



Headquarters
New Zealand Defence Force
Defence House
Private Bag 39997
Wellington Mail Centre
Lower Hutt 5045
New Zealand

OIA-2026-5838

3rd July 2026

Dear [REDACTED]

I refer to your email of 4 June 2026, to the Ministry of Defence concerning a New Zealand Defence Force (NZDF) Court of Inquiry concerning toxic gas incidents onboard HMNZS Te Mana. Your request was transferred to the NZDF under the Official Information Act 1982 (OIA). Specifically, you have requested the following information: *the findings of the investigation...the court of enquiry report into the toxic gas incident... all communications regarding this incident.*

The Chief of Navy has authorised release of the Court of Inquiry report and Assembling Authority Comments under section 200T of the Armed Forces Discipline Act 1971 (AFDA). A copy is, or soon will be, publicly available on the NZDF website under OIA-2026-5806. These documents include the findings of the Court of Inquiry.

A copy of the communication sent from HMNZS Te Mana concerning the incident is provided at enclosure one. Personal information is withheld to protect privacy in accordance with section 9(2)(a) of the OIA.

In accordance with section 28(3) of the OIA, you may ask an Ombudsman to review this response to your request. Information regarding the process is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Please note that responses to official information requests are proactively released where possible. This response to your request will be published shortly on the NZDF website with your personal information removed.

Yours sincerely

GA Motley
Brigadier
Chief of Staff HQNZDF

Enclosure:

1. Communication

R 252321Z NOV 22

FROM HMNZS TE MANA.

TO AIG 16818, CFOR AUCKLAND, NAVOSH AUCKLAND, RNZN MOET.

INFO AC NAVY PERSONNEL, DLC (MAR), HQ JFNZ CC, NZDF MARITIME REGULATOR.

BT

UNCLAS

SIC LAA/LAL

SEA SAFETY EVENT: TEM 03/22 INCIDENT HMNZS TE MANA CARBON MONOXIDE

GAS EXPOSURE IN 3M AFT STEERING COMPARTMENT

A. DFO 0.81 ENCLOSURE A

B. NZBR 97 CHAPTER 23

C. RNZN 1 NUMBER 27/22

1A. INCIDENT, TE MANA CARBON MONOXIDE (CO) EXPOSURE IN 3M 24 NOV 22

B. NO HARM

C. NOTIFIABLE EVENT (INCIDENT)

D. TE MANA CARBON MONOXIDE EXPOSURE IN 3M

2. RISK: WORST CASE SCENARIO ASSESSED AS MEDIUM (UNLIKELY/MODERATE).

PEOPLE: MEDICAL ATTENTION REQUIRED. MEDIUM TO LONG TERM EFFECTS.

3. SPECIAL SEA DUTYMEN WERE CLOSED UP FOR COMING ALONGSIDE IN WELLINGTON DURING THE SHOP WINDOW 241400NZDT NOV22. TWO MEMBERS OF SS WERE LOCATED IN AFT STEERING (3M). DUE TO PREVIOUS OCCURRENCE OF CARBON MONOXIDE IN AFT STEERING CMPT (17PPM- BELOW SAFETY THRESHOLD) SS TOOK GAS ALERT QUATTRO INTO CMPT. SS REPORT BEING ALERT IN THEIR POSITION, THEN SUDDENLY WAKING UP TO THE ALARM FROM QUATTRO WITH NO RECOLLECTION OF GOING TO SLEEP. INDICATED PEAK READING OF 48PPM CO. SS BELIEVE THEY FELL UNCONSCIOUS FOR APPROX 20 MINS. SS RELOCATED TO MCR TO REPORT INCIDENT TO MEO. SS THEN INSTRUCTED TO CLOSE UP IN AFT DC WITH BA ON STAND-BY IN CASE THEY WERE REQUIRED IN AFT STEERING FOR REMAINDER OF SPECIALS EVO (UNTIL RELIEFS COULD BE IDENTIFIED). AFTER BEING RELIEVED BY ME REPAIR TEAM, SS WERE

ASSESSED BY ONBOARD MEDIC. MEDIC DETERMINED THERE WERE NO LASTING EFFECTS OF CO EXPOSURE AND THEY WERE CLEARED TO RETURN TO NORMAL DUTIES. ME REPAIR TEAM TOOK MULTI-RAE TO ASSESS SOURCE OF TOXIC GAS AND DETECTED PEAK READING OF 68PPM CO. ME REPAIR TEAM WERE UNABLE TO IDENTIFY THE SOURCE OF TOXIC GAS. UPON COMING ALONGSIDE ME TEAM SETUP RAM FANS TO VENT CO TO OUTSIDE.

4. SS REQUIRED TO CARRY QUATTRO INTO CMPT. INCIDENT RAISED IMMEDIATELY TO COMMAND UPON DETECTION OF CO GAS. ME REPAIR TEAM REQUIRED TO DON BA SETS PRIOR TO ENTERING CMPT.

5. SSE IS A PRELIMINARY REPORT, A COMMAND INVESTIGATION HAS BEEN INITIATED TO DETERMINE THE CAUSE AND SURROUNDING FACTORS AFFECTING THE INCIDENT.

6. DUE TO DISCREPANCIES SURROUNDING INFORMATION ON EXPOSURE, FURTHER INVESTIGATION TO BE MADE TO DETERMINE CIRCUMSTANCE OF EXPOSURE AND CAUSE OF CO.

SS ARE REQUIRED TO ONLY ACCESS 3M WITH GAS ALERT QUATRRO IN POSSESSION. SS ARE TO EVACUATE CMPT IMMEDIATELY UPON DETECTION OF CO.

IF SOURCE OF CO CANNOT BE IDENTIFIED AND REMOVED, AFT STEERING PERSONNEL WILL CLOSE UP IN AFT DC DURING SSD AFTER PROVING COMMS AND TESTING EQUIPMENT.

7. THE SHIP IS CONDUCTING A COMMAND INVESTIGATION INTO THE SOURCE OF THE CARBON MONOXIDE GAS AND THE MANAGEMENT OF THE INCIDENT IOT IDENTIFY ANY OPPORTUNITIES FOR IMPROVEMENT. THE SHIP WILL TAKE PRECAUTIONS TO REDUCE/ELIMINATE THE CHANCE OF FURTHER EXPOSURE WHILST MAINTAINING NAVIGATIONAL SAFETY REQUIREMENTS FOR TE MANA RETURN TO DNB AS SCHEDULED.

8. POC XO TEM. s. 9(2)(a)

BT

R 302117Z NOV 22

FROM CFOR AUCKLAND.

TO HMNZS TE MANA.

INFO AC NAVY PERSONNEL, AIG 16818, CFOR AUCKLAND, DLC (MAR), HQ JFNZ CC, NZDF MARITIME
REGULATOR, RNZN MOET.

BT

UNCLAS

SIC LAA/LAL

CFOR ACK SSE: TEM 03/22 AMEND 010/22 INCIDENT HMNZS TE MANA CARBON
MONOXIDE

A. HMNZS TE MANA LAA/LAL 252321Z NOV 22

1. REF A ACK.
2. SSE INVESTIGATION PROGRESSING WITH NAVOSH DUE 6 DEC 22.
3. ACK TEM HAVE RAISED RNZN 1 X-REF SE-22-05274.
4. POC s. 9(2)(a) [REDACTED]

BT