



Occurrences Entered into the ATSB Maritime Safety Database
Between 04 July 2015 and 10 July 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/06/2015	MA201500085	11:30	UTC+8	Yes - MO-2015-003	30nm west of Bunbury	Jag Arnav	IMO No	9705354	Collision	The Domestic Commercial Vessel, Total Response, collided with the bulk carrier, Jag Arnav, at sea about 30 nautical miles to the west of Bunbury. The DCV tugboat made contact on portside of bulk vessel and sustained damage to the bow and minor injuries to 2 crew members. The bulk carrier did not incur any damage or injuries.
03/07/2015	MA201500087	5:00	UTC+8	No	Dampier	Teras Sunrise	IMO No	9526033	Serious injury	A crew member sustained an injury while securing the ship's heavy lift cranes for a sea passage. The crane operator accidentally moved a hydraulic link the crew member was working on, which resulted in the hydraulic link arm closing and severing his finger. He was subsequently taken ashore for medical attention.
04/07/2015	MA201500086	10:25	UTC+10	No	Devonport	Gas Shuriken	IMO No	9359569	Grounding / stranding	On completion of the swing in the swing basin, the ship was proceeding astern to berth port side to the quay. An aft spring line was made fast ashore and headlines were run, but the ship's bow continued to swing to starboard. The ship subsequently grounded almost perpendicular to the berth. It was refloated on the rising tide a short time later with no damage sustained.
06/07/2015	MA201500088	8:13	UTC+10	No	Gladstone	Maran Gas Delphi	IMO No	9633173	Equipment failure	After unmooring from the berth, the ship moved 100 m off with 4 tugs in attendance. The pilot ordered dead slow ahead but the engine did not respond. When transferring controls from bridge to bridge wing the electric propulsion was switched off. The engine controls were transferred to the engine control room and propulsion was subsequently restarted.

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.