



**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. 268/15

**Very Serious Marine Casualty**

**Fatal accident on board the CMV DUBLIN EXPRESS  
on 14 July 2015 on the voyage from Caucedo to  
Rotterdam**

**15 July 2016**

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. 22 of the decree of 24 May 2016 (Federal Law Gazette I, page 1217) 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.

Issued by:  
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## 1 FACUTAL INFORMATION

### 1.1 Photo DUBLIN EXPRESS



Figure 1: Photo of DUBLIN EXPRESS

### 1.2 Ship particulars CMS DUBLIN EXPRESS

Name of ship:	DUBLIN EXPRESS
Type of ship:	Full container ship
Nationality/Flag:	Germany
Port of registry:	Hamburg
IMO number:	9232577
Call sign:	DDSB2
Owner:	Hapag Lloyd AG
Year built:	2002
Shipyard/Yard number:	Daewoo Shipbuilding & Marine Engineering Co. Ltd./4083
Classification society:	DNV GL
Length overall:	281.00 m
Breadth overall:	32.23 m
Gross tonnage:	46.009
Deadweight:	54.157 t
Draught (max.):	12.50 m
Engine rating:	51433.4 kW
Main engine:	Two-stroke diesel engine Sulzer 9RTA96C-B
(Service) Speed:	24.9 kts
Hull material:	Steel
Minimum safe manning:	24

### 1.3 Voyage particulars CMS DUBLIN EXPRESS

Port of departure:	Caucedo (Dominican Republic)
Port of call:	Rotterdam (Netherlands)
Type of voyage:	Merchant shipping/International

Az.: 268/15

Cargo information:	Container
Manning:	24
Draught at time of accident:	n/a
Pilot on board:	no
Number of passengers:	none

#### 1.4 Marine casualty or incident information

Type of marine casualty or incident:	Very serious marine casualty Personal accident with fatal consequence
Date, time:	14/07/2015, 1553
Location:	Atlantic Ocean; About 410 nautical miles east of Puerto Rico
Latitude/Longitude:	$\phi$ 24°20.6'N $\lambda$ 062°06.2'W
Ship operation and voyage segment:	Passage from Latin America to Europe
Consequences (for people, ship, cargo, environment, other):	Fatal injuries of a seaman (Fall from a ladder)

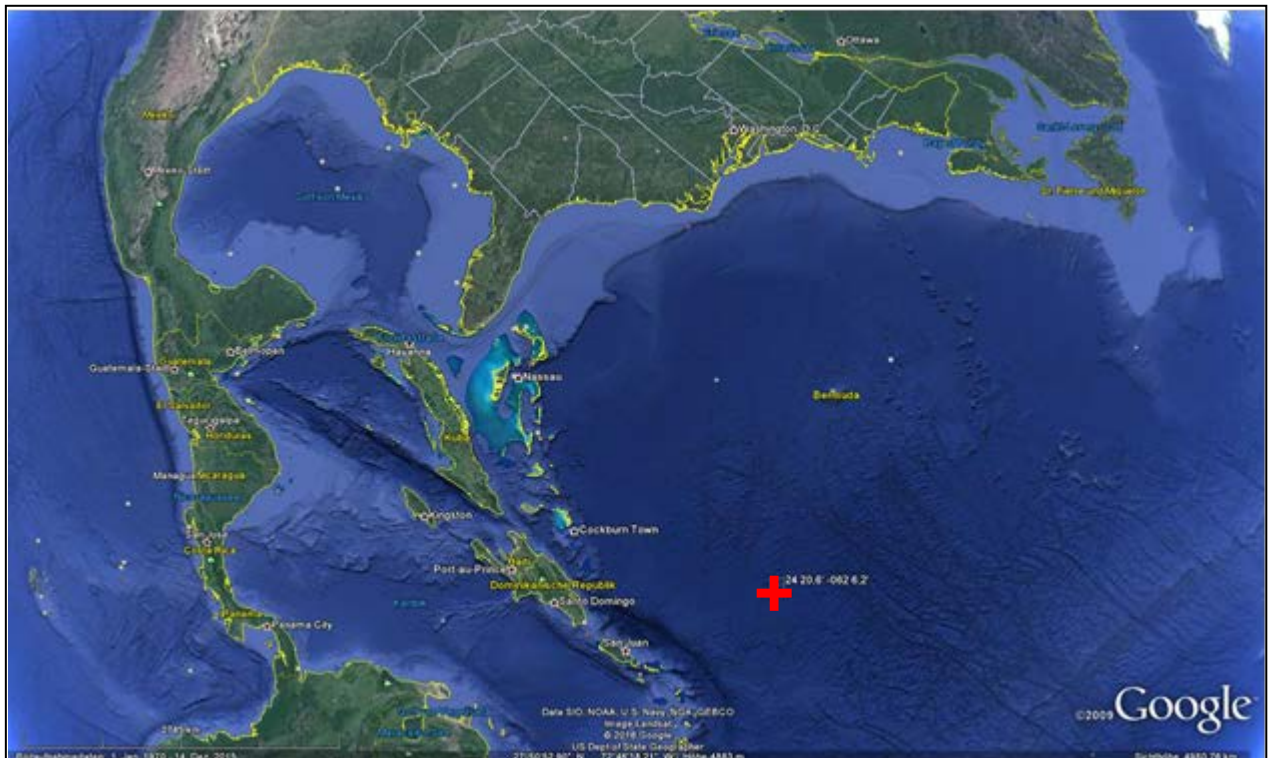


Figure 2: Scene of the accident

## 1.5 Shore authority involvement and emergency response

Agencies involved:	US Coastguard Puerto Rico; MEDICO Cuxhaven; MRCC Bremen
Resources used:	Medical devices from the board hospital, medication from the board pharmacy, radio-medical consultation service
Actions taken:	Course alteration towards Puerto Rico; transporting the injured person into the board hospital, administering first aid, establishing contact with radio-medial service MEDICO Cuxhaven, ordering of a helicopter; MRCC initiates an enhanced group call via INMARSAT-C (GMDSS Enhanced Group Call) for the purpose of ordering medical assistance of vessels possibly located in the vicinity
Results achieved	Seaman succumbs to his very serious internal injuries before external assistance arrives

## 2 Summary

On 14 July 2016, an occupational accident with fatal consequences occurred on board the full container vessel DUBLIN EXPRESS, flying the German flag, while en route from Caucedo to Rotterdam.

At about 1553 (board time) a Philippine welder fell from a ladder while carrying out repair work in the engine room. The seaman was standing on a standing platform of an aluminium ladder located in a height of approx. 1.40 m. After having carried out pipe cleaning work, he was presumably checking the proper screw connection of a pipe connection running above his head. No precautions were taken against a fall from the ladder with respect to personal safety (safety guard at the ladder) and personal protective equipment (fall arrest system).

For unexplained reasons the welder lost his footing when handling above his head, fell backwards on the floor and started to bleed out of his nose and mouth. The two other crewmembers occupied with maintenance work were alerted through the fall noise of the accident which they did not observed directly and immediately informed the ships command.

All necessary measures to help the very serious injured welder were taken on board. He was taken to the hospital on board and all means available were used to administer medical aid. At the same time, the ships command established contact to the Telemedical Maritime Assistance Service MEDICO Cuxhaven. The master immediately altered the course of the ship towards the next coastline (Puerto Rico),

which was located in a distance of about 410 nm, and established contact to the local Coast Guard in order to request a helicopter.

Despite the various measures taken on board, the condition of the seaman deteriorated dramatically in the course of the ensuing hours. At about 1900 board time resuscitation attempts had to be carried out. These were continued until 2021, but were then discontinued upon agreement with MEDICO Cuxhaven and because they did not succeed. The DUBLIN EXPRESS then returned to her original course, heading to Rotterdam.

On 24 July 2015, the ship reached Hamburg after having called at the port of Rotterdam before. There the deceased seaman was taken from board and after a post mortem examination his corpse repatriated to his home country.

On 15 July 2015 the Federal Bureau of Maritime Casualty Investigation (BSU) was notified of the accident by the ship's owner. In the ensuing period of time the owner provided information pertaining to the ship and the course of the accident. After arrival of the DUBLIN EXPRESS in Hamburg a BSU-investigator surveyed the ship, and took photos of the scene of the accident, viewed documents and interviewed crewmembers.

The investigation of the course of the accident has meanwhile been concluded. The BSU is currently preparing the investigation report about the very serious marine casualty. Since 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, the public is informed by issuing the aforementioned Interim Investigation Report.