

## **MV GEOSOUNDER**

### **REPORT ON FUEL LEAK FROM N02 DO TANK**

**29<sup>th</sup> FEBRUARY 2008**

On transiting the channel during the exit from Geraldton. Pilot having just disembarked.

- 1640 Call from Ch Eng to bridge stating that smoke was coming from the lagging on the Main Engine exhaust. Requested that the vessel anchor to allow the ME to be shut down and problem investigated.
- 1642 Master confers with Geraldton Pilot by radio who suggests v/l anchors at Geraldton Anchorage QN to the North of the port.
- 1645 Master confers with Ch Eng ref need to anchor. Ch Eng confirms the requirement to shut down ME. Confirms that Diesel Fuel is leaking onto the lagging on the ME Exhaust.
- 1646 Master informs Ship's Company on PA of situation. Fire Fighting equipment is laid out in ER.
- 1650 A/C Northwards to make for Anchorage.
- 1721 In position 28 42.95S 114 33.8E A/C 090(T) slow radius turn at 4.6kn
- 1745 In posn 28 42.8S 114 35.4E A/C 036(T)
- 1752 At Anchor in posn 28 42.49S 114 35.54E 2 shackles on deck.
- 1807 Let out further cable to 3 shackles on the water line.  
ME, thrusters and steering gear shut down. Engineers investigate problem.

Problem found to be a crack 150 to 200mm in length situated adjacent to the support bracket for the fwd ME Exhaust uptake. Above this bracket is N02 DO tank and fuel is leaking from the tank, down the support bracket onto the Exhaust.

Bracket is cut away and a funnel placed to direct leaking fuel into a receptacle. Attempts are made to stem the flow of fuel with plastic steel and jointing.

- 1915 Mr Mike Lilburn (Dof Subsea) is informed of the situation.

**1 March 2008**

- 0015 Work has continued since anchoring to make repairs to the crack. The flow has been much reduced but diesel continues to leak past the plastic metal. Mr David Mearns (Blue Water Searches – Party Chief) briefed by Master and Ch Eng.

Concern is expressed by all parties that if the vessel was to continue working the crack could expand without warning and leak further amounts of fuel into the ER, this is considered to be unacceptable and all parties agree that a return to port to fix the problem is required. Mr Harish Perinchery (Dof Subsea) was informed of this discussion and stated he would make enquiries to find personnel able to conduct the repair.

Engineering staff maintain a watch on situation for the remainder of the night.

0705 Master calls Duty Harbour Master at Geraldton. He states that he has no movements for the day and that the move would have to be organised just for Geosounder. If work is to commence today he is happy to organise work crews etc otherwise he would prefer to wait until tomorrow AM when he has another movement and then get the Geosounder alongside at the same time, which would be approx 0630. Geosounder remains at anchor.

Mr Harish Perinchery and Mike Lilburn informed of this discussion. Both making attempts to find companies able to carry out the repair.

0745 Mr David Mearns updated as to the situation.

1145 Master advised that approval has been given for Geosounder to proceed to port from Geraldton Duty Pilot. Pilot to embark at 1430. Crew advised.

1300 All FF & BA checked and found to be in good order.

1426 Anchor Home.

1434 Pilot onboard. Transit to Geraldton.

1512 Alongside Geraldton wharf No. 2 to remove fuel and carry out repair to fuel tank.

#### Witnesses

1. Ch Eng - Mr Patrick Wildermoth  
78 Princess St, Northcote Point, Auckland, NZ.
2. 2<sup>nd</sup> Eng - Mr Howard Joseph Sarmiento  
177 Norton St, Alpha 11 Matina Aplaya, Philippines.
3. 3<sup>rd</sup> Eng - Mr Sydney Villanueva  
240 St Peter Sts, Barangay Holy Spirit, Philippines.



CBX Cliffe  
Master Geosounder

