



Occurrences Entered into the ATSB Maritime Safety Database
Between 27 April 2019 and 03 May 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
26/03/2019	MA201900162	18:15	UTC+11	No	near Narrawallee	Volition	Fishing Registration	RLLFB10615	Serious injury	While retrieving the fishing net, a crew member's leg became entangled in a rope. The rope tightened as the net was winched in, resulting in a serious injury to the crew member.
30/03/2019	MA201900165	15:30	UTC+8	No	Dorre Island	Pale Face ----- Unknown	Official number	456024 ----- Unknown	Collision	The rigid-hulled inflatable boat collided with the anchored vessel resulting in minor damage.
26/04/2019	MA201900163	8:35	UTC+8	No	11 NM NNW Port Hedland	United Breeze	IMO No	9574236	Serious injury	During a hatch cover opening test, a crew member placed one hand on the hatch cover trackway resulting in a serious injury.
26/04/2019	MA201900167	11:30	UTC+10	No	Brisbane	Ken Yo	IMO No	9547154	Other	While transferring scaffolding from the cargo hold to the main deck, the load dropped and struck a deck cadet resulting in serious injuries.
26/04/2019	MA201900166	12:15	UTC+10	No	33 NM ESE Port Macquarie	RTM Tasman	IMO No	9591375	Machinery failure	During ocean passage, a high exhaust gas temperature alarm activated and the main engine was stopped to allow the crew to conduct inspections. The no. 3 exhaust valve was replaced and passage resumed 6 hours later.
27/04/2019	MA201900170	15:30	UTC+10	No	21 NM E Cape Flattery	RV Escape	Official number	44975Q	Other	During marine survey operations, the master of the rigid-hulled inflatable boat observed a rogue wave and took immediate evasive action. As the bow impacted the face of the wave, all crew members were thrown overboard.
28/04/2019	MA201900160	0:15	UTC+10	No	28 NM NE Townsville	Antares	IMO No	1008401	Fatality	During ocean passage in heavy weather, the master of the sailing vessel went to the foredeck to check the security of the tender vessel. The sailing vessel was struck by a large wave which lifted the tender and swept the master beneath its hull. As the wave subsided, the tender fell resulting in fatal injuries to the vessel's master.
28/04/2019	MA201900168	1:52	UTC+8	No	240 NM WSW Manila	Ganado Express	IMO No	9621209	Machinery failure	During ocean passage, the main engine lost power and the vessel was stopped for repairs. The no. 4 forward injector was replaced and passage was resumed about an hour later.
30/04/2019	MA201900169	1:45	UTC+10	No	9 NM E Edward Island	Flag Tom	IMO No	9496630	Machinery failure	During ocean passage, the main engine no. 6 piston rings became stuck. The ship was anchored for repairs and a faulty fuel injector was replaced. Normal passage was resumed about 11 hours later.
30/04/2019	MA201900171	8:36	UTC+10	No	11 NM NNE Cairns	Galloway Express	IMO No	9621194	Machinery failure	During ocean passage, the vessel sustained main engine problems due to a defective piston ring. The vessel was stopped and was adrift while repairs were conducted by the crew. Normal passage resumed about 6 hours later.
30/04/2019	MA201900172	16:28	UTC+10	No	8 NM ESE Gladstone	Glory Atlantic	IMO No	9326342	Machinery failure	During departure from the anchorage, the flexible vulcan couplings on both engines failed. The ship was taken to anchor and repairs were conducted by the crew. Normal passage was resumed the following day.

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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01/05/2019	MA201900173	8:10	UTC+9.5	No	Pondalowie Bay	Wingman		Unknown	Other	While the vessel was anchored, the mooring lines broke and the vessel drifted before being washed up on the beach.

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