



**Occurrences Entered into the ATSB Maritime Safety Database**  
**Between 07 April 2018 and 13 April 2018**

Occurrence Date	ATSB Reference Number	Occurrence Time	Time Zone	Investigation	Location	Vessel Name	Identifier Type	Identifier	Occurrence Type	Summary
07/04/2018	MA201800049	13:40	UTC+8	No	Port Walcott	Matsuzaka	IMO No	9635901	Fire / explosion	After completion of shipping duties, the engineer detected a fire emanating from the turbo charger and shut down the port main engine and ventilation fans. The engineer extinguished the fire using a portable fire extinguisher. The tug sustained minor damage to the protective cabling harness and engine lagging. The engineering inspection revealed a missing compression washer resulting in an oil leak to be the cause of the fire.
11/04/2018	MA201800050	3:00	UTC+9.5	Yes - MO-2018-005	63 NM 035° of Darwin	Lauren Hansen	IMO No	9580869	Grounding / stranding	The ATSB is investigating the grounding of the landing craft Lauren Hansen, off Melville Island, Northern Territory, on 11 April 2018. The landing craft Lauren Hansen was on passage from Darwin to Elcho Island when the autopilot reportedly malfunctioned and the ship commenced an uncontrolled turn to port. The ship subsequently grounded on a shoal off Melville Island at about 0230 CST (UTC +9½ hours). Later that day, at about 1440, the vessel refloated on a rising tide and proceeded back to Darwin for an underwater inspection of the ship's hull. There were no injuries, water ingress or pollution reported as a result of the grounding. As part of the investigation, the ATSB will interview directly involved parties and obtain other necessary information. 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.

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.