Reports of Vessels in Distress Attachment B

Ship	Type	Location	Cause	Action	Date
Arthur Phillip	Tanker	QLD Coast	Disabled	Towed to Brisbane	May 1991
Kirki	Tanker	WA Coast	Adrift on Fire	Stabilised, cargo transferred, redelivered	July 1991
Daishowa Maru	Dry Bulk	Twofold Bay NSW	Grounded	Refloated and towed to Gladstone QLD	February 1992
Botany Trinity	Chem. Tanker	WA Coast	Disabled	Towed to Albany WA	September 1993
Arktis Venture	Gen. Cargo	WA Coast	Disabled	Towed to Fremantle	October 1993
Union Rotorua	Ro-Ro	NSW Coast	Disabled	Towed to Sydney	December 1993
Contship Rotterdam	Container	PNG	Disabled	Towed to Brisbane	March 1994
Conus	Tanker	QLD Coast	Grounded	Refloated	January 1996
Ever Bright	Dry Bulk	Coral Sea	Disabled	Towed to Gladstone QLD	April 1995
Svendborg Guardian	Gen. Cargo	QLD Coast	Grounded	Refloated and towed to Cairns	June 1995
Iron Baron	Dry Bulk	TAS Coast	Grounded	Refloated and scuttled E of Bass Strait	July 1995
Pernas Arang	Dry Bulk	NSW Coast	Disabled	Towed to Newcastle NSW	February 1996
Peacock	Reefer	QLD Coast	Grounded	Refloated and towed to Cairns	July 1996
Dakshineshwar	Dry Bulk	Torres Strait	Grounded	Refloated	July 1997
Ming Mercy	Dry Bulk	NSW Coast	Disabled	Towed to Sydney thence Port Moresby	August 1997
Enterprise	Dry Bulk	Bass Strait	Disabled	Towed to Sydney	September 1997
Pine Trust	Dry Bulk	WA Coast	Grounded	Refloated	October 1997
Prince of Tokyo	Wood Chip	NZ Coast	Grounded	Refloated and redelivered to Port Chalmers	February 1999
Southern Moana II	Gen. Cargo	NSW Coast	Disabled	Towed to Brisbane	January 2000
Stolt Otome	Chem. Tanker	Coral Sea	Disabled	Towed to Mackay	February 2000
Feng Li	Car Carrier	Bass Strait	Disabled	Towed to Melbourne	July 2000
North Head	Ferry	Bass Strait	Disabled	Towed to Eden NSW	July 2000
Anax	Dry Bulk	Bismarck Sea	Disabled	Towed to Port Moresby	August 2000
Ligaya	Gen. Cargo	Torres Strait	Disabled	Towed to Port Moresby	August 2000
Pelander	Car Carrier	SA Coast	Disabled	Two tugs mobilised to assist	September 2000
Rakiura Maru	Dry Bulk	NZ Coast	Disabled	Towed to Newcastle and Brisbane	September 2000
Bunga Teratai Satu	Container	QLD Coast	Grounded	Refloated and redelivered to owners Sydney	November 2000
Umberto D'Amato	Dry Bulk	QLD Coast	Grounded	Refloated	March 2001
Devprayag	Dry Bulk	VIC Coast	Grounded	Refloated and towed into Portland VIC	April 2001

Source: The report on National Salvage Capability by K Dwyer and Associates.

Note: Since the report was prepared the tanker the "Jody F Millennium" went aground at Gisborne, New Zealand 2002, the bulk carrier the "Doric Chariot" went around on Piper Reef in 2002, the "Long Kue No 6" went aground in Fiji 2003 and the "Kalma" went aground near Agnes Waters in 2003.

Date	Ship	Location
25 August 1998	Fitzroy River	Weipa
19 November 1998	Norvantes	Karumba
3 December 1998	Iron Spencer	Port Hedland
17 May 1999	New Reach	Heath Reef
30 April 2000	Al Deerah	Bell Bay
19 October 2000	Wyuna	Tamar River, TAS
16 March 2001	Regal Princess	Cairns Channel, QLD
21 April 2001	Devprayag	Portland, VIC
28 June 2001	Mirande	Port Phillip Bay, VIC
19 July 2002	ANL Excellence	Moreton Bay, QLD
25 August 2002	Hanjin Dampier	Dampier WA

Source: Presentation by Capt. Ian Hokinson, Director-United Salvage Pty Ltd to the Natship 2004 Conference in Melbourne, 19-20 March 2004). Furthermore from the Australian Transport Safety Bureau (ATSB), reports, we are aware of the following recent groundings not mentioned above.

It should be noted that not all these vessels, like the "Maersk Tacoma" which was adrift for a period without engine power in Bass Strait in 2002, actually required emergency tugs or salvage.

In addition the British Naval vessel, the HMS "Nottingham" came to grief near Norfolk Island last year which was well publicised.