



Accident, incident, and mishap notification

Monthly Summary
June 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 June 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.

Injury Only

At berth, Tasman

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

Stepped out of crane cab onto a landing and stepped into a gap in the wooden step, rolling ankle.

Equipment failure

In harbour, Bay of Plenty

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

Engine tested astern and ahead before leaving the berth and all ok. After leaving the berth the engine failed to fire and the shift of the vessel was completed without engine and with two tugs. Shift of the vessel went ahead without further incident.

Equipment failure

Offshore waters, Otago

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

During anchoring the starboard anchor parted/lost - could not be retrieved.

Injury Only

At berth, Southland

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

While lowering the stainless steel barrier arm after boarding and prior to departure, a crew member slipped and lost her grasp on the arm with her left hand allowing it to fall and catch her right hand in the hinged end breaking her right little and ring fingers and severing the tip.

Equipment failure

Offshore waters, Southland

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

The skipper noticed that the life raft was not in its usual position on the vessel and it has not been seen since.

Collision

In harbour, Auckland

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

Yacht was rounding a buoy to starboard at least a boat length ahead of another vessel when the other vessel crashed into the starboard rear transom of the yacht as they rounded the mark. This caused a hole in the topside of the yacht and for it to take on water.

Hit submerged Object

A river, Canterbury

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

While competing in an organised event the boat hit a submerged rock. This caused the boat to roll twice, ending right way up.

Injury Only

Inshore waters, Tasman

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

While walking down stairs a crew member slipped down bottom step, impacting right hand on handrail, causing dislocation of right ring finger and small fracture above on following meta-carpal.

Fire

At sea

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

Crew member was hauling the gear (nets) and noticed smoke from engine room. A fuel filter from the generator had failed and split squirting fuel onto the main engine exhaust manifold causing the fire. Stopped the fuel by shutting down the generator stopping the fuel to the fire and extinguishing it.

Faulty fuel filter found. Small crack enabled fuel to squirt across and onto exhaust.

Company are putting a guard plate beside filter so if it should ever happen again, fuel cannot squirt onto exhaust.

Contact

At berth, Auckland

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

Skipper was going astern a when they misjudged and made contact with the wharf. Contact was made with the starboard side of the vessel about midships approximately 1.5 meters above the water line and above belting. Some damage was caused and fiberglass cracked. Vessel is a timber boat, so a boat builder and surveyor were called to inspect damage. Investigations indicate that damage is structural and vessel has been taken out of service for repair to a small crack in timber frame right on a knot. No water ingress occurred.

Near miss / Close quarters

Offshore waters, Auckland

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

Vessel's original course was 031M, with a vessel ahead on a reciprocal course, but not showing on AIS. At 3nm there was a port to port opening but assessed as fine so started to alter course to starboard by 10 deg. Vessels showing a port to port passing with 0.25 - 0.3nm closest point of approach (CPA)

Skipper noticed the other vessel was showing one light green light forward and seemingly high and one white light aft and high (mast head) above opening constant.

Vessel ID later came up on AIS when they were 0.6 NM away, still to pass port - port, so skipper called them on Ch16, then moved to Ch6. They questioned their lights, with the person on watch saying they had fitted new LED mast-head light and thought that may be the green shade and that he would look into the reason they could not see the port light. Reading now 045M and close to passing. The other vessel then seemed to alter course towards them closing the gap. Vessel was turned further to starboard to open port to port clearance but the other vessel was now heading straight towards them so skipper went hard to starboard and full throttle calling them on CH16 to alert them to the close quarter situation. After a small delay they came back apologising and stating they were going astern. Final CPA was approximately 50m.

Injury Only

At berth, Canterbury

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

A cargo handler received an electric shock from a reefer cable while lashing on board vessel. Seems a repair join in the cable had failed, promoted by rain. Reefer cable was temporarily repaired by the crew; container was to be repaired at next discharge port.

Steering gear failure

In harbour, Auckland

Vessel information	
Type:	NZ Non-passenger (SSM/MOSS)
Category:	SSM/MOSS Non-Passenger - Tanker
Length (m):	>45m
Tonnage (tons):	>500m

Vessel lost electrical power to steering units, switched to emergency steering and moved to side of channel and awaited tug assistance.

Equipment failure

At berth, Northland

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

Attempting to release vessel from gravel build up around launching cradle. Vessel was down ramp on slack cable and began to roll downhill. Momentum/weight snapped winch cable and vessel raced down ramp into the foreshore. Winch cable recoiled. No injury.

Contact

A river, Auckland

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

While helmsman training was taking place vessel struck mooring cleat and port side of vessel holed the size of a 50 cent piece above the water line.

Injury Only

At berth, Auckland

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

Passengers were boarding the vessel at marina when a passenger hit their head on a low height cabin top. Crew had been warning the passengers as they were boarding to mind their heads due to the low height. This is a known hazard in the business and the company have installed high visibility soft sponge strips in these areas to prevent this type of incident. Crew are also diligent when warning passengers. Passenger was unconscious for approximately 30 seconds and was attended to by a nurse (a passenger) , a vessel master who was on board and a family member. The passenger was taken to hospital and was discharged that day. Company will now undertake a review of this hazard and look at how it might be eliminated in future

Collision

In harbour, Northland

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

Passenger vessel was being used on a family trip to a fishing tournament with weather wild and unstable. Vessel left marina breakwater after tournament briefing to anchor in harbour. Sudden and severe squall reduced visibility. A yacht was anchored on perimeter of mooring area with 30m of chain out and owner ashore. Yacht swung into channel and its starboard rails contacted the vessel's bowsprit at slow speed. Damaged yacht's rails and gashed the passenger vessel's bowsprit while reversing out.

At berth, Auckland

Vessel information	
Type:	Foreign SOLAS (ISM)
Category:	
Length (m):	>24m
Tonnage (tons):	

Container was knocked off into the water. The container sank.

Propulsion failure

At berth, Northland

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

Vessel's main propulsion failed during berthing. The berthing was completed with the assistance of two tugs, with propulsion restored shortly afterwards.

Steering gear failure

Inshore waters, Auckland

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

Starboard coupling for steering pump stripped, causing the starboard steering to fail. It was replaced and vessel continued with no further incident.

Equipment failure

Inshore waters, Auckland

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

After departure the engineer went for rounds and promptly came to the wheelhouse with a request to reduce RPM on both engines by 50rpm to reduce cylinder temperatures, which was done immediately. After vessel exited the ferry lane the port engine started alarming very intermittently with no lights appearing on the panel. Shortly after a serious vibration was felt and heard from the engine room and both main engines were reduced to Idle. At this stage the engine automatically emergency stopped and the engineer went to investigate. Announcements were made to passengers by the service supervisor and passenger crew remained at their stations.

The engineer reported that the port main engine could not be restarted and that a serious knocking was heard indicating a serious issue. The master decided to return to Auckland and disembark passengers.

Preliminary investigations suggest a broken conrod that went on to hit the piston liner of B6.

Injury Only

At berth, Otago

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

An employee slipped in freezer hold and dislocated shoulder when he placed his right arm out to break his fall (pre-existing injury).

Injury Only

At berth, Auckland

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

Crew member was working on drag head up on the wharf when the wake off one of the harbour ferries caused the vessel to roll slightly. This dragged the drag head over with the aft lifting wire, which was still attached, and crushing his foot between the drag head and the wharf bunting.

Equipment failure

Inshore waters, Auckland

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

Vessel was underway when the port main engine lost drive to the shaft and speed started to reduce while engine revs increased. Port main engine revs were reduced and the engine was shut down. Engine room cameras showed smoke in the engine room, no flames were seen. Heat Sensors remained normal showing no rise in engine room temperature. Master and crew cleared passengers to muster stations as a precaution as engine space hatches needed to be open to inspect the problem, and to allow time for the smoke to clear. A strong smell of rubber and oil was detected when the hatches were opened with smoke coming from the port main engine gearbox. Gearbox oil level was showing as full. Hatches were closed and passengers returned to passenger spaces. Vessel then proceeded to port on one engine. Master called the marina for assistance berthing, which was undertaken by the Coastguard as all marina staff had finished work for the day.

Contact

At berth, Bay of Plenty

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

Whilst berthing and approaching the berth at low speed the skipper was unaware that the forward thruster control switch was in emergency mode and not on the hand controller.

The forward thruster is used when berthing to slow and position the vessel to line the ramp up. When engine revs were applied the vessel swung rapidly to port and not the required starboard swing due to the helm position via the emergency switch.

The vessel at this stage was moving slow ahead into the ebbing tide and the ramp area meaning there was little time to correct the bow thruster operation. The aft thruster was utilised full astern but there was not enough stopping room and the vessel made dead ahead contact with a large dolphin pile on the port side of the berthing ramp entry. The vessels momentum was stopped by the dolphin however the forward boarding ramp rode over the dolphin pile causing some damage to a ladder frame and the line hook casting mounted on top. The underside of the vessel ramp received some dents and paint damage. There was nil contact with the vessel's hull and after inspection of the hull, ramp, hinges, bulwarks showing no structural damage or loss of integrity the vessel was deemed safe to continue operation.

Grounding

Inshore waters, Southland

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

Vessel was fishing for crayfish, but had the day off because of conditions, so was sheltering in calm waters just inside an inlet. Decision made to move anchorage because conditions became uncomfortable. Vessel was proceeding to anchor in heavy rain, fair visibility and a lot of fresh water, so water was very black in colour. Vessel was passing the headland, 100 yards offshore going 5 1/2 knots when it hit a submerged rock. Skipper was at the helm the entire time. They checked the vessel for water ingress, there was none. They then made contact with a vessel they knew was in the vicinity for assistance. Assisting vessel stood by until incoming tide re-floated the vessel. Checked for water ingress and damage, there was none, so preceded back to port the following day under its own power and slipped the vessel for inspection.

Equipment Failure

In harbour, Taranaki

Vessel information	
Type:	Cargo Ship
Category:	Bulk Carrier
Length (m):	
Tonnage (tons):	

Vessel entered harbour and engines were stopped. When speed was down to 4.5 knots engines were ordered astern to stop the ship. Engine failed to fire astern on multiple attempts, so tugs were used to stop and turn the vessel. Engine finally fired astern after the ship had been stopped and turned through 90 degrees. Master could not explain why the engine would not work. Vessel has defective port anchor - one fluke missing.

Hit submerged Object

In harbour, Canterbury

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

Crew were potting for cod in a harbour. While retrieving a pot in a bay, the propeller rotating in reverse and struck a submerged rock, stalling the motor. Upon restarting the motor, the crew noticed the steering had locked in position. Using some reverse thrust they backed off 10m and deployed the anchor. Crew started the auxiliary motor, pulled the anchor, and motored away from the bay. Once clear of land, they examined the main motor, noticed prop damage, and that the steering arm was bent. They straightened the steering arm and found they had regained steering. Using the main motor they headed back to port.

The rock they struck was a permanently submerged rock, and due to milky water it was not visible. A complicating factor was a low spring tide, and a south-west swell that was raising and lowering the water by a metre. Operator reported - Working close to shore this is one of the hazards to look out for. Crew believe that their quick response to this accident, of moving away from shore, anchoring, so as to not drift with the wind onto shore, and starting the auxiliary straight away, pulling anchor and motoring out of the bay, prevented more problems.

Near miss / Close quarters

In harbour, Northland

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

Boat was departing harbour. Skipper (on the helm) did not see a buoy. Lookout/ alerted him and vessel maneuverer to avoid collision.

Grounding

A river, Auckland

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

On departure after loading at the marina construction site vessel was pushed by outgoing tide onto a sand bar on the edge of channel (still within buoyed Channel markers), resulting in a soft grounding. Crew tried to use the on standby tugs to remove them from sand bar but tide dropped too quickly. After two attempts to pull vessel off failed the crew dropped anchor to await next tide. No damage to vessel or crew.

Near miss / Close quarters

Inshore waters, Marlborough

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

Vessel was entering an inlet and was overtaking a launch which was approximately 30 metres away on their starboard side. Vessel was traveling at 21 knots and estimated the launch to be travelling at around 12 knots. Although the sun was getting low and reflecting off the water the skipper could easily see another smaller vessel which was approaching at high speed with the sun behind them. The other vessel was seen to be on a collision course and making no attempt to veer off to starboard as should have done. The skipper was reluctant to alter course to starboard as they would then be too close to and cutting off the launch being overtaken. As the approaching vessel got closer the overtaking skipper stopped their vessel dead in the water and sounded their horn continuously. The approaching vessel continued at speed towards them and at about a range of 50 metres altered course to port and passed between the vessel and the launch overtaking.

Collision

At berth, Southland

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

Skipper was fuelling his vessel while tied to the dock and another vessel came in to dock in front of him. Skipper assumes the other vessel misjudged the tide and did not get all the way into the dock before they drifted into his vessel's port side, crushing the boat into the dock, causing fine cracks to open up between the deck and the rub rail.

Grounding

Inshore waters, Marlborough

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

Vessel departed after a crew swap, with the skipper briefing a new crew member on the course out to channel on the plotters, radar and sounder. Explained what to say on their 10 min call up, to stay at least 0.1 NM off all points and to call the skipper if unsure of anything or if there was any other traffic near the entrance. Crew member had done watches out the channel before.

Skipper later woke with a bump, with the vessel listing to port. They assessed the situation and other crew checked bilges for water, checked situation around hull, forward and aft, with the vessel moving a bit with the slight southerly roll.

Checked they had steering and engine gauges were ok, went astern and after about 20 min vessel came off. Sounder wasn't working and had water coming in from under front freezer where transducer is. Small 24 bilge kept up with water easily as the vessel returned to berth.

Hit submerged Object

In harbour, Northland

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

Approaching mooring at less than 4 knots on a path regularly used amongst other moorings propeller clipped a hard object.

Near miss / Close quarters

In harbour, Northland

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

Vessel was on a compass and radar course due to the thick fog. Another vessel had left for their run meaning that they would meet along the way. After about ten minutes, at a speed of 9.8kts and compass course of 030, the other vessel on radar and looked good to have a port to port clear crossing, but as they got closer it could be seen it was a little too close so course was altered to starboard about 10 degrees to give him room. When the other vessel came through the fog they came across the bow about 20 meters ahead and so the skipper needed to throttle off, going into neutral. The other vessel then came around and passed down the starboard side about 12 meters away. Nothing was mentioned on the radio.

Injury Only

At berth, Auckland

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

Stevedore injured their foot jumping from deck to walkway. Diagnosed with right ankle fracture.