



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

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
04/03/2017	MA201700016	11:46	UTC+10	No	Gladstone, Fishermans Landing berth No 1	RTM Wakmatha	IMO No	9341914	Machinery failure	During departure manoeuvres the main engine failed to start in the ahead direction. Engine control was transferred to the Engine Control Room where the engine started in astern. Control was returned to the bridge and no further control issues were experienced.
06/03/2017	MA201700017	7:05	UTC+10	No	10 NM north-east of Cooktown	Tomini Harmony	IMO No	9718131	Machinery failure	During routine south bound pilotage of the Great Barrier Reef the ship suffered an electrical blackout. Power was restored and passage resumed ten minutes after the blackout. The fault was traced to a diesel generator governor not responding as required.
06/03/2017	MA201700018	9:55	UTC+10	No	Great Barrier Reef, 12 NM east of Port Douglas	RTM Wakmatha	IMO No	9341914	Equipment failure	During transit of the Great Barrier Reef under pilot guidance the oil mist alarm for the main engine activated. This triggered an automatic slowdown of the engine. Investigation led to the replacement of an oil mist sensor. Passage resumed 20 minutes after the alarm without further incident.
08/03/2017	MA201700019	18:10	UTC+10	No	Coral Sea, 120 NM north-east of GLADSTONE	Indus Prosperity	IMO No	IMO 9523976	Machinery failure	During voyage from Gladstone to Singapore, the merchant ship sustained main engine problems. Blocked fuel filters were replaced and passage resumed 40 minutes later.
09/03/2017	MA201700020	15:30	UTC+11	No	Newcastle NSW	M.V. CLIPPER IWAGI	IMO No	IMO 9573799	Serious injury	Whilst securing the vessel to a mooring, a crew member dislocated his ankle and was taken to hospital for medical assistance.

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.