



Occurrences Entered into the ATSB Maritime Safety Database
Between 09 March 2019 and 15 March 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
09/03/2019	MA201900095	6:12	UTC+11	No	17 NM E Wilson's Promontory	ICS Integrity	IMO No	9427457	Machinery failure	During ocean passage, the crew detected a fault on the starboard main engine. The engine was shut down and the crew identified damage to rocker arm on the no. 1 cylinder. The rocker arm and shaft were replaced and the engine was restarted. The fault recurred the following morning and the engine was shut down. Passage was continued on the port engine at reduced speed.
11/03/2019	MA201900100	15:25	UTC+11	No	Botany Bay	MSC Melissa	IMO No	9226918	Damage to ship or equipment	While berthed, the crew detected a crack in the no. 4 starboard fuel tank. The fuel from the damaged tank was pumped into the no. 5 port tank and a temporary repair was made prior to departing.
11/03/2019	MA201900097	16:50	UTC+8	No	100 NM NNW Perth	Girolando Express	IMO No	9640750	Machinery failure	During ocean passage, the no. 7 cylinder injector valve failed and the main engine was stopped to allow repairs to be conducted. After repairing the injector valve and re-commencing the voyage, the crew identified damage to the no. 6 cylinder and the main engine was stopped again while the cylinder was replaced.
12/03/2019	MA201900096	5:30	UTC+11	No	Melbourne	ANL Gippsland	IMO No	9532800	Serious injury	While working with a chain block and tackle in the engine room, the safety pin in the chain block failed. The load dropped suddenly resulting in serious injuries to a crew member.
12/03/2019	MA201900102	16:30	UTC+10	No	Humbug Wharf	Freedom Monarch		415761	Equipment failure	During departure from the wharf, the crew lost control of the starboard engine and the vessel drifted into the wharf fender at low speed. The vessel was subsequently removed from service for investigation and repair of the control failure.
13/03/2019	MA201900105	10:55	UTC+8	No	10 NM SW Geraldton	CSL Reliance	IMO No	9233404	Machinery failure	During ocean passage, the main engine failed and the vessel anchored to allow repairs to be conducted by the crew. Passage was resumed approximately 5 hours later.
13/03/2019	MA201900106	12:30	UTC+8	No	Cape Preston WA	Donnacona	IMO No	9226396	Equipment failure	During departure from the berth, the crew detected a fault with the gyro instruments and ECDIS. The vessel continued to the anchorage with the assistance of a tug and using magnetic instruments to navigate. The crew restarted the gyro compass and adjusted multiple loose wiring connections and operations returned to normal.

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.