



Occurrences Entered into the ATSB Maritime Safety Database
Between 02 February 2013 and 08 February 2013

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
18/01/2013	MA201300002	12:15	UTC+10	No	Mecca Buoy, Torres Strait	Teras Constantine	IMO No	9625994	Other	While heading through Torres Strait with a pilot on board and with the running tide control of the tow was lost. The tug and barge passed either side of the Mecca navigation buoy resulting in minor damage to the buoy. Control was restored and the voyage continued.
20/01/2013	MA201300005	4:05	UTC+9	No	Newcastle	Silver Voyager	IMO No	9187576	Damage to ship or equipment	While entering port the harbour pilot noted the combination pilot ladder gangway was damaged.
20/01/2013	MA201300003	12:01	UTC+9	No	SE of Port Macquarie	Taipower Prosperity VI	IMO No	9567609	Other	The ship reported a man overboard. Air resources were tasked but the ship found and recovered the missing man without injury prior to use of the aircraft.
20/01/2013	MA201300006	15:50	UTC+9	No	Newcastle	Yue Dian 81	IMO No	9161041	Machinery failure	As the ship approached Newcastle harbour, with a pilot on board, it blacked out. Entry to the port was aborted. The main engine speed was unstable and the ship was berthed with tug assistance.
20/01/2013	MA201300004	20:29	UTC+8	No	130 nm NW of Geraldton	PB Karepo	IMO No	9565974	Other	The tug reported that it had lost its tow off the coast of Western Australia. The tug crew were able to attach an emergency tow line and the barge was towed into deeper water and secured.
26/01/2013	MA201300007	12:01	UTC+8	No	Offshore - Montara oil field Timor Sea	Go Altair	IMO No	9488695	Pollution	While operating in the Montara oil field a defect with the bowthruster led to about 115 litres of oil spilling into the ocean.
27/01/2013	MA201300008	16:44	UTC+8	No	Mangrove Passage, Western Australia	Westsea Kestrel	IMO No	9619658	Grounding / stranding	While navigating coastal waters to the Mangrove Passage moorings, Westsea Kestrel touched bottom. A line was passed to a nearby vessel which then assisted in moving Westsea Kestrel clear. The tug proceeded to Barrow Island where a dive inspection revealed scraping and slight hull indentation.
01/02/2013	MA201300009	22:40	UTC+8	No	Geraldton	Twin Dragon	IMO No	9087740	Damage to ship or equipment	While disembarking the pilot on departure from Geraldton, the pilot ladder was caught between the ship and the pilot launch and parted. No injury or further damage was reported.

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.