



Occurrences Entered into the ATSB Maritime Safety Database
Between 14 April 2012 and 20 April 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/03/2012	MA201200045	10:00	UTC+11	No	Bass Strait, off entrance to Port Phillip	Vosco Sky	IMO No	9236896	Close quarters	On 19 March 2012 the ship arrived off the entrance to Port Phillip and dropped anchor in position 38°21.5'S 144°39.05'E south of the entrance just off Portsea. The weather deteriorated and at about 1000hrs (LT = UTC+11) on 23 March the ship began to drag anchor. The ship came within about 1500m of the shore, equivalent to about 7 ship lengths. The situation was recovered. The ship berthed in Melbourne on 10 April without further incident.
28/03/2012	MA201200044	14:10	UTC+11	No	Melbourne	Spirit of Tasmania I	IMO No	9158224	Fire / explosion	At about 1410hrs (LT = UTC+11) contractors working on the ship noticed smoke coming from the Galactica games centre. A short time later two fire alarms sounded as one contractor discharged a carbon dioxide fire extinguisher into the ceiling space of the room. A third fire detector activated in an adjacent fan room. The chief mate confirmed the fire was genuine and activated the general alarm. Power was isolated to the area. Smoke filled the area but no flames were visible. A fire party attended the scene and entered the room in full breathing apparatus. Deckhead panels were removed, the smoke cleared and at 1455 the fire was confirmed extinguished. A continuous fire watch was maintained for several hours and regular area checks thereafter. The ship was attended by shore fire service personnel to carry out an inspection and investigation. Whilst no definitive cause or initiation point was identified the general location was near electrical equipment which was then thought to have ignited material covering the insulated panels.
05/04/2012	MA201200050	12:20	UTC+8	No	King Bay supply base, Dampier	Far Stream	IMO No	9346081	Serious injury	At 1220 hrs (LT = UTC + 8), during tank cleaning operations, a contracting tank cleaner was injured when he fell about 4m from a landing in the tank to the tank bottom. He was wearing a fall protection harness but it was not connected to the fall arrest equipment at the time as it had restricted movement about the tank with the water blasting equipment being used. The casualty was winched from the tank, given first aid on board and then transferred to a shore facility for further medical treatment.

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05/04/2012	MA201200051	15:24	UTC+9.5	No	Darwin	Bison Express	IMO No	9115949	Equipment failure	<p>The ship was being taken into Darwin port under the guidance of a harbour pilot. When the ship was just off the berth, at 1524 hrs (LT = UTC + 9½) the pilot ordered both engines dead slow astern but no reaction from the propellers was noticed. Half astern was ordered but the ship continued to accelerate forward. The master informed the pilot that there was a problem with propeller pitch control. The pilot ordered zero pitch and hand control but control was not restored. The ship speed continued to increase through 1.2 knots and the pilot aborted the berthing and manoeuvred the ship clear of the berth and to anchor off the berth.</p> <p>The pilot ordered a second tug to attend. Testing of the machinery confirmed that dead slow ahead and astern was available and after discussion with the master the decision was made to berth the ship. This was done successfully using two tugs, the ship's rudder, bowthruster and port anchor. At 1652 the first line was secured ashore and at 1700 the ship was secure alongside the berth without further incident.</p>
06/04/2012	MA201200047	6:41	UTC+8	No	Port Hedland	Lowlands Brilliance	IMO No	9227003	Equipment failure	<p>Whilst departing Port Hedland, under harbour pilot guidance, at 0641 (LT = UTC + 8) the chief engineer reported a leakage from the economiser circulating pump which then limited the main engine speed to slow ahead. Passage continued and at 0648 main engine speed was increased to half ahead as the chief engineer reported the fault rectified. At 0708 the chief engineer again called the bridge and advised that the circulating pump had failed and the main engine speed needed to be limited to half ahead. The chief engineer requested that the ship proceed to anchor as the circulating pumps required repairing. The master and pilot decided to keep four harbour tugs on standby until the ship cleared the channel. The pilot left the ship at 0924 once clear of the channel.</p> <p>The ship proceeded to anchor off the port whilst repairs were conducted.</p>
06/04/2012	MA201200046	10:45	UTC+10	No	Geelong, Victoria	Stolt Orchid ----- Tusker	IMO No ----- IMO No	9579692 ----- 8116453	Contact	<p>On 06 April 2012 whilst berthing under pilot guidance, in Geelong, Victoria, contact was made between the ship and the tug Tusker. The tug fenders were higher than the ship's main deck and when contact was made the ship suffered damage to about 20 m of handrailing and margin plate. The ship completed berthing without further incident.</p>

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06/04/2012	MA201200049	16:40	UTC+8	No	Barrow Island	Combi Dock I	IMO No	9400473	Other	During unloading operations, at 1640 hrs (LT = UTC + 8) a lifting spreader bar required repositioning. The 4 lifting clutches were detached and direction was given by the dogman to raise the hook. One of the lifting clutches did not come clear and appeared to have partially re-engaged. As load came on this clutch it released and sprung free, striking the stevedore on the elbow. After medical examination the stevedore was put of light duties for the period of 7 days. The stevedoring company altered work practices in response to the incident.
07/04/2012	MA201200055	2:57	UTC+10	No	At sea, off West Tuna oil platform, Bass Strait	Pacific Warlock	IMO No	9250048	Serious injury	The ship was standing by the West Tuna oil platform in Bass Strait as the weather deteriorated with winds to force 10 and swell to 7m. At 0257 hrs (LT = UTC + 10) on 07 April 2012 an engine room alarm sounded. The chief engineer responded and proceeded to the engine room. As he entered the engine room through the engine control room door the ship pitched and he lost his footing. He fell from the top landing to the bottom. His back was impacted and bruised. On 09 April he complained of shortness of breath and was transferred to the barge DB30 for medical assessment. At 1630 the same day he was transferred ashore with suspected broken ribs.
08/04/2012	MA201200053	15:57	UTC+10	No	Gladstone	RTM Wakmatha	IMO No	9341914	Grounding / stranding	At 1557 hrs (LT = UTC + 10), under pilot guidance, when attempting to berth in Gladstone the ship was unable to be secured alongside the wharf. The berthing was scheduled at low water, slack tide which should have allowed about 0.94 m under keel clearance. The vessel appeared to touch bottom in the vicinity of midships. The vessel maintained a position about 0.3 m off the wharf forward and about 1 m off the wharf aft. It was thought that an accumulation of bauxite ore on the harbour bottom was the cause.
08/04/2012	MA201200052	22:00	UTC+10	No	Mackay, Queensland	Terlak	IMO No	9309760	Pollution	During fuel (MGO) transfer to the day tank the tank overflowed out the tank breather. The day tank high level alarm failed to work and an amount of fuel spilled into the harbour. The transfer pump was stopped at 2200 hrs (LT = UTC + 10). From tank soundings the spill was approximated at 2,150 L.
10/04/2012	MA201200054	14:15	UTC+8	No	Dampier	Lake Dolphin	IMO No	9456680	Serious injury	During overhaul of the boiling water circulating pump the cadet engineer was scalded by boiling water. He suffered injury to his left arm and both legs. First aid was given on board and he was then transferred ashore for further medical assistance.

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12/04/2012	MA201200056	22:20	UTC+9.5	No	Adelaide, South Australia	Katsuragi	IMO No	8910419	Machinery failure	The ship was departing Adelaide under harbour pilot guidance. At 2210 hrs (LT = UTC +9½) the last line was let go. Once clear of the wharf, the pilot ordered dead slow ahead but the main engine failed to start, despite several attempts including attempting Engine Control Room control. The ship was brought back alongside the berth while the fault was investigated. The main engine was subsequently tested to the pilot's satisfaction and at 2305 the ship departed the berth and transited the channel without further incident.
17/04/2012	MA201200057	0:30	UTC+10	No	Gladstone	Fourcroy	IMO No	9190597	Grounding / stranding	The landing barge departed the Curtis Is Australia Pacific LNG (APLNG) RO-RO ramp and proceeded downstream through the channel north of North Passage Island. At about 0030 hrs (LT = UTC + 10) the vessel grounded on a mud bank. The master reported that 4 special markers in the area blended into the background channel lights. The tug Lady Norman assisted refloating of the barge. No damage or further incident was reported.

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