

## **Investigation Report No. 431/15**

**Date: 14.06.2018**

**Serious marine casualty**

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

### **1 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 drive unit was completely destroyed. A large amount of lubricating oil escaped, 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 was towed not under command (NUC) 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.

### **2 Safety Recommendations**

The following safety recommendations do not attribute a presumption of blame or liability in respect of type, number or sequence.

#### **2.1 Owner of the THETIS D**

The Federal Bureau of Maritime Casualty Investigation recommends that the owner of the THETIS D take such steps as safety briefings, circulars and any other measures that are necessary and appropriate (e.g. training sessions) to ensure that qualified engine room personnel prepare for, carry out and record maintenance and servicing works on key components of the main engine properly.

#### **2.2 Owner of the THETIS D**

The Federal Bureau of Maritime Casualty Investigation recommends that the owner of the THETIS D advise its ship's commands on the obligation to back up VDR data after a marine casualty and possibly to incorporate this in procedural instructions.

## **2.3 Classification society of the THETIS D**

### **2.3.1 ISM: Maintenance and servicing**

The Federal Bureau of Maritime Casualty Investigation recommends that the classification society of the THETIS D check during the next routine ISM audit whether a procedural instruction for maintaining and servicing key components of the main engine, which meets the requirements of the ISM Code, exists and is implemented.

### **2.3.2 ISM: Accident follow-up**

The Federal Bureau of Maritime Casualty Investigation recommends that the classification society of the THETIS D check during the next routine ISM audit whether the owner's internal accident follow-up procedure satisfies the requirements of the ISM Code and is implemented effectively on board.