



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 21 March 2020 and 27 March 2020**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
22/03/2020	MA202000149	2:49	UTC+8	No	Dampier	Pitsa D	IMO No	9227388	Machinery failure	During pilotage in the channel, the crew detected a leaking sea-water cooling pipe. Engine power was reduced and the vessel continued to the anchorage where repairs were conducted by the crew.
22/03/2020	MA202000148	6:23	UTC+10	No	1 NM NW Palilug Island	Trump SW	IMO No	9397250	Machinery failure	During pilotage in the Torres Strait, the crew received a main engine cooling water high temperature alarm. The ship was taken to anchor and the crew repaired a leak in the main engine fresh-water cooling pipe.
22/03/2020	MA202000151	19:40	UTC+10	No	33 NM ESE Whitsunday Island	Elvia	IMO No	9570840	Machinery failure	After departing the anchorage, the crew detected a cooling water leak from the no. 3 and 4 main engine units. The vessel reversed heading and returned to the anchorage to allow repairs to be conducted by the crew. Engineers replaced multiple failed o-rings and passage resumed approximately 10 hours later.
23/03/2020	MA202000152	5:00	UTC+10	No	364 NM ENE Whitsunday Island	Pacific Oak	IMO No	9331531	Machinery failure	During ocean passage, the crew detected a knocking sound coming from the main engine no. 1 cylinder combustion chamber and observed a high exhaust gas temperature. The vessel continued passage until it was clear of the Great Barrier Reef and the main engine was shut down to allow repairs to be conducted by the crew. The no. 1 piston and rings were replaced and passage was resumed approximately 12 hours later.
25/03/2020	MA202000153	8:55	UTC+10	No	8 NM NE Cairns	Green Island Express	Unknown	Nil	Fire / explosion	During ocean passage, the crew received a fire alarm and observed flames and smoke in the starboard engine bay. The smoke dissipated quickly and the vessel returned to Cairns.

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.