



Accident, incident, and mishap notification

March 2020



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 March 2020).

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

Marina/boat ramp, Otago

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

A customer slipped between boat and boarding ramp. Ramp had moved during disembarking. Have now instructed crew to check ramp before loading or unloading passengers and to monitor at all time. Has been recorded in ships log e-register. Medical assistance given to customer.

Injury Only

At berth, Hawke's Bay

Vessel information	
Type:	Line fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	<500

Cut right index finger with knife while trunking shark on vessel.

Injury Only

At berth, Canterbury

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

Crewman slipped and fell resulting in minor fracture of a finger. While working in the freezer hold loading cartons of frozen fish into the unloading frame.

Oil Spill

In harbour, Bay of Plenty

Vessel information	
Type:	Danish seining vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	<500

A small quantity discharged into the sea after the crew used the hose that had been used to empty the bilge to wash down the deck the oily water from the bilge that remained in the hose was discharged onto the deck of the vessel.

Contact

In harbour, Auckland

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

While backing out from the berth a small sailing boat was sighted on far distance and at the time at safe distance. Master tried to increase the distance to the sailing boat but he appeared unable to control his vessel, and continued his track. Instead of increasing the distance he managed to bring the sailing boat closer after signals were given.

Cargo shift

Inshore, Waikato

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

While carrying out hose connection operation, pedestal with roller lead for line for cargo hose shifted, while hoisting hose. Welding of one of the hinges at the base of the pedestal failed, causing the pedestal to tilt.

Injury Only

At berth, Northland

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

There was a strong ebb tide with the wind blowing from the same direction. Crew went to position a fender to lessen the impact on the boat. Unfortunately as she did this her arm got between an upright on the wharf and the boat causing her wrist to break .

Injury Only

Offshore, Canterbury

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

Getting ready to haul gear. Crew adjusted the course on the auto pilot and not remote / midships and over-corrected causing the wire to flick over the side of the vessel striking another crew on his hand / arm.

Lifting/Cargo gear failure

At berth, Northland

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

While loading logs with crane, bearings and pieces of steel fell from the cranes jib tip sheave onto the wharf.

Collision

At berth, Bay of Plenty

Vessel information	
Type:	Danish seining vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	<500

The vessel had a collision with the Harbourmaster vessel earlier this morning. Vessel began to move astern out of the berth. The tide was still coming in and there was little wind. As they came out of the berth the vessel moved slightly to their port side towards the Harbourmaster vessel, but looked to still be under control. Then some yelling from the skipper and the port bow of the vessel was coming towards the Harbourmaster vessel and made heavy contact with the starboard aft corner of the outboard protection bar on the Harbourmaster vessel.

Equipment failure

At berth, Hawke's Bay

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

The vessels ECDIS displayed an incorrect position, the vessel was positioned half way over the wharf when alongside. The vessels AIS has significantly incorrect vessel dimensions programmed in it, which feeds the pilots Portable Piloting Unit through the Pilot Plug.

Extreme vessel movement

Marina/boat ramp, Bay of Plenty

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

The vessel owner insisted on entering the berth. The vessel requested to go bows into their berth. Another vessel's crew on the wharf to assist in catching lines, and held station on the vessel's port side to assist if and when required. Upon the vessel turning into the fairway he was caught by the tide. Unfortunately due to the severe current and his deep keel. At this stage both vessels were pushed onto a pile when another vessel became trapped, then caught under his boarding platform.

Near miss/close quarters

In harbour, Auckland

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

Vessel could not alter further to starboard as was fully on the starboard side of the channel and channel markers and moored vessels prevented this.

Grounding

In harbour, Waikato

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

Vessel had hit rocks hidden below datum. Another vessel attended and accompanied vessel back to wharf.

Propulsion failure

Inshore, Auckland

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

Vessel had departed berth and was under harbour pilotage for sea departure and under own propulsion in navigation channel. Engine exhaust gas boiler high steam pressure alarm was activated. This alarm triggered main engine safety stop event while underway. Staff noted that the mechanical seal of the boiler water circulating pump had failed which caused the sudden loss of pump discharge pressure activating the engine safety cutout to stop.

Near miss/close quarters

At berth, Bay of Plenty

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

A few minutes after departing berth, C/E asked to stopped the engine for a minute due excessive revs. Engine restarted and resumed outbound, however on entering the cutter channel, C/E requested again to stop engine. Continued on passage on dead slow ahead, with revs racing between slow and half continuously. Once vessel passed A beacon , engine stopped to rectify problem.

Contact

At berth, Bay of Plenty

Vessel information	
Type:	Danish seining vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	<500

Statement taken on behalf of Skipper. Threw ropes away. Planned to move the vessel to remove oily water off. Tide was still running slightly in, wind blowing from the north. Left the berth. Attempted to turn to port after moving astern starboard side. At the time of selecting ahead, gear control had slipped and momentum resulted in a glancing brush with the vessel. Contact made with aft corner while drifting. Engaged ahead just prior to brushing contact.

Propulsion failure

In harbour, Canterbury

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

On approaching the berth, the vessel was ordered dead slow ahead. The engine failed to start, and this was repeated a few times to no avail. The tugs were used to arrest the vessel. Main engines took approximately 5 minutes to work prior to berthing.

Equipment failure

Coastal, Wellington

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

During vessel bunkering, planned maintenance was carried out. The PME high temperature water isolating valve was closed at this time. On completion of the maintenance, the isolating valve, in error was not re-opened. Crew was then advised of a mechanical issue and informed the vessel was turning and heading back towards the center of the harbour.

Chemical or harmful substance spill

Offshore, Canterbury

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

The fishing vessel was fishing. First mate informed skipper straight away what was happening about the diesel on deck coming from the save-alls when skipper arrived on the bridge. The fishmeal men were walking out onto the deck when they noticed fuel leak and yelled out to the boson working down the tunnel and pointed to the port side. Boson went straight away to tell an engineer and intern. Deck crew already cleaning up diesel spill from save-alls using absorbent pads after mopping up with the absorbent pads and retain them in fishmeal sacks to be incinerated.

Injury Only

At berth, Auckland

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

The first crew member has stepped on board, they then turned around to help the next person. They have held the hand of the second person. The second person has stepped onto the wooden stringer (between the concrete wharf and the vessel) When the second foot was placed they have slipped. This slip caused the first crew member to loose grip of the seconds hand. The second crew member has fallen into the water via the gap between the wharf and the stringer, on the way down they have caught their leg on a ladder on the side of the wharf. This has caused a deep laceration to the left thigh. The crew member has climbed the ladder back onto the vessel and the crew have administered first aid. Ambulance has been called and operations informed.

Chemical or harmful substance spill

At berth, Bay of Plenty

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

Connections made for transfer of sludge to trucks at berth. Connections completed for transfer of sludge at vessel bunker manifold. All scuppers on deck re-checked and found closed. Vessel tested emergency stop of sludge pump. Started operation and immediately the connector of hose connection of waste management technical service disconnected itself from center of hose and sludge spilled on port side ganagway deck, accommodation ladder, shipside and berth. Emergency stop activated and sludge disposal operation stopped. Cleaning of sludge in progress by ship staff and waste management representatives. Informed local agent for notifying port authorities. Waste management representative leader informed that he has also notified authorities.

Equipment failure

At berth, Wellington

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

Vessel was in standby. Master went from center control console to the starboard bridge wing for maneuvering. Vessel was positioned from this console for astern movement into the berth. At this time all controls were operating correctly. Control was then changed to the port bridge wing. The starboard telegraph was put from ahead to astern. It was observed that the telegraph went to stop but failed to go astern. Engine room was informed. Vessel was lined up for berthing so the decision was made to continue berthing on one shaft. Vessel was berthed safely on the port shaft.

Chemical or harmful substance spill

At berth, Bay of Plenty

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

While sludge disposal operation was on going, the sight glass of sludge tanker broke and sludge oil came out on berth and sprayed on ship side and on deck