



Occurrences Entered into the ATSB Maritime Safety Database
Between 28 April 2012 and 04 May 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
15/04/2012	MA201200064	2:45	UTC+8	No	Port Hedland	HHL Mississippi	IMO No	9435765	Fire / explosion	While using gas cutting equipment in the 'tween deck sparks fell to the hold below and ignited a tarpauline cargo cover. A fire team with fire hoses quickly extinguished the fire. Damage was confined to the tarpauline cover.
23/04/2012	MA201200061	9:50	UTC+10	No	Great Barrier Reef south of Cape Grenville	MOL Winter	IMO No	9323041	Equipment failure	Whilst transiting the Great Barrier Reef under coastal pilot guidance the ship stopped and anchored to undertake a main engine fuel injection pump replacement. Repairs were effected and the ship continued passage without further incident.
23/04/2012	MA201200062	15:30	UTC+10	No	Great Barrier Reef	Terlak	IMO No	9309760	Machinery failure	Terlak stopped in the Great Barrier Reef because of main engine problems. The tug subsequently reported striking a submerged object and being holed as it departed Mourilyan harbour. It was taken in tow for Cairns where permanent repairs were to be made.
25/04/2012	MA201200063	7:35	UTC+8	No	Port Hedland	Monemvasia	IMO No	9455686	Damage to ship or equipment	While loading iron ore for export, the ship loader came into contact with the ship in the area of hold number 6. Damage was caused to railings and a platform used for access to the helicopter landing zone. No injuries were reported.
28/04/2012	MA201200067	8:15	UTC+10	No	Port Phillip Bay	Lady Sandra	IMO No	9172284	Equipment failure	While entering Port Phillip Bay the starboard anchor began to lower in an uncontrolled manner. The anchor was retrieved and secured and the tug then resumed passage to Geelong.
28/04/2012	MA201200066	17:20	UTC+10	No	Newcastle	Shanghai Spirit	IMO No	9326328	Machinery failure	When entering Newcastle with harbour pilot on board a test showed the rudder to be moving slowly. It was also noted that the English language and comprehension skills within the bridge team were poor.
02/05/2012	MA201200069	9:30	UTC+10	No	Weipa	F.D. Gennaro Aurilia	IMO No	9269233	Machinery failure	Whilst moving from anchorage to the Fairway, under harbour pilot guidance, the ship's main engine stopped. The ship anchored until the fault was rectified.

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.