



Occurrences Entered into the ATSB Maritime Safety Database
Between 25 July 2015 and 31 July 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
14/07/2015	MA201500095	9:00	UTC+10	No	At sea	Santa Graciela	IMO No	9518103	Serious injury	While cleaning the generator fuel filter hot fuel oil was sprayed onto the engineer's forearm and face. The engineer was given first aid prior to being sent to hospital.
19/07/2015	MA201500096	11:17	UTC+9.5	No	Port Essington	Cape Nelson	IMO No	9684574	Serious injury	The deputy engineer was a service and oil change on the port auxiliary engine which required the removal of floor gratings. An alarm sounded and the deputy engineer stepped towards the alarm screen and fell through the open grating dislocating his shoulder. First aid was given and the vessel weighed anchor and returned to Darwin for further medical aid.
19/07/2015	MA201500097	20:15	UTC+8	No	Port Hedland channel	Gargantua	IMO No	9712682	Machinery failure	While transiting the main channel of Port Hedland, under pilotage, the main engine started to overheat and rpm had to be reduced. The vessel went to anchor to investigate the problem
20/07/2015	MA201500098	17:00	UTC+8	No	Port Hedland anchorage	FS Sincerity	IMO No	8544607	Equipment failure	The main engine's fuel oil temperature dropped due to a boiler malfunction. The inbound pilotage was cancelled as a result.
21/07/2015	MA201500099	21:30	UTC+10	No	Great Barrier Reef	Madang Coast	IMO No	9135767	Equipment failure	While transiting the Great Barrier Reef from Townsville to Port Moresby the main engine had to be stopped due to a low lube oil pressure alarm on the main engine. The problem was quickly resolved the ship continued its voyage.
26/07/2015	MA201500100	9:00	UTC+8	No	Port Hedland Anchorage G8	SG Foundation	IMO No	9483293	Serious injury	While overhauling a main engine fuel injection pump a crew member fell and sustained injuries that required evacuation to hospital.
27/07/2015	MA201500101	7:30	UTC+9.5	No	Inner Harbour Adelaide	Ocean Drover	IMO No	9232852	Contact	During berthing precaution was taken to bring Ocean Drover in parallel to berth. The aft tug and BT was used to pin the ship alongside but stern went over the wharf touching bollard at 310 mark and damaging it. After this incident tugs were used in accordance with Master's instructions, and the ship was unable to stay parallel to wharf. The master was using BT as required. The ship contacted a bollard at 290 mark and bollard was cracked. The ship has only about 40 m parallel body and was touching on 3 rubber fenders. It has about 80 m of overhanging transom stern.
28/07/2015	MA201500102	4:12	UTC+10	No	Great Barrier Reef	Niu Ailan Coast	IMO No	9121260	Equipment failure	Soon after departing Townsville a salt water pipe for main engine cooling failed requiring the ship to anchor for repairs.

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.



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28/07/2015	MA201500103	7:30	UTC+8	No	Bunbury channel	Star Nina	IMO No	9354832	Machinery failure	Star Nina was in the channel departing Bunbury, under pilotage when the ship blacked out. The standby generator started and the main engine was restarted. The pilotage continued without further incident. The problem was traced to blocked generator fuel filters.

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