



Accident, incident, and
mishap notification
October 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 (1-31 October 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.

Propulsion failure

River, Southland

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

The high-temperature alarm sounded on the port main engine on a Passenger Cruise, the engine shut down by the Skipper. The vessel proceeded to cruise out towards the entrance with the Lead crew member on the Helm, while the skipper went to check the port main engine. Unable to diagnose the problem, finished a shorter cruise on one engine. Advised the vessel would be berthing on one engine into berth. Passengers were offloaded and an Engineer meets the vessel. Further Diagnosis revealed that the Heat Exchanger needed scale chemically removed as the heat was not transferring between coolant & raw water. The vessel was out of operation until the problem was remedied.

Contact

At berth, Wellington

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

The crew of the ferry called to advise that truck exiting the vessel has struck and damaged a watertight door on the vessel. Nil injuries, all other vehicles exited fine.

Contact

At berth, Auckland

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

Crews felt a gentle bump with the strong south-westerly wind, where the vessel touched the wharf, with the duckboard. Crews tied the vessel up and proceeded to fuel. Noticed a puncture in the duckboard when reboarding the vessel. It lined up with a sharp part of a pile guide, on the pile closest to the pump. Marine engineer to take a photo so senior marine engineers could assess the damage. The hole was temporarily taped up. The service was delayed. The puncture was welded closed the following day.

Equipment failure

At berth, Auckland

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

Following forward boiler safety valve survey and proving a water leak was detected in lower boiler door. Boiler shut down. Following blow down door to be resealed and surveyed. Following discussions with surveyor, chief engineer, Masters and Ports scheduled trips over weekend to be conducted on one boiler at slightly reduced pressure within harbour limits only. Ports to have a tug on standby to assist if required throughout.

Equipment failure

In harbour, Hawke's Bay

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

Gyro failure during departure. While departing the gyrocompass failed and settled with a 180deg error before re-calibrating. At the time of Pilot departure the gyro had re-settled within 10deg of true heading however the Gyro repeaters were stuck with a 180deg error.

Fire

At berth, Nelson

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

Fault in locker room water cooler causing small fire. Cooler isolated, fire extinguished immediately. Cooler has been disconnected and removed.

Flooded

At berth, Nelson

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

Whilst in port, vessel was discovered to have water ingress into the fish hold by night watchman. Water was then evacuated by use of bilge pumps. Cause traced to a combination of pipework removed for repairs and suction valve not seating properly. Pipework has since been re-instated with suction valve and repairs checked. The vessel is now at sea.

Lifting/Cargo gear failure

At berth, Canterbury

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

The Crane driver was discharging UREA out of Hold 2 onto the Hopper. When slewing towards the hopper he then brought the grab down towards the hopper and due to mechanical failure, the grab "free failed" towards the grab. The stevedore used the emergency button to stop the grab hitting the hopper and it ceased. The operations were stopped until the ships engineers fix the problem. This is deemed as a serious incident as a truck driver was filling up under the hopper. No one was injured.

Log Handling

At berth, Gisborne

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

While placing logs against the port side stanchion with the crane the heave knocked a log which slid through the stanchion onto the berth. At the time of the incident it was raining, all staff were in their safe zones. Scene was frozen until cleared.

Log Handling

At berth, Gisborne

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

The Crane operator was taking the weight of the heave under crane 1 when a log slid out of the heave onto the berth. Re-positioned the log with a digger and loaded the heave. All staff were in their safe zones, mentioned to all staff at the next toolbox to be mindful of logs being slippery after the rain in the weekend

Propulsion failure

In harbour, Canterbury

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

Vessel engine failed to start whilst in a navigable channel with tugs in assistance. Master advised that Chief Engineer required 1 hour to fix. Vessel controlled with tugs & port anchor readied. The system repaired after 30 minutes & once a thorough engine test was completed the vessel proceeded to her berth without further incident. Master advised that a seal was replaced in the air start system.

Log Handling

In harbour, Gisborne

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

Crane driver was taking the weight of the logs when logs slid off the heave onto the berth. The weather conditions at the time were atrocious with all staff in their safe zones

Injury Only

Inshore, Wellington

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

The weather was SW swell with a sloppy sea, took a wave over the side which knocked crew off his feet and he injured his shoulder - took him to the medical centre when the vessel docked.

Steering gear failure

Inshore, Auckland

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

Lost steering while heading towards Island. Engaged emergency steering, notified Marine Operations Manager, approached harbour. Vessel alongside at Wharf. Diagnosis by company engineers and shore electricians, faulty switch.

Propulsion failure

In harbour, Auckland

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

On arrival vessel engine set to Dead Slow Astern then Slow Astern. Engine Room called the Bridge to request engine be stopped then reset to Dead Slow Astern due to irregular RPM. Vessel assessed to be in a safe position with two tugs made fast. Engine tested ahead and astern and found to be operational. Vessel berthed without incident, Master confirmed he would investigate the issue prior to departure.

Medical Event

Offshore, Southland

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

The skipper of a vessel, contacted RCCNZ requesting a MEDEVAC for a passenger suspected to be suffering from pneumonia (as diagnosed by nurses on board). RCCNZ tasked the Southern Lakes helicopter with the doctor on board. The patient was uplifted from the vessel and taken to Dunedin Hospital.

Propulsion failure

Inshore, Southland

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

While traveling the vessel engine stopped, on the investigation, there was no fuel in the tank. The weather was calm and there was no danger of the vessel going ashore. The vessels from the salmon farm assisted.

Fire

At berth, Otago

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

Stevedore excavator inside Cargo hold overheated and emitted smoke while discharging in progress. While discharging sulphur from this vessel a small sulphur fire broke out on an excavator working in the hold. Fire was extinguished quickly as per procedures and work recommenced.

Entrapment

Inshore, Wellington

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

The ladder was not rigged when the vessel arrived. The crews were still sorting it out. When finished they were asked if it was all correct and replied it was ready for transfer. The trapdoor system was not secured to the ship's side (the magnets were available but not rigged) when the vessel on arriving at the top. The top extended end of the ladder was not made fast on deck - the crew said they did not have time to make secure. It appears the winch controlling the gangway wire was not secured as it was being adjusted using the remote controller. This ship has been a problem in the past. The ladder arrangement does not pass through the trapdoor but is behind a beam so the pilot has to transfer to the frame then back to the ladder extension above. This arrangement is not compliant with Rule 53 and the rigging is not safe. It should not be used. The problems with the ladder were not visible from the launch (due to the platform obscuring the ladder) and the pilot's safety is compromised by having to climb up before finding it is not only unsafe but non-compliant. The ship should be detained until the crew can rig a fully compliant ladder.

Propulsion failure

In harbour, Auckland

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

Dead Slow Astern movement was given when the vessel got close to a wharf with Pilot on board. RPM found to have issues. Chief Engineer was informed. After some checks, he was unable to fix astern RPM issues. Ahead movements were all ok. The pilot berthed the vessel safely. This engine malfunction issue was checked and repaired by shore MAN technician and ship's engineers. Pilot had been onboard for departure. While testing main engines ahead and astern before departure, the engines could not be started after several attempts, which was finally fixed by ship's engineers and had underway after satisfactory testing. Pilot kept one tug fast aft till North Head as a precautionary measure. After disembarking pilot and having engines tried out ahead and astern again and all found operating as normal. Chief Engineer confirmed the issue has been resolved and the main engine is fully operational.

Electrical power failure

In harbour, Auckland

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

Steam-driven Electrical Generator intermittent power supply followed by complete failure. On board portable diesel generator used for shore power put on line. No critical power requirements, domestic lighting and power only. All machinery, pumps, steering etc. steam driven. Emergency diesel fire pump tested and available.

Propulsion failure

At berth, Canterbury

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

Approaching a finger pier and the main engine failed to go astern on three attempts. Re-positioned after tug to right astern and stopped the headway and berthed without incident. Once in position and alongside, the engine fired up at slow astern. The pilot card states that the main engine is operated on ER control during manoeuvring.

Near miss/close quarters

Inshore, Auckland

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

A high powered laser show started this morning and was aimed at some commercial vessels. The vessel was recently set to autopilot and was on a steady course and remained under control throughout. Although the effect on the bridge team was a total loss of night vision as the laser brightly illuminated the entire bridge. The lasers were purple, blue, and green, and were aimed on a low angle and at the horizon projecting a multitude of beams at the same time. Curtains and sunscreens were drawn to block the lasers but it was apparent the disruption would have been more serious should the vessel still be navigating in the channel and in hand steering where the operator would have been blinded. Please let this incident not become an accident in the future and have these things banned totally when outdoors. An alternative is to have events reported through the existing means to advertise them in the international notices to mariners as a limited time hazard to navigation A report has also been sent to the ministry of health's environmental health section on high powered lasers

Injury Only

At berth, Hawke's Bay

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

The Team Leader was climbing onto the hatch cover from the center ladder, these ladders do not have handholds at the top, because they would be wiped out when the lids were discharged and loaded. The general preference is to use the ladders at the ends of the bay for this reason, but the other ladders are usable. When using these middle ladders, obviously only done when the lids are on, the person then climbs from the ladder to the coaming (the area surrounding the lid) and then climbs up onto the lid from there, it was while moving from the ladder to the coaming that the Team leader slipped and fell backward, he managed to grab the outboard ladder as he fell, slowing his fall, but landed on the side deck on his left knee. The IP was climbing onto the deck to check the progress of lashers and a trainee, and by his own admission was rushing.

Chemical or harmful substance spill

At berth, Nelson

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

During unloading of equipment from the fish hold, the unloading bridle dislodged a valve on the refrigeration coil. The system contained only residual gas which leaked into the hold. The vessel was evacuated as a precaution & the leak was contained and the hold vented. No injuries or medical attention required.

Injury Only

Offshore, Nelson

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

The crew member was entering a doorway into the boiler room. He was in a rush, misplaced his foot & rolled his ankle. He was sent to the Doctor on return to shore as a precautionary measure. The x-ray showed he had broken his ankle.

Injury Only

Inshore, Chatham Islands

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

The vessel lurched to one side and soapy detergent water spilt over the floor from the mop bucket when stewardess was washing the floor in officers' messroom. She slipped on the slippery wet surface, lost her balance and fell over on her left arm.

Injury Only

Coastal, Taranaki

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

When removing a hot dish from the oven it slipped and burnt the cook's wrist. Slight scrape and minor burn to top of Left wrist. Cook was not wearing the appropriate PPE (oven gloves) and had installed the oven shelf incorrectly allowing the tray to slide out as soon as the door was opened. The 2nd mate provided first aid- cooling the burn then applying burn gauze dressing and a bandage.

Propulsion failure

Inshore, Southland

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

Vessel lost propulsion after departure from harbour. Had to be towed back into bluff harbour.

Extreme vessel movement

Inshore, Auckland

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

Sea link traveling over speed while coming to an island the sea link ferry makes a very big wake that is causing damage to yachts that are tied up due to problems that are out of their control.

Lifting/Cargo gear failure

In harbour, Otago

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

While starting shift for the loading of logs on a Port, crane had failed prior to shift starting, ships crew had informed stevedores not to use gangway as there was potential for boom to drop which was positioned directly over gangway and could not be moved (crane two had failed the previous shift and had been taken out of service).

Injury Only

At berth, Hawke's Bay

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

Officer had fingers caught in wire when lowering gangway. Had damage to fingers and knock to head.

Person Overboard

Inshore, Bay of Plenty

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

Skipper did face to face briefing to passengers, emphasising that no one was to leave the vessel except at a designated wharf, no jumping in the water. During this routine staff function on board a passenger jumped from the vessel into the water from the deck (this was a voluntary act of the passenger who was larking about). A safety life-ring and a carly float were deployed immediately in response. The skipper rounded the vessel and the passnger was recovered immediately. There was no immediate danger. However whilst the vessel was stationary two more passengers decided to jump from the vessel, after being reminded by crew not to do so. This again was a voluntary act of defiance by the two passengers. They immediately swam to the side entry door and were immediatly recovered. Again no immediate danger. The boat was immediately returned to the dock and passengers disembarked.