



Occurrences Entered into the ATSB Maritime Safety Database
Between 15 February 2014 and 21 February 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
03/02/2014	MA201400013	0:01	UTC+9.5	No	Stokes Hill Wharf, Darwin	Ashmore Guardian	IMO No	8215285	Contact	While berthing in Darwin the port main engine locked in the ahead direction driving the ship into the wharf. The fault was traced to a stuck throttle cable. No reports of damage or injuries were received.
06/02/2014	MA201400014	11:15	UTC+10	No	Dalrymple Bay coal terminal, Hay Point	Melia	IMO No	9286968	Serious injury	While trying to unblock a clogged steam condenser the second engineer pressurised the condenser and was burned by hot water. He was taken to hospital ashore for medical treatment.
07/02/2014	MA201400012	7:00	UTC+8	No	Fremantle	Jason Dua	IMO No	9606261	Contact	While bringing the barge Armoured 8 alongside in Fremantle and under harbour pilot guidance the tug Jason Dua made contact with the wharf. The berthing of the barge was then made without further incident. No report of damage to the tug or wharf was made.
11/02/2014	MA201400015	16:02	UTC+11	No	Port Botany, New South Wales	Coral Chief	IMO No	8809191	Machinery failure	While manoeuvring during berthing the bow thruster failed when an auxiliary diesel generator tripped. Power was restored and about 10 minutes later control of the bow thruster was back to normal and the ship berthed safely. No damage was reported.
14/02/2014	MA201400017	7:00	UTC+10	No	Brisbane	Maxine	IMO No	9290529	Equipment failure	While entering port and preparing for manoeuvres a bow thruster fault occurred disabling the bow thruster. The ship continued to berth without further incident with the assistance of tugs.
14/02/2014	MA201400016	7:09	UTC+11	No	Burnie	Pacific Pearl ----- Fullerton Cove	IMO No ----- IMO No	8611398 ----- 7418921	Contact	Contact made between the ship and tug during manoeuvring when entering port. The ship suffered paint damage and minor indentation.
16/02/2014	MA201400019	5:00	UTC+10	No	Brisbane Grain Wharf	Kiran Eurasia	IMO No	9494400	Other	While the ship was swinging prior to berthing, under harbour pilot guidance, the bow swung close to the wharf. Evasive action was required to avoid contact. The ship was then berthed without further incident.
17/02/2014	MA201400018	0:22	UTC+9.5	No	East Arm Wharf, Darwin	Antung	IMO No	9371957	Damage to ship or equipment	While berthing in Darwin the ship made contact with a wharf fender leading to damage to the ship's container stowage arrangements and adjacent railings. The ship berthed without further problems and the damage was assessed.

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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18/02/2014	MA201400020	9:00	UTC+8	No	Femantle	Lanpan 26	IMO No	9663544	Grounding / stranding	While moving the semi-submersible cargo pontoon Gavea Lifter off the wharf the tug's bow touched bottom and it grounded. No breach of the hull was detected and a short time later the tug came clear and proceeded with its voyage.

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