



# Accident, incident, and mishap notification

January 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 January 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.

## Collision

### In harbour, Bay of Plenty

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

Commercial craft was involved in a side impact (left hand side) by a personal water craft. Slight injuries to one passenger's foot. Medical attention sought directly after incident.

## Injury Only

### Coastal, Waikato

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

After finishing harvesting mussels, the rear gantry was the first to release the line. Crewmember 1 removed the backbones from the rear roller wheel then released the backbones from the gantry. The hook got jammed in the roller due to the winch being over-wound. Crewmember 1 climbed up onto the roller wheel frame to dislodge the hook and kicked the gantry control lever, trying to release the hook, at which point their hand became stuck in the pulley. Crewmember 2 ran over to assist and saw crewmember 1 kick the gantry control again to try and release their hand, which pulled it further into the pulley. Crewmember 2 tapped the gantry winch control which immediately released crewmember 1's hand. It was determined that crewmember 1 had serious injuries to his hand and 111 was called.

## Lifting/Cargo gear failure

### At berth, Hawke's Bay

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

While loading operation was under way in port, a crane's cargo block swivel bolt came loose and fell down onto the cargo. No one was injured and the cargo operation was suspended.

## Near miss/close quarters

### Beyond Offshore,

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

Port-bound cargo ship came within 200m of a yacht while overtaking it. The yacht was required to take last minute action to avoid a collision.

## Propulsion failure

### In harbour, Bay of Plenty

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

Master reported the bridge telegraph potentiometer fault was causing main engine to stop. Discussed other issues that had occurred. Solution for departure was to operate on engine room control. Had tug escort as precaution. Departure was incident free.

## Equipment failure

### In harbour, Auckland

Vessel information	
Type:	Barge
Category:	Other Commercial
Length (m):	<45m
Tonnage (tons):	<500

Use of barge was requested to act as a wave breaker to assist passengers from cruise ship to disembark safely onto the wharf's pontoon. The evening before the scheduled day a tug moved the barge from its position to the wharf in preparation. It was decided that once the final location was decided, it would be secured by dropping its spud legs down onto the seabed. However, the following morning with the tide receding it was found that one of the spud legs was not functioning correctly. This in turn caused a slight list on the vessel. The other two spud legs became bound in the spud tubes, causing the vessel to list further as the tide carried on receding. The vessel was assessed by the barge master and was not deemed to be in danger. The decision was made that the vessel would not be righted and moved until the tide was fully in, thus allowing a safe recovery. Following a full tide, the spud legs on the barge were raised correctly and the vessel moved safely back to its berth.

## Grounding

### River, Otago

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

Traveling upstream through a braided area realised that the channel taken had insufficient water, so rather than risk a grounding chose to stop. Didn't have enough water to turn around and take off with clients on board, so offloaded them onto the bank. Prior to offloading clients suggested they keep their shoes on and explained that boat would be going downstream to a point deep enough to load them back on (approximately 200m away).

## Grounding

### River, Gisborne

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

Driver made an error negotiating the river - hit a rock and overturned vessel. Two passengers injured and both hospitalised.

## Injury Only

### Inshore, Canterbury

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

Crewmember was washing the deck down and got an elephant spike in their foot. The crewmember was moving the fish with their foot out of the scupper.

## Dragged anchor

### In harbour, Taranaki

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

The vessel came to anchor in the paddock after very early morning Tuesday 15 January to shelter from weather. People on board included a new crew member who had not worked the vessel's forecastle before. Insufficient anchor chain/warp put out. All POB on board tired and turned in on anchoring. Vessel dragged its anchor in blustery SE wind conditions. Anchor watch set on the radar but insufficient alarm to wake anybody up. Vessel drifted in a NW direction across the harbour. Struck the end of wharf but headed onwards. No damage to wharf. Slight damage to vessel superstructure but remains seaworthy. Watchhouse staff noticed the vessel dragging and took what action they could – radio calls and sought assistance from other ships alongside. Eventually another fishing vessel raised the master, who was able to recover the situation and proceed back to anchor under power.



## Near miss/close quarters

### Inshore, Wellington

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

Near miss between a container ship and a fishing vessel. Initial radar contact suggested the vessels would pass within 200m.

## Medical Event

### River, Otago

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

While the jet boat was navigating up an arm of the lake, the driver noticed a passenger in the back row was gasping for breath. The driver radioed for an ambulance and on arrival at the marina assisted the passenger from the boat. They were put into the recovery position. The ambulance staff arrived and took over the scene.

## Propulsion failure

### In harbour, Auckland

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

Main engine stopped inbound between two buoys. Carried on steering, aiming for safe anchorage position for when steerage would stop. Engine restarted.

## Near miss/close quarters

### Inshore, Northland

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

Skipper of a recreational sailing vessel was under way heading into wharf when they noticed a fishing vessel approaching from the stern by their port side, breaching a safe distance. Saw the skipper and crew in sight and in command of the vessel. They were aware of recreational vessel's location but did not adjust their course to avoid collision. Recreational vessel moved about 15m away from the fishing vessel.

## Propulsion failure

### River, Otago

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

Driver was travelling downstream. Approximately 20m past the jetty both engines unexpectedly rolled back to idle. The driver pulled on the reverse buckets to slow the boat and kept it mid flow. Once stopped he turned around and keyed each engine off and on. The engines restarted and power was restored. This boat had a recent B-service and during the post service test the same issue had occurred. The boat was showing a low fuel pressure at the time and a fault was found with a high pressure fuel pump - a bad electrical connection. This was remedied and the boat was re-tested. There were no further issues on this test; pressures and fuel flows were normal, and the boat was returned to service.

## Near miss/close quarters

### Inshore, Marlborough

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

Approaching an island when another passenger vessel approached from starboard side. Blew 1 long blast and 2 sets of 5 short blasts on the whistle to attract their attention. When vessel did not respond, went 20 degrees to starboard but vessel altered to port and missed.

## Extreme vessel movement

### Coastal, Otago

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

Vessel was heading into port and was approximately 1 nautical mile from the bar, travelling at a speed of 10-13 knots. Wind and swell was coming from an East/Southeast direction. Swell was approximately 4m. A breaking wave broadsided the vessel on the port side. The vessel was shunted over to the starboard side and either completed a full roll or was perpendicular to the sea. Crew and skipper were in the wheelhouse at the time but not wearing lifejackets. Following the event the captain pointed the vessel in the direction of the wave and crew gathered in ropes and fish bins that had gone overboard during the incident but were still attached to the vessel on the port side. This was to prevent them from being tangled in the propeller. Approximately 12 fish bins had to be cut free as they could not be hauled on board. During the event the engine cover became dislodged and entered the engine room as well as water entering the wheelhouse. The engine cover was reattached and pumps were turned on. The side curtain on the port side was ripped off and the wet ramp on the starboard side was bent inwards. Following the incident the crew were in a bit of shock and the more experienced member of the crew took over the wheel. Lifejackets were put on by all members present and the vessel approached the bar from the mole or starboard side of the harbour entrance. No further incident occurred and the vessel navigated down the harbour to the port.

## Grounding

### River, Canterbury

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

Driver was coming upstream and spun on a particular part of the river. The driver spun slightly higher than where we would normally spin and landed the starboard jet unit on a rock. This caused a dent which stopped the motor from running. The boat was driven to the side of the river on the port motor and a backup boat was brought down. Customers were moved to the other boat and they carried on with the trip. The starter has been replaced on the damaged boat and the boat is operational again.

## Injury Only

### Lake, Southland

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

Worker was assisting a passenger into a kayak when one of their hands was crushed between the kayak and the passenger, resulting in injuries.

## Propulsion failure

### Inshore, Wellington

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

Main engine lost fuel pressure and shut down. The vessel was less than four nautical miles from land and started to drift away from land. The shut down was caused by contamination of diesel in the settling tank, which was clogging the filters. After re-routing the fuel supply the main engine was restarted and continued to port.

## Injury Only

### In harbour, Otago

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

A musician fell off the stage and fractured their foot. Treated on board and then taken to hospital.

## Injury Only

### Lake, Southland

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

Group of walkers being dropped off. Weather conditions were 20 knots of NW with 1.5 foot slop/waves coming in on the beach where we land - well within our operating parameters. Passengers were given a briefing on how to disembark the vessel in these conditions. This included waiting for the wave to retreat, using all the steps provided with a warning not to jump off the ladder, and then stepping onto the beach. The passenger concerned was 10th or 11th to disembark the vessel. Every prior passenger had followed instructions and disembarked safely. As the passenger waited for the waves to retreat, they suddenly jumped from the height of the second step on the ladder, rather than the bottom step as instructed. The passenger appeared to land heavily and strain their leg or knee. Tried but not able to get the passenger back into the boat. Returned to lakefront to collect their group guide, then returned to the group. This trip took approx 15 mins return and during this time conditions had deteriorated. Physically assisted the injured passenger back on board the vessel. The guide and skipper made the passenger comfortable on the floor of the boat and the skipper instructed base to call for an ambulance. Departed for boat harbour for better wharf access and calm water. Waited for ambulance for 5 minutes and the passenger was assisted into the ambulance and taken to the medical centre for further assessment.

## Injury Only

### Inshore, Otago

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

A passenger missed a step and fell, resulting in a fractured.

## Hit submerged object

### Inshore, Southland

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

Hit a submerged log, damage to propeller. Vessel removed from service.

## Equipment failure

### In harbour, Nelson

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

When putting weight on first step, side ropes of pilot ladder parted where the ladder goes over the fish plate and the pilot ladder fell away. Side ropes of pilot ladder in very poor condition. No injury to pilot.

## Foundered

### Lake, Otago

Vessel information	
Type:	Pleasure craft
Category:	Recreational
Length (m):	<6m
Tonnage (tons):	

The vessel was a wooden power boat with a fibreglass skin, with a 70hp outboard. Travelling across the lake at approximately 20-25km/hr. The lake was relatively flat but was starting to develop a small chop as the wind got up. The boat started taking on water very quickly and within seconds those on board abandoned the boat as it went down. Approximately 50cm of the bow remained visible above the water. All on board were wearing life jackets and wetsuits. Rescued by a passing boat. On inspection found that a section of the rear port side of the underside of the boat had come away (approx 50 x 70cm).



## Foundered

### Lake, Otago

Vessel information	
Type:	Pleasure craft
Category:	Recreational
Length (m):	<6m
Tonnage (tons):	

During an afternoon/evening's boating (ski biscuit rides), a section of the bottom of the boat let go, creating a hole approx 500mm square. Water came in very quickly. I immediately stopped the boat and assessed the situation. Got my teenager into the water, passed them the younger passenger, then got into the water myself. Once in the water I soon realised that the boat was going to sink very quickly. I untied the ski biscuit giving us all a floatation device (2 further teenagers were still on the biscuit) to hold onto. All onboard were holding onto the biscuit, remained calm and quietly started kicking/paddling the biscuit towards shore. All 5 had life jackets on.

## Propulsion failure

### River, Canterbury

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

During a tour coming downstream starboard engine lost power then stalled. Driver called on radio to inform senior driver and explained to passengers he would continue on one engine since they were close to base. Starboard engine restarted and ran fine so tour finished without further issue. After passengers were off, ran test, went fine. Decided to use the boat for a 20 minute tour with 2nd boat still on the water. Approx 1 km into tour same engine lost power and stalled.

## Injury Only

### Lake, Otago

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

During a spin in the bay, a passenger sitting in the front row of the boat slid into the foot well, resulting in their face coming into contact with the dashboard. The driver checked on the passenger, who had a bleeding nose, and returned to the pier to further assess the injury and apply first aid. The passenger was taken to the medical centre.

## Propulsion failure

### Inshore, Manawatu-Wanganui

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

Battery overheated in the engine room. Vessel had to go on anchor and wait for assistance. Police and coastguard were called but were unable to assist. Eventually the gas in the engine room escaped, the battery could be disconnected and the vessel was able to steam to berth where a replacement battery was installed. The vessel was able to steam back to port safely.

## Propulsion failure

### In harbour, Wellington

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

Approaching the quay from the north, requested "dead slow astern"; engine did not fire. Master advised insufficient start pressure. Used tugs to berth ship and the engine became available to use again after 5 minutes.

## Injury Only

### River, Bay of Plenty

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

The injured customer was on the left of the raft, one compartment back from the front. The falls are around the halfway point of the trip and it's the biggest rapid on the river. It is a 7 metre drop, of which around 5 metres is vertical. The safety commands are reiterated above all the major drops on the river. The raft proceeded over the falls and remained upright with nothing appearing out of the ordinary. Looking at the photos the line over the falls is good and customers appear to have correct positioning in the raft. It appears from the photos that the front of the boat may have folded slightly but this is not unusual. When the raft exited the falls the customer told the guide that their ankle was sore. The guide asked if the customer felt OK to continue with the rest of the trip and they said yes. After a few more rapids the guide noticed the customer was wincing and appeared in quite a lot of pain and said it was getting worse. The customer was able to raft down to an exit point just above the normal take out location. The customer was unable to bear weight on their leg so the guides carried them up to our vehicle. At this point we removed the customer's wetsuit boot and the ankle appeared quite swollen. We bandaged on an ice pack and brought the customer back to the base. At the base a bigger ice pack was bandaged on and the customer was transported to hospital.

## Electrical power failure

### Inshore, Waikato

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

The house battery moved during a bumpy trip and the positive terminal arced out on the battery bracket, causing a lot of smoke as the negative wire burned out. 1 x 2.5kg dry powder extinguisher was used and then all batteries turned off. Customers were transferred to another boat and then the vessel was towed in even though the engines were functioning.

## Propulsion failure

### Inshore, Auckland

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

Engineering failure. Keyway on no.2 shaft severed while returning to bay causing centre shaft to dislodge from gearbox, making it unusable .

## Grounding

### Marina/boat ramp, Auckland

Vessel information	
Type:	Sail training vessel
Category:	NZ Passenger (MOSS)
Length (m):	<45m
Tonnage (tons):	

While manoeuvring vessel in marina at the bottom of a spring tide (0.33m), we struck a known rock at low speed.

## Contact

### Inshore, Northland

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

Starboard side of the vessel contacted with rock when transiting the passage. Cracked hull plate on starboard side. Vessel returned back to berth with 101 persons on board; no injuries.

## Near miss/close quarters

### Inshore, Auckland

Vessel information	
Type:	Pleasure Yacht
Category:	Recreational
Length (m):	<24m
Tonnage (tons):	

We were motoring in vessel from the channel to a point. Another boat was motoring on our port side and did not give way. They gestured after we took evasive action to avoid them.

## Collision

### Inshore, Auckland

Vessel information	
Type:	Personal Water Craft
Category:	Recreational
Length (m):	<6m
Tonnage (tons):	

Both skipper and pillion passenger of a jet ski were wearing PFD vests. We had slowed down and come to a floating halt and were stationary in the water waiting for another jet ski couple to catch up. The other jet ski crashed into the rear of my jet ski. All riders of the jet skis were flung into the water. It was a clear, sunny day and the water was not rough. My pillion passenger was hit by the other jet ski during the accident and suffered muscular impact. We all helped to get the injured person out of the water and back onto the jet ski and then made our way back to the beach. There was minor damage to my jet ski and we were able to get back to shore without further incident. An ambulance was called and attended.

## Near miss/close quarters

### Inshore, Auckland

Vessel information	
Type:	Pleasure Yacht
Category:	Recreational
Length (m):	<6m
Tonnage (tons):	

I was sailing approximately half a mile due north of the yacht club. A large A class yacht was reaching in a northerly direction and a serious collision would have occurred if I had not taken evasive action. I had to turn to starboard heading in a northerly direction, however the A class keeler's boom clipped my forestay and the shockwaves through the rig dislodged my boom's gooseneck. The skipper and crew of the A class carried on sailing north. I managed to tack my yacht and stagger back to the yacht club. Both uninjured, but my grandchild badly shaken by the incident. The incident clearly breaches the rules where a windward running yacht must give way to a leeward yacht sailing to windward.

## Injury Only

### Inshore, Northland

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

While at anchor in a protected anchorage a crewmember was making coffee and the lid fell off the kettle when they picked it up to pour boiling water into the coffee plunger. Hand and 3 fingers were burned. Cold water was run over burned area and crewmember was rested. Burns were dressed and taken care of by a burn care specialist on board.

## Near miss/close quarters

### Inshore, Auckland

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

Steaming westwards, we noticed a 40ft white launch on our port side. We were the stand on vessel. The bearing observed remained consistent. Observing that the situation could become close quarters we gave 5 short blasts on the ship's horn: no change so repeated the horn. At the same time we began to turn hard to starboard to avoid a collision. The launch stopped 5m short of our port side. Two of us observed the other vessel had a person adjusting fishing rods in the aft cockpit and the helm was unattended until our last warning.

## Injury Only

### Coastal, Northland

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

The crewmember was working inside the pantry when they heard sounds coming from the dishwasher. The crewmember thought that the chemical inside the dispenser was finished and decided to open it to check. While they were doing this, the chemical spilled on the crewmember's arm and eye, causing alkaline chemical burns. The crewmember stated that after the accident they washed the injured areas with cold fresh water and soap, then went to their cabin to get changed. The crewmember then reported the accident and their supervisor dialled 111.



## Lifting/Cargo gear failure

### At berth, Canterbury

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

Hatchman had secured steel beam to pre-slung wires. Lift was taken and a lashing chain was caught on the wire. Wire sling broke and one end of steel dropped onto cargo below. Undetermined height as understood it was a metre or two off the ground. All workers were well away from load in a predetermined safe-zone.

## Fire

### Coastal, West Coast

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

Had a small fire in the roof of the vessel caused by exhaust outlet overheating. Approved modifications done three years ago had altered the venturi outlet very slightly, eventually causing the pipe to overheat. Fire put out by skipper using CO2 and then deck hose. Minor damage, nil injuries.

## Grounding

### River, Waikato

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

As the vessel came through a bridge approximately 40 people were observed in the water, floating downstream in rubber inner tubes. In an attempt to move around them the vessel grounded.

## Propulsion failure

### River, Canterbury

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

200m from the jetty the driver heard a clunk and lost drive to right hand unit. Returned to jetty on one engine. On inspection found broken H-Bar (drive line) so unloaded passengers and trailered boat. Boat out of service until new H-Bar fitted and tested.

## Near miss/close quarters

### River, Canterbury

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

Had completed the upstream run (heli-jet) and we were returning downstream. Kept starboard of three private boats coming upstream. Two of the three correctly stopped to let me through as I was the downstream heading boat. The last boat didn't give way and as the channel was getting narrower I decided to take another channel altogether just to separate us. The channel was looking quite a bit smaller than the day before. Unfortunately the stream was now pushing into a bank so I opted for the left hand easier shelf. Got over the shelf but picked up some stones in the grill and did not have time or depth to switch off and drop them out. Tried to get to the deeper water but stopped about 3 metres short. Unloaded the passengers straight onto the large island on the left. Radioed in a Code 1 but no assistance required. Called the pilot of the helicopter to fly the passengers back. We retrieved the boat with another boat and pulled it to deeper water. No damage done.

## Propulsion failure

### Inshore, Tasman

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

While en route the vessel ran out of fuel. Conditions were calm so the vessel was anchored.

## Medical Event

### Inshore, Tasman

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

Student suffered a stroke. Students being instructed in man overboard recovery procedure using a weighted float. The drill had just been demonstrated by the skipper/instructor and the float had just been recovered when one student lost their balance in the vessel's cockpit, causing them to stumble. Prior to this the student had been operating the jib sheet winch. The symptoms of a stroke were immediately apparent to the skipper, who called for assistance. Position given, nature of incident advised and help requested. Call for help then transferred to 111. Meanwhile the remaining students on board lowered sails and motored to anchor. Helicopter arrived and casualty transferred via small inflatable tender.

## Injury Only

### Coastal, Canterbury

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

Four passengers were on the lower observation deck. The vessel was traveling at 8 knots when a passenger at the bow lost their footing, slipped and fell as the vessel went over a swell. The vessel was immediately slowed down to a stop and two crew members were sent by the skipper to assist the passenger. They helped the passenger back to the main cabin and into a seat and provided first aid. The passenger said that they were a doctor and that it was most likely a sprain or ligament damage, and insisted the tour carry on as it was not too serious. Throughout the tour crew monitored the passenger, who was transported to the local medical centre at the end of the tour.

## Mooring line failure

### In harbour, Canterbury

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

On departure the main engine accidentally went astern at slow speed. This caused a load on the aft back spring line, resulting in the line parting. Correct snap-back exclusion zone procedures were being followed by lines staff.

## Hit submerged object

### Lake, Southland

Vessel information	
Type:	Passenger Ferry
Category:	NZ Passenger (MOSS)
Length (m):	6
Tonnage (tons):	

Returning from scheduled tramper drop off. The lake conditions: approximately 10-15 knot north-westerly wind. Debris noticed in the lake. Decelerated but hit a large submerged log with the vessel's stern leg. Engine stalled. Removed some rotten wood from propellers. Attempts to restart engine all failed. Made contact with base and another boat was sent to retrieve the vessel.

## Injury Only

### River, Bay of Plenty

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

Rafted over falls in a get down position. Passenger was sitting on the right side of the boat and got head-butted by a passenger sitting opposite, causing minor injury. Passenger was advised to go to hospital.

## Extreme vessel movement

### Inshore, Wellington

Vessel information	
Type:	Pleasure craft
Category:	Recreational
Length (m):	<24m
Tonnage (tons):	

Getting ready to dive for cray pot which was stuck. Saw wave coming, put bow of boat into oncoming wave. Went over the first wave, second wave just kept on coming. Wave broke over top of boat and flipped it end to end. Cabin of boat got wedged in surrounding rocks. Two people injured and treated in hospital.

## Flooded

### Inshore, Bay of Plenty

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

Engine warning system sounded indicating that the engine was overheating. On inspection it was found that water was flooding into the engine bay from around the flywheel. The bilge pump activated and with the engine running at low revs the bilge pump could keep up with the flow. On inspection it was found that a pipe feeding water from the pump to the engine had partially come adrift.

## Injury Only

### River, Bay of Plenty

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

Passenger 1 fell onto Passenger 2's helmet with their chin (while going down the falls in the raft) then fell out of the raft, hitting Passenger 2's paddle with their leg. The boat flipped at the bottom and Passenger 3 fell out of the raft, hitting the river bottom with their elbow. Passenger 1 was given first aid then evacuated from the waterfall. Passengers 2 and 3 were given first aid and were happy to stay on the raft and continue their trip.

## Contact

### In harbour, Bay of Plenty

Vessel information	
Type:	Personal Water Craft
Category:	Other Commercial
Length (m):	<6m
Tonnage (tons):	

While on patrol the harbourmaster vessel stopped a personal watercraft to chat with the driver. Seas were slightly choppy with a 10 knot NE. The driver seemed relatively competent. As the driver departed they accidentally reversed into the harbourmaster vessel's starboard side. As there was no apparent damage at the time and no injury, no details were taken of the other craft. At the end of the day, upon closer examination, a relatively superficial crack approximately 6cm long on the starboard side mid gunwale to harbourmaster vessel was noticed.

## Injury Only

### At berth, Waikato

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

As the vessel was leaving the berth a young child put their fingers in a doorway as their parent closed the door quite heavily, badly injuring the child's finger. Immediately the skipper pulled back into berth. The office manager came down and rendered first aid while another staff member called for an ambulance.



## Injury Only

### River, Waikato

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

The customers were on a 2.5 hour experience and were returning to base. As the boat approached a bridge, the driver signalled to the customers that he was going to complete a spin. Passenger 1 was seated in the front row of the vessel beside the driver. Approximately half way through the spin passenger 2 moved across the front seat, bumping into the passenger beside them, causing a chain effect which resulted in passenger 1 being pushed from their seat, striking the hand rail with their left eyebrow. The driver stopped the boat, assessed all of the passengers and then provided first aid to passenger 1. Driver cleaned cut and applied a plaster - no further aid was required. The driver then continued with the scheduled trip.

## Collision

### River, Waikato

Vessel information	
Type:	Personal Water Craft
Category:	Recreational
Length (m):	
Tonnage (tons):	

Came to a stop near boat ramp - turned 180 deg and was hit by vessel towing a water ski in 5kt zone

## Grounding

### Inshore, Bay of Plenty

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

Turning over a submerged vessel on the bar against the tide and wind. Not straight enough when power put on to right the vessel. Stern went down and to the starboard side and hit the bottom, breaking the starboard side skeg off and bending the port side skeg.

## Grounding

### Inshore, Auckland

Vessel information	
Type:	Pleasure craft
Category:	Recreational
Length (m):	<24m
Tonnage (tons):	

Travelling home to marina and mistook one cardinal beacon marker for another. Due to it being very dark I was to the left of the cardinal beacon and up on the rocks at the south eastern edge of an island.

## Near miss/close quarters

### In harbour, Auckland

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

On approaching buoys in the channel, one kayak (with two people onboard) was on the starboard bow. Initially fishing then decided to cut across vessel's bow at speed. Vessel took immediate action by slowing down, sounded signal and sharply manoeuvred to port as the kayak stopped dead in front of vessel after trying to speed across. Vessel lost port engine due to the sharp manoeuvre, with power restored within 10 minutes. Vessel still had the starboard engine on bridge control and two crew were on standby to let go anchor if required.

## Propulsion failure

### Inshore, Auckland

Vessel information	
Type:	Hire and drive charter vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24m
Tonnage (tons):	

Vessel on private hire lost power on the auxiliary diesel. Motor would run but would not rev above idle. Vessel was towed back to harbour where maintenance found a blocked fuel pipe in the vicinity of the emergency cut-off valve. Fuel filter replaced, fuel valve replaced with one less prone to blockage. Tank to be cleaned due to evidence of diesel bug.

## Electrical power failure

### At berth, Auckland

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

Starboard genset starter motor failure. Smoke in engine room set off fire alarm. Crew investigated and deployed CO2 extinguisher. No passengers on board at the time. Maintenance team called to replace starter motor.

## Collision

### In harbour, Auckland

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

While departing the master became distracted and the vessel veered off course and struck a timber pile, sheering the pile off at the low water mark. Minor injuries to one passenger and one crewmember. No damage found to vessel.

## Injury Only

### Inshore, Auckland

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

While working on mussel lines on board a mussel barge, a crewmember was struck by a grapple below the shoulder blade. The grapple had flicked off the back bone striking the crewmember. Management were informed. Steamed in to take crewmember to the health centre for check up.

## Medical Event

### Inshore, Wellington

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

Passenger collapsed on foyer area of deck. A doctor announcement was made. The passenger was in and out of consciousness with a period of unconsciousness of 5 minutes. Three doctors attended, passenger was treated on board and then ambulance was arranged to take them to A&E on arrival in port.

# Grounding

## River, Waikato

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

Traveling downstream through a rapid, clipped nozzle on a rock which reduced steering and reverse. Stopped, threw anchor, radioed other boat, phoned mechanic, pulled anchor, beached boat, transferred pax to other boat, boated back to ramp and trailer.