



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 03 March 2018 and 09 March 2018**

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation     | Location               | Vessel Name | Identifier Type | Identifier | Occurrence Type   | Summary  |
|-----------------|-----------------------|-----------------|-----------|-------------------|------------------------|-------------|-----------------|------------|-------------------|--|
| 04/03/2018      | MA201800037           | 19:19           | UTC+11    | No                | Botany Bay             | Jag Lokesh  | IMO No          | 9390599    | Machinery failure | During routine testing of the main engine, the no. 1 reversing cylinder was found to be erratic in operation. After berthing, engineers replaced the no. 1 reversing cylinder.   |
| 07/03/2018      | MA201800036           | 12:00           | UTC+11    | Yes - MO-2018-003 | 63 NM NNW of Devonport | Goliath     | IMO No          | 9036430    | Flooding          | <p>The ATSB is investigating the flooding of the steering gear compartment on board the Australian registered bulk carrier Goliath during passage from Melbourne to Devonport on 7 March 2018. The ATSB will conduct a short, fact-based investigation into this incident. As part of the investigation, the ATSB will obtain the necessary information from the ship and company and interview directly involved parties as deemed appropriate.</p> <p>On 7 March, 2018, during passage from Melbourne to Devonport, ballast water exchange operations were in progress when it was found that salt water had entered the ship's steering gear compartment. Approximately 12m<sup>3</sup> of water covered the compartment deck and overflowed into adjacent spaces and draining into the engine room bilges. Ballasting operations were stopped until the water was cleaned up.</p> <p>The source of the leak is suspected to be a holed pipe within the after peak salt water ballast tank. Upon arrival at Devonport the tank is to be inspected and a permanent repair made.</p> <p>A final report will be released at the end of the investigation. Should a critical safety issue be identified during the course of the investigation, relevant parties will be immediately notified so that appropriate safety action can be taken.</p> |

Note: For the purpose of subsection 49(2) of the Transport Safety Investigation Act 2003 (TSI Act) any On-Board Recordings (OBR) relating to a matter that the ATSB has decided not to investigate, as identified in this publication, are not to be treated as OBR on and after the date of publication of this weekly summary.

Section 48 of the TSI Act contains a definition of an OBR. The voice component of a Voyage Data Recorder normally meets the requirements of an OBR.

Part 6 Division 1 of the TSI Act provides for certain confidentiality protections which must be applied to OBR. When an OBR is declared not to be an OBR other protections may continue to apply such as those relating to personal information under privacy legislation.