



# Accident, incident, and mishap notification

Monthly Summary  
January 2016





## **What's in this summary**

The following text summarises the notifications of accidents, incidents and mishaps that have been made to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and which have been recorded in our database in the last month (1-31 January 2016).

These summaries are provided for information purposes only, and are not intended to be, and should not be construed as, evidence of any determination by Maritime New Zealand as to accuracy, cause, or liability. For these reasons the information is not suitable for statistical or analytical purposes.

The summaries are not verbatim copies of the original notification. In constructing the summaries, consideration has been given to the reasons to withhold information provided in the Official Information Act. This may result in some information not being included.

If an accident, incident or mishap is notified to Maritime New Zealand more than once, it is only reflected once in the report.

## Injury Only

### In harbour, Canterbury

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger Ferry
Length (m):	<24m
Tonnage (tons):	<500t

Vessel departed the wharf for a swimming with dolphins trip. On departure, the skipper gave a safety brief which included a caution to be careful moving around the vessel, in particular through the doors between the aft deck and the main cabin. As the vessel moved down the harbour, the chop increased and passengers were once again reminded to use care when moving around the vessel. Thirty minutes after departure a father and daughter were on the aft deck of the boat and decided to head inside. The father tripped on the sill and fell, putting all his weight on his arm as he fell. Initially he insisted he was ok and wanted the trip to continue, but on further assessment, it was decided to abandon the trip and return to the wharf. Contact was made with the shore base and it was arranged for him to go to a medical centre on arrival at the wharf. Injury was initially suspected to be a dislocation, however after transfer to a hospital an x-ray located a fracture.

## Cargo shift

### Inshore waters, Tasman

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Tourist Activity
Length (m):	<24m
Tonnage (tons):	

Vessel departed with 15 kayaks on board and firmly tethered. Reaching the lee of an island the skipper stopped to tighten the load. Preceding north an easterly wind caused to boat to list as expected. The list later seemed to intensify, so it was decided to enter an anchorage and reposition the load. Not far from the destination the load moved and the vessel started taking on water. Heading to a bay the skipper found they had no steerage due to the list's effect on the propeller position and the kayaks dragging in the water. The engine flooded, so the cargo was jettisoned and the anchor dropped. The anchor grabbed a rock and held the vessel just metres from the rocks with an onshore sea. The kayaks washed onto the rocks while the skipper pumped and bailed. Shortly afterwards another vessel arrived and heaved them a line, towing them to safety.

## Near miss / Close quarters

### Inshore waters, Southland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	
Length (m):	<24m
Tonnage (tons):	

Vessel was overtaken on its starboard side by another vessel travelling at approximately 15 to 18kts, estimated to be 10m to their starboard side.

## Near miss / Close quarters

### In harbour, Auckland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	
Length (m):	<24m
Tonnage (tons):	<500t

Vessel began a slow turn to starboard at 5kts, with no radar and difficult vision due to the ship design. At the beginning of the tour the crew noticed a ferry coming from starboard and astern, so the vessel turned to port to stay clear. The ferry observed the vessel turning towards them so went hard astern, sounding a prolonged blast on their horn.

## Injury Only

### Open waters (lake/ocean), Auckland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Tourism Activity
Length (m):	<24m
Tonnage (tons):	

Boat was on a routine trip, with an almost full boat, with two people sitting in the front seat. On the third spin the passenger in the front starboard side's hand hold slipped, and they bumped their head on the inside of the boat, cutting his head and causing it to bleed slightly. They were attended to on board and the boat returned to base.

## Collision

### In harbour, Waikato

Vessel information	
Type:	NZ Non-Passenger (SSM/MOSS)
Category:	
Length (m):	<24m
Tonnage (tons):	

Manoeuvring into position to place a new channel marker, with the marker held by HIAB, the HIAB operator prematurely released the marker's concrete weight. This placed the concrete weight entirely in the water but still attached to the HIAB. This took place in the strong harbour current, and the current's impact on the concrete block caused the barge to be very difficult to control. Barge swung around coming into contact with the mooring line of a fishing vessel. The vessel's mooring line was broken and the two vessels came into contact, with the only damage being minor paint scraped on the other vessel.

## Near miss / Close quarters

### In harbour, Hawkes Bay

Vessel information	
Type:	NZ Fishing (SSM/MOSS)
Category:	Trawler
Length (m):	<24m
Tonnage (tons):	

A fishing vessel crossed in front of a departing cruiser ship, at a distance of approximately 350m. The whistle was sounded and the vessel slowed to allow the fishing vessel to cross ahead.

## Equipment failure

### In harbour, Auckland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger Ferry
Length (m):	<45m
Tonnage (tons):	<500t

Both main engines stopped en-route. The engineer went below to investigate, finding they were unable to get any fuel to the primary fuel filters from the tank. Anchor was dropped and other vessels put on standby. The vessel started to drag anchor, so a tow was given to calmer waters. A tug was called towed the vessel to port. Diagnosed as air in the fuel line.

## Equipment failure

### Inshore waters, Northland

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	
Length (m):	<24m
Tonnage (tons):	

While assisting a grounded vessel and attempting to pull the vessel off its grounded position a samson post broke off and caused damage to the engine cowlings and protective covers, transom area, and the steering linkage between the twin outboards.

## Injury Only

### In harbour, Wellington

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	<24m
Tonnage (tons):	

A woman slipped as she stepped on to the vessel, fell onto the door combing and cut her knee. The side door was being used as the tide was too high to allow the use of the gangway, with the vessel rolling considerable in a north easterly wind. First aid was administered and an ambulance met the boat at the next wharf to take them to hospital for assessment.

## Injury Only

### Inshore waters, Marlborough

Vessel information	
Type:	NZ Passenger (NZISM)
Category:	Ro-Ro Passenger
Length (m):	>45m
Tonnage (tons):	>500t

Weather after departure was stormy with northerly winds gusting in excess of 40kts. Two passengers on board attempted to pass through the port side fire door to an outside deck. As one was opening the door the wind pushed the door back towards him, slamming his middle finger between the doors, causing the skin and flesh above the joint to be cut off cleanly. First aid was given and the vessel returned to allow the passenger to disembark.

## Equipment failure

### Inshore waters, Southland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	
Tonnage (tons):	

While the catamaran was coming back from a diving trip at a speed of around 15kts in calm conditions there was a loud bang from the stern of the starboard hull. The starboard engine was shut down and on inspection it was found the vessel had lost a rudder and had a reasonable amount of water coming through the stern, with the steering ram missing. This was quickly brought under control after being packed with dive gloves.

## Contact

### At berth, Southland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	
Tonnage (tons):	

While approaching the ferry wharf two other vessels were leaving the step at the wharf. On going astern to give these boats some room the boat went forwards instead of astern. The boats collided at less than 5kts, so there was minimal damage and no injuries to any one on any of the vessels involved. Motors were shut down and the vessel was made fast alongside the ferry wharf and the source of the problem found and rectified. On inspection it was found the bolts holding the saddle that holds the Morse cable to the gear lever had become loose resulting in the boat remaining in forward gear but allowing revs to be applied.

## Injury Only

### Inshore waters, Tasman

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	<24m
Tonnage (tons):	

Crossing a bar there were a few waves to travel over, causing one passenger to aggravate a pre-existing back injury.

## Collision

### A lake, Waikato

Vessel information	
Type:	Jet Ski (PWC)
Category:	
Length (m):	<6m
Tonnage (tons):	

Jet ski was following another which turned to miss a log / sticks. The jet ski turned into the path of the other, which despite following 70 to 100m behind could not stop in time, causing a collision. No injuries resulted.

## Mooring line failure

### In harbour, Gisborne

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	Passenger
Length (m):	
Tonnage (tons):	

Mooring line snapped and injured a stevedore on the wharf.

## Hit submerged Object

### Inshore waters, Wellington

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	
Length (m):	<24m
Tonnage (tons):	

Vessel was tasked with assisting another small craft which had an unresponsive body on board and required urgent assistance. The vessel increased speed and was following the tender to transfer a crew member to assist. The navigator advised there was a clear path through submerged rocks, but lookouts advised they could see a rock ahead, so the vessel was stopped and reversed out. As the vessel reversed it struck a submerged object with the port engine. It was found the propeller was bent, so the vessel returned to base on the starboard engine only.

## Collision

### A lake, Otago

Vessel information	
Type:	Jet Ski (PWC)
Category:	
Length (m):	
Tonnage (tons):	

A jet ski turned through 360 degrees, crossing the path of another. The operator pulled on the throttle and crashed into the side of the other jet ski, damaging the vessel and injuring the leg of the passenger.

## Injury Only

### At berth, Otago

Vessel information	
Type:	Raft (SOP)
Category:	Adventure
Length (m):	
Tonnage (tons):	

Guide was drifting in a section of grade 2 water 500m below the rafting put-in, when his raft clipped a rock on the left back side. A client was sitting on the back left of the raft, jolting them sideways against the tube. They had their left leg braced against the back thwart for stability, with the motion of the jolt causing pain in their knee. The trip continued, but a subsequent doctor visit found a hairline fracture of the fibula.

## Flooded

### A river, Otago

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	Dredger
Length (m):	<24m
Tonnage (tons):	

Unmanned tender was found fully swamped when tethered alongside the dredge, assumed to have been caused by a pressure wave from adjacent submerged structure. Tender was recovered.

## Flip/Overturn

### A river, Manawatu

Vessel information	
Type:	Raft (SOP)
Category:	
Length (m):	
Tonnage (tons):	

Raft was caught against a rock, then flipped. A passenger was sent down a rapid, hitting rocks with his right side.

## Contact

### A lake, Bay of Plenty

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	<45m
Tonnage (tons):	

Bringing vessel in to berth to tie up stern first, maintenance man passed a rope from wharf to a deckhand and the deckhand wrapped the rope around a bollard but did not lock it off. The rope slipped free and a gust of wind caught the vessel which hit the wharf. The skipper managed to thrust the vessel around and berth bow first, secured bow spring and reversed vessel to wharf, getting the vessel secured and passengers unloaded. Minor damage was found from hitting the wharf.

## Near miss / Close quarters

### In harbour, Northland

Vessel information	
Type:	Yacht (sail)
Category:	
Length (m):	
Tonnage (tons):	

The vessel had a diver down, with a passing vessel ignoring the 1m x 1m dive flag. The yacht passed several times within 50m of the flag in excess of 5kts, weaving between the anchored yachts in the bay.

## Propulsion failure

### Inshore waters, Northland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	<24m
Tonnage (tons):	

Upon leaving the dive site the vessel had travelled for five minutes when the engine stopped and would not start again. The skipper dropped the anchor and issued life jackets to all crew and passengers, the skipper then called the local radio station to alert them that they had a problem and that they may need a tow back to port. They secured the passengers in the cabin and inspected the engine to find the diesel filter had sheared off the pump and the threads on the filter were stripped. The passengers were picked up by a passing vessel who took them to port, and they were towed back to the marina by a larger vessel. It was found that the supplier of the parts had incorrectly matched the filter to a different supplier's part, supplying them with a hydraulic filter rather than diesel. This caused the o-ring seal to be effected by the fuel, causing it to swell and get dislodged causing the filter to vibrate and strip off the housing.

## Injury Only

### Inshore waters, Northland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	<24m
Tonnage (tons):	

While the pilot was disembarking, the pilot ladder became uneven as it was caught on one side under the accommodation ladder. Pilot was  $\frac{3}{4}$  of the way down so continued the descent with the unevenness and ship roll caused injury to their hamstring. Pilot continued down ladder to boat and back to office with discomfort.

## Collision

### In harbour, Northland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Other Charter
Length (m):	<24m
Tonnage (tons):	

A vessel fishing in a bay observed a pod of dolphins approach, followed by three tourist boats. One boat put swimmers in the water with the dolphins, with another moving closer, passing directly in front of the anchored boat. The crew attempted to alert the vessel without success, and was unable to let the anchor out any further to avoid the other vessel. The bowsprit shot between the rails, lifting the anchored boat, throwing crew members off their feet and causing injuries. The skipper of the moving vessel came to the helm to see what they had hit, and advised they could not move forward due to swimmers in the water. The two vessels again collided, narrowly avoiding a third collision. The vessel was checked for damage and motored to sheltered water.

## Near miss / Close quarters

### Inshore waters, Auckland

Vessel information	
Type:	NZ Fishing (SSM/MOSS)
Category:	Fishing Vessel
Length (m):	<24m
Tonnage (tons):	

Near miss with a yacht in inshore waters.

## Fire

### Bay of Plenty

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Other Charter
Length (m):	
Tonnage (tons):	

Passengers and crew were required to abandon the vessel due to a fire on board.

## Near miss / Close quarters

### In harbour, Northland

Vessel information	
Type:	Jet Ski (PWC)
Category:	
Length (m):	
Tonnage (tons):	

Passenger vessel was navigating a narrow creek 3-4m wide. When approaching a tributary a jet ski came into view, on a collision course, travelling at speed. The operator managed to alter his trajectory to pass within touching distance down the passenger vessel's port side, still travelling at speed.

## Injury Only

### At berth, Auckland

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	Tug
Length (m):	<24m
Tonnage (tons):	<500t

A tug positioned ready to send a towline up to the ship. The ship's crew sent down the heaving line to attach to the tug towline, with a deckhand on the tug's deck to receive a heaving line. As they moved to retrieve the line they slipped and their left foot made heavy contact at an awkward angle with the tug bulkhead.

## Hit submerged Object

### Inshore waters, Tasman

Vessel information	
Type:	Yacht (sail)
Category:	
Length (m):	
Tonnage (tons):	

Vessel hit a submerged unmarked rock about 150m from shore. Damage caused to the keel region and small area on the starboard side under the waterline and ingress of a small amount of water. Water ingress was reduced to about two litres per hour by applying a cement box to the damaged region. The vessel motored to port the next day and was lifted out for repairs.

## Grounding

### In harbour, Auckland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Tourism Activity
Length (m):	<24m
Tonnage (tons):	

Vessel slowed to allow the skipper to narrate the usual facts and stories about the harbour. When they went to proceed forward again they found they were stuck on a sandbank. The passengers and company were informed and another company was called for assistance, and all passengers were transferred to the other boat. Ten minutes later the incoming tide re-floated the boat, which returned to base.

## Injury Only

### At sea

Vessel information	
Type:	NZ Fishing (SSM/MOSS)
Category:	Cray / Rock Lobster
Length (m):	<24m
Tonnage (tons):	<500t

Moving a cray pot on the deck a young deckhand lost their balance and fell into the live crayfish tank.

## Flooded

### In harbour, Tasman

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger
Length (m):	<24m
Tonnage (tons):	

Water taxi took on the usual amount of water when launching but this wasn't cleared by the bilge pump due to a blockage. Due to extra water in the boat it took on a few waves at anchorage when loading kayaks. The bilge blockage was then cleared and water pumped out. As a precaution the kayaks were loaded on another boat. The following day the boat was then checked over for any other reasons for flooding, but none were found so it was put back into operation. A strum box (strainer) was added to bilge system.

## Propeller entangled

### A lake, Hawkes Bay

Vessel information	
Type:	Jet boat
Category:	
Length (m):	<24m
Tonnage (tons):	

While pulling a tandem parasail the boat struck a clump of floating weed. The motors shut down and the tandem went into the water. They were retrieved and the chute re-set. As a precaution the boat went further out to avoid any further floating weed.

## Lifting / Cargo gear failure

### At berth, Hawkes Bay

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	Container Ship
Length (m):	>45m
Tonnage (tons):	>500t

During cargo operations one empty container was being discharge by a port mobile container crane. It appears that two container twist locks at one end were still in a closer position, causing the empty container below it to be lifted as well. Due to the speed at which the container was lifted the stevedores were unable to stop it. Consequently the container at the bottom fell off when the twist locks broke free. The container bounced off another on the deck and then landed in the water. No damage was caused to the vessel or the container on the deck, and no injuries were caused.

## Propulsion failure

### At sea, Gisborne

Vessel information	
Type:	NZ Fishing (SSM/MOSS)
Category:	Fishing Boat
Length (m):	<24m
Tonnage (tons):	<500t

Vessel's main engine gearbox failed during a trawl. The vessel was towed to port for repairs.

## Capsize

### Inshore waters, Bay of Plenty

Vessel information	
Type:	Waka Ama
Category:	
Length (m):	<24m
Tonnage (tons):	

Crossing a bar the vessel was caught by two successive waves. The second wave caused the vessel to skew into the bar on the starboard side, causing the vessel to capsize.

## Collision

### Auckland

Vessel information	
Type:	Yacht (sail)
Category:	
Length (m):	
Tonnage (tons):	

A yacht came into close proximity with a ferry while in open water. The yacht skipper estimated the ferry passed within 10 to 15m, requiring them to veer to avoid a collision. The ferry was travelling at full speed, with clear water on both sides.

## Contact

### Otago

Vessel information	
Type:	Jet Boat (SOP)
Category:	SOP Jet Boat - Adventure
Length (m):	<24m
Tonnage (tons):	

Entering a bay at the end of a trip, coming down-wind in a moderate swell, a young man seated behind the driver hit their nose on a hand rail, causing his nose to bleed. As they were already wet from spray from the wind the blood spread quickly. The driver was alerted and the boat stopped. The passenger advised they had hit their nose the previous day, hence why it started bleeding again so easily. They also advised they could continue to the pier, a trip of two minutes. Once the boat was tied up the passenger was given a towel and assisted off the boat.

## Near miss / Close quarters

### Bay of Plenty

Vessel information	
Type:	Recreational
Category:	
Length (m):	
Tonnage (tons):	

Yacht was under engine due to light wind, approximately 2.5nm offshore at 1.5kts, waiting for the tide to enter port. The crew observed a large white powerboat approaching on their port side at approximately 10kts. When the launch was 150-200m away the crew could see there was no one at the helm, with the only person visible being on the flybridge. The crew took avoiding action, accelerating hard, with the launch passing 1-2m astern.

## Contact

### At berth, Northland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger / Vehicular Ferry
Length (m):	<45m
Tonnage (tons):	

Upon start up the duty skipper carried out their pre-start checks but failed to notice the steering pump had been disengaged. They then cast the lines and applied power. Just out of the berth the skipper noticed that they did not have full control of the vessel and drove into adjacent piles, breaking their head stocks. If the skipper had of checked their steering by rotating the thruster drives and by observing over the side from the wheel house prior to casting off their lines they would have notice that they had no directional thrust.

## Contact

### In harbour, Auckland

Vessel information	
Type:	NZ Cargo (NZISM)
Category:	Tanker
Length (m):	>45m
Tonnage (tons):	>500t

When arriving at the wharf with the vessel stopped propeller pitch was incorrectly applied to the starboard azimuth thruster propulsion control while in 90 degree azimuth. This cause the stern to move away from the berth and the bow to close. The operated had intended to apply power to move the stern toward the berth using the port thruster, but applied power to the wrong unit.

## Contact

### A river, Bay of Plenty

Vessel information	
Type:	Raft (SOP)
Category:	Adventure
Length (m):	<6m
Tonnage (tons):	

Believed that a passenger in the front lent back slightly at the bottom of a waterfall, resulting in the second passenger's nose hitting their helmet when the second passenger moved forward. First aid was given at the base and the passenger was sent to a doctor as a precaution.

## Near miss / Close quarters

### Marlborough

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	Passenger
Length (m):	>45m
Tonnage (tons):	>500t

When making first turn to port vessel was carried on towards rocks. Full counter measures were made with helm orders to clear the shallow area. Vessel passed clear but close to the beacon.

## Injury Only

### At berth, Auckland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Passenger Ferry
Length (m):	<24m
Tonnage (tons):	<500t

Two crew were operating the manual part of a hydraulic gangway, with one of the crew members under training. Crew are required to pull a line through a block to house the flap onto the hydraulic gangway deck. The trainer placed their hand in a spot where the retracting gangway flap impacted their hand. The crew member yelled and the trainee stopped pulling the line. The crew member suffered a sprain and a light fracture to their hand. A review of gangway procedures during crew training will be conducted, to ensure they are trained on the correct placement of body parts.

## Propulsion failure

### Inshore waters, Southland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Tourism Activity
Length (m):	<24m
Tonnage (tons):	

The vessel lost power to its main engine while going astern near a falls. They immediately called a nearby vessel for a tow, but a south east breeze pushed the vessel towards rocks, with attempts to restart the engine unsuccessful. When the engine finally started the gearbox was stuck in astern, so the vessel made contact with the cliff face at a speed of two knots. A 50cm dent was made in the starboard aft quarter and the main engine failed again. The rescue vessel was by now at the scene so towed the vessel to safety.

## Flip/Overturn

### A river, Canterbury

Vessel information	
Type:	Raft (SOP)
Category:	Adventure
Length (m):	
Tonnage (tons):	

Raft flipped at a rapid. The guide ran a normal line driving right, but was pushed towards the centre and flipped off a boil at the bottom of the rapid at river left. A client holding onto the boat dislocated a shoulder as the boat flipped, however the shoulder relocated straight away after they were pulled backed into the raft.