



Accident, incident
and mishap reporting
Monthly summary
AUGUST 2013



What's in this summary

The following text summarises details of notifications of accidents, incidents and mishaps as reported by the person advising Maritime New Zealand in accordance of s. 31 of the Maritime Transport Act 1994. These summaries are provided for information purposes only, and are not intended to be, nor should be construed as evidence of any determination by Maritime New Zealand as to accuracy, cause, or liability. As far as possible the summaries reflect the language and terms used in the notifications, though some names and details have been withheld to protect the privacy of individuals involved and to avoid prejudice to any subsequent investigations that may occur.

This report was extracted on 0900, 27 of August 2013 and only includes notifications reported before that date. For that reason this report does not necessarily include all reported notifications for the month and is not suitable for statistical or analytical purposes.

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19 July 2013 – 18:05

Near miss/Close quarters

Near Point Gordon, Wellington Harbour

Vessel	
Vessel Type	Unknown
Vessel Category	Unknown
Length (m)	2.8
Tonnage (tons)	Unknown

Narrative as reported

Outbound Tarakena 9 to 10 knots. 2 to 2.5 cables SE Gordon Point. Near miss small (2.8 metre) boat. Two men onboard, no lights at all seen. Talked to them about no lights and received abuse. Informed b/h and took position. Continued on to take pilot of foreign vessel. Notified Beacon Hill and asked for police assistance. Notified duty pilot.

22 July 2013 – 16:30

Grounding

Cullens Point near Havelock, Marlborough

Vessel	
Vessel Type	NZ Non-Passenger (SSM)
Vessel Category	Aquaculture
Length (m)	23
Tonnage (tons)	51

Narrative as reported

Coming into Havelock around Cullens Point. Crew member was under instruction from the skipper to bring the vessel into the Havelock Marina. It was low tide and the vessel had 30 tonne of mussels on board, going approx 3 to 5 knots. Crew member took the turn around Cullens Point too wide and grounded at the above co-ordinates. Skipper then took control of the vessel and reversed off the mud. There was no damage to the vessel and no one was harmed.

24 July 2013

Flooded

Jackson Bay, West Coast

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	15.45
Tonnage (tons)	Unknown

Narrative as reported

Vessel flooded at sea (Jackson Bay) through corrosion holes in hull.

Not to proceed to sea until repairs have been affected to the satisfaction of the surveyor and reported to me for clearance.

24 July 2013 – 18:05

Near miss/Close quarters

Auckland Harbour Bridge

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger ferry
Length (m)	12.3
Tonnage (tons)	Unknown

Narrative as reported

Vessel under power heading west about to transit Auckland Harbor Bridge. Radar operating but blind under bridge. Unlit small dingy in dark starts to pull in front of ferry. I take evasive action to starboard. I

pass clear of dingy hard to north side of bridge pass dingy at reduced speed with around 20m clearance. I notify other ferries on VHF. Zero lighting on dingy and skipper on dingy not keeping watch.

25 July 2013 – 11:00

Injury Only

Auckland Ferry Terminal

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger ferry
Length (m)	27.06
Tonnage (tons)	341

Narrative as reported

Passenger slipped on gangway rubbing strip fitted to deck and sprained or fractured ankle. We have experienced a cluster of these incidents recently and were planning to modify the rubbing strips during the vessel survey period in August. The strips were removed from the vessel this afternoon (26/07/2013) to prevent further injury. We will now monitor the area and determine how to reinstall the rubbing strips so as to not present a hazard.

26 July 2013

Equipment failure, Injury

Tairua-Pauanui Coast, Waikato

Vessel	
Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Special Purpose Ship
Length (m)	9.25
Tonnage (tons)	Unknown

Narrative as reported

Coastguard rescue vessel called to assist runabout broken down with 8 POB. Prior to starting the tow back six people were transferred to the Coastguard vessel for safety and seated in the cabin. 2 people remained on the runabout. Nearing the Tairua shore the vessels became out of sync on the variable swell and the tow line went slack. As tension was taken up again the towing hook failed. The Coastguard rescue vessel recovered the tow line and turned back to re-establish the tow. As a wave

was crossed heading back out one of the boat passengers became airborne in the cabin and hurt her back on landing. The Coastguard rescue vessel returned her to shore to an ambulance for transport to hospital.

26 July 2013 – 15:30

Injury Only

Alongside at Fergusson Terminal, Auckland

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container ship
Length (m)	264.11
Tonnage (tons)	41899

Narrative as reported

Engine Room fitter was working in the engine room workshop. During grinding work with grinder, sparks flew on fitter's trouser causing burns to his leg. Not reported until Mon 29th morning in LYT and has since been taken to doctor for check and dressing etc.

27 July 2013 – 03:45

Injury Only

Hokitika Trench, West Coast

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	64.5
Tonnage (tons)	1899

Narrative as reported

Crew member was working in the fish pounds (stb inner pound). He had his left hand resting in the open pound doorway. The door was not correctly latched and swung closed hitting his left hand across the knuckles.

27 July 2013 – 08:04

Mooring line failure

Napier Port, Hawkes Bay

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	179.9
Tonnage (tons)	20767

Narrative as reported

Ship's after-spring lines that were doubled up as bights parted due to surge in the harbour. Napier Port staff were notified and shorelines were deployed on this vessel to halt further movement.

28 July 2013 – 16:00

Injury Only

Gisborne Harbour

Vessel	
Vessel Type	Recreation
Vessel Category	Personal Water Craft
Length (m)	Unknown
Tonnage (tons)	Unknown

Narrative as reported

Three people taken to hospital after a pleasure boat crashed into a wharf and snapped a pile. Understood the problems were not life-threatening.

29 July 2013 – 05:00

Fire

Near Macquarie Island (54 54 S 158 38 E)

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	46.50
Tonnage (tons)	1079

Narrative as reported

Embers from incinerator (burning at time) blew into open hatch on stern and ignited rubbish sitting on lift in hold. Fire was quickly noticed and extinguished by crew.

The hatch should not have been left open. Policy now in place that hatch is to be opened only to remove rubbish and closed immediately when fire is going -- more care needed when burning rubbish.

30 July 2013 – 11:34

Near miss/Close quarters

½ mile from Russell, Northland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	11.34
Tonnage (tons)	11.44

Narrative as reported

Vessel failed to give way when crossing from left to right. I sounded 5 blasts and stopped engines. No response from launch. Launch passed between 5-10 metres across my vessel's bows.

1 August 2013 – 06:45

Injury Only

Northland

Vessel	
Vessel Type	NZ Cargo (NZISM)
Vessel Category	Tanker
Length (m)	175.96
Tonnage (tons)	25400

Narrative as reported

Crewmember was thrown on deck when vessel rolled heavily due to weather. He sustained injuries to left hip and right ankle. Light bruises on his head with light bleeding. Injured person was removed from the vessel by medics and hospitalised.

1 August 2013 – 17:20

Equipment failure

Between Rona buoy and Northcoate Wharf, near Harbour Bridge, Auckland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger ferry
Length (m)	11
Tonnage (tons)	Unknown

Narrative as reported

Main engine overheated and spilt coolant into bilge. Informed passengers of engine malfunction and got staff member to get passengers onboard into lifejackets in preparation for a ship to ship transfer. Transferred 26 pax onto second vessel to ensure a reasonably quick trip home. Towed affected vessel to pier 21 for repair.

4 August 2013 – 05:30

Near miss/Close quarters

Pilot boarding ground, Taranaki Harbour, outside New Plymouth

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk carrier
Length (m)	169
Tonnage (tons)	16951

Narrative as reported

Near miss - pilot ladder. While preparing to board the vessel which was in lightship condition with a 9 metre freeboard, the pilot ladder rigged was too short to reach the pilot boat. The vessel was requested to lower it another 4 steps, but this could not be done. The launchmaster and I observed that the ladder looked in poor condition but it was too high for a close inspection at that stage. The ship subsequently retrieved this ladder and after some delay rigged another one in apparently new condition which was long enough and I boarded the vessel without any further delay. After berthing, I inspected the original ladder which was still at the pilot boarding station. It was found to be in very poor and weathered condition. The chocks to secure the steps were all missing and the whippings were frayed and old. I showed this to the Chief Officer and told him it was to be taken out of service and not to be used for pilot transfer as it is in dangerous condition.

6 August 2013 – 06:50

Injury Only

Foveaux Strait, Southland

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing vessel
Length (m)	20.78

Tonnage (tons)	61.4
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Narrative as reported

Landed on the forward dredge. The dredge shifted forward on the cradle when the weight was taken again to even up the dredge on the cradle, the boat rolled and the dredge slipped further forward again onto crew member's hand.

8 August 2013 – 22:00

Near miss/Close quarters

Pania Reef, Hawkes Bay

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	166
Tonnage (tons)	16418

Narrative as reported

After departure from Napier, I (Pilot) disembarked at the outward pilotage limit leaving the vessel on a course of 035 on the western side of Pania Reef. The ship was then heard talking to an inward bound vessel on their starboard bow and arranging to pass port to port. The inward bound vessel had given more than sufficient sea room and was half a mile north of the inward pilot boarding ground. The bulk carrier then came hard to starboard when approximately abeam of the highest point on Pania Reef. Fortunately I was heading out to the inbound vessel and noticed what the bulker had done. I called them and advised him he was standing in to danger and requested he came hard to Port and back to his original course of 035. He did so and as soon as he got back to 035 he went hard to starboard again and given the limited equipment on the pilot boat I did not detect this immediately (even though we were closely watching) and once I asked him to come back to port it was clear that he would not clear Pania Reef if he did so. He stopped turning to starboard and ended up passing South of North Pania North Cardinal mark by about 1.5 cables. He reported back to me once the UKC started to increase and we headed off to board the inbound vessel.

9 August 2013 – 04:20

Electrical power failure

Rangitoto Channel, Auckland

Vessel	
Vessel Type	Foreign SOLAS (ISM)

Vessel Category	Reefer
Length (m)	144
Tonnage (tons)	8818

Narrative as reported

Vessel systems blacked out Anchors deployed Vessel brought to rest outside of channel in safe water. Tugs attended. Vessel berthed without further incident.

9 August 2013 – 12:15

Injury Only

South Georgia

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Line Fishing
Length (m)	51.36
Tonnage (tons)	1508

Narrative as reported

On the 9th of August at 12:15 (vessel time), two haulermen relieved 2 existing haulermen that had been performing the duty for the last 4 hours. 20 minutes prior to them relieving, the fishing had picked up into very good fishing, not experienced by some crew on 2nd voyage. One of the haulermen took over control and was handed the gaff to relieve other crewman and went straight into gaffing fish continuously. One particular fish he gaffed with his right hand then passed the gaff to his left hand to lean over forward roller, then pull fish off line into tray, which sometimes happens often and is a safe practice. But on this occasion when pulling fish off hook, hook flicked back over, overboard, roller catching his glove on his right hand and pulling his right hand under backbone between line and roller, causing a fracture on the upper segment of the index finger on his right hand.

9 August 2013 – 16:30

Fire

Cook Strait Hoki Ground

Vessel	
Vessel Type	NZ Fishing (SSM)

Vessel Category	Fishing Vessel
Length (m)	15.63
Tonnage (tons)	62

Narrative as reported

On Friday 9th August, we were fishing in Cook Strait. We had completed our tow and we were engaged in hauling back our fishing gear. After disconnecting our trawl doors we noticed large amounts of black heavy smoke coming from the engine room so we stopped our hydraulic motor. We then (at approximately 16.30 hrs) got our fire extinguisher from the galley and attempted to get in the engine room and fight it. The smoke was too thick and toxic to tackle without breathing equipment.

We put on our lifejackets and deployed the life raft down at the stern of the boat. We then decided it (the smoke) appeared to be getting worse so we called in a 'Mayday' which Wellington Maritime received about 16.40 hrs. We then got the life raft in the water and secured to the stern and had all our flares and Epirb ready to go. After about 15 minutes the smoke had eased so a crewman took the fire extinguisher down and sprayed the hydraulic motor and the area around the exhaust where the melted air cleaner was.

I then notified Wellington radio that we had the situation under control. A police launch continued to our assistance as did a cable watch boat.

We then had to give our fishing gear to another fishing vessel, which took about 30 minutes and then proceeded to Picton with the other two vessels accompanying us. After about an hour and several Engine room inspections we were confident that the fire would not reignite so we stood the Police launch down. He returned to Wellington while the cable watch boat carried on with us to the Tory Channel entrance. This was at 21.00 hrs and we completed the rest of the journey to Picton up the Sounds on our own, arriving at Picton at 23.10 hrs on Friday evening.

Myself and the crew shut down all motors and water intakes and spent the night in a motel due to the very bad smoke smell on board. We returned the following morning at 09.00 hrs to assess the damage. We could only put the fire down to the air cleaner falling onto the exhaust manifold. Everything else appeared fine so we cleaned all the smoke damage with degreaser and ran the motor with a diesel mechanic.

Engineers fitted a bracket to the air cleaner element to prevent it coming off again and put extra lagging on the exhaust manifold to reduce the heat. Also checked water pump impellor and checked the heat exchanger and oil cooler.

9 August 2013 – 17:00

Hit submerged object

Napier Roads, Hawkes Bay

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler

Length (m)	17.13
Tonnage (tons)	64

Narrative as reported

Picked up hundreds of metres of 12mm back-bone of commercial long line fishing gear which got caught around main prop. Returned to Napier.

11 August 2013 – 11:30

Lifting/cargo gear failure, Injury

Freyberg Wharf FD, Auckland

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	169.30
Tonnage (tons)	16960

Narrative as reported

As a crew member was hooking the excavator up for discharge the crane hoisted up without warning, tension came on the lifting wire & pushed him off the excavator. Initially it was thought that there was only bruising to the shoulder & the injured person walked from the hatch unassisted. It was found hours later after an x-ray that he had a fracture.

13 August 2013 – 21:30

Injury Only

Berthed at Wharf 2, Lyttelton Port

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Cargo
Length (m)	183
Tonnage (tons)	22998

Narrative as reported

Stevedore was walking along the side deck, heading to one of the ship's cranes. He then climbed over the "combing", using permanently fixed ladders, to drop into the "well" where he could access the crane. At the bottom of the ladder on the "well" side of the combing, there was a packet of timber (looks like dunnage) situated directly in front of the ladder. (This was the case for both sets of ladders that access the "well"). As the Stevedore climbed down the ladder, he shifted his body position so he could land on the packet of timber. As he moved, his left foot slipped off the ladder and landed heavily on the packet of timber. The foot rolled as it landed heavily, fracturing the 5th metatarsal.

15 August 2013 – 14:00

Collision; Contact

Boat ramp Echo, Auckland Airport

Vessel	
Vessel Type	SOP – Hovercraft
Vessel Category	Hovercraft
Length (m)	11.35
Tonnage (tons)	4

Narrative as reported

From the report handed in to me and the subsequent conversations, the Hovercraft and crew were finishing off their marine training and returning to the boat ramp Foxtrot when a tail wind caught the back of the craft, throwing it sideways into the slope of the concrete ramp and impacting the hull. The speed of the craft was 16 knots and dropping, the helmsman applied full starboard wheel and increased power in an attempt to counter the swing to drive the craft off the edge but it did not work. The wooden protective skid came off from the starboard side and there was a dent in the starboard buoyancy tank. It was reported to the OIC immediately once the damage was assessed.

16 August 2013 – 15:10

Injury Only

Waiau River, Hanmer Springs

Vessel	
Vessel Type	Jet Boat (SOP)
Vessel Category	Tourism Activity
Length (m)	6.1

Tonnage (tons)	Unknown
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Narrative as reported

Slipped off seat while in spin, no injury or medical concerns were mentioned or noticed until 2.5 hrs after the event. Taken to doctor, only a bump.

17 August 2013 – 13:15

Propulsion failure

Hobson Wharf basin, Auckland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Sail training
Length (m)	18.3
Tonnage (tons)	31

Narrative as reported

All power was lost after loud banging was heard & violent vibration from engine when in gear. Windage in rigging enabled vessel to be berthed without damage.

17 August 2013 – 09:15

Injury; Entrapment

Sisters, Chatham Islands

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	SSM Fishing – Cray/Rock Lobster
Length (m)	16.07
Tonnage (tons)	45

Narrative as reported

During the retrieval of a cod-pot, a deck-hand got his hand caught in the pot. The hauler was stopped immediately. The pot then crept out while his hand was being freed, dragging him partially over the side. Fortunately he was freed and got back on-board before it became a man-overboard situation.

17 August 2013 – 13:50

Collision

Rangitoto Channel, Auckland

Vessel	
Vessel Type	Recreational
Vessel Category	Personal Water Craft
Length (m)	6.1
Tonnage (tons)	Unknown

Narrative as reported

1st report: We were sailing on starboard and were hit by the other yacht sailing on port, we then collided with a small trailerable fishing boat which was anchored close to a rounding mark on the race course.

2nd report: Both boats collided with me. I was anchored from around 12pm to the North West of the yellow marker buoy located at the most southerly position from Rangi lighthouse. Tide was incoming and wind northwest which positioned the boat to the north west of the buoy. Around 1.50pm one yacht had just rounded the mark from the south and had tacked around the buoy heading north on the eastern side of the buoy. Second yacht was approaching the buoy from the south to round the mark. Second yacht collided with the stern of the first, pushing it around onto the opposite tack and to the north of the buoy. Both yachts collided with the motor on my boat. I fell over and bruised my left arm.

18 August 2013 – 13:15

Equipment failure

Hobson Wharf basin, Auckland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	7.92
Tonnage (tons)	Unknown

Narrative as reported

Engine failed when quadrant pin on timing fell out. Our vessel was barged into her berth by nearby vessel.

20 August 2013 – 02:50

Equipment failure

Lyttelton Harbour Channel

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk carrier
Length (m)	225
Tonnage (tons)	39964

Narrative as reported

While pilot disembarking from vessel aft manrope used in conjunction with pilot ladder parted in pilot's hand. Parted approx 2m from free end and pilot approx 1m from landing on pilot boat deck of a vessel bound for South Africa. Detached portion of rope brought ashore for possible analysis/inspection. Ship's master informed by VHF radio immediately after incident.

20 August 2013 – 18:00

Near miss/Close quarters

2km east of a beacon in Bay of Plenty

Vessel	
Vessel Type	Recreational
Vessel Category	Personal Water Craft
Length (m)	3.9
Tonnage (tons)	Unknown

Narrative as reported

Boat had no one on watch and was on autopilot. We had lights and were signalling boat on approach which was heading in our direction as soon as it left the entrance. We were not in shipping channel as container ship came through half hour after a long way from us as they have done many, many times before on that setting. They missed us by only about 30ft, which after going past and seeing the skipper out the back of the boat let a few expletives fly.

21 August 2013 – 12:00

Propeller entangled

Inside lee breakwater, Taranaki Harbour

Vessel	
Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Research
Length (m)	6.8
Tonnage (tons)	Unknown

Narrative as reported

Hauling light crab pots adjacent wharf structure. Reversed to avoid contact with wharf and crab trap wrapped on starboard prop. Retired 200 m to launch dock on port motor and untangled the trap. Checked prop, no damage. Continued work.

21 August 2013 – 21:30

Injury Only

Mt Maunganui, Berth 7

Vessel	
Vessel Type	Foreign SOLAS
Vessel Category	Container Ship
Length (m)	185
Tonnage (tons)	18451

Narrative as reported

During cargo ops at berth, number 3 crane was discharging containers. Two men were standing on container. No. 3 crane picked up container. It is alleged that the wind caused the box to swing & both

stevedores jumped off the box onto hatch cover below. One person was uninjured, but the other incurred leg injuries. It was later found he broke both ankles. Weather conditions wind north-north-easterly approx. 25 rts. It was dark with heavy rain. Crane operation was sound and in good order. All lighting was in good order.

Paramedics/ambulance attended at 2145 & casualty removed by basket & sent to hospital by ambulance at 2220. Maritime advised. PAI club advised. Agent, company, & charterer advised. Cargo ops ceased until 0400 following morning. Await report from stevedore foreman after his investigation.

23 August 2013 – 14:30

Injury Only

Between Auckland City and Pine Harbour

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	7.8
Tonnage (tons)	Unknown

Narrative as reported

The skipper and coordinator were both in the jet boat alone traveling from Auckland City to pick up a group of people from Pine Harbour, as it was a flat calm day and had plenty of time they both thought they would do a slow spin in the boat before they had to pick up the group, and the coordinator had not been in the boat for some time so was keen to enjoy this, the skipper said to the coordinator to hold on and brace for the spin, but for some reason the coordinator didn't hold on at all and bumped her ear on the side of the boat, she ended up with no real visible injury just a sore ear and a small bump on her head, there was also some gear like life jackets in the front of the boat where coordinator was sitting that may have got in her way.

23 August 2013 – 15:53

Injury Only

Australia – Lord Howe

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	42.75

Tonnage (tons)	529
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Narrative as reported

On the 23rd of August at 1753 hours, a crew member was in the process of breaking out fish blocks from one of the freezers on board the vessel's factory deck. This is a normal processing activity on the vessel. As he was handling one of the fish blocks that was passing over a glazing conveyor, to guide it onto the chute where the fish blocks are bagged prior to boxing, his hand slipped through the one of the stainless steel rollers of the belt. This movement coincided with one of the paddles on the conveyor (used to move the fish blocks on) passing round and catching his index finger between the paddle and the lip of the chute, causing the tip of the index finger on his left hand to be removed except for a little exterior skin and a few tendons. The fingertip was later removed by the ship's medics onboard the vessel under medical advice from shore. The injured person was on kick shift, but had had 8 hours off before the incident. The use of the conveyor has been halted pending a company investigation into the incident.

24 August 2013 – 08:30

Injury Only

Port of Tauranga, Berth 1, Hold 2

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Reefer
Length (m)	150
Tonnage (tons)	10412

Narrative as reported

A deckhand was moving cargo using a jiffy from the portside of the vessel to the starboard side to stow. Was turning into the stow and at the same time was checking the cage to see if it was clear to give the crane operator the "all clear" command. At this time his hand got caught between the control handle and the starboard wall. It has been noted that the vessel was very tender at this stage of its loading and the deckhand noted the vessel had a list to the starboard side at the time of the incident. Another crew member had attended the vessel at 0830 that morning and the vessel was rolling when cages were being lifted which is normal for this vessel type when there is little or no cargo onboard. The injured party did not feel that it was too bad at the time and carried on working only informing the foreman of the incident at the 11:30 Smoko. He was fine to work all day, however he visited A&E after completion of the shift just to get it checked. At the A&E the doctor has said he may have fractured his finger.

26 August 2013 – 05:10

Injury; Chemicals or harmful substance spilled

New King Tanker Terminal 1, Taranaki Port

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Chemical tanker
Length (m)	132
Tonnage (tons)	8195

Narrative as reported

1st report: Discharge of Nitric acid had finished & compressed air was introduced into ship pipework to clear remaining product. The ship was asked to stop as this was against procedure. The wharf operator then went to connect the water hose to flush cargo hose & 2" camlock cap flew off about 6 metres when being removed. The ball valve on the waterflush spool was not closed 100% & nitric acid vapour was discharged for 5 minutes to atmosphere until the pressure subsided. At about the same time the tank farm operator was at the booster pump station about 1 km away was sprayed on the upper body with nitric acid when a gasket failed. He immediately used his portable eyewash & went to the depot for a shower.

2nd report: Discharging a nitric parcel had been completed and the crew attempted to clear their deck lines to the shore hoses with compressed air. When they were observed by supervisor he called for them to stop. Crew member attempted to connect a fire hose to the tee at the manifold (routine task). The cover cap had been pressurised by a passing pVRV and a ball valve. The cap flew off and saturated vapour exited at pressure causing a large vapour cloud. At the same time the tank farm manager was sprayed when a gasket failed. I questioned the crew and the surveyor, who was onboard at the time. I have come to the conclusion that the specific order "no air blow" which was made very clear at the safety meeting and was stated on the program provided, was not relaxed to the 2nd officer and the deck crew. The tank farm manager was sprayed with nitric when a gasket failed under pressure at the booster pump. BST had recently installed a portable eye wash which he used immediately then showered at the tank farm. I sent someone to ensure he was ok.

26 August 2013 – 11:00

Flip/Overturn

Orewa Beach near the inlet, Auckland

Vessel	
Vessel Type	Recreational
Vessel Category	Personal Water Craft
Length (m)	2.5
Tonnage (tons)	Unknown

Narrative as reported

I was out kayaking from the Orewa Beach inlet and I did have some fishing gear onboard with me. I was wearing a life jacket. The ocean had been fairly calm all morning but when I was heading back through the mouth of the inlet two big waves came out of nowhere and the second wave flipped the kayak. The current out to sea was strong and I could not hold onto the flooded kayak so it got swept out to the ocean. I managed to collect all other gear. I got swept out from the inlet and swam to the shore of Orewa beach. I rang the Coastguard earlier on today so hopefully you already have the report.