



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

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/10/2013	MA201300126	6:38	UTC+9.5	No	Port Adelaide, Outer Harbour	Maritime construction barge		a	Other	A pilot noticed that one of the anchors securing a barge at outer harbor 3 was closer to the channel than normal. The dredge crew was asked if to relocate the anchor closer to the wharf but was unable to. The dredge was able to tow the pennant and floats closer to the wharf giving the incoming ship and tugs sufficient room. The dredge has been informed to advise the VTS if anchors are located close to the channel.
23/10/2013	MA201300127	12:28	UTC+10	No	Torres Strait	Moresby Express	IMO No	8820949	Equipment failure	Report of bridge equipment failure. 10cm radar / Ship's log / Inmarsat C
25/10/2013	MA201300128	17:52	UTC+10	No	Keppel Isles	Thorco Atlas	IMO No	9484194	Equipment failure	The vessel advised Reef VTS that it had to stop and drift for repairs to the turbo charge compensator. The repairs will take about 3 hours and should be completed by 1100UTC (2200 AEST). Repairs were completed successfully and the vessel resumed its passage.
26/10/2013	MA201300129	0:00	UTC+11	No	24 nm NNW of Devonport	Searoad Tamar	IMO No	891749	Other	The Cook presented displaying symptoms of a cardiac event. Tasmania Ambulance advised that the crew member needed medical attention at the earliest opportunity. A launch with a Paramedic crew was arranged to meet the ship outside Devonport. This was considered this to be unsafe due to the unfavourable conditions. The Cook was transferred to hospital on arrival in Devonport.
29/10/2013	MA201300135	20:00	UTC+10	Yes - MO-2013-012	Brisbane	HC Rubina	IMO No	9198226	Equipment failure	On 29 October 2013, while berthing in Brisbane under harbour pilot guidance, control of propulsion was lost. Despite evasive action including releasing an anchor, the ship contacted the wharf. Damage was limited and the ship berthed without further incident.
29/10/2013	MA201300133	20:02	UTC+10	Yes - MO-2013-011	Lytton Rocks Reach, Brisbane River	Bosphorus	IMO No	9347645	Grounding / stranding	While transiting the Brisbane river to reach the berth, under pilot guidance, the ship ran aground. It floated clear a short time later and proceeded to berth without further incident. An investigation into the incident has been initiated.
07/11/2013	MA201300136	2:13	UTC+10	No	Port of Gladstone	Teras Genesis ----- Toll Firefly	IMO No ----- IMO No	9636620 ----- 9550723	Collision	While departing the QCLNG MOF berth the RoRo landing barge Toll Firefly made contact with the moored tug Teras Genesis

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.