



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 20 June 2020 and 26 June 2020**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
16/06/2020	MA202000280	18:07	UTC+6	No	250 NM SW Cocos Island	SFL Clyde	IMO No	9455911	Equipment failure	During ocean passage, the crew received an electrical generator fault alarm followed by a full blackout a short time later. The ship's engineers inspected the electrical system and found the stator coil on the main alternator had shorted out. The standby generator was started and passage was resumed.
18/06/2020	MA202000277	9:00	UTC+10	No	Rathmines	Navigator	Official number	455531	Capsizing / listing	While conducting sea trials after a period of maintenance, the vessel capsized.
19/06/2020	MA202000279	11:00	UTC+8	No	Dampier	Alamo	Official number	439053	Equipment failure	While conducting ship-to-ship cargo transfer operations at the anchorage, the crane wire parted and the stores cage fell to the deck.
19/06/2020	MA202000287	12:33	UTC+10	No	Rydalmere	Annabelle Rankin	Official number	861126	Contact	While operating near the wharf, the ferry struck a submerged object resulting in minor damage.
19/06/2020	MA202000284	14:40	UTC+10	No	Brisbane	John Oxley II	IMO No	8906638	Serious injury	While unloading sand, the excavator arm was inadvertently lowered resulting in serious injuries to a crewman who was working on the deck.
20/06/2020	MA202000281	19:00	UTC+10	No	137 NM NE Gladstone	Noble Salute	IMO No	9602734	Machinery failure	During ocean passage, the main engine blower failed. The crew shut down the main engine and the vessel was set to drift while repairs were conducted. Passage was resumed approximately six hours later.
21/06/2020	MA202000283	7:50	UTC+10	No	113 NM WNW Portland	Acacia	IMO No	7926150	Machinery failure	During ocean passage, the vessel encountered rough seas resulting in heavy pitching and rolling motions. Both auxiliary blowers started causing high electrical load on the generator and the main engine protection system commanded a main engine shutdown. The crew conducted troubleshooting and system tests before restarting the engine, and passage was resumed a short time later.
22/06/2020	MA202000285	9:19	UTC+8	No	Port Hedland	Empress Zonda	IMO No	9871787	Machinery failure	While under pilotage in the channel, the vessel's starting air pressure dropped and the main engine stopped uncommanded by the crew. The ship's engineer inspected the starting air system and detected a partially open drain valve. The main engine was restarted after the starting air system was reset and passage was resumed a short time later.
23/06/2020	MA202000292	0:01	UTC+10	No	45 NM S Strahan	Suicidal Dream	Fishing Registration	444722	Grounding / stranding	The fishing vessel dragged its anchor and drifted before grounding on a reef. Two other fishing vessels operating in the area assisted to refloat the vessel on the following high tide.
24/06/2020	MA202000294	5:00	UTC+10	No	Brisbane River	Yoogera	Unknown	Unknown	Other	While boarding the ferry, a crew member slipped and fell overboard.
25/06/2020	MA202000290	20:48	UTC+8	No	20 NM S Cape Leeuwin	Navios Unite	IMO No	9302619	Equipment failure	During ocean passage, the vessel encountered heavy weather. A stack of containers collapsed and three containers were lost overboard.

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.



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26/06/2020	MA202000293	7:50	UTC+10	No	33 NM E Southport	Flying Buttress	IMO No	9424091	Machinery failure	During ocean passage, the crew detected abnormal temperatures from the no. 2 cylinder. The main engine was shut down and the vessel was set to drift while repairs were conducted by the crew. The ship's engineer identified a loose exhaust valve stud had resulted in a water leak into the cylinder. The exhaust valve was replaced and passage was resumed approximately 8 hours later.

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