

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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

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For all enquiries:

Email: iso@maib.gov.uk

Tel: +44 (0)23 8039 5500

Interim report on the investigation of the catastrophic engine failure and subsequent fire on board the site investigation vessel *Kommandor Susan* in the Firth of Forth, Scotland on 25 January 2025

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

On 25 January 2025, the UK registered site investigation vessel *Kommandor Susan* experienced a catastrophic failure of one of its diesel generator engines while conducting sea trials in the Firth of Forth, Scotland. The failure resulted in an engine room fire and a complete power blackout.

The crew mustered and deployed a fire team who extinguished the fire with a portable fire extinguisher. There were no injuries as a result of the accident, but the diesel generator engine was significantly damaged.

INVESTIGATION

The MAIB's investigation has considered all aspects of the accident to determine the causes and circumstances, including why the diesel generator engine failed; the level of oversight during the most recent engine overhaul and the quality of the spare parts used during engine maintenance.

ONGOING ACTION

The MAIB 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.

Image courtesy of fabianv ([ShipSpotting.com](https://www.shipspotting.com))



Kommandor Susan

VESSEL PARTICULARS

Vessel's name	<i>Kommandor Susan</i>
Flag	UK
Classification society	Det Norske Veritas
IMO number	9177844
Type	Site investigation vessel
Registered owner	Gardline Shipping Limited
Manager(s)	Gardline Shipping Limited
Year of build	1999
Construction	Steel
Length overall	83.7m
Registered length	75.36m
Gross tonnage	3,388
Minimum safe manning	10
Authorised cargo	Not applicable

VOYAGE PARTICULARS

Port of departure	Leith, Scotland
Port of arrival	Leith, Scotland
Type of voyage	Sea trial
Cargo information	Not applicable
Manning	14

MARINE CASUALTY INFORMATION

Date and time	25 January 2025 at 1305
Type of marine casualty or incident	Serious Marine Casualty
Location of incident	The Firth of Forth, Scotland
Place on board	Engine room
Injuries/fatalities	None
Damage/environmental impact	Substantial damage to diesel generator
Ship operation	Sea trials
Voyage segment	Departure
External & internal environment	Wind south-westerly force 5 to force 6; mostly dry; good visibility
Persons on board	14