



Accident, incident
and mishap reporting
Monthly summary
October 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, 31 October 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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25 September 2013 –

Contact

In harbour Tairua, Waikato

Vessel	
Vessel Category	Fishing Vessel
Length (m)	14.52
Tonnage (tons)	25

Narrative as reported

Vessel dragged moorings touched port bow & port stern cosmetic damage to paint only notified by resident at 6:45 am 25/09/2013. Crew removed vessel at 7:15 to safe location at wharf.

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.

27 September 2013 – 05:40

Propulsion failure

Napier Port turning basin

Vessel	
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Vessel Category	Container Ship
Length (m)	246
Tonnage (tons)	39,906

Narrative as reported

Whilst vessel was departing Napier Port the engines failed to fire ahead to arrest vessels stern movement across the Harbour. Vessels movement was brought under control using Tugs. This event was further to an engine failure in Port of Auckland prior to arriving in Napier..

29 September 2013 – 13:30

Equipment failure

Off Eskdale, Hawkes Bay

Vessel	
Vessel Category	Pleasure Yacht
Length (m)	6
Tonnage (tons)	n/a

Narrative as reported

On beam reach, 12-15 kits wind, approx. 15 dig heel. Hit by severe gust, loud bang from rigging, mast snapped above spreaders, fell into sea. Mast and all rigging retrieved - no debris left in water - lashed to deck, motored back to harbour.

1 October 2013 – 15:00

Contact

4 riverview road Panmure Auckland

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

Narrative as reported

Sometime between Tuesday 1st Oct and Sun 6th Oct someone crashed into the gangway between our wooden wharf and floating pontoon and pushed the gangway off its runners by 2ft and its now hanging over the edge of the pontoon and with each up and down of the tide it sliding closer to falling into the Tamaki River.

1 October 2013 – 16:15

Contact

Viaduct marina, Auckland

Vessel	
Vessel Category	Passenger
Length (m)	16.40
Tonnage (tons)	n/a

Narrative as reported

We failed to remember to remove a line off the port bow of our vessel that I had kindly allowed the owner of another vessel to put in place and connect to his STB bow to prevent the wind from blowing his boat onto the dock. We proceeded out of our berth, wind was 20kts from the SW. blowing us toward him. By the time I had the line off we were on his bowsprit amidships at a 45 degree angle. Before the brief and light contact was made I boarded his bowsprit to help minimize the contact, I was able to fend off our boat and safely without damage the skipper manoeuvred our vessel clear of the other vessel. We were at that time on our way to get fuel. 40 minutes later we returned and apologised to the owner. We offered to pay for any damages that may have happened at that time, 2 days later we were notified by the owner of the other vessel that there was no damage to his vessel. The owner of the other vessel was on board his vessel throughout the unfortunate incident.

3 October 2013 – 16:08

Collision

B-Jetty, Lyttleton Harbour

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

Narrative as reported

16:00 Vessel departed harbour wharf towards B-Jetty in Lyttelton with 13pax on board. 16:08 - the vessel arrived at B-Jetty and was secured to the wharf using a spring line on the Starboard side. The helm was turned full port and the Starboard engine was left in gear to provide a stable platform for the disembarking passengers. The skipper moved towards the back of the vessel to open the Starboard boarding gate. As the skipper opened the gate, the vessel lurched backwards without warning. He promptly shut the gate again and looked up to see that a passenger had put the Starboard engine into full astern. As quickly as possible the skipper made his way forward towards the helm to regain control. During this time, the vessel travelled backwards and jerked as the spring line pulled tight. The port stern of the vessel made contact with a Steam Tug at berth in No.2 Wharf. Once the skipper regained control he was able to bring the vessel alongside the jetty and a passenger waiting for the next sailing picked up the rope to help. It then became apparent that there was no bollard to attach this spring line to. The waiting passengers then assisted securing the vessel to the jetty to allow the passengers on board to disembark. The skipper then checked on the passengers and none indicated any injuries although in his view -most were in some form of shock from the event. The skipper was then able to talk to the passengers involved in adjusting the throttle.

4 October 2013 – 14:00

Injury Only

Kaituna River, Bay of Plenty

Vessel	
Vessel Category	SOP Raft - Adventure
Length (m)	n/a
Tonnage (tons)	n/a

Narrative as reported

One passenger hit face as the raft went over the waterfall. Minor bruising on face. No further medical attention required. Taken to hospital as a precautionary measure.

5 October 2013 – 12:30

Collision

Rakino Channel around "breaks", Auckland

Vessel	
Vessel Category	Power boat / Jet boat
Length (m)	4.85

Tonnage (tons)	n/a
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Narrative as reported

We were anchored and fishing and we were looking the opposite way to the another vessel. We had seen them pulling in a long line and they seemed to be drifting around 50 meters away. When my son turned around the other vessel was about to hit us. We both yelled out several times but a collision occurred. We kept yelling and the other vessel stopped. We pushed clear and she reversed as well. The other vessel appeared to be putting out the long line again and was only idling at the time.

6 October 2013 – 07:20

Fire

Offshore waters, Otago

Vessel	
Vessel Category	Fishing Vessel
Length (m)	12.19
Tonnage (tons)	n/a

Narrative as reported

Fire alarm sounded, crew sent to investigate, fire found in cabin bottom bunk mattress and drawer directly under bunk fire extinguisher, no further hot spots, investigated, caused and found mp3 player had exploded in drawer, catching clothing on fire. MP3 player malfunction even though had no power source connected at time, stored in combustible area. Crew notified of the dangers of confined spaces and electronic equipment. How easy a fire can start and get out of hand if not responded to immediately.

6 October 2013 – 13:00

Near Miss / Close Quarters

Off Rakino/Motutapu Island, Auckland

Vessel	
Vessel Category	Container Ship
Length (m)	207
Tonnage (tons)	25,407

Narrative as reported

Large container vessel very very nearly ran us down whilst we were at anchor fishing. despite waving frantically and not being able to start the motor (flooded petrol line) to lift anchor & move much distance out of the container ships way. Vessel coming into Auckland miles away from the recognized shipping lane.

7 October 2013 – 14:30

Injury Only

Tutea Waterfall, Kaituna River, Okere Falls Rotorua

Vessel	
Vessel Category	Tourism Activity
Length (m)	4.40
Tonnage (tons)	n/a

Narrative as reported

The customer did not "get down" properly with his chin not tucked into his chest. This meant when the raft made impact with the bottom of the waterfall it flung forward and hit his face on the helmet of the person in front of him. Splitting his lip.

7 October 2013 – 15:15

Flip/Overturn

Acacia Bay South, Lake Taupo

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

Narrative as reported

At 15.15 we were heading into Acacia Bay South for a tea break. About 300 metres from the boat ramp I spotted two adults clinging to an upturned Dinghy. The wind was 10-15 knots SW, One person was waving and calling out for help, the other was quiet, they said they had been in the water for 10 minutes, Lake Temperature is about 12 degrees, they were drifting away from shore. I manoeuvred close to them and my crew (my wife) took the helm, I pulled both adults on board, they were wearing life jackets but had no means of signalling their distress. Both persons were checked for hypothermia

and injuries and appeared to be unhurt, air temperature was 18-21 degrees. We managed to attach a line to their small dinghy having established that it had buoyancy. Whilst picking up the occupants we drifted a further 100 metres in a North Easterly direction. The occupants and the Optimist dinghy were brought ashore at the Acacia Bay boat ramp where their parents awaited.

7 October 2013 – 19:30

Propulsion failure

3nm NW of Cape Farewell

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

Narrative as reported

At 1930hrs a Reduce Pitch alarm for the Stbd engine activated on the bridge panel. The Chief Officer immediately reduced the telegraph from pitch 10 to pitch 5, and called the Master. The Chief Engineer (on duty) responded in the engine room, and found the number 3 unit exhaust gas temperatures at 550*. He called the bridge, and requested the telegraph moved to zero. Once the telegraph was stopped, the Starboard engine was declutched, and pitch was slowly increased to 5 on the Port engine. The cause of the problem is a suspected blown exhaust valve on the number 3 unit. DPA informed, and vessel proceeding to Nelson for repairs.

7 October 2013 – 21:40

Near miss / Close quarters

Tasman Bay, 41 02.60, 173 07.49

Vessel	
Vessel Category	Fishing Vessel
Length (m)	12.19
Tonnage (tons)	n/a

Narrative as reported

Boat is still at sea, will get skipper to do diagram. Vessel was trawling at the time showing all navigational lights as required, was watching ship coming on radar and visual was coming in fast and no change of course, we got our large spot light and started shining towards the sip but still no change

of course. We took evasive action and had to stop dead in the water to avoid being run down. The ship was approx. 50 yards from us.

8 October 2013 – 16:00

Propulsion failure

Ruapuke Island, Southland

Vessel	
Vessel Category	Cray/Rock Lobster
Length (m)	14.23
Tonnage (tons)	28

Narrative as reported

Report as per owner of the vessel: Lifting Cray pots, went into gear but propulsion failed. Able to call up vessel in visible range and organize a tow back to Bluff.

9 October 2013 –

Propulsion failure

Inshore waters, Auckland, -36° 39.11', 174° 51.42'

Vessel	
Vessel Category	FPSO
Length (m)	241
Tonnage (tons)	71,142

Narrative as reported

Whilst underway to fishing grounds, the skipper of the fishing vessel became aware of a reduction in main engine power. There was excessive smoke issuing from engine room. The engine was immediately stopped and the vessel was towed back to port.

9 October 2013 – 07:15

Collision

Whangaruru Harbour, 35° 22.949S, 174°32.765E

Vessel	
Vessel Category	Fishing Vessel
Length (m)	11
Tonnage (tons)	n/a

Narrative as reported

As per captain of the vessel; I set course for fishing grounds left the wheel to go to the toilet and didn't properly check and didn't put crew on watch. Within 3 minutes I hit the fizz boat. Not properly checking my course and not telling crew to go on watch. I will always properly check my look out and always put crew on watch. I've learned that not doing those checks and not putting crew on watch can end in disaster.

10 October 2013 –

Collision

The Whata, Port Craig

Vessel	
Vessel Category	Fishing Vessel
Length (m)	15.16
Tonnage (tons)	n/a

Narrative as reported

Reported as per skipper of Vessel 1: While at anchor at "The Whata, Port Craig". Vessel 2 approached on Vessel 1's starboard side to collect a craypot off Vessel 1's starboard stern. Whilst doing so he ran into us midship, pushing our handrail through the wheelhouse window. Also activating the EPIRB. In the opinion of the Vessel 1's skipper the accident was caused by no forethought from skipper of Vessel 2 If he had approached the stern of Vessel 1 where the pot was the wind would have blown him clear.

10 October 2013 – 08:30

Flooded

Lake Karapiro, Waikato

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

Narrative as reported

The rowing skiff had turned to cross to the other side of the lake. As they were perpendicular to the bank, a wake boarding jet boat went past at speed parallel to the bank. (perpendicular to the stern of the rowing skiff). Due to the angles of the wake created and the rowing boat, the waves very quickly filled the rowing skiff and sunk the boat below the water line. The coach (myself) was nearby and witnessed as it was filled with water. Myself and another rowing coach boat were quickly able to recover the girls from the rowing skiff and transport them to shore in our dinghies, while wearing PFD's we had in our safety kits.

10 October 2013 – 16:00

Fatality

Elizabeth reef, 2.5nm North of Matapouri

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

Narrative as reported

Notification of an accident that resulted in a fatality. Two men set out to sail near Elizabeth reef north of Matapouri Bay. They were on a red and white Hobie Cat. The vessel got into difficulties when it capsized. In the attempt to right the boat the deceased suffered a head injury. He died as a result of his injuries. His companion had to swim several miles to shore to raise the alarm.

10 October 2013 – 22:43

Fire

Offshore waters in Puysegur Foveaux sea areas, 49° 10.7S, 167°19.4E

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

Narrative as reported

Account as per skipper: 2243hrs fire alarm activated – deck crew & engine room notified fire was found in store cupboard crew companionway on trawl deck level. Flames & heavy smoke. Appears on fire was vacuum cleaner and rolls of toilet paper on floor near cupboard doorway, cleaning products also stowed. 2245hrs BA fire party inbound/hose parties entered with extinguishers 7 hoses, contained fire, removed cause of fire. Positioned vessel so as to vent smoke. 2300hrs All crew head counted – fire out- maintaining fire watch and briefed. 2320hrs Hauled trawl gear, heading to Bluff.

11 October 2013 – 10:20

Injury Only

CentrePort Wellington TCW1

Vessel	
Vessel Category	Container Ship
Length (m)	260
Tonnage (tons)	39,906

Narrative as reported

Injured person started work at 0900hrs Fri 11 October 2013. Injured person was guiding a spreader into the ships guides on a container ship. The spreader needed to go north. As the spreader came down he put his hand out on the container. The container clipped the side of the guide causing the spreader gap to close jamming his fingers of his left hand. The injured person was treated on site while an ambulance was called. The injured person was transferred to Hutt Hospital where he has had x-rays and is due for surgery to clean up the fingers.

11 October 2013 – 11:20

Contact & Injury

41° 17'S, 174° 00'E, Marlborough

Vessel	
Vessel Category	Passenger
Length (m)	9.84
Tonnage (tons)	n/a

Narrative as reported

Report as per skipper of vessel: Returning on a scheduled run and approaching for a routine berthing at our town berth, 11 P.O.B. some seated and some standing. Upon approach to the berth I check for clear passage. Through wheelhouse door for access to breast line to secure the vessel to the wharf, all was clear. I continued to manoeuvre and stop the vessel to rest against the stanchions at the berth. At that point I left the helm to secure the breast line, as I was securing the vessel, one passenger had moved and was returning from the rear of the deck and she had advised me that she had crushed her fingers between the belting on the vessel and the stanchion. I administered 1st Aid and called emergency services and continued first aid treatment until emergency services arrived.

11 October 2013 – 12:45

Foundering

Dusky Sound, 45° 44S, 166° 30E

Vessel	
Vessel Category	Fishing Vessel
Length (m)	12.04
Tonnage (tons)	81

Narrative as reported

Account as per skipper of vessel: Approx. 1245hrs October 11th 2013. Working rock lobster pots in the vicinity of Petrel islands, Dusky sounds, Fiordland. My vessel heavily struck a rock. I checked to see if my crewman was ok, he was, the bilge alarm was going off. Entering engine room I found water coming in fast, I started mechanical pumps, electric pumps were already going. It became apparent quickly that pumps were not keeping up. Water was backfilling into fish hold. I readied life raft, dinghy & outboard. We donned our lifejackets. Water level rose above the engine and it stopped. I grabbed epirb and abandoned ship and made from shore. Once safe ashore I called for a helicopter we are safe and sound but very shaken.

13 October 2013 – 07:15

Extreme vessel movement & Injury

Coromandel Wharf

Vessel	
Vessel Category	Trawler
Length (m)	17.13
Tonnage (tons)	64

Narrative as reported

Crew member was shovelling ice; shovel slipped and hit the crew member in the face, resulting in front teeth being lost.

13 October 2013 – 14:00

Propulsion failure

Container Terminal, Auckland

Vessel	
Vessel Category	Container Ship
Length (m)	212.50
Tonnage (tons)	35,878

Narrative as reported

Report from Pilot: Upon departure of the vessel the main engine failed to fire ahead, this required that the vessel was re berthed at a different berth whilst the fault was rectified and the vessels sailed without further note 3 hours later.

14 October 2013 – 09:00

Grounding

Motuketekete Island

Vessel	
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Vessel Category	Passenger
Length (m)	11.63
Tonnage (tons)	n/a

Narrative as reported

Narrative as per the skipper: Motoring Eastwards on the north side of Motuketekete Island and struck a submerged rock. The tide was falling so we secured the vessel by two anchors to minimize damage. We refloated the vessel about 5pm and motor sailed back to Auckland.

14 October 2013 – 20:45

Injury Only

Auckland 1C

Vessel	
Vessel Category	Passenger Ferry
Length (m)	32
Tonnage (tons)	172

Narrative as reported

Passenger tripped and fell on stairway during boarding. Grazes and bruising reported immediately after incident and treated aboard, in follow up passenger has recently reported attending doctor for concussion. This information and investigation has determined this may be a serious harm incident and therefore is being reported. Investigation has determined stair edging and hand rail are in good repair, vessel was berthed at time of incident with little movement. Passenger has been difficult to contact and maintain dialogue with; they seem nonplussed by the incident.

17 October 2013 – 13:00

Person overboard

Port Fitzroy

Vessel	
Vessel Category	Other Charter
Length (m)	11.20

Tonnage (tons)	n/a
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Narrative as reported

Elderly passenger approaching vessel on sloping ramp from wharf to pontoon lost footing. Tour guide assisting passengers attempted to restrain passenger from falling but lost balance. Both persons fell into shallow water between wharf and pontoon.

17 October 2013 – 15:00

Unsafe operation

Paraparaumu Beach

Vessel	
Vessel Category	Passenger
Length (m)	8.27
Tonnage (tons)	n/a

Narrative as reported

Vessel was coming back from Kapiti Island in gale conditions with passengers onboard and appeared to lose control of vessel in the surf trying to gain entry onto trailer, tractor eventually became stuck and passengers were forced to enter surf and make way to shore , This started at 1500 and continued past 1800 hrs, This on a day with a gale warning issued and with another ferry company had cancelled trips because of weather forecast .No request from skipper for coast guard assistance was received which was poor judgement due to conditions and passengers having to abandon vessel , unsure if injury but all wet.

17 October 2013 – 19:00

Fire

Tamaki River

Vessel	
Vessel Category	Passenger Ferry
Length (m)	20.00
Tonnage (tons)	n/a

Narrative as reported

Just past 1a entering Tamaki River alerted that smoke was coming from Pt exhaust, deckhand investigated and engine was shut down, all vents closed. Passengers were moved away from area. Vessel continued to wharf and disembarked all passengers. Crew investigated and found small amount of smoke still coming from exhaust, fire hose set up boundary cooling started and co2 extinguisher discharged into space. Fire brigade arrived and assisted to investigate further. Upon removal of inspection panels around funnel area, found exhaust line had come apart and exhaust gas had escaped into lagging causing smouldering of lagging in funnel case. Once smouldering lagging was cooled vessel returned to Auckland on one engine for repair.

18 October 2013 – 08:00

Collision

35 51.185, 174 31.349, Northland

Vessel	
Vessel Category	Recreational
Length (m)	6.10
Tonnage (tons)	n/a

Narrative as reported

Refer track. Proceeding SSE at approx 23 knots with 1 POB. Hit just forward of amidships on the Port side by other craft. Knocked off seat. Recovered and looked back to see other boat stationary. Went back to ascertain if both were okay. Had broken throttle control, sore wrist and bent bowsprit. Other skipper said they have been monitoring another vessel. Took under tow and returned to the point of departure at gravel ramp at Urquhart's Bay. Confirmed okay, asked to swap details but other part said no need. Did not press issue as thought there was only minor damage to my boat. On returning to Parua ramp, determined that there was more damage than expected.

19 October 2013 – 12:20

Incident

Pakawau Beachpark, Golden Bay

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

Narrative as reported

Report about an incident at Pakawau, local resident rescued a son and father from being blown out to sea. The resident noticed a father in a panic outside his house. The father and son had been staying in local Beachpark. They had been provided with a kayak by the camp but no life jackets. The son had been sitting on the kayak 10-15 feet off the beach in the water. The wind began to take the son out to sea. The father tried to swim out to the son but was unable to reach him. The father returned to the camp in a panic and took another kayak to attempt to reach his son. The resident had noticed this from his house and went to aid the father. He took a Canadian kayak and 3 lifejackets. By this time the son had been blown 3/4 of a kilometer out to sea. The local resident retrieved the man's son and brought him back in the Canadian kayak. All three made it back to shore. There were no injuries.

20 October 2013 – 12:00

Contact

Near Oneroa, Waiheke Island

Vessel	
Vessel Category	Recreational
Length (m)	3.85
Tonnage (tons)	n/a

Narrative as reported

Vessel was motorised with no sails up. Skipper was looking back listening to loud music. We were anchored fishing. We were watching the yacht coming toward us and we shouted but could not get the Yacht skipper to hear. Yacht then struck us in the stern, and as she sat much higher than us, the yacht anchor (sitting on the bow sprit) narrowly missed me and ripped off our canopy, as well we incurred several dings to our craft. Both of us were extremely shaken and in shock in addition my co owner received bruising to her left leg.

20 October 2013 – 15:00

Collision

Sulphur Point, Marina slipway, Tauranga

Vessel	
Vessel Category	Fishing Vessel
Length (m)	11.70
Tonnage (tons)	15

Narrative as reported

Vessel back in water after 4 year survey. Did compass adjustment trip. Then refuelled and returned to no1. work berth. Went to tie off forward but could not get rope around pole. Placed vessel in scan and could not set in reverse. Went forward about a boat length and hit a catamaran in no. 2 berth. No damage to my vessel but catamaran sustained damage to it and it's dinghy. Two crew on cat working on its mast. No injuries. Failure of fitting and reaction time to turn off engine contributed to the accident. Impact would still have happened as once in gear the vessel moves forward quickly. Fitting must have been pushed slightly out of keepen bracket and (after failed) while pulling shaft.

20 October 2013 – 15:30

Capsize

Hokianga Harbour, Northland

Vessel	
Vessel Category	Passenger/Vehicular Ferry
Length (m)	33
Tonnage (tons)	n/a

Narrative as reported

3 dinghys capsized and the nearby ferry attended and rescued 2 sailors. Another sailor was rescued by others.

21 October 2013 – 08:00

Foundered

Purau Bay, Lyttleton Harbour

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

Narrative as reported

Received notification of Foundering of a vessel that resulted in an oil spill. The oil spill was the result of a vessel sinking on its moorings. 100-200 litres on marine diesel spilt as a result of the sinking.

21 October 2013 – 19:00

Contact

Lyttleton Port

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

Narrative as reported

While a fishing vessel was being brought alongside the No 2 West wharf in Lyttelton the vessel impacted the wharf. The vessel was under the control of a port pilot and two tugs.

23 October 2013 – 08:00

Near miss/Close quarters

North of Tutukaka

Vessel	
Vessel Category	Recreational
Length (m)	14.50
Tonnage (tons)	n/a

Narrative as reported

Notification sent of 2 events. 1st event at approx. 0800hrs. Yacht was motorsailing at 6kts. A large training vessel was motorsailing and overtook us within 50m to windward, then it crossed our path directly ahead of us approx. 30m away. The training vessel slowed down & altered course back in front of the yacht. When hailed by the yacht the training vessel crew asked "Where are you going?" The training vessel skipper shrugged and said "I don't know, I've got no engine." Apparently their engine had failed; eventually they got it going again. The yacht immediately altered course to port to pass astern of training vessel. Extremely poor example of seaman ship especially on a training ship. No attempt was made by the training vessel to communicate the problem or apologise for their sudden alteration of course and speed which put them immediately in front of us. If the training vessel had passed at a safe distance and not cut in front of the yacht there would not have been a problem with his engine failure. Although the eventual onus was on us to keep clear the training vessel put himself in a difficult position by almost stopping immediately in front of us.

2nd Incident 1000hrs. The training vessel motorsailing overtook yacht to windward, training vessel less than 50m away. No action to avoid the yacht. Wind now 11 to 15, Yacht sailing at 8 - 8.5kts. Both vessels were on starb'd tack. The yacht altered course to port, the training vessel kept bearing down

on the yacht. The training vessel did not respond to the yacht's call on VHF channel 16. Total disregard to rules of the road, extremely stressful to have a training vessel bearing down on your yacht. Very poor example of seamanship on a training vessel. No other boats, shore line or other obstruction around. The training vessel could have born away and passed the yacht safely to leeward. After the training vessel passed the yacht they did bear away and altered course towards the Hen and Chicken islands. This incident took place between Elizabeth reef and Tutukaka. The yacht was heading for Marsden Cove marina and I assume the training vessel was heading for Auckland. My wife and I have been sailing together for over 40 years in many different parts of the world, we have just returned from the Pacific and it is disappointing to be intimidated by such an arrogant display by the master of a sail training vessel, we estimate there were 12 crew on board the training vessel. If required we have most of the second incident on video. Although I don't normally react in such a way I feel that I have to report this incident in view of the type of vessel involved.

23 October 2013 – 15:45

Near miss/Close quarters

Leaving Rangitoto before Devonport.

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

Narrative as reported

Account from passenger; The ferry crossed a boat wake causing the unsecured gangway to slide across the deck just missing an 8 year old child , reported to crew member to secure gangway , did nothing. Had it hit the girl serious injury was likely, had someone been standing on it again injury was likely to occur. Gangway on the crossing to Rangitoto was also unsecured.

24 October 2013 – 22:15

Hit submerged object

Opuia Marina

Vessel	
Vessel Category	Passenger/Vehicular ferry
Length (m)	33.02
Tonnage (tons)	n/a

Narrative as reported

At the end of its scheduled service for the night the vessel entered into its standard night berth within the Opuia Marina. Approx 5m out of its final stopped position it caught a berthing line around its prop from an adjacent berth stalling the engine. The berthing line from the adjacent berth had not been stowed properly. Due to the momentum and weight of the vessel the pile that the berthing line was attached to broke. Commercial divers were called and the line and pile were removed. No damage was found to the vessel and the vessel has returned to full operation the following day. Marina management have been notified of the incident.

25 October 2013 – 11:00

Collision

Rangitoto Light, Auckland

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

Narrative as reported

Yacht sailing hard on the wind heading north after the start of the Coastal Classic. Another vessel sailing south down wind was on course to pass between yacht and another boat sailing the Coastal. The yacht was lined up to pass port to port with the other vessel which altered course to cause collision about 5 seconds before we hit.

25 October 2013 – 11:50

Injury Only

Off Roberton Island, Bay of Islands (NZ 5125)

Vessel	
Vessel Category	Tourism Activity
Length (m)	23.38
Tonnage (tons)	n/a

Narrative as reported

Passenger was moving from the main cabin to the back deck to use the toilet. As she went through the doorway she tripped on the weather sill at the bottom of the door and fell injuring her knee. Shore

management was called and vessel was met by Ambulance at Waitangi as per standard maritime medical emergencies for the area. Passenger was then transferred to Kawakawa hospital. This report is notification on delegated authority from the owner of the vessel and the master of the vessel.

27 October 2013 – 14:00

Injury Only

Windy Point, Southland

Vessel	
Vessel Category	Passenger Ferry
Length (m)	34
Tonnage (tons)	582

Narrative as reported

Report of an injury. A passenger was walking on the bow of the vessel at Windy point, Milford Sound. Wind blew a passenger off their feet. The passenger landed on their knee bruising and cutting it.

29 October 2013 – 11:20

Person overboard

No.8 Berth Gisborne Port

Vessel	
Vessel Category	Bulk Carrier
Length (m)	172.00
Tonnage (tons)	21,168

Narrative as reported

As reported by Agent; Crewman was part of a lashing crew completing lashing on Deck No2. He was pulling bolding wire up from ships side and slipped on log and fell into Harbour. Crewman was wearing shoe log spikes at time of incident. He was rescued by Port Tug which was working nearby. Ships Crew were on immediate standby for rescue as per ships operational procedure. On checking the Crewman was found to be uninjured.

Event as per trainee pilot ; as the tug Titirangi was coming back into the harbour, I saw a crew member from the Loch Melfort come flying down from the log stacks. The tug was manoeuvred to immediately to assist the crew member in the water. A lifebuoy was launched and the crew member recovered on board the tug. The crew member seemed to be in a state of shock. He was given a

change of clothes, hot drink and observed for about 30 mins. The ships agent was contacted. Once the crew member seemed apparently stable, I escorted him back to the vessel.

30 October 2013 – 00:00

Propulsion failure

Off Kahurangi coast

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

Narrative as reported

Overheating Starboard engine. Slowed down, stopped Stb engine. Heading for Nelson on port engine to investigate and effect repairs.

30 October 2013 – 07:45

Near miss/Close quarters

200m off Stanley Point, Auckland Harbour

Vessel	
Vessel Category	Recreational
Length (m)	8.50
Tonnage (tons)	n/a

Narrative as reported

Last night I was racing with the local yacht club when we had a close quarters incident with a passenger ferry. There were 2 boats involved - a small monohull and myself a Catamaran. We were on a beat up the harbour about 200m south of Stanley Point laying the western side of Stanley Point. I was to windward and south of the small mono by about 50 mtrs We had been sailing on that port tack for some time. The ferry was heading west and we were going to cross it's path. There was plenty of free water south of us with no boats out in the tide - Most of the racing fleet were out of the tide on the Stanley Point side. My crew called it early and we decided that we were the stand on vessel and should continue. The ferry was under 500t, not a fast ferry and would also be turning south to go into north wharf. It was going at 10 - 12 knots. The Ferry did not alter course and we passed close enough to see one of the crew shaking his head. Probably about 50-60 mtrs. The master gave 1 blast on his horn and then turned to Port!

30 October 2013 – 10:30

Injury Only

#6 Berth, South Port Bluff

Vessel	
Vessel Category	FCFV
Length (m)	58.20
Tonnage (tons)	788

Narrative as reported

The crewman had been unloading cargo in the freezer hold of the vessel, he slipped and fell with a 24kg frozen carton in his hands, the carton landed on his right thumb which caused crushing & fracture injury.