



Occurrences Entered into the ATSB Maritime Safety Database
Between 26 September 2015 and 02 October 2015

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|-----------------------------------|---------------------------------------|---------------------------|--------------------------------|-----------------------------|---|
| 25/09/2015 | MA201500136 | 20:01 | UTC+10 | No | Sydney Harbour | Glory Atlantic | IMO No | 9326342 | Equipment failure | While transiting Sydney Harbour under pilot guidance the port main engine shutdown without notice. Control of the ship was retained using the starboard main engine and with the assistance of tugs. The ship continued to berth without further incident. |
| 26/09/2015 | MA201500134 | 13:38 | UTC+10 | No | Gladstone Harbour, Auckland Point | Toll Dragonfly ----- Ikan Jepun | IMO No ----- IMO No | 9550656 ----- 9400930 | Collision | Whilst proceeding underway in the port of Gladstone, Landing craft Toll Dagonfly suffered a steering gear breakdown and collided at slow speed with Ikan Jepun which was berthed alongside Auckland Point Wharf. No casualties or pollution occurred and only minor damage was sustained to both vessels as a result of the incident. |
| 29/09/2015 | MA201500137 | 10:15 | UTC+8 | No | Barrow Island | Iona M ----- Bhagwan Roller | IMO No ----- IMO No | 9621376 ----- 9648984 | Contact | Iona M was pushing up on Bhagwan Roller when contact between the vessels occurred. Minor damage to both vessels resulted. |
| 29/09/2015 | MA201500135 | 11:20 | UTC+8 | No | Barrow Island WA | Britoil 121 ----- Miss Hannah | IMO No ----- IMO No | 9538701 ----- SJY2010-02 | Damage to ship or equipment | AHTS and barge were manoeuvring on approach to wharf under pilotage when port quarter of barge made contact with wharf sustaining a small hole above the waterline. No injury to personnel or pollution ensued. |
| 01/10/2015 | MA201500138 | 16:18 | UTC+10 | No | Anchorage N6, Gladstone | Cape Acacia | IMO No | 9281906 | Serious injury | While heaving up the starboard lifeboat a crewmember was greasing the forward falls when his fingers were caught between the wire and the sheave. First aid was given and shore assistance sought. About 3 hours after the incident the injured seaman was taken ashore for further medical treatment. |

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.