



Accident, incident, and mishap notification

September 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 (1-30 September 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.

Other

In harbour, Hawkes Bay

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

A vessel was leaving port when it noticed an anchored yacht without its navigation lights on. The vessel manoeuvred around the anchored yacht and notified another vessel, which had also just departed port, about the situation. The skipper of the second vessel boarded the yacht and asked the yacht skipper to turn on the navigation lights, which they did.

Equipment failure

Inshore waters, Tasman

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

Vessel suffered a head gasket failure on the starboard side engine resulting in the crankcase pressurising and a small amount of oil blowing out of the crankcase breather. Some oil drops contacted the hot turbo and ignited momentarily. At the sounding of the oil pressure and overheat alarms in the wheelhouse the skipper immediately shut down the affected engine and monitored what was occurring in the engine room via the engine room camera. The burning appeared to stop once the engine was shut down and as a precautionary measure the skipper discharged a CO2 extinguisher into the engine room via the engine room hatch. The vessel returned to port on the port side engine only.

Equipment failure

Auckland

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

AIS, gyro and speed inputs were not available to the VDR unit; service was requested at next port.

Near miss / Close quarters

Inshore waters, Northland

Vessel information	
Type:	Power boat / jet boat
Category:	Not selected
Length (m):	<24m
Tonnage (tons):	

Near miss when two boats almost collided. Vessel one turned to starboard to allow vessel two to pass on the port side, instead vessel two changed direction straight into vessel one. This forced vessel one to stop to avoid collision.

Propulsion failure

In harbour, Taranaki

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

Bow thruster failed on arrival, with propulsion restored after consultation with the engine room approximately 10 minutes later.

Injury Only

Offshore waters, Canterbury

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

Crew member had their finger trapped inside a hammerlock when the centre fell out of the hammerlock when it was being hit with a hammer.

Injury Only

At berth, Auckland

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

Linesman leg broken during mooring activity.

Contact

At berth, Wellington

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

While berthing the vessel a tug order was missed resulting in a heavy landing. It appears that one of the tugs continued to push on after the order was given to stop. There was no damage, as the rubber fenders absorbed the load adequately.

Propulsion failure

A river, Canterbury

Vessel information	
Type:	Jet Boat (SOP)
Category:	Not selected
Length (m):	<24m
Tonnage (tons):	

Engine on the vessel suffered a blown crank case and failed, requiring the use of the second engine. Engine was replaced.

Propulsion failure

Inshore waters, Northland

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

On departure the vessel's main engine RPM was limited to dead slow ahead for approximately 10 minutes.

Collision

In harbour, Waikato

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

Vessel was leaving harbour when it collided with a smaller vessel. The larger vessel encountered sun strike and did not see the smaller vessel. The larger vessel recovered the boat and its occupant and returned them to shore.

Collision

In harbour, Auckland

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

Vessel received damage after it collided with a wharf in Auckland. The vessel was approaching the wharf when the master brought the engine controls to the neutral position and went to position themselves on the starboard wing to complete the berthing manoeuvre. The master was unable to establish control from the wing position in sufficient time to prevent the collision with a vertical steel fender pile. One person was injured due to the collision.

Propulsion failure

At berth, Bay of Plenty

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

Vessel engines ceased working on final approach to berth. The engines were stopped from the bridge without informing the pilot. Vessel took a sheer to starboard due to lack of engines. Tugs managed to steady the vessel and took most of the speed off. The vessel managed to get engines back after approximately two minutes and encountered no further problems during the remainder of the manoeuvre.

Propulsion failure

Inshore waters, Southland

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

A loud noise was heard and when the skipper went down to investigate, it was found that the throttle arm and fuel filter were broken. The skipper shut down the engine and returned to the harbour on one engine.

Explosion

At berth, Marlborough

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

During the initial run-in period following a major overhaul and survey of the number one engine, the machine suffered a primary crankcase explosion. The engine was undergoing a second off-load run, bringing the revs up from 400rpm to 600rpm over a period of 20 minutes. The engine was at 550rpm after approximately 15 minutes when the explosion occurred. The explosion relief doors opened to relieve pressure, then closed preventing a secondary explosion. The emergency stop was operated at the same time as the fuel rack was pulled to stop position by engineer.

Lifting / Cargo gear failure

At berth, Canterbury

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

During a pre-crane check, an inspection revealed that the runner wire on the bearing had shited and was running up against the block.

Injury Only

At berth, Hawkes Bay

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

Crew member lost consciousness when they entered a void space. The crew member was removed by the skipper and two others and, once clear of the void space, the crew member regained consciousness.

Injury Only

At berth, Wellington

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	Passenger
Length (m):	>24m
Tonnage (tons):	>500t

A crew member received a minor shock when plugging into a power point on a ship. It was found that the socket was loose, most likely caused by damage to the power point after repeated contact with trollies, furniture and cleaning gear.

Injury Only

At berth, Canterbury

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

Crew member fell from stairs (approximate height 6m). Crew member had harness and lanyard on, though not connected.

Other

Inshore waters, Wellington

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

Crew member suffered a medical event aboard the vessel and required evacuation.

Equipment failure

Inshore waters, Hawkes Bay

Vessel information	
Type:	NZ Cargo (NZISM)
Category:	Oil Tanker
Length (m):	>24m
Tonnage (tons):	>500t

The bridge central helm indicator developed a fault during the pilotage. When giving a helm order to port the indicator went to starboard, and thereafter was indicating erratically.

Equipment failure

In harbour, Hawkes Bay

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

The pilot ladder was rigged on arrival with a retrieval line attached at the bottom of the ladder, leading aft, and the ladder's bottom seized into a loop.

Injury Only

At berth/marina/boat ramp, Northland

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

When the skipper arrived onboard one engine was running and the other was switched off from the night before. The single crew member arrived onboard to find that the skipper had prepared the vessel for departure and had removed the dock lines and was holding the vessel in place by using the propulsion. The skipper then started to exit the berth and marina to find he only had one engine switched on. When in safe water he then went to the engine room to switch on the second engine, as he was rushing he tripped on a hull frame in the engine room and fell injuring his wrist.

Lifting / Cargo gear failure

At berth, Auckland

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

Crane failed an inspection due to a broken wire. Excessive backlash in slewing gear noted and all four cranes on the ship found to have movement with slewing control in the neutral position.

Lifting / Cargo gear failure

In harbour, Taranaki

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

Crane runner wire broke while loading logs onto a vessel.

Hit submerged Object

Inshore waters, Marlborough

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

Vessel drifted over a submerged rock which scraped along the hull. No internal damage occurred. An inspection revealed no damage to either propellers or rudders. The only damage found was scrape marks on the hull from the rock as the boat slid across it. No structural damage was seen on the hull, externally or internally.

Collision

At berth, Southland

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

Vessel impacted with the end of the wharf due to strong winds while berthing.

Equipment failure

At berth, Otago

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

Inspection of cranes revealed issues relating to the guide and running wires on some of the cranes on the vessel. Following repairs, the cranes became safely operational.

Near miss / Close quarters

Inshore waters, Gisborne

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

Crew on Vessel A had finished setting long line. Vessel A was sitting next to floats when Vessel B came within 50m of Vessel A. Vessel A had fishing lights on at the time. Vessel A unsure of Vessel B's type as there was a red all around light up on the top of its mast.

Near miss / Close quarters

Inshore waters, Outside New Zealand

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

Near miss between two vessels. Vessel A was heading west with vessel B heading north steering towards amidships of Vessel A on their port side. Vessel B was did not respond to repeated VHF calls. Collision was averted when crew member on Vessel A was able to get the attention of someone on the bow of Vessel B .

Injury Only

Inshore waters, West Coast

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

Crew member was coming from top deck of vessel down stairs to lower deck using handrail as conditions were wet. Crew member slipped near the bottom of the stairs. After an x-ray the following day, a broken tibia and fibula were diagnosed.

Propulsion failure

At berth, Wellington

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

Main engine failed on approach to berth. High temperature cut out.

Contact

At berth, Marlborough

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

Two vessels involved in an incident while Vessel A was trying to spring off, however wind conditions changed and Vessel A ended up resting on the bow of Vessel B. Vessel A was able to successfully spring clear of Vessel B. No damage to either vessel.

Equipment failure

In harbour, Northland

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

Pilot gave instructions for full-weight-pull on starboard shoulder of vessel. When full weight reached, tow-line parted 1 metre from the tug's winch. Clean part, line sprung back against the hull. No damage or injury to either vessel or crew. Inspection showed general deterioration of tow-line (stretched, soft and pliable). Tow-line had been in service for 2 1/2 years and was replaced.

Injury Only

At berth, Auckland

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

An engineer was called to the vessel investigate a squeaky water pump assembly on the port forward main engine. The engine was shut down and the belt replaced. The engine was restarted to test the new belt with the guard still removed. The engineer placed themselves close to the belt to confirm the location of further noise. They placed their hand on a water pipe which runs close to the belt assembly, and a rag in their hand was pulled into the idler pulleys, which pulled their index finger through the belt and pulley assembly. First aid was applied and the engineer taken for treatment.

Lifting / Cargo gear failure

At berth, Auckland

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

Hoist wire on crane failed an inspection before use. Luffing wires found to be at least 5 years old and out of specification.

Other

At berth, Canterbury

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

Pilot ladder had new steps that had been treated with linseed oil which made them slippery. Vessel will clean off oil prior to departure.

Injury Only

Tasman

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

Crewman was working on the conveyor onboard stacking boxes. Frozen boxes of seafood fell on him, causing him to lose balance and fall into pallet which caused impact in his abdominal area.

Propulsion failure

At berth, Auckland

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

Vessel was lining up to berth when alarm on engine 4 showed low oil pressure. Vessel berthed safely, with no incident. Engineer inspected the engine and found that a copper oil line had burst and about 30 litres of oil had entered the bilge.

Propulsion failure

Inshore waters, Auckland

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

Starboard engine shutdown with an audio alarm only, no visual alarm light. The engineer assessed the engine, contacted shore based maintenance, and restarted the engine. Engine and controls were tested and the vessel berthed without issue. When the vessel departed the starboard engine again shutdown, with a crankcase pressure alarm.

Grounding

A river, Canterbury

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

Vessel undertook a spin. During the manoeuvre, the passenger sitting beside the skipper slid on the seat and bumped into the skipper's shoulder. This caused the skipper's left hand to slip from the reverse lever and catch between the side deck and the lever. As the skipper pulled fingers out, the lever was pulled into reverse and the vessel drifted onto a shelf. Passengers were removed and vessel towed into deeper water.

Injury Only

At berth, Marlborough

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

Crew member broke their finger while tying up the vessel in windy conditions. When passing the rope around the tie up point, the vessel was pushed by a gust of wind against the tie-up structure, which crushed the crew member's finger.

Skipper initiated first aid, called a water taxi and arranged for the crew member to be taken to hospital.

Person overboard

At berth/marina/boat ramp, Auckland

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

Rope between two vessels. Crewman slipped on throttle control which put the vessel into full speed. Crewman fell overboard and was hit by the propellor, suffering cuts. First aid was administered and an ambulance called. Crewman was transferred to hospital.

Injury Only

A lake, Bay of Plenty

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

Suspected diabetic incident with passenger who became ill and unresponsive. Ambulance called and vessel returned to jetty where passenger was transferred and treated.

Injury Only

Offshore waters, Southland

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

A crew member trimming fillets coming out of a machine cut the top of their thumb on their left hand to the bone with their knife. First aid was administered and the crew member was taken to hospital.

Near miss / Close quarters

Inshore waters, Canterbury

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

Vessel A was coming out of the harbour and could see Vessel B approaching on the left hand side. Vessel A did not alter course as Vessel B was on the port side. Vessel B did not alter course until 10/15 ft away, just avoiding a collision.

Person overboard

A lake, Otago

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

Vessel was nearing wharf for berthing when a passenger jumped overboard, out of sight from the bridge. The vessel had been slowing to put on the head spring. The crew could not see the person overboard so the engines were stopped. Once the crew ascertained that the person overboard had made it ashore, the vessel was manoeuvred alongside the wharf to tie up.

Contact

At berth, Auckland

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

During berthing, the vessel touched the port bulbous bow below the end of the ramp on either a rock or the end of the concrete ramp. The bilge alarm sounded and the 24V pump started. The bulb was inspected for damage and an engineer was asked to open the hatch to inspect the void. It was decided to remove the vessel from service but deemed safe to return to home port. The 24V, 240V, and portable diesel pumps were run on return trip with constant monitoring. Vessel was inspected and repaired.

Propeller entangled

Offshore waters, Southland

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

Vessel had a wire wrapped around propeller and was disabled. Another vessel towed them to shelter and then onto port where divers cleared up nylon and polypropylene ropes and netting. The line throwing apparatus used to pass tow wire messenger lines was replaced.

Fire

Offshore waters, Northland

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

Major fire in the engine room was contained and all crew safe. Engine room was rendered off limits due to smoke and risk of re-ignition. The deck coating also caught on fire. The vessel was drifting without engine or electronics but was later towed to port.