



Occurrences Entered into the ATSB Maritime Safety Database
Between 27 September 2014 and 03 October 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
26/09/2014	MA201400084	18:50	UTC+8	No	Brisbane pilot boarding ground	Stadacona	IMO No	9000032	Equipment failure	The main engine was tested astern prior to the pilot boarding. The engine responded as expected but when starting it in the ahead direction it was found that a lot of start air had been used. After the pilot boarded the test was repeated with the same results. The ship did not enter but proceeded to anchor for investigation and repairs.
28/09/2014	MA201400085	19:28	UTC+10.5	No	Adelaide Harbour	CSL Thevenard	IMO No	7926150	Close quarters	At 1928, while the CSL Thevenard was departing Adelaide Harbour the pilot noticed that a yacht was the middle of the channel. Manoeuvres were made but were limited due to the constraints of the channel. A launch was sent to clear the yacht from channel and it was reported to the harbour control tower.
28/09/2014	MA201400086	20:59	UTC+10	No	Fremantle	Banastar	IMO No	9228045	Equipment failure	The output from the AIS system, used by the pilot to transfer information to the portable pilot unit, was not working properly. The heading output was wandering while the gyro was noted to be steady. This is a repeat of the ship's last visit, 02/2014. The pilotage provider was not informed, prior to the pilotage commencing, on either occasion.
29/09/2014	MA201400087	4:14	UTC+10	No	Brisbane	ANL Wyong	IMO No	9334155	Equipment failure	During the routine testing of the main engine in the astern direction, prior to entering port, the main engine failed to start in the astern direction. The pilot did not board the ship and it proceeded to anchor for repairs.

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.