



Occurrences Entered into the ATSB Maritime Safety Database
Between 27 February 2021 and 05 March 2021

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
05/02/2021	MA202100126	19:24	UTC+8	No	Port Hedland	Berge Lyngor	IMO No	9448011	Hull failure / failure of watertight openings	During berthing operations, the crew detected a crack in the hull of the vessel above the waterline. The hull was repaired and reinforced prior to departing.
13/02/2021	MA202100130	8:20	UTC+11	No	Sydney	APL Detroit	IMO No	9632208	Contact	While the vessel was at berth, the shore-based gantry crane made contact with the safety railings on the accommodation deck resulting in minor damage.
14/02/2021	MA202100137	15:52	UTC+10	No	80 NM E Hervey Bay	Elanora	IMO No	9263241	Machinery failure	During ocean passage, the crew detected a leak from a flange in the main engine fuel line. The main engine was shut down and the vessel set to drift while repairs were conducted by the crew. A faulty rubber gasket was replaced and the fuel system was tested before passage resumed approximately three hours later.
16/02/2021	MA202100128	9:00	UTC+10	No	3 NM SE Point Cartwright	La Sillonais	IMO No	9733284	Machinery failure	During pilotage, the main engine failed to respond to control inputs. The vessel went to anchor and the engine was shut down to allow repairs to be conducted by the crew. The engineering inspection revealed a blockage in a fuel-oil module filter had resulted in reduced power output from the main engine.
16/02/2021	MA202100143	15:00	UTC+11	No	near Maria Island	Noctiluca	Official number	452894	Contact	During ocean passage, the vessel struck a rock which was plotted on the navigation charts but not noticed by the crew. The hull and keel sustained minor damage.
17/02/2021	MA202100135	16:35	UTC+10	No	near Bewick Island	African Osprey	IMO No	9612143	Machinery failure	During pilotage through the Great Barrier reef, the crew detected a fuel leak from the no. 2 main engine fuel pump. The vessel went to anchor and the main engine was shut down while repairs were conducted by the crew. The ship's engineers replaced a faulty gasket in the fuel pump and passage was resumed approximately 3 hours later.
18/02/2021	MA202100134	9:44	UTC+10	No	12 NM NNE Cairns	African Osprey	IMO No	9612143	Machinery failure	During coastal passage, the crew detected a water leak from the no. 4 cylinder coolant jacket. The main engine was shut down and the vessel went to anchor to allow repairs to be conducted by the crew. The ship's engineers replaced a faulty o-ring in the coolant system and passage resumed approximately 3 hours later.
20/02/2021	MA202100144	12:00	UTC+11	No	Macquarie Harbour	Harbour Master II	Official number	457538	Machinery failure	During the sightseeing cruise, the starboard generator failed resulting in loss of power to the manoeuvring jets. While the master was in the engine room starting the port generator, the vessel ran aground. The passengers were evacuated onto another vessel operating nearby and the sightseeing vessel was towed back to the wharf.
20/02/2021	MA202100145	14:46	UTC+8	No	Dampier	MCP Graz	Unknown	9566681	Contact	While departing the berth under pilotage, the stern of the vessel made hard contact with the concrete wharf. The hull was holed at two points above the waterline and the aft peak tank sustained a large dent. The vessel was taken to the anchorage for inspection and repair.

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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27/02/2021	MA202100132	6:08	UTC+11	No	23 NM ESE Port Macquarie	Sea Orpheus	IMO No	9609287	Machinery failure	During ocean passage, the crew received multiple main engine fault alarms and the engine was shut down to allow troubleshooting to be conducted. The ship's engineers determined a fuel actuator motor had failed resulting in the main engine alarms. The crew restarted the main engine and maintained control from the engine room for the duration of the voyage.

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