



Occurrences Entered into the ATSB Maritime Safety Database
Between 30 May 2020 and 05 June 2020

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|--------------------------------|------------------|-----------------|------------|-------------------|---|
| 28/05/2020 | MA202000253 | 8:00 | UTC+9.5 | No | Port Lincoln | Jonas Oldendorff | IMO No | 9852030 | Contact | During berthing operations, the vessel made contact with the wharf at low speed resulting in minor damage. |
| 29/05/2020 | MA202000246 | 15:10 | UTC+10 | No | Newcastle | Star Bianca | IMO No | 9370769 | Equipment failure | After arriving at the anchorage, the port anchor and chain were lost overboard. An inspection by the ship's engineers revealed that the chain had not been properly fitted to the windlass and the anchor chain bitter end had failed. |
| 30/05/2020 | MA202000249 | 17:00 | UTC+8 | No | 265 NM WNW Broome | Baltic Wolf | IMO No | 9492335 | Machinery failure | During ocean passage, the crew recieved a main engine high temperature alarm. The engine was shut down and the ship's engineers found the piston rings on the no. 3 piston had failed. The cylinder was overhauled and passage was resumed approximately 5 hours later. |
| 31/05/2020 | MA202000250 | 16:06 | UTC+8 | No | 28 NM NNW Port Hedland | Baltic Wolf | IMO No | 9492335 | Machinery failure | While conducting a main engine control test prior to entering the port, the engine failed to engage in reverse. The ship's engineers detected a stuck actuator in the air start system. The actuator was overhauled and operations returned to normal. |
| 03/06/2020 | MA202000252 | 19:00 | UTC+9.5 | No | 25 NM W Darwin | Greyman Express | IMO No | 9733777 | Machinery failure | During ocean passage, the crew detected abnormal main engine temperature indications. The main engine was shut down to allow repairs to be conducted by the crew. The cooling jacket water controller was switched to manual mode and passage resumed one hour later. |
| 04/06/2020 | MA202000254 | 0:15 | UTC+9.5 | No | 40 NM NE North Goulburn Island | Thaiyak | IMO No | 9692399 | Machinery failure | During ocean passage in heavy seas, air entered the main engine cooling system resulting in an uncommanded shutdown of both main engines and generators. The crew purged the air from the cooling system and restarted the engines, ans passage was resumed a short time 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.