

SUMMARY

The bulk carrier VICTORIA departed Rostock 18 September, 2015 at 22:48 local time, loaded with a total of 35,852 tons of wheat. The vessel had a draught of 10.1 meters at the time of departure. The master had decided that the able seaman on duty would hand-steer the vessel until it had passed Skagen. The planned route went from Rostock via the Route T further via the Route H in the Great Belt and then the Route T back through the Great Belt and the Kattegat.

On September 19, 2015 around 18:15, the vessel ran aground at Fladen and received extensive hull damage. No persons were injured and there was no damage to the environment.

The investigation has shown that the vessel, after passing the buoy 6 in the Route T, deviated from its intended course, which was not noticed by the officer on watch. The officer on watch had eight hours of rest divided into two four-hour periods the last 24-hour period before the grounding. The officer on watch also monitored the crew that was foaming the hatches on the cargo deck while he alone was responsible for watch keeping on the bridge. Just before the grounding the master, chief engineer and electrician came up to the bridge to discuss trial run of the ship's cranes with the responsible officer on watch.

The grounding occurred due to a lack of adequate attention to navigational tasks, which in turn was due to distractions caused by other duties, likely in combination with fatigue, which meant that the vessels course and position were not followed.

An underlying cause was inadequate resource planning in terms of the deck officers duties over the first 24 hours after departure from Rostock.

During the investigation it was also noted that the vessel passed near a 10.4 meter reef in the Route H which was not marked with buoys, and that there have been shortcomings in the route planning.

The company has after the accident, inter alia, decided to equip the company's vessels with ECDIS and to revise and supplement the ISM manual and its safety management system (SMS).

The Swedish Maritime Administration has after the accident, placed a light buoy west of Fladen.

SHK recommends the Danish Maritime Authority to consider and evaluate the buoyage along Route H.

Safety recommendations

In light of the measures taken by Venturi Fleet Management and the Swedish Maritime Administration, SHK has decided not to issue recommendations to these operators.

The Danish Maritime Authority is recommended to:

- Consider and evaluate the buoyage along Route H with this report in mind. See section: 2.4.3. (*RS 2016:07 R1*)