



Occurrences Entered into the ATSB Maritime Safety Database
Between 31 March 2018 and 06 April 2018

| Occurrence Date | ATSB Reference Number | Occurrence Time | Time Zone | Investigation | Location | Vessel Name | Identifier Type | Identifier | Occurrence Type | Summary |
|-----------------|-----------------------|-----------------|-----------|---------------|---------------------------|------------------|-----------------|------------|-----------------------|---|
| 29/03/2018 | MA201800047 | 9:00 | UTC+8 | No | near Port Hedland | China Enterprise | IMO No | 9757175 | Machinery failure | During pilotage, the main engine and generator shut down. An inspection revealed inadvertent activation of the limit switch in the fixed high pressure CO2 system was the cause of the engine and generator stoppage. |
| 03/04/2018 | MA201800046 | 15:15 | UTC+8 | No | Dampier WA | Stella Charlene | IMO No | 9522661 | Serious injury | While at anchorage, a crew member fell from a ladder and sustained serious injuries. |
| 05/04/2018 | MA201800048 | 13:34 | UTC+8 | No | 11 NM SE Cape Londonderry | MV Oceanic | | Unknown | Grounding / stranding | The vessel ran aground and was subsequently refloated. |

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.