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

Issued by:
Bundesstelle für Seeunfalluntersuchung
(Federal Bureau of Maritime Casualty Investigation)
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1 FACTUAL INFORMATION

1.1 Photo

Figure 1: Photo of the vessel

1.2 Schiffsdaten

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

Figure 2: Nautical chart

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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 revaluation 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.