



Bundesstelle für Seeunfalluntersuchung

Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of
Transport and Digital Infrastructure

Federal Bureau of Maritime Casualty Investigation, P.O. Box 30 12 20 • 20305 Hamburg

Office building
Bernhard-Nocht-Str. 78
20359 Hamburg
Tel.: + 49 (0) 40 31 90 – 0
Fax: + 49 (0) 40 31 90 – 83 40
posteingang-bsu@bsh.de
www.bsu-bund.de

Your reference
Your message from

My reference
(please state on reply)
43/16

+ 49 (0) 40 31 90 – 8321

Date

E-Mail: posteingang-bsu@bsh.de 3 February 2017

Press Release 3/17

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the Investigation Report 43/16 was published on 3 February 2017. The report deals with the fatal line accident on board the CMV MAERSK KURE in the port of Bremerhaven on 6 February 2016. The investigation report is available on www.bsu-bund.de

Short version:

Fatal line accident on board the CMV MAERSK KURE in the port of Bremerhaven on 6 February 2016

While the CMS MAERSK KURE was berthing, the spring line on the forecastle, which had already been put ashore, parted and injured a seaman so severe that he succumbed to his injuries despite all efforts.

The investigation revealed that the parted line already showed signs of excessive wear and should have been replaced long ago. However, there is no reliable method of determining the condition of a mooring line at any time.

The BSU published the final investigation report on 3 February 2017. The report is available on www.bsu-bund.de.

Long version:

Fatal line accident on board the CMV MAERSK KURE in the port of Bremerhaven on 6 February 2016

The Greek-flagged container ship MAERSK KURE, sailing from Rotterdam, arrived at the container terminal in Bremerhaven on the night of 6 February 2016.

The ship's command was advised by a pilot from 0140 onwards. To assist in the berthing manoeuvre, one tug was made fast fore and another aft.

After the fore and aft springs and two head lines were each put ashore, the tugs were cast off. After that, the second spring was to be put ashore at the bow.

A seaman had already attached the heaving line to the eye of the second spring and begun to pay out the line through a fairlead on the starboard side. To this end, he had to stand right next to the deployed spring.

This line parted suddenly and struck the seaman such that he collapsed immediately.

The crew members present pulled him out of the danger area of the lines, advised the bridge, and then attempted to resuscitate him.

The casualty was later carried down the gangway to the pier on one of the ship's stretchers, where the crew of the requested ambulance took charge of the subsequent medical care.

Despite all efforts, the seaman passed away en route to the hospital.

The investigation revealed that the parted line already showed signs of excessive wear and should have been replaced long ago. However, there is no reliable method of determining the condition of a mooring line at any time.

The BSU published the final investigation report on 3 February 2017. The report is available on www.bsu-bund.de.

Volker Schellhammer
Director