



Kawarau Jet 3
Internal Injury
Lake Rotorua on 13 January
2005
Class B Non Serious Harm Accident Report



REPORT NO.: 96 349
KAWARAU JET 3 – INJURY



Kawarau Jet 3

Name of Vessel:	<i>Kawarau Jet 3</i>
Vessel Type:	Passenger
Date of Injury:	13 January 2005
Time of Injury:	1000 hours New Zealand Daylight Time (NZDT)
Weather:	Fine
Accident Investigator:	Ian Clarke, Maritime Safety Inspector, Tauranga



NARRATIVE

- 1.1 On Thursday 13 January 2005, at approximately 1000 hours NZDT, ten passengers, including 3 small children, boarded **Kawarau Jet 3** at its landing stage in Rotorua, for a trip to Mokoia Island. *Note: The injured passenger was unable to confirm the identity of the boat she was in but the log book of **Kawarau Jet 3** shows that it left for Mokoia Island at approximately 1000 hours.*
- 1.2 The Skipper gave the passengers a safety briefing, which included instructions on how to hold on during a Hamilton turn (See sections 3.3 and 3.4). *Note: The passenger stated that the safety briefing was given after leaving the jetty and not before as stated by the company.*
- 1.3 **Kawarau Jet 3** left the jetty and headed towards Mokoia Island.
- 1.4 Before commencing the Hamilton turn, the Skipper reminded passengers to hold on to the rail in front of them. She looked round to check that they were doing as instructed.
- 1.5 One of the passengers said that as the spin was about to commence, she become concerned for the young children and put out her arm to hold on to a young child who was sitting on her right. This left her with only one arm to brace herself. As the boat came to a halt after the spin, the passenger was thrown against the gunwale and the passengers sitting next to her were pushed up against her. She stated that she was gasping for breath after they stopped and advised the Skipper. The Skipper told her she was probably winded.
- 1.6 The passengers disembarked at Mokoia Island. The passenger who reported having been pressed against the side of the boat, said that she spent an uncomfortable day on the island and, when they returned to the mainland in another boat, had to walk for about half an hour to reach her car.
- 1.7 The passenger said she had intended to spend the night with relatives in Rotorua but, given how she was feeling, decided to return home to Masterton.
- 1.8 On Friday 14 January, the passenger was still not feeling well and after contacting the local medical centre and being unable to get an appointment, drove to the Accident and Emergency (A&E) centre in Masterton.



INJURY

- 2.1 At the A&E centre in Masterton, the passenger was diagnosed as having suffered serious bruising to her ribs and a broken rib.

HAZARD IDENTIFICATION

- 3.1 The log-book for **Kawarau Jet 3** showed 7 trips with passengers on 13 January 2005.
- 3.2 The Skipper held a Local Launch Operator's Certificate endorsed for **Kawarau Jet 3** on Rotorua lakes.
- 3.3 The Manager of Kawarau Jet Rotorua, stated that his company was transporting people to Makoia island at no charge as part of a parents day for the Youth At Risk project organized by local Kamatua. The organisers had asked for the boat to do a Hamilton turn on the way to the island to provide passengers with the special experience unique to Hamilton jet boats. The Manager said that passengers were told that the boat would do a spin and that there were other boats available to transport those who did not wish to travel in **Kawarau Jet 3**. *Note: The passenger produced a receipt to show that she had paid \$55.00 for the transport of three adults and two children to Mokoia Island. She denied that they were told that the boat would do a spin and that there were other boats available to transport them to the island.*
- 3.4 The Manager said that his company's jet boats has done many spins with children on board and that there had been no problems. Although passengers felt the centripetal force, it was neither sudden nor violent. Before commencing a spin they required small children to sit on the lap of their accompanying adult, who was instructed to hold on to the rail. Larger children who could not hold the rail were wedged in so that they did not move athwartships during the spin. *Note: the passenger stated that two young children on her right were not restrained in any way and that no instructions were given about children sitting on the laps of accompanying adults. She said that although the centripetal force built up gradually, the forces at the end of the spin were sudden and violent.*
- 3.5 The Skipper stated that she gave passengers a full safety briefing before the boat left the jetty. Passengers were told that when the signal was given that the boat was about to start the Hamilton turn, they were to hold on to the rail in front of them, using both hands, and small children were to be placed on the laps of accompanying adults, while the adults gripped the rail. *Note: the passenger said that the safety briefing was given after the boat left the jetty and no instructions were given regarding the safety of small children. Another passenger spoken to independently of the injured passenger confirmed that the briefing was not given until the boat had left the jetty and that he did not know until then that they intended to do a Hamilton turn. He also commented that he considered the briefing inadequate, providing little information related to safety.*
- 3.6 During the passage, before commencing the spin, the Skipper reminded passengers to hold on to the rail in front of them with both hands and looked round to make sure they were doing so. The passenger who said she was injured had taken one hand off the rail to try to hold a small child who was sitting, unrestrained, on the seat next to her. The Skipper said she did not know that a passenger had been injured.
- 3.7 The Manager said he was not aware at the time that a passenger had been injured and therefore when the passenger's daughter telephoned the following day he had no knowledge of the incident.



ACTION TAKEN & RECOMMENDATIONS

- 4.1 Although the sides of *Kawarau Jet 3*, abreast of passenger seating, were padded, the company was arranging to fit extra padding to provide greater protection.
- 4.2 It is recommended that the company reassess its procedures to take into account the ability of passengers to withstand the forces associated with Hamilton turns, particularly children and older passengers.
- 4.3 It is recommended that the company reviews its safety briefings to take account of all aspects relevant to the boat, the voyage and conditions and ensures that passengers are given an appropriate briefing before their boats leave the wharf.

