



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 06 June 2020 and 12 June 2020**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
01/06/2020	MA202000255	15:24	UTC+10	No	Melbourne	Al Rawdah	IMO No	9349564	Serious injury	While heaving the anchor in rough weather, a crewman sustained a serious injury.
05/06/2020	MA202000256	1:30	UTC+8	No	Fremantle	AAL Dampier	IMO No	9521540	Serious injury	While unloading the vessel, a crewman sustained a minor injury.
06/06/2020	MA202000258	5:10	UTC+10	No	Warraber Island	Malu Warrior	IMO No	8963612	Grounding / stranding	While transiting the channel at low tide, the vessel's starboard bow became grounded. After reversing clear, the stern grounded on a reef resulting in minor damage to one propeller. The vessel anchored and waited for the next high tide before refloating.
08/06/2020	MA202000264	8:00	UTC+10	No	Dalrymple Bay	Giovanni Bottiglieri	IMO No	9478030	Machinery failure	While approaching the berth, the main engine air-starter valve failed and the engine was unable to be started. Harbour tugs assisted the vessel to hold position while the valve was repaired.
08/06/2020	MA202000260	14:57	UTC+10	No	49 NM E Newcastle	IVS Sparrowhawk	IMO No	9712656	Equipment failure	During ocean passage, the electric motor which was running the main engine no. 2 lubricating oil pump failed. The electrical imbalance resulted in the failure of the generator followed by a full blackout and main engine stoppage. The emergency generator and the no. 1 lubricating oil pump were engaged before restarting the main engine, and normal passage was resumed.
09/06/2020	MA202000262	22:00	UTC+10	No	Port Phillip Bay	ICS Integrity	IMO No	9427457	Machinery failure	During preparation for departure from the anchorage, the vessel's starboard main engine failed to start. A tug assisted the vessel to depart to allow it to continue fuel bunkering operations within the confines of the anchorage. The ship's engineers repaired a faulty starter motor on the starboard engine.
10/06/2020	MA202000263	16:30	UTC+10	No	near Weipa	Black Pearl	Official number	444170	Capsizing / listing	While under tow, the bow tow-line came free while the stern line was still attached. The vessel turned perpendicular to the direction of travel and capsized.

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.