



# Accident, incident, and mishap notification

August 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 August 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.

## Equipment failure

### In harbour, Otago

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

Pilot ladder found to be poorly rigged.

## Injury Only

### A river, Otago

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

A crew member required three stitches due to a soft tissue abrasive cut on their left hand while using a hand held power grinder fitted with a cut-off disk.

## Injury Only

### Cook Strait

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

Motorman was washing down the engine bedplates using the hot wash down hose. This hose has a trigger operated nozzle designed for this application. The motorman put the nozzle down on the deck to have two hands free to pull more hose towards the area they were working in. When they pulled the hose the nozzle span around on the deck and the trigger was operated when it hit the combing of the engine room plates. Hot water from the nozzle sprayed onto his left forearm, causing the wet clothes to scald his arm. The scald caused blistering about the size of the palm of a hand.

## Contact

### At Berth, Marlborough

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

While berthing port side to in a strong and gusty southerly wind the port shoulder made contact with the wharf fender. Two slight indentions were found in the port shoulder of the vessel and minor damage caused to the fender and concrete kerbing.

## Other

### At berth/marina/boat ramp, Waikato

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

The vessel took a heavy wave over the stern during retrieval onto a trailer. This filled the grill with stones, making it difficult to come back off the trailer. The boat had to be beached and then towed onto the trailer with a 4WD tractor. There were no injured to the 5POB, but the vessel suffered extensive mechanical damage.

## Contact

### At Berth, Canterbury

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	>45m
Length (m):	45.0
Tonnage (tons):	>500t

During docking the vessel had a slight impact with the sheet piling, resulting in bending of the piling and paint scrape marks to the bulbous bow.

## Contact

### A berth, Otago

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

While berthing the vessel made contact with an oil jetty berth. A small dent was made in the vessel.

## Contact

### At berth, Southland

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

When pulling slowly into the fuel berth reverse gear didn't engage when selected. Vessel bounced lightly off of tyre, with no damage.

## Propulsion Failure

### At berth, Tasman

Vessel information	
Type:	NZ Fishing (SSM/MOSS)
Category:	Trawler
Length (m):	<45m
Tonnage (tons):	>500t

When making a turn to come alongside the wharf the vessel was engaged astern. When the pitch was put ahead it did not engage, and the back-up manoeuvre for pitch failed to work. The emergency shut down was pushed for the main engine and the anchor was dropped. Slight contact was made with the jetty. A stern line was attached to a bollard on the wharf to hold the vessel in position. The main engine was restarted, and the pitch tested, which indicated all systems were functioning normally. A tug was called for assistance as a precaution to help move the vessel alongside the wharf.

## Near miss / Close quarters

### In harbour, Marlborough

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

Outward bound from berth a radar target was observed of a small craft that wasn't displaying any navigation lights. Target also was not making way through the water. The close quarters incident was reported to harbour radio as a navigational hazard.

## Injury Only

### Inshore Waters, Northland

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

Skipper went to the steering locking to tighten a steering chain. The arm was meant to be stationary, but moved toward them, causing a crush injury to their hip region against the ship's structure. The skipper was evacuated by helicopter and the vessel returned to port for a replacement crew member.

## Injury Only

### At Berth, Gisborne

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

While conducting discharge operations a contractor was struck on the head with a hook on a wire. The contractor was transported to hospital by ambulance.

## Flooded

### Inshore Waters, Chatham Islands

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

Heading back to harbour from a days fishing the bilge alarm activated, crew checked engine room and saw there was a lot of water. They turned on emergency bilge impeller mechanical pump on and looked for cause. Put out a mayday call as the crew could not locate where the water was coming from. Started to unload all gear, pots, and fishing equipment off the boat to lighten the load, then got a deckhand to start bucketing water out as water level was high. Another fishing vessel was able to reach them and gave them a motorised water pump to start pumping out the water. Weather was around 15 knots, choppy sea, strong tide, with very clear visibility. They continued to pump water out and maintained direction to harbour in accompany of two other fishing boats. They got to the harbour then and straight onto the trailer slip. With the boat out of the water a full inspection of the hull, engine room, and water piping found one of the water pipes had come off the live tank, dropping all the water from the tanks into the hull.

## Near miss / Close quarters

### Auckland

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	Dredger
Length (m):	>45m
Tonnage (tons):	>500t

A boat under sail sighted a dredger on their port bow, which failed to give way. Once the dredger had crossed their bow they brought their vessel into the wind to parallel course to allow them to pass. The dredger was reported as not being restricted in being able to alter speed or course.

## Person Overboard

### In harbour, Waikato

Vessel information	
Type:	NZ Non-Passenger
Category:	Research
Length (m):	<6m
Tonnage (tons):	

At anchor prior to departure a crew member was leaning over the side deploying light sensors on an extension to the light bar mounted on the transom. One of the attachment points failed causing the pole to come away from the bar, this caused the crew member to lose their balance and fall into the water. Their lifejacket deployed automatically and they were able to swim the short distance back to the boat. To prevent this from happening again the crew will custom engineer a stronger fitting.

## Near miss / Close quarters

### Inshore Waters, Hawkes Bay

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

A vessel engaged in trawling at a speed of 2.6kts observed a container ship steaming towards them at an estimated 12kts. The trawler was on the container ship's starboard side and had right of way. The container ship's bearing remained the same so at .75nm the trawler contacted them on CH16 to ask their intentions. The container ship then sounded five blasts and responded on VHF that they would turn to port. Both ships were forced to reduce propulsion, the container ship turned sharply to port, missing the trawler by an estimated 80m

## Injury Only

### At berth, Bay of Plenty

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	General Cargo / Multi-purpose
Length (m):	>45m
Tonnage (tons):	>500t

When finalising loading, the ship's derrick hook swung and clipped two crew.

## Injury Only

### In harbour, Bay of Plenty

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

Due to a lack of experience a crew member injured their thumbs while engaging the knuckle on the starboard stabiliser arm.

## Hit submerged Object

### In harbour, Waikato

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

A vessel picked up a charter and crossed the marina channel marker buoys to enter the exit channel. A sand dredging pipe had been laid along the channels markers, but was unable to be seen. The vessel went over it and struck it with the port propeller, which stalled the engine. The engine was restarted and the vessel continued, with a slight vibration from the port propeller noticed.

## Grounding

### In harbour, Otago

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

Vessel may have been slightly to the right of track, possibly contacting a sand bar that extends into the area. No pollution caused.

## Injury Only

### At berth, Bay of Plenty

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	General Cargo / Multi-purpose
Length (m):	>45m
Tonnage (tons):	>500t

A stevedore foreman returning to work in the lower hold went to step from one container crane leg (lying on the bottom of the tank top) to another crane leg over a gap of approximately 500mm between the two. They misjudged the step and fell down the gap hitting their rib area on the way down. After contact with their ribs they fell 1.3m to the tank top. Taken to hospital with suspected cracked ribs.

## Oil spill

### In harbour, Taranaki

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

15-20ml of hydraulic oil spilt into the harbour when a hydraulic hose burst while testing the aft lifeboat davit arm.

## Equipment failure

### At Berth, Canterbury

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

Both radars failed to start prior to departure.

## Near miss / Close quarters

### Inshore Waters, Auckland

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

Vessel was heading east with passengers on board. A boat was noted ahead to the port side. When the other boat was almost along beside it put on power to try and overtake and cross over their bow, but passed close astern.

## Equipment failure

### At sea,

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

Ship's fire alarm monitoring and alarms system not functional. Actions such as manning the engine room 24 hours put in place until spare parts could be delivered to the vessel.

## Injury Only

### West Coast

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

Vessel was fishing in a hoki trench, with the vessel having just hauled a bag of fish on board. A crew member was working in the truck deck ahead of the net roller after hauling and tipping a bag of hoki from the codend on the conveyer. The codend was rolled up onto the net roller and over rotated and fell down the front side, pushing the crew member into the fish box.

## Electrical power failure

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

During passage vessel experienced heavy weather and sea spray on the forecastle deck, which eventually got inside the forward port windlass control box, causing a short circuit.

## Hit submerged Object

### In harbour, Northland

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

The vessel left the fishing grounds and the skipper set up a waypoint 1nm outside of the entrance to the harbour. The deckhand on watch was instructed to wake the skipper before the waypoint was reached. The deckhand later turned on the foc'sle light and came to wake the skipper. They failed to notice that the vessel had turned off course towards land. There was a bump on the portside, so the skipper took over and turned towards deeper water. A slow leak was found in the engine room, with the automatic pump turning on every ten minutes. The hole was shimmed to slow the flow. The vessel was later taken out of the water for repair.

## Injury Only

### At berth, Canterbury

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

A fitter was working on the vessel's portside stabiliser. He removed the stainless steel retaining pin, which allowed the unintended deployment of the wing. He tried to arrest the deployment by holding the pole, however the pole slipped through his hands and arms were then caught by the end bracket and crushed on the deck fitting. Other staff pulled the pole inwards freeing his arms, and the fitter was taken to hospital.

## Equipment failure

### In harbour, Auckland

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

Master noticed smoke in the port main engine room CCTV display six minutes after departure. The master could only see smoke, without fire, and the engine was shut down. Investigation found the smoke was from an electrical cable on the starter motor, suspected to be an internal short of the starter motor or the engine solenoid causing the plastic wire coating to melt and produce smoke. The vessel continued on one engine.

## Propulsion Failure

### In harbour, Northland

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

Tanker's main engine failed after departure. Within a minute the main engine was back in operation and the departure continued without incident. Tugs were available on standby.

## Equipment failure

### In harbour, Marlborough

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

Vessel was departing after unloading fish and having the main engine serviced. Eight minutes into the trip the auxiliary engine shut down due to a fuel problem. The loss of the auxiliary engine caused the vessel to have hydraulic steering problems. The port had two inbound vessels at the time, who were informed via VHF. The vessel still had backup hydraulics off the main engine and manual steering if required to move out of the way of the inbound vessels. The fuel issue was repaired, the system tested, and the vessel continued under normal operation.

## Injury Only

### At berth/marina/boat ramp, Auckland

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

Vessel was berthing alongside the marina at a fuelling station. When the skipper was attempting to secure a marina mooring line to the starboard side his fingers were caught in the bight of the mooring line. At the same time a strong gust of wind pushed the boat away from the marina, pulling his hand into the cleat gap causing severe damage to their right hand. The deckhand administered first aid and called an ambulance. Two injured fingers were saved but his small finger was lost.

## Contact

### In harbour, Bay of Plenty

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

A tug waiting for an arriving vessel made contact with a beacon. Wind was approximately 8kts at the time, with a 2.3kt predicted current.

## Collision

### A river, Canterbury

Vessel information	
Type:	Recreational
Category:	Rowing (scull, shell, skiff)
Length (m):	
Tonnage (tons):	

A double and a quad rowing boat were transiting the river, the double tracking to the race start, and the quad returning to their boat sheds. The double should have been on the southern bank and the quad on the northern bank, however the boats collided in the middle of the river. The double had been moved by the current, and the quad had moved to the middle to enable an easy manoeuvre around the next turn. One boat had an oar break in the collision.