

Some time ago a fire developed in the engine room because the insulation material around the exhaust had not been applied with sufficient coverage. This not only caused major material damage, but also personal injury. The potential consequences of this incident could have been even greater than they have already been. The fire was quickly extinguished due to quick action by the crew and the FM200 system on board. A helpful ship cooled the ship from outside to prevent the fire from escalating to the cargo.

#### What happened?

The electricity cables and the controls for the car crane that were on grates above the main engine were fused to the top of unshielded engine parts due to the radiating temperature. The melted rubber has led to a small fire starting at the top of the exhaust manifold, the exhaust gas pipe and the turbos.

After this, the lubricants present in the engine room ignited, resulting in a fire.

When closing all valves and doors, the captain suffered second-degree burns to his hand for which he was later treated in the hospital.

Major material damage occurred in the engine room. There were several melted electrical cables. The main engine had to be overhauled.



#### How could the incident happen?

After repairing an exhaust gas pipe connection piece, the insulation material was not placed back correctly. This caused great heat above the engine, causing the electrical cables to melt, resulting in a fire.

#### What are the lessons learned?

It appears to regularly happen that after a repair or maintenance operation in which the insulation material had to be removed and/or replaced, it is not completely or incorrectly reinstalled. This is not checked sufficiently.

After every repair or maintenance, it must be checked whether the insulation has been returned to good condition.

It is important that more attention is paid to being able to stop work in unsafe situations. (Stop Work Authority)

#### Publication

This publication was produced in collaboration with a member of PZI.