



Occurrences Entered into the ATSB Maritime Safety Database
Between 04 January 2020 and 10 January 2020

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|-------------------|---------------------------------------|-------------------------------------|-----------------------------|-------------------|---|
| 28/12/2019 | MA201900482 | 9:45 | UTC+11 | No | Botany Bay | FPV Woronora ----- Unknown | Official number ----- Unknown | Unknown ----- Unknown | Collision | While approaching the anchored fishing vessel, the fisheries vessel encountered a gust of wind and was pushed into the bow of the anchored vessel. The anchored vessel sustained minor damage. |
| 31/12/2019 | MA201900481 | 21:30 | UTC+11 | No | Sydney Harbour | Rapsody 2 ----- Vagabond Spirit | Radio Call Sign ----- IMO No | VJN3884 ----- 8720371 | Collision | While manoeuvring in the harbour, the motor yacht drifted backwards and collided with the starboard bow of the anchored yacht resulting in minor damage to both vessels. |
| 02/01/2020 | MA202000004 | 14:00 | UTC+8 | No | Kalumburu NT | Cooma Cooma | Other | 441793 | Flooding | During ocean passage, the crew determined the bow of the barge was low in the water and an inspection revealed flooding in the no. 1 cargo hold. The hold was pumped clear and passage continued until the vessel returned to Darwin for repairs. |
| 02/01/2020 | MA202000007 | 16:30 | UTC+11 | No | Port Botany | APL Detroit | IMO No | 9632208 | Serious injury | While working in the engine room workshop, a crew member sustained a minor injury. |
| 03/01/2020 | MA202000010 | 14:30 | UTC+8 | No | Fremantle | Cosco Singapore | IMO No | 9221102 | Machinery failure | While approaching the berth, the main engine bridge control system failed and control of the main engine was transferred to the engine room controls. The ship's engineers identified a loose solenoid control valve in the remote engine control system. |
| 03/01/2020 | MA202000005 | 22:30 | UTC+9.5 | No | Whyalla | Spencer Gulf | IMO No | 9360180 | Contact | During loading operations in high wind, the armgos automatically released and the barge drifted from the wharf. The tug pushed the barge to arrest the drift resulting in minor damage to the bow. |
| 04/01/2020 | MA202000006 | 9:28 | UTC+7 | No | 39 NM E Ballina | G R A | IMO No | 9250218 | Serious injury | While working in the workshop, a crew member sustained a serious injury after being struck by a fractured disc sanding wheel. The crewman was taken ashore for medical treatment. |
| 07/01/2020 | MA202000013 | 12:26 | UTC+8 | No | near Port Hedland | Ever Shine | IMO No | 9600437 | Equipment failure | While leaving port, the main engine stopped uncommanded by the crew. A tug was made fast to the vessel while the main engine was restarted and passage resumed six minutes 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.