

Interim Investigation Report

pertaining to the investigation report No. 496/15

Serious Marine Casualty

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

15 December 2016

Pursuant to the first sentence of Article 28(1) of the Law to improve safety of shipping by investigating marine casualties and other incidents (Maritime Safety Investigation Law – SUG) of 16 June 2002, as amended and promulgated on 1 March 2012 (BGBl. [Federal Law Gazette] I p. 390), amended most recently by Article 5 of the Regulation of 8 March 2012 (BGBl. I p. 483), in conjunction with Article 14(2) of Directive 2009/18/EC of the European Parliament and of 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 within a period of 12 months of a very serious or serious marine casualty if it is not possible to complete the corresponding investigation report within that period.

Issued by:
Bundesstelle für Seeunfalluntersuchung – BSU
(Federal Bureau of Maritime Casualty Investigation)
Bernhard-Nocht-Str. 78
20359 Hamburg
Germany

Director: Volker Schellhammer
Phone: +49 40 3190 8300 Fax.: +49 40 3190 8340
posteingang-bsu@bsh.de www.bsu-bund.de

1 Factual information

1.1 Photo

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Figure 1: Photo of the ship

1.2 Ship particulars

Name of ship:	VENTURA
Type of ship:	Multipurpose ship
Nationality/Flag:	Antigua and Barbuda
Port of registry:	Saint John's
IMO number:	9312729
Call sign:	V2GM2
Owner:	Erwin Strahlmann GmbH & Co. KG
Year built:	2006
Shipyard/Yard number:	Niestern Sander Reparatie B.V./830
Classification society:	Bureau Veritas
Length overall:	106.15 m
Breadth overall:	14.40 m
Gross tonnage:	3,870
Deadweight:	5,698 t
Draught (max.):	6.15 m
Engine rating:	2,700 kW
Main engine:	MAK 9M25
(Service) Speed:	11 kts
Hull material:	Steel
Minimum safe manning:	9

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1.3 Voyage particulars

Port of departure:	Liepaja, Latvia
Port of call:	Casablanca, Morocco
Type of voyage:	Merchant shipping, international
Cargo information:	Sugarbeetpulp pellets, unmolassed
Manning:	9
Draught at time of accident:	D _f 5.95 m, D _m 6.01 m, D _a 6.07 m
Pilot on board:	Yes
Canal helmsman:	No
Number of passengers:	0

1.4 Marine casualty information

Type of marine casualty:	Serious marine casualty, fire
Date, time:	18 December 2015, 1155 ¹
Location:	Approaching the locks at Kiel-Holtenau
Latitude/Longitude:	φ 54°23.0' N λ 010°11.2' E
Ship operation and voyage segment:	Harbour mode
Place on board:	Cargo hold
Consequences (for people, ship, cargo, environment, other):	Cargo hold and cargo damaged

Extract from Official Electronic Nautical Chart 516200, BSH

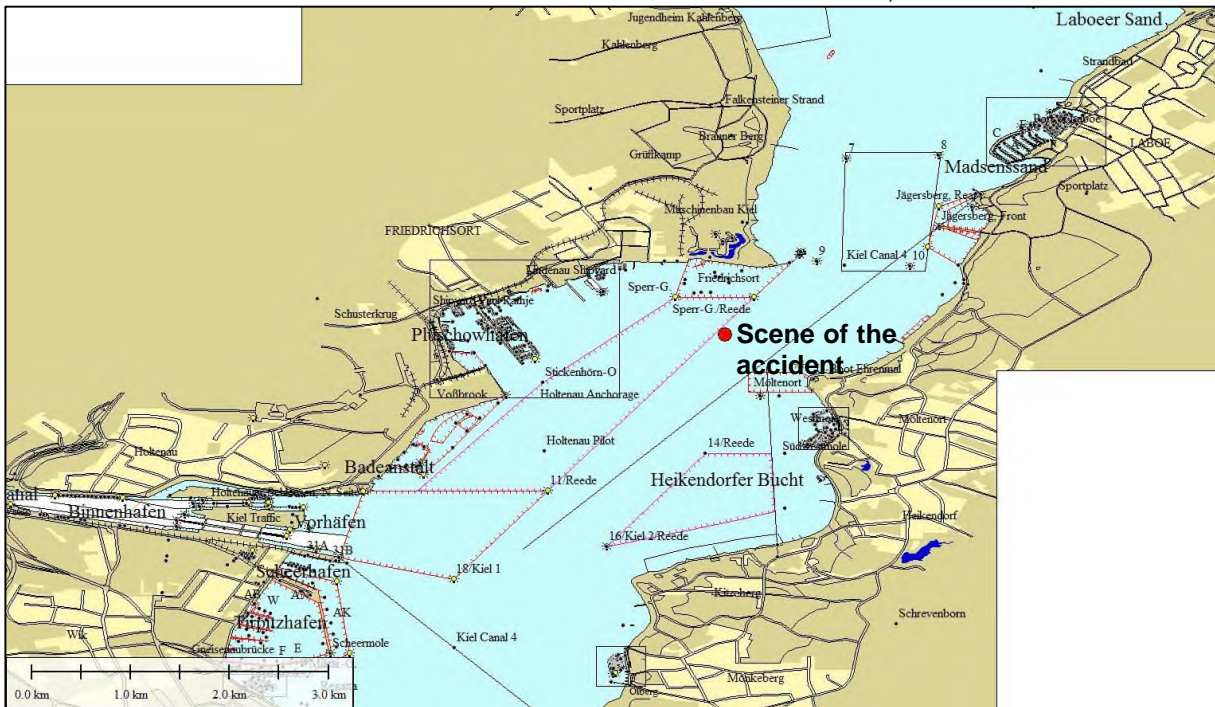


Figure 2: Nautical chart

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

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1.5 Shore authority involvement and emergency response

Agencies involved:	Vessel Traffic Service (VTS) Kiel Traffic, Waterway Police (WSP) Kiel, Central Command for Maritime Emergencies (CCME), Kiel Fire Service, Kiel Harbour Master's Office
Resources used:	Firefighting unit from Kiel Fire Brigade, coastal boat and patrol boat from WSP Kiel
Actions taken:	Shifted to the Kiel Ostuferhafen port, cargo partially unloaded onto the pier and extinguished there by Kiel Fire Service
Results achieved:	Successful firefighting operation

2 Summary

The Antigua and Barbuda-flagged multipurpose ship VENTURA was sailing from Liepaja in Latvia to Casablanca in Morocco on 18 December 2015. The VENTURA was carrying almost 4,811 mt of unmolassed sugarbeetpulp pellets. She passed Kiel lighthouse at 1100. Smoke was noticed on board at about 1200 and the fire alarm then sounded. The VTS centre was notified and assigned the VENTURA an emergency mooring off Vossbrook on the Kiel Firth.

Kiel Fire Service deployed a firefighting unit on board to investigate. The CCME was notified of the ship fire promptly by WSP Kiel and formally took charge of coordinating the incident in the early evening. The VENTURA made fast in Kiel Ostuferhafen port at 2100. Part of the cargo was subsequently unloaded onto the pier using an excavator belonging to the port and extinguished there by the Kiel Fire Brigade. Both the VENTURA's cargo hold and cargo were damaged by the accident. Neither people nor the marine environment were affected.

Changes in the BSU's staffing gave rise to new lead investigators while the investigation was ongoing. This delayed completion of the investigation. Consequently, it is not possible to adhere to the time limit of one year for publishing an investigation report set by the European Union and transposed into national law by the Federal Republic of Germany. The public is therefore informed on the progress of the investigation by way of the publication of this interim report.