



Occurrences Entered into the ATSB Maritime Safety Database
Between 06 March 2021 and 12 March 2021

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
21/02/2021	MA202100147	8:05	UTC+11	No	Portland	Medi Portland	IMO No	9782625	Grounding / stranding	During pilotage inside the harbour breakwater, the vessel ran aground on the sandy sea floor. After taking soundings of the hull, two tugs assisted the vessel to refloat. The vessel continued to the anchorage for further inspections prior to commencing ocean passage.
24/02/2021	MA202100154	0:00	UTC+11	No	33 NM SSW Melbourne	Goliath	IMO No	9036430	Damage to ship or equipment	During the annual maintenance inspection, multiple structural cracks were detected by the crew.
24/02/2021	MA202100157	7:55	UTC+10	No	Abbot Point	CL Dayang He	IMO No	9880283	Serious injury	During berthing operations, a crewman sustained a serious injury after being struck by a mooring line.
25/02/2021	MA202100158	10:20	UTC+11	No	Newcastle	Federico II	IMO No	9401817	Contact	During berthing under pilotage, the vessel lost radio contact with the tugs. The vessel drifted towards the berth and made low-speed contact with the wharf fenders resulting in minor damage.
03/03/2021	MA202100171	16:59	UTC+8	No	Port Hedland	Bao Fu	IMO No	9419462	Equipment failure	During pilotage to the berth with tugs in attendance, the no. 2 and 3 generators shut down uncommanded resulting in a full-ship blackout. The emergency generator automatically started and the no. 1 generator was started to restore power to the vessel. An inspection by the ship's engineers revealed a gasket in the cooling system had failed, resulting in the no. 3 generator overheating and shutting down.
06/03/2021	MA202100183	15:00	UTC+11	No	36 NM S Melbourne	Goliath	IMO No	9036430	Other	During ocean passage in high seas, a crewman lost their balance and sustained a minor injury.
08/03/2021	MA202100181	7:35	UTC+9	No	Bismarck Sea	Cosco Felixstowe	IMO No	9246401	Serious injury	During ocean passage, a crewman's hand became trapped in a self-closing fire door resulting in serious injuries.

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.