

Class B Accident Report

Quickcat

Machinery Failure

Matiatia Bay, Waiheke Island on 14
November 2004

KEEPING YOUR SEA SAFE FOR LIFE



Maritime Safety

MARITIME SAFETY AUTHORITY OF NEW ZEALAND
Kia Maanu Kia Ora



REPORT No: 04 3601

QUICKCAT – MACHINERY FAILURE

Whilst approaching Matiatia Bay, *Quickcat's* speed was reduced. A large swell wave lifted the vessel and slammed it down again. This caused the generator to shut down and all electrical power was lost. The Master put both engines astern and stalled them both. The Master restarted the engines from the bridge and the Engineer started the port generator from the engine room, restoring electrical power to the vessel.



Details of Vessel, Owner & Management, Classification, Navigational Equipment, Manning & Crew:

Name of Vessel:	<i>Quickcat</i>
Vessel Type:	Restricted Passenger Ship
Port of Registry:	Auckland
Flag:	New Zealand
IMO/MSA/Official No.:	MSA 100491
Built:	1986
Construction Material:	Aluminium
Length Overall (m):	33.38
Maximum Breadth (m):	13.26
Gross Tonnage:	456
Net Tonnage:	199
Propulsion:	2x Deutz Diesels
Safe Ship Management (SSM) Company:	Dunsford Marine Ltd
Accident Investigator:	Andrew Hayton

- **Owner Details**
Fullers Group Ltd, PO Box 1346, Auckland.
- **SSM Certificate**
Dunsford Marine Ltd issued the SSM Certificate on 24 September 2004.
- **Skipper Details**
The Skipper held a Master of Small Home Trade Ship Certificate of Competency.

- **Crew Details**

The Engineer held a Marine Engineer Class 1 Certificate of Competency.

- **Manning Details**

The Deckhand held an Inshore Launch Master's Certificate of Competency issued in 2004. In addition, there were three Café hands and 65 passengers onboard.

NARRATIVE

Quickcat departed Auckland at 2130 hours New Zealand Standard Time (NZST), on Sunday 14 November 2004, from Pier 2C. The vessel was bound for Waiheke Island.

The weather was forecast as Northerly 15 knots becoming North Westerly 20 to 30 knots in the late evening. The actual wind on the evening of 14 November was NNE at 20 to 25 knots.

Quickcat proceeded through the Motuihe channel with a one to two metre northerly swell. Upon approaching Matiatia entrance, the vessel's speed was reduced. At this juncture, the vessel came off the back of a large swell and the hull came down hard. When this occurred the starboard generator, which was the only generator in use, shut down and all electrical power was lost, including the steering. The Master has said he had 10 degrees of port helm on when power was lost.

In an effort to bring the vessel (which was turning to port) under control, the Master put both main engines astern. In doing so, due to the speed of the ship, he stalled both engines. The vessel continued to round up to the north, to the west of the northern headland. The Master restarted the port engine again. He went astern and the vessel rounded up clear of the headland. At this point the starboard engine was restarted by the Master. The Engineer started the port generator from the engine room. He then reinstated power to the steering system and all electrical systems.

The vessel continued into Matiatia and berthed at 2215 hours without further incident. At the time of the incident, it was raining with a moderate wind and rough seas.

FINDINGS

The next day the owners' representatives inspected the starboard generator. They believed the reason for the shutdown was because of the jolt the vessel sustained coming down hard off a wave. This loosened the automatic voltage regulator (AVR) board on the generator set. In turn, this gave a false reading of over speed to the programmable logical computer (PLC), which then activated the engine shutdown.

The solution that the owners are implementing to prevent further shutdown is to dispense with the PLC and fit alarms only. Another action the owners are investigating is removing the over speed control and instead have a mechanical pick up sensor off the flywheel. Whilst these actions remove the safety mechanisms from the generator thereby posing a risk to the machinery the owners consider in the overall interests of vessel safety that this work be done. The above actions cannot be implemented until the owners take the vessel out of service for a few days. In the meantime they have instructed all crews to ensure that both generators are kept running in inclement weather conditions.

SAFETY RECOMMENDATIONS

The Maritime Safety Authority concurs with the actions of the company and has no further recommendations to make.