



Occurrences Entered into the ATSB Maritime Safety Database
Between 30 December 2017 and 05 January 2018

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
20/12/2017	MA201700216	6:53	UTC+8	No	Fremantle Port	Al Shuwaikh	IMO No	8506361	Contact	While berthing, the tug at the stern was unable to slow the vessel which subsequently contacted the wooden berth fender.
22/12/2017	MA201700222	19:40	UTC+10	No	Gladstone Harbour	Indus Fortune	IMO No	9563926	Equipment failure	While the vessel was berthing under pilot and tug assistance, a hydraulic pipe on the aft mooring winch failed resulting in a hydraulic oil leak on the main deck.
23/12/2017	MA201700221	0:18	UTC+10	No	Approaching Gladstone Port	UBC Canada	IMO No	9577264	Equipment failure	During port approach, a bow thruster failed and a second tug was made fast to the vessel for port entry. An inspection revealed a transformer on the bow thruster start panel failed.
23/12/2017	MA201700223	11:10	UTC+9.5	No	Port Adelaide	Erradale	IMO No	9681883	Machinery failure	While departing the harbour under pilotage, the crew were unable to achieve full power from the main engine.
23/12/2017	MA201700220	16:15	UTC+10	No	near Weipa	Suikai	IMO No	9374179	Equipment failure	During pilot transfer operations, the aft man rope broke while being tested resulting in a crewman falling onto the pilot launch.
26/12/2017	MA201700224	17:00	UTC+12	No	Tauranga	Golden Princess	IMO No	9192351	Serious injury	While walking on the galley, a crew member became unbalanced and fell resulting in a serious injury.
27/12/2017	MA201700227	16:52	UTC+8	No	Port Hedland	Grand Thalia	IMO No	9459321	Machinery failure	During pilotage, the main engine failed to respond to control inputs. The pilot requested assistance from an additional tug prior to berthing.
29/12/2017	MA201700225	9:45	UTC+9.5	No	Port Adelaide	Merwedegracht	IMO No	9571519	Serious injury	During deck operations, a crew member became distracted while operating an angle grinder resulting in a serious injury.
30/12/2017	MA201700226	16:57	UTC+8	No	Port Hedland	Cape Buzzard	IMO No	9446623	Equipment failure	During berthing operations, the crew were unable to deploy two mooring lines. Berthing was delayed until repairs to two faulty mooring line drums were completed.
31/12/2017	MA201700228	3:58	UTC+10	No	26nm WNW of Booby Island	K-Vern	Fishing Registration	VL8022	Equipment failure	The vessel's steering failed.
31/12/2017	MA201700230	11:55	UTC+10	No	Cairns	Coral Knight	IMO No	9696280	Equipment failure	While retrieving the fast rescue craft (FRC), the hoisting wire from the jib suddenly paid out approximately 1.3 m while bringing the FRC alongside the vessel. On the subsequent attempt to bring in the jib, the FRC dropped again. The FRC was successfully recovered on the third attempt. The chief engineer removed the hoisting winch motor control block which was sent ashore for inspection and overhaul.

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.



Occurrences Entered into the ATSB Maritime Safety Database
Between 30 December 2017 and 05 January 2018

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
31/12/2017	MA201700231	12:00	UTC+11	No	Newcastle Harbour	Energia Centaurus	IMO No	9233557	Collision	While under pilotage approaching Newcastle harbour, the tug attached to the starboard shoulder of the vessel made minor contact with a disabled recreational vessel.

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.