



Occurrences Entered into the ATSB Maritime Safety Database
Between 01 August 2020 and 07 August 2020

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
19/07/2020	MA202000351	16:35	UTC+10	No	near Taren Point	MA026 ----- Unknown	Official number ----- Pleasure Craft	24648 ----- AKO095N	Collision	After the vessel passed under a bridge, the master increased power to resume cruising speed. As the vessel came up on the plane, a shout was heard followed by the sound of an impact and the master activated the emergency crash stop. After restarting the engines and turning the vessel around, the crew of a small recreational vessel advised a collision had occurred resulting in minor damage.
26/07/2020	MA202000346	21:31	UTC+10	No	Gladstone	Vialli	IMO No	9700067	Machinery failure	During berthing, the main engine failed to start in the ahead position. The ship's engineers detected a loose connection between the control air pipe and the no. 2 main engine starting valve resulting in a loss of main engine air pressure.
28/07/2020	MA202000354	11:00	UTC+9.5	No	near Cape Jervis	Sealion 2000	IMO No	9202819	Machinery failure	During ocean passage, the vessel's bow-thruster failed to start. Upon inspection by the vessel's engineers, a small amount of smoke and flame was observed in the bow-thruster wiring. Further troubleshooting determined an electrical fault had resulted in the bow-thruster failure.
31/07/2020	MA202000348	18:28	UTC+8	No	Kwinana	AS Elbia	IMO No	9485887	Serious injury	While the berthed vessel was being shifted alongside the wharf, a deck cadet sustained a serious injury after his hand impacted the mooring-line tension drum. The injured crewman was taken ashore for medical treatment.
01/08/2020	MA202000353	8:40	UTC+8	No	Dampier	Arabella	Unknown	452292	Contact	While transiting from the harbour to the anchorage, the vessel made contact with a channel marker at low speed.

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.