



Occurrences Entered into the ATSB Maritime Safety Database
Between 12 October 2013 and 18 October 2013

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
09/10/2013	MA201300115	23:37	UTC+10.5	No	Port Adelaide, berth number 7	APL Turquoise	IMO No	9082348	Machinery failure	During departure from Port Adelaide the main engine failed to respond to orders from the bridge. Control changed to local control and main engine control was restored and movements were completed. The ship successfully departed. The fault was traced to low control air pressure.
10/10/2013	MA201300116	16:30	UTC+10	No	Brisbane - Cairncross fitting out berth	Valiant III ----- Celine C	IMO No ----- IMO No	9587881 ----- 9463566	Contact	Contact between the bunker supply ship Valiant III and the cargo ship Celine C while bunker ship manoeuvring alongside. Minor damage to both ships. No injuries or pollution reported.
10/10/2013	MA201300117	17:45	UTC+10	No	Port of Brisbane, number 1 wharf	Tulane	IMO No	9505089	Contact	When the ship was departing the wharf, with a pilot on board, strong winds pushed it back towards the wharf where contact was made with a shore crane. Minor damage was reported.
12/10/2013	MA201300118	17:35	UTC+11	No	Port Melbourne - Station Pier	Spirit of Tasmania 2	IMO No	9158434	Serious injury	Crew member shoulder injury while doing cargo lashing. Transferred to hospital on next port. Off work for 5 days.
12/10/2013	MA201300119	23:50	UTC+10.5	No	Port Giles, South Australia	Ithomi	IMO No	9555151	Machinery failure	During departure from Port Giles, with a pilot on board, the ship's steering gear failed. The ship went to anchor while engineers investigated. Ithomi remained at anchor for several days while repairs were made.

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.