



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 04 November 2017 and 10 November 2017**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
01/11/2017	MA201700180	12:06	UTC+8	No	Port Hedland	Mallina	IMO No	9351775	Fire / explosion	During harbour operations, a fire started in the port generator which the crew subsequently extinguished.
02/11/2017	MA201700181	6:00	UTC+11	No	near Newcastle	Orange Truth	IMO No	9351763	Flooding	During coastal passage, the crew observed water inside the no. 2 cargo hull due to a crack in the water ballast tank. The crew removed the water using the bilge pumps and repaired the crack.
05/11/2017	MA201700182	0:03	UTC+11	No	Portland Bay	Levan	IMO No	9287986	Machinery failure	During coastal passage, the main engine failed due to a blocked pneumatic valve. The ship was taken to anchor for repairs.
06/11/2017	MA201700183	17:23	UTC+10	Yes - MO-2017-010	Weipa Channel	Orient Centaur	IMO No	9464572	Grounding / stranding	<p>The Australian Transport Safety Bureau has initiated an investigation into the grounding of the bulk carrier Orient Centaur, in Weipa, Queensland, on 6 November 2017. It was reported that during the ship's departure from Weipa, with two pilots on board, the ship's main engine auto slowdown alarm activated, and the main engine subsequently shut down.</p> <p>The ship was in the middle of the south channel, but due to the current, the ship started to drift to starboard with the helm hard to port. Subsequently, the ship grounded.</p> <p>The investigation is continuing and will include a number interviews, and examine the:</p> <ul style="list-style-type: none"> <li>• Weipa Port pilotage training</li> <li>• Weipa Port risk assessments, contingency planning, and Port procedures</li> <li>• Voyage data recorder</li> <li>• Weather at the time of the occurrence</li> <li>• Arrival and departure simulations for the type of ship involved.</li> </ul>
07/11/2017	MA201700184	12:30	UTC+11	No	Port of Geelong	Toucan Arrow	IMO No	9105023	Serious injury	While discharging cargo, the stevedore fell from the top tier of the paper pulp onto the tier below resulting in a shoulder injury.

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.