



Accident, incident  
and mishap reporting  
Monthly summary  
**May 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 May 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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## 5 January 2013 – 15:30

### Propulsion Failure

Stillwell Bay, Tasman .

Vessel	
Vessel Type	Power Boat
Vessel Category	Recreational
Length (m)	5.4

#### Narrative as reported

The operator was water-skiing as per usual. Skipper turned off the engine and it subsequently would not restart. Suspected solenoid failure as cause of incident. The vessel had to be towed back to point of launching. Harbourmaster is aware of incident.

## 23 March 2013 – 18:40

### Grounding

Shallow, Frankton Arm, Lake Wakatipu, Queenstown

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	7.49

### **Narrative as reported**

Extremely low lake levels conditions. The Skipper was slightly off our normal route taken in the shallows and had heavy passengers on board. The Skipper tilted outboard up too much and the stern of vessel sunk to the bottom. The Skipper brought vessel to idle and then increased speed and continued on route as per normal.

## **13 April 2013 – 21:45**

### **Equipment failure**

#### **Offshore Waters, North of D'Urville Island**

<b>Vessel</b>	
Vessel Type	<i>NZ Fishing (SSM)</i>
Vessel Category	Trawler
Length (m)	29
Tonnage (tons)	223

### **Narrative as reported**

The vessel set out from Picton at 14:45. At 21:30 the Skipper heard an unusual sound coming from the exhaust. At 21:45 the main engine was shut down. A valve was found to be jammed and a rocker had fallen off the valve on number 1 head (Port side). 21:46 the skipper called up Wellington Maritime Radio to let them know where they were. The F.V. T.K. towed the Pacific Challenger back to Picton and they came along side at 16:51.

## **15 April 2013 – 10:00**

### **Dragged Anchor & Grounding**

#### **Whangaruru, Northland**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	16.40
Tonnage (tons)	48.81



### **Narrative as reported**

When the vessel swung on the anchor, it wrapped around and lifted it up slightly with the incoming tide and allowed the vessel to drag with the tide.

**16 April 2013 –**

### **Grounding**

#### **South of Dunedin**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	16.40
Tonnage (tons)	48.81

### **Narrative as reported**

Vessel ran aground. No oil spill. No damage visible.

**17 April 2013 –**

### **Flip/Overturn**

#### **Mangere Bridge Auckland**

<b>Vessel</b>	
Vessel Type	Unpowered Recreation
Vessel Category	Waka
Length (m)	6.50

### **Narrative as reported**

A paddler flipped from a one man outrigger canoe while trying to turn around somewhere between Reef pile & 39 beacon. The outrigger canoe was blown back to shore near the Mangere bridge boating club ramps, the paddler used a seat cushion to float and paddle to a navigation beacon. The paddler hung on to the navigation beacon to await a following larger 6 man outrigger canoe as it made

its way over to assist, the paddler was recovered by a local boatie who launched from the nearby boat club.

## 21 April 2013 – 14:30

### Injury Only

#### 2.5 WSW of Mount Maunganui

Vessel	
Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Tug
Length (m)	17.26
Tonnage (tons)	54.24

#### Narrative as reported

The vessel was moving gently in swell while the crew were pulling plastic bags out of the water using boathooks. The injured crew member attempted to lift a bag containing water and swing it onto the deck. In the process of this the injured crew member lost balance and stuck his chest on the secured tow hook this resulted in suspected cracked ribs. The deck was checked and found not to be slippery. Deckhand had all safety gear including footwear on and was trained. Concluded loss of balance was main cause of injury.

## 26 April 2013 – 04:30

### Injury Only

#### South of Dunedin

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	60.47
Tonnage (tons)	1899

### **Narrative as reported**

While moving cartons from the elevator to the conveyor belt in the freezer hold, Jim's right foot slipped sideways causing him to fall and hit his head on the elevator. Jim blacked out and was found immediately by the other freezer man 1 minute later. Jim has a bump above his right eyebrow and pain in his groin. Medaire was contacted and Sealord decided to heli-lift him off as a precaution as he is approx. 120 kg. He was taken to Dunedin hospital and released with a torn groin muscle and no further injuries.

## **26 April 2013 – 16:30**

### **Fire**

#### **Port Nelson Wharf**

<b>Vessel</b>	
Vessel Type	NZ Cargo (NZISM)
Vessel Category	Dredger
Length (m)	62.62
Tonnage (tons)	942

### **Narrative as reported**

A carbon fibre type of fire blanket was in use while welding ventilation deck penetrations back into the No. 1 ballast tank's when finished welding the blanket was removed from the tank and left sitting on the deck along with a dust cover. While unattended the fire blanket ignited. This was noticed by the ports authority who called the fire brigade, as is standard procedure. The fire was extinguished before the fire brigade arrived with dry powder extinguisher from the vessel. No damage was done to the vessel.

## **26 April 2013 – 22:50**

### **Grounding & oil spill**

#### **East of the Neck**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	FCFV
Length (m)	57.51

Tonnage (tons)	832
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**Narrative as reported;**

**Reporter 1:** The Vessel grounded during strong offshore winds & darkness. An estimated 2000 litres of marine diesel was spilt. There was an assessment of the spill at the site and around the vessel but there was no sign of the spilled diesel.

**Reporter 2:** The vessel was sheltering when she turned and scrapped her hull on the seabed. MGO leaked from the #3 starboard tank.

**27 April 2013 – 03:27**

**Propulsion failure**

**Napier Port Entrance Channel**

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	188
Tonnage (tons)	23,896

**Narrative as reported**

Upon turning to port around the breakwater end and requesting main engine stop, the vessel's engineers could not stop the engine. Using both tugs the vessel was brought to a stop with the main engine still running ahead. The engine was eventually stopped and the manoeuvre was completed using only tugs and bow thruster.

**27 April 2013 – 10:30**

**Injury Only**

**Motukopaka Island**

Vessel	
Vessel Type	NZ Passenger (SSM)

Vessel Category	Passenger
Length (m)	8.95

#### **Narrative as reported**

Passenger was using a hand line for snapper fishing. Tried to do a 'helicopter' type cast and managed to embed a hook deeply into his finger. On examining the injury it was decided it was too difficult to treat on the vessel so 111 was dialled and an ambulance arranged to meet the vessel at the wharf. Basic first aid was applied in the meantime.

## **27 April 2013 – 12:30**

### **Grounding**

#### **Lake Wakatipu**

<b>Vessel</b>	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	7.49

#### **Narrative as reported**

The complainant boarded the 12:30 ferry which seemed full. However, the operator took all of the passengers on board the small craft. Every seat was full, and all available space was taken by standing passengers. He was very uncomfortable with how many passengers that were accepted onto the water taxi. It seemed dangerous. After a few minutes the water taxi suddenly stopped as it had hit the bottom. The complainant did not see any lifejackets on board or any notices of the official capacity of the craft. The operator slowly ran the water taxi along the bottom, and eventually they got off the shallow bottom. The water taxi then proceeded to stop along the shore earlier than Queenstown, where the operator stated that the craft was overloaded and asked some people to disembark.

## **28 April 2013 –11:40**

### **Equipment failure**

#### **Milford Sound**

<b>Vessel</b>	
Vessel Type	NZ Passenger (SSM)

Vessel Category	Tourism Activity
Length (m)	25.30
Tonnage (tons)	280

#### **Narrative as reported**

While sitting in its berth the vessel was un-manned except one galley staff from roughly 0900. One of the toilets in men's bathroom was stuck in flush position which caused salt water pump to run continually. This resulted in the sullage tank over-flowing. The over-flowing occurred mainly in women's toilet which also flooded the mid void on port side (catamaran); this caused the vessel to list to port. Until the problem was identified sewage was pumped overboard as a relief, then shore discharge was connected and began pumping ashore.

### **28 April 2013 –22:30**

#### **Injury Only**

#### **Fergusson Wharf Port of Auckland**

<b>Vessel</b>	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	223
Tonnage (tons)	28,372

#### **Narrative as reported**

A Ports of Auckland casual employee has sustained a fractured rib with no displacement. The injury occurred on 28/04/13 at 10:30pm when a stevedore was placing a 3-high lashing bar on a container ship in the dark, as per normal lashing procedures. The stevedore fitted the bar in place but didn't check that it was secure before he bent down to pick up the corresponding bottle screw, leaving the bar hanging loosely in place. As he bent down, the unsecured bar fell down onto the stevedore, making contact at the left side of his torso.

### **28 April 2013 – 11:30**

#### **Foundered**

#### **Pilot Bay, Tauranga Harbour**

<b>Vessel</b>	
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Vessel Type	Unpowered Recreation
Vessel Category	Unpowered Recreation
Length (m)	13
Tonnage (tons)	

**Narrative as reported**

On Sunday 28th April 2013 10 boys went for a row in 2 quads at 9. They got on the water at 9 20, the water was flat from what could be seen. They got out past the port and the water turned into white caps but it was still good to row in. They got to Pilot bay and put boats on to dumps on the bank then the boys went off to get ice creams. They came back and water had gotten worse so we waited until it would die down. After a period it did so they took the chance to get back but once they got out of Pilot bay the wind picked up even more, so they turned around and took on water, as the boys were rowing back we kept taking on water until they could not row any more, at this point the boats had water over the top of the gunnels. A couple of boats helped the boys get out of the boats. The boats took some boys back to Pilot bay, and one other boat towed a skiff in as well.

**28 April 2013 –11:55**

**Injury Only**

**Hobson Wharf Basin**

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	18.10
Tonnage (tons)	30

**Narrative as reported**

Crew moved aft from foredeck and tripped on aft bracket of salt raft.

**29 April 2013 – 17:15**

**Equipment failure**

**Bledisloe Wharf East**

<b>Vessel</b>	
Vessel Type	NZ Barge (BSC)
Vessel Category	Other
Length (m)	56.99
Tonnage (tons)	1184

**Narrative as reported**

During cement discharge operations the holding down bolts at the Hiab crane base sheared.

**30 April 2013 – 13:10**

**Injury Only**

**51nm South East of Snares Island**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	65.00
Tonnage (tons)	1386

**Narrative as reported**

While shooting gear on deck the boat rolled. As the gear was unsecure a chain slid across the deck and caught the injured person on the legs with resulted in crushing and bruising. On later assessment at hospital the injury was confirmed to be a fracture.

**30 April 2013 – 14:30**

**Near miss / Close quarters**

**Meridian Wharf, Pearl Harbour, Lake Manapouri**

<b>Vessel</b>	
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Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Workboat
Length (m)	19.00

#### **Narrative as reported**

At approx. 1430hrs on Tuesday 30 April the skipper returned to the Mararoa berthed on the Meridian Wharf at Pearl Harbour in preparation for the scheduled afternoon departure at 1445hrs. After starting the generator he noticed a male person in uniform come down the gangway and onto the vessel. The person in uniform asked the skipper what he was doing and was told he was getting ready to depart, to which the person in uniform person advised he had divers in the water. On looking over the stern of the vessel the skipper observed 2 divers with tanks at the stern. It appeared they may have come from under the vessel. The skipper was shocked at what could potentially have occurred if he had started the engines and asked the person in uniform where their diving flag was? The reply was that it had been lost at another dive site. The skipper said he shouldn't have been diving in that case. As they were talking a vehicle with a boat on a trailer reversed down the boat ramp and the skipper pointed out that the divers were at serious risk in the water without any flags. The skipper said someone should have been told about the divers and it was clear from the silent response that no-one was probably aware of their activity.

### **30 April 2013 – 21:30**

#### **Collision**

##### **Hikapu Reach**

<b>Vessel</b>	
Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Aquaculture
Length (m)	21.00

#### **Narrative as reported**

Vessel 1 was heading south down Hikapu Reach and Vessel 2 was heading north. Then the skipper of Vessel 1, first off mistook Vessel 2 as part of the head land of a point when he was looking at the radar, so turned to Port to go further out into the channel to avoid hitting land, he then realised that it was a vessel and remained turning to Port to give the Vessel 2 room to go between them and the land. At this stage Vessel 2 saw the Vessel 1 on the radar and turned to starboard to avoid it, but because Vessel 2 had turned to Port they were on a collision course, both vessels then went hard astern and the Port side of Vessel 1 bow hit the port side of Vessel 2.

### **2 May 2013 –**

#### **Collision**

##### **Paraparamu**

<b>Vessel</b>	
Vessel Type	Recreation
Vessel Category	Other

#### **Narrative as reported**

This vessels hull is badly damaged with impact from driving onto trailer and outboard leg and prop damaged, hull welds opened up , Never does trip reports , Owner skippers boat with cargo and staff on board and passenger , has no ticket , transport dangerous goods , e.g. LPG , petrol with passengers on board ,operating without crew ,Hit two logs , separate occasions with no reports to MNZ which put boat out of action ,the list goes on, an accident waiting to happen. I would like a reply as I have emailed before with no reply .

## **2 May 2013 – 08:45**

### **Injury Only**

#### **Port of Timaru, Canterbury**

<b>Vessel</b>	
Vessel Type	NZ Fishing (SSM)
Vessel Category	FCFV
Length (m)	81.70
Tonnage (tons)	1913

#### **Narrative as reported**

When a crewman was unloading vessel with other crewmen a frozen 30kg box was accidently drop on his hand by new crewman.

## **4 May 2013 – 15:00**

### **Fatality**

#### **Whangamata Bay Lake Taupo**

<b>Vessel</b>	
Vessel Type	Recreation

Vessel Category	Other
Length (m)	4.00

#### Narrative as reported

At this stage we are unsure of how the deceased came to be in the water. Both motors have been inspected. Main does not start. Appears the deceased may have been attempting to repair it. Auxiliary motor tested and started ok. Of note, prior to starting we noted fuel was not turned on but control lever in start position.

## 5 May 2013 – 16:30

### Hit submerged Object

#### Rakino, Northland

<b>Vessel</b>	
Vessel Type	<i><b>NZ Passenger (SSM)</b></i>
Vessel Category	Passenger
Length (m)	15.6

#### Narrative as reported

Vessel hit a log, lost port rudder and the skipper still had all engine and vessel drive. The skipper got passengers to drop off area in the port under the vessels own power. As it went to return to the viaduct berth the vessel then lost all steering and had to be towed to its berth.

## 6 May 2013 – 15:00

### Injury Only

#### Number 2 wharf Port of Lyttleton Canterbury

<b>Vessel</b>	
Vessel Type	<i><b>VENTURE K – NZ Fishing (SSM)</b></i>
Vessel Category	Fishing Vessel
Length (m)	25.30

### **Narrative as reported**

A contractor was on the back shelter deck of the vessel, instead of climbing down the ladder on the port side of the vessel they tried to jump down to the trawl deck on the starboard side and slipped and fell face first into the tray framing, this resulted in a fractured jaw requiring surgery.

## **9 May 2013 – 13:00**

### **Equipment failure**

#### **2.9nm Southwest of Barretts Reef Buoy**

<b>Vessel</b>	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Passenger / Vehicular Ferry
Length (m)	182.00
Tonnage (tons)	17816

### **Narrative as reported**

The 3cm radar failed at approximately 11:15 whilst navigating outward bound from Picton in Queen Charlotte Sound. The 10cm radar failed at 13:00 when approaching Wellington Harbour Entrance. The vessel berthed without incident in Wellington at 13:47.

## **11 May 2013 – 11:17**

### **Equipment failure**

#### **Waiau River**

<b>Vessel</b>	
Vessel Type	<i>Jet Boat (SOP)</i>
Vessel Category	SOP Jet Boat
Length (m)	6.10
Tonnage (tons)	

### **Narrative as reported**

Equipment failure on jet boat. The reverse bucket on port side would not return to the up position. The vessel is a twin engine boat so it was not an issue. The company sent another boat down the river and

the trip finished. The other boat was driven back up the river with no passengers. Problem turned out to be a loose wire.

## 12 May 2013 – 11:30

### Equipment failure

At Berth, No 2 North Berth, Napier

Vessel	
Vessel Type	<i>Foreign SOLAS (ISM)</i>
Vessel Category	Bulk Carrier
Length (m)	180
Tonnage (tons)	22409

#### Narrative as reported

Napier Port uses its own shore lines when swells are predicted. One of the shoreline lanyards parted when the shoreline was being tightened on the berthing of the vessel.

## 12 May 2013 – 12:00

### Propulsion failure

Outside Lyttelton Harbour Heads

<b>Vessel</b>	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	177
Tonnage (tons)	19998

**Narrative as reported**

Loss of engine power. New piston ring required.

**13 May 2013 – 02:55**

**Collision**

**East Cape, Bay of Plenty**

<b>Vessel</b>	
Vessel Type	<i>NZ Fishing (SSM)</i>
Vessel Category	Fishing Vessel
Length (m)	19.50

**Narrative as reported**

The skipper of a fishing boat contacted Maritime Radio to report that it had been hit by a larger vessel at around 3am – they did not give any name for the other vessel but advised Maritime Radio that they had a damaged rudder and other damage, and were drifting, but have auxiliary power for bilge pumps and radio. A tow by another fishing boat out of Tauranga has been arranged.

**13 May 2013 – 18:35**

**Contact**

**Hokianga Harbour, Northland**

<b>Vessel</b>	
Vessel Type	<i>NZ Passenger (SSM)</i>
Vessel Category	Passenger
Length (m)	33.62
Tonnage (tons)	194

### Narrative as reported

During training exercise Coast Guard vessel contact ramp and punctured pontoon segment. Ferry was stationary

**13 May 2013 – 21:00**

### Power Failure/Grounding

**Elizabeth Reef, Kawau Island**

Vessel	
Vessel Type	<i>NZ Fishing (SSM)</i>
Vessel Category	Fishing Vessel
Length (m)	10.60
Tonnage (tons)	14

### Narrative as reported

Notification of grounding of a Fishing vessel. The vessel had a total loss of electrical power. It drifted onto rocks and took on water. It leaked an amount of oil as per email from Auckland harbourmaster.

**15 May 2013 –**

### Injury Only

**Kaituna Rotorua**

Vessel	
Vessel Type	<i>Raft (SOP)</i>
Vessel Category	SOP Raft - Adventure
Length (m)	4.40

### Narrative as reported

A passenger was injured on a raft . He is unaware of when or where he injured his finger. He only noticed after the trip that it was swollen..

## 16 May 2013 –

### Equipment Failure & Injury

#### Berth 11, Mount Maunganui, Port of Tauranga

Vessel	
Vessel Type	<i>Foreign SOLAS (ISM)</i>
Vessel Category	Bulk Carrier
Length (m)	180
Tonnage (tons)	22409

### Narrative as reported

While under taking a repair to the number 4 crane a lifting wire parted causing the topping lift run of its winch. In doing so parts of the winch came off the striking the fitter in the shoulder causing fractures to his jar and collar bone. Taken to hospital where he underwent surgery.

## 17 May 2013 – 13:50

### Injury Only

#### Kapiti Island .

Vessel	
Vessel Type	<i>NZ Diving SOP</i>
Vessel Category	SOP
Length (m)	5.70



### Narrative as reported

Diver surfaced too fast from Cray fish dive. Operator contacted coastguard who met the injured person on the beach with police (who have an incident report). An ambulance and helicopter were also on the scene. The diver had not taken the prerequisite stops on the way to the surface and felt very ill when he got out of the water. The diver was hospitalised but has made a full recovery.

**20 May 2013 – 02:00**

### Near Miss/Close Quarters

**Stirling Point, Southland**

Vessel	
Vessel Type	<i>NZ Fishing</i>
Vessel Category	Fishing Vessel
Length (m)	14.02

### Narrative as reported

The above named vessel approached harbour entrance against a strong ebbing tide to lessen drag, altered course to position on port side of channel. At the point where the channel bears to port and visibility is impaired, rounded point and confronted at close quarters with another Fishing Vessel exiting the harbour. Course was altered to starboard and collision avoided. No damage done.

**21 May 2013 – 06:45**

### Near Miss/Close Quarters

**Auckland Harbour Approaching Princess Wharf**

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Passenger
Length (m)	245
Tonnage (tons)	63,786

### Narrative as reported

Received a notification about a near miss incident involving a Cruise ship. The vessel was under Staff Capt. control while approaching PE/S on an ebb tide. The vessel bow came very close to Northern

end of the berth. Pilot took over the conn and used tugs to bail vessel out. After positioning the vessel, the Pilot handed conn back to Staff Capt. The forward tug skipper informed the bridge that the forward thruster was thrusting vessel on to the berth (Starboard), when the setting order was for off the berth (port). Emergency stop was activated on forward thruster. Tugs once again used to re-position vessel. Forward thruster were reset and worked satisfactorily to coming alongside.

## 22 May 2013 – 07:10

### Injury Only

#### Berth 1B downtown Auckland.

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	27.06
Tonnage (tons)	341

#### Narrative as reported

Female passenger slipped/tripped on stair well injuring left ankle which resulted in a fracture.

## 22 May 2013 – 12:00

### Contact

#### Waimakariri Gorge .

Vessel	
Vessel Type	<i>Jet Boat (SOP)</i>
Vessel Category	Jet Boat Adventure
Length (m)	7.50
Tonnage (tons)	n/a

#### Narrative as reported

The jet boat was trying to make a left turn with full river flow with a rocky shelf above which greatly reduced the vessels turning radius. In the centre point of the turn the boat struck aerated water and both jet units momentarily lost thrust. This put the vessel into a spin and it clipped a rock face. It failed

to regain control and floated down the river until the driver could jump put and secure it to shore in shallow waters.

## 23 May 2013 – 23:15

### Flooded

#### Richie Banks, Hawkes Bay

Vessel	
Vessel Type	<i>NZ Fishing (SSM)</i>
Vessel Category	Fishing Vessel
Length (m)	17.37
Tonnage (tons)	48.54

#### Narrative as reported

A large wave forced portside window to open allowing water to enter the vessel's wheelhouse and galley area, damaging wheelhouse electronics.

## 24 May 2013 – 08:05

### Collision

#### Auckland Ferry Basin

Vessel	
Vessel Type	<i>NZ Passenger (SSM)</i>
Vessel Category	Passenger
Length (m)	7.30

#### Narrative as reported

Report of incident as recollected Skipper of the Vessel. Deckhand was at helm while the Skipper was also in the wheelhouse. His vessel was slowing down to enter ferry basin. Deckhand noticed water taxi approaching from the starboard side at speed from around Princes wharf. The skipper instructed the deckhand to give way to vessel & slow down. The water taxi continued on course and speed towards the vessel. The skipper estimated the other vessels speed at 15 knots. Deckhand slowed vessel quickly and directed the vessel astern. The skipper tried to take control of vessel from another station but was not quick enough. The vessel was virtually stopped dead in the water when the water taxi impacted with the starboard bow. The Skipper inspected his vessel after the impact and found a large hole about 1 metre above the waterline on boat but they were not taking on any water. The

Skipper instructed the Deckhand to check on passengers, all were ok. The vessel then pulled alongside the water taxi to help its skipper. The skipper of the water taxi was not very coherent and had a large gash on his forehead. The Skipper transferred his Deckhand and a passenger onto the water taxi to help its skipper and check the vessel. They then put out a mayday call and proceeded to pier 3 in ferry basin with water taxi in tow where the skipper of the water taxi was transferred to an ambulance.

## 26 May 2013 – 08:00

### Grounding

#### Cascade Basin, Long Sounds .

Vessel	
Vessel Type	<i>NZ Passenger (SSM)</i>
Vessel Category	Passenger
Length (m)	30
Tonnage (tons)	258

#### Narrative as reported

The vessel touched a sand bank on the eastern side of the channel while departing Cascade Basin in Long Sound. Speed was low and the bow only touched. No damage was found or subsequently suspected to be caused. An internal investigation is being conducted however is limited immediately due to the vessel location.