

5 RECOMMENDATIONS

5.1 INTERIM RECOMMENDATION

By issuing interim recommendations, the Safety Board urges parties to implement precautionary measures as soon as possible. Such recommendations are therefore only issued in specific cases, particularly where unsafe situations occur.

In view of the outcomes in determining the stability of Fairplay 23 the Safety Board decided to submit an interim recommendation to Fairplay shipping company ahead of the final report. The interim recommendation was submitted on 29 June 2011 as follows:

Determine the stability of Fairplay 23's sister vessels. If the determined stability is found to correspond with that of Fairplay 23, it is recommended that measures be taken to improve the stability of all vessels to at least ensure compliance with the requirements stipulated by SBG in 1998.

In its response to this recommendation, Fairplay stated that they: (1) are considering installing on the bridge an indicator light to show the status of the door to the aft deck; and (2) will inquire with the classification society whether a Certificate of Class was provided erroneously. In the response to the draft version of this report, Fairplay indicated that a number of measures have been taken, or are under consideration, regarding the stability of the shipping company's tugs. For the Safety Board, it is unclear whether these measures will result in Fairplay 23 satisfying the 1998 SBG stability requirements. No written response from Fairplay was received showing whether they intend to concur with the recommendation. The Safety Board therefore urges Fairplay to send a written response regarding the recommendation and to indicate the effect of the measures on stability.

5.2 RECOMMENDATIONS

To Fairplay:

1. Identify, preferably in consultation with the European Tugowners Association, the risks associated with sailing close to the bow of a seagoing vessel and take measures to minimise these risks. Pay particular attention to the speed through the water to be maintained, the stability and the position of tugs during the operation of establishing a towage connection. Implement this in your safety management system.
2. Monitor the operational procedures, including the speed maintained during tug assistance operations and the closing of watertight and weathertight openings.

To Stena:

1. Compose an inventory of the risks involved in establishing a towage connection and take measures to control these risks as much as possible. Implement all this in your safety management system and ensure that captains are competent in using tug assistance in the port of Rotterdam.
2. Set out written agreements with tug companies regarding tug assistance and include herein safety criteria aimed at guaranteeing safety.

To the Port of Rotterdam Harbour Master:

1. Specify the maximum speed through the water at which a towage connection should be made between a tug and a ship requiring assistance in a procedure, and ensure compliance.
2. Specify requirements relating to the captain's knowledge, training and experience with respect to tug assistance for issuing a Pilot Exemption Certificate to a captain using tug assistance, and ensure compliance.

To the minister for Infrastructure and the Environment:

1. Investigate the possibilities of making tug captain training compulsory for all captains working on Dutch tugs and tugs in Dutch harbours, regardless of propulsion power.
2. Investigate, in consultation with other IMO member states if possible, the feasibility of requiring that all newly built tugs be equipped with a Voyage Data Recorder (VDR).

Administrative bodies to which a recommendation is addressed should state their position in respect of compliance with this recommendation to the relevant minister within six months of the date of publication of this report. Non-administrative bodies or persons to whom a recommendation has been addressed should state their position in respect of compliance with this recommendation to the relevant minister within one year of the date of publication of this report. A copy of the response should at the same time be sent to the Chairman of the Dutch Safety Board and the Minister for Security and Justice.