



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 09 March 2013 and 15 March 2013**

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation     | Location   | Vessel Name                           | Identifier Type          | Identifier                 | Occurrence Type             | Summary   |
|-----------------|-----------------------|-----------------|-----------|-------------------|--|---------------------------------------|--------------------------|----------------------------|-----------------------------|---|
| 26/02/2013      | MA201300019           | 16:25           | UTC+8     | Yes - MO-2013-004 | Off Broome, WA                                   | Mellum Trader                         | IMO No                   | 9204934                    | Capsizing / listing         | At 1625 on 26 February 2013, the master contacted RCC Australia requesting assistance. Cargo had shifted in bad weather and the ship was listing heavily. Air and surface assistance was tasked to the area and the master altered course to minimise the effect of the weather on the ship's situation. When the weather abated, the ship resumed its passage to Broome where it berthed on 1 March. |
| 01/03/2013      | MA201300021           | 12:01           | UTC+9     | No                | Newcastle anchorage                              | MCP Linz                              | IMO No                   | 9383493                    | Machinery failure           | The ship, with one main engine operating, had difficulty clearing Newcastle anchorage in the face of bad weather. The ship altered ballast and steamed easterly at 3 knots and remained at sea overnight before returning to the anchorage on 04 March.   |
| 02/03/2013      | MA201300022           | 23:50           | UTC+10    | No                | Off Townsville, Queensland                       | Pansolar<br>----<br>Maersk Jambi      | IMO No<br>----<br>IMO No | 9317004<br>----<br>9399777 | Close quarters              | The two ships were passing in opposite directions and on converging courses. Pansolar did not initially respond to Maersk Jambi radio calls. Communications were established and the ships altered course and passed port to port within two nautical miles of each other.  |
| 06/03/2013      | MA201300023           | 12:09           | UTC+11    | No                | Hobart   | Golden Wave                           | IMO No                   | 92766224                   | Machinery failure           | While under pilotage within the port of Hobart the bowthruster failed to operate. Engineers reset the thruster control and the thruster operated and the ship completed manoeuvring without further incident.   |
| 06/03/2013      | MA201300024           | 19:18           | UTC+11    | No                | Geelong  | Ye Chi                                | IMO No                   | 9262493                    | Machinery failure           | While departing under pilotage the main engine failed to respond to orders. Departure was stopped, the ship remained alongside and repairs were made to the main engine control system. The ship departed on 08 March without incident.   |
| 07/03/2013      | MA201300026           | 11:15           | UTC+10    | No                | Hay Point  | Dyna Camellia                         | IMO No                   | 9381196                    | Damage to ship or equipment | While berthing the aft panama lead was detached from the deck tearing the after peak tank plating.  |
| 07/03/2013      | MA201300028           | 14:06           | UTC+8     | No                | North West Shelf 70nm north west of Port Hedland | Polarcus Alima<br>----<br>Sealink 161 | IMO No<br>----<br>IMO No | 9538139<br>----<br>9480813 | Contact                     | During unmooring of the supply tug after replenishment operations, contact was made between the ships. Polarcus Alima sustained hull indentation and tearing.   |
| 07/03/2013      | MA201300027           | 17:20           | UTC+8     | No                | Henderson, WA                                    | True North                            | IMO No                   | 9308651                    | Fire / explosion            | A fire occurred in a storage locker forward of the bridge as a result of a faulty light fitting. Ship's crew extinguished the fire. No injuries or pollution were reported.   |
| 07/03/2013      | MA201300025           | 21:00           | UTC+10.5  | No                | Port Adelaide                                    | Miao Xiang<br>----<br>Burra           | IMO No<br>----<br>IMO No | 9633917<br>----<br>9185657 | Equipment failure           | When departing under pilotage the ship was just off the wharf when the tug parted a tow line. The line was retrieved and the tug repositioned alongside the ship, pushing, until the ship was safe for further manoeuvres. The tug sustained minor damage to deck equipment. The ship departed without further incident.  |
| 09/03/2013      | MA201300030           | 8:30            | UTC+10    | No                | Coral Sea, about 300 nm north east of Cairns     | Haramachi Maru                        | IMO No                   | 9142203                    | Serious injury              | While conducting routine machinery maintenance the engineering cadet's hand was caught in an electric hoist's hook as weight was taken on the chain. His thumb was crushed. The master arranged evacuation and the following day the cadet was medevaced by helicopter to a hospital ashore for further treatment.  |

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.



Occurrences Entered into the ATSB Maritime Safety Database  
Between 09 March 2013 and 15 March 2013

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location   | Vessel Name         | Identifier Type | Identifier | Occurrence Type       | Summary   |
|-----------------|-----------------------|-----------------|-----------|---------------|--|---------------------|-----------------|------------|-----------------------|---|
| 09/03/2013      | MA201300029           | 22:36           | UTC+10    | No            | 10nm north of Cairns                                   | Jian Yang Cheng Yun | IMO No          | 9615638    | Machinery failure     | Under pilotage in the Great Barrier Reef the ship reported going to anchor to investigate steering problems. About 90 minutes later the ship weighed anchor and continued its passage.  |
| 12/03/2013      | MA201300031           | 15:00           | UTC+11    | No            | Newcastle  | Svitzer Myall       | IMO No          | 9317896    | Grounding / stranding | After completion of an outbound tow the tug was transiting the channel back to base when it altered course to starboard and grounded on the northern breakwater. The tug was successfully refloated but suffered hull damage including holing. In days following, the tug proceeded to drydock for repairs. No pollution or injuries were reported. |
| 13/03/2013      | MA201300032           | 9:30            | UTC+10    | No            | Great Barrier Reef about 45 nm south east of Cape York | Bulk Beothuk        | IMO No          | 9228083    | Machinery failure     | Under pilotage through the Great Barrier Reef one of the main engine cylinders overheated and began leaking combustion gases. The ship was taken to anchor while repairs were effected. Eleven hours later, with repairs complete, the ship raised anchor and continued on its voyage.  |

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.