



Occurrences Entered into the ATSB Maritime Safety Database

Between 24 December 2011 and 06 January 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
28/12/2011	MA201100105	03:48	UTC+11	No	Newcastle	Chekiang	IMO No	9003835	Fire / explosion	A small fire started in the tween deck during cargo operations. The fire was quickly extinguished by the ship's crew with portable fire extinguishers.
22/12/2011	MA201100103	08:35	UTC+8	No	Henderson	Patria	IMO No	9159921	Capsizing / listing	While the crew were carrying out a heavy lift operation, the ship listed heavily to starboard (the seaward side) and the lift swung and hit the hatch coaming. While the master was re-ballasting the ship, the stabilising pontoon dropped into the water, the ship rolled over to port and the lift swung over the wharf. The lift was then lowered onto the wharf and the ship came upright and became stable.
25/12/2011	MA201100104	06:00	UTC+10	No	Gladstone	Bao Cheng	IMO No	7362005	Grounding / stranding	When Bao Cheng was lifted off Barney Point wharf, its main engine failed to start. The pilot tried to control the ship with the two attending tugs, but it drifted towards a shallow patch. The main engine was eventually started and, with the assistance of the tugs, the ship safely departed the port and was anchored. The ship was detained by AMSA pending a determination of seaworthiness. An underwater inspection was carried out and the divers found no sign of damage. The ship was released from detention and it resumed its voyage.
02/01/2012	MA201200001	04:50	UTC+8	No	Cockatoo Island	Suzaku	IMO No	9317377	Serious injury	During a shift ship operation to move Suzaku along the wharf, a crew member was seriously injured while he was in the process of releasing the break on the aft spring winch.

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 Date Recorded 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. Where 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.