Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | ATSB Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | ATSB Summary
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7/10/11 | MA201100074 | 17:00 | UTC+8 | No | At field location, moored on riser. | FPSO Okha | IMO No | 9180889 | Equipment failure | FPSO Okha is operating as an offshore production facility in the North West Shelf. During production activities, the pressure vacuum breaker on the cargo tank system relieved at a pressure lower than design intent, resulting in release of hydrocarbon vapours. The gas detection system initiated the emergency shutdown systems and the facility was made safe. Emergency Response Team reinstated liquid seal in PV breaker to prevent further release. All personnel mustered and accounted for. There were no injuries. Initial investigations indicate that the liquid static head in the PV breaker was less than design intent. Woodside Incident Investigation Process commenced. FPSO Okha is operating under the Offshore Petroleum Greenhous Gas Storage Act and as such NOPSA have been informed.

11/10/11 | MA201100075 | 14:25 | UTC+11 | Yes | At sea off NSW coast | Universal Gloria | IMO No | 9286877 | Fire/explosion | The ships third mate was seriously burned while refilling a BA bottle. He was medivaced off the ship to hospital.

14/10/11 | MA201100078 | 08:02 | UTC+8 | No | Barrow Island, Western Australia | Dulaca Tide | IMO No | 9578476 | Grounding/stranding | Vessel was given a position inside Port of Barrow Harbour to rendezvous with BKM102. While attempting to attain that position v/l touched bottom with the bow. Bottom was mudand v/l successfully made sternway and got clear.

15/10/11 | MA201100079 | 11:12 | UTC+0 | No | Mouth of the Prince Regent River, WA | Oceanic Discoverer | IMO No | 9292747 | Grounding/stranding | The ship touched the muddy bottom of the river while swinging during the weighing of its anchor. No damage. The vessels sailing plan was for the Chief Officer to weigh anchor at 2030 and get the last of the ebb tide and slack water to take the ship out of Prince Regent River, St George Basin. Whilst slowly turning the ship around after weighing anchor the vessel ventured into an unmarked shallow mud bank at low water. At no stage did the vessel take a list and the grounding was that gentle no passengers were aware of the incident. There were no injuries or pollution. The vessel was dived on the following day at 1400 CST at Winyalkan Island and only the outer layer of paint was taken off the ships hull near the bulbous bow. There was no visible damage to propellers rudder or bare metal showing.

17/10/11 | MA201100080 | 10:00 | UTC+10 | No | Cape Flattery, Queensland | Big Glory | IMO No | 9302815 | Contact | The ship made contact with the wharf during berthing operations. There was minor damage to the wharf and to the ship. No pollution was caused.

17/10/11 | MA201100082 | 11:00 | UTC+11 | No | Lord Howe Island | Island Trader | IMO No | 8017267 | Grounding/stranding | As the ship came off the berth on the evening high tide, its master misjudged the unberthing and the ship ran aground about 200 m from the wharf. No reported damage (the ship is designed to sit on the bottom) and no reported pollution. NSW Maritime are investigating.

18/10/11 | MA201100081 | 06:00 | UTC+8 | No | Gage Roads, Fremantle, Western Australia | Southern Surveyor | IMO No | 7113002 | Other | As the Fremantle pilot attempted to board the vessel, the pilot ladder dropped about 0.5 m, landing on the pilots knee. The ladder was re-rigged and the pilot boarded without further incident.