



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 01 June 2019 and 07 June 2019**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
01/06/2019	MA201900204	10:00	UTC+8	No	near Port Fremantle	Diamond Stars	IMO No	9468126	Machinery failure	The crew shut down the main engine while waiting to enter the port. While restarting the engine, the main engine fuel pressure control valve failed.
03/06/2019	MA201900205	19:30	UTC+10	No	20 NM ENE Wollongong	Cosco Felixstowe	IMO No	9246401	Machinery failure	During ocean passage, the no. 10 hydro fuel pump failed and the main engine was shut down to enable repairs to be conducted by the crew. Passage was resumed approximately 6 hours later.
04/06/2019	MA201900207	12:45	UTC+10	No	17 NM ENE Gold Coast	GSL Keta	IMO No	9225782	Machinery failure	During ocean passage, the auxiliary boiler failed.
05/06/2019	MA201900206	13:06	UTC+8	No	13 NM NNW Port Hedland	Navios Bonavis	IMO No	9446996	Machinery failure	During passage to the pilot station, the crew received a main engine slow-down warning. The vessel returned to the anchorage to allow repairs to be conducted by the crew.
05/06/2019	MA201900209	17:38	UTC+10	No	Lamb Island	Perulpa	Radio Call Sign	29145QE	Machinery failure	During departure, the captain applied transverse thrust to both engines and the vessel moved forward resulting in the bow contacting the seabed. The batteries and the engines were restarted and the vessel responded normally. The fault was traced to the bucket on the jet unit not engaging to go astern.
07/06/2019	MA201900210	3:00	UTC+8	No	2 NM E Pelsart Island	A.M.S Orion	Radio Call Sign	VJN4468	Other	While towing a barge, the tow line became entangled under the stern. The crew put the engines in neutral and the vessel drifted while waiting for assistance. The tug and barge were towed back to port by two separate tugs.

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.