



Occurrences Entered into the ATSB Maritime Safety Database
Between 23 November 2019 and 29 November 2019

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|-----------------------|--|-------------------------------------|-----------------------------|-------------------|--|
| 15/11/2019 | MA201900420 | 16:40 | UTC+10 | No | Bum's Bay | Kirra ----- Unknown | Radio Call Sign ----- Unknown | 40003QD ----- Unknown | Collision | During towing operations, the barge collided with an aluminium dinghy tied to an anchored yacht. |
| 16/11/2019 | MA201900418 | 0:17 | UTC+11 | No | Newcastle Harbour | HL Shinboryeong ----- Svitzer Maitland | IMO No ----- IMO No | 9454515 ----- 9324796 | Collision | During towing operations, the tug's line was released on the starboard quarter so that it could be retaken on the port quarter. The tug then turned at a high speed and collided with the ship's hull. The ship sustained minor damage. |
| 20/11/2019 | MA201900408 | 15:20 | UTC+8 | No | 141 NM W Busselton | Bison Express | IMO No | 9115949 | Machinery failure | During ocean passage, the crew detected abnormal sounds emanating from the no. 6 main engine cylinder. The engine was stopped to allow further inspection and repairs to be conducted. The no. 6 cylinder head was replaced and an exhaust gas leak was revealed when the engine failed to restart. The engineers replaced the no. 6 cylinder head again and passage resumed about 44 hours later. |
| 20/11/2019 | MA201900426 | 16:40 | UTC+10 | No | Brisbane | Anatoma ----- Maersk Euphrates | IMO No ----- IMO No | 9557161 ----- 9694567 | Other | While connecting the hose from the bunkering tanker to the container ship, fuel oil spilled onto the deck as the blank was removed from the hose. |
| 22/11/2019 | MA201900413 | 14:05 | UTC+8 | No | Fremantle | Fremantle Highway | IMO No | 9667344 | Fire / explosion | While at berth, a fire broke out in the engine casing of an item of mining equipment in the port hold. The fire was immediately extinguished by the crew. |
| 23/11/2019 | MA201900423 | 5:00 | UTC+10 | No | Karumba Channel | Dolphin Pearl | IMO No | 9134787 | Contact | While entering the channel, the fishing vessel made contact with a channel marker resulting in minor damage. |
| 23/11/2019 | MA201900414 | 14:10 | UTC+11 | No | Darling Harbour | South Passage | Other | 452905 | Serious injury | While approaching the wharf, the vessel encountered the wake from a passing vessel. One crew member lost their balance and fell, resulting in serious injuries. |
| 23/11/2019 | MA201900424 | 17:57 | UTC+8 | No | Port Hedland | FMG Sawfish | IMO No | 9844356 | Contact | The tug moved at excessive speed from the starboard to port side of the vessel under tow and collided with a wharf pile. |
| 24/11/2019 | MA201900422 | 13:00 | UTC+11 | No | Bermagui | NA30 | Other | 24472 | Other | While berthing, excess throttle was inadvertently applied resulting in two crew members falling overboard. |
| 24/11/2019 | MA201900416 | 21:35 | UTC+8 | No | Fremantle | OOCL Kuala Lumpur | IMO No | 9367176 | Contact | While berthing, the aft tug rope parted and the port quarter of the vessel made hard contact with the wharf resulting in minor damage. |
| 25/11/2019 | MA201900419 | 9:45 | UTC+10 | No | Long Island Sound | QPV Damian Leeding | Radio Call Sign | 32012Q | Serious injury | While securing the tender to the police vessel, a passenger sustained a serious injury when their hand became caught between the mooring line and a cleat. The passenger was transported to hospital for treatment. |

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.



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| 26/11/2019 | MA201900425 | 6:00 | UTC+8 | No | near Bunbury | Seahorse Quenda | Other | 451986 | Other | While under tow, a number of connectors on the barge failed and three cargo modules were lost overboard. |

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