



Occurrences Entered into the ATSB Maritime Safety Database  
Between 14 March 2020 and 20 March 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
12/03/2020	MA202000142	10:05	UTC+8	No	Port Hedland	Necede	Other	440943	Contact	After departing the wharf, the crew received a control alarm. The master shut down the engines to clear the alarm however the engines subsequently failed to restart. The vessel drifted and made contact with a berthed vessel and the wharf. It was suspected that the aft helm controls were inadvertently bumped resulting in control being lost from the forward helm.
13/03/2020	MA202000138	12:10	UTC+8	No	202 NM W Exmouth	Rook	IMO No	9404455	Machinery failure	During ocean passage, the crew received a high temperature alarm for the main engine air charger and exhaust and shut down the engine. Engineers replaced the exhaust valve and the no. 2 cylinder injectors. About 3 hours later, the main engine turbo charger malfunctioned and the engine was shut down again. The engineering inspection revealed a defective bearing in the turbo charger rotor.
15/03/2020	MA202000143	12:24	UTC+8	No	Port Hedland	Svitzer Newton	IMO No	9819246	Equipment failure	During towing operations, the tow-line parted soon after the tug applied full power.
17/03/2020	MA202000130	12:49	UTC+8	No	Fremantle anchorage	Devon Express	IMO No	9142590	Contact	While at anchor, the vessel dragged its anchor after being affected by strong winds. The vessel made contact with a marker beacon resulting in minor damage.
18/03/2020	MA202000135	7:30	UTC+10	No	4 NM E Point Cartwright	Union Mark	IMO No	9775153	Machinery failure	During an engine test, the crew received a main engine cooling jacket high temperature alarm. The main engine was shut down to allow repairs to be conducted by the crew.
18/03/2020	MA202000140	7:30	UTC+8	No	26 NM W Dirk Hartog Island	Rook	IMO No	9404455	Machinery failure	During ocean passage, the crew shut down the main engine to replace a failed piston ring. Passage was resumed approximately 12 hours later.
18/03/2020	MA202000137	15:43	UTC+8	No	Fremantle	Prominent Ace	IMO No	9267699	Machinery failure	After departing berth, the main engine lost power and the vessel returned to berth to allow repairs to be conducted by the crew.
18/03/2020	MA202000144	17:05	UTC+10	No	3 NM ESE Point Cartwright	Maersk Danube	IMO No	9694579	Machinery failure	During pilotage, a gasket in the main engine cooling system failed. The ship anchored to allow repairs to be conducted by the crew and passage was resumed approximately 3 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.