



Occurrences Entered into the ATSB Maritime Safety Database
Between 12 September 2015 and 18 September 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
09/09/2015	MA201500125	9:50	UTC+8	No	At anchor Geraldton	Golden Suek	IMO No	9438614	Serious injury	While shutting down the AC plant a valve broke off the pipe work. The electrician placed his hand over the opening in an effort to stop the leak and received cryogenic burns. When the ship berthed two days later he was sent to the hospital for treatment.
10/09/2015	MA201500128	16:12	UTC+10	No	Webb Dock, Melbourne	Searoad Mersey	IMO No	8914831	Equipment failure	During departure manoeuvres, just after letting go, the ship suffered a total power blackout due to loss of cooling water. This led to overheating and shutdown of the main engines and diesel generator. The standby generator failed to start. Mooring lines were reattached and a tug called to assist. Repairs to the cooling system were then undertaken and the ship's departure was resumed about 2 hours after the shutdown.
11/09/2015	MA201500130	11:30	UTC+9.5	No	Tiwi Islands, NT	FV Vulcan ----- Malu Warrior	IMO No ----- IMO No	8917986 ----- 8963612	Contact	While tying up to Malu Warrior in preparation for taking fuel, the boom of the fishing vessel Vulcan made contact with the landing craft's port quarter. Both vessels suffered minor damage. After assessing the situation, the fuelling operation was recommenced and completed without further incident.
11/09/2015	MA201500126	14:45	UTC+10	No	Brisbane River	PT Monto	IMO No	9559585	Serious injury	While repairing an oil leak on the towing winch, hydraulic oil escaped under pressure. The spray hit the engineer's hand. A short time later the injury became painful and the hand started to swell. He was then transferred ashore for medical assistance.
12/09/2015	MA201500127	8:28	UTC+8	No	Port Hedland channel	K Endeavour	IMO No	9580364	Equipment failure	On approach to the channel under pilotage, the main engine slowed down automatically due to cooling water high temperature. A short time later, the problem was rectified and the vessel continued passage without further incident.
15/09/2015	MA201500129	0:15	UTC+10	No	Torres Strait, west of Goods Island	Eastern Pearl	IMO No	9589217	Equipment failure	While transiting Torres Strait under pilot guidance, a cooling water leak required stopping the main engine for repairs. The ship was taken to anchor just west of Goods Island and repairs were effected. Passage was resumed about 30 minutes later.

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.