



Occurrences Entered into the ATSB Maritime Safety Database
Between 22 April 2017 and 28 April 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
23/03/2017	MA201700051	4:08	UTC+10	No	Gladstone	Iron Chieftain	IMO No	9047740	Machinery failure	During approach to port entry the rudder stopped responding on two occasions. The pilotage was cancelled and the ship went to anchor for investigation.
22/04/2017	MA201700054	16:39	UTC+10	No	Brisbane	Pacific Dawn	IMO No	8521232	Machinery failure	While departing from Brisbane, the No. 3 generator failed. The vessel returned to the berth for investigation and departed five hours later.
24/04/2017	MA201700052	11:30	UTC+8	No	Ataturk channel near Albany	Kutai Express	IMO No	9298923	Machinery failure	During routine pilotage through the Ataturk channel, the ship sustained main engine problems. Shore assistance was sought and tugs were engaged to tow the ship.
25/04/2017	MA201700053	13:21	UTC+8	No	Bunbury Harbour	Powan	IMO No	9721578	Machinery failure	During manoeuvring to exit the harbour, the engine failed to go to half power when commanded.

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.