



Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

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The Federal Bureau of Maritime Casualty Investigation (BSU) published the investigation report 431/15 on 14 June 2018. The report deals with a serious engine damage followed by fire on board the vessel THETIS D. Upon request the report will be forwarded. Alternatively, this report is available on <https://www.bsu-bund.de/EN/News> for download.

Short version:

Serious engine damage followed by fire on board the cargo vessel THETIS D

The Federal Bureau of Maritime Casualty Investigation (BSU) has published the Investigation Report No. 431/15 on 14 June 2018. The report deals with a serious engine damage followed by fire on board the cargo vessel THETIS D.

Serious damage occurred in the engine room of the container ship THETIS D, flying the flag of Liberia, on the morning of 26 October 2015. The main engine was stopped automatically. One cylinder's drive unit was completely destroyed. A large amount

of lubricating oil escaped, which ignited. This was followed by a fire in the engine room.

At this point, the THETIS D was about 5.6 nm north-east of Kiel Lighthouse. The fire in the engine room extinguished automatically after airtight integrity was established. The THETIS D was towed not under command to the port of Kiel Ostuferhafen with the support of two tugs.

The investigation report includes safety recommendations addressed to the owner of

the THETIS D in order to prevent installation errors during maintenance of major parts carried out by the engine crew by means of training. Further safety recommendations are directed to the classification society and aim at audits of the safety management of the shipping company.

All investigation reports, safety recommendations and other information published by the BSU are available on <https://www.bsu-bund.de/EN/Publications>.

Long version:

Serious engine damage followed by fire on board the cargo vessel THETIS D

The container ship THETIS D, flying the flag of Liberia, was en route from Gdynia, Poland, to Bremerhaven, Germany, when serious damage to the main engine became apparent in the engine room on the morning of 26 October 2015. The main engine was stopped automatically. One cylinder's drive unit was completely destroyed. A large amount of lubricating oil escaped, which ignited. This was followed by a fire in the engine room.

At this point, the THETIS D was on the Kiel-Baltic Sea route about 5.6 nm north-east of Kiel Lighthouse. The fire in the engine room extinguished automatically after airtight integrity was established. The THETIS D was towed not under command to the port of Kiel Ostuferhafen with the support of two tugs.

Nobody came to physical harm due to the accident, nor was there any environmental pollution.

In order to prevent similar accidents in the future, the BSU has published the following safety recommendations:

- The Federal Bureau of Maritime Casualty Investigation recommends that the owner of the THETIS D take such steps as safety briefings, circulars and any other measures that are necessary and appropriate (e.g. training sessions) to ensure that qualified engine room personnel prepare for, carry out and record maintenance and servicing works on key components of the main engine properly.
- The Federal Bureau of Maritime Casualty Investigation recommends that the owner of the THETIS D advise its ship's commands on the obligation to back up VDR data after a marine casualty and possibly to incorporate this in procedural instructions.
- The Federal Bureau of Maritime Casualty Investigation recommends that the classification society of the THETIS D check during the next routine ISM audit whether a procedural instruction for maintaining and servicing key components of the main engine, which meets the requirements of the ISM Code, exists and is implemented.
- The Federal Bureau of Maritime Casualty Investigation recommends that the classification society of the THETIS D check during the next routine ISM audit whether the owner's internal accident follow-up procedure satisfies the requirements of the ISM Code and is implemented effectively on board.

Ulf Kaspera
Director