



Occurrences Entered into the ATSB Maritime Safety Database
Between 28 February 2015 and 06 March 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
25/02/2015	MA201500028	0:53	UTC+8	No	Dampier	Britoil 22	IMO No	9441611	Equipment failure	The Britoil 22 was entering Dampier Harbour, under pilotage, intending to anchor in the small ship's anchorage. As the tug neared the anchorage both engines were in neutral and the speed was 1.5 knots. At about 300 m from the anchor position both engine were put to astern and they then shut down. The tug continued to the anchor position and dropped anchor with out the use of the main engines.
25/02/2015	MA201500029	5:34	UTC+11	No	Port Botony	MSC Shaula	IMO No	9036002	Equipment failure	Prior to departing the berth at Port Botony the main engine was tested and operated normally. After letting go the main engine failed to respond to a telegraph order. The problem was quickly traced to a pneumatic valve that failed to operated. After resetting the valve the ship sailed with out further incident.
28/02/2015	MA201500027	4:49	UTC+8	Yes - MO-2015-002	Entrance to Fremantle Harbour	Maersk Garonne	IMO No	9235579	Grounding / stranding	At 0450 on 28 February 2015, Maersk Garonne grounded outside Fremantle harbour during its pilotage into the port. The ship was refloated at 0830 with three tugs in attendance and taken to a nearby anchorage. No pollution or injuries were reported. An underwater hull inspection was to be undertaken while the ship was at anchor to assess any damage. The ATSB has commenced an investigation into this accident - 319-MO-2015-002.

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.