



Accident, incident, and mishap notification

Monthly Summary
September 2015



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 2015).

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.

Lifting / Cargo gear failure

At berth, Hawkes Bay

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

Number four crane sheave bearing damage.

Extreme vessel movement

Offshore waters, Southland

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

Crew member was on deck with four other deckhands helping to haul the midwater trawl. After the midwater weight was disconnected he was directed to secure the weight to the side of the deck. As he was completing this task the vessel rolled causing the weight to shift and although he saw it moving and thought he was out of the way it caught his foot briefly pinning it against the bulwarks. Another crew member pulled him out and he was removed from the deck immediately for treatment. His foot was put into a splint and he was given painkillers/anti inflammatory medication. The company doctor was informed and he was treated as per instructions given through this avenue.

Flooded

At berth/marina/boat ramp, Auckland

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

During routine maintenance at the berth a rope was picked up in the starboard jet unit. When the skipper tried to clear it through the inspection hatch, water entered the vessel and the rope was unable to be cleared from the area sufficiently to close the hatch. Water continued to enter. Extra pumps were called in to try and remove the water and a digger barge at the marina was used to raise the rear of the vessel enough to clear the water and then re-seal the hatch. The vessel was driven on the port engine to the travellift and lifted onto the hard for damage to be assessed.

Flooded

Inshore waters, Southland

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

Vessel fell off a wave, cracking stringers and causing small cracks in the hull near the starboard bow. The crew found sea water in a hold, with pumps able to handle the ingress of water. The vessel found sheltered water.

Fire

Bay of Plenty

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

At buffet table a chaffer heater was dislodged and fell on to table, spilling burning fuel onto table linen. A fire extinguisher was readied by staff and burning area was smothered with spare table linen that was wetted. All items removed in bucket, which was filled with water and left ashore. All resolved in 2 minutes.

Near miss / Close quarters

At sea, Northland

Vessel information	
Type:	Power boat / jet boat
Category:	
Length (m):	<6m
Tonnage (tons):	

A small fiberglass boat was fishing outside a harbour with two on board. An oil/chemical tanker tracking from inside the harbour was observed bearing down on them at an estimated 10 to 12 knots. The vessel did not alter course or appear aware of the smaller boat. The fishing lines were wound in and the anchor raised, with evasive action taken prior to getting the anchor up completely. Dragging the anchor the boat moved 30 to 40 metres and then turned to face the bow wave off the other ship, with the skipper concerned the bow wave would swamp them.

Near miss / Close quarters

Inshore waters, Marlborough

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

As the vessel was rounding a point a target was sighted in the middle of the channel less than one mile away coming from the opposite direction. Target started plotting on radar. The target then altered course to port, so the crew commenced sounding 5 short blasts, but during this realised that a collision was probable. The starboard turn was stopped and altered to port, with the two vessels passing starboard to starboard.

Extreme vessel movement

Inshore waters, Auckland

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

On approach to destination during bad weather the safety announcement had just finished when a large wave lifted the boat, then dropping it down hard. A lady on the bow of the vessel broke their leg, with a second person coming down heavily on their knee. Police and paramedics attended and another vessel took the injured to shore where they then went to hospital by ambulance.

Grounding

Outside New Zealand

Vessel information	
Type:	Launch
Category:	
Length (m):	<24m
Tonnage (tons):	<500t

Vessel was entering the passage to an Atoll following an electronic chart, monitoring the depth sounder, and with another crew member keeping a visual watch as the sun was so bright on the water, they could not see the change of colour of the water. The chart showed the boat position as being in the middle of the passage, and the depth indicator was reading 20m. The first the skipper knew they had run up on the reef when they heard the scrapping sound on the hull. The boat was put in full reverse but did not move. The fuel vents were blocked, the anchor put out to prevent the boat being washed further onto the reef, but by low tide the boat had rolled over on its port side. As the tide started coming in the boat was being pounded on the reef by the breaking waves, and by high tide the boat had filled with water, with the submersible pumps unable to keep up with the flow of water. The call was made to abandon ship, with the local fishing village invited to remove diesel from the tanks to prevent further pollution.

Injury Only

Offshore waters

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

Crew member decided to get some air on the deck. As they moved through the port side doorway a large swell caused the vessel to roll. Stepping back through the doorway into the main cabin they let go of the exit door handle and held onto the door frame to prevent being thrown inside. The door swung and closed onto their hand, causing minor cuts, bruising, and abrasion.

Near miss / Close quarters

At berth, Bay of Plenty

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

Tug made fast on port shoulder, close to the ships port anchor. The ship was preparing for departure and the tug was taken out on its line ready to lift off. The ship's crew accidentally released the port anchor and chain to the seabed. The pilot was informed, who ceased departure until the anchor was retrieved. The ship's departure then carried on without incident. The anchor may have struck the tug if it had fallen prior to the tug taking out on its line.

Injury Only

At berth, Marlborough

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

While loading cartons of frozen fish onto a pallet a worker dropped a carton onto another worker's finger, breaking a bone.

Injury Only

Inshore waters, Canterbury

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

Wave made boat surge, pushing the hook towards the walking wheel guard rail catching her little finger between the hook and guard rail. This crushed the tip of her little finger.

Collision

At berth, Auckland

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

Backing into berth with both engines astern the starboard engine malfunctioned and would not come out of gear. The vessel struck the dock at an estimated 8 knots. No one on board was injured.

Propulsion Failure

In harbour, Bay of Plenty

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

Approaching the container terminal the engines failed to fire astern. Aft tugs used to stop vessel off berth. Hydraulic issue with main engine resolved about two minutes later. Engine tested astern satisfactory and berthed without further incident

Propulsion failure

Inshore waters, Auckland

Vessel information	
Type:	
Category:	Dredger
Length (m):	>45m
Tonnage (tons):	<500t

Engine shut down due to a change of noise pitch. The bearing and seal to the drive shaft were found to be 200 degrees and smoking. The shaft was cooled and checked for damage, with the anchor dropped to control drift. Approval was given to dump the vessel's load at the anchored position. The load was dumped and the vessel towed to a berth for repair.

Near miss / Close quarters

Tasman

Vessel information	
Type:	
Category:	Recreational
Length (m):	<6m
Tonnage (tons):	<500t

The small aluminium pontoon style boat was at anchor, with two on board fishing. A trawler was sighted making a large loop in the bay, and heading in their direction. Seeing no alternation to the trawler's direction the two lifted their anchor and started the motor as a precaution. It was observed that no one was in the trawler's wheelhouse, so the boat was moved, dragging the fishing lines, with the hope of being able to move far enough to clear the trawler's nets. This was successful, with a person later seen entering the wheelhouse of the trawler.

Contact

In harbour, Otago

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

Ship's stern made contact with the wharf during berthing, resulting in damage to the ship's structure, the wharf timber fenders, and minor damage to the concrete face of the wharf. The ship suffered buckling (400mm wide) to the shell plating on the port quarter of the transom above the water line. The wharf's damage consisted of displacement of the timber fenders and approximately 1m of the concrete face of the wharf was shattered. The pilot had elected to use the bunkering station on the wharf as an indicator of position as the bridge marker was not displayed as per normal practice. With the bow swinging clear at 30m with approximately 1kt of headway the bridge marker was established, with the pilot realising they had gone too far down the wharf. With the bow clear they maneuvered the vessel astern, and obtained aft clearance information from the master due to restricted visibility from the hull design and the forward nature of the vessel's bridge. The information was however inaccurate. Ahead power and full rudder with the tug's assistance was insufficient to prevent the contact.

Equipment failure

Inshore waters, Canterbury

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

Failure of power system on-board. Vessel still under power and sailing towards port, with procedures put into place to control the situation on board. Testing and repairs carried out and all systems later back up and running.

Person overboard

Inshore waters, Auckland

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

Trainee at the bow fell over starboard side when a wave hit the ship. Ship was placed astern, crew threw life bouy and a line and pulled him in. It was found that the trainee was fooling about and not hanging on in rough weather. Crew have been reminded to be more vigilant in monitoring the behavior and movements of trainees and passengers especially when the risk of injury or mishap is elevated in rough weather. All other crew not involved in this incident have been informed of the discussions that have taken place. Inflatable/CO2 life jackets with integral harness and lanyard will also be provided for crew to wear when working on deck in rough conditions.

Equipment failure

In harbour, Hawkes Bay

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

During arrival at port the ships main engine was operated astern to reduce speed and before the desired reduction of speed was achieved the engine stopped 3 times and had to be restarted astern using the bridge telegraph each time. Tugs were already on standby but not needed. Engine was restarted in sufficient time to safely stop the vessel. It operated without fault for the remainder of the pilotage.

Contact

In harbour, Auckland

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	Not selected
Length (m):	<24m
Tonnage (tons):	<500t

Exhaust stack made contact with transom of vessel while putting towline up. Minor damage sustained. No injuries or damage.

Injury Only

Inshore waters, Auckland

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

Whilst using a knife to cut a float off the trawl net, a crew member cut their finger.

Equipment failure

Not selected, Auckland

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

Starboard shaft RPM sensors came loose, causing an alarm to illuminate. One RPM sensor was damaged, with the other needing to be checked and refitted.

Grounding

A river, Otago

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

Vessel ran aground after driver miss-read the river channel. As it came to a stop the vessel glanced a vertical sand bank at low speed. Driver assessed passenger immediately and called their workshop for assistance. Another boat was dispatched and passengers transferred and continued their trip. One passenger; a child complained of having a sore elbow and was taken to the local hospital as a precaution. Diagnosis was bruising to the elbow and passenger was discharged.

Capsize

At berth, Gisborne

Vessel information	
Type:	NZ Fishing (SSM/MOSS)
Category:	Fishing Vessel
Length (m):	<6m
Tonnage (tons):	

Vessel found capsized in berth.

Equipment failure

At sea, Taranaki

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

Pilot found the gyro compass to be out of order.

Steering gear failure

Offshore waters, Auckland

Vessel information	
Type:	
Category:	Dredger
Length (m):	>45m
Tonnage (tons):	<500t

Steering failure with weather and sea conditions deteriorating quickly. To conduct emergency repairs it was necessary to dump load. A support vessel was called to assist which stood off and was not required. Emergency repairs were successful.

Injury Only

Inshore waters, Waikato

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

Vessel heeled over to port whilst bearing away to starboard reach, passenger grabbed mainsheet, just above turning block just as skipper eased mainsheet.

Injury Only

In harbour, Wellington

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

Crew member slipped on lashing chains, injuring their elbow. A scan found a small amount of bone chipped from their elbow.

Injury Only

Inshore waters, Marlborough

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

A crew member's right hand became caught in a de-clumper on a mussel harvesting boat.

Equipment failure

In harbour, Bay of Plenty

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

Berthing a bulkcarrier into the port fully loaded the engine refused to fire astern in close proximity of allocated berth and vessel moored ahead. No damage caused, and no serious consequences.