



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 31 August 2013 and 06 September 2013**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
29/04/2013	MA201300069	8:15	UTC+8	No	Dampier, Western Australia	RTM Columbus	IMO No	9591363	Flooding	Investigating water ingress Alarm, water found in No 9 Cargo Hold. After checking the ballast on board, found that ballast water from N05 (p) tank had leaked into No 9 cargo hold. Total about 1300 MT. After pumping out the water from No 9 hold, it was discovered that water had leaked into No 9 hold due to cracking of No 5(P) manhole cover nuts on the aft side. Five nuts were cracked and not in place. One nut found cracked but in place.
02/05/2013	MA201300071	12:45	UTC+8	No	Fremantle	Combidock III	IMO No	9432828	Serious injury	A crew member tripped and fell, dislocating his right shoulder, while coiling a rubber seal in the ship's heavy lift store.
02/05/2013	MA201300070	15:15	UTC+10	No	Newcastle pilot boarding ground	Huitai	IMO No	9135640	Machinery failure	On boarding at pilot boarding ground the main engine was stopped and could not be started. The main engine start air was observed to be low on gauge. Master guaranteed pilot that the main engine would start 3 times, not the 13 as stated on pilot card. Pilot declined to take the ship into port.
09/05/2013	MA201300072	0:00	UTC+10	No	Devonport	Searoad Tamar	IMO No	8917429	Serious injury	A contractor, whilst working at after end of the ship, fell approx 2.5 meters from Deck 01 onto the deck below. The contractor was transferred to hospital.
12/05/2013	MA201300074	0:00	UTC+10	No	Queensland, Curtis Island QCLNG MOF berth	Happy Dragon	IMO No	9551961	Grounding / stranding	When going astern to berth the rudder touched the bottom
16/05/2013	MA201300073	0:00	UTC+8	No	Port Hedland	Industrial Hong Kong	IMO No	9362827	Equipment failure	The vessel was leaving Port Hedland under pilot assistance and during passage via fairway the main engine automatically shut down two times due to the Oil Mist Detector. The problem was eliminated and vessel proceeded.
26/05/2013	MA201300077	0:00	UTC+10	No	East Coast of Australia	Asphalt Carrier	IMO No	9293545	Equipment failure	While enroute from Madang, Papua New Guinea, to Newcastle, Australia, the ship's main engine failed. The engine could not be restarted and the ship was taken in tow.
29/05/2013	MA201300078	0:00	UTC+10	No	Airlie Beach	Pacific Pearl	IMO No	8611398	Damage to ship or equipment	During the routine life saving appliance inspection carried out while the ship was in Airlie Beach, damage fall wires were discovered on four lifeboats. The ship remained at the Airlie Beach anchorage until the fall wires were replaced.
07/06/2013	MA201300076	16:12	UTC+10	No	Gladstone, Queensland	Toll Osprey	IMO No	9656072	Contact	On approach to the Fisherman's Landing barge ramp the Toll Osprey was going astern, to land the door on the ramp, when the portside corner of the ramp made contact with the third layup pylon from the ramp. Damage was sustained to the stern door toe bending it up at an angle. The door was still able to be lowered and raised from the ramp. Whilst turing the vessel at rest the Master miscalculated the rate of turn and applied full thrust on the port thruster. The engine responded briefly before shutting down on overspeed. The engine was restarted but the vessel was too close to the pylon to avoid contact.

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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02/09/2013	MA201300079	6:05	UTC+8	No	Bunbury, Western Australia	Global Explorer	IMO No	9137973	Other	The hatch lid to hold 2 was opened and about 45 minutes later a crew member entered to retrieve a broom prior to loading cargo. He appeared to lose consciousness. The crew entered with breathing gear and the crew member was rescued and sent to hospital for medical attention. He was monitored and released about three hours later and was deemed fit to return to work on the ship. The cause of the incident is not known but it may have been paint fumes from recent work in the hold.

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