

GUARD VESSEL INCIDENT NOTIFICATION

BACKGROUND

During passage to guard location, the bridge watch keeper was alerted by the engine room bilge alarm sounding. The main engineer was informed of the situation and commenced investigations.

The main engine seawater cooling pump was identified as the source of the problem, where the vent pipe was no longer providing a seal and water was exiting the pump casing at this location.

The bilge compartment was immediately pumped dry before the main engine was stopped allowing the outer seacock to be fully closed, cutting off the water supply and allowing the pump to be drained of water so a full assessment could be made.

The inspection showed that the internal threads of the fitting had corroded causing the failure to seal. It was decided by the skipper and engineer that a temporary fix was to be carried out allowing the vessel to restart the main engine and return to port which was only 25 miles away.

SFFSL were informed and a nearby fishing vessel was contacted who shadowed the vessel into port as a precautionary measure. Repairs were completed in port and the vessel sailed to guard location as planned.



POSITIVE STOP WORK ACTION

In the interests of safety the Skipper decided the best course of action was to alter course and return to port. Even after conducting a temporary repair which reduced the water intake, the Skipper followed instructions provided at the pre-sail briefing which recommended full repairs where possible is always the best and safest course of action.



