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**Manutere, charter vessel, 13.15m**

December 2, Tauranga Harbour, near miss/close quarters  
The *Manutere* was heading out of the harbour toward a fishing spot when she was overtaken by the container ship *Cap Bianco*, which passed about 60m away.

**Rereahu, tourist vessel, 5.4m**

December 3, East Matukituki River, damage to boat  
The skipper was heading downstream from the top of the eastern branch to the junction when the boat touched a rock in shallow water in a shoot.

**Monte Stello, ro-ro passenger ship, 116.1m**

December 3, Queen Charlotte Sound, machinery failure  
The ship was heading for Picton when she experienced a partial electrical blackout. The loss of starboard DA resulted in the electrical blackout shortly followed by the SME shutting down. Power and the SME engine were restored 20 minutes later.

**Kakariki, oil tanker, 183m**

December 8, Nelson, machinery failure  
The No. 2 Cummins engine was operating for cargo operations when the No. 6 piston conrod failed and punched a hole in the engine block. The engine was shut down.

**Delphinus, tourist vessel, 12.9m**

December 10, Queen Charlotte Sound, serious harm  
A passenger was entering the water when she turned and became entangled in the propeller, seriously injuring her legs.

**Superflyte, passenger vessel, 41m**

December 12, Auckland Harbour, near miss/close quarters  
The *Superflyte* was travelling to Waiheke Island on the southern side of the channel and approaching No. 18 buoy. A vessel was observed to port at a distance of 0.75 miles. The risk of collision was assessed and believed to exist. The *Superflyte* maintained her course and speed. At 400m off, five blasts sounded, with no response, so her skipper reduced speed and sounded a further five blasts. There was still no response so the *Superflyte* stopped and sounded another five blasts. The observed vessel maintained her course and speed and passed clear ahead of the *Superflyte* at approximately 50m.

**Te Tiaki, patrol boat, 5.8m**

December 16, Tokomaru Bay, collision  
The *Te Tiaki* was operating in Tokomaru Bay and located a line of eight commercial pots 600m offshore on the northern side of Mawahi Point. Fisheries officers hauled four pots on board and found them to be baited. It was found no permit had been issued for the Tokomaru Bay area and the pots should be hauled and taken to Gisborne. The *Te Tiaki* was carrying out this work when a vessel approached from astern at about 15 knots and hit her on the stern quarter. The speed of the offending vessel caused her to bounce off the side of the *Te Tiaki*, so the skipper drove his vessel into the port side of the *Te Tiaki* at about amidships.

**Voge Renate, bulk carrier, 154.4m**

December 16, Napier, near miss/close quarters  
While inbound under pilot through the south channel to the port of Napier, a fishing vessel was overtaking the ship on the starboard quarter. The fishing vessel crossed ahead of the *Voge Renate* approximately two cables west of the preferred channel lateral mark. The ship slowed to allow the fishing vessel to cross ahead.

**Orion, passenger ship, 102m**

December 17, Snares Island, machinery failure  
The *Orion* suffered an engine failure and blackout on the eastern coast of Snares Island. Crew and passengers were alerted. The generator and main engine were restarted at 0925 but failed again eight minutes later when pitch was applied to the CPP. At 0938 the main engine and shaft generator engaged, and pitch and steering were restored. The *Orion* then headed toward Stewart Island.

**Green Hope, bulk carrier, 178m**

December 17, Tauranga, fatality  
The ship arrived in Tauranga on December 15 and began loading logs. On December 17 at 1705 they began lashing over wire for deck cargo hold No. 3. At 1730 a crew member fell between the vessel and the wharf and was knocked unconscious, falling into the water. He was found 10 minutes later and pulled from the water, but local emergency services were unable to revive him.

**Osprey, charter vessel, 19.5m**

December 17, Auckland, collision  
A line was secured ashore while the *Osprey* was manoeuvring at the end of the pier 2 fuelling berth. Before the second line could be secured a gust of wind blew her sideways onto the bow of the vessel *Superflyte*, resulting in several broken windows. There were no passengers on board and no-one was injured.

**Capitaine Wallis, bulk carrier, 109.4m**

December 18, Auckland, machinery failure  
The *Capitaine Wallis* had departed Jellicoe Wharf and passed No. 19 buoy when the order was given for port 5 at the next way point. The ship instead sheared to starboard and the steering alarm sounded. The helmsman had applied correct wheel but the rudder indicator showed hard starboard. The master stopped the ship and continued the swing through 360° using the bow thruster. Engineering staff found an electronic fault on the No. 1 motor amplifier board. The No. 1 motor was switched off and passage resumed.

**Mitre Peak II, tourist vessel, 20m**

December 20, Deepwater Basin, Milford Sound, grounding  
The master had put a crew member on the wheel so he could attend to the engine room while travelling into Deepwater Basin. Shortly after leaving the engine room an initial ground noise was heard. The master returned to the wheelhouse to find the crew member had missed the channel entrance and nosed onto the sandy/stony bottom to the right of the starboard marker at four knots. The skipper reversed off and came off the bottom. Divers later checked the hull.

**Lady Lou, fishing vessel, 17.9m**

(No date), Great Exhibition Bay, Northland, grounding  
The New Zealand Rescue Coordination Centre reported that the *Lady Lou* had run aground and was stuck fast in the bay with three people on board. She was not in danger and was towed off at high tide.

**Transit, powered barge, 12.5m**

December 21, Boundary Bay, Abel Tasman, dragged anchor  
A strong wind was forecast for the previous evening and the skipper moved the vessel to a more sheltered anchorage at Boundary Bay. On December 21 a crew member on one of the company's other vessels saw the *Transit* was dragging her anchor. The operations manager organised two other boats to go up to the *Transit*. Some of the crew went on board and found the *Transit* was resting on a rock about 400m from her original anchoring. She was re-anchored in Torrent Bay Lagoon.

**Blue Mist, patrol boat, 8.5m**

December 22, Kaiapo Bay, Lake Taupo, machinery failure  
The *Blue Mist*'s port engine shuddered then stopped while steaming to Kaiapo Bay. A quick diagnosis identified the port engine had run out of fuel and the starboard engine was very low on fuel. The skipper navigated into the nearest safe haven on the starboard engine, shut down and radioed for additional fuel. After it was delivered the *Blue Mist* was restarted and returned to base. ▶

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## **Amaltal Apollo, fishing vessel, 42.75m**

December 23, Port Nelson, collision/machinery failure  
The fishing vessel suffered a mechanical failure during berthing. The skipper and crew dropped the anchors, but due to the tide, the soft, muddy bottom and wind they were unable to prevent her from touching Talley's wharf. The Lloyds surveyor, who was on the site at the time auditing another vessel, inspected the *Amaltal Apollo* and was comfortable with the minor repairs needed to the bow to be carried out at the next annual survey.

## **Aratere, ro-ro passenger ship, 150m**

December 26, off Sinclair Head, machinery failure  
At 1214 the OOW started all four steering pumps and a minute later the GPS alarms started. The master arrived on the bridge when it was realised there was no steerage. An unsuccessful attempt was made to engage the steerage manually. The master then noticed that there were no lights on the indicating panel. The pumps were restarted and steering engaged manually at 1217. The steering was tested and all was satisfactory.

## **Chatelle, charter vessel, 10.7m**

December 26, Coromandel, machinery failure  
The *Chatelle* was under power approaching Te Kouma Harbour when a submerged piece of old rope became tangled in the propellers of the stern drive leg, which was damaged and no longer provided any drive.

## **(Unnamed punt), 6m**

December 31, Te Pangu Bay, Tory Channel, mooring line failure

The punt came adrift from the marine farm and drifted into the Tory Channel. She was secured by a crayfish boat from Arapawa Island and returned to her original mooring position.

## **Straitsman, ro-ro passenger ship, 124.9m**

December 28, Clay Point, Marlborough Sounds, machinery failure  
The port engine stalled while the ship was inward bound to Picton. The emergency generator was started and the vessel continued using the starboard engine. The port engine was restarted when the ship reached the sound and she berthed without incident. The *Straitsman* departed for Wellington 80 minutes later and the port engine failed again shortly after exiting the Tory Channel. It was restarted immediately and she continued at reduced power. Upon arriving in Wellington the master ordered astern on both engines and the port engine failed for a third time. Given the wind conditions, the master dropped anchor to slow the ship's drift. She called to a tug and headed into the harbour to wait for the wind to abate. At 1155 hours, when the wind had dropped to 20 knots, the master successfully berthed the *Straitsman* using tug assistance.

## **Okiato, passenger vessel, 23.93m**

December 29, Opuia Marina, Bay of Islands, collision  
The *Okiato* hit and snapped a large timber pile while coming alongside into her night berth on H pier. She received minor paint scratches but no structural damage.

## **Mitre Peak II, tourist vessel, 20m**

January 3, Milford Sound, machinery failure  
The engine room bilge alarm sounded while the vessel was approaching the terminal. A crew member was called to the wheelhouse to steer down the middle of the fiord while the skipper assessed the situation. Upon entering the engine room, diesel fuel was seen spraying from a secondary filter to the lift pump line and filling up the bilge. The skipper returned to the helm and the starboard engine was turned off. An "all stations" call was made on channel 12 as there were three vessels within 200m and she was restricted in her ability to manoeuvre. The skipper advised the base before returning to the harbour on one engine.

## **Sinbad III, passenger vessel, 7.3m**

January 5, Motuihe Channel, Hauraki Gulf, grounding  
The *Sinbad III* had departed Half Moon Bay Marina to uplift passengers from Waiheke Island and ran aground in the channel, seriously injuring the skipper, who was the only person on board at the time. The port bow was damaged and the vessel was partly submerged. The water was pumped out and the vessel towed to Half Moon Bay, where she was placed on the hardstand.

## **Bay Belle, passenger ferry, 14.9m**

January 5 Taylor Island, Paihia, near miss/close quarters  
The *Bay Belle* departed Paihia on a scheduled service to Russell and was exiting the main channel just before the starboard hand mark and Taylor Island in good weather and visibility. The *Mack Attack* failed to reduce speed to five knots within 200m of shore and entered the channel at 15-20 knots, forcing the *Bay Belle* to go astern. The two vessels passed starboard-to-starboard within 20m of each other. The entrance to the channel is only 30m wide and it was low tide at the time.

## **Mitre Peak II, tourist vessel, 20m**

January 5, St Anne Point, Milford, machinery failure  
While near St Anne Lighthouse, the skipper noticed the smell of smoke and switched the camera to the engine room. He saw the fuel line had ruptured and was spraying diesel from the starboard engine onto the port engine turbo exhaust lagging, which was heating up and creating smoke and filling the engine room bilge with fuel. The skipper arranged for crew to manoeuvre to safer waters. The starboard engine was manually shut down, the nearest vessel notified in case assistance was required and the base office advised. The *Mitre Peak II* returned to harbour on one engine.

## **(Unnamed raft), tourist vessel, 4.4m**

January 6, Shotover River, capsized  
The raft flipped in the first rapid of the Mother Section of the rapids. One client took a blow to the head from a paddle during the flip and managed to hang on to the side of the upturned raft through the rapid, but a rock hit his upper body and he also swallowed water. At the end of the rapid he was disoriented, short of breath and complaining of chest pain. He divulged he had a previous heart condition. A helicopter took him to a medical facility, where he was released a short time later. The chest pain was attributed to the blow from hitting the rock.

## **Volendam, cruise ship, 238m**

January 8, Lyttelton Harbour, equipment failure/fatality  
Two crew members were greasing the wires of one of the ship's lifeboats when a wire snapped and the pair fell into the water. One was rescued but the second, who was an Indonesian, could not be found immediately. His body was recovered later that evening.

## **Adventurer II, tourist vessel, 19.9m**

January 8, Whanganui River, collision  
The *Adventurer II* had been tied to the *Waimarie's* stern mooring pole a few days earlier. On the day of the incident, the skipper of *Adventurer II* began a manoeuvre and collided with the *Waimarie's* aft mooring pile with some force, breaking off the pile and causing it to fall into the river. The *Adventurer II* then proceeded ahead until she rammed into the riverside walkway, becoming firmly wedged under the decking. Staff from *Waimarie* helped to release the *Adventurer II* from the decking.

## **Bay Rescue II, patrol boat, 10.2m**

January 8, Kent Passage, Bay of Islands, grounding  
The *Bay Rescue II* was returning to base, having towed a yacht into Opuia, when she ran onto the beach on the southern side of Kent Passage. It was a soft grounding and she was refloated undamaged on the incoming tide.

## **Talisman, fishing vessel, 15.9m**

January 9, about 32m SSE of Timaru, near miss/close quarters  
The skipper of the *Talisman* reported that the *Maersk Aberdeen* had a near miss with his vessel while he was fishing.

## **Kawatiri, dredger, 55.15m**

January 10, Buller River, fire/machinery failure  
The *Kawatiri* was dredging when the chief engineer noticed a smell similar to hot plastic. All spaces were found to be okay. Fifty minutes later he saw sparks and a flame come out of the aft end of the port alternator. It was immediately isolated, the alarm raised and a portable CO<sub>2</sub> extinguisher was readied for action. Isolating the alternator resulted in extinguishing the flame and no further action was required. There was no loss of power and she continued upriver to her berth without further incident.

## **Sao Pedro II, aquaculture vessel, 16.4m**

January 11, approach to Havelock, fire  
Excessive smoke out the exhaust was investigated. Insulation lagging smouldering at the base of the venturi exhaust was put out with a fire extinguisher. After assessing the situation, the skipper proceeded to port accompanied by another commercial vessel.

## **Milford Monarch, tourist vessel, 39m**

January 12, machinery failure  
A minor handling variation indicated a check was needed. A diver discovered the port rudder blade was missing. The vessel still handled well and safely with only one rudder.

## **MSC Tasmania, container ship, 215m**

January 13, Lyttelton, collision  
The ship was moored alongside when damage was observed to the aft mast and its various fittings, caused by a collision from a shore gantry crane. About four hours later the aft mast was reinforced with additional supports and all equipment was operational.

## **Swiber Torunn, offshore support vessel, 58.7m**

January 14, 39° 22' S 173° 37' E, fire  
The *Swiber Torunn* was en route to the Maari oilfield at about 2330 when the third engineer transferred fuel

from the settling tank to the dally tanks. He inadvertently opened the wrong valve and transferred fuel to the emergency generator tank located above the engine room. During his rounds the engineer found gas oil dripping from the deck onto the generator No.1 exhaust, with smoke coming from the exhaust and then flames. He raised the alarm and put out the fire with a powder extinguisher. The leak was diverted away from the exhaust and the generator stopped. The floor of the emergency generator room was found to be flooded with gas oil, which had leaked through the deck penetration cable sealing compound onto the exhaust below. The spill was contained and the oil disposed of into the sludge tank. There was no damage from the fire or spill.

## **Koromoemoea, charter fishing vessel, 8.95m**

January 14, Coromandel Harbour, structural failure  
The vessel was steaming across the harbour on a charter when a noise was heard and the boat sudden slowed. The skipper took the motors out of gear, went aft and saw the starboard motor lying under the water, just hanging on to the failed mounting bracket.

## **HMO I, workboat, 8.5m**

January 14, Ferry Basin, Waitemata Harbour, near miss/close quarters  
The skipper of the *HMO I* was pursuing another vessel when he saw a ferry, turned to port and accelerated, curving around well clear of the ferry's bow. The two vessels made radio contact following the incident.

## **Shin Ji, fishing vessel, 45.3m**

January 15, at sea, fatality  
Several crew members were cleaning the forward starboard fish hold when one of them died. The cause of death is still to be determined by the coroner.

## **Susan, Danish seiner, 13.3m**

January 19, off Cape Farewell, engine failure/flooding/swamping  
The vessel issued a mayday call that they were taking on water and not coping and the skipper was seriously unwell. A helicopter airlifted the pair off the vessel and took the skipper to hospital for treatment. It is unknown whether the vessel is still afloat.

## **Superjet, passenger ferry, 10m**

January 25, Paihia, collision/machinery failure  
The port engine unit failed while the ferry was on her run and would not move. She was brought into Paihia and hit her berth while coming alongside, damaging the floating pontoon. She was undamaged.

## **Sinbad I, passenger ferry, 7.3m**

January 16, Auckland Harbour, near miss/close quarters  
The recreational vessel *Long Gone* reported they were sailing west at about five knots between Orakei and Devonport when the *Sinbad I* passed about 20m to windward/north at about 20 knots. The *Sinbad I* then crossed in front of the *Long Gone* at about 10-12m, circled at about 10 knots and 10m distance, passing behind the stern of *Long Gone* and completing the 360° turn. The *Sinbad I* then heeled, exceeding 30-35°, creating a large wash which pitched the *Long Gone*.

## **No. 4, tourist jet boat, 7m**

January 29, Waimakariri river, collision  
The jet boat was travelling in the centre of the river around a blind bend and onto a short straight with four passengers on board when the driver saw a private jet boat coming upstream in the middle of the river. He manoeuvred to starboard to pass port-to-port but his foot inadvertently moved to the left accelerator pedal. This caused the steering to become less responsive than normal and, in turning back to port, the boat started to drift further to starboard than intended and struck a semi-submerged rock. The contact tore a 1m chine on the starboard side and the driver decided to return to base. While on the plane the boat took on a small quantity of water. Once back in the launch pool and at displacement the vessel took on water faster. The driver disembarked his passengers and ran the boat onto the beach. All the passengers were fine and there were no injuries.

## **Spirit of Endurance, cargo ship, 130m**

January 30, Lyttelton Harbour, grounding/propulsion failure  
The ship had departed from Cashin Quay and the pilot had disembarked. After passing the spoil ground buoy the main engine stopped suddenly due to a low-pressure signal in the main engine HT circuit water system. She began to veer to starboard and although the helm was put hard to port, continued to veer to starboard until grounding bow on.

## **Milford Monarch, tourist vessel, 39m**

January 30, Milford Sound, collision  
The helmsperson briefly left the steering station and the vessel swung to port. Despite a port response from engines she hit a cliff wall.