



DUTCH
SAFETY BOARD

Shipping Occurrences Report

January 2023 - July 2023

16



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Investigations

Within the shipping industry, the Dutch Safety Board has the legal obligation to investigate serious and very serious occurrences involving Dutch seagoing vessels. This obligation also extends to the investigation of serious and very serious occurrences involving or on board seagoing vessels in Dutch territorial waters. The Dutch Safety Board carries out these investigations in accordance with the Kingdom Act concerning the Dutch Safety Board and the EU Directive 2009/18/EC of the European Parliament and the European Union Council of 23 April 2009, establishing the fundamental principles governing the investigation and prevention of maritime accidents. When the Dutch Safety Board decides that no structural safety shortcomings are involved with regard to a serious incident, a description of the occurrence is sufficient. The main goal of the Dutch Safety Board is to prevent accidents or their consequences by determining lessons learned and formulating recommendations. Investigating who is to blame or liable is expressly not a part of the investigation by the Dutch Safety Board.



Foreword

Taking responsibility, but not being in control of everything. In sea shipping, the ship's captain is responsible for the safety of the ship, but if other parties come to work on the ship, dangerous situations can arise if work is not performed in a safe manner. The captain does not always have control over this, despite his responsibility.

If there is no common understanding of working together safely on board, the captain will be unable to meet his responsibility. The feature article in this Shipping Occurrences Report (ROS) will cover this topic. An example of the consequences of the lack of a common understanding of working together safely is the occurrence on board a Dutch ocean-going vessel in a foreign port, where there was cooperation between the ship's crew and the stevedores loading and unloading the vessel. When the ship's crew and external parties have to work together, both sides will need to pay extra attention to ensure not only their own, but also each other's safety.

In the period covered by this ROS, the Dutch Safety Board launched three new maritime investigations, including an investigation into an occurrence on board a Dutch sailing vessel in the Pacific Ocean.

Chris van Dam
Chair Dutch Safety Board

Between shore and ship

Not only crew members are involved in occurrences on board ships. Others (third parties) can also be involved, as shown in two previous reports by the Dutch Safety Board on occurrences during loading and unloading operations^{1,2}. In both cases, a fatality occurred during loading and unloading operations. Stevedores were involved in loading and unloading in both occurrences. However, persons involved could also include others, such as service technicians performing maintenance or repairs on board vessels. This often involves a temporary collaboration, in ever-changing compositions, in which it cannot be assumed in advance that what is self-evident for one person will also be the case for someone else.

A captain is always responsible for the safety on board the vessel. If third parties come to work on board, their actions can affect the safety of the ship's crew and vice versa. This could result in a situation in which the captain, although responsible, cannot influence the course of action. This could be the case, for instance, if local rules or trade unions restrict the actions of the captain and his crew.

While the captain is responsible for safety on board the ship, the terminal is often responsible for safety ashore. The Dutch Safety Board noted in an earlier investigation into a fatal occurrence during unloading operations (see footnote 1) that there was a lack of an overarching and distinctive supervisory and responsibility role and how this could lead to individual interpretation of work activities without having a common

understanding of working safely and working together. This is why the Dutch Safety Board is putting additional emphasis on working with third parties on board seagoing vessels in this Shipping Occurrences Report (ROS).

Safety investigative bodies that, in the European Union, are responsible for investigating marine accidents³ enter data on occurrences involving third parties into the European Marine Casualty Information Platform (EMCIP) database. In addition to its own investigations, the Dutch Safety Board can draw on the work of fellow Safety investigative bodies through EMCIP. Therefore all European data in EMCIP is used for this feature article so as to obtain further information on the various occurrences involving third parties. Furthermore, this ROS includes a fact sheet on an occurrence that took place on board the Dutch cargo ship *Kraftca* in late December 2022. A serious accident took place on board *Kraftca* during hoisting operations. This happened when the crew was working with stevedores.

The EMCIP includes 79,943 occurrences.⁴ Each occurrence states whether it resulted in an injury or death to one or more persons. The EMCIP database breaks these two categories down further into crew, passengers or others (third parties):

- 772 occurrences involved an injury to third parties, of which 85 involved stevedores.
- 158 occurrences involved the death of a third party, of which 24 involved stevedores.

1 Fatal accident during unloading in Moerdijk - Lessons learned from the accident on board the A2B Future: <https://www.onderzoeksraad.nl/en/page/13415/fatal-accident-during-unloading-in-moerdijk-%E2%80%93-lessons-learned-from>.

2 Fatal accident due to being trapped between two containers: <https://www.onderzoeksraad.nl/nl/page/4756/dodelijk-ongeval-door-beknelling-tussen-twee-containers>.

3 In accordance with EU Directive 2009/18.

4 As of: 14 July 2023.

Below we have listed a number of occurrences on board vessels extracted from EMCIP. These occurrences all involve third parties in one way or another.

Occurrence 1

Stevedores were loading a Dutch flagged ship in a Brazilian port with steel pipes measuring 13 metres and weighing 4,000 kg a piece. During this operation, one of the stevedores became trapped between a pipe and the side of the hold and died. The loading and the operation of the cranes was carried out by the stevedores.

Occurrence 2

A bunker tank on a British flagged ship was cleaned by a shore-based company in a British port. After the tank had been approved for entry, three employees of the shore-based company entered the tank for their work activities. To carry out their work they used a suction hose made up of several segments connected to a vacuum system on shore.

Once the tank had been drained, the employees began removing the suction hose.

Due to confusion about the correct order of carrying out this operation, there was no more vacuum in the hose and a remnant of the oil that had been suctioned ran back down the hose. The hose in the engine room had already been partially disconnected, causing oil from the hose to flow over a running engine and catch fire.

An employee of the shore-based company and a crew member who were in the engine room fled outside and raised the alarm. The second employee was already ashore. The body of the third employee was later found at the bottom of the engine room by the fire brigade.

A permit to work had been issued by the ship's officer, but in hindsight not all potential risks had been properly identified. They were aware of the risk of entering a confined space, but the danger of pumping flammable liquids through a hose near a heat source had not been pointed out. In addition, the shore-based employees did not know where the escape routes were in the event of a fire alarm or what the emergency procedures were.

Occurrence 3

Two stevedores opened a secured manhole to hold 7 on a Panamanian flagged ship in a Swedish port. The lights were off and the hold was not ventilated. When the two stevedores entered the hold, one of them lost consciousness; the other stevedore managed to exit the hold but had difficulty breathing.

Occurrence 4

A visitor to a Dutch flagged ship in a British port walked up the gangway. The gangway moved unexpectedly causing the visitor to fall into the water between shore and ship. A pilot ladder was immediately fitted and used to rescue the casualty from the water.

An investigation determined that the gangway was to be moved from one deck to another. A seaman was busy doing this when he got called away to perform another task. He had not yet managed to secure the gangway in its new position when he was called away.

Occurrence 5

A crewmember on a Dutch flagged ship in a British port was sweeping the deck clean after unloading operations. In the process, he tripped and fell overboard through an opening in the railing. He sustained minor injuries.

The opening was located above a bollard on deck, which would normally have been closed with a chain. This chain had been removed by a stevedore so that he could get off the ship onto the quayside in this way, instead of using the gangway.

These examples show that the interaction between shore and ship can take place in a number of ways that cannot easily be addressed by one set of safety procedures. The ship's crew will not always be able to have a direct impact on the actions of stevedores, for instance, as shown by examples 1 and 2.

Third parties on board can also bring about unexpected situations through their actions, such as removing safety barriers. The crew is not always aware of these actions, as illustrated by examples 3 and 5. And it is not always possible to provide continuous supervision everywhere on board because there are simply not enough crewmembers on board to do so; see example 4.

A safe operational environment during the loading and unloading of ships, but also during activities involving third parties, calls for cooperation and a deliberate shared responsibility between the ship's crew and the on-shore party (third party), with clear agreements and division of responsibilities for all parties. The quayside can be considered a boundary between the shore and the ship, but this does not mean that the responsibility for safety can also be separated.

Which is why it is important that all employees involved have a common understanding of working safely and working together. This requires jointly identifying and understanding the risks associated with operations, observing established or agreed upon safety specifications and following correct procedures.

Parallels can be drawn with the 'pilot paradox' to which the Dutch Safety Board previously called attention to in ROS issue 4 (May-Oct 2016). Although the captain and the crew rely on the knowledge and skills of people such as stevedores, the captain remains responsible for what happens on board and the crew has ship-specific knowledge that the shore-based party does not always have.

To ensure safe cooperation, it is good to make some basic agreements between the various parties before work begins. These can be made during toolbox meetings in which all crew members and shore-based staff are present and safety risks and responsibilities for safety measures are identified and assigned.

As this feature article has shown, safety is not a given. It is critical that this is discussed time and again with all parties involved before all operations, and that clear agreements are made regarding safety.

Accident classification

In this Shipping Occurrences Report, for the period January 2023 to July 2023, the Dutch Safety Board presents the description of accidents on board ships sailing under the Dutch flag or occurrences that have taken place within Dutch territorial waters and reports published during this period. Each accident is classified according to seriousness. The categories match EU Directive 2009/EC/18:

Very serious: accident with total loss of a vessel or where there have been fatalities or serious environmental damage.

Serious: accident involving a vessel which cannot be classified as 'very serious' and where for example a fire, collision, grounding, etc. has occurred preventing the vessel from continuing to sail or causing environmental damage.

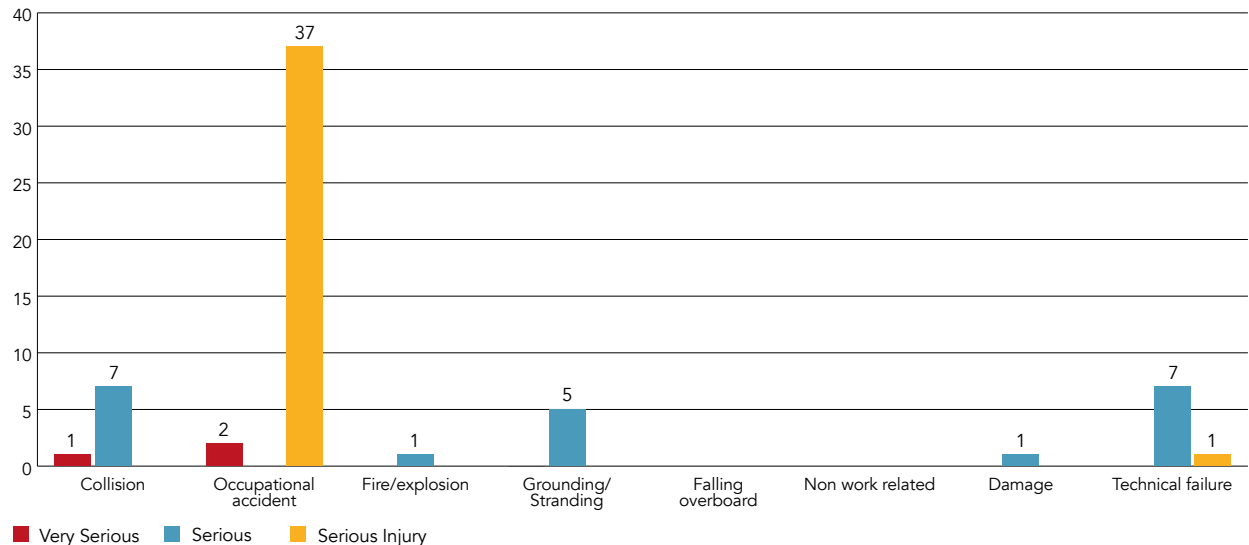
Less serious: accident that cannot be qualified as 'very serious' or 'serious'.

Marine incident: an event, or series of events, other than an accident that has taken place and is linked to shipping operations that that endangered, or would endanger, the safety of the ship, a person on board or the environment if it had not been rectified.

Serious injury: injury suffered by a person, which incapacitates the person for more than 72 hours, within seven days after the date on which the accident took place.

This report lists occurrences from the following categories: *very serious, serious and serious injury*. In addition to data about the reporting period, a multiyear overview is also included. This provides a greater insight into trends.

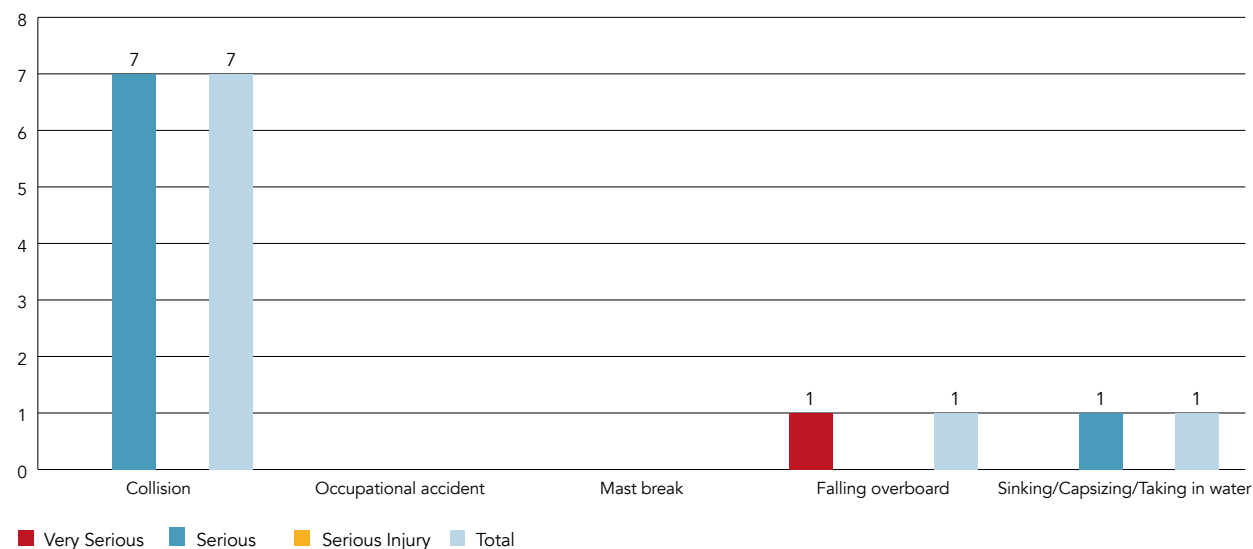
▼ Figure 1: Serious and very serious accidents, sea shipping, period January to July 2023.



Accidents on inland waterways are subject to a different classification system due to differences in international agreements, but broadly speaking are comparable with the classification mentioned above. The shipping accidents in figure 2 show the number of reports to the Dutch Safety Board of accidents on inland waterways in the period January up to June 2023. Within this classification, 'serious' and 'very serious accidents are taken to mean: accidents whereby a vessel is no longer able or permitted to sail as a consequence of the shipping accident or if there is serious damage to the cargo, infrastructure or the environment, resulting in disruption of the navigation channel, or if there are fatalities or serious injuries.

For the sake of readability, in this Shipping Occurrences Report, all occurrences both in sea shipping and inland shipping are categorized and classified in the same way, whereby for further clarification, inland shipping occurrences are marked as such.

▼ Figure 2: Serious and very serious accidents, inland shipping, period January to July 2023.



In figures 1 and 3, occupational accidents occupy a key position. The prevention of occupational accidents has also been awarded a prominent position in international (and other) legislation and regulations. The international Maritime Labour Convention (MLC 2006), which contains these rules, is considered the fourth pillar of maritime regulation applicable on board seagoing vessels, alongside the SOLAS Convention, the Marpol Convention and the STCW Convention. MLC 2006 was drawn up under the auspices of the International Labour Organization (ILO).

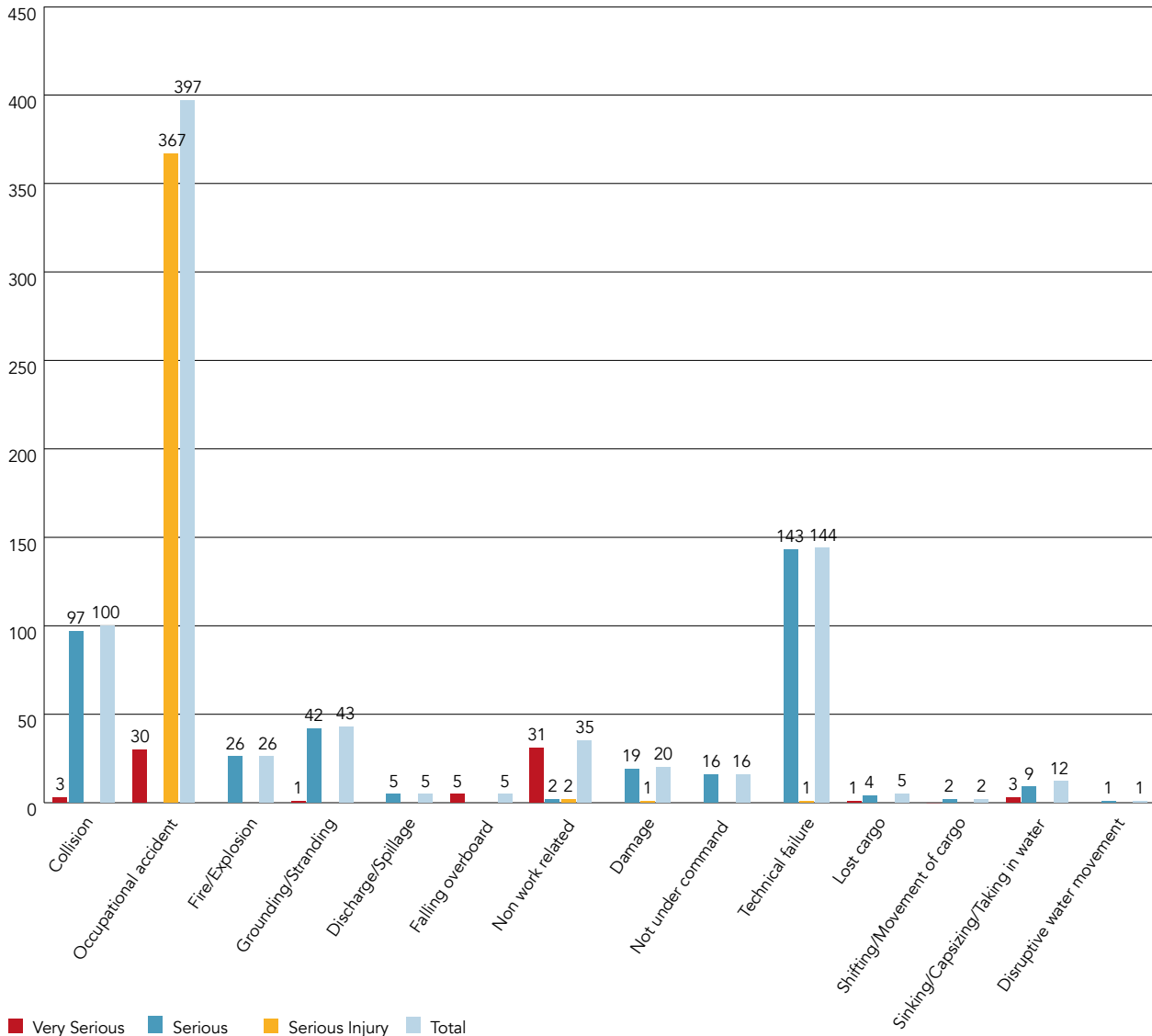
In addition, in the Netherlands, the Human Environment and Transport Inspectorate (ILT) has a supervisory role in the Dutch shipping sector. This role is focused on ensuring compliance with legislation and regulations on board ships.

Greater insight into the nature of these accidents can contribute to increased safety awareness among employers, employees and other parties in the maritime sector.

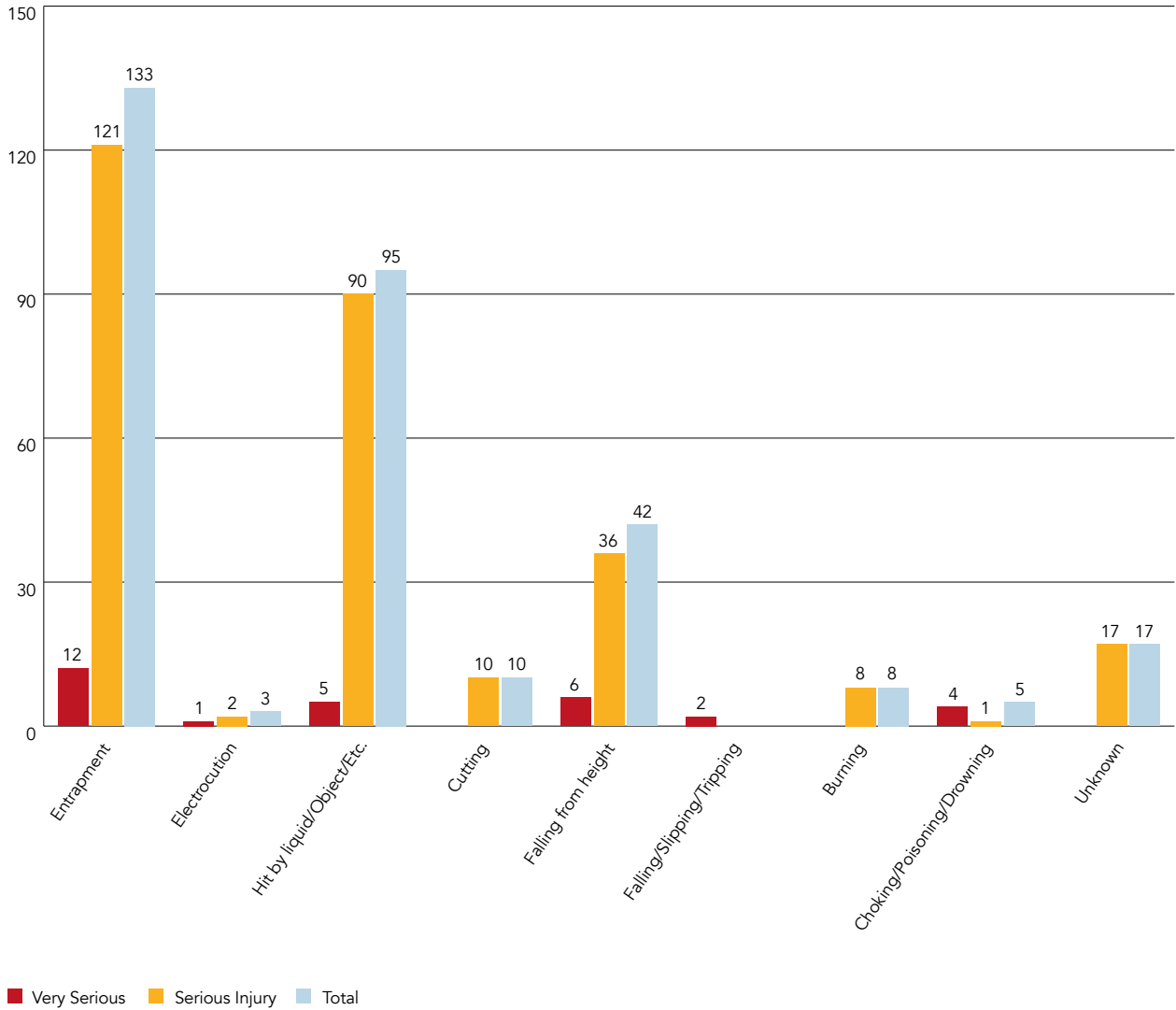
For that reason, in this report, occupational accidents are presented on the basis of causes of injury. It is noticeable that entrapment, being hit by liquids/objects, falling/slipping/tripping and falling from height are the most common

types of occupational accident.

▼ Figure 3: Serious and very serious accidents, sea shipping, period January 2016 to July 2023.



▼ Figure :4: Occupational accidents linked to the cause of injury, sea shipping, period January 2016 to July 2023.



Published reports

Crew member dies after falling between ship and shore

Lauwersoog, 6 December 2022

A crew member fell between shore and ship in the port of Lauwersoog on 6 December 2022. The crew member was Polish and fell from the support ship Ary, a Vanuatu-flagged ship. The crew member lost his life. The investigation authority of the flag state Vanuatu (Vanuatu Maritime Service) conducted an investigation following this occurrence. The Dutch Safety Board and the Polish State Marine Accident Investigation Commission (PKBWM) had requested to act as Substantially Interested State.

In early 2023, the Vanuatu Maritime Service sent the parties involved an investigation report. They had not in any way

enlisted the help of the Dutch and Polish investigative bodies in drawing up this report.

The Vanuatu Maritime Service concluded in the report that the ship's gangway was on board the Ary prior to the accident. The captain had deliberately made this decision due to the tide. On the morning of the accident, a number of crew members, including the casualty, were due to embark the Ary or another ship of the same shipping company lying alongside. On arriving in Lauwersoog after a car journey from Poland, they chose to board immediately without consulting anyone. They did this without first putting on the necessary personal protective equipment (PPE) on shore and requesting the captain of the Ary to put the gangway in place.

▼ Ary. (Source: Van Laar Maritime)



While climbing aboard the Ary without the required preparation, the casualty slipped and fell into the water. An alarm was immediately raised and the man overboard procedure (MOB procedure) was activated. However, despite this, they were unable to recover the casualty from the water within a few minutes. When, in due time, they were able to recover the casualty, he had already died.

The Vanuatu Maritime Service concluded that the captain of the Ary had been negligent in taking the new crew members on board by failing to inform them of the requirement to wear PPE and failing to put the gangway in place. Moreover, the MOB procedure was allegedly not carried out correctly.

The Dutch Safety Board did not fully recognize these conclusions. The lesson learned should primarily be that crew members who are joining a ship also need to have their own responsibility in wearing the prescribed PPE and should also ascertain for themselves whether they can board a ship safely.

Completed investigations without report

Fatal accident during hoisting operations

Kotka, Finland, 28 December 2022

On 28 December 2022, the Dutch RoRo freighter *Kraftca* was in the port of Kotka (Finland) for loading and unloading operations. With the help of local stevedores, the crew members were moving steel support beams that were part of the ship's gear. During this work, the stevedores' foreman was hit by sliding support beams and was knocked over. The foreman fell onto a lower deck and the beams fell on top of him. He died on the spot.



▲ The quay crane being used to move the support beams just before the accident. (Source: CCTV Steveco)

The ship was deployed on a routine scheduled service that included various Finnish ports. In Finland, local stevedores are used for loading and unloading operations and they also perform work on board when necessary. The large shore crane normally used had been broken for several months and could therefore not be used. As a replacement, a smaller older shore crane was used, but this meant that the crane operator had limited lines of sight. From his position, the crane operator could not see the guide cells on the deck of the *Kraftca* in which the containers to be loaded were to be placed. To improve the lines of sight for the crane operator, the captain had been requested to move a stack of support beams. The beams had been stored on the aft deck on top

of the housing of the ventilators. They were part of the ship's gear and were occasionally used to transport 20ft containers. The foreman and the duty officer decided to move the support beams one by one.

A hoisting plan had been made for this work two hours prior to the incident by the first mate and the stevedores' foreman (who became the casualty). This had been agreed upon verbally and had not been put to paper. It was agreed that the stevedores' equipment would be used. The stevedores were to do the work together with the foreman, a signaller and the crane operator. On board, the foreman was assisted by the first mate and a cadet. They communicated in English. The stevedores communicated with each other in Finnish.

During this hoisting operation, the first mate, the foreman and the cadet were standing on the raised deck of the housing of a ventilator, which they had climbed up using a loosely placed ladder. The support beams had to be hoisted ashore from this spot. The signaller was located elsewhere so as to provide the crane operator with instructions using gestures and a radio.



▲ The support beam is hooked to the spreader with two hooks. The two loose hooks can also be seen. (Source: CCTV Steveco)

While hooking the support beams to the four corners of the spreader by means of chains and hooks, it became apparent that the hoisting height of the crane was insufficient, which is why the foreman and the crane operator decided during the operation that the chains had to be shortened. This was personally communicated to and coordinated with the first mate and the cadet. The shortened chains meant that only two chains from two corners of the spreader fit on the support beams. The other two chains were not tied up or secured; they remained loose.

During the hoisting operations, the rear loose chain got caught on the stack of support beams. The beams were no longer secured by twistlocks and therefore started sliding. In the process, the beams pushed the foreman off the housing of the ventilator, causing him to fall more than 2.5 metres onto a lower deck. The stack of beams then landed on top of him. The foreman suffered such serious injuries that they led to his death shortly afterwards.



▲ *Toppled support beam on housing of ventilator and support beams that fell down on lower deck next to housing of ventilator. Next to this is the loosely placed ladder used by people to climb up the housing of ventilator. (Source: Spliethoff)*

Investigative findings

- Parts that were never used on board still remained on the ship. They were stored in a location that obstructed the view so that they had to be moved. This location could not be easily reached and did not have a railing.
- The hoisting plan and the Risk Assessment and Evaluation to move the unused parts were not fit for purpose, the three people were in a dangerous location with no fall protection and with no escape route close to a hoisting load. Furthermore, the necessary personal protective equipment was not being used.
- After it became apparent that the initial hoisting plan did not work, the plan was not modified or a new plan made. A new Risk Assessment and Evaluation was also not conducted. The loose chains remained attached to the spreader and the workers remained in the unsafe location without protection.

Lessons learned

- Storing materials on the deck of a ship for longer periods of time, without them actually being used, should be avoided. After the accident and after taking stock of the fleet, the operator decided to store these materials on shore.
- If ad hoc work is to be carried out, there must always be a reasoned hoisting plan, further defined in a Risk Assessment and Evaluation or Last Minute Risk Assessment (LMRA). Part of the plan must include occupying a safe work station and providing adequate fall protection on, in this case, the housing of ventilator during hoisting operations. The use of appropriate personal protective equipment must always be considered.
- If it becomes apparent during the execution of the work that the prepared hoisting plan, and thus the Risk Assessment and Evaluation/LMRA, is not feasible, the work must be interrupted to draw up a new plan. This plan must clearly address safe working.

Launched investigations

Use of a flare with fatal outcome

1 January 2023

During the night of 1 January 2023, a crew member on board a Dutch sailing ship in the Pacific Ocean died when firing a flare. The flare was fired in accordance with the instructions, but was then not launched as intended. The flare exploded immediately.

On 19 January 2023, the Dutch Safety Board, in consultation with the Spanish manufacturer, issued a warning and called on everyone who has the Red Rocket Parachute flare L-35/L-35A (Pirolec) to no longer use this flare.

The Dutch Safety Board launched an investigation which is primarily focused on the failure of the flare.

Classification: Very Serious

<https://www.onderzoeksraad.nl/nl/page/22914/gebruik-lichtkogel-flare-met-fatale-afloop>



▲ Flare. (Source: Lecea Spain)

Fire in funnel off the coast of Latvia

22 February 2023

On 22 February 2023, a fire broke out on board a Dutch flagged container ship sailing in the Gulf of Riga. While the crew was fighting the fire, there was a power outage on board, after which the crew abandoned the ship. The fire was found to be raging in the ship's funnel and eventually extinguished by itself. The ship was towed to a port in Latvia.

The Dutch Safety Board launched an investigation.

Classification: Serious

<https://www.onderzoeksraad.nl/en/page/23322/funnel-fire-off-the-coast-of-latvia>

▼ The cargo vessel. (Source: Latvian Coastguard)



Fatal accident on North Sea near IJmuiden

30 March 2023

A fatal accident occurred on the North Sea near IJmuiden on 30 March 2023 while transferring a pilot from the pilot boat to an ocean-going vessel. A crew member of the pilot boat became trapped between the pilot boat and the ocean-going vessel when the pilot boat came alongside the ocean-going vessel. The Dutch Safety Board launched an investigation following this occurrence.

Classification: Very Serious

<https://www.onderzoeksraad.nl/en/page/22657/fatal-accident-in-the-north-sea-near-ijmuiden>

▼ *The involved pilot tender.*



Investigations launched by foreign authority with the Netherlands as a State with substantial interest

Fishing boat sank after collision with tugboat

Skagerak, Denmark, 28 February 2023

At 5.29 hours local time a collision occurred between a Dutch tugboat and a Danish fishing vessel above Skagen in Denmark. The two-man crew of the fishing vessel was rescued. The ship sank. The tugboat sustained no damage.

The Danish Maritime Accident Investigation Board (DMAIB) is investigating the occurrence.

| **Classification:** Very Serious

Incidents that have not been extensively investigated

Collisions

Collision and grounding, inland vessel and seagoing vessel

Westerschelde, 25 January 2023

At around 21.25 hours, the Belgian inland tanker Zinnia, with a cargo of palm oil, suffered rudder and engine problems on the Westerschelde. As a result, the vessel deviated from its course and suffered a minor collision with the seagoing tanker Torm Signe, with a cargo of petroleum. Due to its subsequent evasive manoeuvre, the Torm Signe ran aground. Neither vessel took on water, and there was no spillage of the cargo. At around 22.30 hours, the Torm Signe was pulled free by tugboats and towed to Terneuzen for underwater inspection by divers. The Zinnia was also towed to Terneuzen. The occurrence resulted in no environmental damage and there were no victims.

Classification: *Serious*

Collision, seagoing vessel and inland vessel

Waal, 1 February 2023

While sailing up the Dutch inland river Waal, the Dutch cargo vessel H&S Wisdom collided with the German inland tanker Carolin, which was sailing down the river. Both vessels suffered damage.

The H&S Wisdom was sailing under pilot supervision. The vessel was sailing behind another inland vessel and had reduced speed to overtake the preceding vessel after two vessels sailing in the opposite direction, including the Carolin, had passed. Because the preceding inland vessel took the bend less wide, the river pilot on board the H&S Wisdom judged that they could still overtake the inland vessel on the outside. The pilot also assumed that the Carolin would take the outside bend, but the Carolin remained sailing up the centre of the river. While overtaking the preceding inland vessel, the H&S Wisdom eventually collided with the Carolin. The river pilot on board the H&S Wisdom made repeated attempts to contact the Carolin by radio, prior to the collision, but received no reply.

Classification: *Serious*

Collision with other vessel

Ålesund, Norway, 11 February 2023

The Dutch cargo vessel Fuldaborg entered the port of Ålesund at around 16.00 hours UTC on 11 February. As the vessel approached the mooring pier, it sailed close past the Gann. During the manoeuvre, due to an unexpected gust of wind, the vessel drifted to starboard. The crew attempted to adjust the vessel's course, by switching to half ahead, and applying full rudder and the bow thruster, but their efforts had insufficient effect to avoid the collision. The Fuldaborg

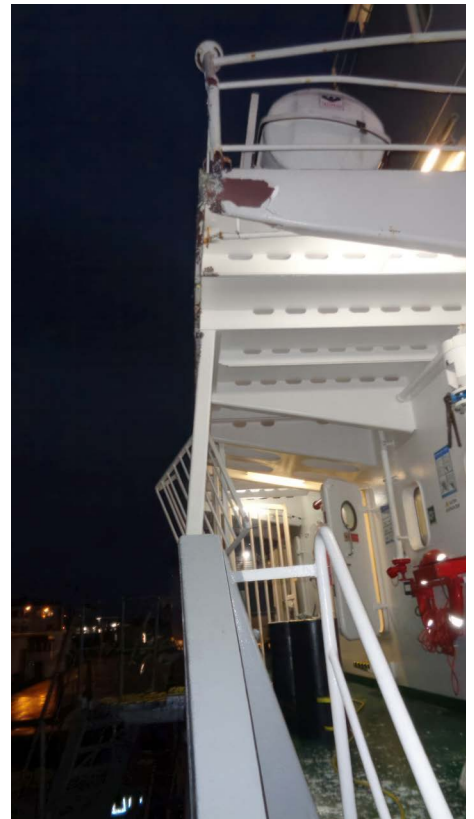
suffered damage to the starboard railing and part of the gear. The seaworthiness of the Fuldaborg was not threatened. The Gann suffered damage to the cabins on the starboard side, and a tear in the vessel's hull, above the waterline.

Classification: *Serious*

▼ *Damage Gann. (Source: Wagenborg)*



▼ *Damage Fuldaborg. (Source: Wagenborg)*



Collision

Waal, 22 February 2023

At around 10.00 hours, at the Erlecom bend on the river Waal, a collision took place between the Polish inland vessel Stanley and the German inland tanker Callisto. The Stanley was sailing downstream and the Callisto upstream. During the collision, the Stanley with a cargo of scrap, suffered such serious hull damage that the vessel was at risk of sinking. With the assistance of a Rijkswaterstaat patrol boat, the Stanley was towed onto the sand between the groynes, to avoid sinking. The cargo was discharged to facilitate the potential salvage. The Callisto was sailing without cargo, but leaked gas oil from its own fuel tanks. The spilt oil was cleaned up with the assistance of a contractor.

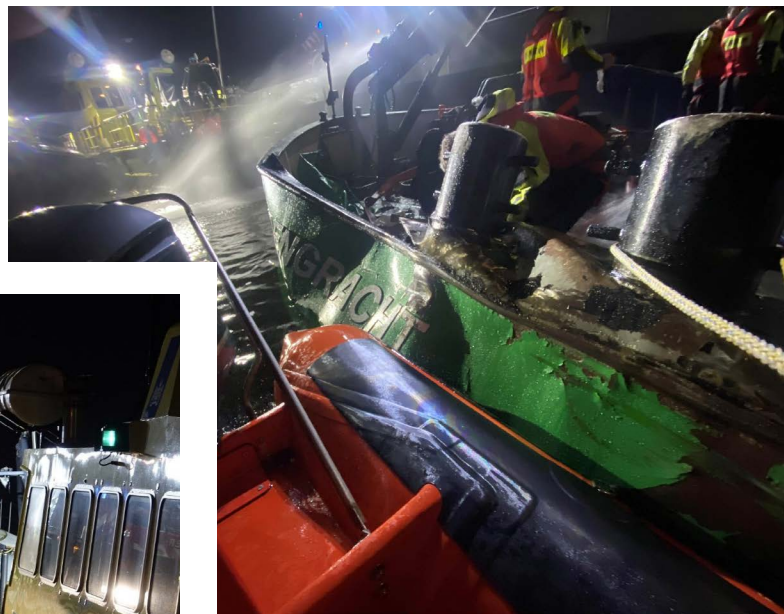
Classification: Serious

Collision inland vessels

IJsselmeer, 1 March 2023

In the navigation channel at Flevokust, a collision took place between the cement tanker Lindengracht and the cargo vessel Zandlink I, both sailing under the Dutch flag. The tanker was carrying cement and the cargo vessel sand. As a result of the collision, the Lindengracht suffered an oil spill, which was subsequently cleaned up. One of the vessels suffered a tear to the hull, but was able to remain afloat with the assistance of the fire brigade, who pumped the incoming water out of the hold. Both vessels were able to reach port, under their own power.

Classification: Serious



▲ Lindengracht. (Source: KNRM)

◀ Lindengracht. (Source: Glocalmedia)



▼ Demade and pleasure craft. (Source: AS Media)



Collision, inland vessel and pleasure craft

Gooimeer, 1 March 2023

The inland cargo vessel Demade collided with a pleasure craft with two fishermen on the Gooimeer. The lifeboat stations Huizen and Blaricum were alerted. The two occupants of the pleasure craft were brought to shore. One of them suffered minor injuries and was taken to hospital.

Classification: Serious

Collision

Harlingen, 27 March 2023

Early in the morning of 27 March 2023, at around 05.00 hours, the Norwegian cargo vessel Hagland Carrier, with a cargo of rocks, entered the port of Harlingen. The port of Harlingen is in an S-bend. The vessel was travelling to the industrial port, but as she entered the port, the Hagland Carrier was unable to complete the turn, due to the current. The Hagland Carrier continued straight ahead, avoided a historic sailing ship and collided with the Dutch plough vessel Peter, that was moored to a jetty. At that moment, the crew of the Peter was asleep on board.

Following the collision, the crew were able to leave the Peter, unharmed. Following the collision, minor damage was observed on the bulb of the Hagland Carrier. The Peter suffered serious damage to the port side, the edge of the wheelhouse and on the starboard side where the Peter collided with the jetty. The Peter was towed to the shipyard, for inspection. The jetty also suffered serious damage.

Classification: *Serious*

Collision, freighter and container ship

Elbe, Germany, 6 May 2023

On 6 May 2023, the Dutch freighter Westewind collided with the German container ship Linah on the Elbe near Hamburg. The Westewind was loaded with chemical fertilizer and was en route to Cork in Ireland. Both vessels were outbound on the Elbe river. The 368 metres long container ship had reduced speed for a pilot change, the 89 metres long Westewind ran into Linah at this point in time. The Westewind was as far on the starboard side of the waterway as possible and also on the starboard side of the Linah. After the pilot change, the container ship increased speed again. The Westewind reduced speed to allow the Linah to pass. The speed of the Westewind first decreased, but then increased again as the Westewind was sucked towards the Linah. The captain of the Westewind tried several manoeuvres to avoid a collision, but the port bow of the Westewind was eventually sucked against the starboard stern of the Linah. The Westewind came free of the Linah again after some time.

The Westewind sustained damage to the port bow and also to the foremast and rigging. There were no injuries and no spillage.

Classification: *Serious*

Collision

Strait of Bath, Westerschelde, 6 May 2023

At around 23.20 hours on 6 May, a collision occurred between two vessels off buoy 74 in the Strait of Bath. The Panamanian container ship Ever Globe and the Liberian oil tanker Kriti Emerald were en route to sea and made lateral contact and were then stuck together for an extended period due to suction. There were no casualties and no spillage. During the contact, the oil tanker's gangway broke off and fell into the water. Both vessels were able to sail on independently and anchored near Flushing for inspection.

Classification: *Serious*

▼ *Kriti Emerald - markings of the broken gangway in the shipside. (Source: RWS)*



Collision, freighter with product tanker

Vlaardingen, 12 May 2023

On 12 May, the Maltese-flagged freighter Karen passed the moored Danish tanker Oralora and wanted to berth. The captain performed the manoeuvre himself, with advice from the pilot. When turning northward, toward the Queen Wilhelmina Port basin, the vessel's speed was quite high and the distance to the western quay was deemed too short. According to the captain, the pilot then advised him to go full astern. This manoeuvre resulted in the bow turning to starboard, toward the position of the Oralora, which was

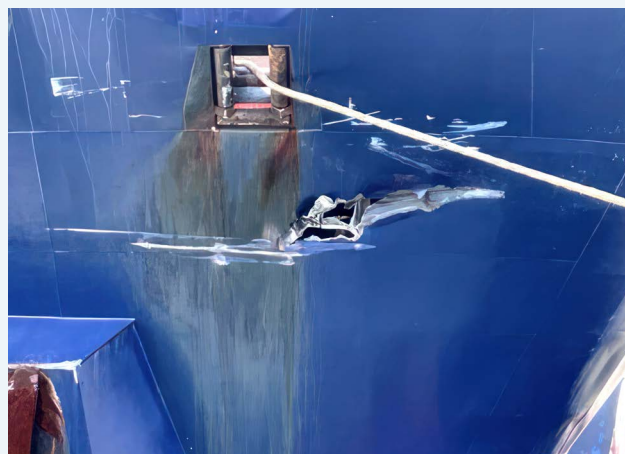
moored in the eastern corner. Because the Karen's speed was about five knots, the bow thruster had insufficient effect and a collision could no longer be avoided.

The Karen thus hit the Oralora and both vessels sustained damage. The Karen had damage to the fore part (crack of 30cm). The Oralora had a crack of 30cm on the starboard side and damage to a railing and drainage pipe. There was no leakage or underwater damage.

Classification: *Serious*



▲ Damage Oralora. (Source: DMAIB)



▲ Damage Karen. (Source: MSIU)

Occupational accidents

Fall from stairs

Atlantic Ocean, 28 December 2022

On board the Dutch passenger vessel Nieuw Statendam, a crew member tripped on the stairs at around 23.00 hours. Due to a broken lace, his shoe came loose while descending the stairs, at which point he tripped and broke his ankle.

The shipping company will draw the attention of crew members to replacing worn laces, on time.

Classification: *Serious injury*

Entrapment after falling sheet

Red Sea, 4 January 2023

On board the Dutch seagoing vessel Bigroll Bering, two crew members and two members of the counter-piracy team were involved in storing a number of steel sheets used as part of several anti-piracy measures, at around 11.15 hours UTC. The sheets are stored upright. For every new sheet added to the stack, a securing bar has to be removed which holds the stack in place. While returning one of the steel sheets, the stack toppled on the two crew members. The medic of the security team provided immediate first aid. One crew member suffered only a minor cut to the lower leg and a slightly swollen right foot. The other crew member was trapped underneath the sheets. After being released, he was unable to raise his right leg, and suffered a hematoma on the right-hand side of his lower back. At 12.15 hours, radio medical advice was obtained, and following a short discussion, the decision was taken to send this crew member to shore, at the nearest port. Following admission to hospital, it became clear that the crew member had fractured his pelvis.

Classification: *Serious injury*



▲ The toppled plates on board the Bigroll Bering. (Source: Bigroll)

Broken arm

Lysekil, Sweden, 12 January 2023

On board the Dutch cargo vessel Eems Carrier, an accident took place during unmooring, in the port of Lysekil, Sweden. A mooring line on the foredeck became briefly trapped, which caused an unexpected movement by the vessel. As a result, the mooring line in question slipped free of the bollard, hitting the first mate and breaking his hand. The first mate was supervising the work of other crew members during unmooring. At the time of the accident, he was wearing all specified personal protective equipment. The mate was transferred to a local hospital.

Classification: *Serious injury*

Broken fingers following entrapment

Bay of Campeche, Mexico, 15 January 2023

On 15 January 2023, on board the Dutch trailing suction hopper dredger Utrecht, one crew member broke two fingers. When sliding back a waste compressor, the compressor fell from the platform, trapping the crew member's right hand, and wounding his fingers. As a result, he was unable to work for three to six weeks.

Classification: *Serious injury*

Burns

Caribbean Sea, 20 January 2023

A crew member was cleaning the electric hob with a cloth and cleaning agent in the kitchen of the Dutch cruise ship Rotterdam. The crew member had not noticed that the electric hob was still switched on. The cleaning agent came into contact with the heating elements of the hob, resulting in fire. As a result, the crew member suffered burns to his face and lower arm, and is expected to be unable to work for between 7 and 13 weeks.

Classification: *Serious injury*

Broken arm

North Sea, 21 January 2023

On 21 January 2023, on board the Gibraltar-flagged tanker Atlantic Twin, a crew member fell and broke his arm. The crew member was working on deck fixing tank washing equipment for the imminent journey when he slipped and landed unfortunately. The victim was transported by helicopter to Rotterdam airport and from there by ambulance to the hospital.

Classification: *Serious injury*

Fall during cleaning work

North Sea, 26 January 2023

On board the Dutch wind turbine installation vessel MPI Resolution, a crew member was conducting cleaning work, at height. After completing the work, he climbed from the ladder, but lost his grip and fell to the deck. As he fell backwards, he hit a number of hydraulic pipes running along the wall with his shoulder and back, before landing on the deck. He was still able to make his way to the control room to request assistance. The ship's doctor indicated that the crew member needed to go to hospital. The vessel then sailed to the port of IJmuiden. At hospital, the crew member was diagnosed with a broken shoulder blade.

Classification: *Serious injury*

Cut thumb

Australia, 7 March 2023

While preparing bread early in the afternoon, a crew member on board the Dutch cruise ship Noordam cut deeply into his thumb. He was taken to the medical centre on board, where the injury was treated. He was unable to work for more than 72 hours.

Classification: *Serious injury*

Fall from portable ladder

Dunkirk, France, 22 March 2023

In the afternoon of 22 March 2023, the chief engineer of the Dutch seagoing vessel Arklow Brave was working on electricity cables at the front entrance to hold 1. He was using a portable aluminium ladder. While he was standing on the ladder it broke, and he fell a distance of one metre, twisting his left foot. He received first aid for the pain in his foot on board, and following consultation, medical assistance was requested. An ambulance took him to hospital where it turned out that he had broken a bone in his left foot. The victim was unable to continue his work, and was relieved.

Classification: *Serious injury*



▲ The broken ladder on board the Arklow Brave.
(Source: Arklow)

Injured finger

Naples, Italy, 27 March 2023

On Monday 27 March 2023, at around 11.00 hours, a hatch slipped out of the right hand of the mate on board the Dutch cargo vessel Jalonborg. He was looking into the entrance to the hold and had raised the hatch around 5 to 10 cm, when the hatch slipped out of his right hand. Part of his left hand was resting on the edge of the entrance, which meant that the hatch closed on the index finger of his left hand. Following inspection by the doctor, he was found to have fractured his index finger. The first mate was unable to work for probably one to two weeks.

Classification: *Serious injury*

▼ *Simulation of the occurrence – Jalonborg.*
(Source: Wagenborg)





Fingers between water-retaining door

Atlantic Ocean, 14 February 2023

On board the Dutch trailing suction hopper dredger Utrecht, a crew member's hand became trapped between the hydraulic watertight door and the bulkhead, while the door opened. The crew member suffered a serious injury to his left hand. On the day of the incident it was raining hard, with waves of between four and six metres high. For that reason, after his break, the victim had gone to the fore part, via the inside gangway rather than outside. Instructions for the use of the watertight door are part of the vessel familiarization programme. The incident occurred when the victim lost balance during a movement of the ship, thereby placing his hand on the watertight door, while the door opened. He was unaware of what was happening. He was unable to work for between seven and thirteen weeks.

Classification: *Serious injury*

◀ *Utrecht, watertight door. (Source: van Oord)*

Injured following leap to shore

Gandia, Spain, 28 February 2023

At around 19.00 hours local time, the Dutch cargo vessel Diezeborg was ready to set sail from the port of Gandia in Spain. Earlier that day the swell in the harbour had increased, making the ship move backwards and forwards along the quayside. As a result, in the course of the afternoon, three mooring lines had broken, and the gangway had been so badly damaged that it was no longer usable. The vessel decided to rig the pilot ladder to provide access. A number of lifting straps had been left ashore, which had to be brought back on board. Because there was no gangway available, the first mate leaped to shore to retrieve the lifting straps. As a result of this jump he suffered multiple bone fractures in his legs. The departure of the Diezeborg was postponed and the first mate was taken to the accident and emergency department by ambulance. Later that evening the first mate was brought back on board and the ship set sail from port to avoid further damage. At the next port stop, in Tarragona, the first mate went ashore, where he was hospitalized.

Classification: *Serious injury*

Slip

Caribbean Sea, 30 March 2023

On 30 March 2023, a crew member of the Dutch cruise ship Nieuw Statendam slipped on a slippery floor and suffered back injuries. At the time of the accident, the crew member was carrying two boxes of vegetables, out of the cold store. The crew member slipped because the floor near the cold store was wet. The crew member fell over backwards, injuring his back. As a result of the injury, he was forced to take rest for between three and seven days.

The shipping company will be installing mats at the entrance to the cold store to reduce the risk of slipping in the future.

Classification: *Serious injury*

Slip on the stairs

Georgetown, Grand Cayman, 4 April 2023

While a kitchen assistant on board the Dutch passenger ship Nieuw Amsterdam was descending stairs at 8.45 hours local time, with a full pan of food, he slipped on the bottom step and fell backwards. He suffered an open wound to the back of his head. The victim then had to be taken to the first aid station. He was unable to work for more than 72 hours following the occurrence. He was wearing safety shoes. Following the incident, the shipping company has undertaken to instruct employees to take greater care when descending the stairs while carrying any object.

Classification: *Serious injury*

Slip on the stairs

Falmouth, Jamaica, 5 April 2023

While a kitchen assistant on board the Dutch passenger ship Nieuw Amsterdam was descending stairs at 21.10 hours local time, with a plate in his left arm, he slipped on the bottom step and landed on his right elbow. He suffered an injury to his arm. The victim was taken to the first aid station by colleagues. He was unable to work for more than 72 hours following the occurrence. He was wearing safety shoes.

Following the incident, the shipping company has undertaken to instruct employees to take greater care when descending the stairs, especially while carrying any object. It is unknown whether the employee was wearing anti-slip work shoes. The incident occurred at deck 3 on the port side on service stairs.

Classification: *Serious injury*

Broken foot

Everglades, United States, 9 April 2023

On board the Dutch cruise ship Eurodam, at around 15.00 hours, a crew member was sorting luggage. The hold was crowded with other crew members who were also sorting luggage to be taken to guests. At the same time, pallet trolleys and forklift trucks were operating in the hold. Someone operating a pallet trolley collided with the crew member, hitting him in the side of the foot. He suffered a serious bruise on his right foot.

The shipping company declared that the high level of activity in the hold with different tasks being carried out and the high pressure of time prior to departure contributed to the occurrence. As a result of the pain from the injury, the victim was unable to work for more than 72 hours, before returning to light duties. Following this occurrence, the shipping company indicated its intention to reduce the pressure of work and to create more space for the various tasks. Employees have been briefed to be more aware about what is happening around them, and to take better note.

Classification: *Serious injury*

Finger trapped

Fure Ven, Anchorage Hook of Holland, 10 April 2023

In the morning of Monday 10 April 2023 at around 09.44 hours, the Netherlands Coastguard Centre received a message from the Swedish tanker Fure Ven about an injured crew member. A crew member was carrying out cleaning work in the engine room. At a certain point, the cloth he was using was drawn into the flywheel of the engine, ripping his glove from his hand. The result was an injury to his finger.

The vessel was anchored in anchorage 4 West off Hook of Holland, having sailed from Cadiz, Spain. After a consultation with the doctor of the Radio Medical Service, the decision was taken to transport the patient to shore, by lifeboat. The patient was then taken to hospital, by taxi. In hospital, the finger was eventually amputated.

Classification: *Serious injury*

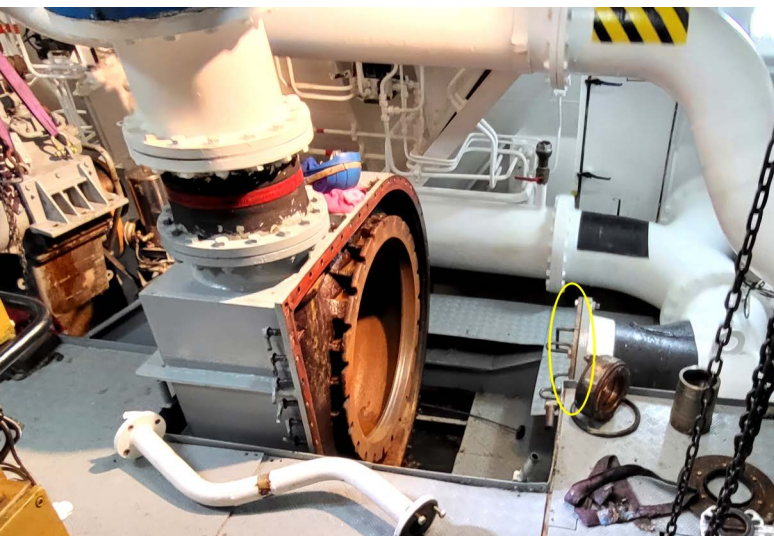
Entrapment

Atlantic Ocean, 13 April 2023

At around 22.30 hours, the Dutch fishing vessel SCH81 Carolien was sailing on the Atlantic Ocean when a deckhand's finger became trapped. On the port aft deck, the crew were preparing to pick up the otter boards. The victim grabbed hold of the pennant line with his hands and pulled it towards him, but came too close to the otter board. When the otter board made an unexpected movement, his finger became trapped between the otter board and the support post of the trawl gallows.

The skipper stated that this was not the prescribed working method; the intention is that the deckhand uses a hook to pull the pennant line towards him, to maintain a safe distance from the otter board. The victim was wearing the prescribed Personal Protective Equipment (PPE). The skipper has once again clearly explained the instructions for this work, to the crew.

Classification: *Serious injury*



Injured finger

Hegemann II, Emden, Germany, 18 April 2023

A crew member of the Dutch dredging vessel Hegemann II was working in the pump room replacing an adapter on the dredge pump. He was unscrewing the bolts of the blind flange when the blind flange slipped downwards, landing on his finger. His middle finger suffered internal damage and he was unable to work for several weeks. He was wearing work gloves, and the vessel was moored in the port in calm weather.

Classification: *Serious injury*

◀ Pump and suctionpipe. (Source: Hegemann)

Occupational accident

United States, 28 April 2023

While on duty in the restaurant of the Dutch passenger ship Eurodam, a crewmember tripped and landed on his face. In doing so, he broke two teeth. The crewmember was able to get to the infirmary on board by himself. There was no apparent reason for him tripping. The crewmember was unable to return to work for three to seven days.

Classification: *Serious injury*

Occupational accident

Bay of Biscay, 2 May 2023

On board of the Dutch freighter Tide Navigator the fourth engineer had been ordered to replace the hatch crane running wheels as part of maintenance of the hatch crane. While he was moving a wheel from storage to the work site, it fell over and the engineer tried to catch the wheel, but it landed on his finger. As a result, he lost the fingertip of his left index finger. He was wearing his personal protective equipment including his gloves and the weather was calm.

Classification: *Serious injury*

Occupational accident

Pacific Ocean, 4 May 2023

A crew member of the Dutch cruise ship Noordam was preparing food in the kitchen of one of the ship's restaurants. While cutting, the knife slipped and cut deep into his finger. He went directly to the infirmary for treatment. He was unable to return to work for more than three days.

Classification: *Serious injury*

Burns

Alaska, United States, 7 May 2023

A staff member on board the Dutch cruise ship Koningsdam was washing the dishes at about 22.00 hours. He was wearing rubber gloves that had a tear. Water and detergent came into contact with the skin of his hand through the tear, which caused chemical burns. He was unable to work for more than three days.

Classification: *Serious injury*

Broken wrist

West coast of Canada, 11 May 2023

At 23.00 hours on 11 May, a member of the kitchen staff of the Dutch cruise ship Volendam was on his way to the galley. He stepped on a metal grate, slipped and fell backwards. In doing so, he fell on his left hand and broke his wrist.

Classification: *Serious injury*

Head injury

North Sea near Texel, 11 May 2023

In the evening of 11 May, the skipper of the Dutch fishing vessel KW 14 Jolissa was hit on the head by a jumper hook because of a broken strap. As a result, he sustained a head injury. He was taken from the ship by helicopter to a hospital in Amsterdam.

Classification: *Serious injury*

Accident with lift door

Seattle, United States, 13 May 2023

An electrician was repairing a service lift on the Dutch cruise ship Eurodam on the morning of 13 May at 8.40 hours. The lift door did not close properly. He was working in the technical area above the lift's cabin and put his arm between the shaft and the lift door to fix the problem. He lost his balance and this caused his right arm to get stuck between the door and the wall of the shaft. As a result, he sustained lacerations to the skin in two areas on his right arm.

Classification: *Serious injury*

Burns

Ritthem, 17 May 2023

The Dutch passenger ship Hondius was at the shipyard in Ritthem. At 17.15 hours on 17 May, one of the sous chefs was lighting the barbecue before the guests were to arrive. He used a gas torch and methylated spirit to light the fire. As he poured the methylated spirit over the hot charcoal, the bottle caught fire. He dropped the bottle on the deck and a flame reached his face. Stewards who were in the vicinity took immediate action and alerted the emergency services. The crewmember was taken to the infirmary. He had suffered burns to his face and neck. The burns were cooled and once the ambulance arrived he was transported to a hospital.

Classification: *Serious injury*

Fingers under hatch

Rotterdam, 19 May 2023

At around 14.00 hours in the afternoon of 19 May, an occupational accident took place on board the Singapore-flagged cargo ship Capricorn Sigma in Mississippi Harbour on the Maasvlakte in the Port of Rotterdam.

A crewmember's fingers got stuck under a hatch. The victim was taken to the hospital. Two of the victim's fingers were possibly crushed. The crewmember did not return to the ship, but he was repatriated.

Classification: *Serious injury*

Eye injury

Vancouver, Canada, 20 May 2023

A member of the fitness team on board the Dutch cruise ship Koningsdam was giving a number of passengers instructions on how to play pickleball at around 15.00 hours. The sports instructor served the ball toward the passengers. When a passenger hit the ball back, it hit the sports instructor's eye. The sports instructor sustained damage to his cornea as a result and was unable to work for more than three days.

Classification: *Serious injury*

Fall down the stairs

Rotterdam, 26 May 2023

On the afternoon of 26 May, a ship's officer fell down the stairs on board Aristo, a freighter sailing under the flag of Antigua and Barbuda. This happened on the steel stairs located outside at the rear of the accommodation. He probably missed the last step. The casualty sustained a broken leg and head injuries.

Classification: *Serious injury*

Head injury caused by falling tools

Alaska, United States, 30 May 2023

A service technician on board the Dutch cruise ship Koningsdam was tightening a nut on top of one of the engines at around 11.25 hours. The wrench fell out of his hand and fell down 2.5 metres. The wrench fell on the head of an engineer who was working on the engine below the service technician. As a result, the engineer suffered a large swelling on the side of his head and he went to the hospital. The engineer was unable to work for three to seven days.

Classification: *Serious injury*

Sprained lower back

North Sea, 31 May 2023

A crew member on board the Dutch cruise ship Rotterdam was washing the dishes at around 18.30 hours. While doing so, he tripped over stacked pans on the floor and landed with his lower back on a pan. As a result, he suffered a sprain or strain that prevented him from working for several days.

Classification: *Serious injury*

Fire on board

Fire and evacuation

Markermeer, 14 April 2023

On board the Dutch inland passenger ship De Holland, fire broke out on the morning of Friday 14 April 2023. At that moment, the vessel was sailing on the Markermeer close to Enkhuizen, with around 56 passengers and 14 crew members on board. The crew were able to put out the fire that was burning in the engine room. No one was injured. After the fire had been extinguished, the fire brigade carried out a final inspection.

The passengers, who were located on the topdeck of the vessel, and a number of the crew were evacuated with the assistance of the lifeboat service KNRM, the Coastguard, Rijkswaterstaat and the fire brigade.

The cause of the fire was a broken fuel pipe.

Classification: *Serious*

▼ *De Holland.* (Source: InterVisualStudio/Danielle Rood)



Fire on board fishing vessel

Den Helder, 18 April 2023

On 9 May, there was a fire on board the Dutch fishing vessel HD36 Volharding. The fire did not spread. One person was flame cutting in the area aft of the engine room. There was a lot of smoke propagation and the person using the flame cutter thought his flame cutter was getting too hot so he left the room to let the cutter cool down. In retrospect, it is believed that during the flame cutting a piece of char fell and started smouldering in a rubber mat. There were three people on board. One person had inhaled black smoke and was taken to hospital with respiratory problems.

Classification: *Serious injury*

Fire

Delfzijl, 26 May 2023

A fire broke out on the German inland tanker Ursala Valentin, which was loaded with liquid bitumen, on Friday morning, 26 May. The vessel was moored at the loading jetty near the chemical park in Farmsum. Just before 07.00 hours a report was made that about 20m³ bitumen had flowed into the water, followed shortly by a fire alarm. The fire brigade was notified and they quickly scaled up to major fire. To prevent the fire from spreading to the loading jetty and the chemical park, it was decided to pull the ship away from the quay and tow it to another part of the port to continue fighting the fire there. There were no injuries. The bitumen that spilled onto the surface water was cleaned up.

Classification: *Serious*

Groundings

Grounding

Westerschelde, 13 January 2023

At around 02.00 hours, the Maltese-flagged container vessel CMA CGM Barracuda ran aground in the Westerschelde, close to buoy 42 at Hansweert. The vessel had departed from the port of Antwerp, under pilotage. A short circuit in the steering gear caused the rudder to become blocked at 15 degrees starboard, at which point the vessel became uncontrollable.

Following the grounding, the vessel was inspected for taking on water, which was not the case. There were also no leaks or spillages. Tugboat assistance was required to refloat the vessel. At the anchorage, a more detailed inspection was carried out at a later stage.

Classification: *Serious*

Run aground tanker

Volkerak, 17 January 2023

On 17 January, on the Volkerak near buoy NV-10, the Dutch inland tanker Da Vinci ran aground. The vessel measuring 110 metres long and with a draught of 4.20 metres was loaded with 3548 tonnes of Sodium hydroxide. The vessel adopted a 25 cm list. Rijkswaterstaat visited the vessel for an in-situ inspection. The cargo was pumped to another vessel on the next day. Because the vessel was located outside the navigation channel and because there was no notable damage, the grounding caused no hindrance or hazard to other shipping.

Classification: *Serious*

Grounding

Antarctic, 18 February 2023

At around 12.45 hours local time, the Dutch cargo vessel Happy Diamond suffered bottom damage as she departed from Horse Shoe Harbour, Antarctica. It was important that the wind speed fell to below 15 knots prior to departure in order to make it possible to complete the turn necessary to leave the harbour. Further weather forecasts were poor, close to the mooring there were rocks below the water and the captain estimated the risk of breaking mooring lines and running aground on the coast or rocks to be such that he wanted to set sail as soon as the weather permitted. When the wind fell to below 15 knots, he decided to set sail. Shortly following departure, the wind speed once again increased, forcing the vessel onto a rock, where she fell still. All tanks were immediately sounded, and at that time no leaks were observed. Due to the strong wind, the vessel started to turn and ran further aground. Following a stability calculation and the testing of the level in the double-bottomed tanks, the decision was taken to unballast a number of tanks to reduce the draught.

As a result the vessel came free. Assisted by a local ice breaker, the vessel was further pulled clear.

Classification: *Serious*

Grounding

Rotterdam, 3 March 2023

The Maltese oil and chemical tanker Murray Star ran aground while mooring at the STR Botlek terminal in Rotterdam. The damage consequently caused to the rudder was such that the vessel was unable to continue its journey, unassisted.

Classification: *Serious*

Run aground on a groyne

Waal near Dodewaard, 24 March 2023

On 24 March 2023, at around 01.00 hours, the Dutch push boat Thera sailing in combination with push barge Chemgas 23, was overcome by strong wind. As a result, the combination ran aground on a groyne. The barge was sailing with 2 marker cones indicating hazardous substances and was equipped to transport gas. During the occurrence, the tank was empty of hazardous substances. For a short time, the push boat did take on water. The leak was plugged by the fire brigade. Tugboat assistance was needed to pull the combination free.

Classification: *Serious*



◀ *Noorderlicht.* (Source: Swan Expeditions)

vessel returned to a horizontal position. The main engine was started at around 11.00 hours and the vessel slowly began to move. A temporary tow line connection was made to assist in freeing the vessel. The Noorderlicht then sailed independently to Lauvnes, where an underwater survey was conducted. This showed that there was no damage to the hull. The Norwegian police and two NSI inspectors inspected the vessel, after which it was allowed to continue its journey.

Classification: *Serious*

Grounding

Rugholmen, Norway, 23 March 2023

The Dutch schooner Noorderlicht ran aground near the Norwegian island Auken on 23 March 2023 at around 02.30 hours. The vessel was sailing using her engine with the first mate on watch. He slowed down at a narrowing in the waterway and initially steered too far north. He corrected this by changing course to starboard. The vessel then sailed out of the navigation channel and ran aground on the north shore of the island. Fifteen minutes after the grounding, the crew concluded that no water was coming in. The crew attempted to use the engine to break free, but the vessel started to heel more due to the ebbing tide. The coolers were also slowly running dry, so the generator was switched off. Because of the heeling of the vessel and the power failure, the captain decided to evacuate everyone except the captain and the chief engineer. In consultation with the Norwegian Coastguard, a lifeboat and freighter were sent to disembark the passengers and crew. There were 26 people on board (17 school children, two teachers, a doctor and six crewmembers). The passengers and other crewmembers were evacuated to the island by dinghy (inflatable boat) and then taken on board a freighter, which took them to Lauvnes. The crew that was left behind waited for high tide. The generator was restarted at around 10.00 hours and the

Grounding

Eems, Germany, 13 April 2023

After the main engine of the Dutch fishing vessel Auke Senior failed while the vessel was sailing on the Eems, the ship ran aground for a short time. The vessel reported that its main engine had failed at 19.00 hours. The fishing vessel then contacted the tugboat Taktow and requested assistance. The tugboat indicated that it would need about 45 minutes to get to the vessel. The fishing vessel also indicated that it had problems with its anchor, which meant that it could not be dropped. The vessel drifted out of the waterway toward shallow water. At 19.55 hours the vessel briefly ran aground. The tugboat SRK Hamburg reached the vessel at 20.00 hours and the vessel was tugged to Eemshaven using a towing connection. The tugboat Taktow remained on standby.

Classification: *Serious*

Grounding

Scheveningen, 8 May 2023

The Dutch fishing vessel UK162 Gerrit Senior was sailing along the beach on 8 May at around 16.30 hours when, for unknown reasons, it failed to move away from the sand. At 18.00 hours it was high tide, after which the water would begin to recede again. The Royal Netherlands Sea Rescue Institution (KNRM) was alerted to attempt to pull the ship loose so that the crew would not be stuck on the vessel for hours. A fellow fisherman also provided assistance and tried to refloat the vessel together with the KNRM. They

succeeded shortly after 20.00 hours and the UK162 floated free from the sandbank. The vessel sustained no damage and was able to continue shrimp fishing after a few hours.

Classification: *Serious*

▼ *Gerrit Senior UK162 . (Source: De Scheveninger/Dick Teske)*



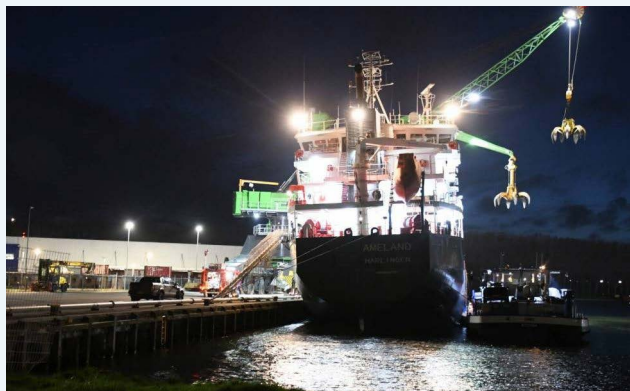
Man overboard (MOB)

Man overboard

Westdorpe, 30 March 2023

At around 20.20 hours on Thursday 30 March 2023, a deckhand of the German inland vessel Esmee fell overboard, while checking the mooring lines. The vessel was moored alongside a coaster. After the emergency services were called, fire brigade divers searched for the deckhand, and the victim was found underwater at 20.55 hours. The victim eventually died.

Classification: *Very serious*



▲ *Esmee alongside the coaster. (Source: Provicom)*

Technical failures

Water in fore part

Atlantic Ocean, 15 January 2023

While travelling between Dover Strait and Cabo Roca TSS, en route for Tarragona, the Dutch cargo vessel Zaanborg found itself in very bad weather. As a consequence, seawater penetrated the vessel's foreship. In the foreship was about one to two meters of water, and in the bow thruster area, the water reached the height of the electric motor for the bow thruster. As a consequence of the seawater, there was no further electrical power in the fore ship. The vessel itself pumped the water out of the fore ship, but emergency repairs were needed in Tarragona, before the journey could be continued.

The vessel travelled to Delfzijl in February to carry out necessary permanent repairs. The vessel once again departed from Delfzijl at the end of February.

Classification: *Serious*

Water in engine room

Moerdijk, 16 January 2023

While assisting a seagoing vessel in Moerdijk, the Dutch tugboat En Avant 7 took a on a large volume of water in the engine room. While providing assistance, the tugboat was positioned laterally behind the seagoing vessel when, as agreed, the vessel started its propellers. Unexpectedly this resulted in so much propeller wash that the tugboat was pushed over. The list was more than 60 degrees which meant that the engine room venting pipes on the deck came under water, allowing water to pour into the engine room. The crew quickly succeeded in releasing the tow connection by pulling the towing hook emergency release, thereby allowing the tugboat to right itself. The water was pumped out of the engine room by a tanker and the damage turned out to be minimal. The tugboat was able to subsequently return to Dordrecht, under its own power.

By way of follow-up, discussions were organized that same week by Muller, attended by the captain and the pilotage service Loodswezen. By way of preventive measure, two further meetings were held with the pilots and Muller captains, to discuss manoeuvres of this kind, in more detail.

Classification: *Serious*

Engine failure and loss of anchor

Caribbean Sea, 17 January 2023

On 17 January, the Dutch cargo vessel Arubaborg suffered damage to the main engine bearing causing the engine to activate a safety stop. Because of the scale of the damage, the crew was unable to replace the bearing without assistance, which meant that the vessel remained out of control.

Earlier on the journey from Matane to Onsan, between 13 and 14 January, the vessel had lost its starboard anchor. During the night, the vessel had been sailing through 3.5 metre-high waves, causing the boat to pitch severely. Because of these two problems, tugboat assistance was called in, to tow the vessel to Kingston, Jamaica, where the necessary repairs were carried out.

Classification: *Serious*

Engine problems

Mediterranean Sea, 4 February 2023

While sailing west of Italy, the Dutch cargo vessel Zijlborg suffered engine problems, at around midnight. The main engine seized up, and the vessel lost all propulsion. Auxiliary systems remained in order. The ship drifted in a southeasterly direction. Because there was no immediate danger in the vicinity, and the weather conditions were good, tugboat assistance was not called in immediately. The shore organization did arrange a tugboat to tow the vessel to Naples. The cause of the engine failure is still unknown. It will be investigated by the shipping company.

Classification: *Serious*

Tender takes on water

North Sea, 2 March 2023

The Gibraltar-flagged port tender DTS Tender started taking on water. The crew reported the situation to the Coastguard, who launched a SAR operation. Lifeboats of the Dutch lifeboat service KNRM were dispatched. They kept the vessel afloat by temporarily plugging the leak, and pumping water out. The two-man crew was safely evacuated and remained unharmed. In addition to three KNRM lifeboats, the pilot vessel Pollux and the UK145 offered assistance. The vessel was eventually towed to the Berghaven in Hook of Holland. The cause of the leak was identified as a badly connected cooling hose.

Classification: *Serious*

Engine problems

Blauwe Slenk, 10 April 2023

At around 11.16 hours on 10 April 2023, the Netherlands Coastguard Centre received a telephone report that the Dutch charter sailing ship Bonte Piet had suffered engine problems. The ship is part of the historic sailing ship fleet, and at the time had nine people on board, including seven passengers.

The ship had anchored safely off Blauwe Slenk near buoy BS-C. The Coastguard called out the lifeboat service KNRM because of the seven passengers, and asked the ship to organize its own salvager. In the end, the KNMR did not set sail and a salvager towed the ship to Harlingen.

Classification: *Serious*

Blackout

Terneuzen, 25 April 2023

At around 08.50 hours, while entering the lock at Terneuzen, the Dutch cargo vessel Moezelborg suffered a blackout, which meant that among others the mooring winches and bow thruster were no longer operational. With the assistance of the backup controls, the vessel was shifted backwards, and made fast to the bollards. After completing this manoeuvre, the backup controls were also no longer functioning, which meant the vessel was stuck in reverse. The main engine was then shut down, leaving the vessel entirely without propulsion. No damage was caused to the lock or the other vessel moored in the lock, together with the Moezelborg. Following the blackout, the Moezelborg sailed to Terneuzen, assisted by tugboats.

The cause of the blackout turned out to be water in the fuel supply to the auxiliary motors. The water had entered the tank, via the venting pipe. The sealing rubber around the ball float was damaged, which meant that, in severe weather, water was able to enter the bunker station via the venting head.

Classification: *Serious*

Not under command

North west of Schiermonnikoog, 16 June 2023

At 07.00 hours on 16 June 2023, the Dutch Coastguard detected on the AIS system that the German fishing vessel NG10 Aqua-Fauna was reported to be not under command. A call was made to the trawler and it turned out that the Aqua-Fauna was being towed towards Lauwersoog by fishing vessel SC19 Bonafide, which was also German. The Aqua-Fauna had become not under command because of a net stuck in the propeller.

Classification: *Serious*

Collisions with engineering structures

Collision with bridge

Stellendam, 22 February 2023

At around 20.00 hours, the Dutch inland vessel Geroma collided with the bridge at the Goereesluis lock in Stellendam. The vessel hit the bridge with its car crane. The bridge could no longer be operated and was closed to road traffic. The lock was closed to shipping, for some time.

Classification: *Serious*

Collision with bridge

Amsterdam, 3 March 2023

The Dutch workboat Barney (type Shoalbuster) collided with the Schellingwouderbrug bridge in Amsterdam, on 3 March 2023. To pass below the bridge the mast had been lowered but this proved insufficient to pass the bridge without damage. The collision caused damage to the satellite domes and foundations of the life rafts, causing one life raft to enter the water, where it was activated. Following an assessment of the damage, the vessel received permission to continue its journey to Urk, for repairs, which were carried out on the next day. The vessel was subsequently able to return to work.

Classification: *Serious*

Collision with bridge

Gouwe Canal, 7 April 2023

At around 05.50 hours on Friday morning 7 April, the Dutch inland container ship Gouwenaar II collided with the Lage Gouwe railway bridge on the Gouwe Canal. One container was damaged because it hit the bridge. The railway bridge was also damaged and fewer trains were able to run. After initial repairs to the bridge, train traffic resumed on 8 April. It took another week before the bridge could open again. This meant that passage for ships higher than 7 metres remained blocked until 14 April.

In 2018, the Gouwenaar II also collided with this bridge.

Classification: *Serious*

▼ *Gouwenaar II and the railway bridge. (Source: AS Media)*



Collision with bridge

Sas van Gent, 12 May 2023

The Dutch inland vessel *Antonie C* collided with the bridge near Sas van Gent over the Ghent-Terneuzen Canal on 12 May. The wheelhouse of the inland vessel hit the bridge. This caused the wheelhouse's roof to come loose. No one was injured during the collision. The vessel remained fully manoeuvrable. A lamp on the bridge was damaged.

Classification: Serious



▲ Wheelhouse *Antonie C*. (Source: Adri van de Wege)

Collision

Van Harinxma Canal, Leeuwarden, 14 May 2023

The Dutch inland vessel *De Vlijt* collided with a railway bridge on the Van Harinxma Canal after the railway bridge closed suddenly.

There are two swing bridges for rail traffic across the Van Harinxma Canal. No distinction is made between these two bridges in the bridge operators' communication with each other. After the bridge operator had opened the bridge, he heard on the speaker of his marine radio that he could close the bridge again because the captain had not reached the bridge yet. So he pressed the button to close the bridge. However, the message was not meant for that bridge, but for another bridge further down. When the bridge operator noticed the error, he pressed the emergency button, but this button did not work. Due to the unintentional closing of the bridge, the wheelhouse was seriously damaged. No one was injured.

Classification: Serious

▼ Wheelhouse of *De Vlijt*. (Source: CAMJO media)



Lost cargo

Falling containers

Rotterdam, 13 January 2023

In the afternoon of 13 January, due to strong wind, sea containers were blown off the German seagoing vessel Northern Majestic, landing on the Belgian inland tanker Mantyrano, that was located alongside. The falling containers among others damaged the accommodation unit on the inland tanker Mantyrano, and also caused a minor leak above the waterline. At the time of the accident, the Mantyrano was moored alongside the Northern Majestic, and was in the process of transferring fuel oil. The bunkering process was halted immediately following the incident. There were no injuries and no spillage was observed.

Classification: *Serious*

Damage

Damage during loading

Amsterdam, 4 March 2023

While taking on a cargo of scrap, the Panamanian bulk carrier *Ultra Vision* suffered damage. Scrap fell out of the crane's grab. The vessel suffered damage to a railing, part of which broke free, as well as two dents and a tear in the top of a fuel tank. To allow repairs to be carried out, the fuel had to be pumped into another tank. The damage had to be repaired before the vessel was allowed to set sail from port.

Classification: *Serious*

Leakage

Wadden Sea approach port of Vlieland, 17 May 2023

The Dutch inland passenger vessel *Laefde Fan Fryslân* suffered a leak in the bow thruster tunnel. The fire brigade, KNRM and two tug boats evacuated 23 passengers and two crewmembers. They were accommodated in a hotel. The captain, who remained on the ship with another crewmember, then put the vessel on a sandbank. A welder came on board to undertake makeshift repairs, after which the vessel was able to sail independently to the port of Harlingen for further repairs.

Classification: *Serious*

▼ *Inland passenger vessel Laefde Fan Fryslân. (Source: Omrop Fryslân)*





Colofon

This is a publication of the Dutch Safety Board. This report is published in the Dutch and English languages. If there is a difference in interpretation between the Dutch and English versions, the Dutch text will prevail.

October 2023

Photos

Photos in this edition, not provided with a source, are owned by the Dutch Safety Board.

The Dutch Safety Board in three questions

1. What does the Dutch Safety Board do?

Living safely, working safely, safety. It seems obvious, but safety cannot be guaranteed. Despite all knowledge and technology, serious accidents happen and disasters sometimes occur. By carrying out investigations and drawing lessons from them, safety can be improved. In the Netherlands the Dutch Safety Board investigates incidents, safety issues and unsafe situations which develop gradually. The objective of these investigations is to improve safety, to learn and to issue recommendations to parties involved.

2. What is the Dutch Safety Board?

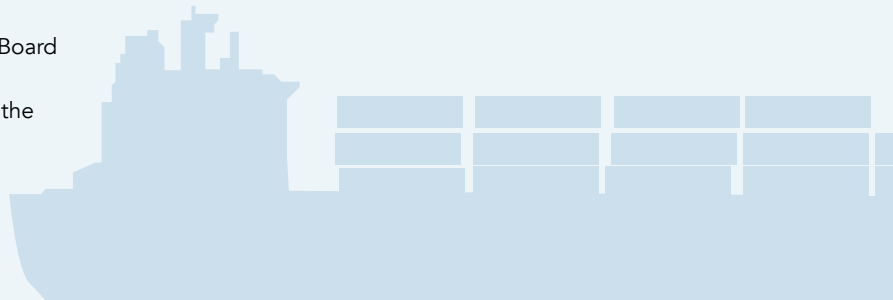
The Dutch Safety Board is independent of the Dutch government and other parties and decides for itself which occurrences and topics will be investigated.

The Dutch Safety Board is entitled to carry out investigations in virtually all areas. In addition to incidents in aviation, on the railways, in shipping and in the (petro-)chemical industry, the Board also investigates occurrences in the construction sector and healthcare, for example, as well as military incidents involving the armed forces.

3. Who works at the Dutch Safety Board?

The Board consists of three permanent board members. The board members are the public face of the Dutch Safety Board. They have extensive knowledge of safety issues.

They also have extensive administrative and social experience in various roles. The Safety Board's bureau has around 80 staff, two-thirds of whom are investigators.



Visit the website for more information www.safetyboard.nl.