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Amaltal Mariner, inshore trawler, 37m

April 2, Maitai Channel. Grounding
The master told the first mate to get the anchor ready before leaving the Amaltal Wharf, as they had a new engineer on board. When they got away from the wharf the main engine went into overload then shut down, losing all power.

Taimania, fishing vessel, 42m

April 4, 41° 26' S, 174° 46' E. Fire
The crew had started to haul their nets up at 0910 when the fire alarm sounded on the zone two trail deck, and hauling stopped. The fire was located in the winch room 11 minutes later. It appeared to have started in the winch motor brake pads. The fire was extinguished with a dry powder extinguisher. The winch room was vented and the brakes given time to cool down. The winch motor brake was adjusted and the crew began hauling nets again.

Stray Cat III, restricted passenger vessel, 10.4m

April 6, Robertson Island. Grounding
The *Stray Cat III* hit rocks while rounding the southern end of Robertson Island at low speed. The master went astern on the starboard engine and the propeller struck a rock, damaging the blades. The vessel was grounded for only a few seconds. The hull exterior was inspected to ensure all surfaces were watertight and the vessel returned to Paihia on both engines.

San Enterprise, fishing vessel, 64m

April 7, South Cape, Stewart Island. Entangled trawl
The trawler became entangled with stern gear. The *San Discovery* towed her to Bluff, the nearest port, where divers cleared the entangled trawl.

Aotearoa Chief, container ship, 130m

Highlando, fishing vessel
April 7, Napier. Near miss/close quarters
The *Aotearoa Chief* was in the channel approaching the entry to the basin. The *Highlando* entered the channel just south of C buoy crossing on an easterly heading. The *Aotearoa Chief* sounded five short blasts and the *Highlando* appeared to alter course to starboard, but steadied up, heading more for the knuckle of No.5 berth and disappeared from the ship's sight for 10 seconds.
The master delayed the turn until she re-appeared on the port side and then put the helm hard to port to make the turn safely. The *Highlando* did not abide by part 91 of the shipping rules.

Tasman Commander, cargo ship, 145.5m

April 8, Wellington. Fire
At 2308 the duty officer and AB reported smelling smoke coming from the hold. The supervisor was informed and asked to inform port authorities and the fire brigade. Six minutes later the fire alarm was raised and announced through the public address system. Heavy smoke poured from cargo hold No.2. The ship's crew initially extinguished the fire, but the brigade completed the task.

Santa Regina, passenger ferry, 136m

April 8, Double Point, Queen Charlotte Sound. Near miss/close quarters
At 1919 the ferry crew sounded a long blast at the small yacht *Roschild* on her port bow showing green and white at a range of 1.5 miles. Speed was reduced to 14 knots. Three minutes later another blast was made and speed reduced to nine knots and a range of less than a mile. The vessel was still on her port bow.
At 1925 the *Roschild* passed down the *Santa Regina*'s starboard side at a distance of about 50m to 100m off and made no attempt to alter course and get out of the way. The master of the *Santa Regina* was unable to alter course to starboard as other small vessels were in the vicinity.

San Rakaia, fishing vessel, 30m

April 11, 39° 44.8' S, 174° 12.3' E. Net entangled with propeller
While hauling up the net it washed up under the stern and became fouled in the propeller. She was towed to Port Taranaki.

Kota Juta, container ship, 193m

April 13, Cashin Quay No. 3 berth, Lyttelton. Cargo shift
While shifting 50m east, a wind gust caught the ship's stern and container deck stow aft (a six-high stack) and the stern leaned over the quayside. According to the ship's instruments, the wind was a west sou'wester from 240 degrees at 30-35 knots, gusting to 45 knots.
The aft tug increased her pull but it did not take effect before the hull contacted a wharf bollard. There was a small indentation of the hull on the port quarter aft. Tugs made her fast fore and aft.

Monte Stella, passenger ferry, 116m

April 14, East Head, Tory Channel. Machinery failure
The port main engine over-spun and shut down while the ship was in Cook Strait. Upon notice from the engineroom the vessel's course was changed to enter Queen Charlotte Sound via the northern entrance, and control of the port engine was passed to the engineroom.
The engine's governor control arm was found to have fallen off the splined shaft. The shaft was re-assembled with a new roll pin, the over-speed reset and the engine restarted, with control being passed back to the bridge.

Maea, LPG tanker, 86m

April 14, Manukau Bar. Main engine shutdown
The ship was transiting the Manukau Bar to the open sea with her engine at full ahead manoeuvring speed and under pilot command when the engine stopped. It was restarted and the ship resumed passage. She then encountered a heavy swell ahead, the bow went up and the engine stopped again when the bow dropped. The engine was restarted after 30 seconds and the ship resumed her passage.

San Rakaia, fishing vessel, 30m

April 14, Port Taranaki. Collision
The tug *Rupa* was shifting the *San Rakaia* on her port side from Moturoa Wharf to the fuel wharf. The *San Rakaia* was pushed into the wharf between the fenders and was dented in the starboard aft quarter.

Nautilus III, tug, 14m

April 14, Wellington Heads. Capsize
The barge *Kimihia* lost stability while being towed through Wellington Heads and capsized.

Tasman Pathfinder, cargo ship, 177m

April 15, Thorndon container wharf No.2, Wellington. Structural failure
The shipping company requested stevedores to shift a 2G open-top gear container containing the ship's log wires from bay seven down to the bay three deck. The container was out of shape due to the log wires. When the container was lifted to re-position it on deck Bay 3 it collapsed in on itself.

Kaharoa, fishing vessel, 26m

April 16, offshore Greulle Harbour, Tasman Bay. Fouled net
The net was hanging over the side when the master engaged the propeller clutch and it was sucked into the propeller shaft.

Washington, cargo ship

April 17, Napier. Gear failure
The cargo gear was set up in union purchase and about one tonne cargo lifted from the shore and brought to the No. 1 hatch. On the No.1 portside derrick head, the D-ring, which has the cargo runner sheave attached, opened up. A shore crane took over handling the cargo.



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San Nikunau, purse seiner, 75m

April 17, 38° 28' S, 173° 34' E. Machinery failure
Five members of the engine crew were overhauling the anchor winch in the bow area where the crane was situated. The chief engineer and one oiler were overlooking parts to the brake system, which had been laid out under the crane boom.

The two-tonne boom broke away at the pinion, letting the boom end fall about 2m to the deck, narrowly missing one oiler. Photographs showed the pinion had rusted all the way through the supporting metal. The crane had not been in use for two years and was awaiting replacement.

Xin Shi Ji 87, fishing vessel, 49m

April 19, Tauranga. Grounding
The pilot was taking the vessel to sea with the pilot launch in attendance. The flood tide set the *Xin Shi Ji 87* to the east, and she had a low-speed grounding on soft sand, just west of 10 beacon. She floated free with minimal stern propulsion.

Teng Yun He, cargo ship, 180m

April 23, Nelson. Machinery failure
The ship had built up excessive speed of nine knots on Port Nelson's outer leads and the pilot reduced speed to six knots. While in the inner harbour the main engine fired ahead when ordered astern. Both anchors were let go to arrest her forward momentum. When backing into the berth the main engine twice fired astern when ordered ahead. Interaction between this vessel and the tanker *Kakariki*, berthed at the main wharf north, caused the *Kakariki* to move off the berth and her pipeline became taught.

Lodestar Princess, bulk carrier, 175.5m

April 28, Whangarei. Injury
The pilot boat was alongside the *Lodestar Princess*, steaming at approximately eight knots and decreasing. The pilot jumped from the boat to the ship's pilot ladder. The lower pilot safety harness was still attached to the pilot boat.

Glendhu 1, passenger vessel, 4.75m

May 1, Lake Wanaka. Grounding
The vessel was hired by a Mrs Edgar, who was given an introduction to the vessel, including safety procedures and hazards. The owners were alerted to a fault with the craft, which was located an hour later. There was considerable damage to the motor; the propeller was bent and the bottom fin torn off the motor. Mrs Edgar was transferred to another boat and the *Glendhu 1* was towed back to Glendhu Bay for repairs.

Kakariki, oil tanker, 183m

May 2, Tauranga. Near miss/close quarters
At 0814 the vessel came close to the edge of the channel by C1 buoy in restricted visibility. Fog closed in suddenly while the vessel was rounding Tamia Reef. At 0848 the vessel anchored off C5 buoy to wait for the fog to clear. Two tugs were in attendance. At 0924 the *Kakariki* proceeded to the tanker berth and securely moored alongside.

Gladiator, passenger vessel, 16m

May 2, 36° 27.103' S, 174° 49.446' E. Grounding
The vessel was on a trip from the Viaduct to Kawau Island with four passengers and two crew on board. During the trip, the vessel sustained a glancing blow over the top of an obstruction while in the region of Beehive Island/Rosario Channel. Lifejackets were issued, assistance called, and she anchored awaiting assistance. The passengers were returned to Auckland on a water taxi. Some flooding was located. Coastguard towed her to Gulf Harbour for repairs.

Shotover T6, commercial jetboat

May 5, Shotover River. Damage to boat
The driver drove too close to Middle Rock, and the bottom middle starboard side of Shotover T6 grazed the side of the rock. There was minimal damage to the vessel and no passengers were injured. A mechanic inspected the vessel and deemed her fit for commercial use.

Challenger (Kaitaki), ro-ro passenger ship, 181.6m

May 8, North of Evans Bay, Wellington. Near miss/close quarters
A motor launch failed to give way, despite the *Kaitaki* twice sounding five short blasts and using her searchlight. The *Kaitaki* went astern, enabling a safe bow crossing. The launch had her wheelhouse lights on and may have been unaware of the *Kaitaki*.

Shoman, non-passenger ship, 17.5m

May 9, St Kilda Beach/Tahuna outfall. Workplace incident
The pipe surfaced due to a sudden loss of ballast resulting from the *Shoman* being holed on her starboard aft corner. There was minimal damage in the accessible area. Eight commercial divers were on board.

Mana Ranger III, workboat, 7.3m

May 6, Mana Island. Launching accident
The vessel was boarded and the command to release the

winch brake given. She rolled out of the boatshed and about 10m from the water the skipper felt the trailer slow down slightly. The trailer came to an abrupt halt and the vessel slid partly off the trailer into the shallow water, taking the impact on the stern drive, which broke off.

Oyang 97, fishing vessel, 61m

May 13, Timaru Harbour. Machinery failure
The vessel was manoeuvring from the No. 2 north berth to the bunker position at No. 1 west under the direction of a pilot. The controllable pitch propeller failed three times while underway.

Santa Regina, passenger ferry, 133m

May 13, Queen Charlotte Sound. Machinery failure
The ferry lost power to the port main engine while approaching Picton. The cause was a loss of pressure on the FW cooling pump.

Pacific Challenger, fishing vessel, 29m

May 20, Northeastern corner, Porangahau Hole. Fouled net around propeller
The crew had the bag end out to stern when a sou'west swell caused her to drift to the sou'west. The skipper saw the netting hanging out to the port stern quarter and engaged the propeller for three or four seconds. He did not observe the netting to foul.

He kicked ahead again and saw the netting on deck shudder, immediately disengaged the engine and the bag and cod end was manually hauled aboard. An attempt to pull the net clear with a gilson was made, but there was too much netting involved so they did not proceed further. The vessel was towed back to port.

Arahura, ro-ro passenger ferry, 148.4m

May 21, Tory Channel. Machinery failure
The ferry was proceeding inbound to Picton and approaching Clay Point. A diesel generator AVR failed, causing a temporary voltage spike. This resulted in one engine shutting down. The engineer isolated the problem immediately without further incident.

Coralie Bay, tug, 11m

May 26, Entrance to Tauranga Harbour. Collision
The *Coralie Bay*, with two persons on board, was towing a barge out of the port entrance. While passing out the entrance there was a sudden loss of power and the engine started to surge. The tug was taken out of gear and revolutions applied, but the engine continued to surge for a time before power returned. By this time the ebbing tide and wind had pushed the vessel and the barge across the channel and the tow line became caught on the channel marker. Power was applied to try and turn out of the situation, but it was too late.

Quickcat II, passenger ferry, 22.9m

May 29, Pier 1, Auckland Ferry Basin. Collision
The *Quickcat II* entered the ferry basin and noted the cruise liner *Pacific Star* berthed at Princes Wharf. The ferry was turned into the basin after waiting for the *Kea* to depart berth 1B. The skipper made his approach to berth 1A. As he started backing up passed the *Jet Raider*, which was berthed at 1C, the *Quickcat II* was washed rapidly to the east and down onto the *Jet Raider*. Power was applied to try to avoid a collision, but the *Quickcat II* scraped down the aft belting of the *Jet Raider*, whose hull opened above the waterline.

Tasman Trader, general cargo ship, 176.6m

May 29, No. 8 berth, Mt Maunganui. Lifting/cargo gear failure
While loading 40ft containers onto the No. 5 hatch, the seating for the hoisting wire double sheave block at the crane head failed and the block fell onto containers stowed on the hatch top. There were no injuries.

Blue Sky, passenger vessel, 9.8m

May 29, 37° 49.5' S, 176° 52.4' E. Rurima Island. Grounding
While en route to Rurima Island from the northeast, the *Blue Sky*'s starboard propeller clipped the edge of a reef in perfect conditions. The skipper stopped the vessel to assess the damage. There was a small amount of water coming in the aft hold on the starboard side but the bilge pumps could easily keep up. The vessel returned to Whakatane under power from the port engine.

Otakou, fishing vessel, 42m

May 27, 44° 27' S, 175.02° W. Damage to vessel
The *Otakou* was making for Hanzons Bay on the eastern side of the Chatham Islands to get a lee from the 55 knot westerly winds and rough seas. At the time, the course and speed was considered safe, until a rogue wave hit just forward of the beam on the bow's bulwarks, creating a large impact. The speed and course was altered until the weather eased. A frame and supporting gusset in the fo'c'sle sustained some minor damage.

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