



**Bundesstelle für Seeunfalluntersuchung**  
**Federal Bureau of Maritime Casualty Investigation**  
Federal Higher Authority subordinated to the Ministry of Transport  
and Digital Infrastructure

## **Interim Investigation Report**

Pertaining to the investigation report No. 337/14

**Very Serious Marine Casualty**

**Fatal personal accident  
on board of SILVER PREGASUS  
on 20 September 2014  
in the port of Brake**

18 September 2015

Under the terms of § 28 Para. 1 sentence 1 of the law to improve safety of shipping by investigating marine casualties and other incidents (Maritime Safety Investigation Act – SUG) of 16 June 2002, as amended in the announcement of 1 March 2012 (Federal Law Gazette I, page 390), last amended by Art. 16 Para. 22 of the decree of 19 October 2013 (Federal Law Gazette I, page 3836) in conjunction with Art. 14 Para. 2 of the directive 2009/18/EC of the European Parliament and the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector, the Federal Bureau of Maritime Casualty Investigation publishes an interim report in case an investigation report dealing with very serious or serious accidents cannot be prepared within the term of 12 months.

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## Summary

On Saturday, September 20, 2014 at about 01:00 clock the bulk carriers SILVER PREGASUS was in the port of Brake. The Panama-flagged vessel had been discharged and the 2nd officer checked the cargo holds. When he did not answer on the VHF radio, other crew members searched him and found him lying on the floor of the load compartment. Most likely, the 2nd officer has slipped from the vertical cargo hold ladder and at least 6 m deep fallen. In is way the 29-year old seaman got so severe injuries that he died in the course of the day at the hospital. The BSU immediately took up the investigation into this very serious marine casualty.

Since the assessment of all sources of information is a time-consuming process, account for the fact that the time limit of one year set by the European Union and implemented into national law by the Federal Republic of Germany, to publish an investigation report after a very serious or serious marine casualty has occurred, cannot be satisfied without serious losses with respect to the conclusions and safety recommendations giving distinction to the report.

After careful appreciation of all relevant factors, and under the proposition to present an investigation report meeting the international benchmarks and foremost serving the purpose of enhancing the safety of shipping, the BSU has therefore decided to suspend the publication date of the final investigation report, and publish the present preliminary report.