



Occurrences Entered into the ATSB Maritime Safety Database
Between 27 June 2020 and 03 July 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
24/06/2020	MA202000296	10:30	UTC+9.5	No	Murray River	PS Murray Princess	Official number	441028	Grounding / stranding	While navigating in the river, the vessel became grounded on a sandbar. It was later determined that the vessel was not operating within the navigable channel.
28/06/2020	MA202000297	4:52	UTC+8	No	near Port Hedland	Conquistador	IMO No	9724635	Machinery failure	While departing the anchorage, the crew received a main engine cooling system alarm followed by a main engine slowdown. The pilot requested tug assistance to bring the vessel to anchor outside the shipping channel. The ship's engineers detected a crack in the no. 4 exhaust valve housing which resulted in a coolant leak. The crew conducted repairs and passage resumed approximately 7 hours later.
28/06/2020	MA202000298	9:00	UTC+10	No	60 NM E Hay Point	Al Rawdah	IMO No	9349564	Machinery failure	During ocean passage, the crew detected a fuel leak from the main engine no. 2 injection control unit (ICU). Fuel flow to the ICU was cut off and the main engine was shut down to allow repairs to be conducted by the crew.
29/06/2020	MA202000303	9:56	UTC+9.5	No	near Adelaide	MSC Carla 3	IMO No	9124512	Machinery failure	After the pilot boarded the vessel, the crew received a main engine cooling alarm and the main engine was unable to be restarted. The engineering inspection revealed a temperature sender on the no. 3 cylinder had failed. The sender unit was replaced and the vessel resumed passage to the berth a short time later.
29/06/2020	MA202000299	11:31	UTC+10	No	Port Philip Bay	Kota Layar	IMO No	9439711	Machinery failure	While entering harbour waters, the main engine shut down uncommanded by the crew. The vessel went to anchor while repairs were conducted. The crew detected a fault with the main engine remote control system. Repairs were completed and passage to the berth resumed one hour later.
29/06/2020	MA202000304	15:38	UTC+10	No	135 NM ESE Gladstone	Bumblebee	IMO No	9479046	Machinery failure	During ocean passage, the crew received a high temperature warning from the no. 6 main engine cylinder. The main engine was shut down and the vessel set to drift while repairs were conducted by the crew. Inspection of the cooling system revealed a butterfly valve seat had failed and multiple small pieces of rubber had blocked the coolant passage. The no. 6 exhaust valve was replaced and passage resumed a short time later.
30/06/2020	MA202000305	13:30	UTC+8	No	Port Walcott	Saiko	IMO No	9446087	Machinery failure	While under pilotage from the anchorage to the berth, the crew received a no. 3 cylinder high temperature alarm followed by a main engine slowdown. Passage to the berth was cancelled and the vessel returned to the anchorage. The crew inspected the engine and found the no. 2 cylinder exhaust valve was not closing and the excess accumulation of fuel had ignited resulting in the high temperature warning in the adjacent cylinder. The no. 2 exhaust valve was replaced.

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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02/07/2020	MA202000306	2:16	UTC+8	No	Port Hedland	AM Tubarao	IMO No	9593488	Machinery failure	While approaching the berth, the main engine bridge controls and engine room controls failed to respond to control inputs, and the pilot requested tug assistance to complete berthing. The ship's engineers inspected the engine controls and replaced a faulty pneumatic valve in the air start system.

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