



Occurrences Entered into the ATSB Maritime Safety Database
Between 23 April 2016 and 29 April 2016

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/04/2016	MA201600033	8:40	UTC+8	No	Port Hedland anchorage B12	Star Canopus	IMO No	9228124	Other	While at anchor the chief mate fell from the pilot ladder while checking the ship's after draught. He was wearing a safety belt and deck crew were in attendance. Life rings were thrown to him and the ship's rescue boat was launched. He was able to stay afloat using one of the life rings and had been in the water for almost 1 hour when rescued by an attending pilot launch. He was taken ashore for medical assessment.
25/04/2016	MA201600032	19:45	UTC+10	No	Approx 10 NM off Queensland coast, Brisbane	STI Emerald	IMO No	9655913	Serious injury	Upon arrival off Brisbane the ship's engineers were changing a fuel oil filter when fuel sprayed onto one of them. He suffered serious burns to his face and was evacuated by launch to medical assistance ashore.

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.