



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 08 December 2018 and 14 December 2018**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
28/11/2018	MA201800216	12:00	UTC+10	No	Townsville	Glorious Sunrise ----- HMAS Adelaide	IMO No ----- Official number	9759666 ----- L01	Collision	While operating within the port, a naval ship was affected by a sudden rain squall and made contact with a berthed bulk carrier resulting in minor damage.
01/12/2018	MA201800219	5:15	UTC+10	No	2 NM NE Rosslyn Bay Harbour	MB Zenith	Fishing Registration	31195Q	Hull failure / failure of watertight openings	After leaving port, the hull of the charter vessel failed resulting in substantial damage.
01/12/2018	MA201800218	6:15	UTC+10	No	7 NM NE Horn Island	EN Ocean	IMO No	9147758	Machinery failure	During ocean passage, the crew detected a main engine fault and the engine was shut down. The crew conducted repairs and passage was resumed approximately 16 hours later.
01/12/2018	MA201800217	12:41	UTC+10	No	Brisbane	Pan Edelweiss	IMO No	9449508	Damage to ship or equipment	During cargo operations, the crane wires snapped and the boom collapsed resulting in substantial damage to a hatch lid.
11/12/2018	MA201800223	7:15	UTC+11	No	79 NM E Honiara	Coral Discoverer	IMO No	9292747	Grounding / stranding	During entry to the harbour, the hull grounded on an unmarked sand bar.
12/12/2018	MA201800221	8:48	UTC+11	No	25 NM S Port Fairy	Acacia	IMO No	7926150	Machinery failure	During ocean passage, the crew detected high exhaust gas temperatures on the no. 5 cylinder of the main engine. The crew shut down the engine to conduct repairs and passage was resumed approximately eight hours later.
13/12/2018	MA201800222	5:42	UTC+10	No	48 NM E Saibai Island	Teluk Mas	IMO No	9783875	Machinery failure	During ocean passage, the crew detected a main engine fault. The vessel stopped for repairs and passage was resumed 20 minutes 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.