



# Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of  
Transport and Digital Infrastructure

Federal Bureau of Maritime Casualty Investigation, P.O. Box 30 12 20 • 20305 Hamburg

**Office building**  
Bernhard-Nocht-Str. 78  
20359 Hamburg  
Tel.: + 49 (0) 40 31 90 – 0  
Fax: + 49 (0) 40 31 90 – 83 40  
[posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de)  
[www.bsu-bund.de](http://www.bsu-bund.de)

**Your reference**  
**Your message from**

**My reference**  
(please state on reply)  
198/15

( + 49 (0) 40 31 90 – 8311

**Date**

**E-Mail: [posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de) 25 May 2016**

## Press Release 9/16

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the Interim Investigation Report 198/15 was published on 25 May 2016. The report deals with the serious marine casualty on board the PURPLE BEACH in the deep water anchorage in the German Bight on 25 May 2015. The Interim Investigation Report provides information about the subject of the investigation and the current state of the investigation. Upon request the report will be forwarded. Alternatively this report – as well as all previous reports – is available on the website <http://www.bsu-bund.de> and can be downloaded.

### Serious marine casualty – Fire on board the PURPLE BEACH

On 25 May 2015 a self-sustaining degradation of a part of the fertilizer carried on board the cargo vessel PURPLE BEACH, flying the Marshall Island's flag, occurred in the German Bight. This was accompanied by a heavy smoke emission and heat development. The CO<sub>2</sub> discharged into the cargo hold had only a short-term effect. In order to stop the chemical reaction, the Central Command of Maritime Emergencies, having assumed the overall operational leadership, ordered the affected cargo hold to be flooded. This yielded the desired success.

Later on, the ship was towed to an emergency berth in Wilhelmshaven. The ship is currently being unloaded further at her new berth in Wilhelmshaven. The administrative and technical problems arising in the process impair the operation strongly. It is presently not foreseeable when the unloading process will come to an end. Therefore it is currently not possible to fully survey the affected cargo hold. The circumstances mentioned result in 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.

The Interim Investigation Report was published by the BSU on 25 May 2016 and is available on [www.bsu-bund.de](http://www.bsu-bund.de).