



Accident Report
Machinery Failure
Unnamed Jetboat
23 March 2006





Photograph 1
Temporary repair to steering

REPORT NO.: 06 1269

VESSEL NAME: *UNNAMED JETBOAT*

Ship Type:	Recreational Jetboat
Built:	2005
Construction Material:	Alloy hull and deck
Owner:	Paul Funnell
Technical Expert:	Jeff Horne

SUMMARY

On 23 March 2006, at approximately 1515 hours New Zealand Standard Time (NZST), whilst boating up the Shotover River, through the second gorge, the steering failed and the jetboat hit the wall of the gorge head on. There were no injuries.

The Technical Expert, Jeff Horne, was at Shotover Jet, when the call came over the radio that there had been a steering failure on a recreational jet boat in the gorge.

Shotover Jet shut their operations down and made all boats on the water stay where they were. This was because the exact location of the damaged boat was unknown.

Shotover Jet then sent one of their boats with a driver and the head mechanic on board, to find the damaged boat and make repairs if possible.

They found the damaged boat out of the water and smashed into a rock wall. On inspection, the steering had failed due to a pin coming out from a shackle.

Shotover Jet's head mechanic made temporary repairs and the jetboat headed back down river and then back to Frankton Marina.

Mr Horne inspected the boat at the marina and could not find the pin or clip.

Mr Horne spoke with the driver and his one passenger, who were still shaken after the incident and were off to see the boat builder.

Mr Horne then left to go and see the boat builder. The following day, Mr Horne saw Shane Johnston of Queenstown Marine to see what he had found. He had found the pin but no clip.

He said "the clip must have fallen off". This was of concern to Mr Horne as his own boat uses the same pin and clip systems as do many boats of this type. Mr Horne rang Mackraft, the hull manufacturer and spoke with them. They have never had or heard of a clip failing let alone falling off. Mr Horne spoke with a number of other manufacturers and none of them could find or had any record of this type of clip failing.

It requires a long nose pair of pliers and a great deal of force to remove the clip.

NARRATIVE

Vessel Details

The jet boat involved in the accident was a 5 metre Mackraft Jet Boat. The vessel was of alloy construction. It had a Hamilton 212 jet unit and a 350 Chevrolet petrol engine. The vessel seated 5 including the driver. The owner purchased the jetboat in late 2005. The jetboat was of a high standard and the owner had requested it be built to commercial standards.

Shotover River

Section three of the Shotover River – Gold Miner’s Tunnel to Tuckers Beach is a Class 2 gorge/shingle/rocks.

The river at the site of the accident was narrow and deep with a rock wall.

Permission must be sought from Shotover Jet prior to entering this section of the Shotover River (this was done).

River Classification

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| Class 1. | Easy boating/suitable for beginners/family boating. |
| Class 2. | More advanced boating/comfortable after 1 season. |
| Class 3. | Difficult/adventure/skill required/families not recommended. |
| Class 4. | Unlikely to be boated/lack of flow/obstructions. |

SAFETY RECOMMENDATIONS

The Technical Expert believes that there is little Maritime New Zealand can do in relation to this accident. It is the word of Mr Johnston from Queenstown Marine that he fitted the clip, whereas all the manufacturers had no record of such an incident having occurred before.

