



Bundesstelle für Seeunfalluntersuchung
Federal Bureau of Maritime Casualty Investigation
Federal Higher Authority subordinated to the Ministry of Transport
and Digital Infrastructure

Interim Investigation Report

pertaining to the investigation report no. 431/15

Serious Marine Casualty

**Serious engine damage
followed by fire
on board the container vessel THETIS D
on 26 October 2015
in the Kiel Bight**

19 October 2016

Under the terms of § 28 para. 1 sentence 1 of the law to improve safety of shipping by investigating marine casualties and other incidents (Maritime Safety Investigation Act - SUG) of 16 June 2002, as amended in the announcement of 1 March 2012 (Federal Law Gazette I, page 390), last amended by Art. 22 of the decree of 24 May 2016 (Federal Law Gazette I, page 1217) in conjunction with Art. 14 para. 2 of the directive 2009/18/EC of the European Parliament and the Council of 23 April 2009, establishing the fundamental principles governing the investigation of accidents in the maritime transport sector, the Federal Bureau of Maritime Casualty Investigation publishes an interim report in case an investigation report dealing with very serious or serious accidents cannot be prepared within the term of 12 months.

Issued by:
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1 FACTUAL INFORMATION

1.1 Photo



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Figure 1: Photo of the vessel

1.2 Schiffsdaten

Name of ship:	THETIS D
Type of ship:	Container ship
Nationality/Flag:	Liberia
Port of registry:	Monrovia
IMO number:	9372274
Call sign:	D5BV6
Owner:	Drevin Bereederungs-GmbH & Co. KG
Year built:	2009
Shipyard/Yard number:	J. J. Sietas/1262
Classification society:	DNV GL
Length overall:	168.11 m
Breadth overall:	27.04 m
Gross tonnage:	17,488
Deadweight:	16,950 t
Draught (max.):	9.60 m
Engine rating:	11,200 kW
Main engine:	MAN 58/64 CD
(Service) Speed:	19.0 kts
Hull material:	Steel
Minimum safe manning:	11

1.3 Voyage particulars

Port of departure:	Gdynia, Poland
Port of call:	Bremerhaven, Germany
Type of voyage:	Merchant shipping, international
Cargo information:	Containers
Manning:	14
Draught at time of accident:	8.70 m
Pilot on board:	No
Canal helmsman:	No
Number of passengers:	None

1.4 Marine casualty or incident information

Type of marine casualty:	Serious marine casualty
Date, time:	26 October 2015, 0829 ¹
Location:	Kiel Fjord
Latitude/Longitude:	ϕ 54°31.92' N λ 010°25.43' E
Ship operation and voyage segment:	High seas
Place on board:	Engine room
Consequences (for people, ship, cargo, environment, other):	Heavy damage to the main engine and inside the engine room. Nobody came to physical harm, nor was there any environmental pollution

Excerpt from Nautical Chart 54, BSH

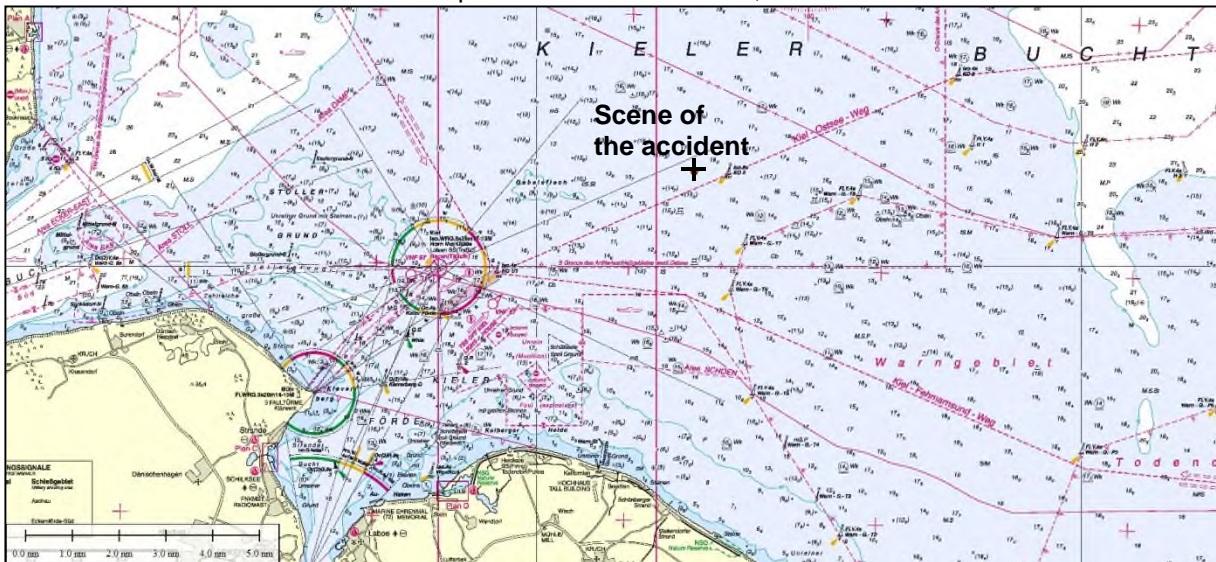


Figure 2: Nautical chart

¹ All times shown in this report are local = UTC + 1

1.5 Shore authority involvement and emergency response

Agencies involved:	Vessel Traffic Service (VTS) Travemünde, Waterway Police (WSP) Kiel
Resources used:	Tugs KIEL and KITZEBERG
Actions taken:	Airtight integrity established in the engine room; ship towed to the port of Kiel
Results achieved:	Fire extinguished automatically; ship towed safely to the port of Kiel

2 Summary

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 running gear was completely destroyed. A large amount of lubricating oil leaked, 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 proceeded 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.

During the legal comment period on the draft report, the BSU was provided with information that requires a reevaluation of the cause of accident as well as a re-analysis of the accident. Hence, 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 public is informed of the current status of the investigation by issuing this Interim Investigation Report.