



Accident, incident, and mishap notification

August 2017



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 2017).

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

Inshore waters, Tasman

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

Crewman was pulling on the top bridle wire when the tension became tight, pulling the wire out of his hands causing him to

lose balance and fall backwards onto the combing of the trawl arena bruising his side. Crewman had feet placed wrong on the deck and was relying on hand strength to keep himself upright. Skipper advised good feet placement and good balance.

Propulsion failure

In harbour, Bay of Plenty

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

Outbound from berth whilst entering the channel, the main engine stopped suddenly. Tugs were escorting the departing vessel as engine work had been done while it was alongside. A tug was made fast centre lead aft. The master informed a loss of lube oil pressure caused the shutdown. The engine was restarted and vessel proceeded out safely.

Propulsion failure

Inshore waters, Auckland

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

Main engine #4 prop shaft flexi coupling sheared, causing loss of drive.

Propulsion failure

Inshore waters, Hawkes Bay

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

Vessel A was contacted by Vessel B which had lost propulsion and required to be towed back to shore. Shoreside contact was advised of the situation by the Skipper of Vessel A, who in turn advised Maritime NZ Officer. Vessel A, which was fishing at the time, hauled in its gear and steamed to Vessel B. Vessel B was safely towed back to harbour by Vessel A. Vessel A then continued back out to sea once confirming all crew and vessel were safely towed.

Injury Only

At berth, Auckland

Vessel information	
Type:	Barge (BSC)
Category:	
Length (m):	<45m
Tonnage (tons):	

Whilst using an angle grinder on steel work, crewman had the cutoff wheel break, which gave him a deep cut on his little finger.

Propulsion failure

Inshore waters, Auckland

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

Heading out of the marina, the starboard engine slowed down and stopped. It would not start again and appeared seized. Vessel returned to marina on the port engine without further incident. Nobody was injured or hurt. The following day the boat taken for repairs and the owners were advised that the oil pump had malfunctioned causing the engine to overheat and seize.

Propulsion failure

In harbour, Bay of Plenty

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

While proceeding outbound from port, the vessel's RPM dropped from 75 to 35 (half ahead to dead slow ahead). Vessel slowed to 4-5 knots for a time until RPM was increased and transit speed returned to normal.

Equipment failure

Offshore waters,

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

Fault with the MF/HF radio, with service engineers arranged to attend once vessel alongside. Vessel was not able to send any message through MF/HF, but could receive messages.

Flooded

Inshore waters, Southland

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

Flooding of aft two compartments and ingress to the engine room. Sea and weather calm. Additionally the electric bilge pump system failed once the batteries were depleted. Vessel received assistance in pumping by the master and crew of a nearby vessel which had portable pumping arrangements on board. Cause of flooding determined to be a failure at a joint in the sullage line which allowed seawater ingress at the overboard discharge valve. The valve was secured and the ingress ceased. Pumping was completed and monitoring continued for the next 18 hours.

Injury Only

At berth/marina/boat ramp, Waikato

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

Vessel was tied up at the wharf and the injured party was recovering personal belongings from berth. As passengers were about to disembark, the injured party stepped up into the main cabin and the top of their head made contact with the bar over the companionway causing bruising. The injured party was taken to hospital for monitoring and discharged the same day.

Oil spill

In harbour, Marlborough

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

Vessel was bunkering fuel at wharf when there was a small spill of diesel out of the breather pipes on the top deck. Approx 2L of diesel went on to the deck and some of it went overboard. Bunkering was stopped and relevant authorities notified. Spill was assessed to be minimal, clean up was carried out and bunkering continued. The fuel tank that was being filled was not being sounded often enough resulting in the crew member miscalculating the volume available in the tank. A communication breakdown between crew was identified and a bunkering sign off sheet was to be completed before bunkering. New breathers which allow containment of oil spills have been built and are to be installed prior to the next bunkering operation.

Propulsion failure

Inshore waters, West Coast

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

Vessel engine stopped due to electronic engine fault and wasn't able to be restarted. Local Coastguard was contacted who took the two passengers aboard. The Coastguard vessel towed the stricken vessel (with its Skipper aboard) back to shore with no further incident.

Other

In harbour, Canterbury

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

Starboard combination ladder found incorrectly rigged. No magnets, just a loose rope connecting rigid section to lug on ships side. One rope was tied off to a pipe and the other one to the bottom of a platform, 4 metres inboard and not above the pilot ladder. Wedge beneath bottom spreader was missing with step spacing uneven and not level.

Dragged anchor

In harbour, Bay of Plenty

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

Vessel owner was anchored for 2 nights. At some point the vessel started to drag anchor. Vessel owner pulled up the anchor but whilst attempting to motor out of the bay the tiller broke on the vessel and steering control was lost. The vessel ran aground, but with assistance, the owner was able to row ashore in a dinghy and later to retrieve 3 or 4 drums of diesel from the deck of the vessel. The next day the vessel had broken up due to 2+ metre seas overnight. Locals cleaned debris from the beach. There were no visible signs of pollution, other than a light smell of diesel in the immediate area. The vessel eventually broke up and partially sunk, at which point the EPIRB activated.

Collision

Inshore waters, Auckland

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

Vessel A was travelling in an easterly direction. Vessel A observed Vessel B one kilometre away. It was observed that the coast was opening up on Vessel B's port side, which as maritime operators know, meant that Vessel A was travelling faster than Vessel B and that Vessel A would pass ahead. Vessel A checked the relative bearing couple of time. Next recollection from Vessel A was of Vessel B crewman yelling out. Vessel B was at a right angle to Vessel A and a collision took place.

Propulsion failure

In harbour, Wellington

Vessel information	
Type:	NZ Passenger (NZISM)
Category:	Passenger / Vehicular Ferry
Length (m):	>45m
Tonnage (tons):	>500t

Starboard propulsion failed on arrival into port due to a faulty proximity switch from the turning gear. As the vessel began reversing into berth, there was a sequence of alarms for the gearbox and turning gear.

Equipment Failure

At berth, Hawkes Bay

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

When doing pre-departure checks, the master informed the pilot that the bridge / main engine telegraph was inoperable. The engine room was manned and use of the emergency control panel was used to signal the engineer as to engine orders required. The vessel is awaiting spares.

Injury Only

Inshore waters,

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

Crewman had finished duties in factory and headed to engine room. As he entered the engine room a failure in the refrigeration system caused them to be exposed to ammonia around the face. He immediately exited the engine room raising the alarm.

He collapsed on his way to the cabins. He was assisted to his cabin where medical treatment was given.

Grounding

Inshore waters, Bay of Plenty

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

Bar entry was unusually shallow and ran aground for a few minutes. Damage caused to the drive shaft.

Near miss / Close quarters

Inshore waters, Northland

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

Power-driven dinghy failed to give way to vehicle ferry. Ferry Skipper noticed vessel with one white light approaching on a collision course with ferry. Deck lights, wheelhouse lights, and navigation lights were all on. Ferry skipper turned on spotlight and briefly shone it in the direction of dinghy then in the direction of the marina. The dinghy then made two movements of either slowing down or turning to starboard. The dinghy then sped up and into the path of the ferry. Ferry Skipper rotated the drive units astern, gave one very long blast on the horn and then applied full power astern. The dinghy went under the ramp on the port side and seconds latter appeared from under the ramp on the starboard side. Ferry Skipper could make out one person onboard in a 4m alloy dinghy with outboard on the stern.

Injury Only

Inshore waters, Cook Strait

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

Crewman was descending a set of stairs (4 steps) when he slipped. He tried to grab onto a handrail, but the rail came between the left ring finger and little finger, forcing the little finger outwards, fracturing their finger.

Extreme vessel movement

At berth, Auckland

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

Vessel approached the pier and placed a line on the stern, starboard side, aft of the gangway and an additional line running forward of the gangway. Sea conditions inside the basin were marginal with high tide and surging. Vessel was steaming on the aft line to minimize movement. The gangway was placed on the berth, secured, and passengers began to disembark. Crew were positioned at the gangway to assist passengers as per SOP. A large surge then came through the basin, causing the aft line to slip. The vessel then surged forward by approximately 1 metre causing the portable gangway to twist on an upright fender. The gangway made contact with the aft safety rail bending and breaking it off.

Crew were positioned at the gangway and stopped disembarking when the surging increased and just before the vessel moved forward. The master was on the helm at the time and pulled the vessel out of gear and astern so that the vessel could be re-secured. He sent a crew member to place a forward line. Crew re-secured the vessel and gangway and continued disembarking passengers.

Equipment failure

In harbour, Hawkes Bay

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

On arrival at port and completing Master/Pilot exchange, it was noticed the analog speed indicator on the bridge front was not working.

GPS speed for arrival was used.

Other

Inshore waters, Southland

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

A lifting line attached to an empty mussel line slipped forward while the vessel was manoeuvring to hook up another line. This line struck a crew member which knocked him off balance onto the deck. As a precaution he was taken to the local medical centre where he was cleared for work.

Propulsion failure

At berth, Bay of Plenty

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

Vessel drifting while waiting for the pilot window. When the pilot boarded the vessel the bridge was informed that the boiler was functioning abnormally due to a feed water pump failure with engineers request to slow or stop in order to rectify the problem. Speed was reduced and both anchors on standby. Investigation found a steam drain valve was left slightly open causing steam to return to the cascade tank and heat the water, reducing feed pump performance due to air lock. Normal operation was resumed when the cascade tank was filled with fresh water and air was purged from the pump.

Near miss / Close quarters

In harbour, Auckland

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

While the vessel was exiting the ferry terminal a seaplane advised on CH16 that they were landing in the harbour within 5 minutes. The skipper looked up and saw the aircraft approaching from the east and descending. The skipper stopped the vessel suddenly and engaged reverse propulsion. The aircraft flew across the ferry's bow within approximately 100 metres and landed in front of two other vessels.

Injury Only

Inshore waters, Bay of Plenty

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

Crewman had picked up trawl gear. Another crew member picked up a sting ray whose tail cut the bottom of his arm between elbow and shoulder. Local Coastguard was contacted and injured crew member was taken aboard and transferred to local medical facility.

Collision

In harbour, Marlborough

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

Vessel was steering along unmanned barge used for storing rope. When manoeuvring up to the barge, the vessel impacted the rail extending out from the barge, causing a hole in the hull. No-one was harmed and repairs were made as soon as possible. A tyre was placed over metal rail on barge to eliminate re-occurrence.

Lifting / Cargo gear failure

At berth, Bay of Plenty

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

Broken runner wire under load, loading logs on a ship.

Mooring line failure

At berth, Northland

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

Mooring winch failed.

Fire

Offshore waters, Auckland

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

Smoke detector in cabin on lower deck activated on main control panel in Bridge. Skipper asked crewman to investigate, and also asked over the ship's P/A system for additional crew to also investigate. Smouldering pillows, rags & paper towels were found behind the locked door of the cabin. The smouldering material was removed from cabin and extinguished.

Electrical power failure

Inshore waters, Bay of Plenty

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

Captain reported brief power outage onboard during port approach. Loss of power due to tripping of auxiliary engines during generator changeover. Power was successfully restored.

Grounding

A river, Canterbury

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

Tour boat missed their line and ran aground in very shallow water. Vessel was successfully docked with back up assistance. All passengers safely disembarked.

Injury Only

In harbour, Canterbury

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

Employee fell from Hold 1 Stairs approx 6m. Harness was on and had lanyard on, but not connected as was on stairs. Employee was Height certified and trained.

Lifting / Cargo gear failure

At berth, Taranaki

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

Runner wire broke and fell into the hatch while loading logs. Nobody was injured and there was no other damage. Wire was believed to be over 4 years old.

Other

Inshore waters, Auckland

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

Vessel A was anchored and fishing when vessel B approached. Vessel B came down on the port side of vessel A (at a distance). Vessel B's net gear caught the anchor of Vessel A and dragged Vessel A for 20 minutes, forcing water into Vessel A. Vessel A tried unsuccessfully to raise their anchor and the anchor rope ended up getting trapped in the propeller. A person on board Vessel A had to enter the water and cut the line for the anchor. Vessel details were exchanged, with the vessel B believing the vessel A had anchored too close to the trawling operation.