



Occurrences Entered into the ATSB Maritime Safety Database

Between 22 October 2016 and 28 October 2016

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
21/10/2016	MA201600084	14:24	UTC+10.5	No	Adelaide shipping channel	Kiran Istanbul	IMO No	9576973	Machinery failure	While departing Adelaide, under harbour pilot guidance, the main engine shut down due to low fuel oil pressure caused by a sticking pressure relief valve. The ship had sufficient speed to clear the channel and a tug was called to assist. The ship anchored outside the channel, repairs were conducted and about 90 minutes after the failure the pilot departed the ship and the voyage resumed.
24/10/2016	MA201600085	5:36	UTC+10	No	Brisbane	Ningpo	IMO No	9134658	Equipment failure	During entry into Brisbane, steering was lost when the steering pump motor overloaded. The pilot ordered the starboard anchor let go while the fault was investigated. The fault was rectified and the anchor heaved in about 10 minutes after the loss of steering. The pilotage resumed and the ship berthed without further incident.

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.