



Occurrences Entered into the ATSB Maritime Safety Database
Between 12 April 2014 and 18 April 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
12/04/2014	MA201400041	10:00	UTC+8	No	Southern Indian Ocean	Aurora Australis	IMO No	8717283	Hull failure / failure of watertight openings	On 12 April 2014, a crack was discovered in the deck in one of the internal workspaces allowing water to leak through from the fresh water tank below. The tank level was lowered to stop further water ingress. Later the same day, the chief mate, found a crack in a sea water ballast tank allowing water to leak into the machinery space. Ballast was adjusted to stop the leak. Repairs were scheduled for the next port call.
12/04/2014	MA201400039	13:38	UTC+10	No	55 m east of Townsville	STX Emerald	IMO No	9468358	Equipment failure	The STX Emerald anchored about 55 miles east of Townsville and about 9.5 miles from Wilson Shoal to effect main engine repairs. The weather was fine and the expected repair time was four hours.
13/04/2014	MA201400040	10:00	UTC+8	No	Barrow Island	Bhagwan Vigilant	IMO No	9533969	Collision	While the tug, Bhagwan Vigilant, was approaching the barge, Norce Endeavour, in preparation to tie up in a push-pull configuration the starboard bow of the Bhagwan Vigilant struck the underwater stabiliser of Norce Endeavour. A tank level alarm on Bhagwan Vigilant sounded soon after tying up and it was found that there was a 50 mm hole in the fore peak tank about 1 m below the water line. No assistance was required.
16/04/2014	MA201400042	6:40	UTC+8	No	Barrow Island	Live Wire	Radio Call Sign	VJN 3641	Grounding / stranding	Whilst underway at 6 knots transiting the Bibby SCL to the jetty construction area at Barrow island the vessel lightly scraped an uncharted shallow bommie underwater obstruction. The vessel was checked for any damage. Nil damage was found. The port was notified about the potential hazard to navigation.

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.