



Occurrences Entered into the ATSB Maritime Safety Database
Between 31 August 2019 and 06 September 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
31/08/2019	MA201900316	1:00	UTC+10	No	Kettering Tas.	Relentless	Other	245	Equipment failure	While transiting the channel, the radar and chart plotter failed and the vessel ran aground.
01/09/2019	MA201900313	18:20	UTC+8	No	Broome	Bhagwan Abrolhos	IMO No	9653173	Grounding / stranding	While approaching the dredge to conduct a crew transfer, the vessel ran aground. The crew cast a line to other crew on the dredge and the grounded vessel was pulled free with no damage.
01/09/2019	MA201900314	19:30	UTC+10	No	near Mooloolaba	Unknown	Other	AUWWA1349 95EB6	Foundered	During coastal passage, the vessel took on water and sank.
06/09/2019	MA201900319	8:48	UTC+10	No	Fison Channel	Quandamooka	Other	10137QD	Grounding / stranding	While navigating the channel in foggy conditions, the bow of the vessel grounded on a mud bank. The crew used the bow thruster and main engines to reverse clear of the mud bank and passage was resumed.

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.