



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 10 March 2018 and 16 March 2018**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
09/03/2018	MA201800039	17:30	UTC+10	No	Weipa Anchorage	Hebei Zhangjiakou	IMO No	9482691	Machinery failure	During ocean passage, the crew detected a fault with the main engine fuel system. The vessel entered the offshore anchorage to repair the fuel system before resuming passage to Weipa.
10/03/2018	MA201800040	14:35	UTC+11	No	Port of Portland	Glorious Jasmine	IMO No	9515204	Fire / explosion	During cargo loading, a small fire broke out on the main deck due to accumulated spillage of sawdust on a hot steel surface. The crew extinguished the fire with a portable extinguisher and water hose.
11/03/2018	MA201800038	14:30	UTC+8	Yes - MO-2018-004	Dampier	Bulk India	IMO No	9284271	Machinery failure	<p>The ATSB is investigating the grounding under pilotage involving the Panama-registered dry bulk carrier Bulk India during departure from Dampier, Western Australia on 11 March 2018.</p> <p>On 11 March, 2018, the fully laden Bulk India was departing Dampier under the conduct of a Dampier harbour pilot. At about 1430 hours (local time, UTC +8 hours), as the ship was approaching channel marker No5, a full electrical blackout occurred. All power was lost to the ship's propulsion and also to steerage.</p> <p>At the time, the pilot was giving course directions to the helmsman. The helm was at 20° Port when control was lost. The ship, no longer under power, turned to port and grounded at a speed of about 6 knots. The Dampier Vessel Traffic Service was contacted and additional tugs requested for assistance.</p> <p>At 1445, three tugs arrived. At 1449, electrical power was restored and by 1600, Bulk India was free of the bottom. The ship was then taken to anchorage for further inspection and investigation.</p> <p>As part of the investigation, the ATSB will obtain information and recordings from the ship, company and pilots, and will interview directly involved parties as appropriate.</p> <p>A report will be released at the end of the investigation. Should a critical safety issue be identified during the course of the investigation, relevant parties will be immediately notified so that appropriate safety action can be taken.</p>
13/03/2018	MA201800042	8:08	UTC+10	No	24 NM W of Thursday Island	Sonja	IMO No	9344370	Machinery failure	During ocean passage, the main engine turbocharger failed.

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.



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15/03/2018	MA201800044	21:30	UTC+10	No	30 NM NNW Bowen	Oslo Bulk 1	IMO No	9485758	Machinery failure	During ocean passage, the main engine turbocharger failed.

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