

SYNOPSIS

At 2230 on 14 March 2001, the Marine Accident Investigation Branch (MAIB) was informed that the UK-registered ro-ro vessel *Finnreel* had grounded that day, off Rauma, Finland. An investigation began immediately.

Finnreel left the port of Rauma bound for Hull at 1946 on 14 March 2001, with a cargo of paper products. She was under pilotage in the main channel when the main engine oil mist detector alarm activated at 2004. Before any action could be taken, the main engine automatically shut down. The vessel sheered to starboard out of the channel and grounded at 2008.

She was refloated on the evening of 16 March 2001 after some of her cargo had been discharged to lighten her.

The vessel's fore peak, No 1 centre and No 2 port and starboard ballast tanks and the bow thruster space were all holed as a result of the grounding. However, there were no injuries or pollution. Subsequently, the vessel was repaired in dry dock in Gothenburg, Sweden.

The initiating cause of the incident was found to be the alarm activating on the main engine oil mist detector. This, in turn, shut down the main engine. The reason for the alarm activating has not been determined.

The cause of the grounding was found to be the vessel sheering to starboard out of the channel with no means available to remedy the situation.

A further nine contributory factors were identified.

Recommendations have been made which, if implemented, will reduce the risk of a similar accident happening again.