



Occurrences Entered into the ATSB Marine Safety Database
Between 27 August 2011 and 2 September 2011

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	ATSB Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	ATSB Summary
28/08/11	MA201100067	11:49	UTC+8	No	DRILL RIG OCEAN AMERICA	Ocean Glory	IMO No	9227637	Close quarters	Lady Caroline, the rig tender attending the rig Ocean America requested that the ship Ocean Glory alter course to port to avoid entering the rig's 2 mile exclusion zone. The ship did not change course until again challenged by the rig tender and told that the incident would be reported. Ocean Glory then turned hard to port.
28/08/11	MA201100065	08:00	UTC+8	Yes	Kwinana	Pacific Furture	IMO No	9177636	Serious injury	On the morning of 28 August 2011, the crew were shifting the ship so that its number one hold would be under the stationary loader. At about 0800, during the shift, a mooring line hit the ship's third mate on the chest, pushing him back about one metre. He fell to the on his back and in doing so, hit his head on the deck.
28/08/11	MA201100066	00:00	UTC+10	No	En route Gladstone to Weipa	RTM WAKMATHA	IMO No	9341914	Fire/explosion	A small fire was discovered by the first engineer on the lagging at the forward end of the waste oil incinerator. The first engineer extinguished the fire, partially discharging a 9 litre AFFF extinguisher. No machinery, wiring or pipework was damaged.
19/08/11	MA201100064	19:38	UTC+10	No	Off Point Lonsdale	Safmarine Meru	IMO No	9311696	Damage to ship or equipment	The main engine could not be run due to sludge in the lube oil. As a result, it was drifting off Point Lonsdale. The ship drifted towards Rye Beach, eventually anchoring about 3.5 miles off the beach in position. The ship remained at anchor until 23 August when it berthed in Melbourne.
7/07/11	MA201100053	10:30	UTC+0	No	Enroute Hay Point, Qld, to Newcastle, NSW	Alcmene	IMO No	9419230	Equipment failure	On 07 July, 2011, the geared general cargo ship Alcmene was in transit from Hay Point, Queensland, to Newcastle, New South Wales. At about 1030 UTC, bridge control of the Main Engine speed was lost and the vessel reverted to manual control.
10/07/11	MA201100056	07:00	UTC+8	No	Port Hedland, turning basin	CE Duke	IMO No	9219018	Equipment failure	At 0700 on 10 July 2011, CE Duke's main engine failed to stop while the ship was being maneuvered by the pilot to enter Port Hedland. The chief engineer stopped the engine using the emergency stop and control was changed from bridge to machinery control room control. Engine tests found engine control in good order and the vessel proceeded to berth.
29/08/11	MA201100068	10:30	UTC+10	Yes	0.7 miles North of Bamage, Queensland	Trinity Bay	IMO No	9149990	Grounding/str anding	At 0300 on 28 August 2011, Trintiy Bay grounded about 0.7 miles north of Bamage, Queensland. The ship was carrying fuel and supplies for the town. The vessel Kestrel Bay was nearby and went to assist. Fuel was transferred off Trinity Bay and the ship was refloated on the next high tide. No pollution was reported and the ship's hull was not breached.

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 an OBR on and after the date of publication of this Weekly Summary.

Section 48 of the Act contains a definition for 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 OBRs. Where 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.