



Occurrences Entered into the ATSB Maritime Safety Database
Between 30 May 2015 and 05 June 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
29/05/2015	MA201500075	14:30	UTC+8	No	Port Hedland anchorage	Southern Cross Dream	IMO No	9558189	Serious injury	During cleaning of the incinerator furnace, a pile of burnt sludge was disturbed releasing a gust of hot air which blew into the two crewmembers completing the task. Each was provided first aid and then taken ashore for further treatment. One crewmember remained ashore until well enough to travel home, the other returned to the ship.
01/06/2015	MA201500074	9:20	UTC+10	No	Brisbane River	Rodds Bay ----- Bruce ----- Mandiri 1	IMO No ----- IMO No ----- Other	7127364 ----- 9639177 ----- USL 2C	Contact	As the tug Rodds Bay, under harbour pilot guidance, was manoeuvring the barge, Mandiri 1, into its berth with the wind (about 15 knots) and current on the starboard beam, control of the barge was lost and it made contact with the moored car ferry, Bruce. The ferry suffered minor damage to the starboard quarter. No other damage or injuries were reported.
02/06/2015	MA201500076	12:06	UTC+10	No	North-west Channel, Moreton Bay	MSC Monterey	IMO No	9349796	Machinery failure	During pilotage departing Brisbane, a steering failure alarm enunciated repeatedly. Steering control from the bridge became intermittent during the completion of the pilotage. The ship went to anchor until repairs were effected.
03/06/2015	MA201500077	15:10	UTC+10	No	Gladstone harbour	Smit Yallarm ----- Unta	IMO No ----- IMO No	9557599 ----- 9404778	Contact	During pilotage of Unta into Gladstone, the tug Smit Yallarm momentarily lost control when caught in wash and water interaction from another tug and the ship. The tug made contact with the ship and sustained minor damage to handrails and a boat davit support. The ship was berthed without further incident.

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.