



Occurrences Entered into the ATSB Maritime Safety Database
Between 24 March 2012 and 30 March 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
13/03/2012	MA201200035	22:00	UTC+9.5	No	At sea NW of Bonaparte Gulf in southern Timor Sea	Mermaid Guardian ----- Crest 259	IMO No ----- Other	9332561 ----- -	Other	On 13 March 2012, at 2200 hrs (LT), at position 12° 27' S 126° 48.5' E, in the South Timor Sea, in deteriorating weather conditions the anchor handling tug Mermaid Guardian was towing the 76.2m barge Crest 259 to the Montara offshore oil field when the master noted an unexplained increase in tug speed. Upon investigation it was discovered that the tow line had parted and the barge was adrift. The tow wire was retrieved and the tug stood by the barge waiting for the weather to abate and for an assisting vessel to arrive. By 16 March, Mermaid Guardian, had recovered the tow and was underway to Darwin.
15/03/2012	MA201200037	20:10	UTC+8	No	Off Western Australia coast, about 405nm NW of Broome	Lanpan 6 ----- Westsea 73	IMO No	9412555 ----- -	Other	At 2015 hrs (LT), in position 14° 10.41' S 116° 25.3' E, about 405 nm NW off Broome in Western Australia, in heavy weather due to cyclone Lua, the 91.44m (300 feet) barge Westsea 73 broke away from the towing tug Lanpan 6. The empty barge, unlit, unmanned and not under control was fitted with a satellite tracking transmitter. It began to drift in direction 110°(T) at about 5 knots. The Lanpan6 towline had parted and upon losing the load the tug headed to Port Benoa in Indonesia until the weather settled. A tug was organised to assist from Dampier, WA. On 23 March the barge was taken under tow and recovered to Dampier.
19/03/2012	MA201200039	0:00	UTC+8	No	Indian Ocean about 70 nm south-west of Cocos (Keeling) Islands	Ocean Corona	IMO No	9410404	Grounding / stranding	On 19 March 2012, Ocean Corona was on a voyage from Saldanha, South Africa to Beilun, China with a cargo of iron ore. As the ship was passing to the south of the Cocos Islands it touched bottom. This resulted in hull bottom damage in way of several salt water ballast tanks. No pollution or injuries were recorded. By 22 March the ship had been taken in tow and was north west of Christmas Island, bound for Qingdao, China.
20/03/2012	MA201200040	14:35	UTC+8	No	Geraldton, WA, anchorage area No 8.	Wadi Sudr	IMO No	9077903	Equipment failure	At 1430 hrs (LT) on 20 March, in heavy weather, the duty mate noticed Wadi Sudr was dragging its anchor. During an attempt to retrieve the anchor and reset it, the anchor and 6 shackles of chain (about 165 m) were lost. At direction of the harbour master, the ship repositioned nearby and re-anchored using its remaining anchor.

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.