



Occurrences Entered into the ATSB Maritime Safety Database
Between 17 April 2021 and 23 April 2021

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
16/04/2021	MA202100278	9:30	UTC+10	No	Melbourne	OOCL Houston	IMO No	9355757	Serious injury	While preparing the gangway for departure, a crewman's finger became trapped in the winch cable resulting in serious injuries.
17/04/2021	MA202100282	22:20	UTC+10	No	33 NM N Lockhart River	Trinity Bay	IMO No	9149990	Equipment failure	During coastal passage within the Great Barrier reef, the vessel failed to respond to steering inputs to port after the autopilot was disengaged. Full reverse was engaged and the vessel's forward speed was arrested while the crew conducted troubleshooting. A rudder trim switch on the autopilot controls was set to zero and steering control was regained. Normal passage was resumed within 15 minutes.
19/04/2021	MA202100291	15:45	UTC+10	No	Gladstone	India Vision	IMO No	9526485	Serious injury	While at anchor, a crewman slipped while lifting a drum of oil resulting in a serious injury to their left hand.

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.