



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 23 June 2018 and 29 June 2018**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
19/06/2018	MA201800100	15:00	UTC+8	No	Port Walcott WA	Min May	IMO No	9751004	Other	During berthing operations, the deck crew misinterpreted instructions from the master and pilot and commenced lowering the anchor in error. The error was detected by the master and the anchor was raised back into position.
21/06/2018	MA201800097	15:30	UTC+9.5	No	Gove NT	Wakmatha ----- Guya	IMO No	9341914 ----- V1639	Contact	While entering the harbour to berth with tugs at the bow and stern, the rear tug made contact with the port quarter of the bulk carrier resulting in minor damage.
23/06/2018	MA201800098	12:04	UTC+10	No	Lloyd Bay	Trinity Bay	IMO No	9149990	Machinery failure	During coastal passage, the crew detected a stern tube overheat. The vessel anchored for repairs and resumed passage approximately seven hours later.
24/06/2018	MA201800099	19:57	UTC+10	No	Herald Patches, Torres Strait	Wakmatha	IMO No	9341914	Machinery failure	During pilotage, the main engine failed. The vessel was manoeuvred outside the main shipping channel and anchored to enable repairs to be undertaken by the crew.
26/06/2018	MA201800102	13:00	UTC+10	No	near Brisbane	Angus Express	IMO No	9167057	Equipment failure	The no. 1 generator failed.
26/06/2018	MA201800101	14:29	UTC+10	No	Capricorn Channel	K. Phoenix	IMO No	9123415	Machinery failure	During coastal passage, the main engine failed. The crew conducted repairs and the vessel resumed passage three hours later.
27/06/2018	MA201800103	23:45	UTC+10	No	96 NM NE Noumea	Pacific Explorer	IMO No	9103996	Serious injury	During ocean passage, a crew member in the galley sustained a serious injury to their right hand.

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.