



Occurrences Entered into the ATSB Maritime Safety Database
Between 14 September 2013 and 20 September 2013

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|--|--------------------|-----------------|------------|-------------------|--|
| 19/07/2013 | MA201300099 | 15:20 | UTC+9.5 | No | Wallaroo - Pilot boarding ground | Imperial | IMO No | 9321926 | Other | The ship provided a lee for the pilot to embark. Part way up the ladder he noticed that the ladder and combination/pilot ladder was moving out from the ship's side making it difficult to move from the ladder to the platform of the pilot/combination ladder. The Captain had been advised by the fleet safety officer that the securing requirements did not apply to this vessel. |
| 10/08/2013 | MA201300093 | 15:00 | UTC+8 | No | Port Hedland | Berge Prosperity | IMO No | 9115705 | Equipment failure | Proceeding, under pilotage, from the anchorage to the berth at Port Hedland, a main engine exhaust valve malfunctioned and RPM could not be maintained. The vessel returned to the anchorage for repairs. |
| 11/08/2013 | MA201300094 | 8:00 | UTC+9.5 | No | Cape Wilberforce | Toll Territorian | IMO No | 9607942 | Serious injury | While carrying maintenance on a battery the crew member was splashed in the eye with battery acid. Full PPE and safety glasses were worn at the time. First aid was given and transferred by an ambulance to the Gove hospital. The crew member will be incapacitated for at least 3 days. |
| 18/08/2013 | MA201300098 | 7:15 | UTC+9.5 | No | Adelaide - Pilot boarding ground | Catalina | IMO No | 9299604 | Other | The vessel did not have adequate means to secure the combination/pilot ladder to the ship's side. The pilot asked for a course change so that the ladder would not move while boarding. |
| 08/09/2013 | MA201300096 | 8:00 | UTC+10 | No | Torres Strait | Inter Grace | IMO No | 9185839 | Equipment failure | During pilotage from the Goods Island to the Dalrymple Island PBG, the Steering Gear Alarm Panel alerted the bridge team to a fault 'Hyd Oil TK LL'. Soon after the alarm sounded the helmsman reported that he did not have steering. The vessel veered 30 degrees to port before the problem was rectified and the vessel resumed piloted passage without further incident. |
| 09/09/2013 | MA201300097 | 0:00 | | No | At sea enroute to Melbourne, no time/place given | ER Sweden | IMO No | 9231262 | Other | While enroute to Melbourne an inspection of #7 hold was undertaken after heavy weather. A stack of containers was found to have moved and the bottom container showed signs of damage from the contents having moved about. |
| 10/09/2013 | MA201300101 | 14:30 | UTC+9.5 | No | Darwin - East arm berth | Pancaldo | IMO No | 9226695 | Other | A seaman fell approximately 1.5m from a 'tween deck pontoon due to the effects of heat stress. He returned to the vessel after being monitored in hospital for a short period. |
| 12/09/2013 | MA201300104 | 21:30 | UTC+8 | No | On passage - Darwin to Broome | Oceanic Discoverer | IMO No | 9292747 | Fatality | A passenger fell down approximately 6 steps of an internal stairway. First aid was given and RFDS was consulted. The passenger was returned to her cabin and was monitored by the crew and her husband. About 2 1/2 hours later the master was alerted that the passenger was showing no vital signs. CPR was given and the RFDS was contacted. The passenger was declared deceased 1 1/2 hours later. |
| 13/09/2013 | MA201300103 | 12:00 | UTC+10 | No | At sea | RTM Drake | IMO No | 9591351 | Other | While inflating a flat tyre on a pressure washer trolley the plastic rim failed and hit a seaman in the chest due to over pressurisation. First aid was given and the seaman was transferred by helicopter to hospital. He was discharged the next day to rejoin the vessel when it berths. |

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.



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| 14/09/2013 | MA201300102 | 1:10 | UTC+10 | No | Geelong - #4 Shell Terminal | Stavanger Blossom | IMO No | 9337389 | Equipment failure | The engine was operating to give astern propulsion while turning to clear the berth on departure. After stopping the main engine it did not start to give ahead propulsion. After investigation a safety cut out was found to be tripped. After resetting there were no further problems. |
| 18/09/2013 | MA201300100 | 21:30 | UTC+10 | No | Mackay | Celine C | IMO No | 9463566 | Damage to ship or equipment | During discharge of cargo the officer of the watch noted that number 1 cargo hold side had been damaged and water was entering from the adjacent ballast tank. The ballast tank was emptied and the damage to ship and cargo assessed. No injuries or pollution occurred. |

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