



Occurrences Entered into the ATSB Maritime Safety Database
Between 01 November 2014 and 07 November 2014

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
03/11/2014	MA201400103	3:30	UTC+11	No	Port Kembla	Stadacona	IMO No	8010934	Machinery failure	While entering port, the main engine was slow to respond to bridge telegraph commands. Control of the main engine was transferred to the engine side and the ship berthed without further incident. After berthing, the main engine pneumatic control system was cleaned and tested ok.
03/11/2014	MA201400104	23:30	UTC+11	No	Devonport	Arago	IMO No	9687667	Machinery failure	During berthing under pilotage, and after mooring lines were run, main engine manoeuvring was compromised when starting air was lost. The ship completed berthing without further incident. The fault was traced to a leaking control air line to the air start distributor.

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.