



Accident, incident, and
mishap notification
November 2019



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 November 2019).

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.

Fire

Inshore, Auckland

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

Fire detected in SB ER while the vessel on passage towards the ferry terminal with 97 pax, 5 crew. Then fire was extinguished with a portable extinguisher or fixed fire fighting system. No report of injury, cause possible split oil cooler hose

Log Handling

At berth, Canterbury

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

While loading logs on the deck of the ship, two logs dropped in the tide and one on the wharf. Pilots were notified and harbour master as well as marine tech who retrieved the logs. No damage occurred or injury.

Chemical or harmful substance spill

Offshore, Chatham Islands

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

While towing the fishing gear, a small leak was discovered around the starboard side main winch drum, the source was found to be a hole in the brake oil supply. The hydraulics were turned off and soaker pads used to absorb the leaked oil. The hose was changed, hydraulic power restored, and fishing operations continued.

Injury Only

River, Southland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

Vessel was stopped in calm conditions viewing penguins, passengers were on the foredeck photographing penguins when a thump sounded from internal stairwell. Contacted crew member via the P.A. system to investigate. Patient was lying on lower deck after falling downstairs in severe pain with obvious arm, elbow and possibly shoulder injury. EMT crew gave assistance and stood by until arrival of helicopter and paramedics. Patient stabilised by paramedics and flown out to a hospital.

Contact

River, Southland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<45
Tonnage (tons):	<500

Made contact with the rock wall at the bottom of a waterfall. When approaching the waterfall the sun made it difficult to see the closeness to the cliff. Once in the shadow of the hill side vision was then impaired with spray from the waterfall. at this stage the vessel was moving forward slowly. The starboard-bow pontoon came in contact with the rock wall. After returned to port and inspected. There was a small scuff mark on starboard bow pontoon point.

Hit submerged object

Inshore, Auckland

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

Vessel moved towards a wharf past the port marker. The vessel has contacted a large unknown object. This was felt and heard by the crew. MOB marker on the chart plotter and stopped the vessel. The deckhand notified shore side operations and operated the vessel's search light above the helm seat. The other crew used the hand held spotlight on the bow. The master brought the vessel slowly back to a position near where the collision occurred. All crew kept a lookout for any objects in the vicinity, nothing was seen. The Master began to slowly head back on one engine due to vibration on the port side. Immediately after the collision, the crew did an inspection. The Master returned on starboard engine only. The vessel was secured to wharf without further incident. Preventative measures: Vessel had radar and GPS chart plotter and AIS operating. Three experienced watch keepers were on lookout in the bridge. The crew have notified that was in the vicinity of the collision area and to reduce speed as a precaution.

Log Handling

At berth, Canterbury

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

Whilst loading cargo of logs onto deck, a log slipped out of heave into water.

Injury Only

At berth, Bay of Plenty

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

During checking the lashing of containers onboard one turnbuckle escaped from stowed position and hit one AB on the left side of the hard hat he was wearing. Injured person. After the doctor visit the report was he had no injury, only dizzy initially, quick full recovery, no residual illness. Fit for duty.

In harbour, Canterbury

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

The vessel was departing a harbour having been under pilotage. The pilot had just disembarked. The deckhand was wearing PPE including PFD and helmet and was clipped onto the safety rail on the foredeck of the pilot launch waiting to receive the navigational bag which was being lowered on a heaving line. There were approximately 1-meter rise and fall of the launch alongside the ship. This vessel had previously been contacted by the port company via email to request that this dangerous practice be ceased and had replied agreeing to this request. This was evidently ignored on the night in question. The practice of lowering a grapnel while the launch deckhand is on the foredeck is extremely dangerous. The deckhand asked the crew to haul up the grapnel. The launch master asked the Master via radio to ensure this practice was ceased. A corrective action form was filed upon return of the launch to the berth.

Propulsion failure

In harbour, Canterbury

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

During pre-start checks on a boat, some fuel had been drained from the water trap in order to release fuel vapour for a function check of the gas detector. While idling away from the wharf during delivery of the safety briefing with six passengers aboard for a scheduled trip, both outboard engines stopped. Conditions were calm. Traffic was light. The skipper followed procedure by dropping the anchor calling the company's operations office. Another staff member rowed to the vessel, allowing the skipper to return to the wharf and bring the company's standby vessel to the scene to effect a tow. The vessel was towed the short distance back to the wharf and secured. The passengers were disembarked, then embarked on the alternate vessel to resume the tour. This approach was appropriately assessed as of lower risk than transferring passengers between the vessels.

Injury Only

In harbour, Nelson

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

After the starboard outer rake was pushed onto the buffer the rail operator pulled the lever to uncouple the runners from the rake. When she pulled the lever, the lever handle broke in her hand and the momentum caused the handle to make contact with her forehead resulting in a gash above her right eye and bleeding. Rail operation was stopped and she was sent to the terminal for first-aid and further treatment.

Beyond Offshore, Chatham Islands

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

Plastic bag was blown into the ocean from the vessel during hauling.

Equipment failure

Inshore, Tasman

Vessel information	
Type:	Aquaculture vessel
Category:	NZ Non-Passenger (MOSS)
Length (m):	<45
Tonnage (tons):	<500

Upon leaving the marina, the starboard rudder failed to respond. The rudder was then isolated and the emergency tiller arm was used to help get the vessel back into her berth. The hydraulic lines were cleaned out and metal shavings were found to have blocked the control valve.

Propulsion failure

In harbour, Wellington

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

Vessel has lost main propulsion on exiting the harbour. Thrusters still operational. Harbourmaster notified RCCNZ when he was able to. Tugs alongside holding vessel stable.

Mooring line failure

At berth, Bay of Plenty

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

During berthing, as the vessel going alongside starboard side in a berth strong ebb current encountered, the vessel has forward and aft spring lines on bollards. The vessel is about to send its stern lines and officer was advised by the Master to send the lines easy due to strong ebb current and vessel will be using engine astern. After the heaving line was made fast to a towing vehicle, mooring men drove the vehicle and pulled the lines so fast that the crew could not control the lines and the vehicle suddenly stopped making the lines slack on the water at the same time the engine was running astern and about to stop. One of the lines went through the other side of the rudder and was it suspected to be tangled with the propeller. After getting alongside the vessel crew slowly heaved up the line and saw that the line is moving and not tangled with the propeller. Line was slowly brought up and checked, with no sign of damage, it was sent back to shore and made fast to the bollard.

Injury Only

At berth, Hawke's Bay

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

A person was moving drums on board and twisted lower back and required medical treatment - no other injuries to himself or any other crew.

Medical Event

At berth, Canterbury

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

A sad event recently where a crew member passed away from a medical condition. Not obviously work-related.

Injury Only

Inshore, Wellington

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

Guest tripped and fell in the corridor.

Equipment failure

At berth, Nelson

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

Discharging fertiliser with no problems when the vessel commenced work. A 2nd gang commenced work in another hatch. When remote control was used to open the grab over the hopper, it was noticed that one grab also opened. At that stage, it was discovered that the two remote controls were coded with the same frequency. The crane driver of crane #2 swung the grab back into the hold, but unfortunately, the cargo fell onto the walkway of the deck of the vessel, causing no injuries.

Propulsion failure

At berth, Hawke's Bay

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

When entering the port, the ship's main engine failed to run astern, the main engine remained out of order for a while when manoeuvring in port with tugs. The main engine returned to working order prior to coming along side.

Injury Only

Offshore, Southland

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

While the vessel was preparing to tow, one member of the crew tried to pick up a fish that had dropped on the deck under a conveyor. The movement of the ship in heavy seas caused him to hold onto the moving conveyor, where he caught his hand leading to his arm being broken. Another crewman immediately pushed the emergency stop and the injured crewman was given first aid on board and is being transported to a hospital.

Equipment failure

In harbour, Bay of Plenty

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

Outbound loaded bulk carrier. Ordered full ahead in cutter channel, revs were not coming up and sitting in critical range. ER informed that they had a cylinder leak and couldn't run at full ahead. Speed reduced to half and proceeded out with tug escort. Strong flood tide running and the vessel was down the speed. The vessel cleared port and proceeded to sea to fix the problem.

Lifting/Cargo gear failure

At berth, Nelson

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

Ships crane block has come apart and fallen into the hold with all log lifting gear attached. No injuries. Scene froze. Ops suspended

Injury Only

Coastal, Waikato

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

A crew member had sustained an eye injury. A rescue helicopter was tasked, winched the crew member from the vessel and transported him to the hospital for further treatment.