<table>
<thead>
<tr>
<th>Occurrence Date</th>
<th>ATSB Reference Number</th>
<th>Occurrence Time</th>
<th>Time Zone</th>
<th>Investigation</th>
<th>Location</th>
<th>Vessel Name</th>
<th>Identifier Type</th>
<th>Identiﬁer</th>
<th>Occurrence Type</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>21/01/2014</td>
<td>MA201400005</td>
<td>19:15</td>
<td>UTC+8</td>
<td>No</td>
<td>Port Hedland</td>
<td>Thorco Chile</td>
<td>IMO No</td>
<td>9549592</td>
<td>Serious injury</td>
<td>During adjustments of the gangway the ship moved and the ordinary seaman's foot was struck and injured by the gangway. Medical examination revealed broken bones and the seaman was repatriated home as a result.</td>
</tr>
<tr>
<td>24/01/2014</td>
<td>MA201400006</td>
<td>22:07</td>
<td>UTC+10</td>
<td>No</td>
<td>During transit of Great Barrier Reef, near Piper Reef.</td>
<td>Darya Uma</td>
<td>IMO No</td>
<td>9288411</td>
<td>Equipment failure</td>
<td>Under pilotage through the Great Barrier Reef a main engine auto-slowdown occurred. The engine was checked and tested. About an hour after the slowdown full sea speed was restored. The fault was traced to a loose electrical connection in the main engine monitoring system.</td>
</tr>
<tr>
<td>27/01/2014</td>
<td>MA201400007</td>
<td>3:05</td>
<td>UTC+10</td>
<td>No</td>
<td>Gladstone port entrance</td>
<td>Sea Amity</td>
<td>IMO No</td>
<td>9222558</td>
<td>Contact</td>
<td>While entering Gladstone port under harbour pilot directions the ship made contact with the entrance buoy S1. The ship's equipment was checked and found in good order. A check of the buoy showed it to still be working. The ship continued to berth without further incident.</td>
</tr>
<tr>
<td>29/01/2014</td>
<td>MA201400008</td>
<td>12:06</td>
<td>UTC+10</td>
<td>No</td>
<td>Coral Sea, at sea</td>
<td>Arion</td>
<td>IMO No</td>
<td>9517513</td>
<td>Equipment failure</td>
<td>The tug's tow line parted in heavy seas. When conditions improved the crew connected the emergency tow wire with the intent of reconnecting the tow proper as the weather abated further.</td>
</tr>
</tbody>
</table>

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.