

## **Report 99.132**

File: J/3/1/2

17 March 1999

[Reports 1999.132:MP.lb]

Report to Environment Committee  
from Mike Pryce, Manager, Harbours

### **Maritime Safety Authority Report Into the Grounding of the Vessel Te Hukatai on 9 December 1998 in Porirua Harbour**

#### **(1) Purpose**

To advise the Committee of the report of Maritime Safety Authority (MSA) into the grounding of the *Te Hukatai* in Porirua Harbour.

#### **(2) Background**

On 9 December 1998 the vessel *Te Hukatai* ran aground on the north western side of the Mana Channel at the entrance to Porirua Harbour. The MSA undertook a routine enquiry.

#### **(3) Findings**

The MSA report found that the *Te Hukatai* grounded on the western side of the Porirua Harbour Channel after her Master became disorientated and misidentified the southern leading lights. It recommended that the Master be censured for placing his vessel in danger by navigating in a harbour, at speed, when he was unsure of the vessel's position. Other recommendations were made, some of which were pertinent to this Council. Our response to these is outlined below.

#### **(4) WRC Related Recommendations**

##### **Recommendation:**

*The Wellington Regional Council to re-establish the northern starboard hand light beacon, as a matter of urgency.*

**Response:**

This is underway, some site preparation work has already been done. Parts have been ordered or already obtained, and fabrication work has been planned. It should be in place by the end of March.

**Recommendation:**

*The Wellington Regional Council and the Owners to discuss and consider the upgrading of the navigation lights and marks in and around Porirua Harbour.*

**Response:**

We already have a planned upgrading of Goat Point light underway, and of the southern lead lights, of which we have kept the company informed. We have a formal meeting this week with the company and their senior masters about these upgrades.

**Recommendation:**

*They shall also discuss the navigational problems that are caused by the proximity to the channel of the small vessel swing moorings.*

**Response:**

The swing moorings at the sides of the channel near the Mana berth were in place before the ferry berth was built. The first company was made aware of the situation as regards the swing moorings, as was the present company when they acquired the berth. For about ninety-five per cent of the time, the boats on them do not present a problem, but in strong northerlies or southerlies, at slack water, the boats may swing out into the channel more and restrict manoeuvring space. The swing moorings all have valid Resource Consents, and it has been made clear to the company that if they have problems with any swing mooring, it is up to the company to negotiate its removal with the swing mooring owner.

**(5) Recommendation**

*That the report be received and the information noted.*

Report prepared by:

Approved for submission by:

MIKE PRYCE  
Manager, Harbours

JANE BRADBURY  
Divisional Manager, Environment