



Accident Report  
*Tasman Independence*  
Injury at Aotea Quay, Wellington  
on 22 March 2004



REPORT NO: 96250

VESSEL NAME: *TASMAN INDEPENDENCE*

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## 1. Key Events

- 1.1 On the evening of 22 March 2004, Stevedore 1 arrived at his employer's office at Centre Port in Wellington. At 1840 hours New Zealand Standard Time (NZST), he checked the company notice board to find out what his assignment would be for the coming shift.
- 1.2 He was given to job of 'hatchman' at No. 6 hatch, loading bulk paper onboard *Tasman Independence*.
- 1.3 The shift received a safety briefing from the shift foreman and the operations supervisor immediately prior to starting work.
- 1.4 Stevedore 1 made his way onto the vessel and down into No. 6 hatch. Stevedore 2, who was also rostered to work that hatch, joined him in the hold. Stevedore 1 took some time to assess the work of the departing shift and to see where next to load with the stow.
- 1.5 At 1900 hours, having completed his assessment, he called in the first load of bulk paper and stowed it away on the second tier of the stow.
- 1.6 Stevedore 1 and Stevedore 2 continued to load cargo in the hold. Stevedore 1 was directing the shipboard gantry crane, using UHF radio, and was loading onto the second level of the stow of paper. Stevedore 2 was preparing the belly straps and general lashing for both tiers of cargo.
- 1.7 At 2035 hours, one of the ship's crew threw down a large bundle of tie downs onto the second level of the stow where Stevedore 1 was working. He picked up the bundle and threw them down to the deck where Stevedore 2 would be able to access them. As Stevedore 1 did this, one of the tie down hooks fouled his overalls and he was pulled off the level he was working on. He fell about 1.6 metres to the next level of the stow of cargo and then fell onto the deck, a further 1.6 metres below.
- 1.8 Stevedore 2 was working on the lower level, getting the belly lashings ready, when he heard a crash. He thought this was the ratchets hitting the deck and continued working.
- 1.9 After about a minute, Stevedore 2 turned around and could not see Stevedore 1. Stevedore 2 then moved and saw Stevedore 1 leaning up against the lower level looking shaken. At this time, a third stevedore, Stevedore 3, came into No. 6 hatch and assisted Stevedore 2.
- 1.10 Stevedore 2 and 3 gave first aid to Stevedore 1 while the pulp spreader attached to the crane was changed over to a people carrier. During this time an ambulance was called to the vessel.
- 1.11 Stevedore 1 was removed to the ambulance by the spreader and crane and taken to Wellington Hospital for assessment.
- 1.12 Stevedore 1 sustained a fractured left radial head and suspected fractured ulna. His left arm was set and put in a sling. He was discharged at 0300 hours on 23 March and returned home.



## 2. Key Conditions

### 2.1 Particulars of *Tasman Independence*

**2.1.1** *Tasman Independence* is a general cargo vessel built in 1988. She has a gross tonnage of 18 936. She is flagged in the Marshall Islands and is owned by Paradise Marine, Athens, Greece. The vessel is Classed with Det Norske Veritas.

### 2.2 Port Details

**2.2.1** Port Wellington Limited was re-registered to become a company under the Companies Act 1993, on the 1st day of July 1997. It changed its name to Centre Port Limited on the 28th day of May 1999. Centre Port Limited operates the port of Wellington. The port is 77 % owned by Wellington Regional Council and 23 % by the Wanganui/Manawatu Regional Council.

**2.2.2** Centre Port, located at latitude 41° 18' South, longitude 174° 46' East, operates a full range of port facilities at three locations around Wellington harbour, namely at Centre Port, Burnham and Seaview. Centre Port's operations include the provision of pilotage, tugs, linesman and berthage for international shipping; berths for coastal shipping and the interisland ferry services and stevedoring services

- Principal imports: Petroleum products, steel, wheat, cars, phosphate, soda ash, bananas, paper and general manufactured imports.
- Principal exports: Timber, fish, scrap steel, dairy products, wool, fruit, vegetables, meat, wood pulp and general manufactured exports.



### 2.3 Stevedoring

**2.3.1** The Loading Company is 25% owned by Independent Stevedoring of Tauranga and 75% owned by Quadrant Pacific Ltd.

**2.3.2** The loading was being carried out using the ship's Pulp Spreader which was lifting the 1.5 tonne packaged pulp paper. The pulp spreader can lift a total of 27 tonnes. Stevedore 1 was calling in (using UHF to the wharf side), the number of units of pulp paper required for each stow position.

**2.3.3** Stevedore 1 was employed by The Loading Company and had held most stevedoring positions within the company. He had been a stevedore for 5 years.

**2.3.4** At the time of the accident, Stevedore 1 had been working on the current shift for 1 hour and 35 minutes. He was due a break at 2200 hours.

### 2.4 General

**2.4.1** Stevedore 1 was loading the pulp paper on to the second tier in No. 6 hatch, which was approximately 3.2 metres above the ceiling of the hold.

**2.4.2** Stevedore 1 called to the ship's crew for some ratchet lashings. The ratchets were thrown from the deck down onto the second tier of cargo where Stevedore 1 was working. The number of ratchets was far in excess what was required, but Stevedore 1 decided to throw them down to the bottom of the hold.

### 3. Contributing Factors

*N.B. These are not listed in order of importance.*

- 3.1 A large number of ratchets were thrown down to Stevedore 1. These were in excess of what was required.

### 4. Cause

#### Human Factor

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Failure to comply with regulations         | <input type="checkbox"/> Drugs & Alcohol               | <input type="checkbox"/> Overloading   |
| <input type="checkbox"/> Failure to obtain ships position or course | <input type="checkbox"/> Fatigue                       | <input type="checkbox"/> Physiological |
| <input type="checkbox"/> Improper watchkeeping or lookout           | <input type="checkbox"/> Lack of knowledge             | <input type="checkbox"/> Ship Handling |
| <input type="checkbox"/> Misconduct/Negligence                      | <input checked="" type="checkbox"/> Error of judgement | <input type="checkbox"/> Other . . .   |

#### Environmental Factor

- |  |   |                                    |  |
|--|---|------------------------------------|--|
| <input type="checkbox"/> Adverse weather | <input type="checkbox"/> Debris           | <input type="checkbox"/> Ice       | <input type="checkbox"/> Navigation hazard |
| <input type="checkbox"/> Adverse current | <input type="checkbox"/> Submerged object | <input type="checkbox"/> Lightning | <input type="checkbox"/> Other . . .       |

#### Technical Factor

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Structural failure | <input type="checkbox"/> Wear & tear            | <input type="checkbox"/> Steering failure                   |
| <input type="checkbox"/> Mechanical failure | <input type="checkbox"/> Improper welding       | <input type="checkbox"/> Inadequate firefighting/lifesaving |
| <input type="checkbox"/> Electrical failure | <input type="checkbox"/> Inadequate maintenance | <input type="checkbox"/> Insufficient fuel                  |
| <input type="checkbox"/> Corrosion          | <input type="checkbox"/> Inadequate stability   | <input type="checkbox"/> Other . . .                        |

- 4.1 A ratchet hook caught Stevedore 1 by his overalls. The weight of the bundle caused him to be pulled off the second tier of cargo on which he was working and onto the ceiling of the hold.



## 5. Opinions & Recommendations

- 5.1 Stevedore 1 was wearing the appropriate safety gear and had attended a safety briefing before the commencement of the shift. A ship inspection was carried out before each shift and no hazards were identified.
- 5.2 The Loading Company has a comprehensive staff training and hazard identification programme in place. This allows for all known and perceived hazards to be identified and minimized where appropriate.
- 5.3 This accident has been included in pre shift briefing notes for discussion with the ongoing shift.
- 5.4 The Loading Company staff will also liaise with the ship's crew so that the correct type and amount of lashing are supplied to the stevedores in the future.
- 5.5 The Loading Company has also stated that they will instruct their stevedores to remove immediately any excess lashings from the hold.

