



Occurrences Entered into the ATSB Maritime Safety Database
Between 05 September 2015 and 11 September 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
12/08/2015	MA201500123	10:00	UTC+0	No	At sea - west of Sri Lanka	Ocean Drover	IMO No	9232852	Fire / explosion	On 12 August 2015, the duty able seaman noticed incandescent fodder being discharged from the port fodder tank. The tank temperature was 150 °C. The fodder feed system was stopped and the tank cooled with water. The decision was taken to release the fixed carbon dioxide flooding system. The tank continued to be cooled and was monitored. On 17 August, hotspots continued to be recorded in locations low in the tank. On 19 August, the decision was taken to flood the tank with sea water and the fire extinguished. The ship berthed in Eilat on 21 August where investigations were conducted. The probable cause of the fire was attributed to the decomposition of damp fodder in the tank resulting in spontaneous combustion.
03/09/2015	MA201500118	14:25	UTC+9.5	No	Port of Darwin	Ocean Ute	IMO No	9074925	Equipment failure	During departure from Darwin under harbour pilot guidance, the starboard main engine shut down due to a malfunctioning overload switch. The ship was clear of obstacles and continued at reduced speed on the port main engine. The faulty switch was replaced and about 10 minutes after stopping, the starboard main engine was restarted. The departure was then completed without further incident.
04/09/2015	MA201500119	12:00	UTC+10	No	Gladstone, Auckland Point #3	Silver Emily	IMO No	9682356	Equipment failure	As all lines were cast off during departure from Gladstone, and engine manoeuvres began, the main engine stopped and the monitoring system registered multiple alarms. The system was reset and the main engine restarted. With tugs in attendance, the departure was completed without further incident.
06/09/2015	MA201500122	14:26	UTC+10	No	Port Botany	UACC Sound	IMO No	9272395	Equipment failure	While berthing at Port Botany the ship's port side Panama lead was pulled from the deck. The ship completed berthing without further incident.
06/09/2015	MA201500121	15:02	UTC+8	No	Port Hedland channel	Alpha Prudence	IMO No	9423762	Equipment failure	During outbound passage from Port Hedland under harbour pilot guidance, the main engine slowed without warning. The fuel rack for one cylinder was malfunctioning. This was rectified and 2 minutes later the main engine was returned to full speed. The pilot ordered a tug to assist and the passage was completed without further incident.
07/09/2015	MA201500120	1:20	UTC+8	No	Sembawang shipyard	Northwest Snipe	IMO No	8608884	Fire / explosion	While the ship was in Sembawang shipyard for routine repairs a fire was discovered in a deck store. The fire was quickly extinguished and did not extend beyond the compartment. No other damage or 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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10/09/2015	MA201500124	1:45	UTC+10	No	Near Pison Islands, Great Barrier Reef	Pinnacle Bliss	IMO No	9460588	Close quarters	Whilst transiting the Great Barrier Reef under Reef Pilot guidance the ship encountered 2 small fishing vessels. One was making about 9 knots, on a similar heading to the ship and about 1.3 miles ahead, fine to port, when it altered course to come across the ship's track. The bridge team used the VHF radio and several blasts on the ship's whistle after which the fishing vessel altered course to port and about 2 cables clear of the ship.

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