



Occurrences Entered into the ATSB Maritime Safety Database
Between 06 April 2019 and 12 April 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
04/04/2019	MA201900128	20:39	UTC+10	No	20 NM E Hamilton Island	AAL Newcastle	IMO No	9498482	Machinery failure	During ocean passage, the crew identified a main engine fault. The engine was shut down and the vessel set to drift while the crew conducted repairs. The initial repair was unsuccessful and the vessel went to anchor while further repairs were conducted. It was determined that the no. 1 and no. 2 injection control units had failed.
06/04/2019	MA201900127	13:05	UTC+10	No	Brisbane	Asphalt Spirit	IMO No	9612557	Machinery failure	While at the anchorage, the main engine failed to start. Engineers suspected the failure was caused by damaged components in the pneumatic system. After departing the anchorage, the main engine failed. The engine was shut down and the crew replaced the main engine fuel-oil filters.
07/04/2019	MA201900130	10:05	UTC+10	No	Melbourne	Bellarine Express ----- Sea Sea Rider	Official number	5897 ----- Unknown	Close quarters	During passage up the Yarra River, the crew of the passenger ferry observed a pleasure craft travelling in the opposite direction on the wrong side of the river. The ferry stopped, then restarted and altered course to avoid a collision.
07/04/2019	MA201900126	18:50	UTC+10	No	Tamar River	Pythagoras	IMO No	9502855	Serious injury	While preparing the combination ladder for disembarkation of the pilot, an able-bodied seaman sustained a serious injury and was taken ashore for medical treatment.
08/04/2019	MA201900131	23:30	UTC+10	No	268 NM SSE Sydney	Capitaine Quiros	IMO No	9210713	Machinery failure	During passage from Nauru to Newcastle, the no. 2 steering system failed. A faulty hydraulic pilot valve was suspected too be the cause of the steering failure.
10/04/2019	MA201900132	12:00	UTC+10	No	Karumba	Territory Spirit	Fishing Registration	857106	Grounding / stranding	Due to changing sea conditions, the vessel was directed to pass closely by the special marks which subsequently caused the vessel to run aground.

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.