



Accident, incident
and mishap reporting
Monthly summary
November 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, 30 November 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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	quarters			
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17 September 2013 –

Propeller entangled

Fannel Island, Mokohinau Group, 35 56.141 S 175 8 260 E.

Vessel	
Vessel Category	Charter
Length (m)	4.50
Tonnage (tons)	n/a

Narrative as reported

Both had floating lines, the Fannel Island pot had a new line with a damaged float, which was not visible above the surface. Our vessel was on the plane in what appeared to be clear water, that line hooked around the stern leg and the skipper was quick to react when he heard the cavitation occurring and powered off immediately, the line had to be cut free. The line had about 20m of floating line, our vessel was travelling at about 3 or 4 knots and saw the buoy and kept clear of it, at low revs the line wound itself around the prop and stalled the engine. That line required a diver to go over to cut it free. We would like to point out that we believe charter vessels, should be able to carry dive gear on board at all times, so to be able to cope with such an event, on their vessel, or any vessel requiring assistance, especially charter vessels which operate in remote locations. Currently, scuba cannot be on board any vessel, if you have collected Paua. While the opportunity to gather Paua is a rare event, we are forced to not carry scuba, in case a passenger wishes to fossic for Paua for if they are successful in doing so, we are then breaking the law and risk our boat. We would also like to see cray pot lines be non-floating, we have had many near misses and are always on the lookout and find ourselves unable to travel certain areas in the dark due to this hazard. We are also finding that these pots are popping up in some weird places now too, totally unexpected places and a real trap.

27 September 2013 –

Flooded

Westhaven Marina private A-X P

Vessel	
Vessel Category	Fishing Charter
Length (m)	9.80
Tonnage (tons)	n/a

Narrative as reported

Engine was out of the vessel getting rebuilt. The exhaust pipe was resting through a hull fitting and during a storm bad weather caused the fitting to break flooding vessel. Bilge pumps unable to keep up with water intake causing the vessel to submerge.

23 October 2013 – 20:30

Injury Only

Offshore waters, Northland

Vessel	
Vessel Category	Other Charter
Length (m)	15.15
Tonnage (tons)	34

Narrative as reported

Injury reported to MNZ as per skipper; We anchored at the Bounty Islands, my crew set the anchor, I stopped operation halfway through after I noticed that they used their hands in a dangerous manner despite my clear instructions. We regrouped and more instructions from. All went well that time. We left 3 days later. It is a very swelly anchorage. This time it was decided that I would deal with recovering the anchor with the mate lowering on the helm and the second mate amidships assisting communications between the foredeck and the aft helm station. I lifted the first warp of the anchor chain of the samson post, noticed that there seem to be a load on the chain, stepped back to investigate and have a moment to think. The chain had jumped/bent the chain lock on the samson post. The second mate came in behind me and being a keen man tried to lift the second warp of the samson post. The chain slipped forward and trapped his hand between the samson post. It all happened very quickly. I told him can you get your hand out while I pulled on the load side of the anchor chain. Somehow he managed to get his hands free we then had to put in 12 stitches in the palm and index finger (ontop) and proceeded to sail back to the mainland at best speed.

25 October 2013 – 00:24

Injury Only

31 NEW Whitianga, -36° 17, 176° 01

Vessel	
Vessel Category	Trawler
Length (m)	18.14

Tonnage (tons)	76
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Narrative as reported

Incident off worksite notified to MNZ. Employee turned up for work with black eye and stitches. The skipper asked if he was fit for work? Employee answered yes, doctor said it was ok. Infection set in as he had no antibiotics from doctor. His eye closed up severely and contact was made with the vessel owner and the coastguard. The vessel then proceeded to drop the crew off at Whitianga.

27 October 2013 – 09:00

Lifting/Cargo gear failure

7m east of Whirinaki, -39 22.1,177 03.3

Vessel	
Vessel Category	Fishing vessel
Length (m)	17.67
Tonnage (tons)	49.68

Narrative as reported

Notice of a mechanical failure. Hydraulic failure left gear behind.

28 October 2013 – 09:45

Foundered

Aparima River Riverton, Southland

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

Narrative as reported

I was coxing/coaching a crew of novice rowers in a quad on the Aparima river, between the bridge and Taramea Bay. Being a beginner crew they failed to turn the skiff against the out going tide back up into the river from at the river mouth. Rather than risking being swept out towards the bar where waves were breaking I took the safe option of heading towards the shallow sandy beach of Taramea bay. We proceeded in a safe and controlled manner towards the beach, indeed were practicing drills as we did so. As we neared the shore a wave swamped the skiff, the boat stayed upright and I got out in water

up to my waist, the children sat in the boat till I instructed them to get out. No one got their hair wet. We pushed the skiff ashore, emptied it of water and carried it up the beach. The children were taken home for dry clothes. The exact same crew rowed with me the next day in the same boat without incident.

29 October 2013 – 15:00

Near miss/Close quarters

Kauwau Bay approx. 2km from Sandspit harbour entrance

Vessel	
Vessel Category	Aquaculture
Length (m)	5
Tonnage (tons)	n/a

Narrative as reported

Vessel approached from an angle astern on my port side on an intersecting course. Vessel did not slow or deviate from course. Vessel crossed my bow less than 5 metres away at approx. speed of 12-15 knots. Had I not stopped paddling collision would have been certain. Vessel left a large stern wake which was hazardous to kayak. My Kayak is bright yellow. My clothing was high visibility orange/yellow. Sun was high -no glare/sun strike.

31 October 2013 – 23:30

Chemical or harmful substance spill

High seas off Kiribati

Vessel	
Vessel Category	Purse Seiner
Length (m)	79.69
Tonnage (tons)	1957

Narrative as reported

At 23:30 hrs on 31st October 2013 an ammonia leak was reported. Ammonia leak alarm sounded and all crew mustered to deck Followed Emergency procedures for Ammonia Leak. Engineers complete repairs and no injuries.

1 November 2013 – 07:10

Mooring line & structural failure

Blyde No. 2, Taranaki

Vessel	
Vessel Category	Special purpose ship
Length (m)	87
Tonnage (tons)	n/a

Narrative as reported

Noise similar to line parting or gangway stuck in rail line. Lines check from bridge and appear OK, walk round found port aft wire had gone through the panama lead and bullwalk plate. NPHR contacted and linesmen attended, vessel aft thruster started and pushed up aft.

1 November 2013 – 08:00

Flooded

Approaching Whangaparapara, Great Barrier -36 16.55, 175 22.40

Vessel	
Vessel Category	Fishing Vessel
Length (m)	08.06
Tonnage (tons)	n/a

Narrative as reported

Boat on transit from Sandspit to Whangaparapara. Boat was running with a flowing sea at around 15 knots. Ran down a steep wave and drove on the wave ahead. Broke windscreen. Water shipped aboard. Vessel partly swamped, engine made slow progress to Whangaparapara wharf. Made fast at Whangaparapara wharf to fully pump out boat and make temporary repairs to allow to return to Sandspit.

1 November 2013 – 10:20

Near miss/Close quarters

South of Motutapu Island, Auckland

Vessel	
Vessel Category	Recreational
Length (m)	12
Tonnage (tons)	n/a

Narrative as reported

We were under sail just leaving Islington Bay on Rangitoto, bound for Oneroa. Visibility and sea conditions were very favourable. The Ferry to Waiheke overtaking us came to within 20-30 meters of us at excessive speed (20-30knots?). They were not constricted by any other obstacles. The driver of the ferry, I can only presume, came dangerously close just to be obnoxious: the entire incident could have easily not happened at all! We were forced to turn hard over to avoid the dangerous surge caused by the Ferry's rapid movement so close to us. These Ferries operate without any apparent monitoring: this is NOT THE FIRST TIME we have witnessed this type of un-seamanship like conduct in the Auckland Harbour area from the Ferry skippers. This incident demonstrates a total disregard for safety. No one was injured thankfully, but the Ferry driver involved was taking a risk with our lives and I do not appreciate the cavalier treatment. The Ferry was not in his lane: he was cutting the corner of Motutapu to get to Matiatia faster. Ferry to Matiatia ... approx. 10:20 am just South of Motutapu. Had I the time I would have filmed the incident with my phone.... it happened too fast Harbourmaster rules: from "Boaties Book" - "5 knots within 50 meters of another vessel"

1 November 2013 – 14:30

Fire

Port Timaru, Canterbury

Vessel	
Vessel Category	Fishing Vessel
Length (m)	64.05
Tonnage (tons)	1899

Narrative as reported

Grinding was taking place on a hand rail, a painter had left a rag over a tin of paint in the immediate area, a spark then caught this alight. The fire was very small and contained with a foam extinguisher that was near-by and on hand.

1 November 2013 – 15:30

Contact

Otehei Bay, Bay of Islands NZ5152, Northland

Vessel	
Vessel Category	Passenger/Vehicular ferry
Length (m)	15.79
Tonnage (tons)	n/a

Narrative as reported

The Vehicle Ferry was secured alongside the Otehei Bay wharf in the Bay of Islands acting as a floating pontoon and gangway. While the gangway was being lowered into position it impacted the wharf harder than normal and cracked one side bearer of the wharf. The bearer has had historical damage and temporary repairs by others in the past. There were no passengers or members of the public on the wharf or the vessel at the time of the incident. The bearer was repaired the following morning. Photos of the damage and repair can be forwarded if required. This report is notification on delegated authority from the owner of the vessel. It is our understanding this will satisfy our obligations of Section 31 (1) of the Maritime Transport Act 1994. The vessel was secured alongside the wharf and did not have a duty skipper at the time of the incident so no separate report will follow.

1 November 2013 – 15:33

Fire

Fishermans Wharf, Lyttleton Port

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

Narrative as reported

A fire occurred on-board the main deck of the vessel in a fishbin full of tools as the vessel was sitting at its berth. A person off a fishing vessel at the wharf saw the fire and raised the alarm. Called the fire crew. Put out with extinguisher. The fire crew on arrival sealed the area and made safe. No cause known. We have modified our procedures and all equipment/tools involving heat are to be dipped in fresh water to ensure they are cooled before we put them away. If not cooled they will be returned to workshop for storage.

2 November 2013 – 19:15

Capsize

Whanganui River, Whanganui City

Vessel	
Vessel Category	Recreational
Length (m)	3.5
Tonnage (tons)	n/a

Narrative as reported

Boat with 2 people on board were travelling southward from boat club area of Whanganui River, planning boat in forward direction, boat hit a small wave about 20-30mtrs from Town bridge, causing driver to be unbalanced on landing and twisting boat toward port. Driver trying to decelerate but backwash hit starboard side of boat causing driver and passenger to be unbalanced at front and back of boat. Due to uneven weight distribution the back of the boat was lower than the front causing front starboard side to rise. Thus swamping boat. Skipper and passenger both abandoned boat and cleared away uninjured before boat fully capsized. Sightseers saw boat capsize and called for emergency services. An on-looker rendered assistance to tow boat to shore by throwing a rope. Passenger of boat attempted to tow boat pulling painter, skipper attempted to push boat by swimming. Decision by skipper for self and passenger to leave boat and swim approximately 70mtrs to shore due to hypothermia starting and assistance on land informing that effort to swim boat back to shore was not productive. Members of fire service arrived to assist approximately 50mtrs from shore. Skipper was taken to hospital for a check-up and nebuliser and checked-out approximately an hour later. Passenger was well and returned to normal activities from the river.

3 November 2013 – 10:20

Equipment failure

Buller River, West Coast

Vessel	
Vessel Category	Cargo
Length (m)	118.45
Tonnage (tons)	6200

Narrative as reported

At 1020hrs the vessel was departing Westport Harbour, while going astern, an exhaust temperature automation fault on the main engine appeared the engines were put on dead slow ahead and an anchor was dropped as a precaution while the fault was fixed. At 1030hrs the fault was fixed and the vessel proceeded to sea.

3 November 2013 – 14:08

Near miss/Close quarters

Off Northern end of Fergusson Container terminal

Vessel	
Vessel Category	Container ship
Length (m)	224
Tonnage (tons)	34,202

Narrative as reported

I was the Pilot on the out bound ship departing Fergusson terminal. It was a deep draft vessel displaying its constrained by draft day shape on the port halyard of the mainmast. The yacht crossing from my Stb side in an easterly direction on a collision course with my vessel. I made repeated blasts on the ships whistle and the yacht refused to alter its course and/or speed. I had to use full power on both the vessels thrusters full power from both tugs in attendance and rang full astern on the ships main engine to avoid a collision with the yacht.

4 November 2013 – 16:25

Injury Only

Interislander Wellington ferry terminal

Vessel	
Vessel Category	Ro-Ro Passenger
Length (m)	177.34
Tonnage (tons)	22,365

Narrative as reported

Passenger was walking to the tour bus that was located on the vehicle deck of the ship. She has a mobility problems and tripped and fell landing on the deck. She was assisted by crew and placed on her bus which disembarked the ship. The tour guide states she was fine on the way home, but when

they reached their destination she could not stand to leave the bus. The bus took her home, where they met an ambulance which transported her to hospital and diagnosed her injury, a fractured pelvis.

5 November 2013 – 17:10

Grounding

Between Cullen and Shag points, Marlborough

Vessel	
Vessel Category	Aquaculture
Length (m)	23
Tonnage (tons)	51

Narrative as reported

While coming into Havelock at low tide, with a full load of harvested mussels aboard, the vessel grounded in the Channel, between Cullen and Shag Points. Between Beacons 8,11 and 6.

5 November 2013 – 17:35

Near miss/Close quarters

C Berth Napier Port, -39 28.6, 176 55.3

Vessel	
Vessel Category	Bulk Carrier
Length (m)	168.53
Tonnage (tons)	15,714

Narrative as reported

Report from captain of the vessel regarding a near miss incident. During normal loading operations hand rail was dropped close to the side of one stevedore, fortunately he was not hit. After their incident we conduct inspection for any possible. After this incident we conducted inspection for any possible unforeseen debris and repaired the handrail. On the 6th on November 2013 07:00 marine surveyor conducted survey of the gantry and approved to start loading using crane no. 2.

5 November 2013 – 19:40

Propulsion failure

Entrance to the Tory Channel, Cook Strait

Vessel	
Vessel Category	Passenger/Vehicular ferry
Length (m)	183
Tonnage (tons)	17816

Narrative as reported

As reported on notification: A loud bang was heard throughout the vessel. The officer of the watch noticed that there was no load on the starboard shaft. Tests were carried out and it was ascertained that propulsion had been lost. The vessel continued on passage to wellington on one shaft. As of 7.15am 06/11/2013 MNZ knew the starboard shaft has been sheared off and the propeller lost. This occurred somewhere around the entrance to the Tory Channel. Subsequent notification of an oil spill received relating to incident. A minimal amount of lubrication oil spilled as a result of the incident.

5 November 2013 – 23:40

Propulsion Failure

Offshore waters, Canterbury

Vessel	
Vessel Category	Bulk Cement Carrier
Length (m)	94.52
Tonnage (tons)	3,091

Narrative as reported

Notification received by MNZ of a propulsion failure. Slowdown alarm port engine. Leak in fuel line. Stopped port engine. Ships engineers replaced leaking line in 3 hours, resumed passage normally.

6 November 2013 – 10:30

Propeller entangled

Off Cape Terawhite

Vessel	
Vessel Category	Other Charter
Length (m)	12.60
Tonnage (tons)	n/a

Narrative as reported

Sailing with reefed main. Kayaks came loose on foredeck of catamaran and sent man up to re tie. All good and then decided to drop mainsail completely. half way completed, then a surprise double wave washed over vessel. Checked safety of man up front first, then BANG!! Ropes around stbd propeller as they got washed off deck. Was sufficient to break off all 4 engine mounts and shift engine back 25 cm. Water trickling in but bilge pump handled fine. Have proceeded to Nelson under sail with port engine fine as slipway free and had measurements of catamaran.

7 November 2013 – 13:00

Injury Only

Viaduct Basin, Auckland

Vessel	
Vessel Category	Tug
Length (m)	19.70
Tonnage (tons)	n/a

Narrative as reported

Notification of injury from skipper of the vessel. Climbing ladder from vessel, got to the top and slipped onto the wharf.

8 November 2013 – 10:00

Person overboard

At sea, Tasman

Vessel	
Vessel Category	Recreational
Length (m)	4.90
Tonnage (tons)	n/a

Narrative as reported

Went out fishing on a calm day. Perfect conditions. I was doing about 30 mph in a straight line when the boat suddenly and violently started to lean over to the starboard side and actually tipped us out. For a moment I thought it was about to go inverted. It all happened so fast, there was just no time to react. With us (2 persons) in the water, the boat kept on going and it started to spin in circles. Two other boaties came to pick us up and soon the harbour pilot's boat turned up and we watched the boat until it ran out of fuel. Back at the ramp we tried to make sense of it all. It was then that I found out that the anode trim tab on the anti-cavitation plate was missing.

8 November 2013 – 20:15

Fire

Offshore waters, Wellington

Vessel	
Vessel Category	Flag Legislation
Length (m)	261
Tonnage (tons)	77,441

Narrative as reported

As reported by phone, the vessel sustained a minor fire in one of the electrical substation. The investigation suggested that the incident had been caused by a battery short circuit. The fire was extinguished soon after it was discovered.

9 November 2013 – 10:30

Grounding & Flooded

Bay of Islands, Northland

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

Narrative as reported

Heading for safe anchorage and accidentally hit rocky bottom. From the water line on the bow running three metres aft surface hull damage. Severe damage to shafts props rudders and steering gear. Was able to back vessel off bottom and into deeper water. Port rudder severely bent backwards from impact leaving hole in the hull. Vessel instantly flooded with water and steering gear unmovable. Engaged main jabsco bildge pump and by having port engine @1500rpm and starboard engine @800rpm was able to run on a straight course to assess damage. Applied two further emergency electric bildge pumps. Once the vessel was stabilised and out of danger of sinking I proceeded directly to a boat yard in Opuia in the Bay of Islands. Upon arrival at 4am vessel was immediately slipped.

9 November 2013 – 21:45

Foundered

In harbour, Auckland

Vessel	
Vessel Category	SSM
Length (m)	16.15
Tonnage (tons)	47.55

Narrative as reported

Skipper was manoeuvring the vessel in a 360 degree turn when the vessel foundered riding up on its keel causing the vessel to tilt to starboard. I quickly put the vessel to stern and brought the vessel to an upright position and clear of obstruction. I then proceeded to check the passengers and crew on both decks. There were no injuries. I then proceeded back to west haven where we had departed from arriving there at 21.50 with no further incident.

10 November 2013 – 21:03

Near miss/Close quarters

Salt Water Beach, Lake Tarawera

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

Narrative as reported

2103 nzdt Male voice, frantic sounding, heard to call "Coastguard, Coastguard, do you copy, over". Signal weakish and broken. No Coastguard response heard. Same station heard shortly thereafter saying "Coastguard, Coastguard", still quite frantic, still with weak and slightly broken signal. Plenty Maritime Radio responded and offered assistance if required. Station said they did not require assistance but did want to report a near miss. Comms moved to channel 68. Vessel called on channel 68 but comms still weak and broken. Plenty Maritime Radio asked location? Salt Water Beach, Lake Tarawera. Plenty Maritime Radio asked if there was a cell phone on board and if there was cell phone coverage in the area? Confirmed, what number should we call? 0800 MARITIME (0800 627 484) 2106 nzdt. Skipper phoned MOC with following details of near miss: vessel was just leaving the mouth of Lake Tarawera at Salt Water Beach, up on the plane doing about 45 Km/h, when we saw a boat on our starboard side about 300 to 400m away. Next thing the boat was right next to our boat heading towards us, with us on his port side. After the near miss, we carried on, but we did not get the other boats name or a very good description. The other boat was last seen about 400m on our starboard side heading away from us. Other boat was a hard top, white fibreglass boat, and it had a big name plaque on the helm near where the skipper sits. The plaque was dark with light lettering but did not see the name. We saw no navigation lights on the other boat as it came towards us, only interior lights, and as it went away from us, we only saw an anchor light, and then someone shining a torch light back at us. There was no collision, and none of 6 persons on board our vessel were injured.

10 November 2013 – 21:25

Near miss / Close quarters

Camp Bay, Lyttleton

Vessel	
Vessel Category	Dredger
Length (m)	58.28
Tonnage (tons)	1,056

Narrative as reported

The dredge was working night shift, dredging in the outer reaches of Lyttelton Harbour channel and at approximately 2125hrs the master & crew heard a call on channel 16 from an unidentified vessel requesting assistance from Coastguard. The call was repeated several times with the initial calls asking for help from Coastguard, then changing to Pan-Pan, however no response from anyone was heard (on Ch 16) on the dredge. The transmission was weak (from a hand held radio on the calling vessel). The dredge master called back on channel 16 to the vessel and was told that the vessel was near Camp Bay, that his motor was not working and he thought they were going to be blown onto the rocky shoreline. Conditions at the time were strong SW winds gusting over 30 knots with rough sea state and poor visibility as it was very dark. The dredge called Harbour Control (H/C) and they advised that they'd not heard any calls on channel 16 but had heard the dredge responding. H/C were asked to call up the Coastguard by phone and Coastguard advised H/C that they could not contact the dredge on ch 16. Coastguard eventually contacted the dredge by phone, but by that stage the rescued vessel was under tow. The dredge had initially asked H/C for Coastguard to respond as the vessel had described being washed toward the shore and the dredge master would not take the vessel close to the shore. As no other vessels were in the vicinity to respond to the situation, the dredge headed over towards the general area where they thought the vessel was and as they got closer to the vessel they could see a faint light on the vessel and determined that the vessel was in fact being blown out to sea (not onto the shoreline), and as there was plenty of water depth with conditions pushing the boat to open water, the dredge master determined it was safe to undertake the rescue of the vessel and crew. The vessel was an open runabout (est. 14 ft.) with an outboard motor plus an auxiliary outboard with 3 persons on board (all with Life Jackets on), and they had a reasonably good all round lantern plus a handheld VHF radio. Conditions were quite rough with the over 30knot winds creating waves big enough to have water splashing into the vessel. One crew member was bailing with a bucket. There were no flares on the vessel. The dredge was positioned to provide shelter to the vessel, and the boarding ladder deployed, however the freeboard was too high for one person to climb aboard, so the dredge pump was deployed and the hopper loaded with water to lower the dredge freeboard to enable all persons to be brought aboard. The vessel was secured with a tow line and the dredge steamed back into Lyttelton inner harbour. Dredge crew members provided warmth and hot drinks to the rescued crew as they were all quite cold from the incident. Once back in Lyttelton inner harbour, LPC security staff met the dredge at the berth and secured the rescued vessel near the ferry berth then took the persons away and back to their vehicle (believed to be on the other side of the harbour). No names of crew were taken by the dredge crew and whilst the rescued persons (1 male & 2 females) offered to make some recompense, the dredge crew declined this as they were happy to have averted what could have ended in a much more serious outcome for these individuals.

12 November 2013 – 04:10

Propulsion failure

50.8 nm 116° from Cape Fornier Chatham Islands, -44°24.9, 175°15.9

Vessel	
Vessel Category	Fishing Vessel
Length (m)	36.60
Tonnage (tons)	372

Narrative as reported

At 04:10 vessels main engine shutdown causing a blackout situation. While hauling fish gear unexplained engineer restarted main engine and carried on fishing. On the 13/11/2013 at 22:50 hours main engine again shutdown. Restarted. All good. 14/11/2013 shutdown 20:30 hours and 21:16 hours

engineer discovered a possible fault in vessels main engine fuel governor causing overspeed conditions. 15/11/2013 Multiple shut downs. After phone calls to shore management it was decided to return to Port Nelson for repairs. Return to Nelson at reduced speed and main engine load while using vessels auxiliary generator and reduced main engine r.p.m. Arrived in Nelson. At arrival governor was removed and sent to Auckland. It was serviced, bench tested. Refitted on board 18:00 21/11/2013 run up and load tested ok. 22/11/2013 10:00 engine run up tested again and overspeed trip checked.

12 November 2013 – 11:00

Equipment failure

Portland Cement Wharf, Northland

Vessel	
Vessel Category	Cargo
Length (m)	97.97
Tonnage (tons)	3,165

Narrative as reported

After Vessel was secured at berth without incident shore based electrician and chief engineer inspected electrical power unit for forward mooring winches and windlass. Equipment declared unserviceable. Lloyds surveyor, Whangarei and Auckland harbourmasters and MNZ advised. Intend sailing Portland to Auckland pm 13th Nov to allow repairs to be made.

13 November 2013 –

Foundered & Oil spill

Wyuna Bay Coromandel Harbour

Vessel	
Vessel Category	Recreational
Length (m)	11.00
Tonnage (tons)	n/a

Narrative as reported

Notification of a recreational vessel sinking in Wyuna Bay. The sinking resulted in an oil spill.

13 November 2013 – 10:00

Injury Only

Freshwater Basin, Milford Sound

Vessel	
Vessel Category	Tourism Activity
Length (m)	40.00
Tonnage (tons)	483

Narrative as reported

Late report due to internal reporting failing. On berthing in normal manner in normal conditions a crew members fingers were crushed between a fender post and guard rail stanchion. The crew member was working the fore-spring. The rubbing piece is pivoted off the base and able to move against a rubber shock absorber half way up - this has allowed it to travel right in and touch the opposing stanchion, trapping the crew member's fingers as she had her hand on top of the post. Photos of fittings available.

13 November 2013 – 16:15

Near miss/Close quarters

Russell Point, Bay of Islands, -35 15.47, 174 06.50

Vessel	
Vessel Category	Tourism Activity
Length (m)	17.82
Tonnage (tons)	44

Narrative as reported

Time 16:00 13 November 2013. The vessel had just began a 1 and three quarter hour school evening sail having just embarked 35 children and 12 adults from Russell wharf. The mainsail was hoisted and the fore sail had just been hoisted and the vessel was steaming at 6 knots to pass Russell Point and head into the open waters of the Bay of Islands. To get a sailing angle on the 12 knot northerly breeze. I was helming and 3 other crew were busy dealing with the children and the teachers all of whom were on deck. They were getting the children harnessed to climb the rig and coiling down the halyards. Throughout this time people were mainly congregated forward. I still considered I had reasonable visibility by standing on the aft seats and watching through the gaps in the crowd. At approx. 16:15 some children spotted dolphins and all of them rushed to the bows to watch. Probably 2 minutes after, one of the crew called out for me to go hard to starboard. This I did and placed the ship in neutral. A small tinny with 3 people passed down the portside of the RTT. As the RTT was turning hard to starboard its stern swung to port and brushed the stern quarter of the fishing tinny. Immediately having

passed I shouted to check on the welfare of the tinny. The reply was, “yes we are all okay but you owe us a pizza for that one”. As all seemed okay and the reply was jovial the vessel carried on with its voyage rebirthing at Russell at 17:45.

13 November 2013 – 21:30

Injury Only

East Cape, Wellington

Vessel	
Vessel Category	Fishing Vessel
Length (m)	29.26
Tonnage (tons)	227

Narrative as reported

Crew member cut his finger when trying to cut the wings off a skate. He held skate by the nose with one hand and tried to do a winging cut with knife. Sea conditions were very rough and his aim not good causing him to cut his own finger. When cutting skates they are to be laid flat on board and sliced through. Knife is not to be swung when heading gutting or winging of any fish.

14 November 2013 –

Flip/Overturn & Person overboard

200 metres of Paihia Wharf

Vessel	
Vessel Category	Unpowered Recreational
Length (m)	2.50
Tonnage (tons)	n/a

Narrative as reported

My understanding is that 3 people took only one double kayak out. All 3 decided to hop in the one kayak. After paddling for a few hundred metres they decided to land the kayak on Motumaire Island, and flagged down a boat to get them back to the main beach of Paihia.

14 November 2013 – 16:00

Grounding

Havelock Channel between beacons 9 and 6

Vessel	
Vessel Category	Aquaculture
Length (m)	25.08
Tonnage (tons)	107

Narrative as reported

While bringing a full load of mussels into Havelock on an extreme low tide, the vessel grounded between beacons 9 and 6.

14 November 2013 – 16:22

Near miss/Close quarters

In harbour, Russell Northland

Vessel	
Vessel Category	Recreational
Length (m)	11.00
Tonnage (tons)	n/a

Narrative as reported

Vessel had just left the Russell wharf when the other vessel approached from astern on the left side and failed to give way. The launch was travelling greater than 5knts although we were still within the 5knt zone. Vessel had to go full astern to miss the other vessel which passed across my bows within 5mtrs. The only apology I got was a finger and bottle of beer waved at me by one of the launch's passengers.

15 November 2013 –

Dragged anchor & Flooded

Taupo Point, Golden Bay, Tasman

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

Narrative as reported

Anchor went slack and got caught around rear ladder on the boat. This then caused waves to enter the rear of the boat resulting in excess water. The motor failed to start on demand and we began to bail while someone continued to start attempting to get the motor going. Fortunately, a passing boat tied to the front of us and towed us while we removed the water from inside the boat until the problem had subsided. The motor had started by this stage and we managed to get the boat started. Life jackets were also on board at easy access. We had phoned our parents and they were aware of our whereabouts and our situation.

17 November 2013 – 11:00

Contact, Propulsion failure & Electrical power failure

Lyttleton 2W - 3E Wharfs, Canterbury

Vessel	
Vessel Category	Dredger
Length (m)	58.28
Tonnage (tons)	1,056

Narrative as reported

The dredge was returning to berth "inner 2 west" at Lyttelton to undertake repairs to dredging equipment on Sunday 17th Nov at approx. 1025hrs. Fishing vessel was berthed at "outer 3 east" and the NZ navy vessel berthed at ' outer 2 west'(Lyttelton Berths). Whilst the gap between the vessels was fine for the normal manoeuvring of the dredge with the use of two Schottel drives and a bow thruster, an electric motor on the bow thruster failed as the dredge reversed between the two vessels into it's allocated berth. With the unexpected loss of the bow thruster propulsion, the bow of the dredge came into contact with the side of Fishing vessel (at approx. 1050hrs). The dredge suffered no damage but has left a scuff mark in the paint for a short distance along the port side of fishing vessels hull from the forward port shoulder. The mark made from the contact starts just aft of the stained water mark (see attached photos) on the side of the vessel and is parallel to the water level as this matches the deck height of the bow on the dredge. The other curved marks are not associated with this incident

and appear to be from tug fender tyres. Once the dredging equipment was repaired, a new electric motor for the bow thruster was also sourced and fitted. The dredge returned to work, departing the berth and steaming safely between the two above vessels at 1650hrs. I have contacted the fishing vessels NZ agent informing him of the incident and asking if any further action is required by the owner of the dredge.

18 November 2013 – 21:45

Near miss/Close quarters

Lyttelton Harbour, Canterbury

Vessel	
Vessel Category	General Cargo/Multi-purpose
Length (m)	185
Tonnage (tons)	18,391

Narrative as reported

Vessel approaching inner harbour. Tug's made fast forward and aft. Forward Tug unable to push bow to sufficiently clear the western (garbled...). Vessel stopped in the water forward Tug reversed and made fast again. When vessel in the inner harbour.

18 November 2013 – 23:15

Injury Only

Kings Wharf, Wellington

Vessel	
Vessel Category	General Cargo/Multi-purpose
Length (m)	185
Tonnage (tons)	18,391

Narrative as reported

Crew member was opening power operated sliding door. He became distracted talking to another crew member and did not remove his hand from the operating handle. His hand became jammed between door and frame as the door slid into its recess.

19 November 2013 – 14:50

Fatality

West Park Marina, Auckland

Vessel	
Vessel Category	Powered Barge
Length (m)	15.00
Tonnage (tons)	n/a

Narrative as reported

This report relates a fatality on the 19th of November 2013 at approximately 14:50 while working on a dredge in the West Park Marina. The deceased and his co-worker were working together dredging the West Park Marina. Each had their own dredge/excavator. The deceased anchored his dredge 20 metres (approx.) off the dock and requested his co-worker pick him up. This is normal practice. The co-worker parked his dredge alongside the deceased's dredge and him then jumped aboard. The normal process is for a passenger to stand up beside the door of the excavator or stand in the tray away from the excavator. The deceased who was talking on the phone at the time failed to do either and stood inside the swinging diameter of the back of the excavator which, when his co-worker swung his bucket around to move his dredge back to the dock, The deceased was stuck by excavator. His co-worker was unaware that the deceased was struck by the excavator until he observed the deceased lying face down in the tray. He was announced dead at the scene shortly afterwards.

20 November 2013 – 15:00

Collision

6nm North of Cape Rodney

Vessel	
Vessel Category	Bulk Carrier
Length (m)	169.37
Tonnage (tons)	17,023

Narrative as reported

There has been a reported collision between a Freighter and a small vessel 6nm North of Cape Rodney at approx. 1500 yesterday in position S36 01.2 E174 27.4.

20 November 2013 – 18:55

Near miss/Close quarters

Within 500m zone of Drill ship, Taranaki

Vessel	
Vessel Category	Special Purpose Ship
Length (m)	87.00
Tonnage (tons)	n/a

Narrative as reported

Coming in close proximity to Issue Motivated Group (IMG) and sailing vessel while making a DP approach to the Drill ship inside the 500m zone. Orders were given, on VHF channel 16, for a special purpose ship to make their way to the port side of the drill ship to carry out cargo operations. At 1835 the special purpose vessel was at the 500m zone in DP and had completed the Pre arrival, the 500m and the DP on location checklists. Permission was given by the Drill ship to enter the 500 and come along the port side. A sailing vessel at this time was motoring in and up wind and downwind pattern @ 100m off and parallel to the drill ship between the special purpose vessel and the drill ship. The special purpose vessel commenced moving at a steady 0.6 knots towards the drill ship. With 150m to go the sailing vessel approaching from astern, heaved to between the other two vessels on the special purpose vessel's Starboard quarter at a distance of @ 15m. The special purpose vessel still had a move being made to Starboard with the DP. At 1855 when the sailing vessel was @ 10m away the special purpose vessel made a 20m step ahead, while still in DP, to ensure avoiding a collision. Thruster wash gently pushed the sailing vessel to Starboard and the special purpose vessel stern cleared the bow of the sailing vessel; with the move ahead, avoiding a collision.

21 November 2013 – 08:10

Injury Only

Lyttelton Harbour, Canterbury

Vessel	
Vessel Category	FCFV
Length (m)	104.50
Tonnage (tons)	n/a

Narrative as reported

Serious harm on a fishing vessel in Lyttelton. Reports received that a coil of cable has fallen on someone and they have been taken to hospital. Subsequent notification received from fleet manager. The accident occurred on the trawl deck of a fishing vessel. A team of deck crew were transferring a

reel of wire across the trawl deck. The lifting strop on the reel of wire snapped and the reel fell, toppled over and rolled across the trawl deck. The injured crewman had tried to get out of the way but fell over and the reel of wire rolled over his right leg.

23 November 2013 – 10:00

Person overboard & Equipment failure

1.5nm SE of Goose Bay, Marlborough

Vessel	
Vessel Category	Tourism Activity
Length (m)	17.70
Tonnage (tons)	n/a

Narrative as reported

Passenger was leaning on handrail at stern of vessel while stationary viewing dolphins. Nylon screws securing handrail broke and passenger fell overboard. Crew raised alarm and threw a life ring to MOB. He made his way back to the boat supported by life ring. Wet clothing removed and wrapped in blankets and returned to port.

23 November 2013 – 19:30

Fire

Fish Bay, Kenepuru, Marlborough Sounds

Vessel	
Vessel Category	Aquaculture
Length (m)	23.80
Tonnage (tons)	n/a

Narrative as reported

Portable generator that was on the wheel house roof because the vessel generator had broken down) caught fire. Skipper went up onto the wheelhouse roof to turn the generator off after they had a cup of tea, the motor continued to black smoke after he turned it off, until it burst into flames, he then put the fire out with a fire extinguisher. After the fire the skipper found that the exhaust had come loose and had caught fire the insulation that was protecting the outer skin from getting too hot. Vessel then returned to port to unload the generator for repair.

24 November 2013 – 09:30

Injury Only

Mayor Island Tahua, Bay of Plenty

Vessel	
Vessel Category	Other Charter
Length (m)	11.89
Tonnage (tons)	n/a

Narrative as reported

The vessel was anchored in South East Bay, Mayor Island, with the stern facing the shore quite close in, with the stern in about 2 metres of water to allow unloading of freight and passengers into inflatable boats for taking ashore. After unloading, children from the island came back to the boat and started diving, jumping and swimming from the boat. After 10-15min of this, I was aware that there was a crowd standing around a young girl. I was told she had caught her finger in the dive ladder. I offered the boats first aid kit and particularly a finger splint and bandage but was told this was available ashore. The girl was taken ashore and I did not see her again. Shortly afterwards, the boat left South East Bay to move to the area of Honeymoon Bay to allow some passengers to dive for kina (sea urchin). After we had been in the position for some 30 minutes, I was aware of a helicopter approaching the island and it was suggested it would be there to pick up the girl. I was told some time after the incident that at the time there were several children to use the ladder at the same time, in a playful manner, as children do. Immediately prior to the incident there was lots of laughter and fun being had. Her finger was crushed between the dive ladder and the duck board.

26 November 2013 – 01:20

Injury Only

Tiwai Wharf, Bluff Harbour, Southland

Vessel	
Vessel Category	Bulk Carrier
Length (m)	180.00
Tonnage (tons)	17,940

Narrative as reported

Two Stevedores working on the Wharf at the Metal Loading platform situated opposite # 3 Hold on a bulk carrier reported feeling unwell and that there was a strong pitch smell coming from the vessel on the berth. These Stevedores were removed from site and required Medical treatment in Hospital.

27 November 2013 – 11:20

Near miss/Close quarters & Propulsion failure

Napier Port, Hawkes Bay

Vessel	
Vessel Category	Passenger
Length (m)	261.31
Tonnage (tons)	77,441

Narrative as reported

As per Pilot; Whilst berthing a cruise ship at Napier we aborted the manoeuvre when moving astern into berth pocket. This decision was made due to loss of one stern thruster and the starboard engine not giving an ahead response. This resulted in the stern of the cruise vessel passing in close proximity to a vessel berthed on Geddis wharf. Vessel departed without incident and control of starboard engine was regained.

As per skipper; Cruise ship was manoeuvring in Napier port, backing down into berth at No. 2 N/S (Higgins Wharf). The ship had swung bow-to-starboard on entering the port, and had started moving astern, with two tugs fast, one forward on port shoulder and one aft on port quarter, both using tug's lines. During the final stages of the swing, stern thruster No.3 was drawing a current overload and tripped out. This was considered not to be a problem with a tug secured, and stern thruster No.4 in operation. As the vessel closed in towards berth No. 2, the starboard engine failed to give an ahead response and to control the stern the aft tug was requested to give full power pushing onto the quarter. He was unable to do so because of the close proximity of two fishing vessels moored alongside berth No. 3E. The port engine of the cruise ship was used to give ahead power and combined with the port rudder to give thrust to starboard, assisted by the stern thruster. The starboard engine was used to give astern power to prevent the ship from moving ahead. This combination was sufficient to hold the stern steady, but without the additional assistance of the tug, it was decided that the berthing manoeuvre should be aborted. The vessel then moved ahead and stern opened to starboard as headway was gained, and the tug had room to manoeuvre and assist. During this stage of the manoeuvre the close quarters situation developed with the fishing boat moored at the northern end of berth No. 3E (Geddis). The starboard engine resumed correct control at this time. The vessel continued out of the port, and in consultation with the Pilots, it was decided to abort the call at Napier. Pilots subsequently disembarked and vessel proceeded on passage to next port, Wellington.

28 November 2013 – 12:44

Near miss/Close quarters

At sea, Northland, -34' 39.1, 133'31.2

Vessel	
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Vessel Category	Fishing vessel
Length (m)	18.50
Tonnage (tons)	n/a

Narrative as reported

Approaching from port side, altered course at last moment to pass close ahead. Within 50 m. another fishing vessel subsequently called on VHF explaining that "they were fixing something" and that our vessel could have gotten out of the way.

28 November 2013 – 21:15

Injury Only

Port of Nelson

Vessel	
Vessel Category	Tanker
Length (m)	175.96
Tonnage (tons)	n/a

Narrative as reported

Time of Incident 21:15. While tightening the cylinder head on No 5 Main engine unit, and fitting the exhaust transition piece, 2/E got scalded on his upper left thigh and left buttock by a jet of high pressure hot water. This happened when the serrated handle of the valve was accidentally bumped causing the valve to open and release a jet of hot water. I placed the 2/E into a cold bath to cool down the area. The Chief Officer assessed the burn and we both agreed that the 2/E be assessed by a trained medical professional. The C/O applied burn cream and loose dressing in order to prevent any further damage during transport to the local A&E at Nelson Hospital. The C/O then escorted the 2/E to the hospital. The area affected about 150mm by 150mm on the upper left thigh and approximately 100 x 100 on the buttock. The skin had blistered and in some areas the blisters had popped exposing the skin beneath. At the A&E department the 2/E was treated and assessed by the doctor on call. The areas were cleaned up and loose skin removed. Burn dressings were applied and the 2/E was given pain relief treatment. The 2/E was then discharged from the hospital by the Doctor and returned to the vessel.

29 November 2013 –

Collision & Propulsion failure

Picton, Marlborough

Vessel	
Vessel Category	Workboat
Length (m)	11.70
Tonnage (tons)	n/a

Narrative as reported

Minor incident where a jet unit failed on a reversing bucket which caused a skip to run into a wharf at Picton. Some railing was bent on another vessel.

30 November 2013 – 10:45

Injury Only

Inshore waters, Auckland

Vessel	
Vessel Category	Tourism Activity
Length (m)	18.10
Tonnage (tons)	n/a

Narrative as reported

Crew feeling unwell, sat down breathless and complained of blurred vision. Coastguard called and crew & support person taken off and to Marine Rescue Centre.

30 November 2013 – 15:10

Collision

Matauwahi Bay, Northland

Vessel	
Vessel Category	Recreational
Length (m)	n/a

Tonnage (tons)	n/a
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Narrative as reported

Operator of barge sped into a dinghy causing damage to dinghy.