



Occurrences Entered into the ATSB Maritime Safety Database
Between 19 October 2013 and 25 October 2013

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
04/10/2013	MA201300112	15:35	UTC+11	No	At sea off southern NSW	Iron Chieftain	IMO No	9047740	Serious injury	The third engineer was conducting routine maintenance on the auxiliary boiler fuel system when he was sprayed with hot fuel oil. First aid was provided on board and radio medical advice was obtained. He was evacuated ashore to hospital where his injuries were treated.
08/10/2013	MA201300111	0:01	UTC+8	No	Timor Sea, North West Western Australia	Sun Princess	IMO No	9000259	Fatality	A passenger was reported missing. A search of the ship did not find them and a man overboard emergency was initiated. The master notified authorities and a search of the sea area was conducted involving air and sea craft. No sign of the passenger was found.
12/10/2013	MA201300120	16:10	UTC+8	No	North West Cape	Britoil 70 ----- Armoured 7 ----- JMC 3013	IMO No ----- Official number	9581320 ----- Not known ----- 1243363	Contact	Two barges under tow came into contact. The tow continued to Fremantle where assessment of any damage and repairs were made.
13/10/2013	MA201300121	9:50	UTC+10	No	Off Airlie Beach, Queensland.	Sun Princess	IMO No	9000259	Fire / explosion	One of the ship's tenders was returning to the ship with no passengers when smoke came from the port engine room. A fire was found in some insulation and was quickly extinguished. It was traced to broken bolts in the supercharger allowing lubricating oil to leak onto engine hotspots.
15/10/2013	MA201300122	18:00	UTC+8	No	Kwinana	British Fidelity	IMO No	9285744	Equipment failure	During departure from Kwinana with a pilot on board the second diesel generator shutdown without notice. Ship's power was then being carried by one diesel generator alone as the third was out of service. The ship went to anchor and the fault found and repaired. The ship then departed port without further incident.
17/10/2013	MA201300123	12:54	UTC+10.5	No	Fremantle	Ghena	IMO No	8303989	Contact	With a harbour pilot on board, the ship contacted the wharf while berthing. The ship received minor damage to the hull and there was concrete damage to the wharf.
19/10/2013	MA201300124	6:15	UTC+11	No	Entering Port Phillip	Far Supplier	IMO No	9186144	Serious injury	While retrieving the pilot ladder an integrated rating felt sharp pain in his back. He lost feeling and movement. After assessment on board and advice from ashore the ship diverted and a medevac was arranged for the injured man.

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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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.

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