



# Accident, incident, and mishap notification

September 2019





## **What's in this summary**

The following text summarises the notifications of accidents, incidents and mishaps that have been made to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and which have been recorded in our database in the last month (1-30 September 2019).

These summaries are provided for information purposes only, and are not intended to be, and should not be construed as, evidence of any determination by Maritime New Zealand as to accuracy, cause, or liability. For these reasons the information is not suitable for statistical or analytical purposes.

The summaries are not verbatim copies of the original notification. In constructing the summaries, consideration has been given to the reasons to withhold information provided in the Official Information Act. This may result in some information not being included.

If an accident, incident or mishap is notified to Maritime New Zealand more than once, it is only reflected once in the report.

## Injury Only

### Offshore, Wellington

Vessel information	
Type:	Ro-Ro Passenger ship
Category:	NZ Passenger (ISM)
Length (m):	>45
Tonnage (tons):	>500

During routine maintenance on a Main Engine. The Engineer had isolated the piece of equipment and began removing the injector. When injector was removed the pocket sleeve came with it and hot water from the cooling system came out and burned his lower leg and forearm. After the initial assessment it was decided that the ship was able to proceed to port where an ambulance would meet the ship. First aid was given on the ship.

## Grounding

### River, Northland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

The vessel ran aground on a mud bank. The vessel was not able to drive off the mud. Another vessel was requested to take the passengers to shore where they could be taken back to base via the road. The backup vessel arrived and passengers were taken to shore. All passengers were issued with life jackets. The procedure went without any incidents.

## Injury Only

### At berth, Bay of Plenty

Vessel information	
Type:	Bulk carrier
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

A crewman was found unconscious on a hatch platform. The alarm was raised and emergency rescue requested through the public address system. The rescuers responded immediately, took the SCBA set and proceed to victim's location. A rescuer went down inside wearing SCBA to check and administer the victim with first aid and put on breathing apparatus. Second rescuer also went down bringing EEB. They checked victim's pulse and breathing and it was confirmed positive but unconscious. Master advised the Chief Officer to coordinate with port facility/stevedores for help by sending shore rescuer and ambulance. Fire/shore rescuer arrived and assembled the pulley to lift up the victim from hold with ship's staff and rescuer assistance. The victim was lifted out and carried to the ambulance and taken to the hospital.

## Mooring line failure

### At berth, Waikato

Vessel information	
Type:	Workboat
Category:	NZ Non-Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

Mooring failure meaning the vessel drifted onto a mud bank. At high tide the vessel was able to drive off and back to wharf.

## Injury Only

### Inshore, Waikato

Vessel information	
Type:	Tender
Category:	Other Commercial
Length (m):	
Tonnage (tons):	

During an Inflatable Rescue Boat (IRB) training session operator was practising solo IRB driving. A swell 'jacked up' on them, so they went to the front of the boat to perform an emergency manoeuvre to prevent the boat from flipping, 'punching' through the wave, the impact of the wave against the boat caused the Drivers' shoulder to hit the front of the IRB and subsequently knock them out of the boat. Radio communication was used from shore to put another safety craft on standby, to respond and rescue the operator. The second training IRB was signalled for a return to shore so it could be used to recover the unmanned IRB. Once the operator was rescued and IRB returned to shore, an initial first aid assessment was carried out and it was determined that the operator had dislocated his shoulder. An ambulance was called and they advised that the operator should be transported to the medical centre.

## Propulsion failure

### Coastal, Marlborough

Vessel information	
Type:	Other fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

Vessel reported loss of power and required a tow as the problem could not be fixed. Skipper was happy to drift until the morning. A nearby vessel responded and offered to assist taking the vessel under tow back to port for repairs.

## Person Overboard

### River, Canterbury

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

A passenger decided to jump over board while viewing dolphins to swim with them.

## Injury Only

### Inshore, Wellington

Vessel information	
Type:	Trolling vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

While shooting cray pots a rope got wrapped around a crew members leg. The skipper raised the alarm and immediately put the vessel into reverse. The first mate grabbed the rope that was going out to slow the pot, and the crew member dropped to the ground and slipped the rope off their leg. The crew member received rope burn behind their knee but was able to continue work. The skipper checked in on the crew member later.

## Hit submerged object

### Inshore, Auckland

Vessel information	
Type:	Passenger Ferry
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

Vessel collided with a submerged item one nautical mile off shore. The item struck the starboard bow and affected the water plane. The object was visible after the collision. All voids were checked for water egress nothing was present. There were a few cracks in the paint work on bow stem. A risk assessment was carried out and the relevant people informed. Vessel returned to shore for inspection and repairs.

## Oil Spill

### At berth, Wellington

Vessel information	
Type:	Research vessel
Category:	NZ Non-Passenger (MOSS)
Length (m):	<45
Tonnage (tons):	<500

A vessel started taking on bunkers when an engineer noticed that the port number one tank gauge was showing a full level and stops proceedings. Bunding bag on port number one tank breather pipe had over flowed into the harbour. Spill soak mats were deployed around the bunding bag and surrounding deck area to contain residue. Harbourmaster informed Immediately. The Harbourmaster and vessel manager were on site within 20 mins of being informed. Most of the diesel dispersed quickly. All steps within the current SOP were adhered to. The bunding bag had 40 litres of fuel contained in it. This was later transferred to containers and removed from the vessel. The area was wiped clean using the soak mats and the empty bunding bag removed ashore for cleaning.



## Extreme vessel movement

### Inshore, Auckland

Vessel information	
Type:	Passenger Ferry
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

Vessel encountered heavy weather when exiting the channel. Vessel slowed. A number of passengers found the weather uncomfortable and have expressed concern. The crew were active in checking on passengers. The vessel sustained some minor damage when a number of shelves in the fridge collapsed and a gate was lifted from its hinges. The vessel was able to berth safely and returned to port without incident.

## Injury Only

### River, Canterbury

Vessel information	
Type:	Pleasure craft
Category:	Recreational
Length (m):	<6
Tonnage (tons):	

The steering wheel snapped off the steering shaft while the vessel was going downstream, resulting in the boat going into the cliff face at a high speed. The accelerator was stuck on full as it was attached to the steering wheel. The cable has snapped off. One passenger was knocked unconscious and the other suffered cuts, bruises and sprains. Another vessel was following and towed the crashed vessel to shore as it was not operable.

## Fire

### Beyond Offshore, Southland

Vessel information	
Type:	Other fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	>45
Tonnage (tons):	>500

A fire was spotted via CCTV on the bridge by the first mate. The fire was in the incinerator room. The cage next to the incinerator had caught fire. The crew extinguished the blaze using the fire hydrant hose.

## Propeller entangled

### Beyond Offshore, Wellington

Vessel information	
Type:	Paua diving vessel
Category:	NZ Fishing (MOSS)
Length (m):	<6
Tonnage (tons):	

A vessel went to shallow waters to drop off a diver into a dive. It turned to face out to see as the diver exited the vessel. After the diver was in the water it steamed out in a similar direction. As the vessel accelerated to move to a different location it made contact with a rock causing damage to the propeller and the shaft. The diver was called out. The auxiliary motor was used and the vessel heading back to port before getting a tow from another vessel.

## Injury Only

### At berth, Auckland

Vessel information	
Type:	Passenger Ferry
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

A deck hand slipped down some steps in wet conditions. They fell on their elbow causing their shoulder to dislocate. The deck hand relocated their shoulder. The crew provided first aid, iced the injury and contacted the duty manager. The deckhand has been taken to the hospital.

## Lifting/Cargo gear failure

### In harbour, Southland

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	<45
Tonnage (tons):	<500

The shore-based hiab was slewing an unloading cage onto the stern of the vessel when the hiab wire parted, and the cage dropped into the water, glancing the stern of the vessel. No one was injured. The crane operator notified WorkSafe who are investigating. The site was frozen.

## Equipment failure

### Inshore, Northland

Vessel information	
Type:	Tanker
Category:	NZ Cargo (ISM)
Length (m):	>45
Tonnage (tons):	>500

When passing buoys the steering system locked causing the ship to swing to port under pilotage. Port Outboard Steering Motor failure. Chief Engineer removed the inspection plugs on the magnetic clutch housing to find the clutch is not engaging and heat has been generated due to slipping. Vessel switched steering motors off and tried both port and starboard individually. Vessel steered on NFU mode clear of buoys and out of the channel. Decision was made by Master and Pilot to anchor the ship and proceed to berth in morning with two tugs and one steering motor. Vessel berthed without further incident.

## Injury Only

### Inshore, Southland

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	>45
Tonnage (tons):	>500

Seaman was stacking frozen cartons into the hold as the vessel was steaming. Vessel lurched in big seas and the crewmember standing on top of the stack felt it move. they jumped as the front layer of the stack fell clearing the fall but one carton hit their ankle.

## Equipment failure

### In harbour, Nelson

Vessel information	
Type:	Other fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

As the vessel was backing out of the marina an issue with the hydraulic pump inhibited oil supply to the gearbox. This caused the vessel to remain in reverse even after 'ahead' was applied. The power to the engine was cut and the anchor dropped. The problem was then fixed. Subsequently a new pump has been ordered.

## Equipment failure

### In harbour, Auckland

Vessel information	
Type:	Tugboat
Category:	NZ Non-Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

When tow wire shortened to disconnect and hip up to barge, the barge was down by the stern. Called harbor control to advise, notified office. Harbourmaster advised go to anchor at identified bay. Anchored and dump barge brought in to unload sand and pump out water. Resumed normal state and weighed anchor and headed. Causes noted water getting into aft void space in adverse weather.

# Capsize

## Inshore, Waikato

Vessel information	
Type:	Aquaculture vessel
Category:	NZ Non-Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

Skipper informed manager that they felt uncomfortable heading out in the dark and in poor weather conditions. The manager told the skipper to proceed. The skipper proceeded and headed out in the bad weather. The dinghy capsized while trying to board vessel throwing the skipper and deckhand into the water. Both were wearing life jackets. They managed to climb on board and notified shore. They were picked up by another vessel and taken to shore.

## Equipment failure

### In harbour, Auckland

Vessel information	
Type:	Pleasure Yacht
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

During initial set-up of a generator installation, where the connections had been incorrectly set up by the attending technician, a short circuit occurred as the alternator was excited. There was no physical harm.

## Person Overboard

### Inshore, Auckland

Vessel information	
Type:	Pleasure Yacht
Category:	Recreational
Length (m):	<24
Tonnage (tons):	

During a race a crew member was thrown overboard after letting the lazy sheet wrap around his forearm. The filling of the sail and angle of heel were enough to tug him over the lifelines into the water.

## Propulsion failure

### Inshore, Auckland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

The vessel was stopped to conduct scientific research which involves dropping a Secchi over the bow of the boat while at a complete stand still and then towing a plankton net behind the boat, trawling for zooplankton and microplastics. An abnormal sound was coming from the port engine and a loss of power when gear was engaged on both engines. Still no power after a few actions had been taken. Nothing of note was observed after the first mate was instructed however she did report a burning smell. The source of the smell was unclear. At this point the procedures had been followed and priority shore informed of the situation while starting the process of limping back to port on one engine. The senior captain of the situation was notified and then contacted Viaduct Control to arrange tenders to be on standby for helping with berthing. In summary, vessel suffered from what appears to be a gearbox failure.

# Capsize

## River, Southland

Vessel information	
Type:	Charter passenger vessel
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

A commercial charter vessel was capsized in strong winds off the mouth of a river. The vessel had seven people on board including the Skipper. A single mayday call was received by Maritime Radio on channels 65 and 16. Five vessels went to their assistance. All seven passengers were located clinging to the upturned hull. All persons were transported to the bay. Two were later flown to hospital with suspected hypothermia. The vessel was righted and towed to the wharf.

# Electrical power failure

## In harbour, Auckland

Vessel information	
Type:	Passenger Ferry
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

The maintenance engineer was in the engine space when he put one hand on the front panel of the generator to steady himself and felt a sharp jolt through his hands. The maintenance engineer climbed out of the void and notified the electrical team and his manager. The maintenance engineer was advised to go to the GP for a check up.



## Lifting/Cargo gear failure

### At berth, Otago

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	>45
Tonnage (tons):	>500

While unloading a hatch, the gang working heard the short spring line creak as it came under tension. They cleared the area as it continued and the line snapped. The line snapped where the line was tied on to the vessel.

## Lifting/Cargo gear failure

### At berth, Otago

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	>45
Tonnage (tons):	>500

Vessel was discharging full cargo. Brest line at foredeck went under tension and rested on edge of hull which cut the line and it separated. No crew were on the foredeck at the time of parting. Stevedores on the wharf at the position of hold number one were a considerable distance away.

## Propulsion failure

### Inshore, Southland

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	<45
Tonnage (tons):	<500

Vessel carried out pre departure checks before leaving port and joining the pilot vessel. While following the pilot vessel the engine shut down. The pilot was recommended to drop anchor which they did. It held without dragging. The vessel was then towed back to port where it docked under its own power.

## Propulsion failure

### At berth, Auckland

Vessel information	
Type:	General cargo/multi-purpose ship
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

On shifting vessel from berth to berth the main engine failed to start. Once pulled off the berth by tugs the vessel was able to be contained by the tugs until engine was started. The rest of the manoeuvre carried out without further incident.

## Log Handling

### At berth, Northland

Vessel information	
Type:	Bulk carrier
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

Log slipped out of heave landing on wharf. No personnel were close to the falling log. No injuries sustained.

## Dragged anchor

### Inshore, Auckland

Vessel information	
Type:	Charter fishing vessel
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

Vessel was anchored in calm conditions and passengers were taken to shore for a walk bar one who stayed on the vessel and rested. While on the walk the skipper noticed the vessel had drifted off shore. They ran to the shore and kayaked to the vessel. They managed to gain access to the vessel and get the vessel under control. The remaining passenger on the vessel has already contacted the coast guard who were in the process of determining the location and situation.

## Extreme vessel movement

### Inshore, Northland

Vessel information	
Type:	Fishing Dredger
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

The Fishery Patrol Vessel has launched. The intent was to conduct at sea inspection of fishing vessels inside the Harbour. A vessel entered the Harbour. It was agreed that it would be boarded and inspected to test its compliance with the Fisheries Act and its associated regulations. Vessel pulled up alongside the other vessels starboard side. Speed was matched. Officer stepped onto the other vessel. The inspection vessel pulled away. When collecting the officer after the inspection the vessels speed was matched speed before coming against the other vessel. Both vessels were rolling a little and were at different heights relative to each other but this was not unusual. Officer turned gently to starboard expecting to pull away. It was recognised that the vessel was being held. Officer tried to find what was holding it against the other vessel.

## Log Handling

### At berth, Bay of Plenty

Vessel information	
Type:	Bulk carrier
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

Whilst taking a lift of logs onto the vessel a piece of steel conduit fell from the crane to the wharf below. All stevedores were in their safe zone at the time and no injuries were sustained

## Collision

### At berth, West Coast

Vessel information	
Type:	
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

A vessel was being taken to the wharf for re-fuelling. There was a strong southerly wind blowing on to the stern of vessel. There was a large fishing vessel that was berthed just south of the fuel pump. The vessel was manoeuvred next to the berth. Prior to a line being attached, the wind caused the stern of the vessel to be blown away from the wharf. Whilst attempting to put vessel back alongside the berth the bow collided with the fendered pile of the wharf causing the front pontoon bag to deflate. The front rail above the bow fender was bent and split. The outer pontoon bag suffered some small tears. There was no damage to the hull.

## Injury Only

### At berth, Southland

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	>45
Tonnage (tons):	>500

Vessel was hauling at the time, during this procedure the anchor point/stopper hook, of where the otta board hook attaches, broke causing the main warp to be flung back and hit the thigh of one crewman and the wrist of another crewman. Both crew members were immediately taken below deck where a thorough inspection of the area of injury took place by the medical officer with no signs or indication by the injured crew members of any other injuries. Further monitoring to was completed with regular checks over the next 48 hours.

## Equipment failure

### At berth, Auckland

Vessel information	
Type:	Container ship
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

Prior to departure vessel engine was tested and operational, vessel came astern out of berth without incident. When engine order on bridge telegraph was put to dead slow ahead, the engine turned ahead with revolutions for half ahead. Engine control was given to the engine room and revolutions adjusted to requested settings via telephone. The vessel departed without further incident.

## Propulsion failure

### In harbour, Otago

Vessel information	
Type:	Container ship
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

The engine failed to operate ahead when Pilot ordered to arrest slight astern motion of ship. The control was the on port bridge wing and had previously operated satisfactorily ahead from this position earlier in the swinging manoeuvre. Pilot stopped tugs fendering on and gave both fore and aft tugs order to stretch their lines as far forward as possible, with appropriate power to try and arrest sternway. Meanwhile, ship's bridge team took control of engine back to wheelhouse and engine then operated ahead satisfactorily. No further issues with engine during the berth.

## Propulsion failure

### In harbour, Auckland

Vessel information	
Type:	Passenger Ferry
Category:	NZ Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	<500

After the vessel had left the pier it was noticed that the vessel's gear box pressure was different. Slowed vessel to investigate. It was found that the starboard gear box morse cable was broken. The engine was shut down and logistics informed. The ferry was taken back to maintenance berth slowly on one engine to seek further repairs.

## List

### In harbour, Taranaki

Vessel information	
Type:	Research vessel
Category:	NZ Non-Passenger (MOSS)
Length (m):	<24
Tonnage (tons):	

A vessel was undertaking a biosecurity survey which involved setting a series of baited traps around the port structures. When setting a trap the swell lifted the vessel up and slightly sideways onto a rubber buffer. The buffer was now at the height of the starboard window. The resulting pressure was sufficient to break the safety glass on the sliding windows. No one was injured. The trap deployment was aborted, the vessel moved to a sheltered wharf. The glass was cleaned up using safety eye ware and gloves, and all glass was retained on board for land.

## Near miss/close quarters

### River, Canterbury

Vessel information	
Type:	Recreational Kayak
Category:	Recreational
Length (m):	<24
Tonnage (tons):	

Vessel was lifting cray pots when another vessel passed by at a fast speed. It then drove head on at full speed towards the vessel before turning at the very last second closely avoiding a collision and jet washed the vessel with his jet unit. There were six people on board.

## Equipment failure

### Inshore, Tasman

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	>24
Tonnage (tons):	

Failure of turbo on main engine led to oil being forced into exhaust which became a potential fire hazard. main engine shut down and tow organised to port for repairs.



## Grounding

### In harbour, Otago

Vessel information	
Type:	Trawler
Category:	NZ Fishing (MOSS)
Length (m):	<24
Tonnage (tons):	

As the vessel was preparing to unload it's freight a strong gust of wind pushed the vessel onto a sandbar. Help was requested and the vessel was towed free. There was no damage or injuries sustained.

## Log Handling

### At berth, Gisborne

Vessel information	
Type:	Bulk carrier
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

A heave of logs were placed on deck on the port side, the operator was shifting logs off the top of the heave and placing them forward of the heave on the side deck. As the crane operator started pulling the wires out the digger operator placed the grapple on the heave on the starboard side of the heave to steady it, as the feral was being pulled through the heave the combination of the pressure of the grapple on the heave and the feral moving through the heave dislodged a log. The log rolled down the heave and slid between the stanchions and landed on the berth. All staff were in there safe zones. The scene was frozen until cleared by the regional manager.

## Dragged anchor

### At berth, Southland

Vessel information	
Type:	Passenger Ferry
Category:	NZ Passenger (MOSS)
Length (m):	<45
Tonnage (tons):	<500

Vessel had been anchored overnight, on weighing the anchor there were no flukes on anchor.

## Medical Event

### At berth, Marlborough

Vessel information	
Type:	General cargo/multi-purpose ship
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

A digger driver entered an access hatch to enter a hatch, having got down to the third level found it blocked and returned to deck level. They reported to the Foreman that there was a lack of air down there and found it hard to breathe so rested for a bit off the vessel. Given this and the identification of the narrowness of the access ways from that point all digger drivers were caged in and out of the hatches. An event report was completed. The supervisor rang to check on his welfare. The driver was later taken to hospital for a check-up.

## List

### At berth, Southland

Vessel information	
Type:	Bulk carrier
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

Vessel was inbound when it deviated slightly from its passage. Tugs were used to line the vessel back up. At no time did the vessel leave the main channel or was at any risk of grounding.

### Offshore, Taranaki

Vessel information	
Type:	Offshore service vessel
Category:	Foreign SOLAS (ISM)
Length (m):	>45
Tonnage (tons):	>500

Lifebuoy was lost overboard off the main deck during storm force conditions when the vessel was on passage overnight.

## Contact

### At berth, Nelson

Vessel information	
Type:	Dredger
Category:	NZ Fishing (MOSS)
Length (m):	>45
Tonnage (tons):	>500

During dredging operations a beacon was broken off when contact was made with it by the drag arm. The vessel backed away to the northeast before making headway to the east of the beacon. Dive services who were in the area arrived shortly after contact and attached a floating container to the beacon. The Harbourmaster was contacted by the vessel a few minutes later via VHF and remedial action was discussed.

## Collision

### At berth, Auckland

Vessel information	
Type:	Passenger/Vehicle Ferry
Category:	NZ Passenger (MOSS)
Length (m):	<45
Tonnage (tons):	<500

Vessel suffered considerable infrastructure damage due to hard contact with another vessel. The damage compromised the structure and needed repairing to the original state.

## Capsize

### Inshore, West Coast

Vessel information	
Type:	Workboat
Category:	Other Commercial
Length (m):	
Tonnage (tons):	

While vessel was assisting the search for a missing child the vessel capsized. The conditions were rough and changeable catching the operator out. The driver and crew were all safe, vessel righted and surfed back to shore. No injuries sustained.

## Equipment failure

### In harbour, Wellington

Vessel information	
Type:	Ro-Ro Passenger ship
Category:	NZ Passenger (ISM)
Length (m):	>45
Tonnage (tons):	>500

During drill the davit for the fast rescue craft did not function. The vessel was placed under restrictions until the problem is solved.