



Summary Report

Grounding

Twofold Bay

20 July 2006



NARRATIVE

On the evening of 19 July 2006, the Skipper of **Twofold Bay** brought the vessel into Whangawehi Roads on the north coast of the Mahia Peninsula with the intention of anchoring the vessel overnight.

At approximately 2130 hours, the anchor was let go and the vessel brought up to four shackles in a depth of 20 metres. The closest point of land was approximately 1.0 mile distant and the nearest shallow water was approximately 0.8 miles distant.

The Skipper established a plot on the plotter and set up guards in order to instigate an audible alarm should the vessels position alter. The two Deckhands went to their bunks for the night.

After keeping watch in the wheelhouse for approximately three hours, the Skipper decided to leave and conduct some routine work in the engine room.

The Skipper returned to the wheelhouse for approximately 10 minutes at 0050 hours before returning to the engine room to carry out further work such as cleaning the air filters and stopping leaks.

At approximately 0310 hours on 20 July 2006, the Skipper climbed the ladder out of the engine room and, when midway to the wheelhouse, he heard the audible alarm emanating from the chart plotter. He rushed to the bridge and immediately observed that the weather had deteriorated and that the vessel was considerably closer to the shore than before. He realised that the vessel was dragging her anchor and awoke the Deckhands.

At 0311 hours, Tolaga Maritime Radio commenced broadcasting an all station message on VHF channel 16 requesting vessels off Whangawehi, Mahia Peninsula to check that they were secure after a member of the public alerted Police that an unknown vessel was drifting inshore.

At 0319 hours, the Skipper of **Twofold Bay** heard the broadcast and immediately knew that his vessel was the one being referred to. He replied saying that the vessel was going to run aground imminently.

At 0326 hours, the Skipper broadcast a Mayday over VHF channel 16 saying that the vessel was aground.

The Skipper ascertained that there was no ingress of water and no obvious damage to the vessel.

With the aid of a helicopter and the tug **Titirangi**, **Twofold Bay** was successfully refloated on the next high tide at 1253 hours and sailed to Gisborne.

After spending several days alongside, **Twofold Bay** sailed for Nelson in order to be slipped.

The anchor gear is made up of a Bruce type anchor connected to one shackle of chain which is, in turn, shackled to approximately eight shackles of wire rope. At the time of grounding, **Twofold Bay** still had between four and five shackles of wire on the drum.

The nature of the bottom in the area where the vessel originally anchored is charted as being mud.



Figure 1



Photograph 1
Twofold Bay aground

FINDINGS

The vessel was manned by the Skipper and two Deckhands. The Skipper was also the vessel's engineer. The vessel's Safe Ship Management Certificate had expired on 28 April 2006, but the vessel's owner was actively working with the SSM Company to rectify outstanding deficiencies preventing the issue of a new Certificate.

Fatigue was not an issue in this grounding; neither was the use of drugs or alcohol.

The Skipper had served on board *Twofold Bay* for eight years.

The Skipper had set a guard zone of 200m around the anchoring position of the vessel. If the vessel moved 200 metres beyond its original position, an audible alarm sounded automatically.

At the time of anchoring, the wind was approximately east north east 10 knots, and there was a 0.5 metre east north east swell. The Skipper obtained a weather forecast on VHF channel 67. This forecast gave him no cause for concern.

The Skipper had anchored in the anchorage many times before without incident.

The vessel suffered damage to a hull mounted transducer.

The accident occurred because an unsatisfactory anchor watch was being maintained by the Skipper. The Skipper spent too long in the engine room without returning to the wheelhouse to check the vessel was safe. The Skipper acknowledges that he was away from the wheelhouse for too long a period and will ensure that, in future, if he is required to leave the wheelhouse for extended periods, that a deckhand will be tasked with maintaining an anchor watch in the wheelhouse.

The Investigator suspects that the reason for dragging is that the anchor did not 'bed in' when dropped. The upper side of the anchor had scratches on it which could have occurred if the anchor had been dragged 'upside down' along the bottom.

VESSEL DETAILS

Ship Name:	<i>Twofold Bay</i>
Ship Type:	Fishing Vessel
Certified Operating Limit:	Offshore
Flag:	New Zealand
Built:	1966
Construction Material:	Steel
Length Overall (m):	22.87
Gross Tonnage:	155
Registered Owner:	Twofold Bay Fishing Company
Ship Operator/Manager:	Twofold Bay Fishing Company
SSM Company:	Survey Nelson
Accident Investigator:	Andrew Hayton