



Occurrences Entered into the ATSB Maritime Safety Database
Between 09 November 2019 and 15 November 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
06/11/2019	MA201900386	13:13	UTC+10	No	Gladstone	SL Heron Island ----- Cesi Lianyungang	IMO No ----- IMO No	9743681 ----- 9672818	Contact	While undertaking berthing operations, the tug made contact with the ship's transom resulting in minor damage.
07/11/2019	MA201900388	20:00	UTC+10	No	68 NM NE Gladstone	MV American Bulker ----- FV Maddison	IMO No ----- Official number	9736420 ----- 21145QB	Close quarters	During passage within the shipping lane, the bulk carrier came in close-quarters with a fishing vessel.
14/11/2019	MA201900393	23:22	UTC+10	No	100 NM NE Gladstone	Doric Arrow	IMO No	9227649	Machinery failure	During ocean passage, the crew detected a faulty piston in the main engine and the vessel stopped to allow repairs to be conducted. Passage was resumed approximately 10 hours later.

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.