



FAIRPLAY TOWAGE BV

as agents of
FAIRPLAY Schleppdampfschiffs-Reederei Richard Borchard GmbH

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Onderzoeksraad voor Veiligheid

Attn.:

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Stuknummer OVV:	13000581
Dossiercode:	
Registratie-datum:	22 MEI 2013
In behandeling bij:	
Naam:	Afdoening:



Tuesday, 14 May 2013

Concerning: Capsizing of Fairplay 22

Dear

Referring to the safety board's report dated 13th of February 2012 and although we are not fully acknowledging the report I can hereby advise you that Fairplay Towage has emphasized the existing procedures on our 20-class tugs through PPE, revised manuals, operational procedures and quite a few technical amendments.

Technical amendments

- Ventilation inlets grid openings have been decreased by means of steel plating at inner side of ducting, this giving vessel the opportunity to heel more and preventing water entering the E/R.
- Ventilation grid openings facing after ship are permanently closed since November 2010.
- New ventilation fans are installed on higher foundation at least at 1000mm higher than main deck and 750mm higher than original position. By installing the new ventilation fans we have improved the water resistance and avoiding water entering the engine room during serious heeling.
- Improvement of water tightness of tanks ventilation.
- Installed self-closing deaerations to rope store, this to improve the water resistance and avoiding water entering the rope store during serious heeling.
- We have improved escaping routes and installed hammers to force opening of escape openings when necessary on all decks and quarters.

Trade Register Rotterdam 24276454 • All services are performed subject to the "Dutch Harbour Towage Conditions 2007" VAT No. DE11 851 24 22

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- In addition to our standard procedures further instructions were distributed to optimize ballast conditions. The fresh water- and fuel consumption program was reviewed and altered where necessary.
- We have investigated whether we could install E/R vent inlets at least 2000mm above main deck with automatic water inlet stopping devices, which seemed to be impossible. Hence we have raised the inlets by 400mm; consequently E/R vent inlets are now 1620mm above the main deck, which is more than class requirements.
- Checked and improved, where necessary, functioning of all self-closing deaerations on all decks.
- Improved opening devices to all escape openings located on all decks.
- Renewed and improved, where necessary, the markings to the escape routes.
- Talk back system is improved.
- Installation of hydrostatic releases of dinghies has been improved.
- Signs are installed throughout the vessel that all WT-doors should be kept closed during sailing. Doors which could take the first water are permanently closed is standard on the 20-class tugs.
- Have installed switches detecting position of all WT-doors with visual indication to the wheelhouse.
- Sealing of WT-doors and openings are being renewed preventive at regular bases.
- We added permanent ballast by means of Barit in double bottom 5&6 in order to increase stability furthermore beyond class requirement.



SHEQ procedures

- Immediate actions taken through Fairplay Towage's circular letter 15th of November 2010:
 - * The A/B shall direct after unmooring of the tug physically inspect the tug for watertight integrity.
 - * Every crewmember working on deck and during towing shall wear proper PPE and carry a boatswain knife.
 - * When people other than the reported crew join the vessel the office should be informed.
- Further actions taken to prevent re-occurrence:
 - * Fairplay Towage's safety instructions during towing have been improved with regards to PPE and drills have been sharpened accordingly.
 - * Fairplay Towage's crew change instructions have been amended so master shall check all onsigner qualifications, validity of all documents and shall report all deficiencies to the crewing manager.
 - * Fairplay Towage's operational instructions with regards to harbour towage have been improved:
 - + Watertight integrity
 - + Crew must wear appropriate PPE throughout the operations
 - + Ensure working area is safe and free from trip or slip hazards
 - + Refuse a damaged towing hawser whilst notifying the master
- Appointing an experienced tug master to act as training captain for all tugs.
- Conducting combined tug handling trainings for tug masters and pilots.
- As per our standard procedures all vessels within Fairplay-Towage are informed that during harbour towing nobody is allowed to leave the wheelhouse or any quarters located at the main deck without permission from Master.
- Instructions are distributed concerning max speed through the water during towing and connecting operations. General rule for connecting is a maximum speed of 6 knots or less through the water.



We are pleased to advise that our SHEQ department has implemented these actions through the Fairplay Towage's circular letter dated 11th of November 2010 and our revised training instructions dated 16th of December 2010.

Trust the above improvements meet the recommendations of the safety board.

Sincerely yours,

Robert B. Van Hees