



Occurrences Entered into the ATSB Maritime Safety Database
Between 16 May 2015 and 22 May 2015

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
15/05/2015	MA201500070	7:18	UTC+10	No	Cape Flattery	Ocean Symphony	IMO No	9596167	Equipment failure	During final preparations for completion of loading and departure, with a coastal pilot on board, a period of prolonged strong south-easterly winds (force 7 to 8 - 28 to 40 knots) and an intensifying north-easterly current was encountered. A total of four ship's mooring lines parted and the ship was not able to be kept alongside. The ship moved clear of the wharf, the anchor was raised and the ship under way without further incident.
20/05/2015	MA201500071	0:18	UTC+8	No	Port Hedland shipping channel	DL Lavender	IMO No	9657026	Equipment failure	During departure, under pilotage, the steering failed. The ship returned to the berth where a filter in the steering gear hydraulic oil system was replaced and the fault rectified.

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.