

Reply to safety recommendation

The 25 April 2014 The Swedish Accident Investigation Authority (Statens haverikommission – SHK) published the report RS 2014:03 about a fatal accident on board the cargo ship Morraborg in the port of Holmsund, Sweden, the 3 July 2011. In the report a safety recommendation was issued to the Dutch Mariners Union – Dutch Shipowner Association. The recommendation addressed the need to consider a review of mooring instructions with regard to the extent of snap back zones.

The Dutch Union for Maritime Professionals (Nautilus International) and the Royal Association of Netherlands Shipowners have replied as follows:

The Dutch Union for Maritime Professionals (Nautilus International):

“Nautilus International, the Dutch union for maritime professionals have studied this report and the recommendation RS 2014:03 R4 made to the Dutch mariners union, Dutch Ship owner’s Association, to consider reviewing the issued mooring instructions with regard to the extent of snap back zones.

Nautilus International is the opinion that the issued mooring instructions not only need to be reviewed with regard to the extent of snap back zones, but also need to contain instructions with special attention to the limitations of mooring gear with respect to available engine power and external influences. Also, information about dangers for working with mooring lines under tension directly from mooring drums needs to be added.

We have informed the Dutch Ship owner’s Association about our opinion and will contact them how to implement this in the existing mooring instructions.”

The Royal Association of Netherlands Shipowners:

“We have studied the report and will review the information about the snapback zones. We will study the existing and more current findings of other countries about snapback zones, for example the MCA guidelines and the paper of Denmark which was submitted to IMO as an INF. Paper.

http://www.seahealth.dk/sites/default/files/Guidance_Mooring%20-

[%20do%20it%20safely_0.pdf](#)

At the moment we are reviewing what the most effective way is to inform the seafarers onboard about safety, if we decide to stop the leaflets in this current system, we will spread the information via a new system.

We have informed our social partners Nautilus about our opinion and we will contact them on how to implement this.”