

Class B Non Serious Harm Accident Report

Lady Marie

Injury

At Havelock on 4 November 2004

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Maritime Safety

MARITIME SAFETY AUTHORITY OF NEW ZEALAND
Kia Maanu Kia Ora



REPORT NO: 96 323

LADY MARIE – INJURY

While berthing *Lady Marie* at Havelock, Marlborough, a crewman's fingers were caught in the stern gantry cleat when a gust of wind caught the vessel and swung the stern out. This caused the rope to tighten quickly and unexpectedly. Two of the crewman's fingers were severed and later re-attached in hospital.



Name of Vessel: *Lady Marie*

Vessel Type: Mussel Farming Barge

Date of Injury: 4 November 2004

Time of Injury: 1430 hours New Zealand Daylight Time (NZDT)

Employer: Marlborough Mussel Company Limited

Employee: Deckhand One had been an employee of the Marlborough Mussel Company for one week. This was his first week working for the company. He holds a New Zealand Coastal Masters Certificate (NZCM), 2DTE, Restricted Radar Operators, Basic Fire fighting, First Aid Certificate and the theory part of the Able Seaman's Qualification. He has been working in the maritime industry for eight years.

Skipper: The Skipper holds a Coastal Launch Master's (CLM) Certificate, a Comprehensive First Aid Certificate and Hiab Operators Certificate. He has worked in the maritime industry since 1990 and has been an employee of the Marlborough Mussel Company since 1997. He has been the Skipper of *Lady Marie* for four years.

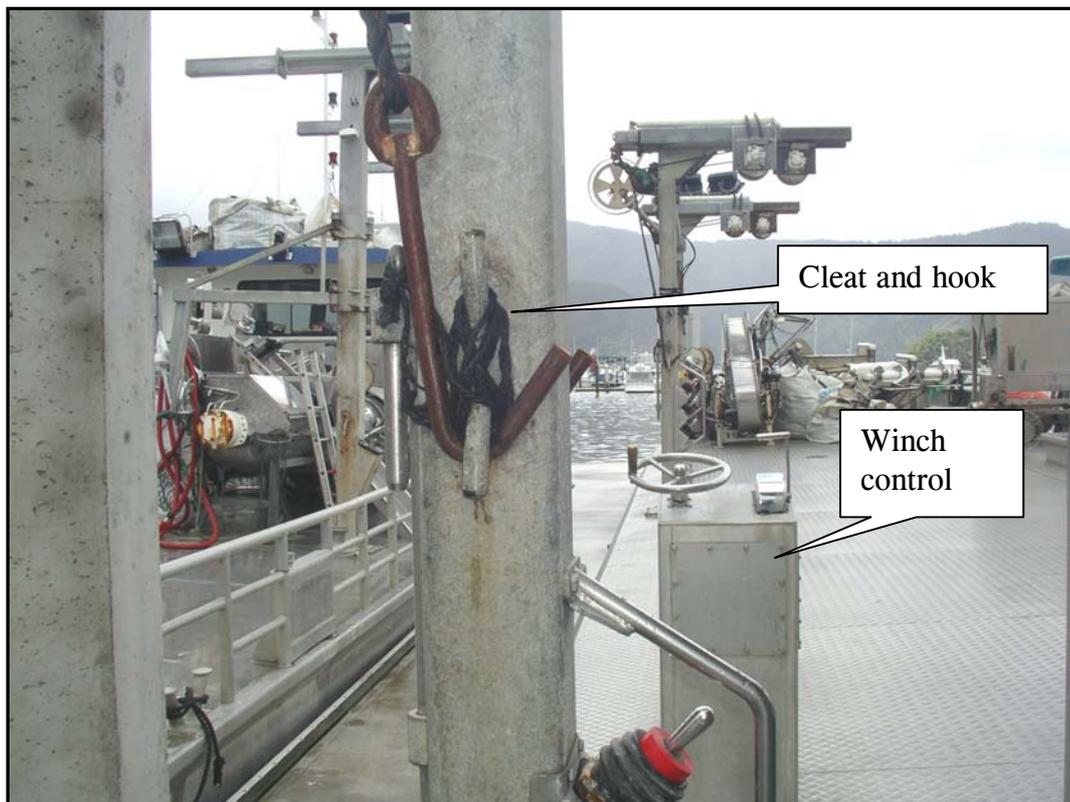
Crew Deckhand Two had been an employee of the Marlborough Mussel Company since 1999, onboard *Intrepid* and *Lady Marie*.

Weather: Fine with a gusty north westerly wind of 15-20 knots.

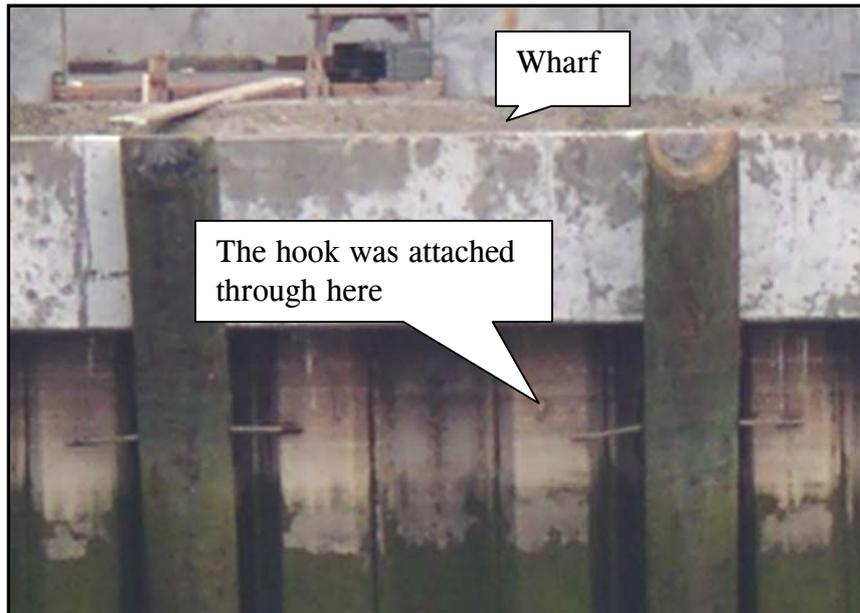
NARRATIVE

The vessel had returned to Havelock at the end of its three day shift. They tied up at the wharf to unload and then reload for the following week. When they finished the crew let go the lines and the vessel started to move away from the wharf to its berth. The Skipper then realised that they still had an item to unload. He manoeuvred the vessel back alongside the wharf.

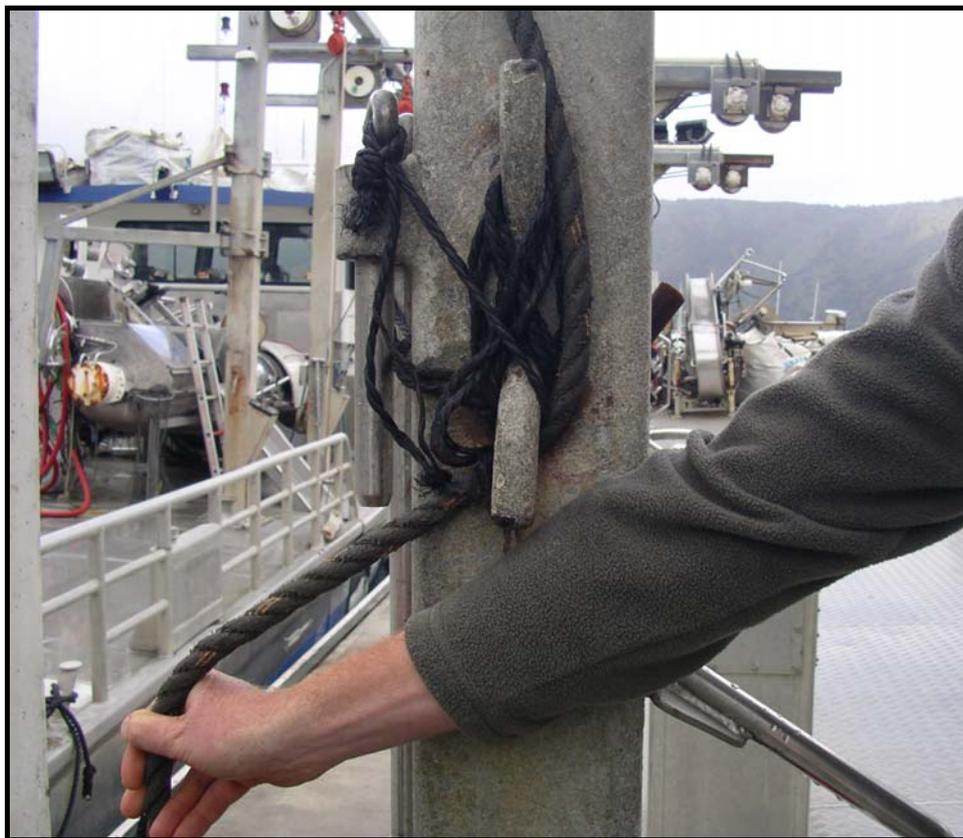
Deckhand One placed the hook from the aft gantry over the rail on the wharf, put the rope around the gantry cleat using his left hand and reached out with his right hand to take the slack up using the winch. This would secure the vessel against the wharf.



At the same time as he activated the winch to take up the slack, a gust of wind hit the vessel and moved it away from the wharf. Deckhand One had not removed his fingers from the vicinity of the cleat and they got caught between the line and the cleat as the wind pushed the vessel away from the wharf and the winch took up the slack. He cried out and then pulled his fingers clear of the cleat.



*Photo showing where Deckhand One was holding the line before the accident
(note: at the time Deckhand One was holding the line with his left hand)*



The Skipper assessed Deckhand One's injury (two severed fingers) and took him straight to the Havelock Medical Centre where he was administered morphine and then transported to Wairau Hospital, Blenheim.

He went into theatre that evening where his severed fingers were successfully reattached.

INJURY

Deckhand One sustained major damage to his left hand, severing of the ring finger at the first knuckle and the gloving of the main finger. Both fingers suffered fractures. The fingers were reattached during surgery however there may have been irreversible nerve damage to the fingers.

Deckhand One was given three weeks off work through ACC.

TRAINING

All new employees with the company go through induction training. This is documented and kept on their files. At the time of the accident Deckhand One had spent his first three day shift at sea and was in the process of completing the induction training.

Training had been “on the job”, however minimal training was required for Deckhand One as he was very experienced and picked up the operation of the vessel quickly.

All employees are required to read the company manual as part of their induction and sign that it has been read. The manual has been written to encompass all of the companies operations and is therefore not specifically orientated at vessel operations.

HAZARD IDENTIFICATION

The company and vessel hazard identification register identified working with lines as a potential hazard. Employees are taught about trapping hazards between, lines, bollards, wharf and vessel etc.

FINDINGS

It was Deckhand One's first week with the Marlborough Mussel Company. During the week he had operated the lifting/gantry winches competently. He had not berthed the vessel before.

When *Lady Marie* berthed at the wharf to discharge and reload, the Skipper operated the hook and showed Deckhand One how to do it. When the Skipper decided to go back alongside Deckhand One went to the aft winch to hook onto the wharf.

The Skipper had not fully briefed Deckhand One on the correct procedure for taking up the slack once the hook was attached to the wharf.

Deckhand One should not have had his hand where it was while operating the winch. The Skipper was at the port bridge wing steering console and therefore not in a position to fully supervise Deckhand One.

This report shows that even experienced mariners can have accidents and highlights the importance of keeping hands and clothing well clear of moving parts, including lines, cleats and bollards.

ACTION TAKEN

The Marlborough Mussel Company conducted an internal investigation into the accident and subsequently issued a memo to all staff regarding the hazards of working with lines.

The Marlborough Mussel Company is currently putting together new working procedures and guidelines for their vessels. It is recommended that these procedures be completed as a matter of priority and promulgated to all vessels by the end of January 2005.

Its is recommended the Marlborough Mussel Company ensure that all Skippers make sure that new crew are aware of the correct procedures with regard to all equipment and operations onboard their vessels, including berthing and slipping.