



Occurrences Entered into the ATSB Maritime Safety Database
Between 18 October 2014 and 24 October 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
14/10/2014	MA201400095	22:30	UTC+11	No	Brotherson Dock, Port Botony	Kiel Express ----- Safmarine Makutu ----- OOCL Hong Kong	IMO No ----- IMO No ----- IMO No	8902539 ----- 91318319 ----- 9108166	Contact	At about 22:30 14 October 2014, in strong winds, the Kiel Express and OOCL Hong Kong broke free from their moorings at Brotherson dock, Port Botony. OOCL Hong Kong was returned to its berth by tugs but Kiel Express came to rest against Safmarine Makutu on the opposite side of the harbour. There are no reports of pollution and damage to the ships and infrastructure is unknown .
21/10/2014	MA201400097	0:00	UTC+10	No	Northern Queensland	Ocean Swagman	IMO No	9360776	Equipment failure	The vessel reported failure of the starboard main engine. The vessel is continuing the passage on reduced power using the port main engine.
21/10/2014	MA201400099	11:30	UTC+8	No	Fremantle	Nada	IMO No	9005429	Serious injury	While descending the stairs in the engine room a crew member slipped and his arm was trapped between two poles and fracturing it. First aid was given prior to being sent to hospital for further care.
21/10/2014	MA201400098	13:15	UTC+11	No	Port of Hobart	Godley	IMO No	7600794	Contact	While assisting with the berthing of vessel the stern of the tug made contact with two recreational craft berthed at the T head of an adjacent wharf. Both vessels were inspected and one was found to be taking on water. It was immediately moved to a nearby slipway and taken out of the water. The acces walkway to the berth was also inspected and seen to be displaced by 300 mm.
21/10/2014	MA201400100	15:30	UTC+10	No	N21 anchorage, Hay Point	Nord Venus	IMO No	9479319	Serious injury	While drilling holes in an anode the crew member's glove was caught by the drill bit. His hand was dragged in seriously injuring his fingers. First aid was given and he was evacuated to hospital the following morning

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.