



Occurrences Entered into the ATSB Maritime Safety Database
Between 13 December 2014 and 19 December 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
13/12/2014	MA201400132	17:08	UTC+9.5	No	Darwin, East Arm tanker berth	Happy Dragon ----- Antung	IMO No ----- IMO No	9551961 ----- 9371957	Collision	As Antung was being manoeuvred off the berth under harbour pilot guidance and with a tug assisting, contact was made with the ship berthed ahead of it, Happy Dragon. Happy Dragon was holed and dented above the waterline. Antung suffered damage to the port aft corner above the main deck. No injuries or pollution were reported.
14/12/2014	MA201400133	3:15	UTC+8	No	Port Hedland channel	Imperius	IMO No	9403504	Machinery failure	While entering port under pilot guidance the speed of the main engine was observed to fluctuate multiple times during a short period of time. No further fluctuations were observed and the ship berthed without further incident. No immediate cause for the anomaly was found and on board investigations are continuing.
15/12/2014	MA201400134	7:30	UTC+9.5	No	Thevenard	CSL Thevenard	IMO No	7926150	Machinery failure	When swinging and approaching the berth, under pilot guidance, the main engine stopped without warning. Engine control was transferred to engine side and the main engine restarted. The ship berthed without further incident. The cause is yet to be determined.
15/12/2014	MA201400135	14:25	UTC+8	No	Port Hedland	Mathilde Oldendorff	IMO No	9678800	Serious injury	During departure under harbour pilot guidance, a tug's tow line was put under too much tension and its messenger line parted. The line struck the ship's bosun about the head injuring him on the face. He was provided with first aid on board and did not require further treatment. The ship departed without further incident.
18/12/2014	MA201400136	10:30	UTC+11	No	Newcastle	Ikan Kurau	IMO No	9342889	Machinery failure	When approaching the pilot boarding ground, the ship's main engine did not respond to wheelhouse commands. Pilotage was rescheduled and the ship was berthed with the main engine on engine side control. The fault was traced to the main engine air start system and controls.

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.