



Occurrences Entered into the ATSB Maritime Safety Database  
Between 14 May 2016 and 20 May 2016

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
08/05/2016	MA201600041	3:40	UTC+8	No	Esperance Anchorage 'G'	Ocean Amazing	IMO No	9162942	Grounding / stranding	In severe weather, while at anchor, the ship dragged anchor. Despite using the main engine the crew were unable to retrieve the anchor and clear shallow water quickly enough. The ship anchor cable was cut and the ship cleared Limpet Island as quickly as able and departed to sea. Subsequent inspections revealed hull damage in way of the forepeak tank and number 1 double bottom. Class inspected the ship, temporary repairs were made with further inspections and repairs to be conducted in the next port of call.
13/05/2016	MA201600037	14:13	UTC+9.5	No	40 NM from East Cape Wessel	Hikinui	Radio Call Sign	VNW6141	Machinery failure	Whilst enroute to Port Moresby, the self-propelled barge suffered engine problems. It was anchored off Cape Wessel and a salvage tug arranged. The barge was towed to Thursday Island without further incident.
17/05/2016	MA201600038	9:00	UTC+8	No	About 100 NM north-west of Dirk Hartog Island	Green Garnet	IMO No	9121285	Hull failure / failure of watertight openings	During a routine ship inspection, the master noticed a crack in the ship's side, above the waterline, in way of a ballast tank. Company management was informed and further inspections and plans were to be made at the next port.
18/05/2016	MA201600039	17:45	UTC+10	No	About 12 NM north-east of Cooktown	Devon Express	IMO No	9142590	Equipment failure	While under pilotage through the Great Barrier Reef, black smoke was seen coming from the main engine funnel. The master sounded the general alarm, the ship was taken to anchor and an inspection was done. The fault was traced to a faulty valve in the main engine fuel system. Repairs were made and the voyage resumed about 5½ hours later without further incident.
20/05/2016	MA201600040	6:15	UTC+10	No	Townsville berth #4	Ocean Drover	IMO No	9232852	Damage to ship or equipment	During manoeuvring while berthing in Townsville under harbour pilot guidance, the starboard aft of the ship made contact with a bollard on the wharf. The hull was dented and the bollard damaged.

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.