



Accident, incident  
and mishap reporting  
Monthly summary  
**JULY 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, 31 July 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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## 14 May 2013 – 14:00

### Person overboard

Up stream from River road boat ramp, Waikato River

Vessel	
Vessel Type	NZ Non-Passenger(SSM)
Vessel Category	Workboat
Length (m)	4.5
Tonnage (tons)	n/a

#### Narrative as reported

I was manoeuvring the boat into the current while travelling on the true right. The single crew member moved position on the boat. The ensuing corrective steering action caused the crew member to lose balance and exit the boat over the starboard side. Crew member remained holding the boat side at all times. Submerged to his waist. We followed man overboard procedure.

## 20 May 2013 –

### Extreme vessel movement

300nm west of Cape Reinga

Vessel	
Vessel Type	Recreation
Vessel Category	Personal Water Craft
Length (m)	17
Tonnage (tons)	n/a



### **Narrative as reported**

I was crew on yacht departed Opua 14 May 2013 arrived Lord Howe Island 23 May 2013. Weather was strong S-SW for most days with very rough seas over slight swell. Seas appeared unusually steep and confused for wind and we encountered tide overfalls in open sea. I suspect a strong Southerly current was affecting sea conditions and also carried vessel south at 20-30 NM per day.

### **13 June 2013 –**

#### **Missing**

**Tasman Sea, about 400 miles west of New Zealand Northland**

<b>Vessel</b>	
Vessel Type	Yacht (sail)
Vessel Category	Historical vessel
Length (m)	18
Tonnage (tons)	n/a

#### **Narrative as reported**

Notification received that a satellite phone call was received June 13 from the missing yacht but the phone died. No further calls.

### **20 June 2013 – 00:20**

#### **Injury Only**

**Offshore waters, Canterbury**

<b>Vessel</b>	
Vessel Type	NZ Cargo (NZISM)
Vessel Category	Research
Length (m)	70
Tonnage (tons)	2,291

#### **Narrative as reported**

2nd Engineer reported to 1st Mate that he had awoken with an irregular heart rate. Observations were made. Resting and comfortable. Advised DPA and General Manager.

Contacted and advised MNZ RCC by broadband phone. RCCNZ provided contact with LifeFlight for medical advice. Once symptoms described and questions answered, paramedic advised evacuation to hospital at soonest opportunity. Master decided Lyttleton was best option. At 1720, high seas and 6-9m swells from the southerly quarter caused the vessel to heave. Ill party's condition was checked at intervals and remained stable. On Friday 21 June, Master considered it prudent in light of current heavy weather and stability of ill party's condition, to delay arrival in Lyttleton until 0800 Saturday 22 June. Notwithstanding ill party's condition continued to be monitored. At intervals (3 times per day), DPA and RCCNZ were given updates on the situation. At 1830 Friday 21 June conditions eased and passage continued toward Lyttleton. On Saturday 22 June at 0800 the pilot boarded and the vessel berthed alongside 7 East wharf at 0910. Ill party was transferred to an ambulance where immediate checks were carried out before going to Christchurch hospital for further assessment. He was discharged and flew home that afternoon. At 0920 the vessel departed and continued to Wellington, arriving on schedule at 0800 Sunday 23 June 2013.

## 23 June 2013 – 15:30

### Collision & Flip/Overturn

#### 5nm north of Maraekakaho on Ngaruroro River

Vessel	
Vessel Type	Recreation
Vessel Category	Personal Water Craft
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

Reports in the media about a jet boat accident. The jet boat was traveling along the Ngaruroro River NM north of Maraekakaho when it stuck a bank and flipped over. The driver and passengers were flung from the craft. The jet boat then landed on a 21 year old man, trapping him under the vessel. The quick actions of other jet boat operators prevented a tragedy. The injured were transported to Hawkes Bay Hospital for treatment.

## 25 June 2013 – 03:30

### Foundered

#### Inner Harbour, Damper Bay, Lyttleton

Vessel	
Vessel Type	Recreation

Vessel Category	Personal Water Craft
Length (m)	n/a
Tonnage (tons)	n/a

#### **Narrative as reported**

Notification from Environmental Canterbury. Vessel sank in harbour. Vessel was being prepared to be boomed and arrange salvage.

**27 June 2013 – 08:30**

#### **Injury Only**

##### **Port of Auckland**

<b>Vessel</b>	
Vessel Type	Foreign SOLAS(ISM)
Vessel Category	Container Ship
Length (m)	222
Tonnage (tons)	28,340

#### **Narrative as reported**

Lasher was unlocking 3-high twist locks on vessel. As he pulled the lashing bar down, it slipped off the twist lock toggle, causing his finger to be jammed between the bottom of the lashing pole and the ship's hand rail. He sustained a fracture to the left little ('pinky') finger.

**28 June 2013 – 14:30**

#### **Flip/Overturn & Injury**

##### **Tutea Falls Okere River**

<b>Vessel</b>	
Vessel Type	Raft (SOP)
Vessel Category	Tourism Activity
Length (m)	4.4

Tonnage (tons)	n/a
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#### **Narrative as reported**

The raft capsized on Tutea falls on the Kaituna River. Customer sitting in middle of the raft twisted her finger in the rope as the boat overturned. Her finger started to swell up immediately after the incident. First aid was given and she was driven to Rotorua A&E.

### **28 June 2013 – 19:05**

#### **Injury only**

#### **West Coast Tasmania, Australia**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	66
Tonnage (tons)	2483

#### **Narrative as reported**

Injured person connected the extension hook off the one ton winch to the backstop hammerlock to bring the wire on board. He took the weight with the winch and then kept winding up on the winch. The hook snapped and the rope hit his left hand. He was taken off deck and given more training. He was being supervised by senior crew but they could not react in time. Injured person kept working for whole trip and extent of injury not identified until he went to doctor yesterday and healed fracture found.

### **28 June 2013 – 22:30**

#### **Complaint**

#### **Port Approaches, Port Taranaki**

<b>Vessel</b>	
Vessel Type	Flag Legislation
Vessel Category	Bulk Carrier
Length (m)	179

Tonnage (tons)	20,867
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**Narrative as reported**

Pilot ladder in poor state. Requires a new one. Steps not horizontal, lashings missing.

**29 June 2013 – 17:00**

**Capsize**

**South west reef Kawhia, Waikato**

Vessel	
Vessel Type	Recreation
Vessel Category	Personal Water Craft
Length (m)	7
Tonnage (tons)	n/a

**Narrative as reported**

Trying to retrieve stuck anchor, pulled over.

**29 June 2013 – 17:45**

**Capsize**

**11.5 nautical miles west-north-west of the Kawhia Harbour entrance**

Vessel	
Vessel Type	Recreation
Vessel Category	Personal Water Craft
Length (m)	7.0
Tonnage (tons)	n/a

**Narrative as reported**

Two men standing on an upturned boat and one man found clinging to the hull were rescued after they set off their distress beacon on Saturday evening in an operation coordinated by the Rescue Coordination Centre New Zealand (RCCNZ). The three men activated their

distress beacon at 5.45pm on Saturday evening (29 June) after their 7 metre hard-topped trailer boat was hit by a wave and rolled when they were uplifting anchor. The men had been out fishing for the day and their boat was 11.5 nautical miles west-north-west of the Kawhia Harbour entrance. A Westpac Rescue Auckland helicopter and a Coastguard vessel were tasked by RCCNZ, and the helicopter arrived on scene at 7.30pm. The helicopter crew found two men wearing lifejackets standing on the upturned hull of their boat. They had to use their search light to locate a third man, who was clinging to the hull. He was not wearing a lifejacket. The Rescue Coordination Centre was able to give the helicopter crew a very accurate position for the men from their distress beacon, which also had a strobe light. The helicopter was equipped with night vision and a winch, but they were unable to uplift the men, due to the prevailing conditions at the time. It remained on scene until the Coastguard vessel arrived at 8.15pm and directed the Coastguard crew to the upturned vessel. The crew of Coastguard vessel recovered the three men and returned to Raglan at around 10.45, where there was an ambulance waiting. The men were checked and treated for mild hypothermia. The helicopter crew had flown to Hamilton to refuel in case a medical evacuation was needed, but were stood down.

## 1 July 2013 – 15:00

### Injury Only

#### Port Underwood Cutters Bay, Marlborough

Vessel	
Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Aquaculture
Length (m)	17.6
Tonnage (tons)	n/a

#### Narrative as reported

After finishing harvesting mussels, while cleaning the mussel declumper a crew man became entangled in the tines of the declumper when it was accidentally started. After my investigation it appears firstly the manually operated valve was not switched off. Secondly an automatically operated ball valve fixed to the muncher door had become disengaged when a split pin has rusted away and fallen out.

## 1 July 2013 – 15:15

### Lifting/Cargo gear failure & Injury

#### Maitai Wharf, Port Nelson

Vessel	

Vessel Type	NZ Fishing (SSM)
Vessel Category	Aquaculture
Length (m)	69
Tonnage (tons)	2,412

**Narrative as reported**

While lifting the vessels rescue boat aboard from the waterline (approx. metres), it appears that the wire has jumped off the winch drum on the davit causing the boat to drop 2-3 metres.

**1 July 2013 – 17:30**

**Explosion & Fire**

**North of Tauranga pilot station**

<b>Vessel</b>	
Vessel Type	Flag Legislation
Vessel Category	Cargo
Length (m)	100
Tonnage (tons)	4,226

## Narrative as reported

When the Pilot got off at 16:56LT, The Master called and informed the 1st Engineer that 17:00LT to Commence of Sea Passage . 17:00LT telegraph put to full sea speed then the 1st Engineer slowly increased the revolution until 17:30LT revs reached 170rpm, this time scavenger air pressure read 0.85kg/cm2, The 1st Engineer went out to clean turbo charger, suddenly an explosion from the turbo caused the Lub Oil to overshoot to the exhaust gas manifold between cylinder # 1 & # 2. This caused smoke and small fire which extinguished by the 2/E. This time the C/E stopped the main engine. About 17:40LT he reported to the Bridge about the Fire is out, and the turbo charger is not working so need to go back to Tauranga. ME cannot be able to increase revs more than 100rpm. Turbocharger cannot increase blowing more than 0.4kg/cm2 and high temperature experienced e.g 408C when trying to increase revs more than 100rpm. All parties informed Ship returned and drop anchor at 21:20LT waiting for pilot. 01:00LT 02/07 Anchor aweigh 01:41 02/07 Pilot onboard 0318 02/07 All fast at berth # 5.

## 2 July 2013 – 08:30

### Person overboard & Injury

#### In Port Taranaki Harbour

Vessel	
Vessel Type	Recreation
Vessel Category	Unpowered Recreational
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

Male paddle boarder reported to have a 'seizure'. Rescued by companion paddle boarder and dragged ashore. Ambulance and Police in attendance. Victim reported to be in stable condition and transported by ambulance to Hospital.

## 2 July 2013 – 15:40

### Fire

#### 04 21.1South, 177 21.0 East

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Purse Seiner



Length (m)	61.20
Tonnage (tons)	1,355

#### **Narrative as reported**

Main engine operated at full load while pursuing fish. High main engine temp caused oil residue between cylinder heads to flash into flame. Chief & second engineer observed to see if oil would burn off and then decided to extinguish flame with CO2 fire extinguisher. Main engine shutdown after set to cool and clean off CO2 and oil residue.

### **4 July 2013 – 15:00**

#### **Flip/Overturn**

##### **Otago Harbour Chart reference NZ6612**

<b>Vessel</b>	
Vessel Type	Raft (SOP)
Vessel Category	SG Adventure Activity – Sit on top Kayak
Length (m)	5.5
Tonnage (tons)	n/a

### **Narrative as reported**

Three Kayaks involved in an incident where one of the Kayaks got into difficulties and overturned. Two foreign students were in the water for 20 minutes. They were rescued by a local fishing vessel and brought to Dunedin Hospital. Tour departed Weller's Rock at 13:30. The tour consisted of a single man kayak with the tour guide and two other two man kayaks being operated by four foreign students. Prior to departure a safety briefing was given. At 14:30 one of the two man kayaks suffered a loss in steering. The steering pin on the left side of the kayak came away. The kayak then broached and capsized. The tour operator who had been towing the other kayak then disconnected it to attend the stricken kayak. He told the disconnected kayak to go ashore at Shelly Beach Aromoana. The tour operator called out for help on CH62 and CH16. Two fishing vessels responded to the call. One went to pick up the two students on Shelly beach while the other went to the capsized kayak. First responding vessel rescued the girls from the water. They had been in the water for 20 minutes with a sea and air temperature of 6°C. One had mild hypothermia the other had serious hypothermia with breathing difficulties. The two fishing vessels rendezvoused at Wellers Rock Jetty where the students were transferred to Dunedin hospital where they were treated for hypothermia.

### **6 July 2013 – 09:30**

#### **Flip/Overturn**

**In harbour, Nelson Haven**

<b>Vessel</b>	
Vessel Type	Recreational
Vessel Category	Unpowered recreational Kayak
Length (m)	6.80
Tonnage (tons)	n/a

#### **Narrative as reported**

Kayak was flipped by broadside wave. Once out of kayak the boat was blown away by the force of the wind.

### **6 July 2013 – 12:00**

#### **Near miss / Close quarters**

**Number 10 buoy Auckland Harbour between Rangitoto**

<b>Vessel</b>	
Vessel Type	Inflatable

Vessel Category	Personal Water Craft
Length (m)	6.50
Tonnage (tons)	n/a

### **Narrative as reported**

We assisted catamaran who was de masted in Auckland harbour by tiring a rope to her bow and keeping her out of the shipping lane until coastguard arrived. Large monohull who was racing saw us over 200 metres away and kept making course directly toward us. After waving and trying to get her to change course one of the crew waved back (she was 100 metres away by then) she carried on course and missed the bow of our boat by 2 metres...clearly she thought it was more important to race than get out of the way of two stationary boats, one of whom was helping the other.

## **6 July 2013 – 13:39**

### **Fire**

#### **Offshore waters, West Coast**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	64
Tonnage (tons)	1899

### **Narrative as reported**

Notification received from chief engineer: On the afternoon of the 6th July 2013 at approximately 13:40 I was alerted by the engine room alarm there was an alarm on the fire indication panel loop 3. We immediately started a search of the 12 various sensor locations when I noticed smoke pluming from the workshop extraction fan vent located at the trawl deck Starboard transom gantry leg. I arrived at the workshop entrance door and could feel no heat on the door, so carefully opened the door to find the workshop full of thick black smoke and a fire illuminated to the immediate left of the door against the wall and extending along the ceiling. I closed the door and informed the second mate, who had arrived at the workshop location, we had a fire in the workshop, and then located the nearest CO2 fire extinguisher from the engine control room. By this time the second mate had retrieved a dry powder extinguisher from the Stbd deck casing and given instruction to deck crew to retrieve SCBA sets. The second mate and I then stood behind the door in clean air aiming the extinguisher nozzles through the slight opening of the door directly at the fire. Once the CO2 extinguisher had expired I realised the oxy/acetylene hoses were coiled where the fire location was and went to the oxy/acetylene deck locker to check the oxy/acetylene bottle

valves were closed. They were both found open and I immediately closed them. Upon re-entering the deck casing I donned a SCBA and headed down and into the workshop with a torch where I meet the second mate who also had SCBA. Together we entered the workshop and found the fire had been extinguished. We checked for hot spots and I removed the charred remains of the oxy/acetylene hoses off the wall and put them on the steel floor in the middle of the workshop. Once satisfied we left the workshop and I contacted the bridge to inform them there had been a fire in the workshop and it was now extinguished and we were going to monitor the situation. The bridge gave permission to open the deck hatch to evacuate the smoke from the workshop which we did. It appears the fire has started at the Oxy/acetylene hoses, as the isolation valves at the bottles and after the regulators, were both found in the open position, and should be normally closed when not in use. The acetylene hose had a joiner to connect the hose and I suspect the joiner has had a small leak and an ignition source such as a grinder spark could have ignited the acetylene due to the hose being charged, and started a slow burn internally in the acetylene hose.

## 7 July 2013 – 9:00

### Near miss/Close quarters

#### Off Ruakura Point, Auckland

Vessel	
Vessel Type	NZ Fishing (SOP)
Vessel Category	Fishing Vessel
Length (m)	6
Tonnage (tons)	Unknown

#### Narrative as reported

Report from skipper of near miss with another fishing vessel: "Drove straight at me at high speed then swerved at the last minute he was lucky not to hit us," was yelling obscenities.

## 8 July 2013 – 16:50

### Unauthorised entry

#### Poor Knights Exclusion Zone

Vessel	
Vessel Type	Yacht (Sail)
Vessel Category	Personal Water Craft

Length (m)	68
Tonnage (tons)	n/a

#### **Narrative as reported**

1650 nzst The Poor Knights Exclusion Zone alarmed and sailing yacht had entered the zone. Yacht is a 68m vessel. 1653 nzst Whangarei Maritime Radio advised yacht that he had entered the Poor Knights Exclusion Zone. Quoted chart NZ521 with relevant information and requested that yacht vacate the Zone as soon as possible. Yacht apologised, said he had the chart and would vacate immediately. 1710 nzst yacht exited the Poor Knights Exclusion Zone and a screen Shot was taken. 1722 nzst MOC telephoned RCCNZ and advised. INCIDENT CLOSED

### **8 July 2013 – 21:30**

#### **Fire**

**-41 15.4, 144 10.5 Tasmania**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	66
Tonnage (tons)	2483

#### **Narrative as reported**

08/07/2013 2130 hours. Smell of smoke reported. An initial investigation indicated a burnt out fan for ventilating meal hold. At approx. 0630 hours 09/07/2013 the smell of smoke was stronger and the mealman alerted the 2nd engineer who investigating further. 0640 hours Chief engineer came on watch and got some crew to help move meal bags which revealed the seat of the smouldering. Bulkhead lining was removed along with insulation and the smouldering was extinguished.

### **10 July 2013 – 12:40**

#### **Propeller entangled & Capsize**

**Taupo Harbour**

<b>Vessel</b>	
Vessel Type	NZ Non-passenger (SSM)

Vessel Category	Workboat
Length (m)	5.95
Tonnage (tons)	n/a

### **Narrative as reported**

When attempting to tow a concrete block cut from the Taupo Boat Harbour to a local construction site for the water treatment plant it was caught in the strong current. The current flowed over the top of the block and pulled the boat backwards as the block went towards the bottom. The tow line was released on the hitch but the rope wrapped around the bes of the engine and pulled the boat backwards and down with the current. The rear of the boat went under. The local harbour master was contacted and assisted to get the boat to a boat ramp and hauled out back on its trailer.

## **11 July 2013 – 5:00**

### **Fire**

#### **Nelson port**

<b>Vessel</b>	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	167
Tonnage (tons)	19,822

### **Narrative as reported**

On the morning of the 11th July a fire broke out in the Accommodation area (Crew Members Cabin) which has subsequently been extinguished by the vessels crew. As with all matters which concern ship/crew members safety on-board ships, Maritime New Zealand has imposed "Imposition of Conditions" The Imposition of Conditions is issued under New Zealand Law and is not a detention under Port State Control. Effectively Maritime New Zealand are preventing the ship from sailing from the port of Nelson until the Owner/Operator and Classification Society confirm the vessel is in all respects safe to depart.

### **12 July 2013 –**

### **Complaint – Illegal operator**

#### **Tasman Lakes**

<b>Vessel</b>	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Macboat
Length (m)	7
Tonnage (tons)	n/a
Owner – Master	Trojan Holdings Limited – n/a

## Narrative as reported

Late Monday afternoon I received a call from a former employee of a company which operates 6 seven metre boats on the Tasman Lakes. Up to 5 of these vessels are operated at any one time, with 14 pax + skipper.

Her concerns are multiple: 1. This operator is not in SSM, and the majority of skippers hold no qualifications (the caller holds LLO), all training is done in house. 2. She had a number of concerns, foremost was what she considered to be poor practises around fuel storage and handling – fuel is stored in a container immediately adjacent to where passengers wait to board, there is no signage, portable tote tanks are refilled aboard the vessels (due to time and by the sound of it, proximity of pax), any spillage is allowed to drain to the bilge well and either pumped O/B or allowed to evaporate. 3. She had a number of other concerns around emergency management, and general attitude, both by the business and some employees – anyone who raised any concerns about current practise seemed to be ignored, and she made the comment that at the time she worked there she was the only holder of a commercial ticket, and anecdotally other prior employees who held tickets had “departed early”. 4. This is against a backdrop of a glacial lake with nil visibility and extremely cold water, which is of high environmental sensitivity.

## 12 July 2013 – 04:00

### Person overboard

#### At Berth, Tauranga Berth no.8, Bay of Plenty

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	177.50
Tonnage (tons)	19994

### Narrative as reported

Mentioned subject vessel completed her loading at 2030 on the 11th and completed lashing at 0200 on the 12th. She was scheduled to depart at 0400 on the 12th. The attending agent came on board at 0345 on the 12th for outbound documents. After he discharged at 0355 master instructed the deck crew members to take back the straight metal ladder which is connected with ship's bulwark terminal. At the time being the chief mate stood on the terminal supervising the operation. Unfortunately, due to his negligence and deficient lighting on site he slipped on the wet/slippery ground and fell into water through the gap between wooden tender and terminal. Master stood in position on the port side bridge wing and noticed the event. He instructed other crew through hand – VHF to carry out rescue operation immediately. A lifebuoy with rope threw down to the water & chief mate caught it in time. A routine health check carried out by ship's medical officer immediately after the successful rescue. Medical officer reported that chief mate was sober & no signs of injury. This information has been verified by master himself & briefed to onboard pilot. Considering



no shore medical assistance required at that time master agreed to sail at 0412 on the 12th and dropped off pilot at 0512.

## 12 July 2013 – 18:00

### Equipment failure

Open waters (ocean), -40.15, 167.22

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	15.60
Tonnage (tons)	n/a

#### Narrative as reported

Equipment failure on vessel. Put vessel into reverse gear and tail shaft failed. Prop moved aft 200mm and forced rudder. Towed back to Bluff.

## 13 July 2013 – 7:30

### Injury Only

Berth Jelicow G, Port of Auckland

Vessel	
Vessel Type	Non-passenger (SSM)
Vessel Category	SSM Non-passenger
Length (m)	52.65
Tonnage (tons)	630

### **Narrative as reported**

Engineer was tightening bolts on a flange when the ratchet spanner slipped off the bolt and struck him in the face causing him to lose consciousness and fall approximately 1.5 meters to the deck. He awoke and sought help from a crew member and was taken to hospital for observations and discharged.

**13 July 2013 – 22:15**

### **Injury Only**

#### **RFT2 Wellington Terminal, Wellington**

<b>Vessel</b>	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Passenger/Vehicular Ferry
Length (m)	183
Tonnage (tons)	17816

### **Narrative as reported**

Notification received from vessel regarding an injury onboard. Crew member has suffered a fractured torso after a slip/trip/fall.

**14 July 2013 – 14:30**

### **Adverse weather**

#### **In the Channel near front Lead, Wellington Harbour**

<b>Vessel</b>	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Gas Tanker
Length (m)	100
Tonnage (tons)	3678

### **Narrative as reported**

Vessel was outbound. Pilot had disembarked but was guiding the vessel from the pilot boat adjacent. Vessel speed and control gradually reduced to extent that Pilot advised to put helm

over, go full astern and turn short about. After vessel had turned, Pilot re-boarded and took the ship to safe anchorage to wait improvement in weather & swell.

## 14 July 2013 – 15:30

### Mooring line failure

Aotea Quay, Wellington

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Vehicle Carrier
Length (m)	200
Tonnage (tons)	60401

## Narrative as reported

I was in the office dealing with gas tanker and after discussing the situation with the HM at 1530 I sent somebody down to talk to the master of Trans Future 7 which was due to sail 1630. I had cancelled the sailing due to rapidly deteriorating weather and swell. At Aotea Quay it was gusting 60 knots – 112km/ph but in a direction off the wharf. Fortunately ER Darwin at TCW1 held- we had used the inshore bollard to assist. Before he could get aboard all the bow lines parted and ship rapidly took off sideways. We had taken the precaution of getting two tugs to assist the gas tanker so they were dismissed from that ship and were able to position themselves to push on full while an assistant and myself undertook 'remote pilotage' from the wharf. Stern lines were holding but gradually breaking 1 by 1 or coming off the winches completely. We had many broken or full length mooring lines in the water. HM's staff turned up to assist and we got most of these out of the water by towing them with vehicles. With careful commands to the master from our position ashore using ships engines and tugs pushing we managed to get TF7 close alongside AQ 2 without damage so that a crew member could leap aboard. 4 linesmen turned up and we gradually got the vessel moored by 2130hrs by doing the bow first then the stern. On occasions we had trouble standing up. Another vessel had to be used to pull lines off the ship's winch as they had been buried in due to the strain. We would have been lost without the power of other vessel who was frequently pushing on more than 50 tonnes, and ship having engines on line. It was one of the rare occasions when the other vessel had to give us everything she had. Picture attached of vessel hanging off berth with bowlines all gone and several stern lines still holding – just. Tugs pushing on off side.

## 16 July 2013 – 06:47

### Near miss / Close quarters

#### Off Princess Wharf Freeman Bay

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Sail Training
Length (m)	37.50
Tonnage (tons)	184

### **Narrative as reported**

While approaching the berth alongside Princess Wharf. Going 2 knots astern another vessel was seen approaching from the Port quarter appearing to be on a collision course. The horn was sounded 5 times, no response, we went from slow astern to full ahead to stop. The second vessel passes astern 5-10m and continued on. A single crew member was seen on board occupied with an on deck task.

### **16 July 2013 – 14:30**

#### **Propulsion failure**

##### **Carey's Bay, Port Chalmers**

<b>Vessel</b>	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Research
Length (m)	20.8
Tonnage (tons)	106

### **Narrative as reported**

Loss of main engine power. Main engine shut down. Loss of power required assistance to berth vessel. Vessel was 20 km from wharf when an electrical circuit failure caused main engine to shut down. Lack of maintenance on the main engine alternator appears to have contributed to the incident. Alternator has been removed. A preventative maintenance programme put in place. A improved failsafe fuse system has been put in place. A meeting of skipper and crew with the auto electrician reviewed the electrical system asked questions and are conversant with die electrical circuits which now ship the electronic control unit on main engine.

### **18 July 2013 – 11:53**

#### **Collision**

##### **South Georgia, Falklands**

<b>Vessel</b>	
Vessel Type	NZ Fishing
Vessel Category	Line Fishing
Length (m)	51.36

Tonnage (tons)	1508
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### **Narrative as reported**

Initial Report of Incident involving two vessels. At 11:53utc on 18th July 2013 in position 53 30s 40 07w the first vessel collided with second while attempting to transfer a package between the vessels. Weather conditions were ESE 10kts, slight sea, visibility 5 mile. Good conditions. First vessel approached second from astern while she was steady on a course of 270t at a speed of 8.7kts. As the first vessel's forward starboard bow came level with second's port stern quarter at a distance of about 20m a heaving line was passed from second to first vessel with the intention of transferring a small package between the vessels. Unfortunately the heaving line fell short of the first vessel's deck and became tangled with its forward starboard bird line boom that extends 5m from the starboard forward shoulder. The heaving line was entangled for about 30 seconds before a crewman on the second vessel cut the line free. While the crew were trying to free the heaving line and before the line was eventually cut I reduced pitch and speed on first vessel, intending to fall back astern of second vessel, but did so too fast causing my vessel to immediately loose steerage way. At this time the first vessel's bow veered to starboard. As this was happening a crew member could see that a collision was imminent so I applied full pitch astern and full thrust to port with the bow thruster. At the same time the crew member hailed a warning for both vessels crew to standby for a collision. Unfortunately this was too little too late and our bow swept across the second vessel's port stern weather deck doing damage to rails and deck equipment, also the two port life raft mounts but fortunately all crew had time to take cover. Initial assessment from second vessel also reports damage to their hull plating below the water as the first vessel's bulbous bow collided there too. Fortunately there are no reports of personal injury. The damage to first vessel is superficial, paint off around the bow."

## **19 July 2013 – 15:20**

### **Near miss/Close quarters**

#### **Northland**

<b>Vessel</b>	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	11.34
Tonnage (tons)	11.44

### **Narrative as reported**

Notification of near miss. 1st incident- yacht failed to give way to second vessel, (aprox 1115) forcing the second vessel to stop engines to avoid a collision. Yacht was on other vessel's port side. 2nd incident- vessel failed to give way (on yachts return trip to Opuia) yacht turned away at the last minute and passed down other vessel's port side about 20-30 metres away.

## **19 July 2013 – 19:10**

### **Injury Only**

#### **Marlborough Sounds**

<b>Vessel</b>	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Ro-Ro Passenger
Length (m)	124.9
Tonnage (tons)	13906

### **Narrative as reported**

Passenger hit her head on the end of the bunk whilst drying her hair after a shower. Apparently bent over with towel on her head?

## **20 July 2013 – 14:33**

### **Person overboard**

#### **Approximately 40 nm WNW off Westport**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	60.47
Tonnage (tons)	1899

### **Narrative as reported**

On 20/07/2013 1430hrs. Vessel was preparing to launch onboard rescue craft to transfer goods with another vessel. Captain advised that the rescue craft was on VHF channel 09 and intership monitoring channel was 06,09,16. ON approach the captain slowed the vessel

down to 3.5 knots once within 1nm of second vessel. Rescue craft was in the cradle with the 1st mate in the console and deckhand onboard standing by. While still on approach Captain asked if factory sumps were off. 1st Mate looked down the ship and said no. Captain advised he would call the factory to stop all water sumps in the factory. Bosun on the davit controls after hearing the radio conversation asked if the 1st mate was ok? 1st mate replied "yes". Bosun proceeded to lower rescue boat down the side of the ship. Ships speed 3.5 knots. Bowline was released before the davit hook causing rescue boat to broach and the deckhand fell overboard at 1433hrs. At no point did the captain give an order to deploy the rescue boat. Chief Engineer who was overseeing notified the captain, while deckhands threw life bouys. Vessel's rescue craft was still attached to davit and MOB was swimming astern towards port side bird mitigation device to hold on to as well as putting a life ring on. Captain stopped ship, advised second vessel of "MOB port side, please launch your rescue craft to assist". Second ship's rescue boat which was on standby was deployed and MOB recovered 1435hrs still attached to ship by life ring and hanging on to bird mitigation device. Second vessel's rescue boat stood by as all ships personnel and rescue boat back onboard.

## 20 July 2013 – 15:55

### Capsize, Injury

#### Waikato Bar

Vessel	
Vessel Type	Recreation
Vessel Category	Personal Water Craft
Length (m)	6
Tonnage (tons)	n/a

#### Narrative as reported

As we got into the bar one wave turned the boat parallel with the wave, but we recovered from that, but the next one hit us after 1 second and capsized our boat. As a result a crew member was injured. He received an internal fracture due to items shifting.

## 24 July 2013 – 04:00

### Mooring line failure

#### Napier Port, Hawkes Bay

Vessel	
Vessel Type	NZ Cargo (NZISM)



Vessel Category	Cargo
Length (m)	183
Tonnage (tons)	27,795

**Narrative as reported**

No 4 aft Shore Line deployed on the the vessel parted at the Talurit. It had been deployed as a back spring instead of as a true stern line on the transom and so the weight of the vessel was coming on to the line early at times. Another shore line was deployed, and during daylight hours the NP Bosun boarded the vessel and worked with the vessel Bosun and Deck Officer to reconfigure the moorings to address the issue.