

The logo for the Marine Casualty Investigation Board (MCIB) features a stylized white compass rose with four points, set against a light blue circular background. The text 'MCIB' is positioned to the left of the compass rose.

MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí

**INTERIM REPORT
OF AN INVESTIGATION
INTO A FIRE ONBOARD
THE FERRY FRAZER TINTERN
5 AUGUST 2021**

**REPORT NO. MCIB/311/INTERIM
(No.6 OF 2022)**

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

The MCIB objective in investigating a marine casualty is to determine its circumstances and its causes with a view to making recommendations for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea.

The MCIB is a non-prosecutorial body. We do not enforce laws or carry out prosecutions. It is not the purpose of an investigation carried out by the MCIB to apportion blame or fault.

The legislative framework for the operation of the MCIB, the reporting and investigating of marine casualties and the powers of MCIB investigators is set out in The Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.

EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector is transposed into Irish law by EUROPEAN COMMUNITIES (MERCHANT SHIPPING) (INVESTIGATION OF ACCIDENTS) REGULATIONS 2011. Under Regulation 11(3) where the report into the investigation that comes within the Regulations, cannot be published within 12 months of the date of the casualty, the Board should publish an interim report within 12 months of the date of the casualty.

This is an interim report and no conclusions should be drawn from its contents.

Report MCIB/311/Interim published by the Marine Casualty Investigation Board.
8th July 2022.



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The Marine Casualty Investigation Board was established on the 25th March 2003 under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

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1. SUMMARY

- 1.1 At approximately 18.05 hrs, on August 5th, 2021, when on route to Passage East, Co. Waterford the Master of the vessel “*Frazer Tintern*” detected a strong smell of diesel fuel. At that point a crewmember called him to say that he could also get a strong smell of diesel and was going to investigate. When the crewmember got to the mesh door at the Number one (No.1) engine compartment he was met with black smoke and flames. The crewmember notified the Master straight away that they had a fire onboard. The Master immediately shut down the No.1 engine and turned off the engine room fans. Two crewmen then activated two portable fire extinguishers and rigged fire hoses to provide boundary cooling.
- 1.2 The vessel continued to the Passage East slipway to get the passengers off as quickly and safely as possible. As a precaution all passengers were summoned to the muster station and issued with lifejackets. On the way to the Passage East slipway the fire was brought under control. On arrival at Passage East all passengers and vehicles were disembarked in a safe manner. The vessel was then secured, and the remaining engines shut down. When the smoke dispersed fully the crew investigated the engine room to confirm the fire had been extinguished.

Note: All times are local time = Universal Co-ordinated Time (UTC).



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