



Occurrences Entered into the ATSB Maritime Safety Database  
Between 19 October 2019 and 25 October 2019

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
20/10/2019	MA201900368	9:30	UTC+8	No	Gage Road Anchorage	ABWA Azimuth	Other	503463400	Serious injury	While conducting loading operations on the rear deck, a crew member was struck by a crane hook block resulting in minor injuries.
20/10/2019	MA201900361	11:10	UTC+11	No	45 NM S Melbourne	Maersk Jabal	IMO No	9343077	Equipment failure	Prior to entering port, the main engine could not be restarted after testing of the main engine emergency stop. The vessel anchored until repairs could be completed before resuming passage.
22/10/2019	MA201900364	4:50	UTC+11	No	Port Kembla	Pronoi R	IMO No	9602746	Damage to ship or equipment	During cargo loading operations, the grab crane cable broke resulting in the coal and grab dropping into the hopper on the wharf.
24/10/2019	MA201900367	22:52	UTC+10	No	15 NM E Point Cartwright	Liberty II	Unknown	Unknown	Foundered	While fishing 15 NM offshore, the vessel took on water and sank.

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.