



Accident, incident
and mishap reporting
Monthly summary
March 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, 28 March 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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9 November 2012 – 09:10

Near miss / Close quarters

Off The Snout, Marlborough

Vessel	
Vessel Type	Recreational
Vessel Category	Launch
Length (m)	10

Narrative as reported

On route from Lochmara Bay to Waikawa Marina, there was no ferry traffic so the skipper set a course directly to the end of the Snout. Travelling at a constant speed of 6 knots and nearing the Snout another vessel was spotted travelling at speed from Picton Harbour. It was coming up behind the vessel on the starboard side.

It was some distance away and caused no concern. As the vessels continued the skipper of the subject vessel felt that the vessels were on a collision course. He expected the catamaran to alter its course away from the Snout, which was in close proximity.

When the other vessel was 100-150 metres away, the skipper turned his vessel sharply to port away from the other vessel's track. The other skipper continued, not deviating from his track and passed at speed, 20-30 metres away.

15 November 2012 – 15:15

Hit submerged object / Person overboard

Rangitata River, Canterbury

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

The raft was tracking off line through a wave train when the raft came into contact with a rock. Get down was called, the forward momentum came to a halt and the passenger / injured person was flung from the raft and he landed in the water in a sitting position.

The injury was caused when his tailbone contacted a submerged rock. He was then pulled back into the raft. The situation was contained and he expressed discomfort, suspected bruising.

15 January 2013 – 19:30**Hit submerged object****Otago**

Vessel	
Vessel Type	Power boat / Jet boat
Vessel Category	Recreational
Length (m)	4

Narrative as reported

No description was supplied.

20 January 2013 – 11:00**Flip / Overturn / Contact****Rangitata River**

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

The raft flipped at Hells Gate, Bottom of Pinch all swimmers were recovered quickly. One swimmer banged her left arm off the gorge wall.

2 February 2013 – 13:30**Flip / Overturn****Rangitata River**

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

The right hand tube lifted which caused the skipper to fall across the raft, his leg caught somehow and as he fell from the raft his leg briefly stayed in the raft and over extended is hip/groin muscle.

3 February 2013 – 14:30**Collision****North of Allport Island, Queen Charlotte Sound**

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	10

Vessel 2	
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Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	8.99

Narrative as reported

The vessel was travelling NE about 4.5 knots. Contact with another vessel was encountered proceeding SW. The vessel was under sail.

11 February 2013 – 11:25

Near miss / Close quarters

Hobson West Marina, Auckland

Vessel	
Vessel	Rigid Inflatable Boat
Vessel Category	Recreational
Length (m)	6.5

Narrative as reported

Whilst trolling lures in a North-westerly direction from the entrance of Whangaroa Harbour at approx. 5 knots, a large launch was noted to be approaching from astern, slowly overtaking the vessel at approx. 8 knots.

Whilst the course and speed was held, a close watch was kept on the other vessel. At no point did the other vessel make an indication that they had seen us and continued to approach maintaining its speed and constant heading.

At approx. 100 metres from the vessel was slowed and turned to avoid collision, at which time the skipper yelled to the other vessel to gain their attention. The vessel slowed, but did not stop nor alter their course.

The skipper briefly attempted to explain the collision regulations of an over taking vessel, however the master chose to go back to the helm and drive off. The incident was then reported to Maritime Radio via Channel 16/ 71.

20 February 2013 – 14:00

Flip / Overturn

Rangitata River, Canterbury

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

During training for the rapids the boat was deliberately flipped over into an area of calm, contained water, with safety cover present. The raft was flipped right over left. A passenger was sitting front left, after the flip he expressed concerns that his shoulder was dislocated.

It was revealed that he had dislocated his shoulder previously. The crew had been thoroughly trained and briefed and the injured passenger carried out the instructions correctly in regards to the command over left before flipping.

Radio contact was made with the lodge and transport was arranged to White Rock Station, Ibuprofen and Paracetamol were given for pain relief. The injured passenger was escorted to White Rock Station then onto Geraldine where he was met by Ambulance and his shoulder was relocated. He then went to Timaru Hospital for a follow up. Contact was present through to discharge.

22 February 2013 – 08:30

Near miss / Close quarters

South of Moturoa Island, Bay of Islands

Vessel 1	
Vessel Type	Yacht (sail)
Vessel Category	Recreational

Vessel 2	
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Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	12

Narrative as reported

Vessel 1 : Motor sailing at about 7 knots on a course from Robertson Island to Kent Passage. About 4 miles from Kent Passage the other vessel was noticed travelling at about 15 knots on the port side. Our course was held as per the regulations, it was expected the other vessel would change course and pass astern.

However no course change was made by the other vessel and a 90 degree change had to be made. The other vessel then passed with about 20 m to spare. The vessel in question continued on the same course with crew on the flying bridge seemingly unaware.

Vessel 2 : The yacht under power approaching from port side directly in line with sun wasn't seen due to sun strike on the port side wheel house window. The yacht changed course to reduce the chance of collision.

26 February 2013 – 16:00

Electrical failure

Gisborne

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	23.7

Narrative as reported

Laying to. The skipper turned on the steering unit, there was a short circuit in the LV electrical system causing a catastrophic steering failure (auto pilot). The designated engineer suspects the wiring is aged and there was inadequate maintenance.

28 February 2013 – 00:01

Equipment Failure

Port of Auckland

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	130
Tonnage (tonnes)	7683

Narrative as reported

The Master advised that the bow thruster was tripping and not available. A tug was engaged for departure outward bound. The main engine tripped but managed to steer the vessel until the main engine was brought back on line after approx. 5 minutes.

A tug was requested within that time frame to assist if required. After the main engine was brought back on line, the Master and Chief Engineer assured the pilot all was OK. The fault was not immediately identified and the tug was dismissed.

The main engine tripped again and the vessel sheared to starboard, missing a buoy by approx. 1.5 cables. The port anchor was let go and dragged on the bottom. Tug and Tug crew were requested. Main engine was brought back on line in approx. 5 minutes once again.

28 February 2013 – 11:30

Fire

Kerikeri Inlet

Vessel	
Vessel Type	Recreational
Length (m)	8.5

Narrative as reported

The vessel was on its mooring unattended. Investigators suspect the newly fitted gas bottle may have been the problem source. It is presumed that there was an electrical failure/gas leak leading to a fire.

The environmental damage was minor, a small amount fuel was spilt, which burned-off/evaporated quickly. NRC vessel **KARETU** was mobilised to put out the fire.

1 March 2013 – 17:30

Person Overboard

Glasgow Wharf, Wellington

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger / Freight Ferry
Length (m)	136

Narrative as reported

The vessel was manoeuvring onto her berth. Three passengers jumped overboard from the starboard aft boat deck of the vessel into Glasgow Basin. A verbal report was made to Beacon Hill. The police were informed accordingly.

The three individuals were interviewed by police and issued trespass notices.

2 March 2013 – 12:45

Near miss / Close quarters

Off Otonga Point, Bay of Plenty

Vessel	
Vessel Type	NZ Fishing Vessel (SSM)
Vessel Category	Trawler
Length (m)	13.53

Tonnage (tonnes)	42
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Narrative as reported

A commercial fisherman was trawling when two commercial charter vessels (with passengers aboard, including children) crossed in front of his vessel. One stopped very close in front and commenced throwing heavy sinkers at his vessel (preventing an exit from the wheelhouse).

As the fisherman was engaged in trawling at the time, he advised that if his gear had fouled the other vessels prop there may have been a collision. The skipper reported the incident to the police via 111, who advised they would pass the complaint to Tauranga Police.

2 March 2013 – 18:00

Contact

Auckland Viaduct

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	18.15

Narrative as reported

The skipper was reversing out of berth when the vessel got stuck in reverse. The motor was turned off and the vessel drifted towards another vessel with fenders. This resulted in low speed contact and some superficial damage.

3 March 2013 –

Equipment failure

Horomatangi Reef, Taupo

Vessel	
Vessel Type	Recreational

Vessel Category	Power boat / Jet boat
Length (m)	5.6

Narrative as reported

The vessel was on the water for three hours before it was noticed that the engine was running extremely hot (the top of the gauge). The engine cover was removed and it was confirmed. It was decided that the boat should be towed back to the jetty to avoid further engine damage. The Taupo Coast Guard was radioed who arranged the rescue.

4 March 2013 – 06:15

Flooded / Structural & Electrical failure

West of Westport

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler, Fishing dredger, Trolling
Length (m)	14.14

Narrative as reported

When the skipper got up he checked the motor and started idling towards the SW to where the vessel was fishing the day before. The vessel was doing 3.5 – 4 knots when all of a sudden the bow dipped down into the trough of a wave.

A wave then crashed through all four of the front windows, throwing the skipper out of his chair and drowning all of the electronics, except the VHF and the autopilot. He boarded up the windows and steamed to Westport where Perspex was put over the windows and a GPS was located. The vessel then steamed to Nelson where the vessel is to be repaired.

4 March 2013 – 12:30

Contact

Westhaven Marina, Auckland

Vessel 1	
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Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	9.75

Vessel 2	
Vessel Type	NZ Non-Passenger (SSM)
Vessel Category	Survey
Length (m)	8.50

Narrative as reported

Vessel 1 : The owner of the vessel was notified about the incident because it was unattended at the time of the event.

Vessel 2 : While attempting to berth stern first into Westhaven Marina Berth, at low speed, wind caught the bow and swung port stern corner into berthed yacht, **Vessel 1**, in the neighbouring berth, making contact with its port quarter causing damage approx. 8 cm diameter gash 0.3 - 0.5 above water line.

5 March 2013 – 04:45

Equipment Failure

Pilot Station Tasman Bay

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

Narrative as reported

The vessel was alongside another while crew were disembarking, the pilot ladder rope broke as the last crew member was climbing down.

5 March 2013 – 15:55

Near miss / Close quarters

Outside Glenorchy Marina, Lake Wakatipu

Vessel 1	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	5.93

Vessel 2	
Vessel Type	Jet Boat (SOP)
Vessel Category	Tourism Activity
Length (m)	5.3

Narrative as reported

Vessel 1 : The vessel was on route from Glenorchy Marina to Kinloch across the lake with two passengers on board. Following the exit channel from the marina to the 5 knot buoys a jet boat was observed travelling at speed, heading to the south approx. 200 m away.

The jet boat passed to the port side whilst the subject vessel passed through the 5 knot buoys and started to throttle onto the plane. The jet boat then swung around to a course directly across the vessel's path. The vessel was stopped, else a collision was probable.

Vessel 2 : South on Lake Wakatipu outside the 5 knot buoys, Glenorchy Marina region. The skipper made a wide planning turn back towards north. It was observed that the other vessel was exiting marina mouth inside the 5 knot area.

When traveling north, the other vessel was on starboard off the plane still inside 5 knot area. It was observed that the other vessel increased speed while inside the 5 knot buoys as if to head across planning vessels line from off the plane, straight in front of the vessel line while outside the 5 knot area. Concerns were raised from driver as to why the vessel was trying to instigate incident and bring his vessel within close quarters as the skipper's intentions were made very clear and no headings had changed from the vessel.

5 March 2013 – 18:48

Propulsion Failure

The Snout, Queen Charlotte Sound

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	179.28
Tonnage (tons)	17,816

Narrative as reported

High temperature alarms on the main engines caused shut down of the main engines.

7 March 2013 – 09:40

Person overboard / Injury only

Bay of Islands

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	14.75

Narrative as reported

The vessel was on the regular swim with the dolphins' trip having left Paihia with 18 passengers on board. Having completed one successful swim the skipper was manoeuvring the vessel into position for a second drop with the swimmers on board, ready to go.

A passenger went over the side and her leg was hit by the propeller. The skipper retrieved her from the water and first aid was administered. An ambulance was called to meet the vessel at Waitangi Wharf where the passenger was transported to Northland Base hospital.

8 March 2013 – 15:00

Equipment failure

Port of Auckland

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	201
Tonnage (tons)	30, 280

Narrative as reported

The vessel was making a flood tide approach, and whilst backing into the berth the bow thruster overloaded the generators, which resulted in a black out. The port anchor was dropped and the forward tug was used to stop the vessel's sternway.

9 March 2013 – 11:05

Grounded

Lake Rotorua

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	32

Narrative as reported

The vessel experienced grounding due to the lake level being very low. No damage to the vessel and no danger to the passengers in any way.

9 March 2013 – 13:00

Near miss / Close quarters

Between Bean Rock and Northern Leading

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	4.7

Narrative as reported

The skipper was sailing his skiff in a SSW direction at ~15 knots on port gybe. He had been on this gybe at this speed for quite some time.

A ferry travelling at estimated 20 knots in an ENE direction crossed the yacht's bow at an estimated distance of 20 m. The combination of wake and backwind from the close passage resulted in capsize.

9 March 2013 – 18:30

Contact

Tauranga

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	13.38
Tonnage (tons)	29.51

Narrative as reported

The boat was late leaving. As the vessel left the dock the back spun around and crashed into the jetty, then the walkway and then grounded. The vessel required being pulled free by another boat. The passengers disembarked, and sailed again at 2100.

10 March 2013 – 15:00

Equipment failure

Foveaux Strait

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Other Charter
Length (m)	8.5

Narrative as reported

In the process of shifting back to a fishing spot, the vessel had just gotten onto plane (approx. 17 knots) when the vessel lost drive and started making a noise. The skipper went aft to check the outboard and found steam coming out of the cooling system. He then went back to the helm and tried the forward and reverse gears, but there was no response and so the engine was shut down.

The skipper advised the four passengers of the situation and put out a radio call to nearby vessels. ZLRZ Radio and a vessel responded (within 2 nm), the vessel was advised of the situation and that the passengers were in no danger.

ZLRZ Radio advised another vessel (also within 2 nm) by phone who were alongside within ten minutes. Tow lines were fixed and ZLRZ Radio was contacted to advise that the vessels were underway and the estimated time of arrival to Halfmoon Bay.

10 March 2013 – 15:44

Near miss / Close quarters

Havelock Channel, Marlborough

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	9

Narrative as reported

The skipper of the vessel was unable to go further to his starboard side as there was a chance of grounding and so he had to stick to his course. The other vessel did not change his course till the last instant and was very abusive after the event.

11 March 2013 – 10:15**Near miss / Close quarters****Hauraki Gulf, Auckland**

Vessel	
Vessel Type	Recreational
Vessel Category	Power boat / Jet boat
Length (m)	4.5

Narrative as reported

The skipper was fishing in Hauraki Gulf with his boat anchored. The skipper observed a large vessel heading towards his boat, and on a collision course. The ship was about 200-300 metres away coming from the Port of Auckland with no intention to change its course.

The skipper was forced to start his outboard motor and drag the anchor to avoid a collision. The ship passed less than 100 metres from the subject vessel.

11 March 2013 – 14:00**Equipment failure****Port of Auckland**

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	201

Tonnage (tons)	30, 280
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Narrative as reported

During berthing of a container ship there was a delay in going astern. The pilot asked for dead slow astern. The officer reported that the engine was not going astern. Two tugs were asked to pull astern. A short while later engine fired astern, berthing was completed without further incident.

12 March 2013 – 06:30

Hit submerged object

Havelock Channel, Marlborough

Vessel	
Vessel Type	Recreational
Vessel Category	Rowing Skiff
Length (m)	13.5

Narrative as reported

It was assumed that a large tree section, across the corner of the river had been moved from river after the previous days rowing training. The coxswain directed the skiff through the corner only to find the navigational hazard had simply moved to a non-visual position further on.

On rounding the corner the tree was in mid-river giving little opportunity to change course. A boat traveling in the opposite direction had our rowing skiff check to allow for river rules on passing and direction to be applied.

The coxswain attempted to avoid the tree and allow the other boat to pass. The current was strong and pushed the skiff broadside into the tree, damaging the boat. All crew were unharmed and the accompanying coach boats took the crew to shore. Other coaches helped free the boat and guide it to shore where it was recovered.

12 March 2013 – 08:30

Near miss / Close quarters

Port of Tauranga

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	260

Narrative as reported

During berthing of a container ship the vessel was supposed to go slow ahead order but no response from the bridge control system was received. Alarm indicated bridge control failure. The bridge control changed over to engine control. Full astern and vessel responded move to astern.

12 March 2013 – 16:30

Contact

Port of Tarakohe, Nelson

Vessel	
Vessel Type	Non-Passenger (SSM)
Vessel Category	Aquaculture
Length (m)	15.8

Narrative as reported

Witness : The vessel was unable to stop or reduce its speed as it came in to berth and consequently went under the pedestrian walkway at some speed, causing the walkway to jerk violently. A member of the public and an elderly relative were immediately above the vessel and were very nearly thrown from the walkway bridge into the water.

The vessel stopped after her mast jammed against the walkway bridge and she was sandwiched between two other boats in front of her.

Skipper : Coming into Port Tarakohe, the skipper headed for the berth and had it lined up, so carried on toward it and went astern but nothing happened. The boat was turned off and steered to go between two other vessels. The boat went under the walk way, and it took out the mast. The boat carried on through and hit a fishing boat.

13 March 2013 – 12:30

Hit submerged object / Person overboard

Rangitata River, Canterbury

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

Whilst rafting down Rooster Tail rapid on the Rangitata River, mid-way down the rapid the raft hit a submerged rock stopping the forward momentum of the raft. This movement flung a crew member out of the raft and he hit the rock that the raft had hit. The skipper was sitting back and his left foot was crushed between the centre tube and the floor as the raft hit the rock.

14 March 2013 – 08:50

Injury Only

Port of Napier

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	231
Tonnage (tonnes)	35,991

Narrative as reported

A fitter has injured his finger. He was working in the engine workshop on lather machine when the finger was torn. He was escorted to the ship's hospital. The fitter left the vessel and was taken to hospital.

14 March 2013 – 11:35

Contact

Tiritiri Matangi Island Wharf

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	NZ Passenger
Length (m)	22.9

Narrative as reported

The subject vessel had berthed and was alongside Tiritiri Matangi Wharf with the main engines shutdown. Another vessel arrived and passed ahead port to starboard to land vehicles at the ramp. The forward end was grounded as usual for this operation.

Later vehicles and machinery were recovered by the other vessel, which then without neither communication nor sound signals, backed away from the ramp. During an attempt to pass in front the other vessel, collided with and damaged the starboard bow of the subject vessel.

14 March 2013 – 13:00

Near miss / Close quarters

North Cape

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	12.65

Narrative as reported

The skipper was sailing around North Cape from Tom Bowling Bay towards the south east coast of the North Island under sail only. A white vessel was observed on his starboard side making way in his direction. The other vessel seemed to head in the subject vessel's direction.

The skipper tried making contact via VHF channel 16, but there was no reply. Tried a few times on VHF, the other vessel seemed to change course several times, making it very difficult to judge on which side it would sail past. He tried to tell him via VHF that they were trying to avoid a collision, but because of his continuous changing of course it was difficult. There was no reply.

The distance was less than 100 m when the other vessel turned to the stern, and finally saw the vessel. However the other vessel turned once more directly towards the yacht. Once again by VHF, the skipper tried to tell him about the seriousness of the situation, but had no reply, 50 m or less before impact, the vessel turned sharply to port, away from the yacht, and it was possible to pass on his starboard side.

15 March 2013 – 12:00

Collision

Entrance to Whangarei Harbour

Vessel 1	
Vessel Type	Recreation
Vessel Category	Yacht (sail)
Length (m)	19.3

Vessel 2	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	8.7

Narrative as reported

Vessel 1 - Motoring from Whangarei Harbour in an easterly direction with an intended destination of Tutukaka. The other vessel was coming from Bream Head direction and was travelling to our port side. She then turned across our bow approximately 0.5-1 mile ahead. She turned onto a westerly course and appeared to be heading for the Whangarei Harbour entrance on our starboard side. If she maintained that heading she would have cleared us by approx. 0.25 miles.

She then started to turn towards us and continued turning until she was on a collision course with us. We were unsure of her intentions and could not see her name, which would allow us to call up on the radio to establish them. We could not turn to starboard without coming bow to bow so began to turn to port but could not avoid the collision.

We were hit and holed above the waterline mid ship. Just prior to the collision the only person we could see on the other vessel appeared to be working on the stern of the vessel. He was seen to run forward to the helm position. The skipper heard the other skipper put the vessel into full reverse, however it was too late to avoid the collision.

After the collision he was seen to inspect the damage on the bow of his boat. It appeared the vessel had suffered little damage and he appeared to be fine. As soon as his boat backed off we saw the hole through our hull.

Vessel 2 - While steaming toward Whangarei harbour a yacht under power cut straight across the bow. The skipper couldn't do anything but put the boat into reverse on full power, the boats collided, but not very hard, minor damage was caused to both vessels.

16 March 2013 – 01:53

Hit submerged object

Waihou Bay

Vessel	
Vessel Type	NZ Passenger
Vessel Category	Fishing Charter
Length (m)	15.71

Narrative as reported

While traveling at approximately 9 knots the vessel struck what appeared to be a log which ran down our port side until striking the propeller. Immediate damage occurred which resulted in vibrations at various RPM's.

16 March 2013 – 03:45

Hit submerged object / Grounding

Surville Cliffs, North Cape

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)

Length (m)	13.5
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Narrative as reported

Skipper : The event occurred en route from New Plymouth to Auckland on circumferential trip around the North Island. The skipper was aware of a severe weather warning. Sailing conditions into the night were average and there was fairly poor visibility at night across the top coast.

The skipper went below deck to use the bathroom, have a drink and some food as the boat was balanced and heading into wind comfortably at about 6 knots. The vessel appeared to be far enough off shore to safely leave the helm.

The skipper returned to the cockpit and began to plot his GPS position. It was at this point that the yacht struck on the starboard side. It was unclear what had been struck or where. A wave came over the stern of the boat at the time of impact and the boat took on water in the cockpit and below deck. He tried to change tack and to start the engine but the force of the waves and the water at this point left me unable to stand up or balance.

The boat was severely listing over and took on water and veering towards a large group of rocks. At this point Mayday was called, and he retrieved the grab bag and life raft. He thought the yacht was either going to roll or trap him against the rocks.

The skipper swam to shore and made for the shore following the waves into the rocks. The yacht dislodged itself from the impacted rock while the skipper was in the water and smashed its way over to the rocks and into the coast with the tide. He was able to climb back on board to make contact with Maritime Radio from the VHF on board as the hand held didn't have enough range to get coverage.

The EPIRB from the grab bag was deployed shortly after and he was winched off the rock by rescue helicopter. The vessel appeared to be at the low tide mark when he left the vessel. The starboard side had large cracks in the hull and on the port side the keel had partially separated/cracked from the hull.

Regional Council : Oil spill effects expected to be minor. The vessel has broken up and it is expected all the diesel to have been discharged and released into the sea. Skipper reported he had approx. 45 litres on board. The oil has been left to disperse naturally as oil recovery is not possible.

16 March 2013 – 11:15

Near miss / Close quarters

Ramanui Landing, Whanganui River

Vessel	
Vessel Type	Jet Boat (SOP)
Vessel Category	SOP Jet Boat – Adventure
Length (m)	7

Narrative as reported

The skipper was driving a commercial jet boat from Pipiriki to the Mangapurua landing to visit the Bridge to Nowhere. While approaching Ramanui Landing, 20 km above Pipiriki, a commercial jet boat pulled away from the landing and took in front heading in the same direction.

Travelling about 60 kmph with 20 passengers on board the subject vessel was directly behind leading into a rapid and following at approx. 10 m. The other boat suddenly stopped and the skipper had to take evasive action and pull to the right.

The skipper was forced across a shingle bank, and the vessel slid for approx. 15-20 m before entering deeper water.

16 March 2013 – 11:30

Injury Only

Sulphur Beach Slip Yard

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	7.47

Narrative as reported

The vessel was in the process of being hauled out at the Sulphur Beach Slip Yard. The vessel was not secured adequately or apparently in the right position to continue pulling her out via the cradle. The person operating the winch continued pulling the cradle, which forced the stern into the water and bow high into the air.

The winch was stopped and it was suggested the three people on the boat go to the bow in an attempt to level the boat out. The winch was re-started and in doing so, the skipper believes the carriage left the ground at the front and caused the bow to lift even higher before slipping back off the keel and onto the cradle/concrete below. The keel ended up in between the concrete frame work of the rails for the slipway. Three people were injured in this accident.

16 March 2013 – 13:45

Flip / Overturn

Kaituna River

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.6

Narrative as reported

The raft flipped at Tutea falls, one member of the crew suffered a deep graze to her right hand knuckles. First aid was done on site. The client opted to walk out from the waterfall. A further check-up at Rotorua hospital was recommended by the skipper.

16 March 2013 –

Flip / Overturn

Rangitata River

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

A customer's foot was wedged under the raft when it ran over a rock.

19 March 2013 – 16:45

Propulsion failure

Mokau River

Vessel	
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Vessel Type	NZ Non-Passenger (SSM)
Vessel Category	Research
Length (m)	4.5

Narrative as reported

The crew had travelled about 7 km up the Mokau River to conduct electro fishing research. On the last 10 minute run the skipper realised there was no forward or reverse power from the outboard motor. All steering cables were checked and the propeller was lifted out of water to see if it was snagged on anything.

The skipper tried contacting maritime radio on channel 16 from the boats VHF radio but was not able to reach anyone. There was limited cell coverage and he was able to notify emergency services (police) of the location and situation, that there were three people on board and there was no immediate danger.

The crew were able to paddle downstream to a house, where the skipper was able to get ashore and ask for assistance. There was a private boat ramp located 2 km from the house and a local Police Officer from Mokau had come upstream with a jet ski and towed the boat to their location.

20 March 2013 – 10:30

Fire

The Landing Okahu Bay

Vessel	
Vessel Type	Recreational
Vessel Category	Launch
Length (m)	12

Narrative as reported

During refitting there was a welding accident which caused smoke and then fire rapidly enveloped the superstructure to the point of total loss, some heat damage to neighbouring vessels on the hardstand.

21 March 2013 –09:30

Injury Only

Doubtful Sound

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	40

Narrative as reported

A passenger slipped/lost footing on steps from fore deck to anchor deck/focsls. The passenger fell into the bulkhead and tried to break his fall with his hands and dislocated a shoulder. He was medevac'd from the vessel at Deep Cove to Kew Hospital, Invercargill by helicopter.

21 March 2013 – 12:00

Steering gear failure

Timaru Harbour Entry

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	58
Tonnage (tonnes)	279

Narrative as reported

When the Timaru pilot boarded the vessel for port entry the vessel lost her steering because of an electrical fault.

22 March 2013 – 11:00

Injury Only

Off Green Island, Otago

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing Vessel
Length (m)	14
Tonnage (tonnes)	30.74

Narrative as reported

A crew member slipped over in the freezer and bent his index finger. A small fracture was discovered in his finger.

23 March 2013 – 18:50

Near miss / Close quarters

Waikawa Bay

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	16

Narrative as reported

The skipper was in the galley getting some chocolate when he heard his wife who was in the wheelhouse say, "he's coming in fast". He did not take a lot of notice as it occurs often. He then heard her say, "He's not slowing down, he's heading straight for us".

When the skipper heard his wife say, "What's he doing, he's not slowing down, he's going to hit us, he's going to hit us". He raced through the wheelhouse to see a launch just coming off the plane very

close off the starboard bow. As he reached the cockpit the launch was abreast of the vessel, still partly on the plane.

The skipper threw the three pieces of chocolate at the vessel. He estimates the distance of the vessel was approximately 4- 5 metres when passing, and travelling at 10 knots. Another person on the vessel, a member of the Canterbury Coast Guard, was shocked and said that there was no one at the helm.

The vessel altered its course just before our bow and passed down the starboard side. There was someone at the helm when the vessel was abreast. The vessel did not slow down significantly until it was well past us and continued to the wharf in Waikawa bay.

24 March 2013 – 09:45

Contact

Shotover River, Queenstown

Vessel	
Vessel Type	Jet Boat (SOP)
Vessel Category	Tourism Activity
Length (m)	5.5

Narrative as reported

The skipper was driving the boat upstream in the first gorge and turned too hard to the right around a rock outcrop. He re-straightened the vessel and brought the boat too close on the next rock causing the starboard side "wing" to make contact with that rock.

This resulted in minor damage to the wing. The skipper returned to the jetty, swapped boats and driver to finish the trip. No one was injured and the boat was repaired and returned to service.

25 March 2013 –

Fatality

Mahurangi Harbour

Vessel	
Vessel Type	Recreational

Vessel Category	Ketch
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Narrative as reported

A 73-year-old man is missing after his family reported him missing from his ketch, which was moored in Mahurangi Harbour, north of Auckland on the 25/03/2013. His body has now been found approximately 5 km north of where his ketch was moored.

His dinghy was found ashore but he had not returned to his home in Wellsford. Police said his ketch was still moored at the river estuary at Mahurangi East.

Sergeant Bede Haughey of Warkworth police said the deceased was last heard from about 7.40pm on Sunday when he rang his wife. He had intended to drive home to Wellsford. The alarm was raised 25/03/2013 when he did not return home, and his 3 m white inflatable boat was found last night tied to a pohutukawa tree on the western side of the Mahurangi Harbour, opposite Scott's Landing.