



# 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 No. 496/15 on 29.11.2019. The report deals with the fire in the cargo hold of the multipurpose ship VENTURA on 18. December 2015. Upon request the report will be forwarded. Alternatively, this report is available on

<https://www.bsu-bund.de/EN/News>

for download.

### **Serious Marine Casualty - Fire in the cargo hold of the multipurpose ship VENTURA off the canal locks at Kiel-Holtenau on 18 December 2015**

The multi-purpose vessel VENTURA, flying the flag of Antigua and Barbuda, was en route from Liepaja, Latvia, to Casablanca, Morocco on 18 December 2015. The VENTURA was carrying almost 4,811mt of unfinished sugar beet pulp. At 11.00 a.m., Kiel Lighthouse was passed. At around 12.00 a.m., smoke was detected on board and a fire alarm was triggered. The regional Vessel Traffic Service Centre was notified and it assigned the VENTURA an emergency anchorage in front of Vossbrook in the Kiel Fjord.

Kiel Fire Service deployed a fire-fighting unit on board for investigations. The Central Command for Maritime Emergencies (CCME) was informed early on by the Kiel Waterways Police about the ship's fire and officially took over the coordination of the incident early in the evening. The VENTURA made fast in Kiel Ostuferhafen port at 21:00. Part of the cargo was subsequently unloaded onto the pier using a dredger belonging to the port and extinguished there by the Kiel Fire Service. Both the

VENTURA's cargo hold and cargo were damaged by the accident. Neither people nor the marine environment were affected.

The preliminary investigation of the fire identified two possible causes. Both, charge auto-ignition and spark-ignition were considered. Neither of these two causes could be accurately determined or excluded after the investigation. However, there is reason to believe that the maximum permitted moisture content of the load, due to the effect of rain on loading, was partially exceeded and thus the basis for self-ignition was created.

The investigation into the fire on board the VENTURA confirmed once again that compliance with the regulations laid down in the IMSBC Code is an imperative and must be consistently implemented by ship management. The report contains three safety recommendations.

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

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Director