



Occurrences Entered into the ATSB Maritime Safety Database
Between 13 February 2021 and 19 February 2021

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/01/2021	MA202100076	14:00	UTC+11	No	340 NM NE Hobart	Buccoo Reef	IMO No	9895408	Machinery failure	During ocean passage, the crew identified multiple system failures which affected the vessel's stability. After attempting troubleshooting, the crew elected to return the vessel to Hobart. While on the return voyage, the starboard outer main engine failed after losing coolant, and the crew requested a tug to be available to assist with berthing.
29/01/2021	MA202100095	0:12	UTC+10	No	near Gladstone	RTM Piiramu	IMO No	9341926	Machinery failure	During outbound pilotage, the crew detected a leak from the cooling jacket of the no. 4 cylinder on the main engine. The vessel continued to the anchorage to allow repairs to be conducted by the crew. The no. 4 cylinder head and cooling jacket were replaced and normal passage was resumed approximately 12 hours later.
29/01/2021	MA202100088	11:05	UTC+10	No	Cairns	Millennium Spirit	Official number	431895	Contact	During berthing operations on a fast-running tide, the passenger vessel made contact with a berthed vessel resulting in minor damage.
31/01/2021	MA202100093	19:27	UTC+10	No	near Gladstone	Darya Ma	IMO No	9591674	Machinery failure	While approaching the berth under pilotage, the crew received a main engine overspeed alarm and the main engine automatically shut down. Berthing was cancelled and the vessel was returned to the anchorage. The ship's engineers inspected the main engine and determined a faulty sensor had triggered a false alarm. The sensor was replaced and operations returned to normal.
07/02/2021	MA202100104	9:40	UTC+8	No	38 NM W Onslow (near Sunday Island)	Toll Provider	IMO No	9733416	Serious injury	While using the vessel's fast rescue craft (FRC) to conduct maintenance inspections on the vessel's fenders, a swell pushed the FRC towards and under the mother ship. A crewman sustained serious injuries after being trapped between the FRC and the port aft fender.

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.