

Safety Digest Survey

Introduction

As you are aware, over the last few months we have conducted a survey of our Safety Digest readership, and received over 1500 responses from individuals and organisations, both in the UK and overseas. We would like to thank everyone who took the time to complete and return the survey questionnaires.

Survey aims

Our main aims in carrying out the survey were:

1. To update our distribution list, making sure that we had complete and accurate contact details for everyone who receives the Safety Digest.
2. To improve the service we provide in delivering the Safety Digest to the public by offering the option of email alerts about the availability of the Safety Digest, as well as other MAIB publications, for download from our website (www.maib.gov.uk).
3. To reduce the number of hard copies of the Digest produced, improving the sustainability of our activities and benefiting the environment.
4. In achieving the above objectives, to reduce production costs and deliver better value for money.

Survey results

Of those who responded to the survey:

- Over 1300 opted to receive one or more hard copies of the Digest (many organisations order multiple copies for all their ships/units/departments).
- Over 1000 opted to receive email alerts about the Digest becoming available to download from our website.
- Nearly 500 opted to receive email alerts about other MAIB publications becoming available to download from our website.
- More than a third provided feedback.

Feedback

We would particularly like to extend our thanks to all those who took the trouble to provide us with feedback about the Safety Digest, for which we are very grateful. The vast majority of comments were very complimentary, and these have been shared with the MAIB staff who produce the Digest.

Around 7% of those who gave feedback provided critical comments or suggestions about how the Digest could be improved. We are constantly striving to improve, so this feedback is particularly helpful. All of your comments have been discussed at length within the MAIB, and we would like to take this opportunity to respond to those comments. In the interests of brevity we have grouped them into areas.

MAIB NOTICEBOARD

1. A few respondents suggested that our style of printing the section introductions over a photographic background makes it difficult to read. In this edition we have tried to reduce the tone of the backgrounds slightly to make reading easier. We would be grateful for your feedback on this, especially if people are still finding it difficult to read.
2. Several people commented adversely on the style of articles in the Digest. One respondent felt the writing was “too informal”, another asked for more descriptive titles to enable readers “to pick and choose which parts to read”, and four considered the titles to be “cheesy” or “frivolous”. We thought very hard about these points. Ultimately, we are writing for a very wide range of readers, and have to balance the need for serious treatment of the subject matter against the need to engage people and make the Digest an enjoyable read; there are more than enough heavy tomes produced on safety matters! On balance, and in view of the many positive comments on the style, format and presentation of the Digest, we have decided to leave the style largely unaltered, while taking extra care with any frivolity.
3. Ten respondents asked for details of the location of accidents to be included in articles, while three asked for ships to be named. However, this not only goes against our culture of no-blame, but also misunderstands the purpose of the Safety Digest. It is up to the reader to decide if the accident may be relevant to him/her regardless of where it happened, rather than – as one respondent put it – if it happened in someone’s neighbourhood it would “make them sit up and take note”.
4. For similar reasons, we hope that readers look at all sections of the Safety Digest – there are important lessons for all of us in each section. For this reason, we do not intend to take up the suggestion, proposed by two respondents, to publish the sections of the Digest separately, although we do already publish a compendium of the fishing vessel sections annually, and occasionally produce a similar compendium of leisure craft reports.
5. Most of the other suggestions we received related to the balance of reports by sector, or requests for more reports from harbourmasters, sailing schools, leisure craft and superyachts, for example. However, it is important for readers to recognise that the reports featured in the Safety Digest are based on MAIB investigations, preliminary examinations or, occasionally, administrative enquiries. Therefore the range of articles in the Digest will only reflect the nature of accidents and incidents that occur and are dealt with by the MAIB. Similarly, the balance of articles between the merchant, fishing and leisure sectors will depend entirely on what accidents and incidents are reported to us and that we have investigated.

We hope that these explanations help people to understand what we are trying to achieve.

Returning to the positive comments about our Safety Digest, it is good to know that so many of you find it to be a useful, worthwhile and enjoyable publication. Our inspectors, principal inspectors and publications team write these articles and produce the Safety Digest as an addition to their normal investigation workload, so it is heartening for them to know that their work is so greatly appreciated.

Receiving the Safety Digest

If you returned a survey questionnaire to us, but do not receive the Safety Digest in the format or number of copies that you expected, please let us know as soon as possible so that we can address the problem and ensure that your needs are met.

APPENDIX A

Preliminary examinations started in the period 01/11/07 – 29/02/08

A preliminary examination identifies the causes and circumstances of an accident to see if it meets the criteria required to warrant an investigation, which will culminate in a publicly available report.

Date of Incident	Name of Vessel	Vessel Type	Flag	Size (gt)	Incident Type
19/11/07	<i>Wizard</i>	Workboat	UK	6	Grounding
14/12/07	<i>Viking Discovery</i>	Offshore supply vessel	UK	1433	Machinery failure
15/12/07	<i>QE2</i> <i>Pride of Kent</i>	Cruise ship Ro-ro vehicle/pax ferry	UK UK	70327 30635	Hazardous inc.
10/01/08	<i>Mariella</i>	Chemical tanker	Norway	41766	Hazardous inc.
11/01/08	<i>Fisher Boys</i>	Fishing vessel	UK	152	Flooding/foundering
25/01/08	<i>Millennium City</i>	Thames passenger vessel	UK	288	Contact with bridge
31/01/08	<i>Pride of Canterbury</i> <i>Riverdance</i>	Ro-ro vehicle/pax ferry Dry cargo	UK Bahamas	30635 6041	Grounding Grounding
01/02/08	<i>Spinningdale</i> <i>Pride of Canterbury</i>	Fishing vessel Ro-ro vehicle/pax vessel	UK UK	169 30635	Grounding Hazardous inc.
03/02/08	<i>Seven Sisters</i>	Ro-ro vehicle/pax vessel	France	18425	Contact
18/02/08	<i>Sea Mithril</i>	Dry cargo	UK	1382	Grounding
22/02/08	<i>King of Scandinavia</i> <i>Northern Producer</i>	Ro-ro vehicle/pax ferry Platform	Denmark Cyprus	31788 12577	Contact
25/02/08	<i>Sichem Melbourne</i>	Chemical tanker	Singapore	8455	Contact with jetty

Investigations started in the period 01/11/07 – 29/02/07

Date of Incident	Name of Vessel	Vessel Type	Flag	Size (gt)	Incident Type
13/11/07	<i>Ursine</i> <i>Pride of Bruges</i>	Ro-ro/lo-lo freight Ro-ro vehicle/pax	Belgium Netherlands	16947 31598	Collision
23/11/07	<i>Last Call</i>	Pleasure craft	UK	Unknown	Crew lost (3 fatalities)
06/12/07	<i>Figaro</i>	Specialised carrier	Singapore	50681	Escape of harmful substance
19/12/07	<i>Flying Phantom</i>	Tug	UK	287	Sinking (3 fatalities)
18/01/07	<i>Sava Lake</i>	General cargo	Latvia	2030	Acc. to person (2 fatalities)
19/01/08	<i>Shark</i>	Fishing vessel	UK	222	Fire
23/01/08	<i>Royalist</i>	Fishing vessel	UK	290	Flooding/foundering

Chief Inspector's Note: Appendix A of Safety Digest 3/2007 incorrectly implied that *Condor Express* made contact with another vessel. *Condor Express* was, in fact, secured safely alongside the berth when the other vessel made contact with her. I would like to apologize to Condor Marine Services.

**Stephen Meyer
Chief Inspector**

Reports issued in 2007

Annabella – collapse of cargo containers while in the Baltic Sea on 26 February 2007
Published 13 September

Aqua-boy – grounding, Sound of Mull on 11 November 2006
Published 4 July

Arctic Ocean and **Maritime Lady** – collision between *Arctic Ocean* and *Maritime Lady*, the capsizing of *Maritime Lady*, and contact with wreck of *Maritime Lady* by *Sunny Blossom*, and its subsequent grounding in the Elbe River on 5 December 2005
Published 1 February

Brothers – grounding of vessel with the loss of two lives off Eilean Trodday on 1 June 2006
Published 31 January

Calypso – engine room fire on board the passenger cruise vessel 16 miles south of Beachy Head on 6 May 2006
Published 19 April

Danielle – major injuries sustained by a deckhand 17 miles south-south-east of Falmouth on 6 June 2006
Published 29 March

Ennerdale – major LPG leak from the gas carrier while alongside Fawley Marine Terminal on 17 October 2006
Published 25 May

FR8 Venture – loss of two lives, plus one seriously injured person on board the Singaporean registered tanker close to the west pilot station to Scapa Flow in the Orkney Islands on 11 November 2006
Published 18 July

Gas Monarch/Whispa – collision, 6 miles ESE of Lowestoft during the evening of 16 April 2007
Published 21 December

Haitian sloop – capsizing of an un-named Haitian sloop with the loss of at least 60 lives while under tow by Turks and Caicos police launch *Sea Quest* 1nm south-east of Providenciales, Turks and Caicos Islands on 4 May 2007
Published 1 August

Harvest Caroline – grounding, Tanera More, Summer Isles, north west coast of Scotland on 31 October 2006
Published 22 June

Hilli – starboard boiler explosion resulting in one fatal and one serious injury on board the liquid natural gas tanker, Grand Bahama shipyard, Freeport, Grand Bahama on 10 October 2003
Published 27 March

Hooligan V- report on the investigation of the keel failure, capsizing, and loss of one crew member from the Max Fun 35 yacht 10 miles south of Prawle Point on 3 February 2007
Published 14 August

Lindy Lou – fire on board the canal boat, Lyme View Marina, Adlington, Cheshire, resulting in 1 fatality on 20 January
Published 3 October

Maersk Doha – investigation of the machinery breakdown and subsequent fire, Chesapeake Bay, off Norfolk, Virginia, USA 2 October 2006
Published 6 July

Maersk Dover/Apollonia/Maersk Vancouver – close-quarters situation between the ro-ro passenger ferry *Maersk Dover*, the tanker *Apollonia* and the container vessel *Maersk Vancouver* in the Dover Strait on 17 October 2006
Published 17 May

Meridian – loss of the fishing vessel and her four crew 160nm due east of Aberdeen on 26 October 2006
Published 4 September

Octopus/Harald – grounding of the jack-up barge Octopus towed by the tug Harald, Stronsay Firth, Orkney Islands, 8 September 2006

Published 14 August

Ouzo – loss of the sailing yacht and her three crew, south of the Isle of Wight during the night of 20/21 August 2006

Published 12 April

Prospero – loss of control of the product tanker and her subsequent heavy contact with a jetty at the SemLogistics terminal, Milford, 10 December

Published 21 December

Sea Express 1 and **Alaska Rainbow** – collision on the River Mersey on 3 February 2007

Published 27 September

Sian Elizabeth – injury to a member of the crew, 3 miles north of Kings Lynn on 14 September 2006

Published 12 March

Skagern/Samskip Courier – collision, Humber Estuary, on 7 June 2006

Published 4 April

Thomson Celebration – fatal accident to person, at anchor in St Peter Port, Guernsey, Channel Islands on 26 September

Published 4 June

Thunder – grounding at the approaches to the Dee Estuary on 10 August 2006

Published 12 June

Annual Report 2006 Published June

Recommendations Annual Report 2006

Published 31 July

Safety Digest 1/2007 Published 1 April

Safety Digest 2/2007 Published 1 August

Safety Digest 3/2007 Published 1 December

Reports issued in 2008

Audacity/Leonis – collision at the entrance to the River Humber on 14 April 2007
Published 25 January

Lady Candida – fire and subsequent sinking off Corsica on 28 July 2007
Published 18 February

Logos II – two accidents during berthing and unberthing, St Helier, Jersey on 20 and 26 June 2007
Published 22 January

Pacific Star – heavy weather damage sustained by passenger cruise ship while on passage in the South Pacific Ocean on 10 July 2007

Published 29 February

Young Lady – vessel dragging anchor 5 miles east of Teesport and snagging the CATS pipeline, resulting in material damage to the pipe on 25 June 2007
Published 1 February

