



DUTCH
SAFETY BOARD

Investigations

The Shipping department of the Dutch Safety Board (DSB) has the legal obligation to investigate serious and very serious occurrences with seagoing vessels flying the Dutch flag. This obligation also exists when accidents occur with foreign ships within Dutch waters. These investigations are executed in accordance with the Statute Law on the Dutch Safety Board and EU Directive 2009/18/EC of the European Parliament and the Council of the European Union of 23 April 2009, regarding research and prevention of maritime accidents. A description of the occurrences suffices for serious accidents when the Dutch Safety Board assessed it is likely that there will be no significant lessons learned after further investigation. The primary goal of the Dutch Safety Board is the prevention of future accidents or the containment of damages thereof. When, during research, structural safety defects come to light, the Board can formulate recommendations to help prevent future occurrences. No research will be conducted regarding questions of guilt or liability.

Shipping Occurrences Report

May - October 2015



Marine accidents occur mostly outside public attention. The accidents such as collisions and groundings are reported in the news, instead of the more frequent other accidents on board. However unsafe situations do often cause the casualties on board. This Shipping Occurrences Report provides more attention and insight to those accidents and their causes. It underlines the importance of a solid safety management system.

In this period two investigations has been started. The first concerned a fatal accident involving a hatch crane on board a Dutch vessel in Panama and the second is an investigation into the loss of a Dutch flagged vessel after a collision in the Scheldemonde.

In this edition additional attention is also provided to the seagoing fishing sector. This sector, with a fleet of 338 units, is an important sector within the Dutch maritime sector. On the 29th of September 2015 a roundtable discussion took place concerning the state of safety in the seagoing fishing sector. In this report an overview of the discussion is summarized.

Tjibbe Joustra,
chairman Dutch Safety Board



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Lessons learned and priorities

In this Shipping Occurrences Report the Dutch Safety Board presents the incidents on board Dutch-flagged vessels and incidents that took place within Dutch territorial waters. This report describes the incidents that took place between 1 May and 1 November 2015 and contains an overview of the reports that were published in that period. The overview contains both reports about investigations that were conducted by the Dutch Safety Board as well as reports about investigations into incidents with Dutch involvement that were conducted under the leadership of a foreign investigatory body.

Each accident is classified according to seriousness. The categories correspond to EU directive 2009/EC/18:

Very Serious: accident involving the total loss of a ship, fatalities, or serious environmental damage.

Serious: accident involving a vessel that cannot be classified as 'very serious' and in which, for example, a fire, collision, grounding, etc. has occurred resulting in the ship not being able to sail further or causing environmental damage.

Less serious: accident that cannot be qualified as 'very serious' or 'serious'.

Marine incident: an event or series of events, other than an accident, which took place in connection with shipping operations and which endangered the safety of the ship, occupants or the environment, or would have endangered these without correction.

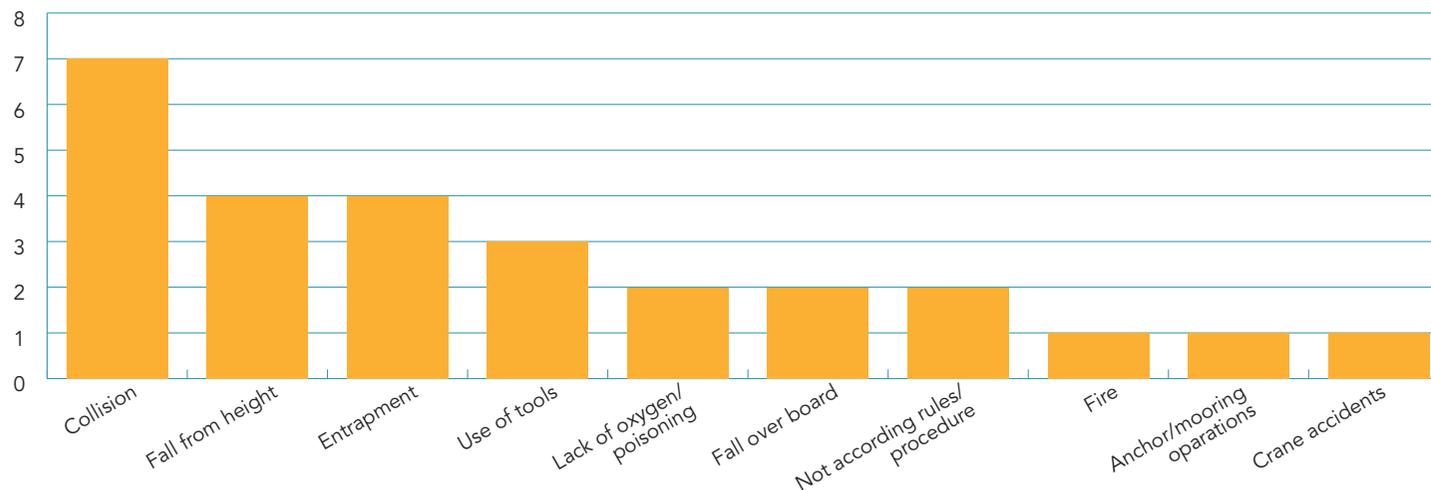
Serious injury: injury sustained by a person, resulting in the person being unfit for work for longer than 72 hours, within seven days of the date on which the accident took place.

In this report, incidents are included from the categories: *very serious*, *serious* and *serious injury*. Furthermore, because of the additional focus on the priorities and the fishing industry in this edition of the SAR, incidents are included that concern these topics.

The number of accidents between May and November 2015 part of priorities and fishery.

Accidents classified as *Very Serious*, *Serious* and *Serious injury* between May and November 2015 per occurrence type.

Occurrences in this Shipping Occurrences Report



Accidents classified as *Very Serious*, *Serious* and *Serious injury* between May and November 2015 per occurrence type. Some accidents count in more than one category.

Lessons learned as a result of incidents

In this edition the Dutch Safety Board draws lessons from the incidents and bases its priorities for new investigations on these. It is striking that in many incidents the existing rules were not (exactly) followed, for instance because of a pragmatic approach to performing tasks. For this reason the following lessons will receive additional attention in the coming period:

1. Rules are based on many years of experience and continuous improvements (rules based on collective knowledge). These rules can therefore not be ignored simply because another approach seems more practical in the first instance.
2. Before implementing changes in working methods it is important to ascertain whether risks in the new working method can be controlled effectively. Implementing a new working method, for example because this is more easily implemented in practice than the prescribed working method, can after all have the undesirable side-effect that risks are less well managed, or that new risks are created.

Reflection on lessons from previous publication

The first edition of the Shipping Occurrences Report addressed the safety culture on board vessels. The Dutch Safety Board conducted a background study into safety culture, from which it appeared that many accidents occurred because insufficient attention was paid to individual safety and assessment of risks. Also in the past period, the Dutch Safety Board noted various incidents that fit within this framework. The following incident is an example of this:

A vessel was berthed at a quayside in IJmuiden that comprised a higher section (at the bow and stern) and a lower section (midships where the gangplank was). A crew member jumped from the ship's forecastle deck onto the quayside instead of using the gangplank. The quayside was slippery, causing the man to slip and to fall into the water between quay and ship. The man was injured in the incident.

The Dutch Safety Board had set three priorities because of the (too) frequent occurrence of such incidents:

- **Falling overboard;**
- **Accidents during loading and unloading using cranes;**
- **Collisions.**

Also in the last period multiple similar incidents were reported. The following incident is an example of falling overboard:

A sailing vessel was sailing on the Westerschelde near Vlissingen when the crew saw a person in overalls swimming. The man lost consciousness once taken on board and on the way to the port. The alerted emergency services received the man when he arrived on shore. As soon as he was able to speak, he explained that he had fallen overboard while chipping rust on board his ship. By that time the ship had sailed out of the Westerschelde; following telephone contact it appeared that they had not yet missed the man. The ship turned back, took the man back on board in Vlissingen and continued on its journey.

Falling overboard can also have more serious consequences, as shown in a fishing incident investigated by the English Marine Accident Investigation Branch (MAIB). While working, a Dutch skipper from an English-flagged fishing vessel fell overboard in the vicinity of the Bruine Bank (North Sea) and died.

In the past period there have also been various incidents involving cranes. The Dutch Safety Board started an investigation into a fatal accident using hatch cranes.

Collisions have also occurred in the past period. In cooperation with the Belgian authorities, the Dutch Safety Board started an investigation as a result of a collision on the Westerschelde involving a Dutch vessel.

Fishing sector

Fishing sector roundtable discussion

On 18 March 2015 the Safety Board published a report about the accident between fishing vessel Texel-68 and surveillance vessel Maria. As a result of this accident the Safety Board organised a roundtable discussion to discuss safety with representatives from the fishing sector in the Netherlands.

The fishing sector can generally be split into two different sectors, namely the 'trawler sector' and the 'cutter sector'. The trawler sector is large-scale, comprises larger companies that manage bigger vessels with more crew and whose work is of a different nature in comparison to the cutter sector.

The trawler sector has taken steps regarding safety for decades. All companies have a safety management system and employ officials to monitor safety. The sector still observes safety problems in the area of international crew. Large trawler skippers have generally become managers, operating at a greater distance from the largely foreign personnel performing the hard work.

The cutter sector primarily comprises a wide variety of smaller companies. Smaller cutter companies have less space to employ safety management systems or safety officials, and also do not have the financial possibilities for this.

The following safety problems were discussed during the meeting:

- Scarcely all incidents are reported, certainly in the cutter sector. There is a fear of government sanctions in reporting incidents.
- There are concerns about the level of staff training in the sector. Education policy changed recently regarding senior secondary vocational education. Such things as navigation and fishing skills became optional components of the curriculum in sailing education. This means that when the new generation of shipping personnel steps on board they will have received less seagoing-focused training at school.
- Government actions sometimes influence safety. In addition to choices in the area of education and any sanctions for incident reports the new 'landing obligations' were addressed during the discussion. For sustainability reasons, fishermen will soon be obliged to land the by-catch, which means that they may no longer throw undersized fish back into the sea. This will increase the risk that the (smaller) cutters will lack space and (smaller) crews will have to work longer hours, with all the risks associated with this.



The number of accidents between May and November 2015 part of priorities and fishery.

Published reports

Wrecked fishing vessel, Z85 Morgenster, Dungeness (England), 28 January 2015

On 28 January 2015, the fishing vessel Z85 Morgenster sank, with three crew members losing their lives and one crew member missing. Two crew members were Dutch. Assigned by the Belgian Federal Government Service Mobility and Transport, an investigator conducted an independent safety investigation. The investigation showed that choppy seas, opened watertight doors and the peaked starboard boom contributed to the fishing vessel capsizing. In accordance with the stability, which was calculated for the ships' situation as found on the bottom and which was probably the situation just before the ship capsized and sank, the ship was very susceptible to capsizing by overcoming waves. The crew members were not wearing lifebelts and the *Emergency Position Indicating Radio Beacon* (EPIRB) did not function, drastically reducing the crew members' survival chances. Two recommendations were made as a result of this investigation.

1. 'To issue a notification that should be displayed permanently on the bridge of fishing vessels that clearly advises the crew regarding the procedures to be followed in manipulating the fishing gear including the potential hazardous situations regarding stability.'
2. 'A control and repertoire system should be issued regarding the different fishing gear that each on board and/or whether the fishing gear's influence on the stability of the vessel has been sufficiently identified.'

Classification: *Very Serious*

You can find a reference to the report on: http://mobilit.belgium.be/sites/default/files/downloads/p150918an_morgenster.docx

Carbon monoxide in bow thruster room, Lady Irina (IMO: 9137038), Fredericia (Denmark), 13 July 2014

In the evening of Sunday 13 July 2014 the crew prepared for Lady Irina's arrival in the Port of Kolding (Denmark). The Chief Engineer was busy with final activities prior to berthing, including pumping out the chain locker. He

needed to enter the bow thruster room for this. As the Chief Engineer had not been seen for some time, the first mate went looking for him and found him lying in the bow thruster room. The crew members then started a rescue operation to remove the Chief Engineer from the bow thruster room, but they were unsuccessful. A coroner ascertained that the Chief Engineer had died from carbon monoxide. During the rescue operation two other crew members also became unwell as a result of carbon monoxide poisoning.

The 'wood pellets' cargo on board Lady Irina produced carbon monoxide that could have leaked into the fore-castle via various routes from the cargo hold. As the bow thruster room and tank had not been ventilated for more than 24 hours, carbon monoxide levels had increased. It was common practice to ventilate the tank and bow thruster room at the start of the working day by leaving the door open for fifteen to twenty minutes. The doors also remained open during any activities.

The risk of hazardous atmosphere in the tank and bow thruster room was estimated as being low and practice was adjusted accordingly; the areas were not treated as confined spaces. The daily practice on board on entering the tank and bow thruster room was adapted in accordance with the nature and daily use of the areas and was not

Lady Irina. (Source: *Wijnne Barends B.V.*)



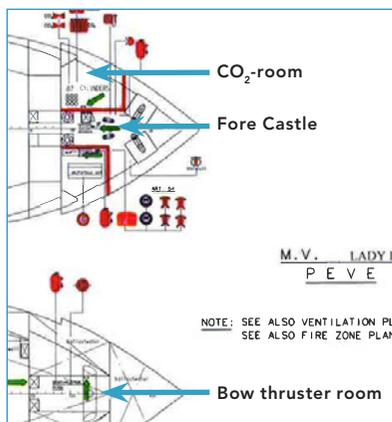
based on a well-founded estimate of the risks. Also from the actions during the rescue operation it appears that no connection was made between the (potentially) hazardous atmosphere in the bow thruster room and tank and the incident. This accident could have easily resulted in more victims of carbon monoxide poisoning.

The Board therefore formulated the following lessons:

1. A space that has been closed for a longer period should be entered with extra care. The confined space procedure, which is actually intended for entering such spaces, was not used by the crew. Natural ventilation prior to entering the tank and bow thruster room is a pragmatic solution. The extent to which such a solution offers sufficient risk management should be evaluated.
2. A rescue operation should be well prepared prior to commencing assistance. People who do not work safely during incident management will be unable to bring others to safety. At sea a ship's crew must be self-reliant in managing any incidents.

Classification: Very Serious

The complete report can be found on <http://www.onderzoeksraad.nl/en/onderzoek/2051/carbon-monoxide-in-bow-thruster-room-13-july-2014>



Plan Lady Irina. (Source: Wijnne Barends B.V.)



Entrance bow thruster room before the accident. (Source: Wijnne Barends B.V.)

Collision between fishing vessel and tanker, Orakai (IMO: 9402689), Margriet (IMO: 9284166), North Sea, 21 December 2014

The Gibraltar-registered chemical tanker Orakai collided with the United Kingdom-registered fishing vessel Margriet 45 nautical miles (nm) to the west of IJmuiden on the North Sea at 05:33 hrs on 21 December 2014. The Margriet, sailing with a Dutch crew, was seriously damaged and was taken to IJmuiden. Approximately 8 tonnes of diesel escaped en route from a damaged fuel tank. The Orakai suffered slight damage and was able to sail on to the next port without assistance. Nobody was injured.

Following agreement between the English Maritime Accident Investigation Branch (MAIB) and the Safety Board, it was decided that the MAIB would carry out the investigation.

The MAIB investigation found, amongst other things, that the Margriet officer of the watch did not maintain effective lookout. He had not seen the tanker, which was just 1 nautical mile away, when he changed course in the direction of the tanker. The implemented course change just prior to the collision showed that the mate was awake.

For the six days prior to this, the Margriet had experienced extremely bad weather and the crews' rest periods had been limited. For consecutive fishing of two and a quarter hours, the crew had an hour and a quarter rest. In such circumstances it is extremely plausible that all the trawler's crew members were tired.

Classification: Very Serious

The complete MAIB report can be found on <https://www.gov.uk/maib-reports/collision-between-chemical-tanker-orakai-and-beam-trawler-margriet>



Margriet. (Source: MAIB)

Investigations started

Accident with hatch crane, General Cargo, Anchorage near Cristobal (Panama), 9 June 2015

An accident took place on board a Dutch ship anchored near Panama on 9 June 2015. The day before, the ship had left Colon (Panama) where it had unloaded its cargo and was awaiting passage through the Panama canal.

While the ship was anchored, the crew prepared the ship for a new cargo. For this purpose, the crew placed pontoons between the holds using the hatch crane. While transferring one of these pontoons, a crew member ended up beneath the hatch crane and died.

The Dutch Safety Board carried out an investigation into this accident.

Classification: *Very Serious*



Gangway from ship anchored near Panama.

Sinking of freighter following collision with LNG tanker, Scheldemond (Belgium), 6 October 2015

A freighter sailing under the Dutch flag collided with a Marshall Islands-flagged LNG tanker by the coast of Zeebrugge on 6 October. This caused the freighter to sink. All 12 crew members were saved, but the ship was considered lost. In addition, the wrecking of the freighter caused oil pollution on the Belgian and Dutch coasts. The LNG tanker sustained damage to the bulbous bow with some leakage as a consequence of this. After unloading the cargo in Zeebrugge the vessel was taken to Belfast for repair. Both vessels had pilots on board at the time of the accident.

As a result of the accident a joint, independent safety investigation will be carried out by Belgium, the Marshall Islands and the Netherlands.

Classification: *Very Serious*



Sunken freighter.

Investigation started by foreign authorities with the Netherlands as State with a significant interest



Involved fishing vessel on the Doggersbank (North Sea).

Man fell overboard during activities, fishing vessel, Doggersbank (North Sea), 9 July 2015

The Dutch skipper of an English-flagged fishing vessel fell overboard while working on the deck on Thursday morning 9 July. His body was pulled on board by the crew. The vessel sailed immediately towards the Netherlands and the crew initially performed resuscitation. During a telephone consultation with a doctor, it was finally decided to stop the resuscitation and the skipper died.

The British authorities (MAIB) carried out an investigation into this accident.

Classification: Very Serious

Collision of fishing vessel by freighter, Roomassaare (Estonia), 26 July 2015

Problems with the clutch on the Dutch freighter resulted in a collision with a fishing vessel during berthing. The fishing vessel was seriously damaged in the collision.

The Estonian investigation authority (ESIB) investigates this incident.

Classification: Serious

Seven crew members unwell during cleaning duties in cargo tanks, Botlek, Rotterdam, 21 July 2015

On 21 July 2015 a serious accident took place in Botlek, Rotterdam on board a chemical tanker sailing under the Maltese flag. Seven crew members became unwell while cleaning cargo tanks. Two crew members were left in critical condition and were taken to hospital by emergency ambulance. Prior to cleaning, the tanker had unloaded the hazardous substance Aniline and during the accident was moored on the waiting berth in the middle of the 3rd petroleum harbour.

The Safety Board cooperated with the investigation, which was carried out under the leadership of Transport Malta, Marine Safety Investigation Division.

Classification: Serious

Fire on board containership, anchorage North Sea by Rotterdam, 10 September 2015

A fire occurred on board a Maltese container ship in the vicinity of the Spanish coast on 7 September 2015. The fire was brought under control and it was decided to sail to Rotterdam. On 10 September, close to Rotterdam, the sprinkler system was again activated and smoke development was observable. The ship then anchored by the Maasmondig. The suspected cause of this activation was parts still smouldering as a consequence of the fire earlier in the journey.

The Maltese investigation authority investigates this incident.

Classification: Serious



Maltese chemicals tanker.

Incidents that were not investigated extensively

Work accident, Fenja (IMO: 9287716), Port of Gijon (Spain), 5 May 2015

A work accident took place on board the Dutch container ship Fenja in the port of Gijon (Spain) on 5 May 2015. A stevedore fell into the hold during loading and unloading. He landed on the tarpaulin of an open top container, fell through this and landed on the container bottom. He was then transported to hospital where various bone fractures were diagnosed.

The cause was a loose grill in the hold. This grill showed signs of recent damage, probably caused by a spreader or container during loading and unloading activities in Gijon. This resulted in the grill becoming loose. The stevedore stood on the grill while working, making the grill tilt, which resulted in the fall.

Classification: *Serious injury*

Fishing vessel beached following engine problems, TX21 Pieter van Aris (IMO: 8431657), Bergen aan Zee (The Netherlands), 18 May 2015

On 18 May 2015, the fishing vessel TX21 Pieter van Aris ran aground close to the beach at Bergen aan Zee. The ship had engine problems and was struggling with strong winds close to the coast. Another fishing vessel was able to refloat the Pieter van Aris and tow it to Oudeschild harbour.

Classification: *Less Serious (fishing)*

Crew member sustains broken wrist during fall from stairs, Schieborg (IMO: 9188233), 18 May 2015

On 18 May 2015 a fitter was welding in an engine room gangway to repair cracked pipe brackets on the Dutch-flagged roll-on-roll-off-ship, Schieborg. To access the weld point, the fitter stood on the second rung of an adjacent, fixed ladder. During welding, however, the fitter slipped and fell from the ladder. The fitter landed on his wrist and he sustained fractures to the wrist bone because of this. The ship was rolling on a swell during the activities.

Classification: *Serious Injury*



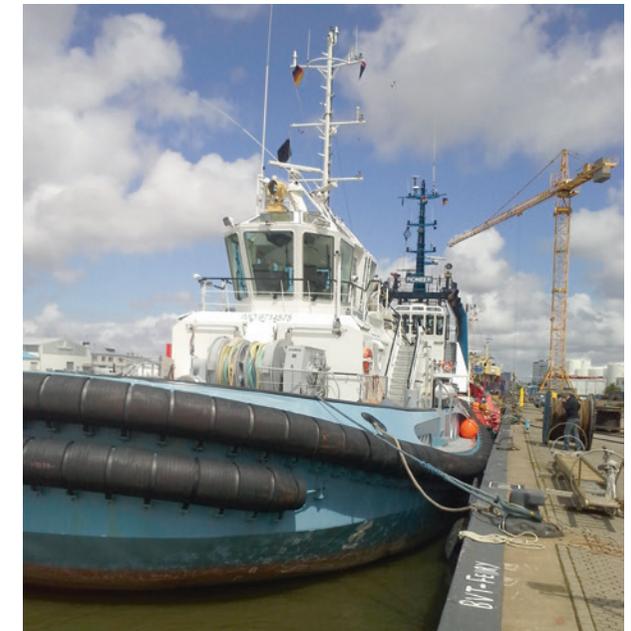
Double work accident, Nieuw Amsterdam (IMO: 9378450), Mediterranean, 22 May 2015

On 22 May 2015, two similar work accidents took place on board the Dutch passenger vessel Nieuw Amsterdam while sailing in the Mediterranean. At 00:15 hrs a crew member walked through an emergency door, during which his right hand became lodged between the jamb and the door. The crew member's right hand middle finger became trapped, causing an open wound and fracture.

At 19:45 hrs on the same day, another crew member injured his hand when walking through the galley door. The crew member did not remove his hand in time when the door closed. This caused the crew member to lose the distal phalanx of his middle finger.

Classification: *Serious Injury*

Left: Damage on Eddy1. Right: Eddy1 in the dock. (Source: Holland Shipyards)



Collision during transfer of tow warp, Eddy1 (IMO: 9714575) and Seahorse (IMO: 8213744), Bremerhaven (Germany), 24 May 2015

On 24 May 2015, the Dutch-flagged tugboat Eddy1 collided with the incoming Dutch-flagged vessel Seahorse when the Eddy1 attempted to create a towline connection with the bow of the Seahorse. Prior to this the Eddy1 had transferred two pilots to the Seahorse, midships on the port side, after which the tug sailed forwards to secure a towline connection with the port bow. When sailing forward, the tugboat started to pull towards the Seahorse, which forced the captain to compensate by steering against this. The tugging force meant that the captain could not stabilise the tug sufficiently and it was decided to reapproach the Seahorse's port bow.

A tugging force occurred again when the tugboat reapproached the Seahorse. This time the captain of the Eddy1 was no longer able to compensate for this. This resulted in the Eddy1 making contact with the port side of the Seahorse bow with a loud bang and then scraping against the port side of the Seahorse towards the stern, becoming free again once it had passed the stern.

The Eddy1 sustained serious damage through this, but was able to reach a nearby berth under its own steam. The Seahorse had some paint damage and continued its journey further up river.

Classification: *Serious*

Fishing vessel ran aground, Tina Adriana (IMO: 8432699), North Sea, level with Noordwijk, (The Netherlands), 27 May 2015

The KNRM (lifeboat association) was called to assist fishing vessel Tina Adriana (KW72) on 27 May 2015. She had a net in her propeller, resulting in the propulsion no longer working. As a consequence she ran aground near the Langevelderslag between Noordwijk and Zandvoort. When the KNRM lifeboat from Noordwijk arrived at the

vessel, the net appeared to have already been removed. The Tina Adriana was then refloated by the lifeboat and was able to renew its activities. There were no injuries and no damage was sustained.

Classification: *Less Serious (fishing)*

Engine problems for fishing vessel, UK12 Hoop op Zegen, IJmuiden (The Netherlands), 12 June 2015

The fishing vessel Hoop op Zegen (UK12) experienced engine problems at the IJmuiden entrance at the inside of the south pier. The vessel was heading for the rocks. A pilot boat and a work vessel from the wind farm went to assist the fishing cutter and the IJmuiden lifeboat was also alerted. The pilot boat towed the cutter and later transferred this task over to the lifeboat, after which the UK12 was brought safely to the quay. There was no damage and no injuries to personnel occurred.

Classification: *Less Serious (fishing)*

Collision during mooring, MV Abis Esbjerg (IMO: 9671486), FD283 Trui van Hinte (IMO: 8816120), Harlingen (the Netherlands), 13 June 2015

The Dutch-flagged MV Abis Esbjerg collided with a berthed fishing vessel, FD283 Trui van Hinte, when berthing in the port of Harlingen on Saturday 13 June 2015 at 17:30 UTC. The Trui van Hinte was sailing under the English flag, with home port as Fleetwood (UK), but has a Dutch owner. At the time of the collision the Trui van Hinte was unmanned.

MV Abis Esbjerg was newly built in 2015 and was making its first voyage on 13 June. There was a south westerly wind that day, force 7. In such wind conditions, entering the port of Harlingen is relatively complex for larger vessels such as Abis Esbjerg. The wind, combined with unfamiliarity with the characteristics of the new ship, is likely to have led to loss of control of the steering. During

the collision the Abis Esbjerg prow struck a hole 1 metre high and 2 metres long in the Trui van Hinte's fish hold. This caused partial sinking of the fishing vessel. It was later placed in a dry dock for repair. There was little damage to the Abis Esbjerg.

Classification: *Serious; collision (priority)*

Arm fracture through falling from ladders, J.R. Tolkien (IMO: 7017064), Kiel Leuchtturm (Germany), 15 June 2015

On 15 June 2015 on board Dutch-flagged passenger sailing vessel J.R. Tolkien a trainee fell from ladders en route to his cabin. The trainee fractured his left arm in two places. The captain of the J.R. Tolkien then asked for assistance via Bremen Rescue Radio.

This Bremen service sent a rescue vessel and doctor to the J.R. Tolkien. However, it was not possible for the rescue vessel to come alongside, after which a small rescue boat was launched. After letting down the J.R. Tolkien sails, the small rescue boat was able to transfer a doctor and assistant to the sailing vessel.

The doctor then set and splinted the fractured arm, after which the trainee was transported to hospital by rescue vessel. Following a check-up the trainee returned on board in Damp to complete the journey with limited duties.

Classification: *Serious Injury*

Incidents that were not investigated extensively

Collision during manoeuvre alongside to collect waste, Tessa F (IMO: 9705718), Jan Leeghwater (IMO: 9516650), Liverpool (England), 17 June 2015

During manoeuvring the workboat Tessa F, which was sailing under the English flag alongside the Dutch berthed dredger Jan Leeghwater the Tessa F collided with the Jan Leeghwater. Tessa F was intending to take waste from the Jan Leeghwater. The collision caused a hole in the Jan Leeghwater hull and a tear in a bunker tank, resulting in a small quantity of bunker oil being released into the port.

Both shipping companies conducted an internal investigation. Adaptations were made to the impact protection of workboat Tessa F's.

Classification: *Serious; collision (priority)*

Damage to vessel during loading and unloading activities, Nedlloyd De Liefde (IMO 9106481), Matadi (Congo), 24 June 2015

Loading and unloading activities were carried out on board the container ship Nedlloyd De Liefde on 24 June 2015. The ship's crane was being operated by an employee from the stevedore company. The spreader, to which the containers were hoisted, was also supplied by the stevedore company. An empty twenty-foot container fell into the ship while being hoisted.

During inspection, after the container had fallen, it appeared that the spreader was in a poor technical condition: the handles of the spreader's locking mechanism were broken off. The spreader was in a half-open position, which meant that the container could fall. The damage to the ship comprised a dent and some paint damage. The damage was repaired and the shipping activities continued.

Classification: *Less Serious; crane incident (priority)*



Dent in deck (Nedlloyd De Liefde). (Source: Maersk)

Ship grounded, SC28 Lummetje, Wierumergronden (The Netherlands), 26 June 2015

On 26 June 2015 at approximately 07:22 hrs the coastguard received a report from the Schiermonnikoog

lighthouse that the German prawn cutter, SC28 Lummetje, had run aground between buoys WG-6 and WG-8. It was ebb tide at the time the ship ran aground.

The cutter was able to free itself at approximately 11:00 hrs and reached Lauwersoog at 13:00 hrs. There was no damage and no injuries to personnel occurred.

Classification: *Less Serious (fishing)*

Two crew members in water during anchoring, Leanne P, (IMO: 9705706), 27 June 2015

Two crew members fell in the water while the multicat Leanne P was placing a buoy anchor at the port of Liverpool. At the time of falling overboard the two crew members were en route to the work deck to release the hoist chains when they slipped.

Both crew members were quickly pulled from the water and were taken to hospital for a check-up.

Classification: *Marine Incident; falling overboard (priority)*

Work accident with freon, ALP Centre, (IMO 9398541), at sea (close to Japan), 9 July 2015

A work accident took place on board the Dutch tug boat Alp Centre on 9 July 2015. During maintenance activities to the air-conditioning and after removing an incorrect plug, the Chief Engineer's right hand came into contact with Freon.

After having contacted the International SOS Medical Service it was finally decided to carry out an evacuation that same day with assistance from the Japanese coastguard.

Classification: *Serious Injury*

Collision between container ship and freighter, Cap San Nicolas (IMO: 9622203) and Solymar (9167344), Westerschelde (The Netherlands), 22 July 2015

The Portuguese-flagged container ship Cap San Nicolas collided slightly with the Cypriot-flagged freighter Solymar on 22 July 2015 during overtaking. Both vessels were sailing towards the sea from Antwerp.

Container ship, Cap San Nicolas, reported that it had sustained no damage; the freighter Solymar reported scraping and a small dent. The negative current during overtaking created a suction effect between the two vessels, which possibly contributed to the slight collision.

Classification: Less Serious; collision (priority)

Collision with shipwreck, ALP Guard (IMO: 9398539), near Port of Spain (Trinidad and Tobago), 5 August 2015

The sea tug ALP Guard approached the Port of Spain (Trinidad and Tobago) pilot station on 5 August 2015. During the approach at 17:24 UTC the tug collided suddenly with a shipwreck lying below water. On board the ALP Guard, navigation was taking place at that time using a paper chart, with the primary navigation aid being the *Differential Global Positioning System* (DGPS). Shortly before the collision the correct position of the vessel was verified using radar.

A shipwreck was indicated on the paper chart at approximately 2 cables¹ away from the ALP Guard's plotted route. The position of this wreck had been adjusted in 2013 via an Notice to Mariners (NtM). The NtM stated that the wreck was provided with a buoy. This NtM did not concur with the wreck's current situation.

The APL Guard crew had observed no buoy at the wreck's indicated position. Neither was a buoy visible at the site of the collision. Shortly after this a pilot came on board. He explained that the new position of the wreck was 2.5 cables to the south of the position stated in the NtM. The new position concurred exactly with the site of the collision.

The ALP Guard sustained damage to the starboard side bow below the waterline, resulting in several leaks. The ship needed to go to a dry dock for repair.

Classification: Serious

Fingers trapped between warps, Regina Maris (IMO: 7025126), IJmuiden (The Netherlands), 18 August 2015

On 18 August 2015 on board Dutch sailing vessel Regina Maris, a work accident took place while mooring at the Trawlerkade in IJmuiden. The Regina Maris was mooring between 01:00 and 02:00 hrs. When securing the warps the fingers of a crew member became trapped between the tightening warps. During the accident the victim stood at the stern by the bollard to secure the warps from the quay to the ship. His fingers were trapped and partially ripped off by the tightening warps while the ship was mooring and moving forwards slowly.

The crew member lost some fingertips because of this.

Classification: Serious Injury

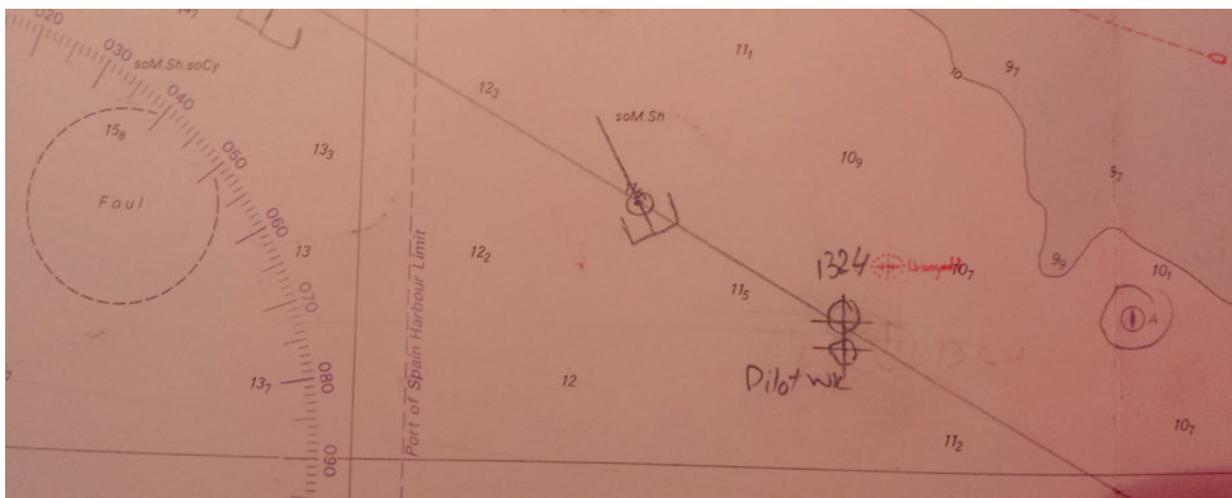


Chart with position of wreck and track of ALP Guard. (Source: ALP Guard)

Incidents that were not investigated extensively

Falling overboard during rust chipping, Wilson Tyne (IMO: 7915307), Westerschelde (The Netherlands), 29 August 2015

A man wearing overalls was discovered in the water at around 18:20 hrs on 29 August 2015. Initially the man was seen swimming near the Vlissingen anchorage, but the man lost consciousness close to the shore. A passing sailing yacht took the man on board and took him to Vlissingen Buitenhaven. The crew of the yacht had informed the emergency services, who were at the ready when the yacht approached the Buitenhaven. In the meantime, the man on board the yacht had regained consciousness. After the man had rested, he was able to explain that he was crew of the Wilson Tyne, which was en route from Vlissingen to Algeria.

The coastguard contacted the Wilson Tyne. The crew on board the Wilson Tyne were as yet unaware that the seaman was missing. A brief check around the ship proved that the seaman was indeed no longer on board. The Wilson Tyne was by then sailing near Zeebrugge and, following contact with the coastguard, returned to Vlissingen. The ambulance took the man to the pilot station in Koopmanshaven. The ambulance crew assessed that no further treatment was necessary. At the pilot station, the man was able to wait for the Wilson Tyne in order to return on board. From the seaman's explanation it appeared that he had slipped and fell overboard while rust chipping.

Classification: Marine Incident; falling overboard (priority)

First mate falls overboard at the quay and sustains injury, Fluvius Teign (IMO: 9279020), 5 September 2015

The Barbados-flagged freighter Fluvius Teign was berthed at the quay near Tata Steel in IJmuiden. While working, the first mate wished to leave the ship to go ashore and fell overboard. The vessel was berthed at a quayside that comprises higher and lower sections.

Usually, someone who steps from the ship to the quay would step on the lower section and then proceed to the higher section via a fixed ladder at the end of that quay. The first mate seems, however, to have tried to jump to the higher section of quay from the ship. It was slippery on the quay, which resulted in him slipping and falling in the water. The first mate was seriously injured.

Classification: Serious injury; falling overboard (priority)



Reconstruction of the arm position during the incident on the TX36. (Source: owner Jan van Toon)

Work accident, TX36 Jan van Toon (IMO: 9211652), North Sea, 8 September 2015

A work accident took place on board the Dutch fishing vessel Jan van Toon on 8 September 2015. The deck of the TX36 has a hydraulic fish cleaning table that can be raised and lowered.

A crew member saw there were fish still lying on the table, while another crew member was controlling the table, moving it downwards. The victim removed the fish from the table, but became trapped in doing so. He fractured his elbow and needed to be taken to hospital by helicopter.

Following investigation into the incident, the owner of the ship indicated that it was not possible to introduce improvement measures: 'the table doesn't move upwards automatically, the button on the touchscreen needs to be pressed and held and there is an emergency button below the touchscreen.'

Classificatie: Serious injury (visserij)

Arm trapped between watertight door, Corinthian, Stortemelk (the Netherlands), 9 September 2015

On 9 September 2015 on Maltese-flagged passenger ship Corinthian the arm of a crew member became trapped in a watertight door. While the vessel passed through the Stortemelk (between Vlieland and Terschelling) to enter the Wadden Sea, a crew member's arm became trapped when the watertight door was being closed while the crew member was attempting to disable an alarm. The crew member was able to free himself by pressing the door handle.

The victim had an open bone fracture and was transported to hospital by lifeboat.

Classification: Serious Injury

Skipper overboard, ARM 14 Grietje Geertruida (IMO: 9056181), 9 September 2015

The fishing vessel Grietje Geertruida (ARM 14) had fished near the Vlam and was steaming away when at 12:55 hrs the crew alerted colleagues of a fishing vessel fishing nearby that they were missing occupants. The ARM 14 and the other fishing vessel started searching and the Danish authorities were alerted via the coastguard. Various other fishing vessels in the area joined to help with the search, as did the surveillance vessels that were active at the platforms around the Vlam.

At 14:15 hrs one of the surveillance vessels observed the skipper of ARM14 floating. He was then pulled from the water, alive and well, into this surveillance vessel's inflatable rubber boat. The skipper was then taken by emergency helicopter to hospital for a check-up.

Classification: *Marine Incident; falling overboard (fishing)*

Work accident, Maersk Penang (IMO: 9168192), St. Lawrence river (Canada), 10 September 2015

On 10 September 2015, a crew member of the Dutch containership Maersk Penang wounded his hand. During sailing down the St. Lawrence River in Canada, while lashing the containers, a lashing rod fell onto the crew member's hand. The X-ray that was made in the hospital in Halifax showed a complicated fracture to the ring and middle fingers of the left hand.

The crew member had come on board 2 weeks prior to the accident and this was the first time he had been involved in lashing the containers. The crew member had started to attach the 2nd lashing rod without securely tightening the 1st lashing rod. This meant that the 1st lashing rod became loose and fell onto the victim's hand. Usually, lashing and unlashings takes place in the port by stevedores. In Montreal (Canada), however, this does not happen and it is common for the crew to secure or undo the lashings while sailing up or down river.

Classification: *Serious Injury*

Beaching, SCH-3 Renzo, Scheveningen, 23 September 2015

The SCH-3 Renzo with two persons on board called the Den Helder coastguard on Wednesday 23 September 2015 around 09:16 hrs. The Renzo had a piece of standing rigging in the propeller and was heading for the beach. The fishing boat was at that time close to the beach, just to the north of Scheveningen's northern harbour entrance.

The Coastguard alerted Scheveningen KNRM (lifeboat). Lifeboat Kitty Roosmale Nepvue made its way to the scene. On arrival, the Renzo captain had already disembarked and was on the breakwater. The Renzo had a hole in its hull caused by running aground against the breakwater. There was no leakage of diesel or similar. The two occupants were taken to safety from the beach by the KNRM.

It became quickly apparent that the Renzo could not be removed from the breakwater floating. A salvager secured the fishing vessel. The boat was hoisted out of the water and transported on a bogie wagon.

Classification: *Serious (fishing)*

A crew member trapped his hand in a winch on board the Happy Dynamic (IMO: 9551973), 24 September 2015

A Filipino crew member from freighter Happy Dynamic trapped his hand in a winch, causing injury that resulted in him being taken from the vessel for treatment in a hospital. At that time, the vessel was sailing 300 miles to the east of Kamchatka (Russia) and was given permission to divert to a nearby Russian port.

Classification: *Serious injury*

Electric shock, UK2 Adriaantje (IMO: 9013907), Eemshaven (The Netherlands), 25 September 2015

A crew member from the UK 2 Adriaantje came into contact with electricity on 25 September 2015. The crew member had dropped a screw on deck and when picking this up sustained an electric shock to his head. The crew member's head remained caught by the current for some time and he lost consciousness. The cause of the electrocution was unclear. When the emergency services arrived, the man had regained consciousness. However, he could no longer remember anything. Wounds were visible on the man's head as a consequence of electrocution. The man was taken to hospital for further examination.

Classification: *Less Serious (fishing)*

Fingers injured by fishing gear, SCH-27 Frank Bonefaas (IMO: 9074951), North Sea, 28 September 2015

A crew member from the Dutch-flagged fishing vessel SCH-27, Frank Bonefaas, sustained injury to his fingers when handling the fishing gear while carrying out work at sea to the north of Norway on 28 September 2015.

The Radio Medical Service doctor advised taking the victim to hospital. The victim was then transferred by helicopter to a hospital for treatment.

Classification: *Less Serious (fishing)*

Incidents that were not investigated extensively

Work accident, Ryndam (IMO: 8919269), Red Sea, 11 October 2015

On 11 October 2015, a crew member of the Dutch passenger ship Ryndam wounded his hand. In an attempt to repair the leak in the crew's galley, a crew member tried to bend a stainless steel sheet with his bare hands.

The spot-welded sheet sprang loose, resulting in the crew member sustaining a 3 cm-deep cut in his right hand. The crew member was first admitted to the ship's hospital, but later required an operation on shore.

Classification: Serious Injury

Work accident, UK 176 Verwachting (IMO: 7365617), Port of Harlingen, 12 October 2015

A work accident took place on board the Dutch fishing vessel Verwachting (UK-176), on 12 July 2015. A crew member became trapped beneath a section of fishing gear (Sumwing, suspended wing with nets) after this had fallen down.

He needed to be freed by the fire service. The trauma helicopter was also called. Once stabilised, the victim was taken to the hospital by ambulance.

Classification: Serious injury (fishing)

Work accident, General Cargo, Port of Unye (TR) (IMO: 9631371), 13 October 2015

A work accident took place on board the Dutch freighter Trade Navigator, on 13 October 2015. A crew member, a Filipino cadet, is presumed to have fallen in the hold. Nobody saw the accident occur.

The victim was discovered seriously injured in the hold and was then taken as an emergency to a Turkish hospital. The relevant facts are uncertain; it is presumed that the victim walked over the edge of the hold. Investigations by the shipping company have been unable to ascertain any clear safety shortcomings.

As a consequence of this accident the shipping company has issued a safety alert to the vessels managed by the shipping company in which it was emphasised that nobody should walk on the edge of the hold without fall protection.

Classification: Serious injury

Work accident, Zealand Beatrix, (IMO: 9507087), Port of Avilles (Spain), 14 October 2015

A work accident took place on board the Dutch freighter Zealand Beatrix, on 14 July 2015. While moving a portable ventilator the Chief Engineer's fingers came between the rotating ventilator blades. The crew member sustained two fractured fingers and an open wound to his right hand. The blades were not well protected by the cover. First aid was carried out and the crew member was taken

Location of quay on the Trade Navigator.



to hospital. The crew member returned on board before the ship left the port. The ventilator was replaced.

Classification: *Serious Injury*

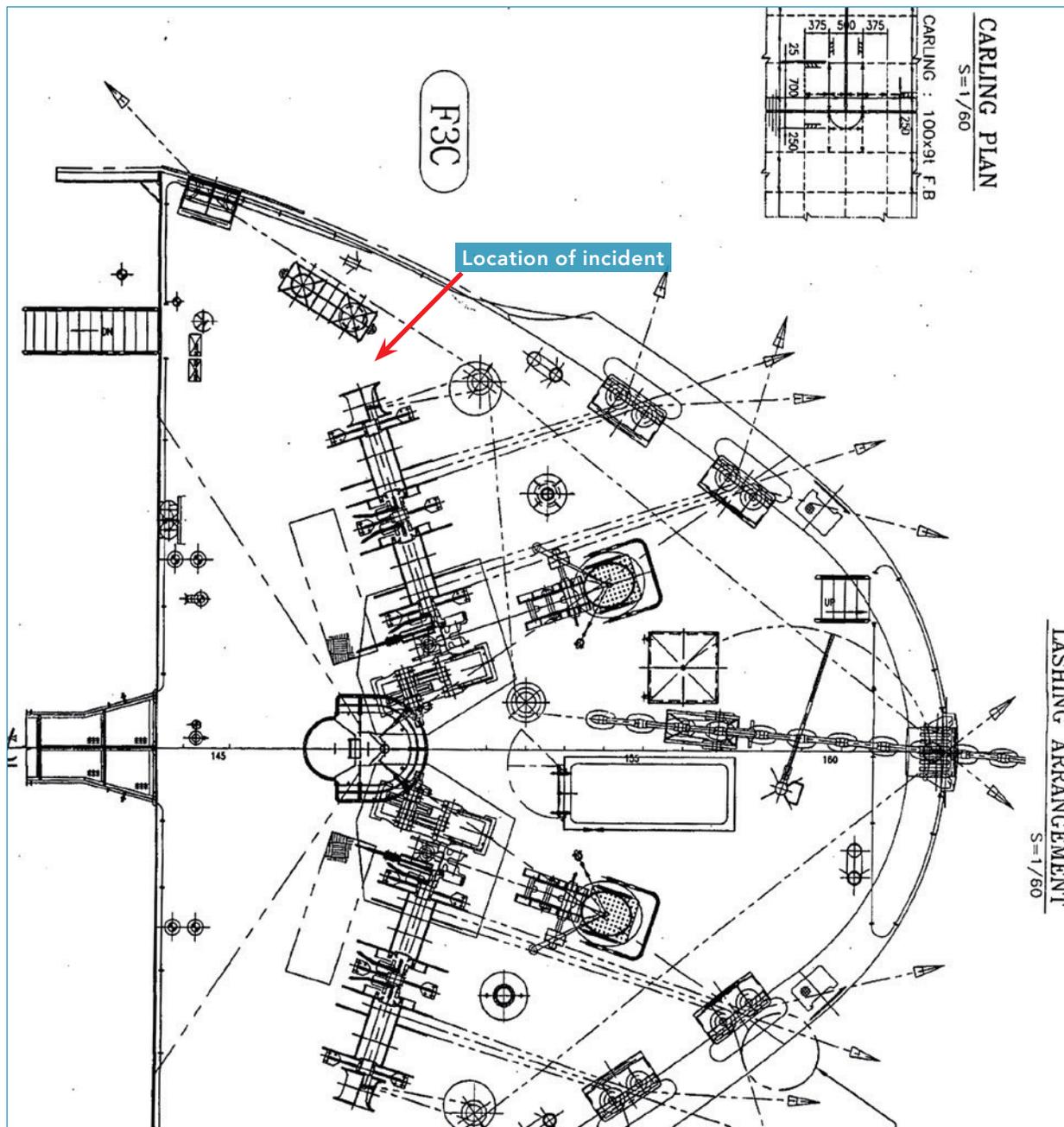
Seaman loses foot while preparing forecandle for sea, Lisa Essberger (IMO: 9295438), 23 October 2015

Shortly after departure of the Dutch-flagged chemical tanker Lisa Essberger from Barcelona, a seaman on the forecandle seriously trapped his foot when preparing the forecandle for sea. The seaman concerned was working with a colleague to secure the port anchor for sea and then helped winching the final length of warp on the winch drum. The seaman's left foot became entangled in the warp. The seaman was then dragged with the warp to the winch drum. The seaman operating the winch was not able to stop the winch in time, resulting in the seaman's left foot being seriously crushed. The alarm was then sounded and the ship's crew came to the aid of the seaman.

After being freed, the seaman was taken to hospital via a vessel from the alerted port authority and an awaiting ambulance. However, the seaman's foot could not be saved.

Classification: *Serious injury*

Schematic drawing of Lisa Essberger forecandle. (Source: Essberger BV)



The Dutch Safety Board in four questions

1

What does the Dutch Safety Board do?

Efforts are being made in the Netherlands to minimise the risk of accidents and incidents as much as possible. When it nonetheless (nearly) goes wrong, a repetition can be avoided by carrying out a thorough investigation into the cause, separate from determining guilt. It is thereby important that the investigation is carried out independently of the parties involved. The Dutch Safety Board therefore chooses for itself what to investigate and thereby takes account of the independence of citizens from government bodies and companies.

Recently the Dutch Safety Board reported about the investigation into the causes of the crash of flight MH17, about explosions MSPO2 at Shell Moerdijk and about the danger of carbon monoxide.

2

What is the Dutch Safety Board?

The Safety Board is an 'independent administrative body' and is authorised by law to investigate incidents in all areas imaginable. In practice the Safety Board currently works in the following areas: aviation, shipping, railways, roads, defence, human and animal health, industry, pipes, cables and networks, construction and services, water and crisis management & emergency services.

3

Who works at the Dutch Safety Board?

The Safety Board consists of three permanent board members. The chairman is Tjibbe Joustra. The board members are the face of the Safety Board with respect to society. They have extensive knowledge of safety issues. They also have wide-ranging managerial and social experience in various roles. The Safety Board's office has around 70 staff, of whom around two-thirds are investigators.

4

How do I contact the Dutch Safety Board?

For more information see the website at www.safetyboard.nl
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December 2015

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