



Accident Report
Para 1 & Lightning One
Collision on Lake Wakatipu
on 14 July 2004



REPORT NO.: 04 3511

VESSEL NAME: *PARA 1 & LIGHTNING ONE*

Casualty Details:

Date of Casualty:	14 July 2004
Time of Casualty:	1720 hours New Zealand Standard Time (NZST)
Casualty Type:	Collision
Casualty Location:	Lake Wakatipu
Investigator:	Domonic Venz



REPORT NO.: 04 3511

VESSEL NAME: *PARA 1 & LIGHTNING ONE*

Vessel Details:

Vessel Name:	<i>Para 1</i>	<i>Lightning One</i>
Vessel Category:	Passenger	Passenger
Certified Operating Limit:	Enclosed	Enclosed
Overall Length (m):	8.5	11
Flag:	New Zealand	New Zealand
Owner's Name:	Parabungy Ltd	Parabungy Ltd
SSM Company:	Survey Nelson	Survey Nelson



SUMMARY

On the evening of 14 July 2004, two para-bungy vessels were returning to their base in Queenstown Bay, Lake Wakatipu. As they both approached the 5 knot zone, one vessel slowed to 5 knots and continued into the 5-knot speed area. The second vessel did a sharp turn to port and then straightened up while still coming off the plane. As the vessel slowed, its bow struck the stern of the first vessel doing damage to both vessels. All passengers were checked with no injuries sustained. The second vessel had damaged the outboard motors while attempting evasive manoeuvres astern and was towed to the wharf by the first vessel.



KEY EVENTS

- 1.1 On Wednesday 14 July 2004 para-bungy and para-flight operations were underway on Lake Wakatipu.
- 1.2 During the afternoon, two vessels, **Para 1** and **Lightning One**, departed their base wharf in Queenstown Bay and went out to the Sunshine Bay area for para-bungy operations.
- 1.3 Two para-bungy jumps were successfully completed before the jumpmaster onboard **Para 1** called a halt to operations due to the increased wind strength.
- 1.4 At approximately 1710 hours New Zealand Standard Time (NZST), both vessels headed back towards Queenstown Bay to disembark their passengers at the base wharf.
- 1.5 Both vessels departed at the same time but upon arrival in Queenstown Bay, **Para 1** was ahead and to port of **Lightning One**.
- 1.6 **Para 1** slowed at the 5-knot marker and slowly proceeded to enter the 5-knot zone. The Skipper of **Lightning One** made a turn to port and crossed the wake of **Para 1** and then turned to starboard to straighten up the vessel. Immediately after returning to a straight course, he saw **Para 1** ahead. He put both main engines full astern, at which point, both engines stalled (See Appendix I – chart of Queenstown Bay).
- 1.7 At 1720 hours, the bow of **Lightning One** struck the stern of **Para 1** damaging both vessels. Passengers on both vessels were checked for injuries with none found.
- 1.8 The Skipper of **Lightning One** then attempted to start both main engines but could only get the starboard engine started. He then idled into the wharf using the starboard engine and discharged the passengers.
- 1.9 Both vessels were assessed for damage. **Lightning One** was removed from the water for engine repairs as was **Para 1** for repairs to the aluminium launch platform at the stern of the vessel (See Appendix II – Damage to **Para 1** and IIA - Damage to **Lightning One**).



KEY CONDITIONS

2.1 Vessel Details

- 2.1.1 **Lightning One** is a restricted passenger ship of aluminium construction with inflatable bags built in 1994. She has an overall length of 11 metres and a maximum breadth, excluding the bags, of 2.3 metres. Two 200 hp Yamaha four-stroke outboards power the vessel (See Appendix III - Photograph of vessel).
- 2.1.2 The vessel had a valid Safe Ship Management (SSM) Certificate with Survey Nelson Ltd. She was fit to ply enclosed limits, Lake Wakatipu, with 2 crew and 22 passengers.
- 2.1.3 The Skipper, aged 23 of Queenstown, holds a Local Launch Operator (LLO) Certificate, endorsed for **Para 1**, **Lightning One** and **Thunder One**. He obtained this in March 2004.
- 2.1.4 **Para 1** is a restricted passenger ship of aluminium construction built in 1986. She has an overall length of 8.5 metres and a breadth of 3.25 metres. The vessel is powered by two 200 hp Yamaha outboards (See Appendix IV- Photograph of vessel).
- 2.1.5 The vessel had a valid SSM certificate with Survey Nelson Ltd. She was fit to ply enclosed limits Lake Wakatipu with 2 crew and 12 passengers.
- 2.1.6 The Skipper holds an Inshore Launch Masters (ILM) Certificate and a Marine Engineers Class 6 (MEC6) Certificate, both obtained in August 2000.
- 2.1.7 **Para 1** is a launch and recovery vessel for para flights. This where a parachute type apparatus is towed behind the vessel and is winched off the stern deck of the vessel.
- 2.1.8 **Lightning One** is a recovery vessel. This recovers jumpers after they have completed a bungy jump from the parachute apparatus towed by **Para 1** or **Thunder 1**.
- 2.1.9 Parabungy New Zealand Limited of Queenstown owns both vessels.



2.2 Weather Conditions

- 2.2.1 The jumpmaster on board **Para 1** had overseen two successful para bungy jumps that afternoon. At around 1700 hours, he halted operations due to the increased wind in the jump area. The condition at the time of cessation was northwest 18 knots and overcast.
- 2.2.2 Conditions upon their return to Queenstown Bay, were calmer due to the relative shelter of the area.

2.3 Mechanical Details

- 2.3.1 When the Skipper of **Lightning 1** put both engines full astern the vessel was still travelling ahead at about 15 knots. The throttles were in the process of being returned to the idle position but were still at about ¼ revolutions.
- 2.3.2 Both engines stalled when they were put full astern. One engine could be restarted after the collision and the other could not due to a bent conrod.

CONTRIBUTING FACTORS

N.B. These are not listed in order of importance.

- 3.1 The high-speed turn of **Lightning One** while approaching the 5-knot zone.
- 3.2 During the turn the Skipper lost visibility over the long bow of **Lightning One**.
- 3.3 The Skipper of **Lightning One** not ascertaining whether there was enough room for such a high-speed manoeuvre.
- 3.4 Both engines stalled when put full astern and were unable to arrest the forward movement of the vessel.
- 3.5 The failure of the Skipper of **Lightning 1** to maintain a proper Lookout as required under **Maritime Rule part 22.5 Look-Out** 'Every vessel must at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and risk of collision.'
- 3.6 He also failed under **Maritime Rule part 22.6 Safe Speed** 'Every vessel must at all times proceed at a safe speed so that proper effective action to avoid a collision can be taken and the vessel can be stopped within a distance appropriate to the prevailing circumstances and conditions.'

CAUSE

Human Factor

<input type="checkbox"/> Failure to comply with regulations	<input type="checkbox"/> Drugs & Alcohol	<input type="checkbox"/> Overloading
<input type="checkbox"/> Failure to obtain ships position or course	<input type="checkbox"/> Fatigue	<input type="checkbox"/> Physiological
<input checked="" type="checkbox"/> Improper watchkeeping or lookout	<input type="checkbox"/> Lack of knowledge	<input checked="" type="checkbox"/> Ship Handling
<input checked="" type="checkbox"/> Misconduct/Negligence	<input checked="" type="checkbox"/> Error of judgement	<input type="checkbox"/> Other . . .

Environmental Factor

<input type="checkbox"/> Adverse weather	<input type="checkbox"/> Debris	<input type="checkbox"/> Ice	<input type="checkbox"/> Navigation hazard
<input type="checkbox"/> Adverse current	<input type="checkbox"/> Submerged object	<input type="checkbox"/> Lightning	<input type="checkbox"/> Other . . .

Technical Factor

<input type="checkbox"/> Structural failure	<input type="checkbox"/> Wear & tear	<input type="checkbox"/> Steering failure
<input type="checkbox"/> Mechanical failure	<input type="checkbox"/> Improper welding	<input type="checkbox"/> Inadequate firefighting/lifesaving
<input type="checkbox"/> Electrical failure	<input type="checkbox"/> Inadequate maintenance	<input type="checkbox"/> Insufficient fuel
<input type="checkbox"/> Corrosion	<input type="checkbox"/> Inadequate stability	<input type="checkbox"/> Other . . .

- 4.1 While making a made a turn to port and then back to starboard, the Skipper of **Lightning One** lost visibility over the bow and collided with the stern of the almost stationary **Para 1**.



OPINONS & RECOMMENDATIONS

5.1 Opinions

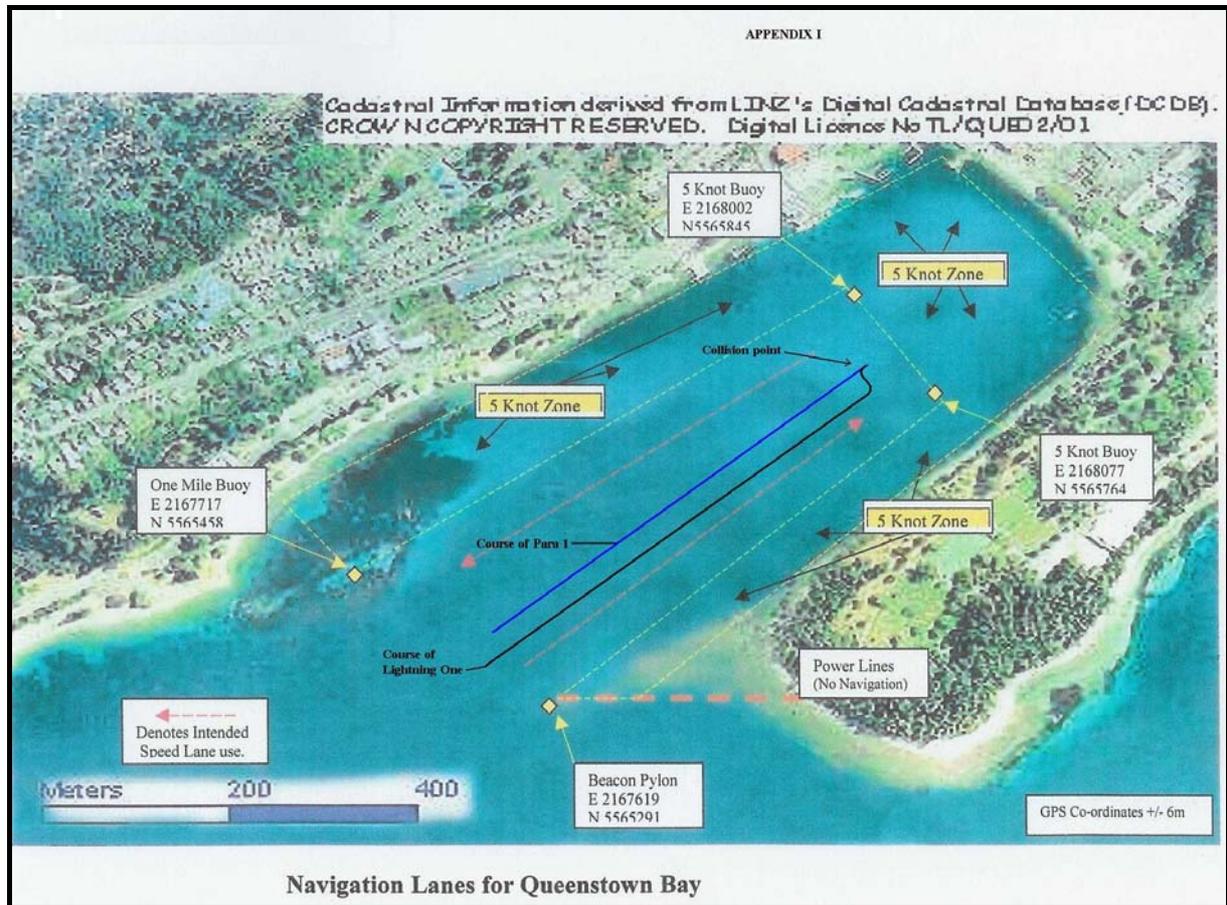
- 5.1.1 The Skipper of *Lightning One* has been removed from operational duties and has been confined to work on the wharf and front line sales.
- 5.1.2 He is to undergo in house company retraining. Parabungy New Zealand Ltd has issued him with a formal letter of warning.

6.1 Recommendations

- 6.1.1 That the Skipper of *Lightning One* be censured for his failings under **Maritime Rule parts 22.5 Lookout and 22.6 Safe Speed.**



Appendix I



Appendix II & II(a)



Appendix III



Appendix IV

