

Accident Report
Collision with Fairway Beacon
Tasman Resolution
25 April 2006
Summary Report



SUMMARY



Photograph 1
Tasman Resolution

At 2005 hours New Zealand Standard Time (NZST), on 25 April 2006, a Timaru Harbour Pilot boarded ***Tasman Resolution***. A pre departure briefing was conducted with the Master.

At 2045 hours, the vessel sailed from the North Mole container terminal at Timaru. The bridge team consisted of the Master, Third Officer, Helmsman and Pilot. At 2100 hours, the vessel was abeam of the seaward end of the southern breakwater, at the entrance to the Harbour, and altered course onto the Fairway leads on a heading of 090°(G) (See *Figure 1*).

At 2104 hours, the Pilot recommended an alteration of heading to 095°(G) and the vessel's course was altered accordingly. The vessel's speed was also reduced at this time to approximately 5 knots. The Pilot then left the bridge and disembarked via a pilot ladder rigged on the port side of the vessel.

At 2106 hours, after the pilot boat was clear, the bridge telegraph was placed to Half Ahead. This was followed at 2107 hours with an order of Full Ahead when the vessel was abeam of the red channel buoy (See *Figure 1*). At 2107 hours, the vessel altered course onto a heading of 100°(G). The Master had the con of the vessel and the Third Officer was plotting the vessel's position and writing up the movement book in the chart room.

At approximately 2111 hours, the Bosun, stationed on the forecastle, reported to the Master via radio that the vessel appeared to be setting onto the fairway beacon (See *Figure 1*). The Master observed the fairway beacon to be bearing approximately 5° off the port bow at a distance of approximately 75 metres. The Master ordered the helmsman to put the helm hard to starboard. When the beacon was off the midpoint of the vessel at a distance off of approximately 10 metres, the Master ordered the helm to be put hard to port, in an attempt to swing the stern of the vessel clear of the beacon. This attempt was unsuccessful and at 2112 hours the vessel struck the beacon in way of frames 70-80. The beacon submerged and a few seconds later, the Master felt an impact, assuming it to be the beacon's mooring chain coming into contact with the vessels propeller.

When last seen, the fairway beacon was lying on the surface of the water unlit. When the vessel reached a safe position, the steering gear and main engine were tested and found to be operating correctly.

Tasman Resolution continued on passage to her next port, Wellington. When berthed, the hull was examined for damage and the vessel trimmed by the head in order to expose part of the propeller. The propeller was then slowly rotated in order to check for damage. It was found that there were scratches on the blades and a small indentation on one of them. It was not known if these had been caused as a result of the accident or had been caused by an earlier incident. There was no sign of any damage to the shell plating.

The Fairway beacon, which is a SARUS tower and directly moored to the sea bed, has since been recovered and is presently undergoing repair.

At the time of the collision, the wind was South South-Westerly 25 knots gusting to 35 knots, with rough seas. The swell waves were approximately 3 metres in height and it was raining.

Tasman Resolution is equipped with large gantry cranes which can severely reduce forward visibility from the wheelhouse.

The Master admits that in steering 100°(G) to maintain a course of 092°(T), he did not allow enough for set and leeway to provide adequate sea room for the fairway beacon. By the time he realised that the vessel was setting down onto the beacon, he was in an impossible position due to the low speed of the vessel. The Master had been to Timaru on eight previous occasions.

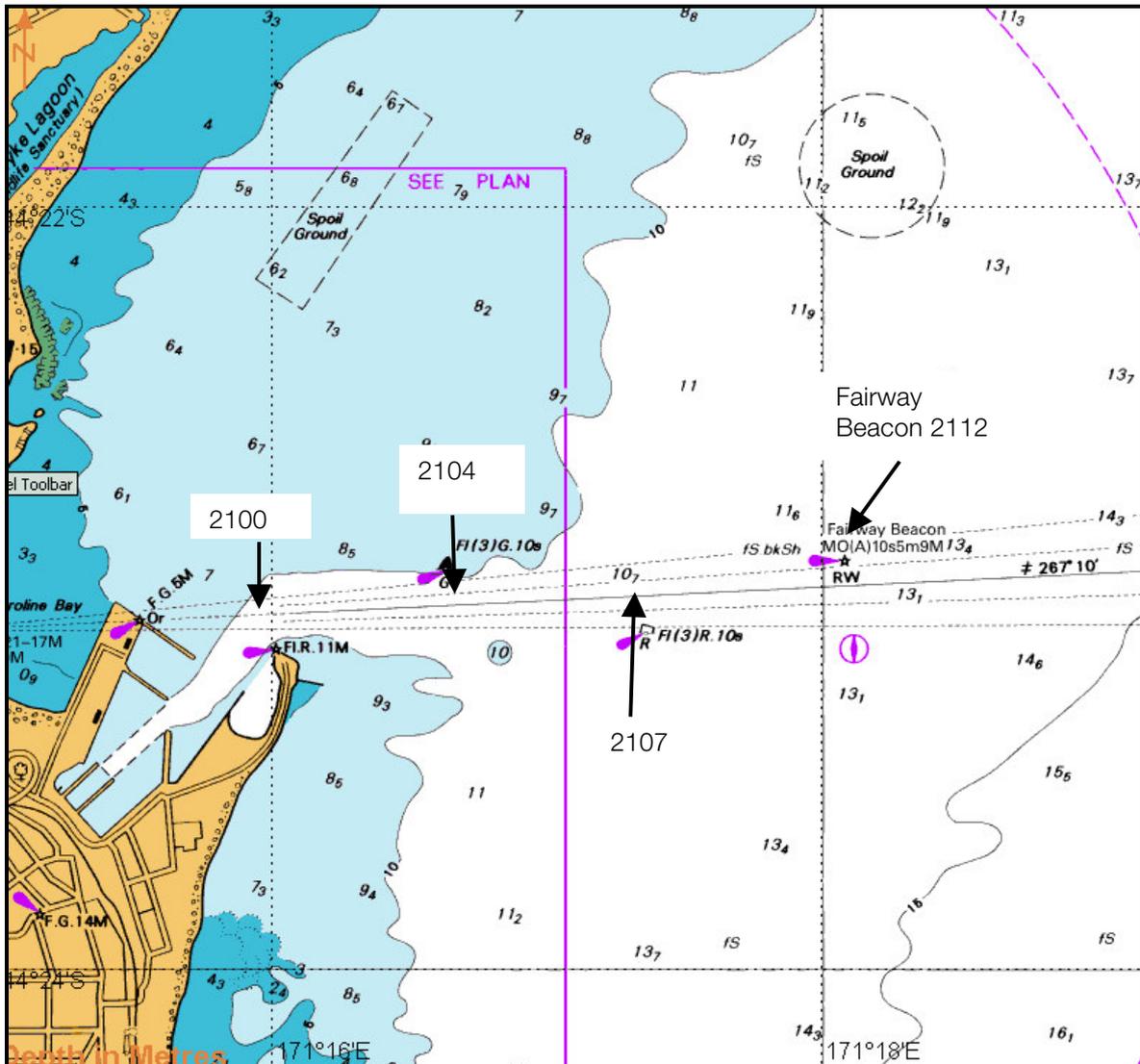


Figure 1