



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 31 March 2012 and 06 April 2012**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
30/03/2012	MA201200041	13:35	UTC+8	No	Port Hedland anchorage	Centrans Century	IMO No	9347164	Equipment failure	At 1335 hrs (LT) whilst at anchor off Port Hedland the duty mate noticed the vessel to be drifting. The master was notified and ordered the port anchor to be dropped and the starboard anchor raised. The starboard anchor was missing and the anchor chain was found in good condition. The situation was reported to harbour control and the voyage continued without further incident.
31/03/2012	MA201200042	13:18	UTC+8	No	Port Walcott anchorage	Cape Garland	IMO No	9397846	Damage to ship or equipment	At about 1318 hrs (LT) whilst heaving up the anchor in preparation to proceed to pick up a pilot and enter port the anchor came clear of the water but was tangled in the anchor chain. The anchor suddenly came loose and fell putting a sudden force on the chain and the windlass machinery. This suddenly applied force caused several teeth in the windlass gearing to fail and broke several hydraulic drive motor mounting bolts. Manoeuvrability was unaffected as the anchor was hanging clear of the water, and the ship proceeded to pick up the pilot and enter port where further investigations and repairs were completed.
03/04/2012	MA201200043	15:30	UTC+10	No	Gladstone	Toll Dragonfly	IMO No	9550656	Grounding / stranding	At about 1530hrs (LT) whilst travelling downstream, heading to the Quoin Anchorage, just past navigation beacon Q6, the master of the landing craft Toll Dragonfly attempted to take the vessel across the Auckland Bypass channel middle bank. He had calculated an underkeel clearance of about 0.45m but the vessel touched bottom and became fast. The tide was flooding and about 10 minutes after grounding the landing craft came free and proceeded to anchor as intended. No damage to the vessel was recorded.

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.