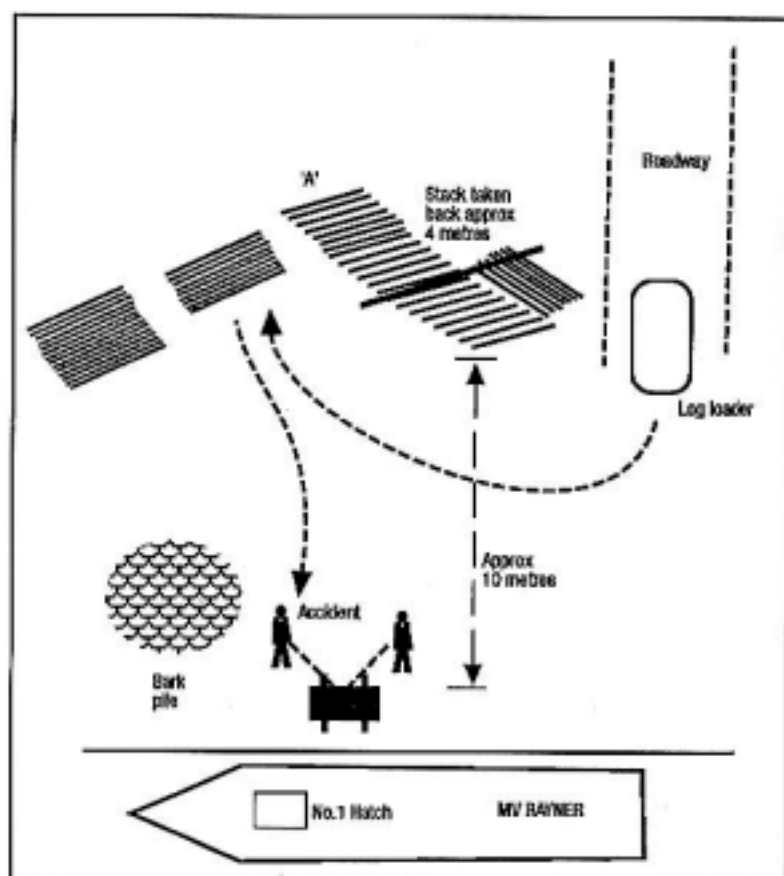


ACCIDENT ALERT

Watersider struck by log loader

A 41-year-old Port Chalmers watersider was seriously injured when he was struck by a log loader. While walking out a 14-metre length of wire rope to wrap around a load, he was hit by a Rayner Wagner L40 log loader reversing from a log pile after stacking logs for another shipment.

The accident was investigated by an Occupational Safety and Health Service inspector and this summary has been released with the agreement of the parties involved for the information of the industry.



Set Up Prior to Accident

Logs were loaded by a front end log loader into skids near the wharf edge. After each load, tractors were used to square off the log ends.

Once sufficient logs were in the skids, two watersiders looped the wire round each end of the cluster of logs, ready for winching on board ship. During the loading and squaring off operations, both workers were well clear of the skids and machines.

On this occasion, the wires were walked out

away from the ship then wrapped around the pile and connected to the lifting hook on the wharf edge side. Both workers stood clear while the load was winched aboard.

The distance between the skids for No 1 hold and the closest log pile was approximately 10 metres, requiring the loader to travel in and out of the work area of the two men working the ropes.

Because of the large stockpile of wood chips,

the ship was berthed further down the wharf than normal, putting the bow into an area of stacked logs.

The log loader driver said he had been stockpiling logs from a truck and after unloading backed out. While turning, he caught the watersider with the back wheels of the loader.

He knew men were working in the area and but could only see one. He heard someone call out and felt a bump but

thought it was only the bark pile.

The watersider on the ship being loaded said that the driver was looking around while backing and turning to check the area was clear.

Accident Causes

The inspector concluded the two watersiders knew the sequence of events for their job. They had kept clear of machines working near the skids but the independent operation of stockpiling logs in the area had no pattern.

The lack of clear space in the area of No 1 hold skids required machinery to travel in and out of the work area where the ropes were walked out. Log pile "A" (see drawing) obscured vision at times.

The main factors causing this accident were:

- Insufficient clear area behind the skids to allow machines to travel.
- The stockpiling of logs being carried out separate to the loading of the ship.

Action Shortly After the Accident

- Discussions were held between the Stevedoring Company, the Port Company and the Waterfront Workers Union.
- Agreement was reached that there would be no

independent stock piling of logs during the loading of No 1 hold.

- Also the stockpile of logs "A" (see drawing) was moved back approximately 4 metres to allow a sufficient clear work area for machines placing logs on the skids for No 1 hold. The extra area was required mainly to enable 11-metre logs to be manoeuvred safely onto the skids.
- At the time of the discussions, the union suggested that once loading of the ship was completed, all parties concerned meet to agree on a safe work standard for loading logs to prevent any further risk to workers.

Outcome of Further Discussions

The parties concerned had further meetings to formulate safe work methods when loading log ships.

The short-term decision was to ensure that sufficient clear work space for watersiders walking out the ropes was provided.

Each ship would be evaluated before loading begins, as the length of ships and derricks swing varies.

Log stockpile storage has been changed to reduce vehicle travel through

the work area and eliminate independent log stacking while ships are being loaded.

Long term, the storage shed on the wharf will be dismantled and the woodchip pile moved to one end (currently it is in the middle) allowing a greater area for log storage. Combined with this plan is the re-alignment of the public road, railway line and the fencing off of the wharf to prevent public access.

All long-term plans are subject to Planning Tribunal approval.