

MV Solomon Trader

The Solomon Trader Grounding and Oil Spill response

Mick Courtnell- Maritime New Zealand- Oct 2021 (with support from Mike McMurtry and Scott Read)

A large, dark-colored ship, possibly a naval vessel or a large cargo ship, is shown from a distance on the water. The ship has a complex superstructure with various masts, antennas, and funnels. The water is calm, and the sky is light. The ship's name "OLIMPIC T.M.A." is visible on its side.

purpose

- acknowledge opportunity for MNZ to be involved in the response in March 2019
- Share comments on initial steps and response steps
 - to share some challenges/ observations and takeaway' points from the incident, in an objective manner. (Wednesday)

Vessel details

225 m LOA bulk carrier, 39 000 GT

Hong Kong flagged; operator = Bintan Mining

cargo = bauxite (aluminium ore) to China

758 m³ HFO bunkers (+ other hydrocarbons)

AMSA / MNZ role

- provide SIG with technical advice via NDMO
- liaise with salvors and P&I Club
- provide a conduit for info flow to DFAT / MFAT
- undertake & manage on-water operations



Mobilise and undertake Response
Operations in remote location

early actions are critical!

- RESPONSIBILITY lies with operator / owner
- SPECIALIST roles - salvor/consultants (ITOPF, LOC)
- NOTIFICATIONS - sharing of critical information to relevant support agencies
- RESPOND early, prior to further damage

challenges - strategic

- AMSA & MNZ... H&S deployment procedures
- information flow was difficult at times
- limited local knowledge of insurance & salvage processes
- K P&I Club... difficult to contact & engage
- Customs & Immigration support for incoming vessel assets and personnel

challenges - tactical / operational

AMSA / MNZ

- getting assets in-country
- responder safety
- setting up IMT in Honiara
- technical (phones, WiFi)
- aerial observations - limited window Ops vs. Political
- vessels / platforms - survey compliance



the Honiara ECC



site access, info transfer, supplies, medevac

local SI vessels - barge 'Easyline' and 'Jackpot'





challenges - tactical / operational

- working environment at Rennell Is (Commercial concurrence)
- effects of environ conditions on recovered oil
- living conditions for field responders
- limited equipment / nil STAGING AREA
- waste disposal
- co-ordinating with salvors & other commercial activities on-site



tug 'AR Ford' & 'Jackpot'
towing Current Buster 4

Oil recovery after long exposure



MV 'Offshore Express' (ex-Darwin)



commercial activities



WHAT WENT WELL @ Rennell Is

- ✓ no significant injuries
- ✓ no major equipment failures
- ✓ excellent replacement vessel assets
- ✓ continuous improvement culture
- ✓ information sharing
- ✓ robust communication systems

WHAT WENT WELL to SUPPORT Rennell

- ✓ good EMA documentation & systems
- ✓ daily visit to site, including provisioning
- ✓ scheduled calls, x 3 daily, IMT to field
- ✓ back-up communication systems
- ✓ oversight from parent agencies
 - eg DFAT, EMA, MNZ & NZ HC
- ✓ mutual aid programme with RESOLVE

Further discussion...?



Wednesday slides follow

Bula.. Thanks..!

Operational considerations for SIG

- abridged entry protocols to ease overseas vessels
- vessel database access from SIMSA showing 'support vessel' details
- enhanced Emergency Coordination Centre in Honiara (IMT)



Lessons and takeaways

- additional aviation contracts (helo/fixed/drone)
- all-parties access to a shared IMS (one source of info)
- Review POR/ Location monitoring/ EW systems via SIMSA



thanks & acknowledgments

- SIG
- AMSA
- DFAT
- MFAT
- EMA



“He waka eke
noa..!”

*A canoe we are all
in, without exception*

