



Occurrences Entered into the ATSB Maritime Safety Database

Between 09 May 2020 and 15 May 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
09/05/2020	MA202000224	14:15	UTC+8	No	Kwinana	Bunga Kasturi Tiga ----- Alpine Amalia	IMO No ----- IMO No	9302968 ----- 9460136	Contact	While approaching the berthed oil tanker to conduct ship-to-ship berthing, the bow of the second oil tanker made firm contact. The bow fender burst and the vessel's bows touched resulting in minor damage.
12/05/2020	MA202000226	8:28	UTC+10	No	17 NM SSW Melbourne	Stolt Sakura	IMO No	9432969	Machinery failure	While conducting engine tests prior to entering port, the auxiliary blower failed. The crew inspected the blower and detected a seawater leak in the main engine air cooling system. The engine was shut down and the vessel set to drift while repairs were conducted by the crew, and passage was resumed approximately 7 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.