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**Papuan Chief, container ship, 158m**

April 3, Tauranga, mooring line problem  
The ship's forward spring line winched up while still attached to the linesman's truck.

**Voyager, trawler, 34.4m**

April 4, Kingsford Quay East, Nelson, fire  
Fire broke out in the engine room as the result of welding work being done while the vessel was berthed. Smoke was noticed by a crewmember who attempted to extinguish it but was unable to do so. The fire was extinguished by the fire service.

**Monte Stello, ro-ro passenger, 116.07m**

March 4, 41.8 23.49' S 174° 42.38' E, near miss  
*Aratere* was following astern of *Monte Stello* across Cook Strait, bound for Wellington. *Aratere* was on the starboard quarter slowly overtaking. Around 0400 hours, *Aratere* crossed under the stern to overtake down the port side. At 0413 hours, the master of *Monte Stello* contacted *Aratere* on VHF channel 16, and said he was concerned that the present distance of three cables, would reduce further as he drew abeam. The reply was that he was just about to alter course to port. *Aratere* slowly overtook, the CPA being three cables. By this time, both vessels had passed the waypoint off Sinclair Head. The master of *Monte Stello* was forced to continue slightly south of his intended track as his alteration to port was impeded by the close proximity of *Aratere*. At this point, *Aratere's* track was now north of the normal track, meaning she would cut inside the two mile mark south of Barrett's Reef waypoint. When *Aratere* was a range of five cables, they contacted *Monte Stello* on Channel 14 to inform them that they were altering course to starboard. The master of *Monte Stello* expressed concern as this meant *Aratere* would cross his bow at a range he considered too close. *Aratere* responded that they would not cross the bow. She then proceeded to cut across to starboard until they were directly ahead of *Monte Stello* so that his course would achieve the waypoint at the alteration, two miles south of Barrett's Reef. This meant that it would not cut the corner to come onto the leading lights, as prohibited by Wellington bylaws.

**Toia, tug, 32.04m**

April 7, Wellington, tow line parted  
While attending *Tasman Trader* which was berthing at Thorndon container terminal, the pendant on the tow line of *Toia* carried away. This occurred as slack was being taken out of the line for subsequent lifting off.

**Surreal, passenger ship, 14m**

April 8, Colville Channel, mast failure  
The vessel was being used privately when the mast failed at two metres high. All rigging was cut and cleared.

**Osprey, passenger ferry, 19.5m**

April 9, Auckland, flooding  
On departure from wharf 1A, the skipper noticed a list to port. He investigated and found water in the port engine room. The vessel was reberthed and the passengers disembarked. The problem was found after the port main engine was shut down. The engine room was pumped dry.

**Westport, cargo ship, 94.52m**

April 10, 39° 32.6' S 177° 4.0' machinery failure  
Vessel departed Napier at 1944 hours. At 2045 hours, the reduce pitch alarm activated. Pitch was immediately reduced but moments later the second engineer informed the master of a serious fuel leak from the port engine and requested fire alarm to be sounded. Pitch was reduced to zero and the port engine stopped. NUC lights were exhibited and the crew mustered and rigged two fire hoses adjacent to the engine room housing. The fuel leak was then repaired and the completed at 2202 hours. The port and starboard engines were started and clutched in. Lights were turned back on and the vessel resumed its passage.

**Maraetai Rescue, patrol boat, 8.5m**

April 11, Te Puru stream, grounding  
The vessel was tasked by Coastguard operations to assist with the search for a possible vehicle and its occupants near Te Puru round bridge. The skipper was asked to get the vessel as far up the river as possible. As the tide was receding it was decided to turn back. On leaving the entrance to the inlet, taking previous track, probing with boat hook for depth with speed less than one knot, the vessel ran aground and was unable to free itself from the soft mud bottom.

**Capitaine Wallis, container ship, 109.4m**

April 11, Jellicoe Wharf, Auckland, lost gangway  
While attempting to lift the portable gangway (brow), it fell off the forklift tines and into the sea. This brow was only used in Auckland when the ship was too low to use the permanent gangway. The gangway was recovered intact at 1230 hours on April 13.

**Lanakai II, passenger vessel, 26.3m**

April 12, Arid Island, machinery failure  
The vessel was anchored near Arid Island and the stern thruster was being used to position the stern closer to shore for divers to enter the water. The stern thruster failed. Immediate inspection revealed that an hydraulic line had blown. The engines were shut down and the engine room bilge pumps were isolated. All hydraulic fluid was contained on the vessel. It was pumped up and stored in empty containers for proper disposal ashore.

**Danielle, line fisher, 18.96m**

April 18, 39° 10' S 178° 36' E, flooding  
On returning to the start mark to set a surface longline, it was noticed that water was entering the vessel through a 5mm hole in the aft fish room. *Danielle* returned to Napier for repair. The bilge pump was able to cope with the incoming water.

**Search One, rescue vessel, 8.5m**

April 19, 37° 27.555' S 175° 59.449' E, structural failure  
The vessel was on senior crew training in moderate two metre swells on the Bowentown bar. Four skippers were undergoing man overboard drills. A wave landed breaking the windscreen of the vessel and dislodging the top of the screen from the hard top.

**Espirit de Mer, passenger, 15.86m**

April 21, Port Chalmers, machinery failure  
One hour into its delivery voyage to Milford Sound from Port Chalmers, a sudden, major shuddering was felt. The skipper throttled back and put the vessel in neutral. It was established that there was a problem with the port propeller and the vessel returned to port on the starboard engine. No assistance was required.

**Venture, line fishing, 17m**

April 23, Greymouth, grounding  
The ves sel ran aground but all crew came off safely with no injuries. The hull was breached and there was a visible sheen.

**P125, workboat, 5m**

April 24, Millers floodgate, Waikato, grounding  
The vessel was being used to clear silt from Millers floodgate when it hit an underground pole and was grounded. Water flooded the rear of the boat and stopped the engine. The incident occurred next to land, so the crew were able to leave safely and easily.

**Seamaster, ro-ro passenger, 41.38m**

April 25, Halfmoon Bay, Auckland, collision  
Pile, light and buffer damage was caused when *Seamaster* was swept sideways while berthing. Unfortunately, evasive action choices were limited because a vessel was moored immediately on the lee side.

**Pacific Chief, cargo ship, 165m**

April 25, Auckland, collision with wharf  
While shifting berth from Jellicoe Wharf to an inner layby berth at Bledisloe 2, the forward part of the ship was set down onto the outer end of the berth and struck a heavy, horizontally placed tyre. The manoeuvre took place in a 25 knot easterly wind and extra strong flood current from the east onto the berth.

**Cosco Dammam, container ship, 221.69m**

May 1, Auckland, pilot ladder failed.  
The man rope parted while transferring from *Cosco Dammam* to the pilot vessel. The rope fell four metres to the deck of the pilot vessel.

**Arahura, ro-ro passenger, 148.37m**

May 1, Queen Charlotte Sound, close quarters  
*Arahura* was en route from Picton to Wellington between the Snout and Double Point when a target was sighted visually and on radar at approximately 1.8 miles. A radar plot was commenced. The target was very fine on the starboard bow and showed a red light. Crossing from starboard to port with a CPA of less than one cable. *Arahura* altered course to starboard to increase the CPA. Having crossed from the starboard bow to the port bow, the yacht altered course to port, showing a green light. *Arahura* reduced speed and sounded five short blasts on the whistle. The yacht continued to alter course to port, bringing itself onto a collision course. *Arahura* went full astern on both engines. The yacht crossed ahead of *Arahura* at a distance of less than one hundred metres.

**Hawk IV, non passenger workboat, 14.99m**

May 6, Whangaruru Harbour, machinery failure  
At 0845 hours, those on board the vessel noticed the smell of smoke and the port side engine temperature gauge had rocketed up. The overheat was caused by the drive belt flying to pieces. Also, on further inspection, it was noticed that both fuel valves had failed to close. Starboard engine remained going throughout. The D.E.C. units on the port motor also failed to shut the engine revs back automatically and there was no audible overheat alarm.

**Seaway II, ro-ro ferry, 37.85m**

May 7, Kennedy Point, Waiheke Island, cargo shift  
A 10m diesel truck had been loaded halfway back, along the deck. As the vessel moved from the wharf, the skipper applied forward propulsion and observed the truck rolling backwards. The truck driver was not in the cab so the skipper eased off all power to slow down the speed of the truck. The truck veered to starboard and hit the starboard engine room entrance causing heavy damage to the vessel but none to the truck.

**Seacat, ro-ro ferry, 49.5m**

May 8, Musick Point, Auckland, close quarters  
The skipper of *Seacat* observed the vessel *Quickcat* on port forward quarter with its range closing and bearing remaining constant. The skipper hailed on channel 16 and asked *Quickcat* if they were going to observe the prevention of collision regulations or cut across the bow of *Seacat*. *Quickcat* replied that they would pass clear ahead. The skipper of *Seacat* replied that that was not acceptable. *Quickcat* altered course to increase the passing distance and passed approximately 50m across the bow of *Seacat*.

**Seacat, ro-ro ferry, 49.5m**

May 8, Musick Point, Auckland, close quarters  
While travelling through Musick Point channel, the Skipper of *Seacat* observed a small vessel approaching on the port bow at about half a mile or more distant. It continued on a collision course and came around to a head on situation. The skipper of *Seacat* sounded a continuous blast on the horn and applied full astern to all four engines. The vessel carried on directly towards *Seacat* until making a turn at the last moment, passing dangerously close down the port side of *Seacat*.

**Hansa Lubeck, refrigerated cargo ship, 156.85m**

May 9, Nelson, machinery failure  
*Hansa Lubeck* was proceeding out of port to sea. While at dead slow ahead on the inner leads, the chief engineer called the bridge, requesting to stop the main engine. The vessel continued until the next turn was made and she was steady on the outer leads. The engine was stopped and the vessel drifted before taking assistance from the harbour tug to anchorage. The vessel remained at anchor for approximately two hours before proceeding to the next port.

**Kaharoa, research vessel, 28m**

May 10, Lyttelton Harbour entrance, machinery failure  
The skipper's jacket became caught on the control lever for the manual override at the main steering position while he was cleaning the helm window. The lever would not go back into position at first and when it did, there was no helm response. After anchoring, tests were carried out by the engineer but no faults with any fuses or electric components were found and everything worked again on restart.

**Trust Rescue, rescue boat, 12.5m**

May 10, Wairopa #13 channel mark, collision  
The vessel was being used to conduct day skipper training by CBES when, in close manoeuvres up to the Wairopa Channel Mark #13, a hole about 300mm was torn into the pontoon which deflated. A crew member on the bow stayed clear of contact. The vessel moved away to starboard of the mark and an inspection was carried out. No other damage was caused to either channel mark or the vessel.

**Genco Challenger, bulk carrier, 169.26m**

May 11, en route to Tauranga, cargo shift  
The vessel departed Bluff and commenced passage to Tauranga at 0430 hours. At about 0700 hours, *Genco Challenger* encountered very heavy weather, rolling and pitching heavily. The cargo shifted and the vessel returned to the port of Bluff for safe refuge.

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

May 13, Tory Channel, close quarters  
*Aratere* had rounded Clay Point when the fishing vessel *Duncan* was sighted on, or slightly, south of *Aratere's* intended track. Course was established at 085°(T). *Aratere's* aspect from him was very fine on the starboard bow, CPA 0. The fishing vessel altered to port to about 055°(T) and increased speed to about 8.5 knots. Once starboard to starboard certain, *Aratere* altered course to port to open CPA to about 50m.

**Otakou, fishing vessel, 42.02m**

May 13, 43° 52' S 178° 24' E, fire  
An electrical fire started in the ship's galley behind the dish sanitizer and an extinguisher was used to put it out. Damage was found to be isolated to the electric cable supplying power to the sanitizer.

**STX Daisy, general cargo, 179.9m**

May 14, Napier, hoist wire failure  
One of the stvedoring crane operators was approximately one hour into his shift on board the vessel when the hoisting wire let go, sending the block and heave to the ground. There were no injuries. At the time of the fall, the heave was approximately two metres above ground.

**Black Diamond, passenger ship, 12m**

May 15, 43° 36.9785' S 172° 42.3865' E, grounding  
*Black Diamond* was called by Lyttelton Harbour Radio to investigate a vessel on a reef. The cardinal mark was approached at end of reef at slow speed with GPS/radar operating at 500 metre range. The bows slid onto the reef but the vessel pulled off when stern thrust was engaged.

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

May 15, mid Cook Strait, close quarters  
The vessel *Star Sea Breeze*, on an approximate course of 187°(T) at 14 knots, was heading south in Cook Strait, bound for Lyttelton. *Santa Regina* was on its normal course towards Wellington (127°T). *Star Sea Breeze* (give way vessel) was showing CPA of 0.3 bow cross. *Santa Regina* called and asked her intentions – she stated she was maintaining course. *Santa Regina* had to reduce speed and alter course. *Star Sea Breeze* passed ahead approximately 1m.

**Deodar III, patrol boat, 18.5m**

May 21, MRC berth, Auckland, man overboard  
An ambulance patient, aged 82, was disembarking from the vessel by foot, via the port quarter stern ladder. He came down facing the ladder and as he turned around to step on the boarding platform, he stepped out and his foot missed the side of the marina pontoon. The man was in the water for approximately 15 seconds and did not sustain any injuries.

**Seaflyte, Tamaki River, Auckland, 21.71m**

May 22, Tamaki River, Auckland, close quarters  
*Seaflyte* was operating on the Half Moon Bay service with 69 passengers aboard and heading up the Tamaki channel when a sail boat, identified by the master of *Seaflyte* as *Sumner Salt* tacked towards them, resulting in a near miss situation.

**Nimbus, fishing trawler, 14.23m**

May 22, Stewart Island, grounding  
The vessel struck a rock while retrieving a cod pot in Masons Bay. Water began to enter the vessel and the pumps were activated and a PanPan call made. It was decided to take the vessel to safety. It was beached at Earnest Island in Mason's Bay following a 20 minute trip at full steam.


**Milford Adventurer, tourism operator, 20.91m**

May 23, Milford Sound, machinery failure  
The vessel lost use of its port gearbox when departing the underwater observatory at Harrisons Cove. When berthing in Fresh Water Basin and under starboard engine only, the vessel was caught in strong sou' easterly wind gust and bent the handrail on the wharf.

**Trans Future 6, vehicle carrier, 199.99m**

May 24, Lyttelton Harbour, machinery failure  
While entering the harbour, the pilot noticed that speed was slow as the vessel had developed a problem with its DNE main engine cylinder. The vessel was anchored and main engine repairs were carried out. At 1000 hours, the main engine was tested and all was satisfactory. The vessel was berthed at Cashin Quay 2 by 1100 hours.

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