



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 08 November 2014 and 14 November 2014**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
04/11/2014	MA201400109	6:22	UTC+8	No	Ichthys offshore oil and gas field	Aegir ----- Maersk Seeker	IMO No ----- IMO No	9605396 ----- 9180695	Collision	A barge loaded with construction equipment was being towed when it came into contact with the helideck of a construction (pipe laying) ship causing minor damage to both the cargo on the barge and the helideck fencing.
04/11/2014	MA201400108	14:35	UTC+11	No	Port Phillip Bay	Kota Lukis	IMO No	9439747	Fire / explosion	A fire was discovered on the rubber damper of the port lifeboat skate. The ship's fire emergency plan was enacted and the fire extinguished with some damage to the lifeboat fibreglass. The source of the fire was traced to soot from sootblowing of the ship's boiler. Onboard repairs were made to the lifeboat.
07/11/2014	MA201400106	17:00	UTC+10	No	Brisbane	Siangtan	IMO No	9614529	Serious injury	While assisting with opening of pontoon hatch lids the second mate's finger was caught and crushed between the lid and the support frame for the pilot ladder. She was given first aid on board before being taken ashore for hospital treatment. The second mate was signed off and remained in hospital for surgery on her finger.
08/11/2014	MA201400107	7:30	UTC+11	No	15 nm south of Yorke Island	FV Danika	Radio Call Sign	FSND	Capsizing / listing	The 15 m prawn trawler capsized when its nets became entangled on an underwater obstruction. The two crew members were attempting to free the nets at the time. They abandoned ship into a liferaft and were recovered aboard a nearby vessel. No injuries were reported.
08/11/2014	MA201400105	10:00	UTC+8	Yes - MO-2014-013	Dampier, WS2 anchorage	Northwest Stormpetrel	IMO No	9041532	Serious injury	While working on the cargo vaporiser equipment the cargo engineer suffered burns injuries. He was medevaced ashore for further medical assessment and treatment. The ATSB has commenced an investigation into this incident - 316-MO-2014-013

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.