



Occurrences Entered into the ATSB Maritime Safety Database
Between 03 August 2019 and 09 August 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
18/07/2019	MA201900278	14:00	UTC+10	No	Stony Point Pier	Svitzer Olivia	IMO No	8806979	Serious injury	While the vessel was at berth, the engineer slipped and sustained a serious injury.
01/08/2019	MA201900275	12:55	UTC+8	No	Goodwin Alpha Platform	Siem Thiima	IMO No	9727235	Contact	During offshore cargo operations in rough seas, the vessel came into contact with the offshore facility resulting in minor damage.
03/08/2019	MA201900276	0:40	UTC+9.5	No	13 NM WNW Darwin	Girolando Express	IMO No	9640750	Machinery failure	While at anchor, an attempt to start the main engine failed. The engineers inspected and overhauled the starting air valves on each cylinder.
04/08/2019	MA201900280	15:00	UTC+10	No	near South Stradbroke Island	Spirit of Gwonda ----- Unknown	Official number	24426QD ----- Unknown	Contact	While coming alongside an anchored vessel, the catamaran was affected by a strong tide resulting in it making contact with the anchor chain of the other vessel. Both vessels sustained minor damage.
06/08/2019	MA201900284	13:34	UTC+9.5	No	Thevenard	CSL Reliance	IMO No	9233404	Contact	During unberthing manoeuvres, the tug moved from the starboard side amidships to the port quarter resulting in the vessel being subject to a bank effect and making contact with the berth fenders. The vessel sustained minor damage.
07/08/2019	MA201900282	18:08	UTC+9.5	No	17 NM SW Kangaroo Island	CSL Reliance	IMO No	9233404	Machinery failure	During ocean passage, the crew detected an issue with the main engine. The main engine was shut down and maintenance carried out.
08/08/2019	MA201900283	5:32	UTC+8	No	20 NM W Buru	Girolando Express	IMO No	9640750	Equipment failure	During ocean passage, the engine of the service generator overheated and shutdown. A backup generator was activated and ventilation was restored to the cargo hold. The engineers reset the service generator's thermostat and it was restarted.

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.