



**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. 42/15

**Very Serious Marine Casualty**

**Fatal personal accident  
on board of MV ASKOE  
on 6 February 2015  
at the Baltic Sea**

5 February 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. 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.

Issued by:  
Bundesstelle für Seeunfalluntersuchung – BSU  
(Federal Bureau of Maritime Casualty Investigation)  
Bernhard-Nocht-Str. 78  
20359 Hamburg

Director: Volker Schellhammer  
Phone: +49 40 3190 8300      Fax: +49 40 3190 8340  
posteingang-bsu@bsh.de      [www.bsu-bund.de](http://www.bsu-bund.de)

## Summary

At about 0700 on Monday, 6 February 2015, the MV ASKOE sailing under the flag of Antigua & Barbuda, was en route from Denmark to Sweden, in German territorial waters.

At this time, an able bodied seaman went missing and the crew searched for him. He was ultimately found lifeless hanging headlong in a cargo hold access hatch. Attempt at resuscitation after his recovery did not succeed.

The vessels command decided to call at the nearest port, the port of Rostock. After having arrived there the fire department measured excessive carbon monoxide levels which were obviously caused by the cargo. The vessel carried a cargo of wooden pallets. The deceased able bodied seaman was taken ashore, and the vessel continued her voyage.

The BSU started an 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.