



# Bundesstelle für Seeunfalluntersuchung

## Federal Bureau of Maritime Casualty Investigation

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 – 83 11  
Fax: + 49 (0) 40 31 90 – 83 40  
posteingang@bsu-bund.de  
<http://www.bsu-bund.de>

Leitweg ID 991-14090-76

**Your reference**  
**Your message dated**

**My reference**  
(please state on reply)  
261/20

**+ 49 40 31 90 – 83 11**

**email: [posteingang@bsu-bund.de](mailto:posteingang@bsu-bund.de)**

**Date**

30 November 2022

### **PRESS RELEASE No. 12/22**

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby announces the publication of the Investigation Report No. 261/20 on 30 November 2022. The report deals with the fire in the engine room of the ferry BERLIN approaching the port of Rostock on August 13, 2020. The report is available for download at

[https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte\\_node.html](https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte_node.html)

#### **Less serious marine casualty - fire in the engine room of the ferry BERLIN approaching the port of Rostock**

On 13 August 2020, the German flagged ferry BERLIN was en route to the port of Rostock as usual. At about 0245, when she was in the approach fairway about 2.6 nm from the sea channel, a fire broke out in the main engine room. The cause was determined to be material fatigue of a pressure gauge pipe that could not have been foreseen. It had broken, releasing a jet of gear oil onto insufficiently insulated engine parts, where it predictably ignited.

As the fire was initially very limited, three crewmembers spontaneously started manual firefighting. A few minutes later, the ship's command sounded the general alarm, and all necessary measures were initiated.

As early as 15:14, the fire could be reported as extinguished.

To be on the safe side, the hybrid ferry continued her journey to the berth in Rostock harbour using only her diesel-electric drive. There, all passengers were able to leave the ship unharmed. There was a manageable amount of damage in the fire area, and

the three firefighting crewmembers complained of a throat irritation, which was treated by a medical response team.

This investigation revealed that there is no mandatory monitoring obligation for the "hot spot" regulations that have been in place for years.

The shipping company promptly and comprehensively corrected the shortcomings in firefighting and technical deficiencies that this report revealed.

All investigation reports, safety recommendations and other information published by the BSU are available at

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

Ulf Kaspera  
Director