



Occurrences Entered into the ATSB Maritime Safety Database
Between 30 January 2021 and 05 February 2021

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
11/01/2021	MA202100043	11:00	UTC+11	No	Devonport	Goliath	IMO No	9036430	Serious injury	While moving items of cargo on the main deck, a crew member sustained a serious injury.
12/01/2021	MA202100038	19:04	UTC+10	No	95 NM NE Mackay	Cielo D' Europa	IMO No	9539286	Machinery failure	During pilotage, the crew detected high temperatures on the main engine and two generators. The generators and main engine subsequently shut down resulting in a total blackout of the vessel. Power was restored within 3 minutes and passage was resumed.
16/01/2021	MA202100048	13:30	UTC+10	No	51 NM ESE Gladstone	Reef Jet	Official number	3698QC	Machinery failure	During ocean passage, the drive-shaft coupling on one engine failed. The vessel continued passage at reduced speed until a second vessel was able to transfer the passengers ashore.
18/01/2021	MA202100050	8:18	UTC+9	No	250 NM ESE Esperance	Atrotos Heracles	IMO No	9668879	Other	During ocean passage, a crewman sustained minor injuries after falling from a ladder in the cargo hold.

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.