



Occurrences Entered into the ATSB Maritime Safety Database
Between 11 April 2020 and 17 April 2020

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|---------------------|--------------------------------------|---|--------------------------|---|--|
| 01/04/2020 | MA202000186 | 13:00 | UTC+8 | No | Cape Preston | CSL Whyalla | IMO No | 8618188 | Hull failure / failure of watertight openings | During a routine inspection, a crack was found in the upper deck plating of the double bottom part of the no. 3 water ballast tank. |
| 05/04/2020 | MA202000175 | 21:21 | UTC+10 | No | Victoria Point | Rocket III | Official number | 4358QE | Contact | While approaching the wharf at night, the master misjudged the distance to the dock. The vessel made contact with a rubber fender and bounced back resulting in a passenger falling from their seat. |
| 10/04/2020 | MA202000173 | 5:25 | UTC+10 | No | 12 NM N Cairns | Pan Daisy | IMO No | 9449493 | Machinery failure | During ocean passage, the crew detected a faulty main engine exhaust valve. The vessel anchored to allow repairs to be conducted by the crew. |
| 10/04/2020 | MA202000181 | 20:30 | UTC+10 | No | Newcastle | Hunter | Official number | 431060 | Contact | While approaching the wharf, the ferry was affected by a strong wind gust. The starboard bow made contact with a rail on the wharf resulting in minor damage. |
| 12/04/2020 | MA202000180 | 9:40 | UTC+10 | No | Great Barrier Reef | Capricorn Lady K ----- Unknown | Official number ----- Official number | 451424 ----- FXXZ8 | Serious injury | While diving for lobsters, the fisherman was struck by the propeller of a dory resulting in serious injuries. The fisherman was airlifted to receive medical treatment. |
| 13/04/2020 | MA202000178 | 7:00 | UTC+8 | No | Cockburn Bay | Kotor | IMO No | 9575981 | Machinery failure | While departing the anchorage, the cooling jacket on the no. 5 cylinder cracked. The vessel anchored and repairs were conducted by the crew. |
| 14/04/2020 | MA202000184 | 6:35 | UTC+10 | No | Burnie | Victorian Reliance II | IMO No | 9812470 | Machinery failure | During berthing, the port pitch control failed followed by the no. 1 bow thruster tripping and erratic RPM indications on the port engine. The berthing was aborted and the engine was shut down. The engineering inspection revealed the port controllable pitch feedback indicator for ahead movement of the pitch control was out of alignment. |
| 14/04/2020 | MA202000187 | 10:08 | UTC+8 | No | 205 NM SE Esperance | Kota Lambang | IMO No | 9351036 | Machinery failure | During ocean passage, the fuel pump on the no. 7 cylinder of the main engine failed. The main engine was shut down to allow repairs to be conducted by the crew and passage was resumed approximately 1 hour 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.