



Occurrences Entered into the ATSB Maritime Safety Database
Between 14 October 2017 and 20 October 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
18/09/2017	MA201700168	18:45	UTC+10	No	Long Island Point	Astrid		Unknown	Contact	While berthing, the vessel's starboard bow made heavy contact with the wharf. The vessel was subsequently sent out to anchorage. During inspection of the wharf, minor damage was observed to a timber upright supporting a rubber fender.
12/10/2017	MA201700170	17:30	UTC+8	No	5 NM west of Point Cloates, Exmouth	Sky Bird II	Radio Call Sign	VUN4263	Fire / explosion	During voyage from Exmouth to Perth, the crew detected a fire in the engine room and activated the fixed fire suppression system. The fire reignited and the crew subsequently extinguished it using fire extinguishers and water. A tug was engaged to tow the ship to port. A crew member became ill due to smoke inhalation and was taken ashore to hospital.
13/10/2017	MA201700169	16:00	UTC+10.5	No	Flinders Port	Golden Taka ----- Praha 2	IMO No ----- Radio Call Sign	9305544 ----- YC 415S	Close quarters	During routine pilotage departing Flinders Port through the Osborne Channel, the chemical tanker manoeuvred to avoid a collision with a recreational vessel. The crew of the tanker was unable to establish contact with the vessel after multiple attempts.
15/10/2017	MA201700171	4:10	UTC+10	No	Molasses Terminal, Townsville Port	Navig8 Aragonite	IMO No	9727558	Serious injury	While climbing down a set of stairs, the master slipped and fell, resulting in a fractured leg. The master was taken ashore to hospital for medical treatment.
16/10/2017	MA201700172	18:34	UTC+10	No	10 NM North of Round Hill	Dianne	Radio Call Sign	VKV6768	Foundered	The commercial fishing vessel capsized and subsequently sunk approximately five hours later. During the search and rescue effort, one crew member was recovered with minor injuries. Two additional crew members were confirmed deceased and four crew remain missing, presumed deceased.
17/10/2017	MA201700173	13:15	UTC+10	No	Entry to Moreton Bay	Kota Wangsa	IMO No	9123594	Machinery failure	During passage from Brisbane to Gladstone, the main engine failed and the ship was taken to anchor.
19/10/2017	MA201700175	16:00	UTC+10	No	Coral Sea, north-east of Lady Musgrave Island	Asphalt Spirit	IMO No	9612557	Equipment failure	During voyage through the Great Barrier Reef in heavy weather, the vessel's port side anchor chain lashing failed causing the stopper to slip. The chain and anchor ran out and were lost overboard.

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.



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19/10/2017	MA201700174	16:30	UTC+10	No	4.5 NM from Campbell Island	Stena Provence	IMO No	9299135	Machinery failure	During approach to the Torres Strait pilot station, the ship's lubricating system for the main engine failed. The ship was taken to anchor while repairs were completed. Passage resumed approximately two hours and thirty minutes later.

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