



Occurrences Entered into the ATSB Marine Safety Database
Between 16 July 2011 and 22 July 2011

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	ATSB Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	ATSB Summary
6/07/11	MA201100054	05:55	UTC+10	No	Brisbane Port, BP Luggage Point berth	British Willow	IMO No	9251822	Machinery failure	At 0555 on 06 July, 2011, the oil tanker British Willow suffered a loss of power whilst berthing at the BP refinery wharf at Luggage Point, Brisbane. At the time the ship was about 100 m off the wharf under pilotage with two tugs made fast. Power was restored and the ship successfully berthed. . .
5/07/11	MA201100055	00:00	UTC+8	No	At sea, in transit Port Hedland, WA to Fremantle, WA	Opal Amber	IMO No	9393539	Damage to ship or equipment	On 05 July, 2011 whilst enroute from Port Hedland, WA, to Fremantle, WA, the crew onboard the geared general cargo ship Opal Amber became aware of water ingress into number one cargo hold. An inspection determined that found several collapsed empty containers had damaged the hold side. As a result, water was leaking into the hold from a damaged ballast tank. When the ship berthed in Fremantle on 08 July, Class and P&I attended by to undertake removal of the damaged containers and repairs to the ship.
15/07/11	MA201100057	15:55	UTC+10	No	At sea, departure Devonport, Tas and 8 miles west of Cape Shanck	Searoad Mersey	IMO No	8914831	Equipment failure	At about 1555 on 15 July 2011, the ro-ro cargo ship Searoad Mersey departed Devonport, Tasmania, bound for Melbourne, with only its starboard main engine operational as the port main engine was losing gearbox lube oil through its plate oil cooler. Repairs were carried out to the cooler and the port engine brought back into service at 0100 16 July. At 0515 on 16 July, the port main engine failed due to loss of gearbox lube oil and associated water contamination of the gearbox sump. The vessel continued to Melbourne on the starboard main engine alone.

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.