

Accident Report

Independent 1 Serious Injury

Main Wharf, Lyttelton on 28 June 2004

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Maritime Safety

MARITIME SAFETY AUTHORITY OF NEW ZEALAND
Kia Maanu Kia Ora



REPORT NO: 96 285
VESSEL NAME: INDEPENDENT 1

CASUALTY DETAILS:

Date of Casualty: 22 June 2004
Time of Casualty: 1918 hours New Zealand Standard Time
Casualty Type: Serious Injury
Casualty Location: Main Wharf, Lyttelton
Weather Forecast Area: Conway
Date MSA Notified: 22 June 2004
Date Investigation Started: 22 June 2004
Date Investigation Completed: 21 October 2004
Investigator: Domonic Venz & Zoe Brangwin



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VESSEL NAME: INDEPENDENT 1

VESSEL DETAILS:

Ship Name:	<i>Independent 1</i>
Ship Category:	Commercial Fishing – Deep Sea Trawler
Certified Operating Limit:	Unlimited
Overall Length (m):	45.20
Registered Breadth (m):	12.62
Gross Tonnage:	1 226
Net Tonnage (t):	418
Flag:	New Zealand
Registered Owner:	Independent Fisheries
Classification Society:	Lloyds Register of Shipping
Weather:	Good. Calm.

FACTS

The deck crew were in the process of changing over one set of trawl doors for the spare set that was stowed on the port and starboard quarters of the vessel. A shore side crane lifted the spare trawl doors from their stowage position on the stern quarters and placed them into the trawl lane. The set of trawl doors that was rigged on the trawl warps was then removed to the wharf using the shore side crane.

The deck crew then proceeded to rig the spare trawl doors so that they could be hauled into their stowage position at the stern of the vessel. The crew attached the trawl warp onto the towing point of one of the trawl doors and the Gilson winch onto the back strop. Weight was then taken up on the trawl warp and the wire payed out on the Gilson. This allowed the door to be hauled bodily aft and down the stern ramp to the stowage position.

As the trawl door began to slide down the stern ramp, it caught on an obstacle and flipped over. This caused the restraining Gilson wire to slacken momentarily. When the weight came back on the Gilson wire, a hammerlock, that connected the wire to the back strops, parted. The Gilson wire recoiled forward and came to rest on the boat deck. The trawl door slid unrestrained down the ramp and the backstrops whipped across the deck and wrapped around a crewman pinning him against the trawl divider.

The vessel's crane was then utilized to take the weight of the trawl door and the crewmember was then removed to Hospital.

HAZARD ID

Unidentified hazard.

INJURY

Fracture dislocation of T12 on L1. Fracture of the body of L1 predominantly involving the right side of the vertebra. T12 vertebral body intact. Oblique fracture of right side of L1 body commencing centrally in the posterior wall and obliquely to exit through the right lateral wall of the L1 vertebra. Approximately 20 % wedging of L1 vertebra with no significant narrowing of the AP diameters of the spinal canal. Fracture of right pedicle of L1 mildly displaced. Undisplaced fracture of right transverse process L2. Fractures of bilateral T11 ribs. Fracture of right posterior T12 rib. Grade 4 splenic laceration. Sensory neurological deficit from T10 to S5 dermatomes bilaterally at the time of discharge. Left kidney contusion.

FINDINGS

1. When a shore based crane is available, as in this case, it should be used for positioning the trawl door at the stern of the vessel. The trawl warp can then be attached and hauled in. This would obviate the need to pull the trawl door down the ramp, using the two winches.
2. When undertaking this dual winch operation, all crew should be removed from the immediate area until the trawl door is made fast at the stern of the vessel.

ACTION TAKEN

Report and letter to be sent to Owners with a recommendation that the above findings be implemented as soon as practicable.