



# ANNUAL REPORT 2008

**MAIB**  
MARINE ACCIDENT INVESTIGATION BRANCH

## **Extract from The Merchant Shipping (Accident Reporting and Investigation) Regulations 2005**

The sole objective of the investigation of an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances.

It shall not be the purpose of an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.

Marine Accident Investigation Branch  
Mountbatten House  
Grosvenor Square  
Southampton  
SO15 2JU

Further printed copies can be obtained via our postal address, or alternatively by:

Email: [maib@dft.gsi.gov.uk](mailto:maib@dft.gsi.gov.uk)

Tel: +44 (0)23 8039 5500

Fax: +44 (0)23 8023 2459

All reports can also be found on our website:

[www.maib.gov.uk](http://www.maib.gov.uk)

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# Chief Inspector's Report

## ACCIDENT OVERVIEW

1. Complacency continues to be a major factor in many of the accidents investigated by the MAIB. As I have explained on numerous occasions, the word “complacency” is used by the MAIB, not to imply smugness or self satisfaction (one dictionary definition), but to reflect the natural human consequence resulting from familiarity with a task or operation. The difference in 2009, from when I first raised the issue in the 2005 Annual Report, is that the issue is now broadly recognised across the industry, and safety conscious operators are taking steps to address the problem.

## Merchant Vessels

2. The number of UK merchant vessels (over 100 gt) involved in accidents in 2008, while higher than the historic low in 2007, was similar to the number in 2006. The number of crew deaths has resumed broadly at the same level as each of the preceding 15 years after a significant increase in 2007. Each death is a tragedy, and each was avoidable.
3. Fatalities from enclosed spaces featured in two MAIB investigations which took place during 2008. These, together with the triple fatality on board *Viking Islay* in 2007 ([MAIB investigation report](#) published in 2008), and many similar accidents identified by the Marine Accident Investigators' International Forum, clearly illustrate the need for concerted international action to address this issue.
4. A large number of vessels on the short sea trade continue to trade around the UK with insufficient crew to operate safely. Many still fail to have a dedicated bridge lookout when required, and fatigued officers of the watch are a hazard to themselves and to others. In the case of *Antari*, which grounded in Northern Ireland in January 2008, the OOW had been asleep for over 3 hours before the accident, while the vessel ploughed on like an unguided missile. The MAIB made recommendations to the Department for Transport and the Maritime and Coastguard Agency to take this issue back to the International Maritime Organization to get this issue addressed internationally, and also to take robust action unilaterally.
5. As a result of the MAIB investigation into the sinking of the tug *Flying Phantom*, with the loss of three of her crew, a major review of the Port Marine Safety Code has been undertaken, and a Guide to Good Practice for ports is being produced. This renewed focus on the safety of port operations has been timely.

## Fishing Vessels

6. In November 2008, the MAIB published a “[Fishing Vessel Safety Study](#)”, which had been conducted over the previous 18 months. The study was an important piece of work and has been broadly welcomed. As a result of the study, a number of useful initiatives have been developed which should improve safety within the fishing industry.

7. In August 2008, 3 fishermen died in a fire on board *Vision II* while alongside in Fraserburgh. This accident highlighted a relatively new phenomenon: with many UK fishing vessels employing crew members from overseas, fishermen were now routinely living on board while in their home port; with limited shore power available, often poor access/egress, and most safety systems optimised for use at sea, many vessels are not suitable as living accommodation alongside. Urgent action is now being taken to address this issue.

## RECOMMENDATIONS

8. The number of recommendations issued in 2008 reflects the downward trend in recent years. Since 2004 the MAIB has encouraged appropriate corrective action to be taken as soon as possible after an accident has occurred. This has resulted in ownership of corrective actions being taken by the appropriate bodies in the industry, and safety issues being addressed in the most timely way. Such actions are now routinely recorded in MAIB investigation reports, and reduce the need for formal MAIB recommendations.
9. Of the recommendations issued, over 92% have been accepted. It is inevitable that a number have yet to be fully implemented, but our follow up system continues to monitor progress on these. The table on page 13 shows that the vast majority of those recommendations outstanding at the end of previous years have now been implemented.

## FINANCE

10. This Annual Report deals principally with the calendar year of 2008. However, for ease of reference, the figures below are for the 2008/09 financial year, which ended on 31 March 2009; MAIB's funding from the Department for Transport is provided on this basis, and this also complies with the Government's business planning programme.

£ 000s	Budget	Outturn
Costs	4,116	3,897
Receipts*	70	89
<b>Totals</b>	<b>4,046</b>	<b>3,808</b>

\* The MAIB gains receipts from investigations carried out on behalf of other administrations, and from the provision of technical services and training conducted on behalf of EMSA and the IMO.

The outturn fell below budget due to the schedule for MAIB's office relocation being put back by 6 months to August 2009.

## GENERAL

11. In a year when personnel changes left the MAIB short staffed for a number of months, the workload was challenging. 46 Preliminary Examinations and 28 Full Investigations have been commenced, and 21 investigation reports have been published. The fishing vessel safety study, and the ongoing investigation into the loss of the ro-ro cargo ship *Riverdance* have, in particular, demanded extra effort. Additionally, support has been given to other administrations, including technical training for all EU Member States and an accident investigation training course in South Africa.

12. A new IMO Code on "Practices for a Safety Investigation" has been adopted, and will come into force in 2010. A European Directive "governing the investigation of accidents in the maritime transport sectors" has been approved, and will come into force in 2011. The Directive will require a revision of the Regulations governing the work of the MAIB, and work is in hand to minimise the adverse effect the changes could have on the independence of the MAIB, and our flexibility to focus our efforts effectively.
13. After a good year in 2008, and with the bonus of the better facilities afforded by our new offices, the MAIB is well placed for the coming year.



**Stephen Meyer**  
**Chief Inspector of Marine Accidents**

A note to our readers: please be aware that our address has changed to:

MAIB,  
Mountbatten House,  
Grosvenor Square,  
Southampton SO15 2JU

Our telephone/fax numbers remain unchanged

# **PART 1**

# **FULL INVESTIGATIONS AND REPORT PUBLICATIONS**

## FULL INVESTIGATIONS LIST

Full Investigations started in 2008					
Date	Name Of Vessel	Type Of Vessel	Nationality	Size	Nature of Incident
<b>Merchant Vessels</b>					
† 18 Jan	<i>Sava Lake</i>	Dry cargo ship	Latvia	2030 gt	Two fatalities due to asphyxiation in enclosed space while approaching the Dover Strait
29 Jan	<i>Antari</i>	General cargo ship	Antigua & Barbuda	2446 gt	Grounding near Larne, Northern Ireland
31 Jan	<i>Pride of Canterbury</i>	Ro-ro, vehicle/passenger ferry	UK	30635 gt	Grounding in heavy weather off Dover
31 Jan	<i>Riverdance</i>	Ro-ro cargo ship	Bahamas	6041 gt	Grounding on Shell flats, Cleveleys, Lancashire
18 Feb	<i>Sea Mithril</i>	General cargo - Single deck	UK	1382 gt	Grounding in River Trent of cargo vessel
25 Feb	<i>Sichem Melbourne</i>	Chemical tanker	Singapore	8455 gt	Heavy contact with mooring structures at Coryton Oil Refinery Terminal
‡ 10 Mar	<i>Astral</i>	Chemical/oil tanker	Sweden	7636 gt	Grounding on Princessa Shoal, east of the Isle of Wight
12 May	<i>CFL Performer</i>	General cargo ship	Netherlands	4106 gt	Grounding off Great Yarmouth
15 May	<i>Costa Atlantica/Grand Neptune</i>	Cruise ship/Car carrier	Italy/Panama	85619 gt/ 59217 gt	Close quarters situation in Dover Strait
11 Jun	<i>Saga Rose</i>	Cruise ship	Bahamas	24258 gt	One fatality due to asphyxiation in enclosed space while alongside at Southampton
21 Jun	<i>Norma</i>	Crane barge	Belgium	2314 gt	Hazardous diving incident in the Dover Strait
29 Jun	<i>Moondance</i>	Ro-ro cargo ship	Bahamas	5881 gt	Electrical blackout and subsequent grounding in Warrenpoint Harbour, Northern Ireland
30 Jul	<i>Pacific Sun</i>	Cruise ship	UK	47546 gt	Injuries to passengers during heavy weather in Pacific
17 Aug	<i>Hurlingham</i>	Class V passenger vessel	UK	114 gt	Fatal man overboard from passenger vessel on River Thames
23 Sep	<i>Maersk Kithira</i>	Container ship	UK	80654 gt	Fatal accident to Chief Engineer in heavy weather in the South China Sea
29 Oct	<i>Scot Isles/Wadi Halfa</i>	General cargo - single deck Bulk carrier	UK Egypt	2594 gt/ 22895 gt	Collision in Dover Straits

## Full investigations list

Date	Name Of Vessel	Type Of Vessel	Nationality	Size	Nature of Incident
02 Nov	<i>Abigail H</i>	Harbour dredger	UK	325 gt	Sinking in Heysham Harbour
03 Nov	<i>Eurovoyager</i>	Ro-ro passenger ferry	Cyprus	12110 gt	Entrapment of an engine room fitter in a watertight door while approaching Ramsgate
10 Nov	<i>Maersk Newport</i>	Container ship	UK	25888 gt	Heavy weather damage in English Channel
15 Nov					Fire during repairs in Algeciras, Spain
24 Nov	<i>Princess Rose/ HMS Westminster</i>	Class V passenger vessel/ Naval Craft	UK	18.31 m 3500 gt	Person overboard during transfer between vessels off Gravesend
* 08 Dec	<i>Birka Explorer/</i>	General cargo ship/	Finland	6620 gt/	Collision between UK-flagged fishing vessel and Finnish cargo vessel off the Dutch coast
	<i>Hendrik Sr</i>	Fishing vessel	UK	428 gt	
<b>Fishing Vessels</b>					
19 Jan	<i>Shark</i>	Fishing vessel	UK	222 gt	Fire causing extensive damage while in North Atlantic
23 Jan	<i>Royalist</i>	Fishing vessel	UK	290 gt	Flooding and foundering in North Atlantic
01 Aug	<i>Vision II</i>	Fishing vessel	UK	163 gt	Fire resulting in three fatalities while alongside
* 08 Dec	<i>Hendrik Sr/ Birka Explorer</i>	Details listed in Merchant Vessel section.			
<b>Small Craft</b>					
20 Apr	<i>Partner 1</i>	RIB	UK	5.10 m	Structural failure of a RIB and persons overboard off Dorset Coast
01 Jul	<i>Plas Menai RIB 6</i>	RIB	UK	5.80 m	Capsize of RIB off the north-west Wales coast with injury to one passenger
26 Aug	<i>Celtic Pioneer</i>	RIB	UK	9.00 m	Serious injury to passenger in RIB in Cardiff Bay

† Joint investigation with Maritime Administration of Latvia. MAIB took the lead role.

‡ Joint investigation with Statens haverikommission (the Swedish Board of Accident Investigation). MAIB lead.

\* Joint Investigation with Accident Investigation Board of Finland. Finnish lead.

## PUBLICATIONS LIST

Reports of Full Investigations published in 2008			
Vessel Name (Report No)	Vessel Type	Accident Type	Accident Date
<b>Merchant Vessels</b>			
<i>Audacity/ Leonis</i> (2/2008)	General cargo ship/ Oil tanker	Collision in fog at entrance to River Humber	14 Apr 2007
<i>CFL Performer</i> (21/2008)	General cargo ship	Grounding off Great Yarmouth	12 May 2008
<i>Costa Atlantica/ Grand Neptune</i> (20/2008)	Cruise ship/ Car carrier	Close quarters situation in Dover Strait	15 May 2008
<i>Dublin Viking</i> (7/2008)	Ro-ro, vehicle/ passenger ferry	Parting of mooring line while alongside berth in Port of Dublin resulting in one fatality	07 Aug 2007
<i>Figaro</i> (14/2008)	Vehicle carrier	Accidental release of CO <sub>2</sub> in SW approaches to English Channel, leading to ship being disabled	06 Dec 2007
<i>Flying Phantom/ Red Jasmine</i> (17/2008)	Tug/ Bulk carrier	Capsize of tug while towing bulk carrier on River Clyde with three fatalities	19 Dec 2007
<i>Lady Candida</i> (4/2008)	Large commercial motor yacht	Fire and subsequent sinking off Corsica	28 Jul 2007
<i>Logos II</i> (1/2008)	Passenger ship	Two accidents during berthing and unberthing in St Helier, Jersey	20 Jun 2007 26 Jun 2007
<i>MSC Napoli</i> (9/2008)	Container ship	Structural failure in severe weather in English Channel	18 Jan 2007
<i>Pacific Star</i> (5/2008)	Cruise ship	Heavy weather damage on passage from New Zealand to Vanuatu	10 Jul 2007
<i>Sava Lake</i> (15/2008)	General cargo ship	Two fatalities due to asphyxiation in enclosed space while approaching the Dover Strait	18 Jan 2008
<i>Sea Mithril</i> (16/2008)	General cargo ship - single deck	Grounding in River Trent of cargo vessel	18 Feb 2008
<i>Sichem Melbourne</i> (18/2008)	Chemical carrier	Heavy contact with mooring structures at Coryton Oil Refinery Terminal	25 Feb 2008
<i>Ursine/ Pride Of Bruges</i> (10/2008)	Ro-ro cargo ship/ Ro-ro passenger vessel	Contact by Ursine with moored vessel in Hull	13 Nov 2007
<i>Viking Islay</i> (12/2008)	Standby safety vessel	Three fatalities due to entering enclosed space off the East Yorkshire coast	23 Sep 2007
<i>Young Lady</i> (3/2008)	Crude oil carrier	Dragged anchor and damaged gas pipeline off Teesport	25 Jun 2007

## Publications list

Vessel Name (Report No)	Vessel Type	Accident Type	Accident Date
<b>Fishing Vessels</b>			
<i>Lady Hamilton of Helford/ Blithe Spirit</i> (8/2008)	Gill netter/ Rod fishing	Collision between two fishing vessels, resulting in foundering of the <i>Lady Hamilton of Helford</i>	03 Oct 2007
<i>Royalist</i> (13/2008 dual publication)	Gill netter	Flooding and foundering while in North Atlantic	23 Jan 2008
<i>Shark</i> (13/2008 dual publication)	Long liner	Fire causing extensive damage while in North Atlantic	19 Jan 2008
<b>Small Craft</b>			
<i>Last Call</i> (11/2008)	Cabin cruiser	Foundering off Whitby with three fatalities	23 Nov 2007
<i>Partner 1</i> (19/2008)	RIB	Structural failure of a RIB and persons overboard off Dorset Coast	20 Apr 2008
<i>Rigid Raider</i> (6/2008)	Army Cadet Force rigid raiding landing Craft	Capsize of craft in Loch Carnan, South Uist resulting in one fatality	03 Aug 2007

**Other MAIB publications**

Name	Vessel Type	Report type	Publication Date
Fishing Vessel Safety Study	Fishing vessels	This Safety study was prompted by the results of a research project published in 2007. The research project showed that the fatal accident rate for UK Fishermen for the decade 1996-2005 was 115 times higher than that of the general workforce in Great Britain. When compared to specific areas of other work, it was 81 times higher than in manufacturing and 24 times higher than the construction industry, which is often considered the most hazardous occupation in the UK. Alarming, while the fatal accident rate for almost all other UK occupations had fallen sharply over the last 30 years, there had been no discernible reduction in the fishing industry	28 Nov 2008

# PART 2 RECOMMENDATIONS

## RECOMMENDATIONS

Responses to safety recommendations issued by the Marine Accident Investigation Branch.

This report is submitted to the Secretary of State for Transport in accordance with The Merchant Shipping (Accident Reporting and Investigation) Regulations 2005, regulation 15(5).

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For details of abbreviations and acronyms used in this Section please refer to the Glossary on page 67.

## BACKGROUND

Recommendations are the prime output of MAIB investigations. They are made to promulgate the lessons from accidents and incidents investigated by the MAIB, with the aim of improving the safety of life at sea and the avoidance of future accidents. The issue of a recommendation shall in no case create a presumption of blame or liability.

Following a preliminary examination (PE) or full investigation the MAIB will, normally, make a number of recommendations. These may take the form of a Chief Inspector's letter following a PE or, in the case of a full investigation, be contained within the published report. Urgent safety recommendations may also be made in Safety Bulletins that can be published at any stage of a PE or full investigation. It is of no consequence whether a recommendation is made as a result of a PE or full investigation, as they are processed in the same manner.

Recommendations are made to a variety of addressees who may have been involved in, or have an interest in, the incident or accident. These may range from those organisations which have a wider role in the maritime community such as the Department for Transport (DfT), Maritime and Coastguard Agency (MCA) or an international organisation, through to commercial operators and vessel owners/operators who may have specific issues to address on their vessels.

It is required by the Merchant Shipping (Accident Reporting and Investigation) Regulations 2005 that the person/organisation to whom a recommendation is addressed, consider the recommendation, and reply to the Chief Inspector within 28 days on the plans to implement the recommendation or, if it is not going to be implemented, an explanation as to why not. The Regulations also require the Chief Inspector "to inform the Secretary of State of those matters" annually, and to make the matters publicly available. This report to the Secretary of State for Transport fulfils this requirement.

## RECOMMENDATION RESPONSE STATISTICS 2008

117 recommendations were issued in 2008. Of these, four recommendations, at section D, were to multiple recipients; three recommendations, at section E, were withdrawn and they are not included in these statistics. The percentage total of all recommendations that are either accepted or accepted yet to be implemented is **92.7%**.

Throughout the report recommendations are categorised under four broad headings according to the industry sector to which they apply, General Maritime, Commercial Shipping, Fishing Vessels and Leisure Vessels.

Focus	subtotal % of total	Accepted -Action Implemented	Accepted – Action yet to be Implemented	Partially Accepted	Rejected	No Response Received
General Maritime	10 9.1%	8	2	-	-	-
Commercial Shipping	63 57.3%	46	14	2	-	1
Fishing Vessels	24 21.8%	8	11	3	-	2
Leisure Vessels	13 11.8%	9	4	-	-	-
subtotal	110	71	31	5	-	3
% of total	100%	64.6%	28.1%	4.6%	0%	2.7%

Details of all these recommendations are at Sections A-C.

## RECOMMENDATION RESPONSE STATISTICS 2004 to 2007

The following table shows the equivalent status of recommendations issued in 2004 to 2007 as published in the MAIB's previous Recommendations Annual Reports.

Year	Total	Accepted Action Implemented	Accepted Action yet to be Implemented	Partially Accepted	Rejected	No Response Received
2007	136	109	23	1	1	2
2006	139	103	30	3	3	0
2005	140	122	14	1	1	2
2004	171	93	52	11	11	4

Of the 119 recommendations ***accepted – yet to be implemented*** (at time of publication of relevant annual report):

- **81.5%** have now been ***fully implemented***
- **18.5%** remain ***planned to be implemented***.

Details of the recommendations still to be implemented are at Section F.

## RECOMMENDATION METHODOLOGY

Sections A-E to this report present the recommendations made throughout 2008, Sections D and E are not included in the statistics. Section F lists the remaining recommendations that are outstanding **accepted – yet to be implemented** from the previous Recommendation Annual Reports.

The recommendations have been broken down into three levels, shown in Sections A-C. These are then further divided, as shown below. Emphasis has been given to those recommendations which have been **rejected** or **partially accepted** and their entries include the response received by the MAIB, together with an MAIB comment.

Section A	<b>Level 1 Recommendations</b> These have the broadest importance, and may include the requirement for new legislation or changes in policy.	<b>Rejected,            Partially accepted,            No Response Received</b>
		Accepted - yet to be implemented
		Accepted - implemented
Section B	<b>Level 2 Recommendations</b> Addressed to industry bodies and organisations which may call for changes or reinforcement of best practice.	<b>Rejected,            Partially accepted,            No Response Received</b>
		Accepted - yet to be implemented
		Accepted - implemented
Section C	<b>Level 3 Recommendations</b> Those which are addressed to individual owners or companies which are specific to their vessel or company.	<b>Rejected,            Partially accepted,            No Response Received</b>
		Accepted - yet to be implemented
		Accepted - implemented
Section D	<b>Recommendations to multiple recipients</b> Lists the small number of recommendations that have been addressed to large multiple recipients. As a result, it has not been possible to track responses under the closed-loop system. Such multiple addressee recommendations are avoided whenever possible.	
Section E	<b>Withdrawn recommendations.</b>	
Section F	<b>Recommendations brought forward from previous years.</b> Lists the ongoing outstanding recommendations shown as <b>accepted – yet to be implemented</b> in previous reports.	

## Section A

### LEVEL 1 RECOMMENDATIONS

These have the broadest application, and may include the requirement for new legislation or changes in policy.

**Summary Table**

Focus	Total	Accepted Action Implemented	Accepted Action yet to be Implemented	Partially Accepted	Rejected	No Response Received
General Maritime	-	-	-	-	-	-
Commercial Shipping	10	7	2	1	-	-
Fishing Vessels	16	6	7	3	-	-
Leisure Vessels	-	-	-	-	-	-
<b>Total</b>	<b>26</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>-</b>	<b>-</b>

## Level 1 Recommendations – Breakdown

Responses to recommendations which have **not been accepted** have been grouped together and presented first. Those which have been **accepted** are presented secondly and broken down into their vessel type.

### Partially Accepted

Number	Focus	Investigation	Addressed To	Recommendation
131	Commercial Shipping	MSC Napoli	International Chamber of Shipping (ICS)	<p>When developing a Code of Best Practice for the container industry (MAIB recommendation 2007/176 refers):</p> <ul style="list-style-type: none"> <li>Engage with IACS on the incorporation of issues within the Code which are of mutual interest, e.g. the need to adhere to operational limits on hull stress as set by the relevant classification society and the need for the objective assessment and reporting of fatigue cracking.</li> <li>Ensure the Code addresses the following: <ul style="list-style-type: none"> <li>- the need to establish the actual weight of containers before being loaded onto a vessel.</li> <li>- the importance of safe speed and prudent seamanship when navigating in conditions of heavy weather.</li> </ul> </li> </ul> <p>Code published and incorporates guidance on the need to establish weight of containers. ICS have undertaken to engage with IACS however, with respect to providing guidance on safe speed/prudent seamanship, ICS “took a conscious decision at the earliest drafting stage that this was not part of the Container Guide. It belongs more appropriately in the ICS Bridge Procedures Guide.”</p>
			International Chamber of Shipping (ICS) Response	<p><b>MAIB Comment</b></p> <p><b>This investigation identified a widespread belief within the container industry that container ships did not need to reduce speed for heavy weather. It is regrettable that this opportunity to correct a critical fallacy has not been taken.</b></p>

Number	Focus	Investigation	Addressed To	Recommendation
176	Fishing Vessels	Analysis of UK Fishing Vessel Safety 1992 to 2006		Review the provision and allocation of grant funding for both mandatory and non-mandatory safety equipment and training, to ensure that the funding achieves maximum impact on safety.
176c			Department for Environment, Food and Rural Affairs (Defra)	
176d			Department for Agriculture and Rural Development Northern Island (DARDNI)	
176e			Scottish Government Marine Directorate (now Marine Scotland)	
			Defra, DARDNI, Scottish Government Marine Directorate (now Marine Scotland) Response	Mandatory training and safety equipment have to be provided for a fishing vessel to be able to operate legally. Funding for this cannot be made available.
			<b>MAIB Comment</b>	<b>Noted although DfT and MCA have accepted this recommendation.</b>

## Accepted – Yet to be Implemented

Number	Focus	Investigation	Addressed To	Recommendation
128	Commercial Shipping	<i>MSC Napoli</i>	International Association of Classification Societies (IACS)	<p>Review the contents of UR S11 (Longitudinal Strength Standard) to ensure:</p> <ul style="list-style-type: none"> <li>• Hull girder strength and buckling checks are carried out on all critical sections along the entire length of the hull.</li> <li>• An evaluation of the suitability of current UR S11 design wave bending moment criteria for vessels with low block coefficient is undertaken.</li> <li>• Member societies use common methodologies when complying with the requirements of this rule.</li> </ul> <p><b>Predicted implementation date - December 2009</b></p>
146	Commercial Shipping	<i>Saga Rose</i>	Maritime and Coastguard Agency (MCA)	<p>Co-sponsor with the Maritime Administration of Vanuatu and other concerned administrations a submission to the IMO aimed at raising the awareness of the number of fatalities on ships which have occurred in enclosed spaces, and highlighting the need for measures to be identified which will reduce this unnecessary loss of life, such as the identification and marking of all potentially dangerous spaces.</p> <p><b>Predicted implementation date - December 2010</b></p>

Number	Focus	Investigation	Addressed To	Recommendation
173	Fishing Vessels	Analysis of UK Fishing Vessel Safety 1992 to 2006	MCA	<p>In developing its plan to address the unacceptably high fatality rate in the fishing industry, identified in its study of statistics for the years 1996 to 2005, and in addition to delivering the actions outlined at 6.2 of the MAIB fishing vessel safety study, the MCA are recommended to consider the findings of this safety study, and in particular to:</p> <ul style="list-style-type: none"> <li>• Clarify the requirement for risk assessments to include risks which imperil the vessel such as: environmental hazards; condition of the vessel; stability etc.</li> <li>• Work towards progressively aligning the requirements of the Small Fishing Vessel Code, with the higher safety standards applicable under the Workboat Code.</li> <li>• Clarify the requirements of The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 to ensure that they apply in respect of all fishermen on board fishing vessels, irrespective of their contractual status.</li> <li>• Ensure that the current mandatory training requirements for fishermen are strictly applied.</li> <li>• Introduce a requirement for under 15m vessels to carry EPIRBs</li> <li>• Review international safety initiatives and transfer best practice to the UK fishing industry with particular reference to the use of PFDs and Personal Locator Beacons.</li> <li>• Conduct research on the apparent improvement in safety in other hazardous industry sectors, such as agriculture, construction and offshore, with the objective of identifying and transferring best safety practice from those industries to the fishing industry.</li> </ul> <p><b>Predicted completion date - January 2015</b></p>
174		Analysis of UK Fishing Vessel Safety 1992 to 2006		<p>Agree the coherent resourced plan for reducing the fatality rate in the fishing industry (see Recommendation 2008/173).</p>
174a	Fishing Vessels		Department for Transport (DfT)	<p><b>Predicted implementation date – In line with recommendation 2008/173</b></p>
174b	Fishing Vessels		MCA	<p><b>Predicted implementation date – In line with recommendation 2008/173</b></p>

Number	Focus	Investigation	Addressed To	Recommendation
175		Analysis of UK Fishing Vessel Safety 1992 to 2006		Work closely together and with fishing industry safety representatives, to ensure pragmatic safety concerns are integrated into conservation policy measures. <b>Predicted implementation date - December 2009</b>
175a	Fishing Vessels		DfT	
175b	Fishing Vessels		MCA	<b>Predicted implementation date - December 2009</b>
177a	Fishing Vessels	Analysis of UK Fishing Vessel Safety 1992 to 2006	MCA	Review the current requirements for safety training with particular reference to training assessment and refresher training. <b>Predicted implementation date - January 2010</b>
178	Fishing Vessels	Analysis of UK Fishing Vessel Safety 1992 to 2006	SeaFish	Conduct research into the present methods of potting with a view to identifying improvements in technology and procedures to reduce the current high incidence of accidents and fatalities within this sector. <b>Predicted implementation date - October 2009</b>

### Accepted – Implemented – Recommendation closed by MAIB

Number	Focus	Investigation	Addressed To	Recommendation
129	Commercial Shipping	MSC Napoli	IACS	Consolidate the results of current research undertaken by your member societies into the effect of whipping on hull structures and to incorporate these results into future revisions of your unified requirements.
160	Commercial Shipping	Sea Mithril	Ship manager - Torbulk Ltd	Review your safety management system and auditing procedures to ensure: <ul style="list-style-type: none"> <li>• Crew nominated to act as helmsmen on vessels fitted with an azimuth propulsion system are trained to a defined standard.</li> <li>• Passages under pilotage are carefully planned by vessels' crews.</li> </ul>

Number	Focus	Investigation	Addressed To	Recommendation
164	Commercial Shipping	<i>Flying Phantom</i>	Switzer Marine Ltd	Derive limitations and associated necessary guidelines and training for the operation of tugs in restricted visibility. Ensure that ports and pilots are aware of such limitations and guidelines.
165	Commercial Shipping	<i>Flying Phantom</i>	British Tugowners Association	Highlight to your members the importance of tug crews' emergency preparedness, including: <ul style="list-style-type: none"> <li>• maintaining watertight integrity</li> <li>• functionality of tow line emergency release systems</li> <li>• limitations and procedures for operating in restricted visibility.</li> </ul>
167	Commercial Shipping	<i>Sichem Melbourne</i>	EMS Ship Management (India) Pvt. Ltd	Reinforce to all your masters the importance of a thorough exchange of information between the master and pilot, and where language difficulties are experienced, ensure the pilot is kept fully briefed on what is intended, using diagrammatic representations, where necessary.
168	Commercial Shipping	<i>Sichem Melbourne</i>	EMS Ship Management (India) Pvt. Ltd	Ensure that only the agreed working language is spoken in work related communications.
169	Commercial Shipping	<i>Sichem Melbourne</i>	Petroplus	Review and revise your risk assessment of marine operations to ensure it is up to date and identifies, and mitigates, all known hazards.
175		Analysis of UK Fishing Vessel Safety 1992 to 2006		Work closely together and with fishing industry safety representatives, to ensure pragmatic safety concerns are integrated into conservation policy measures.
175c	Fishing Vessels		Defra	
175d	Fishing Vessels		DARDNI	
175e	Fishing Vessels		Scottish Government Marine Directorate (now Marine Scotland)	

Number	Focus	Investigation	Addressed To	Recommendation
176		Analysis of UK Fishing Vessel Safety 1992 to 2006		Review the provision and allocation of grant funding for both mandatory and non-mandatory safety equipment and training, to ensure that the funding achieves maximum impact on safety.
176a	Fishing Vessels		DfT	
176b	Fishing Vessels		MCA	
177b	Fishing Vessels	Analysis of UK Fishing Vessel Safety 1992 to 2006	SeaFish	Review the current requirements for safety training with particular reference to training assessment and refresher training.

## SECTION B

### LEVEL 2 RECOMMENDATIONS

These recommendations are addressed to industry bodies and organisations which may call for changes or reinforcement of best practice.

**Summary Table**

Focus	Total	Accepted Action Implemented	Accepted Action yet to be Implemented	Partially Accepted	Rejected	No Response Received
General Maritime	7	5	2	-	-	-
Commercial Shipping	25	14	11	-	-	-
Fishing Vessels	4	-	4	-	-	-
Leisure Vessels	3	1	2	-	-	-
<b>Total</b>	<b>39</b>	<b>20</b>	<b>19</b>	<b>-</b>	<b>-</b>	<b>-</b>

## Level 2 Recommendations – Breakdown

Responses to recommendations which have **not been accepted** have been grouped together and presented first. Those which have been **accepted** are presented secondly and broken down into their vessel type.

### Accepted – Yet to be Implemented

Number	Focus	Investigation	Addressed To	Recommendation
108	Commercial Shipping	<i>Young Lady</i>	MCA	Initiate a programme of negotiations between your RCCs and the Harbour Authorities and Vessel Traffic Service authorities in the RCC regions, with the aim of ensuring that comprehensive criteria exist for the notification and reporting of accidents and incidents occurring in your respective RCC areas. <b>Predicted implementation date – September 2009</b>
109		<i>Young Lady</i>		Coordinate a review of the Risk Assessment process for the protection of pipelines from surface vessel interaction. This should include: <ul style="list-style-type: none"> <li>Identifying gas and oil pipelines deemed to be at risk from interaction with surface vessels, and establishing monitoring and alerting procedures, emergency response plans, and other defences for those pipelines.</li> <li>A review of the effectiveness of PD 8010/2: 2004 and the Pipeline Major Accident Prevention Document, to ensure that the risks associated with vessels anchoring near pipelines, particularly near major ports and anchorages, have been properly assessed and appropriate control measures implemented.</li> </ul>
109a	Commercial Shipping		DfT	<b>Predicted implementation date – December 2009</b>
109b	Commercial Shipping		Department for Business, Innovation and Skills (BIS) formerly DBERR	<b>Predicted implementation date – December 2009</b>
109c	Commercial Shipping		Health and Safety Executive (HSE)	<b>Predicted implementation date – December 2009</b>

Number	Focus	Investigation	Addressed To	Recommendation
112	Commercial Shipping	<i>Pacific Star</i>	Cruise Lines International Association (CLIA)	<p>Work with IACS to produce guidance for ship owners and operators, and ship's staff, concerning the preparation required for structural surveys, particularly with reference to the following:</p> <ul style="list-style-type: none"> <li>• Cleaning, staging, scaling and lighting within tanks and other enclosed spaces</li> <li>• Accessibility to all parts of the ship's structure</li> <li>• Provision of information to the surveyor concerning the normal working level of the liquid contained within a tank, and any previous problems associated with the space to be surveyed.</li> </ul> <p>Such guidance should be passed to your members for dissemination to ship owners and operators and to ship's staff.</p> <p><b>Predicted implementation date – August 2009</b></p>
113	Commercial Shipping	<i>Pacific Star</i>	IACS	<p>1. Work with the passenger ship industry through CLIA to develop guidance for shipowners and operators, and ship's staff, concerning the preparation required for structural surveys, particularly with reference to the following:</p> <ul style="list-style-type: none"> <li>• Cleaning, staging, scaling and lighting within tanks and other enclosed spaces</li> <li>• Accessibility to all parts of the ship's structure</li> <li>• Provision of information to the surveyor concerning the normal working level of the liquid contained in a tank, and any previous problems associated with the space to be surveyed.</li> </ul> <p>2. Distribute such guidance to your member classification societies, to allow them to issue instructions to their society surveyors, as deemed appropriate.</p> <p><b>Predicted implementation date – August 2009</b></p>
116	Fishing Vessels	<i>Shark</i>	MCA	<p>Review the survey status and manning arrangements of all foreign controlled UK fishing vessels to ensure:</p> <ul style="list-style-type: none"> <li>• Required surveys and inspections have been completed.</li> <li>• Crews hold appropriate qualifications, including CECs where required and have attended mandatory safety training courses.</li> </ul> <p>Where doubt over the survey status and/or manning arrangements exists, implement an urgent programme of inspection to ensure:</p> <ul style="list-style-type: none"> <li>• Manning of the vessel is appropriate, with crew holding required qualifications and having attended mandatory safety training courses</li> <li>• The skipper/mate is able to communicate in English.</li> <li>• The vessel is seaworthy, fire-fighting and life saving equipment is fitted and maintained to an appropriate standard.</li> <li>• A programme of emergency drills is being conducted as required by the applicable regulations.</li> </ul> <p><b>Predicted implementation date – September 2009</b></p>

Number	Focus	Investigation	Addressed To	Recommendation
118	General Maritime	Rigid Raider	Director of Reserve Forces and Cadets	Put in place measures to ensure that approval for cadet forces to conduct an activity outside the usual syllabus is subject to its inclusion in an advance training plan submitted through the chain of command, and that approval is given only after compliance with pertinent policies and procedures has been determined. <b>Predicted implementation date - December 2010</b>
124	Fishing Vessels	<i>Lady Hamilton of Helford / Blythe Spirit</i>	MCA	Ensure candidates' understanding of the additional risks posed by the operation of the higher speeds associated with non displacement fishing vessels is fully tested when developing the syllabus for the <16.5m fishing vessel skippers' certificate. <b>Predicted implementation date - July 2009</b>
125	General Maritime	<i>Lady Hamilton of Helford / Blythe Spirit</i>	MCA	Propose to industry, via your Safety Equipment Advisory Committee (SEAC): <ul style="list-style-type: none"> <li>• Independent auditing of companies providing servicing for non-SOLAS liferafts.</li> <li>• Periodic full system gas inflation during testing of all types of liferaft.</li> </ul> <b>Predicted implementation date – Not given</b>
130	Commercial Shipping	<i>MSC Napoli</i>	IACS	Research and review the technological aids available which would assist masters to measure hull stresses in port and at sea. <b>Predicted implementation date – Not given</b>
137	Commercial Shipping	<i>Viking Islay</i>	MCA	Consider changes to regulation and guidance regarding the nature and extent of training and drills in the use of EEBDs on board ships. It is recommended that awareness of the correct use of EEBDs is firmly reinforced by practical “hands-on” experience of actual equipment capabilities and limitations, to be undertaken in a safe, yet realistic environment. The use of “dummy” EEBDs for training purposes should be discouraged. <b>Predicted implementation date - June 2010</b>
139	Leisure Vessels	<i>Last Call</i>	BIS formally DBERR	In conjunction with HMRC, seek to develop procedures whereby HMRC can notify local authorities of the import of recreational leisure craft into the Community market. This is to enable local authorities to conduct such checks as they deem necessary to ensure that individuals and companies importing such craft comply with the Recreational Craft Directive and that non CE marked craft undergo a Post-Construction Assessment. <b>Predicted implementation date – Not given</b>
140	Leisure Vessels	<i>Last Call</i>	BIS formally DBERR	Seek a review, through the Recreational Craft Sectoral Group and the European Commission, of the guidance provided to manufacturers of recreational craft and notified bodies, to ensure that, when significant improvements to safety standards are mandated, such standards are applied to all new and “series production” craft sold in the UK. <b>Predicted implementation date – Not given</b>

Number	Focus	Investigation	Addressed To	Recommendation
147	Fishing Vessels	<i>Shark / Royalist</i>	MCA	<p>Amend your survey and inspection procedures for 24 metre in length and over fishing vessels, to include measures to:</p> <ul style="list-style-type: none"> <li>Alert owners to Intermediate Surveys in the same manner as for Renewal Surveys and, in consultation with DEFRA, establish administrative procedures that will lead to fishing vessel licence suspension in the event of non-compliance.</li> <li>Check officers hold appropriate CoC and CEC qualifications and crews have completed mandatory safety training courses.</li> <li>Establish auditable procedures to ensure that the rectification of defects identified during survey are verified within prescribed timescales.</li> </ul> <p><b>Predicted implementation date - December 2009</b></p>
148	Fishing Vessels	<i>Shark / Royalist</i>	MCA	<p>Review and expand the content and application of MGN 336(F) - Overseas Management, to include management of all UK, 24 metre in length and over fishing vessels, and the following additional management issues:</p> <ul style="list-style-type: none"> <li>The conduct and proper recording of mandatory emergency drills and the importance of crew familiarisation training.</li> <li>The need to ensure that all crew understand key safety information and can communicate effectively with each other during an emergency.</li> <li>The requirement to maintain and regularly test fire detection and emergency equipment.</li> </ul> <p><b>Predicted implementation date - March 2010</b></p>
170a	Commercial Shipping	<i>Hurlingham</i>	MCA	<p>Take urgent action to satisfy yourself that all companies operating licensed Class V passenger vessels on the River Thames have effective systems in place to ensure the safe operations of their vessels in accordance with the Domestic Safety Management Code and the LRS licence agreement.</p> <p><b>Predicted implementation date - December 2009</b></p>
186	Commercial Shipping	<i>CFL Performer</i>	MCA	<p>Continue to strongly support the expeditious adoption of current proposals for the formal inclusion of an ECDIS competence and its mandatory assessment in the STCW Code and, in doing so, to press for an urgent review of the IMO model course syllabus for ECDIS training to ensure it remains fit for purpose, and that successful completion of the course is determined by examination and practical assessment.</p> <p><b>Predicted implementation date - January 2010</b></p>
188a	Commercial Shipping	<i>CFL Performer</i>	International Association of Maritime Institutions	<p>Encourage your members who provide training in ECDIS to align it as closely as possible with the IMO model course, and to determine the successful completion of such training through practical assessment and examination.</p> <p><b>Predicted implementation date - May 2009 - Update requested</b></p>

## Accepted – Implemented – Recommendation closed by MAIB

Number	Focus	Investigation	Addressed To	Recommendation
101	General Maritime	<i>Logos II</i>	States of Jersey Economic Development Department	Arrange periodic, independent verification of Jersey Harbours' compliance with the Port Marine Safety Code by the Maritime and Coastguard Agency, or similar competent authority.
102	General Maritime	<i>Logos II</i>	Jersey Harbours	In consultation with the States of Jersey Economic Development Department, review and revise your management structure with the aim of providing a greater focus on Port Marine Safety and compliance with the Port Marine Safety Code.
107		<i>Young Lady</i>		Promulgate MAIB's advice to your members, for them to engage with their respective Rescue Coordination Centres, with the aim of reviewing and validating the criteria for reporting to the Coastguard details of accidents and incidents occurring in or near their jurisdictions.
107a	General Maritime		British Ports Association (BPA)	
107b	General Maritime		UK Major Ports Group (UKMPG)	
110	Commercial Shipping	<i>Lady Candida</i>	MCA	Issue guidelines to your surveyors conducting annual surveys on board vessels complying with LY1, to check that appropriate procedures are in place to ensure the limitations of the fitted fire detection system, and other systems fundamental to vessel safety which do not meet the higher technical specifications required by LY2, are understood and that the systems are properly maintained and tested.
111	Commercial Shipping	<i>Lady Candida</i>	MCA	Develop follow-up procedures to ensure deficiencies identified during the annual survey of large yachts are addressed promptly and do not remain outstanding until the next annual survey.
117	General Maritime	<i>Rigid Raider</i>	Director of Reserve Forces and Cadets	Ensure cadet forces co-ordinate the implementation of initial and ongoing audits of cadet training to identify non-standard activities and to ensure that persons responsible for the conduct and approval of these activities have ready access to nominated centres of relevant expertise.

Number	Focus	Investigation	Addressed To	Recommendation
134	Commercial Shipping	<i>Ursine / Pride of Bruges</i>	BPA and UKMPG	<p>Promulgate to Competent Harbour Authorities the importance of:</p> <ul style="list-style-type: none"> <li>ensuring, so far as reasonably practicable, that candidates for PECs are bona fide masters or first mates of the vessels concerned (in accordance with the requirement of the Pilotage Act 1987)</li> <li>carefully assessing a candidate's ship handling ability before a PEC is issued or vessels of particular types and sizes are added to existing certificates</li> </ul>
135	Commercial Shipping	<i>Viking Islay</i>	Vroon Offshore Services Lid	<p>Review your training regime for the use of EEBDs on board all vessels in your fleet. Such training should include practical "hands-on" experience of both equipment capabilities and limitations, and should be undertaken in a safe, yet realistic environment. In order to achieve this recommendation within reasonable timescales, it may be necessary to arrange additional equipment and training to allow the safe re-charging and re-packing of any EEBD used for training purposes while the vessel is at sea.</p>
136	Commercial Shipping	<i>Viking Islay</i>	MCA	<p>Review the guidance currently available to seafarers regarding the limitations of constant flow type EEBDs, and publish any such additional guidance on the subject as the MCA deems necessary.</p>
143	Leisure Vessel	<i>Last Call</i>	Brunswick Corporation	<p>Undertake a voluntary re-assessment for RCD Compliance of Bayliner 245SB destined for the EU market, specifically against ISO 12217-1 2002 to clarify the craft's RCD Category.</p>
158		<i>Sea Mithril</i>		<p>Encourage your members to:</p>
158a	Commercial Shipping		UKMPG	<ul style="list-style-type: none"> <li>Develop and share guidance on the minimum levels of support pilots should expect from ships' bridge teams.</li> </ul>
158b	Commercial Shipping		BPA	<ul style="list-style-type: none"> <li>Promulgate the availability of locally produced large scale charts for their area of responsibility.</li> </ul> <p>Conduct surveys of all ships using pilotage services, similar to the survey conducted by ABP Humber, to identify vessels which are unable to provide the necessary support required by a pilot.</p>
159	Commercial Shipping	<i>Sea Mithril</i>	United Kingdom Maritime Pilots' Association (UKMPA)	<p>Urge your members to work with ports and harbour authorities to:</p> <ul style="list-style-type: none"> <li>Identify the minimum acceptable levels of support required from bridge teams to support pilots and which are necessary to ensure the safety of navigation in varying conditions.</li> </ul>

Number	Focus	Investigation	Addressed To	Recommendation
161	Commercial Shipping	<i>Flying Phantom</i>	Clydeport Ltd	Appoint an appropriately qualified individual to the post of designated person under the Port Marine Safety Code.
162	Commercial Shipping / General Maritime	<i>Flying Phantom</i>	Clydeport Ltd	<p>Conduct an urgent review of your port risk assessment and safety management system to ensure:</p> <ul style="list-style-type: none"> <li>• Requirements, conditions, controls and operational limitations for the safe transit of large vessels on the Clyde are clearly defined.</li> <li>• Ambiguities or conflicts within your SMS documentation are removed.</li> <li>• Your company's SMS is subject to routine audits by an independent and appropriately qualified marine professional.</li> <li>• Limitations and/or working procedures relating to the operation of tugs in restricted visibility are agreed with the port tug operators and incorporated into standard operating procedures.</li> </ul>
163	Commercial Shipping	<i>Flying Phantom</i>	Lloyds Register	Take forward a proposal to IACS to develop a standard for tug tow line winch emergency release systems, to ensure tow lines can be released effectively when under significant loads in an emergency.
170b	Commercial Shipping	<i>Hurlingham</i>	London River Services	Take urgent action to satisfy yourself that all companies operating licensed Class V passenger vessels on the River Thames have effective systems in place to ensure the safe operations of their vessels in accordance with the Domestic Safety Management Code and the LRS licence agreement.
188		<i>CFL Performer</i>		Encourage your members who provide training in ECDIS to align it as closely as possible with the IMO model course, and to determine the successful completion of such training through practical assessment and examination.
188b	Commercial Shipping		Association of Maritime Educational and Training Institutions Asia Pacific Regions	
188c	Commercial Shipping		Comte International Radio-Maritime	

## SECTION C

### LEVEL 3 RECOMMENDATIONS

These are addressed to individual organisations, owners or companies that are specific to their area, vessel or company. They have no direct impact on the shipping industry as a whole, although the lessons are promulgated through the individual investigation reports, though media coverage of the report and through the MAIB's Safety Digests.

#### Summary Table

Focus	Total	Accepted Action Implemented	Accepted Action yet to be implemented	Partially Accepted	Rejected	No Response Received
General Maritime	3	3	-	-	-	-
Commercial Shipping	28	25	1	1	-	1
Fishing Vessels	4	2	-	-	-	2
Leisure Vessels	10	8	2	-	-	-
<b>Total</b>	<b>45</b>	<b>38</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>3</b>

### Level 3 Recommendations – Breakdown

Responses to recommendations which have **not been accepted** have been grouped together and presented first. Those which have been **accepted** are presented secondly and broken down into their vessel type.

#### No Response Received

Number	Focus	Investigation	Addressed To	Recommendation
149		<i>Shark / Royalist</i>		<p>Promulgate to your membership the safety issues which have been identified in these investigation reports. These should include:</p> <ul style="list-style-type: none"> <li>• The importance of discipline in the use of weathertight doors.</li> <li>• The need to adopt fire prevention measures which should include a smoking policy, alcohol spirit stowage, close door discipline</li> <li>• The importance of conducting and recording regular functionality checks of emergency equipment including, ventilation isolation systems, smoke masks, emergency fire pump, fuel/oil quick shut-off valves and fire detection systems.</li> </ul>
149a	Fishing Vessels		Pescagalicia Arpega (Spain)	<b>No response to date</b>
149b	Fishing Vessels		Asociacion de Armadores de Pesca del Norte (Spain)	<b>No response to date</b>
156d	Commercial Shipping	Sava Lake	Institute of Chartered Shipbrokers (UK)	<p>Promulgate to members the importance of industry best practice for the correct identification of cargoes and the provision of the appropriate cargo documentation in accordance with international rules.</p> <p><b>No response to date</b></p>

**Partially Accepted**

Number	Focus	Investigation	Addressed To	Recommendation
185	Commercial Shipping	Herm / Nantewas	Unitas Gmbh	<p>Conduct a thorough review of both the operation of your vessels and their Safety Management Systems, with particular respect to:</p> <ul style="list-style-type: none"> <li>Ensuring that your vessels' Safety Management Systems incorporate appropriate navigational procedures, including the use of ARPA and radar guard zones, as a means of collision avoidance, and;</li> <li>Ensuring that statutory information and procedures are available on all your vessels to ensure compliance with the requirements for adequate forward visibility.</li> </ul> <p>The UNITAS ISM Manual is regularly verified by Bureau VERITAS and provides necessary guidance to Masters and all crew.</p> <p>For meeting ISM 9 and preventing similar incidents within the UNITAS fleet, we have analyzed this incident and issued a "Company Circular" covering the following:</p> <ol style="list-style-type: none"> <li>Watch Alarm System to be switched on during navigation (day and night)</li> <li>Engage additional lookout according to COLREG</li> <li>Observe line of sight (SOLAS V/22) when carrying cargo on deck</li> <li>Offer immediate assistance when life at sea may be in danger.</li> </ol>
			Unitas Gmbh Response	
			<b>MAIB Comment</b>	<b>This response only goes part way to addressing the problems highlighted. It is particularly disappointing that no guidance or procedures on the use of ARPA and radar guard zones have been issued.</b>

**Accepted – Yet to be Implemented**

Number	Focus	Investigation	Addressed To	Recommendation
114	Commercial Shipping	Pacific Star	IACS	<p>Continue your best efforts to improve and make more effective the process by which lessons learned by one of your member classification societies are promulgated to the other members.</p> <p><b>Predicted implementation date – August 2009</b></p>
142a	Leisure Vessels	Last Call	MCA	<p>Jointly, and as widely as possible, issue safety advice, drawing on this report and the MAIB's safety flyer, to the skippers and potential skippers of leisure craft, highlighting the need for them to undertake seamanship and navigation training appropriate to their intended marine activity.</p> <p><b>Predicted implementation date – November 2009</b></p>
182	Leisure Vessels	Partner 1	International Council of Marine Industry Associations (ICOMIA)	<p>Provide guidance to your membership on the requirements of the RCD, viz:</p> <ul style="list-style-type: none"> <li>Partly completed boats should be accompanied by an "Annex IIIa" declaration and not have a CE marked builder's plate attached to the hull.</li> </ul> <p><b>Predicted implementation date – Late 2009</b></p>

### Accepted – Implemented – Recommendation closed by MAIB

Number	Focus	Investigation	Addressed To	Recommendation
103				
103a	Commercial Shipping	<i>Audacity / Leonis</i>	UKMPG	Inform your members of the MAIB's advice that they should consider how best to review how pilots can be helped to gain proper orientation of the traffic and navigational situation prior to boarding vessels to conduct acts of pilotage.
103b	Commercial Shipping		BPA	
104	Commercial Shipping	<i>Audacity / Leonis</i>	Associated British Ports (ABP)	Develop Group Marine Policies covering headline issues which can be implemented throughout the ports within the Group. Such policies should encompass, but not be limited to, training, risk assessment, and development and promulgation of best practice.
105	Commercial Shipping	<i>Audacity / Leonis</i>	ABP	Develop an auditing process to verify compliance with the group marine policies, including procedures which track the status of audit findings until agreed corrective actions have been implemented.
106	Commercial Shipping	<i>Young Lady</i>	Scincariello Ship Management	Review your Safety Management System to ensure masters of your vessels are familiar with the advice in the OCIMF guide to Anchoring Systems and Procedures for Large Tankers and, in particular, to provide masters with the vessel specific information on anchoring and mooring system capabilities and limitations recommended in the guide (paragraph 1.a to 1.c).
115	Commercial Shipping	<i>Pacific Star</i>	Princess Cruises	Review the scope and application of your defect reporting systems to ensure that the full potential consequences of safety critical defects, when identified, are carefully extrapolated with respect to the vessel concerned and other vessels that may be affected throughout your fleet.
119	Commercial Shipping	<i>Dublin Viking</i>	Passenger Ship Association (PSA)	Promulgate to ferry companies, through your Ferry Section, the need to consider mooring arrangements and operations with particular respect to the safety of personnel conducting those operations. Such consideration should include an assessment of the risks involved to personnel, and their mitigation.
120	Commercial Shipping	<i>Dublin Viking</i>	PSA	Distribute to ferry companies, through your Ferry Section, a copy of the MAIB's "flyer" regarding this accident to highlight to all concerned the extreme dangers that can exist during mooring operations.
121	Commercial Shipping	<i>Dublin Viking</i>	International Chamber of Shipping (ICS)	Highlight to your national ship owner associations the dangers that can exist during mooring operations by the distribution of the MAIB's "flyer" on this accident.

Number	Focus	Investigation	Addressed To	Recommendation
123		<i>Dublin Viking</i>		<p>Pass on to your members, MAIB's advice on the need to consider any shore-supplied moorings in the context of the complete mooring arrangement, and ensure full compatibility with any ship's moorings to which they may be connected.</p>
123a	General Maritime		BPA	
123b	General Maritime		UKMPG	
126	General Maritime	<i>Lady Hamilton of Helford / Blythe Spirit</i>	Premium Liferaft Services	<p>Ensure, with immediate effect, that your fleet of hire liferafts is maintained in accordance with equipment manufacturer's instructions, and ensure compliance can be demonstrated through the application of a robust quality management system.</p>
127	Commercial Shipping	<i>King of Scandinavia / Northern Producer</i>	DFDS A/S	<p>Review the safety management system and associated procedures on board your vessels to take into account;</p> <ul style="list-style-type: none"> <li>• Industry best practice and the safety issues highlighted in the enclosed MAIB Flyer to the Shipping Industry with regard to mooring operations and rope management.</li> <li>• The need to ensure that the procedures for activities such as diving operations are documented and understood.</li> <li>• International requirements for the preservation and access to VDR data.</li> </ul>
132	Commercial Shipping	<i>MSC Napoli</i>	Zodiac Maritime Agencies	<p>Review your safety management system and auditing procedures to ensure:</p> <ul style="list-style-type: none"> <li>• Guidance and instructions to masters regarding speed in heavy weather take into account the lessons learned from this accident.</li> <li>• Your shore management consults with the relevant classification societies when there is any doubt regarding the criticality of machinery items on board your vessels, which are defective or unserviceable.</li> <li>• Your masters are fully aware of the requirement to inform embarked pilots of all factors affecting manoeuvrability and stability.</li> </ul>
133	Leisure Vessels	<i>Partner 1</i>	RIB-X	<p>Accurately determine the number and locations of boats sold by dealers in the UK and Eire which have not been rigged and inspected by a RIB-X authorised representative prior to delivery and to check the standard of rigging on these hulls is at least equivalent to the standard detailed in the RIB-X commissioning guide, alerting owners to any deficiencies identified and any remedial action required.</p>

Number	Focus	Investigation	Addressed To	Recommendation
138	Leisure Vessels	<i>Last Call</i>	BPA	Promulgate to your membership MAIB's advice on the need for Port Authorities to provide comprehensive local safety advice to the leisure craft users of their ports including, where appropriate, specific local information to enhance the safe navigation and operation of these craft.
141	Leisure Vessels	<i>Last Call</i>	British Marine Federation (BMF)	Work with the Boat Retailers and Brokers Association to include best practice guidance to its members on the provision to customers of training, and advice on sources of training, appropriate for the safe operation of the craft being sold.
142		<i>Last Call</i>		Jointly, and as widely as possible, issue safety advice, drawing on this report and the MAIB's safety flyer, to the skippers and potential skippers of leisure craft, highlighting the need for them to undertake seamanship and navigation training appropriate to their intended marine activity.
142b	Leisure Vessels		Royal National Lifeboat Institution (RNLI)	
142c	Leisure Vessels		Royal Yachting Association (RYA)	
144	Commercial Shipping	<i>Mistress Quickly</i>	Ducktours Ltd	Review the fire-fighting and emergency arrangements on board your DUKWs to ensure that: <ul style="list-style-type: none"> <li>The skippers of your vessels are fully acquainted with and, regularly exercised in, the emergency procedures contained within the company's Operational Procedures Manual.</li> <li>Appropriate identification markings and, operating instructions are displayed adjacent to fixed smothering appliances and ventilation shut down points.</li> <li>The pressure gauges on all fixed extinguishers, including fixed systems, are regularly inspected to confirm these are within the appropriate operating range.</li> </ul>
153	Commercial Shipping	<i>Ark Forwarder</i>	Northern Marine Management	Review the safety management system and associated procedures on board your vessels to ensure: <ul style="list-style-type: none"> <li>Company policy regarding the use of the normal and emergency modes of operation of powered watertight doors is understood and adhered to across your fleet.</li> <li>Master control panels for the operation of watertight doors are clearly marked to indicate that the 'remote' or 'automatic' mode of operation is only to be used during emergencies, drills or when testing.</li> <li>Signage is placed on or near powered watertight doors highlighting the potential dangers of failing to follow the correct transit procedure.</li> </ul>

Number	Focus	Investigation	Addressed To	Recommendation
154	Commercial Shipping	Sava Lake	Leipaja Juros Birojs Ltd	Review the design of the forward cargo ventilation system on board Sava Lake, and her sister vessel, to remove the potential hazard of the common air path between the forward store and cargo hold.
155	Commercial Shipping	Sava Lake	Leipaja Juros Birojs Ltd	Review your Safety Management System to: <ul style="list-style-type: none"> <li>• Identify all dangerous and potentially hazardous spaces on board your vessels.</li> <li>• Include procedures and equipment for safe entry into closed, and therefore potentially hazardous, spaces.</li> <li>• Define maintenance roles and responsibilities for cargo ventilation equipment.</li> <li>• Ensure that masters and relevant shore staff are fully aware of the vessel's Document of Compliance - Special Requirements for ships Carrying Dangerous Goods.</li> </ul>
156		Sava Lake		Promulgate to members the importance of industry best practice for the correct identification of cargoes and the provision of the appropriate cargo documentation in accordance with international rules.
156a	Commercial Shipping		Bureau of International Recycling	
156b	Commercial Shipping		ICHCA International Limited	
156c	Commercial Shipping		International Chamber of Shipping (ICS)	
171	Commercial Shipping	Moondance	Seatruck Ferries Ltd	Take immediate action to verify the safe operation of all SeaTruck vessels and ensure, in particular, that such vessels operate at all times with adequate reserves of stability, which satisfy the Loadline Convention.
172	Commercial Shipping	Moondance	Seatruck Ferries Ltd	Conduct an urgent review of the fundamentals of the existing SeaTruck Safety Management system, to ensure these are adequate for the purpose in the short term, until a full review of the system can be completed.
179	Leisure Vessels	Partner 1	RIB-X Ltd	Take immediate steps to complete the conformity assessment process for your full range of RIBs.
180	Leisure Vessels	Partner 1	RIB-X Ltd	Conduct a full review of your business activities and implement any changes that are required to: <ul style="list-style-type: none"> <li>• Ensure conformity with the essential requirements of the RCD</li> <li>• Improve the effectiveness of your quality management system to ensure that boats supplied to your customers are safe.</li> </ul>
181	Leisure Vessels	Partner 1	RIB-X Ltd	Review your quality management system to ensure it conforms with industry best practice and it meets the installation standards required by manufacturers.

Number	Focus	Investigation	Addressed To	Recommendation
183	Commercial Shipping	Scot Venture / Golden Promise	Intrada Ship Management	Take effective measures to ensure that watch keeping personnel adhere stringently to your company's and master's standing orders at all times.
184	Commercial Shipping	Scot Venture / Golden Promise	Intrada Ship Management	Take positive action to ensure that navigating and ancillary bridge equipment is utilised to best effect at all times by all navigating officers, and appraised during audits.
187	Commercial Shipping	CFL Performer	International Chamber of Shipping (ICS)	Through your member organisations, remind ship owners: <ul style="list-style-type: none"> <li>• Of their obligation to ensure that all bridge watchkeeping officers are familiar with the navigational systems in use and to encourage the use of both generic and specific system training courses to help meet this obligation.</li> <li>• Of the need for ships' crews to preserve all recorded information, including VDR, ECDIS and other electronic data, following an accident or incident.</li> </ul>
189		CFL Performer		Ensure that procedures on the use of ECDIS are included in their vessels' safety management systems.
189a	Commercial Shipping		CFL Shipmanagement b.v	
189b	Commercial Shipping		Vertom Scheepvaart & Handelmaatschappij b.v	
191	Fishing Vessel	Georgie Fisher	Heiploeg & Lynn	Modify the engine room air intakes to increase the angle of heel at which down flooding occurs, before the vessel re-enters service.
192	Fishing Vessel	Georgie Fisher	Heiploeg & Lynn	Engage a competent naval architect to conduct an inclining experiment to assess the stability of the vessel to determine its safe operating limits and to generate a Freeboard and Stability Information Booklet.

## SECTION D

### **RECOMMENDATIONS TO MULTIPLE RECIPIENTS**

Lists the small number of recommendations that have been addressed to large multiple recipients. As a result, it has not been possible to track responses under the closed-loop system. Such multiple addressee recommendations are now being avoided wherever possible, so as to make the closed-loop system as effective as possible.

## RECOMMENDATIONS TO MULTIPLE RECIPIENTS (not included in the statistics)

Number	Focus	Investigation	Addressed To	Recommendation
122	Commercial Shipping	<i>Dublin Viking</i>	Winch manufacturers	Review the information provided with mooring equipment to ensure that mooring winch markings and literature include, as a minimum: winch nominal loading, peak loading, and the Minimum Breaking Load (MBL) of ropes to be used on the winch.
145	Commercial Shipping	<i>Saga Rose</i>	Ship owners, managers, industry bodies and organisations	<ul style="list-style-type: none"> <li>Identify and implement measures aimed at improving the identification of all dangerous and potentially dangerous spaces and increasing compliance with the safe working practices required when working in such compartments.</li> <li>Individually and collectively raise the awareness of the continuing high incidence of fatalities of seafarers working in enclosed spaces.</li> </ul>
157	Commercial Shipping	<i>Sea Mithril</i>	All UK Port & Harbour authorities	<p>Ensure sufficient controls and/or procedures are established to enable embarked pilots to assess the ability of vessels to navigate within harbour limits. Factors to be taken into account when making this assessment include:</p> <ul style="list-style-type: none"> <li>The support that can be provided to the pilot by the ship's crew</li> <li>The prevailing weather conditions and, when applicable, the likely effectiveness of the bridge organisation in restricted visibility</li> <li>The availability and use of large scale charts for passage planning</li> <li>The time and sea room required for a meaningful and effective master and pilot interchange.</li> </ul>
166	Commercial Shipping	<i>Sichem Melbourne</i>	All UK Port & Harbour authorities	<p>Whilst ensuring the ability of vessels to navigate in harbour limits (MAIB Recommendation M2008/157 refers) take the following additional factors into consideration:</p> <ul style="list-style-type: none"> <li>The time required for full exchange of information, using diagrammatic explanation where appropriate, between the pilot and the full ship's team, including mooring parties.</li> <li>Only one person to be responsible for all manoeuvring instructions, including bow/stern thrusters, with instructions given orally to allow the whole bridge team to monitor the orders and responses.</li> </ul>

**SECTION E**  
**WITHDRAWN RECOMMENDATIONS**

## WITHDRAWN RECOMMENDATIONS (not included in the statistics)

<b>Number</b>	<b>Focus</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
150	Fishing Vessels	<i>Shark / Royalist</i>	Generic Enterprises Ltd	<p>Review, promulgate and implement necessary management instructions and procedures to improve the safe operation of your company's vessels. The review should include:</p> <ul style="list-style-type: none"> <li>• A clear definition of the skipper's delegated responsibility and authority to implement the company's instructions and procedures.</li> <li>• Guidance on fire prevention measures, including a smoking policy, alcohol spirit stowage, close door discipline and minimising the use of personal electrical equipment.</li> <li>• Procedures for maintaining of, and conducting and recording regular functionality checks of emergency equipment, ventilation isolation systems, fuel/oil quick shut-off valves and fire detection systems.</li> <li>• Recruitment procedures to ensure officers and crew comply with the regulatory professional and safety training qualification requirements.</li> <li>• A requirement for emergency drills to be carried out and recorded in the Official Log Book.</li> <li>• A requirement for crew familiarisation training on the emergency equipment and procedures.</li> <li>• Clear instructions to the skipper when to alert the emergency services to ensure that there is no delay which compromises crew/vessel safety.</li> <li>• The implementation of written risk assessments in accordance with The Merchant Shipping and Fishing Vessel (Health and Safety at Work) Regulations 1997 and MGN 20 (M+F).</li> </ul>
			<b>MAIB Comment</b>	<b>Company ceased trading</b>
151	Fishing Vessels	<i>Shark / Royalist</i>	Generic Enterprises Ltd	<p>Develop Terms of Reference for the "Operations Manager" so that this role is clear, especially in relation to overseeing and ensuring compliance with the company's instructions and procedures on board.</p>
			<b>MAIB Comment</b>	<b>Company ceased trading</b>
152	Fishing Vessels	<i>Shark / Royalist</i>	Blue Rock Fisheries Ltd	<p>Implement instructions and procedures for the operations of its fleet to include the following areas:</p> <ul style="list-style-type: none"> <li>• The need to verify its crews have completed the mandatory safety courses.</li> <li>• The importance of carrying out emergency drills and crew familiarisation training in emergency equipment and procedures.</li> <li>• The need for all crew to be able to communicate effectively and understand key information.</li> <li>• The establishment of safe working practices and operational routines such as keeping weathertight and fire doors closed when not in use.</li> </ul>
			<b>MAIB Comment</b>	<b>Company understood to have ceased trading</b>

## SECTION F

### RECOMMENDATIONS BROUGHT FORWARD FROM PREVIOUS YEARS

Lists the ongoing outstanding recommendations shown as *accepted – yet to be implemented* in previous reports.

## RECOMMENDATIONS BROUGHT FORWARD FROM PREVIOUS YEARS

Recommendations are listed by year/number.

### Accepted – Yet to be Implemented

Number	Focus	Investigation	Addressed To	Recommendation
2007/153	Commercial Shipping	<i>Thomson Celebration</i>	MCA	Recognising the need for additional training, to achieve a level of competence appropriate to operating large capacity passenger tenders, develop and take forward to IMO, through the most appropriate channels, competency requirements for passenger ship tender coxswains and crew. <b>Predicted implementation date – 2010/2011</b>
2007/144	Commercial Shipping	<i>Thunder</i>	DfT	In considering its decisions on the Harbour Revision Orders submitted by the Environment Agency and Mostyn Docks Limited, take into account the need to clarify the status of the Mostyn Outer Channel, such that the responsible authority has the necessary powers to ensure the safety of navigation in the channel. <b>Predicted implementation date - Work in progress</b>
2007/142	Commercial Shipping	<i>Thunder</i>	Port of Mostyn Ltd	<ul style="list-style-type: none"> <li>Reinstate the recommended pilotage service from the North Rhyl buoy, and ensure that all applicable charts and hydrographic publications are amended accordingly.</li> </ul> <b>Predicted implementation date - Subject to 2007/144</b> <ul style="list-style-type: none"> <li>Amend its port passage plan to provide comprehensive guidance for masters of vessels using the channel and anchoring in the approaches to Mostyn.</li> </ul> <b>Implemented</b> <ul style="list-style-type: none"> <li>Review its emergency response procedures for marine accidents, ensuring that the necessary actions for each emergency are identified, and that port and harbour personnel are trained and familiar with the requirements.</li> </ul> <b>Implemented</b>
2007/119	Fishing Vessels	<i>Danielle</i>	MCA	Amplify and expand on current advice contained in MSN 1768 (M&F) such that fishermen are reminded: <ul style="list-style-type: none"> <li>medical scale requirements provide the minimum levels of medical stores only. Additional stores may be provided at the skipper's/owner's discretion.</li> </ul> <b>Predicted implementation date – May 2010</b>

Number	Focus	Investigation	Addressed To	Recommendation
2007/ 117	Fishing Vessels	Danielle	MCA	Provide details of the hazards associated with “tipping” and whipping drums on board scallop dredgers in the next revision of MGN 265 (F). <b>Predicted implementation date – March 2010</b>
2007/ 114	Fishing Vessels	Sian Elizabeth	MCA	Implement The Merchant Shipping and Fishing Vessels (Provision and Use of Work Equipment) Regulations 2006 and amalgamate the provisions of the regulations into guidance for fishing vessel inspectors and surveyors. <b>Predicted implementation date - Ongoing</b>
2006/ 228	Commercial Shipping	Neer Moor	Germanischer Lloyd	Conduct a full review of the SMS procedures and instructions relating to the operation and maintenance of portable bulkhead systems fitted to all ships of the Kapitan Siegfried Bojen Schiffahrtsbetrieb fleet that are classed with Germanischer Lloyd. <b>Predicted implementation date – Not given</b>
2006/ 227	Commercial Shipping	Neer Moor	Germanischer Lloyd	Conduct a comprehensive review of the survey and certification requirements relating to portable bulkhead systems on both new build and in-service vessels. This review should include the need for effective maintenance and safe operating procedures to be incorporated into vessel Safety Management Systems. The findings of this review should be further promulgated through IACS. <b>Partially addressed – schedule for completion – Not given</b>
2006/ 211	Fishing Vessels	Corona / Walzberg	MCA	Amend the proposed Code of Practice for the Safety of Small Fishing Vessels, to reflect the mandatory requirement to fit radar reflectors. <b>Partially completed as per the revision of MSN 1813 (published 16 July 2007). Full implementation expected September 2009</b>
2006/ 200	Commercial Shipping	P&O Nedlloyd Genoa	MCA	Use the data from the current MCA/HSE study into container damage, to review: <ul style="list-style-type: none"> <li>• container structural strength and rigidity standards; and</li> <li>• the need to improve container inspection regimes.</li> </ul> <b>Predicted implementation date – December 2009</b>
2006/ 199	Commercial Shipping	P&O Nedlloyd Genoa	MCA	Consult with the United Kingdom Chamber of Shipping and representatives from the marine insurance industry, with the objective of including in ships’ stability information, for the use by the ship’s crew, vessel specific parametric rolling data. <b>Predicted implementation date – December 2009</b>

Number	Focus	Investigation	Addressed To	Recommendation
2006/ 192	Fishing Vessels	<i>Greenhill</i>		Include damage control and actions to be taken in various emergency situations in future safety videos produced for the fishing industry.
192a			Fishing Industry Safety Group (FISG)	<b>Predicted implementation date – August 2008</b>
192b			SeaFish	<b>Predicted implementation date – August 2008</b>
2006/ 161	Fishing Vessels	<i>Ocean Harvest II</i>	MCA	Require the regular insulation testing of electrical systems to be introduced for all UK fishing vessels and establish measures for confirming this has taken place. (MCA Ministerial Target #4, 2006-07 refers) <b>Predicted implementation date – September 2009</b>
2006/ 147	General Maritime	<i>Mollyanna</i>	British Standards Institution (BSI)	Propose to the International Standards Organisation that the requirements of the wind stiffness test in EN ISO 12217-2 and EN ISO 12217-3 be reviewed, particularly regarding onboard signage and the information to be included in owner's manuals, with a view to providing users with a more comprehensive knowledge of a craft's limitations, and of the appropriate precautions to be taken. In this review, consideration should be given to limiting the application of this test to boats of greater than a defined medium displacement or length. <b>Predicted implementation date – June 2008</b>
2006/ 133	Leisure Vessels	<i>Carrie Kate &amp; Kets</i>	DfT	Work closely with the RYA, MCA and other relevant stakeholders to realise the urgent introduction of national regulations to establish limits on the amount of alcohol which may be consumed by operators of leisure vessels. <b>The DfT announced its intention to introduce alcohol limits for leisure mariners in June 2007. Work is in hand to achieve this aim.</b>
2005/ 217b	Leisure Vessels	BOC Canoe	British Canoe Union (BCU)	Include in powerboat and canoe training courses syllabi instruction on appropriate techniques for towing rafted canoes <b>Predicted implementation date – March 2007 – Update requested</b>
2005/ 164	Fishing Vessels	<i>Kathryn Jane/ Jan Denise/ Emerald Dawn</i>	FISG	Agree, develop and implement measures to ensure <15m Code fishing vessels are "fit for purpose". Measures should, as a minimum, take due cognisance of, and define appropriate limits on: <ul style="list-style-type: none"> <li>• Areas of operation</li> <li>• Stability</li> <li>• Mode of operation</li> <li>• Outfit and equipment</li> <li>• Periodic owner checks.</li> </ul> <b>Predicted implementation date – December 2008 – Update requested</b>

Number	Focus	Investigation	Addressed To	Recommendation
2004/ 248	Fishing Vessels	<i>Kingfisher II</i>	MCA	In its current work in defining future Standards of Training, Certification and Watchkeeping (Fishing), specify qualifications and training requirements for fishing vessel skippers. <b>Predicted implementation date – September 2009</b>
2004/ 200	Fishing Vessels	<i>Elegance</i>	MCA	Instruct surveyors to verify that specific operating instructions for CO <sub>2</sub> fixed extinguishing systems are on board fishing vessels & crew conversant in operation of system. <b>Predicted implementation date – December 2009</b>
2004/ 127	General Maritime	<i>Breakaway 5</i>	MCA	Review the stability tests currently required within all its codes of practice for small craft with a view to introducing a margin of safety in their methodology, and to take into account the probability of a person's weight exceeding 75kg. <b>Predicted implementation date – Further delayed until December 2009</b>
2004/ 123	Leisure Vessels	<i>Breakaway 5</i>	MCA	Form working group to include local authorities & DTI to draw on current best practice to: <ul style="list-style-type: none"> <li>a. Agree on licensing regimes.</li> <li>b. Develop a national code of safe practice.</li> <li>c. Clarify the impact of the Recreational Craft Directive.</li> </ul> <b>Predicted implementation date – Further delayed until December 2009</b>

# PART 3 STATISTICS

## STATISTICS

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For details of reporting requirements and terms used in this Section please see Annex - Statistics Coverage on page 65.

## UK vessel accidents involving loss of life

**Table 1 - UK Vessel Accidents involving Loss of Life**

Date	Name of Vessel	Type of Vessel	Location	Accident	Deaths
<b>Merchant Vessels 100gt and over</b> ①					
22 May	<i>Englishman</i>	Port service - tug	English Channel	Tow wire jumped and hit bosun causing fatal injuries	1
21 Jun	<i>Varmland</i>	Container	Bremerhaven	A fitter fell into a cargo hold during dry-dock maintenance	1
01 Jul	<i>Toisa Conqueror</i>	Offshore supply	Niteroi, near Rio de Janeiro, Brazil	A contractor fell 9m through hole in deck during maintenance work	1
11 Jul	<i>Norman Spirit</i>	Ro-ro, freight/ vehicle ferry (> 12 drivers)	English Channel	Passenger fell overboard after climbing onto railings	1
09 Aug	<i>Ark Forwarder</i>	Ro-ro/lo-lo, freight only (< 12 drivers)	Thames Estuary	Electro Technical Officer suffered fatal crush injuries from watertight door	1
17 Aug	<i>Hurlingham</i>	Class V passenger	Westminster Pier, London	Fatal man overboard from passenger vessel on River Thames	1
31 Aug	<i>RTS Pioneer</i>	Bulk carrier	North of Brazil	Second engineer lost overboard during watch	1
23 Sep	<i>Maersk Kithira</i>	Container	South China Sea	Fatal accident to Chief Engineer in heavy weather	1
<b>Merchant Vessels under 100gt</b> ①					
23 Jul	<i>The Georgian</i>	Passenger	Thames	Passenger fell overboard during charter trip	1
09 Aug	-	18ft Dory	Firth of Forth	Boat was flooded and then sank resulting in one of the two occupants drowning	1
<b>Fishing Vessels</b> ①					
04 Mar	<i>Sanlormarho II</i>	Fishing vessel	Off Blyth, Northumberland	Fisherman dragged overboard and drowned after becoming trapped in bight of wire rope	1
28 Apr	<i>Provider</i>	Lobster potter	Caernarfon Bay, Wales	Man overboard from single-handed potter	1
01 Aug	<i>Vision II</i>	Fishing vessel	Fraserburgh	Fire resulting in three fatalities while alongside	3

## UK vessel accidents involving loss of life

Date	Name of Vessel	Type of Vessel	Location	Accident	Deaths
13 Aug	<i>New Dawn</i>	Stern trawler	Approx. 45nm NNE Fraserburgh	Crewman dragged overboard during shooting operations	1
10 Nov	<i>Louisa</i>	Fishing vessel	Thames	Foundering off the Essex coast with the loss of the skipper	1
24 Nov	<i>Cantara</i>	Stern trawler	Approx. 50 miles west of the Shetland Islands	Crewman dragged overboard during shooting operations	1
<b>Pleasure Craft (Non-Commercial) ①②</b>					
06 Jan	-	Canoe	River Rother, Sussex	Drowning following capsiz	1
02 Mar	-	Canoe	River Calder near Halifax	Man died after becoming trapped in weir after capsiz of inflatable kayak	1
01 Apr	<i>Aeolis</i>	Yacht	Dartmouth	Man was found dead on moored yacht. CO poisoning a possible cause	1
11 May	<i>Betty R</i>	Motor yacht	Bangor, Northern Ireland	Fatal heart attack after falling overboard	1
24 May	-	Tender to yacht <i>Morwenna</i>	Near Tamar Bridge, Saltash	Drowning after yacht tender capsized	1
09 Jun	-	Canoe	River Lee, Epping Forest	Drowning after having been swept over a weir	1
11 Jun	-	Canoe	River Lea near Broxbourne	Drowning following capsiz	1
22 Jun	-	Inflatable dinghy	Off Yarmouth	Man overboard from inflatable dinghy	1
30 Jun	<i>Midnight Oil</i>	Converted ship's lifeboat	Approx. 30nm north of St. Ives.	Man overboard from single-handed vessel	1
10 Jul	-	Open boat	Loch Seaforth, Isle of Lewis	Man overboard while laying a mooring	1
16 Jul	<i>One Up</i>	Yacht	Rosyth	Man overboard from racing yacht	1
01 Aug	-	Rowing Skiff	River Yealm, Plymouth	Drowning following capsiz	1
18 Aug	-	Dinghy	St. Margaret's Hope	Drowning following capsiz	1
24 Aug	<i>Snowbound</i>	Sailing yacht	Thames Estuary	Man overboard during reefing operation	1
07 Sep	<i>Gunsmoke</i>	Yacht	Barry	Knocked into water by boom during uncontrolled gybe	1
23 Sep	<i>Safir</i>	Sailing yacht	Cannes, south France	Collision between two racing yachts cause dismasting with the falling spar causing fatal head injuries	1

## UK vessel accidents involving loss of life

Date	Name of Vessel	Type of Vessel	Location	Accident	Deaths
25 Sep	<i>Snowfire</i>	Sailing yacht	South of Colchester	Man overboard from single handed yacht	1
27 Sep	-	Tender to yacht <i>Sheena</i>	River Itchen, Southampton	Man overboard from yacht tender	1
25 Oct	<i>Scallaway 2</i>	Open boat	Fife area	Man overboard from small open boat	1
01 Dec	-	Aquador cabin cruiser	Lough Neagh	Man overboard from cabin cruiser	1

- ① See definitions in Annex
- ② Not all accidents involving pleasure craft (as defined in Annex) and recreational craft hired on a bareboat basis are required to be reported to the MAIB. While we would encourage all such accidents/incidents to be reported, we do not consider this to be a definitive or comprehensive register of waterborne fatal accidents.

## UK merchant vessels $\geq$ 100gt<sup>①</sup>

**Table 2 - Merchant Vessel Total Losses 2008**

Date	Name of Vessel	Type of Vessel	Age	gt	LOA Metres	Nature of Accident
5 July	<i>Sunrise</i>	Sand dredger	7	320	37	Foundering
* 2 Nov	<i>Abigail H</i>	Harbour dredger	50	325	36	Foundering

\* Declared by insurers to be constructive total loss, however at time of publication the owner was intending to bring the vessel back into service

**Table 3 – Merchant Vessel Losses: 1996-2008**

	Number Lost	UK Fleet Size	gt Lost
1996	1	1 066	382
1997	1	1 055	869
1998	1	1 072	3 476
1999	-	1 035	-
2000	1	1 050	12 778
2001	1	1 047	11 217
2002	1	1 210	671
2003	-	1 343	-
2004	2	1 406	832
2005	6	1 443	1 575
2006	-	1 480	-
2007	5	1 518	54 304
<b>2008</b>	<b>2</b>	<b>1 578</b>	<b>645</b>

**Table 4 - Merchant Vessels in Accidents: 1996-2008**

	Vessels	UK fleet size	Accidents/1 000 vessels
1996	249	1 066	234
1997	237	1 055	225
1998	217	1 072	202
1999	160	1 035	155
2000	140	1 050	133
2001	134	1 047	128
2002	128	1 210	106
2003	145	1 343	108
2004	145	1 406	103
2005	194	1 443	134
2006	127	1 480	86
2007	115	1 518	76
<b>2008</b>	<b>132</b>	<b>1 578</b>	<b>84</b>

① See definitions in Annex

**Table 5 - Merchant Vessels in Accidents by Nature of Accident and Vessel Category**

	Dry cargo	Passenger	Passenger cargo	Tanker/ combination carrier	Other commercial	Total
Cargo Handling Failure	-	2	-	1	1	4
Collision	10	4	-	1	4	19
Contact	6	12	-	2	7	27
Escape of Harmful Substance	1	-	-	-	-	1
Fire/Explosion	4	2	-	1	5	12
Flooding/Foundering	-	-	-	-	4	4
Grounding	8	6	-	3	9	26
Heavy Weather	1	1	-	-	2	4
Hull Failure	1	-	-	-	-	1
Machinery Failure	6	9	2	-	6	23
Person Overboard	1	4	1	1	3	10
Pollution	-	-	-	1	-	1
<b>Total</b>	<b>38</b>	<b>40</b>	<b>3</b>	<b>10</b>	<b>41</b>	<b>132</b>

**Table 6 - Merchant Vessels in Accidents by Nature of Accident: 1996-2008**

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Capsize/Listing	5	-	-	1	-	1	-	-	2	1	-	2	-
Cargo Handling Failure	2	2	2	1	8	1	1	3	1	1	2	1	4
Collision	26	30	23	10	25	16	18	12	16	38	25	14	19
Contact	31	24	23	18	14	13	25	37	28	33	19	30	27
Escape of Harmful Substance	20	15	27	15	4	11	-	-	4	2	1	2	1
Fire/Explosion	22	26	24	19	18	21	26	22	24	22	7	7	12
Flooding/Foundering	3	4	3	3	2	3	1	3	3	6	4	2	4
Grounding	18	21	20	16	7	18	14	13	15	26	21	11	26
Heavy Weather	12	2	4	2	5	1	4	3	4	1	6	4	4
Machinery Failure	41	50	55	48	50	39	28	41	42	51	30	36	23
Person Overboard	12	15	8	11	5	10	9	8	5	12	10	7	10
Other	57	48	28	16	2	-	2	3	1	3	2	-	2
<b>Total</b>	<b>249</b>	<b>237</b>	<b>217</b>	<b>160</b>	<b>140</b>	<b>134</b>	<b>128</b>	<b>145</b>	<b>145</b>	<b>196</b>	<b>128</b>	<b>116</b>	<b>132</b>

UK merchant vessels &gt;= 100gt

**Table 7 - Deaths and Injuries of MV Crew Members by Place**

Where	Number of people
Accommodation space - crew	23
Accommodation space - passengers	9
Cargo or other tank space	4
Dry cargo space	1
Engine room	18
External stairway/ladder/gangway	8
External working deck/shelter	27
Galley	18
Hotel service areas	10
Internal stairway/ladder	6
Mooring deck	14
Navigation/communication control space	2
Overside/aloft	1
Ro-ro vehicle deck/ramp	19
Ship's boat	3
Store space	10
Workshop	1
Other external deck	16
Other internal deck/space	13
Other machinery space	6
Other	16
<b>Total</b>	<b>225</b>

**Table 8 - Deaths and Injuries of MV Crew Members by Rank**

Rank/specialism	Number of people
Master/skipper	1
Chief engineer	5
Officer, Deck	22
Officer, Electrical	3
Officer, Engineering	17
Rating	20
Rating, Deck	58
Rating, Engineering	18
Rating, General purpose	17
Other crew	64
<b>Total</b>	<b>225</b>

**Table 9 - Deaths and Injuries of Merchant Vessel Crew Members by Injury**

Main injury	Number of people
Amputation of hand/fingers/toe	3
Bruising	25
Burns/scalds (non electrical)	5
Chemical poisoning/burns from contactor inhalation	4
Concussion/unconsciousness due to head injury	3
Crush injury	14
Cuts/wound/lacerations	32
Death - confirmed	4
Death - presumed	1
Dislocations	12
Eye injuries	2
Fracture - of the skull/spine/pelvis/major bone in arm or leg	23
Fracture - other	34
Hypothermia	1
Strains - other strains/sprains/torn muscles/ligaments	32
Strains - strained back	24
Other	6
<b>Total</b>	<b>225</b>

**Table 10 - Deaths and Injuries to Merchant Vessel Crew: 1996-2008**

	Crew injured	Of which resulted in death
1996	403	3
1997	327	5
1998	330	2
1999	288	4
2000	301	3
2001	296	3
2002	302	5
2003	288	3
2004	307	4
2005	246	2
2006	231	3
2007	242	12
<b>2008</b>	<b>225</b>	<b>5</b>

UK merchant vessels &gt;= 100gt

**Table 11 - Deaths and Injuries to Passengers by Injury**

Main injury	Number of people
Amputation of hand/finger/toe	3
Bruising	21
Concussion/unconsciousness due to head injury	1
Cuts/wound/lacerations	18
Death - confirmed	2
Dislocations	3
Fracture - of the skull/spine/pelvis/major bone in arm or leg	53
Fracture - other	37
Strains - other strains/sprains/torn muscles/ligaments	3
Strains - strained back	8
Unknown	21
<b>Total</b>	<b>170</b>

**Table 12 - Deaths and Injuries to Passengers: 1996-2008**

	Number of injuries	Of which resulting in death
1996	97	2
1997	94	-
1998	120	2
1999	80	1
2000	137	1
2001	138	1
2002	134	-
2003	186	-
2004	146	-
2005	109	1
2006	114	1
2007	106	-
<b>2008</b>	<b>170</b>	<b>2</b>

## UK merchant vessels <100gt<sup>①</sup>

**Table 13 - UK Flagged Merchant Vessels Under 100gt - Losses**

	Date	Name of vessel	Type of vessel	LOA metres	Nature of accident
	09 Aug	-	18ft Dory	6	Foundering
	15 Aug	<i>Ephraim</i>	Ex fishing vessel	23	Foundering
*	22 Aug	<i>Seaworks</i>	Commercial motor yacht	11	Grounding
	03 Oct	-	Workboat	9	Foundering
*	25 Oct	<i>Argus</i>	Passenger	13	Heavy Weather Damage
	10 Dec	<i>Sea Raider T.N.G.</i>	Angling catamaran	8	Foundering

\* Constructive Total Loss

**Table 14 - UK Flagged Merchant Vessels Under 100gt - by Nature of Accident and Vessel Category**

	Passenger			Other commercial									Overall Total	
	Ferry	Other passenger vessel	Total	Associated with offshore industry	Megayacht	Naval support and RFA	Port service	Small commercial motor vessel	Small commercial sailing vessel	Survey/research	Workboat	Other/Unknown		Total
Capsize/Listing	-	-	0	-	-	-	1	2	-	-	1	2	6	6
Collision	1	2	3	-	1	1	2	1	3	-	-	2	10	13
Contact	-	2	2	-	-	-	1	2	-	-	-	-	3	5
Escape of Harmful Substance	-	-	0	-	-	-	-	1	-	-	-	-	1	1
Fire/Explosion	-	-	0	-	-	-	2	4	-	-	-	1	7	7
Flooding/Foundering	-	1	1	-	-	-	1	4	3	-	2	1	11	12
Grounding	1	2	3	-	1	-	-	9	14	1	1	1	27	30
Heavy Weather Damage	-	1	1	-	-	-	-	-	-	-	1	-	1	2
Hull Failure	-	-	0	-	-	-	-	1	-	-	-	-	1	1
Machinery Failure	1	2	3	-	-	-	1	17	6	2	3	6	35	38
Person Overboard	-	3	3	-	-	-	2	7	1	-	-	1	11	14
<b>Total</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>48</b>	<b>27</b>	<b>3</b>	<b>8</b>	<b>14</b>	<b>113</b>	<b>129</b>
<b>Injured</b> <sup>③</sup>	<b>0</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>-</b>	<b>4</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>43</b>	<b>51</b>
<b>Deaths</b> <sup>③</sup>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>2</b>

① See definitions in Annex

③ These rows include accidental injuries and deaths on vessels where the vessel itself was not involved in an accident

## UK non-commercial vessels<sup>①</sup>

**Table 15 - UK Non-Commercial in accidents by Nature of Accident and Vessel Category**

Other (non-commercial)			
	Naval craft <sup>④</sup>	RNLJ lifeboat	Total
Collision	1	1	2
Contact	-	1	1
Flooding/Foundering	-	1	1
Grounding	-	1	1
Person Overboard	2	-	2
<b>Total</b>	<b>3</b>	<b>4</b>	<b>7</b>
<b>Injuries<sup>③</sup></b>	-	<b>7</b>	<b>7</b>
<b>Deaths<sup>③</sup></b>	-	-	-

① See definitions in Annex

③ These rows include accidental injuries and deaths on vessels where the vessel itself was not involved in an accident

④ Naval Craft accident/injuries are outside the remit of the MAIB, unless involved with non naval vessel.

## UK fishing vessels<sup>①</sup>

There were 6763 UK-registered fishing vessels at the end of 2008. During 2008, 258 accidents involving these vessels were reported to the MAIB. Figures in the following tables are accidents and injuries involving UK-registered vessels that were reported to the MAIB in 2008.

21 fishing vessels were reported lost (0.3% of the total fleet) and there were 8 fatalities to crew.

**Table 16 - Fishing Vessel Total Losses**

	Date	Name of vessel	Age	gt	Nature of accident
<b>Under 15m Length Overall (loa)</b>					
	22 Jan	<i>Northern Star</i>	24	3.78	Capsize
*	27 Jan	<i>Llamados</i>	19	12.30	Grounding
	30 Jan	<i>Excelsior</i>	20	14.33	Grounding
*	04 Mar	<i>Horizon</i>	5	41.55	Grounding
	30 Mar	<i>Oden</i>	-	0.80	Foundering
*	01 Apr	<i>Lion II</i>	35	4.49	Collision
*	20 Jan	<i>Rebecca Ann</i>	11	1.84	Contact
	24 Jun	<i>Guyona</i>	26	34.23	Foundering
	23 Jul	<i>Levan Mor of Looe</i>	20	11.58	Foundering
	06 Sep	<i>Arctic Wolf</i>	-	0.65	Capsize
*	18 Sep	<i>Nantewas</i>	21	9.68	Collision
	20 Sep	<i>Bobby B</i>	19	5.47	Foundering
*	25 Oct	<i>Boy David</i>	2	5.78	Grounding
*	10 Nov	<i>Lousia</i>	18	9.27	Foundering
<b>15m Length Overall - Under 24m Registered Length (reg)</b>					
*	11 Jan	<i>Fisher Boys</i>	28	152.00	Foundering
*	01 Feb	<i>Spinningdale</i>	40	169.00	Grounding
	29 May	<i>Girl Patricia</i>	39	39.22	Foundering
	06 Nov	<i>Faithful Friend II</i>	38	54.00	Foundering
<b>24m Registered Length (reg) and over</b>					
	23 Jan	<i>Royalist</i>	48	290.00	Foundering
	18 Sep	<i>Shark</i>	45	222.00	Foundering
	08 Dec	<i>Hendrik SR</i>	17	428.00	Collision

\* Constructive Total Loss

① See definitions in Annex

## UK fishing vessels

**Table 17 - Fishing Vessel Losses: 1996-2008**

	Under 15m loa	15m loa to <24m reg	24m reg and over	Total lost	UK registered	% Lost
1996	19	5	1	25	8 064	0.31
1997	12	10	1	23	7 779	0.30
1998	12	5	4	21	7 605	0.28
1999	17	10	6	33	7 460	0.44
2000	15	18	7	40	7 194	0.56
2001	16	17	1	34	7 200	0.47
2002	7	6	5	18	7 046	0.26
2003	16	8	4	28	6 731	0.42
2004	16	9	-	25	6 693	0.37
2005	20	11	3	34	6 314	0.54
2006	11	7	1	19	6 346	0.30
2007	16	5	-	21	6 330	0.33
<b>2008</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>21</b>	<b>6 763</b>	<b>0.31</b>

**Table 18 - Fishing Vessels in Accidents**

Nature of Accident	Number of vessels involved	Incident rate per 1 000 vessels at risk
Capsize/Listing	3	0.4
Collision	17	2.5
Contact	2	0.3
Fire/Explosion	11	1.6
Flooding/Foundering	33	4.9
Grounding	28	4.1
Machinery Failure	156	23.1
Person Overboard	7	1.0
<b>Total</b>	<b>257</b>	<b>38.0</b>

**Table 19 - Fishing Vessels in Accidents by Nature of Accident: 1996-2008**

Nature of accident	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Capsize/Listing	9	8	11	15	4	3	5	4	2	6	5	3	3
Collision	25	22	20	15	25	17	15	17	12	23	12	18	17
Contact	6	4	-	7	2	6	1	7	3	3	3	4	2
Fire/Explosion	19	17	11	15	16	10	13	13	19	16	15	9	11
Flooding/Foundering	68	51	62	54	59	46	40	50	40	54	34	32	33
Grounding	64	44	40	31	40	29	26	38	29	19	24	24	28
Heavy Weather Damage	2	1	2	4	4	-	2	1	2	3	1	5	-
Machinery Failure	327	316	247	232	174	212	181	221	202	232	240	213	156
Missing Vessel	-	-	1	-	1	-	-	1	1	-	1	-	-
Person overboard	8	14	8	8	11	11	6	6	6	11	14	8	7
Other	-	-	1	-	1	-	-	1	1	1	-	1	-
<b>Total</b>	<b>528</b>	<b>477</b>	<b>403</b>	<b>381</b>	<b>337</b>	<b>334</b>	<b>289</b>	<b>359</b>	<b>317</b>	<b>368</b>	<b>349</b>	<b>317</b>	<b>257</b>

## UK fishing vessels

**Table 20 - Fishing Vessels in Accidents - by Nature of Accident**

Nature of accident	Number of vessels involved	Incident rate per 1 000 vessels at risk
<b>Under 15m Length Overall (loa) - Vessels at risk (5 973)</b>		
Capsize/Listing	3	0.5
Collision	12	2.0
Contact	1	0.2
Fire/Explosion	4	0.7
Flooding/Foundering	24	4.0
Grounding	16	2.7
Machinery Failure	109	18.2
Person Overboard	4	0.7
	<b>173</b>	<b>29.0</b>
<b>15m loa - 24m reg (501)</b>		
Collision	3	6.0
Contact	1	2.0
Fire/Explosion	5	10.0
Flooding/Foundering	7	14.0
Grounding	10	20.0
Machinery Failure	39	77.8
Person Overboard	1	2.0
	<b>66</b>	<b>131.7</b>
<b>24m reg and over (289)</b>		
Collision	2	6.9
Fire/Explosion	2	6.9
Flooding/Foundering	2	6.9
Grounding	2	6.9
Machinery Failure	8	27.7
Person Overboard	2	6.9
	<b>18</b>	<b>62.3</b>
<b>Fleet total</b>	<b>257</b>	<b>38.0</b>

**Table 21 - Deaths and Injuries to Fishing Vessel Crew by Injury**

Main Injury	Number of People
Amputation of hand/fingers/toe	2
Asphyxiation - due to lack of oxygen in enclosed space	2
Bruising	5
Burns/scalds - other	1
Chemical poisoning/burns from contact or inhalation	1
Concussion/unconsciousness due to head injury	7
Crush injury	4
Cuts/wound/lacerations	5
Death - confirmed	4
Death - presumed	4
Dislocations	1
Eye injury	1
Fracture - of the skull/spine/pelvis/major bone in arm or leg	5
Fracture - other	7
Hypothermia	6
Strains - strained back	1
Strains - other strains/sprains/torn muscles/ligaments	3
Unknown	1
<b>Total</b>	<b>60</b>

**Table 22 - Deaths and Injuries to Fishing Vessel Crew by Vessel Length (of which, deaths shown in brackets) 1996-2008**

	Under 15m loa		15m loa - under 24m reg		24m reg and over		Total	
		( )		( )		( )		( )
1996	24	(10)	34	(2)	59	(8)	117	(20)
1997	22	(9)	72	(16)	41	(4)	135	(29)
1998	30	(12)	34	-	51	(14)	115	(26)
1999	16	(4)	28	(2)	37	(3)	81	(9)
2000	20	(4)	42	(9)	43	(19)	105	(32)
2001	11	(2)	42	(3)	34	(5)	87	(10)
2002	12	(3)	24	(4)	19	(1)	55	(8)
2003	27	(8)	25	(2)	18	(1)	70	(11)
2004	27	(9)	20	(1)	23	-	70	(10)
2005	20	(3)	27	(3)	15	(3)	62	(9)
2006	21	(6)	30	(8)	18	(2)	69	(16)
2007	25	(4)	24	(3)	15	(1)	64	(8)
<b>2008</b>	<b>19</b>	<b>(3)</b>	<b>22</b>	<b>(4)</b>	<b>19</b>	<b>(1)</b>	<b>60</b>	<b>(8)</b>

## Non-UK commercial vessels<sup>①</sup>

**Table 23 - Non-UK Commercial Vessels Total Losses in UK Waters**

Date	Name of vessel	Type of vessel	Nationality	Age	gt	loa metres	Nature of accident
31 Jan	<i>Riverdance</i>	Dry cargo	Bahamas	31	6041	116	Grounding
02 Apr	<i>Pinto</i>	Fishing vessel	France	-	-	40	Foundering

**Table 24 - Non-UK Vessels in UK Waters - by Nature of Accident and Vessel Category**

	Dry cargo	Passenger	Passenger cargo	Tanker/ combination carrier	Fishing vessel	Other commercial	Pleasure craft (non commercial)	Total
Collision	4	-	-	6	-	4	5	19
Contact	15	3	-	8	-	5	2	33
Escape Of Harmful Substance	1	-	-	1	-	-	-	2
Fire/ Explosion	-	2	-	1	-	2	1	6
Flooding/ Foundering	-	-	-	-	1	2	-	3
Grounding	30	-	-	3	1	3	-	37
Machinery Failure	12	-	-	7	2	-	-	21
Person Overboard	3	-	-	1	-	1	-	5
<b>Total</b>	<b>65</b>	<b>5</b>	<b>-</b>	<b>27</b>	<b>4</b>	<b>17</b>	<b>8</b>	<b>126</b>
<b>Injuries</b> <sup>③</sup>	<b>16</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>-</b>	<b>50</b>
<b>Deaths</b> <sup>③</sup>	<b>2</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>

① See definitions in Annex

③ These rows include accidental injuries and deaths on vessels where the vessel itself was not involved in an accident

Non-UK Flagged vessels are not required to report accidents to the MAIB unless they are within a UK port/harbour or within UK 12-mile territorial waters and carrying passengers to or from a UK port. However, the MAIB will record details of, and may investigate, significant accidents of which we are notified by bodies such as the Coastguard.

# ANNEX

## STATISTICS COVERAGE

### Reporting Requirements

United Kingdom ships are required by the Merchant Shipping (Accident Reporting and Investigation) Regulations 2005 to report accidents to ships and accidents to persons to MAIB.

Non-UK flagged vessels are not required to report accidents to the MAIB unless they are within a UK port/harbour or within UK 12 mile territorial waters and carrying passengers to or from a UK port. However, the MAIB will record details of, and may investigate, significant accidents of which we are notified by bodies such as the Coastguard.

The Maritime and Coastguard Agency, harbour authorities and inland waterway authorities also have a duty to report accidents to MAIB.

For full details of reporting requirements please refer to the Regulations which are available at: [www.maib.gov.uk/resources/index.cfm](http://www.maib.gov.uk/resources/index.cfm)

In addition to the above, MAIB monitors news and other information sources for relevant accidents.

Data is presented by the year the incident was reported to MAIB. Historic data tables contain information from 1996; since that time the reporting requirements have changed in 1999 and 2005. Significant changes include:

1999 - Requirement for most types of incident previously reportable by Merchant Ships of 100gt or more as "Dangerous Occurrences" to be reported as accidents by all vessels except pleasure vessels.

2005 – Introduction of requirement for recreational craft on bareboat hire and various small vessels of less than eight metres to report a limited range of accidents: Death, Major Injury, Capsize (of a power-driven craft), Fire, Explosion or Pollution causing significant harm to the environment.

### Vessel Definitions

UK merchant vessels $\geq$ 100gt	Merchant vessels on the UK register with a gross tonnage of 100gt or more
UK merchant vessels <100gt	Merchant vessels on the UK register with a gross tonnage of less than 100gt. Includes pleasure craft of all types being operated commercially (charter/hire, operated by schools and other training establishments etc).
UK pleasure craft (non-commercial)	Privately owned and operated pleasure vessels of all types.
UK other craft (non-commercial)	Navy vessels (when involved in collisions with non-Navy vessels), RNLI lifeboats, non-RNLI lifeboats, public service vessels (police, fire, ambulance).
UK fishing vessels	Commercial fishing vessels registered with the UK Maritime and Coastguard Agency's Register of Shipping and Seamen.
Non-UK vessels in UK waters	Non-UK vessels involved in an accident or incident in UK territorial waters (12-mile limit)

### Meaning of “Accident to Vessels”

The ship:

- causes any material damage
- is lost or is presumed to be lost
- is abandoned
- is materially damaged by fire, explosion, weather or other cause
- grounds
- is in collision
- is disabled or
- causes significant harm to the environment

Any person falls overboard from, the ship or one of its ship's boats

And additionally, if the occurrence might have caused serious injury or damage to the health of any person:

- the collapse or bursting of any pressure vessel, pipeline or valve
- the collapse or failure of any lifting equipment, access equipment, hatch-cover, staging or bosun's chair or any associated load-bearing parts
- the collapse of cargo, unintended movement of cargo or ballast sufficient to cause a list, or loss of cargo overboard
- the snagging of fishing gear which results in the vessel heeling to a dangerous angle
- contact by a person with loose asbestos fibre except when full protective clothing is worn, or
- an escape of any harmful substance or agent.

### Meaning of “Accident to Person”

Accidents to Persons are those incidents that resulted in deaths or injuries but did not involve an accident to the vessel. More than one person may be killed or injured in an Accident to Person (or Accident). Persons are categorised as crew, passengers or others (pilots etc).

### Meaning of “Injury”

- any fracture, other than to a finger, thumb or toe;
- any loss of a limb or part of a limb;
- dislocation of the shoulder, hip, knee or spine;
- loss of sight, whether temporary or permanent;
- penetrating injury to the eye; or
- any other injury-
  - (i) leading to hypothermia or to unconsciousness,
  - (ii) requiring resuscitation, or
  - (iii) requiring admittance to a hospital or other medical facility as an in-patient for more than 24 hours.

And any other injury, to a person employed or carried in a ship which occurs on board or during access which results in incapacity for more than three consecutive days excluding the day of the accident, or as a result of which the person concerned is put ashore and the ship sails without that person, unless the incapacity is known or advised to be of three consecutive days or less, excluding the day of the accident.

### Meaning of “Hazardous Incident”

Hazardous Incidents are any events, other than accidents, associated with the operation of a ship which involve circumstances indicating that an accident nearly occurred.

## GLOSSARY OF ABBREVIATIONS AND ACRONYMS

ABP	-	Associated British Ports
ARPA	-	Automatic Radar Plotting Aid
BCU	-	British Canoe Union
BIS	-	Department for Business Innovation and Skill (formerly DBERR)
BMF	-	British Marine Federation
BPA	-	British Ports Association
BSI	-	British Standards Institution
CEC	-	Certificate of Equivalent Competency
CLIA	-	Cruise Lines International Association
CO	-	Carbon Monoxide
CO <sub>2</sub>	-	Carbon Dioxide
CoC	-	Certificate of Competency
COLREGS	-	International Regulations for the Prevention of Collisions at Sea
DARDNI	-	Department for Agriculture and Rural Development Northern Island
DBERR	-	Department for Business Enterprise and Regulatory Reform
Defra	-	Department for Environment, Food and Rural Affairs
DfT	-	Department for Transport
DTI	-	Department of Trade and Industry
ECDIS	-	Electronic Chart Display and Information System
EEBD	-	Emergency Escape Breathing Device
FISG	-	Fishing Industry Safety Group
gt	-	gross tonnage
HSE	-	Health and Safety Executive
IACS	-	International Association of Classification Societies
ICOMIA	-	International Council of Marine Industry Associations
IMO	-	International Maritime Organization

ISM	-	International Safety Management
ISO	-	International Organization for Standardization
loa	-	length overall
m	-	metres (length overall unless otherwise stated)
MCA	-	Maritime and Coastguard Agency
MGN	-	Marine Guidance Note
MSN	-	Merchant Shipping Notice
nm	-	nautical mile
OCIMF	-	Oil Companies International Marine Forum
PEC	-	Pilot Exemption Certificate
PSA	-	Passenger Ship Association
RCD	-	Recreational Craft Directive
reg	-	registered length
RFA	-	Royal Fleet Auxiliary
RIB	-	Rigid-hulled Inflatable Boat
RNLI	-	Royal National Lifeboat Institution
ro-ro	-	roll-on roll-off
RYA	-	Royal Yachting Association
SMS	-	Safety Management System
SOLAS	-	International Convention for the Safety of Life at Sea
SSP	-	Siemens-Schottel Propulsor (the podded drive system)
STCW	-	Standards of Training, Certification and Watchkeeping for Seafarers
UKMPA	-	United Kingdom Maritime Pilots' Association
UKMPG	-	United Kingdom Major Ports' Group
UR	-	Unified Requirements
VDR	-	Voyage Data Recorder