



Occurrences Entered into the ATSB Maritime Safety Database
Between 08 July 2017 and 14 July 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
09/07/2017	MA201700100	11:45	UTC+10	No	Brisbane Channel	BW MYNA	IMO No	9708083	Machinery failure	During routine pilotage through Brisbane Channel, the ship sustained a blackout due to generator failure resulting in loss of the main engine and steering. The ship went to anchor while repairs were completed. Passage was resumed about four hours later.
12/07/2017	MA201700103	9:30	UTC+10	No	13nm SE Cape Grenville, Cape York	FV Eltorito	Fishing Registration	853528	Capsizing / listing	During diving operations, a distress beacon belonging to a dory with 2 POB was detected and the mother ship was unable to make contact with it. A diverted aircraft identified an overturned dory with people clinging to the hull. A second dory subsequently recovered the two crew who were uninjured.
14/07/2017	MA201700105	1:00	UTC+9.5	No	Port Adelaide	Aegiali	IMO No	9260902	Contact	During berthing manoeuvres with harbour pilot on board, the ship made contact with Beacon no. 20. The top of the beacon was bent and the ship sustained paint scratches.

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.