



Occurrences Entered into the ATSB Maritime Safety Database
Between 02 January 2021 and 08 January 2021

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/12/2020	MA202000696	14:20	UTC+8	No	Taylor Street jetty	Cetacean Explorer	Official number	5535	Serious injury	While berthing in windy conditions, the deckhand's foot became entangled in the bow mooring line. The vessel was pushed from the berth by strong winds resulting in the mooring line being pulled tight. The deckhand sustained a crush injury to their right foot and was taken ashore for medical treatment.
26/12/2020	MA202000702	12:00	UTC+10	No	40 NM NE Port Douglas	Sub Sea XXXIV	Official number	415145	Contact	While conducting sight-seeing operations, the semi-submersible vessel made contact with a coral reef resulting in minor damage.
27/12/2020	MA202000700	17:30	UTC+11	No	Port Melbourne	Searoad Mersey	IMO No	9745794	Contact	While repositioning in high winds to remain clear of a vessel that had broken away from its berth, the vessel's bow made contact with the berth ahead.
27/12/2020	MA202000701	18:00	UTC+11	No	Port Melbourne	Florida Highway	IMO No	9442861	Equipment failure	While at berth, the vessel was affected by the sudden onset of strong gusting winds. The forward mooring lines parted and the bow swung away from the wharf. Two tugs and a pilot vessel attended and assisted the vessel to make fast at the berth.
31/12/2020	MA202000708	1:50	UTC+10	No	Gladstone	First Angelus	IMO No	9864083	Machinery failure	While under pilotage, the crew detected a high exhaust temperature and the main engine could not be operated at full speed. The vessel proceeded to the anchorage where the crew replaced a faulty fuel injector valve on the no. 4 cylinder.
02/01/2021	MA202100002	15:30	UTC+8	No	Port Hedland	Yue Shan	IMO No	9547910	Machinery failure	While approaching port, the crew detected a fault with the main engine pneumatic starter system. The main engine was shut down and the vessel went to anchor to allow repairs to be conducted by the crew. The crew replaced a faulty pneumatic valve, and passage to the anchorage was continued approximately 8 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.