

Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

NOTE

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

© Crown copyright, 2024

See <http://www.nationalarchives.gov.uk/doc/open-government-licence> for details.

All reports can be found on our website:

www.gov.uk/maib

For all enquiries:

Email: iso@maib.gov.uk

Tel: +44 (0)23 8039 5500

Interim report on the investigation of the engine room fire on board the roll-on/roll-off passenger ferry *Stena Europe* while approaching Fishguard, Wales on 11 February 2023

The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.

FACTUAL INFORMATION

At 2115 on 11 February 2023, a fire started in the engine room of the UK registered roll-on/roll-off passenger ferry *Stena Europe* as it approached Fishguard, Wales on passage from Rosslare, Ireland. The fire was quickly extinguished by the ship's crew. Significant fire damage was caused to the port main engine room, rendering main engine No.3 inoperative for several weeks. No one was injured and there was no pollution.



Stena Europe

INVESTIGATION

The MAIB's investigation has considered various aspects of the accident to determine the causes and circumstances of the fire, including what led to the fire starting, the conduct of maintenance and fire prevention inspections, such as hotspot surveys, and what preventative measures were in place to minimise the risk of a fire.

The initial investigation identified that the fire was caused by marine gas oil escaping from the fuel system of one of the vessel's four main engines and igniting on an exposed hot surface on part of an exhaust system. The surface had an operating temperature of more than 400°C and the MAIB subsequently found exposed hot surfaces exceeding 220°C on all of *Stena Europe*'s running engines (**Figure 1**).



Figure 1: MAIB observed hot surface exceeding 220°C

ONGOING ACTION

The MAIB's investigation is complete and a draft of the report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.

VESSEL PARTICULARS

Vessel's name	<i>Stena Europe</i>
Flag	UK
Classification society	Det Norske Veritas
IMO number	7901760
Type	Passenger/car ferry
Registered owner	Stena RoPax Limited
Manager(s)	Stena RoPax Limited
Year of build	1980
Construction	Steel
Length overall	149.02m
Registered length	131.6m
Gross tonnage	24,828
Minimum safe manning	21

VOYAGE PARTICULARS

Port of departure	Rosslare, Ireland
Port of arrival	Fishguard, Wales
Type of voyage	International
Manning	59

MARINE CASUALTY INFORMATION

Date and time	11 February at 2115
Type of marine casualty or incident	Serious Marine Casualty
Location of incident	Approaching Fishguard
Place on board	Port main engine room
Injuries/fatalities	None
Damage/environmental impact	Fire damage in engine room
Ship operation	On passage
Voyage segment	Arrival
External & internal environment	Calm sea; dry; air temperature 8.5°C; light airs.
Persons on board	88 passengers, 59 crew