



Accident, incident, and mishap notification

June 2019



What's in this summary

The following text summarises the notifications of accidents, incidents and mishaps that have been made to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and which have been recorded in our database in the last month (1-30 June 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.

Injury Only

In harbour, Wellington

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

An able-bodied seaman fell below deck while trying to free a rope. After landing on their feet they reported pains in their feet and lower legs. Taken to hospital for examinations and x-rays.

Fire

Inshore, Nelson

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

A small fire was discovered by a crewmember within a clothes dryer in the ships laundry. The ships Fire Alarm was sounded and crew mustered while the crewmember unplugged the dryer and immediately extinguished the fire. Checks of all areas were carried out and once it was ascertained the fire was contained to the dryer and had been extinguished crew were released and returned to their normal activities. The dryer remains isolated for repair or replacement during the next port call

Steering gear failure

Inshore, Canterbury

Vessel information	
Type:	Pleasure Yacht
Category:	Recreational
Length (m):	
Tonnage (tons):	

On approach to the bar the jammed steering alarm triggered. The crew were able to abort the run and make way to safe waters. When checking it was confirmed starboard steering was not responding but had bucket control. It was decided that the vessel would continue to cross the bar which it did without any further issues. As the vessel headed for port it slowed. While steering only on the port unit the driver had limited control but was still happy to continue. The vessel started to use the buckets for more control as they approached the berth when the starboard bucket stopped working. When put into to a neutral position, the vessel turned to port, This was corrected with a turn to starboard but it closed the gap towards the wall. despite taking avoiding actions the vessel made contact with the wall. The driver checked on the crew disengaged the starboard unit and regained control against the current and managed to secure the vessel on the floating wharf with help from other crew on shore. The engines were shut down and the bow checked finding the fairlead bent and no holes through the hull and the hull looked to be sound and straight. The cause of the steering failure was one jet unit pump belt had broken which was replaced.

Log Handling

In harbour, Gisborne

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

A log slid between stanchions falling onto the berth landing under an empty trailer

Log Handling

In harbour, Gisborne

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

Two logs fell from the deck into the water on the starboard side while the digger operator was hand stacking.

Contact

At berth, Auckland

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

A vessel suffered a steering failure at berth. Due to the mechanical issue and the weather conditions a tug was called to assist in moving the vessel to the maintenance berth. During the tow the vessel and tug made contact causing damage to the vessel. The damage is to be assessed prior to the vessel returning to service.

Injury Only

In harbour, Auckland

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

Passenger had fallen asleep on the upper deck and was not detected while passengers were disembarked. After the vessel was moved to the service berth for silage pumping the crew heard a noise at the back of the deck and investigated. They found an elderly passenger lying at the bottom of the stairs. The crew gave first aid assistance and called an ambulance to take the passenger to hospital.

Equipment failure

Offshore, Auckland

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

Starboard engine shut down during trip due to a clip parting in the supercharger. The passengers were informed of the resulting delay. The vessel continued without any further issue before repairs were made once berthed.

Grounding

River, Otago

Vessel information	
Type:	Jetboat
Category:	Other Commercial
Length (m):	<24
Tonnage (tons):	

The vessel struck a rock while turning. As a result the oil sump on the number two engine was pierced by a unit foot bolt. The driver noticed a drop in oil pressure and so made a radio call to base for assistance. Another vessel was dispatched and the passengers were transferred at an agreed stationary location. The trip then continued as normal. The damaged vessel was driven back to base for inspection. At no point were any passengers in any danger and no injuries occurred in this incident.

Medical Event

River, Otago

Vessel information	
Type:	Jetboat
Category:	Other Commercial
Length (m):	<6
Tonnage (tons):	

A passenger felt discomfort while the jetboat was midway through the roughest part of the trip and asked to be removed from the vessel.

Steering gear failure

Inshore, Bay of Plenty

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

Rudder angle indicator was not working. The vessel responded to helm and had a tug escort out of the port and continued to the next port.

Collision

In harbour, Gisborne

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

A stern line broke overnight due to a strong infragravity in the harbour. The loose vessel collided with another multiple times causing damage to both vessels. No people were on the vessels at the time of the incident.

Mooring line failure

In harbour, Northland

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

A vessel broke off its mooring due to windy conditions and drifted onto a beach. The vessel was secured. The owner waited for low tide to assess the vessel and found no spills, leaks or damage. The vessel was refloated at high tide, moved off the beach and to another mooring in the bay.

Propulsion failure

In harbour, Auckland

Vessel information	
Type:	
Category:	Other Commercial
Length (m):	<24
Tonnage (tons):	

A vessel lost propulsion after a noise was heard. The vessel was stopped and put into neutral. Assistance was called for and the vessel was towed back to the wharf. There was no damage to the vessel or injury to any person. Cause believed to be a coupling departing from the propeller shaft

Injury Only

River, Bay of Plenty

Vessel information	
Type:	Raft
Category:	Other Commercial
Length (m):	<6
Tonnage (tons):	

A guide had a flip while giving a tour. They held on as usual but when the raft flipped they held on too long and twisted their arm.

Loss of stability

In harbour, Gisborne

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

Due to building surges within the harbour the vessel damage above the deck line occurred that resulted in some gantry damage on the port side at the stern. Root causes were around weather events that operators have no control over. Throughout this, the mooring lines remained intact and the measure of force with the undulating surge resulted in gantry damage. The day following, owner advised local engineering outfits to assess the damage as well as insurers of potential claim to be lodged. Days following owner traveled to Gisborne to undertake an investigation and report details of incident to MNZ and Insurers.

Medical Event

Offshore, Hawke's Bay

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

While the vessel was on route, crew member notified the vessel's master that he was feeling unwell and had what appeared to be heart attack like symptoms. (tight chest, ash skin colour, profusely sweating and increased heart rate). He was administered oxygen and had blood pressure cuff applied for constant monitoring of heart rate and blood pressure immediately. DPA also informed immediately via sat phone. Vessel altered course afterwards. Then he was transported to the hospital by helicopter

Injury Only

Inshore, West Coast

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

Deckhand slipped on deck as the vessel was steaming out to start fishing. The ship returned to port to allow the deckhand to get a hospital assessment.

Lifting/Cargo gear failure

At berth, Gisborne

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

Crane operator was taking the weight of the logs. Two logs slipped off the top of the heave falling onto the berth. This was caused by the heaving being off centre. All staff were in the safe zones.

Grounding

Offshore, Waikato

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

Passengers were given a safety briefing before the trip. During the trip the engine control display detected a fault that was an engine stall. The engine was turned off and on to reset the panel but the fault re-occurred. The operator tried to sail out into the bay, but did not have enough forward power. The waves dragged the vessel sideways. The decision was made that drifting into mine bay would be the better and much safer option. The cause of the engine stall was the jib sheet being caught in the propeller.

Contact

Inshore, Hawke's Bay

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

When a vessel was departing port a fishing vessel crossed ahead. As soon as it was apparent that there was a risk of a collision the departing vessel sounded a while and dropped the engine revs to extremely slow.

Equipment failure

At berth, Gisborne

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

Master unable to declare correct gyro error. Declared 2 degrees high, pilot observed as 3 degrees low after arrival. Master and Officers English not to minimum IMO standard. Master and Officers persisted in communicating in language other than English in the presence of the Pilot when questions were being raised about status of equipment during the transit and maneuver. Propeller was observed not fully immersed after arrival despite clear instructions in pre-arrival documents. 3rd Engineer started the emergency generator on deck during a critical part of the swing that temporarily affected ME Control. When asked to sound the ships horn to alert a paddler approaching the channel it failed to operate.

Grounding

Inshore, Canterbury

Vessel information	
Type:	Jetboat
Category:	Other Commercial
Length (m):	<6
Tonnage (tons):	

Vessel grounded after choosing to go down a channel. The four passengers were assisted to the island and walked to the ramp. Another vessel was used from the base and the tour continued.

Equipment failure

At berth, Nelson

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

The ammonia and then the general alarm was set off on the vessel. The crew mustered at the designated point. The Master and C/E donned BA sets and went to investigate. It was found the No2 freeze compressor front shaft seal had failed. The compressor was isolated out and pumped down using the No1 freeze compressor. Boat was ventilated and a health and safety meeting was held after the situation was normalised explaining the hazards of ammonia and the dos and don'ts.

Near miss/close quarters

River/harbour bar, Marlborough

Vessel information	
Type:	Pilot vessel
Category:	NZ Non-Passenger
Length (m):	<24
Tonnage (tons):	

Water taxi failed to give way to pilot launch. The pilot launch slowed. The deck lighting was turned on to make the vessel more visible. Water taxi didn't react and steamed past less than 50 metres off the bow green to green with an estimated speed of 25 Knots.

Gear/Items shifting

In harbour, Wellington

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

Whilst hauling gear after a tow the PS warp wire parted. Attempts were made to retrieve gear at the location but the vessel was unable to retrieve gear due to weather and swell conditions. It was decided to tow the gear to a safer depth and conditions. The trawl gear was being hauled aboard when it became entangled in the vessels propeller. The vessel was in no immediate danger but a nearby vessel was asked to standby in case of change of circumstances. It was decided to get divers out to the vessel. The vessel was towed into shallower water and favourable weather conditions for divers. The divers found that the net was entangled in the propeller but was able to be cut free, the ok was given to cut net free. After the net had been cut free there was an extensive survey of shaft and propeller with no damage being found.

Mooring line failure

At berth, Gisborne

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

The main line on the forward shore mounted Shore Tension Unit parted. The line was replaced straight away. Environmental conditions were within normal operating limits and Shore Tension loads were within acceptable limits. There is no evidence of mechanical or friction damage to the line and it would appear that the line may have suffered fatigue in way of the main snatch block after many hrs of operation. The line will be sent for inspection/testing. Two new lines ordered as spares.

Log Handling

At berth, Gisborne

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

The crane operator placed a heave on the port side halfway down the hatch, placed the heave and pulled the wires out with no issues, the digger operator at the time was working on the starboard side. The crane operator picked up the next heave and placed it next to the last heave at the forward port side part of the hatch against the stanchions, the digger operator was still busy on the starboard side so the crane operator started to pull the wires out with the forward feral catching on the heave raising the heave at that end of the heave causing a log to slide off the heave falling four meters onto the berth. The digger operator made the heave level before carrying on. Video footage was viewed with all staff in their safe zones, the empty trailer was taken away before placement of the heave was undertaken. The scene was frozen with pictures and statements gathered and then released back to work

Equipment failure

Offshore, Southland

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

The vessel had a main gearbox failure. The vessel was towed to a safe anchorage point. Vessel and crew safe.

Log Handling

At berth, Nelson

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

Loading against the stanchions on starboard side. As the wires were pulled out a log turned and fell into the water.

Collision

In harbour, Hawke's Bay

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

An outboard vessel was collided with by a forward tug on the port shoulder of the vessel. The tugs crew was contacted verbally to ensure the crew had no injuries. The vessel was slowed and an incoming vessel was notified of the incident. The vessel was assessed for damage both internally and externally by the pilot vessel. It was also checked for water ingress. The decision was made for the vessel to continue. Once the vessel had cleared break water and was turning the tug was dismissed.

Propulsion failure

Inshore, Bay of Plenty

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

Engines tested before lines were let go with no issues found. On un-berthing, when slow astern was requested, engine failed to fire astern. The fault was corrected and on next movement engine fired ahead correctly and vessel proceeded out without further incident.

Log Handling

In harbour, Gisborne

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

Whilst logs were being loaded a log slipped from the deck between the stanchions and dropped in to the water between the berth and the vessel. No one was in the vicinity when the log dropped

Propulsion failure

Inshore, Northland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<45

Engine overheating alarm sounded. The skipper shut the engine down and contacted the shore emergency contact. The skipper proceeded with basic troubleshooting and could not determine a solution while safely anchored. He requested mechanical assistance. Mechanic was on-board within the hour but could not determine the issue either. A request for a tug was made to return the vessel to its berth for better access for engine repairs and also due to deteriorating weather forecast.

Grounding

Inshore, Canterbury

Vessel information	
Type:	Jetboat
Category:	Other Commercial
Length (m):	<24
Tonnage (tons):	

During a tour the driver conducted a normal 360 degree spin. The boat slid unusually hitting a rock bank while travelling astern at 5-10 Kph. The impact was not severe. The driver checked with the passengers on board to ensure there were no injuries. The impact had damaged a steering nozzle and rendered the vessel unusable. It was ran aground on an adjacent bank to ensure the safety of the passengers. A following boat ensured the passengers were safe before completing its tour and returning to take the passengers off the stranded boat to the launch site. After all passengers from both vessels were ashore the boat returned and towed the stricken vessel back to base.

Collision

Inshore, Canterbury

Vessel information	
Type:	Patrol boat
Category:	NZ Non-Passenger
Length (m):	<24
Tonnage (tons):	<500

A vessel collided with a floating jetty at a speed of 2-3 knots. Some minor damage occurred to the vessel with no injury to any person or damage to any other equipment.