

Class B Accident Report

**Spica**

**Cargo Gear Failure**

Freyberg Wharf, Auckland on 15  
October 2004

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**REPORT NO: 04 3586**

***SPICA – CARGO GEAR FAILURE***

The reefer vessel *Spica* sustained a broken cargo runner whilst discharging vehicles at Freyberg Wharf on the Auckland waterfront on 15 October 2004

## Details of Vessel, Owner, Classification, Manning & Crew:

<b>Name of Vessel:</b>	<i>Spica</i>
<b>Vessel Type:</b>	Palletised Reefer
<b>Port of Registry:</b>	Panama
<b>IMO No.:</b>	9016076
<b>Built:</b>	1991
<b>Length Overall (m):</b>	117.816
<b>Maximum Breadth (m):</b>	17.8
<b>Gross Tonnage:</b>	5 024
<b>Net Tonnage:</b>	2 893
<b>Propulsion:</b>	Kobe diesel 5295kW
<b>Owner:</b>	Rising Sun Line SA, Panama
<b>Charterers:</b>	Seatrade, Rotterdam
<b>Trip Charterers:</b>	Kiwi Car Carriers Ltd, Auckland
<b>Classification Society:</b>	Nippon Kaiji Kyokai (NKK)
<b>Accident Investigator:</b>	Ian Howden

- **Classification Dates of Issuance/Expiry Certificates**

Panama registration issued 17.10.2003. Valid to 04.12.2007.

Cargo Safety Equipment issued 30.09.2004. Valid to 27.02.2005.

- **Cargo Gear Register**

Last Annual Inspection 30.09.04 (Yokohama)

Last Quadrennial Inspection (Incl. Proof Load) 30.09.04 (Yokohama)

Gear tested to 6.25t. (SWL 5.0T, derricks, 2.5T Union Purchase)

Cargo runner wires certification:

- (a) Certificate No. 00047164 (ex Haggie, Durban. S.S) 220m (BS) 21.888T. (SWL) 4.38T, 20mm diameter. Manufactured 26.05.00.
- (b) Certificate No. 0204 Do (ex Busan, South Korea) supplied to vessel 23.04.02.

Wires in use on 15 October appear to have been cut from the 2002 wire coil.

- **Outstanding Deficiencies/CAR's (Corrective Action notices):**  
*Spica's* last state inspection was on 21 November 2003 in Thailand. Nil deficiencies or corrective action notices were recorded. The vessel was not inspected in New Zealand
  
- **Manning Details**  
*Spica* was under command of Captain I Yamada. The crew were Filipino nationals.
  
- **Stevedoring Company**  
Toll Logistics trading as Leonard & Dingley

## NARRATIVE

At approximately 1140 hours New Zealand Daylight Time (NZDT) on 15 October 2004, vehicles were being discharged from the reefer vessel *Spica* at Freyberg Wharf. Two gangs from the stevedoring company were operating on board at the time. At about 1140 hours, a 0.5 tonne lifting frame was lifting an approximate 1.0 vehicle from No. 3 hold. The stevedore operating the winch observed the starboard runner wire was starting to unravel. The winch driver immediately lowered the port runner allowing the vehicle to drop onto the starboard deck, as the wire on the yardarm of the union purchase parted.



## **FINDINGS**

Surveyors who inspected the accident site found:

- (a) The broken wire appeared to have been previously damaged as broken strands were found a short distance from the break.
- (b) The cargo runners that were shackled to the cargo hook monkey face were used to open and close the tween deck hatch covers.
- (c) When opening the above covers the weight of the lift is taken on one runner only, placing more strain on that wire.
- (d) The wires were observed to chafe on the hatch coaming.
- (e) It was observed that the breakage occurred at a point where chafing had occurred.
- (f) The remaining cargo runner wires appeared older and lacked sufficient lubrication.
- (g) The open wire lay of the broken runner wire at No.3 hold was very dry and rusty.

## **SAFETY RECOMMENDATIONS**

All cargo runner wires that are very dry and rusty be replaced.

All remaining cargo runner wires to be kept lubricated properly.

The above information to be recorded in the vessel's Cargo Gear Register.

The above recommendations to be followed within two weeks of this report being finalised.