



Occurrences Entered into the ATSB Maritime Safety Database
Between 21 February 2015 and 27 February 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
20/02/2015	MA201500025	0:00	UTC+8	No	Port Hedland	Centrans Sun	IMO No	9612973	Serious injury	On the afternoon of 20 February a fitter was repairing a hydraulic pipe and was suddenly sprayed with oil under pressure. The fitter was given first aid on board prior to being evacuated to the hospital for further treatment. He was subsequently repatriated and will receive further medical treatment.
21/02/2015	MA201500022	4:30	UTC+10	No	40 nm NE of Hay Point	CMA CGM Rose	IMO No	9315886	Equipment failure	At 0430 the ship reported it was stopped, 40nm NE of Hay Point, due to a blackout. At 0454 the ship reported that it was underway. As the ship stopped at the junction of a two way route and Hydrographer's Passage Reefcentre maintained an AIS plot and radio communications with the ship.
21/02/2015	MA201500026	14:30	UTC+8	No	Onslow	Bhagwan Statum	IMO No	9150670	Contact	Crane barge IB914, with a pilot onboard, was on a four point anchor when the barge master requested Bhagwan Statum's assistance in moving past some piles. While the tug was manoeuvring the barge away from the piles the crew on the barge were winching in the anchors. Due to the combination of the tug and winches the barge pivoted and both the tug and barge made contact with the piles. It was later found that one spud was not clear of the bottom and the barge pivoted around it. No damage to the barge, tug or piles was found.
23/02/2015	MA201500024	9:00	UTC+8	Yes - MO-2015-001	Port Hedland	Happy BUccaneer	IMO No	8300389	Serious injury	After moving a pack of 4 load spreaders (1.5t steel pads placed under heavy cargoes) into the hold the crane's slings were disconnected by two of the ships crew. As the crane hook was raised the hook on a sling caught the top load spreader and it slid off the top of the stack. The load spreader pinned the two crew, at leg level, against the side of the hold. Both sustained serious leg injuries. Shore side medical and rescue assistance was provided. Once freed both crewmen were taken to the Port Hedland Hospital for surgery.

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.