

RECOMMENDATIONS

Based on the investigation into this occurrence, the Dutch Safety Board has issued the following recommendations:

To the owner VOF Brands

1. Consider the impact that interim structural changes to the ship design can have on the watertight integrity of the ship. Immediately report structural changes to the regulator.

To the Minister of Infrastructure and Water Management

2. Tighten legislation regarding the water tightness of compartments where fish processing takes place, in order to prevent that flooding of such a compartment results into the loss of the watertight integrity of the other compartments.
3. Adjust regulations regarding the obligation to have a continuous back-up in the bilge systems in order to guarantee back-up in the event the vessel lists. In addition, guarantee by means of a Policy Rule / Technical Regulation that there is an adequate bridge alarm if a bilge pump fails.

To the Fisheries Sector Council and the international Fisheries sector organizations (*Visplatform, Fishing Industry Safety Group, Confederación Española de Pesca, Europêche and Fishing Industry Safety & Health Platform*)

4. Share the lessons from this investigation with the relevant parties in the national and international fishing and shipbuilding sector and in particular with the owners of comparable fishing vessels. Pay specific attention to:
 - a. Increasing the awareness regarding the risk of hull openings in watertight compartments.
 - b. Providing an adequate, continuously available back-up of the lens systems, which will continue to function in case the fishing vessel lists.
 - c. Maintaining sufficient stability when interim changes are made to the ship design.
 - d. Taking into account possible safety risks that arise from adjustments to the ship design.