



Occurrences Entered into the ATSB Maritime Safety Database
Between 02 June 2018 and 08 June 2018

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
01/06/2018	MA201800080	12:47	UTC+10	Yes - MO-2018-008	10 NM ENE North Head, Port Jackson	YM Efficiency	IMO No	9353280	Other	The ATSB is investigating the loss of cargo containers overboard involving YM Efficiency, near Port Stephens, New South Wales. On 1 June 2018, the 269 m long container ship, YM Efficiency, was off the coast of New South Wales destined for Port Botany. Shortly after midnight, while sailing through rough weather, the vessel rolled and pitched heavily, resulting in substantial movement of the cargo containers. Of the 2,252 containers on board, 83 were lost overboard and an additional 30 containers moved or were damaged. There was no reported damage to the vessel. As part of the investigation, the ATSB will obtain information and recordings from the ship, company and pilots, and will interview directly involved parties as appropriate. A report will be released at the end of the investigation. Should a critical safety issue be identified during the course of the investigation, relevant parties will be immediately notified so that appropriate safety action can be taken.
01/06/2018	MA201800082	23:02	UTC+9.5	No	Hopkins Island	Princess 2		Unknown	Grounding / stranding	During routine passage the vessel ran aground.
03/06/2018	MA201800081	10:00	UTC+10	Yes - MO-2018-009	Port Botany NSW	OOCL Kuala Lumpur	IMO No	9367176	Fatality	The ATSB is investigating a fatality on board the OOCL Kula Lumpur, when it was near Port Botany, New South Wales. On 3 June 2018, the ship was proceeding to the Sydney pilot station, with an estimated time of arrival 1000 Eastern Standard Time. At 0930, the electrical officer was working on an elevator, with another employee nearby. The officer had climbed on top of the elevator and closed the elevator door. The officer subsequently sustained fatal injuries. As part of the investigation, the ATSB will interview relevant personnel on the ship and collect other relevant evidence. A report will be released at the end of the investigation. Should a critical safety issue be identified during the course of the investigation, relevant parties will be immediately notified so that appropriate safety action can be taken.
04/06/2018	MA201800084	1:47	UTC+8	No	75 NM SW Geraldton WA	Gudali Express	IMO No	9764972	Machinery failure	During ocean passage, the vessel stopped to replace the fuel oil injector valves. Passage resumed 3 hours later.
04/06/2018	MA201800083	20:44	UTC+10	No	127 NM NE Gladstone	Golden Jake	IMO No	9461324	Machinery failure	During ocean passage, the vessel stopped to repair a main engine fault. Repairs were completed and passage was resumed 6 hours later.
06/06/2018	MA201800087	2:30	UTC+8	No	275 NM NNW Dampier WA	Gudali Express	IMO No	9764972	Machinery failure	During ocean passage, the vessel stopped to repair the no.1 fuel pump.
06/06/2018	MA201800085	3:35	UTC+10	No	Port Phillip Bay	Kowloon Bay	IMO No	9280861	Machinery failure	During routine passage, the vessel stopped due to main engine problems. Passage was resumed 8 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.



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06/06/2018	MA201800086	7:10	UTC+10	No	Gladstone Qld	Foochow	IMO No	9690901	Machinery failure	During pilotage, the crew detected an engine control system cylinder fault indication and the main engine was stopped. The engine control system was restarted and engine operations returned to normal.

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