



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 04 February 2017 and 10 February 2017**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
04/02/2017	MA201700009	22:09	UTC+10	No	2.5 NM south of Cape Grenville	RTM Flinders	IMO No	9629732	Machinery failure	During passage from Weipa to Gladstone, RTM Flinders was taken to anchor about 2.5 nautical miles south of Cape Grenville so that repairs to the main engine (exhaust valve) could be completed. Passage was resumed about 6 hours later.
07/02/2017	MA201700010	22:18	UTC+10	No	40 NM south-east of Cairns	Pacific Aria	IMO No	8919269	Equipment failure	During regular voyage through the Great Barrier Reef with a reef pilot on board, Pacific Aria suffered a blackout. The ship was anchored about 40 nautical miles south-east of Cairns while the fault was rectified. Passage resumed about 30 minutes later.
08/02/2017	MA201700011	19:10	UTC+11	No	Newcastle, Carrington berth East Basin 2	Szechuen	IMO No	9614543	Serious injury	The third mate was assisting the closure of a pontoon hatch in #1 cargo hold. He was handling a tag line when he slipped on the moist deck and fell. He suffered a head injury and was taken to hospital ashore for further assistance.
10/02/2017	MA201700012	1:34	UTC+11	No	18 NM south-west of Cape Liptrap, Victoria	Norwegian Star	IMO No	9195157	Machinery failure	During routine voyage from Melbourne to Dunedin, the ship suffered a propulsion (azipod) failure. The master reported that it was unlikely that propulsion would be restored. The ship was adrift 18 nautical miles south-west of Cape Liptrap, in 75m of water. Shore assistance was sought and two tugs had been engaged to tow the ship.

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.