



Occurrences Entered into the ATSB Maritime Safety Database
Between 28 November 2015 and 04 December 2015

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|--------------------|--|---------------------------|-----------------------------|-------------------|--|
| 25/11/2015 | MA201500167 | 0:00 | UTC+8 | No | Great Barrier Reef | RTM WAKMATHA | IMO No | 9341914 | Equipment failure | Main engine failure caused by a blocked lubrication oil strainer on a bulk carrier transiting the Great Barrier Reef. Issue resolved after a few hour's delay and voyage was resumed without further incident. |
| 27/11/2015 | MA201500170 | 17:10 | UTC+8 | No | Port Hedland | RT ROTATION ----- MAGNUS OLDENDORF | IMO No ----- IMO No | 9559248 ----- 9648893 | Contact | Tug made heavy contact with Bulk Carrier under pilotage during berthing operations resulting in minor damage to both vessels. |
| 28/11/2015 | MA201500169 | 11:31 | UTC+11 | No | Newcastle | STOVE TRADITION | IMO No | 9182461 | Serious injury | Harbour Pilot injured left leg whilst descending from a hatch cover on Stove Tradition when ladder staunchion gave way. Vessel was preparing to enter Newcastle harbour. Pilot was able to continue the pilotage without further incident. |
| 28/11/2015 | MA201500168 | 18:40 | UTC+10 | No | Great Barrier Reef | TRININTY BAY | IMO No | 9149990 | Equipment failure | Auto pilot failed on the passenger/container vessel Trinity Bay during a southbound transit of the Great Barrier Reef causing a sheer 30 degrees to port of the intended course. Heading control was resumed and the vessel continued her voyage 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.