



Occurrences Entered into the ATSB Maritime Safety Database  
Between 05 August 2017 and 11 August 2017

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
30/10/2016	MA201600086	16:08	UTC+11	Yes - MO-2016-004	King Island, Grassy	Searoad Mersey	IMO No	8914831	Grounding / stranding	While manoeuvring to depart, the ship grounded on the sandy bottom to the east of the inner breakwater.
05/08/2017	MA201700121	16:58	UTC+8	No	At sea, approximately 145NM SSW of Walpole WA	CMA CGM Strauss	IMO No	9280641	Fire / explosion	During cargo regular lashing and reefer monitoring at sea, smoke was observed emanating from the break bulk and out of gauge cargo container. The fire was subsequently extinguished using 4 fire hoses.
06/08/2017	MA201700123	12:10	UTC+10	No	Near East Swanson Dock, Melbourne	Kiribati Chief	IMO No	8809189	Machinery failure	After departing East Swanson Dock 1, the vessel's main engine reversing alarm sounded. An engineer on board determined the main engine no. 3 unit reversing cylinder was stuck in the astern position, due to a damaged magnet in the piston.

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.