



Occurrences Entered into the ATSB Maritime Safety Database
Between 28 March 2020 and 03 April 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
26/03/2020	MA202000163	11:15	UTC+8	No	50 NM WNW Geraldton	Nashira ----- Unknown	Unknown ----- Unknown	Unknown ----- Unknown	Collision	While preparing to tow an immobilised vessel, the marine rescue vessel sustained minor damage after the two vessels collided at low speed.
28/03/2020	MA202000158	15:30	UTC+10.5	No	near Thevenard	CSL Reliance	IMO No	9233404	Machinery failure	During ocean passage, a main engine cooling jacket leak was detected. The crew shut down the main engine and the vessel anchored to allow repairs to be conducted. Passage resumed approximately 4 hours later.
29/03/2020	MA202000160	4:00	UTC+11	No	Newcastle Harbour	Svitzer Larrakia ----- Tenryu Maru	IMO No ----- IMO No	9373670 ----- 9727170	Collision	While approaching the bulk carrier, the tug's starboard engine clutch disengaged uncommanded by the crew. The tug made an abrupt change of direction and collided with the bulk carrier resulting in minor damage.
29/03/2020	MA202000159	6:25	UTC+8	No	Yampi Sound	Ya Tai 2	IMO No	9568160	Machinery failure	While approaching the port, the crew detected a fault with the main engine. The vessel returned to the anchorage for repairs and resumed passage approximately three hours later.
31/03/2020	MA202000164	22:30	UTC+8	No	116 NM NW Geraldton	Federal Katsura	IMO No	9293923	Damage to ship or equipment	During ocean passage, the vessel lost steering control. An inspection revealed the vessel's rudder was missing.
01/04/2020	MA202000165	5:40	UTC+10	No	11 NM ENE Hay Point	White Rose	IMO No	9324502	Machinery failure	While departing port, the main engine failed and the vessel anchored for repairs. The fuel oil pump was cleaned and overhauled and passage was resumed.
02/04/2020	MA202000166	3:59	UTC+11	No	5 NM E Newcastle	Bulk Harvest	IMO No	9567075	Machinery failure	After departing port, the main engine failed and the ship anchored while repairs were conducted by the crew.

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.