



Occurrences Entered into the ATSB Maritime Safety Database
Between 16 February 2019 and 22 February 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
15/02/2019	MA201900073	11:45	UTC+8	No	Bunbury Anchorage	Federal Ibuki	IMO No	9832705	Serious injury	While conducting life-boat drills at the anchorage, the life boat swung towards the vessel. The chief officer tried to move out of the way and slipped and caught his legs between the life boat stern and the edge of the aft hull. He suffered serious injuries to his left wrist and right thigh and was taken to hospital ashore for treatment.
15/02/2019	MA201900072	13:32	UTC+8	No	Cape Preston	Magnetic II	Official number	395685	Other	While the barge was at berth, a pilot and 4 crew members were connecting two tugs to the forward and aft of the barge. As the crew commenced releasing the mooring lines one parted and struck two crew members. One crew member suffered a minor injury to the arm and the other suffered a head injury and was taken to hospital ashore for further assistance.
16/02/2019	MA201900074	15:15	UTC+11	No	26 NM E Evans Head	KWK Legacy	IMO No	9528653	Machinery failure	During ocean passage, the auxiliary boiler water circulating pump failed. The main engine was shut down and the crew overhauled the no. 1 and no. 2 auxiliary boiler water pumps.
19/02/2019	MA201900079	12:20	UTC+10	No	18 NM ESE Point Lookout	Pan Jasmine	IMO No	9548328	Machinery failure	During coastal passage, the main engine shut down uncommanded. The cause of the engine failure was a broken piston ring in the number 3 cylinder.
20/02/2019	MA201900078	11:18	UTC+10	No	60 NM E Townsville	Sunny Putney	IMO No	9651280	Machinery failure	During ocean passage, the crew identified a main engine fault and the vessel stopped to allow repairs to be undertaken. Passage was resumed approximately 3 hours later.
21/02/2019	MA201900081	10:00	UTC+10	No	Gladstone	Yangze 11	IMO No	9828857	Serious injury	During un-berthing operations, a crew member was struck by a mooring line resulting in serious injuries.
21/02/2019	MA201900080	21:50	UTC+10	No	Off Cape York	Guardian Leader	IMO No	9388716	Machinery failure	During routine passage, the vessel stopped to replace the starting air valve on the main engine. Passage was resumed two hours later.

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.