

The summaries in the following text are as reported by the person advising Maritime New Zealand of the accident or incident in question and may not necessarily be in accord with the findings of Maritime New Zealand following subsequent investigation. Appropriate care should be taken when interpreting the relevant text. Maritime New Zealand accepts no liability for the accuracy or otherwise of information provided to it by any party involved in any incident reported below or any third party providing such information.

This summary only includes accidents reported before April 1. It does not necessarily include all reported accidents for the month and is not suitable for statistical or analytical purposes.

**Maru, charter fishing vessel, 9.9m**

February 2, Moeraki Harbour, grounding/mooring line failure  
The mooring line parted and the vessel grounded on the beach. The false keel came off, slightly bruising the bottom of the keel and bending a strut.

**Clyde Coastguard Rescue, 5.8m, rescue vessel**

February 2, Clutha River, collision/grounding  
The helmsman was searching alongside the riverbank for a missing person when the sun angle obscured the river upstream and a slight pressure wave over a rock obscured it from the helmsman's vision until it was too late to take evasive action. The vessel hit the rock and grounded, damaging the hull. The helmsman reversed off after redistribution of weight and applied power. One of the four people on board was slightly injured. The hull suffered a crack in a weld and a couple of dents.

**Ahuriri, tug, 22.4m**

February 2, Napier, equipment failure  
The *Ahuriri* had a tow line attached to the starboard quarter of the tanker *Gan Sure*. During a positioning manoeuvre excessive strain was applied to the tow line and it parted. The tow line was reattached and berthing was completed.

**Spirit of Resolution, cargo ship, 96m**

February 3, Manukau Harbour, grounding/machinery failure  
The ship was entering Manukau Harbour when the main engine suffered a shut down at 0945. Effort was made to steer past a nearby island but this failed and the port anchor was let go. This action stopped the *Spirit of Resolution's* forward motion and caused her to rapidly drift bow on. The bulbous bow struck an outcrop of rocks. At 1015 the engine was restarted and she proceeded inwards. The engineer reported all appeared in order. At 1035 the main engine shut down again and the port anchor was let go. This failed to halt her forward motion and she settled in the mud adjacent to no. 11 beacon. At 1145, with assistance from a tug, the vessel was cleared and proceeded to Big Bay under her own power for further investigation.

**KJet 4, tourist jet, 6.7m**

February 9, Rotorua, engine failure  
The engine died during a trip. The passengers were loaded on to another boat and continued on their trip.

**Spirit of Resolution, cargo ship, 96m**

February 5, Manukau Harbour, grounding/steering gear failure  
The ship had sailed from Onehunga Wharf and was proceeding along the Wairoa Channel to cross the Manukau Bar. In the vicinity of Cape Horn, the helmsman reported at about 1113 that the rudder was moving to port on its own, even though he had applied starboard helm. The engines were immediately stopped and put full astern, the port anchor was dropped and way was taken off. She remained within the channel. The chief engineer checked the steering system and reported all was okay. The *Spirit of Resolution* resumed passage and at 1139 the steering failed again (same scenario as earlier) near beacon no. 17. The engines were stopped, the ship put full astern and the port anchor dropped. She swung to port and, being in a very narrow part of the channel, the bow grounded on the southern side of the channel.

**Delphinus, tourist vessel, 12.9m**

February 5, Queen Charlotte Sound, collision  
The *Delphinus* was travelling at approximately 030° true, heading into Torea Bay. The guide had just completed the safety briefing. The skipper was looking forward when a collision occurred with the Outward Bound cutter *Matahorua*.

**Tainui, fishing boat, 15.4m**

February 7, West Coast, South Island, flooding/swamping  
At 0300 the skipper was woken by the bilge alarm and manually pumped her out with the 24 volt pump. There were no obvious leaks at this time. At 0530 the generator was used to charge the batteries and she was also pumped out using the 230 volt pump powered by the generator. At 0615 the skipper started the main motor, completed daily checks, shut down the generator and headed for their home port. At around 1030 the bilge alarm sounded and the *Tainui* was again pumped out. At 1045 the skipper started steaming for Westport. At 1130 and periodically afterwards the bilge alarm sounded and she was pumped out. The skipper made a pan/pan message at 1345. At this time, the generator failed while the bilge alarm was activated. The *Tainui* arrived at Westport at about 1845.

**Straitsman, ro-ro passenger ship**

February 9, Karori Rock, propulsion failure  
The ship was on autopilot entering Wellington Harbour when the starboard main engine shut down automatically at 1600 because the oil mist detector was activated. The chief engineer inspected the engine. At 2155 the starboard main engine was restarted. The *Straitsman* was still under way using the port engine. Ten minutes later the starboard engine stopped again. At 2215 the faulty detector was isolated and the starboard engine started again. A tug was in attendance and she berthed without incident.

**Pacific Jemm, charter vessel, 24.2m**

**The Baron, passenger vessel, 7m**  
February 9, Queenstown, collision  
The skipper of *The Baron* said the vessel was tied up on the mooring. The *Pacific Jemm* was coming in to tie up after a charter, got her approach to her mooring wrong and was blown bow-first toward the wharf. The skipper went full ahead with the rudders

to port and swung the stern in hard, crushing *The Baron* between the starboard stern of the *Pacific Jemm* and the wharf. The skipper of the *Pacific Jemm* said the vessel was docking when the stern clipped *The Baron*.

**Pacific Jemm, charter vessel, 24.2m**

February 9, Queenstown, collision  
The skipper was bringing the *Pacific Jemm* alongside the wharf. The starboard engine would not get out of reverse and her stern clipped the wharf but did no damage. Fibreglass on the vessel was broken.

**Seaflyte, passenger ferry, 21.7m**

February 11, Waitemata Harbour, near miss/close quarters  
The *Seaflyte* was approaching Bean Rock light westbound at about 20 knots, when the skipper saw a vessel approaching from the other side of Bean Rock on the *Seaflyte's* port side. She maintained her course and speed and the skipper saw they were on a collision course and the approaching vessel was not taking any action to give way. The *Seaflyte* was slowed and five horn blasts sounded. The approaching vessel held her course and speed and the *Seaflyte's* skipper went astern to stop quickly. At this point, the approaching vessel reduced speed and stopped in front of the *Seaflyte* about 50m away. The vessel then started to turn to starboard until the two vessels were bow-to-bow approximately 30-50m apart. She then began to travel towards the *Seaflyte* on a collision course at about five knots. The *Seaflyte* sounded five blasts and went astern for a short time to try and avoid a collision. The vessel then turned slightly to starboard and passed the *Seaflyte*, which was stationary, within a metre of her on the port side.

**Zeehaen, passenger ferry, 7.5m**

February 11, Abel Tasman National Park, collision  
The *Zeehaen*, *Odyssey* and *Muritai* were travelling through the Astrolabe on a school charter. The *Zeehaen* came into a close quarters situation to give the children a thrill. He approached the port side of the *Odyssey* within the 50m five knot zone and

THE LATEST  
SAFETY INFO  
DIRECT TO YOU

JOIN OUR EMAIL MAILING LIST

Maritime New Zealand puts out a range of free safety information updates (including safety bulletins and marine guidance notices) targeted at the needs of different audiences in the maritime industry.

To join our mailing list, please email your details to:

▶ [publications@maritimenz.govt.nz](mailto:publications@maritimenz.govt.nz)

This safety information is also available on our website:

▶ [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

MH/MAR/761/VRS/71

New Zealand Government



turned sharply to port. As he exited the turn the *Zeehaen* briefly scuffed the *Odyssey's* rear port corner.

### **Seafinn, charter vessel, 19.1m**

February 14, Doubtful Sound, collision  
The *Seafinn* was rafted up to *Southern Winds* at the Deep Cove wharf. The *Southern Winds* wanted to leave and a crewmember shifted the *Seafinn*. There were no passengers onboard. Due to lack of experience driving a vessel, the crewmember turned the wheel too hard and bumped into the rear starboard corner, causing very minor damage.

### **Santa Regina, ro-ro passenger ship, 133m**

February 16, Waiohaki Wharf, Picton, fire  
The ship was being prepared to sail to Wellington when the master received a report of smoke coming from the drivers' shower/laundry area. Crewmembers with breathing apparatus and emergency escape equipment entered the area and found fire coming from a dryer. The fire was extinguished with water.

### **(Unnamed barge)**

February 18, Awaroa estuary, Abel Tasman National Park, capsized

A barge was transporting a tandem axle trailer containing a sewage pumping unit. The barge was up against the shoreline and sewage was being pumped into the unit on the barge. The barge became unstable and the barge and the unit ended up on its side.

### **Night Cat, charter vessel, 14.4m**

February 18, Karaka Point, propulsion failure  
The *Night Cat* was heading back towards Picton at the end of a four-hour cruise when there was a minor oil pressure fluctuation in the port engine, which slowed down. The skipper immediately shut down the engine. The passengers transferred to another vessel and the *Night Cat I* driven back to her berth unaided. The cause was a contaminated primary fuel filter, which was replaced.

### **NZCT North Shore Rescue, rescue vessel, 9.5m**

#### **Cheyenne, recreational vessel, 8.2m**

February 19, Matiatia Bay, Waiheke Island, collision  
The two vessels were involved in a collision, causing damage to the *Cheyenne*.

### **Legato, workboat, 6.8m**

February 20, Waitapu fairway beacon, propulsion and mooring line failure

The skipper was coming alongside the beacon to replace the light. While tying the breast line to the beacon tripod the bow swung to port. The skipper put both engines a touch ahead, turned the helm to starboard and could not bring the bow away, so put the helm to port and went hard astern on starboard. The control cable then failed so that actually applied more power in ahead gear. The line parted and the bow contacted the beacon, breaking off a non-essential plank. The job was aborted and the *Legato* idled to Port Tarakohe for jury rigging, then returned to Nelson without further incident.

### **Awanuia, oil tanker, 79.9m**

February 21, Marsden Point jetty 3, collision  
The *Awanuia* contacted the starboard quarter of the western mooring dolphin at NZRC jetty 3 while unberthing from the jetty. There was minimal damage to the mooring dolphin and the vessel.

### **Toia, tug, 32.4m**

February 22, Glasgow Wharf, Wellington, collision  
The *Toia* was assisting with the berthing of the *Santa Regina*. The tug squared off and contacted the adjacent berth and the berthed pilot vessel *Tarakena*, which was substantially damaged.

### **Santa Regina, ro-ro passenger ship, 133m**

February 22, Glasgow Wharf, Wellington, collision  
The *Santa Regina* was being operated on the port main engine and limited bowthruster and using a tug to assist with berthing. The ship collided with the wharf bollard and slightly damaged her hull and propeller guard.

### **Kathryn, fishing vessel, 13.2m**

February 22, Greymouth, flooding/swamping  
The *Kathryn* was crossing the outer bar when a large, unforseen wave took part of the wheelhouse off and all the electronics.

### **Judith Aimee, passenger vessel, 12.1m**

February 22, Little Barrier Island, machinery failure  
The engine began misfiring and stopped while the vessel was three miles north-west of the island. The diesel filters had recently been changed but not sealed properly. She anchored, the filters were retightened, the injector pump bled of air and she continued on her voyage.

### **Ma Cherie, fishing charter boat, 12.1m**

February 23, Whakatane bar, flood/swamping  
The vessel encountered a surfer while crossing the bar. The skipper hesitated to avoid him and the vessel became caught up in a set of five breaking waves. The

canopy, top screen, rails, hull planks and depthsounder were damaged. The vessel was not on charter.

### **Torea II, fishing vessel, 17.4m**

February 26, Napier, near miss/close quarters  
The *Torea II* was half way between the Hawkes Bay Fishing Club and Perfum Point when a vessel radioed and asked them to stop and turn around. The *Torea II* advised they could not do that because they had insufficient draft. The caller requested *Torea II* to go along the shore and *Torea II* turned and headed toward the main harbour. The caller then asked them to go further to starboard but the *Torea II* was already in shallow water and manoeuvring around small, anchored vessels. At this point, three racing boats appeared. The *Torea II* maintained course to Napier. The skipper noted that neither he nor the vessel's owners had been informed of any movements or closures within the harbour limits.

### **Torea II, fishing vessel, 17.4m**

February 28, 39° 18.00' S, 177° 21.98' E  
A fire occurred in the engine room after a hydraulic hose burst. The crew extinguished the fire.

### **City Cat, passenger ferry, 14.35m**

March 2, Seatoun, Wellington, swamping/flooding  
The *City Cat* sustained heavy weather damage. Several windows were broken, the vessel took on water and was lying down at both bows. All 44 people on board were evacuated.

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

March 3, Wellington, near miss/close quarters  
After departing Wellington, the *Aratere* received a report of a yacht and picked it up visually soon after. Both vessels were due to round the Falcon Shoal Beacon at approximately the same time. As the yacht approached the beacon she appeared to slowly alter course to starboard. The *Aratere* tried unsuccessfully to contact the yacht and prepared to alter course and reduce speed slightly to overtake on the yacht's port side. Once the yacht was abeam of the beacon, she stopped altering slowly to starboard and made course from the beacon towards the front lead. This left the *Aratere* on her port quarter heading towards the front lead. At a distance of five cables and closing, the *Aratere* altered to starboard and passed astern of the yacht at a distance of 1.5 cables.

### **Seamaster, ferry, 41.4m**

March 8, Halfmoon Bay ramp, Auckland, incident  
While loading a b-trailer the truck pushed the *Seamaster* backwards, almost pushing her completely off the main ramp.

### **Independent 1, fishing vessel, 45.2m**

February 8, 43° 36.8' S, 174° 10.7' E, ammonia leak  
The vessel was fishing and processing. Plate freezer no. 1 was being "broken out" (product being pushed out) and a freezer tray contacted an ammonia hose. The hose fitting ruptured, releasing ammonia gas.

### **San Aspiring, line fishing boat, 51.4m**

March 6, Timaru Harbour, equipment failure  
The vessel had moved away from the wharf when the engineer advised they needed to return, as the main engine was losing oil pressure. The pilot launch helped push the *San Aspiring* back against the wharf so her crew did not have to load up the main engine and she was made fast.

### **Century River, gas tanker, 246.8m**

March 17, Whangarei, leak  
A small leak from the marpol line occurred and was contained on board.

### **Tasman Pathfinder, combination carrier, 177m**

March 12, Tauranga, lifting/cargo gear failure  
Crane 2 was loading cargo over the hold when the load dropped about 3-4m. The foreman and driver talked to the crew and released the logs from the Cranston gear. The crew took about half an hour to release the gear and fix the crane. Work began again with Crane 2A after checking with the chief mate that it was okay to do so. On the second lift, just as the load had passed over the coaming, a shower of debris and rusty metal dropped down. The crane driver stopped the crane immediately and the crew were called. The sheave block at the end of the jib appeared to be in poor condition and the crane was no longer operable. The surveyor confirmed all the cranes were in survey. The crane was no longer able to be operated and work continued with the other cranes.

### **Lake Arafura, bulk carrier, 170m**

March 15, Gisborne log berth, fire  
A fire went through the bridge, causing serious damage before it was extinguished.

### **Yellow Moon, container ship, 148m**

March 16, Auckland approaches, propulsion failure  
Pre-arrival checks were carried out prior to picking

up the pilot. During checks it was found the main would not go astern. As the pilot was on board he was informed right away and it was decided to bring her in with tugs to assist berthing.

### **Sounds Adventure, passenger vessel, 16.8m**

March 7, Picton Harbour, near miss/close quarters  
*Sounds Adventure* was inward bound on a scheduled run from Anakiwa to Picton. While 100m east of Kaipupu Point, travelling at 6.7 knots and heading sou'sou'east, the *Explorer* overtook less than 15m off the starboard side of *Sounds Adventure* at around 14-15 knots.

### **Tamahine, fishing vessel, 14.1m**

March 7, Raglan, structural failure  
The *Tamahine* was outbound over the Raglan bar when a third swell had a hollow face and smacked into her port shoulder, pushing in a panel in the lower wheelhouse structure. A window was also broken and there was minor water ingress.

### **Spirit of Resolution, cargo ship, 96m**

March 22, off Nelson, electrical power failure  
After departing Nelson, the vessel had an electrical power blackout at about 2020. The emergency generator activated and supplied partial power. The main engine was running but at reduced revs. The second engineer requested the pitch be set to zero. This was done on the bridge but the pitch indicator did not move, so the master set the pitch manually. The steering was also switched from automatic to manual. The chief engineer was unable to restore electrical power; the engine was stopped and the vessel anchored 11 miles north of Nelson. Electrical power was restored at 2255 and the vessel resumed passage.

### **Paciniui, fishing vessel, 58.2m**

March 23, Southport, Bluff, lifting/cargo gear failure  
The vessel was unloading frozen fish from two hatches using her cargo derricks. Each lift was approximately one tonne. At about 0945 the aft hatch port side derrick outboard stay wire detached from the derrick head. The derrick slewed rapidly inboard and the load dropped onto the deck. It was found the original stay wire attachment ring had been replaced at some time, but poorly welded to the derrick head. A new ring was welded on to the derrick, the derrick stay wire was reattached and cargo unloading resumed.

### **No. 75 Oyang, fishing vessel, 60.1m**

March 24, Lyttelton, machinery failure  
The vessel was heading up the main channel when the bridge blacked out for a few seconds off Parsons Rock. Power was restored and the tug made fast on the starboard shoulder. On passing Sticking Point, the main engine stopped and the bridge blacked out again. She was pulled up and held in the channel until a second tug arrived, and she berthed as a dead ship.

### **Marsol Pride, offshore support vessel, 60m**

March 24, Taranaki Harbour, near miss/close quarters  
The *Marsol Pride* had turned to port to exit the harbour at five knots when another vessel was sighted on the starboard bow, showing red and closing rapidly. The other vessel's heading and speed were about southwest at 15 knots. She crossed ahead of the *Marsol Pride* by about 30m.

### **Tasman Mariner, multi-purpose ship**

March 28, Tauranga, near miss/close quarters  
The *Tasman Mariner* was outbound under pilotage when a commercial cray boat passed across her bow at very close quarters. The incident occurred very quickly, with the fishing vessel making a last-minute alteration of course across the bow of the *Tasman Mariner*.

### **Golden Bay, cargo ship, 98m**

March 26, Shell Cut Reach, near miss/close quarters  
The ship was proceeding to sea and encountered a high-speed vessel engaged in an offshore powerboat race crossing the Shell Cut Reach with a large course marker, plus a committee boat anchored in the channel. Whangarei Harbour Radio and Golden Bay were notified. When the *Golden Bay* rounded Tamaterau Beacon, the committee boat *Regal* plus a race buoy were still anchored in the channel. *Golden Bay* deviated from the channel to pass the buoy and the vessel.

### **Oyang 77, fishing vessel, 58m**

March 15, 49° 54.6' S, 166° 13.4' E  
The *Oyang 77* was trawling and observed another fishing vessel sailing on her starboard side. Suddenly the other fishing vessel shot the net on the *Oyang 77's* starboard side at a distance of 0.1 mile. The fishing vessel then passed through *Oyang 77's* back side. The fishing vessel's otter board then hit the *Oyang's* otter board resulting in damage to *Oyang 77's* otter board and net. The other fishing vessel lost one otter board.