



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

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
16/01/2021	MA202100059	15:45	UTC+8	No	255 NM NE Jakarta	Falcon Confidence	IMO No	9308871	Serious injury	During ocean passage, a crew member's finger became trapped in a winch resulting in serious injuries.
18/01/2021	MA202100060	21:25	UTC+8	No	Port Hedland	Jupiter N	IMO No	9537915	Machinery failure	During pilotage, the ship's engineers detected a crack in the no. 3 cooling jacket on the main engine. The main engine was shut down and the vessel sought assistance from a harbour tug to continue to the anchorage.
19/01/2021	MA202100058	7:25	UTC+11	No	Pymont Bay	Catherine Hamlin	Unknown	Unknown	Contact	While approaching the wharf, control of the starboard engine was lost. The port quarter of the vessel made hard contact with the wharf resulting in minor damage.
29/01/2021	MA202100056	6:55	UTC+11	No	200 NM N Casey Antarctic base	MPV Everest	IMO No	9769130	Fire / explosion	During ocean passage, the vessel encountered heavy seas resulting in significant rolling. Multiple batteries in the no. 1 battery room broke from their restraints and fell before a short circuit ignited a small fire. The fire was extinguished by the crew and passage continued to Hobart.
31/01/2021	MA202100065	9:00	UTC+10	No	50 NM NNE Coffs Harbour	Akuna	IMO No	9470806	Machinery failure	During ocean passage, the crew received a high engine temperature alarm followed by a main engine slow-down. The main engine was shut down and the vessel went to anchor. An inspection by the ship's engineers revealed the piston rings on the no. 5 cylinder had fractured. The crew overhauled the no. 5 cylinder and passage was resumed approximately 5 hours later.
09/02/2021	MA202100057	2:19	UTC+10	No	Brisbane	MSC Alabama	IMO No	9123166	Grounding / stranding	During outbound pilotage, the steering gear failed and the vessel ran aground in the channel. After refloating, the vessel was taken to the anchorage for inspection.

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.