



Occurrences Entered into the ATSB Maritime Safety Database

Between 21 January 2012 and 27 January 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
31/10/2011	MA201100086	17:00	UTC+10	Yes - MO-2011-009	ESE of Double Island Point, Queensland	Tuahine	Other	76844QC	Machinery failure	Vessel declared an emergency ENE of Cape Moreton, Queensland, after its steering failed and couldn't be fixed. Crew of 3 were airlifted off and a tug from Brisbane was sent to take it in tow.
02/11/2011	MA201100087	17:10	UTC+10	No	Brisbane, Hamilton berth number 4	Genco Progress	IMO No	9199830	Equipment failure	Crane failure resulted in load dropping 5 m before arrested. No injury or damage resulted.
17/11/2011	MA201100094	11:35	UTC+8	Yes - MO-2011-010	Fremantle	MSC Siena	IMO No	9252096	Fatality	While the crew were preparing the port side pilot ladder prior to the ship's arrival off Fremantle a seaman fell overboard. The seaman was on the combination ladder and preparing pilot ladder when the incident occurred. The investigation is continuing.
15/12/2011	MA201100102	14:15	UTC+10	Yes - MO-2011-011	BP Terminal, Brisbane	British Beech	IMO No	9266841	Equipment failure	Crew member on board a supply barge was killed when a stores container fell from the ship's stores crane.
08/01/2012	MA201200002	6:00	UTC+7	Yes - MO-2012-001	Christmas Island	Tycoon	IMO No	8304220	Foundered	On 6 January 2012, the Panama registered general cargo ship Tycoon was moored to the inner moorings in Flying Fish Cove, Christmas Island. The ship remained at the moorings over the following days while cargo operations were carried out. In the early hours of 8 January, the wind speed and sea state increased and the moorings failed to keep Tycoon in position. At about 0620, the ship made contact with the wharf rock-face and shore crane pylon. Despite several attempts to move Tycoon away, it continued to pound against the rock-face pylon. At about 0930, the decision was made to abandon ship. At 1030, the crew climbed down the ship's accommodation ladder one at a time and jumped into the sea. From there, they were recovered by the crews of three Royal Australian Navy rigid inflatable boats which were standing by to assist.
23/01/2012	MA201200006	6:45	UTC+10	No	Brisbane, Hamilton wharf, number 4	GL Lan Xiu ----- Valiant III	IMO No ----- IMO No	9115377 ----- 9587881	Pollution	At 0645 on 23 January 2012, about 5 tonnes of fuel oil were spilled during bunkering operations between the bunker vessel Valiant III and the livestock carrier GL Lan Xiu. Local authorities responded to manage the pollution incident.
26/01/2012	MA201200007	2:45	UTC+9.5	No	at sea off Darwin	Eline Enterprise	IMO No	9148805	Other	Shipping containers on board the ship containing ethylene gas shifted and were damaged in rough weather. Leakage of ethylene gas resulted in risk of fire and explosion. The ship was inbound to Darwin and anchored off the port to minimise risk and allowing gas to vent off.

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 Date Recorded 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. 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.