



Accident, incident  
and mishap reporting  
Monthly summary  
**December 2013**





## **What's in this summary**

The following text summarises details of notifications of accidents, incidents and mishaps as reported by the person advising Maritime New Zealand in accordance of s. 31 of the Maritime Transport Act 1994. These summaries are provided for information purposes only, and are not intended to be, nor should be construed as evidence of any determination by Maritime New Zealand as to accuracy, cause, or liability. As far as possible the summaries reflect the language and terms used in the notifications, though some names and details have been withheld to protect the privacy of individuals involved and to avoid prejudice to any subsequent investigations that may occur.

This report was extracted on 0900, 31 December 2013 and only includes notifications reported before that date. For that reason this report does not necessarily include all reported notifications for the month and is not suitable for statistical or analytical purposes.



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## 14 November 2013 – 11:00

### Flooded & Oil Spill

Big Bay, Mahurangi Harbour Head, -36.497, 174.741

Vessel	
Vessel Category	Workboat
Length (m)	5.30
Tonnage (tons)	n/a

#### Narrative as reported

The vessel was anchored in just over waist deep water in the middle of Big Bay. The skipper assumed this would be deep enough to avoid the small waves coming into the bay on an occasional basis. The skipper and crew left the boat anchored at approx. 09:40hrs to do survey work in a nearby forest. When they returned the skipper swam out to the boat, which was 30m from the shore, to find out it was completely flooded with approx. 0.3m of water depth inside the boat. The fuel tank, full on departure, was floating upside down and it felt like it was 1/5 full when shaken. The water in the boat smelt of fuel and was yellow colour. Although nobody witnessed it we believe the boat was swamped by the small waves as it was exposed by the low tide. The boat was left as it was. We waited on the safety of the beach for the coastguard to tow it back to Scott's landing.

## 17 November 2013 – 13:00

### Contact

Mana Island, Wellington

Vessel	
Vessel Category	Other Charter
Length (m)	13.75
Tonnage (tons)	n/a

#### Narrative as reported

Dropped passengers off to walk on Mana Island via tender with no passengers on board reversed out of shallow water. Propeller in reverse drew in rock/rocks loose from the bottom and damaged the propeller tips. Reloaded passengers at the end of their walk and returned to Mana marina with low revs.

## 29 November 2013 – 10:00

### Near Miss

#### Lake Wakatipu, Otago

Vessel	
Vessel Category	Sit-on-top Kayak
Length (m)	5.00
Tonnage (tons)	n/a

#### Narrative as reported

06:00 Collected equipment, checked weather report, food & drink. 07:00 Drive to Queenstown from Glenorchy, drop off kayaks place on beach. 08:00 Collected Clients. 08:45 Meet clients in Glenorchy. 09:00 Begin equipment instructions and briefings, launch kayaks, group up & explain safety and trip plan continue across to Pig Island. 2 People were lagging behind. 09:30 The wind increased and the trip plan was changed to use a haul out point further south the group continued to Pig Island. Girls did not have the strength to complete crossing, guide began towing tow lines but they became entangled in rudder. The lines were untangled and towing was resumed. Towed kayak surged forward overturning guide. The guide rolled up once the towed kayak moved off his upturned hull. The guide lost his glasses and could not see the other members of the group. Called for assistance from another operator and remained with the other clients. The jet boat arrived after 15-20 minutes.

## 1 December 2013 –

### Fatalities

#### Lake Tarawera, Bay of Plenty

Vessel	
Vessel Category	Unpowered Recreational
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

Police have named the father and daughter who drowned near Rotorua yesterday. The body of a 40-year-old father and his daughter were recovered from Lake Tarawera after their kayak capsized. The 6-year-old was wearing an adult sized life jacket. Her father was not wearing one. Their deaths have been referred to the Coroner.

## 2 December 2013 – 16:20

### Injury Only

#### Tutea Falls, Kaituna River, Bay of Plenty

Vessel	
Vessel Category	SOP Raft Adventure
Length (m)	3.60
Tonnage (tons)	n/a

#### Narrative as reported

The raft flipped at the bottom of Tutea falls. At some stage during the flip the guide was struck in the forehead, presumably by a paddle but it is difficult to tell from the photos. He had 4cm laceration on his forehead. He went to the local accident and medical clinic in Rotorua where he received 4 stitches.

## 2 December 2013 – 17:50

### Collision

#### Tiri Channel, Auckland

Vessel	
Vessel Category	Recreational
Length (m)	12.00
Tonnage (tons)	n/a
Owner – Master	n/a – n/a

#### Narrative as reported

A recreational vessel was motor sailing enroute from Whangarei to Gulf Harbour when she collided with a second vessel which was at anchor. After the collision the recreational vessel reversed off and departed without checking for injuries/damage to the second vessel. I obtained his destination details for follow up action.

### 3 December 2013 – 09:00

#### Fatalities

##### Off Atia Point, South Bay, Kaikoura

Vessel	
Vessel Category	Recreational
Length (m)	4.60
Tonnage (tons)	n/a

##### Narrative as reported

Media reports of a boat capsized off Shark's tooth (Atia Point) near Kaikoura. Two people have drowned with lifejackets on. The deceased located were wearing life jackets. Stern of boat was floated with its bow submerged in water - the boat was towed to shore.

### 3 December 2013 – 11:45

#### Injury Only

##### Otehei Bay, Bay of Islands NZ5125

Vessel	
Vessel Category	Passenger / Vehicular Ferry
Length (m)	15.79
Tonnage (tons)	n/a

##### Narrative as reported

The injured person was operating a hand winch with another employee when while fitting a holding pin in place to lower a gangway onto the other employee disengaged the holding break for the winch causing the drum to free wheel and the handle of the winch to spin hitting the injured person in the face fracturing his eye socket. No damage to the eye ball itself.

### 3 December 2013 – 13:00

#### Propulsion failure

10nm North Patea, Taranaki

Vessel	
Vessel Category	Fishing Vessel
Length (m)	7.50
Tonnage (tons)	n/a

#### Narrative as reported

Noticed that motor was over heating on temperature gauge and shut down motor, and called south Taranaki coast guard for assistance. Tow back to port was made without incident.

### 3 December 2013 – 14:00

#### Collision

Evans Bay, Wellington

Vessel	
Vessel Category	Workboat
Length (m)	7.50
Tonnage (tons)	n/a

#### Narrative as reported

While marine training as the skipper of a workboat during a fire drill exercise I was entering Evans Bay as the only person on board the vessel. I was tasked with the exercise of coming alongside our other workboat involved. Fendors were put in place on both vessels. Several successful manoeuvres were carried out with myself coming alongside the other vessel to a distance of one metre at approx. 5 knts. On the final manoeuvre as I attempted to power away my vessel pulled towards the other vessel and made contact.

### 3 December 2013 – 17:30

#### Contact

Halfmoon Bay, Auckland, -36 52.49, 174 53.48

Vessel	
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Vessel Category	Passenger
Length (m)	44.75
Tonnage (tons)	232

**Narrative as reported**

As I was coming into berth at Halfmoon Bay it was an incoming tide 3.4. As I made my entry I found my vessel was out of line so I went to save and pull out of the manoeuvre. As I did this the vessel kept going forward and hit the corner of the ramp on the concrete wall. This caused minor damage to the corner of the ramp.

**4 December 2013 – 05:10**

**Injury**

**Off Opotiki, 4 miles from Whakatane**

Vessel	
Vessel Category	Trawler
Length (m)	21.33
Tonnage (tons)	n/a

**Narrative as reported**

The crew member fastened the forward hatch to the hand rail by means of a fastening rope. The crew members knot came loose after a few minutes resulting in the hatch falling on his right hand crushing his fingers.

**4 December 2013 – 16:00**

**Capsize**

**Lake Farry beach, Palliser Bay.**

Vessel	
Vessel Category	Recreational - Sea Kayak
Length (m)	5.40
Tonnage (tons)	n/a

### **Narrative as reported**

Two sea kayakers came ashore in dumpers at Lake Ferry beach after paddling from Baring Head, and their 2 sea kayaks and one of the black paddles floated out to sea in the river current, in a westerly direction back towards Baring Head. The kayaks are fully laden with a tent & sleeping bag each, wheels, dry clothes, gas cooker and food. One of the paddlers phoned the Police soon after the incident. Another paddler also phoned the Police soon after the incident.

## **4 December 2013 – 22:00**

### **Collision & Mooring line failure**

#### **Paihia Mooring area next to main Paihia Wharf, Northland**

<b>Vessel</b>	
Vessel Category	Charter Yacht
Length (m)	16.30
Tonnage (tons)	n/a

### **Narrative as reported**

I was contacted about 9.30 pm and told a yacht had broken its mooring drifted back and had become trapped in my mooring rope which I had to cut to free my boat which sustained damage to main hull bow and port arma bow. All damage above waterline.

## **5 December 2013 –**

### **Injury Only**

#### **Marlborough Sounds**

<b>Vessel</b>	
Vessel Category	Other
Length (m)	n/a
Tonnage (tons)	n/a

### **Narrative as reported**

We have received second hand information from a Government ministry about a boating accident in the Marlborough sounds this morning. The information had come via emergency services comms. Emergency services comms have been able to advise the incident involves a person with lacerations to the legs from a propeller.

## 5 December 2013 – 17:30

### Grounding

#### No. 17 Beacon, approaches to Havelock Marina

Vessel	
Vessel Category	Aquaculture
Length (m)	24.60
Tonnage (tons)	n/a

#### Narrative as reported

While coming into Havelock and going up the channel to approach the Havelock Marina, the vessel touched a mud bank outside the forth beacon from Havelock (No17 beacon). The soundings of the channel were 1.5 to 1.6 on the seaward side of the mud bank and 1.7 to 1.9 on the marina side of the mud bank. The Vessel touched, backed off the mud bank and waited until the tide came in enough for it to safely carry on into the Marina.

## 5 December 2013 – 15:40

### Injury Only

#### Approx. 70 miles South East of Bluff, 47 36s, 169 05e

Vessel	
Vessel Category	Fishing Vessel
Length (m)	46.50
Tonnage (tons)	1,079

#### Narrative as reported

Accident involving crewman. At approximately 15:30 NZST (ships time) I was informed that a crewman had fallen from the stairs between the accommodation deck and the factory deck. From the landing to the bottom are 12 steps and covers approximately 3 meters in height. I grabbed some bandages from the medical cabinet and rushed down to see how the injured person was. By that time another crewman had placed the injured person in the recovery position I quickly checked for breathing and a pulse he was non responsive to voice or touch. And was bleeding profusely from the head area, cerebral fluid had started leaking from his ear there didn't appear to be any other signs of injury (fractures etc.) I instructed that a pillow was placed under his head and returned immediately to the bridge waking the 1st Mate the other ships Medic on the way. I had recognized that the injured person was in a very bad way and would require Oxygen assistance and proceeded to organize that. The task of administering the oxygen was left to the first mate. I then contacted Maritime radio and advised them we had a serious medical accident and that help is required immediately. After passing on our position course and speed and advising them that we would make best speed back to Bluff. I left the chief engineer to man the bridge. I had previously recognized that the injured person would require a



lure and fluids ,I went about trying to find the necessary equipment and once found returned down to where he was laying and with the help of crew managed to insert the lure and commenced putting some fluid back into him. His pulse remained steady and he was able to breath unassisted (without a bag) but with a Hudson O2 mask on, he still was unconscious and I performed a GCS and thought he was 4 at best. All information was then passed onto maritime nz and was being relayed back to emergency services back in NZ it was suggested that a neck brace should be placed upon him and I over rid that request and was vindicated by the paramedic when he inspected the injured person as he was in a safe environment and well attended. I returned to the bridge and continued having communications with all concerned. Helicopter arrived approximately 17:00 ships time Departed 17:30 I stayed in the bridge and maintained watch and communication with the pilot. Then with the assistance of another crew member we endeavoured to make contact with the injured persons' next of Kin.

## 5 December 2013 – 16:00

### Equipment failure

#### Paihia, Northland

Vessel	
Vessel Category	Passenger
Length (m)	11.40
Tonnage (tons)	n/a

#### Narrative as reported

Returning from Hole in the Rock trip at Tapeka point port engine oil alarm sounded. Shut down port engine. Continue into Russell on one engine disembarked passengers. Faulty sender Verified motor had sufficient oil pressure, continued on to Paihia with some passengers who wished to return to Paihia. Maintenance conducted.

## 6 December 2013 – 06:30

### Propulsion Failure

#### Tamaki River, Auckland

Vessel	
Vessel Category	Passenger
Length (m)	14.97
Tonnage (tons)	n/a

### **Narrative as reported**

Port engine started running rough. Engine was operating at low RPM as vessel was steaming at 5 knots out to sea on the Tamaki River from Half Moon Bay Marina. A fault code indicated on port engine instrument which prompted the Skipper to shut down the port engine. Returned to marina on starboard engine. Skipper and crewman drained fuel filters. Called Volvo engine mechanic who came on-board. He reset the engine fault code and primed the port engine fuel lines. After mechanic's visit, the port engine started and ran smoothly. Vessel returned to sea, but shortly after departure the same rough running and engine fault code occurred. Skipper shut the port engine down and returned to the marina on the starboard engine. The port engine problem was found to be caused by water contamination of diesel fuel in port tank. Further investigation found that the rubber o-ring on port fuel filler cap was split. It is suspected that heavy rain during the week found its way under the port fuel filler cap and into the diesel tank. Further troubleshooting by a Volvo engine mechanic found the fuel injectors to be contaminated and unserviceable. All diesel in the port tank has since been cleaned. All port engine fuel filters have been replaced. All port engine diesel injectors have been replaced. We are continuing to monitor port fuel quality closely by taking regular fuel samples, regularly draining the fuel filters and changing out fuel filter elements when prudent.

## **6 December 2013 – 09:13**

### **Propulsion failure**

#### **Jelicoe Wharf, Auckland**

<b>Vessel</b>	
Vessel Category	Tanker
Length (m)	52.65
Tonnage (tons)	630

### **Narrative as reported**

Bearing in lower gears of Jastram RO6 propulsion unit failed. Unit still able to be used in emergency or when berthing. Tug is in close proximity at all other times when vessel is away from the wharf. Lloyds Register has been notified. New Jastram propulsion unit has been ordered and left Holland on 23 October 2013 and will arrive in New Zealand by early January. The Safe Ship Management company for the assisting tug has been notified of the use of the tug in this situation.

## **7 December 2013 –**

### **Propeller entangled**

#### **Auckland Harbour**

<b>Vessel</b>	
Vessel Category	Fishing Charter

Length (m)	16.20
Tonnage (tons)	n/a

**Narrative as reported**

Winch failed requiring the anchor to be lifted using a jury rig. Whilst lifting the anchor it got caught in the propeller.

**7 December 2013 – 03:10**

**Fatality**

**Napier Port Breakwater, 39 27.939S, 176 55.452E**

<b>Vessel</b>	
Vessel Category	Trawler
Length (m)	14.78
Tonnage (tons)	n/a

**Narrative as reported**

As per the skipper; as we were steaming out I noticed that mooring lines were still on deck and deck wash hose was splashing on deck. I told the crewman to go and put them away. I watched him out stern window. I noticed he stumbled and fell over I realised he was not capable of completing his duties. I then went on deck and told him to leave what he was doing as we were going to turn about and return to the berth. I went into the wheelhouse to turn about and looking out I notice he was not visible. I then knocked the boat out of gear put a waypoint on the apex of the turn track put all deck lights on to improve vision. I then caused Napier Port control to report man over board. I then proceeded to do a search in general area around the way point. I proceeded to search until I was stood down to return to berth.

**7 December 2013 – 10:00**

**Injury Only**

**"Office " pool before swimmers rapid, Kaituna River, Bay of Plenty**

<b>Vessel</b>	
Vessel Category	Fishing Charter
Length (m)	16.20

Tonnage (tons)	n/a
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**Narrative as reported**

The customer was told that they could jump out of the raft on the left hand side in the "office" pool; customer jumped out on the right hand side, and dislocated his right shoulder pushing off the right hand bank.

**7 December 2013 – 13:00**

**Propeller entangled**

**Matiatia, Waiheke Island, Auckland**

Vessel	
Vessel Category	Fishing Charter
Length (m)	16.20
Tonnage (tons)	n/a

**Narrative as reported**

The windless blew as I was retrieving the anchor and was no longer operational. In order to retrieve the anchor we rigged buoys to the chain on a bridle to drive over it and bring it to the surface. As the anchor came to the surface behind the boat we pulled it in but as the wind was against tide the chain went under the boat and over the shaft. As the boat was now no longer manoeuvrable I contacted coastguard and awaited their arrival. We were 100m from the entrance to Matiatia where the coastguard was based. They towed us into the bay and onto a mooring. We then between me, deckhand and the coastguard began to rectify the situation by taking the weight of the anchor on a line and getting the two wraps off the shaft. As the boat was not in gear and had essentially drifted over the chain no damage at all was done and all ground tackle returned. The passengers had been briefed on the situation and were all asked to remain seated while it was handled. At all times another charter boat of ours was standing off our vessel. It took us 45 minutes to free the chain and begin our trip back to Auckland.

**7 December 2013 – 16:00**

**Spin & Flooded**

**Mamaku Rotorua, Bay of Plenty**

Vessel	
Vessel Category	Jet Boat adventure
Length (m)	3.50

Tonnage (tons)	n/a
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#### **Narrative as reported**

A Jet Boat was operating with a booking of 55 passengers. Another crewman and I were the staff on hand and while we were set up and ready to go we hadn't done any practice runs. The group then turned up 30 minutes early. I said to the driver to go do some warm up laps. We had massive rain the past two days and the pond was at capacity so the waves were larger than normal. On the drivers first spin he did it too slow and bogged the left hand back corner of boat down and took a wave over the side. Upon seeing the water at his feet he immediately switched the bilge pump on and idled to the side. Unfortunately the bilge wasn't big enough to pump out what was coming in as he neared the side it went under. There were no passengers on board and the boat was retrieved immediately via the tractor. The boat and motor was stripped and flushed with all electrics cleaned and sprayed with the contract cleaner. It has been tested and is running at 100%. It is our recommendation to prevent this happening again is to have more training both with spins, especially when full and how to react should this ever happen again. Also have a second larger bilge installed for jobs.

## **7 December 2013 – 17:00**

### **Injury**

#### **Pilot boarding ground, Bay of Islands, Northland**

<b>Vessel</b>	
Vessel Category	Workboat
Length (m)	16.40
Tonnage (tons)	n/a

#### **Narrative as reported**

Pilot was disembarking from vessel to pilot vessel. Pilot vessel has handrail that is 1.3m back for deck crew to hold onto pilot jumped down using manropes and contacted rail with lower back. Initially in pain medic and ambulance called but pilot recovered by the time vessel reached shore. Note: rail had been moved to safer position 12 months previously. Position will be reassessed, hazard highlighted with bright paint and safety briefing amended.

## **8 December 2013 –**

### **Injury**

#### **Queenstown, Otago**

<b>Vessel</b>	
Vessel Category	Jet Boat Adventure
Length (m)	6.00

Tonnage (tons)	n/a
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**Narrative as reported**

Notification received from Jet Boat operator of an injury on one of their jetboats.

## 12 December 2013 –

### Fatality

#### Greville Harbour on d'Urville Island, Marlborough

Vessel	
Vessel Category	Recreational
Length (m)	7.50
Tonnage (tons)	n/a

**Narrative as reported**

A body was found floating in Greville Harbour in the afternoon. Earlier on the deceased had been seen cleaning the hull of his yacht from a dinghy. The dinghy was later seen adrift with no one on board and when they went to secure the dinghy back on the yacht a body was found.

## 13 December 2013 – 02:09

### Injury & Fire

#### Gem resort, Bay of Many Coves Queen Charlotte Sound

Vessel	
Vessel Category	Recreational
Length (m)	15.00
Tonnage (tons)	n/a

**Narrative as reported**

At 0209 nzdt Police informed RCCNZ of a gas cylinder explosion on a 50 ft pleasure craft near Gem Resort, Bay of Many Coves Queen Charlotte Sound. 2 occupants required medical assistance for smoke inhalation, total POB unknown but no other injuries reported and police advise all occupants evacuated. Police have reported to the Harbour Master. Vessel believed to have 1000 litres of diesel in the tank. OSDO was notified at 0238 nzdt.

## 13 December 2013 – 12:10

### Injury Only

#### Takapuna Beach, Auckland

Vessel	
Vessel Category	Personal water craft
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

Today we had an accident with the jet skis. We have notified Maritime New Zealand and a colleague was on scene to assess and evaluate with a full written report.

## 13 December 2013 – 16:30

### Injury Only

#### Motuihe Island, Auckland

Vessel	
Vessel Category	Passenger
Length (m)	19.90
Tonnage (tons)	n/a

#### Narrative as reported

Injured person was diving into the water from the anchored vessel where it was described she was 'body stressing' which resulted in a dislocated shoulder.

## 13 December 2013 – 17:15

### Contact

#### Mac Lab Berth, Port Nelson, Tasman

Vessel	
Vessel Category	Cargo

Length (m)	25.90
Tonnage (tons)	n/a

**Narrative as reported**

As per the skipper; as I was starting to pull out of the berth a small yacht came around the corner close to fourth berth, causing me to abort. Due to tight nature of the parking spot and wind when the back of boat swung around I hit the boat parked behind.

**13 December 2013 – 17:30**

**Contact & Equipment Failure**

**Picton Ferry Terminal, Marlborough**

<b>Vessel</b>	
Vessel Category	Powered Barge
Length (m)	7.50
Tonnage (tons)	n/a

**Narrative as reported**

A barge had been backed into by a pleasure craft. There was superficial damage to the barge and it is being surveyed in the morning.

As per skipper of the pleasure craft; At 17:30 while berthing at our berth at Picton we experienced issued with our reduction box linkage, with the result that I couldn't take the way off the vessel. At the last moment we drifted into the barge which was berthed closed ahead of us. Our anchor impacted with the stern plating of the barges House, bending the plate inwards 30-50mm over and area of approximately 600x900mm. 2 sections posts supporting this plating were also bent. A surveyor has inspected the damage and said that the sea worthiness of the vessel has not been affected. There was no damage to the pleasure craft. The linkage issues have now been resolved.

**14 December 2013 –**

**Fatality**

**KawaKawa Bay, Auckland**

<b>Vessel</b>	
Vessel Category	Recreational



Length (m)	n/a
Tonnage (tons)	n/a

#### **Narrative as reported**

The deceased and three friends went fishing from Kawakawa Bay. A quantity of alcohol was also consumed during the trip. At some point two of the friends were dropped back to shore and Samuel and friend continued fishing. On their return to shore they ran out of petrol 60-70 meters off shore while passing Whakatiwai. After some discussion the deceased exited the boat while wearing a poorly fitted life jacket to swim back to shore. The deceased began to struggle so his friend entered the water without a lifejacket to help. After approximately 10-15 minutes in the water a local noticed them and alerted help. Both were pulled from the water and CPR was performed on the deceased as he was located face down in the water. An advance paramedic pronounced him dead at the scene.

## **14 December 2013 – 15:45**

### **Injury**

#### **Fergusson Wharf, Auckland**

<b>Vessel</b>	
Vessel Category	Ro-Ro Cargo
Length (m)	128.10
Tonnage (tons)	6,701

#### **Narrative as reported**

Second Engineer hurt wrist while undoing a nut in the engine room. Placed a cold compress on wrist which reduced the slight swelling. Continued with work.

## **15 December 2013 – 13:00**

### **Injury**

#### **Auckland**

<b>Vessel</b>	
Vessel Category	Passenger
Length (m)	49.50
Tonnage (tons)	n/a

**Narrative as reported**

Injured person was carrying a recycle bin down aft stairs and slipped on wet stairs. This caused him to fall backwards. Injuring the right hand side of the body.

**15 December 2013 – 18:00****Contact****Fresh Water Harbour Milford Sound, Southland**

<b>Vessel</b>	
Vessel Category	Passenger Ferry
Length (m)	21.00
Tonnage (tons)	163

**Narrative as reported**

Going into berth 12 and came along side another vessel in berth 13 and made contact resulting in a small amount of paint being removed and a small ding.

**16 December 2013 – 07:00****Electrical power failure****Outer Port limits, Dunedin**

<b>Vessel</b>	
Vessel Category	Support Vessel
Length (m)	61.25
Tonnage (tons)	1,896

**Narrative as reported**

On the morning of 16 December 2013 the vessel was approaching Dunedin Harbour to pick up the pilot to transit the channel through Dunedin. The ship has a black out just prior to the pilot boarding at 0705hrs. The vessel pitch was reduced and vessel stopped in water awaiting engineer's feedback. Chief Engineer's feedback: Early morning No 3 engine just stopped during load running. When tried to restart, engine would crank only not fire/start. This morning during around 7am No 2 engine did similar thing. Test ran No 3 engine which was only cranking not starting. The problem appears to be similar - appears fuel is not being released by some interlock. Investigations continued.

## 16 December 2013 – 20:30

### Exclusion Zone Entry

#### Poor Knights Exclusion Zone, Northland

Vessel	
Vessel Category	Cargo
Length (m)	171.50
Tonnage (tons)	20,887

#### Narrative as reported

SOLAS vessel entered the Poor Knights exclusion zone setting off the MOC alarm. The MOC tried to contact the vessel for a period of 2 hours without success. The vessel eventually exited the exclusion zone without incident and carried on its way to China.

## 17 December 2013 – 14:30

### Capsize & Flooded

#### Between Motorora and Army bay/Wellington reef, Auckland

Vessel	
Vessel Category	Recreational
Length (m)	4.10
Tonnage (tons)	n/a

#### Narrative as reported

Freak wave come over back of boat then within 40 sec it started to sink it took us 3 hours to swim to shore the boat is still at sea.

## 19 December 2013 –

### Fatality

#### Lake Rotoehu, Bay of Plenty

Vessel	
Vessel Category	Recreational
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

Police are investigating the mysterious death of an elderly man in a Bay of Plenty lake. The body of a Pukehina man was recovered from Lake Rotoehu near Rotorua by the police national dive squad today, three days after he went missing. The deceased had been seen wearing a lifejacket when he set out for a fishing trip, but it had been found separate from his body along with the boat.

## 19 December 2013 – 16:15

### Equipment Failure

#### Waiheke Service, Auckland

Vessel	
Vessel Category	Passenger
Length (m)	33.38
Tonnage (tons)	456

#### Narrative as reported

Stbd genset shut down on electrical fault. Port genset started up in port (Auckland). Vessel departed on 1600 sailing. On inspection of port genset while under way, found that it had fuel dilution. Stopped vessel and genset, pumped oil out of genset. Turned vessel around and headed back to Auckland. Vessel was on Waiheke service when this occurred.

## 20 December 2013 – 17:50

### Contact

#### Milford Sound, Southland

Vessel	
Vessel Category	Passenger Ferry
Length (m)	21.00
Tonnage (tons)	n/a

#### Narrative as reported

Approached Berth 12 at 17:50. Lined up and idled into berth. Missed spring and made contact with Maiden of Milford on starboard side. Backed off and approached berth again. Spring on and moored.

## 20 December 2013 – 19:55

### Electrical power failure

#### 4.2 miles East of North Cape, Northland

Vessel	
Vessel Category	Ro-Ro Cargo
Length (m)	128.10
Tonnage (tons)	6,701

#### Narrative as reported

Shaft generator tripped out causing blackout. Emergency generator started and provided emergency power. Source of the problem was not immediately obvious. Full power restored with ships generator. Passage resumed at 20:25.

## 21 December 2013 –

### Injury & Grounding

#### Tapeka Point, Northland

Vessel	
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Vessel Category	Recreational Catamaran
Length (m)	n/a
Tonnage (tons)	n/a

#### **Narrative as reported**

There was an incident at Tapeka Point Northland last night. A 7 metre alloy Catamaran ran aground resulting in three persons being injured, one had to be helicoptered from the scene. The incident was handled by the Northland Police. Coastguard is to attempt removal of the boat today. We have no update on the extent of the injuries.

## **21 December 2013 – 12:15**

### **Fatality**

#### **Lyttleton No. 2 Wharf, Canterbury**

<b>Vessel</b>	
Vessel Category	Bulk Carrier
Length (m)	169.26
Tonnage (tons)	16,963

#### **Narrative as reported**

This file relates to the above named person who passed away on the 21st December 2013 after a work place accident aboard a Singaporean cargo ship. The deceased was working as a trimmer onboard the vessel. The vessel is a large cargo ship with four holds containing Urea. Urea is a gas by product. It is a small white pellet the size of a small hail stone. The role of the trimmer is to dislodge product from the rib of the hull enabling the excavator operator, to pile it up for the crane operator to pick it up. All operators are in radio contact. The Trimmers do not have radio contact. Immediately prior to the accident the deceased was on the starboard side with the excavator operator clearing an area. The deceased commented to the excavator operator how hot it was. The excavator operator then moved to the portside as per protocol having the excavator and trimmers working on opposite sides of the hold when working together. The excavator operator observed the crane bucket enter the hold, stopping at deck level before moving side ward towards the pile of Urea ready for removal. At this point he has observed the deceased lying on the deck and radioed there is an injured staff member, as the excavator operator approached the deceased he observed him changing colour and struggling to breath. Several staff entered the hold and initially placed the deceased into the recovery position due to him struggling to breath. When his breathing became what was described as "reflex breathing" CPR was begun. CPR continued until paramedics were lowered in to the hold via a basket through the open hatch to the hold.

## 22 December 2013 – 13:15

### Injury

#### Frankton Arm, Lake Wakatipu, Otago

Vessel	
Vessel Category	Jet Boat Adventure
Length (m)	6.50
Tonnage (tons)	n/a

#### Narrative as reported

As a jet boat performed a spin, (the 2nd spin of the trip) a father & daughter (approx. 12 years old) were seated in the front row. The father did not brace adequately & moved sideways on his seat causing his daughter to lose grip on the hand rail & hurt her arm. Driver immediately checked condition of the girl, as a precaution he stopped off at the workshop & off loaded the father & daughter, then continued the trip. Staff assessed her arm at the workshop & did not find anything untoward, but as an extra precaution, staff took them to the Lakes district hospital, & gave them contact details should they require any further assistance. Unfortunately their New Zealand contact details were not obtained at the time. As of this point there has been no further contact with them.

## 22 December 2013 – 14:00

### Collision

#### Shakespeare regional park, Auckland

Vessel	
Vessel Category	Unpowered Sailboard
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

Windsurfing at Shakespeare Park, hit submerged fishing net at high tide, got flung off board and went through my sail. Was still hooked into my harness while underwater and caught in the net. Buoy on net where submerged, unattended and no names and phone numbers. Caused \$560 worth of damage and I could have been seriously injured. Fishing nets have been an on-going problem with the public at Shakespeare park. There has been up to 10 nets across the bay at any one time.

## 22 December 2013 – 16:10

### Injury

#### Tongariro River, Waikato

Vessel	
Vessel Category	SOP Raft Adventure
Length (m)	4.30
Tonnage (tons)	n/a

#### Narrative as reported

Client slipped into bottom of raft put his arms back behind himself to push himself back up on tube and Shoulder popped out. We removed him to the prison bridge 4:40 pm where he was picked up and taken to base 5:05 pm where an ambulance met him. Ambo staff tried to put shoulder back in but could not so he was transported to Taupo Hospital where the dislocation was put back in and the injured person was discharged by 7:15 pm.

## 23 December 2013 – 17:30

### Contact

#### Inner Harbour, Napier

Vessel	
Vessel Category	Recreational
Length (m)	10.00
Tonnage (tons)	n/a

#### Narrative as reported

As per the recreational vessel; the skipper of a fishing trawler had trawled up a concrete block from the seabed and brought ashore. He proceeded to drag to my vessels mooring and threatened to do damage to my vessel in the future, of which I raise as a concern for the safety of my vessel.



## 26 December 2013 – 19:18

### Near Miss

#### Kawarau River, Otago

Vessel	
Vessel Category	Jet Boat Adventure
Length (m)	6.50
Tonnage (tons)	n/a

#### Narrative as reported

Near miss with a jet boat travelling down steam on the upper Kawarau River, on the true right hand side approaching the river confluence. The driver of the jet boat noticed a 'flick' of spray in behind a bunch of willow trees on the river bank in front of him. He then proceeded to slow down & turn to the left out into the centre of the River to get a better line of sight. At this point a private jet boat appeared from behind the willow trees heading up stream on the incorrect side of the River at pace. The private boat was close enough to the willow trees that he had to duck but still had they hit him in the head. The jet boat took evasive action & performed an emergency stop approximately 15 - 20 meters away. The private vessel continued on upstream on the incorrect side of the River. The jet boat continued on its trip. When the jet boat was returning on its upstream leg of its trip. The driver noticed the offending boat parked at a local Helipad with another private Jet boat (blue & white) The driver of jet boat called in to have a quick word. But could not distinguish who the driver of the offending boat was, & alcohol was present too, hence he did not push the matter very far. Instead reporting the incident to deputy Harbour master.

## 26 December 2013 – 22:00

### Collision

#### Northhead, Auckland Harbour

Vessel	
Vessel Category	Recreational
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

We were returning to Westhaven marina from fishing in the Rangitoto Channel. It was approx. 22:00 hrs. We were travelling at around 15 knots. The skipper was at the helm and I was standing to port. All I heard was the skipper yelled an expletive and then there was a huge impact. The vessel was thrown on its side and I landed heavily against the port side cockpit. The skipper immediately secured the

vessel and we checked for injuries and or damages. We then saw the large unmarked buoy floating off our stern which had impacted with the bow.

## 27 December 2013 – 08:30

### Person overboard

#### Half Moon Bay Marina, Auckland

Vessel	
Vessel Category	Passenger
Length (m)	14.97
Tonnage (tons)	n/a

#### Narrative as reported

After a two-man refuelling effort at the fuel wharf, the skipper was at the helm of the vessel and I was on the fuel wharf to push the stern of the vessel away from the fuel wharf to enable easier manoeuvring. I was staying on the wharf as the Skipper was heading out solo. Unfortunately I pushed the vessel a little too far and lost my balance and fell into the water. I quickly climbed out of the water and back onto the fuel wharf. No injury sustained - only to my pride.

## 27 December 2013 – 13:57

### Near Miss

#### Cheltenham Beach, Auckland

Vessel	
Vessel Category	Personal Water Craft
Length (m)	n/a
Tonnage (tons)	n/a

#### Narrative as reported

Skipper operating PWC off beach towing a skier within swimming area while swimmers were in the water. The skipper of the PWC was the sole person on the craft and was completely distracted trying to teach the skier how to ski. While there was no accident, it is in my opinion that the skipper was sufficiently distracted as to make the situation unsafe and constituted irresponsible use of the craft. Cheltenham beach is a shallow and safe swimming beach and used as an exercise area by swimmers who swim along the beach sometimes well off the beach and expect not to navigate through speeding powered craft. Being a warm and sunny day, the beach was busy with many swimmers in the sea at the time.

**28 December 2013 – 02:20**

## **Propulsion failure**

**Portland Cement Wharf, 35 48.25S, 174 20.8E**

<b>Vessel</b>	
Vessel Category	Cargo
Length (m)	97.97
Tonnage (tons)	3,165

### **Narrative as reported**

A Cargo vessel completed 180 degree turn off Portland Cement Wharf and running aft mooring lines to wharf as part of a normal berthing procedure. Main propeller pitch suddenly moved from zero pitch to maximum ahead pitch without pitch control lever movement. Aft spring mooring line parted. No control of pitch on bridge. Emergency stop activated. Starboard anchor dropped. Vessel berthed using thrusters only without further incident. Propeller pitch control fault found and rectified and tested without propeller shaft rotation. Full operational tests scheduled for p.m. today.

**28 December 2013 – 10:00**

## **Near Miss & Dragged Anchor**

**Napier, Hawkes Bay**

<b>Vessel</b>	
Vessel Category	Recreational
Length (m)	6.90
Tonnage (tons)	n/a

### **Narrative as reported**

As per skipper of the recreational vessel; we were at anchor, when the trawler turned towards us with their nets out fishing, I contacted the vessel by vhf to tell them they need to turn or they will hit us, having done this three times they turned at the last minute, I yelled to him as they were right next to us, he is going to hit our anchor rope, he was arrogant and didn't want to know and was swearing and abusing on radio at other boats at anchor in the area. Their net then picked up our anchor and started towing us behind them, Three times I yelled over vhf for him to stop, finally the vessel stopped, He responded ( cut your anchor rope so I can carry on fishing ) . There were four on board our boat (spectrum) two of the crew were with knives on the front of the boat ready to cut the anchor rope and the bow of our boat was level with the water line, I can't believe the danger the person on this fishing trawler put us in, and it was intentional as there were no boats out side of us and he could have easily

avoided this incident. I want to report this incident because this person is dangerous and from what we experienced today this person will do this again to someone else! We reported the incident immediately to Hawkes Bay coastguard and gave them our coordinates and time of incident. There are many witnesses.

As per person in control of fishing vessel; while trawling I had a number of recreational vessels around my position. I was contacted on VHF by one of the vessels saying that I had caught his anchor. I hauled the fishing gear and Unhooked the anchor and returned it to the water.

## 29 December 2013 – 01:30

### Grounding & Mooring Line Failure

#### Opua Marina, Waikere Inlet, Northland

Vessel	
Vessel Category	Passenger / Vehicular Ferry
Length (m)	15.79
Tonnage (tons)	n/a

#### Narrative as reported

The Vehicle Ferry was berthed on its standard mooring at the junction of the Opua Marina and the Waikere Inlet in the Bay of Islands when between 01:30am and 02:20am it broke its mooring and drifted onto a beach of a nearby bay approx. 1200m away. We re floated the vessel shortly after 03:00am and secured the VF Opua to the main Opua Wharf. At the time of writing this report we are unclear if the vessel did any damage to another vessel while it was afloat.

## 30 December 2013 – 17:35

### Injury

#### Akaroa Harbour, Canterbury

Vessel	
Vessel Category	Tourism Activity
Length (m)	8.00
Tonnage (tons)	n/a

#### Narrative as reported

Passenger departed vessel at 16:00 for a scheduled Dolphin Swim. At check-in, his father had signed the standard declaration that the passenger was a confident swimmer and had no pre-existing medical

conditions. At approx 17:15, the swim passengers entered the water. After about 20min, the passenger started to complain of cramping in his arms and legs. He returned to the vessel and exited the water. On board the vessel, this cramping got worse spread further up his arms and to his hands. The passenger also started to show signs of anxiety. The remaining passengers boarded the vessel and headed back to the wharf. The father then mentioned to the crew that although the passenger had not had this muscle spasms and pins and needles before, it was a condition that other family members suffered from. The skipper communicated the passenger's condition back to the shore base. At the time, the passenger was quite chirpy and at the request of his father had a hot drink. The vessel arrived back at the wharf at 18:00.

## 31 December 2013 – 13:45

### Propulsion failure

#### Russell Wharf, Northland

Vessel	
Vessel Category	Tourism Activity
Length (m)	24.00
Tonnage (tons)	n/a

#### Narrative as reported

Vessel was at the start of the regular bay cruise and was calling into Russell to collect passengers. On approach to the wharf the port engine shut down. They were assisted alongside by another vessel and made secure to the Russell wharf. The engine control system was rebooted and the engine restarted and checked for operation. The engine then shut down again. The cruise was then cancelled and DDV was moved to Opuia. A new control unit is to be installed.