

# **Recommendations**

## **Annual Report 2006**

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

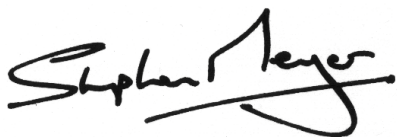
This report is submitted to the Secretary of State for Transport in accordance with The Merchant Shipping (Accident Reporting and Investigation) Regulations 2005, regulation 15(5).

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## SECTION 1 - CHIEF INSPECTOR'S REPORT

1. 144 recommendations were issued by the MAIB in 2006, broadly the same number as in 2005, and some 19% fewer than in 2004. This reduction in the number of recommendations issued over the 3 year period is the result of a deliberate effort by the MAIB to persuade companies and organisations to take appropriate actions in parallel to the MAIB investigations; if appropriate actions have already been undertaken by the time the MAIB report is published, they will be credited in the accident report, and this will remove the requirement for a formal recommendation to be made.
2. A pleasing 95.6%\* of recommendations have been accepted, of which 77.4%\* have already been fully implemented. Those accepted but not yet implemented will continue to be tracked by MAIB.
3. **Level 1 recommendations.** These are the small number of recommendations that MAIB believes have the broadest application. All of these recommendations have been accepted; those that have not yet been fully implemented are being actively progressed.
4. **Level 2 recommendations.** Aimed primarily at industry bodies and organisations, these are the recommendations that on occasion meet the greatest resistance. Nevertheless, the high acceptance rate is a good indication of the considerable effort MAIB makes to take the industry with us as we develop appropriate recommendations. The proposed European Directive on Marine Accident Investigation is likely to assist in the future in getting better international acceptance of recommendations.
5. **Level 3 recommendations.** Addressed to individual organisations, owners or companies, only 1 of the 78 recommendations issued has not been accepted. It is disappointing in today's climate that a ship management company will not recognise the need to improve procedures, even after a major accident has clearly demonstrated that current procedures are not effective.
6. **Conclusion.** No one wants to have an accident; no one likes to be investigated; no one relishes being told that they could do things better. It is indicative of the growth of safety awareness in the marine world, that the MAIB's role in investigating accidents/incidents is now so widely welcomed and supported, and that our recommendations have such a high acceptance and implementation rate. We have enjoyed successful collaboration with a large number of companies and organisations, in identifying lessons and improving marine safety. It is to be hoped that the small number who still offer minimum cooperation, and who even now think that there is nothing that they can learn from accidents, will see that their attitude is not sustainable in the modern maritime world.



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

\*see SECTION 3 for a fuller explanation of the statistics.

## **SECTION 2 - 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 if 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.

### SECTION 3 - RECOMMENDATION RESPONSE STATISTICS 2006

144 recommendations were issued in 2006. Of these, two recommendations at Annex D were addressed to multiple companies or organisations and three recommendations at Annex E have been suspended until the owners purchase another vessel. Therefore, they are not included in the statistics.

Of the 139 remaining recommendations:

Total No.	Accepted Action Implemented	Accepted Action yet to be Implemented	Partially Accepted	Rejected	Reply Not Received
139	103	30	3	3	0

Of the 139 recommendations issued throughout 2006:

- 95.6% have been **accepted**; of those
  - 77.4% have been **fully implemented**
  - 22.6% are **planned to be implemented**
- 2.2% are **partially accepted**
- 2.2% have been **rejected**
- 0.0% of recommendations have **not received a reply**.

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

### Recommendation Response Statistics 2004 and 2005

The following table shows the equivalent status of recommendations issued in 2004 and 2005 as published in the MAIB's previous Recommendations Annual Reports.

Year	Total No.	Accepted Action Implemented	Accepted Action yet to be Implemented	Partially Accepted	Rejected	Reply not Received
2005	140	122	14	1	1	2
2004	171	93	52	11	11	4

Since the 2004 and 2005 reports were published, of the 66 recommendations **accepted – yet to be implemented**:

- 80.3% have now been **fully implemented**
- 19.7% shall remain **planned to be implemented**.

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

## SECTION 4 - ANNEX METHODOLOGY

Annexes A-E to this report present the recommendations made throughout 2006, Annexes D and E are not included in the statistics. Annex F lists the remaining recommendations that are outstanding **accepted – yet to be implemented** from the two previous Recommendation Annual Reports 2004 and 2005.

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

ANNEX A	<b>Level 1 Recommendations</b> These have the broadest importance, and may include the requirement for new legislation or changes in policy.	Recommendations rejected	
		Recommendations partially accepted	
		Response not received	
ANNEX B	<b>Level 2 Recommendations</b> Addressed to industry bodies and organisations which may call for changes or reinforcement of best practice.	GENERAL RECOMMENDATIONS	
		Accepted - yet to be implemented	Accepted - implemented
		COMMERCIAL VESSELS	
ANNEX C	<b>Level 3 Recommendations</b> Those which are addressed to individual owners or companies which are specific to their vessel or company.	Accepted - yet to be implemented	Accepted - implemented
		FISHING VESSELS	
		Accepted - yet to be implemented	Accepted - implemented
ANNEX 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 now being avoided wherever possible, so as to make the closed-loop system as effective as possible.	LEISURE VESSELS	
		Accepted - yet to be implemented	Accepted - implemented
ANNEX E	<b>Suspended recommendations.</b>		
ANNEX 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.		

## ANNEX A

### LEVEL 1 RECOMMENDATIONS

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

Summary Table

	No. of Recommendations Issued	Accepted Action Implemented	Accepted Action yet to be implemented	Partially Accepted	Rejected	Reply Not Received
General	0	0	0	0	0	0
Commercial	6	2	4	0	0	0
Fishing	0	0	0	0	0	0
Leisure	1	0	1	0	0	0
<b>Total</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</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.

### Commercial Vessels

<b>Accepted – Yet to be Implemented</b>		<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
105 <b>Issued 10/02/06</b>	Lykes Voyager / Washington Senator	MCA	Develop and promulgate additional guidance to that contained in Rule 6 of the COLREGS, on the determination of safe speed, and to raise the need for provision of such additional guidance with IMO. <b>Predicted implementation date – 30 October 2007</b>	
106 <b>Issued 10/02/06</b>	Lykes Voyager / Washington Senator	Federal Ministry of Transport, Building & Urban Affairs	Develop and promulgate additional guidance to that contained in Rule 6 of the COLREGS, on the determination of safe speed, and to raise the need for provision of such additional guidance with IMO. <b>Predicted implementation date – 30 October 2007</b>	
215a <b>Issued 18/10/06</b>	Spruce	MCA	Jointly or separately take forward at the IMO's STW Sub-Committee during the forthcoming review of the Guidance on Safe Manning: <ul style="list-style-type: none"> <li>• The need for flag states to ensure that on application for a safe manning certificate, they are supplied with sufficient information regarding all the relevant operational needs of the vessel.</li> <li>• The need for clarification of the terms used to describe manning systems on board ships including that of Inter-Departmental Flexibility.</li> </ul> <b>Predicted implementation date – 28 February 2008</b>	
215b <b>Issued 18/10/06</b>	Spruce	Marshall Islands	Jointly or separately take forward at the IMO's STW Sub-Committee during the forthcoming review of the Guidance on Safe Manning: <ul style="list-style-type: none"> <li>• The need for flag states to ensure that on application for a safe manning certificate, they are supplied with sufficient information regarding all the relevant operational needs of the vessel.</li> <li>• The need for clarification of the terms used to describe manning systems on board ships including that of Inter-Departmental Flexibility.</li> </ul> <b>Predicted implementation date – 28 February 2008</b>	

### Accepted – Implemented – Recommendation closed by MAIB

Number	Investigation	Addressed To	Recommendation
136	Savannah Express	MCA	Submit an appropriate INF paper to IMO's Sub-Committee on Standards of Training and Watchkeeping so as to facilitate a review of the training requirements for marine engineers within STCW. This should take account of continuing developments in propulsion technology, particularly where main propulsion systems employ integrated combinations of mechanical, electrical, electronic and hydraulic systems essential to the proper and continued functioning of the overall system.
162	Star Princess	MCA	Present a working paper at the forthcoming Maritime Safety Committee meeting (MSC 81) of the International Maritime Organisation (IMO), proposing the issue of an MSC Circular addressing urgent operational advice on fire protection, and to request an urgent review of SOLAS to: identify hazardous external areas of passenger vessels, such as balconies; and ensure that they meet appropriate principles of fire prevention, such as those currently applicable to comparable internal areas.

### Leisure Vessels

#### Accepted – Yet to be Implemented

Number	Investigation	Addressed To	Recommendation
133	Carrie Kate & Kets	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>On the 13 June 2007 there was a Ministerial announcement of intention to introduce legislation.</b>

## ANNEX 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

	No. of Recommendations Issued	Accepted Action Implemented	Accepted Action yet to be Implemented	Partially Accepted	Rejected	Reply Not Received
<b>General</b>	8	5	3	0	0	0
<b>Commercial</b>	21	12	5	3	1	0
<b>Fishing</b>	12	8	3	0	1	0
<b>Leisure</b>	13	11	2	0	0	0
<b>Total</b>	<b>54</b>	<b>36</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</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.

<b>Rejected</b>		<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
204	Emerald Star	Milford Haven Port Authority Milford Haven Port Authority Response <b>MAIB Comment</b>	Review its General Directions relating to Bridge Manning to ensure the master of every reporting vessel, when transiting the Haven, shall have a bridge navigating team of at least 2 people. This revision is to then be duly promulgated to all port users and ship's agents. This recommendation is not accepted – we foresee practical difficulties that may, at this time, be impossible to overcome. In our view, and from the feedback given thus far, the resource may not be physically available on the vessel itself nor within MHPA's ability to enforce. <b>The comment made by the Port Authority is noted. However, MAIB is aware that other ports have imposed similar requirements. Notwithstanding the above MHPA have advised that they intend to canvas its port users on the possibility of extending the existing requirement for two people on the bridge (currently only required for reporting vessels of 50m length or more) to <u>all</u> vessels over 20m in length.</b>	
221	Noordster	Federal Public Service of Mobility & Transport, Belgium Federal Public Service of Mobility & Transport, Belgium Response <b>MAIB Comment</b>	Consider issuing a notice for display in the wheelhouses of Belgian beam trawlers, advising skippers of the recommended procedures to be adopted when freeing snagged gear, and the vital need to keep the forces involved balanced as far as possible. A system of compulsory workshops is considered more efficient <b>The Ministry's preferred course of action is noted.</b>	

<b>Partially Accepted</b>		<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
<b>Number</b>				
102	Lykes Voyager / Washington Senator	Federal Ministry of Transport, Building & Urban Affairs Federal Ministry of Transport, Building & Urban Affairs Response <b>MAIB Comment</b>	Re-emphasise, through training and certification, that the use of VHF radio in collision avoidance is to be avoided, and that any action taken to avoid a collision or close-quarters situation must be taken in accordance with the COLREGS. The Urban Federal Ministry of Transport, Building and Urban Affairs have published a warning in the German Notices to Mariners (NfS) No. 01/06 Dangers in the use of VHF in Collision Avoidance. The warning will be placed in Notices to Mariners (NfS) No. 01/07.  <b>The publication of a German Notice to Mariners on the subject of the “Dangers in the use of VHF in collision avoidance” is welcomed. However, MAIB believes additional emphasis on this subject should be delivered as part of Navigating Officers' professional training courses. In this respect further guidance/instruction to the training involved would have been beneficial.</b>	
230b	Neermoor	Maritime Organisation of Germany Maritime Organisation of Germany Response <b>MAIB Comment</b>	Review your requirements for the design approval, survey and inspection of vessels fitted with portable bulkhead systems. The review should, in addition, ensure that Safety Management Systems for the efficient maintenance and safe operation of portable bulkhead systems are checked for effectiveness. We informed Our Port State Officers with Our Circular letter HT 02/2007 dated 15 June 2007 which is highlighting the PCC-Circular 30-2324 "Inspection of portable bulkheads" dated 23 May 2007.  From our point of view it is not acceptable to raise a request for responsible action from an Administration, which is not the flag state. <b>MAIB clearly has no jurisdiction over the German maritime administration however, it is aware that a number of vessels, fitted with portable bulkhead systems, fly the German flag. It is therefore felt to be important for future safety that the German administration was apprised of the safety issues pertaining to this case. Similar recommendations have been made to two other foreign administrations. In the future the European Directive on Marine Accident Investigation is likely to require Member States to action important safety issues.</b>	
230c	Neermoor	Netherlands Netherlands Response <b>MAIB Comment</b>	Review your requirements for the design approval, survey and inspection of vessels fitted with portable bulkhead systems. The review should, in addition, ensure that Safety Management Systems for the efficient maintenance and safe operation of portable bulkhead systems are checked for effectiveness. Netherlands accept recommendation valid for all vessels (with moveable bulkhead arrangements) regardless of flag. Under Dutch law, issue is for owners and manufacturers. Netherlands Shipping Inspectorate is therefore urging ICS, through the Netherlands ICS Branch office to bring issue to the attention of its members. <b>The Netherlands' position is noted.</b>	

## General

### Accepted – Yet to be Implemented

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
185 Issued 17/07/2006	Dieppe	Newhaven Port & Properties LTD	Review your procedures for re-qualifying and briefing PEC holders, to ensure their knowledge of local rules is current, and applied to a satisfactory standard. <b>Predicted implementation date – Not given</b> <b>Last chased up – 4 June 2007 No reply to date</b>
229 Issued 11/12/2006	Neermoor	Secretariat of Paris MOU on Port State Control	Bring to the attention of the Port State Control Committee/MOU Advisory Board the issues raised in this report, and the importance of reviewing the documented bulkhead operating procedures and, whenever possible, inspecting portable bulkhead systems when conducting PSC inspections of vessels fitted with this type of equipment. <b>Predicted implementation date – 30 June 2007</b> <b>Last chased up - 9 July 2007 No reply to date</b>
203 Issued 22/08/06	Emerald Star	Milford Haven Port Authority	Consider the implementation of an upper speed limit for all reporting vessels navigating between the seaward and landward marine terminals. <b>Predicted implementation date – 31 July 2007</b>

### Accepted – Implemented – Recommendation closed by MAIB

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
184	Dieppe	Newhaven Port & Properties LTD	Develop and submit to the MCA an action plan that: <ul style="list-style-type: none"> <li>addresses the outstanding safety issues listed at Section 2.8 of the final report;</li> <li>provides for future marine safety in port;</li> <li>adheres to the tenets of the Port Marine Safety Code;</li> <li>is underpinned by the necessary resources.</li> </ul>
186	Dieppe	MCA	Seek reassurance that the safety culture of Newhaven Port & Properties Ltd justifies continued accreditation to the Port Marine Safety Code.
205	Emerald Star	Milford Haven Port Authority	Review radio reporting procedures to ensure there is clear communication between all reporting vessels and VTS when leaving the dock and transiting the Haven. Consideration should be given to the adoption of procedures which avoids routine communication by telephone, on operational issues, between Port Control and the dock pier head to minimise the potential for distraction of the Port Control duty personnel.
206	Emerald Star	Port Marine Safety Code Steering Group	Issue clear instructions and guidelines to VTS Authorities regarding prioritisation of tasks during periods of high intensity traffic movement. Particular emphasis should be placed on the avoidance of distractions which may detract from an operator's primary functions.
214	Midland 2	Port Marine Safety Code Steering Group	Consider the safety issues identified in the attached Flyer to the Port Marine Industry when discussing guidance on best practice for master/pilot information exchange, and for pilot familiarisation for ships with unusual propulsion and manoeuvring systems.

## Commercial Vessels

### Accepted – Yet to be Implemented

Number	Investigation	Addressed To	Recommendation
199 Issued 11/08/06	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 – 16 August 2008</b>
200 Issued 11/08/06	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 – 30 November 2007</b>
201 Issued 11/08/06	P&O Nedlloyd Genoa	MCA	In consultation with MARIN, review the contents of container vessel cargo securing manuals and, if appropriate, issue further guidance on their minimum required content. <b>Predicted implementation date – 30 November 2007</b>
227 Issued 11/12/06	Neermeer	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>Predicted implementation date – 30 September 2007</b>
230a Issued 11/12/06	Neermeer	MCA	Review your requirements for the design approval, survey and inspection of vessels fitted with portable bulkhead systems. The review should, in addition, ensure that Safety Management Systems for the efficient maintenance and safe operation of portable bulkhead systems are checked for effectiveness. <b>Predicted implementation date – 31 July 2007</b>

### Accepted – Implemented – Recommendation closed by MAIB

Number	Investigation	Addressed To	Recommendation
101	Lykes Voyager / Washington Senator	MCA	Re-emphasise, through training and certification, that the use of VHF radio in collision avoidance is to be avoided, and that any action taken to avoid a collision or close-quarters situation must be taken in accordance with the COLREGS.
103	Lykes Voyager / Washington Senator	International Association of Marine Institutes	Re-emphasise, through training and certification, that the use of VHF radio in collision avoidance is to be avoided, and that any action taken to avoid a collision or close-quarters situation must be taken in accordance with the COLREGS.
104	Lykes Voyager / Washington Senator	Association of Marine Educational and Training Institutes Asia- Pacific Regions	Re-emphasise, through training and certification, that the use of VHF radio in collision avoidance is to be avoided, and that any action taken to avoid a collision or close-quarters situation must be taken in accordance with the COLREGS.

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
107	Lykes Voyager / Washington Senator	International Association of Marine Institutes	Highlight during training, the importance of using ships' names or call signs during each transmission when communicating by radio, and the usefulness of AIS information with regard to identification, heading and speed of other AIS fitted vessels.
108	Lykes Voyager / Washington Senator	Association of Marine Educational and Training Institutes Asia-Pacific Regions	Highlight during training, the importance of using ships' names or call signs during each transmission when communicating by radio, and the usefulness of AIS information with regard to identification, heading and speed of other AIS fitted vessels.
109	Lykes Voyager / Washington Senator	ICS	Encourage ships managers, through its national ship owner associations, to ensure masters are complying with the requirement to proceed at a safe speed by the random sampling of ship's navigational records, including VDRs.
113	Border Heather	Lloyd's Register	Submit a proposal to the International Association of Classification Societies (IACS), that a unified requirement be developed for any space associated with or containing piping that is, at any time, connected to a tanker's cargo system to be considered as a dangerous space. IACS should also be requested to give consideration to introducing requirements for the inclusion of suitable monitoring systems for explosive atmospheres in such spaces.
116	Border Heather	ICS	Highlight to its national ship owner associations, the importance of having adequate procedures in place to safely introduce new, or newly acquired, vessels into commercial service. Such procedures should be included within ISM documentation, and should include: <ul style="list-style-type: none"> <li>• Selection, numbers, familiarisation and briefing of crews</li> <li>• Identification of operational hazards</li> <li>• Minimising risks, and</li> <li>• Preparing safe operational procedures.</li> </ul>
137	Savannah Express	MAN B&W Diesel	Review and consider improvements in its ME engine training course, to equip the attending trainees with sufficient knowledge to enable them to adequately fault find a range of system faults which could occur. The syllabus should include a review of case studies reported by your service engineers.
143	Rubino / Linda Kosan	ABP Humber	As a consequence of this incident, give careful consideration to any incidents that have occurred in the vicinity of the pilot boarding ground since the instigation of the traffic scheme three years ago and to continue to monitor the area carefully. In the light of experience you should, if necessary, re-assess the suitability of the position of the pilot ground. The MAIB would particularly like to be kept informed of any hazardous incidents.
180	Anglian Sovereign	MCA	Establish a regime to verify that the ETVs are being operated to an appropriate standard. This should include periods spent at sea under operational conditions to verify acceptable levels of conduct and management are being observed by ship's staff.
230d	Neer Moor	Antigua & Barbuda	Review your requirements for the design approval, survey and inspection of vessels fitted with portable bulkhead systems. The review should, in addition, ensure that Safety Management Systems for the efficient maintenance and safe operation of portable bulkhead systems are checked for effectiveness.

## Fishing Vessels

### Accepted – Yet to be Implemented

Number	Investigation	Addressed To	Recommendation
117 Issued 03/02/06	Auriga	MCA	Provide guidance to the fishing industry, and organisations supplying liferafts, of the importance of ensuring HRU operating range is compatible with the liferafts carried. <b>Predicted implementation date – 31 July 2007</b>
161 Issued 18/04/06	Ocean Harvest II	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 – 01 January 2008</b>
211 Issued 18/08/06	Corona / Waizberg	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 1<sup>st</sup> quarter 2008</b>

### Accepted – Implemented – Recommendation closed by MAIB

Number	Investigation	Addressed To	Recommendation
111	Bounty	MCA	Inspect all new small fishing vessels for compliance with the Small Fishing Vessel Code before they go into service.
112	Bounty	SeaFish	Revise your construction standards requirement for freeing ports in the sides of shelters of small fishing vessels to align these with the MCA's draft OAN requirements or an equivalent standard for enclosed areas of working decks.
139	Blue Sinata	DEFRA	Require that any application for a dispensation to catch undersized fish, is accompanied by evidence that any vessel and skipper named in the application has the appropriate safety certification, as required by the Maritime and Coastguard Agency.
160	Ocean Harvest II	MCA	Reiterate to the fishing industry that it is a requirement for all new entrants to complete safety and survival training. The courses provided should ensure that new entrants, who do not have English as their first language, are able to receive the same standard of instruction as British nationals.
190	Greenhill	FISG	Explore ways of improving the standard of watchkeeping on fishing vessels, giving emphasis to the importance of not leaving the wheelhouse unattended when at sea.
191	Greenhill	SeaFish	Use this and similar accident investigation reports to facilitate the provision of practical guidance to fishermen on the actions to be taken in various emergency situations.

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
220	Noordster	Federal Public Service of Mobility & Transport, Belgium	Consider how best to promulgate safety advice to beam trawler skippers. Such advice should focus on vessel stability, the interrelationship between gear and stability, the dangers of fasteners, the effects of fatigue on decision-making, and the importance of personal lifesaving apparatus (LSA), particularly when the vessel is in a precarious position, such as when coming fast.
222	Noordster	Federal Public Service of Mobility & Transport, Belgium	Verify the suitability of the location and number of EPIRBs and liferafts fitted to Belgian fishing vessels. In determining the number and/or location of such equipment, consideration should be given to the possibility that it may become entrapped, and fail to operate, in the event of vessel capsizing.

## Leisure Vessels

### Accepted – Yet to be Implemented

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
147 Issued 15/03/2006	Mollyanna	The British Standards Institution	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 - 8 June 2008</b>
152 Issued 24/03/06	Big Yellow	Port Marine Safety Code Steering Group	Review the 'Guide to Good Practice on Port Marine Operations' to include the following advice to harbourmasters when considering approval to operate within their harbour limits. The following should be considered: <ul style="list-style-type: none"> <li>The professional qualifications and endorsements required for skippers and crews of vessels operating under the Red, Brown, Blue and Yellow Codes and Harmonised Code under MGN280 - Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats - Alternative Construction Standards.</li> <li>The need for Coded vessels to be in possession of a valid "Small Commercial Vessel Certificate".</li> <li>The need for owners of Small Commercial Vessels to have conducted a risk assessment of their procedures in accordance with MGN 20 (M+F).</li> </ul> <b>Predicted implementation date – 30 September 2007</b>

## Accepted – Implemented – Recommendation closed by MAIB

Number	Investigation	Addressed To	Recommendation
134	Carrie Kate & Kets	DfT	Review the process for approval of new harbour bye-laws with a view to reducing the time taken for this.
135a	Carrie Kate & Kets	St Mawes Pier & Harbour Co.	Collectively review the standard of leisure boat activity in their area, and consider what steps should be taken to improve the overall safety of leisure boat operations.
135b	Carrie Kate & Kets	Falmouth Harbour Commissioners	Collectively review the standard of leisure boat activity in their area, and consider what steps should be taken to improve the overall safety of leisure boat operations.
135c	Carrie Kate & Kets	Truro Harbour Authority	Collectively review the standard of leisure boat activity in their area, and consider what steps should be taken to improve the overall safety of leisure boat operations.
144	Portland Power Boat	Royal Yachting Association	Consider the safety issues arising from this accident, and develop a pro-active safety management system which is subject to an independent audit by a professional body, to ensure effective oversight of powerboat racing. Particular attention should be given to developing procedures for the oversight of the K-class racing classes.
145	Portland Power Boat	Wanda Offshore Racing Klubb	In addition to the actions already taken, prior to the start of the 2006 racing season, carry out formal written risk assessments of all aspects of junior offshore powerboat racing, and ensure full and effective control measures are put in place to protect the children's safety.
148	Mollyanna	British Marine Federation	Commend to ICOMIA its conformity assessment verification scheme with UK manufacturers, with a view to using the scheme as a model for best practice to be used by other national industry bodies.
150	Big Yellow	MCA	Provide instructions to Certifying Authorities on: <ul style="list-style-type: none"> <li>• The applicability of the RCD when conducting Code compliance and transfer of ownership examinations.</li> <li>• The need to closely examine structural drawings and calculations when examining RIBs that do not have access to under deck areas.</li> </ul>
151a	Big Yellow	DTI	Advise officers of local authorities, in the interest of public safety, of the importance of conducting boat-builders' RCD compliance checks, especially for those building under self assessment rules.
151b	Big Yellow	LACRS	Advise officers of local authorities, in the interest of public safety, of the importance of conducting boat-builders' RCD compliance checks, especially for those building under self assessment rules.
153	Big Yellow	UKHMA	Advise its membership of the applicability of the MCA's Code of Practice and of MGN 280(M) - Harmonised Code when considering 'approval to operate' craft within their harbour limits.

## ANNEX 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

	No. of recommendation issued	Accepted Action Implemented	Accepted Action yet to be implemented	Partially Accepted	Rejected	Not Received
General	1	1	0	0	0	0
Commercial	48	41	6	0	1	0
Fishing	15	10	5	0	0	0
Leisure	14	13	1	0	0	0
<b>Total</b>	<b>78</b>	<b>65</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</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.

<b>Rejected</b>		
<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>
195	CP Valor	Split Ship Management
		Split Ship Management Response
		<p><b>Recommendation</b></p> <p>Revise its management controls to ensure verification of the effectiveness of its bridge management procedures.</p> <p>Correspondence received from the managers suggests they do not agree with the conclusions reached by MAIB in its report. They state:            "the report does <b>not</b> actually highlight any deficiencies in the audit process and perhaps this is the crucial issue at the centre of our protest – if we can indeed be shown by MAIB a specific area of the auditing process which failed and could be revised, then of course Split Ship Management would make the necessary revisions".</p> <p><b>Despite a face-to-face briefing and extensive exchanges of correspondence with the company's senior management, Split Ship Management seem unwilling to accept the principle behind this recommendation. This accident resulted from a failure to implement company bridge management procedures. It is a pity that the company does not recognise the need to better ensure that its safety instructions are complied with.</b></p>

## General

### Accepted – Implemented – Recommendation closed by MAIB

Number	Investigation	Addressed To	Recommendation
208	Kathrin	ICS	Through your association membership, distribute the MAIB 'flyer' regarding this grounding to all shipping companies, and encourage them to examine their safety management systems to ensure that procedures are being adhered to on board their vessels, and that audit processes are sufficiently robust to detect any non-conformance.

## Commercial Vessels

### Accepted – Yet to be Implemented

Number	Investigation	Addressed To	Recommendation
196 Issued 11/08/06	P&O Nedlloyd Genoa	Blue Star Ship Management	Undertake a risk assessment on the vulnerability of its vessels to parametric rolling. Should significant risk exist, implement control measures to include vessel specific guidance to masters on when parametric rolling may be encountered, and instructions on how to avoid it. <b>Predicted implementation date – 30 August 2007</b>
223 Issued 11/12/06	Neermoor	Kapitan Siegfried Bojen Schiffahrtsbetrieb	Review your procedures, including authorisation and manning requirements for the safe movement of portable bulkheads. <b>Predicted implementation date – 04 December 2007</b>
224 Issued 11/12/06	Neermoor	Kapitan Siegfried Bojen Schiffahrtsbetrieb	Conduct a full review of your SMS procedures and instructions relating to the lifting and movement of portable bulkheads for all vessels in your fleet that are fitted with similar portable bulkheads. This should include: <ul style="list-style-type: none"> <li>• Promulgation of revised operating instructions, including the need for periodic checks of the securing pins.</li> <li>• Promulgation of revised maintenance instructions.</li> <li>• Provision of a means that will: <ul style="list-style-type: none"> <li>○ Readily indicate the engaged and disengaged positions of the portable bulkhead main securing bolts, and</li> <li>○ Clearly indicate that the associated locking devices are in place.</li> </ul> </li> </ul> <b>Predicted implementation date – 04 December 2007</b>

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
225 Issued 11/12/06	Neermoor	Kapitan Siegfried Bojen Schiffahrtsbetrieb	Establish and implement a policy guarding against the inappropriate opening of hatch covers while a vessel is at sea <b>Predicted implementation date – 04 December 2007</b>
226 Issued 11/12/06	Neermoor	Kapitan Siegfried Bojen Schiffahrtsbetrieb	Impress upon your masters, the importance of the following fatigue and STCW related issues: <ul style="list-style-type: none"> <li>• Encouraging masters to report if they are aware that they, or their crews, have not received adequate rest and ensuring that accurate records of hours of work and rest are maintained at all times.</li> <li>• Ensuring that masters understand the importance of fully complying with the STCW and other legal requirements for keeping a safe lookout.</li> </ul> <b>Predicted implementation date – 04 December 2007</b>
228 Issued 11/12/06	Neermoor	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 – 30 August 2007</b>

**Accepted – Implemented – Recommendation closed by MAIB**

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
110	Lykes Voyager / Washington Senator	ICS	Bring to the attention of its national ship owner associations the advantages of displaying AIS information in a format in which it can be readily associated with radar and other sources of navigational information.
114	Border Heather	BP Grangemouth Oil Terminal	Co-operate on a review of your emergency procedures for the safe access of CSFB units to the Grangemouth oil terminal and the means of communications between BP Grangemouth and CSFB.
115	Border Heather	Central Scotland Fire Brigade	Co-operate on a review of their emergency procedures for the safe access of CSFB units to the Grangemouth oil terminal and the means of communications between BP Grangemouth and CSFB.
121	Sammi Superstars	Korean Register	Submit details of the lifeboat winch failure on board MV Sammi Superstars, on 7 November 2005, to the International Association of Classification Societies (IACS). The submission should highlight the difficulty class surveyors might have in assessing the condition of the ends of lifeboat winch wire drums, particularly when the position of the winch frame makes visual examination difficult, and the type of examination that may be most suitable under these circumstances.

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
124	Golden Bells / Plato	Owner	Revise the company's standing orders to include as precedence, "A Safe Look Out to be maintained at all times".
125	Golden Bells / Plato	Owner	Take effective measures to ensure that watch keeping personnel adhere stringently to your company's standing orders at all times.
126	Golden Bells / Plato	Owner	Take effective action to ensure that Masters and watch keeping personnel follow approved actions after a collision. In particular these should include the requirement to: stop the vessel; sound the general alarm; check for damage; render assistance to any other vessels involved and inform the appropriate authorities. Such, "Actions Following a Collision," should also be incorporated into your vessels training schemes.
127	St Georgij	Owner	Review the vessel's Safe Working Practices, paying particular regard to Risk Assessment and Permit to Work Systems, so that adequate control measures are in place to minimise risk before carrying out maintenance work.
128	St Georgij	Owner	Ensure that instruction manuals provided on board and covering the main equipment on the vessel are written in a language clearly understood by the vessels crew.
129	St Georgij	Owner	Implement a policy whereby crew are issued with suitable non-inflammable protective overalls before, or upon, joining the ship and that these are used by the crew whilst working on board at all times.
130	Dublin Viking	Owner	Ensure that collision and grounding drills are conducted at regular intervals.
131	Dublin Viking	Owner	Review on board documentation containing advice to masters of your passenger ships, to ensure that an underwater inspection is conducted as soon as possible after a vessel has been re-floated following a grounding, even when damage is not apparent.
132	Dublin Viking	Owner	Instruct ships fitted with ECDIS and other ECS to record the vessel's track history, where such a facility is available.
138a	Savannah Express	IHMA	Ensure your members are aware that the crew of some large, powerful vessels may be unwilling or unable to effectively test main propulsion systems when alongside, prior to departure, due to the potential for mooring rope failure. Local port risk assessments need to reflect this change in modus operandi.
138b	Savannah Express	UKHMA	Ensure your members are aware that the crew of some large, powerful vessels may be unwilling or unable to effectively test main propulsion systems when alongside, prior to departure, due to the potential for mooring rope failure. Local port risk assessments need to reflect this change in modus operandi.

Number	Investigation	Addressed To	Recommendation
138c	Savannah Express	UKMPG	Ensure your members are aware that the crew of some large, powerful vessels may be unwilling or unable to effectively test main propulsion systems when alongside, prior to departure, due to the potential for mooring rope failure. Local port risk assessments need to reflect this change in modus operandi.
138d	Savannah Express	BPA	Ensure your members are aware that the crew of some large, powerful vessels may be unwilling or unable to effectively test main propulsion systems when alongside, prior to departure, due to the potential for mooring rope failure. Local port risk assessments need to reflect this change in modus operandi.
141	Varmland	Owner	Review your Safety Management Systems with particular regard to the safety of persons working aloft, or over the ship's side, and the need to sound the vessel's general alarm following an emergency, when a muster or the assistance of the ship's crew may be urgently required.
142	Varmland	Germanischer Lloyd	Germanischer Lloyd raise the issues highlighted in its Circular 3a dated 26 January 2006 at the International Association of Classification Societies (IACS) General Procedures Group with a view to possible action through the IACS Statutory Panel.
158	Lerrix	Chamber of Shipping	<p>Impress upon ship owners, operators and managers the importance of the following fatigue, ILO 180 and STCW related issues:</p> <ul style="list-style-type: none"> <li>• Encouraging masters to report if they are aware that their crews have not received adequate rest.</li> <li>• Ensuring that masters understand the importance of fully complying with the STCW requirements for keeping a safe lookout, guided by the latest advice contained in MGN 315.</li> <li>• The importance of formulating policy to guard against the inappropriate use of personal electronic navigation equipment carried by crew members.</li> <li>• The importance of establishing procedures designed to ensure shore-based managers fully scrutinise hours of rest worksheets and question any apparent discrepancies.</li> <li>• Ensure that companies have a system in place to identify personal issues which may adversely affect a crew member's performance, and safeguard against poor work performance.</li> </ul>
159	Lerrix	Owner	Establish a policy to guard against the inappropriate use of personal electronic navigation equipment carried by crew members.

Number	Investigation	Addressed To	Recommendation
171	Crescent Connemara	Owner	Ensure all masters, officers and crew are made aware of the content of important safety publications such as Health & Safety Bulletins.
172	Crescent Connemara	Owner	Encourage masters and navigating officers to operate their vessels in accordance with good navigation, passage planning and bridge team management practices.
173	Crescent Connemara	Owner	Ensure ship managers/superintendents actively promote good navigational practices and effectively audit the performance of bridge teams in this respect.
174	Stena Leader	Owner	Review the mooring arrangement of Stena Leader to ensure that the lines and winches employed are suitable for the berth and weather conditions likely to be expected in the port of Lame.
175	Stena Leader	Owner	Review the leads and handling of mooring lines to ensure abrasion is minimised and that twist is not introduced, particularly in HMPE ropes.
176	Stena Leader	Owner	Review the mooring line inspection regime and training of the crew to ensure lines are retired in accordance with industry best practice.
177	Harvester & Strilmoy	ICS	<p>Highlight to your national shipowner associations and member companies that this is another accident that could have been prevented had:</p> <ul style="list-style-type: none"> <li>• An effective visual lookout been maintained at all times.</li> <li>• The functionality of radar and ARPA been fully utilised so that the risk of collision with detected objects could be established at an early stage.</li> </ul> <p>Shipowners should be encouraged to review written procedures on lookout and the use of radar and be reminded that shipboard auditing should provide sufficient evidence to verify that ship's staff are in compliance with its instructions. Consideration should be given to the use of VDR playback where available.</p>
178	Harvester & Strilmoy	ISVOA	<p>Highlight to your national shipowner associations and member companies that this is another accident that could have been prevented had:</p> <ul style="list-style-type: none"> <li>• An effective visual lookout been maintained at all times.</li> <li>• The functionality of radar and ARPA been fully utilised so that the risk of collision with detected objects could be established at an early stage.</li> </ul> <p>Shipowners should be encouraged to review written procedures on lookout and the use of radar and be reminded that shipboard auditing should provide sufficient evidence to verify that ship's staff are in compliance with its instructions. Consideration should be given to the use of VDR playback where available.</p>

Number	Investigation	Addressed To	Recommendation
179	Anglian Sovereign	Owner	<p>Ensure that, post review, its updated SMS system delivers the following:</p> <ul style="list-style-type: none"> <li>• Instructions are clear and unambiguous.</li> <li>• Where appropriate, there is sufficient detail and/or guidance to allow ship's staff to comply with its procedures to an acceptable standard. Particular guidance should be given on the level of passage planning and execution required.</li> <li>• An enhanced programme of training and audit to ensure full compliance with the requirements of its drug and alcohol policy.</li> </ul>
181	Lowlands Maine	Owner	<p>Establish a programme of Bridge Team Management training for the masters and bridge watchkeepers on your vessels.</p>
182	Lowlands Maine	Owner	<p>Review your company's safety management system to ensure it incorporates procedures to monitor and review the training and competence of masters and bridge watchkeepers. Training provided should encompass the operation of ship-specific equipment such as navigation equipment and VDRs.</p>
183	Berit	Owner	<p>Review and amend your ISM documentation to ensure that, where necessary, specific guidance is given to your staff and crews on the performance of their duties. The review, in particular, should consider:</p> <ul style="list-style-type: none"> <li>• A policy on the inappropriate use of mobile telephones and other personal electronic equipment</li> <li>• Instructions on the safe conduct of navigation, the monitoring of passage, and the need to verify positional data by all available means</li> <li>• Training of OOWs in the use of the ECS to ensure its functionality is fully utilised.</li> </ul>
197	P&O Nedlloyd Genoa	Owner	<p>Emphasise to its crews the importance of lashing checks to ensure compliance with the cargo securing manual and, when correct lashing can not be achieved, identify alternative arrangements or impose limitations as necessary to ensure the safety of the cargo.</p>
198	P&O Nedlloyd Genoa	Owner	<p>Introduce an independent check of lashing arrangements on all vessels, as part of its internal ship specific ISM audit regime.</p>
202	Tycom Reliance	Owner	<p>Review and amend the company's operational risk assessments, specifically those relating to emergency situations, and the pilot boarding checklist. As a minimum the review should include:</p> <ul style="list-style-type: none"> <li>• The requirement to wear a life vest when rigging the pilot ladder.</li> <li>• The need to include, as part of the company's safety management system, a Standard Operating Procedure in the event of a man overboard. The procedure should cover all onboard disciplines, and may include the frequency of practice drills necessary for the crew to maintain full effectiveness in such a situation.</li> </ul>

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
210	Corona / Walzberg	Owner	<p>Review and amend the company's safety management system to incorporate:</p> <ul style="list-style-type: none"> <li>• Operating procedures that address when the vessel should be operated with the wheelhouse in the raised or lowered position.</li> <li>• Procedures to ensure that watchkeeping officers are fully acquainted with bridge equipment prior to taking a watch. This should include training and familiarisation with new equipment.</li> </ul>
212	Philipp	Owner	<p>Improve your auditing regime to ensure that the navigation methods and procedures used by your vessels on passage are in accordance with the requirements of SOLAS and company SMS.</p>
213	Philipp	Owner	<p>Review your personnel monitoring and appraisal procedures to ensure that all personnel, and specifically masters, are competent to carry out their assigned duties.</p>
216	Spruce	Owner	<p>Ensure that safety critical operations are identified, risk assessed, and operational procedures are implemented and documented in accordance with the requirements of the ISM Code. The procedures should include a suitable level of supervision to be allocated for each task.</p>
237	Fri Stream	Owner	<p>Review and, as necessary, modify the mooring bitts on MV FRI STREAM so as to provide a safe method of securing mooring lines when operating in coastal harbours or seaways.</p>

## Fishing Vessels

Accepted – Yet to be Implemented		Investigation	Addressed To	Recommendation
140 Issued 02/03/06	Blue Sinata	MCA	Advise the Department for Environment Food and Rural Affairs, of the safety certification requirements for vessels and skippers, when carrying passengers, while catching undersized fish under dispensations issued by them. <b>Predicted implementation date – 31 July 2007</b>	
188 Issued 18/08/06	Harvest Hope	RAPP HYDEMA	Develop a simple and quick method, requiring minimal maintenance of releasing the "fail safe brakes" on their automatic trawl winch systems in the event of hydraulic or electrical power loss. <b>Predicted implementation date – 31 October 2006</b> <b>Last chased up – 12 July 2007 No reply to date</b>	
189 Issued 18/08/06	Harvest Hope	RAPP HYDEMA	Review the instruction manuals and training schedules, for their automatic trawl winch systems, to include more comprehensive system information, including: <ul style="list-style-type: none"> <li>the use of the "Potentiometer" to quickly release trawl warp tension;</li> <li>the risks associated with the activation of the "fail safe brakes" following a seabed fastener, and a description of the means available to release the brakes.</li> <li>and to place more emphasis on the above during system training</li> </ul> <b>Predicted implementation date – 30 October 2006</b> <b>Last chased up – 12 July 2007 No reply to date</b>	
192a Issued 08/08/06	Greenhill	FISG	Include damage control and actions to be taken in various emergency situations in future safety videos produced for the fishing industry. <b>Predicted implementation date – 30 September 2007</b>	
192b Issued 8/08/06	Greenhill	SeaFish	Include damage control and actions to be taken in various emergency situations in future safety videos produced for the fishing industry. <b>Predicted implementation date – 30 June 2007</b>	

**Accepted – Implemented – Recommendation closed by MAIB**

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
118	Auriga	MCA	Provide guidance to the fishing industry, and organisations supplying life rafts, of the importance of ensuring HRU operating range is compatible with the life rafts carried.
119	Auriga	Fisherman's Training Advisory Group	Promulgate to the fishing industry and training establishments, where appropriate: the need for suitable rigging of trawl nets (stone traps/flip up ropes); and the options of jettisoning gear or towing over hard ground when heavy weights are encountered in the cod end.
120	Auriga	Fisherman's Training Advisory Group	Highlight to the fishing industry the dangers of lifting/hauling from high points to the detriment of vessel stability, by ensuring that such information is included in stability awareness training.
122	Golden Bells / Plato	Skipper	Review your training procedures to ensure that watch keepers can detect dangerous situations developing at an early stage.
123	Golden Bells / Plato	Skipper	Take effective measures to ensure that watch keeping personnel adhere stringently to your standing orders at all times with particular regard to look out duties and calling the skipper.
193a	Greenhill	Owner	On all vessels you own in the future, to ensure that lifejackets are always readily accessible in the event of an emergency, and that all penetrations through main transverse bulkheads are packed wherever possible.
193b	Greenhill	Owner	On all vessels you own in the future, to ensure that lifejackets are always readily accessible in the event of an emergency, and that all penetrations through main transverse bulkheads are packed wherever possible.
194a	Greenhill	Owner	To ensure a proper navigational watch is maintained from the wheelhouse of all vessels you own, when at sea.
194b	Greenhill	Owner	To ensure a proper navigational watch is maintained from the wheelhouse of all vessels you own, when at sea.
209	Corona / Walzberg	Owner	Fit a radar reflector to Corona, to enhance the vessel's radar signature, and increase the probability of detection by other vessels observing by radar.

## Leisure Vessels

### Accepted – Yet to be Implemented

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
157 Issued 29/03/06	Abersoch RIB	Gwynedd Council	Review, and if necessary revise, its bye-laws to ensure that appropriate legislation is in place to support regulation of marine pleasure craft operating within its area of interest. <b>Predicted implementation date – 30 September 2007</b>

### Accepted – Implemented – Recommendation closed by MAIB

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
146	Mollyanna	DTI	Promulgate advice to the ADCO Group, at the earliest opportunity, that the importance of indicating the revision dates of the harmonised standards used on Declarations of Conformity is highlighted in its 'Instructions on how to complete a Declaration of Conformity'.
149	Big Yellow	Ferryman Boats	Completely review your manufacturing procedures, testing and recording methods to ensure complete RCD compliance.
156	Abersoch RIB	BMF	Highlight to its members the importance of: <ul style="list-style-type: none"> <li>• boat accessories being clearly labelled and supplied with fitting instructions;</li> <li>• checks by dealers to ensure compatibility between accessories and hulls;</li> <li>• fitting accessories in accordance with the manufacturer's instructions.</li> </ul>
187	Huw Jars	Holyhead Sailing Club	Review and amend the safety procedures and instructions at the sailing club with the aim of improving the safety of racing. The review should include: <ul style="list-style-type: none"> <li>• the requirements to carry and wear lifejackets</li> <li>• the need for a backup, adequately experienced, crewman in case a skipper falls overboard or is incapacitated</li> <li>• the need to establish man overboard procedures and provide appropriate equipment</li> </ul>
165	Sunsail 20 & Sunsail 8	RYA	Promulgate the details of these accidents to your members, instructors and training organisations emphasising the need for skippers to brief their crew before setting sail. This brief should take into account the crew's previous experience on similar boats and their familiarity with the rig, fittings and associated hazards on the boat.
166	Sunsail 20 & Sunsail 8	RYA	Inform your members, instructors and training organisations, that sheets and rigging blocks can present as much of a hazard as the boom during a gybe. These accidents demonstrate the need to ensure that all crew members must be made aware of the dangers of being struck by the sheets and associated gear as the boom passes overhead during the gybe.

Number	Investigation	Addressed To	Recommendation
167	Sunsail 20 & Sunsail 8	RYA	Incorporate the precautions described in Recommendations 2006/165 and 2006/166 above, into yachting training courses and examinations.
168	Sunsail 20 & Sunsail 8	Owner	Promulgate the details of these accidents to your sailing charter management and instructing staff, emphasising the need to ensure that skippers have adequate knowledge of the charter vessel to brief their crew before setting sail. This brief should take into account the crew's previous experience on similar boats and their familiarity with the rig, fittings and associated hazards on the boat.
169	Sunsail 20 & Sunsail 8	Owner	Inform charter skippers, that sheets and rigging blocks can present as much of a hazard as the boom during a gybe. These accidents demonstrate the need to ensure that all crew members must be made aware of the dangers of being struck by the sheets and associated gear as the boom passes overhead during the gybe.
170	Sunsail 20 & Sunsail 8	Owner	Ensure any briefing on handover of a boat on charter takes into consideration that the members of a crew may not have sailed together before. The briefing should include the particular hazards on the boat which members of the crew may not have previously encountered.
217	Roaring Meg of Cowes	Owner	<p>Review your company's Safety Policy and related documentation to ensure that:</p> <ul style="list-style-type: none"> <li>• The Policy encompasses all your company's RYA courses and charter operations.</li> <li>• Risk assessments and associated control measures fully cover the operation of your company's vessels, including when operating with a totally inexperienced crew.</li> <li>• There are procedures for comprehensive safety briefings.</li> <li>• Skippers and crew are fully aware of the need to alert the emergency services promptly to an emergency on board your vessels.</li> </ul>
218	Roaring Meg of Cowes	Owner	<p>Ensure that:</p> <ul style="list-style-type: none"> <li>• Your yachts are thoroughly prepared, checked and equipped prior to use.</li> <li>• Manning levels are in accordance with the Safety of Small Commercial Sailing Vessels - Code of Practice (Blue Code).</li> <li>• Each voyage is carefully planned to take into account the experience of those on board.</li> </ul>
219	Roaring Meg of Cowes	RYA	<p>Promulgate to your membership the following safety issues, which have been identified in this investigation report.</p> <p>The importance of correct manning levels when undertaking commercial activities.</p> <p>The need for thorough preparation of the vessel, comprehensive safety briefings and recording of personal details of those on board.</p> <p>The risks associated with boom impact from an accidental gybe.</p>

## **ANNEX 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)**

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
M163	Star Princess	Cruise line operators	Take urgent action to comply with the measures identified in the ICCL Safety Notice.
M164	Star Princess	All Flag States	Urgently review the fire safety integrity of external areas of passenger ships on their Register, to ensure that the immediate and medium-term actions taken in the light of this Safety Bulletin are effective.
		<b>MAIB Comment</b>	<b>MAIB believes that these recommendations have been actioned across most Flag States and Cruise operators.</b>

**ANNEX E**

**SUSPENDED RECOMMENDATIONS**

**SUSPENDED RECOMMENDATIONS (not included in the statistics)**

<b>Number</b>	<b>Investigation</b>	<b>Addressed To</b>	<b>Recommendation</b>
154	Big Yellow	Ship owner	Ensure that crew qualifications and manning for your company's vessels are in accordance with MGN 280 (M) - Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats - Alternative Construction Standards.
		Response	Vessel Sold
		<b>MAIB Comment</b>	<b>Recommendation suspended until the owner purchases another vessel.</b>
155	Big Yellow	Ship owner	Develop company risk assessment procedures in accordance with MGN 20 (M+F) – Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997.
		Response	Vessel Sold
		<b>MAIB Comment</b>	<b>Recommendation suspended until the owner purchases another vessel.</b>
207	Emerald Star	Owner - Owner Emerald Star	Review your operational procedures to ensure the use of an additional lookout during critical periods of navigation such as night time, during restricted visibility and transiting confined waters.
		Response	Vessel Sold
		<b>MAIB Comment</b>	<b>Recommendation suspended until the owner purchases another vessel.</b>

## ANNEX 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.

<b>Accepted – Yet to be Implemented</b>	
<b>Number</b>	<b>Investigation Addressed To</b>
2005/ 217b	BOC Canoe British Canoe Union
2005/ 209	Tor Dania / Amenity Port Marine Safety Code Steering Group
2005/ 164	Kathryn Jane / Jan Denise/ Emerald Dawn FISG

<p><b>Recommendation</b></p> <p>Include in powerboat and canoe training courses syllabi instruction on appropriate techniques for towing rafted canoes</p> <p><b>Predicted implementation date – 31 March 2007</b></p> <p><b>Last chased up - 11 June 2007 No reply to date</b></p>	<p>Evaluate, then promulgate to CHAs, current industry best practice on the issuance of PECs, in the form of guidelines. Such guidance should recognise the need for:</p> <ul style="list-style-type: none"> <li>• Practical evaluation of the PEC candidate's local knowledge and ship-handling ability.</li> <li>• Assessment of the candidate's ability to cope with foreseeable emergency and /or high density traffic scenarios.</li> <li>• Verification of the relevant bridge team manning arrangement, so as to ensure appropriate levels of support for the PEC holder during port movements.</li> </ul> <p><b>Predicted implementation date – 30 September 2007</b></p>
<p>Agree, develop and implement measures to ensure &lt;15m Code fishing vessels are "fit for purpose". Measures should, as a minimum, take due cognisance of, and define appropriate limits on:</p> <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> <p><b>Predicted implementation date – 31 August 2007</b></p>	

Number	Investigation	Addressed To	Recommendation
2005/ 155	Swan	Government Interdepartmental Group on Water Safety	<p>Through the Government Interdepartmental Group on Water Safety, build on the work being carried out by the Maritime and Coastguard Agency as a result of recommendations made after the capsizing of Breakaway 5 (Recommendation 2004/123) to determine the navigation and/or licensing authority for all fully navigable inland waterways in the UK. Where it is determined that no navigation/licensing authority has responsibility for any stretch of fully navigable waterway, it should encourage the relevant government department to take appropriate steps to ensure that a navigation/licensing authority is established.  <b>Predicted implementation date – 30 June 2008</b></p>
2004/ 248	Kingfisher II	MCA	<p>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 – 1 January 2008</b></p>
2004/ 200	Elegance	MCA	<p>Instruct surveyors to verify that specific operating instructions for CO<sub>2</sub> fixed extinguishing systems are on board fishing vessels &amp; crew conversant in operation of system.  <b>Predicted implementation date – 31 August 2007</b></p>
2004/ 199	Elegance	MCA	<p>Review advice to fishermen on importance of conducting functionality checks on remotely operated valves and dampers.  <b>Predicted implementation date – 30 September 2007</b></p>
2004/ 197	Elegance	MCA	<p>Review advice to fishermen on the operation of fixed CO<sub>2</sub> extinguishing systems &amp; associated safety precautions.  <b>Predicted implementation date – 30 September 2007</b></p>
2004/ 185	Chelaris J	States of Guernsey	<p>Introduce mandatory safety training for Guernsey fishermen.  <b>Predicted implementation date – 31 December 2007</b></p>
2004/ 183	Chelaris J	States of Guernsey	<p>Introduce Codes of safe working practices and Guidance for all Guernsey registered fishing vessels.  <b>Predicted implementation date – 31 December 2007</b></p>

Number	Investigation	Addressed To	Recommendation
2004/ 155	Lady Bay Loch Ryan	Galloway Local Authority	Take the lead role in establishing a statutory harbour authority responsible for all of Loch Ryan to a northern boundary defined by a line between Finnart's Point and Milleur Point. You should take account of existing harbour responsibilities and usage, and reflect the interests of all stakeholders, including other local authorities, existing ferry operators, fishermen, small boat users and all other persons following marine or leisure-related activities on, in and around Loch Ryan. <b>Predicted implementation date - To be advised</b> <b>Last chased up – 14 February 2007 No reply to date</b>
2004/ 127	Breakaway 5	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 1 March 2008</b>
2004/ 123	Breakaway 5	MCA	Form working group to include local authorities & DTI to draw on current best practice to: a. Agree on licensing regimes. b. Develop a national code of safe practice. c. Clarify the impact of the Recreational Craft Directive. <b>Predicted implementation date – Further delayed until 1 January 2008</b>

## GLOSSARY OF ABBREVIATIONS AND ACRONYMS

AIS	-	Automatic Identification System
ARPA	-	Automatic Radar Plotting Aid
BMF	-	British Marine Federation
BP	-	British Petroleum
BPA	-	British Ports Authority
CHA	-	Competent Harbour Authority
CSFB	-	Central Scotland Fire Brigade
COLREGS	-	International Regulations for the Prevention of Collisions at Sea
DEFRA	-	Department for Environment Food and Rural Affairs
DfT	-	Department for Transport
DTI	-	Department of Trade and Industry
DUKW	-	D Year of production code U Body style, utility truck (amphibious) K Front-wheel drive W Two rear driving wheels
ECDIS	-	Electronic Chart Display and Information System
ECS	-	Electronic Chart System
EPIRB	-	Emergency Position Indicating Radio Beacon
ETV	-	Emergency Towing Vessel
FISG	-	Fishing Industry Safety Group
HMPE	-	High Modulus Polyethylene
HRU	-	Hydrostatic Release Unit
HSE	-	Health and Safety Executive
IACS	-	International Association of Classification Societies
ICOMIA	-	International Council of Marine Industry Associations
ICS	-	International Chamber of Shipping
IMO	-	International Maritime Organisation
ISM	-	International Safety Management
ISVOA	-	The International Support Vessel Owners Association
LACRS	-	Local Authorities Co-ordinators of Regulatory Services

MCA	-	Maritime and Coastguard Agency
ME	-	Main Engine
MGN	-	Marine Guidance Note
MOU	-	Memorandum of Understanding
OAN	-	Operational Advice Note
OOW	-	Officer of the Watch
PEC	-	Pilot Exemption Certificate
PMSC	-	Port Marine Safety Code
PSC	-	Port State Control
RCD	-	Recreational Craft Directive
RIB	-	Rigid Inflatable Boat
RYA	-	Royal Yachting Association
SMS	-	Safety Management System
SOLAS	-	International Convention for the Safety of Life at Sea
STCW	-	Standards of Training, Certification and Watchkeeping for Seafarers
UKHMA	-	UK Harbour Masters Association
UKMPG	-	UK Major Ports Group
VDR	-	Voyage Data Recorder
VHF	-	Very High Frequency
VTS	-	Vessel Traffic Services / System