



Occurrences Entered into the ATSB Maritime Safety Database
Between 22 December 2018 and 28 December 2018

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|---------------------|---------------------------------------|-----------------|-----------------------------|-------------------|---|
| 19/12/2018 | MA201800233 | 13:14 | UTC+11 | No | 20 NM SE Jervis Bay | Acacia | IMO No | 7926150 | Equipment failure | During ocean passage, the vessel's electrical generation system failed. The crew conducted repairs and operations returned to normal approximately 36 minutes later. |
| 22/12/2018 | MA201800230 | 13:16 | UTC+10 | No | Brisbane River Qld | Mermaid | Official number | 4372QE | Contact | During river transit, the master was momentarily distracted and the vessel made contact with a pile resulting in minor damage. |
| 22/12/2018 | MA201800236 | 17:17 | UTC+11 | No | 1.5 NM E Kettering | Emmanuel ----- Indiana | Official number | Unknown ----- F999 | Close quarters | While returning to port, the crew of the fishing vessel observed a yacht ahead. The master attempted to contact the yacht by radio without success. The yacht was then observed to change direction and steer across the bow of the fishing vessel. |
| 22/12/2018 | MA201800232 | 20:42 | UTC+11 | No | Darling Harbour | Magistic Two ----- Sydney Pearl | IMO No | 9247417 ----- Unknown | Collision | While departing from the wharf, the vessel collided with a berthed vessel resulting in minor damage. |
| 23/12/2018 | MA201800235 | 9:11 | UTC+10 | No | Hamilton Qld | Wilwinpa | Radio Call Sign | 27884QE | Contact | While approaching the dock, the vessel hit a submerged log which had been unseen by the crew. No damage was initially identified, however a subsequent inspection revealed water ingress into the hull and the vessel was removed from service. |

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.