



Occurrences Entered into the ATSB Maritime Safety Database
Between 13 February 2016 and 19 February 2016

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
12/02/2016	MA201600014	16:16	UTC+11	No	Port Philip Bay	Patraikos	IMO No	9442172	Machinery failure	During the outbound pilotage an abnormality with #5 unit fuel pump's reversing cylinder was found. The securing socket head cup screw which connects the air piston to its shaft was found to be loose. The cup screw was tightened and the other reversing cylinders were checked and found to be tight. The pilotage was completed without further incident.
13/02/2016	MA201600013	10:20	UTC+8	No	Geraldton pilot boarding ground	Trade Resource	IMO No	9693410	Serious injury	After boarding the pilot for the entry into Geraldton the crew started to stow the combination pilot ladder. One crew man was hit by a wave pushing him into the ladder and ship's hull injuring his right leg. A paramedic boarded by pilot boat and the crew man was transferred to hospital.
14/02/2016	MA201600015	4:15	UTC+10	No	Dalrymple Bay	Golden Opus	IMO No	9486726	Machinery failure	While approaching the pilot boarding ground the main engine was not able to operate above slow ahead. The captain aborted the entry and took the ship to the nearest anchorage for repairs. Repairs were made and the ship berthed later that day.
15/02/2016	MA201600016	18:42	UTC+8	No	North West Shelf	Go Phoenix	IMO No	9495208	Fire / explosion	At 1810 the fire alarm sounded for the B deck chemical store. The crew was mustered and attack parties were formed. On inspection a fire was found in exhaust trunking about 2 m downstream of the starboard main engine turbocharger. The trunking was boundary cooled and the fire was extinguished using portable extinguishers. By 1842 the fire was under control and the area was being monitored.

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.