



Occurrences Entered into the ATSB Maritime Safety Database

Between 08 August 2020 and 14 August 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
02/08/2020	MA202000355	16:04	UTC+8	No	near Mends Street jetty	Tricia	Official number	457109	Contact	While manoeuvring to avoid a recreational vessel, the stern of the ferry made contact with a navigational marker in the ferry channel resulting in minor damage.
02/08/2020	MA202000358	23:15	UTC+10	No	Port Botany	Svitzer Waratah	IMO No	9667801	Contact	After assisting the bulk carrier to transit from the wharf to the swinging basin, the tug crew made ready to release the tow lines prior to the vessel making way under its own power. The ship's crew were slow to release the tow lines while the tug was still in close proximity to the bow flare, and the vessels made contact resulting in minor damage to the tug's mast.
07/08/2020	MA202000357	2:20	UTC+10	No	12 NM NE Brisbane	The Prospector	IMO No	9492323	Machinery failure	During pilotage, the crew detected a fuel injection fault on the no. 4 cylinder. The main engine was shut down for troubleshooting and the ship's engineers reset a fuel limiting valve (FLV). After restarting the engine, the fault persisted and the engine was shut down again. The FLV and the no. 4 fuel injector were replaced and passage was resumed a short time later.
11/08/2020	MA202000359	14:02	UTC+10	No	28 NM NW Cape Melville	Olympic Glory	IMO No	9510694	Machinery failure	During pilotage through the Great Barrier Reef, the vessel's main engine experienced an uncommanded slow down. The crew commenced troubleshooting and the vessel went to anchor outside the main shipping lane. The ship's engineers detected a faulty fuel injection valve on the no. 5 cylinder. The valve was replaced and passage was resumed approximately 4 hours 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.