



Occurrences Entered into the ATSB Maritime Safety Database  
Between 01 July 2017 and 07 July 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
12/06/2017	MA201700098	14:00	UTC+10	No	Bismarck Sea	Hyundai Vision	IMO No	9490909	Serious injury	While working in the engine room, the chief officer struck his right hand on ship's structure resulting in a broken finger.
05/07/2017	MA201700099	17:30	UTC+8	No	Kwinana	Valovine	IMO No	9606120	Equipment failure	During pilotage, the crew detected that the rudder response was slow shortly before entering Sterling Channel. Due to the strong winds and seas, the decision was made not to proceed with the berthing and the ship went to anchor.

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.