



Occurrences Entered into the ATSB Maritime Safety Database

Between 14 January 2012 and 20 January 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
09/01/2012	MA201200003	02:00	UTC+10	No	Brisbane	Osprey Arrow	IMO No	8313697	Serious injury	Crew member changing main engine exhaust valve pipe was scalded with water at a temperature of about 80 C after inadvertently opening cooling water valve. His left shoulder, head and side were scalded and was given first aid. The ship was in Brisbane and he was then taken to hospital in an ambulance. After treatment in hospital, he was declared unfit for duty and repatriated home.
13/01/2012	MA201200004	05:50	UTC+10	No	Prince of Wales Channel	Wana Bhum	IMO No	9308663	Machinery failure	During transit of Prince of Wales Channel in Torres Strait under pilotage, the steering gear failed and ship sheered off to port. Pilot, master and crew followed emergency procedures and recovered from the situation and steering gear was rectified. The cause of failure was a broken split pin.

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 Date Recorded 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. Where 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.