



Occurrences Entered into the ATSB Maritime Safety Database
Between 10 January 2015 and 16 January 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
06/01/2015	MA201500006	8:45	UTC+8	No	Fremantle port	Tysla	IMO No	9515400	Serious injury	A crew member sustained a serious hand injury during cargo operations, when his fingers were caught between a deck panel and its support elbow.
07/01/2015	MA201500005	10:10	UTC+11	No	Botany Bay, Sydney	CMA CGM Auckland	IMO No	9344564	Machinery failure	While entering port under harbour pilot guidance, the main engine did not respond to commands during manoeuvres off the berth. The main engine could not be started and with tug assistance the ship was berthed without further incident .
07/01/2015	MA201500004	20:15	UTC+11	No	Swanson swing basin, Port of Melbourne	MSC Kiritika	IMO No	9051507	Machinery failure	While entering port under harbour pilot guidance, the main engine failed to respond to commands just as manoeuvres to swing the ship in the swing basin commenced. An extra tug was made fast and the ship berthed safely without the use of the main engine. The fault was traced to sticky valves in the main engine control air system.
10/01/2015	MA201500003	20:15	UTC+10	No	Karumba Livestock Berth, Norman River	Finola	IMO No	8616623	Contact	During berthing under pilotage, the bow thruster failed after a mooring line was drawn into it. This caused the bow to fall away to starboard, toward the berth. The ship then drifted down due to the effects of the wind and a flood tide and landed heavily on the two upstream fender pylons.

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.