



Accident, incident, and mishap notification

Monthly Summary
August 2015



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 2015).

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.

Other

In harbour, Tasman

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

While a container was being loaded a twistlock fell out of the container and struck a crew member who was working nearby. The twistlock stuck the crew member's shoulder. He suffered no injury, felt no discomfort or bruising, either at the time or several hours later and continued with his work.

Person overboard

At berth, Auckland

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

Engineer positioned himself near the belting on the bow to get closer to the wharf to attach a line during berthing. The engineer was wearing a jacket with a hood due to rain, with the hood obstructing their vision slightly, causing him to lose balance and fall into the water below. The engineer was recovered from the water and their injuries assessed as minor.

Person overboard

Inshore waters, Auckland

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

During a training exercise a trainee crew member was being transferred between vessels. The trainee was over zealous and as soon as the other vessel was alongside he stepped over. He had two hands only holding onto the cabin top and two feet on the first vessel. His feet slipped and ended up with water up to his hips. At no time was his torso off a pontoon and had been held by another crew member throughout the slip.

Propulsion failure

In harbour, Taranaki

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

Vessel was being shifted between berths. Vessel was pulled clear of the berth by tug and engine ordered ahead. Engine did not show any sign of working so tugs were used to put the vessel back alongside the berth after calls from the bridge to engine room. Ten minutes later the master reported the engineers had found some faulty wiring and engines were ready. Engine was tested satisfactorily, so vessel departed the berth. Once in the middle of the harbour, ship was stopped and tugs were re-positioned. Engine was ordered astern to proceed back to berth, but instead of going astern the engine fired ahead. Engine to be stopped, then ordered astern again. Again, the engine fired ahead - the wrong way. After discussion with the master the rest of the manoeuvre was completed without incident.

Steering gear failure

At sea, Wellington

Vessel information	
Type:	Yacht (sail)
Category:	Unpowered Recreational - Sailboard
Length (m):	<24m
Tonnage (tons):	

Vessel suffered steering gear and engine failure while en-route. A tow was accepted due to ferry traffic and a forecast for strengthening wind.

Equipment failure

In harbour, Taranaki

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

Pilot boat crew found that lower part of the ladder was in poor condition. Rubber steps below last spreader not properly secured and not horizontal.

Injury Only

Auckland

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

Grain hopper operator appeared to freeze, possibly as a result of a medical event, and fell from the control area onto a walkway below. The operator suffered a 5cm gash to his head, and was transported to hospital.

Propulsion Failure

In harbour, Auckland

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

On entering the bay with passengers on board as the revs were reduced the port main engine low oil pressure alarm sounded. Engine was disengaged and re-engaged, which then stalled and could not be restarted. Vessel was secured alongside on starboard main engine and passengers were disembarked without incident. Engine was restarted alongside before departure. Maintenance investigation determined that the port main engine oil pressure regulator had jammed. A new part was fitted and the vessel returned to service.

Fire

Offshore waters, West Coast

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

Fishing vessel reported a minor on-board fire caused by a jacket being placed over a heater.

Contact

A river, Auckland

Vessel information	
Type:	
Category:	Dredger
Length (m):	>45
Tonnage (tons):	<500t

While coming around bend (incoming tide) vessel had to swing wide to stay in deepest part of channel. Tug was on portside shoulder (normally starboard position), the tide pushed the vessel too far over and while under full power (to help turn) the stern clipped a moored barge transferring small amount of paint from starboard aft quarter to their port bow fairlead. No other damage to either vessel.

Propulsion Failure

In harbour, Bay of Plenty

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

After departing berth the pilot was informed by the master that there was engine problem and maximum speed would only be 7 knots. Departure aborted and vessel shifted to berth with no further incident.

Propulsion Failure

In harbour, Taranaki

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

Engines were successfully tested astern when 3 miles off the harbour entrance and still moving ahead at 5.9 knots. After entering the harbour engines were stopped and ship slowed to under 5 knots. Engines were ordered slow astern in order to stop and turn the vessel. The engines failed to fire on multiple attempts, the Captain reported engine failure, and tugs were ordered to pull back on the ship to slow its progress. Crew were ordered to standby to let go anchors, but this was not necessary as the tugs managed to slow the vessel to about 1 knot and start turning it away from other vessels. The engine finally fired after a delay of a couple of minutes. There were no further problems with the engine start system during the remainder of the berthing.

Equipment failure

In harbour, Auckland

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

Vessel was leaving port under pilotage. Tug made fast on starboard quarter with line made fast, through panama lead, on deck. Tug instructed to push on starboard quarter at one half power. Panama lead sheared away from deck and ran some 3m aft taking away ships railings in vicinity. Subsequent inspection revealed apparent rusty condition in area surrounding lead.

Lifting / Cargo gear failure

In harbour, Canterbury

Vessel information	
Type:	
Category:	Trawler
Length (m):	>45m
Tonnage (tons):	>500t

While berthed and unloading fish cargo the wire back stay holding the starboard side derrick boom in place came apart, causing the derrick to drop to the deck.

Contact

In harbour, Southland

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

Whilst deploying divers on the windward side of the wharf contact was made between the radar mount casing on top of the vessel and one of the wharf's beam fenders. This cracked the plastic radar casing, but caused no other damage, and no damage was caused to the beam fender. Vessel was immediately reversed away from the wharf clear of the divers and checked for any other damage that might affect vessel operation. Dive support operations then continued without any further incident.

Injury Only

In harbour, Hawkes Bay

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

During work removing shaft on cargo block the chisel jumped over and hit the leg of the chief engineer.

Propulsion Failure

At sea, West Coast

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

The chief engineer alerted the captain that there was water contamination in the main engine oil. Upon inspection it was noted the cause was due to a collapsed main water pump seal which in turn damaged the shaft bearing. There was no spare on the ship . Since there was another company vessel in close proximity the decision was made to tow to port for repairs.

Injury Only

At berth, Wellington

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

While loading logs a crew member injured a finger on twisted lifting wire while rigging a collapsible stanchion post.

Injury Only

In harbour, Marlborough

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

A crew-member banged his head on the back section of a trailer unit whilst lashing the vehicle. It happened as he was standing up after completing the job.

Injury Only

At berth, Bay of Plenty

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

Crew member was operating a pedestrian pallet truck with a full pallet of kiwifruit in the hold of the vessel. He was travelling backwards with the pedestrian pallet truck when his back came into contact with a previously stowed pallet. He attempted to move out of the way of the pedestrian pallet truck and apply the brakes. As he did this his left foot was caught between the pallet truck and the previously stowed pallet bending his toes upward. Crew member was removed from the vessel for treatment.

Lifting / Cargo gear failure

In harbour, Bay of Plenty

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

Vessel was being loaded at the port and a container came off a crane and fell into a hold. No one was injured and there was no damage to the ship.

Injury Only

A river, Bay of Plenty

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

The raft was the first raft of a two boat trip. It had four customers and was being guided by a grade 3 guide with a grade 5 guide in the raft supervising. The rapid is a 7m waterfall and the biggest rapid of the trip. The raft line off the waterfall was good. At the bottom of the waterfall it appears that quite a lot of water has landed on the back of the boat. While the boat was under water the Grade 5 guide has impacted with the knee of the customer sitting next to him. It has split his right eyebrow. The guide was able to complete the trip and afterwards was taken to a local medical centre to have the cut stitched.

Equipment failure

A lake, Otago

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

Travelling through a narrows, the skipper felt the engine vibrate and the prop cavitate, so immediately pulled into neutral. Felt like a up a rope around the prop or a thrown piston. Checked prop, prop was clear, oil etc was ok, tried to restart, and had confirmation it was engine damage. Passengers were transfere to another vessel.

Other

Inshore waters, Gisborne

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

Master believes safety of the vessel compromised when the watch keeper ignored orders to wake the skipper prior to rounding a cape, and to keep distraction such as TV off during this phase of the voyage due to deteriorating weather.

Flooded

In harbour, Northland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	
Length (m):	<6m
Tonnage (tons):	

Vessel was discovered listing to port on its mooring due to torrential rain.

Injury Only

At berth, Hawkes Bay

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

In the early hours of the morning, the shift supervisor was observing stowage of sawn timber on the deck of the vessel. He had begun to walk from the starboard to the port side of the vessel and glanced back towards the already completed stow. As he has glanced back he slipped, bracing his fall with his right hand. It appeared that no injury had been sustained, however twelve days later their hand became painful, with a diagnosis of a hairline metacarpal fracture eventually made.

Hit submerged Object

In harbour, Auckland

Vessel information	
Type:	NZ Passenger (SSM/MOSS)
Category:	Rigid Inflatable boat (RIB)
Length (m):	<6m
Tonnage (tons):	

During a patrol on the harbour the vessel struck a submerged rock. The vessel at the time was making 5 knots and there was 1.5 meters beneath the keel. The weather conditions at the time were dense fog with no wind or swell. The rock was not charted. The rock was sighted by both crew members moments before the collision and the vessel was put into reverse. The vessel sustained a dent on the starboard quarter hull with no penetration. After the vessel was trailered the bung was removed and an audible hiss of air was present suggesting that the hull was still pressurised.

Oil spill

At berth, Marlborough

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

During fueling of the vessel the fuel nozzle failed to switch off automatically, causing an estimated 5 litres of diesel to spill over the fuel catchment container and onto the deck.

Crew member monitoring the fueling immediately manually shut off the fuel nozzle and raised the alarm to the other 3 crew onboard. All crew began to clean up the spill on the deck using spill kit supplies soak pads, sack sponges and soak booms. An estimate of 2-3 litres went overboard into the berth and marina. Soak Pads were used and diesel dispersant was sprayed on the surface to break down the diesel chemicals. Manger, regional council, and MNZ were notified.

Contact

Offshore waters, Auckland

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

While driving at <5 knots the starboard sliding window which is closest to the helm exploded into cabin after being hit by an object that came from a southwest direction.