



Occurrences Entered into the ATSB Maritime Safety Database  
Between 18 April 2020 and 24 April 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
17/04/2020	MA202000190	14:59	UTC+8	No	5NM NNW Fremantle	Gullwing	IMO No	9595981	Machinery failure	During ocean passage, the crew detected a broken coupling on the no. 1 main engine lubricating oil pump. The main engine was stopped and the no. 2 lubricating oil pump was engaged. The main engine was restarted and passage was resumed.
18/04/2020	MA202000193	21:26	UTC+8	No	Port Hedland	Double Paradise	IMO No	9574121	Machinery failure	While departing the anchorage, the main engine no. 4 cylinder exhaust non return valve failed. Engineers replaced the valve and passage resumed approximately 2 hours later.
19/04/2020	MA202000195	10:04	UTC+10	No	22 NM ESE Coffs Harbour	Wyuna	IMO No	9550448	Machinery failure	During ocean passage, the crew received a main engine slow-down alarm. The main engine was shut down and the ship's engineers detected a leak from the turbocharger inlet pipe. A temporary repair was made and the vessel resumed passage a short time later.
19/04/2020	MA202000197	20:05	UTC+8	No	Port Walcott	True Patriot	IMO No	9747895	Machinery failure	While departing port, the main engine lost power and the crew were unable to select anything greater than half power. The ship's engineers inspected the engine and found the valves in the fuel booster pump were sticking resulting in fuel starvation to the main engine.
19/04/2020	MA202000199	21:30	UTC+8	No	Port Hedland	Cape Azalea	IMO No	9603439	Machinery failure	While departing the berth, the vessel was unable to increase speed due to a main engine fuel pump fault and the vessel was returned to the berth. Engineers replaced the no. 5 fuel pump cam reversing air cylinder.
23/04/2020	MA202000202	12:18	UTC+10	No	10 NM NNE Cairns	Ganado Express	IMO No	9621209	Machinery failure	During passage through the Great Barrier Reef, the crew detected high exhaust temperatures from the main engine. Passage continued until the vessel reached a safe location to stop to allow repairs to be conducted. The aft fuel injector on the no. 2 main engine cylinder was replaced and passage was resumed approximately 90 minutes 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.