



Occurrences Entered into the ATSB Maritime Safety Database

Between 29 November 2014 and 05 December 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
24/11/2014	MA201400116	2:30	UTC+9.5	No	Darwin	Kweilin	IMO No	9103104	Contact	During berthing under harbour pilot guidance, contact was made between a tug and the ship resulting in damage to about 4 metres of the ship's side railings. The ship completed berthing without further incident. Repairs were made before the ship departed.
28/11/2014	MA201400117	10:40	UTC+8	No	Stag Field - 33 nm West of Dampier	FSO Dampier Spirit	IMO No	8613748	Serious injury	While conducting routine maintenance activities the second engineer's foot was crushed by a diesel generator cylinder head. He was treated at the scene and then flown ashore for further medical treatment.
28/11/2014	MA201400118	20:50	UTC+10	No	Hydrographer's Passage, GBR	John Wulff	IMO No	9498901	Equipment failure	While transiting Hydrographer's Passage under Reef pilot guidance, the main engine automatically slowed due to an overspeed alarm. The fault was traced to a loose speed sensor which was rectified. Passage resumed after 40 minutes.
28/11/2014	MA201400123	22:10	UTC+11	No	Port Botany	OOCL Houston	IMO No	9355757	Serious injury	While checking lashing of loaded containers a stevedore fell from the main deck to the poop deck and suffered head injuries. He was given first aid on board and then taken ashore and to hospital by ambulance. There were no witnesses to the incident.
28/11/2014	MA201400119	23:25	UTC+9.5	No	Darwin, East Arm	Fagelgracht	IMO No	9428425	Serious injury	During normal 'tweendeck pontoon movement operations an AB positioned an unsecured ladder. While he was climbing it, the ladder slipped and he fell to the bottom of the hold. He remained conscious, was given first aid on site and then transferred ashore for further hospital medical treatment.
29/11/2014	MA201400120	15:48	UTC+10	No	Torres Strait	Omiros L	IMO No	9597393	Equipment failure	While transiting Torres Strait with a pilot on board the main engine slowed automatically. The main engine was stopped and repairs made. However, due to persistent problems the fuel was cut from #2 cylinder and passage resumed on reduced power. On 2 December, after further investigation and troubleshooting, the main engine was stopped and the #2 cylinder fuel pump components replaced. The engine was tested successfully and full power restored.
01/12/2014	MA201400122	13:25	UTC+8	No	Barrow Island	Britoil 121	IMO No	9538701	Serious injury	Whilst in the wheelhouse, the master tripped over an intercom cord and damaged his shoulder. Shore medical support was organised and the master was transferred ashore in Karratha and then to Perth for further treatment.
02/12/2014	MA201400121	5:00	UTC+10.5	No	Off Adelaide berth number 7	ANL Whyalla	IMO No	9295359	Equipment failure	When approaching the berth, under harbour pilot guidance, the main engine failed to respond to telegraph commands. Engine control was transferred to the engine control room and berthing was completed without further incident. The fault was traced to a dirty main engine speed sensor, this was cleaned and the engine tested satisfactorily.

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.



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04/12/2014	MA201400124	20:12	UTC+10	No	Northwest Channel, Moreton Bay	Forum Samoa III	IMO No	9167459	Equipment failure	While transiting Moreton Bay, under the guidance of a harbour pilot, a fault with the main engine air cooler led to the ship being taken to anchor outside the channel. Repairs were made but on resumption of passage a further main engine fault arose. The ship was then taken to anchor at the inner anchorage to await repairs.

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