



Occurrences Entered into the ATSB Maritime Safety Database  
Between 01 October 2016 and 07 October 2016

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
03/10/2016	MA201600075	9:06	UTC+8	No	Berth LNG2, Withnell Bay, Dampier	British Ruby ----- Riverwijs Maryon	IMO No ----- IMO No	9333606 ----- 9526344	Contact	During unberthing operations, with the ship alongside the berth, the tug made heavy contact with the ship's port quarter. The fault was traced to the tug's position control system being in the wrong mode. The ship moved to anchor for inspection. The ship's hull plating was damaged and the tug's bow gunwale dented. No pollution or injuries were reported.
04/10/2016	MA201600077	0:00	UTC+0	No	Himi fishing grounds, about 150NM north east of Heard Is	Isla Eden	IMO No	9111694	Serious injury	During routine work in the fishing vessel's hauling room, a crewmember's foot became tangled in a rope. The line tensioned and the crewmember was unable clear himself resulting in the amputation of his right foot. First aid was applied and the injured crewmember was transferred to another fishing vessel which could transit more quickly to Kerguelen Island for further assistance.
04/10/2016	MA201600076	13:17	UTC+0	No	Goods Island pilot boarding ground	M2	IMO No	9245354	Equipment failure	During westbound pilotage through Torres Strait, the ship reported loss of steering. It was anchored in the Goods Island pilot boarding ground while repairs were completed. Passage to Singapore resumed about one hour later.
04/10/2016	MA201600078	22:30	UTC+11	No	Refinery No 1, Geelong	Ardmore Sealion	IMO No	9708203	Grounding / stranding	After berthing, routine checks of soundings around the ship showed the hull to be touching bottom along its starboard midship section. Discharge of cargo was expedited and about 6 hours later the ship was confirmed clear of the bottom. Inspections showed no damage with underwater inspections required to confirm. No pollution was reported.

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.