



Occurrences Entered into the ATSB Maritime Safety Database
Between 12 August 2017 and 18 August 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
12/08/2017	MA201700124	23:20	UTC+10	Yes - MO-2017-007	15 NM S Phillip Island	Glasgow Express ----- Mako	IMO No ----- Radio Call Sign	9232589 ----- VKV7159	Collision	At about 2320 on 12 August 2017, the container ship Glasgow Express and the fishing vessel Mako collided in a position about 15 miles south of Phillip Island in the Bass Strait. The fishing vessel suffered substantial damage above the waterline. No injuries to the two persons on board Mako were reported. Glasgow Express remained in the area to assist Mako until it was able to return to San Remo, Phillip Island, in the early hours of 13 August. Glasgow Express then resumed its passage and berthed in Melbourne on 13 August. The investigation is continuing.
17/08/2017	MA201700129	9:33	UTC+10	No	Great North Eastern Channel	CATHY	IMO No	9248849	Machinery failure	During pilotage though the Great North Eastern Channel, the ship sustained a main engine failure. It was taken to anchor while repairs were carried out. The suspected cause of the main engine failure was fuel contamination, and the vessel resumed passage approximately 24 hours later.
18/08/2017	MA201700130	10:37	UTC+10	No	Fairey Reef	Guiding Star	Other	VNZ2343	Capsizing / listing	At anchor, the vessel grounded on Fairey Reef and became semi-submerged on its port side. The fuel tanks were not ruptured, however, fuel was leaking from the tank's ventilation valves.

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.