



Occurrences Entered into the ATSB Maritime Safety Database

Between 03 December 2011 and 09 December 2011

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
02/12/2011	MA201100098	02:30	UTC+11	No	Melbourne, East Swanson 4E	Maersk Gairloch	IMO No	9235567	Fire / explosion	At 0125 (LT) on 02 December 2011, No 3 auxiliary engine shutdown on high exhaust gas temperature. The temperature continued to escalate and at 0230 a fire was reported in the engine's turbocharger. The fire was quickly contained and extinguished. Shore assistance was called and by 0316 had departed and crew were stood down. The fire was restricted to the turbocharger casing with some molten metal damage to items below the turbocharger.
02/12/2011	MA201100099	07:22	UTC+11	No	Bell Bay, Tasmania	East Ambition	IMO No	9187954	Machinery failure	At about 0722 hrs (LT) on 02 December 2011 whilst leaving Bell Bay under pilotage the main engine failed. The ship anchored in the bay, with a tug tied alongside, while repairs were completed. The ship sailed at 1144.
05/12/2011	MA201100100	04:15	UTC+11	No	Melbourne, Swanson Dock 3E	Kota Lumayan	IMO No	9494541	Damage to ship or equipment	At about 1615 hrs (LT) whilst loading containers, the shore container crane spreader centre flipper contacted the hatch coaming. The flipper parted and the container being loaded became unbalanced and hit an adjacent container. Damage was sustained to both containers and the adjacent ship cell guides. The container being loaded remained attached to the spreader, there was no spillage or loss of cargo and no injuries.
07/12/2011	MA201100101	06:50	UTC+11	No	Port Kembla	Star Kappa	IMO No	9221126	Fire / explosion	At 1850 on 07 December 2011, a fire broke out in the engine room, on the No 2 auxiliary engine turbocharger. The fire alarm sounded and the ship's crew assembled and quickly extinguished the fire. The source of the fire was a leaking lubricating oil pipe gasket which leaked oil onto the turbocharger casing. Limited adjacent fixtures were damaged. Repairs were made, the leak fixed and the engine made operational and back in service.

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 Date Recorded 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. Where 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.