



Accident, incident, and mishap notification

August 2019



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 2019).

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.

Oil Spill

At berth, Auckland

Vessel information	
Type:	Tanker
Category:	NZ Cargo (ISM)
Length (m):	>45
Tonnage (tons):	>500

Vessel was leaking oil from the starboard azipod outboard steering motor. Oil was noticed leaking from a crack in the reduction gearbox housing. Reduction gearbox failure caused the housing to crack. Awaiting full diagnosis and damage report.

Injury Only

Offshore, Northland

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

Two passenger cabin windows were damaged due to adverse weather conditions. Both passengers sustained small cuts and were treated by the ship's senior doctor.

Extreme vessel movement

Coastal, Bay of Plenty

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

Vessel has taken a big wave that smashed the front window

Steering gear failure

In harbour, Wellington

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

Helm became unresponsive so the steering was changed to NFU on tillers. The vessel returned to an open area in the harbour where testing was completed & no issues or faults found. The vessel continued its passage.

Hit submerged object

Coastal, Auckland

Vessel information	
Type:	Charter fishing vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

The boat was cruising at 15 knots when the propeller hit something below the surface. On inspection there was damage to the port side hull just below the waterline level, prop was damaged and the shaft slightly bent. It was thought that the vessel made contact with something floating just below the surface of the water due to the scratches on the hull were not deep enough to be caused by a solid structure.

Near miss/close quarters

In harbour, Southland

Vessel information	
Type:	Bulk carrier
Category:	
Length (m):	>45
Tonnage (tons):	>500

Wind and Tide set vessel to the North of the Channel. Shuddering was heard on the vessel indicating the possibility of touching bottom. Transit continued outbound with no further incident. Captain had commenced sounding tanks to ensure vessel's hull was not compromised.

Equipment failure

In harbour, Hawke's Bay

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

The vessel blacked out when using the bow thruster leaving the pilot with only the main engine to complete the manoeuvre

Equipment failure

At berth, Marlborough

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

The vessel suffered pitch control failure on the starboard shaft approaching the berth. Emergency pitch control back up was engaged but the pitch still failed to respond. The Starboard ME was shut down and the vessel berthed on the Port ME.

Equipment failure

Offshore, West Coast

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

Vessel lost pitch control while steaming to port. The port was contacted advising of the situation and informing that tug assistance may be required. All crew were put on alert. The fault was then found as a faulty valve limit switch that was replaced.

Foundered

At berth, Tasman

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

A vessel was found in the marina with the aft deck under water and fore deck and wheelhouse sole also just under. This tide was rising so the owner was called and notified. They arrived at marina promptly. A local commercial operator was called as they had fuel spill kit. The local authority Harbourmaster was called and informed. Owner got in the water to block fuel breathers that were just starting to go under water. The fuel spill was controlled by placing the kit around the vessel. Putting the barge alongside to hold the vessel up right while tide went out again and pumping the water out as soon as it dropped below the deck level. The vessel floated pretty quickly once pumping began. The cause was identifies as the removal of the water intake pipe in order to carry out maintenance. The pipe was refitted and the vessel remains afloat.

Equipment failure

In harbour, Auckland

Vessel information	
Type:	Charter Yacht
Category:	Recreational
Length (m):	<45
Tonnage (tons):	

While preparing for a fire survey an operator incorrectly handled a line throwing device setting it off.

Injury Only

In harbour, Auckland

Vessel information	
Type:	Barge
Category:	Other Commercial
Length (m):	
Tonnage (tons):	

While inserting the spud into the spud housing, an operator was climbing the housing ladder. When the crane operator and the dogman saw him they stopped the operation but a gust of wind and the swell of the sea caused the load to slightly swing. The operator's left hand was on the frame of the spud housing and was consequently crushed between the spud and his housing. The operator was driven to hospital and redirected to a hand specialist clinic.

Equipment failure

Inshore, Wellington

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

The main engine had to be stopped due to a broken drain pipe on the turbo charger. The broken pipe was blanked off and vessel was able to continue.

Injury Only

In harbour, Northland

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

Crewmember had their foot on a stanchion socket when the stanchion dropper crushed their left foot. They were taken to hospital by ambulance for treatment.

Equipment failure

Inshore, Bay of Plenty

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

During departure, it was noted that RPM did not change after requesting full ahead and also excessive exhaust being emitted from the funnel. The Master informed that the Main Engine was functioning ok but appeared to be attempting to override limits within the power management system. Main engine maintained Half Ahead throughout remainder of transit despite attempts at achieving Full Ahead RPM. Master and Chief Engineer advised that the main engine would be able to maintain at half ahead without further problems and the decision was made to proceed outbound. Tugs escorted vessel for remainder of passage. Transit without further complications until high temperature alarms activated an automatic slow down/shut down of engine. Tugs assisted in completing transit and main engine reduced to dead slow ahead which avoided engine shut down. Chief Engineer informed that it was likely a turbocharger problem.

Hit submerged object

Inshore, Waikato

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

Struck submerged object with engine damaging the skeg on port engine

Equipment failure

River, Auckland

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

Control fault on the port main engines. Vessel was anchored while the fault was fixed. Controls tested and vessel returned back to port with no further incident

Cargo shift

In harbour, West Coast

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

During the final stages of bringing the cod end on deck a stop parted and the winch wire and hook whipped back with incredible force smashing a bridge safety glass window. All crew were clear from the deck during this normal operation with no injuries to report. A check of all the ropes was immediately conducted and a meeting held with all deck crew on the importance of deck procedures and crew safety with continual regular checks of all fishing gear.

Gear/Items shifting

Offshore, West Coast

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

While proceeding to lift the cod end to allow fish into the fish pond a port side partition inside the factory pond was left open allowing fish to spill into the factory area. Once alerted of the situation the pond hatch door was closed to prevent a further spill into the fish pond. Due to deteriorating weather conditions a large amount of sea water also entered through the fish pond hatch. The crew then proceeded to contain what was in the pond from spilling any further into the factory and immediately began the clean-up. A debrief with all the crew was held to discuss why/how and the need for clear communication between the factory and the deck crew and the importance of closing all water tight doors to contain any spill in one area.

Propulsion failure

In harbour, Otago

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

After lifting off of berth with tugs, the skipper requested a DS astern bell. The Master-in-training advised that main engine was not available due to lack of start air. The tug crews and linesmen were advised of possibility of needing to go back alongside. In less than a minute, main engine answered astern bell order. Manoeuvre continued without further incident. Vessel had immobilized main engine during port call for planned injector replacement.

Log Handling

At berth, Gisborne

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

One log slid out of the heave due to heavy rain as the crane driver started taking the weight. All staff were in the safe zone and scene was frozen.

Capsize

River, Southland

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

While nets were being pulled about the dinghy a wave capsized it throwing the occupants into the water. They were able to climb onto the capsized vessel and rode it ashore. After walking ashore another dinghy picked up the crew and took them to port. No injuries were sustained to any of the crew.

Loss of stability

In harbour, Auckland

Vessel information	
Type:	Tugboat
Category:	NZ Non-Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

Tug had line up on ship with no weight. Request for push on and as azipod units were being altered to provide push on the port unit was inadvertently de-clutched. This caused the vessel to slew sideways under stern flair. Damage to portside upper rail, navigation light housing and housing for rope store vent. Brought under control, ship berthed with no further incident. No damage to other vessel and no injuries

Mooring line failure

In harbour, Auckland

Vessel information	
Type:	Cargo ship
Category:	NZ Non-Passenger (MOSS)
Length (m):	>45
Tonnage (tons):	<50

Mini tornado occurred that caused mooring pile bitt to fail and bow lines to break causing the vessel to drift across Auckland Harbour.

Injury Only

Offshore, Hawke's Bay

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

Skipper got finger caught between a rope and the side of the vessel. The injury was treated on board and vessel returned to port. Skipper taken to hospital for treatment.

Person Overboard

In harbour, Southland

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

The Pilot fell into the water when boarding the inbound vessel. The pilot vessel and ship rolled causing a gap between the two vessels as the Pilot was stepping onto the ladder. Pilot recovered within 2 minutes, all systems and equipment worked well.

Propulsion failure

Inshore, Canterbury

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

The vessel was in reverse pulling a pontoon when the gearbox started making loud noises and grinding resulting in a loss of propulsion. The skipper radioed for assistance. The vessel drifted into rocks due to having no propulsion. Another vessel towed the boat to jetty where it was lifted out of water. Gearbox replaced.

List

At berth, Auckland

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

The deckhand was manning the pump and bowser. The Master was monitoring the sight glass on the port tank and also watching the bowser. The crew had just changed from filling the starboard side to the port side. The Master looked up and noticed the gangway sliding across the deck and the deckhand having difficulty standing in a sudden gust of extremely strong wind. The Master immediately instructed the crew to shut off the nozzle but before the crew could act the deckhand was blown across the deck. The stern line has failed and the vessel has swung rapidly out from the pontoon. The fuel hose has become wedged and subsequently torn apart 2 meters from the bowser. The Master moved straight to the wheelhouse to start the engines and regain control of the vessel. The vessel has ended up resting bow to the wharf, 90 degrees from where it started. The winds have then abated completely. The Master established that there was no damage or injuries and no further risk to the vessel or crew in this position. The relevant people at the marina were informed of the event and asked to shut off the fuel system manually. The Master has then moved the vessel further up the berth

Mooring line failure

Inshore, Chatham Islands

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

Vessel came off it's mooring and end up on rocks

Log Handling

In harbour, Hawke's Bay

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

While a digger operator was stowing logs against accommodation a log slipped through on to gangway where the ships security crew where located, A member of the ship's crew received graze to leg.

Injury Only

Inshore, Hawke's Bay

Vessel information	
Type:	Purse seiner vessel
Category:	NZ Fishing (MOSS)
Length (m):	<45
Tonnage (tons):	>500

A crew member was struck in the abdomen after a rope broke while lifting a pump onto the vessel. The crew member was taken to hospital for medical assistance.

Hit submerged object

River, Canterbury

Vessel information	
Type:	Other fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	<6
Tonnage (tons):	

A vessel was heading out when it hit a submerged log bringing the vessel to a standstill. This threw the crew member forward into the side of a bench seat causing injuries to the crew member's ribs.

Extreme vessel movement

Inshore, Wellington

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

Whilst launching the vessel from the trailer a swell lifted the vessel off the trailer to the port side whilst the bow was still attached to the trailer. The bow rails caused damage to the trailer ladder and braking system and also broke the tail light lens on the tow vehicle. The Skipper had only been able to start the port engine and was having difficulty starting the starboard engine. The trailer was not level and the port side was lower than the starboard side. There was little wind but there was a southerly swell entering the bay and causing a surge on the ramp. The trailer is not fitted with stanchions. A line was attached to the stern of the vessel and crew on shore attempted to keep the vessel off the rocks. The training officer boarded the vessel and assumed command. Other crew members obtained bolt cutters to free the vessel bow by cutting the chain whilst power was applied to the running engine to reverse the vessel past the rocks and into the bay. This was achieved. No persons were injured and the vessel only suffered a few scratches to the hull. The starboard engine started and ran normally for the rest of the training day.

Injury Only

Offshore, Canterbury

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

Crewmember had two fingers amputated whilst operating a baader fish heading machine. The crewmember was evacuated and taken to hospital via helicopter.

Injury Only

Inshore, Northland

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

After being instructed by the skipper to stay in their seats a passenger stood up and tripped while moving breaking their ankle. The passenger was taken to hospital for further treatment.

Grounding

Inshore, Southland

Vessel information	
Type:	Charter fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

As vessel was heading into a cove it struck an uncharted rock causing moderate damage (Large hole) to the bow.

Injury Only

Offshore, Bay of Plenty

Vessel information	
Type:	Line fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	<500

An observer tried to hold the hatch up to latch it open but missed the first time. They tried to re-latch the hatch again and this time it sounded like it had latched. The hatch then came down on the observer's hand, catching their little finger causing a fracture. The observer sought medical attention once the vessel made land the next day.

Injury Only

Inshore, Auckland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

During a fishing trip one passenger went to cast and the hook embedded into another passenger's finger. The hook was embedded too deep to be removed on the vessel so the coast guard was contacted. They sent a vessel to evacuate the patient and them to the hospital.

Equipment failure

Coastal, Wellington

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

Vessel had to stop the main engine to replace a faulty drain valve on the LT cooling system

Inshore, Auckland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

Vessel ran out of fuel due to it not being refuelled properly. Another vessel supplied them with fuel and skipper reminded of fuelling procedures.

Fire

At berth, Bay of Plenty

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

Small fuel fire on vessel as a result of sparks from gas cutting. The fire was extinguished quickly and water applied to area to stop reigniting.

Grounding

River, Otago

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

A vessel was transiting through narrow navigation channel. The tide was low and starting to come back in. There was shallow water ahead and so the skipper pulled back on the throttle. The vessel decelerated quickly grounding on the sand bank. Crew were shunted forward but there were no injuries. The outboard was inspected and there was no apparent damage to the engine or the prop. The boat was rocked and pushed off the bank and resumed sledding operations.

Lifting/Cargo gear failure

At berth, Gisborne

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

Ship provided with three cranes that were unserviceable due to control issues and a failed crane wire. The loading commenced late but the crane could not lift the load. Loading was aborted until Port State Inspection and MNZ has inspected and approved the cranes.

Entrapment

In harbour, Auckland

Vessel information	
Type:	Patrol boat
Category:	NZ Non-Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

When assisting another vessel, lines had been attached. During the manoeuvre a gust of wind caught the other vessel causing the bowsprit to hit a window on the starboard side smashing it. A crew member got their finger caught between the bowsprit and the window frame. The injury was only noticed when the crew were checking everyone was ok. First aid was administered on the vessel and the crew member visited the doctor for further assessment.

Medical Event

Offshore, Canterbury

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

A crew member suffered a hernia in the lower abdomen when lifting a bin of fish. The crew member was transferred to shore.

Lifting/Cargo gear failure

In harbour, Canterbury

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

When lifting packages onto the vessel the pallet broke and the material fell into the hold. Nobody was injured.

Equipment failure

In harbour, Auckland

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

On arrival at port the echo sounder malfunctioned. The technician came on board to repair the unit. After investigation it was found that the unit is beyond repair and must be replaced. A risk assessment with control measures was carried out and forwarded to Ship Manager

Injury Only

Lake, Otago

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

The stoker involved in the incident was starting the vacuum pump, when positioning the engine. It appeared that trapped steam turned the flywheel and pushed the engine down. The starting lever came down and hit the stoker on the shoulder. The stoker had opened the steam valve to start the engine but it failed to start. The valve was then closed. It appears that the steam remaining in the system was sufficient to turn the flywheel and the lever still being engaged hit the stoker. The stoker suffered a suspected broken collar bone.

Contact

In harbour, Southland

Vessel information	
Type:	Tugboat
Category:	NZ Non-Passenger (MOSS)
Length (m):	<45
Tonnage (tons):	<500

Pilot of a tug was asked to fall back, in doing so they made contact with the flare of another vessel. This caused the dislodgement of the two upper most Not Under Command (NUC) Lights. There appeared to be no damage to the other Vessel.

Near miss/close quarters

Inshore, Marlborough

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

As the kayak was entering the harbour a vessel passed only 10M away at a speed of 20 Knots. The vessel was only 50 Meters from the rocks at the entrance of the harbour.

Steering gear failure

Inshore, Otago

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

As the ferry came alongside the Jetty to drop some passengers off the skipper put both throttles astern from Neutral. The starboard engine engaged forward gear which turned the boat to portside. Immediately the skipper put both throttle back to neutral, then tried reverse again but the Starboard gearbox was locked in forward gear. After turning both engines off the ferry was heading towards the boat ramp in front of the jetty. The ferry made contact the jetty resulting in a minor impact. The Skipper then turned both engines on which the starboard engine was still locked in forward which then beached them onto the boat ramp next to the Jetty. The skipper then called for assistance to secure the boat off the wharf and tied up to the Jetty. Passengers were then off loaded and another water taxi came to collect them to carry on the ferry run.

Equipment failure

Inshore, Auckland

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

As the vessel departed the bow thruster failed. The vessel was able to depart safely using the engines and tugs.

Contact

In harbour, Auckland

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

Vessel made contact with mud while navigating around an outgoing barge. Checked off board discard which had good flow and was clean. Relevant people informed and checks carried out once arriving at port.

Mooring line failure

At berth, Chatham Islands

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

Vessel slipped its mooring after it broke at the heaving chain. The vessel grounded nearby.