

## **Investigation Report 43/16**

Date: 3 February 2017

Very serious marine casualty

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

### **1 Summary**

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.

## **2 SAFETY RECOMMENDATIONS**

The following safety recommendations do not constitute a presumption of blame or liability.

### **2.1 Ship's crews**

The Federal Bureau of Maritime Casualty Investigation recommends that crews move casualties as little as possible and if this is necessary, then preferably only after consulting a medical practitioner.

### **2.2 Owner**

The Federal Bureau of Maritime Casualty Investigation recommends that the owner train its crews so that they inspect the mooring lines regularly, document this, and arrange for a replacement in cases of doubt.

### **2.3 Scientific maritime institutions and rope manufacturers, Ship Safety Division and the Federal Ministry of Transport and Digital Infrastructure**

The Federal Bureau of Maritime Casualty Investigation recommends (as mentioned in investigation report 302-07) that scientific maritime institutions and rope manufacturers expedite the development of lines and/or systems that make it possible for vessel commands to determine the existing load capacity of a line in a practicable way.

The Federal Bureau of Maritime Casualty Investigation recommends that the Ship Safety Division continues to lend support to the development of such systems and if necessary to update guidelines for the use of these systems.

We recommend that the Federal Ministry of Transport and Digital Infrastructure promotes the research and development of such systems.