



Occurrences Entered into the ATSB Maritime Safety Database  
Between 30 November 2013 and 06 December 2013

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
04/12/2013	MA201300140	17:08	UTC+8	No	Port of Bunbury approaches	Genco Raptor	IMO No	9330812	Equipment failure	While under pilot, prior to entering the port of Bunbury, one cylinder of the main engine started to overheat. Entry was delayed by 30 minutes. During the entry it was noted that the main engine rpm was erratic. Control of the main engine was taken at the engine side station and the ship berthed safely.
04/12/2013	MA201300139	23:00	UTC+10	No	Near Marchinbar Island, Arafura Sea	Rolldock Sun	IMO No	939381	Hull failure / failure of watertight openings	While steaming for Newcastle, Australia, a crack was found in the stern tube boss for the starboard propellor shaft. The crack and water ingress was monitored. As the crack continued to grow the starboard main engine was shut down as a precaution. The ship then stopped and drifted awaiting charter's instructions for a possible diversion to Singapore for repairs. The ship is still able to sail using the port engine.

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.