



CAYMAN ISLANDS SHIPPING REGISTRY

Maritime Authority of the Cayman Islands

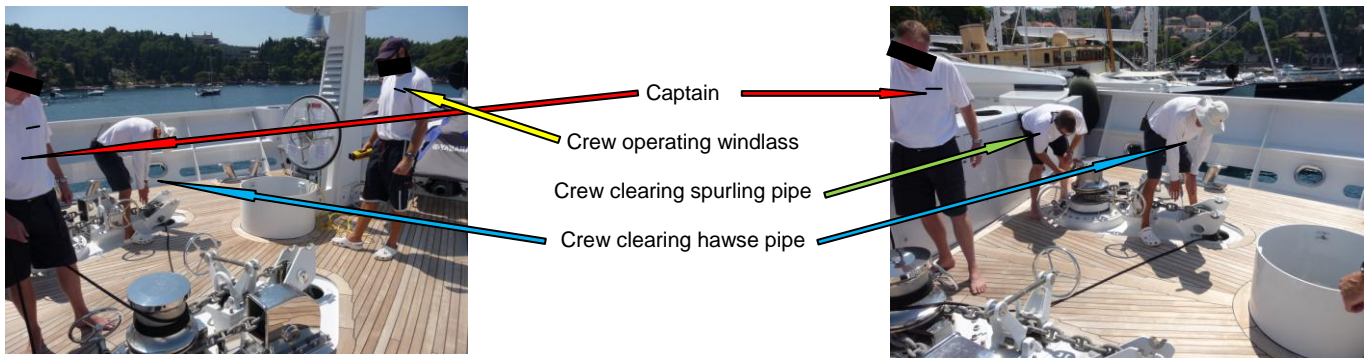
FLYER TO THE LARGE YACHT INDUSTRY

Serious injuries while bringing home an anchor.

A large yacht (660 GT, 44m LOA) was heaving anchor in the Mediterranean when power to the windlass in use failed with the anchor approximately 1.5m from its fully stowed position. Weather conditions were benign and a decision was made to bring the anchor to its fully stowed position by utilising the other anchor windlass. The anchor was to be retrieved by attaching a rope to the anchor shackle, passing this up the hawse pipe and pulling the anchor home with the capstan of the functioning anchor windlass.



The captain and three crew members were on fore deck to bring the anchor home. The captain was controlling the rope on the capstan, one crew member was operating the anchor windlass controls, the second was clearing the chain on the windlass gypsy and feeding it down the spurling pipe, while the third was clearing the chain from the hawse pipe.



Position of persons on the fore deck while recovering the anchor.

Four turns of rope were used on the capstan. When the anchor had been brought home, the rope attached to the anchor shackle parted and the weight of the anchor transferred from this rope to the anchor chain itself. When the weight was returned to the anchor chain it was placed under tension, crushing the hands of the crew member clearing the chain from the hawse pipe. Both of the crew member's hands were crushed between the anchor chain and the hawse pipe guide resulting in serious injuries.

Three paramedics attended to the injured crew member onboard the yacht. He was then taken ashore by tender, as the yacht was too large to access the local port, and further evacuated by helicopter to hospital where he underwent surgery before being further transferred to a specialist unit in the UK. He is currently recovering in hospital, but the injuries to both hands are considerable.

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Safety Issues

- The risks associated with any task not routinely carried out onboard must be recognised and rigorously assessed.
- Appropriate safeguards and controls should be put in place to reduce or mitigate the risks identified and assessed.
- The procedures employed in carrying out such tasks should be agreed and understood by all personnel involved.
- There is no evidence that the rope that parted suffered from any defect which would adversely affect its breaking strain. However, indications are that it was subject loads in excess of its Safe Working Load (SWL) when the anchor was brought home and the tension from the capstan remained applied.

NOTE

This document, containing urgent safety information, has been produced for marine safety purposes only, on the basis of information available to date. The sole objective of the investigation of any accident which is conducted under the Cayman Islands Merchant Shipping Law (2008 Revision) is the prevention of future accidents through the ascertainment of its causes and circumstances. It is not the purpose of an investigation to determine liability or, except as it is necessary to achieve its objective, to apportion blame.

The Maritime Authority of the Cayman Islands (MACI) is carrying out an investigation into this accident. MACI will publish the findings of this investigation on www.cishipping.com upon the investigation's completion.

19 August 2010