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Golden Bay, cargo ship, 98m

April 2, Whangarei Harbour, near miss/close quarters
The *Golden Bay* was inbound to the cement wharf when she had to take emergency action to avert a collision with a yacht.

Seamaster, passenger/vehicle ferry, 41.4m

April 3, Kennedy Point, Auckland, equipment failure
The skipper was berthing the ferry on the Kennedy Point ramp when the transmission control box lever came loose and fell off, leaving the transmission in ahead position. When the skipper put the controls astern and applied power to pull the vessel up, the port engine powered forward. The *Seamaster* became temporarily stuck on the ramp until the engineer put the transmission astern manually. There was no damage.

Straitsman, ro-ro passenger ship, 124.9m

April 5, Cook Strait, equipment failure
At 0327 the crew noticed a sudden rise in the temperature of the starboard main engine and some exhaust gas in the engine room. The CPP pitch on the starboard shaft was reduced to 50 percent, the port shaft was set at 75 percent and she continued her voyage to Picton. At 0334 she was switched from PTOs to DAs. She berthed at Picton using both main engines. The cargo and passengers were discharged and the crew began repairs to the starboard engine. The exhaust gas leak was traced to a fractured bellows.

Haparanda, passenger vessel, 18.15m

April 7, Viaduct Basin entrance, Auckland, propulsion failure
The starter motor jammed and the engine would not start. A Coastguard vessel towed the *Haparanda* to a mooring in the inner harbour.

Forward Bright, oil tanker, 244m

April 11, NZRC jetty 1, Marsden Point, lifting/cargo gear failure
The tanker was loading pallets of lube oil drums from the tug *Bream Bay* at midship, using the ship's crane. The crane was lifting the second pallet, which was of poor quality, when it broke under the weight of the four drums. They fell onto the tug's deck from a height of about 1.5m. There was no injury or damage and the drums remained intact.

Maersk Bratan, container ship, 223.3m

April 12, Napier, propulsion failure
The ship was entering the port when the engine failed to go astern on the first attempt. Control was reset from the engine room and the engine fired astern. Tugs and the bowthruster were used to control the ship in the basin and she berthed without further incident.

Raft 10, tourism adventure craft, 4.3m

April 12, Tongariro River, wrap
The raft ran sideways onto a large rock and the clients were wrapped on the high side. One client fell off, pushing the guide into an eddy behind rock, swam to cover. The boat stopped in a pool and she was picked up. Six clients and the guide shifted in the raft and it flushed off easily.

Raft 10, tourism adventure craft, 4.3m

April 12, Tongariro River, flip
The raft was heading down the second part of Black Slip when it bumped straight into a head wall and the stern spun to the left. The guide instructed the clients to get over and they were slow to move. The raft climbed up the wall and stalled for 3-4 seconds, then flipped and dumped the occupants. The guide was on the upturned raft instructing the clients. Two got out before a rapid. One bumped her leg and lower back on some rocks while swimming the rapid. First aid was administered and she was encouraged to see a doctor. However, she had not done so when asked the next day.

Monte Stello, ro-ro passenger vessel, 116.1m

April 13, Waikawa Wharf, Picton, machinery failure
The last CV was approaching the linkspan when the vessel pulled away from the berth. In doing so, two lines parted and the ship's ramp was pulled off the floating linkspan.

Discovery III, passenger ferry, 17.3m

April 14, Waitemata Harbour, equipment and propulsion failure
The *Discovery III* was proceeding around Princes Wharf and the skipper had put the port engine ahead when alarms sounded. There was no response from the engine and it did not engage gear. Starboard continued ahead and would not select neutral. The skipper tried both wing

controls without success. The circuit breakers were reset but there was no response. The skipper tried to increase the turn further with port helm but there was insufficient time to avoid a collision with a vessel alongside Princes Wharf.

Rereahu, tourist jet, 5.4m

April 15, Matukituki River, touching bottom
The jetboat was entering the east branch from the junction the day after a flush. The river was low and discoloured and the boat's hull touched the bottom a couple of times.

WH Parr, tug, 20.9m

April 17, Nelson, collision
The *Louisa Schulte* was berthing at Brunst Quay. On approaching the turning basic, the pilot requested the tug to make *WH Parr* line fast to the ship's starboard shoulder. The tug was manoeuvred astern to lie at the shoulder with the line just slack. The pilot then requested the tug to take a position four points abaft the beam, lifting off. While manoeuvring, the *WH Parr*'s port handrail (bridge deck) contacted the ship's side, bending the *Louisa Schulte*'s handrail. The tug backed away. Both vessels suffered slight paint damage.

San Columbia, purse seiner, 33m

April 17, Hicks Bay, East Cape, rope around propeller
The *San Columbia* was returning to Tauranga. The skipper was at the helm when a floating length of ship's mooring line fouled the shaft at 2045 while they were nor'west of Hicks Bay. They were able to turn back and drop anchor in Hicks Bay. The mooring rope was cut clear of the shaft the following morning. No damage was found and she resumed passage to Tauranga.

San Waikawau, aquaculture vessel, 26.5m

April 18, Coromandel Harbour, fire
A wheelhouse alarm sounded to warn the skipper of smoke in the engine room. A small fire was found on the starboard side of the port engine and was put out with a 5kg powder extinguisher. An overhead main starter motor cable had apparently caught fire when a cable support gave way, allowing the cable to contact the turbocharger housing. The engine room was cleared of powder and the starter cable replaced and firmly secured. The vessel was underway again four hours later.

Dolphin Seeker, passenger vessel, 23.4m

April 19, Bay of Islands, submerged object
The vessel was travelling through the Okahu Passage, following a GPS route, when the propellers touched an object/bottom, causing a jolt on board. The skipper stopped the vessel and checked externally for damage. There was a vibration sound from the propeller area. The *Dolphin Seeker* returned to Paihia at 10 knots. The crew checked all the passengers, who said they were okay, but when the vessel had docked, one woman said she had wrenched her knee.

Pacific Challenger, fishing vessel, 29m

April 19, Chatham Islands, extreme vessel movement
The vessel was trawling in rough weather 24 miles north of Cape Young. After retrieving the gear the crew were getting ready to head to shelter. The skipper, who had been on bridge deck, was entering the wheelhouse when a large wave struck the starboard side. The force catapulted the skipper into the wheelhouse and he caught one of his legs during the fall, landed heavily and was knocked unconscious. The engineer treated him and made him comfortable. The *Pacific Challenger* returned to Napier and an ambulance was at the dock when she berthed at 0530 on April 21.

Spirit of Endurance, cargo ship, 130m

April 20, off Cape Turnagain, propulsion failure
The main engine was shut down twice while 16 miles east nor'east of the cape when high-temperature alarms were triggered. Fuel injectors and a fuel pump were replaced as required. It is suspected the underlying issue is with the quality of the fuel and tests are to be conducted. She continued without further problems.

Discovery IV, tourist vessel, 17.7m

April 20, Bay of Islands, grounding
The vessel was travelling through Good Fellows Bay, when she touched the bottom. She did not come to a stop and the skipper immediately put her into astern and went to Otehe Bay. He dived to inspect the hull and found a slight scuff.

Aquador, tourist vessel, 11.5m

April 22, Goat Island, collision
The *Aquador* hit a diver, who broke one arm and dislocated the other. He was taken to hospital.

Mitre Peak, tourist vessel, 18.3m

April 22, Milford Sound, grounding
The *Mitre Peak* had departing her overnight berth at Deepwater Basin with no passengers on board and was heading for the channel markers when she grounded on mud just in front of the port marker at a speed of five knots. The skipper radioed a nearby fishing vessel to help pull her off. Divers confirmed about an hour later that there was no damage.

Reliance, crayfish vessel, 14.8m

April 23, Shark Island, off Stewart Island, flooding/capsize
The crew were setting crayfish pots near Shark Island when the *Reliance* hit a sunken rock. The hull peeled open and the engine room filled with water. Bilge pumps were unable to manage the input of water and the decision was made to abandon the vessel. Halfmoon Bay Radio was notified, the dinghy was launched and the occupants took a liferaft, EPIRB and life preservers as a helicopter arrived overhead. As the crew were being airlifted to Hellfire Beach they saw the *Reliance* capsize, exposing a gash and a hole in her hull.

Fat Boy, charter vessel, 6.7m

April 25, Tauranga Harbour entrance, near miss/close quarters
The *Fat Boy* was anchored off Bay Bank on the eastern side of the main channel and well clear of any shipping. The fishing vessel was observed heading towards them out of the harbour. When the skipper of *Fat Boy* realised they were not altering course, he stood on a chilly bin and waved to the trawler to turn to port, which she finally did.

Santa Regina, ro-ro passenger ship, 133m

April 26, Glasgow Wharf, collision
The ship was berthing at Glasgow Wharf in a sou'westerly wind of about 25 knots. During initial backing in the wind suddenly shifted to a sou'easterly of 50/55 knots. The *Santa Regina* fell down toward the Interislander Wharf and the berthing was aborted. On swinging clear of the Interislander Wharf, the *Santa Regina* contacted the fishing vessel *Southern Prospector* and possibly the end of the wharf.

Cougar II, passenger vessel, 10m

April 26, Queen Charlotte Sound, equipment failure
The skipper was unaware the starboard gearbox linkage was broken, so when he selected reverse to dock at the Torea Bay Wharf the boat carried on ahead. The skipper applied more power, which only pushed her ahead even faster. He selected reverse on post, which slowed her but also turned her hard a-port around the end of the jetty, where she then grounded. The passengers exited out the front hatch directly onto the wharf. A replacement boat was sent so they could continue their journey. The owner and a maintenance engineer arrived and managed to get the *Cougar II* off and return to port. She sustained a bent trim ram and scrapes to the hull and superstructure.

Oceana, line fishing vessel, 18m

April 26, Gisborne, flooding
The *Oceana* had just finished discharging and was steaming back to her berth, when the bilge alarm sounded. Once the vessel was moored the skipper went down below, started the pumps to pump out the engine room. He called the Gisborne Fire Brigade, who helped pump out the engine room. A fractured pipe was found.

Noble Discoverer, special-purpose ship, 157m

April 26, Ruru Field, Taranaki, mooring line failure
On April 25 the vessel separated one of her eight mooring cables. She was well-secured well and unlatched, with the main engine and thrusters online. The next day a second and third mooring cable separated. Her crew released the five remaining anchors and with difficult weather conditions prevailing she received permission to pass between Maui-A and Maui-B before steaming in a nor'west/sou'east pattern due to the weather.

Pembroke, passenger vessel, 16.7m

April 27, Dusky Sound, grounding
The *Pembroke* struck an uncharted rock and took on water. Pumps were activated and she returned to her mooring. The leaks were plugged and she was delivered to Bluff for slipping and permanent repairs. ▶

Discovery II, tourist jetboat, 7m

April 29, upper Shotover River, engine failure
The *Discovery II* was travelling upstream from Pipeline Bridge with 10 passengers plus the driver onboard. While travelling at 70kph the engine lost power and the boat subsequently lost her steering. At a speed of approx 10kph the front port side contacted a rock face, damaging the rub rail. The engine restarted although it was running rough and was idled to a nearby beach. The passengers were transferred to a replacement vessel and continued their experience. The cause appeared to be the distributor.

DRS5, tourist jetboat, 6m

April 29, Dart River, submerged object
The boat was travelling upstream when it hit a submerged rock due to the driver being off his line. He drove the boat ashore and unloaded passengers. The passengers were transferred to a replacement vessel and continued their experience. The *DRS5* sustained damage to her starboard chine.

Spirit of Endurance, cargo ship, 130m

May 2, at sea, equipment failure
The ship lost her port anchor at sea, presumably during very rough head seas en route from Auckland to Lyttelton. On arrival in Lyttelton it was found that the swivel had separated due to the securing nut undoing or the thread wearing out and the entire anchor was lost. The spare anchor was prepared for fitting.

Skookum, vehicle carrier, 30m

May 2, Tauranga Harbour, equipment failure
The seal of the front crank casing on the no. 2 engine blew while the *Skookum* was at beacon D in the Otumoetai Channel. The engine was checked and shut down and the voyage continued on the no. 1 engine, being the leading unit and steering unit.

After 25 minutes at 23 knots the deckhand was instructed to top no. 2 engine with oil to dipstick level, and to anchor. Restarted no. 2 engine to manoeuvre the *Skookum* 180 degrees so as to have no. 1 unit as trailing and steering unit (anchor not needed). This completed, the no. 2 engine was shut down and the trip continued. The no. 2 engine was started to assist with berthing.

Monte Stello, ro-ro passenger ship, 116.1m

May 4, Tory Channel, touch
The *Monte Stello* touched the bottom of the Tory Channel at the Cook Strait entrance while on the way to Picton. She continued on her way with no further problems. A diver at Picton found three sharp indents but apparently no hull penetration, and a damaged propeller blade. She returned unloaded to Wellington on one shaft.

Pacific Independence, container ship, 184m

May 4, Auckland, person overboard
A stevedore stepped onto the pedestal to take out the lashing bar on the outboard, sea-side of a stack of three high containers. As he released the bar from the containers it slipped into his overall pockets. He was trying to retrieve the bar when it slowly started to slide across the side of the container and fall. Both the bar and the stevedore fell into the water, where he was rescued by the cage uninjured.

Monowai, passenger vessel, 31.7m

May 5, Bluff Harbour, entangled propeller
At 0233 hours ordered in to let go tug under *MSC America* stern. Line cast off, tug clears stern, pilot informed. At 0234 hours, deck crew attempt to retrieve line, *MSC America* gives ahead movement, tug clear of wash and levers at 0. Deck crew noticed to have difficulty in moving line into roller guide, so tug came ahead to assist line clearing, single heavy jolt felt, port main engine revs observed to decrease. At 0235 hours port main engine emergency stop pressed Pilot informed.

Seamaster, passenger/vehicle ferry, 41.4m

May 5, Tamaki River, Auckland, grounding
While trying to locate the Sealink ramps in thick fog, the tide pushed the vessel outside of the channel due to low engine revs but the skipper did not notice straight away. The *Seamaster* was outside enough to come fast in the mud. The skipper tried to get back inside the channel marker but it was too late.

Kaitaki, ro-ro passenger ferry, 177.3m

May 7, Tory Channel, equipment failure
The small pipe leading to the fuel oil heater relief valve sheered off (possibly due to vibration). This resulted in very hot fuel oil (90-110° Celsius) being sprayed in a fine mist around the fuel oil module. The incident could have caused serious burns to engineering crew and/or an extreme fire hazard if oil spray had landed on the engines.

Cook Strait, bulk carrier, 175.5m

May 7, Tauranga, lifting/cargo gear failure
The hoist wire of no. 3 crane parted while logs were being loaded. Loading operations stopped for about six hours. There was slight damage to the cargo blocks.

Spirit of Wellington, non-passenger vessel, 12.6m

May 8, Wellington (other)
The vessel was travelling to a tow at Palliser in a heavy, confused sea and nor'west winds gusting 50 knots. About 15 minutes after she came down heavily onto one trough of a wave, she slowed at the tow vessel and the crew noticed part of the bladder poking out of the pontoon (for'ard port bag). The vessel sheltered near Turakirae

Head, secured the loose bag and returned cautiously to Evans Bay.

Jane Gifford, tourist vessel, 20m

May 8, Mahurangi Harbour, hit submerged object
The scow was motoring into the Te Kapa Inlet after rounding Casnell Island. The rudder, which projects about 600mm below the hull, struck the bottom and the gudgeon sheered its sacrificial copper bolts. The vessel did not ground and the rudder remained attached to the hull. She could still be steered and the trip was completed as normal.

Kohu Ra Tuarua, passenger vessel, 33.6m

May 11, Hokianga Harbour, Rawene, contact
The skipper left the mooring rope on and proceeded to depart Rawene. A large campervan on board obscured visibility of the rope. As the rope tightened it pulled the vessel's bow around and it contacted the *Waikare*, which was tied up to the pontoon at the end of the Rawene Wharf in close proximity to the ferry berth.

Dorado Discovery, research ship, 96m

May 11, Wynyard Wharf, Auckland, electrical power failure
While moving astern into her berth, an electrical failure of the bow thruster caused the bow to drop to port during a wind gust of over 25 knots. Her starboard anchor was let go to arrest the bow movement and the engine movement. She landed flat as possible on her port shoulder and her movement was arrested with tugs. The anchor was recovered and she proceeded to her berth. She suffered some paint damage but there was nil damage to the wharf.

Kerrisma, fishing vessel, 11.3m

May 11, Ruggedy Passage, Stewart Island, collision
The skipper was navigating through the passage when he went outside to visually check the distance and width of the narrow and tidal passage. He went back inside the wheelhouse to find the boat had veered right and was heading towards the rocks. He attempted to reverse the boat to avoid impact but it clipped a rock on the starboard side. The crew member steered the boat into a bay while the skipper assessed the damage. The emergency pumps were activated.

Wakanui, tourist jet boat, 7m

May 12, Buller River, collision
The *Wakanui* was at Windy Point in the lower Buller Gorge with nine passengers on board and the driver. While rounding the rocks at Windy Point, the skipper turned the boat and it became caught in an eddy, was oversteered and collided with a rock. The bow deck lip and upper hull on the port side were damaged, but the boat's handling was not impaired and the skipper proceeded to the organised pick-up at the rocks.

Raft 10, tourist raft, 4.3m

May 14, Waikato, wrap and pin
The first raft got hung up on a rock, causing a second raft to wrap against it. Two clients climbed onto a rock and the raft was flushed off. Two clients stayed with the raft and two dropped on shore 4m downstream. The guide walked the boat back up to where the two clients were waiting on the rocks.

Hawke's Bay Wine Country Cat, tourist vessel, 21m

May 14, 1 mile from Westshore, Napier, equipment failure
The genset automatically shut down due to overheating, causing the lights and stereo to turn off. Some 24 volt lights were already on and the remaining 24 volt lights then turned on. This genset only supports catering and entertainment equipment and does not affect propulsion or navigation of the vessel.

TPC Samjin, bulk carrier, 180m

May 14, Napier, equipment failure
The pilot reported considerable delays during departure at Napier with retrieving mooring lines on the foc's'le. He also noted the ship's engine was unable to go over dead slow revs. The pilot requested half then eventually full ahead as the *Samjin* departed the breakwater but the speed never got above 3.5 knots. This compromised the turns and the pilot launch's ability to maintain position alongside.

IVS Orchard, bulk carrier, 180m

May 16, Berth 9, Tauranga, equipment failure
The crane 2 wire running block broke apart, causing the cargo hook to drop its heave of logs. The ship is new. *Marsol Pride*, offshore support vessel, 60m
May 18, Nelson Harbour, equipment failure/contact
The vessel's port quarter struck the Coastal Wharf

Raft 8, tourist raft, 4.4m

May 18, Tongariro River, person overboard
The raft hit a rock at MacGyvers Mistake and three people were bumped out and swam the rapid. Two were pulled in, while the third got through bagged by one of the guides in the pool at the bottom. All were okay.

Raft 9, tourist raft, 4.4m

May 18, Tongariro River, capsized
Raft 9 came down a rapid and went sideways close to the bottom. Two students released their hold on the boat and moved or fell over to the downstream side and the boat flipped.

Maersk Dabou, container ship, 264m

May 19, Port Chalmers, electrical power failure/contact

The *Maersk Dabou* lost main engine power during berthing. The hull was damaged after the ship collided with the wharf.

K-Jet 8, tourist jet boat, 8.5m

May 19 Lake Wakatipu, equipment failure
K-Jet 8 had seven passengers on board and was travelling through the Narrows on her return to Queenstown Bay when the engine faded then stopped. The driver radioed for assistance. Another vessel in the fleet met the *K-Jet 8* and the passengers were transferred across and taken to the Queenstown pier. A third vessel was dispatched to retrieve the *K-Jet 8*. It was ascertained at the scene that she had run out of fuel. Fuel was added and she was driven back to the workshop. An internal investigation discovered when the *K-Jet 8* was last refuelled the fuel tank may not have filled completely, even though fuel was visible in the filler hose, suggesting air lock issues within the tank. The tank was modified with an extra breather fitted to the front to prevent an air lock from forming.

Seamaster, passenger/vehicle ferry, 41.4m

May 19, Rakino Island, grounding
The vessel pinged a propeller, more than likely while going onto the ramp, as there was less water at the time. It was not until they had left the bay and put power on the engines that the skipper realised there was a problem due to the vibration in the boat.

Messenge, barge, 35.4m

May 20, Auckland, dragged anchor
The *Messenge* had been berthed at B2 after a day's work. The spud legs were deployed but not put into "float mode" (ie, dog clutches disengaged). When the tide rose, the spud legs lifted from the sea floor. This enabled the vessel to drift toward the JA berth. No-one was on board at the time. A tug was called to reberth her at B2, where she was tied up with mooring lines. A crewmember deployed the spuds properly and the vessel was secure.

Fair Wind, bulk carrier, 222.3m

May 21, Lyttelton, contact
The *Fair Wind* was shifting berth in Lyttelton Harbour with the pilot having "con" of the vessel. The ship was turning off Cashin Quay 2 when the bulbous bow and stern struck the wharf. There was no injury to personnel or any marine pollution risk. The *Fair Wind* appeared to be undamaged. About 30m of the wharf piles, fendering and decking were damaged.

Raft 10, tourist raft, 4.3m

May 19, Tongariro, capsized
The raft went up on a submerged rock at the bottom of Earthquake Gully. When the guide called an "over" to get off the wrong side, the students on the other side, who were also starting to move, were bumped out and swam in the pool until they were picked up.

CMA CGM L'Etoile, container ship, 210.1m

May 24, Napier, equipment failure
The ship was approaching no. 5 berth when the engine failed to go astern. She was berthed safely using tugs and the bowthruster. The engine was tested when the vessel was moored securely and all was satisfactory.

Thomas Harrison, fishing vessel, 42.5m

May 25, McKellar Quay, Nelson, oil spill
The fuel valves were in the wrong configuration between the LFO and MGO fuel systems. The spill was contained on board (fuel stopped). Booms were deployed and spillage was contained around the vessel.

Intrepid, aquaculture vessel, 23m

May 25, Havelock, mooring line failure/propeller entangled
While reversing out of her berth at the Havelock Marina, the *Intrepid's* port propeller became entangled in the adjacent berth's stern line, causing the port engine to stall. The crew tried using the starboard engine to get back into the berth, but the *Intrepid* hit the centre pole between the berths and bent it over, and also hit the vessel *Toroa* (not damaged) and the wharf. They managed to reverse the *Intrepid* into the adjacent berth on the starboard engine and cut the rope from the port propeller.

Adventurer, passenger ferry, 28.75m

May 26, Ferry Terminal, Auckland, collision
The *Adventurer* was departing berth 1A when her belting contacted the belting of another vessel moored in 1B. Fullers own both vessels and neither was damaged.

Enterprise II, passenger vessel, 13.1m

May 28, Rangitoto Channel, collision
The *Enterprise II* was at anchor and engaged in line fishing. The *Charmomet*, under full sail, travelling in a south to sou'west direction at 9-10 knots, smashed into the *Enterprise II's* starboard side just for'ard of amidships. The skipper and passengers on the *Enterprise II*, realised they were in danger of the yacht hitting the vessel when the *Charmomet* was 50-80m out and were prepared for the impact. No-one on the *Enterprise II* was damaged and her hull integrity was sound.