

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)

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





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

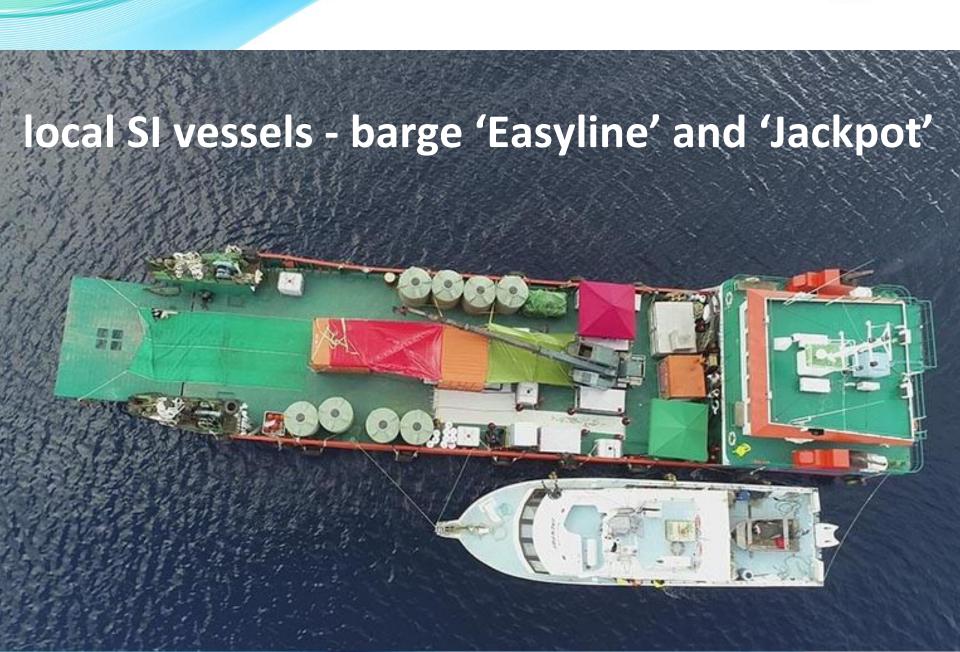
AMSA / MNZ

- 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











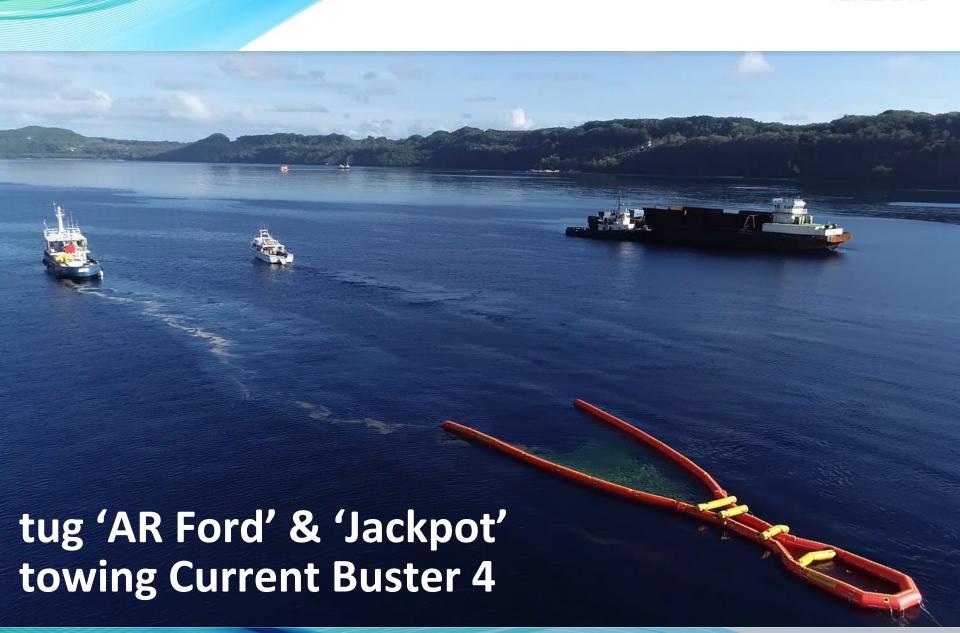




challenges - tactical / operational

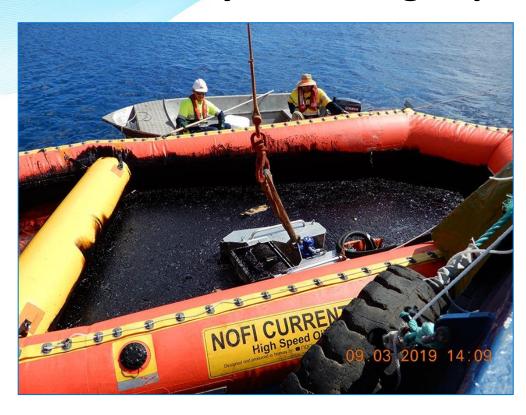
- working environment at Rennell Is (Commercial concurrence)
- effects of environ conditions on recovered oil
- living conditions for field responders
- limited equipment / nil STAGING AREA
- waste disposal
- co-ordinating with salvors & other commercial activities on-site

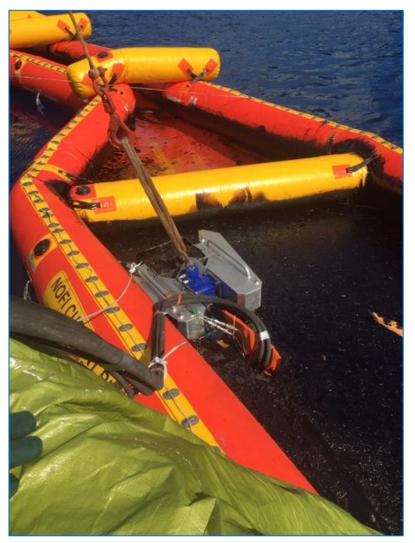






Oil recovery after long exposure





MV 'Offshore Express' (ex-Darwin)







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



