



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 27 July 2019 and 02 August 2019**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
02/07/2019	MA201900260	11:30	UTC+10	No	2 NM ENE Urangan	Milbi		Unknown	Grounding / stranding	In poor visibility, strong winds and tidal flow the vessel drifted and became grounded on rocks. The vessel sustained minor damage.
26/07/2019	MA201900266	10:20	UTC+10	No	Burrum River	Tiv ----- Unnamed PWC	Official number ----- Official number	29724QC ----- CG702Q	Collision	During a training activity, the student in control of a jetski collided with the support vessel. A member of the support vessel crew sustained a minor injury.
30/07/2019	MA201900264	2:04	UTC+10	No	Port Phillip Bay 25 NM ESE Geelong	Elli	IMO No	9412452	Machinery failure	While departing port under pilotage, the main engine overheated due to a leak in the cooling jacket. The vessel was anchored and the engineers completed repairs to restore main engine operation.
30/07/2019	MA201900270	15:40	UTC+10	No	Mort Bay Balmain	Susie O'Neill		Unknown	Equipment failure	While underway, smoke was detected emanating from the starboard engine room. On further investigation the source was found to be the turbo exhaust lagging. The lagging was replaced and vessel resumed service.
31/07/2019	MA201900269	13:00	UTC+10	No	Clarence River 4 NM NW Yamba	Botany Salvor	IMO No	8218249	Grounding / stranding	While at anchor, the unmanned vessel became grounded on a sand bank.
01/08/2019	MA201900273	18:15	UTC+8	No	Fremantle Inner Harbour	Mol Genesis ----- Unknown Recreational craft	IMO No	9535199 ----- Unknown	Collision	The cargo ship was leaving the berth with tug assistance when an unidentified recreational vessel proceeding at high speed approached. After warnings were sounded the recreational vessel slowed and took evasive action but collided with the bow of the container ship. After the collision the recreational vessel departed the harbour at high speed.
01/08/2019	MA201900272	21:45	UTC+10	No	9 NM ENE Hay Point	DL Acacia	IMO No	9659763	Machinery failure	In preparation for berthing operations, the master detected the main engine would not reduce RPM to the required level. Engineers reset the engine's governor.

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.