

This investigation is being carried out by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Isle of Man Administration. Extract from the Isle of Man Merchant Shipping (Accident Reporting and Investigation) Regulations 2001 – Regulation 4:

“The fundamental purpose of investigating a casualty, an accident, or an incident under these Regulations is to determine its circumstances and the causes with the aim of improving the safety of life at sea and the avoidance of accidents in the future. It is not the purpose to apportion liability, nor, except so far as is necessary to achieve the fundamental purpose, 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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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, under Section 4 of the Isle of Man Merchant Shipping Act 1985, 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 into the collision between the general cargo ship *Verity* and the bulk carrier *Polesie* resulting in the sinking of *Verity* and the deaths of five of its crew in the German Bight traffic separation scheme on 24 October 2023

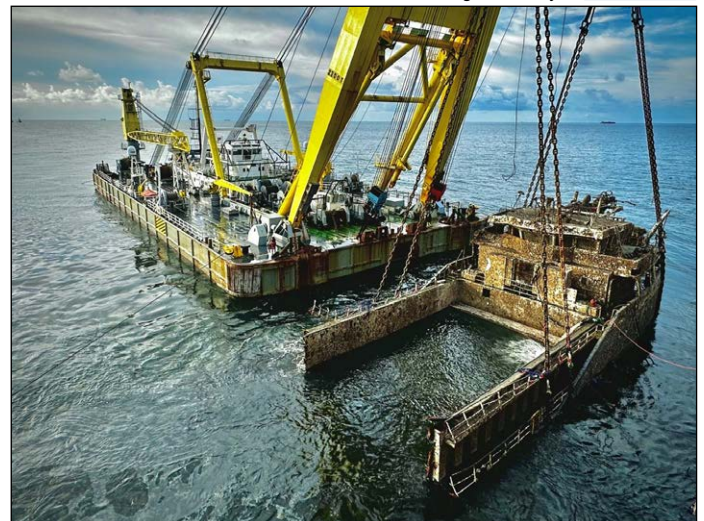
*The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.*

## FACTUAL INFORMATION

At 0455<sup>1</sup> on 24 October 2023, the Isle of Man registered general cargo ship *Verity* and the Bahamas registered bulk carrier *Polesie* collided in the German Bight traffic separation scheme and *Verity* sank shortly afterwards. Two survivors from *Verity* were recovered at the scene, one other crew member was recovered deceased.

*Verity* was salvaged by German authorities during August and early September 2024, when a further two bodies were recovered. Two crew members remain unaccounted for.

Image courtesy of [Brand Marine](#)



Salvage of *Verity*

## INVESTIGATION

This investigation is being carried out by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Isle of Man Administration in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar. The MAIB's investigation has considered various aspects of the accident to determine the causes and circumstances of the collision and the sinking of *Verity*. These include the watchkeeping practices; actions to avoid collision; operational management in the German Bight traffic separation scheme; and damage to *Verity*.

## ONGOING ACTION

The MAIB's investigation is complete and a draft of the report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.

<sup>1</sup> Times shown in this report are local time (UTC+2).

## VESSEL PARTICULARS

Vessel's name	<i>Polesie</i>	<i>Verity</i>
Flag	Bahamas	Isle of Man
Classification society	Det Norske Veritas	Registro Italiano Navale
IMO number	9488097	9229178
Type	Bulk carrier	General cargo ship
Registered owner	Ares Nine Shipping Ltd	Casper Chartering Limited
Manager(s)	Polska Żegluga Morska P.P.	Faversham Ships Ltd
Construction	Steel	Steel
Year of build	2009	2001
Length overall	189.99m	91.25m
Gross tonnage	24,055	2,601
Deadweight	38,069	3,360
Minimum safe manning	12	5
Authorised cargo	Solid bulk cargo	General cargo

## VOYAGE PARTICULARS

Port of departure	Hamburg, Germany	Bremen, Germany
Port of arrival	A Coruña, Spain	Immingham, UK
Type of voyage	International	International
Cargo information	32,997t of feed barley and wheat	3,350t of steel coils
Manning	20	7
Draught	10.0m	5.4m

## MARINE CASUALTY INFORMATION

Date and time	24 October 2024 at 0455	
Type of marine casualty or incident	Very Serious Marine Casualty	
Location of incident	German Bight traffic separation scheme 54°01.5N 007°38.7E	
Place on board	Bow	Starboard side hull
Injuries/fatalities	None	5 fatalities
Damage/environmental impact	Minor damage to bow and starboard side of hull	Vessel total loss, minor oil pollution
Ship operation	On passage	On passage
Voyage segment	Transit	Transit
External & internal environment	Wind easterly/south-easterly force 6; cloudy with good visibility in intermittent rain; 1.5m swell.; water temperature 13°C; air temperature 13°C	
Persons on board	20	7