
The accident was previously the subject of Marine Notice 11/2013, which is now withdrawn.

The fatality occurred when the observation glass of a main compressed air receiver drainage pot (refer photos) failed catastrophically while a ship’s engineer was draining accumulated water (condensate) from the ships main air reservoir.

The investigation further found that the design of the drainage pots was modified at the time of the ship’s building at the request of the owner’s representative and that the shipyard did not conduct appropriate engineering analysis or testing of the modification prior to fitting it. Further, the revised design was not submitted to class for approval.

Information provided to the ATSB indicates that drainage systems of a similar design have been, and continue to be, fitted on board ships by various shipyards around the world.

All ship builders, owners, managers, classification society, surveyors and seafarers should consider the safety implications of the installation and use of closed condensate drainage/inspection systems and take action to identify and validate the design of any such systems on board ships.

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