



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 15 February 2020 and 21 February 2020**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
21/12/2019	MA201900485	15:27	UTC+12	No	Norfolk Island	Tao Ace	IMO No	9639696	Grounding / stranding	During routine passage, the vessel encountered poor weather and grounded resulting in minor damage to the ballast tank.
15/02/2020	MA202000085	8:30	UTC+10	No	255 NM WNW Norfolk Island	Fortitude	IMO No	9545223	Equipment failure	While towing a barge, the towing winch hydraulic motor failed. The winch cable paid out and released the barge. The barge drifted until a second tow line was attached and passage was resumed.
16/02/2020	MA202000086	12:03	UTC+10	No	Gladstone	Santa Adriana ----- Little Calypso	IMO No ----- Official number	9652545 ----- 68QE	Serious injury	During mooring operations, a crew member's hand became entangled in a mooring line resulting in a serious injury to his finger.
20/02/2020	MA202000088	6:00	UTC+10	No	56 NM E Hay Point	Storm Rider	IMO No	9595357	Equipment failure	During ocean passage, the crew detected an auxiliary boiler leak and anchored to conduct repairs.

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.