



# Accident, incident, and mishap notification

December 2016





## **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 December 2016).

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, Tasman

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

Crane hook parted from the ship's crane block. An approximately 15 ton heave of logs fell about 4 metres, mainly back into the bunk, however two logs spilled to the front of the bunk. No injuries as workers were back in tally huts around 15 metres away.

## Equipment failure

### In harbour, Southland

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

Vessel was unable to let go the starboard anchor when requested during manoeuvring.

## Propulsion failure

### Northland

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

Main engine issue with a sudden unusual reading of an exhaust gas temperature drop, a torque limit alarm, and a fuel cam position alarm. The issue was reported to the company and their maintenance advice followed. The main engine fuel injection pump on cylinder number one was overhauled and the fuel pump gear and reversing mechanism inspected and found in working condition. Vessel proceeded with normal running. Before arriving at anchorage standard main engine testing was conducted with satisfactory results. After picking up the pilot an alarm was received, so the main engine was stopped, reset, and restarted immediately with the vessel berthing without trouble.

## Mooring line failure

### At berth, Marlborough

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

Cast iron mooring bollard fractured and failed.

## Injury Only

### At berth, Gisborne

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

A stevedore operating at the number 4 deck loading at stacking with a digger contacted logs that then contacted logs on the number 3 deck, striking a crewman. The reviewed a soft tissue crush injury to their right ankle.

## Lifting / Cargo gear failure

### At berth, Tasman

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

Ferrule on the crane's line came away while lifting logs onto the ship. The load dropped 3 to 4 metres into the hold, close to where a digger was operating.

## Injury Only

### Offshore waters, Wellington

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

Cargo operations were being conducted between two ships offshore. Crew were working the main deck with a piece of cargo in preparation for it to be lifted to the other ship. During lifting the cargo swung and struck a crew member on the legs, causing bruising above the knees. Conditions at the time was a swell of 1.5-2m.

## Other

### A river, Otago

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

Vessel floated off the beach. The skipper entered the water to retrieve it but on realising this wasn't possible they exited the water to join the passengers. A commercial boat arrived to help retrieve the vessel.

## Propeller entangled

### Inshore waters, Wellington

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

A crew member was pulling a craypot. They put the rope over the pulley, but the rest of the rope moved to the rear of the boat and got caught in the propeller. The skipper then put the vessel in gear and the crew member's hand got caught in the rope, causing a bruise on their wrist. Conditions at the time were calm, causing unpredictable rope placements.

## Other

### At berth, Auckland

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

The moorings between three vessels were moved, resulting in them colliding at low water and during bad weather. Extensive damage was caused to all three.

## Injury Only

### A river, Bay of Plenty

Vessel information	
Type:	Jet Ski (PWC)
Category:	
Length (m):	
Tonnage (tons):	

Two on board a jet ski, including a child, contacted a fishing line while transiting approximately 5m from shore. The line was reported as being a meter off the water at the point of contact. The line struck the child's neck and cut the skipper's thumb. While the skipper attempted to cut the line the fisherman proceeded to wind the line in, resulting in the hooks catching the jet ski's gear and spinning the vessel around into the surf. Luckily the hooks were cleared quickly.

## Foundered

### At berth, Auckland

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

Vessel sank to the bottom while at berth. Harbour and marina staff placed spill pads in the water to contain fuel leakage. The vessel was salvaged by crane strops several hours later. The vessel was found to have sunk due to an exhaust that had been recently fitted without hose clamps on the exhaust, allowing water to enter.

## Oil spill

### At berth, Wellington

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

The bunker arm connected to the ship had a broken seal, allowing approximately 1-5 litres to leak from the arm into the water when the arm was disconnected.

## Other

### At berth, Hawkes Bay

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

Sitching on the covers on one side of the vessel found to have been cut with a knife or similar, with one pontoon deflated. Gear box plugs also found to have been removed.

## Contact

### At berth, Bay of Plenty

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

Vessel departing from its berth was blown slightly down the channel by a gusty 25kt wind, and on exiting the channel between berthed boats clipped the bow of a berth vessel. The berthed vessel was sticking out of its berth by an estimated 450mm and had its gel coat scratched.

## Equipment failure

### In harbour, Hawkes Bay

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

Pilot ladder found to have side ropes looped at the bottom and a tripping line connected to the loop.

## Equipment failure

### In harbour, Hawkes Bay

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

One man-rope on the pilot ladder found to be less than 28mm, which parted when tested by the pilot launch crew. The vessel advised they had no spares.

## Propulsion failure

### At berth, Bay of Plenty

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

Ship lines let go, two tugs lifted the vessel off the wharf, and dead slow ahead was asked for. The engine didn't respond, and both tugs held the ship in position while the crew assessed the problem. The problem was resolved and the engine fired approximately 25 minutes later. Shortly afterwards the tug lines were given back and the ship proceeded outbound with the two tugs escorting. Possibly an issue with starting air.

## Grounding

### In harbour, Auckland

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

Vessel was sailing on a port tack when the vessel ran aground on a mud bank. Wind was 10kts, the sea state calm, visibility good, the light fading as sunset was approaching, and the vessel came to a gradual stop. Attempts to move the boat off the mud were made with the motor as the tide came in without success. Another vessel arrived to assist, taking the passengers off the grounded vessel, and eventually assisting in freeing it.

## Propulsion failure

### Inshore Waters, Bay of Plenty

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

Vessel lost propulsion due to a gear box failure.

## Electrical power failure

### Inshore waters, Marlborough

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

Vessel experienced a brown-out when the vessel was preparing for berthing. Prior to the incident the vessel's power was being supplied by the starboard shaft generator clutched from the number four starboard aft engine. Notice was given that the propulsion requirements would be two main engines and two thrusters. The engine room then started an auxiliary generator, at which point the shaft generator breaker opened, and the unit de-clutched from the main engine. A brief loss of power was experienced, but main engine propulsion was uninterrupted. The second auxiliary generator was started, allowing all vessel electrical requirements to be met.

## Collision

### Marlborough

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

Vessel suffered a malfunction in the aft steering station and collided with a pilot boat at the end of a pier while attempting to berth. Pilot boat sustained damage to hand rail, webbing, and paint work. The other vessel sustained slight damage to the bow approximately 1.2m above the water line.

## Flooded

### Inshore waters, Auckland

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

Vessel had been at anchor for ten minutes when the bilge alarms on the port side came on. Crew inspected the port side bilge and found salt water. All sea cocks were turned off, the passengers were assembled in the main cabin and issued life jackets. The crew continued to open all inspection ports, eventually finding a crack above the water line at the aft end of the hull on the port side. The crack was difficult to find as water only entered when the vessel wallowed in a wave. A small repair was made which slowed the water intake. Coastguard were called and the vessel continued to a harbour.

## Near miss / Close quarters

### Inshore waters, Auckland

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

While the vessel was stopped in the water a commercial jet boat crossed from port to starboard in front of the bow at speed, conducting a turn to their starboard. The jet boat then conducted a high speed spin, coming to rest approximately 10-15m from the stationary vessel.

## Near miss / Close quarters

### Inshore waters, Southland

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

Vessel was moored with divers in a cage and dive flag flying. A paua diving vessel passed at speed, altering course at the late moment. Another dive vessel was also operating in the area and was also passed at close quarters.

## Near miss / Close quarters

### Inshore waters, Southland

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

Vessel was moored west of an island readying for departure from the dive site with a dive flag still flying. While recovering the cage and anchor a paua diving vessel passed at an estimated 25-30kts and at a distance of approximately 20m. Another dive vessel was also operating in the area and was also passed at close quarters.

## Propulsion failure

### At berth, Bay of Plenty

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

Vessel departing with one tug aft in attendance. Engine ahead on course the tug was let go and the engines ordered slow ahead. After the order the engines stopped. The tug was ordered to make fast centre lead aft. The engines were regained three minutes later and outward passage was continued. The engines were lost again one minute later, and regained another minute later. The vessel continued on dead slow with the tug made fast.

## Injury Only

### At berth, Bay of Plenty

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

Pilot had completed berthing the vessel and was coming down the internal staircase of the vessel. They tripped and fell down the stairs, and were taken to hospital with a suspected broken knee.

## Injury Only

### A river, Bay of Plenty

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

Coming off a falls the passenger sitting in the back compartment on the left side fell out. On their way out the passenger landed on the guide's wrist, which was holding onto the rear thwart line. This caused a thumb fracture and ligament damage, and they were unable to continue the trip, with the safety guide taking over.

## Equipment failure

### At berth, Hawkes Bay

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	General Cargo / Multi-purpose
Length (m):	>45m
Tonnage (tons):	>500t

Sailing was delayed due to mechanical issues. On departure the engine smoke alarm sounded and the pilot was advised the engine was leaking fuel onto a hot surface. An attempt was made to berth on the same side again, however due to the stern not coming up into the 20-25kt wind with the wheel hard over and slow ahead the manoeuvre was aborted. More power could have been used but it would have relied on the strength of the vessel's forward springs as a sailing vessel was berthed ahead. Instead the vessel was turned around and berth on the other side.

## Contact

### In harbour, Tasman

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

While undertaking tug duties for berthing a container ship the port stern quarter of the tug contacted the starboard shoulder of the container vessel, resulting in a slight indentation of the shell plating and scuffing of the antifouling paint on the container ship and slight paint removal on the tug.

## Struck submerged object

### In harbour, Auckland

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

Returning at cruise speed (approximately 20kts) vessel came into contact with a submerged object, suspected to be a log. Damage to the port side propeller resulted in vibration. The vessel was stopped to checked for water ingress, and with none found was slowly returned to berth on the starboard engine.

## Steering gear failure

### Inshore waters, Bay of Plenty

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	Work Boat
Length (m):	<6m
Tonnage (tons):	

Steering console junction box teeth broke, resulting in the loss of steering. Vessel was able to use auxillary motor to return to the ramp.

## Mooring line failure

### A lake, Southland

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

Vessel one its swing mooring broke the mooring and drifted to the beach. The vessel was checked for water ingress or damage, and with none found the engine was started and the vessel proceeded to a berth. It was found that the mooring rope had wound around the mooring chain and in strong winds had chafed then broken.

## Injury Only

### At berth, Chatham Islands

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

Crew member slipped while leaving the vessel and had their foot crushed between the boat and the wharf. They suffered broken toes and soft tissue injuries.

## Grounding

### A river, Southland

Vessel information	
Type:	Jet Boat (SOP)
Category:	
Length (m):	<6m
Tonnage (tons):	

Jet boat ran aground in a shallow braided area after the skipper was distracted. The passengers were able to disembark and move further up the river bank for a second boat to collect them.

## Other

### In harbour, Wellington

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

Monkey's fist on a very thick manrope partially fouled the forward grab rails on the pilot boat during disembarkation in heavy swells.

## Lifting / Cargo gear failure

### At berth, Wellington

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

Hoisting wire of crane number four parted as the sling used to stow logs in cargo hold number five was being lifted under the pile of logs. The cargo block fell into the logs in the cargo hold.

## Near miss / Close quarters

### At berth, Bay of Plenty

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	Research
<24m	24.0
Tonnage (tons):	

While setting crab traps a solo scuba diver with a marine scooting was seen in the water by the pier piles without a dive flag, support vessel, or land based support. The skipper and crew called out to the diver to alert them of their presence and intended direction. The diver acknowledged. While under power and manoeuvring into the berth against the current the diver emerged very close to the bow of the vessel at the surface. The diver was found to have been pushed well off course by the strong current.

## Propulsion failure

### Inshore waters, Wellington

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

A starboard drive shaft overspeed caused the electrical drive motor to trip, resulting in a loss of starboard propulsion. The vessel was beam on to an approximately 2.5m swell, with it assumed that the starboard propeller partially raised above the sea, causing the overspeed. Vessel stabilisers were extended and the motion was gentle with a 3.5 degree roll. Rough-sea mode that can be used to damp the propeller and reduce the chance of overspeed was not applied as conditions did not appear to make it necessary.

## Propulsion failure

### Inshore waters, Cook Strait

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

During passage control was lost of the port propeller pitch control. The vessel was in open water with no traffic in the vicinity. The back-up control for the propeller pitch was activated and pitch control was re-established. A tug was ordered to assist for berthing.

## Injury Only

### A lake, Bay of Plenty

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

Skipper was assessing a trainee skipper on emergency procedures, including man overboard procedures. A deckhand threw a fender overboard and called "man overboard", holding on with one hand and pointing with the other. The trainee skipper decelerated rapidly but did not call for the crew to "hold on". The deckhand swung around and collided with their chest against the back of the seat. They said that it hurt but it was not considered to be significant. A later visit to a doctor concluded either a contusion of a ligament or a cracked rib.

## Collision

### At berth, Bay of Plenty

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

Charter vessel collided with another vessel while reversing into a berth. Two collisions occurred, the first resulting in a light indentation and the other a bad fracture to part of the vessel structure.

## Grounding

### A lake, Canterbury

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

Trawler ran aground.

## Propeller entangled

### Inshore waters,

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

During departure from the wharf, while manoeuvring the tug in front of the barge the tow wire touched the starboard propeller. The engine was in gear ahead and at idle. The starboard engine stalled and the wire came free of the propeller. After inspecting the wire the main engine was restarted and testing carried out ahead and astern and with no abnormalities noted the departure was resumed.

## Collision

### At berth, Hawkes Bay

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

A fishing vessel collided with the side of a passenger vessel that was at berth. Damage was caused to the passenger vessel.

## Injury Only

### A river, Bay of Plenty

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

A passenger fell out of the raft at a fall. They stayed holding on their left hand, and when they twisted it forced the outside of the hand against the raft. Fractured hand bone below little finger left hand.

## Contact

### In harbour, Northland

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

While running lines and tying up the tug's mast head made light contact with the ship's anchor. The ship was laden and deep, and the anchor was one where the housing is an external protrusion from the ship's hull. A mast head light on the tug was broken.

## Other

### In harbour, Tasman

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

During departure with two tugs in attendance the vessel was set down towards beacons at the exit of the cut. By ordering the helm to starboard and an increase in revolutions the 15-22kt wind was overcome and the vessel continued.

## Injury Only

### In harbour, Northland

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

A vehicle on the vessel was started by a passenger, but the vessel was in gear and move backwards, crushing another passenger between it and a parked vehicle. They injured passenger was taken to hospital.

## Near miss / Close quarters

### Inshore waters, Auckland

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

Entering a passage a diver was noticed holding onto rocks on the shore to the port side of the ship. The presence of a second diver under the water, as indicated by bubbles, was noticed passing down the port side of the ship. The channel had been checked prior to entry, an all stations call had been made, and there were no vessels or dive flaps in sight. The vessel's RIB was launched to check on the divers.

## Oil spill

### Wellington

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

Burst hydraulic hose resulted in an estimated 15-20L of hydraulic fluid going overboard.

## Person overboard

### A lake, Canterbury

Vessel information	
Type:	Rigid inflatable boat (RIB)
Category:	
Length (m):	
Tonnage (tons):	

A high school age child being taken on a familiarisation ride fell off the boat. On coming about to recover her the boat struck her, cutting her leg in three places. She was recovered and taken to shore for first aid. She was taken to hospital and recieved 27 stiches.

## Foundered

### At berth, Hawkes Bay

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

Vessel sunk at mooring

## Equipment failure

### In harbour, Southland

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

Vessel on departure was turning to starboard to prepare for entry into the channel. The tug made fast through the centre lead forward was instructed to pull full weight to begin the swing, with vessel speed about about 1kt. The tug moved to starboard to take weight in the line, the tug slowed in the water, and the slack was taken up in a controlled manner. However as power was increased again the line parted and sprung back at the tug, making contact with the aft bulkhead.

## Propulsion failure

### In harbour, Northland

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

Nut fell off the shaft and the propeller came loose. Another vessel was called to provide a tow back to berth.

## Propulsion failure

### In harbour, Wellington

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

While departing the harbour the #2 starboard main engine shut down due to a high oil mist signal generated by the oil mist detector. As main engine #1 was already out this resulted in a loss of power on the starboard side. The oil mist detector head was checked and found to be faulty.

## Steering gear failure

### Offshore waters,

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

While fishing the rudder shaft broke. The vessel was able to steam home on low revs to allow it to be slipped.

## Near miss / Close quarters

### A lake, Gisborne

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

Vessel was cut off by another, estimated to be 10-15m at the closest point.

## Other

### In harbour, Hawkes Bay

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

Vessel was found to have a retrieval line attached to the bottom of the pilot ladder leading aft. This creates the potential for the pilot vessel to foul this line, as IMO recommends a retrieval lines to be at or above the last spreader step and should lead forward.

## Other

### In harbour, Southland

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

Bottom rubber step of the pilot ladder was found to be severely damaged where the rope goes through. Both manropes were also found to have turk's head knots on the rope ends.

## Other

### In harbour, Southland

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

The the step above the spreader on the pilot ladder was found to have two cracks along its length.

## Propulsion failure

### Offshore waters,

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

Proceeding to work vessel suffered an electrical failure that caused the vessel to lose power. Another vessel was called and provided a tow. During the tow a broken wire on the starter motor was fixed and the vessel was able to proceed under its own power.

## Lifting / Cargo gear failure

### At berth, Auckland

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

All four cranes broke wires. A number of broken outer wires were noted on the hoisting winch drum, usually the result of fatigue and wear. Under normal operating conditions single wires will break on the crown of a strand at the outside of the rope at the contact point between the rope and the sheave/drum.

## Lifting / Cargo gear failure

### At berth, Wellington

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

While loading in the number three cargo hold with the number three crane a pin on the hoist wire socket came loose, which resulted in the hoist wire disconnecting from the crane.

## Injury Only

### A river, Manawatu

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

A client was evacuated by helicopter after suffering a heart attack during a canoe trip.

## Struck submerged object

### Inshore waters, Bay of Plenty

Vessel information	
Type:	Power boat / jet boat
Category:	
Length (m):	<24m
Tonnage (tons):	

Vessel struck an unidentified submerged object while underway. When the boat came off the plane people on board noticed water coming in around their feet. The skipper activated the bilge pump and contacted a person on land who called Coastguard. The skipper broadcast a mayday on CH16, activated smoke flares, and drove the boat to the nearest sandy beach. Another boat saw the flare and came to assist, with the damaged boat able to drive up the sandy beach.

## Propulsion failure

### Inshore waters, Cook Strait

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

Starboard shaft stopped, with port shaft still operational. Engineers investigated the problem with no obvious fault found. Power was resorted approximately 20 minutes later with full speed another four minutes later.

## Grounding

### A river, Canterbury

Vessel information	
Type:	Jet Boat (SOP)
Category:	
Length (m):	<6m
Tonnage (tons):	

While on the downward section of a trip the skipper believed they were in the channel they had gone up previously, but were one channel over. The ship ran aground in shallow water, with the skipper noting the river was very braided at that section.

## Propulsion failure

### A river, Southland

Vessel information	
Type:	Jet Boat (SOP)
Category:	
Length (m):	<6m
Tonnage (tons):	

Heading downstream a loss of power occurred followed by a bad vibration from the impellor. There was no safe area to pull in to offload the passengers so the skipper made the call there was sufficient power to return to the town. The vibration later disappeared and full power was restored. Heavy rain the previous night had caused the river to raise and caused a large volume of didymo to float on the surface, with the skipper believing this may have entered the jet unit.

## Injury Only

### A river, Bay of Plenty

Vessel information	
Type:	Raft (SOP)
Category:	Adventure
Length (m):	<6m
Tonnage (tons):	

Raft was intentionally flipped in a calm pool on a slow moving part of the river. One of the customers in the water cut their lower left leg on an object under the water. The wound was dressed and the customer continued with the rest of the trip.

## Other

### In harbour, Hawkes Bay

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

Port side pilot ladder's bottom few steps found to not be horizontal, and ladder found to have a retrieval line attached to the bottom of the ladder leading aft, with the bottom of the side lines looped.

## Collision

### Inshore waters, Northland

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

Yacht was under power heading north when another vessel was observed approaching fast from starboard. It became clear the vessel was on a collision course and was not taking evasive action. No one could be seen at the wheel of the vessel, so evasive action was taken, which avoided a collision however the tender towed behind was struck and suffered moderate damage.

## Collision

### Inshore waters, Auckland

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

Vessel passing through a navigable channel in calm conditions and good visibility struck a submerged rock with two blades of the port propeller. The skipper was aware of the rock but misjudged their position. Passengers were checked, and void spaces were checked to ensure no ingress of water. Vessel was later slipped and a spare propeller fitted.

## Steering gear failure

### Inshore waters, Cook Strait

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

Two steering pumps were in operation after exiting the channel. An alarm on the auto pilot activated that indicated the rudders were not synchronised. It was noted the port steering gear was failing to respond to movements of the helm. All four steering pumps were reinstated into operation.

## Contact

### At berth, Bay of Plenty

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

While berthing the gear level stuck in forward. The skipper got a deck hand to run to the engine room to pull to neutral, but they were unable to. The vessel moved forward approximately two boat lengths at slow speed and hit a walkway plank and pile, coming to a stop. Damage was caused to the walkway plank but not the vessel. Previous poor repair to the control mechanism on the gearbox were found to be the cause.

## Propulsion failure

### Inshore waters, Auckland

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

After completion of fishing the outboard cut out and was difficult to start. After an initial check of the air vents, fuel lines, and a swapping for a tanks the engine started but soon cut out again. Passengers were reassured and the trolling motor used to move closer to the shore. Coastguard were informed of the issue and a boat was sent to assist. The outboard continued to only operate for a short time, including 15 minutes of travel. The vessel was then towed to its berth. The following morning the fuel lines were bled and the separator filter in the bilge was emptied, with moisture found present. The tote tank screw cap will be replaced and fuel supplier changed.