



Occurrences Entered into the ATSB Maritime Safety Database
Between 15 July 2017 and 21 July 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
15/07/2017	MA201700107	8:40	UTC+8	No	Port of Cape Cuvier, WA	Tai Honesty ----- Macleod	IMO No ----- IMO No	9304370 ----- 9635872	Collision	During preparation for berthing, while retrieving a messenger line, the tug's stern made contact with the ship's port shoulder resulting in hull damage. The tug suffered minor paint and fender damage.
15/07/2017	MA201700106	10:05	UTC+10	No	Lorim Point, Weipa	Ningbo Innovation	IMO No	9219422	Machinery failure	During berthing at Weipa, the main engine failed to respond to a bridge telegraph order. The ship was safely berthed using tugs. Once alongside, the fault was traced to an air distributor which was manually reset.

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.