

VERY SERIOUS MARINE CASUALTY

JANUARY 2026

This investigation is being carried out by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Isle of Man Administration. Extract from the Isle of Man Merchant Shipping (Accident Reporting and Investigation) Regulations 2001 – Regulation 4:

“The fundamental purpose of investigating a casualty, an accident, or an incident under these Regulations is to determine its circumstances and the causes with the aim of improving the safety of life at sea and the avoidance of accidents in the future. It is not the purpose to apportion liability, nor, except so far as is necessary to achieve the fundamental purpose, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

NOTE

This report is not written with litigation in mind and, under Section 4 of the Isle of Man Merchant Shipping Act 1985, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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Interim report on the investigation of the fatal man overboard from the Isle of Man registered bulk carrier *World Prize* 3.5 nautical miles east-south-east of Rönnskär, Sweden on 14 October 2025

The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.

FACTUAL INFORMATION

At approximately 0840 on 14 October 2025, the bosun on board the bulk carrier *World Prize* lost their balance and fell overboard from the vessel's main deck. The vessel was underway departing port and the bosun had been rigging the starboard pilot ladder in preparation to disembark the two pilots on board. The bosun struck the bottom platform of *World Prize*'s accommodation ladder before falling into the sea. The bosun was not wearing a personal flotation device and was observed to be floating face down in the water. The crew on board the attending pilot launch *Pilot 753 SE* witnessed the fall and immediately turned to rescue the bosun. The pilot boat crew were unable to recover the bosun who subsequently slipped beneath the surface. A search and rescue operation was initiated but was unable to locate the bosun, whose body was eventually recovered by divers on 15 October 2025.

INVESTIGATION

This investigation is being undertaken by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Isle of Man Administration in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar. The MAIB is working with the Swedish Accident Investigation Authority, Statens havrikommision (SHK).

Image courtesy of Statens havrikommision (SHK)



World Prize at anchor after the accident

The MAIB's investigation has considered various aspects of the accident to determine the causes and circumstances of the bosun's fall. These include the provision, use and practicality of the personal protective equipment on board *World Prize*, the documented safe system of work, the oversight of safety and the actions of the crew.

An investigation into the factors that impacted the ability of the crew on board *Pilot 753 SE* to recover the casualty from the water is being undertaken by SHK.

INITIAL FINDINGS

The bosun and other members of *World Prize*'s crew were working for an extended period within 2m of an unguarded deck edge where a fall hazard in excess of 13m existed. The bosun was not wearing fall restraint or fall arrest equipment and was not tethered to the vessel. There was no clear supervision of the rigging of the pilot ladder and the safe system of work detailed in *World Prize*'s safety management system was not being followed. The bosun sustained head injuries when they struck the bottom platform of the accommodation ladder.

The crew of *Pilot 753 SE* were unable to recover the bosun from the water when attempting the rescue. The bosun slipped from their grasp and sank to the seabed.

The postmortem found the bosun's death was caused by drowning. Further, that the bosun's moderate injuries were not considered to have been immediately fatal but, with the possibility of impaired consciousness, they may have contributed to the bosun's drowning.

ONGOING ACTION

The combined MAIB and SHK investigation into this accident is ongoing. Once the investigation is complete, a draft of the report will be prepared and distributed to stakeholders for a 30-day consultation period.

VESSEL PARTICULARS

Vessel's name	<i>World Prize</i>	<i>Pilot 753 SE</i>
Flag	Isle of Man	Sweden
Classification society	Det Norske Veritas	RINA
IMO number	9860403	Not applicable
Type	Bulk carrier	Pilot launch
Registered owner	BW Dry Cargo Pte. Ltd	Sjöfartsverket
Manager(s)	Synergy Maritime Pvt. Ltd.	Sjöfartsverket
Year of build	2021	1979
Construction	Steel	Steel
Registered length/length overall	197m	16.45m
Gross tonnage	34,762	25
Minimum safe manning	15	2
Authorised cargo	Bulk goods	Not applicable

VOYAGE PARTICULARS

Port of departure	Rönnskär, Sweden	Rönnskär, Sweden
Port of arrival	Klaipėda, Lithuania	Rönnskär, Sweden
Type of voyage	International	Coastal
Cargo information	Copper concentrate	Not applicable
Manning	19	2

MARINE CASUALTY INFORMATION

Date and time	14 October 2025 at 0840	
Type of marine casualty or incident	Very Serious Marine Casualty	Not applicable
Location of incident	3.5nm east-south-east of Rönnskär, Sweden	
Place on board	Main deck	Not applicable
Injuries/fatalities	One fatality	Not applicable
Damage/environmental impact	None	Not applicable
Ship operation	On passage	On passage
Voyage segment	Mid-water	Not applicable
External & internal environment	Wind north-westerly force 3; sea state 3; good visibility; sea surface temperature 6°C	
Persons on board	21 (19 crew and 2 pilots)	2