



Accident, incident
and mishap reporting
Monthly summary
January 2014



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 January 2014 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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9 November 2013 – 08:00

Structural failure

Raglan, Waikato

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Other Charter
Length (m)	8.90
Tonnage (tons)	n/a

Narrative as reported

We were heading out over the Raglan bar, leaving the harbour to the Tasman Sea. The conditions were good; as we were crossing the bar a wave stood up and broke across the bow of the boat landing on the front window screens. The corner windows failed, the starboard side window glass broke completely taking on waves water and the portside window cracked in the frame work. There were no people injured just damage to the boat.

30 November 2013 – 11:00

Capsize

Lake Hood, Canterbury

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

Narrative as reported

At the Regatta held on 30 November 2013, an U18 row boat capsized. After the race the umpire reported to me that the sculler had had difficulty exiting from the boat because his heels had not been restrained. At the conclusion of the days racing I sought out the Senior Coach and talked to him about the incident, and the seriousness of the lack of heel restraints. I told him that he should fill out an incident report for his school so that this could be logged in their incident register.

30 November 2013 – 12:30

Contact

Rocky Bay, Waiheke Island, Auckland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	13.10
Tonnage (tons)	n/a

Narrative as reported

Anchored at Rocky Bay at 10am. On outer (Seaward) side of all moored boats. Stayed on vessel until 11am. No indication we were too close to other vessels or dragging anchor. Went ashore at 11am. Low tide 11.30am. Returned at 2pm to be advised we had swung onto moored vessel and damaged its pulpit, bow area and stbd stern quarter. Prevailing wind NW 20 knots gusting 30 knots at sea, albeit sheltered in Rocky Bay. Owner of damaged vessel called Coastguard to move our vessel. Upon our return, our vessel was on adjacent mooring buoy so don't know if we dragged or swung onto the damaged vessel. We were advised that wind can swing around headland which would have caused our vessel to swing to shore, thus making contact stbd rear quarter. We had 20m of chain out in 3m depth with incoming tide.

1 December 2013 – 11:10

Injury Only

Berth 5, fresh water basin, Southland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger Ferry

Length (m)	25.30
Tonnage (tons)	280

Narrative as reported

Stern mooring line stretched in slight breeze allowing an excessive gap to develop between the vessel and the wharf, passenger involved admitted she was not looking where she was walking & slipped between vessel & wharf up to her torso, the 2 crew members greeting/watching passengers embarking (who had also been telling passengers to watch the step) immediately hauled passenger up to deck level & offered first aid for minor abrasions.

18 December 2013 – 12:20

Injury Only

Karewa Island, 37 31 51.97S, 176 07 54.64E

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	11.00
Tonnage (tons)	n/a

Narrative as reported

Diver climbing back onto the boat was struck on the heel by the propeller which was turning slowly. This cut through their diving boot and resulted in a deep cut which required stitches.

22 December 2013 –

Injury Only

Auckland Pilot Station, Auckland

Vessel	
Vessel Type	NZ Cargo (NZISM)
Vessel Category	Ro-Ro Cargo

Length (m)	128.10
Tonnage (tons)	6,701

Narrative as reported

Crewman lifting pilot ladder with another crewman, felt pain in his back. Slight strain to crewman.

25 December 2013 – 15:45

Injury Only

Lake Rotomahana, Rotorua

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	12.39
Tonnage (tons)	n/a

Narrative as reported

Passenger disembarking from the vessel at the end of the cruise. Passenger stepped up from the boat onto the landing platform, while holding the platform railing with her left hand and a crew members hand in her right hand. As she rose up from the boat deck to the landing platform, her trailing foot / toe caught the edge of the landing platform and she fell forward onto the landing platform. As she fell, her leg dragged across the edge for the landing platform, gashing it.

27 December 2013 – 12:30

Near miss / Close quarters

Approximately 2-3 nm north of Tukaka Harbour

Vessel	
Vessel Type	Recreational
Vessel Category	Pleasure Yacht
Length (m)	15.24

Tonnage (tons)	n/a
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Narrative as reported

We were anchored fishing in approx. 50 m of water in 5.5m runabout. The yacht was under power and I noted it was heading directly towards us. It continued towards us and although we shouted at it there was no response. We took emergency action by releasing our anchor and reversing at 90 degrees away from the boat. If I had not done this the yacht would have hit us. It passed within 10 m of us. We shouted at it again as it passed - 2 people popped their heads up from the cockpit - it seemed they had been lying down. They did not acknowledge us in any way but merely lay down again and continued on their way.

27 December 2013 – 15:15

Propulsion failure

Milford sound, Southland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	25.67
Tonnage (tons)	n/a

Narrative as reported

Port main engine failure. Cam roller broke and split the engine block. Coolant discharged through the crack. I was alerted to the problem when the high temp alarm sounded. Engine was shut down. Returned to harbour on one engine.

27 December 2013 – 22:20

Near miss & Propulsion failure

Browns Island, Auckland, -36 49.553, 174 51.54

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Other Charter

Length (m)	9.50
Tonnage (tons)	n/a

Narrative as reported

Rescue vessel was tasked by Coastguard Operations to two vessels aground on the Eastern side of Musik Point. At approximately 2220hrs in position 36 49.533S and 174 51.540E (abeam Browns Island) a group of white lights appeared in front of rescue vessel. Nothing had been visual prior nor any targets painted on radar. Rescue vessel was put into an emergency stop and came to rest some 15mtrs to what was now a visible group of kayaks. As the rescue vessels engines had stalled during the stop and the kayaks continuing on their journey no contact was made with the group. As the engines would not re start the rescue vessel was stood down from her tasking and returned to her berth for engine repairs.

29 December 2013 – 18:00

Extreme vessel movement

Kerikeri Marina, Northland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	12.00
Tonnage (tons)	n/a

Narrative as reported

Watched the charter boat speed past at the marina as I was about to board our yacht, in doing so our boat lurched high up on the side I was about to climb and I had to jump back as our boat was dangerously out of control due to the bow wake created from the charter boat. Then I heard large creak coming from the front of our boat where our fair lead then was ripped off from the strain. We have two witnesses who fell foul of this skipper's reckless behaviour.

30 December 2013 – 11:30

Equipment failure

Pinnacle Rock, Waimakariri Gorge, Canterbury

Vessel	

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

Narrative as reported

Boat was at planning speed, lightly loaded. Mid throttle setting, boat made an odd noise and lost power combined with a hot smell of grease, I came off the plane in deep water (intentionally) and idled to a calm back water on outside of a bend, engine was behaving normally with all instruments reading correctly, called other company boat on radio and asked for assistance, nosed boat up on sandy beach and shutdown engine, other company boat arrived 2 min later, my 6 pax were transferred to other boat which parked alongside for their tour to continue. I then opened engine bay armed with fire ext and checked for any obvious defects, none found, started engine again after 20 mins and distinctive jet unit thrust bearing failure/bearing whine apparent. I then drove the boat back at idle to river base/departure point after informing other company boat of my intentions. Boat was trailered safely and sent for repair which revealed as suspected a failed thrust bearing.

1 January 2014 –

Structural Failure & Flooded

Pepin Island beach, Cable Bay

Vessel	
Vessel Type	Recreational
Vessel Category	Pleasure Yacht
Length (m)	4.87
Tonnage (tons)	n/a

Narrative as reported

Leak in boat, pulled ashore and got damaged in the waves.

1 January 2014 – 06:50**Injury Only****Offshore waters, Chatham Islands**

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	69.00
Tonnage (tons)	2,412

Narrative as reported

Injured person was in the freezer hold securing the freezer conveyor by tying it down. The conveyor was going and his glove got caught and pulled his arm along and around the motor roller at the end of the belt. This caused his arm to break.

1 January 2014 – 10:00**Injury Only****Ballon Rock, Torrent Bay**

Vessel	
Vessel Type	Recreational
Vessel Category	Recreational
Length (m)	8.00
Tonnage (tons)	n/a

Narrative as reported

Contractor/Fireworks technician slipped on the wet deck and fell hitting his head. He was evacuated for medical care.

2 January 2014 –

Near miss / Close quarters

Palm Beach, Auckland

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

Narrative as reported

I live on Waiheke, and we have a lot of SeaLegs. I've noticed something about the way they enter water. Because they drive in and drop the prop, there is no need for people to pause and ensure safety. I saw a near miss at Palm Beach recently where two young children (around 10 years old) had chased the vessel down the beach and into the water. The skipper did not look back as he engaged the prop: the kids were less than three meters away when it engaged. A passenger was watching, but made no attempt to intervene.

2 January 2014 – 17:30

Contact & Extreme vessel movement

Fairy Falls, Milford Sounds Fiordland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	30.00
Tonnage (tons)	258

Narrative as reported

Whilst heading in to look at Fairy Falls vessel was hit by strong wind gust. Wind speed went from 15 knots to estimated 60 knots pushing vessel towards & across the rock wall. Both engines put astern, vessel began to pull away from wall but kept going sideways. To prevent Port side of vessel impacting

on rock wall I put stb engine ahead & port main engine astern & wheel hard over. Bow sprit contacted rock wall.

2 January 2014 – 21:45

Near miss / Close quarters

Motuoruhil Island, Coromandel

Vessel	
Vessel Type	Recreational
Vessel Category	Recreational
Length (m)	16.69
Tonnage (tons)	n/a

Narrative as reported

3 boats anchored up for the night, approx. 40-50 metres from shore. All boats had anchor lights and cabin lights on. We noticed a large boat heading straight at our boat, travelling at about 6 knots. When we realised the approaching boat was not changing direction and it seemed they had not seen us (we think their cabin lights were on), we attempted to start our motor and drive out of their way. Our motor did not start, and by this time, the boat had passed us, missing us narrowly by only a couple of metres. I yelled out as the boat went past. The moving boat was then heading directly at another vessel. The owners of the other vessel yelled at the skipper of the moving boat, who then quickly had to put the motor of his boat into reverse to avoid a collision, only narrowly missing the incoming boat (We think they turned off their cabin lights at this point). The moving boat then moved over and anchored close to a third boat. At this time, I called Coastguard to report this incident. In the morning, we were able to take photos and identify the moving boat. I asked the skipper of the moving boat if he had seen us the night before - he claimed he had and that he thought he was about 20 feet away from us. He did admit to not seeing the second vessel. When I told him that he had nearly run us over, and crashed into the second vessel, and they needed to be more careful, he told me to "f off"! We talked to the owners of the second vessel, and they agreed with us that the situation had been a very dangerous one in which it was lucky that our boats had not been hit and no one had been injured. This was a very frightening incident and could have been fatal.

3 January 2014 – 15:40

Injury Only

Lyttelton Harbour - between Quail Island and Port, Canterbury

Vessel	
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Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	12.00
Tonnage (tons)	n/a

Narrative as reported

At 15:20, the vessel departed Lyttelton on a scheduled trip to Diamond Harbour. At 15:30, the vessel departed Diamond Harbour for Quail Island to pick up passengers from the island. At 15:40 the vessel departed Quail Island. Once clear of the wharf, the skipper went onto the aft deck to inform passengers that it would be a bumpy trip and that they would get wet if standing on the open aft deck. He suggested they find a seat. At 15:41, a passenger moved to the back corner of the vessel in order to intentionally get splashed. After getting splashed by passing spray, the passenger decided to run back inside the main cabin. He slipped on the deck and his leg caught the bottom corner of an open door, cutting his shin. The injured passenger was given first aid by the crew and skipper on board before being taken to his car to go to the medical centre for a further assessment.

4 January 2014 – 12:00

Fatality & Collision

Ngaruroro River, near rifle Range Hastings

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

Narrative as reported

The private jet boat with 5 persons on board was going upstream when it got into difficulty in shallow water and skidded across shingle and colliding with a willow tree. The jet boat driver died at the scene. A female passenger had serious injuries and was air lifted to hospital. One passenger had a minor injury. Two other passengers, including a young girl, were unharmed.

4 January 2014 – 15:15

Capsize & Person overboard

Between Robertson Island and Tapeka point.

Vessel	
Vessel Type	Jet Ski (PWC)
Vessel Category	Other Adventure Tourism
Length (m)	n/a
Tonnage (tons)	n/a

Narrative as reported

On return to Paihia Wharf 1 of the 3 Jet Skis, the last one in a single file formation went missing. It is assumed it capsized in the water due to the conditions. A call for help was sent out for assistance in a search. Passenger followed another boat and returned to Paihia.

4 January 2014 – 16:00

Propulsion failure

Paihia, Northland

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

Narrative as reported

Port engine stopped running suspected fuelling issue. Sight glass was rerouted for ease of reading.

5 January 2014 –

Missing Person

Mouth of Hutt River, Wellington

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

Narrative as reported

A man has been reported as missing on 05/01/2014. The missing person went out on a 2-3m dingy with his friend at the mouth of the Hutt River on 05/01/2014 to collect a fishing net that was 20m off shore. Two of the missing persons children were also present but standing on shore. At the time the river was extremely high and fast flowing due to recent heavy rain. A strong Northerly wind was blowing. The missing person was wearing an orange Hi-Viz vest, blue hoody, at least two tees, black trackpants and black gumboots. Once in the current the missing person and his friend were swept down the river towards open water. A wave flipped the boat and both fell into the water. The friend managed to get back into the boat and the missing person held onto the side. At some stage the missing person managed to take off his hi-viz vest and gumboots and put them into the boat. The missing person was approx 20m from the Port Road shoreline when he lost his grip and was swept out to sea. His friend managed to make his way to the shoreline where a witness watched the incident unfold. The witness called Police and then handed the phone to the missing person's friend once he made it to shore. An extensive land, sea and air search was conducted but the missing person has not been located.

5 January 2014 –

Dragged anchor

Squadron Bay, Auckland

Vessel	
Vessel Type	Recreational
Vessel Category	Recreational
Length (m)	13.00

Tonnage (tons)	n/a
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Narrative as reported

Reporter was in Squadron Bay when a vessel dragged their vessels mooring. While his vessel was not damaged he feels that the skipper of moving vessel should have made an effort to check that no one's vessel had been damaged.

5 January 2014 – 02:10

Propulsion failure

Chatham Rise

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	64.50
Tonnage (tons)	1899

Narrative as reported

At 02:10 there was a machinery failure. There was damage found to a liner in the main engine. The vessel was towed by the another vessel into Port Lyttleton for repair.

5 January 2014 – 12:20

Person overboard

Aratiatia Dam, Waikato

Vessel	
Vessel Type	Jet Boat (SOP)
Vessel Category	SOP Jet Boat - Adventure
Length (m)	6.00
Tonnage (tons)	n/a

Narrative as reported

Was traveling upstream after exiting the golden shallows spin and entered the start of mowing the lawns and felt someone tapping on my shoulder. Pulled mid-river and dropped off the plane. Turned to customers and was informed by a customer that we had lost someone overboard. Checked over customers and was informed by the only remaining customer in the back row that her colleague had jumped off the boat. I then looked downstream towards the spawning stream and observed someone floating in the water. I informed base that I have had a customer jump off my boat and returned to the missing customer. I repeated to base that I had a customer jump overboard and that he was Ok. I advised base that the customer was back on board (was able to get himself back on board with minimal assistance from myself) and that I was returning to the main jetty and asked could colleagues meet me. Once I returned to the main jetty I asked the two passengers in the back row to exit the boat and handed them over to crew members. Again the female passenger accompanying the male that jumped overboard said that her brother had jumped overboard and was very sorry. I returned to my boat and remaining customers and was then informed that the offending customer had been standing during the trip and his sister was constantly telling him to sit down.

6 January 2014 – 15:15

Collision

Bay of Islands, Northland

Vessel	
Vessel Type	Recreational
Vessel Category	Pleasure yacht
Length (m)	22.00
Tonnage (tons)	n/a

Narrative as reported

Incident involving collision with another vessel. A Davidson 20 Yacht was hired to a customer on 06/01/14. The weather conditions were fine and stable. At approx. 1530hours I received a call from the customer; he was obviously distressed and was informing me of a collision he had been involved in with another yacht at Roberton Island in the Bay of islands. I spoke with the customer on his return about the incident and requested he email me a statement which I have yet to receive, I followed this up today by leaving him a voice message. I did speak with another witness who explained the story, consistent with the customer's description. According to the witness the other vessel was lifting anchor to depart, the skipper was at the bow and the helm was unattended. As the anchor was being retrieved the other vessel blew toward and collided with the rented yacht. The anchor of the other vessel was out of the water and the skipper was attempting to fend off the rented yacht, breaking the top starboard lifeline. The anchor became entangled with the anchor rode of the rent yacht, both dragging together. The skipper of other vessel proceeded to cut the anchor rope letting the boat adrift. At this time the charterers had not yet boarded the vessel and were in the process of attempting to do so. The other yacht's skipper yelled to them that they will have to dive for their anchor and should learn from their mistakes. The rented yacht began to drift out of control and the other yacht continued to exit the bay without offering any form of assistance. By the time the rented yachts crew had gained control of the vessel they had collided with a third vessel, a Noelex, 30. The rented yacht is still on charter, I will attain a statement from the skipper on his return.

6 January 2014 – 16:30

Fire & Cargo Shift

Main Wharf, Akaroa, Canterbury

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	18.00
Tonnage (tons)	n/a

Narrative as reported

Whilst changing belts on the Starboard Main Engine, a crew member had disconnected the wires from the back of the alternator to allow for more movement of the alternator when replacing the belts. A crew member had turned off the main battery breaker for the engine but left the link/bridge turned on thinking that this was now isolated by the main battery switch. During the maintenance, the still live positive wire made contact with the engine, creating a short. The wiring loom between the alternator and the starter motor started smoking/caught fire. A crew member attempted to disconnect the shorting wire with his hand, sustaining burns to his hands as he did so. After this was unsuccessful, he evacuated himself and the crew as the engine room was filling with smoke. He then re-entered the engine room with a CO2 extinguisher and put out the fire. A crew member then monitored the engine room as the smoke cleared to ensure nothing else was going to catch fire. The burns to the crew member's fingers were minor and were treated on the vessel. The main engine wiring loom was completely burnt through and required replacing.

7 January 2014 – 12:30

Hit submerged Object

Kaikoura Peninsula -42 25.5, 173 40.8, Canterbury

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Passenger
Length (m)	198.19
Tonnage (tons)	32,346

Narrative as reported

On 7th January, during a routine tender operation between shore and ship at Kaikoura, south pier, Tender no.4. Momentarily contacted an underwater object (believed possibly to be a rock). It is believed the tender (after leaving the pier) was too far to the north on the outward approach towards the red/green beacons, causing the stbd Keel to make contact. The stbd keel sustained impact damage, however the watertight integrity of the boat was not compromised and the crafts propulsion and steering remained fully operational. There were no injuries. Vessel owners were duly informed and Classification Society was advised. A Class Surveyor attended in Tuaranga to assess the damage. The damage was professionally repaired in Wellington on 13th January. The boat is now fully repaired and with no deficiencies.

8 January 2014 – 00:30

Propulsion failure

Off No 6 Berth, Bay Of Plenty

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Cargo
Length (m)	199.00
Tonnage (tons)	25,483

Narrative as reported

On departure from the berth the main engine failed. Tugs were made fast and engine finally restarted but unreliable so vessel was reberthed. Problem found to be faulty steam line heating heavy fuel which was rectified and vessel sailed without incident at 0700.

8 January 2014 – 11:00**Flip/Overturn****Kateriteri, Tasman**

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Hire & Drive Charter
Length (m)	5.00
Tonnage (tons)	n/a

Narrative as reported

Details are vague at this stage as to who was in the boat, as the skipper and hirer are giving conflicting information as to what happened. People involved and ages etc. There were biscuiting with 2 persons on a biscuit and 2 persons in the boat .Details provided by the skipper in written statement are as follows approximately 500 metres just outside the five not buoy we were biscuiting (11am) 1x adult 1 x child doing a sharp turn when the biscuiters fell off and the change of force seemed to unsettle the balance of the boat it flipped over flip over no one was injured.

8 January 2014 – 12:00**Grounding & Mooring line failure****Thule Bay, Paterson Inlet, Southland**

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	7.60
Tonnage (tons)	n/a

Narrative as reported

Vessel on mooring at 9.00 am on the day. Notified by another commercial skipper that the vessel was adrift at 12.00 noon. Immediately contacted skipper to assist and we were at the site within 10 minutes. Skipper rowed to vessel, quickly checked for damaged, took anchor and warp to another vessel that towed the first vessel off. Checked bilges and for any damage but no apparent damage. On-going monitoring of bilges and vessel not making water. Vessel will be slipped for inspection at earliest convenience to ensure no damage to hull and for general inspection.

8 January 2014 – 16:11

Electrical power failure

Cape Campbell, Marlborough

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Line Fishing
Length (m)	25.40
Tonnage (tons)	n/a

Narrative as reported

At 1611 water entered the fuse box and shorted our entire power supply losing steering and all power. Emergency steering system was put into place and we were able to keep a course into weather but unable to maintain course to harbour safely. A nearby vessel was contacted and asked for a tow. Nearby vessel arrived at 0600 and towed us to Picton for repairs.

9 January 2014 – 10:00

Injury Only

Tutea Falls, Kaituna River, Bay of Plenty

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	SOP Raft - Adventure
Length (m)	4.30

Tonnage (tons)	n/a
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Narrative as reported

Uncertain for sure the nature or mechanism of accident, possible weight shift from customer in the back compartment of the raft to cause an stress fracture of the right arm of customer sitting on the left side second compartment from the front of the raft, after raft surfaced from the bottom of the water fall customer commented on a sore arm, after a check and examination was then decide to apply a sam splint for the duration of the trip, once trip was completed. Customer was going to ice and rest but was informed if they were to seek any further medical treatment to contact operator. Later informed that injury was a fracture to the right arm, and the arm was put in a cast.

9 January 2014 – 16:30

Injury Only

Hahei Beach, Waikato

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	7.50
Tonnage (tons)	n/a

Narrative as reported

MNZ received two notifications regarding the incident. As per first reporter; "As an elderly women went to exit the boat her bag seemed to catch on a rope or rail, at the same time a wave broke under the boat causing it to lurch. She fell backwards sharply into the boat. As the sole boat manager was holding the exit ramp there was no one available to stop her fall. Other members of the public rushed to help hold the boat, the ramp and to assist the women off. Once she was on the beach it was apparent her leg had been badly scraped as it was bleeding profusely. In the last few weeks we have witnessed a number of similar incidents, of people falling when exiting or entering the boat. While to date the injuries have been minor we are concerned that it is only luck that has meant no one has been injured more badly."

As per second reporter; "First incident: A lady passenger was disembarking down the gangplank, and as she stepped off it a wave caused the boat to pitch and she was struck by the gangplank, causing her to land on all fours in the water. She had to be carried up the beach, where her ankle was strapped up by the Hahei lifeguards. Second Incident: A lady was embarking on the vessel, when a wave came and caused the boat to pitch. The woman lost her balance and fell forward into the boat, hitting her head on one of the seats. Third Incident: A lady was alighting from the vessel and a wave came and made the boat pitch, knocking the woman backwards so she fell into the boat cutting her leg. Blood was running down her leg. In all three incidents, the operator appeared to have no first aid equipment, and a member of the public passing by offered a bandage. Likewise, in all three incidents the operator did not appear to be overly concerned. The operator has been asked to keep his boat away from groups of small children swimming nearby, but he was very dismissive and waved the complainant away."

10 January 2014 – 11:45

Collision

Tiritiri Matangi Island, Auckland

Vessel	
Vessel Type	Recreational
Vessel Category	Recreational
Length (m)	6.15
Tonnage (tons)	n/a

Narrative as reported

I was anchored and fishing between Tiritiri Matangi Island and Whangaparoa Penninsula for about 30 minutes. I noticed a yacht heading straight towards me. I yelled out and the skipper of the yacht then turned away at the last moment. The aft end of his boat caught the bow roller on the front of mine.

10 January 2014 – 18:30

Collision

OBC Marina, Auckland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	9.50
Tonnage (tons)	n/a

Narrative as reported

On passing under the bridge we began setting up a barge to put the vessel in her berth, at this time we got caught in a very strong outgoing tide and were unable to prevent the vessel from running back and making contact with the bridge. We held her against the bridge while we set our barge lines and continued on to berth her. Some damage to port side gunwales of the vessel, some minor damage to portside of the barge.

11 January 2014 – 10:10

Near miss/Close quarters & Dragged anchor

In the Chanel to Baywaters Marina, Auckland

Vessel	
Vessel Type	Recreational
Vessel Category	Recreational
Length (m)	19.80
Tonnage (tons)	n/a

Narrative as reported

As per skipper of Vessel 1. "The boat was between the first buoy of the channel, I was moving very slow, less than 3 miles, I honked my horn several times long before, I came Close. I did not realize that the boat was at anchor. There were no international signals showing that the boat is anchoring. I had to pass close in order to enter the channel. I picked up his anchor rope."

As per skipper of Vessel 2. "My boat was anchored with 7 other boats east of the entrance to Bayswater marina. We had 2 adults and 2 kids aboard fishing. Vessel 1, was coming in from the harbour and steered so they were on a collision course with several of the boats, at the last minute they changed course and missed our boat by no less than 1 metre, Vessel 1, picked up our anchor rope. My wife had to save my son from being thrown overboard by the jolt. The launch towed us for 30 meters and I feared for all our lives, I therefore was shouting at the captain of the boat. An older lady came to the back of the launch and shrugged her shoulders as if to say, too bad. It was at this stage I realised the launch was not stopping and we were still being towed at 10+ knots! I cut the anchor rope, as to stop a major accident! As if the rope got caught in the prop it could have caused an injury or worse.

As per Witness 3. "On the morning of Jan 11th 2014 about 9.30am we were anchored of Stanley point in the inner Auckland harbour fishing. A large vessel approached from the harbour entrance towards Bayswater mariner cutting a path through a dozen or so boats at anchor also fishing off Stanley point this arrogant skipper in Vessel 1 motored straight through the middle off the dozen or so boats at anchor and if you were in the way he was going to motor right over the top of you this is the impression my friend and I had we could not believe what we were seeing I reckon Vessel 1 was cruising approx. 8 knots. Vessel 1 then passed within 1-2 foot of a 5.5mtr Reflex brand off boat which had a young family aboard with 2 small children .Just as Vessel 1 had nearly finished passing it then picked up the anchor warp of the anchored boat own by the young family. Vessel 1 then proceeded to drag the family's boat approx. 150 mtrs the skipper in the family boat was yelling trying to get the

skipper on Vessel 1 to stop. Vessel 1's skipper must have known what was happening, we believe he had a chip on his shoulder and wanted to make a point of some sort. On the family boat the kids were screaming, dads trying to cut the anchor rope as he's yelling his guts out and mums freaking out. We couldn't believe what we were witnessing a couple of times the bow of the family boat got pulled down it wasn't looking good the skipper on Vessel 1 kept cruising and at no time did he stop and see of this family was alright or if there was any damage he couldn't of cared less. This was not an accident this didn't have to happen this incident could have easily turned into a critical injury or death. Not long after that I rang the police. The skipper on Vessel 1 had tons of room to motor pass the group of anchored boats fishing and head into Bayswater mariner as was every other large boat that was coming and leaving Bayswater they had no problem. Vessel 1's skipper is a total idiot he wanted to make some sort of point like he owned the sea."

As per Witness 4. "Said Vessel 1 came in from the Hauraki Gulf to berth at Bayswater Marina. In the course of this Vessel 1 blasted on his horn just before approaching many moored boats NOT IN THE CHANNEL or entrance to the marina. Exact location was 36°49.834'S and 174°46.276'E. This vessel passed very close to me at approx. 15 knots and proceeded to pass straight through the anchored boats. I must say that if he had gone another 50-80m sw of the boats he would have lined up the entrance perfectly. However the pure arrogance of this skipper could have caused a very serious situation. My estimate is that the two boats that Vessel 1 passed through would not have been any more than 30-40feet apart. I would not have attempted passing through with my own 16ft runabout. It turns out these two boats were friends hence the closeness of their anchoring. In passing between the two boats Vessel 1 picked up on the anchor rope and ended up dragging the boat a good 40-50metres. Vessel 1 did not slow down even with all the screaming to stop from the dragging boat. It must be noted I believe that the vessel passed so close that the dragged boat ended up hitting the side of Vessel 1 until I guess the rope was cut through by the props. There was a lady of middle age standing on the starboard side as she passed my boat and throughout the incident. Vessel 1 did not stop and proceeded to berth in the marina. The 4.85m boat involved had kids on board and again this could have been very serious. This would have been and clearly sounded like a very terrifying situation for the small runabout. I would say the young kid would be put off going boating after this. Please excuse my personal views on this; I cannot believe I witnessed this act of absolute stupidity and lack of duties to avoid an accident. i.e. reduce speed, take early action to avoid collision. He did not adhere to 5 knots within 200m of any other vessel. Please take action on this as people like this should not be on the water. Thank you."

As per Witness 5 "I was fishing with my family off Stanley Point with about 6 or 7 other boats. Vessel 1 was approaching the group of boats heading into Bayswaters Marina and sounded it's horn. All the small boats were looking around at the vessel to see what was going on. Vessel 1 continued on its path toward the group of boats fishing. At this point we were wondering what the vessel was up to and noticed it was not changing course nor slowing down. My wife suggested we move as it appears to be on a heading straight for our boat. Given the speed it was travelling and the fact we had 4 rods in the water and being anchored there was no way we would be able to move in time. At this point my 10 year daughter started to panic and start crying as she thought the vessel was going to ram into us. Vessel 1 continued on its path and came within 1 to 2 meters of the Reflex boat that had a family of 4 on board (Mum, Dad and 2 kids). Vessel 1 snagged the anchor of the Reflex boat and started dragging the boat. Everyone started screaming and shouting at Vessel 1 which did not slow down and I would estimate was travelling between 8-10 Knots and passed within 5-10 meters of our boat. Vessel 1 must have realised something was up as it slowed after dragging the boat at least 50 meters. A woman came to the back of the Vessel 1 and just shrugged her shoulders at the Reflex and Vessel 1 continued into the Bayswater channel. There was ample space for Vessel 1 to have rounded all the boats fishing and have a clear approach to the Bayswater Marina channel. While we were fishing vessels were approaching and leaving the Bayswater marina without issue. Even a large police vessel approached and entered the Bayswater Marina channel well away from the boats fishing so it would appear that Vessel 1 was determined to go through the boats without having any regard for the safety of those on board. If it was not for the quick thinking of the skipper on board the Reflex boat to cut the rope this incident could have turned very bad. My kids have been traumatised by this incident."

11 January 2014 – 15:00

Unsafe operation

Northern tip of Pania reef, Hawkes Bay

Vessel	
Vessel Type	NZ Diving (SOP)
Vessel Category	Dive Vessel
Length (m)	n/a
Tonnage (tons)	n/a

Narrative as reported

As per Witness 1. "The boat went out for a dive with 12 people on board and 10 sets of diving gear and an additional 6 or more air tanks. You could begin by checking how much weight this boat should be carrying. The boat was taking on water through the whole trip and when we reached the dive spot there was immense issues with getting people in the water. No one on board was issued with lifejackets and people were being rushed into the water without preparation. 2 panicked and had to come straight back on board. I did not see any flags go in the water but I was told there was one up on the boat. Some other divers who returned to the boat spoke of the boat driving around on top of the dive area. I think the captain had no professionalism in his actions put people's lives at risk. There was a younger man (12 or so) who was pressured to get in the water. He was in no state to dive. At this stage I was being prepared to dive. After the dive I told the captain what a load of nonsense he was doing."

As per Witness 2; "We went out on the boat with the skipper. It was the first time he had taken the boat out for a dive, having bought it a couple of days beforehand. There were 12 people on the boat plus dive gear, spare tanks etc.; the boat was clearly overloaded. The boat was also poorly loaded and took on a lot of water, this led to the boat listing badly and people getting seasick, it was obviously a dangerous situation as the skipper began to panic and became abusive towards the divers and crew. There were no life-jackets on board. Because of the situation and a need to move the boat to release water, the skipper began to order everyone into the water as quickly as possible. Two first time divers were 'thrown' into the water with no time to properly prepare, this led to one diver instantly losing a flipper, having a weight belt hanging loosely and being separated from all other divers by the boat and about 25 meters. The boat could not be anchored because of the situation and then drifted away from said diver, who then began to panic and needed assistance before being pulled out. The other first time diver was sea sick and unable to put on his equipment himself, after it was put on for him he was also 'thrown' into the water. An 11 year old child who was in an advanced state of sea sickness was also thrown into the water. He was unable to perform the simplest of functions and had to be rescued. The first time divers were thrown in the deep end and were forced to use equipment they had not practised with; they had not experienced being in the water with a weight belt, they did not use the same kit they had used in their training hour in the pool, they had not practised rolling in and their gear was not properly checked before entering the water. There was also no ladder on the boat. As a simple passenger I spent my time rearranging gear to try and stop the boat listing and pulling people and equipment out of the water. In my opinion the skipper displayed a blatant disregard for safety and exacerbated the situation through his obvious discomfort over his lack of control. This trip could have ended quite differently. Surely overloading a boat and going out without life-jackets is a major breach of water safety regulations alone."

11 January 2014 – 17:00

Near miss / Close quarters

Between Russell and Opuia, Northland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	11.34

Tonnage (tons)	n/a
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Narrative as reported

Vessel was approaching Russell; a different yacht was approaching from port under power, and failed to give way. Vessel sounded 5 long blasts and reversed engines to stop. The other yacht finally did a 360 turn to port.

12 January 2014 – 08:30

Fatality & Collision

Opua Wharf, Northland

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

Narrative as reported

On Sunday 12 January 2014 at 0830am a Yacht was motoring down Veronica channel across from the Opua Wharf, when a small dinghy skippered by a local man approached the Yacht from its Portside and was run over by the Yacht, which caused the dinghy to sink, the local man went into the water and was recovered by the crew of a passenger vessel with their tender, they administered CPR but were unsuccessful and the local man was declared dead at the scene by ambulance crew.

13 January 2014 –

Missing

Pouawa Beach, Gisborne

Vessel	
Vessel Type	Recreational
Vessel Category	Recreational
Length (m)	n/a

Tonnage (tons)	n/a
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Narrative as reported

Police have released the details around a Gisborne man who is missing, believe drowned, after Monday night's kayaking tragedy at Pouawa. He was camping at the beach. Fellow campers in the Pouawa area have expressed shock and sadness at the tragedy, as well as praising the efforts of a man who went to assist. The police national dive squad joined the search for the missing man yesterday morning. The divers, with a surf club IRB, continued the search without success, until about 3pm when conditions became too difficult. Other Pouawa campers are "shocked and saddened". But they expressed admiration for the actions of one of their own in rescuing one of those in trouble. An 82-year-old camper raced out in his 12-foot aluminium dinghy to rescue a young woman who was also in difficulties. The rescuer reacted to the emergency as soon as the alarm was sounded by people on shore. The man picked up the missing person's partner from their kayaks about 600 metres offshore, and then looked around for her partner. He saw him still on the surface some distance away and steered his boat in that direction. He got to within 10 feet of the missing man who then slipped under the water.

13 January 2014 – 00:00

Near miss / Close quarters

Offshore waters, Taranaki

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Special Purpose Ship
Length (m)	92.00
Tonnage (tons)	n/a

Narrative as reported

A seismic vessel was working on a project about 60 nm south-west of New Plymouth. It was 10 seismic cables 8100 metres long and required a wide berth. At midnight the crew started calling a vessel with a small CPA. The vessel was called repeatedly on ch 16 and other channels by both seismic vessel and support vessels. A support vessel was sent to intercept the vessel that was approaching from the north north-west towards the seismic vessel, that was on a course of 127 deg. The support vessel got up close to the vessel and was able to read ID number, but further hailing, use of search light and vessel horn does not result in any reaction. Finally at 0044 hrs able to establish contact with a fishing vessel out of Nelson. Vessel is on a transit from New Plymouth to Nelson. I request an immediate change of course but person answering does not appear to have the ability nor the authority to initiate the requested change of course. He says he has been told to steer one course towards Nelson. I then request that the Master be called immediately. After this request contact is again lost with the fishing vessel. At 0108 hrs contact is re-established with the ship. I repeat my request for an immediate course change and the vessel complies. The support vessel is told to follow the fishing vessel until well clear of the seismic vessel and the in-sea equipment.

13 January 2014 – 13:40

Injury Only

Offshore waters, Taranaki

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	19.20
Tonnage (tons)	n/a

Narrative as reported

MNZ received a report from local harbourmaster. Vessel came into port to drop off an injured crewman. Reported that the crewman had fallen off the stern davit and suffered a severe injury to ankle. Possibly broken. Port Security Staff took injured crewman to emergency clinic. Fishing vessel sailed immediately after depositing injured crewman ashore.

Report from Fishing company. "Whilst climbing up to the float cage to get some floats injured person slipped & his foot got caught in the line roller & jammed."

15 January 2014 –

Fatality & Capsize

Surat Bay, East of Owaka, Catlins, Otago

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

Narrative as reported

MNZ received notification of an incident where a small boat has overturned at Surat Bay in the Catlins. As reported by the Police vessel was overwhelmed by swells and swamped. A 13 year old girl died in the ensuing accident. One adult and one teenager recovered alive all wearing lifejackets.

16 January 2014 – 05:00

Collision

North West of Westport, West Coast

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	13.41
Tonnage (tons)	n/a

Narrative as reported

Received report from RCCNZ a call from skipper of fishing vessel. He wants to report an accident. They were run into this morning while they were both asleep. They were West or slightly Northwest of Westport - around 41 16 S 171 22 E - at about 0445 or 0500 and about to get up, and another fishing vessel ran into their stern. They were in the tuna fishing grounds. Their stern door disappeared, and they now have four holes in the hull where it was ripped off along with the washers. Skipper of the first fishing vessel has screwed some ply over them and they are reasonably water tight - the deck's had a bit of a shake-up and they have a little bit of water coming in but the pumps are working. They are bound for Nelson, another 10 hours to the Point and then in to port sometime tomorrow morning. The second fishing vessel is still on the fishing grounds and seems to be okay.

As per skipper of the first fishing vessel; "It was day brake time to get up and put the lines in the water 04:45. Then bang, a boat ran into us. Hit us on the stern, tore off my stern ramp, haulers and 1 pole was tangled up with him, then finally broke off. Our ropes were tangled. He dropped his poles and we were free. I had two lights going at the time. One was a LED flood light at the stern on the top of the gantry. We should have been seen for miles."

16 January 2014 – 23:35

Propulsion failure

Rangitoto Channel, Auckland

Vessel	
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Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Vehicle Carrier
Length (m)	198.80
Tonnage (tons)	42,557

Narrative as reported

Vessel under pilotage outward Rangitoto Channel, passing No 5&6, speed 11 knots when main engine stopped without warning. Vessel maintained steerage, main engine restarted after about 1 minute. We did not leave channel and resumed outward transit. Explanation from the engine room, rather confusing, but it appears a generator problem caused main engine to shut down or be shut down by engineers. Vessels next port Wellington. Duty Pilot emailed about incident.

17 January 2014 – 04:43

Electrical power failure

Wellington Harbour, Wellington

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Ro-Ro Passenger
Length (m)	180.00
Tonnage (tons)	22,152

Narrative as reported

MNZ received notification of an Electrical failure on Ro-Ro ferry. Ships staff have identified and rectified the fault with the starboard CPP control system. The fault was found to be due to a failed pressure switch on the servo system of the CPP preventing remote control of the system, emergency local control remained available. The damaged pressure switch has been isolated and the system has been tested from engine room and bridge control to the satisfaction of the Chief Engineer and Master. We are therefore satisfied that the ship is able to continue operations.

17 January 2014 – 14:15

Flip/Overturn & Person Overboard

Acacia Bay North, Lake Taupo, Waikato

Vessel	
Vessel Type	Adventure Activity (SG)
Vessel Category	Sit-on-top-Kayak
Length (m)	4.50
Tonnage (tons)	n/a

Narrative as reported

Between 2.15 and 4.30pm. Group of 11 people. 3 parents with 5 children aged between 8 and 12 years, 2 guides. Weather forecast. 11.30 am edition - Westerly 25 knots gusting 40. The group set off from Acacia Bay North beach with the revised plan to paddle in the lee of the shore to Te Kohatu Point then walk to Whakamoenga Point and back. There was little wind in the shelter of the North Bay but as we attempted to cross the South Bay the gusts increased and one double was being blown off downwind. This was close to the 200m buoy in Acacia Bay South. It was here that I decided to turn back. While I went to tow the kayak furthest away from the shore the one with the father and son capsized. In the debrief he said that it happened after he had turned around and was paddling across the wind. When the downwind blade was in the water the upwind and near vertical blade caught a strong gust of wind and blew them over. As soon as they surfaced the wind blew the kayak away faster than they could swim so both of them began to swim to the point between the two bays. They were picked up by a runabout and taken back to the beach. Another runabout retrieved the capsized kayak and took it to a small bay to the North of Acacia Bay North. I towed a mother and daughter to this same bay and left them there to walk back and went to check on the other mother and Daughter who had reached the shore close to where I was. They were OK and so I told them to walk back as well. It was at this point I made the Mayday call on the radio because I thought the father and son still in the water and did not know how the rest of the group with the other guide were faring. I heard no response and then had to release the radio to paddle back to the little bay out of the wind. From here I was able to see there were no people in the water and another runabout towing the last two kayaks back to the beach. I called the coastguard to cancel the mayday call. The harbourmaster replied and asked me to submit a report. I was able to thank two of the three runabouts after the event. I then paddled back to the beach where the whole group met and had a debrief.

17 January 2014 – 23:36

Contact

Entering Napier Port, Hawkes Bay

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	207.00
Tonnage (tons)	25,407

Narrative as reported

As Container ship was passing end of Napier breakwater and entering harbour with tugs fast, the Mainmast of the forward tug made contact with the flare of the port bow of the container ship. Tug mainmast sustained some damage, vessel sustained paint scratches to flare of port bow. Berthing operation was not effected.

18 January 2014 – 11:15

Equipment failure

Off One Hunga Wharf, Auckland

Vessel	
Vessel Type	NZ Cargo (NZISM)
Vessel Category	Cargo
Length (m)	118.45
Tonnage (tons)	6,200

Narrative as reported

Vessel was singled up at 1105hrs, to a headline forward, and breastline aft. Master, pilot, helmsman, and duty engineer were on bridge. Engine was ordered dead slow ahead, with rudders in neutral position. Order to let go was given to fwd and aft at approx. 1110hrs. Bow thruster was set to full to port, rudders at astern to port and main engine dead slow ahead. Bow was positioned to clear ro-ro ramp then thruster stopped. Slow ahead ordered on main engine. Duty engineer reported slowdown alarm, and asked if dead slow ahead was ok. Upon speaking with Chief Engineer, duty engineer advised Master to return to berth if possible. Master then manoeuvred vessel approx. 40m astern, and berthed without incident. Preliminary investigation appears that the fuel pump on No. 4 unit has seized, but to be determined once apart.

18 January 2014 – 15:30

Injury & Collision

In vicinity of the Naval Point marina and shag reef, Canterbury

Vessel	
Vessel Type	Recreational
Vessel Category	Unpowered Recreational - Sailboard

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

Narrative as reported

Windsurfer sailing on starboard tack just off close hauled was hit by power boat with 4 people aboard that approached from leeward, colliding almost bow to bow at approx. 90 degrees to each other. I spoke to the skipper of the power boat at the boat ramp a few minutes later and he was not worried that he ran into someone, saying that it was just an accident! He said that he didn't see the windsurfer nor did any of the other persons onboard. I asked him to report this to the coast guard or police as this could have resulted in a far worse outcome, apparently he did not. As a windsurf instructor I am quite concerned that this happened and that the scare that this has given the young sailor is not at all necessary. The windsurfer is currently a NZ and world champion windsurfer and a YNZ coach, so she is quite proficient with her equipment. Several other people witnessed the collision.

18 January 2014 – 00:20

Injury & Extreme vessel movement

Offshore, Chatham Islands

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	64.05
Tonnage (tons)	1,899

Narrative as reported

Vessel rolled in rough weather, the injured person stumbled and fell. He put his hands out to break his fall. He suffered a fracture to the hand.

19 January 2014 – 08:25

Injury Only

Inner Harbour, Gisborne

Vessel	
Vessel Type	NZ Non-passenger (SSM)

Vessel Category	Tug
Length (m)	22.00
Tonnage (tons)	n/a

Narrative as reported

Whilst handing mooring lines, line jammed causing handler to wrench back.

19 January 2014 – 11:30

Unsafe operation

Between the Auckland and Bridge and Kauri point

Vessel	
Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	7.80
Tonnage (tons)	n/a

Narrative as reported

The jet boat company was exceeding 25kn passing boat at anchor .At Kauri point was will packed with fisher persons and a few kayak . I felt the jet boat company operation was unsafe around the boaties and kayaks.

20 January 2014 –

Injury Only

Matiatia Bay, Auckland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger

Length (m)	33.38
Tonnage (tons)	456

Narrative as reported

Passenger tripped and fell on whilst leaving vessel. Non serious injury first reported. Injury is now reported as a fractured rib. Investigation shows good anti-slip in area with contrasting paint surfaces. Crew was in attendance and assisted at the time.

20 January 2014 –

Chemical or harmful substance spill

At berth, Port Taranaki

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	169.37
Tonnage (tons)	17,025

Narrative as reported

Cause of the incident was a container of aluminium phosphide located in a forecastle storeroom which had got contaminated with water which reacted vigorously with gas emissions. The crew attempted to put out the 'fire' with more water which further exacerbated to gas emissions. The port was evacuated and the entire crew (barring one engineer who stayed in the engine room to maintain services) were 'decontaminated' by the fire department. The containers of Aluminium Phosphide were removed from the vessel by the fire department and are now stored off site waiting disposal in the morning. 5 crew members were taken to the hospital as a precautionary measure and will remain under observation until 2300 tonight at least. The remainder of the crew have now been allowed back on board and the port has resumed normal operations.

20 January 2014 – 14:25

Injury Only

St Annes Point, Milford Sound

Vessel	
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Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger Ferry
Length (m)	34.00
Tonnage (tons)	582

Narrative as reported

While turning the vessel around at St Anne's Point, the vessel rolled slightly. At that time the passenger was coming down the stairs, she slipped and struck her head on the frame of the staircase, cutting her head. 1st aid was administered by the crew and a call was made over the P.A. system for a doctor or nurse. Treatment was given by them and 1st response was advised by radio and they met the vessel at the wharf.

21 January 2014 – 09:40

Injury Only

Milford Sound, Southland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger Ferry
Length (m)	34.00
Tonnage (tons)	582

Narrative as reported

A passenger was injured on board the vessel. While going down the stair the passenger took a step and fell down half the staircase. They went to get up and fell the rest of the way. The vessel wasn't running, the stairs were not wet and it wasn't bumpy. The passenger bruised their legs.

22 January 2014 –

Injury Only

Inshore waters

Vessel	
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Vessel Type	NZ Non-passenger (SSM)
Vessel Category	Aquaculture
Length (m)	22.00
Tonnage (tons)	n/a

Narrative as reported

Climbing across a bundle of floats that were laying on the deck of the vessel to get to the hiab controls and the injured person slipped off one of the mussel floats and landed awkwardly, badly spraining his ankle.

22 January 2014 – 02:30

Injury Only

No. 8 Wharf, Gisborne

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	180.00
Tonnage (tons)	20,763

Narrative as reported

Crewman on no 1 deck lashing cargo. Crane tightening lashing wire and lashing wire broke hitting Crewman standing in wrong place.

22 January 2014 – 08:00

Injury Only

Forsyth Bay, Marlborough

Vessel	
Vessel Type	NZ Non-passenger (SSM)

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

Narrative as reported

The vessel went to pick up bags of rope off a dumb barge and the injured person jumped from the vessel onto the barge, not realising that the deck of the barge was slippery, he slipped over and put his hand out to stop his fall and wrenched/strained his shoulder.

22 January 2014 – 10:30

Flip/Overturn

Glendu Bay, Otago

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

Narrative as reported

Boat was turning a sharp corner when side dug into water and boat over turned. Not serious it was like a small yacht over turning and didn't need reported. Everyone was wearing life jackets and no-one injured.

22 January 2014 – 15:20

Injury Only

Motukiekie passage, Bay of Islands

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Other Charter

Length (m)	14.75
Tonnage (tons)	25

Narrative as reported

Passenger vessel was on her afternoon swim with the dolphin's trip with 40 passengers on board. At the start of the cruise a full safety brief had been given including taking care when using the steps to and from the bow and to use the handrails. At about 15.20 the injured person was coming in from the bow when she lost her balance at the top of the steps and was partially caught as she fell by one of the crew and by a passenger. She injured her toe and received a slight blow to her head and stomach. The crew gave first aid and checked on her condition. She told the crew member that her toe hurt, she later then informed that she was pregnant and had hurt her side. I called our office who called an ambulance because of concerns with her being pregnant. We returned to Paihia to meet the ambulance. The paramedic checked her over and informed me the she seemed ok but would be taken to Kawakawa Hospital to be checked.

22 January 2014 – 19:20

Injury & Person Overboard

Fergusson Wharf, Port of Auckland

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	266.00
Tonnage (tons)	50,721

Narrative as reported

A stevedore fell down from the ship starboard side platform to the jetty (Bay 14). He was trying to open a twistlock on 3rd. high on the extreme starboard side and while opening lost his balance and fell down to the jetty and then to the water.

24 January 2014 – 19:00

Injury Only

Offshore waters, Southland

Vessel	

Vessel Type	NZ Fishing (SSM)
Vessel Category	FCFV
Length (m)	57.51
Tonnage (tons)	832

Narrative as reported

Observer got his left arm caught in electric motor. Incident severed arm around the elbow. Crew administered first aid. Rescue helicopter deployed to pick up patient.

24 January 2014 – 19:06

Collision

Burnham wharf, Wellington

Vessel	
Vessel Type	NZ Cargo (NZISM)
Vessel Category	Tanker
Length (m)	175.96
Tonnage (tons)	n/a

Narrative as reported

While assisting berthing of a vessel a Tug landed heavily on ships side (below accommodation port side hull area approx. 34-35 frame) and caused minor damage to vessel hull.

25 January 2014 – 12:45

Near miss / Close quarters

Lake Wakatipu, Otago

Vessel	
Vessel Type	NZ Passenger (SSM)

Vessel Category	Passenger
Length (m)	15.93
Tonnage (tons)	35

Narrative as reported

As per the skipper of Vessel 1; The Yacht Club were conducting their cub championship series from 10.00am till 4.30pm. Shortly after the start of race four the fleet (8 trailer sailors) were heading to the top mark in close proximity i.e. 100 metre cluster. The Vessel 2 was steaming down the south side of the lake within 40 metres of the shore at approx. 7 knots. Within 20 metres of the mark we noticed the Vessel 2 bearing down on us without changing direction and the skipper was on the foredeck of his vessel yelling for us to get out of the way, he must have had the engines in astern as he was slowing down. We passed in front within 3 to 4 metres of his bow. The vessel continued to drift onto the top mark and stop. The rest of the fleet had to take avoiding action with some bearing away and others going behind the vessel. At this point the skipper was back in the wheelhouse and went astern almost colliding with a trailer sailor trying to pass his stern. This is not acceptable from a skipper of a commercial vessel. The skipper of our yacht is an elderly lady and was quite shaken by this incident.

As per skipper Vessel 2; While conducting a Cultural Cruise on Lake Wakatipu, travelling NE and transiting the access lane between the Queenstown Gardens and the Golf Course. I was traveling on the extreme right hand side of the access lane (on the golf course side) to give the yachts as much room as possible. The yachts were on starboard tack heading upwind toward the Park St side of the narrows passing from directly in front of me to my port side. I reduced speed to less than 5 knots to allow them all to pass out to port, then I intended to proceed behind the yachts and continue. However one of the yachts, Vessel 1, not only did not 'stand to'; to allow the cruise boat to pass behind but tacked to port at the last second causing a collision situation. I immediately went full astern and narrowly avoided a collision. I was on the extreme right hand side of the access lane with limited manoeuvring options due to the shore line on starboard, and the rest of the yacht fleet on port. So stopping was the only option given such a short timeframe. They deliberately tried to cause a collision, which at best is sheer stupidity, but more likely bordering on a criminal act. They should be prosecuted. After I had the boat stopped and was breathing a sigh of relief they then proceeded with some verbal abuse, advising me I should get out of the way and that I have to give way to yachts no matter what. I am well aware of the give way rules and my requirements. However in give way rules the other boat has to stand to and cannot just turn back toward the give way boat at the last second. However this incident occurred in a high speed access lane. So each boat regardless has remained on the right hand side to allow safe passing and traffic flow. The yacht fleet were therefore on the wrong side of the access lane. Which is why I was at the extreme right hand side to give them as much room as possible. I was dumbfounded when they turned directly into my path at the last second leaving me nowhere to go and I almost blew the gearbox slamming it into astern. I believe they were deliberately trying to cause an accident/incident to prove a point. Exactly what that point is, I have no idea. But I believe they think that they have a right to go wherever they want and dam everyone else. Please feel free to contact me if you require any clarification or further info.

25 January 2014 – 14:30

Near miss / Close quarters

Motoketekete Island, Auckland

Vessel	
Vessel Type	Recreational
Vessel Category	Pleasure Yacht
Length (m)	15.00

Tonnage (tons)	35
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Narrative as reported

Anchored fishing while observing a yacht under motor perhaps on autopilot heading on a direct line to our stern. He was on a direct course from Mahurangi to Copper Mine Bay on Kawau No change of course by the yacht was observed so assumed he hadn't seen us. At 100 metres advised my wife to prepare to jump. I took evasive action by starting engines and moving sideways on the chain. We had our dinghy tied to our stern and my wife pulled it out of the yachts way. If we had not taken evasive action he would have hit us in the stern. He waved as he went by without altering his course. Our boat 42ft launch. Their boat: Sloop. 50-60 ft. Centre Console. Hull .Topsides all white. 2 spreaders. Dingy on davits athwartships on transom obscuring name. Radar array (obviously not working) on front of mast halfway up. Luckily we had plenty of chain out and were able to move a boat length sideways to avoid collision. If you catch up with this idiot please tell him a wave does not constitute a sorry. No damage was done our holiday continued but we are both still shaking 2 days later!! I would estimate his craft at 25 tons plus. He would have sunk us had he hit the transom.

25 January 2014 – 15:30

Near miss / Close quarters

Island Bay Wharf (Island Bay Road, Beachhaven)

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	7.80
Tonnage (tons)	n/a

Narrative as reported

While swimming near the wharf I observed the Auckland Jet Boat make a close pass at speed and perform a pirouette at an estimated 20-30m distance from the end of the wharf. At the time there was a swimmer in the water level with the end of the wharf but approx. 15m south, and about a dozen children jumping off the wharf into the sea. Approximately 10 minutes later the jet boat returned and made an even closer pass at speed. The speed of the boat and its proximity put the swimmers in unnecessary danger.

26 January 2014 – 09:00

Propulsion failure

Rangitoto channel close by #9 buoy

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	General Cargo / Multi-purpose
Length (m)	116.26
Tonnage (tons)	5,025

Narrative as reported

Departing Auckland. Engine breakdown while on passage. Eventually towed to a safe anchorage.

27 January 2014 – 11:30

Fire

Near Matiatia Wharf off Waiheke Island, Auckland

Vessel	
Vessel Type	Recreational
Vessel Category	Other
Length (m)	12.00
Tonnage (tons)	n/a

Narrative as reported

A boat which caught fire off Waiheke Island this morning has been towed back to Auckland. The Minty, a 42-foot Riviera flybridge launch, caught fire near Matiatia Wharf off Waiheke Island shortly after 11.30am. Five people were rescued from the burning vessel by Coastguard and taken to safety. No one was injured, Coastguard duty officer said. Coastguard North Shore Rescue first attempted to douse the flames, but the fire was too large. The five occupants of the boat were then rescued and the Fire Service took over battling the blaze. It was put out a short time later. The boat was towed back to Westhaven Marina by a Coastguard vessel. A fire investigator has examined the vessel, but no information about how it may have been caused has yet been released. Many boats were out on the harbour today for Auckland's Anniversary Day Regatta.

28 January 2014 – 15:30

Injury Only

Auckland

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Vehicle Carrier
Length (m)	265.00
Tonnage (tons)	75,251

Narrative as reported

Employee tripped over a lashing onboard the vessel and fractured his arm.

30 January 2014 – 09:50

Injury Only

No 8 Berth, Gisborne

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	191.11

Tonnage (tons)	27,116
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Narrative as reported

Notification of injury on a SOLAS vessel. Second engineer has suffered an open wound/puncture wound to the hand. This resulted from using equipment. The injured party was treated by a doctor.

30 January 2014 – 19:00

Contact

Whangarei, Northland

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Other Fishing
Length (m)	20.54
Tonnage (tons)	n/a

Narrative as reported

I just tapped the starboard pillar marker and the light fell off in to water