

8 March 2024

s 9(2)(a)

Our ref: F33854
By email

Dear s 9(2)(a)

Request for information about age and safety of ferries in Cook Strait

I refer to your email dated 15 December 2023, requesting the following under the Official Information Act 1982 (the Act):

“Any information MNZ holds regarding the age and safety of the current Cook Strait ferries from 2023. I note I had similar request from earlier this year- no need to include any information that was provided in that first response.”

You further clarified your request as follows:

- You would like information regarding both Interislander and Bluebridge ferries;
- You would like an update of our previous response to you; and
- In regards to safety – potentially mechanical/maintenance issues or anything that could potentially impact the safety of passengers.

Information about the ages of the ferries may be found on [Bluebridge's website](#) and the [Interislander website](#). On that basis, I am refusing this portion of your request under section 18(d) of the Act because the information is publicly available.

Some documents are withheld in full – please list appended to this letter. Where appropriate, the titles have also been withheld under section 6(c) of the Act.

Documents within scope of your request are appended to this letter. Some information in the documents is withheld under the following sections of the Act:

- 6(c) prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
- 9(2)(a) to protect the privacy of natural persons
- 9(2)(f)(iv) to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
- 9(2)(g)(i) the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
- 18(d) the information requested is or will soon be publicly available

In making the decision to withhold the information outlined above under section 9 of the Act, we do not consider that withholding this information is outweighed by other considerations which make it desirable, in the public interest, to make that information available. You have

the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you wish to discuss this decision with us, please feel free to email ministerial.services@maritimenz.govt.nz

Yours sincerely

A handwritten signature in black ink, appearing to read 'C Ross', written in a cursive style.

Christine Ross
Manager, Communications and Ministerial Services

Schedule of documents

Date	Title	Decision on release
29 August 2023	Email	Withheld in full 6(c)
29 August 2023	Service Report	Withheld in full 6(c)
30 August 2023	KiwiRail report	Withheld in full 6(c)
2-8 September 2023	21 emails (including replies and forwarded emails)	Withheld in full 6(c)
3 September 2023	KiwiRail document	Withheld in full 6(c)
8 September 2023	Weekly Report	Withheld in full 18(d) (available on Ministry of Transport website)
8 September 2023	Letter	Withheld in full 6(c)
13 September 2023	MNZ audit report	Withheld in full 9(2)(ba)(i)
15 September 2023	MNZ document	Withheld in full 6(c)
15 September 2023	Weekly Report	Withheld in full 6(c)
15 September 2023	Five emails (including replies and forwarded emails)	Withheld in full 6(c)
15 September 2023	Letter	Withheld in full 6(c)
20 September – 6 October 2023	Six emails (including replies and forwarded emails)	Withheld in full 6(c)
2 October 2023	Letter	Withheld in full 6(c)
12 October 2023	MNZ audit report	Withheld in full 9(2)(ba)(i)
23 November 2023	Lloyds Register report	Withheld in full 9(2)(ba)(i)
27 November 2023	MNZ audit report	Withheld in full 9(2)(ba)(i)
4 December 2023	Flag State Inspection report	Withheld in full 9(2)(ba)(i)

18/12/2023

Hon Simeon Brown
Minister of Transport

Safety and Maintenance Incidents Involving Inter-islander (KiwiRail)

Purpose

To brief you on the background on safety and maintenance issues involving Inter-islander ferries ahead of possible Maritime NZ decisions mid to late January 2024 around the investigation into the *Kaitaki* Incident. While we had already been preparing this briefing, we understand that it may also be helpful for Ministers given the current focus on KiwiRail and the Inter-islander fleet.

Action required

To note the contents of this report for discussion if needed with officials. It may also be helpful for you to share this briefing with the Minister of Finance given the current focus on KiwiRail and the Inter-islander fleet.

Key points

1. Maritime NZ audits and inspects the inter-islander ferries, certifies, exempts and undertakes investigations. This includes compliance with Health and Safety at Work regulation.
2. Inspection and audit is not a guarantee that a ship is safe, they are undertaken to ensure that a ship is compliant with the applicable Maritime Rules and conventions relating to safety and other marine protection matters. They document a moment in time, but can expose issues that can then be addressed, and incentivise safe practices. The primary responsibility for safety lies with the operator and requires the appropriate implementation of the ship and operator's Safety Management Systems, and the training and monitoring of the ship's officers and crew who are responsible for daily operations, with oversight of Recognised Organisations.
3. Issues around preventative maintenance and safety culture were formally raised by Maritime NZ with KiwiRail a number of times over 2022 and early 2023. Work had begun to resolve issues by KiwiRail when the *Kaitaki* incident occurred on 28 January 2023.
4. Since then Maritime NZ has undertaken a deep dive audit on maintenance of KiwiRail's ferries, and KiwiRail is actively implementing an approved rectification action plan to address the identified issues. KiwiRail has also contracted at least two separate audits / investigations from third-parties and is currently implementing the corrective actions from the findings of these reports.

- 5. Alongside the deep dive audit and inspections, Maritime NZ has been carrying out an investigation into the *Kaitaki* incident and will make a decision as to whether to prosecute or not in mid to late January 2024. s 6(c)
- 6. This briefing provides you with background on the issues relating to Inter-islander and safety and maintenance, so you are well informed when a decision is made, of what has occurred, along with other matters to be aware of.



Kirstie Hewlett]
Chief Executive and Director, Maritime NZ

18 / 12 / 2023

Hon Simeon Brown
Minister of Transport

..... / / 2024

- Minister's office to complete:
- Approved
 - Declined
 - Seen by A/Minister
 - Not seen by A/Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Kirstie Hewlett, Director and Chief Executive, Maritime NZ	s 9(2)(a)	X

Safety and Maintenance Incidents Involving Inter-islander (KiwiRail)

Purpose

1. To brief you on the background on safety and maintenance issues involving Inter-islander ferries ahead of possible Maritime NZ decisions mid to late January 2024 around the investigation into the *Kaitaki* Incident. While we had already been preparing this briefing, we understand that it may also be helpful for Ministers given the current focus on KiwiRail and the Inter-islander fleet.

Background

Maritime NZ's role in relation to the Inter-islander Ferries

2. The Cook Strait Ferries are audited by Maritime NZ at intervals prescribed in the International Safety Management (ISM) Code. Shore-side company management compliance with requirements of the Code and safety management system is verified every 12 months, whereas ship board compliance is verified approximately every two and half years. Additionally, the ships are inspected annually by Maritime NZ.
3. Inspections are carried out by Maritime NZ Maritime Inspectors who have experience in large ships and international conventions. Maritime Inspectors, in line with industry best practice around the world, look at various aspects of a ship's operation to see if safety management systems are implemented. These inspections are a snapshot in time of an operator's performance. If deficiencies are found, inspectors will require that there is a plan to address the issues within timeframes, in some cases they may also detain ships if there is a major non-conformity. What is considered a major or minor non-conformity is prescribed in the international standards¹. Maritime NZ can also impose conditions on ships².
4. Maritime NZ does not assess structural issues or all the equipment on a ship. Ships are required to be surveyed by a Recognised Organisation (Classification Society with delegated authority) at intervals prescribed in international and domestic legislation. Classification societies are an essential component of the safety system and are responsible for surveying ships to ensure that they meet the standards set out in relevant legislation (particularly around structural issues and equipment). Successful completion of a survey leads to the endorsement of the relevant existing certificate or issuance of a new certificate, and a survey report being provided to the operator. Maritime NZ expects any findings noted in the survey report to be resolved by the operator within the timeframe specified by the Recognised Organisation. Maritime NZ is expected to be informed of any issues in that report.
5. It is important to note that an inspection is not a guarantee a ship is 100% safe. It is also only a moment in time so a deficiency may arise between inspections. The oversight of Recognised Organisations, the appropriate implementation of the ship and operator's Safety Management Systems, and the training and monitoring of the ship's officers and crew who are responsible for daily operations is critical in ensuring that the system works as a whole to manage safety on an ongoing basis.

¹ [International Safety Management Code](#)

² See [Section 43 of the Maritime Transport Act 1994](#)

6. Maritime NZ also certifies operators and crew, can provide exemptions³ (there are specific requirements in law exemptions must meet), investigates incidents and works with regulated parties to improve practice.

Actions Taken relating to Safety and Maintenance Concerns from July 2022 to time of Kaitaki in January 2023

7. As part of our regular audit and inspection work we were seeing increasing numbers of safety findings and deficiencies in relation to Inter-islander ships, some of which were maintenance related. We raised any individual deficiencies as part of inspections with KiwiRail and they were addressed by KiwiRail/Inter-islander as part of audit processes. None of the issues identified met what is defined as a “major non-conformity” which could result in a ship being detained. In addition, we had not received from its Classification Society information that there were specific equipment or structural issues.
8. However, the pattern of increasing findings and deficiencies alongside high numbers of responsive exemption requests for equipment failures, confidential reports from crew about concerns on-board, prosecutions and enforceable undertakings on a range of matters, and some other regulatory interactions, led us to have questions around maintenance management and safety culture at Kiwi Rail/Inter-islander.
9. Maritime NZ met with KiwiRail’s other safety regulators, Waka Kotahi and WorkSafe New Zealand, to discuss the questions Maritime NZ had. This led to all three regulators writing to the new Chief Executive of KiwiRail, Peter Reidy, on 29 August 2022 and Board with our concerns. It is rare a letter is sent from all three regulators.
10. Following this letter on 9 September 2022, Peter Reidy and the Deputy Chair of KiwiRail’s Board of Directors, Sue McCormack, met with the Director and Chief Executive of Maritime NZ, to discuss the concerns raised in the letter. The broad concerns with maintenance of ships, exemptions, notifications and safety culture were discussed at the meeting.
11. Subsequently, quarterly meetings between senior leadership team members were set up between the organisations to consider safety issues and responses. KiwiRail also responded by letter on 17 October 2022 to the concerns raised and asked the Director of Maritime NZ, the Director Land Transport and Chief Executive of WorkSafe NZ, to meet with the Board. This was followed by another letter on 25 November 2022 indicating action they were taking as a result of the concerns raised, namely a safety culture audit. On 15 December 2022, the Director of Maritime NZ, the Director of Land Transport from Waka Kotahi and the Chief Executive of WorkSafe NZ attended a meeting with the KiwiRail Board. The broad issues Maritime NZ had with maintenance of ships, exemptions, notifications and safety culture were also raised at that meeting.
12. On 20 January 2023, Ms Hewlett met with Mr Reidy. At that meeting exemptions were discussed, again along with concerns Maritime NZ had around maintenance. In response Peter Reidy undertook to do analysis of deficiencies identified against maintenance schedules.

³ See [Section 40AA of the Maritime Transport Act 1994](#)

The Kaitaki Incident

13. On 28 January 2023, the inter-islander ferry *Kaitaki* (carrying approximately 850 people) had all four engines fail close to entering Wellington Harbour. s 6(c)

[REDACTED]

Actions taken by Maritime NZ since the event

14. Following the *Kaitaki* incident we imposed conditions on the *Kaitaki* to not leave Wellington harbour until the incident's cause was fully identified and fixed to the satisfaction of the independent surveyor of the ship⁴ and Maritime NZ's technical experts. Maritime NZ then imposed other conditions on the *Kaitaki*'s operation to only carry cargo until an audit of its preventative maintenance system was completed.

15. Maritime NZ set up an audit task force to undertake a deep-dive audit to verify that the safety management system fully takes into account the requirements contained in the ISM Code⁵ relating to maintenance of the ship and equipment. s 6(c)

[REDACTED]

16. A number of non-conformities were identified in the audit, none of which required detention of the ship at that time. KiwiRail provided a rectification plan to us within a specified timeframe. Some of the rectification plan included immediate actions required to address specific concerns relating to the *Kaitaki* incident, as well as long-term action in order to improve and embed robust preventative maintenance processes and systems.

17. s 6(c)
- [REDACTED]

⁴ A representative from Lloyds Register.

⁵ See ref 2

18. We continue to monitor KiwiRail's progress with its maintenance plan and other items specified in the rectification plan. We remain vigilant and will be undertaking regular inspections as we are concerned given the age of the fleet that preventative maintenance is regularly undertaken. We continue to have regular senior level meetings and have carried out workshops to support KiwiRail around better understanding of exemption, notification and investigation requirements.
19. We have also reminded classification societies (Recognised Organisations) who survey NZ ships, of our expectations in assuring that these ships meet all applicable requirements prior to issuing statutory certificates.
20. Alongside our audit and inspection work we have been investigating the *Kaitaki*, s 6(c)
21. We have had a number of OIAs from media into the incident. The information detailed above has also previously been provided to media.

The Transport Accident and Investigation Commission Early Findings

22. On 5 May, the Transport Accident Investigation Commission published its preliminary report on the loss of power suffered by the *Kaitaki*, when in transit from Picton to Wellington on 28 January. The report identified a specific issue with a deteriorated rubber expansion joint, which was well past its manufacturer's recommended replacement date and had failed during the journey. TAIC recommended that Maritime NZ require KiwiRail to provide evidence that all rubber expansion joints aboard their ships were fit and replaced in line with the manufacturer's guidance.
23. We have implemented TAIC's recommendations in principle. s 6(c)
24. Following MNZ audit & other interaction, KiwiRail has issued a **Fleet Memo Cooling System Resilience (for all ships)** which includes information on inspection & replacement of all rubber expansion joints in the HT/LT engine cooling water system of all ships in the fleet, and that the date of manufacture and storage period of spares will be accounted for in the replacement schedule. Maritime NZ has confirmed that the *Kaitaki* is compliant with these requirements.

Decisions on whether to prosecute in relation to the Kaitaki event will be made and announced by mid to late January 2024

- 25. Given the 12 month limitation on filing a potential prosecution, Maritime NZ will need to make a decision on whether to prosecute KiwiRail in relation to the *Kaitaki* incident by 28 January 2024. We are likely to make this decision and announce it in mid-January. s 6(c)
[Redacted]
- 26. As Director, I have independent statutory decision making powers that are exercised by me and cannot be influenced by either my Minister or Board.
- 27. Regardless of what the decision is, it will get the attention of the media given it will raise again safety and maintenance issues with the ferries, and is also likely to get more attention given the recent decisions relating to the IREX project. We have seen an increase in OIAs again following the Government announcement around safety issues relating to inter-islander ferries.
- 28. s 9(2)(g)(i)
[Redacted]
 - [Redacted]
 - s 9(2)(f)(iv) [Redacted]
 - s 9(2)(g)(i) [Redacted]

Recommendations

- 29 **Note** the contents of this brief and discuss with officials if needed. It may also be helpful for you to share this briefing with the Minister of Finance given the current focus on KiwiRail and the Inter-islander fleet.

From: [Ram Bhasin](#)
To: [Daniel Gardner](#)
Cc: [Taru Sawhney](#); [Will Wesson](#); [Stu McHaffie](#); [Guru Prasanna Rao Bolar](#); [Todd Lymburn](#); [Cavan McDowell](#); [Aratere Master](#); [Aratere Chief Engineers](#); [Clyde Fernandes](#)
Subject: EXTERNAL: Aratere 18C tanktop - Notification
Date: Tuesday, 1 August 2023 10:00:27 am
Attachments: [image001.png](#)
Documents attached

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Good morning Dan,

This is to report a small crack on Aratere tank top (refer GA snapshots for location). This crack develops from time to time on the tank top beneath the rail tracks .

Normally class is informed, and repairs are made as per class's satisfaction. However, we will now work with the class to come up with a more suitable/permanent solution.

Recently a minor crack was identified at the aft end of 18C tank top on the Starboard outer rail at approximately frame#1. Attached are photos and marked plan of the area.

Tank entry was made to assess the possibility of repair from below, unfortunately the access is extremely limited, there are X2 holes 400mm in diameter at a height of 1300mm that provide access to a space not large enough for any person to enter to complete a repair from inside the tank.

Ontrack attended and it was agreed that in the upcoming layup (12-15th August) they will arrange to have a replacement rail and will be able to lift the rails, gouge or grind the area and carry out weld repairs from the top.

DNV has been informed of above and are in agreement towards the repair plan.

We shall keep you advised.

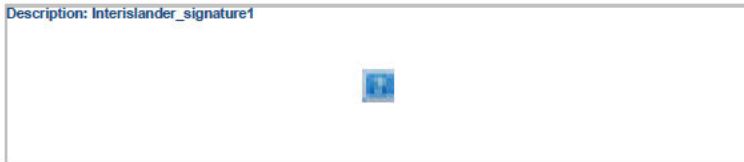
Many thanks and best regards,

Ramneek Bhasin | Marine & Safety Superintendent

MOB: +64 s 9(2)(a)

Level 1, Wellington Railway Station, 1 Bunny Street, Weillington, 6011

Description: Interislander_signature1



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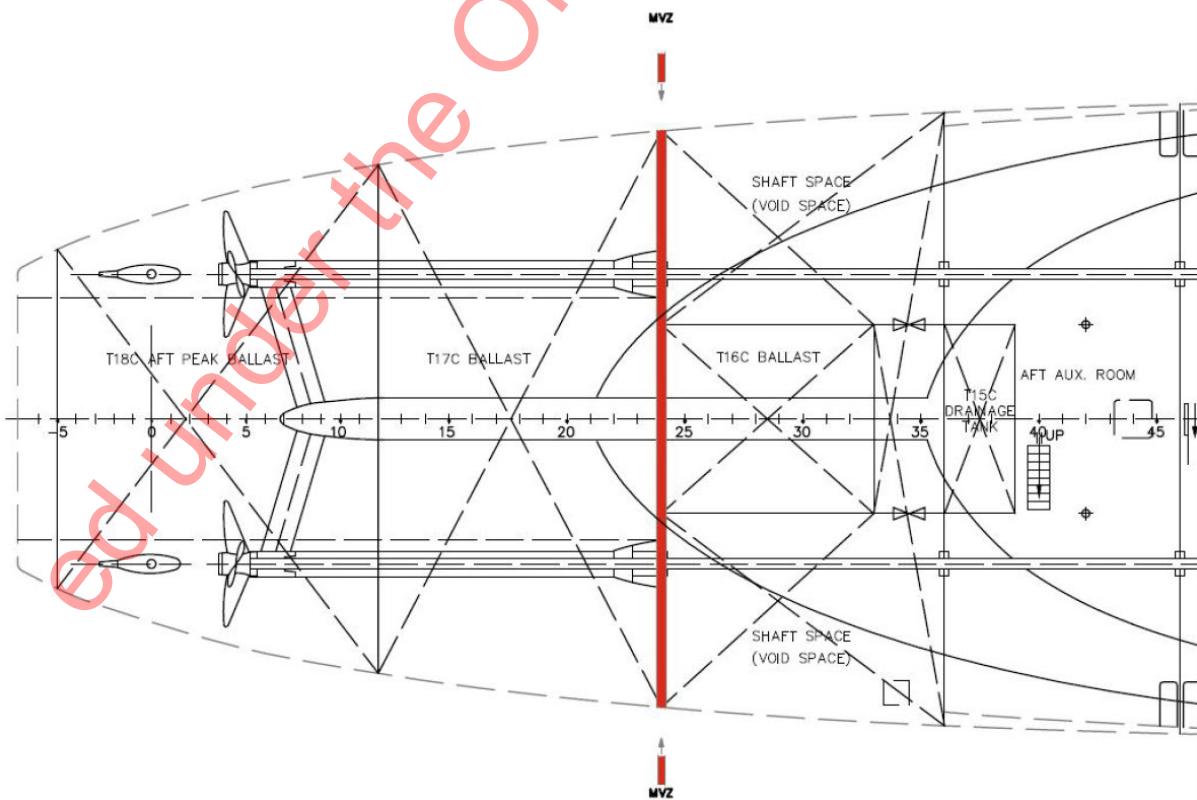
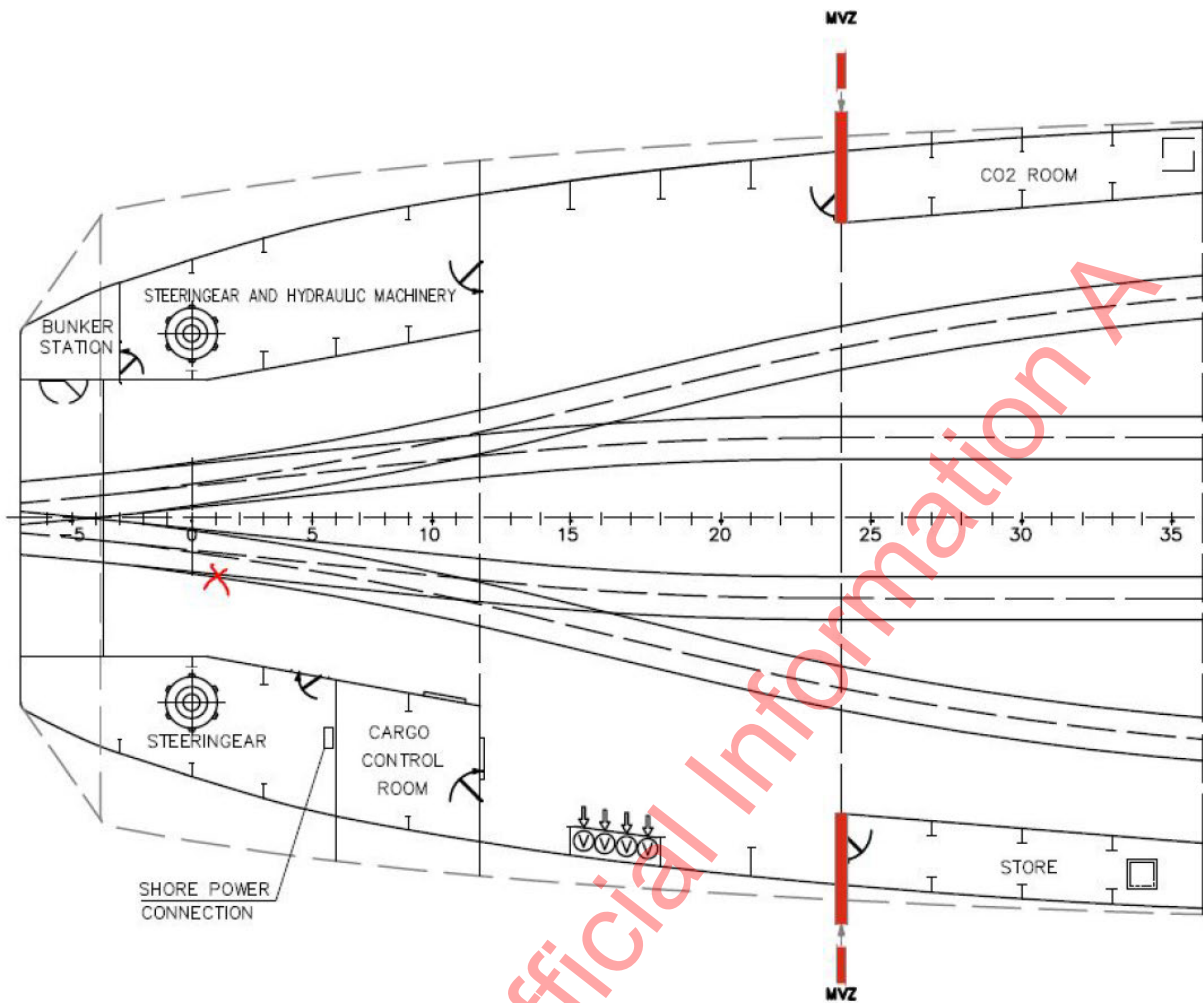




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From: [Guru Prasanna Rao Bolar](#)
To: [Taru Sawhney](#); [Clyde Fernandes](#); [Daniel Gardner](#)
Cc: [Peter Mathews](#); [Will Wesson](#); [Duncan Roy](#); [Kaitaki Chief Engineers](#); [Kaitaki Master](#); [Stu McHaffie](#)
Subject: EXTERNAL: Re: Kaitaki steering issue/ 0915 - 10th Aug
Date: Thursday, 10 August 2023 10:49:42 am

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Good day, all.

Following the repairs, below is the latest update from Kaitaki, as of 10:40 hrs.

Please note that we have tested steering in all three (Auto- Manual and Non-Follow-up) modes and can confirm that the system is operational without any issues.

Have updated the Master to proceed to Picton.

Thank you.

Guru.
Onboard Kaitaki

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From: Taru Sawhney <Taru.Sawhney@kiwirail.co.nz>
Sent: Thursday, August 10, 2023 9:57:03 AM
To: Clyde Fernandes - MNZ <clyde.fernandes@maritimenz.govt.nz>; Daniel Gardner <daniel.gardner@maritimenz.govt.nz>
Cc: Peter Mathew <pmathews@interislander.co.nz>; Will Wesson <Will.Wesson@kiwirail.co.nz>; Duncan Roy <Duncan.Roy@kiwirail.co.nz>; Kaitaki Chief Engineers <chief.kaitaki@kiwirail.co.nz>; Kaitaki Master <master.kaitaki@kiwirail.co.nz>; Stu McHaffie <Stu.McHaffie@interislander.co.nz>; Guru Prasanna Rao Bolar <Guru.Prasanna.Rao.Bolar@kiwirail.co.nz>
Subject: Kaitaki steering issue/ 0915 - 10th Aug

Dear Clyde

Following to vessels Section 31 report and my call related to the steering issue on Kaitaki; please find below update on the event as of 0915 hours/10th Aug:

9th Aug

2129 Steering gear anomaly observed when vessel changed from hand steering to auto pilot. Starboard rudder was behaving erratic when on auto pilot

Vessel tried to change to manual steering back and faced similar issue with the starboard rudder

2130~2200: Various steps taken to trouble shoot, while NFU steering was observed to be working.

Vessel could steer from bridge in NFU mode normally.

One by one both steering motors were tested for correct operation locally. Nothing abnormal found.

Electrical side relays, transmitters and receivers were checked - all in order.

It was identified that issue could be with configuration of auto pilot system. Maker's technician was consulted.

2209 : Decision was made to turn back to Wellington to anchor and rectify the issue

2320 : Vessel anchored in Wellington harbour

2330 : Anchor aweigh

Vessel waited for tug availability to come along side (as safety precaution). Earliest tug was made available around 0700

0658: Tug made fast

0721 :Tug cast off; vessel at berth in Wellington

0725: Wrights technician (Auto Pilot technicians) onboard for troubleshoot

0725~0915 : Technician identified Starboard rudder had lost its configuration settings and active alarm of missing gyro signal was active

System was reset to normal and settings manually updated.

All systems were checked by technician in presence of Master/Chief Engineer/Vessel superintendent.

Auto Pilot and Manual steering are tested and in order.

Vessel plans to depart and do tests of changeovers and steering on auto/manual and NFU in harbour before departing harbour limits

Harbour Masters on Wellington and Picton ports have been informed and tests results will be communicated to them.

Technician and vessel superintendent will sail with the vessel for the day to ensure all in normal condition and vessel will proceed through the northern entrance as precaution.

We can confirm as of now, there are no abnormalities on the steering system and maker's Sperry Marine will be contacted for their input on the issue.

Kind Regards,

Taru

Taru Sawhney | Fleet Operations Transformation Manager

MOB: s 9(2)(a)

Level 1, Wellington Railway Station, 1 Bunny Street, Wellington, 6011 | PO BOX 39988, New Zealand



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From: [Will Wesson](#)
To: [Daniel Gardner](#); [Lloyds](#); [Clyde Fernandes](#)
Cc: [Kaiarahi Master](#); [Taru Sawhney](#); [Peter Mathews](#); [Ram Bhasin](#); [Guru Prasanna Rao Bolar](#); [Kaiarahi Chief Engineers](#)
Subject: RE: EXTERNAL: Kaiarahi - Steering Pump No.4
Date: Friday, 15 September 2023 11:07:02 am
Attachments: [image001.png](#)
[image002.png](#)
Document attached

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Hi Dan,

Thanks for getting back to us.

Please see attached the risk assessment for coming into Wellington

Confirm the Harbour Master is aware and it was included in the reporting to Beacon Hill 4 hours off (around 0800 this morning)

We have a PEC holder onboard so no pilot required

We will have a tug standing by available to us.

Will send an update regarding the repair later today once done.

Many thanks

William Wesson | Professional Head – Marine Safety & Security

Mobile: +64 [s 9\(2\)\(a\)](#)

Level 1, Wellington Railway Station, Bunny Street, Wellington, 6011 | Private Bag 39988, Lower Hutt 5045, New Zealand



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From: Daniel Gardner <Daniel.Gardner@maritimenz.govt.nz>

Sent: Friday, 15 September 2023 8:58 am

To: Will Wesson <Will.Wesson@kiwirail.co.nz>; Ray Chen [s 9\(2\)\(a\)](#); Clyde Fernandes - MNZ <clyde.fernandes@maritimenz.govt.nz>

Cc: Kaiarahi Master <Kaiarahi.Master@kiwirail.co.nz>; Taru Sawhney <Taru.Sawhney@kiwirail.co.nz>; Peter Mathews <pmathews@interislander.co.nz>; Ram Bhasin

<Ramneek.Bhasin@kiwirail.co.nz>; Guru Prasanna Rao Bolar
<Guru.Prasanna.Rao.Bolar@kiwirail.co.nz>; Kaiarahi Chief Engineers
<chief.kaiarahi@kiwirail.co.nz>

Subject: RE: EXTERNAL: Kaiarahi - Steering Pump No.4

CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.

Good morning Will,

Please could you supply the RA for operating with no redundancy (or emergency steering) available for the port rudder.

Please also inform the pilot (if required) and the port of the deficiency and follow any conditions the port may impose (tugs etc..)

Vessel is not to leave the berth until the pump has been repaired, please provide evidence of this via Class.

Kind regards,

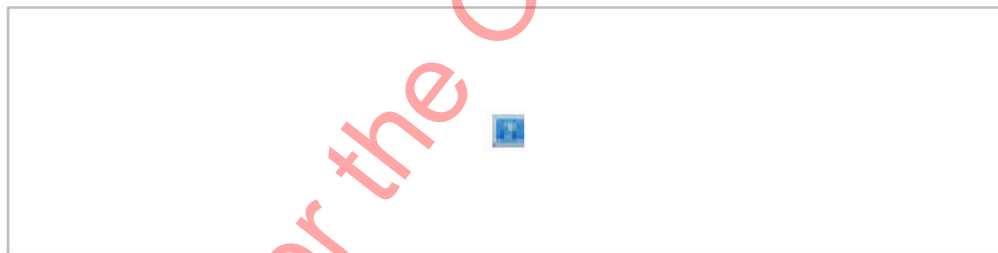
Daniel Gardner

Maritime Inspections Team | Principal Advisor |

Flag State Inspections | Port State Control Inspections | ISM Audits

Maritime New Zealand | Auckland

M +64 s 9(2)(a) | T +64 9 950 2456 | F +64 9 309 3573 | W www.maritimenz.govt.nz



From: Will Wesson <Will.Wesson@kiwirail.co.nz>

Sent: Thursday, 14 September 2023 10:44 pm

To: s 9(2)(a) Daniel Gardner <Daniel.Gardner@maritimenz.govt.nz>

Cc: Kaiarahi Master <Kaiarahi.Master@kiwirail.co.nz>; Taru Sawhney <Taru.Sawhney@kiwirail.co.nz>; Peter Mathews <pmathews@interislander.co.nz>; Ram Bhasin <Ramneek.Bhasin@kiwirail.co.nz>; Guru Prasanna Rao Bolar <Guru.Prasanna.Rao.Bolar@kiwirail.co.nz>; Kaiarahi Chief Engineers <chief.kaiarahi@kiwirail.co.nz>

Subject: EXTERNAL: Kaiarahi - Steering Pump No.4

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Hi s 9(2)
(a) / Dan,

Earlier this evening the vessel informed me that one of 4 steering pumps (No. 4) was not fully functioning. After a series of testing onboard it was found that a possible solenoid block may have failed. We don't have the spare onboard but are arranging this for arrival Wellington.

The vessel is set up with two rudders – each rudder has one steering gear which is powered by two independent steering pumps.

Pump 1&2 run the Starboard Side and Pump 3 & 4 run the Port Side.

This means the port side rudder is operating on one pump

I can confirm the remaining fully functional pump on the port side (No.3) is capable of moving the rudder hard over to hard over as per the SOLAS regulations so there is no loss of operational capability. The loss of the pumps function is the redundancy. I can confirm it is also not the unit which is hooked up to the emergency switchboard - so it's not the back-up pump when on emergency power either.

There is some slight function of the pump locally but this isn't to be relied upon hence the email to inform you of the deficiency.

Side note – the entire steering system was overhauled in dry dock as part of scheduled maintenance.

The vessel is due into Wellington tomorrow early afternoon. We have a tug on standby should we need it.

A repair will be undertaken tomorrow to rectify the pump before the vessel intends to depart the berth for anchorage later in the evening (due to berth availability).

Ray Chen is it worth raising a statutory finding for the repair of Pump No.4?

Many thanks

William Wesson | Professional Head – Marine Safety & Security

Mobile: +64 s 9(2)(a)

Level 1, Wellington Railway Station, Bunny Street, Wellington, 6011 | Private Bag 39988, Lower Hutt 5045, New Zealand



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For official information requests, please email Government.Services@maritimenz.govt.nz.

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interislander

A Great Journey of New Zealand

Assessment No:	001/14/09/23	Person(s), Property, Environment at Risk	Crew, Vessel, Marine Environment
Ship	Kaiarahi		
Location	Off coast of NZ – enroute to Wellington	Activity	Post Docking Sailing from Singapore to Wellington
Risk Context Statement	<p>One of 4 steering pumps (No. 4) was not fully functioning. After a series of testing onboard it was found that a possible solenoid block may have failed. We don't have the spare onboard but are arranging this for arrival Wellington.</p> <p>The vessel is set up with two rudders – each rudder has one steering gear which is powered by two independent steering pumps. Pump 1&2 run the Starboard Side and Pump 3 & 4 run the Port Side. This means the port side rudder is operating on one pump. Confirming the remaining fully functional pump on the port side (No.3) is capable of moving the rudder hard over to hard over as per the SOLAS regulations so there is no loss of operational capability. The loss of the pumps function is the redundancy. Confirming it is also not the unit which is hooked up to the emergency switchboard - so it's not the back-up pump when on emergency power either.</p> <p>There is some slight function of the pump locally but this isn't to be relied upon hence the email to inform you of the deficiency.</p> <p>Side note – the entire steering system was overhauled in dry dock as part of scheduled maintenance.</p> <p>A repair will be undertaken to rectify the pump before the vessel intends to depart the berth for anchorage.</p>		
Date created or changed	30/08/2023	Assessor(s)	William Wesson Matt Mulcahy Sean Bryant
Assessment Owners	Duncan Roy	Signature	

No	Hazards/Possibility	Causations	Controls
1	Reduction response time port side rudder	ROT at large alterations	<ul style="list-style-type: none"> - No large alterations of course over 90 degrees - No ROT over 30 degrees per minute required on route
		Berthing	<ul style="list-style-type: none"> - All Main Engines & Thrusters Available - Weather limits for berthing as per SMS - Tug Available to assist as required - Person on standby in the Steering flat
		Collison Avoidance	<ul style="list-style-type: none"> - Radars / ECDIS / AIS (Nav Aids) - Take early action



interislander

A Great Journey of New Zealand

2	Loss of redundancy leading to single point failure	Poor Maintenance	<ul style="list-style-type: none">- Planned Maintenance up to date- Additional inspections of all other steering pumps and gear- Ability to bring the port rudder back to midships if port side fails- Arrival checks as per SMS before arrival in red zone
3	Knowledge /Awareness	Crew	<ul style="list-style-type: none">- Crew briefed Drilled on Responding to loss of Pump 3
		Other Stakeholders	<ul style="list-style-type: none">- Harbour Master Informed- Class Informed- Maritime New Zealand Inspection- Beacon Hill Informed- CentrePort Informed

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From: [Mahesh Kumar](#)
To: [Section 31](#)
Subject: Connemara
Date: Wednesday, 8 November 2023 10:13:57 am
Attachments: [image001.png](#)
documents provided with redactions

Good morning All

08/11/2023 0857hrs: Received call from Grant Nalder, Harbour Master GWR ;
Connemara reportedly made contact with Glasgow Wharf while departing for Picton around
0815hrs today. No personal injury or environmental concern that he was aware of.

Marine traffic shows :

Around 0816hrs Connemara turning to port ,outbound (Screenshot attached)

Vessel continued on her passage before turning back from a position closer to the Wellington
harbour entrance at around 0850hrs.

(Screenshot attached)

She is off the King's Wharf, coming alongside. (at 1000hrs)

Kind regards,

Mahesh

Mahesh Kumar | Maritime Inspector

Maritime New Zealand | Wellington

Nō te rere moana Aotearoa

PO Box 25620, Wellington 6140, New Zealand

M +64 s 9(2)(a) | **W** maritimenz.govt.nz

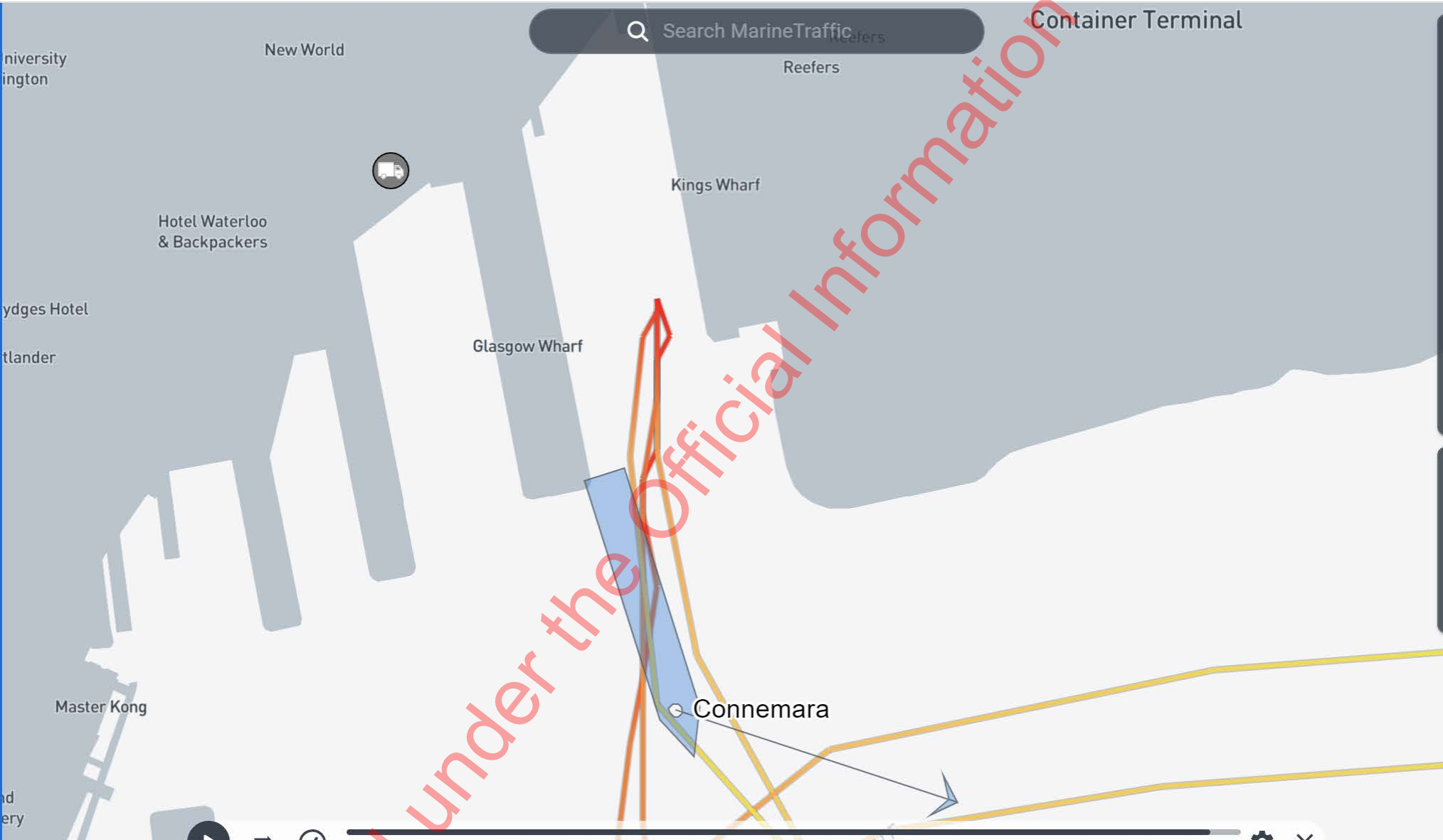
cid:image001.png@01D895CD.046371D0



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Search MarineTraffic

Container Terminal



under the Official Information Act

07 NOV 2023 19:16:18 UTC

- Tracks
- Names
- MMSI
- Speed
- Nearby vessels
- Events
- Weather
- Route Overview

50 m
200 ft

S41°16'46.48
E174°46'55.42
(-41.2796, 174.7821)



Search MarineTraffic



07 NOV 2023 19:48:48 UTC

- Tracks
- Names
- MMSI
- Speed
- Nearby vessels
- Events
- Weather
- Route Overview

2 km
1 mi

S41°18'31.53
Waimarara E174°43'18.32
(-41.3088, 174.7218)

From: [Ailis O'Donnell](#)
To: [Joanne Sweetman](#); [InternationalShipping](#); [Sara Moore](#); [Steve Peters](#)
Cc: [Brodie Ward](#); [Juan Schultz](#)
Subject: FW: Letter to KiwiRail - MNZ response to TAIC recommendations
Date: Thursday, 9 November 2023 1:06:02 pm
Attachments: [REDACTED] s 9(2)(g)(i)

Hi All

Located - please see below and attached.

Thanks to everyone who looked and responded to my email.

Cheers
Ailis

Ailis O'Donnell (*she/her*)

Principal Advisor | Regulatory Operations Planning and Performance

M +64 [REDACTED] s 9(2)(a) | W maritimenz.govt.nz

From: Clyde Fernandes <Clyde.Fernandes@maritimenz.govt.nz>
Sent: Thursday, 9 November 2023 12:14 pm
To: Ailis O'Donnell <Ailis.ODonnell@maritimenz.govt.nz>
Cc: Daniel Gardner <Daniel.Gardner@maritimenz.govt.nz>
Subject: RE: Letter to KiwiRail - MNZ response to TAIC recommendations

Hi Ailis,

The attached email with their fleet memo on [REDACTED] 6(c) was sent through on request. As per the other attached email, procedural changes were provided to MNZ auditors on 19/Jun during (Juan's) follow up visit.

Kind Regards,

Clyde Fernandes | Manager – Maritime Inspections
Regulatory Operations
Maritime New Zealand | Auckland
Nō te rere moana Aotearoa

T +64 9 306 1081 | M +64 [REDACTED] s 9(2)(a) | F +64 9 309 3573 | W www.maritimenz.govt.nz

From: Ailis O'Donnell <Ailis.ODonnell@maritimenz.govt.nz>
Sent: Thursday, 9 November 2023 8:22 am
To: Clyde Fernandes <Clyde.Fernandes@maritimenz.govt.nz>
Subject: Fwd: Letter to KiwiRail - MNZ response to TAIC recommendations

Hi Clyde,

I've teamsed messaged you the context for this. Essentially am looking for the documents requested in the letter.

Thanks
Ailis

Ailis O'Donnell (*she/her*)
Principal Advisor | Regulatory Operations Planning and Performance
M +64 s 9(2)(a) | W maritimenz.govt.nz

From: Ailis O'Donnell
Sent: Wednesday, November 8, 2023 4:17:51 PM
To: Joanne Sweetman <Joanne.Sweetman@maritimenz.govt.nz>; Steve Peters <Steve.Peters@maritimenz.govt.nz>; Simonné Miles <Simonne.Miles@maritimenz.govt.nz>
Cc: InternationalShipping <InternationalShipping@maritimenz.govt.nz>; Juan Schultz <Juan.Schultz@maritimenz.govt.nz>; Sara Moore <Sara.Moore@maritimenz.govt.nz>
Subject: FW: Letter to KiwiRail - MNZ response to TAIC recommendations

Hi Folks

I am hoping you can help. The attached letter was sent to KR earlier this year (confirming how Maritime NZ and KiwiRail would give effect to the TAIC recommendations from Kaitaki incident).

In the letter KR are instructed to send the requested files (policies and procedures) to the international shipping inbox. **Can you please advise if we received anything from them?**

Cheers
Ailis

Ngā mihi

Ailis O'Donnell (*she/her*)
Principal Advisor | Regulatory Operations Planning and Performance
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa
M +64 s 9(2)(a) | W maritimenz.govt.nz

Regulatory Operations

REPORT OF FLAG STATE INSPECTION (MSF137 – FORM A)

This inspection report has been issued solely for the purpose of informing the Master that an inspection by Maritime New Zealand has taken place. This inspection cannot be construed as seaworthiness certificate in excess of the certificates the ship is required to carry.

Maritime New Zealand
 PO Box 25620
 Wellington 6140
 NEW ZEALAND

internationalshipping@maritimenz.govt.nz
 Phone +64 4 473 0111

Copy to Master
 If detained copy to: Recognised Organisation (if applicable)

1. Reporting authority Maritime New Zealand 2. Name of ship Aratere 3. Flag of Ship New Zealand 4. Type of Ship Ro Pax 5a. Call sign ZMII
 5b. MMSI number 512071000 6. IMO number 9174828 7. G tonnage 17816 8. Deadweight (where applicable) -
 9. Date keel laid 11/Nov/1997 10. Date of inspection 04/Dec/2023 11. Place of ins Wellington 12. Class society DNV
 13. Date of release¹ N/A 14a. IMO company number 0042912 14b. Particulars of company Kiwirail Limited, Interisland, Wellington

Name and signature of Master to certify that the information under 14b is correct.

Name BRAD DILLON Signature [Redacted]

16. Details of ship certificates

	a Title	b Issuing Authority	c Date of issue and expiry		d Date of last survey	e Surveying Authority	f Place
1.	Passenger Ship Safety Certificate	DNV	05/Jul/2023	19/Jul/2024	-	-	-
2.	International Oil Pollution Prevention	DNV	05/Jul/2023	19/Jul/2028	-	-	-
3.	International Air Pollution Prevention	DNV	05/Jul/2023	19/Jul/2028	-	-	-
4.	Load Line	DNV	05/Jul/2023	19/Jul/2028	-	-	-
5.	Document of Compliance	Maritime NZ	20/Jan/2021	18/Feb/2026	17/May/2023	Maritime NZ	Wellington
6.	Safety Management Certificate	Maritime NZ	13/May/2019	13/Jun/2024	31/May/2022	Maritime NZ	Wellington
7.	International Ship Security	-	-	-	-	-	-
8.	Minimum Safe Crewing Document	Maritime NZ	06/Aug/2021	05/Aug/2026	-	-	-
9.	Tonnage	Maritime NZ	10/Aug/2011	-	-	-	-
10.	International Ballast Water Management	-	-	-	-	-	-
11.	International Energy Efficiency (IEE)	DNV	08/Sep/2021	-	-	-	-
12.	Maritime Labour Certificate	DNV	29/Apr/2022	01/May/2027	-	-	-
13.	Cargo Ship Safety Certificate	DNV	05/Jul/2023	19/Jul/2028	-	-	-

17. Deficiencies (if yes attach Form B) No Yes 18. Ship detained No Yes² 19. Supporting documents No Yes (see annex)

Issuing office Wellington Telephone +64 4 473 0111 Telefax - Name C Surendran, D Vicente, T Brunsen, M Kumar Signature [Redacted]

This report must be retained on board for a period of two years and must be available for consultation by Flag State Control Officers at all times



¹ To be completed in the event of a detention.
² Masters and companies are advised that detailed information on a detention may be subject to future publication.

Regulatory Operations

REPORT OF FLAG STATE INSPECTION DEFICIENCIES (MSF138 – FORM B)

This inspection report has been issued solely for the purpose of informing the Master that an inspection by Maritime New Zealand has taken place. This inspection cannot be construed as seaworthiness certificate in excess of the certificates the ship is required to carry.

Maritime New Zealand PO Box 25620 Wellington 6140 NEW ZEALAND	internationalshipping@maritimenz.govt.nz Phone +64 4 473 0111	Copy to <input checked="" type="checkbox"/> Master
		If detained copy to: <input type="checkbox"/> Recognised Organisation (if applicable)

Name of reporting authority: Maritime New Zealand

Name of ship: Aratere IMO Number: 9174828

Place of inspection: Wellington Date of inspection: 04/Dec/2023

Number	Nature of deficiency ¹	Convention/ Maritime Rule reference	Deficiency code	Action taken code	Responsible RO	ISM related
01	4 drencher heads in section 13 deck 3 not operational		07109	17 / 10	<input type="checkbox"/>	<input type="checkbox"/>
02	MF/ HF radio installation displaying an error	-	05105	17 / 10	<input type="checkbox"/>	<input type="checkbox"/>
03	Limit switch for port side rescue boat davit not operational	-	11113	16	<input type="checkbox"/>	<input type="checkbox"/>
04	Magnetron for one Radar at 15817 running hours – service overdue	-	10103	99*	<input type="checkbox"/>	<input type="checkbox"/>
05	Fire detector system displaying zone 14 system fault	-	07106	16	<input type="checkbox"/>	<input type="checkbox"/>
06	Fuel level for emergency generator below requirement	-	04114	17 / 10	<input type="checkbox"/>	<input type="checkbox"/>
07	Fire doors on deck 3 aft deck store and deck 2 forward stairway self closing safety doors held back with lashing arrangement	-	07105	17 / 10	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>

Name (authorised FSCO of reporting authority): C Surendran, D Vicente, T Brunssen, M Kumar

Signature: [Redacted] s 9(2)(a)



¹ This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that full survey is carried out and all deficiencies are rectified before an application for re-inspection is made.

From: [David Vicente](#)
To: [Chris Foran](#); [John Schall](#)
CC: [Colin Brown](#); [Sue King](#); [David Burrows](#); [Tahesh Kumar](#); [David Gardner](#)
Subject: Kauri Follow-up Audit Report
Date: Tuesday, 5 December 2023 9:00:57 am
Attachments: Documents provided

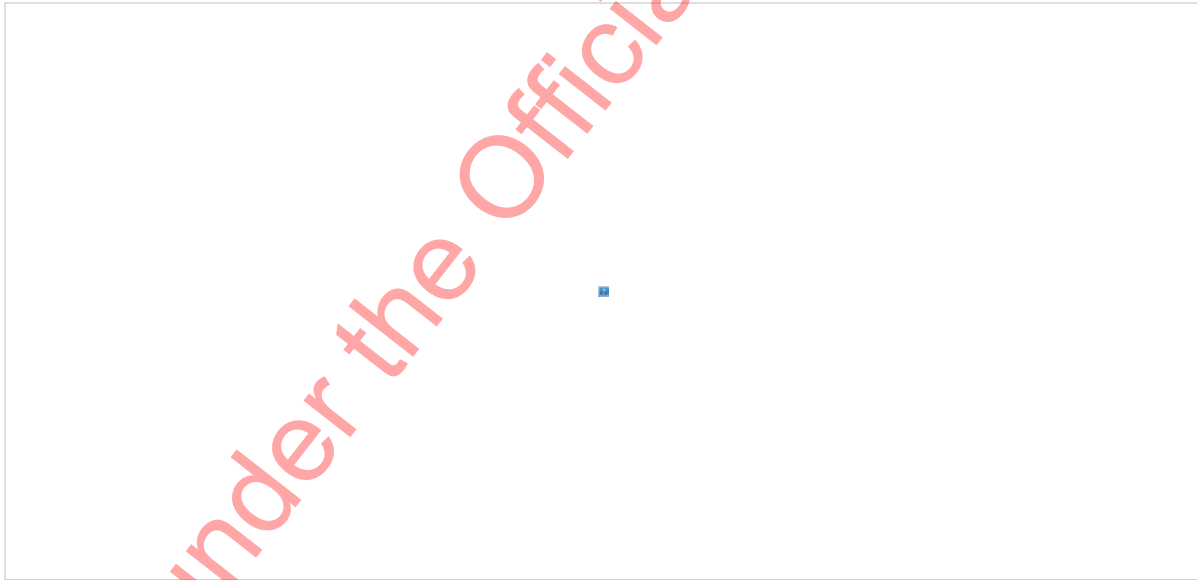
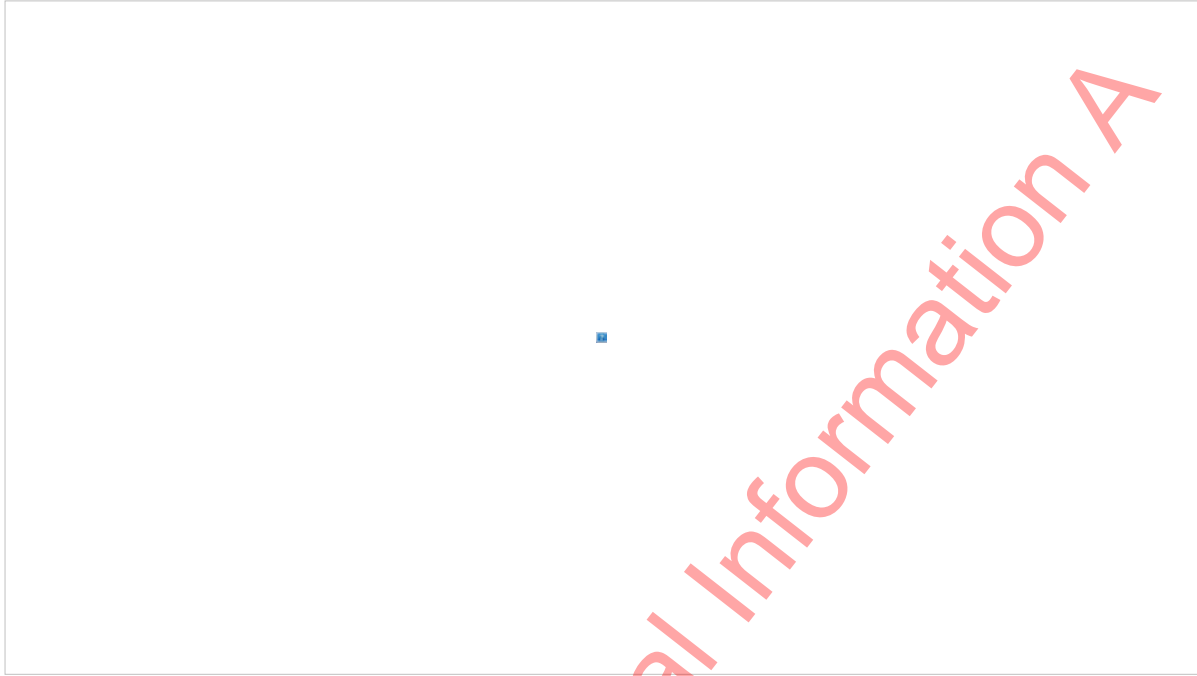
Hi Clyde,

In response to your phone call and email I asked the vessel for confirmation the implementation of the proposed measures to manage REFs was in place and collected some information that supported the vessel claims that this was being done.

Please note that, and I advised the vessel of the same, this was not the close-out of the audit findings nor confirmation that they had fully implemented the preventative or corrective actions, this was due diligence from our end to confirm steps were being made for that effect and this would be closed by the auditing team.

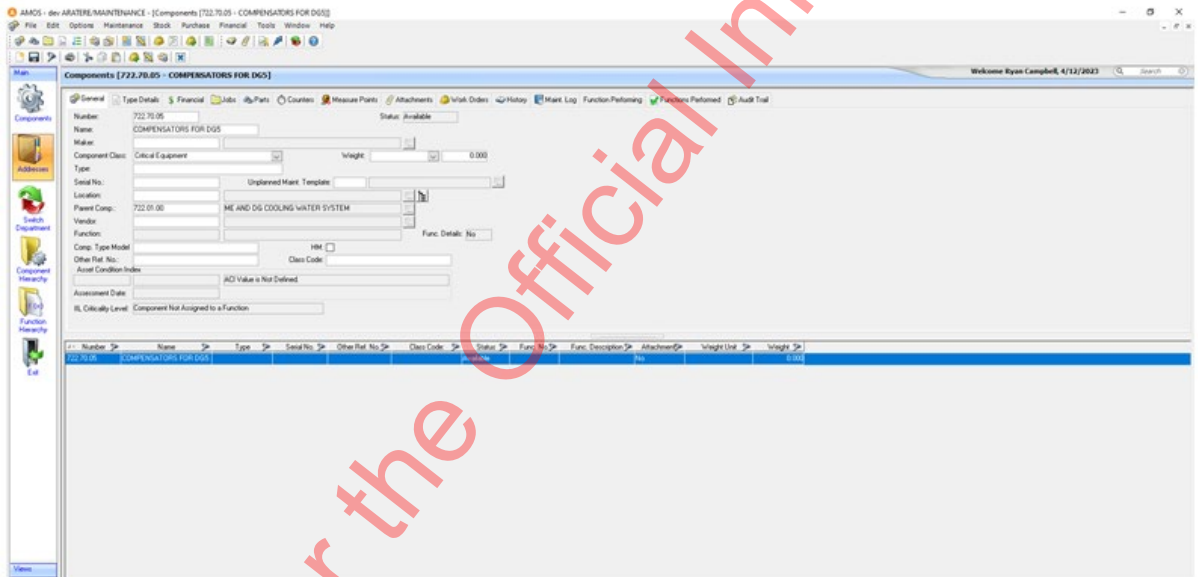
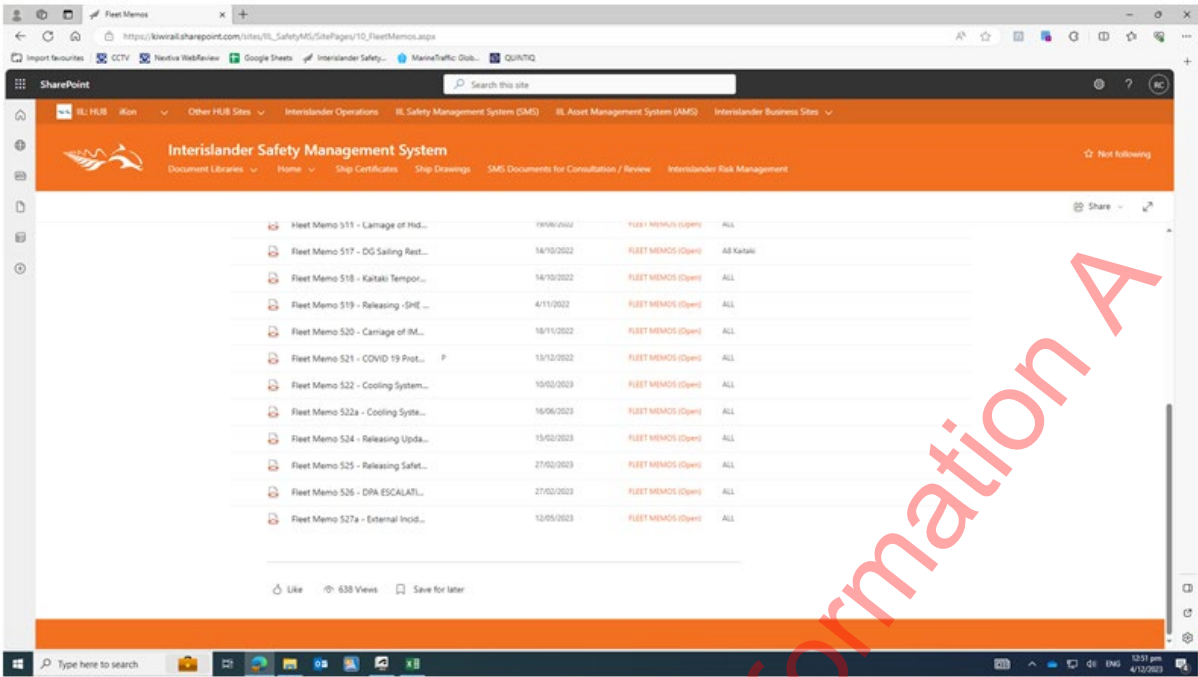
Attached follows some of the information collected as well as snips of their implementation in SMS and PMS system (AMOS).

The information is the list of REFs, the meetings minutes were these issues are discussed, as well as AMOS and SMS inclusion.



Both KB and the vessel advised they are available to provide further information if required.
Kind regards,

David S. Vicente | Maritime Inspector
Maritime New Zealand | New Zealand
Māori te reo: moana Aotearoa
T +64 6 751 3131 | M +64 27 488 9999 | www.mnz.govt.nz



4/12/2023

100 days or less until Replacement Day

OVERDUE FOR REPLACEMENT

DG#1 Run Hours:	113823		Type/Size	Serial Number	Man. Date	Installation Date	Days Completed	Reference	Due Date
F722.70.03	Lub Oil	Inlet	DN40.P16	8000141845	4.2023	28/05/2023	190	62302472	28/05/2027
		Outlet	DN40.P16	8000185556	4.2023	28/05/2023	190	62302472	28/05/2027
		Filling	DN40.P16	80955593	3.2019	30/03/2023	249	62301487	30/03/2027
	LT	Inlet	DN100.BL150.P16	8000141817	3.2023	30/03/2023	249	62302071	30/03/2027
		Outlet	DN100.BL150.P16	8000141819	3.2023	30/03/2023	249	62302071	30/03/2027
	HT	Inlet	DN100.BL160.P16	8000141829	3.2023	30/03/2023	249	62302071	30/03/2027
		Outlet	DN100.BL160.P17	8000141828	3.2023	30/03/2023	249	62302071	30/03/2027
	Alternator LT	Inlet	DN50.P16	8000141835	3.2023	30/03/2023	249	62302071	30/03/2027
		Outlet	DN50.P16	8000141838	3.2023	30/03/2023	249	62302071	30/03/2027

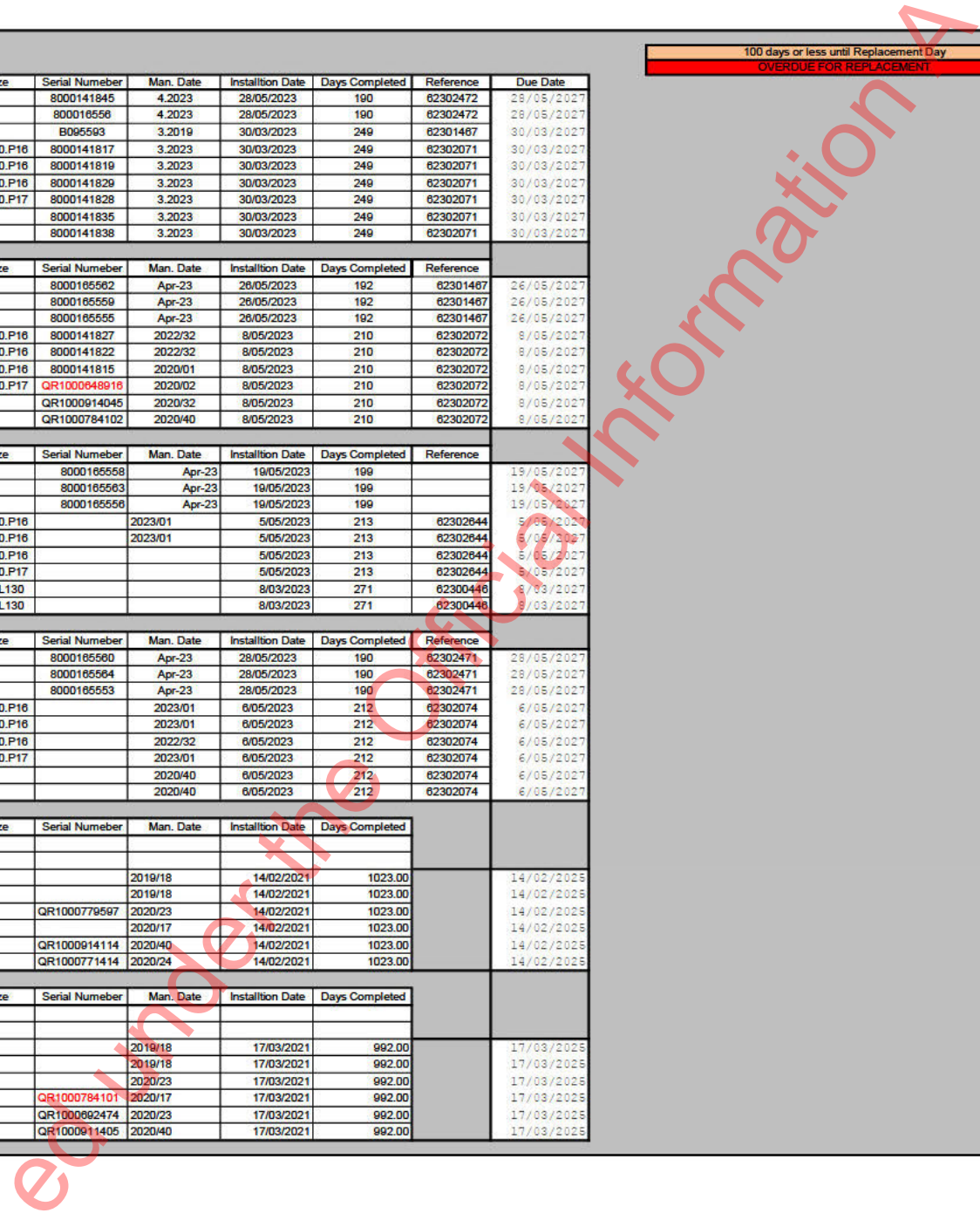
DG#2 Run Hours:	125531		Type/Size	Serial Number	Man. Date	Installation Date	Days Completed	Reference	Due Date
F722.70.03	Lub Oil	Inlet	DN40.P16	8000185562	Apr-23	26/05/2023	192	62301467	26/05/2027
		Outlet	DN40.P16	8000185559	Apr-23	26/05/2023	192	62301467	26/05/2027
		Filling	DN40.P16	8000185555	Apr-23	26/05/2023	192	62301467	26/05/2027
	LT	Inlet	DN100.BL150.P16	8000141827	2022/32	8/05/2023	210	62302072	8/05/2027
		Outlet	DN100.BL150.P16	8000141822	2022/32	8/05/2023	210	62302072	8/05/2027
	HT	Inlet	DN100.BL160.P16	8000141815	2020/01	8/05/2023	210	62302072	8/05/2027
		Outlet	DN100.BL160.P17	QR1000648916	2020/02	8/05/2023	210	62302072	8/05/2027
	Alternator LT	Inlet	DN50.P16	QR1000914045	2020/32	8/05/2023	210	62302072	8/05/2027
		Outlet	DN50.P16	QR1000784102	2020/40	8/05/2023	210	62302072	8/05/2027

DG#3 Run Hours:	130913		Type/Size	Serial Number	Man. Date	Installation Date	Days Completed	Reference	Due Date
F722.70.03	Lub Oil	Inlet	DN40.P16	8000185558	Apr-23	19/05/2023	199		19/05/2027
		Outlet	DN40.P16	8000185553	Apr-23	19/05/2023	199		19/05/2027
		Filling	DN40.P16	8000185556	Apr-23	19/05/2023	199		19/05/2027
	LT	Inlet	DN100.BL150.P16		2023/01	5/05/2023	213	62302644	5/05/2027
		Outlet	DN100.BL150.P16		2023/01	5/05/2023	213	62302644	5/05/2027
	HT	Inlet	DN100.BL160.P16			5/05/2023	213	62302644	5/05/2027
		Outlet	DN100.BL160.P17			5/05/2023	213	62302644	5/05/2027
	Alternator LT	Inlet	DN50PN16BL130			8/03/2023	271	62300446	8/03/2027
		Outlet	DN50PN16BL130			8/03/2023	271	62300446	8/03/2027

DG#4 Run Hours:	130404		Type/Size	Serial Number	Man. Date	Installation Date	Days Completed	Reference	Due Date
F722.70.03	Lub Oil	Inlet	DN40.P16	8000185560	Apr-23	28/05/2023	190	62302471	28/05/2027
		Outlet	DN40.P16	8000185564	Apr-23	28/05/2023	190	62302471	28/05/2027
		Filling	DN40.P16	8000185553	Apr-23	28/05/2023	190	62302471	28/05/2027
	LT	Inlet	DN100.BL150.P16		2023/01	6/05/2023	212	62302074	6/05/2027
		Outlet	DN100.BL150.P16		2023/01	6/05/2023	212	62302074	6/05/2027
	HT	Inlet	DN100.BL160.P16		2022/32	6/05/2023	212	62302074	6/05/2027
		Outlet	DN100.BL160.P17		2023/01	6/05/2023	212	62302074	6/05/2027
	Alternator LT	Inlet	DN50.P16		2020/40	6/05/2023	212	62302074	6/05/2027
		Outlet	DN50.P16		2020/40	6/05/2023	212	62302074	6/05/2027

DG#5 Run Hours:	42409		Type/Size	Serial Number	Man. Date	Installation Date	Days Completed	Reference	Due Date
F722.70.03	LT	Inlet	DN80/125		2019/18	14/02/2021	1023.00		14/02/2025
		Outlet	DN80/125		2019/18	14/02/2021	1023.00		14/02/2025
	HT	Inlet	DN65/125	QR1000779597	2020/23	14/02/2021	1023.00		14/02/2025
		Outlet	DN65/125		2020/17	14/02/2021	1023.00		14/02/2025
	Alternator LT	Inlet	DN50/125	QR1000914114	2020/40	14/02/2021	1023.00		14/02/2025
		Outlet	DN50/125	QR1000771414	2020/24	14/02/2021	1023.00		14/02/2025

DG#6 Run Hours:	54426		Type/Size	Serial Number	Man. Date	Installation Date	Days Completed	Reference	Due Date
F722.70.03	LT	Inlet	DN80/125		2019/18	17/03/2021	992.00		17/03/2025
		Outlet	DN80/125		2019/18	17/03/2021	992.00		17/03/2025
	HT	Inlet	DN65/125		2020/23	17/03/2021	992.00		17/03/2025
		Outlet	DN65/125	QR1000784101	2020/17	17/03/2021	992.00		17/03/2025
	Alternator LT	Inlet	DN50/125	QR1000992474	2020/23	17/03/2021	992.00		17/03/2025
		Outlet	DN50/125	QR1000911405	2020/40	17/03/2021	992.00		17/03/2025



Accident or incident report form

Last updated: 29 September 2017

This document is uncontrolled if printed, please refer to the Maritime New Zealand website for the latest version.

Reporting online is faster and easier.

Only use this form if you are unable to access:

www.maritimenz.govt.nz/report-online

About this form

Use this form to report a maritime accident or incident for:

- commercial vessels or
- any recreational craft.

To complete this form, please provide as much detail as possible.

For more information about accident reporting, refer to 7. *Additional notes* in this form.

Note:

A master or skipper must report any accident, incident or serious harm injury - this is a legal obligation and failing to report is an offence.

1. Reporter details

Fill in your details as the person reporting the accident or incident.

Contact details

Surname	<input type="text" value="s 9(2)(a)"/>
Given name(s)	<input type="text" value="s 9(2)(a)"/>
Preferred phone	<input type="text" value="s 9(2)(a)"/> Eg +64 1 234-5678
Email address	<input type="text" value="s 9(2)(a)"/>
Postal address	<input type="text" value="s 9(2)(a)"/> <input type="text"/>
Postcode	<input type="text" value="s 9(2)(a)"/>

Where were you when the accident or incident occurred?

- on board a vessel or craft involved
- observing from a distance or on board a vessel or craft not involved
- not at the scene

Your role during the accident or incident

Your role	<input type="text" value="Master"/> Eg master/skipper, crew, passenger, port employee
-----------	--

2. Vessel or craft details

Provide information about the vessel or craft involved in the accident or incident.

Basic details

Vessel or craft name

Length (m)

Which sector is the vessel or craft in?

Commercial



If you have ticked this box, you need to complete section A. Commercial vessel.

Recreational



If you have ticked this box, you need to complete section B. Recreational craft.

A. Commercial vessel

Complete this section only if you are reporting about a commercial vessel.

MNZ number

IMO number

Vessel type

Provide the vessel's type and any specific category: e.g charter fishing vessel, ferry, bulk carrier

B. Recreational craft

Complete this section only if you are reporting about a recreational craft.

Boat or craft type

Provide the boat or craft's type e.g yacht, kayak, jet ski, launch

3. Master/skipper and owner details

If relevant, provide details about the master/skipper and owner of the vessel/craft.

Master/skipper details

Surname	<input type="text" value="s 9(2)(a)"/>
Given name(s)	<input type="text" value="s 9(2)(a)"/>
Preferred phone	<input type="text" value="s 9(2)(a)"/> Eg +64 1 234-5678
Email address	<input type="text" value="s 9(2)(a)"/>
Postal address	<input type="text" value="s 9(2)(a)"/> <input type="text"/>
Postcode	<input type="text" value="s 9(2)(a)"/>

Owner details

Surname	<input type="text" value="StraitNZ Bluebridge"/>
Given name(s)	<input type="text" value="Ollie Muller General Manager"/>
Preferred phone	<input type="text" value="s 9(2)(a)"/> Eg +64 1 234-5678
Email address	<input type="text" value="s 9(2)(a)"/>
Postal address	<input type="text" value="Level 6, 36 Customhouse Quay Wellington"/> <input type="text"/>
Postcode	<input type="text"/>

4. Event details

Provide details about when and where the accident or incident took place and a summary of what happened.

Basic event details

Date

07/12/2023

DD / MM / YYYY

Time (local)

0545

Eg 10am

Location

Picton, Waitohi Wharf

Please provide all location information you can such as regional details, location in waters (e.g offshore or at berth). Alternatively you can provide co-ordinates if they are available

Accident or incident summary

Provide a detailed summary of events and causes. The summary details should include:

- the events that occurred
- the order of those events
- contributing factors such as weather, visibility, mechanical issues, human factors
- other supporting details e.g details of other crew or vessels involved
- any actions taken after the main event(s)

On arrival in Picton at 0545, Truck driver returned to his truck to depart the vessel and found his truck cab had been on fire and had burnt out melting the front dash of the truck whilst onboard rendering the truck inoperable.

No damage occurred to the vessel or to cargo units loaded next to the truck that had experienced the cab fire.

Unit after being photographed was disconnected from its trailer and towed off seperately from the ship.

Bluebridge have provided the following statement for context:

"The truck cab interior caught fire, due to faulty electrical wiring on the dashboard, The fire subsequently went out, with no intervention from the driver or members of the marine team. Fire emergency procedures were not commenced and there was no risk to any personnel or customers."

5. Injury details

Provide information about any injuries suffered during the accident or incident.

Were any people injured during the accident or incident?

Yes

If you have ticked this box, you need to complete an Injured person's details box for each injured person.

5.1 Injured person's details

Surname

Given name(s)

Preferred phone

Eg +64 1 234-5678

Email address

Address

Postcode

Details of their injuries

You need to provide enough information in your summary that will clearly outline all the persons injuries, the causes and how they were treated e.g hospitalisation

6. Where to send this form

Send the completed report form and any other supporting documents to MNZ by email or post.

Sending your application by email is preferred. Make sure the scanned copies of your documents are legible and of a good quality.

Email this form to:

section31@maritimenz.govt.nz

Or

Post this form to:

Incidents notifications
Maritime New Zealand
PO Box 25620
Wellington 6146
NEW ZEALAND

7. Additional notes

Section 31 of the Maritime Transport Act 1994 requires the master/skipper of a New Zealand ship, or foreign ship in New Zealand waters, to notify Maritime NZ of any accident, incident or serious harm injury as soon as practicable. This requirement includes recreational vessels.

This section also requires any person who operates, maintains or services a New Zealand ship or foreign ship in New Zealand waters to notify Maritime NZ of any accident, incident or serious harm injury, involving that ship, as soon as practicable.

Similarly, the Health and Safety at Work Act 2015 requires any person conducting a business or undertaking to notify Maritime NZ when a notifiable event occurs that involves a New Zealand worker on any ship.

Failing to comply with a requirement to notify is an offence.

Collection, storage and use of personal information

Information collected may be used for improving the safety of maritime operations in New Zealand, and also to assess whether further action needs to be taken by MNZ in relation to the mishap, incident or accident. If another agency has a role in considering mishaps, incidents and accidents, MNZ may share the information, for example with Regional Council Harbourmasters or New Zealand Police.

MNZ is required to maintain a registry of notifications made under section 31. Please be aware that non-identifying information about the notifications may be published on MNZ's website.

To perform its roles and functions under the Maritime Transport Act, Health and Safety at Work Act, Ship Registration Act and Maritime Security Act, MNZ is required at times to collect and use personal information.

In accordance with the Privacy Act, MNZ will collect personal information directly from the individual the information is about whenever possible. There may be times when MNZ is permitted by the Privacy Act to collect personal information from third parties. MNZ may also collect personal information that is publicly available.

MNZ only collects personal information when it is necessary to achieve its lawful functions. Personal information is only used for purposes consistent with the reasons it was collected.

MNZ has reasonable safeguards to protect personal information against loss and unauthorised access, use, modification, or disclosure.

You may request removal of your personal information at any time.

7. Additional notes (continued)

Disclosure of personal information

MNZ only discloses personal information to third parties when authorised by the individual or permitted by the Privacy Act 1993 or otherwise required or permitted by law.

Accessing personal information

You have the right to request access to personal information about you held by MNZ under the Privacy Act.

You also have the right to request correction of any personal information held about you by MNZ. MNZ will take reasonable steps to correct that information and to ensure that the information we hold is correct. If you wish to access or correct personal information MNZ holds about you, please contact the MNZ Privacy Officer at PO Box 25620, Wellington 6146, or phone (04) 473 011.

ed under the Official Information A

Event #	Event date	Brief Description	Location	NZ Region	Where Happened	What Happened	Number of Injured Persons	Vessel Name	Year of Build	Operator Name
EVT-4943	9/08/2023	Steering issues arose when auto pilot failed, causing vessel's starboard rudder to go hard to starboard. The auto pilot went into alarm and master was unable to regain manual control. Engines were shut down and rudder control was re-established.	Pencarrow, Wellington	Wellington	Inshore	Steering gear failure	0	KAITAKI	1995	Interislander
EVT-4962	21/08/2023	When trying to close the bow door, locking indicator lights did not indicate door closed. Heavy weather damage from sea state on the previous crossing had caused bent gussets and misaligned locking pin.	Wellington	Wellington	At berth	Equipment failure	0	KAITAKI	1995	Interislander
EVT-4998	28/08/2023	Withheld - 6(c)	Beyond Offshore	NULL	Beyond Offshore	Equipment failure	0	KAIARAH	1998	Interislander
EVT-4986	31/08/2023	Derailment of first rake of wagons while pushing them onto the vessel resulting in wagons entering the water. No spillage or injuries.	Wellington	Wellington	At berth	Cargo shift	0	ARATERE	1998	Interislander
EVT-4997	1/09/2023	Withheld - 6(c)	Beyond Offshore	NULL	Beyond Offshore	Equipment failure	0	KAIARAH	1998	Interislander
EVT-5026	14/09/2023	One steering pump failure. Another pump on port side is capable of moving rudder so no loss of operational capability. Parts ordered and will be repaired on arrival.	Coastal	Wellington	Inshore	Steering gear failure	0	KAIARAH	1998	Interislander
EVT-5029	16/09/2023	Bow door hydraulic hose burst causing a release of approximately 40L of oil into the bow door well and overboard.	Wellington	Wellington	At berth	Oil Spill	0	KAIARAH	1998	Interislander
EVT-5091	11/10/2023	During pre departure checks a leak was found coming from casing of the emergency fire pump. Repairs made, class informed and vessel sailed.	Wellington	Wellington	At berth	Equipment failure	0	KAIARAH	1998	Interislander
EVT-5185	8/11/2023	Contact - while departing, vessel made contact with Wharf.	Wellington	Wellington	At berth	Collision	0	CONNEMARA	2007	Strait NZ Bluebridge Ltd
EVT-5193	12/11/2023	Vessel collided with wharf while departing berth.	Wellington	Wellington	In harbour	Collision	0	KAIARAH	1998	Interislander
EVT-5238	24/11/2023	Passenger caught their finger in the door resulting in partial amputation. Sent to hospital for treatment.	Queen Charlotte Sounds	Marlborough	Inshore	Injury	1	KAITAKI	1995	Interislander
EVT-5273	7/12/2023	Truck caught fire on ferry while docked.	Waitohi Wharf, Picton	Marlborough	At berth	Chemical or harmful substance spill	0	STRAIT FERONIA	1997	Strait NZ Bluebridge Ltd
EVT-5283	9/12/2023	Departing berth, starboard rudder moved to hard port position and unable to change. Anchored until problem resolved.	Wellington	Wellington	At berth	Steering gear failure	0	KAITAKI	1995	Interislander