



Occurrences Entered into the ATSB Maritime Safety Database

Between 10 November 2012 and 16 November 2012

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
07/11/2012	MA201200143	16:08	UTC+8	No	Port Hedland	CHS Magnificence	IMO No	9307073	Other	As the ship was leaving port the main engine did not reach full manoeuvring speed and the ship speed was not as anticipated. The ship departed without further incident.
13/11/2012	MA201200144	12:40	UTC+8	No	Port Hedland anchorage	Aquagem	IMO No	9120956	Other	During tests prior to entering port the main engine was slow to respond to commands. The harbour pilots decided not to bring the ship into port in this condition and left the ship. The source of the problem was corrected and the ship moved to anchor until it could be berthed.

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.