



Accident, incident, and mishap notification

March 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 (1-30 March 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.

Equipment failure

Not selected, Wellington

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

An engine room alarm was received after departure for the low level thermal oil expansion head tank. The main engine was slowed to reduce heat in the exhaust boiler. Thermal oil was found in the low temperature cooling water header tank, pointing to a problem with the thermal oil dump condenser. The dump condenser was isolated and the thermal oil system topped up and put back on line. This allowed the ship to return at reduced speed for repairs. The dump condenser is used get rid of excess head generated by the exhaust gas boiler.

Equipment failure

Inshore waters, Tasman

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

Vessel's autopilot failed. Returned by to port for repairs by hand steering.

Hit submerged Object

A lake, Waikato

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

Approaching a peninsula from the marina, and approximately 40-50m from the shoreline the crew needed to change tack to port. There was a delay as they still needed to free the preventer while tacking, resulting in forward momentum being lost. The outboard was quickly started, however it was unable to cope with a strong wind gust even at full power. Sudden larger waves put the boat on the rocks bow first, leaving it pitching heavily with only the keel and rudder on solid bearing. The crew left the boat and found solid ground on the thick bush. The bow was tied to scrub and the sails lowered to steady the vessel while raising the rudder and drop keel. The motor was then able to pull the vessel free, returning to the marina while shoe deep in bilge water from several cracks in the hull.

Injury Only

At berth, Canterbury

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

A casual stevedore was working discharging palm kernel extract in bulk. The stevedore was engaged in a final sweep cleanout of a hold on the portside of the vessel. Normal practice is to move under the wings of the vessel when a digger is operating in the same location and when grabs are lowered into that working area, and to use vessel secured ladders or a man-cage to reach the lower hold floor. The stevedore chose to stand on the tank side of the hold and slide down to the floor (approximately 1.5m), twisting their ankle in the process. The worker was unable to stand and a man-cage was brought in by crane to life him out of the vessel. An ambulance was called, but the employee was brought to hospital by a staff member, where a fracture of the tibia and fibula was diagnosed.

Injury Only

Inshore waters, Tasman

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

A passenger entering the main cabin tripped on a storm sill at the base of the doorway. They landed face first on carpeted floor, and sustained cuts to their nose and forehead, with bruising to their nose. They were taken to hospital following the vessel's return to port. No stitches were required. The sill is marked with a high vis cover and "mind the step" signage.

List

Offshore waters, Southland

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

Vessel started hauling nets, hauling the codend aboard with an estimated 35 tons of squid. Ship conditions were light and net sonde operations were impaired by the sea state. There was squid and sea water together, the codend went over the portside bulwark on the trawl deck, causing the ship to list to port around 34 degrees. To right the ship it was turned hard to port and the codend cut to quickly get the squid below deck into the fish pound. The ship kept turning hard to port until the fish were below deck and the ship righted.

Injury Only

At berth/marina/boat ramp, Auckland

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

A stevedore was climbing down from a container on the deck of the vessel. He went to use the wire from the crane to aid his descent to the deck but did not notice that the wire was slack. He slipped from the top of the container to the deck.

Grounding

Inshore waters, Bay of Plenty

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

Vessel dredging along the banks made a starboard turn but did not manage to catch the inbound current on the right side of the vessel and was set sideways to the banks and grounded. Soundings of all affected tanks found no leakage and a tug was called to assist.

Propulsion failure

Offshore waters, Hawkes Bay

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

Starboard pod tripped due to absolute encoder fault #2. A check found no fault, but encoder #1 was selected and the pod restarted.

Injury Only

A river, Bay of Plenty

Vessel information	
Type:	Adventure Activity (SG)
Category:	
Length (m):	
Tonnage (tons):	

A guide dropped into a rapid to push out a customer who was getting unintentionally surfed. The guide strained their back while performing this task.

Propulsion failure

Inshore waters, Chatham Islands

Vessel information	
Type:	NZ Fishing (SOP)
Category:	Fishing Boat
Length (m):	<24m
Tonnage (tons):	<500t

Vessel blew an engine cooling system hose.

Collision

At berth/marina/boat ramp, Auckland

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

During a learn-to-sail day a boat leaving a public ramp struck an optimist being sailed by one of the participants. The optimist capsized and the participant was thrown into the water. They were not injured and were immediately assisted by an event safety boat. The boat that collided with the sailboat stayed in the area for approximately five minutes before departing.

Extreme vessel movement

In harbour, Canterbury

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

Vessel was berthed in a severe northwest gale with a pilot on board, two tugs pushing, two anchors deployed, bow thruster on full power, and main engine and rudder being used. Twelve mooring lines parted and the ship blew off the berth. The vessel proceeded to sea.

Steering gear failure

In harbour, Auckland

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

Bottom rudder bearing collapsed, allowing to water to flood into the steering compartment. The bilges automatically turned on, and the crew dropped sails and motored back to base. With the passengers off safely the rudder bearing was then above the water line. The water was pumped out to allow replacement of the bearings.

Collision

In harbour, Marlborough

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

A yacht under motor collided with a runabout fishing at anchor. The four on board the runabout observed the yacht approaching, and without time to pull up the anchor yelled to get the attention of the yacht's crew. The yacht was able to pull hard to the right, with the bow spit removing the runabout's fishing lines, and the yacht's dingy scraping along the runabout's left hand side. One on board the runabout suffered minor injuries while avoiding the bow spit, and belongings were lost overboard.

Lifting / Cargo gear failure

In harbour, Wellington

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

A container ship had three containers knocked by a crane. Two fell into a hold and one went into the sea. Loading was suspended and a police launch and tug boat responded to the floating container.

Injury Only

Offshore waters, Southland

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

While connecting the lazy wire as the crew member let it go it caught their hand and pulled it downwards. As their hand was pulled down the door slid sideways, crushing the tip of their finger.

Injury Only

At berth, Wellington

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

While manually operating a winch for the accommodation ladder another crew member accidentally operated the winch control causing the manual handle to kick back and hit the back of the crew member's hand.

Structural failure

Offshore waters, Northland

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

Water was discovered in the forecastle store while preparing mooring lines for arrival. Inspection was carried out once the water was pumped out. It was discovered that the port anchor fluke had penetrated through the anchor resting plate in the home position. It was also discovered that an old doubler plate had been welded in the past, with the same having been discovered on the starboard side resting plate.

Near miss / Close quarters

In harbour, Bay of Plenty

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

An inbound container ship observed a fishing vessel converging on their course in the middle of the navigation channel. Numerous sound signals were made and the container ship's speed was reduced to avoid a collision. The reduction in speed made the transit to the harbour entrance difficult in the strong ebb tide conditions.

Near miss / Close quarters

At sea, Auckland

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

Vessel was returning to the wharf on a constant heading, under sail in a 8-10kt breeze. Another vessel approached from their starboard quarter on a collision course, overtaking the yacht. The crew were required to bear away to avoid a collision.

Injury Only

At berth, Auckland

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

During lashing activities on deck the lasher was struck by a falling twist lock, injuring their arm.

Hit submerged Object

In harbour, Auckland

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

Vessel struck a submerged object at approximately 1m depth. No hull damage. Speed at the time was approximately 5kts.

Contact

At berth, Auckland

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

A staff member was walking on the deck to enter the crane to relieve the crane driver. The staff member stepped on a shackle on the deck of the vessel and as result a piece of bone was chipped from the top part of his left foot. He was wearing Safety Boots at the time.

Injury Only

At berth, Southland

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

Crew member coming off the tender at the end of the day lost their footing while pulling the tender firmly alongside. Holding onto the wharf placed a load on their shoulder, resulting in a dislocation. They fell into the water, and were pulled out by two others on the wharf.

Near miss / Close quarters

Inshore waters, Auckland

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

Vessel came into close quarters with a fibreglass outboard powered open boat.

Contact

At berth, Auckland

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

A passenger vessel was coming astern from their berth when they were caught by the bow thruster wash from a berthing cruise ship. The vessel then moved when an observer advised the wash had appeared to reduce, however it pushed them into another passenger vessel, causing a 100mm split approximately 2m above the waterline in the cargo hold.

Injury Only

In harbour, Auckland

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

Whilst doing a rescue drill a student was climbing the boarding ladder with a life ring over their shoulders. At the top of the ladder he removed the life ring but lost his grip on it. It fell into the face of another crew member at the bottom of the boarding ladder, breaking 2 of his top front teeth. The boat was moved to get him to an emergency dentist as soon as possible.

Grounding

In harbour, West Coast

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

While at anchor the vessel drifted back onto a flat shelf and the aft 7-12m section of the keel touched on the ground. The rising tide was used to re-float the vessel approximately six hours later. A small section of the starboard propeller received surface scuffing over an area of approximately 35-50mm.

Fire

In harbour, Auckland

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

Twenty minutes after departure the engineer departed the bridge for engine room rounds. Shortly after the fire alarm sounded and the master noted a fire on his video screen in the vicinity of the port main engine. The master called all crew to the bridge and the video image quickly turned into a full scree of flame to black as the smoke descended. The master directed the deck crew to go forward and anchor the vessel and the engineer to shut all the engine room flaps, fuel supply and ventilation fans and to activate the CO2 engine room flooding system. All passengers were advised to muster on the upper aft deck and the engine room temperature was monitored. A PAN PAN then a MAYDAY call was made, and passengers were transferred to another vessel. Approximately an hour later fire service came aboard to assess the engine room with thermal imaging equipment, the room was ventilated, and an inspection undertaken. The generator was restarted and a tug came alongside, with the vessel secured at berth approximately three hours after the outbreak of the fire.

Near miss / Close quarters

Inshore waters, Wellington

Vessel information	
Type:	Jet Boat (SOP)
Category:	Not selected
Length (m):	<6m
Tonnage (tons):	

Fishing vessel tracked straight towards the jet boat, requiring the jet boat skipper to contact them on the VHF radio. Estimated distance was 50m.

Near miss / Close quarters

Inshore waters, Auckland

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

Entering the harbour and approaching a buoy a number of skiffs were conducting training ahead. Risk of collision was assessed with one skiff approximately 600m head. Course was altered heavily to port to pass clear. Having settled onto this course it was established as safe until another skiff tacked across the passenger vessel's bow from starboard at a distance of less than 200m. The passenger vessel took immediately evasive action, taking off all power, then attempting to engage astern propulsion, resulting in one engine stalling and steerage being lost. The skiff then tacked again, passing clear, from where they had in the view of the skipper "stalled" in front of the passenger vessel at a distance of less than 50m. The vessel restarted the engine and continued.

Equipment failure

In harbour, Tasman

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

Departing with a pilot on board all three power generators failed, leaving the vessel without propulsion or steering in the main channel. The vessel's skiff was deployed and a line fastened to the skiff. The vessel was held in the main channel by the skiff until the generators could be restarted approximately twenty minutes later. The vessel then moved back to its berth under its own power with tugboats and the skiff on standby.

Grounding

Inshore waters, Bay of Plenty

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

Vessel struck the bottom at a river entrance while departing. This occurred two hours before low tide, and with no restrictions on the river entrance. The boat was checked inside and out and the trip continued. The boat was taken to the nearest port the next morning to be lifted for inspection.

Injury Only

A river, Otago

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

The skipper of a jet boat was stung by an insect, momentarily lost concentration and clipped a rock resulting in a gash to the side of the vessel, and to their head where it hit the steering wheel.

Near miss / Close quarters

Inshore, Wellington

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

A departing charter vessel caught up to a departing fishing vessel, on the fishing vessel's starboard side. The charter vessel then tracked to port, creating a collision course with the fishing vessel. The fishing crew took immediate evasive action, going full astern and stopping to avoid the collision. The other vessel then passed the bow of the fishing vessel in an unpredictable arc before returning to its original course.

Touch

A river, Otago

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

While crossing a bar two large waves struck the boat causing it to hit the bottom. The skipper had checked the sea conditions prior to crossing.

Equipment failure

A lake, Canterbury

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

Engine temperature rose. Checked function of the impellor, removed to replace with a new impellor but had missing vanes. Called for assistance to be towed back to boat ramp.

Injury Only

In harbour, Canterbury

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

A crane driver sustained a minor head injury on board.

Contact

In harbour, Otago

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

Entering a bay when putting the boat astern the skipper lost the throttle cable from the morse unit. This left the boat going astern at minimal revs reversing to port. The ship twisted around and hit the overhanging cliff, rising and falling with the swells while butting the ship's aft port quarter against the overhanging rock. This caused extensive damage to the roof and metal handrails in that corner of the boat. Within about one minute the throttle cable was re-attached to the morse unit linkage, allowing the boat to be driven away from the headland. The passengers were returned to the wharf.

Injury Only

At berth, Northland

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

Crew member was operating a digger on a log vessel. He had tracked into a new row of logs, and as he slewed around his tracks slipped and the digger slumped approximately 1.2m off the row it was tracking on. He climbed out of the digger and seemed ok, but later assessment at hospital discovered a fractured shoulder.

At sea, Southland

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

Vessel ran into a large set of waves when returning to port. Power was reduced, the vessel slowed, and the skipper punched into the waves until they had passed, before returning to the original course.

Near miss / Close quarters

In harbour, Auckland

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

Vehicle ferry operating at night observed a vessel off their port bow displaying a red light and on a parallel and opposite course. The other vessel slowly turned to port, towards the ferry's intended course. The ferry sounded 5 short blasts on their whistle, but the other vessel continued at right angles to their course, and began turning to port then starboard. When it became apparent that the vessel was going to cross ahead and quite close the skipper slowed by taking all power off, then place two engine astern. By this point the other vessel was 50-80m ahead. The other vessel continued to move around slowly, as though searching for fish on its fishfinder. Once clear the ferry continued.

Equipment failure

At berth, Wellington

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

During preparation for man over board drill, the rescue boat was lowered to the water empty for the brake test. At approximately 10m from the water one of the fall strops parted causing the boat to tip over. The lifeboat was lowered so a crew member could gain access to attach a temporary strop so the boat could be raised. The crew member requested the weight be taken on the rescue boat for the strop to be attached but the winch control button remained stuck in after being pressed, meaning the boat could not be stopped, raising it up on its side with a crew member inside holding on.

Equipment failure

Tasman

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

Kiteboard sailing in an onshore wind with an ebbing tide and a strong outflowing inlet current resulted in equipment entanglement, with the kiteboard drifting to sea. The owner searched without finding the board, concerned it may be hazardous to navigation as it rides low in the water.

Equipment failure

Inshore waters, Bay of Plenty

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

Parasail rope snapped in mid-flight. People went into water and were retrieved with no problems. Returned to base, reset and checked rope, and did a practise flight with all checked ok, so carried on with no issues.

Near miss / Close quarters

Offshore waters, Auckland

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

Boat was anchored with sixteen persons plus two crew on a fishing excursion. Vessel was cross tide facing NW. The skipper observed a yacht approaching from the NE. Skipper was in the cabin and blasted horn whilst getting passengers to back of boat as the yacht was on a collision course. Deckhand was screaming at yacht to no avail. The skipper took quick and evasive action by releasing anchor and powered astern to avoid collision, which they estimated would have been mid ship if they had not moved. The crew estimated the yacht only missed by a few feet.

Collision

In harbour, Northland

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

Waka ama with a crew of six paddlers were about to begin their third lap of the training circuit. They observed a boat leaving the marina entrance and approximately 800m away to the port side. When the boat got to within 200m and approaching at right angles it had increased speed and started to steer to port. The waka ama crew yelled at the skipper of the power boat but the speed and direction did not change. The crew attempted to avoid a collision by paddling faster, but the boat continued to steer to port and collided with the stern of the waka ama. The last two paddlers dived into the water just before contact. No injuries or damage to the launch, however the waka ama suffered a metre long crack to the top end of the stern behind the steerman's seat. The boat skipper advised they hadn't seen the waka ama, with the crew observing their windscreen was fogged, with sun-strike possibly being a factor.

Equipment failure

Inshore waters, Bay of Plenty

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

Vessel suffered a blackout and complete propulsion and steering failure on arrival while clear of the channel waiting for a departing vessel. The starboard engine returned after two minutes, with the other systems returning six minutes later. The PTO (power take-off drive) is controlled by an air system, which was found to have failed due to a broken plastic moisture trap. Loss of control air resulted in both main engines shutting down.

Propulsion failure

Inshore waters, Northland

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

Vessel's port engine misfired and stopped. The company was informed and the vessel continued slowly using the starboard engine. The starboard engine started misfiring so the skipper stopped the engine and dropped anchor. A nearby barge was called to assist with their two outboard engines. Another ferry was called to collect the passenger and the vessel and barge continued to berth where the vessel was refuelled and restarted.

Electrical power failure

In harbour, Wellington

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

While entering harbour the chief engineer rung the bridge on the vintor phone enquiring about "any ships in the vicinity" as there could be a problem hanging over the power generator system. Shortly afterwards there was the first of a series of blackouts changing over from shaft generator 3 to diesel generator 1 and diesel generator 2. A loss of steering occurred for eleven seconds. Manual helm control was taken immediately after the blackout occurred. Three minutes later another blackout occurred with a loss of steering again for about eleven seconds. Two minutes later another blackout with a loss of steerage for a similar period as before. One radar dropped out but another radar remained on throughout. Navigation lights failed during the third blackout. Speed was reduced at this stage. Three more blackouts occurred, and the master advised the engine room to maintain stable power, and that they would berth without thrusters if required. Ten minutes after the first blackout the chief advised that normal power supply had resumed with with diesel generator 1 and diesel generator 2 on the board, and with thrusters available. The vessel berthed as normal with fore and aft thrusters available.

Near miss / Close quarters

Northland

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

A man fishing at anchor in a dinghy was nearly run over by a pleasure launch.

Equipment failure

Inshore waters, Auckland

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

Vessel had a control failure, requiring the affected engine to be shut down. The crew managed to tie the boat to the wharf vessel's crew's help.

Collision

In harbour, Auckland

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

Crew on board the yacht were asleep below when the vessel was hit on the pulpit from a port to starboard direction, which broke part of the pulpit and wrenched it to starboard. The skipper on the other boat said they did not see the anchor light, and was informed it did not have to be on the mast head, but in the location for best all-round visibility.

Equipment failure

In harbour, Tasman

Vessel information	
Type:	NZ Cargo (ISM)
Category:	Cargo Ship
Length (m):	>45m
Tonnage (tons):	>500t

While approaching the berth the vessel lost power to the bow thruster. The pilot was on board and one tug was attending. The pilot changed the tug position and the manoeuvring plan and the vessel was safely berthed.

Injury Only

At berth, Tasman

Vessel information	
Type:	NZ Cargo (ISM)
Category:	Cargo Ship
Length (m):	>45m
Tonnage (tons):	>500t

While passing up an aluminium pole with a "T" handle (used to pull down reefer cables from 2nd height reefer containers) to a stevedore the hand caught on the edge of the hatchway. The pole slipped from the stevedore's hand and fell back striking the chief officer in the mouth, breaking an upper tooth and causing a laceration to their lip.

Entrapment

At sea, Auckland

Vessel information	
Type:	Unpowered Recreation
Category:	Kayak
Length (m):	
Tonnage (tons):	

A yacht under motor passed closely in front of a sea kayak. The yacht was trolling a fishing line behind, which passed over the kayaker. The hook then caught in their shirt. It was freed but then caught in their finger, before being removed but then catching in a finger in their other hand. The hook was caught deeply in their finger, resulting in the kayaker being unable to release it, and being dragged behind the vessel. Despite yelling the yacht's crew seemed unaware. The kayaker was eventually able to cut the line with a knife, then removed the lure, and despite considerable bleeding were able to paddle to shore.

Injury Only

At berth, Auckland

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

The vessel master was under training and hit the crush piles on the wharf hard, causing a passenger to fall, hit their head, and dislocate their shoulder. The passenger was standing at the time about to disembark the vessel. They were attended to by crew and first aid was administered. An ambulance was called and the passenger was taken to hospital.

Equipment failure

Offshore waters, Canterbury

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

The chief engineer notified the bridge that they needed to immediately shutdown the main engine due to a crankcase explosion alarm. Skipper was notified, the general alarm sounded, the crew mustered and the BA teams assembled. The chief engineer advised there was a crank case explosion as the engine ran down, but no fire, and all was under control. The fishing gear was retrieved using auxiliary power. A nearby company vessel was contacted and a tow arranged.