



Occurrences Entered into the ATSB Maritime Safety Database

Between 10 March 2012 and 16 March 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
21/02/2012	MA201200029	11:27	UTC+11	No	At Marlin B oil platform, Bass Strait	Pacific Buccaneer	IMO No	9149445	Serious injury	Deck IR was engaged in painting about 1m up a portable ladder when the ship rolled slightly. His feet began to slip on the rungs and thinking that he might become entangled in the ladder, he jumped to the deck. When he did so, he over balanced and put his left hand out. He landed on his hand and in doing so, fractured his wrist. Following initial treatment on board, he was medivaced ashore.
08/03/2012	MA201200030	16:30	UTC+11	No	Alongside in Geelong, Vic	Lindsay Clark	IMO No	8407424	Equipment failure	During proof load testing of the engine room crane, its reduction gear box fractured when it was moved with the locking tabs on the crane engaged.
11/03/2012	MA201200031	5:40	UTC+10	No	Off Yabooma Island, NT	Victoria 8	IMO No	9613903	Grounding / stranding	Vessel ran aground while enroute to Milingimbi. There was no damage and no pollution. The master refloated the landing barge a short time later on a rising tide.
12/03/2012	MA201200032	0:42	UTC+11	No	East Basin 1, Newcastle, NSW	Changsha	IMO No	9006847	Other	At about 0042 on 12 March 2012, while discharging pipe bundles in L/H of No.2 cargo hold portside, a stevedore fell down from top of No.2 side tank onto ship tank top, height of 2.5m. The stevedore was able to make his way back on deck with assistance of colleagues. He then left the ship unaided and was taken to hospital for X-ray. No broken bones were found.
12/03/2012	MA201200033	11:46	UTC+10.5	No	Outer Harbour, Adelaide	MSC Brasilia	IMO No	8502872	Damage to ship or equipment	While transferring from the pilot launch onto MSC Brasilia, the pilot reached out for the ladder and put his foot on the first step. The rung gave way and fell away from one side. The pilot quickly leapt onto the next step and held on with his hands. He reported that this has caused considerable pain in his lower back but he continued up the ladder and completed the pilotage.
14/03/2012	MA201200034	17:00	UTC+8	No	Timor Sea	Northwest Sanderling	IMO No	8608872	Serious injury	At 1700, Northwest Sanderling, in position 13 43'S 118 29'E, received charterer's instructions to alter course for Dampier. The ship was required to head beam on to the heavy westerly swell in order to carry out these instructions. Shortly after this she developed synchronous rolling and the vessel was altered to a course of 230T in an attempt to still approach the port. The vessel was still rolling and pitching heavily. At 1905 the vessel took a particularly violent roll and the 1st Engineer who was sitting in the CACC (Cargo Control Room) at the time monitoring alarms was thrown across the room and struck his head on a steel cabinet. He was given pain killers and medical advice was sort.

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 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 OBR. When 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.