

Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

NOTE

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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Interim report on the investigation of the listing, flooding and grounding of car carrier **HOEGH OSAKA** on Bramble Bank, The Solent, United Kingdom 3 January 2015

The information contained in this interim report is based on investigations to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.

FACTUAL INFORMATION

At 2109 on 3 January 2015, the pure car and truck carrier *Hoegh Osaka* was rounding West Bramble buoy in The Solent when it developed a significant starboard list causing some cargo shift and consequent flooding. With the list in excess of 40°, the ship lost steerage and propulsion, and subsequently drifted onto Bramble Bank, grounding at 2115.

Hoegh Osaka had sailed from the port of Southampton, bound for Bremerhaven, at 2006. A pilot was embarked and there were 24 crew on board. Following the accident, all crew were successfully evacuated from the vessel and surrounding waters. There was no pollution. A major salvage operation successfully refloated *Hoegh Osaka* and it was subsequently taken to a safe berth in Southampton on 22 January.

INVESTIGATION

The subsequent investigation has considered all aspects of the accident, including, inter alia the vessel's stability, ballast management, and cargo planning and stowage.

ONGOING ACTION

The draft of the investigation's final report has been sent to stakeholders for a 30 day period of consultation and will be published by March 2016.

SHIP PARTICULARS

Vessel's name	<i>Hoegh Osaka</i>
Flag	Singapore
Classification society	Lloyd's Register
IMO number	9185463
Type	Pure car and truck carrier (PCTC)
Registered owner	Hoegh Autoliners Shipping Pte
Manager(s)	Wallem Shipmanagement, Hong Kong
Construction	Steel
Year of build	2000
Length overall	179.9m
Gross tonnage	51770
Minimum safe manning	12
Authorised cargo	Ro-Ro cargo

VOYAGE PARTICULARS

Port of departure	Southampton
Port of arrival	Bremerhaven (intended)
Type of voyage	Short international voyage
Cargo information	Mixed ro-ro cargo
Manning	24

MARINE CASUALTY INFORMATION

Date and time	3 January 2015, 2109
Type of marine casualty or incident	Serious marine casualty
Location of incident	Bramble Bank, The Solent, UK
Place on board	Not applicable
Injuries/fatalities	One serious injury
Damage/environmental impact	Material damage to the ship, no environmental impact
Ship operation	Under pilotage
Voyage segment	Transit
External & internal environment	Wind south-west force 3-4
Persons on board	25