



Accident, incident, and mishap notification

October 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 October 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.

Person overboard

Inshore waters, Auckland

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

The chief engineer was reporting missing, presumed overboard, and presumed dead. They were last sighted at approximately midnight while enroute, and were not sighted at breakfast.

Injury Only

Waikato

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

A crew member was tensioning the walking wheels. Another crew member went to assist by securing the safety chain, however the tensioning rope broke causing the tensioning wheels to strike the person under the chin. First aid was applied and the injured crew member was taken to the nearest point of shore for transfer to hospital.

Equipment failure

Marlborough

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

The X band radar was found to have a significant deviation. On small ranges an error of 0.2nm was observed while approaching the anchorage in the dark.

Collision

At berth, Canterbury

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

On departure from the tug's normal berth the vessel was required to suddenly veer its stern to port to avoid impact with another tug that was moving astern. The tug contacted the wharf causing damage to the piling and concrete of the wharf. The vessel was inspected for damage with some indentation found on the transom.

Lifting / Cargo gear failure

At Berth, Gisborne

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

Cargo crane was taking the heave on the load of logs, the wire snapped, dropping the block and cranston to the deck

Flooded

Inshore waters, Waikato

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

The starboard bilge alarm activated while the ship was underway. On inspection it was found that the starboard engine room was filling with water. The main bilge pump was activated, the engine switched off, and the skipper steered the boat to the closest beach and beached the boat. Coastguard were called and assisted with pumping the engine room and the skipper was able to dive under the boat. A 5cm diameter hole was noticed and patched by the skipper. The cause of the whole is unknown, possibly from the electric bilge pump rubbing on the hull.

Injury Only

At berth, Marlborough

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

Vessel was on a mooring in very strong wind (50kt + gusts). A crew member opened a hatch to the main fish hold to retrieve food for the crew with the hatch lid resting on the back wall of the wheelhouse. The hatch is very heavy, and there had not been previous concern of it blowing closed, so was not secured. While climbing the ladder to get out of the hold a gust of wind hit the boat and blew the hatch closed, hitting them on the head. They received a cut and swelling, so after first aid was administered a rescue helicopter was called due to the remote location. As a result a locking strap was put onto the hold handle.

Injury Only

Offshore waters,

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

A crew member was clearing fish from the number three fish receiving pound. The deck crew observed them in the pound and yelled out and motioned for him to move so they could close the hatch. The crew member disappeared from sight, so they believed he had vacated by the forward factory exit. The hatch was closed, however the crew member wasn't clear and their hand was crushed. They were treated on board and a vessel was sent to evacuate them.

Injury Only

Hawkes Bay

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

The crew were reeling in a fishing line when a knot caught in the join in the reel, causing the reel to tilt and knocked a crew member into the water, also scratching the side of their face. They swam to the sea door on the vessel and was retrieved from the water by the skipper and remaining crew.

Propulsion failure

A river, Canterbury

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

At the top of the run on a braided river tour the engine cut out. The skipper secured the boat to the river bank and called the second boat to assist. Passengers were transferred to the second boat, the fault on the first boat was then identified and repaired, and the boat returned to base.

Injury Only

At berth, Auckland

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

The injured party was walking down the starboard side of the ramp leading from the main deck to the two deck. A heavy forklift was coming up the ramp and was travelling close to the walkway, so to avoid the machine they crossed to the port side of the ramp. They didn't see the grease and oil on the opposite walkway and their foot went out from under them, causing them to fall on their right foot with their full weight, fracturing their right ankle. They were transported to a GP, who referred them for X-ray, where the fracture was found.

Equipment failure

Offshore waters,

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

After a 6 day voyage in rough weather the forepeak was routinely inspected. A significant amount of water was found, so after removing chain rust from the bilge sumo area the water was pumped out. The ingress was thought to come down from the deck level chain entry, so it was re-foamed. The following day however the forepeak appeared to have collected about 100 litres. On closer inspection a squirting leak was found in the hawser pipe low down every time the bow dipped into a swell. The vessel was slowed down and metal plate was welded over the hole. An engineering company was tasked to inspect the pipe once the vessel arrived in port.

Injury Only

In harbour, Southland

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

The pilot vessel pulled alongside a fishing vessel to allow the pilot to board through a shell door on the side of the vessel. As the pilot stepped through they caught the crown of their head on the top of the door and fell back approximately 1m onto the pilot vessel. They were transported to hospital by ambulance and received eight stitches.

Grounding

Inshore waters,

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

Skipper misjudged the strength of the tidal flow while making passage between a reef and an island, resulting in the vessel grounding on the island. A check of the vessel found a breach in the collision bulkhead, with no other compartments breach. The vessel was refloated and set course for berth.

Propulsion failure

In harbour, Northland

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

The starboard main engine shut down automatically due to high crankcase pressure while the vessel was undergoing sea trials with a pilot on board. It was decided not to restart the engine and the vessel returned to the slipway on the port engine alone.

Grounding

Inshore waters, Tasman

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

Approaching the harbour an object went through the propeller, causing the main engine to shut down. The skipper went to the engine room to try to restart it, but by the time they had the vessel had run aground.

Near miss / Close quarters

At berth, Otago

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

After berthing the vessel alongside the jetty the skipper noticed bubbles from divers that were operating below the surface. There was no dive flag displayed and no diving plan was filed with the facility owner. The skipper estimated they may have come within 20m of the divers.

Injury Only

A river, Canterbury

Vessel information	
Type:	Kayak / Canoe
Category:	
Length (m):	
Tonnage (tons):	

An employee was kayaking along with a rafting trip and with the safety kayaker. They got turned around on the last big rapid and the kayak tipped over. While upside down and before attempting to roll their head hit a submerged rock. They were wearing a helmet and were able to swim from the kayak to a beach just below the rapid. The other rafts on the trip provided support and a decision was made to raft them to the take-out. Due to swelling from the impact they were taken to hospital for assessment, where they were released after a check.

Contact

In harbour, Auckland

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

A trainee crew member was on the helm and had been asked to bring the yacht (under power) to a buoy by steering a particular course set by one of the other trainee crew. They misjudged the distance from the buoy, and despite the skipper grabbing the wheel and turning to port the yacht's bow roller impacted the light, with the buoy passing down the starboard side without causing damage.

Propulsion failure

In harbour, Wellington

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

Starboard propulsion failed while the vessel was inbound to the berth. Found to be caused by a communications failure in the engine control system.

Collision

At Berth,

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

Vessel collided with and broke a mooring pile while berthing. The pile was a 450mm diameter mooring pile driven 3.5m into the seabed, with the pile broken at seabed level.

Near miss / Close quarters

Hawkes Bay

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

Another vessel cut across their bow from port to starboard at between 20 to 30kts, and believed to be within 50m.

Lifting / Cargo gear failure

At berth,

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

Strand of the runner wire sheared on crane one.

Contact

At berth, Auckland

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

While positioning the vessel on to the jetty the stern contacted the buffer rail on the stern of another vessel tied to the jetty.

Lifting / Cargo gear failure

At berth, Taranaki

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

Crane number four's hoisting wire parted while lifting a bundle of logs in cargo hold number five. It was observed that during loading the cargo block and wires touch the hatch coamings. This was believed to be due to the crane operator positing the bundle of logs as much to the outer portion of the hold as possible, with the operators sometimes lifting crane while the cargo or block is hooked underneath the hatch coaming, resulting in overloading and parting of the hoisting wires.

Propulsion failure

In harbour, Wellington

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

After departure it was observed that the starboard shaft was unable to produce more than 2MW of power (maximum is 5.2MW). The vessel remained in the harbour, later returning to the berth as the engineers were unable to rectify the problem.

Flip/Overturn

A river, Manawatu

Vessel information	
Type:	Kayak / Canoe
Category:	
Length (m):	
Tonnage (tons):	

A group of four were given a pre-trip briefing, transported to the river, given a river briefing, and 45 minute on-water paddle training. They were observed through the first rapid, but then after rounding a corner a paddler struck a tree in the middle of a rapid. They fell out, with the eddy after the rapid putting them safely on the side of the river. They set their spot beacon off, with the guide receiving the "help" message. A company was tasked to use a jet boat to find the paddler in distress.

Collision

Auckland

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

A vessel anchored in a channel at a green buoy between two red buoys was struck by a catamaran resulting in minor damage to the bow sprit. The anchored vessel was required to let out more anchor chain as it was tangled around the catamaran's bowsprit.

Propulsion failure

In harbour, Auckland

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

While moving between berths the vessel's engine failed to start. The port anchor was requested to be let go, but despite the master earlier advising there were no defects, the port anchor was not available. Vessel was berthed with tugs without further incident.

Propulsion failure

At berth, Southland

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

While manoeuvring the vessel into the berth the vessel lost main propulsion power and the bow thruster, resulting in the vessel making contact with the wharf. An attempt was made to restart the engine without success. The head skipper and vessel manager inspected the fuel system and filters leading to the main engine, with the primary filters found clean, and the secondary two micron filters being changed to larger flow rate. Fuel system was bled, engine tested, satisfactory.

Propulsion failure

Inshore waters, Taranaki

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

Approaching the harbour the main engine was tested ahead and astern, found the engine wouldn't start. The engine crew found a control air leakage of number six cylinder. The chief engineer advised it would take approximately an hour to repair, so the pilot was cancelled and the ship ordered to anchor outside and give notice when repaired.

Injury Only

At sea,

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

While shooting net/letting the skiff go the ring on the let-go or the release of skiff rope got hung up on the net, and the sling shot up into the skiff, landing on the deck, and clipping a crew member's leg.

Injury Only

Inshore waters, Northland

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

A crew member woke up in the morning, put on jandals, and walked down the steps from the wheelhouse to the deck. He missed the step and fell, landing heavily on his ankle and rolling it. The skipper and crew provided first aid and the vessel was steamed to a wharf and an ambulance arranged. The operator noted that they don't consider jandals to be appropriate footwear while on board.

Lifting / Cargo gear failure

At berth, Otago

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

The wire of the number three onboard crane broke during loading of logs.

Hit submerged object

In harbour, Otago

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

Vessel's propeller contacted a hard obstruction, causing the blade tips to be bent, despite calculations showing the tide was of sufficient depth. With the area getting progressively more shallow over recent years a more conservative criteria will be adopted by the operator.

Other

A river, Auckland

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

The crew of the vessel were struck by a laser aimed at them from the shore. The first strike was very quick, a struck the skipper's eyes. The second was more sustained and lit up the whole wheelhouse. Maritime Police were called, and with helicopter support five young men were arrested.