

Accident Report

Hirere

Injury – Pandora Banks area on
11 May 2005

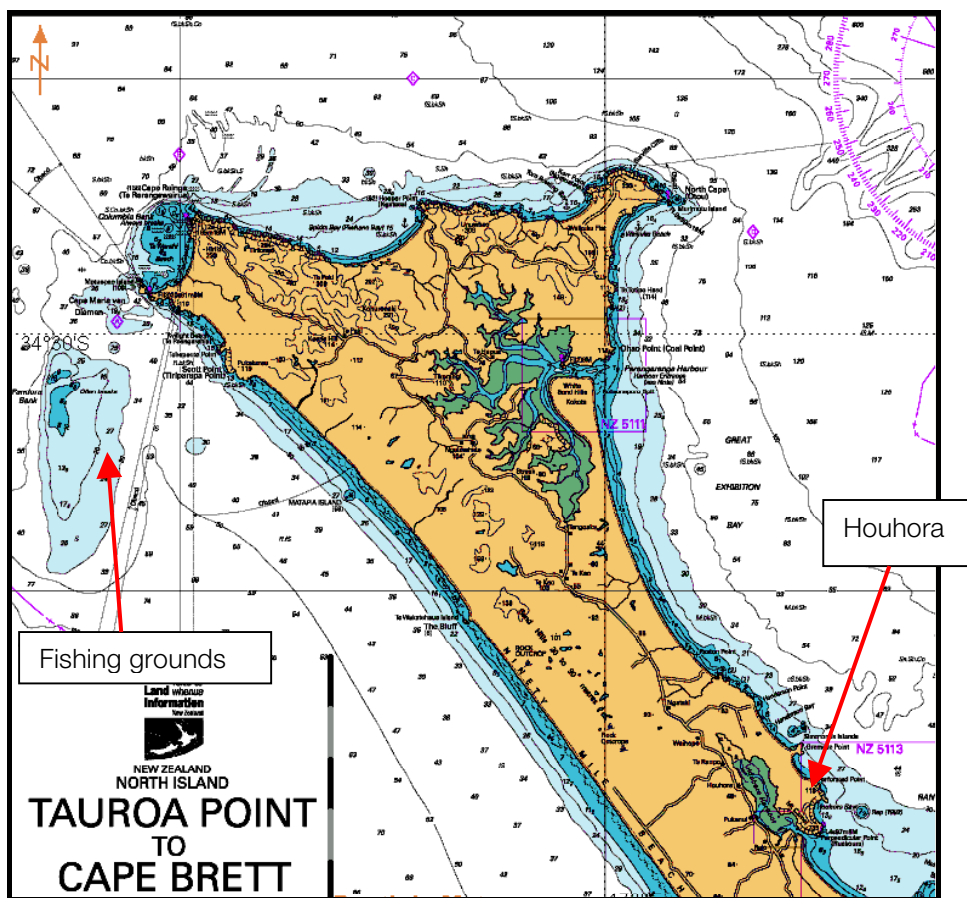
Class B



REPORT NO.: 96 406

HIRERE – INJURY

The Skipper and two crew on board the fishing vessel *Hirere* were hauling a cray pot when the rope jumped on the cheek hauler. One crew had his hand on the rope at the time. Two of his fingers were partially severed, and two more crushed as they were dragged through a block.



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

| | |
|-------------------------------------|----------------------|
| Name of Vessel: | <i>Hirere</i> |
| Vessel Type: | Fishing |
| Port of Registry: | Invercargill |
| Flag: | New Zealand |
| MSA No.: | 101019 |
| Built: | 1969 |
| Construction Material: | Steel |
| Length Overall (m): | 20.79 |
| Maximum Breadth (m): | 5.06 |
| Gross Tonnage: | 61.93 |
| Net Tonnage: | 18.12 |
| Propulsion: | 8L3B Gardner |
| Safe Ship Management (SSM) Company: | Nortel |
| Accident Investigator: | Maritime New Zealand |



Hirere

- **Owner Details**

Murphy Fishing Company Limited of Whangarei.

- **SSM Certificate**

The vessel had a valid SSM Certificate with Nortel issued 27 April 2005. The vessel was deemed fit to ply as a fishing vessel within the restricted coastal limits to within 100 nautical miles of the New Zealand coast.

- **Manning Details**

The vessel was manned correctly in accordance with **Maritime Rule Part 31C.11**.

- **Injured Crew Details**

The injured crew was a resident of Houhora aged 47. He holds a Commercial Launch Master's (CLM) Certificate obtained in 1993. He has a large amount of experience on board various types of fishing vessels.

He sustained a complete loss of pulp and nail bed to the first knuckle of the left middle and ring fingers. The little finger and first finger were both crushed causing severe bruising.



Photograph 1 – Injured Left Hand



NARRATIVE

On the morning of Monday 9 May 2005, the cray fishing vessel *Hirere* departed Houhora for the fishing grounds west of Cape Reinga.

During Tuesday and Wednesday, fishing operations continued as normal.

On the afternoon of Wednesday 11 May, the Skipper completed setting some cray pots and was steaming to a deeper area. In the early evening, the Skipper hauled two pots of a three-pot patch. They had almost completed hauling the last pot of this group. The winch was stopped with the pot clear of the surface. The two crew, one forward and one astern of the pot started to swing the pot inboard, at this point. The rope momentarily jumped out of the cheek hauler. This allowed the rope to run free. The first crew had his hand on the rope and was helping to tail out the slack rope. His hand was trapped between the rope and the block as the weight came back on the rope. He severed his two middle fingers and crushed the other two fingers of his left hand.

First aid was given and medical advice sought via VHF on Far North Radio and Rescue Coordination Centre of New Zealand (RCCNZ).

RCCNZ advised that they would try to get a helicopter to meet them, and Tapotupotu Bay was suggested. The vessel arrived at the Bay and waited for the helicopter. After about 1 hour the Skipper called Far North radio and was told that a helicopter was not coming and instead a fast vessel was being dispatched from Houhora to meet them.

The Skipper of *Hirere* then started steaming north towards Cape Reinga and met the vessel *Crusader* at about 2300 hours. The crewman was taken back to Houhora and then transferred to a helicopter and flown to Middlemore Hospital, Auckland



FINDINGS

The winch was not fitted with a two-way rope peeler. This would allow the winch to be reversed without the need to tail off the rope manually.

Due to the helicopter evacuation being terminated by Whangarei Ambulance Control, the patient had a long journey to get expert medical treatment.

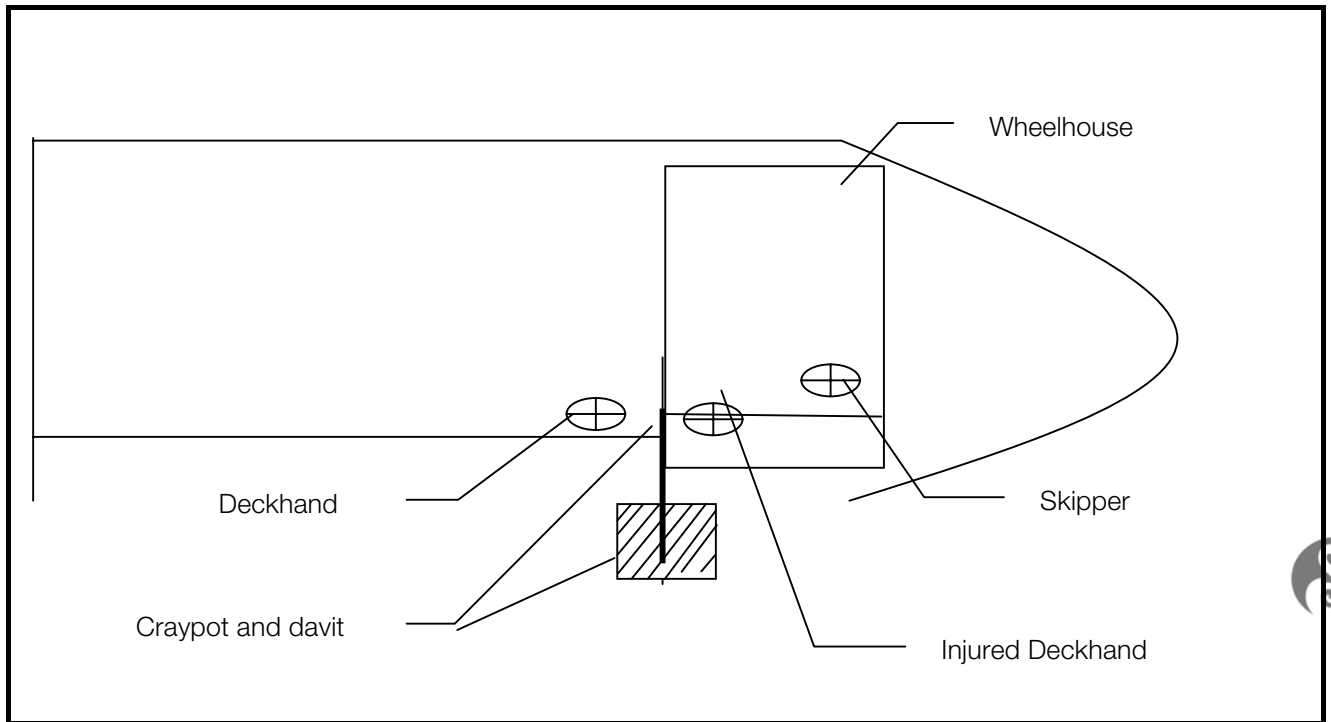
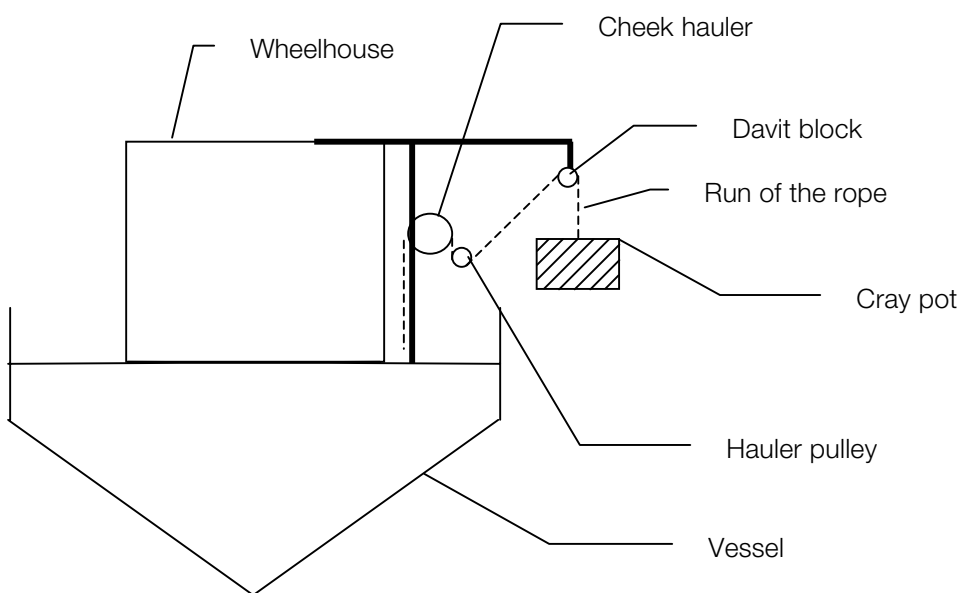


Diagram 1 – Layout of Hauling Operations





Photograph 2 – Winch and Approximate Hand Position



SAFETY RECOMMENDATIONS

1. Since the accident, the cheek hauler has been fitted with a two-way rope peeler. This allows the hauler to operate successfully in both directions, and negate the need for a crew to manually tail out the rope when operating in reverse mode.

