



Accident, incident, and mishap notification

Monthly Summary
July 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 (1-31 July 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.

Fire

At sea, Taranaki

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

Floating production storage and offloading (FPSO) steward detected smoke in the laundry. General alarm sounded, crew mustered, and emergency response teams (ERT) assembled. Channel 16 call made and power supply to laundry isolated. ERT extinguished smoldering wiring in washing machine. Area ventilated, emergency declared over, and channel 16 stand down call made and acknowledged by four parties including MNZ. Further investigation to continue.

Injury Only

At berth, Otago

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

The vessel was alongside at the end of the planned maintenance period, and not operational. One of the engineering team stepped on a loose bilge plate while undertaking routine tasks, fell and bruised right foot. The ankle swelled and resulted in reduced mobility and a doctor visit. This has subsequently been elevated to a reportable serious harm incident due to a subsequent visit and treatment. The injury has been diagnosed as a closed fracture of other tarsal and metatarsal bones.

Electrical power failure

A river, Canterbury

Vessel information	
Type:	Jet Boat (SOP)
Category:	SOP Jet Boat - Adventure
Length (m):	<45m
Tonnage (tons):	

Proceeding downstream, the jet boat completed the 2nd to last spin of the trip some 500m above jetty area, the starboard side engine stalled. Crew went to restart, engine cranked for short period then all electrical power was lost to that engine. Another jet boat was called, boat parked in deep backwater on operational engine, and passengers off loaded and taken back in other boat. Boat proceeded to trailer under one engine. Later inspection revealed power lead to solenoid had fractured at crimped terminal, loose wire shorted to earth and blew fuse resulting in power loss to dash gauges and ignition key on that engine.

Injury Only

Auckland

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

Cleaning oil leak from helm pump. Got tip of index finger on right hand caught in autopilot drive. Fell forward after finished cleaning in rough water.

Extreme vessel movement

At berth, Otago

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

Crew were in the process of tying the vessel up at its berth. The bow line and forward spring were on and they were driving ahead on the spring about to put the stern line on when a wall of water around one to two foot high came in to the stern, pushing the stern out with more force than they had horse power to combat, spinning them completely around. Crew were unable to remove the forward spring that was attached to a bollard on the shoulder of the bulwarks. The end result was it pulled 4 to 5 meters of bulwark off the boat. The pilot boat accompanying the cruise ship, passing at the time, was at full plane to match its speed, and the wall of water that came in looked like thrust off the propellers.

Equipment failure

In harbour, Bay of Plenty

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

Vessel departing with two tugs in attendance. Engines refused to fire ahead when off the berth approximately a ships beam. Manoeuvred vessel back alongside, with no immediate danger and vessel under control at all times.

Near miss / Close quarters

A lake, Otago

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

Vessel operating in the area came into close proximity with a larger vessel tracking to the dock.

Contact

At berth, Auckland

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

When the vessel arrived at pier the master lined the vessel up to come astern into the berth. The vessel's starboard side made contact with the edge of a steel pile following a surge from another vessel in the ferry basin. The vessel scraped along a two meter length of the cabin side above the belting and then penetrated the cabin side damaging the vessel. The Vessel was patched, surveyor notified and then steamed under calm conditions for repair work.

Contact

A river, Otago

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

Travelling upstream skipper went to turn into a narrow channel (still main flow). As they initiated the left turn, the back right-hand end of the boat came into contact with a tree stump which was situated just off the main riverbank. Based on what they thought to be minor contact at the time, they continued with the trip. The tree stump was located about one foot above the water line.

Equipment failure

In harbour, Auckland

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

Fouled line on deck caused damage to starboard anchor deck controls. Starboard anchor lost to sea. No injury to crew.

Steering gear failure

Inshore waters, Southland

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

Lost 24 volt power to the helm , returned to harbor on emergency steering.

Injury Only

Inshore waters, West Coast

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

A man broke a bottle over the side of the boat and cut his hand on the broken glass.

Propulsion failure

At Berth, Canterbury

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

On departure main engine failed to fire ahead. Engine control diverted from bridge to engine room and engine started and operated as normal (ahead only observed) from then onwards. Prior to departure main engine was tested and the master informed the pilot all okay.

Equipment Failure

In harbour, Otago

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

Crane #1 braking failed, load of logs fell in free fall approximately 10m to bottom of hold.

Injury Only

At berth, Bay of Plenty

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

Moveable bulwark steps for ship's gangway not secured properly. Pilot was told they were secure, he stepped on them and the steps slipped.

Propulsion failure

In harbour, Southland

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

Pilot ordered dead slow astern engine. But engine no reply due to starting air pressure being low.

Oil spill

At berth, Bay of Plenty

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

Diesel noticed dripping from corrosion hole in hollow belting around stern of vessel. Absorbent booms placed around stern to contain. Leak plugged and stopped. Absorbent booms contained and absorbed small amount of diesel held within. Aft fuel tanks (starboard 3,000L and port 2,800L) source of leak were pumped to forward tanks and emptied for inspection and repair. Unknown what volume entered harbour, no noticeable decrease in sight glass of either tank. Environment officer inspected incident onsite.

Injury Only

At berth, Tasman

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

During unloading of fish, the cargo was being transferred from hold to position below hatch opening. Working in confined area, a stevedore was struck by forkhoist between dolabs of fish due wide tailswing of the battery powered forkhoist. Injured employee was not the operator of the forkhoist. Suspected fracture sustained.

Collision

Inshore waters, Canterbury

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

Tug assisted a vessel in departure. The tug came between ships quarter and wharf made fast center lead aft . Backing out with line fast tug got set down onto vessel's quarter. Tug went astern and made contact with two piles on wharf, which deflected the tug, lightly making contact with ships quarter . No damage to the larger vessel, with one hand rail slightly bent on tug. The above incident resulted in four broken wooden piles beneath the wharf.

Breach Poor Knights Exclusion Zone

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

Vessel entered the Poor Knights Marine Reserve Area To Be Avoided. Marine Protection Rule, Part 190, instructs the masters of vessels to avoid this area, which is depicted on marine charts including NZ23 (INT 640) and NZ521. Vessel called a short time later saying they would turn to starboard and depart the area and apologise for encroaching.

Steering gear failure

In harbour

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

While standing by for ship assist operations the master experienced intermittent steering control failure on the starboard azimuth pod. As they were under instruction, they handed control to the training master. The training master informed the pilot of the situation, the starboard pod was de-clutched, and the vessel returned to berth.

Grounding

Inshore waters, Auckland

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

Vessel touched a rock with the bottom of the keel while going through a slow tack. The minor grounding did not stop the boat which kept sailing on.

Equipment failure

At sea, Hawkes Bay

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

Prior to pilot disembarkation, the pilot vessel came alongside. The deckhand proceeded to test the ladder and manropes for strength of support. The manropes had been secured to the ship's stanchions provided for this purpose. When the lefthand manrope was pulled on, the stanchion failed at the deck weld and the stanchion leaned over but did not break away completely from the deck. There were no other suitable strong points to re-rig the manropes. Pilot disembarked on the ladder safely.

Flooding

Offshore waters, Manawatu

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

Water ingress into forecastle. At present source is yet to be determined. Heavy weather over bow shipping heavy water for a period of 24 hours.

Extreme vessel movement

Inshore waters, Wellington

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

Port main engine tripped out on over speed after a heavy roll. Flow over the fins reduced and the vessel took a further heavy roll whilst turning away from a lee shore and into the swell. A load within a truck shifted and damaged two other vehicles. Port engine re-started. No further incident on completed voyage.

Injury Only

At berth, Auckland

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

On boarding the vessel a crewman slipped over on the wet wooden boarding platform down aft and landed on uncapped piping which was sharp. This piping cut right across his left hand to bone depth resulting in a fairly serious injury, likely resulting in a period of long term disability. At the time of the injury the boat was berthed and the skipper was down below doing pre-trip checks in the engine room.

Propulsion failure

In harbour, Southland

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

When coming up to wharf, following company directive, crew member put the boat to neutral but the boat stayed in forward gear. Put boat along side using manual control.