



Accident, incident, and mishap notification

July 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 July 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.

Grounding

In harbour, Wellington

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

Vessel ran aground when attempting to approach the Marina. The vessel hit the breakwater, which caused significant damage, thus requiring emergency evacuation and assisted rescue by police and the Harbourmaster. Minor injuries caused, requiring medical treatment.

Equipment failure

At berth, Auckland

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

A vessel was engaged in piling operations when the main crane wire broke while lifting the man cage, causing the man cage to fall to the deck and roll into the water. A crew member was in the man cage when the incident occurred and was able to free themselves from the man cage when it entered the water. The crew member then inflated their lifejacket and was recovered by barge crew and other contractors on-site. The crew member did not receive any injuries.

Propulsion failure

Inshore waters, Auckland

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

Vessel A had an empty fuel tank, and requested assistance from vessel B. While attempting to assist, the steering cable on vessel B snapped, leaving the two vessels unable to maneuver. Vessel A was able to feather the starboard engine in and out of forward and reverse, while allowing the wind to take them out of the marina. Once clear of the marina, vessel A dropped its anchor and requested assistance from Coastguard to ferry passengers to shore.

Propulsion failure

In harbour, Wellington

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

Vessel had a failure of the engine bridge control, causing the engine to slow and stop. Restarted on local engine and the vessel was able to continue voyage. Master intends to stop the vessel when it is clear of the coast and repair the system.

Foundered

In harbour, Wellington

Vessel information	
Type:	Recreational
Category:	
Length (m):	<6m
Tonnage (tons):	

Vessel started taking on water and lost forward momentum, causing the motors to cease operating. With the vessel continuing to take on water, it was abandoned, and later salvaged.

Foundered

In harbour, Auckland

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

While rowing a dinghy out to their vessel, waves flooded the vessel, causing it to sink. Both crew members were wearing lifejackets and made it onto the vessel safely, without any injuries.

Propulsion failure

At berth, Auckland

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

The main engine governor broke and the main engine local control failed. Vessel brought alongside where bow thruster and main engine tested via local control, and were found to be in order.

Propulsion failure

Inshore waters, Bay of Plenty

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

The vessel had an engine alarm triggered on the starboard engine. The electronic diagnostics unit for the engine indicated a potential problem with the fuel injectors. The vessel was able to make it safely to a nearby island, where it anchored and the situation assessed. After consulting with the engine manufacturer, it was determined that the vessel would be able to return to its home port under their own propulsion, however for safety the vessel's passengers were transferred to a different vessel for the return voyage.

Injury Only

At berth, Tasman

Vessel information	
Type:	NZ Cargo (NZISM)
Category:	Bulk Carrier
Length (m):	>45m
Tonnage (tons):	>500t

A contract welder was going up a ladder, then than a metre up, fell backwards, as the bit that connects the ladder together failed (locking latch). The ladder slipped out from underneath, the welder fell back and landed on their behind onto the deck of the ship. An ambulance was called and the injured person was taken to the hospital, where they were assessed and later discharged.

Propulsion failure

Inshore waters, Chatham Islands

Vessel information	
Type:	Fishing Boat
Category:	Trawler
Length (m):	<24m
Tonnage (tons):	

On the way out to the fishing grounds, loud noises were heard coming from the engine room and then the main engine lost power. Upon inspection, it was noticed that the variable pitch gearbox had failed. The main engine was then shut down.

Equipment failure

Inshore waters, Marlborough

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

A crew member noticed the starboard shaft had stopped, immediately followed by a phone call from the engine control room informing the bridge that the starboard shaft had stopped and the chief engineer and electrician were investigating the problem. Power was reduced on the port shaft and to zero on the starboard shaft, with speed reduced. Ten minutes later the power was restored to the starboard shaft and the ship proceeded to their destination without further incident.

Collision

At berth, Auckland

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

Vessel had a total power failure and perpendicular collision into the wharf. No other vessels were involved and the vessel suffered damage to the bow vicinity.

Grounding

Inshore waters,

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

Vessel was driven on to a rock and grounded. The vessel was positioning to disembark passengers to go ashore via tender craft to undertake a guided walk when grounding occurred. The vessel was stationary, and the master has elected to, not to attempt to drive vessel off the rock. Vessel did not take on water; no prop or rudder damage has been sustained; and the vessel engines were still operational. A free dive has revealed that the vessel is grounded on a broad flat rock and there is no visible damage to the hull paint. The master is confident the vessel will float free on the rising tide. 33 passengers and 6 crew were on board when vessel grounded in fine calm conditions.

Propulsion failure

Inshore waters, Bay of Plenty

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

The diagnosis light of the starboard engine came on, indicating a problem with cylinder 1, 5 miles south of the intended destination. Got in touch with engine manufacturer for advice, as well as contacting their sea-ops manager, Maritime NZ and the local coastguard to report the incident. Neither the boat, nor the passengers were in immediate danger and the vessel was able to get back to port safely. Once in port the crew was able to locate the fault (loose wire on fuel injector) and solder it in place and clearing the fault.

Injury Only

At berth, Auckland

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

A operator climbed up to inspect a hatch and slipped and fell 1.5 metres' while descending the ladder. Injured crew member was put on light duties for four days due to an bruised lower back.

Lifting / Cargo gear failure

At berth, Northland

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

When attempting to discharge stevedores digger from deck on another vessel, the loading wires used to lift the digger parted and the digger fell between the vessel and berth.

Fire

Hawkes Bay

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

Crew had made a make-shift clothes line by the exhaust muffler, and a glove that had been drying on the clothes line fell off and came into contact with the hot muffler which then caught fire. The fire was extinguished immediately using two dry powder extinguishers. No damage sustained. Clothes line has since been removed, procedure put in place to avoid incident happening against, the operator plan has been updated and all crew involved have been spoken to.

Injury Only

At berth, Hawkes Bay

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

Crew member injured their thumb when opening an equipment door. This occurred when the injured crew member forcibly opened the door and caught their thumb between the padlock bracket and the side of the wall which has a very narrow clearance.

Other

In harbour, Northland

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

A truck was parked next to two cars on the vessel. The truck began to move off the vessel, not realizing the doors of the car next to the truck were open. The car sustained damage to both right-side doors, however there was no injury to anyone.

Collision

At berth, Bay of Plenty

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

After loading a car and truck to take on a voyage, the bilge alarm system activated. The vessel turned around and the car and truck disembarked. An investigation revealed that they had been holed, so once the water was removed, an engineer welded the hole and then further welded a patch so it was double patched. The incident occurred due to a contractor not removing their material after upgrading the ramp. A plate of 6mm steel and 6m angle line which had been left in as a group barrier had been sticking up about 80mm from the ramp's edge.

Injury Only

Inshore waters, West Coast

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

A crew member bent over to pick up fillet trays of fish. When he bent over & lifted, he injured his back. Pain relief was provided on board before the crew member was removed from the vessel and medical treatment given ashore.

Injury Only

Inshore waters, Gisborne

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

Pulled the net off the roller to carry out some of the modifications to the floats required for the upcoming trial. A crew member had started to remove the ties holding the floats onto the headline with their knife. The knife slipped and injured two of the crew member's fingers. The injured crew member was given first aid treatment on-board and seen by the doctor on return. The crew member was given two weeks off work.

Grounding

Inshore waters, Bay of Plenty

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

While operating, a vessel hit a rock on a reef. The damaged vessel steamed slowly back to shelter. Damage was checked and it was decided it was alright for the vessel to steam back slowly to port.

Propulsion failure

Inshore waters, Cook Strait

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

Vessel inbound to port when a control failure alarm on the starboard telegraph sounded and pitched rolled back to zero. Control of starboard side then reverted to ECR control with no input from the vessel staff. On instruction from 1st Engineer, telegraph returned to zero position and control returned to bridge. Function test carried out and normal operation was established.

Other

At berth, Wellington

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

When disembarking, a crew member found that a gangway was not secured to the side of the ship. As the vessel rolled during disembarkation, the gangway swung out about 1 metre, then crashed back against the side of the ship. The ladder was secured correctly using magnets.

Injury Only

At berth, Bay of Plenty

Vessel information	
Type:	Safety Case (SOP)
Category:	Jet Ski
Length (m):	<6m
Tonnage (tons):	

Jet skier was injured when attempting to catch a dry bag which was thrown. Resulted in a dislocated joint at the base of their finger.

Injury Only

At berth, Canterbury

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

Crew member slipped on grating in the freezer hold, fracturing their leg.

Contact

At berth, Hawkes Bay

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

Contact with another vessel while docking, most likely caused by a malfunctioning VP Gearbox.

Injury Only

In harbour, Southland

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

On a vessel, two crew members were clearing the lashing wire from around the access hatch to a cargo hold in preparation of discharge operations. At the same time the another crew member was opening the main hatch cover forward panel of the cargo hold. While the crew member A was shifting lashing wire around the deck they placed their hand on the stopper block of the hatch cover, unknown to crew member B, who was operating the hydraulics at the starboard side midway of the cargo hold, which opens the hatch cover. The hatch cover came up against its stopping block in the open position, crushing the hand of the crew member A in the process, who was then transferred by ambulance to hospital.

Injury Only

A river, Bay of Plenty

Vessel information	
Type:	Kayak / Canoe
Category:	
Length (m):	<6m
Tonnage (tons):	

Kayaker was knocked unconscious. Suffered a concussion and a blown ear drum.

Contact

At berth, Auckland

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

While approaching berth, vessel received a call on radio from another vessel requesting to use berth 1A. Vessel then moved out of 1A and into 1B hitting the northern pile on berth with starboard bow causing the vessel to stop suddenly. Captain entered main cabin to check on passengers and asked if all were OK. All said they were fine. Berthed vessel and crew checked passengers again. No injuries reported.

Collision

Inshore waters, Auckland

Vessel information	
Type:	Recreational
Category:	
Length (m):	<6m
Tonnage (tons):	

Vessel A was hit on the rear port side by vessel B. Both vessels were traveling at speed. Vessel B came from the back left of vessel A, and vessel A did not see the other vessel. The contact was to vessel A's port side, resulting in significant damage. Vessel A was able to be driven back to shore and did not take on any water.

Equipment failure

In harbour, Bay of Plenty

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

While entering the harbour, the vessel's engine stopped as it was rounding the entrance into the channel. The attending tugs were informed and they approached the vessel. Power was restored with only slow ahead available.

Flooded

Inshore waters, Bay of Plenty

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

Port main engine room bilge alarm sounded while enroute. Crew called and sent to investigate and found a large amount of sea water in the port main engine bilge with level rising very quickly. Port main engine stopped and proceeded on one engine while maintaining steerage at 6 knots. Port main engine sea intake closed and bilge system operated with additional submersible pump and fire buckets to assist. A pan pan call was placed on VHF16 and received response from another vessel. The water ingress was brought under control and the water level dropped. The Master was in contact with shift supervisor & manager at various times during incident via mobile phone. The crew appropriately attended to passengers, assuring no danger and assisting with donning life jackets. The water level was brought down to a reasonable level and found the port main engine heat exchanger had failed. Water ingress ceased with engine shutdown and closure of the sea intake.

Person overboard

A river, Bay of Plenty

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

Customer fell out of a guided raft at the base of a waterfall and spent an extended amount of time underwater. The customer continued to the end of the trip before being advised to go to the hospital, which they did for further evaluation.

Propulsion failure

In harbour, Canterbury

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

Main engine failed to start astern when ordered by telegraph. Vessel pulled up by tug. Emergency telegraph used to berth vessel without incident.

Propulsion failure

In harbour, Auckland

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

Main engine failed to start on departure due to engine control room issues.

Steering gear failure

Inshore waters, Northland

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

On approach to pilot station, steering control to the port azimuth pod was lost. Number 1 steering system of the port pod found not operating correctly. Number 1 steering system shut down and the vessel proceeded with the number 2 steering system of the port pod operating.

Injury Only

At berth, Bay of Plenty

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

Contractor fell while climbing down a ladder when their foot flipped on a wet rail, causing him to fall overboard. The contractor was not hurt.

Near miss / Close quarters

Inshore waters, Taranaki

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

Windsurfer was almost hit by a kitesurfer, who (the kitesurfer) after doing a jump, landed very close to the windsurfer.

Equipment failure

In harbour, Bay of Plenty

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

Vessel was inbound to berth with two tugs attached. The main engine stopped approaching the berth abeam of the ship in the next berth. The master was then relayed information from the engine room that the main engine was unable to be started again. The vessel was berthed safely deadship using the tugs. When the vessel was secured alongside it was found that the main engine was operable again.

Near miss / Close quarters

Inshore waters, Auckland

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

Kayak was crossing the waterway towards an island, approaching on a bearing on another boat's starboard side, when the boat failed to give way, causing the kayak to have to stop paddling and turn to port to avoid a collision. There were no other vessels in the vicinity and reported to be a very quiet day on the water.