

Accident Report
Tamure & Unnamed Ramco
Collision - Pelorus Sound on
24 March 2005
Class B



REPORT NO.: 05 3700

TAMURE & UNNAMED RAMCO – COLLISION

On the evening of Thursday 24 March 2005, the commercial passenger vessel *Tamure* was on an empty return passage from Pelorus Sound back to Havelock. At the same time, an *Unnamed* recreational vessel had left Havelock bound for Jacobs Bay in Pelorus Sound. Onboard were the Skipper/Owner and one passenger.

At about 1900 hours, in the area of Turn Point, both vessels sighted each other's lights through the rain. The Skipper of *Tamure* altered to starboard and the Skipper of the *Unnamed* vessel altered to port. A short while later the vessels collided. The bow of the *Unnamed* vessel pierced the port side of *Tamure* amidships.

The Skipper of *Tamure* made a call on the VHF and help arrived shortly after; both vessels were damaged but not taking on any water. The passenger of the *Unnamed* vessel sustained some facial cuts. These were treated by two nurses who were passengers on one of the rescue vessels.

Both boats were towed to Havelock and the injured passenger taken to Hospital.

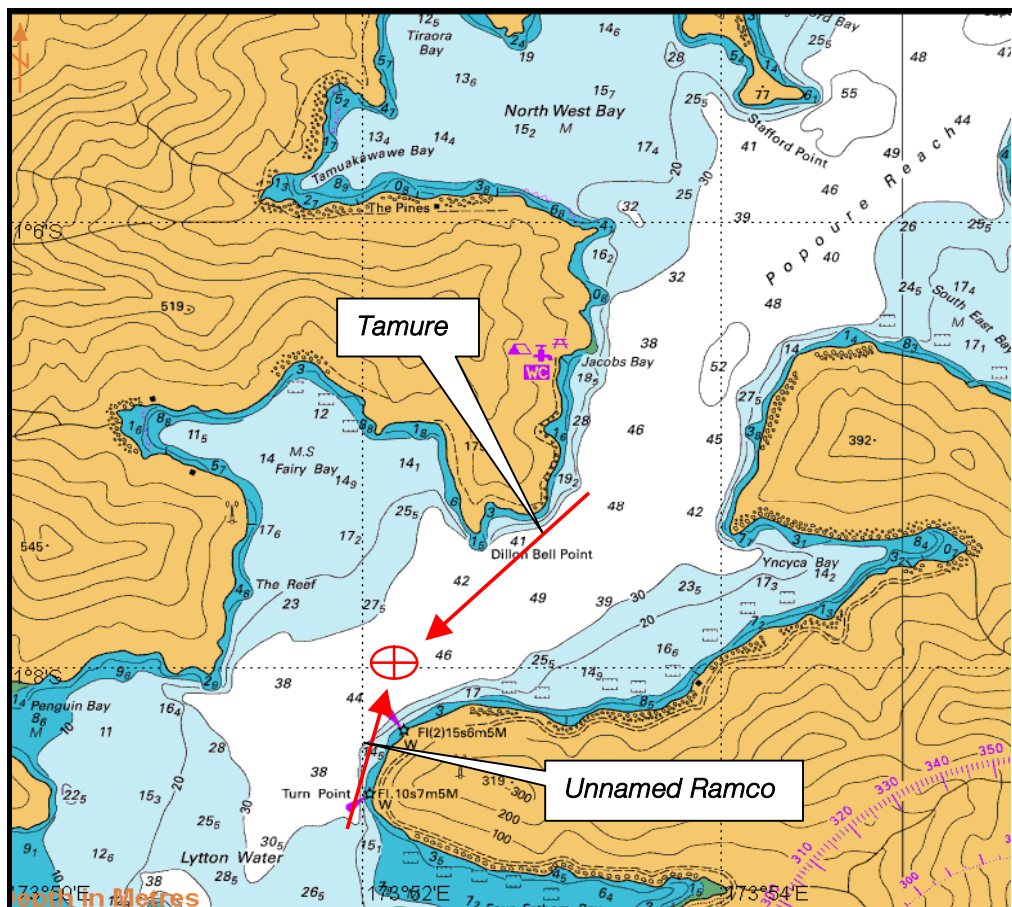


Figure 1



Photograph 1 – *Tamure*



Photograph 2 – *Unnamed 'Ramco'*



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

Name of Vessel:	<i>Tamure</i>
Vessel Type:	Passenger
Flag:	New Zealand
MSA No.:	120965
Construction Material:	Aluminium
Length Overall (m):	5.95
Propulsion:	Johnson Outboard
Safe Ship Management (SSM) Company:	Maritime Management Services

- **Owner Details**

Chris Hobbs Snapper Charters

- **SSM Certificate**

The vessel had a valid Safe Ship Management Certificate with Maritime Management Services.

- **Skipper Details**

The Skipper holds a Local Launch Operators (LLO) Certificate of Competency endorsed for the vessel *Tamure*, obtained in September 2000.

- **Manning Details**

The vessel was manned correctly in accordance with **Maritime Rule Part 31B**.

- **Navigational Equipment**

The vessel was equipped with a magnetic compass, a Hummingbird echo sounder, an AWA VHF radio and a GP31 Furuno GPS.



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

Name of Vessel:	<i>Unnamed</i>
Vessel Type:	Ramco
Construction Material:	Aluminium
Length Overall (m):	3.9
Propulsion:	40 horsepower Yamaha outboard
Accident Investigator:	Domonic Venz

- **Owner/Skipper Details**

Aged 21 years. He has no boating qualifications

- **Navigational Equipment**

The vessel is not fitted with any navigational aid, aside from a fish finder.



NARRATIVE

Tamure

At approximately 1815 hours, on Thursday 24 March the commercial passenger vessel **Tamure** departed Havelock with the Skipper and five passengers onboard. They were bound for Tiraora Bay in North West Bay, Pelorus Sound. On the trip out it was raining with some wind and generally poor visibility. The Skipper was navigating using the GPS, which allowed him to recall a historical track to North West Bay. The depth sounder and navigation lights were switched on.

The Skipper dropped off the passengers and departed Tiraora Bay at about 1900 hours. He was travelling at about 22 knots. The weather conditions had changed with just rain and less wind overall. Visibility was described as reasonable in the rain. The Skipper was following his outbound GPS track back towards Havelock. At about 1912 hours, as the vessel approached (See Figure 2 - Position 1), the Skipper saw a red and a green sidelight come into view around Turn Point. Shortly after this, he altered to starboard by about 35 degrees and continued on monitoring the situation. The Skipper continued to see both port and starboard sidelights, so decided to make a second alteration to starboard (See Figure 2 - Position 2). Shortly after this, the Skipper saw the vessel very close to port so decided to throw the helm hard over to starboard and pull the engine out of gear. Immediately after this, the two vessels collided with the bow of the other vessel puncturing the port side midships area of **Tamure**.

Unnamed Ramco

During the afternoon of Thursday 24 March, the Skipper/Owner of the unnamed recreational vessel departed Havelock with two passengers on board. They travelled into Pelorus Sound and he dropped off the passengers at Jacobs Bay where they were to camp for the weekend. The Skipper returned to Havelock to pick up a third passenger before returning to Jacobs Bay.

At approximately 1815 hours, they departed Havelock. The weather conditions were described as overcast with no rain. As the vessel neared One Tree Point it started to rain heavily, so the Skipper stopped the vessel and put up a blue canvas cover with flexible plastic see through windows.

They continued up Pelorus Sound in the heavy rain and poor visibility. As the vessel went past Turn Point the Skipper saw some boat lights dead ahead. The Skipper thinking they were a long way away decided to alter course to port and head across the Sound to Fairy Bay and continue the trip around Dillon Bell Point and into Jacobs Bay. The Skipper could only just make out the lights due to the heavy rain on the plastic windows, which hampered his visibility. Shortly after this alteration, the Skipper saw the other vessel ahead and immediately pulled the engine back to reverse but the engine stalled as they collided with the other vessel.

After the impact both vessels drifted a short distance away from each other. The Skipper of **Tamure** motored over to the other vessel and made fast to her while they all assessed the damage. **Tamure** had not made any water but the passenger seat was forcibly dislodged from its mount and thrown up against the starboard side helm position.

The **Unnamed** vessel had broken off its bowsprit and dented the stem during impact. At first, it was thought that it was taking on water but later it was decided that the water was from the stern wake entering the vessel when it stopped suddenly after the impact.

The Skipper of **Tamure** made a call on the VHF radio and shortly after this two other commercial vessels arrived on scene and gave assistance. One of the vessels was carrying two nurses as passengers. They gave first aid to the passenger of the recreational vessel who had sustained an injury to her nose and forehead by striking the dash at the point impact occurred. All the persons involved were transferred to one of the larger vessels with both damaged vessels made fast alongside.



The Skipper of the *Unnamed* vessel and the injured passenger were then transferred to another vessel and taken back to a waiting ambulance in Havelock. The passenger was then taken to Wairua Hospital in Blenheim, treated and discharged later that night.

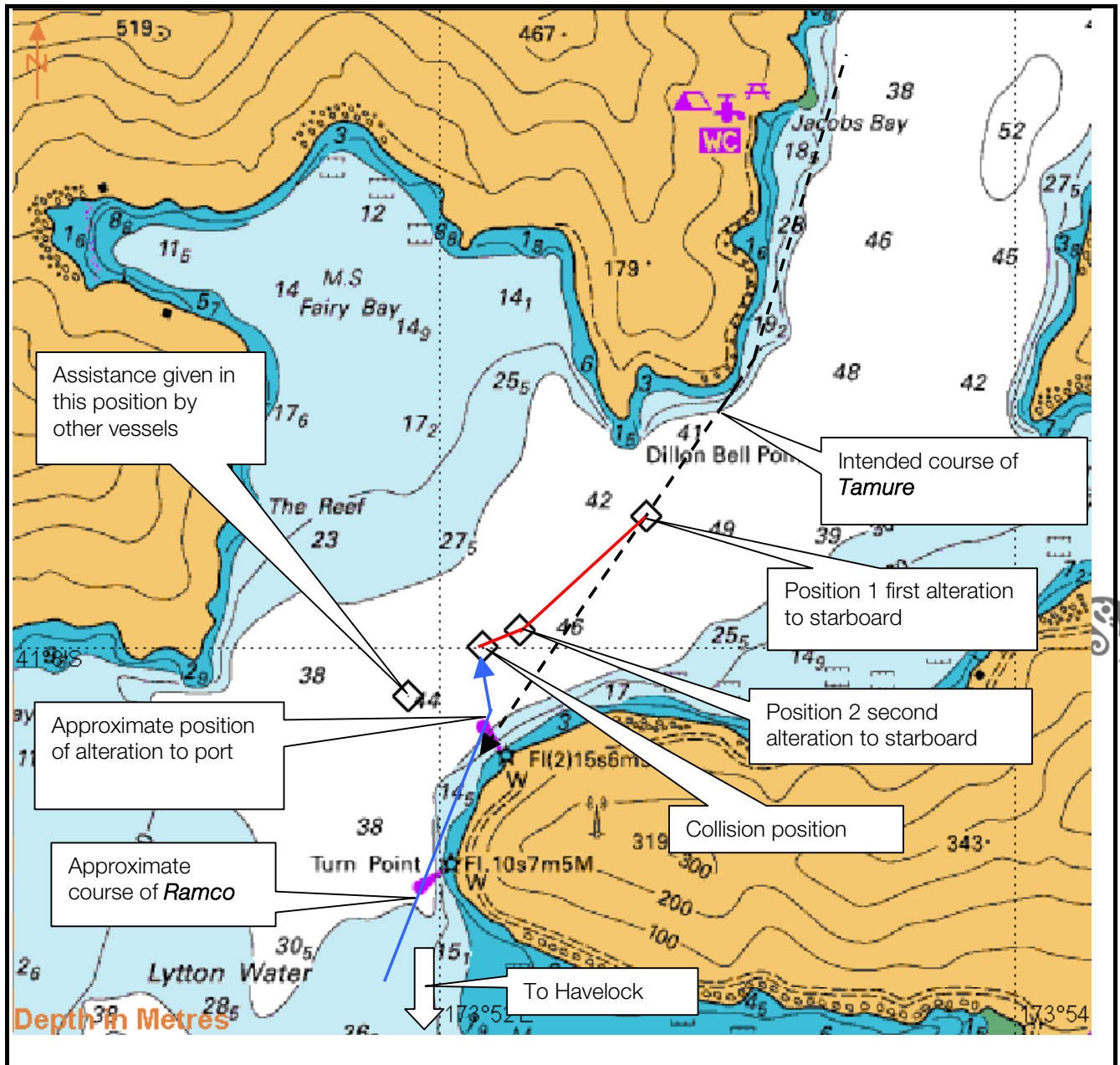


Figure 2 - Approximate Chart of Collision

FINDINGS

The passenger of *Unnamed Ramco* sustained lacerations to her lower forehead and nasal bridge that required suturing. She also sustained a fractured right elbow that required a plaster cast.

The Skipper of *Unnamed Ramco* had owned the vessel for only 3 months but had had some experience driving vessels to the family bach in the area.

The Skipper of *Unnamed Ramco* had very poor visibility due to the flexible plastic windows on the rain cover. He had been travelling at full cruising speed prior to stopping and putting up the canopy. After this, he slowed to about ¾ speed for the rest of the journey. This gave a speed of about 20 knots. It would have been more prudent, given the restricted visibility of the plastic windscreen, to slow the vessel further until any lights of vessels ahead were well past and clear.

He thought he could get clear of the other vessel by heading into Fairy Bay by altering course to port. This was contrary to **Maritime Rule Part 22.14 Head-On Situation:**

- (1) *When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses, so as to involve risk of collision, each must alter its course to starboard so that each passes on the port side of the other.*
- (2) *Such a situation will be considered to exist when a vessel sees the other ahead or nearly ahead and—*
 - (a) *by night, the masthead lights of the other vessel are in line or nearly in line and/or both sidelights are visible; or*
 - (b) *by day, the corresponding aspect of the other vessel is observed.*
- (3) *When a vessel is in any doubt as to whether such a situation exists, it must assume that it does and act accordingly.*

The Skipper of *Tamure* observed the other vessel but did not take as much action as he could have by either stopping, slowing or taking a turn out to starboard. He did not sound a signalling device when it became apparent that the situation was not progressing as expected as required by **Maritime Rule Part 22.8 Action to Avoid a Collision:-**

- (4) *Action taken to avoid collision with another vessel must be such as to result in passing at a safe distance. The effectiveness of the action must be carefully checked until the other vessel is finally past and clear.*
- (5) *If necessary, to avoid collision or to allow more time to assess the situation, a vessel must slacken its speed or take all way off by stopping or reversing its means of propulsion*



SAFETY RECOMMENDATIONS

1. That the Skipper of *Unnamed Ramco* is censured for his failures with respect to **Maritime Rule Part 22.14**.
2. That the Skipper of *Unnamed Ramco* attend a Coastguard Boating Education, Boatmaster course within 2 months of this report being finalised. *The Skipper of Unnamed Ramco is booked to complete a Boatmaster course in September 2005.*
3. That the Skipper of *Tamure* be reminded of the importance of sounding the appropriate warning signal if he is unsure whether sufficient action is being taken by the other vessel to avoid collision and, if necessary, to allow more time to assess the situation to reduce speed or take all way off.

