



Occurrences Entered into the ATSB Maritime Safety Database
Between 29 July 2017 and 04 August 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
29/07/2017	MA201700111	0:38	UTC+9.5	No	Fitzmaurice River	Unknown	Radio Call Sign	8DFG	Capsizing / listing	During surveillance operations in the vicinity of Fitzmaurice river, a distress beacon belonging to a vessel with 2 POB was detected. A rescue helicopter identified an overturned vessel. The helicopter subsequently recovered the two crew who were uninjured.
29/07/2017	MA201700112	21:55	UTC+10	No	Brisbane Port	Nanchang	IMO No	9082805	Machinery failure	During berthing operations at Brisbane, the main engine failed. The vessel was able to berth under pilot control with the assistance of bow thruster, mooring ropes and tug. The engineering inspection revealed the PCBs and their chassis were heavily polluted and two cooling fans were inoperative.
30/07/2017	MA201700113	0:15	UTC+10	No	Great Barrier Reef LADS Passage	Doric Liberty	IMO No	9611890	Close quarters	During pilotage in the Great Barrier Reef, the ship was required to take action to avoid collision with a vessel which was in the channel. The ship tried multiple times to contact the vessel.
01/08/2017	MA201700114	4:20	UTC+10	No	30nms W Weipa	RTM Dhambul	IMO No	9607136	Machinery failure	During passage from Weipa, Qld to China, the ship sustained main engine problems. The ship returned to anchor while repairs were effected.
02/08/2017	MA201700120	0:00	UTC+10	No	Melbourne Vic. (near Swanson Dock)	OOCL Italy	IMO No	9367205	Machinery failure	During berthing with a pilot at Melbourne, the bow thruster hydraulic pump failed to start due to an overload trip activating. Two tugs that were made fast to the ship prior to the failure, assisted the vessel to berth. Upon arrival at berth, the bow thruster unit was reset and is operational.

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.