



Accident Report

Onetangi & C Walker Collision

On Auckland Harbour on 9 April 2005

KEEPING YOUR SEA SAFE FOR LIFE



Maritime Safety

MARITIME SAFETY AUTHORITY OF NEW ZEALAND
Kia Maanu Kia Ora

NARRATIVE

At approximately 1030 hours NZST on 9 April 2005, the recreational fishing vessel *C Walker* was fishing whilst anchored approximately 0.3 miles south west of the Chelsea Wharves, on the northern side of the Waitemata Harbour. At the same time, the recreational launch *Onetangi* was eastbound at 5.9 knots (ground speed), having departed Westpark Marina.

The Skipper of *Onetangi* navigated through a number of anchored fishing vessels whilst passing Kauri Point. He observed *C Walker* approximately half a mile ahead and determined his course would allow him to pass safely clear.

Due to the ebb tide and calm conditions, *C Walker's* bow was pointing to the west. The Skipper was facing east and did not observe *Onetangi* bearing down on his vessel on a collision course until the two vessels were approximately 10 metres apart. On first observing *Onetangi*, the Skipper of *C Walker* immediately yelled at *Onetangi* to attract the helmsman's attention. The vessel however maintained her course and speed and collided with *C Walker's* bow (See Figure 1 - NZ Chart 5322 showing position of *C Walker* and estimated track of *Onetangi*).

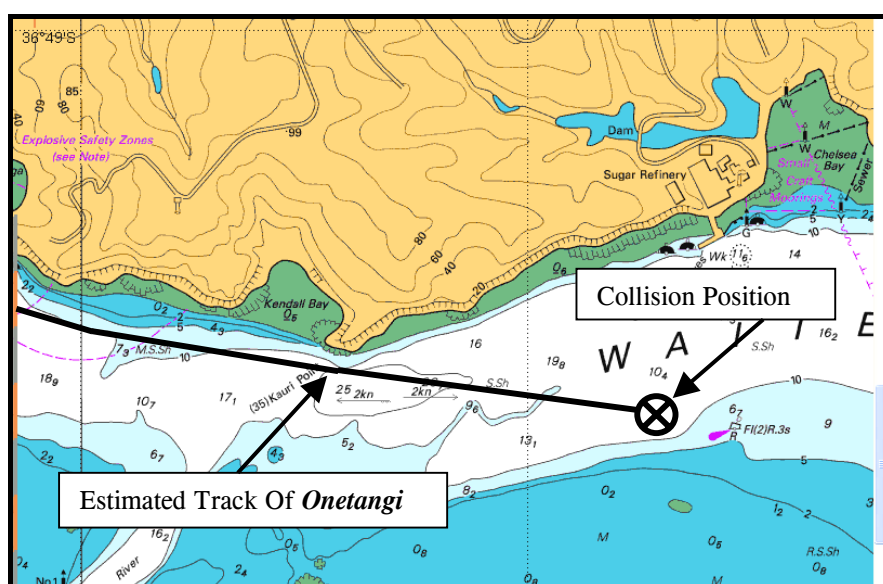


FIGURE 1 – NZ CHART 5322

Vessel & Skipper Details

Onetangi is a 10.5 metre displacement launch that sails out of Westpark Marina. The vessel is well equipped with navigational and safety equipment including radar. The vessel has a raised bow and foredeck. When approaching a small vessel, on closing, the vessel is lost to the helmsman's vision under the bow (See Figure 4). The Skipper is an experienced recreational boatman with 35 years experience.

C Walker is a 4.8 metre white fibreglass cabin boat. At the time of collision she had a red awning that extended some distance above the cabin top. The Skipper is an experienced recreational boatman (See Figure 2 - Photograph of vessel).



FIGURE 2 – PHOTOGRAPH OF *C WALKER*

The Skipper of *C Walker* stated he was not keeping a look out for vessels approaching from the west.

The skipper of *Onetangi* stated he was keeping a lookout. He was standing at the helm position and steering the vessel manually. The radar was operational but not switched on at the time of collision.

He believes *C Walker* was in line with the port hand channel mark and his failure to observe the vessel was due, in part, to both the mark and the awning of *C Walker* being the same colour (See Figures 3 & 4 - Photographs showing interior of cabin and Skipper's vision forward from the helm)

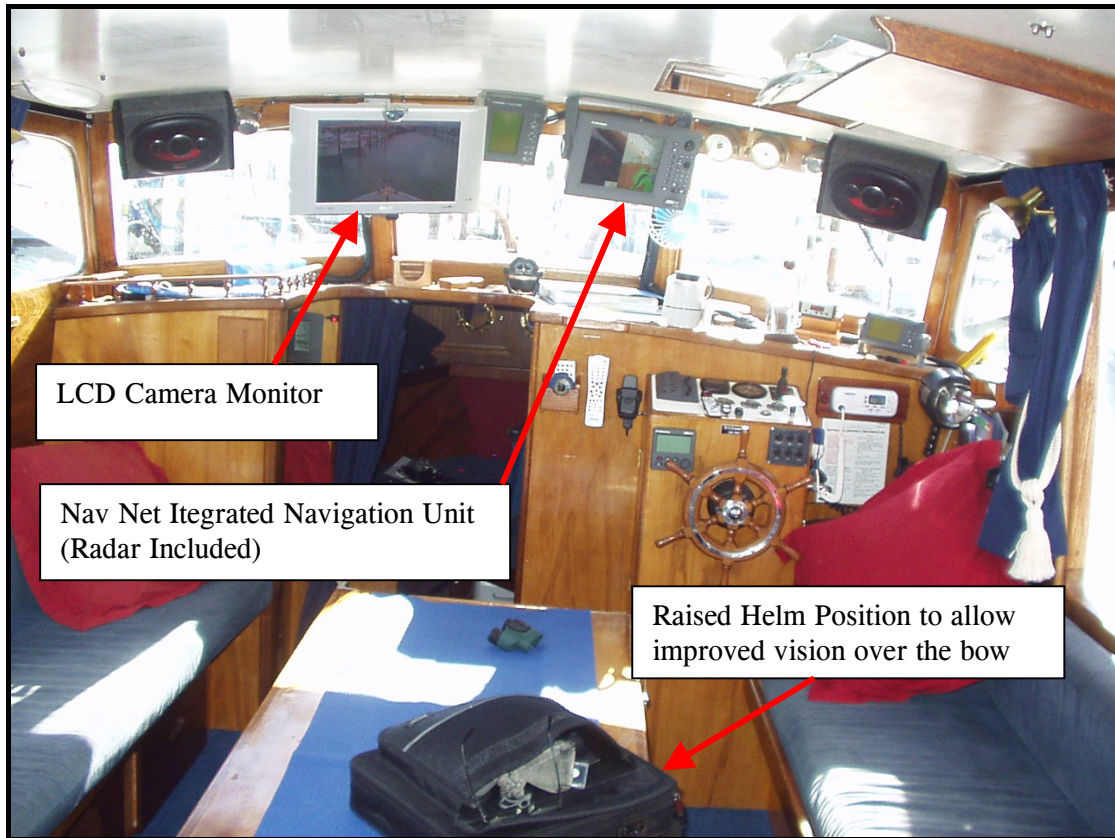


FIGURE 3



FIGURE 4

Weather conditions were calm with good visibility at the time of collision.

C Walker sustained minor damage to her bow. *Ontangi* sustained scratches to her port bow.

Immediately after the collision the skipper of *Ontangi* stopped his vessel and rendered assistance to *C Walker*.

C Walker was able to return to shore without assistance

Action Taken by the Skipper of *Onetangi*.

- A LCD video monitor has been mounted in the cabin with a camera mounted on the vessel's mast. This gives a clear vision of vessel ahead and under the bow (*See Figure 3*).
- The standing position for the helmsman has been raised to allow a better angle of vision over the bow from the helm (*See Figure 3*).
- Enrolment in a Coastguard Boatmasters course.

COMMENT & ANALYSIS

The obligation of a skipper to keep a proper lookout is one of the most fundamental requirements of any mariner. Serious injury or death can result from this type of accident. With increasing numbers of commercial and recreational vessels plying the Waitemata Harbour, skippers must be diligent in keeping a proper lookout at all times.

Part 22 Maritime Rules

22.5 Look-Out

Every vessel must at all times maintain a proper look - out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and the risk of collision.

22.7 Risk of Collision

(1) Every vessel must use all available means appropriate to the prevailing circumstances and conditions to determine if the risk of collision exists. If there is any doubt, such risk must be considered to exist.

(2) Proper use must be made of radar equipment, if fitted and operational, including long-range scanning to obtain early warning of the risk of collision and radar plotting or equivalent systematic observation of detected objects.

FINDINGS

Both skippers failed to keep a proper lookout.

As the vessel making way, the Skipper of *Onetangi* had the primary obligation to keep clear of an anchored vessel.

SAFETY RECOMMENDATIONS

1. That the Skipper of *Onetangi* be severely censured for failing to keep a proper lookout. He also failed to use his radar as required under the Rules.
2. That the Skipper *C Walker* be reminded of the importance of keeping a proper lookout at all times.