



Occurrences Entered into the ATSB Maritime Safety Database
Between 23 January 2016 and 29 January 2016

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
21/01/2016	MA201600004	9:55	UTC+10	No	S-4 anchorage Hay point	Grace One	IMO No	9216640	Fire / explosion	At about 0955 engine room crew were working near #2 generator and saw oil leaking from it onto #3 generator and catching alight. The alarm was raised and the crew mustered. By about 1020, the fire fighting team reported the fire was extinguished and an assessment of the damage to #3 generator was undertaken
25/01/2016	MA201600006	14:30	UTC+11	No	Alongside, North Corio #1	Shuntien	IMO No	9614517	Serious injury	An engineer was cleaning the evaporator of an air conditioning unit. As he climbed through the access panel, to exit the unit, he slipped and grabbed hold of the save-all to steady himself. In doing so he suffered a deep laceration to his right hand that required surgery.
28/01/2016	MA201600007	20:54	UTC+10	No	Cape Tribulation	RTM Piiramu	IMO No	9341926	Close quarters	At 2000, the RTM Piiramu was transiting the Great Barrier Reef, as it was a pilotage rest area the pilot was not on the bridge. A fishing vessel (towing four dories) was noted at 4 miles with a TCPA of 15 minutes. A few minutes later the CPA had close to 0.2 miles. Shortly after, both sidelights of the fishing vessel were presented. The OOW called the master and took evasive action. When the master arrived on the bridge he could see the dories close in on the starboard bow. A short time later the fishing boat appeared on the port side of the bow. A spot light was shone on the fishing boat and it could be seen that the dories had overturned. The fishing vessel did not respond to radio calls but lights and crew could be seen on deck after the near miss.

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.