



Occurrences Entered into the ATSB Maritime Safety Database
 Between 02 March 2019 and 08 March 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
02/03/2019	MA201900092	17:00	UTC+10	No	Mooloolaba	Stenella ----- Unknown	Fishing Registration	10149QC ----- Unknown	Collision	While crossing a bar at the entrance to the harbour, the vessel collided with a kayak which had not been seen by the crew due to high seas. The kayak sustained substantial damage and the vessel stopped to provide assistance.
05/03/2019	MA201900093	19:00	UTC+10	No	Brisbane	Filia Ariea ----- Asian Parade	IMO No ----- IMO No	9488815 ----- 9122954	Collision	During berthing manoeuvres, the cargo ship's port side stern collided with a berthed cargo ship. The cargo ship sustained minor damage.
06/03/2019	MA201900094	13:40	UTC+10	No	11 NM E Gladstone	Larcom ----- Panamax Nostos	IMO No ----- IMO No	9631151 ----- 9325051	Collision	While manoeuvring towards an anchored vessel for bunkering operations, the tanker's bow collided with the vessel due to a significant easterly swell, wind, loaded condition and shallow approach. Both vessels sustained minor damage.

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.