



**Occurrences Entered into the ATSB Maritime Safety Database**

**Between 06 December 2014 and 12 December 2014**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
04/12/2014	MA201400126	20:41	UTC+8	No	Finucane Island 'A', Port Hedland	Berge Enterprise	IMO No	9112090	Equipment failure	The ship had cast off and was departing, with a harbour pilot on board, when the main engine failed to start. Engine control was transferred to the engine room but the engine still did not start. The ship was brought back alongside. Investigations revealed a faulty control valve in the air start system to be the cause.
06/12/2014	MA201400127	17:45	UTC+11	No	Beacon 74, Melbourne channel	Pacific Pearl	IMO No	8611398	Contact	While departing Melbourne under pilot guidance, in 30 knot winds the ship drifted down onto a channel beacon. The beacon passed close down the starboard side causing hull scratches and minor damage to some deck fittings and made contact with the stern. The ship completed departure without further incident. The beacon top spar was damaged.
06/12/2014	MA201400129	18:57	UTC+10	No	Hamilton swing basin, Brisbane	Pacific Dawn	IMO No	8521232	Equipment failure	Under harbour pilot guidance, while turning in the swing basin prior to coming alongside, with all thrusters operating at full power, the power supply tripped. Two tugs maintained control of the ship until power was restored and the ship brought safely alongside.
07/12/2014	MA201400125	4:00	UTC+8	No	Geraldton anchorage B18	Mulberry Paris	IMO No	9288435	Other	Several crew members fell ill from food eaten the night before. Five were sent ashore for treatment and two were transferred to Perth for further assistance.
08/12/2014	MA201400128	11:20	UTC+10	No	About 30 miles off the Gold Coast	Genyo	IMO No	9233519	Serious injury	During hot work repairs to a cargo hold access ladder, the hose from the oxy-acetylene cylinders suddenly burst. To get clear of the flailing hose the third engineer disconnected his safety harness and jumped about 4 metres down into the hold. He landed on his feet and sustained injuries to his legs and arms.
10/12/2014	MA201400130	22:25	UTC+10.5	No	Port Adelaide	Glory Atlantic	IMO No	9326342	Machinery failure	Under harbour pilot guidance, as the ship approached the swing basin prior to swinging to come alongside, one of the main engines shutdown. The ship was able to be manoeuvred alongside safely using the second main engine and two tugs.
12/12/2014	MA201400131	2:30	UTC+8	No	Fremantle Port - off berths 11 and 12	Orient Tiger	IMO No	9467562	Grounding / stranding	During unberthing of the ship, under guidance of a harbour pilot and with the assistance of two tugs, it was noticed that the ship's motion was arrested when in mid-basin. Using the main engine to full ahead and with assistance of the tugs the ship moved free 4 minutes later. The ship departed the port without further incident.

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.