



Occurrences Entered into the ATSB Maritime Safety Database
Between 27 January 2018 and 02 February 2018

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
25/01/2018	MA201800018	20:04	UTC+8	No	24 NM NE of Cape Lambert	George ----- Ocean Driller	Official number	861208 ----- Unknown	Capsizing / listing	While under tow between Port Hedland and Dampier, the vessel encountered a squall. The aft port jacking leg and hydraulic lifting equipment fell overboard from the jack-up barge resulting in a minor spill of hydraulic oil. Spill booms were deployed to contain the spill.
26/01/2018	MA201800021	10:00	UTC+8	No	75 NM N of Dampier	Mermaid Sound	IMO No	9374935	Equipment failure	During offshore supply operations, the starboard azimuth drive failed. An inspection revealed a burnt out printed circuit board in the main switchboard, which was subsequently replaced.
26/01/2018	MA201800020	15:56	UTC+11	No	Rose Bay Wharf, Sydney	Commissioner II	Official number	18817	Collision	While disembarking passengers, the Commissioner II was struck by a vessel manoeuvring nearby, resulting in damage to the port stern sponson.
27/01/2018	MA201800019	2:50	UTC+9.5	No	159 NM NE Gove	Galloway Express	IMO No	9621194	Equipment failure	During routine passage from Townsville to Cua Lo, the vessel stopped due to leaking fuel from the no. 2 oil pump. The pump was replaced and passage resumed.
27/01/2018	MA201800023	6:30	UTC+10	No	15 NM E of Gold Coast	Unknown ----- Rising Sun	IMO No	Unknown ----- 9381225	Close quarters	While at anchor, the crew of the 6 metre pleasure craft observed the Rising Sun approaching in close proximity. The crew of the pleasure craft jumped overboard and their boat was rolled onto its side by the bow wave of the approaching vessel.
27/01/2018	MA201800017	11:29	UTC+11	No	Burnie	Zhe Hai 1	IMO No	9567489	Equipment failure	During cargo transfer operations, a hydraulic brake line on the no. 2 crane failed. The crane jib subsequently lowered uncommanded resulting in minor damage.
28/01/2018	MA201800015	11:10	UTC+8	No	15 NM W of Quinns Rocks	Al Shuwaikh	IMO No	8506361	Machinery failure	During routine passage to Fremantle, the vessel sustained a main engine fault. The vessel anchored for repairs and resumed passage two hours later.
01/02/2018	MA201800024	13:10	UTC+8	No	Dampier WA	Dapeng Sun	IMO No	9308479	Fire / explosion	While the vessel was at berth, a small fire was detected in a locker. A faulty light fitting was determined to be the cause of the fire.

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.