



Occurrences Entered into the ATSB Maritime Safety Database

Between 25 October 2013 and 01 November 2013

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
21/10/2013	MA201300125	11:50	UTC+8	No	Wyndham, Western Australia	Aalsmeergracht	IMO No	9044748	Grounding / stranding	While departing port on an ebb tide, with a pilot on board the ship ran aground. Attempts to free it were initially unsuccessful. About 4½ hours later the ship refloated on the incoming tide. Soundings of all tanks indicated no hull breach and the ship proceeded to anchor for further assessment.
26/10/2013	MA201300130	12:10	UTC+10	No	Hay Point	Tarka	IMO No	9295622	Other	Tug "Tarka" was travelling from wet stow area for anchor when the stbd propellor was fouled by a rope and float
26/10/2013	MA201300131	17:25	UTC+10	No	15 nm NE of Hay Point	Blue Mont Blanc	IMO No	9156589	Equipment failure	The Master advises that repairs are needed on a main engine exhaust valve and the repair time is about two hours. Repairs were completed successfully and the vessel resumed its passage.
28/10/2013	MA201300132	2:55	UTC+8	No	Barrow Island	Samson VI ---- WS 72 ---- Bhagwan Vigilant ---- Work Punt 6	IMO No ---- IMO No	9452878 ---- None ---- 9533969 ---- None	Collision	Tugs Samson VI and Bhagwan Vigilant were moving barge WS 72 when it collided with Work Punt 6. This resulted in the capsize of Work Punt 6 and two men being thrown into the water. The men were retrieved with out injury.
28/10/2013	MA201300134	12:20	UTC+7	No	95 nm North of Java	AD Matsu	IMO No	952378	Missing assumed lost	The vessel notified authorities that they had a MOB (man overboard) at 0520 UTC 28/10/2013. Indonesian authorities (BARSNAS) accepted co-ordination and advised that the search was called off at 0134 UTC 29/10/2013 and the vessel resumed its voyage. The missing crew member has not been found.

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.