



Bundesstelle für Seeunfalluntersuchung

Federal Bureau of Maritime Casualty Investigation

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

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Press Release 07/17

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the Investigation Report 268/15 was published on 1 March 2017. The report deals with the fatal occupational accident on board the container vessel DUBLIN EXPRESS on 14 July 2015. The Investigation Report is available on <http://www.bsu-bund.de> and can be downloaded.

Short version:

Very serious marine casualty – fatal occupational accident on board the CMV DUBLIN EXPRESS

On 14 July 2015 a fatal occupational accident occurred on board the container vessel DUBLIN EXPRESS on high seas. A crewmember fell from a ladder while carrying out repair work in the engine room and sustained serious internal injuries.

Despite immediate initiated first aid measures and advice of the radio-medical service MEDICO Cuxhaven, the seaman died several hours after the accident on board the vessel.

The Federal Bureau of Maritime Casualty Investigation (BSU) started the investigation after the vessel arrived in the port of Hamburg.

The BSU published the investigation report on 1 March 2017. The report is available on the website www.bsu-bund.de.

Long version:

Very serious marine casualty – fatal occupational accident on board the CMV DUBLIN EXPRESS

On 14 July 2015 a fatal occupational accident occurred on board the container vessel DUBLIN EXPRESS while en route from Caucedo (Dominican Republic) to Rotterdam.

While carrying out repair works in the ship's engine room, a welder fell from an aluminum ladder.

The seaman had probably been standing at a height of about 1.40 metres on the platform of the aluminium stepladder, which was not very well secured due to the design, and is likely to have been inspecting the proper bolting of a pipe connection that ran above his head after pipe cleaning works. It is unclear why the welder lost his footing, fell backwards on the floor and started to bleed out of the nose and mouth. Any action necessary to help the severely injured and unconscious welder was taken on board immediately. Despite the measures, the casualty succumbed to his injuries after a few hours.

Within the scope of the analysis of the accident, the BSU dealt extensively with the question as to whether it is necessary to revise the existing rules for occupational health for the handling of ladders which were available on board and were completely complied with on board. The BSU arrives at the conclusion that there is actually need for action. The investigation report is therefore concluded with appropriate safety recommendations addressed to the Deutsche Gesetzliche Unfallversicherung e. V., DGUV (German Social Accident Insurance, the umbrella organisation of the institutions for statutory accident insurance and prevention) and in particular to the Ship Safety Division.

Volker Schellhammer
Director of the BSU