



Occurrences Entered into the ATSB Maritime Safety Database
Between 23 May 2020 and 29 May 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/05/2020	MA202000238	11:25	UTC+10	No	25 NM NE Horn Island	STI Queens	IMO No	9707273	Machinery failure	During pilotage through the Torres Strait, the no. 3 cylinder lubrication system failed, and the crew received a main engine slow-down alarm. The main engine was shut down and the vessel anchored to allow repairs to be conducted by the crew.
24/05/2020	MA202000236	6:10	UTC+10	Yes - MO-2020-002	37 NM ESE Sydney	APL England	IMO No	9218650	Machinery failure	During ocean passage, the vessel encountered heavy weather which resulted in a temporary shut-down of the main engine. In the time the engine was disabled, the vessel rolled heavily and a number of containers dislodged and were lost overboard. The engine was subsequently restarted and the crew set course to minimise any further weather impact on the vessel. The investigation is continuing.
24/05/2020	MA202000241	10:30	UTC+10	No	Heron Island	Reef Guardian	Official number	40397QC	Contact	While berthing, the vessel was affected by strong winds and made contact with a berthed vessel resulting in minor damage.
25/05/2020	MA202000242	14:02	UTC+10	No	Gladstone	SL Curtis Island	IMO No	9693472	Machinery failure	While attaching lines to a vessel, the tug's starboard steering control was lost. The tow lines were disconnected and the tug returned to the wharf.
25/05/2020	MA202000244	15:45	UTC+10	No	Gladstone	Ikan Landuk	IMO No	9547166	Serious injury	While preparing the gangway after berthing, a ladder fell and a crewman sustained a minor injury.
25/05/2020	MA202000239	16:15	UTC+10	No	Portland	Aurora Light	IMO No	9325087	Hull failure / failure of watertight openings	During a routine inspection while the vessel was unloading at the berth, the crew detected a crack in the outer hull resulting in a slow leak from the no. 4 ballast tank. The crack was repaired prior to the vessel's departure.
26/05/2020	MA202000243	18:45	UTC+10	No	Geelong	Birte Selmer	IMO No	9474254	Equipment failure	While hoisting a front-end loader from the cargo hold, a crane wire failed and the loader dropped to the wharf resulting in minor damage.

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.