



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 Investigation Report 338/19

Very Serious Marine Casualty

Fire in the engine room of the multipurpose ship
KELLY
with one dead and two injured crew members on the
Elbe River / Tn. 51
on 06 September 2019

20 August 2020

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:
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1 Factual information

1.1 Photo

©: Hansa Shipping



Figure 1: KELLY

1.2 Ship particulars

Name of ship:	KELLY
Type of ship:	Multipurpose ship
Nationality/Flag:	Malta
Port of registry:	Valetta
IMO number:	9255622
Call sign:	9HA4962
Owner:	HS KELLY OU
Shipping Company:	Hansa Ship Management OU
Year built:	2004
Shipyard/Yard number:	Hull: Daewoo-Mangalia Heavy Industries S.A. (Hull No.: 1042) Bodewes Scheepswerf "Volharding" Foxhol B.V. (Hull No.: 515)
Classification society:	Registro Italiano Navale (RINA)
Length overall:	132,20 m
Breadth overall:	15,87 m
Draught (max.):	7,75 m
Gross tonnage:	6.361
Deadweight:	9.857 t
Engine rating:	3.840 kW

Main engine:	MAK 8M32C; Caterpillar Motoren GmbH & Co. KG
(Service) Speed:	15 kn (ballast); 13,5 kn (fully laden)
Hull material:	Steel
Minimum safe manning:	13

1.3 Voyage particulars

Port of departure:	Rotterdam / Netherlands
Port of call:	Kaliningrad / Russia
Type of voyage:	Merchant shipping, international
Cargo information:	Ballast
Manning:	13
Draught at time of accident:	Tv= 4,20 m, Ta= 4,60 m
Pilot on board:	Yes
Canal helmsman:	No
Canal helmsman::	0

1.4 Marine casualty information

Type of marine casualty:	Very serious marine casualty, fire in the engine room with one dead and two injured crew members
Date, time:	06.09.2019, 13:30 ¹
Location:	River Elbe, Tonne 51,
Latitude/Longitude:	φ 53°51,5'N λ 009°02,1'E
Ship operation and voyage segment:	Elbe Harbour mode Kiel Canal approach, level with Brunsbüttel
Place on board:	Purifier room, engine room
Human factor	Yes
Consequences (for people, ship, cargo, environment, other):	One dead and two injured crew members, fire damages in the engine room

¹ All times in this report are local time (UTC + 2 hours).

Extract from Sea Chart 46 (INT 1453) BSH

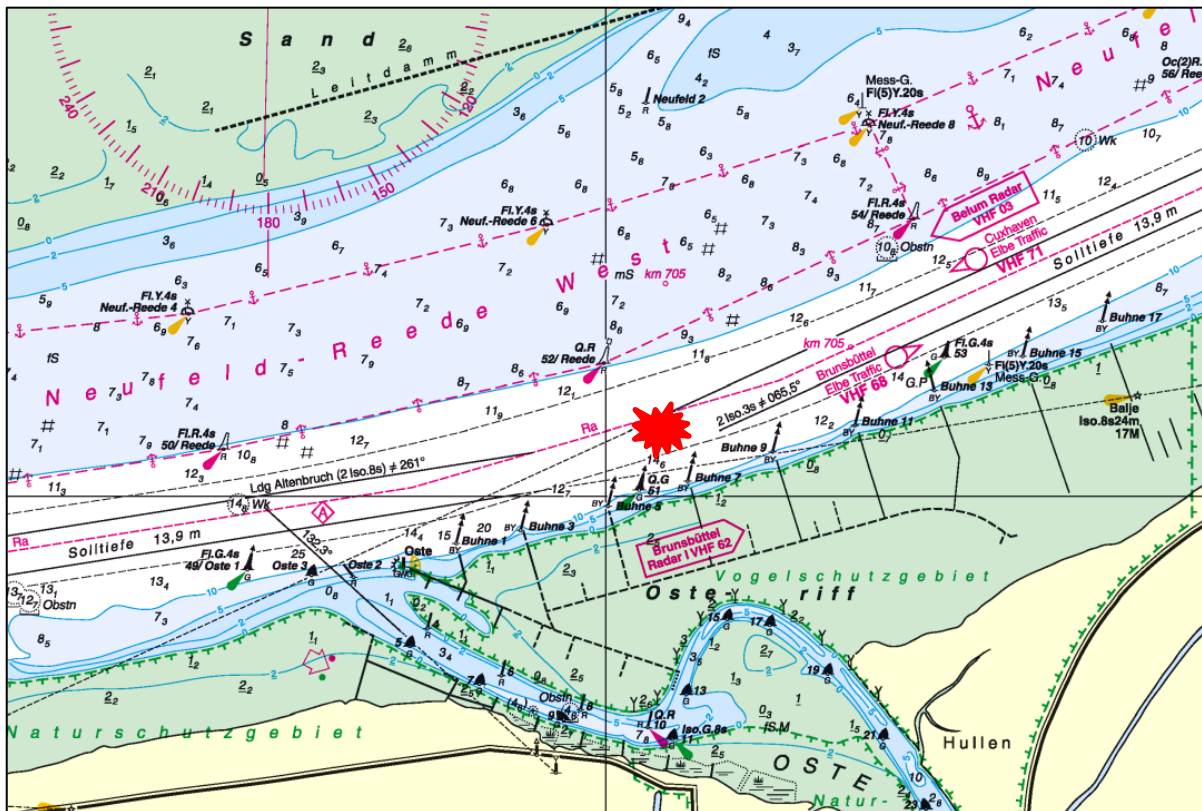


Figure 2: Accident location

1.5 Shore authority involvement and emergency response

Involved parties:

Vessel Traffic Services Brunsbüttel, Waterways Police (WSP) Hamburg and Cuxhaven, Central Command for Maritime Emergencies (CCME), fire departments Brunsbüttel, Stade and Cuxhaven

Resources used:

Firefighting units Brunsbüttel and Cuxhaven, tug PARAT, rescue cruiser ANNELIESE KRAMER, customs boat GLÜCKSTADT, tug FAIRPLAY XV, rescue boat of the German Life Saving Association (DLRG) Brunsbüttel, Helicopter of the Federal Police PIROL 806, tug MULTRA SALVOR 3, crew transfer boat MASTER P, tug LUCHS, rescue helicopter CHRISTOPH 29, tug HELMUT, police boat VOßBROOK, working boat VIKING ENERGY

Actions taken:

Shifting to the south pier Brunsbüttel, there start of the investigation by the WSP Cuxhaven and Hamburg

2 Summary

On 6 September 2019, the MALTA flagged multipurpose ship KELLY was en route from Rotterdam, Netherlands, to Kaliningrad, Russian Federation. The ship was not carrying any cargo. For the pilotage from the German Bight to Brunsbüttel (Kiel Canal) she was manned accordingly. A fire alarm was triggered at 1335 due to a fire in the purifier room. The pilot on board informed VTS Brunsbüttel requesting support. In the meantime, the KELLY's crew commenced firefighting operations and the recovery of two crew members. A third crew member, who sustained very serious injuries, managed to leave the burning engine room without assistance. The firefighting measures initiated by the crew resulted in the rapid extinction of the fire. Therefore, the fire was limited to the engine room.

At the same time, the ships propulsion and the on-board power supply failed. To prevent the ship from grounding or uncontrollable drifting, the Master, assisted by the pilot anchored the vessel safely. Simultaneously, shore based rescue forces as well as the fire department were alerted and coordinated by the CCME, which had assumed overall operational leadership.

The VIKIING ENERGY took the first injured person on board and transferred him to the crew tender MASTER P that took him to Brunsbüttel. From there a rescue helicopter airlifted him to a specialist hospital for burns in Hamburg. The second injured person was directly winched up from the KELLY by a federal police helicopter and taken to the same hospital in Hamburg. Unfortunately, the emergency response physician could only determine the death of the third crewmember.

The BSU started its investigation immediately after the ship was moored at the south pier in Brunsbüttel. The scene of the accident was surveyed several times. Data and samples were saved. Within the scope of the investigation, witnesses were questioned and several expert reports commissioned. Not all expert reports that were commissioned, nor the evaluation of all the crucial findings have been completed yet, so it has not been possible to adhere to the time limit of one year for publishing an investigation report, a limit set by the European Union and transposed into national law by the Federal Republic of Germany. The publication of this interim report serves to inform the public on the progress of the investigation.