



Occurrences Entered into the ATSB Maritime Safety Database
Between 21 April 2012 and 27 April 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
06/04/2012	MA201200048	20:16	UTC+9.5	No	Gulf of Carpentaria	Stenia Colossus	IMO No	9552379	Machinery failure	At 1406 hrs (LT = UTC + 9½) on 06 April 2012 the bulk carrier Stenia Colossus stopped in position 12°36.00'S 137°0.00'E in the Gulf of Carpentaria after departing Groote Eylandt, Northern Territory, because of main engine problems. The main engine had suffered camshaft and associated bearing damage. At 2217 (LT) the ship advised that it had anchored and investigations into the causes and extent of the damage were being undertaken. On the advice of AMSA, 2 tugs from Darwin were engaged to tow the ship to Gove. On 11 April the ship anchored outside Gove harbour limits. After considering options the decision was taken to engage an ocean-going tug to take the ship in tow and remove it to Singapore for repair. The ship remained off Gove until the tug De Da arrived from Singapore on 23 April 23. The ship was taken in tow and left for Singapore the same day.
20/04/2012	MA201200059	12:01	UTC+10	No	Devonport	Searoad Mersey	IMO No	8914831	Other	On 20 April 2012, whilst alongside in Devonport, engine room maintenance was being conducted with shore contract staff involved. A spare generator engine charge air cooler was being moved from its stowed location in preparation for fitting to the engine. This required using two lifting cranes connected to the load to manoeuvre the cooler to the desired position. While transferring load from one crane hook to the other, a sling moved as the cooler was being drawn horizontally. The cooler came free and fell to the deck, about 1 m. During its fall it contacted the leg of a shore contractor controlling one of the cranes. The contractor suffered a minor abrasion.
20/04/2012	MA201200060	12:01	UTC+9.5	No	Port Pirie	HR Endeavour	IMO No	9261073	Damage to ship or equipment	During cargo operations a shore grab contacted the starboard side of No 1 hold, holing it through to the void space / pipe tunnel. The hole was about 80 x 10 mm and was temporarily repaired by welding a doubling plate over the top to Class directions. A permanent repair is to be effected later. The ship sailed without further incident on 21 April.

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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20/04/2012	MA201200058	23:48	UTC+8	No	Port Hedland	Centrans Century	IMO No	9347164	Other	Late in the evening of 21 April the ship was entering Port Hedland under harbour pilot guidance. The pilot reported the bridge team to have very poor English skills and observed a failure to notice a main engine slowdown situation. Main engine control was not restored and with the assistance of two extra tugs the ship was brought alongside at 0104 hrs (LT = UTC + 8) on 22 April. The pilot observed poor communications on the bridge and between bridge and fore and aft crews and was unable to ascertain the engine problems from the master.

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