



Occurrences Entered into the ATSB Maritime Safety Database  
Between 29 August 2015 and 04 September 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
16/08/2015	MA201500114	12:01	UTC+8	No	At sea	Ocean Shine	IMO No	9344306	Serious injury	While the ship was at sea, a crewmember was scalded on the legs when a pot of boiling soup spilled. He was treated on board and then taken to hospital when the ship arrived in Port Hedland. He was treated in theatre and required skin grafts.
25/08/2015	MA201500111	19:07	UTC+10	No	Chapman Island	Coral Knight	IMO No	9696280	Machinery failure	While approaching Chapman Island, Coral Knight needed to be slowed from 6 knots to 2 knots. Both main engines were put to Dead Slow Astern and stalled. They were restarted 2 minutes later.
29/08/2015	MA201500112	2:50	UTC+10	No	Keeper Reef	STI Regina	IMO No	9686728	Machinery failure	While transiting the Great Barrier Reef, en route to Mackay, STI Regina had to stop for main engine repairs. Repairs were effected and the ship was underway about 30 minutes later.
29/08/2015	MA201500113	18:50	UTC+9.5	No	Adelaide main channel	CSL Brisbane	IMO No	9207807	Other	While approaching Adelaide main channel entrance the pilot asked for port helm. The master noticed the helmsman had maintained 25° of starboard helm. Midships was ordered and the decision taken to complete a round turn and re-enter the channel. The ship continued to berth without further incident.
29/08/2015	MA201500109	19:54	UTC+10	No	Prince of Wales Channel	RTM Flinders	IMO No	9629732	Equipment failure	At 1930, while transiting the Prince of Wales Channel, RTM Flinders had to anchor to investigate a high temperature in the jacket cooling water system. Repairs were carried out and the voyage resumed at about 2130.
30/08/2015	MA201500110	14:30	UTC+10	No	Newcastle	K. Phoenix	IMO No	9123415	Machinery failure	While berthing in Newcastle the main engine did not start causing a near miss.
02/09/2015	MA201500115	3:55	UTC+9.5	No	Wigram Island	Territory Leader	Radio Call Sign	VNW5473	Grounding / stranding	The fishing trawler, Territory Leader, ran aground on Wigram Island, 24 nm north-west of Gove, NT. The vessel hull was holed and a small amount of diesel fuel leaked into the water. No injuries were reported. The vessel was to be refloated on the next tide and escorted to port for repairs.
02/09/2015	MA201500116	21:40	UTC+10	No	Newcastle Harbour - Kooragang Island berth #10	Willara	IMO No	8203127	Contact	While assisting with the departure of a bulk carrier, the tug inadvertently powered astern and made contact with the wharf. The tug suffered damage to the starboard quarter bulwark but was otherwise undamaged and proceeded with the towage. No injuries were reported.

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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03/09/2015	MA201500117	10:00	UTC+8	No	Port Hedland anchorage EC-G13	Jubilant Future	IMO No	9667411	Serious injury	During stowing of the ship's rescue boat after an exercise, the chief engineer's fingers were caught between the boat's hull and the cradle. His fingers were crushed. A helicopter was arranged and he was evacuated ashore for medical treatment.

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