



Occurrences Entered into the ATSB Maritime Safety Database

Between 15 November 2014 and 21 November 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
13/11/2014	MA201400110	13:35	UTC+10	No	Jacob's Channel, Gladstone	Seawind 1	IMO No	9359428	Collision	While returning to Gladstone Harbour from Curtis Island, the landing barge collided with a navigation aid in Jacob's Channel. The barge suffered no damage, no information was provided regarding damage to the navigation aid.
17/11/2014	MA201400112	10:14	UTC+8	No	Port Hedland	Zosco Hong Kong	IMO No	9436513	Equipment failure	During manoeuvring while berthing, under harbour pilot guidance, the main engine lost control air and the astern command failed. A leaking control air pipe was rectified and the ship berthed without further incident.
19/11/2014	MA201400113	15:45	UTC+8	No	Port Authority berth 3, Port Hedland	Atlantic Blue ----- RT Force	IMO No ----- IMO No	9332028 ----- 9556882	Contact	Atlantic Blue was berthing in Port Hedland under the guidance of a harbour pilot and with the assistance of the tug RT Force when the tug made contact with the ship's hull. Two approximately 150 mm long vertical penetrations were made in the hull above the waterline.
20/11/2014	MA201400111	7:30	UTC+10	Yes - MO-2014-014	Cape Flattery	Big Glory	IMO No	9302815	Contact	On 20 November 2014, while berthing under pilotage, Big Glory made contact with the Cape Flattery wharf. The hull was breached about 1.5 m above the water line and there was no pollution and no injuries. The ATSB has commenced an investigation into this incident: 317-MO-2014-014

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.