



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

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
20/03/2015	MA201500038	16:10	UTC+8	No	Dampier	Swanfleet barge	Radio Call Sign	860634	Fire / explosion	During construction activities at the Dampier Cargo Wharf a fire broke out at an oxy-acet set. A welding machine adjacent to the oxy-acet set also caught fire. The fire was not able to be brought under control by the crew and required the assistance of the local fire brigade and a tug with fire fighting capabilities. There were no injuries, structural damage or environmental damage.
21/03/2015	MA201500036	20:15	UTC+10	No	Port of Brisbane	CSL Pacific	IMO No	7420716	Serious injury	At about 11:00, the master was informed that the chief officer had fallen from a hold ladder onto the cargo of gypsum. First aid was given and the chief officer was evacuated to a waiting ambulance using a stretcher and the ship's crane.
22/03/2015	MA201500037	11:44	UTC+10.5	No	Whyalla	CSL Whyalla	IMO No	8618188	Equipment failure	CSL Whyalla had departed the Outer Harbour and was approximately two cables from entrance beacon 1 when the ship blacked out. The ship anchored and the problem was investigated. It was found that Gen 1 fuel pump coupling had failed and the engine shut down. This overloaded Gen 2 and the ship blacked out.
23/03/2015	MA201500039	9:05	UTC+8	No	Barrow Island	Bhagwan Renegade	IMO No	9582752	Damage to ship or equipment	Bhagwan Renegade was trailing a barge and passing lines to the barge crew. The barge crew had just pulled an eye through a fairlead when the starboard winch line went tight. The line had been flaked over a bulwark ready for handling was washed into the water and fouled the starboard propeller.
23/03/2015	MA201500040	16:00	UTC+8	No	Albany	Evelyn Hayne	IMO No	9136060	Serious injury	The crew had conducted a lifeboat drill at anchor and were in the process of housing the boat. The chief officer was operating the controls for the davit winch when the manual winch handle rotated and made contact with two crewmen.

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.