



Accident, incident, and mishap notification

September 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 September 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.

Capsize

Inshore waters, Chatham Islands

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

While hauling a cray pot around a shallow reef a wave had broken, and while the skipper thought it was getting smaller it got bigger and gained momentum. They were unable to get the craypot off the hauler before the water was on them. The vessel capsized, the skipper swam out of the wheelhouse, the other crew member was found, and they both climbed onto the upturned hull. The vessel was drifting away from the breakwater, and as they knew another vessel was nearby the skipper swam under the upturned boat and collected flares and the EPIRB. One flare was set off and the EPIRB activated. The other vessel sighted it and came to assist. The upturned vessel was righted and towed to port.

Propulsion failure

Offshore waters, West Coast

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

Whilst fishing an engine room alarm indicated high temperature on number two cylinder exhaust, this required the main engine to be shut down. The net on the seabed which acted as an anchor. With a strong smell of exhaust gas noted in the engine room and the rocker cover top was observed to be flexing. The number two cylinder rocker arm bearing bracket was found to be broken in half through the pin bush. The valves, push rods, tappets, etc were checked, and the spare rocker assembly fitted to unit #2 and torqued, the bridges and tappets set, and the main engine was started and checked. All found to be in good working order.

Contact

At berth, Wellington

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

Vessel contacted the wharf in a strong SSW wind, shifting to the west during gusts. This caused slight damage to the wharf and some hull plate indentation.

Other

In harbour, Taranaki

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

Ship advised a draft of 10.5mtr even keel prior to departing the berth. When the tug approached, the tug master advised that the ship appeared to be trimmed by the head, visual confirmation confirmed the ship had draughts 11.2mtr forward and 10.2mtr aft. This trim and draught would have affected manoeuvrability and reduced the under-keel clearance an unacceptable amount. The master was advised, the issue rectified, and the vessel departed shortly afterwards on an even keel and safe draught.

Lifting / Cargo gear failure

At berth, Bay of Plenty

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

Whilst discharging cargo at number one hatch, the hoisting wire for the grab parted. Examination of the hoisting wire showed no other damage other than the break. The ships crew replaced the hoisting wire and cargo operations resumed.

Equipment failure

In harbour, Wellington

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

A full inspection of the steering gear system was carried out. A set of timings were taken of the operation of the rotary vane unit, with the port unit taking approximately double the required amount of time as the starboard unit to go from amidships to 35 degrees. The master was informed that the piston seal within the rotary vane unit had failed. The rotary vane unit was stripped down to assess the damage and find the contributing factors.

Foundered

In harbour, Canterbury

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

Vessel had earlier been out of the water for servicing. The vessel was put back in the water in the afternoon, with the operator realising the next morning that the bung had been left out. They proceeded to the mooring area, but the vessel have sunk. It was determined that all equipment was securely stowed and that no petrol was leaking, so a salvage would be organised.

Fire

Inshore waters, Otago

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

Skipper noticed that the engine had started to run irregularly, with a large amount of smoke coming from the exhaust. They went to the wheel house and lifted the engine room hatch, with a sudden rush of flames and smoke coming out. The vessel had three fire extinguishers, but two were in the engine room, and the third was adjacent to the hatch and unable to be accessed. The skipper put the boat into gear and travelled the 150m to shore, running the boat aground on a rocky shore. They were unable to get over the bow so put on a life jacket and jumped into the water with a PLB and flares and swam to shore. They were rescued by helicopter approximately 1.25 hours later with minor injuries.

Grounding

Inshore waters, Gisborne

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

Skipper went to drop anchor in calm conditions with light winds. They saw whitewash on the port side, so turned the boat to starboard, but the port side stabiliser fin hit rocks, which turned the vessel sideways. The skipper went astern on the main engine, the stern hit rocks, then came free and the vessel was able to move astern. When established in a safe area the anchor was dropped and the crew checked around. In the morning a diver checked the vessel, and found the rudder bent. A tow to port was arranged.

Propulsion failure

In harbour, Bay of Plenty

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

When the pilot boarded they were informed that there was an issue with the starboard engine (serious vibration), so the engine was shut down and the vessel piloted into the harbour using only the port engine. A second tug was called to ensure safe berthing.

Propulsion failure

Inshore waters, Bay of Plenty

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

Due to a fuel starvation issue the engine lost power. A call for assistance was made to a local vessel due to strong wind and close proximity to shore. The assisting vessel successfully towed them away from hazards while the fuel issue was rectified.

Propulsion failure

A lake, Southland

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

On approach to the wharf the master pulled the central conning station controls back to idle and then moved to the starboard conning position, selecting the station controller as active and in the neutral position. The vessel was moving towards the berth at about 50m distance when the master moved the controllers into the astern position, however the gearbox did not respond. The master went through the control selection process again and asked the second master on board to try the centre conning station, both without success. The vessel grounded adjacent to the berth with minimal superficial damage. Subsequent investigation/checks could not find any defects or fault codes logged. The OEM is being consulted due to similar itinerant electrical issues.

Mooring line failure

At berth, Taranaki

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

While mooring the ship the shore mooring rope was being heaved in on the winch and the rope was lead led round a roller to line up with the drum end. When the rope had tension on it the roller came off its post and shot up in the air, landing back on the deck.

Propulsion failure

In harbour, Bay of Plenty

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

Vessel lost power while outbound. Tugs were requested, the bowthruster was placed on-line, and the anchor ready to be let go. Approximately five minutes later the engineers got the engine working again, and the vessel proceeded to anchorage to resolve the issue.

Injury Only

At berth, Auckland

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

A large swell came through the marina, causing the vessel's owner to be thrown overboard while they were repairing damage to the stern of the vessel. They received bruising and a cut to the head.

Man overboard

In harbour, Auckland

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

Entering the harbour a family of four were standing together on the forward starboard bow. One of the children was standing with their father's arms around them, but lost their footing and slipped through their father's arms and under the hand rail into the water. Their father jumped over the rails and into the water after them. The master sounded the ship's alarm and yelled an overboard alert to the crew who were preparing the vessel for docking. Another family member threw the starboard life ring and both passengers swam to the stern. The mate recovered them both and they were provided with towels and dry clothes.

Collision

In harbour, Auckland

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

Vessel on a harbour cruise collided with a moored yacht while travelling at 4-5kts. The moored vessel was unlit and did not display on radar.

Injury Only

In harbour, Canterbury

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

Pilot vessel was undertaking transfer of four personnel to another vessel. Two personnel successfully transferred, but as the next person tried to move from the foredeck of the pilot vessel to the gangway of the other vessel the pilot vessel was lifted forward by a surge. The person's leg was trapped between the pulpit of the pilot vessel and the gangway of the other vessel. The person continued to board, but had suffered a leg injury, so all personnel were transferred back to the pilot vessel to allow them to be taken for medical attention. Bruising was confirmed and they were discharged.

Injury Only

Inshore waters, Tasman

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

Crew member putting away the gantry hook put the hook under a hand rail, but continued to lift the hook, catching their hand, causing bruising and bleeding. The crew member had been trained and inducted, but further training and signage advising not to place the hook near the hand rail will be put in place.

Propulsion failure

Inshore waters, Bay of Plenty

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

After departure a knocking sound with uncylic intervals was observed from the number two cylinder. The main engine was stopped and the vessel anchored. Inspection found fuel oil everywhere in the scavenging box and the top of the piston. Fuel valves were replaced with spares, with the knocking, heat, and oil leak from the exhaust valve still present. It was decided to blind off the exhaust valve and resume passage with one cylinder isolated until next port. At port the exhaust valve was found to close randomly and to not build up sufficient compression to fire. When closing the firing was from the huge amount of oil already injected. This was found to be due to an incorrectly overhauled exhaust valve spare.

Other

At berth, Auckland

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

While carrying out an annual fire equipment service and testing the technician accidentally discharged two cylinders of suppressant while removing a solenoid. The solenoid was being removed to allow testing of the system without activation.

Contact

At berth, Canterbury

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

Shore workshop technicians were checking the gantry crane spreader, with the crane just in front of the accommodation at the time. To check the spreader the crane operator moved the crane in an aft direction, but failed to check the aft mast clearance. The boom hit the mast which resulted in heavy damage to an antenna, the X band radar scanner, and the aft mast railings.