



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 28 June 2014 and 04 July 2014**

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation     | Location                                  | Vessel Name    | Identifier Type | Identifier | Occurrence Type   | Summary   |
|-----------------|-----------------------|-----------------|-----------|-------------------|---|----------------|-----------------|------------|-------------------|---|
| 09/06/2014      | MA201400063           | 6:45            | UTC+8     | No                | Dampier                                   | Maersk Logger  | IMO No          | 9425722    | Serious injury    | Crew member struck by parted endless chain during deployment of steypris anchor, on board anchor handling tug. Crew member sustained head injuries.   |
| 21/06/2014      | MA201400067           | 12:01           | UTC+10    | No                | Abbot Point anchorage                     | Kiran Anatolia | IMO No          | 9650171    | Serious injury    | During routine duties a crew member suffered a serious cut to his forearm. A medevac was arranged and the injured crew member was flown ashore for treatment. He rejoined the ship when it berthed 4 days later.  |
| 23/06/2014      | MA201400068           | 12:01           | UTC+8     | No                | Port Hedland                              | Ocean Crescent | IMO No          | 9313400    | Machinery failure | Whilst entering port, under the direction of a harbour pilot, the main engine suffered a fuel problem which limited its manoeuvrability. Additional tugs were called and the ship berthed safely. Repairs were made.  |
| 27/06/2014      | MA201400069           | 22:18           | UTC+10    | No                | Great Barrier Reef near Cairncross Islets | Kiran Anatolia | IMO No          | 9650171    | Machinery failure | During pilotage of the Great Barrier Reef the ship suffered main engine problems requiring it to anchor overnight for repairs. Repairs were made and the ship resumed passage the following day without further incident.   |
| 28/06/2014      | MA201400070           | 11:00           | UTC+8     | No                | Berth 4, Geraldton                        | Eco Destiny    | IMO No          | 9316921    | Serious injury    | While conducting routine in port rounds, the third mate slipped and fell down the ladder from the main deck to the forecastle deck. He injured his back and neck and was given aid while shore assistance was called. He was transferred ashore to hospital for assessment and treatment.   |
| 28/06/2014      | MA201400066           | 15:30           | UTC+8     | Yes - MO-2014-005 | Berth AP2 - Port Hedland                  | Julia N        | IMO No          | 9479369    | Serious injury    | As part of berthing operations the pilot notified a tug master and the ship's crew that the tug's tow line was to be let go and that the tug was to stand-by. .<br>During the retrieval of the tug's line a crew member's leg was caught in the messenger line, attached to the main tow line, and he was seriously injured.<br>The ATSB has commenced a safety investigation into this incident. |

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.