



Occurrences Entered into the ATSB Maritime Safety Database
Between 11 May 2019 and 17 May 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
07/05/2019	MA201900194	9:00	UTC+10	No	near Hayman Island	Regina	Official number	40401QD	Grounding / stranding	While traversing the channel, the sailing vessel collided with a reef.
11/05/2019	MA201900189	4:05	UTC+10	No	Cape Flattery	CF Diamond	IMO No	9727455	Equipment failure	While at berth, the vessel encountered bad weather and the forward mooring lines failed. The remaining mooring lines were cast off and the vessel moved to the anchorage to prepare for departure.
11/05/2019	MA201900191	18:30	UTC+10	No	Hook Island	Wings 2	Official number	VLW2841	Grounding / stranding	While approaching the mooring, the vessel collided with a reef.
12/05/2019	MA201900195	5:48	UTC+10	No	21 NM NE Horn Island	HMAS Armidale ----- CP Grafton II	Other	VKCV ----- Unknown	Close quarters	While at anchor, the crew of the naval vessel observed a fishing vessel approaching on a collision course. Attempts to contact the fishing vessel were unsuccessful. When the vessels were approximately 80 metres apart, the fishing vessel slowed and changed course to avoid a collision.
14/05/2019	MA201900193	22:30	UTC+8	No	Port Walcott	Officium Australis	IMO No	9653836	Machinery failure	During preparation for departure from the anchorage, the crew identified a water leak from the no. 1 cylinder head on the main engine. The vessel remained at the anchorage to allow repairs to be conducted by the crew.
16/05/2019	MA201900197	8:13	UTC+10	No	Trinity Inlet	Knight Watch ----- Unknown	IMO No ----- Official number	9841316 ----- ZN946Q	Collision	While transiting the inlet towards the anchorage, the tug and attached barge were affected by a sudden squall. The tug drifted to the east side of the inlet and collided with a moored vessel.

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.