



Occurrences Entered into the ATSB Maritime Safety Database
Between 25 April 2020 and 01 May 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/04/2020	MA202000210	17:40	UTC+8	No	near Geraldton	Giuseppe Mauro Rizzo	IMO No	9448580	Machinery failure	While moving from the anchorage to the berth, the main engine failed and was unable to be restarted by the crew. Berthing continued with the assistance of tugs. The ship's engineers inspected the main engine controls and detected a faulty solenoid valve.
25/04/2020	MA202000209	11:15	UTC+10	No	54 NM N Weipa	Profit Radiance	IMO No	9502130	Grounding / stranding	While towing a barge from the river towards open sea, the tug and barge combination became affected by the river current. The tug was unable to arrest the movement of the barge which grounded on a sandbar on the northern side of the channel.
27/04/2020	MA202000211	14:20	UTC+10	No	near Newcastle	David Allan	IMO No	8902199	Equipment failure	While underway, one of the vessel's diesel alternators failed. The second alternator became overloaded the second alternator, resulting in a black out. The overloaded alternator was reset and electrical power was restored.

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.