



DUTCH
SAFETY BOARD

Shipping Occurrences Report

July 2024 – December 2024

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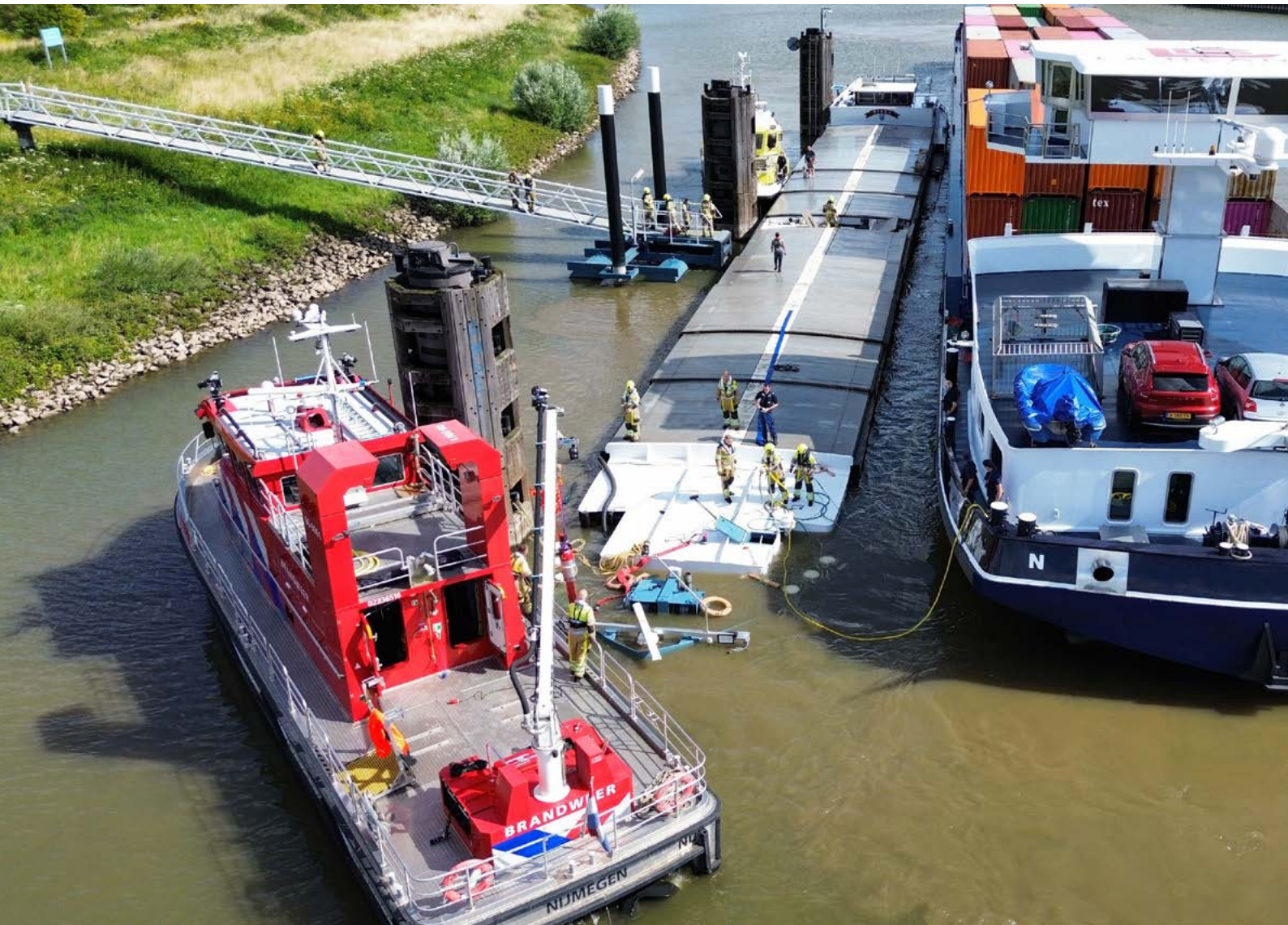


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Investigations

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

Learning starts with motivation

The Dutch Safety Board publishes investigations with lessons and recommendations to learn from. Simply throwing a report on someone's desk may be the easiest route, but it's hardly motivating—let alone effective. It reminds me of my old schoolteacher with his red pencil. I still remember the red marks on my spelling tests, but what did I actually learn from them?

Learning starts with the motivation to take action. That's why the Dutch Safety Board is increasingly focused on ensuring our reports truly resonate. During investigations, we engage in in-depth discussions with professionals on the ground, hold strategic talks with management, and shortly after publication, we sit down with stakeholders to explore how we can support them in putting recommendations into practice. This approach has proven effective, for example, in our work on traditional sailing vessels and in collaboration with stakeholders in the Port of Rotterdam (the water taxi investigation).

When people see only a red pencil, they become defensive. But when they are motivated to take action, they realize things can be different—things can truly become safer.

Chris van Dam
Chairman of the Dutch Safety Board

Effective recommendations in the shipping industry

Introduction

On the night of 1/2 January 2019, the Panamanian container ship MSC ZOE found itself battling heavy weather to the north of the Wadden Islands. The vessel lost 342 containers, and three million kilograms of cargo fell into the sea. The cargo comprised a wide range of items and packaging materials that then washed ashore on the coasts of the Wadden Islands in the days that followed.

It was the biggest container ship disaster ever, revealing just how vulnerable shipping is in extreme weather conditions, but also emphasising the risks to the natural environment. It raised the question of how these kinds of incidents can be prevented in the future. By investigating such incidents, drawing conclusions from them and, if appropriate, making recommendations or passing on lessons learned, we can learn from the past and further improve safety at sea.

In this edition of the Shipping Occurrences Report (ROS), we look closely at two examples to show how the shipping industry learns from incidents based on investigations by the Dutch Safety Board, and how our approach can help enhance the industry's capacity to learn.

The recommendations process: from investigation to changes

The Dutch Safety Board works on the basic assumption that nobody actually wants to cause an accident. It's therefore important to emphasise that apportioning blame isn't part of our investigation. By imagining ourselves in the relevant situation, we try to understand as clearly as possible why things happened the way they did.

Before one of our reports is published, the parties involved are given the opportunity to read the draft version and to

respond to the factual contents and the conclusions that have been drawn. Normally, our recommendations are not yet included in the draft version. During discussions with the parties involved, however, we try to come up with the most effective suggestions for improvement. It's important for the Safety Board to maintain its independent position: its recommendations are based on the investigation and are not the subject of negotiations.

We present our recommendations in the final public report. Parties that receive a recommendation must report – within six months – on what steps they have taken to comply with it. The Safety Board does not play a role in enforcing compliance with its recommendations; the initiative for implementing the recommendations must be taken by the parties themselves. We subsequently publish a response to the follow-up of the recommendations. Between 2018 and 2023, the shipping industry received a total of 89 recommendations from the Safety Board, resulting from 18 investigations. Below we elaborate on the recommendations stemming from two investigations and how they were followed up.

Understanding the effectiveness of recommendations: a look at two investigations

The follow-up to recommendations in the historic sailing ships fleet

On 21 August 2016, the historic sailing ship *Amicitia* was en route to the port of Harlingen after a week's sailing with passengers in the Wadden Sea. As she entered the harbour, her 6.5-metre mast unexpectedly snapped, resulting in three fatalities.



▲ Figure 1: Historic sailing fleet. (Source: Hajo Olij)

The Safety Board's investigation showed that the wooden mast had rotted through. This finding gave reason for the Safety Board to issue recommendations for improving safety on board vessels in the historic sailing ships fleet. The Board concluded that the sector had insufficient expertise regarding the safety of critical components such as wooden masts. Our investigation revealed that the accident involving the *Amicitia* was not an isolated incident. Serious wood rot was in fact common in the wooden masts of the historic sailing fleet.

In its report, the Safety Board focused on four recommendations for various parties, all of which were responsible for implementing changes and increasing the level of safety. Those measures were intended to lead to improvements throughout the entire historic sailing ships sector. One year after publication of its investigation report, the Board concluded that all the parties had begun to follow up on the recommendations. The Dutch Charter Vessel Association (BBZ), for example, had set up a platform and

organised a training programme focusing on safety-critical components on board sailing ships. The three inspection authorities also noted that the quality of their inspections had improved, including better coordination with supervision by the Human Environment and Transport Inspectorate (ILT).

In 2022, there were another two fatal accidents involving historic sailing ships. These resulted in the deaths of two people, including a young girl. This raised the question of the extent to which the recommendations from the 2016 investigation had in fact been followed and what the parties involved had actually done to make it safer for passengers to travel on board historic sailing ships. This led the Safety Board to launch an investigation into how the recommendations had been followed up.

During the follow-up investigation of the historic sailing fleet, we observed that safety was viewed rather non-committally. This non-committal approach left room for one's own individual

interpretation, making safety-critical components vulnerable. In many ships of the historic sailing fleet, issues with wood rot in the masts persisted, and there was a lack of specific expertise and supervision. The recommendations from the first investigation were therefore still applicable. In the light of the responses to recommendations in a number of shipping investigations, we have observed that the follow-up to a recommendation may look good on paper, but that does not always automatically lead to the necessary action being taken in actual practice.

In the meantime, the minister has initiated various initiatives that have resulted in considerable progress. The ILT, the BBZ, inspection authorities, and the Dutch Accreditation Council (RvA) are now working together in a Taskforce. This Taskforce has successfully recognized the severity of the issues, identifying the shortcomings within the fleet and drawing up specific measures to tackle them. The oversight of the historic sailing fleet, as it is now taking shape, is expected to encourage skippers to fully assume their responsibility for ensuring safety.

From warnings to regulations: measures after the MSC ZOE occurrence

The occurrence involving the MSC ZOE led to two investigations taking place. Led by the flag state Panama, Germany and Panama investigated how containers were lost due to extreme weather conditions. The question arose as to what the Netherlands, as the coastal state, can do to prevent accidents of this kind. That led the Safety Board to launch its own investigation into the risks on shipping routes to the north of the Wadden Islands.

The investigation into the circumstances showed that the main cause of the loss of containers were extreme forces exerted on the vessel and its lashing systems by the northwesterly storm. It was also determined that taking the relatively shallow southern shipping lane to the north of the Wadden Islands entailed a risk of seabed contact due to the vessel's combination of vertical and horizontal movements.

Due to the increased risks along the southern shipping lane, the Safety Board issued an interim warning in October 2019. Since then, the Dutch Coastguard has transmitted navigation reports to shipping in certain weather conditions, informing them of these risks. Depending on the actual wave height, container ships of a specific type are proactively contacted, via VHF marine radio, and the Coastguard advises vessels wishing to follow either the northern or southern shipping lane as to which is the safest lane to take. Experience has shown that this advice is properly heeded.

The final investigation reports were published in June 2020. One of the Safety Board's recommendations was for the Minister of Infrastructure and Water Management to make international arrangements for only limited use of the southern shipping lane during northwesterly storms.

Together with Germany and Denmark, the Netherlands submitted a proposal to the International Maritime Organization (IMO) for an amended routeing measure to the effect that a warning will be added for the existing shipping routes, comparable to the warnings that the Coastguard issues to container ships. The amended routeing measure came into force on 1 June 2023 and has been included in the IMO's *Ships' Routeing Guide*, an international publication that crews use when preparing for a voyage.

In the international report, the Panamanian, German and Dutch governments were also recommended to revise the technical requirements for container ships. Specifically, this involved the obligation for there to be an electronic inclinometer¹ on board container ships so as to accurately measure the vessel's roll angle during a storm. This would improve the information available to the crew. The necessary amendment to the *International Convention for the Safety of Life at Sea (SOLAS)* has now been ratified by the IMO and will come into force on 1 January 2026.

¹ A device that measures and records the ship's roll angle.



▲ *Figure 2: Fallen containers on board MSC Zoe.*

Parallel to this international procedure, national measures were also put in place to protect the Wadden Sea. In 2022, the minister decided to implement active traffic management in the area to the northwest of Den Helder. Because of the necessary amendments to regulations, the recruitment and training of personnel, and the need for more nautical equipment, implementation of Vessel Traffic Services (VTS) Off Texel is not expected until about September 2025. Until that time, the Dutch Coastguard will continue to contact vessels in order to promote safety.

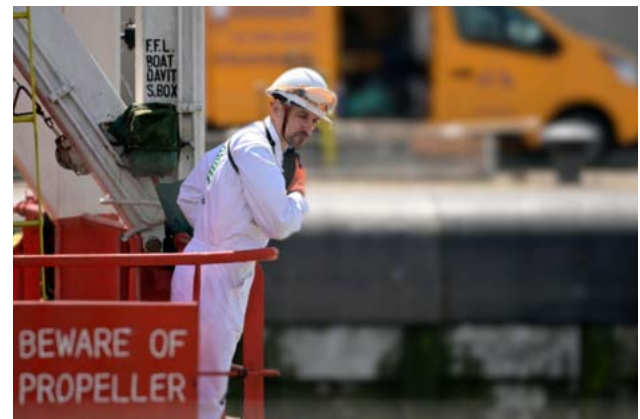
We are working with safety investigation agencies in other countries to find effective ways to improve coordination of national recommendations, to combine them, and to share information within international organisations such as the IMO and the European Commission (EC). The findings from the two MSC ZOE reports have also been pooled and coordinated so that the measures have greater reach and effectiveness. All this is with the aim of increasing the impact of the recommendations and of further improving the safety of shipping, so as to prevent serious accidents such as that with the MSC ZOE from occurring again.

In conclusion: Safety through recommendations

It is essential for recommendations to link up with actual practice and for the receiving parties to view them as specific opportunities for taking action. This is in line with our common goal: learning from occurrences and thus improving (shipping) safety. It is crucial for the Safety Board to link up with actual practice and the needs of those involved. We are experimenting with involving parties in the drafting of recommendations. This helps us draw up recommendations that are not only more feasible in practice but that are also supported by the industry. We consider this development necessary in order to continue learning, whilst carefully respecting confidentiality and safeguarding our independence.

The Safety Board focuses on sharing lessons and improving safety together with the industry. In the future, we aim to place greater emphasis on cooperation and involvement, without trying to usurp the role of the specialists. Our recommendations will then contribute even more to a safer Netherlands and safer shipping.

▼ *Figure 3: Concentration when mooring.*



Classification of occurrences

Sea shipping

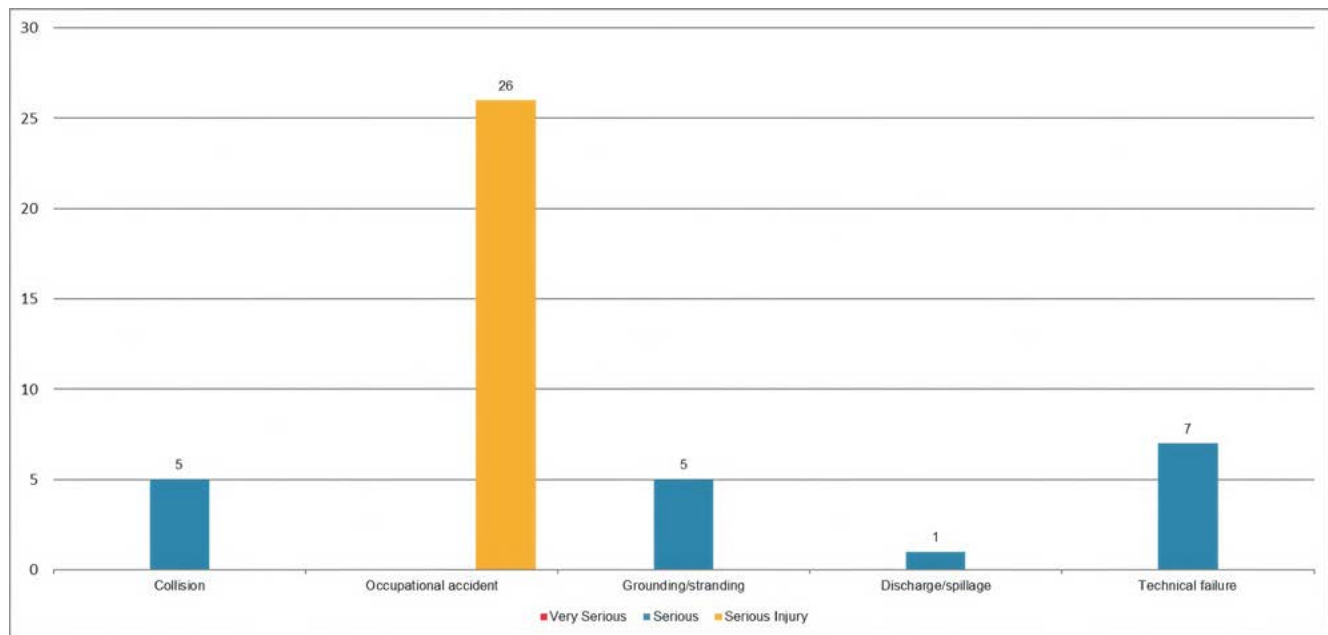
In this Shipping Occurrences Report (ROS) for the period from July to December 2024, the Dutch Safety Board describes reported² occurrences that took place on board Dutch-flagged vessels and occurrences that took place within Dutch territorial waters, as well as reports published during that period.

Each reported occurrence is classified according to its degree of seriousness. The categories are in line with EU Directive 2009/18/EC:

Very serious: an occurrence where the vessel is a total loss or where there have been fatalities or serious environmental damage.

Serious: an occurrence involving a vessel that cannot be classified as 'very serious' and where, for example, a fire, collision, grounding, etc. has occurred that has meant that the vessel cannot continue to sail or causes environmental damage.

▼ Figure 4: Serious and very serious incidents and incidents involving serious injury, sea shipping, period July 2024 to December 2024 (inclusive).



² In accordance with international and national regulations, occurrences with seagoing vessels that involve the Netherlands (with the Netherlands as the flag state or within Dutch coastal waters and/or seaports) must be reported to the Dutch Safety Board. The extent to which occurrences are reported varies according to the nature of the occurrence, the ship manager, and/or the sector.

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

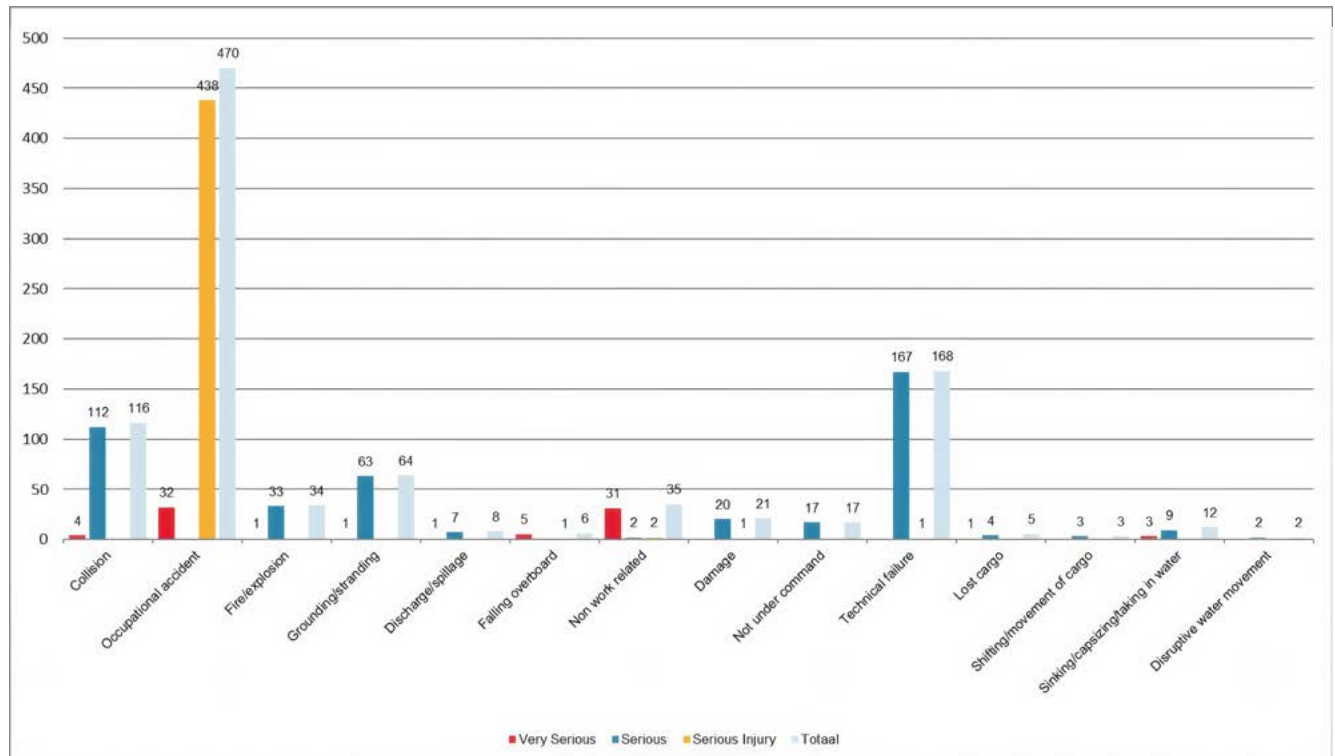
Marine incident: an event, or series of events, other than an accident that has taken place and is linked to shipping operations that put at risk the safety of the vessel, a person on board or the environment, or that would have put any of these at risk if it had not been rectified.

Serious injury: an injury sustained by a person that has meant that that person has been incapacitated for work 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 understanding of trends.

In Figures 4 and 5, occupational accidents occupy a key position. The prevention of occupational accidents has also been given a prominent position in national and international rules. The international Maritime Labour Convention (MLC 2006), which contains these rules, is viewed alongside the SOLAS Treaty, the MARPOL Treaty and the STCW Treaty as the fourth pillar of maritime regulations applicable on board seagoing vessels. MLC 2006 was drawn up under the supervision of the International Labour Organization (ILO).

▼ Figure 5: Serious and very serious incidents and incidents involving serious injury, sea shipping, period January 2016 to December 2024 (inclusive).



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

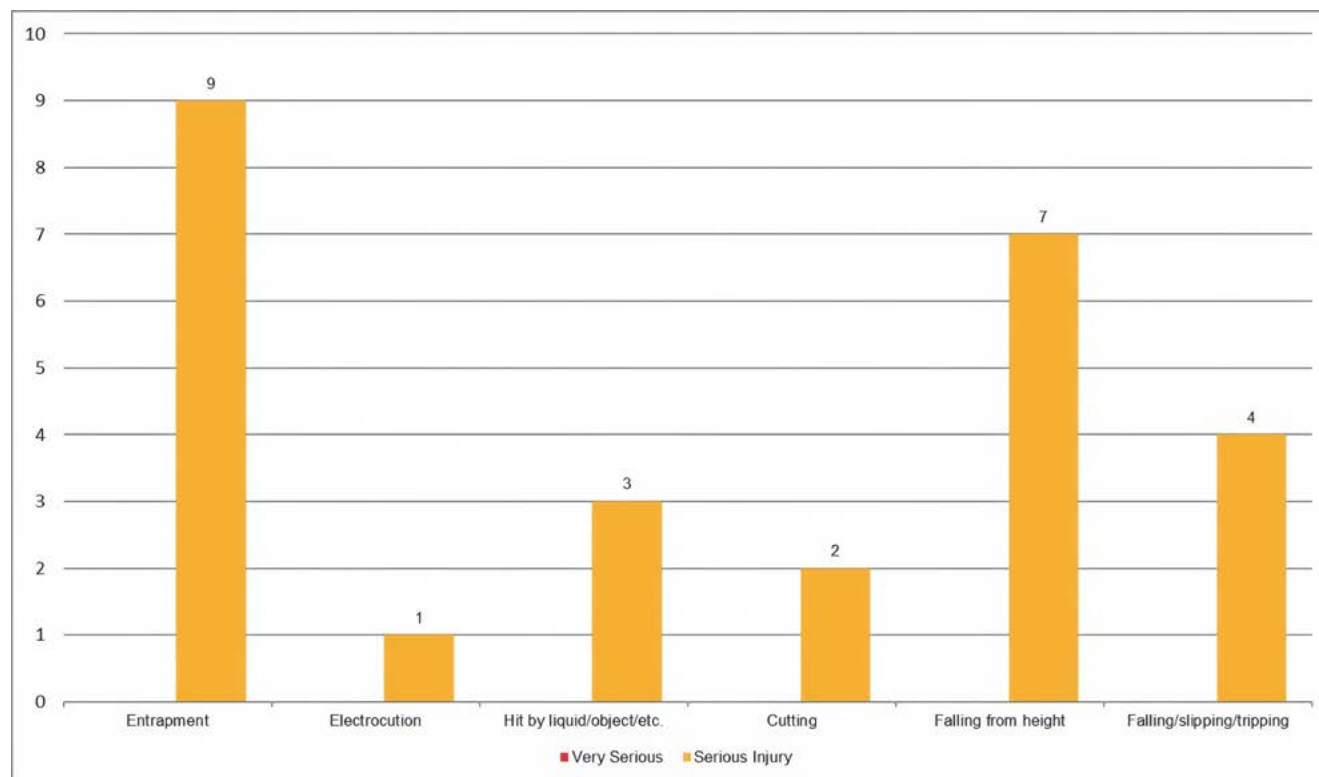
Greater insight into the nature of these accidents can assist in increased safety awareness among employers, employees and other parties in the maritime sector.

In Figures 6 and 7, occupational accidents are therefore shown based on causes of injury. It is noticeable that entrapment, falling from height, and falling/slipping/tripping/collision are the most common types of occupational accident.

Inland waterways

Accidents on inland waterways are subject to a different classification system due to differences in national and international agreements, but are broadly speaking comparable with the classification referred to above. Figure 8 shows the number of reports to the Dutch Safety Board of accidents on inland waterways in the period from July to December 2024 (inclusive). Within this classification, *serious* and *very serious* occurrences are taken to mean occurrences whereby a vessel is no longer able or permitted to sail as a consequence of the shipping occurrence or if there is serious

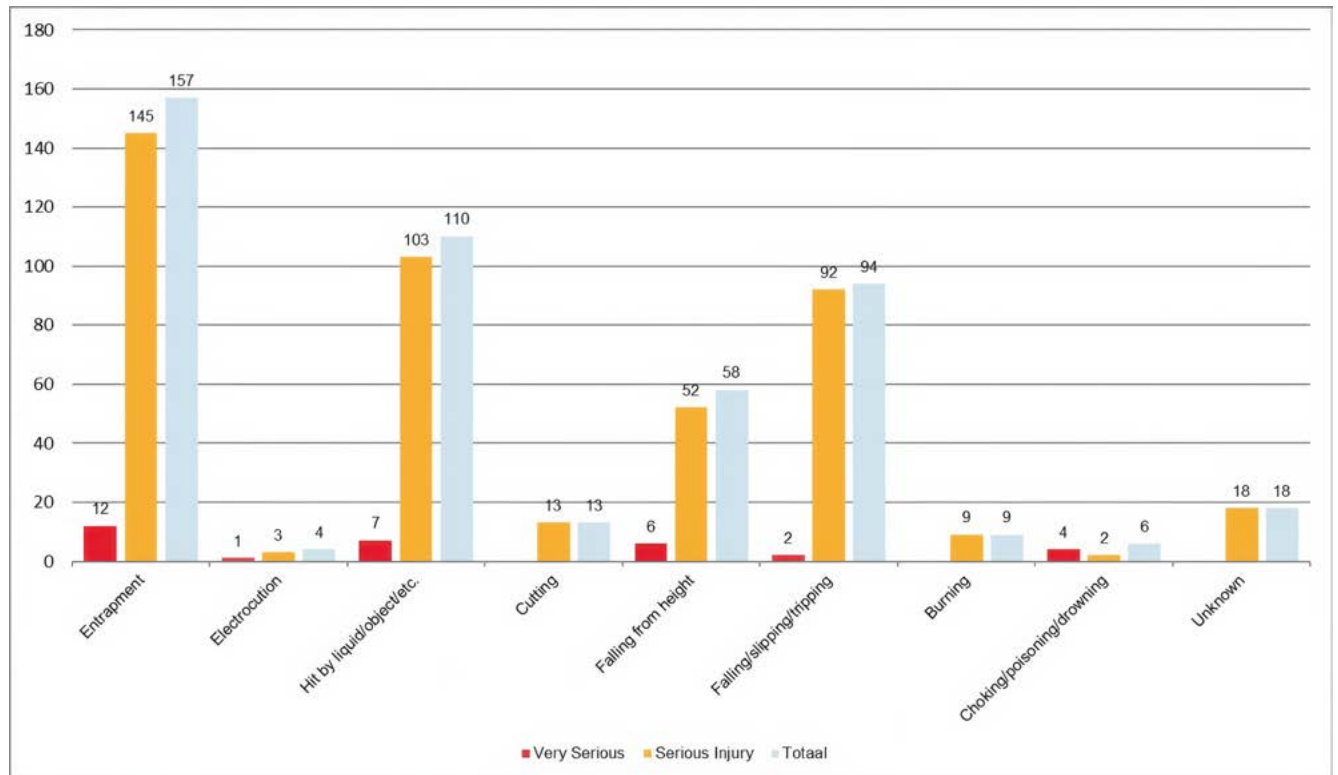
▼ Figure 6: Occupational accidents linked to the cause of injury, sea shipping, period July 2024 to December 2024 (inclusive).

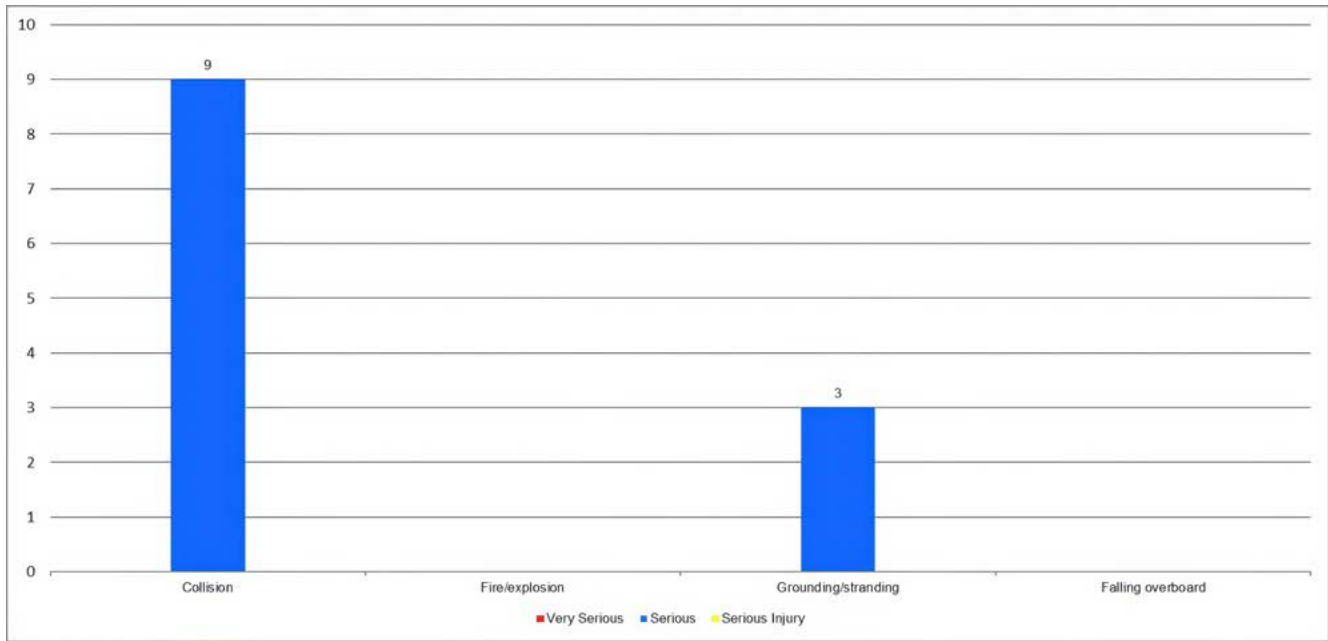


damage to the cargo, infrastructure or the environment, resulting in disruption of the navigation channel, and/or if there are fatalities or serious injuries.

For the sake of readability, all occurrences in this Shipping Occurrences Report – in sea shipping as well as in inland shipping – are categorised and classified in the same way.

▼ Figure 7: Occupational accidents linked to the cause of injury, sea shipping, period January 2016 to December 2024 (inclusive).





▲ Figure 8: Serious and very serious accidents, inland shipping, period July 2024 to December 2024 (inclusive).

Published reports

Ship abandoned after fire

Coast of Latvia – 22 February 2023

On the night of 22 February 2023, a fire broke out in the funnel of the Dutch container ship *Escape*, off the coast of Latvia. The crew commenced fighting the fire. After a time, the vessel's electricity system failed, meaning the fire-fighting pumps could no longer supply water for tackling the fire. Given that the fire was not yet fully extinguished and the crew no longer had any means of fighting it, the captain gave the order to abandon ship.

In the light of this occurrence, the Dutch Safety Board launched an investigation. It was established that lessons can be learnt with regard to operations on board seagoing vessels. An abridged report was drawn up, limited to the probable cause of the fire and the subsequent action taken to fight it.

The fire on board the *Escape* started when the thermal oil system was being boiled out using the main engine exhaust gas boiler. The emergency generator's vents were closed, resulting in insufficient ventilation and the emergency generator overheating. As a result, the generator stopped and the ship's electricity supply failed. Without electricity, it was no longer possible to fight the fire, so the captain gave the order to abandon ship.

To save time, the applicable procedure was not followed when activating the engine room's CO² system. The system was activated without consulting the captain and obtaining his approval. The entire crew were not first assembled to make sure everyone was present.

The abridged report is available at:
<https://onderzoeksraad.nl/en/onderzoek/funnel-fire-off-the-coast-of-latvia/>



◀ Figure 9: *Escape*. (Source: Latvian Coast Guard)

Use of flare with fatal consequences

Pacific Ocean, 1 January 2023

In the night of 31 December 2022 to 1 January 2023, a Dutch-flagged sailing ship was sailing in the Pacific Ocean. When a flare was being set off to celebrate the New Year, it did not launch as expected but instead exploded almost immediately in the hand of the crew member holding it. First aid was administered but proved ineffective; the casualty died of internal injuries sustained as a result of the impact of the explosion.

The vessel in question is a Dutch registered and flagged sailing yacht. The occurrence does not fall under the obligation to conduct an investigation. In view of the fact that the incident was caused by a flare, an item of compulsory safety equipment carried by every seagoing vessel, the decision was taken to investigate this occurrence. The investigation focussed on the way the flare was used, production of the flare, and the possible differences between the procedures for production of the flare and the working methods used.

The initial findings during the exploratory investigation prompted doubts as to the reliability of the batch of flares to which the one concerned formed part. In coordination with the Spanish manufacturer, the Safety Board issued a worldwide warning and called on owners of such flares not to use those from the production series in question (batch 35-113) and to return them to a sales outlet.

A flare is a light-emitting projectile that can be fired from the hand and is intended to be used as an emergency distress signal. It is activated by means of a firing pin which then activates an ignition cap, which in turn causes the solid propellant to ignite. As a result of ignition of the solid propellant in the motor, the entire interior is ejected. Following the launch, the candle unit combusts after being ignited by the transmission charge inside the motor.

The flare concerned was part of a package of six. The remaining flares were examined based on X-rays, but no problems or

abnormalities were detected. It was determined, however, that the failure mechanism that caused the flare to explode was the direct result of excessive combustion of the solid propellant. This led to the build-up of extreme, excessive pressure, causing the motor to burst open explosively.

From the investigation information available, it is not possible to conclude with any degree of certainty what caused the excessive combustion. Complicating the investigation was the fact that this very serious non-conformity only became apparent during use. The Safety Board nevertheless identified a number of potential blind spots in the production process.

A type approval had been issued for the flare. In practice, a type approval can give rise to the expectation that safe use of a product is thus guaranteed, but a type approval only indicates that the product complies with a set standard. Internal procedures and accreditation by a notified body contribute to improving product safety, but given the blind spots that were identified, undetected non-conformities may be possible.

The Safety Board made recommendations to both the manufacturer and the inspection body responsible for the type approval.

The report is available at:

<https://onderzoeksraad.nl/en/onderzoek/flare-launched-withfatal-consequences/>

▼ *Figure 10: Recovered remnants of the exploded flare.*
(Source: Bontekoning)



Fall from hatch crane

Oxelösund, Zweden, 15 October 2023

An accident occurred aboard the Dutch cargo ship Roerborg on 15 October 2023. The vessel was berthed in the port of Oxelösund and was loading steel products.

After opening the hatches, the hatch crane was parked near the cross deck after which the third officer climbed down from the hatch crane using the ladder. The crew member lost his footing and fell down onto the quayside. He initially fell

down onto a small platform on the lower part of the gantry crane and then over the gangway railing, before finally landing on the quayside. The total height of the fall was just over 11 metres. The crew member was seriously injured by the fall, but did not sustain permanent injury.

Sweden being the coastal state, it was decided that the Swedish safety investigation agency (*Statens Haverikommission, SHK*) should undertake the investigation. The Dutch Safety Board worked with its Swedish colleagues during the investigation.



◀ Figure 11: The photo shows how the person fell down onto the quayside. Yellow lines and figures indicate the heights of the various stages of the fall. Red figures and lines mark the opening that was present between the ladder's protective cage and the railing on the narrow platform. The photo was taken on a different occasion when the draught of the vessel was different. The bottom yellow horizontal line marks the height of the quayside at the time of the accident. (Source: Statens Haverikommission)

The report shows that there were deficiencies in the fall protection arrangements on the hatch crane. The upper part of the ladder was equipped with a protective cage that seems to have worked as intended. However, the platform under the ladder was too small or did not have surrounding protection that was high enough to catch the falling crew member. At the time of the accident the person was wearing several layers of clothing and a helmet with a chinstrap. The clothing and personal protective equipment probably mitigated the consequences.

The various fall protection arrangements seem to have been designed to be used on a level horizontal surface. In fact, the crane ran on an elevated cargo hold coaming along the side of the vessel, which meant that the fall protection arrangements became insufficient for the actual fall height.

The measures taken by the shipping company after the accident were considered sufficient and the SHK saw no need to issue any recommendations.

The full report is available at:
<https://shk.se/engelska/the-swedish-accident-investigation-authority/search-investigation/maritime-transport/2024-01-17-roerborg---fall-accident-in-oxelosund>

▼ *Figure 12: The photo shows the additional protection that was added between the platform railing and the ladder's protective cage. (Source: Wagenborg Shipping)*



Investigations commenced

The Dutch Safety Board did not launch any new investigations into shipping-related occurrences in the period from July 2024 to December 2024.

▼ *Figure 13: Container ship arriving at the Maasvlakte from the North Sea.*



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

Head injury after block dropped from mast

North Sea, 14 April 2024

A Panamanian-flagged salvage vessel left the island of Terschelling just after midnight to search for waste in the North Sea. The usual method is for the vessel to search using sonar, and then to lower a grab and an underwater camera. In the course of the morning, the captain brought up the grab so as to change the camera. He then saw from the bridge that a block dropped from the mast and struck the head of one of the crew members. The crew member sustained a head wound as a result. Other crew members administered first aid. The Dutch Coastguard was contacted and the injured crew member was flown to hospital by a SAR helicopter.

The Panamanian safety investigation agency PMA has launched an investigation into the accident. The Netherlands is involved in the investigation as a State with a substantial interest.

Classification: Serious Injury

Preliminary investigations

Collision with weir

Borgharen, 12 October 2024

The Belgian inland vessel *Humadivi* ran into and became jammed at the Borgharen weir (near Maastricht) at about 08:30. The vessel, 67 metres long and loaded with white sand, was proceeding upstream from Bosscherveld and travelling in the direction of Belgium. In the days prior to 12 October, there had been a lot of rain in the area where the River Meuse rises, causing the water level and current to be high for the time of year. At the level of the Noorderbrug (North Bridge) in Maastricht, the vessel lost all forward momentum. Due to the current, the vessel then circled the bridge pier, after which it proceeded downstream towards the mouth of the Juliana Canal.

As it came close to the weir at Borgharen, however, the vessel drifted through the line of marker buoys. In response, the crew attempted to reach the right bank next to the weir, but they were unsuccessful. The vessel became wedged under the shipping opening in the weir, which was partly open at the time. As a result, the vessel took on water and partially sank. One member of the crew was able to jump from the vessel to the shore, while the other was brought safely ashore by the fire service.

The vessel became trapped with its stern under the shipping opening of the weir, which initially led to a rise in the water level in the River Meuse. The salvage operation proved difficult. On 18 October, the vessel was successfully pumped empty and extracted from under the weir. The fact that the weir was open for almost a week caused the water level in the Meuse to fall considerably, causing problems for nearby houseboats and harbours. After the vessel had been removed, the weir could be closed again. The water level could then be restored, after which shipping traffic was able to resume on 19 October.

▼ *Figure 14: The route taken by the Humadivi (vessel not to scale). (Source: Marinetraffic.com with additions by the Dutch Safety Board)*



▼ *Figure 15: The Humadivi under the weir at Borgharen. (Source: RWS)*



The Safety Board has launched a preliminary investigation and first visited the weir the evening after the occurrence. A few days after it was salvaged, investigators examined the wreck of the vessel at a ship-breaking yard. They also spoke to the skipper of the vessel.

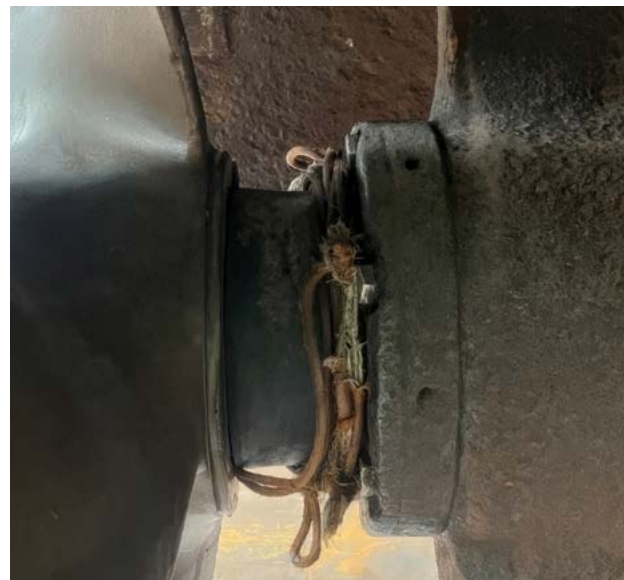
The skipper has spent more than twelve years on tankers in the Netherlands, including on the River Meuse. At the time of the collision, he had been the skipper of the Humadivi for twelve days. Prior to that, he had travelled on the vessel for two weeks so as to get to know it. During that time, it was always the same route that was followed. The day before the occurrence, the Humadivi had already been near the weir. The skipper had then waited a day to leave for Belgium because of the high water level. On the day of the occurrence, another vessel had departed for the same destination a few hours before the Humadivi. That vessel was larger but had the same power in relative terms. It had been agreed that at its destination in Belgium the Humadivi would be the first to unload. Partly because that other vessel had left without any problems, the crew of the Humadivi had decided to leave on the day when the occurrence took place. The skipper was familiar with the River Meuse and had travelled on it and other waterways when the water level had been higher than normal. This was the first time the skipper had travelled on the Meuse with the Humadivi when the water was at a higher than normal level.

No indications were found of any technical problems with the ship. It had been approved by a Dutch inspection agency in 2022. During the investigation of the wreck, a piece of mooring line was found in the propeller and the bow thruster. It is not clear when the mooring line became caught in the propeller. The skipper stated that he had not noticed anything in the propellers prior to the collision with the weir, and that they appeared to be functioning normally. It is therefore impossible to determine with certainty why the vessel came to a standstill near the Noorderbrug and why it drifted through the line of marker buoys. Video footage shows that both the propulsion and the steering gear were still in use just before the vessel sank. In the days prior to the occurrence, there had been a lot

of rain in the area where the River Meuse rises, increasing the flow of water. The flow velocity of the Meuse in the Borgharen area is not measured in m/s, but there is data on the volume velocity (flow rate) in m³/s. When the flow rate exceeds 500 m³/s, Rijkswaterstaat issues a warning – using flashing lights on the bank at Limmel and on the Noorderbrug in Maastricht – advising that account needs to be taken of the (cross) current near the line of yellow marker buoys at the Borgharen weir. The peak flow (over 1500 m³/s) was on 11 October. The next day, the flow rate had decreased to 1300 m³/s, still well above the 500 m³/s level when a warning would be issued. In these circumstances, the importance of staying close to the right bank when proceeding downstream is greater than when the flow of water is normal.

Based on the results of the preliminary investigation, the Safety Board has decided not to continue the investigation at this time.

▼ *Figure 16: Mooring line in the propeller of the Humadivi.*



Incidents that have not been extensively investigated

Collisions

Inland waterway tanker collides with ferry Zaandam, 23 October 2024

The Belgian inland waterway tanker Mallorca collided with the NZK-103 ferry on the North Sea Canal near Zaandam. The tanker was on its way from Amsterdam Hempontplein to Zaandam. At the time of the collision, there was thick mist. The tanker was travelling along the North Sea Canal from Amsterdam towards Zaandam when it struck the stern of the ferry on the starboard side. There were no injuries. The ferry had to be taken out of service for repairs.

Classification: Serious

▼ *Figure 17: Damage to the stern part of the Amadeus Saffier.*
(Source: De Bock Maritiem)



Damage after collision between seagoing vessels

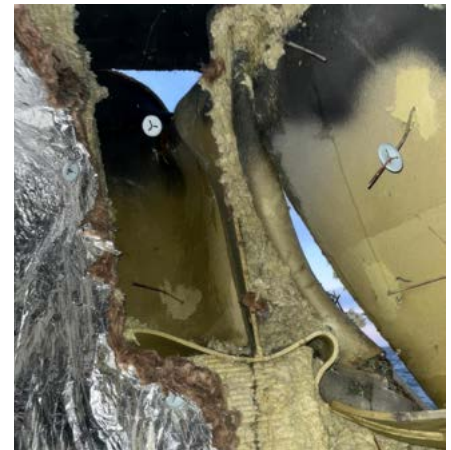
River entrance, Sutton Bridge, United Kingdom,
23 October 2024

The Dutch cargo ship Amadeus Saffier collided with the Cypriot cargo ship Verena while entering the river at Sutton Bridge. The Amadeus Saffier was proceeding astern up the river from an anchorage, heading towards the harbour at Sutton Bridge. The Verena was proceeding ahead down the river. The pilots on board the two vessels had agreed between them how they would pass each other at the river entrance.

Due, to the limited depth of water in combination with the very narrow channel, the two vessels were unable to maintain a stable course and keep clear of each other. The Verena's port bow collided with the starboard stern of the Amadeus Saffier. The collision caused a crack in the stern part of the Amadeus Saffier and in the fore part of the Verena, both above the waterline.

Classification: Serious

► *Figure 18: Damage to the Amadeus Saffier, interior view.*
(Source: De Bock Maritiem)



Collision between inland vessels

Ghent-Terneuzen Canal, 8 November 2024

The two inland vessels Blue Marjan (under Dutch flag) and Enclave (under Belgian flag) collided in the morning on the Ghent-Terneuzen Canal. The vessels were lying head to head and touched each other as they pulled away. The collision resulted in the Blue Marjan being holed above the waterline. The Enclave sustained damage to the starboard side of its bows.

Classification: Serious

- ▶ *Figure 19: Damage to the dry cargo tanker Enclave. (Source: VT Group)*



- ▼ *Figure 20: Damage to the Blue Marjan. (Source: Adri v.d. Wege)*



Collision between water taxi and water bus Rotterdam, Nieuwe Maas, 23 November 2024

At 20:22, a collision occurred on the Nieuwe Maas in Rotterdam, near the mouth of the Leuvehaven harbour, between the water taxi MSTX 2 and the water bus Vlij. The water bus Vlij was proceeding downstream along the Boompjes quayside at a speed of 12.5 knots. The MSTX 2 left the Leuvehaven and passed under the Nieuwe Leuvebrug bridge at a speed of approximately 6 knots. At the mouth of the Leuvehaven, the MSTX 2 began to increase its speed to 15 knots. Shortly after, the MSTX2 struck the starboard side of the Vlij. At that point it was dark and the weather was rainy and very windy. The MSTX2 remained afloat, but it was displaced by the water bus due to the collision. At the time of the collision, there were two passengers and the skipper on board the water taxi. One of the passengers and the skipper were slightly injured. Nobody on board the water bus was injured.

The collision took place at almost the same location as the collision between a water taxi and a harbour tour boat on 21 July 2022. That occurrence was investigated thoroughly by the Dutch Safety Board and led to a number of recommendations to the parties involved. It has become apparent that to a large extent the same problems played

a role in the collision on 23 November 2024 as in that in July 2022. Since the occurrence in July 2022, there have been about twenty other incidents around the same location in the Nieuwe Maas.

In January 2025, the Safety Board discussed this matter with the parties involved and once again expressed its concern about the lack of structural measures. It was found that the parties are ready and willing to work together to find appropriate solutions for improving safety on the Nieuwe Maas. The Dutch Safety Board emphasises ongoing cooperation, which is essential to improve safety in both the short and long term. All the parties wish to prevent these kinds of incidents in the future, especially now that shipping traffic is becoming busier. The Safety Board expects all the parties to come up with specific measures in the short term, for example measures to enforce speed limits. The Rotterdam harbour master will play a major role in this.

Classification: Serious

▼ *Figure 21: Water taxi on the Nieuwe Maas.*



Allisions

Ferry runs into mooring post causing injury

Amsterdam, 7 July 2024

Shortly after midnight, the GVB ferry IJveer 66 was operating on the IJ in Amsterdam. It was on its way from Amsterdam Central Station to the NDSM wharf on the other side of the IJ. During the crossing an alarm went off. The skipper at the helm asked the second skipper to go and see what had triggered the alarm and what action should be taken. In the meantime, the skipper at the helm, in addition to the second skipper, looked to see what the situation was and became distracted. At that point, the ferry was heading straight towards a mooring post. The skipper at the helm managed to narrowly avoid the mooring post by making an abrupt course correction. As a result, however, the ferry swerved sideways and struck a second mooring post on the starboard side. This caused damage to the vessel and a number of passengers fell down, some of whom were injured. After mooring at the

NDSM, the crew observed that all the passengers left the ferry independently. It was not until the following day that it became clear that some of the passengers had in fact sustained significant injuries.

Classification: Serious

▼ *Figure 22: NZK-103, image of a different GVB-ferry.*



▲ *Figure 23: The Alfa Nero in the Empel lock after the collision.*
(Source: Schuttevaer)

Wheelhouse of inland vessel against bridge

Maxima Canal, 2 August 2024

Towards the end of the morning, the Dutch inland waterway container vessel Alfa Nero allided with a bridge near the Empel lock in the Maxima Canal. While the wheelhouse was completely destroyed, the skipper and crew had a lucky escape. The skipper was approaching the lock from the direction of Veghel. Just before entering the lock, the vessel would need to pass under a bridge. The skipper had already partially lowered the wheelhouse and reduced speed. While lowering the wheelhouse, however, the skipper became distracted by communicating with the deckhand. An error of judgement then resulted in the allision with the bridge.

Classification: Serious

Damage due to allision with buoy

North Sea, 6 August 2024

The Dutch crew transfer vessel (CTV) COS Master was on its way from Ostend (Belgium) to the Borssele wind farm in the North Sea. In the evening, while it was still daylight, the vessel allided with a buoy, causing damage to the port side of its hull. An initial inspection by the crew revealed no damage or inflow of water. A few minutes later, however, two alarms went off, namely the bilge pump alarms for the forepeak and the front compartment of the hull. The bilge pumps were started up and it was decided to return to the port of Ostend. Once in harbour, the crew discovered a 20-centimetre crack in the skin of the chain locker on the port side, 30 centimetres above the waterline. About 250 litres of seawater had also flowed into the front compartment. Damage was also found to the bulkheads.

Classification: Serious

Allision between passenger vessel and quayside, resulting in injuries

Rotterdam Parkhaven, 16 August 2024

The Pannenkoekenboot II left the Parkhaven harbour in Rotterdam in the afternoon with passengers on board. As it was leaving the mooring pontoon, the vessel immediately allided head-on, at relatively high speed, with the quayside on the other side. After the occurrence, the skipper stated that even though the controls were set to full reverse, the vessel continued to push forward against the quayside. At the time of the allision, there were over a hundred passengers and nine crew members on board. Twelve people were injured in the allision and the ship's bow sustained serious damage.

Subsequent to the occurrence, a trial run was carried out in the presence of the Human Environment and Transport Inspectorate (ILT) and the Harbour Police. There was nothing to indicate a

mechanical failure. After the damage to the hull had been repaired, the vessel was returned to service. As a technical measure, an additional rudder angle indicator was also installed on the port side, so that the position of the Schottel rudder propeller can now be seen from all steering positions, instead of only on the starboard side.

Classification: Serious

▼ *Figure 24: Pannenkoekenboot II undergoing repair.*
(Source: RLG)





▲ Figure 25: Damage to the Wilson Dublin. (Source: Wessels Reederei)

Allision between seagoing vessel and mooring post

Amsterdam, 9 September 2024

While mooring in the early evening, the Norwegian cargo ship Wilson Dublin hit a mooring post. This occurred at a waiting jetty in Amsterdam's Mercuriushaven harbour. The vessel had a pilot on board at the time. The allision occurred because the Wilson Dublin, which was under ballast, was caught by a sudden gust of wind. Despite the power of the bow thruster being increased and the vessel being given full starboard rudder, it was unable to avoid the mooring post. The allision caused a significant crack in the hull.

Classification: Serious

Rear mast of seagoing vessel strikes terminal building on shore

IJmuiden, 27 September 2024

When arriving at the Derde Rijksbinnenhaven harbour in IJmuiden, the rear mast of the Dutch cargo ship Eikborg struck the All Weather Terminal during the manoeuvre. At the time when the vessel was mooring, there was a gale-force wind with gusts of up to 40 knots. This caused the forward speed to increase too much during manoeuvring and the captain gave the command 'full astern'. It was no longer possible to prevent the vessel's rear mast from striking the door of the terminal. The rear mast needed to be repaired before the vessel's departure.

Classification: Serious

▼ Figure 26: Damage to rear mast of the Eikborg. (Source: Wagenborg)





Inland vessel allides with railway bridge Gouwe, near Alphen aan den Rijn, 11 October 2024

The Dutch inland vessel Mordicus rammed the railway bridge over the River Gouwe near Alphen aan den Rijn at about 07:00. The occurrence took place because the swing bridge had been closed too early. The control post for the railway bridge is located some distance away from the bridge and makes use of cameras and a vessel tracking system. It was still dark when the Mordicus was supposed to pass the railway bridge. Before the inland vessel had passed the railway bridge, the skipper notified the control post about passing under the vertical lift bridge further down the River Gouwe. The bridge operator thought that this notification meant that the vessel had passed the railway bridge. The mechanism for closing the swing bridge was then activated.

▲ *Figure 27: Allision of the Mordicus with the railway bridge near Alphen aan den Rijn. (Source: MediaTV)*

The skipper saw the bridge closing and sent a warning by VHF marine radio. The bridge operator then pressed the emergency stop control, after which the half-closed bridge could not be reopened immediately. The captain attempted to avoid the bridge and reduce the vessel's speed, but the speed of the heavily laden cargo ship meant that a collision was unavoidable. The collision caused the vessel to become wedged under the bridge, stopping all train traffic for seven hours. After the vessel had been freed, the bridge was successfully closed again and train traffic was able to resume. However, shipping traffic remained blocked for several days.

Classification: Serious

Damage after inland vessel allides with mooring post

Nieuwe Merwede near Werkendam, 27 October 2024

At about 15:00, the Dutch inland gas tanker Union XII was travelling on the Boven Merwede river in the direction of the Nieuwe Merwede river. The skipper and a deckhand were on the bridge. The weather was good and there were no other vessels nearby. At a certain point, the skipper had to go to the toilet and temporarily handed over the helm to the deckhand. Shortly after, the deckhand accidentally activated the emergency steering system, after which he was unable to regain normal control. With the rudder positioned at 30 degrees, the vessel rammed a car jetty mooring post in Werkendam. The vessel sustained damage to the starboard side of its hull, approximately one metre above the waterline. The vessel did not contain any propane. There were no injuries and no spillage.

Classification: Serious



▲ Figure 28: Tear in the starboard side of the hull, 1 metre long and 50 centimetres wide. (Source: Union Shipping)

Allision between tugboat and two bridges

Oude Maas, 18 December 2024



▲ Figure 29: Damage to the mast of the Eems Warrior. (Source: Amasus Shipping)

The Dutch tugboat Eems Warrior allided with the Botlek Bridge on the Oude Maas at 06:53. In response to this allision, the speed of the vessel was reduced. Despite this, a second minor allision with the Oude Spijkenisse Bridge at 07:00 could not be avoided and the tugboat's mast was badly damaged. Both bridges sustained minor damage. An investigation by the shipping company revealed that the necessary height of the bridges had not been included when preparing for the journey, perhaps because the vessel had previously passed under these bridges without any problems. It also became clear that the nautical publications had not been installed and that there were no printed copies on board. After an inspection, the tugboat was able to proceed to a shipyard for repairs. There were no injuries.

Classification: Serious

Inland vessel allides with bridge

Prinses Margriet Canal, 28 December 2024

At 02:00, the Dutch pusher tug Aries was travelling with a pushed barge on the Prinses Margriet Canal from Gaarkeuken towards Lemmer. When passing the Spannenburg bridge, the pusher tug struck the engineering structure. The collision caused considerable damage, to both the wheelhouse of the

Aries and to the bridge. The incident took place during a crew changeover, with the wheelhouse not having been lowered far enough. It was also misty at the time. The skipper received some scratches.

▼ **Classification:** Serious

▼ *Figure 30: Damage to the wheelhouse of the Aries.
(Source: Police)*



Occupational accidents

Fall from ladder on board seagoing vessel

Herøya, Norway, 5 March 2024

The Dutch cargo ship Terschelling was moored in the port of Herøya. Deckhands were lubricating the winch cables of the free-fall lifeboat. While carrying out this work at height, they were secured with safety harnesses. After finishing the lubrication work, they removed their harness. A bit later, one of the deckhands saw a few more patches of oil on the winch and decided to wipe them away. He climbed up a ladder

unsecured, slipped, and fell three metres to the deck below. After this occurrence, the deckhand went to see a doctor on shore for a check-up, and a crack in the bone in his right wrist was detected. He was unable to work for several weeks.

Classification: Serious Injury



Medical evacuation after accident at sea

Palermo, Italy, 2 July 2024

The Dutch cargo ship FWN Spirit was travelling in calm weather near Sicily (Italy). One of the crew members was in the engine room noting down temperatures when he dropped his pen. When he was attempting to pick up the pen, a hinged panel in the floor swung open and then immediately fell closed again, trapping the crew member's hand. This resulted in serious injury to his hand. There was a medical evacuation by lifeboat and treatment in a hospital.

Classification: Serious Injury

◀ *Figure 31: Hinged floor panel on board FWN Spirit.*
(Source: Forestwave)

Injury after entrapment

Antwerp, Belgium, 6 July 2024

In the port of Antwerp, the third officer of the Dutch cargo ship Happy Delta, together with a number of other crew members, was engaged in moving lashing equipment and wooden blocks from the hold to the deck. This was in preparation for loading operations. The third officer was directing the work. The steel box containing the lashing equipment became caught on the tarpaulin covering a stack of plywood. An attempt was made to lift the box away with one of the vessel's cranes, but this was unsuccessful. The box was then lowered further and the tarpaulin was removed. Once the box was free of the tarpaulin, it began to swing forward because it was not directly under the crane's hook. Due to this movement, the box drove the third officer against a bulkhead in the hold. He sustained a chest injury and had to be taken to hospital. The injury he sustained left him unable to work for three months.

Classification: Serious Injury

Medical evacuation after hand injury

Rotterdam, Maasvlakte, 13 July 2024

At the Maasvlakte in Rotterdam, a deckhand sustained an injury to his hand on board the Dutch hopper dredger Vox Apolonia. When opening a watertight door, he had gripped the edge of the door with his left hand. When the door opened, his finger was caught between the edge of the door and a support for the ventilation shaft. As a result, he sustained an injury to his hand. The deckhand was taken to a nearby hospital. He was expected to be unable to work for three to six weeks.

Classification: Serious Injury

Finger trapped

Skagway (Alaska), United States, 27 July 2024

In the port of Skagway, the crew of the Dutch passenger vessel Zaandam were hoisting a lifeboat. When operating the winch, the crew used a lever to start the winch. However, the winch suddenly over-shot, trapping a crew member's finger between the lever and a bulkhead. The crew member went to the on-board first aid centre with the injuries to his finger. Two days later, he was brought ashore in the port of Ketchikan, also in Alaska, and taken to hospital for further treatment.

Classification: Serious Injury



▲ Figure 32: Simulation of how the winch was operated. At the time of the accident, the crew member was in fact wearing gloves. (Source: HAL)

Hospital treatment after hand injury

Rotterdam, Maasvlakte, 7 August 2024

The Dutch hopper dredger *Vox Apolonia* was anchored in the Princess Amalia Harbour at the Maasvlakte. Maintenance work was carried out in the pump room during the night. During the work, a door fell shut due to air pressure being released. At that moment, the second engineer still had his hand in the doorway and it became trapped. He consequently sustained a hand injury. After treatment on board, he was taken to hospital for further treatment.

Classification: Serious Injury

Fall from height on board seagoing vessel

Rotterdam, 28 August 2024

While the *Nordica* was being loaded in the port of Rotterdam, a crew member fell two metres from a platform between panels on the upper deck. This happened when he was moving lashing equipment used to secure containers. The casualty missed his footing and fell into the opening between the hatch and the grating. After falling, he was able to call for help using his walkie-talkie. As a result of the fall, the casualty sustained bruised ribs, a bruised knee, and a broken finger. First aid was administered on board, after which he was evacuated to hospital.

An investigation by the shipping company found that paint maintenance was being carried out on deck at the time of the occurrence. The yellow paint along the back of the hatch was missing, making the hatch less clearly visible. The position of the hatch's hinges meant that the opening between the hatch and the gratings differed from the surrounding openings. After the accident, the opening was reduced to a maximum of 25 x 50 cm. The shipping company also identified two

other similar and potentially dangerous openings and made them smaller.

Classification: Serious injury

- ▼ *Figure 33 (left): The opening on the upper deck of the Nordica (Source: Nordica)*
- ▼ *Figure 34 (right): Walkway under the platform on the Nordica (Source: Police)*



Medical evacuation after fall from height

Klaipeda, Lithuania, 2 September 2024

In the port of Klaipeda, two crew members on board the Dutch chemical tanker Coral Sticho were preparing to pump out a hold using a bilge pump. While getting the tools ready, one of the deckhands climbed up to the middle platform. His gloved hand slipped off a rung of the ladder, so that he fell about four metres. He landed on a length of piping, sustaining two broken ribs and minor injuries to his left arm. The vessel was at the anchorage at the time of the accident, so it was decided to evacuate the casualty by helicopter. The crew member will be out of action for about six weeks.

Classification: Serious Injury

► *Figure 35: Situation on board the Coral Sticho.*
(Source: Anthony Veder)





◀ Figure 36: Eendracht.

▼ Figure 37: Location on board where the crew member fell.
(Source: Stichting Eendracht)

Hospital treatment after fall on board

North Sea, 13 September 2024

Out on the North Sea, a member of the crew of the Dutch sailing ship Eendracht had to be evacuated at night by the Royal Netherlands Sea Rescue Institution (KNRM). The crew member had fallen awkwardly on deck and been injured. There were two doctors on board, and they thought it advisable for the casualty to go to hospital for treatment. The KNRM was alerted and sent a lifeboat from IJmuiden to the ship, which at the time was sailing some 30 miles off the coast near Egmond aan Zee. The patient was taken on board the lifeboat with the aid of a stretcher. The lifeboat then proceeded to IJmuiden, where an ambulance was waiting to take the casualty to hospital. As well as bruising, the patient had sustained concussion. The crew member had been in a remote location on the vessel without having notified the bridge crew and was not wearing a life jacket.

Classification: Serious Injury



Broken finger on board cruise ship

Gulf of St. Lawrence, Canada, 18 September 2024

A crew member on board the Dutch cruise ship *Volendam* was replacing the fan belt of the fan motor. The vessel was underway in the Gulf of St. Lawrence at the time. During the work, his finger became trapped between the fan belt and the fan belt pulley, resulting in a fracture to one of his fingers. Given the nature of his injury, the crew member had to leave the vessel the day after the incident.

Classification: Serious Injury

► *Figure 38: The fan belts concerned (V-belts). (Source: HAL)*



Fall from height on board seagoing vessel

Baltimore, United States, 26 September 2024

Late in the evening, an accident occurred on the Dutch dry cargo ship *Americaborg* in the port of Baltimore. The vessel was engaged in hoisting and relocating tweendecks when a control line attached to one of the intermediate decks became caught behind a D ring on a hatch. As the control line became taut, it drove the deckhand who was operating it off the hatch, causing him to fall from height onto the deck. As he fell some 2.5 metres, the deckhand's legs struck a railing. The deckhand reported the fall to the rest of the crew via VHF, after which the first mate administered first aid. The deckhand did not sustain any serious injuries or broken bones, but he was sent to hospital for a medical examination as a precaution. At the hospital, he was prescribed three days rest.

Classification: Serious Injury

Injury after electric shock

Rotterdam, 3 October 2024

In the port of Rotterdam, an electrician on board the Danish container ship *Santa Rita* received an electric shock while connecting up a refrigerated container to the 440-volt system in the cargo hold. When he turned on a switch, it emitted a spark and exploded. The electrician was thrown backwards and hit his back on the bulkhead, seriously injuring him. He attempted to contact the deck crew using his walkie-talkie, but could not reach them from the cargo hold. He managed to reach the stairs and was able, with difficulty, to climb out of the cargo hold. Paramedics took him to hospital. An investigation by the shipping company determined that the cause was a short circuit in the distributor.

Classification: Serious Injury

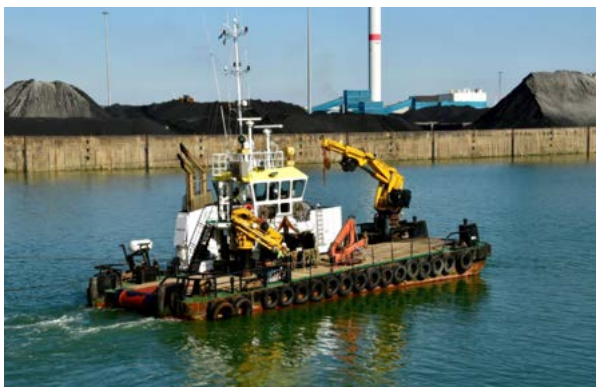
Broken cable on utility vessel

Fehmarnbelt, Denmark, 8 October 2024

During the morning, the Dutch utility vessel *Multrasalvor 3* was working on the Fehmarnbelt Tunnel Project, located in the Baltic Sea between Germany and Denmark. While an anchor was being relocated on the seabed, a Dyneema cable that was attached to the anchor buoy parted. The cable whipped back and struck the left leg of the machine operator who was standing next to the winch. He was taken to a local hospital to be examined. It turned out that he had bruised his knee ligaments. The machine operator went back on board the same evening, but was unable to work for two weeks.

Classification: Serious Injury

▼ *Figure 39: Multrasalvor 3.*



Walkway grating flips over on board seagoing vessel

Gulf of Bothnia, 8 October 2024

A member of the crew of the Dutch cargo ship *Vechtborg* fell from a height of approximately eight metres. A walkway grating that he was standing on flipped over, causing him to fall into an entrance to the hold. He sustained injury to his legs. A deckhand who was working in the hold heard shouts and came to the casualty's aid. The rest of the crew were alerted by radio, after which the casualty was extricated from the hold and evacuated to hospital by helicopter a short time later.

The ship manager conducted its own internal investigation. It became clear, among other things, that the grating was in poor condition and that maintenance of the grating was not included in the *Planned Maintenance System*. In 2023,

▼ *Figure 40: Walk grate in the cargo hold that collapsed.*
(Source: *Wagenborg*)



moreover, the vessel was twenty-five years old. During the 25-year Special Survey in 2024, the classification agency (external), the company's own Fleet Management Department, and the crew (both internal) all failed to notice this condition of the gratings. The deckhands had reported the state of the grating to the shipping company, but the latter had not taken any action.

The response to the investigation included implementing inspection activities in the *Planned Maintenance System*. The outcome has also been shared with the rest of the fleet. This includes paying additional attention to the role of deckhands during a Safety Committee meeting, and how this should be taken seriously by the (senior) officers.

Classification: Serious Injury

▼ *Figure 41: Situation after the incident.*



Broken wrist after fall on deck

Azores, 16 October 2024

The Dutch cargo ship *Arubaborg* was en route from Aalborg (Denmark) to Argentina (Canada). That morning – due to the bad weather that the vessel had encountered earlier – the second mate and a trainee went to check the safety equipment, and the cargo and anchor lashings. While the trainee went to check the life raft, the mate went to the foredeck to check the anchor lashings. While the mate was checking the lashings the vessel made an unexpected movement and the mate fell on his arm.

After an initial investigation, the captain contacted the Radio Medical Service. The doctor advised that the mate be sent to hospital for further examination and treatment. The captain decided to turn around and proceed to a port in the Azores, a day and a half's journey away. On 18 October, the vessel anchored at Praia de Vitoria and the casualty was taken to hospital, where it was determined that he had a broken arm. After an operation, the crew member travelled home.

Classification: Serious Injury

Trapped thumb on board seagoing vessel

Slite, Zweden, 28 October 2024

On board the Dutch cargo ship Neerborg, the crew were in the port of Slite, Sweden, unloading pallets with a crane. Posters warning of confined spaces were being positioned and one of them fell into the hold. The crane operator used the crane to retrieve the poster from the hold. A crew member wanted to take the poster out of the crane's grab. Because cargo was falling onto the hatches, the crane operator closed the grab without checking whether the crew member was still nearby. As a result, the crew member lost part of his thumb. First aid was administered on board, after which the crew member was taken to hospital by ambulance.

Classification: Serious Injury

Crew member of vessel in anchorage area slipped and fell

Anchorage area, Rotterdam, 30 October 2024

On 30 October, a member of the crew of the Maltese chemical tanker Emiralp fell while the vessel was lying at anchor in the anchorage area off Rotterdam. During the anchoring operation, he lost his balance on the foredeck and fell, injuring his right ribs. The injured crew member was evacuated by helicopter and taken to hospital in Rotterdam for medical examination and treatment. After treatment he was repatriated.

Classification: Serious Injury

Entrapment during mooring of fishing vessel

Noordland Haven, 30 October 2024

The Dutch fishing vessel YE-118 Noordland was mooring in the Noordland harbour to unload its catch. Although the vessel was lying almost motionless in order to moor, it was still moving slightly back and forth. While looping the mooring line around the bollard, a crew member got his arm caught between the bollard and the vessel. He sustained serious injuries to his arm and was taken to hospital.

Classification: Serious Injury

Finger injury after entrapment

Rio Haina, Dominican Republic, 6 November 2024

The Dutch cargo ship Wislaborg was lying in the port of Rio Haina. Loading and unloading work was being carried out on board. A deckhand was asked to start the hydraulic pump, the controls for which were located in the entrance to the bow thruster room. After the deckhand had done this, he closed the hatch. The hatch was equipped with a damper spring, which over the course of time had ceased to provide sufficient damping. Because the hatch fell shut quickly, the deckhand got his finger caught between the hatch of the bow thruster room. He needed to undergo surgery at a local hospital, after which he was unable to continue his work on board.

Classification: Serious Injury

▼ *Figure 42: Hatch to the bow thruster room.*
(Source: Wagenborg)



Struck by fire damper

Rotterdam, 18 November 2024

The Madeira-flagged container ship Helmut was moored in the port of Rotterdam. An inspection was being carried out by a surveyor from a classification society, who was accompanied by the second mate. The inspection focused on testing the automatically closing fire dampers in the funnel. During the inspection, a fire damper unexpectedly fell on the surveyor's right leg, causing him to fall down on the deck. The casualty was taken to hospital for treatment.

Classification: Serious Injury

Leg trapped on board seagoing vessel

Rauma, Finland, 24 November 2024

At about 11:30 in the port of Rauma, the crew of the Dutch cargo ship FWN Sun were preparing the hold for a new consignment of cargo. Tweendeck supports were being hoisted out of a work cradle using the cargo crane, with a crew member standing in the cradle. While a support was being hoisted, it shifted within the cradle, causing the crew member's leg to become trapped between the side of the cradle and the tweendeck support. The casualty sustained a broken leg.

Classification: Serious Injury

Fall on deck of a seagoing vessel

Riga, Latvia, 28 November 2024

In the port of Riga (Latvia), a crew member of the Dutch cargo ship Warber went on deck at about 19:30 to supervise loading. While walking along the side next to the hatches, he fell about one and a half metres and landed on a protruding railing. The crew member sustained serious injuries to his vertebrae and was taken to hospital, where he later underwent surgery.

Classification: Serious Injury

Trapped by a tweendeck

Mosjøen, Norway, 4 December 2024

On board the Dutch cargo ship Azoresborg, in the port of Mosjøen, the crew were relocating a number of tweendecks. It was only with a great deal of difficulty that the tweendecks could be removed. This was because a number of the 'twistlocks' that held the tweendecks in place were bent. Once the twistlocks holding one of the tweendecks had been released, the deck began to move due to the list that the vessel had developed at that point. Most of the crew were able to quickly climb onto the tweendeck, but one crew member became trapped and was injured. He was taken to hospital and later repatriated.

Classification: Serious Injury

Excessive load on knee

Chicago, United States, 5 December 2024

The Dutch cargo ship Beatrix was moored in the port of Chicago. In preparation for the next consignment of cargo, the first mate was sweeping the hold. He wanted to drag a half-filled 'big bag' to a position that could be reached with the davit on the hatch crane. Whilst dragging the big bag, he suddenly heard and felt something tear in his left knee. The first mate was taken to hospital in Chicago, where a ruptured tendon was diagnosed. He was repatriated and will convalesce at home.

Classification: Serious Injury

Trapped between sections of gangway

Amsterdam, 16 December 2024

The boatswain was seriously injured on board the bulk carrier *Alma*, operating under the flag of the Marshall Islands. The vessel was in the Mercuriushaven harbour in Amsterdam when the boatswain was informed by a deckhand of a problem with the gangway. In an attempt to repair the damage, the boatswain got both his legs trapped between sections of the gangway. Both his legs were broken. He was taken to hospital for treatment and was able to convalesce at home.

Classification: Serious Injury



▲ Figure 43: Simulation of accident on gangway on board the *Alma*. (Source: Blue Planet Shipping)

Fall from ladder at sea

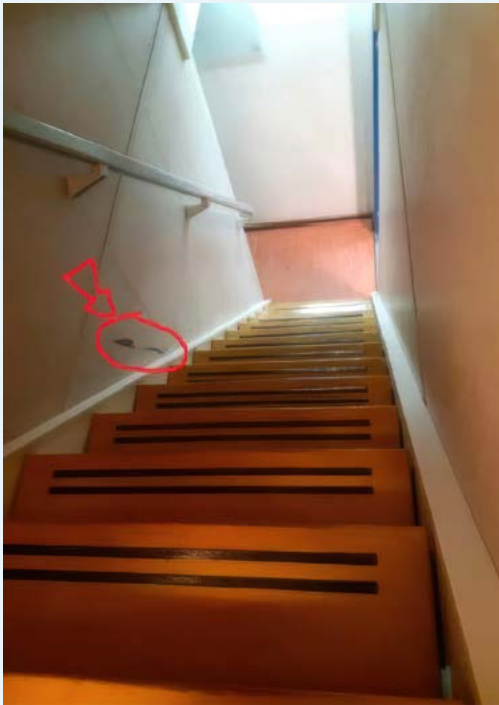
English Channel near Falmouth, United Kingdom,
24 December 2024

At about 22:00, the Dutch cargo ship *Haringvliet* was passing through the English Channel off Falmouth. The vessel was on its way to Drogheda (Ireland), where it was scheduled to arrive a day later. The weather conditions were calm. About that time, one of the crew members found the first mate, who was not on watch at the time, at the bottom of the stairs on the main deck. The casualty had blood coming from his mouth, nose, and ear and appeared to be seriously injured. The UK Coastguard was alerted and evacuated the casualty to

hospital by helicopter. The hospital determined that the casualty had sustained multiple facial fractures. An inspection of the area by the crew found no indication of loose steps or other defects in the stairs. All the steps were fitted with anti-slip material. The casualty was unable to remember what had happened. Marks on the wall would suggest that he slipped.

Classification: Serious Injury

▼ *Figuur 44: Marks on the wall.*
(Source: Kroezen-Ship Support)



▼ *Figure 45: Reconstruction of the position of the casualty after his fall.* (Source: Kroezen-Ship Support)



Groundings and beachings

Grounding after failure of main engine

Montreal, Canada, 12 June 2024

The Dutch cargo ship Heemskerckgracht was operating on the South Shore Canal near Montreal (Canada) with a cargo of scrap metal. The crew were alerted by an alarm from the oil mist detector, causing the main engine to shut down automatically. The vessel became uncontrollable and the anchors were cast. It was not possible to prevent the vessel from ending up crosswise in the canal, causing it to become caught on the bank. As a result, the entire canal was blocked. After more than twelve hours, the vessel could be pulled free by two tugs. It was then towed to a nearby harbour. An inspection revealed that there had been no leakage or outflow.

Classification: Serious

▼ *Figure 46: Heemskerckgracht in the South Shore Canal. (Source: Sharon Yonan Renold/CBC)*



Inland vessel sustains leak after running onto groyne

River Waal, 16 July 2024

During the morning, the Dutch inland vessel Meggy was travelling up the River Waal in the direction of Nijmegen. At about 10:00, it accidentally made contact with a groyne. As a result, the fore part of the vessel sustained a leak and the vessel began to fill with water. The vessel was moored at the emergency jetty at the Weurt lock, where the emergency services used pumps to keep it afloat.

Classification: Serious

▼ *Figure 47: A fire service fireboat and a container ship around the Meggy. (Source: Persbureau Heitink)*



Grounding after leaving navigation channel

Baltic Sea, 27 August 2024

The Dutch sailing ship *De Albertha* was on its way with passengers for a voyage across the Baltic Sea. Because there was little wind, the captain decided to take a different route from Vitte (Germany). At one point, the *De Albertha* sailed just outside the navigation channel, so as to make it easier for a motorised passenger vessel to overtake. However, the captain failed to take sufficient account of the south-southwesterly current. As a result, the *De Albertha* drifted and ran aground against an upward-sloping sandbank. The *De Albertha* was unable to free itself and received assistance from a Search and Rescue (SAR) vessel, which was able to tow the sailing ship back into the channel.

Classification: Serious

Ran into a wrecked ship

Durrës, Albania, 21 September 2024

Early in the morning, the Dutch container ship *Rijnborg* was lying at anchor in the port of Durrës (Albania), ready for departure. There was a pilot on board. Half an hour after departure, the pilot disembarked and the vessel set course for the buoyed navigation channel leading out to sea. About the same time, a ferry entered the navigation channel on its way towards the port. Port Traffic Control asked the container ship to leave the channel to make room for the incoming ferry. The container ship had a draught of 6.35 metres. According to the available information, it was possible to navigate outside the channel with a maximum draught of 6.5 metres. Because the ferry was already in the channel and there was supposedly sufficient depth of water, the captain decided to pass outside the final buoys marking the channel. Shortly after passing the ferry, the captain and duty officer felt an unexpected movement on the *Rijnborg*, possibly because the vessel had touched the seabed or something on the

seabed. The occurrence was reported to Port Traffic Control, which stated that there ought to be sufficient depth of water. Upon the crew examining the seachart more closely, they discovered that there was a wrecked ship at the location of the unexpected movement. After multiple checks, the vessel was found to have no inflow or outflow or any change in its draught. It then set course for its next port of call, where an underwater inspection was carried out. This revealed only damage to the paintwork. The vessel sails a regular route and the crew were familiar with the approach to Durrës. Leaving the navigation channel was not included in the vessel's travel preparations. The wreck was visible on the electronic seachart, but the short time the crew had to respond to the request to leave the channel meant that the bridge team had failed to notice it. The shipping company conducted its own investigation and has shared the lessons learned with the entire fleet.

Classification: Serious

▼ *Figure 48: Rijnborg*



Charter vessel sustains leak

Wadden Sea, 23 September 2024

At 10:50, the Dutch charter vessel *Johanna Engelina* left the harbour of Vlieland with a school class on board for a day's sailing. With a southwesterly wind of 24 knots, it was difficult to control the vessel, causing it to briefly strike the northeastern fender system during departure.

The vessel entered the Vliesloot channel at 11:10 and hoisted its sails at 11:30. Shortly afterwards, it was reported that there was water in two of the cabins. An inspection showed that there was no water in the engine room, or the fore and aft sections of the vessel. An immersion pump was started and the water level seemed to be going down.

At 12:30, at the Pannegat, the Brandaris marine traffic control centre was notified and requested to have the KNRM lifeboat service stand by. As a precaution, the guests were requested to pack their belongings. At 12:45, the water level began to rise after all and additional assistance was called for. A salvage vessel arrived and stabilised the situation using a number of pumps.

A lifeboat evacuated the pupils and their teachers to Harlingen. The vessel was then taken to Harlingen with the aid of the KNRM. The vessel was towed to a shipyard, where it was discovered that there was a hole in the hull.

Classification: Serious

▼ *Figure 49: The charter ship *Johanna Engelina* enters the harbour at Harlingen, with the hoses from the immersion pumps visible on deck. (Source: Camjo Media)*



Grounding of fishing vessel

Stortemelk, Vlieland, 14 October, 2024

On Monday morning, the Dutch fishing vessel UK184 Josephina Maria was operating off Stortemelk when there was a sudden loud bang, after which the engine failed. The crew managed to restart the engine, but they were unable to prevent the vessel from being driven onto a sandbank shortly afterwards. Even when there was enough water under the vessel again, it was unable to get away from the sandbank under its own power. It was taken in tow by another fishing boat and brought into Harlingen. A diver detected several large dents and a crack in the screw tunnel. The vessel had to be dry-docked for repairs to the tunnel.

Classification: Serious

Inland vessel collides with groyne

Nederrijn, 26 November 2024

The Dutch inland vessel Speranza, loaded with sand and pebbles, was proceeding up the Nederrijn at approximately 23:30 and ran into a groyne with its bow at the junction between the Nederrijn and the River IJssel. After the collision, the vessel began taking on water. The fire service was called out to pump the vessel partly empty. Shipping traffic on both the Rhine and the IJssel was suspended. No one was injured.

Classification: Serious

▼ *Figure 50: The Speranza taking on water. (Source: Persbureau Heitink)*



Grounding

Odense Fjord, Denmark, 9 December 2024

Early in the morning, the Dutch cargo ship Amadeus Gold was en route to Odense. This port did not require a pilot and since the captain had been in the port before, no pilot was arranged for. The captain and the first mate were both on the bridge from 00:30 onward.

Prior to entering the Odense Fjord, the bridge crew should have installed the correct detailed charts on the electronic chart display system (ECDIS). They did not do so, meaning that the vessel entered the fjord on a large-scale chart, as a result of which relevant chart details were not visible. Because the detailed map had not been installed, it was not possible to immediately switch the map back to the desired scale. The captain therefore used the leading lights in the navigation channel to maintain course. Small buoys with red and green lights were also visible, but it was unclear whether these were fishing buoys or if they were relevant for navigation.

A while later, the ECDIS once more showed the normal display, and the crew saw that the small buoys were in fact navigation buoys. The captain realised that the leading lights did not correspond to the route between the red and green buoys and decided to put the engine into reverse. This could no longer prevent the vessel from running aground at about 01:30, approximately 190 metres outside the navigation channel. The vessel was unable to free itself under its own power. On 14 December, it was pulled free with the aid of a tugboat and a salvage vessel and towed to the port of Odense.

Classification: Serious

Technical malfunctions

Cable in propeller of fishing vessel

North Sea, 30 July 2024

At about 20:50, the fishing boat VLI-25 Cindy caught a steel cable in its propeller. It was a steel cable that the vessel had fished up and that remained attached to the lower edge of the net and was then sucked into the propeller by the propeller effect. As a result, the vessel became unable to manoeuvre. The relevant part of the net remained submerged when the net was being hauled in and could not therefore be seen to the crew. The next morning, the VLI-25 was towed to Scheveningen by the OD-1 Maarten Jacob.

Classification: Serious

▼ *Figuur 51: The OD-1 Maarten Jacob with the VLI-25 Cindy in tow. (Source: Nico Harteveld)*



Towing assistance after engine failure

English Channel, 12 October 2024

In the English Channel, the Dutch cargo ship Amadeus Aquamarine experienced engine failure early in the evening. The main engine was stopped and the vessel dropped anchor. The crew discovered a broken piece of an inlet valve from cylinder 3 of the main engine. When it became clear that the crew could not repair this on board, arrangements were made for a tugboat, which arrived the following afternoon. The tugboat brought the vessel to the Sloehaven harbour in Vlissingen for repairs.

Classification: Serious

▼ *Figuur 52: Amadeus Aquamarijn*

Loss of rudder

Ulvangen, Norway, 4 November 2024

The Dutch cargo ship Rhoon C lost its rudder while travelling on the Ulvangen fjord off Sandnessjøen. The vessel was unable to proceed or manoeuvre under its own power and was therefore taken to Nesna in Norway accompanied by a tugboat. During docking, a broken rudder stock was discovered.

Classification: Serious



Towing assistance after engine failure

Baltic Sea, 6 November 2024

The Dutch-flagged crew transfer vessel (CTV) COS Master was in the Baltic Sea near the Wikinger Offshore Wind Farm. There were three crew and seventeen passengers on board.

Within the 500-metre safety zone around the wind farm, the port engine malfunctioned and was shut down. Thanks to the favourable weather conditions, the vessel was able to moor with just one engine and deliver materials.

On the way back to Mukran (Germany), the starboard engine also failed, causing the vessel to come to a standstill 11 nautical miles from the port. The Warnemünde VTS station was notified and a fellow CTV towed the COS Master back in. The engines were sent to the manufacturer for further investigation.

Classification: Serious

▼ Figure 53: COS Master. (Source: Eddy Decorte)



Failure of main engine at sea

North Sea off Bremerhaven, Germany, 19 November 2024

The Dutch cargo ship Hydra was crossing the North Sea on its way from Wismar (Germany) to Ayr (United Kingdom) when it experienced problems with the main engine's fuel system in the evening. The main engine failed and could not be restarted. The vessel anchored in the Weser and was then towed into Bremerhaven by a tugboat. Once it was in harbour, the fuel system was inspected. Internal leakage was detected in the fuel pumps, resulting from a damaged pressure valve and spring. This prevented the system from achieving the necessary pressure. The fuel pumps were repaired, after which the vessel was able to continue its journey.

Classification: Serious

Failure of main engine

River Weser, Germany, 20 November 2024

Shortly after midnight, the Dutch cargo ship Lady Anna reported engine problems to Wilhelmshaven VTS while en route to the pilot station on the River Weser (Germany). An hour later, the captain decided to drop anchor. At that point, it was only the generators that were still running. The problems could not be resolved with the resources on board the vessel. A day later, the vessel was towed into Bremerhaven by two tugs. It turned that there was a malfunction in the electronic control system of the main engine. The malfunction was rectified and the vessel was able to continue on its journey on 24 November 2024.

Classification: Serious

Engine failure resulting in collision causing injury

Hook of Holland, 18 December 2024

The Dutch pilot tender Apollo left the Berghaven harbour in the course of the morning, heading out to sea to provide pilot services. When in the Nieuwe Waterweg, near Hook of Holland, the tender experienced problems with propulsion control from the steering position. On board were the skipper and two crew members. The VTS was notified that the pilot tender had become uncontrollable. At that very moment, the outgoing Portuguese container ship Samskip Express approached, which was travelling from Rotterdam to Hull.

A collision between the pilot tender and the container ship could no longer be prevented. One of those on board the Apollo was injured. The pilot tender was also damaged, whereas the Samskip Express sustained only slight damage. With the assistance of another pilot tender, the Apollo was towed back to the Berghaven harbour, from where the injured crew member was taken to hospital. The pilot tender had sustained damage to the port side of the forepeak and had to be taken to a shipyard for repairs.

Classification: Serious

▼ *Figure 54: Dutch Pilotage Service tender Apollo.*
(Source: Dutch Pilotage Service)



Discharges and spillages

Oil leakage due to damaged propeller

Rotterdam, 12 July 2024

The Dutch cargo ship Frisian River sustained damage to its propeller while travelling on Dutch inland waterways between Roermond and Rotterdam. Upon arrival in Rotterdam, it was discovered that whenever the vessel was using its propeller, it lost approximately one litre of oil per hour. Because of the oil leakage near the propeller, the vessel was towed to a shipyard in Dordrecht by a tugboat.

Classification: Serious



▲ Figure 55: Frisian River. (Source: Marco Schoone)



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.

April 2025

Photos

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

Foto voorkant

Persbureau Heitink.

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?

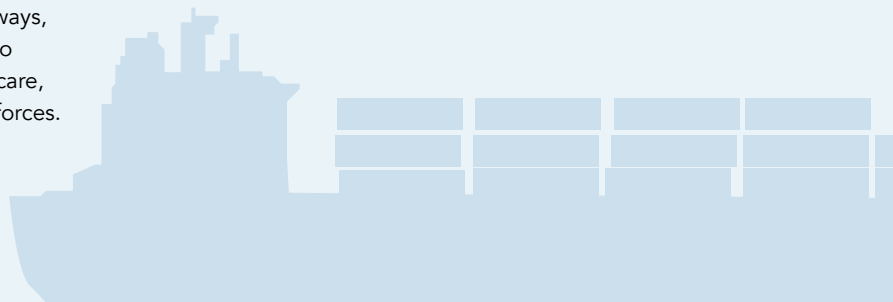
The Dutch Safety Board is independent of the Dutch government and other parties and decides for itself which occurrences and topics will be investigated.

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.