



Occurrences Entered into the ATSB Maritime Safety Database

Between 16 January 2016 and 22 January 2016

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
16/11/2015	MA201500162	22:00	UTC+10	Yes - MO-2015-007	Townsville Harbour Approaching No 10 Berth	Madang Coast ----- LYNDA VICTORY	IMO No ----- IMO No	9135767 ----- 9105102	Collision	Madang Coast was under pilotage at night time approaching No 10 Berth Townsville Harbour without tug assistance and with a 15 to 20 knot wind from astern. The forward spring mooring line was made fast whilst still slack, and the vessel's stern swung to port making contact with a tanker berthed on the berth opposite, whilst the bow made contact with the wharf. Madang Coast was subsequently berthed with the assistance of a tug. No injury, no pollution and only minor damage ensued.
13/01/2016	MA201600001	17:50	UTC+11	Yes - MO-2016-001	Station Pier, Melbourne	Spirit of Tasmania II	IMO No	9158434	Other	Breakaway of Spirit of Tasmania II from Station Pier, Melbourne, at 1750 AEDT. The ship was loading vehicles and passengers and was scheduled to sail from Melbourne to Devonport. A squall passed over the ship and with the sudden increase in wind speed, the stern lines parted. The stern moved away from the pier and came to rest at 90 degrees bow into the pier, after the bow made contact with the passenger boarding ramp. The ship was safely moored at 1950 AEDT with two tugs in attendance.
16/01/2016	MA201600003	16:09	UTC+0	No	Open ocean en route Sydne/Port Vila	Dawn Princess	IMO No	9103996	Machinery failure	While en route from Sydney to Port Vila the master reported the failure of the port shaft bearing.

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.