



## Occurrences Entered into the ATSB Maritime Safety Database

Between 11 February 2012 and 17 February 2012

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location                            | Vessel Name       | Identifier Type | Identifier | Occurrence Type                               | Summary   |
|-----------------|-----------------------|-----------------|-----------|---------------|-------------------------------------|-------------------|-----------------|------------|---|---|
| 09/02/2012      | MA201200013           | 19:45           | UTC+11    | No            | Port Phillip Bay                    | Kuttabul          | IMO No          | 8208660    | Grounding / stranding                         | During departure from Port Phillip Bay on a voyage from Melbourne to Adelaide the tug Kuttabul ran aground as it approached South Channel near Hovell Pile. The tug was refloated and returned to port for inspection. Slight damage to the hull coating was found on the starboard bow. No damage to rudder, propellers or bilge keels was found.<br>During the incident a crew member suffered a hand injury when an unsecured door closed on his hand.                     |
| 09/02/2012      | MA201200018           | 21:30           | UTC+11    | No            | at Sea                              | Iron Chieftain    | IMO No          | 9047740    | Serious injury                                | On 9 Feb at 2130, crew member tripped on a step in the ship's accommodation and suffered an internal injury to his right knee. He was given first aid on board and sent to a doctor at the next port on 12 Feb who declared him unfit for duty. The man was repatriated home.   |
| 10/02/2012      | MA201200014           | 13:00           | UTC+11    | No            | Bell Bay                            | Mermaid Storm     | IMO No          | 9080895    | Hull failure / failure of watertight openings | On 10 February 2012 upon arrival in Bell Bay the chief engineer noted water entering the engine room. Inspection revealed a 10mm hole in the hull. Temporary repairs were completed until a permanent repair could be organised. A 24hr watch was maintained in the area.   |
| 12/02/2012      | MA201200015           | 7:34            | UTC+8     | No            | Dampier                             | Challenge Prelude | IMO No          | 9333278    | Grounding / stranding                         | During berthing, with a pilot on board, at Dampier Fuel Wharf the ship touched bottom. The hull was breached in way of starboard side ballast tanks which began to lose water and the ship listed to port. The ship berthed successfully and then underwent inspection. Hull inspection revealed two splits in the hull and multiple indentations and scrapes over about 30m from near the starboard bow. Ship awaiting attendance by class, regulator, divers and insurance. |
| 12/02/2012      | MA201200016           | 23:48           | UTC+11    | No            | Off Eden, New South Wales           | Silver Shadow     | IMO No          | 9192167    | Serious injury                                | Late on 12 February 2012 the ship requested RCC Australia assistance for a medical evacuation of an ill crew member, suspected of having appendicitis. On doctor's advice the ship diverted to Eden, NSW, and the next morning the crew member was evacuated ashore by boat and transferred to hospital.  |
| 15/02/2012      | MA201200020           | 15:00           | UTC+11    | No            | at Sea                              | Beaumont          | IMO No          | 9313967    | Fire / explosion                              | Minor fire in the ship's funnel occurred. The fire was quickly extinguished by crew. There were no injuries and minor damage to insulation in the funnel.   |
| 16/02/2012      | MA201200019           | 16:25           | UTC+10    | No            | Off BP Luggae Point Crude Oil berth | British Chivalry  | IMO No          | 9288760    | Contact                                       | Whilst maneuvering to berth, the ship contacted the wharf damaging it and the shore gnagway. The berthing was aborted and the ship proceeded to the anchorage where it was anchored.  |

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.