



National Transportation Safety Board

Marine Accident Brief

Fire On Board Motor Yacht *Ocean Alexander 85E06*

Accident no.	DCA13LM029
Vessel name	<i>Ocean Alexander 85E06</i>
Accident type	Fire
Location	Roche Harbor Resort Marina, San Juan Islands, Washington (48°36.5' N 123°09.2' W)
Date	July 10, 2013
Time	1000 Pacific daylight time (coordinated universal time – 7 hours)
Injuries	None
Damage	Total loss of vessel, valued at \$3,691,660
Environmental damage	An estimated 1,600 gallons of marine diesel fuel spilled into the waterway; about 1,200 gallons were recovered during cleanup efforts
Weather	70°F; clear skies
Waterway information	The yacht was moored at Roche Harbor Resort Marina, a protected harbor in the San Juan Islands (northwest corner of Washington state)

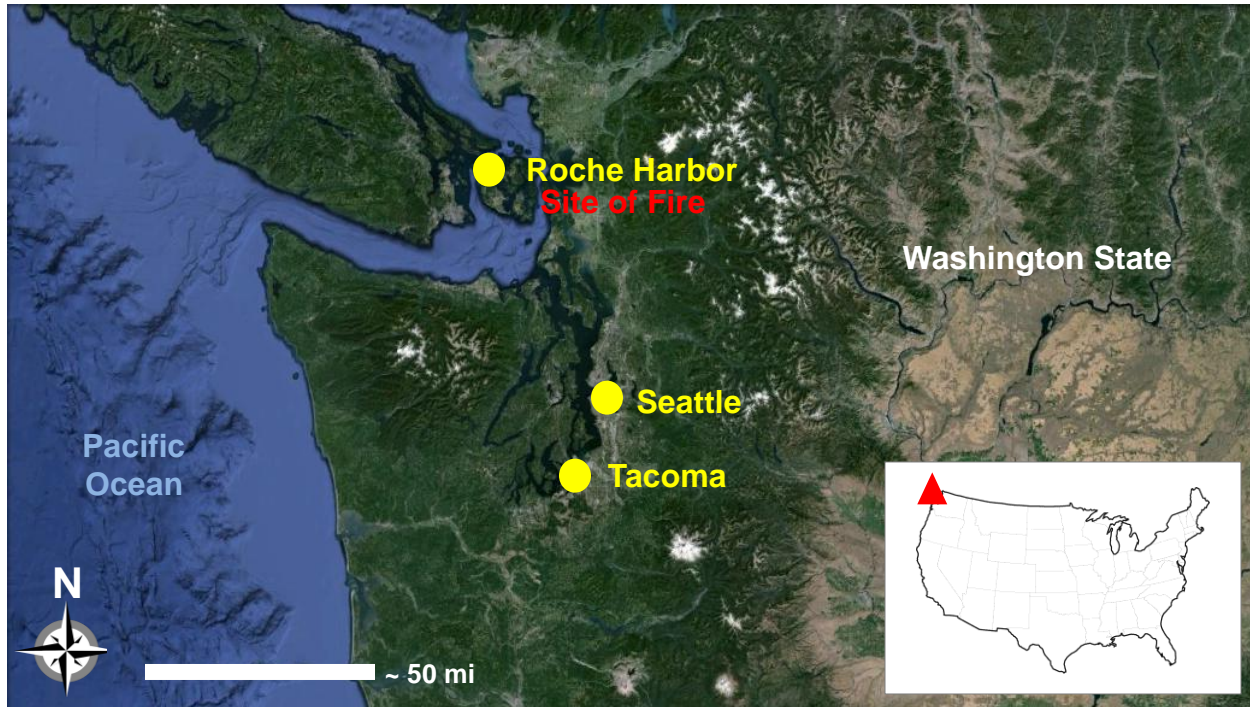
On July 10, 2013, about 1000 local time, the newly built motor yacht *Ocean Alexander 85E06* was moored, unmanned, and on display for purchase at the Roche Harbor Resort Marina in Washington state when a fire broke out in a forward compartment. Efforts to extinguish the fire were unsuccessful and the flames consumed the vessel. In addition, the vessel partially sank due to flooding from firefighting activities. No one was injured, but about 400 gallons of marine diesel fuel spilled into the waterway. The yacht, valued at \$3,691,660, was a total loss.



A sister vessel to the *Ocean Alexander 85E06*, shown under way on the water.
(Photo by Global Diving and Salvage, Inc.)

Fire On Board Motor Yacht *Ocean Alexander 85E06*

The 85-foot-long *Ocean Alexander 85E06* was built in Taiwan and shipped to Tacoma, Washington, where it arrived in early May 2013. Shortly thereafter, it was brought to Roche Harbor Resort Marina to be displayed and offered for sale by Seattle-based Ocean Alexander Marine Yacht Sales, Inc. The name of the yacht reflected the builder's hull number and was temporary; it would be changed when a new owner bought and registered the vessel.



Satellite image showing a section of Washington state, including the city of Roche Harbor, where the yacht was moored when the fire broke out. Roche Harbor is located about 80 miles northwest of Seattle. (Background by Google Earth)

About 1000 on July 10, 2013, the harbor master at the Roche Harbor Resort Marina noticed smoke billowing from the vessel's bow hatch. He alerted the San Juan County Fire Department and then evacuated resort visitors from the dock. He also charged the marina's fire hoses and, together with marina employees, began applying water to suppress and contain the fire. The *Ocean Alexander's* FM200 fixed fire-suppression system was also activated.

At 1018, a local United States Customs and Border Protection officer notified the crew of a local commercial towing assistance vessel about the yacht fire. The assistance boat was under way at 1028, and its crew radioed the United States Coast Guard.

At 1045, fire trucks arrived on scene and assumed command of the firefighting efforts. At 1100, the county fire boat *Confidence* also arrived to assist. At 1231, Coast Guard personnel from Station Bellingham arrived with a 45-foot-long response boat, and, shortly thereafter, investigators from Sector Puget Sound arrived by road. Marina employees deployed a pollution prevention boom around the burning yacht.

Fire On Board Motor Yacht *Ocean Alexander 85E06*



Fire and smoke rising from the forward end of the *Ocean Alexander 85E06*. (Photo by the Coast Guard)

However, the firefighting efforts did not extinguish the fire until it had severely damaged the fiberglass vessel and its interior compartments. At 1510, as a result of the water weight that had accumulated on board during the firefighting effort, the vessel's bow sank below the surface.

Fire On Board Motor Yacht *Ocean Alexander 85E06*



The starboard side of the *Ocean Alexander 85E06* after the fire was extinguished. The stern is visible and the bow has sunk below the water. The pollution prevention boom can be seen in the foreground. (Photo by the Coast Guard)

About 3 hours later, at 1800, the *Ocean Alexander 85E06* sank almost completely. A salvage company refloated the wreckage; however, the vessel was a total loss.

Local media reported that the yacht had 1,600 gallons of diesel fuel on board. Twelve-hundred gallons were recovered during cleanup efforts. No injuries were reported.

The wreckage was moved to a shipyard in Bellingham, Washington, where it was examined by investigators from the vessel's insurance company, the Coast Guard, and the National Transportation Safety Board (NTSB). The exact source of the fire remains unknown, but postfire inspection and eyewitness accounts of the event support the conclusion that the fire was electrical in nature and originated in the forward accommodation area.

Fire On Board Motor Yacht *Ocean Alexander 85E06*



Looking aft from the vessel's forward end at the burned and melted fiberglass hull and interior.

Probable Cause

The National Transportation Safety Board determines that the probable cause of the fire on board the *Ocean Alexander 85E06* was an electrical fault of an unknown source, located in the vessel's forward accommodation area.

Vessel Particulars

Vessel	<i>Ocean Alexander 85E06</i>
Owner/operator	Ocean Alexander Marine Yacht Sales, Inc.
Port of registry	Seattle, Washington
Flag	United States
Type	Motor yacht
Year built	2013
Official number (US)	OAX85E06H314
IMO number	N/A
Construction	Fiberglass
Length	84.8 ft (25.9 m)
Draft	5.5 ft (1.7 m)
Beam/width	20.1 ft (6.1 m)
Gross and/or ITC tonnage	90 gross tons
Engine power; manufacturer	3,200 hp (2,400 kW); Twin MTUTM10V2000 1,600 hp
Persons on board	None

For more details about this accident, visit www.nts.gov/investigations/dms.html and search for NTSB accident ID DCA13LM029.

Adopted: July 15, 2014

The NTSB has authority to investigate and establish the probable cause of any major marine casualty or any marine casualty involving both public and nonpublic vessels under 49 *United States Code* 1131. This report is based on factual information either gathered by NTSB investigators or provided by the Coast Guard from its informal investigation of the accident.
