



Ferry Safety Investigation

26 May 2005

Sydney Ferry *Narrabeen*, Collision with Number 5 Wharf, Circular Quay.



Overview

On Thursday 26 May 2005, the Freshwater class ferry *Narrabeen* commenced its regular passenger service between Circular Quay and Manly. The first journey left the Quay at 6.45am, arriving at Manly at 7.30am. The vessel made another five return journeys to Circular Quay without incident.

About 12.10pm, the vessel passed to the North of Fort Dennison and entered the Sydney Cove Limit, which is bounded by a line running between Bennelong Point and Dawes Point, with the Master intending to berth the vessel at Number 3 Wharf.

On entering the Sydney Cove limit, the Master was unable to fully control the vessel. Realising a collision was imminent, he sounded the vessel's whistle continuously until the point at which the vessel's mid bow collided with the north-eastern corner of the Number 5 Wharf.

At the time of the collision, a First Fleet class ferry was in the process of disembarking its passengers. The *Narrabeen's* whistle alerted those on Number 5 Wharf and it was quickly evacuated.

Immediately after impact, the *Narrabeen* was brought under control by the Master and manoeuvred alongside Wharf Number 3 and passengers were disembarked. As a result of the collision a passenger, seated at the outside forward mid deck, received facial injuries when she was struck in the face by the forward Jack Staff (flag pole), which had been torn off during the collision.

The *Narrabeen* sustained structural damage to the bow area, including damage to the hull which allowed ballast water to escape. There was also some structural damage to Number 5 Wharf. Further damage assessments are being carried out on both the vessel and the wharf. The *Narrabeen* has been towed to Balmain Wharf for further examination.

Investigation

OTSI investigators deployed to the incident site and have commenced a formal investigation which seeks to establish the following:

- a) the factors, both primary and contributory, which caused the accident;
- b) whether the accident might have been anticipated and the effectiveness of any strategies that were in place to manage the related risk/s;
- c) the effectiveness of emergency actions in response to the accident; and
- d) any other matters arising from the investigation that would enhance the safety of maritime ferry operations.

Once completed, OTSI's investigation report will be tabled in Parliament by the Minister for Transport as required by Section 46D of the Passenger Transport Act 1990.