

Executive Summary for 2012

- 640 Marine Casualties and Marine Incidents in 594,126 vessel moves Figure 1 p4
- Overall Incident Rate: 1.08 per 1000 vessel moves (1.86 in 2011). Figure 1 p4
- 292 Marine Casualties¹ - 0.49, per 1000 vessel moves Figure 1 p4
- 348 Marine Incidents² - 0.59, per 1000 vessel moves Figure 1 p4
- Incident rates on all classes of vessel are down on 2011 Figure 2 p5
- Most to least incidents per 1000 vessel moves: Commercial: 1.61, Workboat: 1.37, Passenger: 0.59, Fishing: 0.28, Leisure: 0.13 Figure 2 p5
- 0.005 injuries to crew per 1000 vessel moves or 1 injury every 198,042 moves (1 injury every 34,887 moves in 2011 and 1 every 28,057 moves in 2010). Figure 3 p6
- No injuries to passengers Figure 3 p6
- Top four incident TYPES (76% of total): *Contact with fixed object, Other on-board incident, Machinery or hull failure, Collision (another vessel)* Figure 4 p6
- Top four incident FACTORS (70% of total): *Mechanical/equipment failure, Breach of regulation byelaw or direction, inappropriate vessel navigation and incorrect procedures* Figure 5 p7
- Most incidents still occur while *underway in harbour waters* Figure 6 p8
- Most incidents (84%) still occur in *good or fair conditions* Figure 7 p8
- 62% of incidents were not under pilotage, 31% were under pilotage and 7% were under a PEC Figure 8 p9
- 7% of incidents were reported to MAIB Figure 9 p9

¹ Marine Casualty includes:

- **Very Serious Marine Casualty:** ■ total loss of a ship ■ loss of life ■ severe pollution
- **Serious Marine Casualty:** ■ fire ■ explosion ■ collision ■ grounding ■ contact ■ heavy weather damage ■ ice damage ■ suspected hull defect that results in any of: ■ immobilisation of main engines ■ extensive accommodation damage ■ severe structural damage inc. hull penetration under water rendering ship unfit to progress ■ pollution ■ breakdown necessitating towage or shore assistance
- **Marine Casualty:** ■ death or serious injury to person(s) ■ loss of a person from a ship ■ loss, presumed loss or abandonment of a ship ■ material damage to a ship ■ stranding or disabling of a ship ■ collision ■ material damage to marine infrastructure external of a ship, that could seriously endanger the safety of ship, another ship or individual ■ pollution/potential for pollution to the environment caused by ship damage

² **Marine Incident:** Any event or sequence of events other than Marine Casualty type above, which endangered, or if not corrected would endanger the safety of a ship, its occupants or any other person or the environment. 'Near misses' are marine incidents

Conclusions and recommendations

The overall incident rate remains low, particularly as it includes near-miss incidents as well as fully realised Marine Casualties. The overall rate also appears to be decreasing. However there is still work to be done and it is recommended that ports re-visit the following aspects of marine safety management including their associated risk assessments and control measures:

- Commercial vessels and workboats
- Prevention of Contact with fixed objects or other vessels
- Arrangements for identifying and responding to Mechanical equipment failure
- Communicating regulations, byelaws, directions and procedures to port users
- Vessels in harbour waters and berthing/un-berth or docking/undocking

Main Report

1. Introduction

In March 2011 the Department for Transport produced findings from a pilot study into reportable marine incidents at thirteen volunteer ports covering 2005 to 2009. The aim was to demonstrate an effective statistical mechanism for the collection and presentation of port marine safety data. PSS subsequently collected and reported data from the same volunteer ports for 2010-2011.

A new reporting format was used to collect 2012 data, based on the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 and MCA guidance. For the purposes of this report: (1) Marine Casualties also includes Very Serious and Serious Marine Casualties, and Marine Incidents includes Near Misses.

2. 2012 Data Limitations

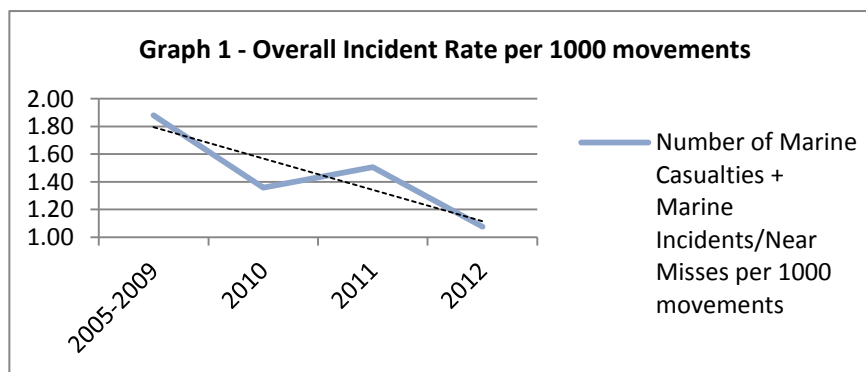
This study was based on a limited number of port accident statistics from 16 volunteer UK ports. Some ports were not able to give figures for all types of traffic. The limited sample size and varying degrees of reporting in different ports means that there is likely to be continued distortion of results until a uniform level of reporting is common. Ports will have varying levels of potential for incidents and therefore the data does not necessarily compare like-with-like. Ports with locks, for example, may have more recorded incidents because putting a ship into a lock has a higher risk of 'operational scrapes' than berthing on a quay. Additionally, the reporting format changed for 2012 data and some ports reporting in 2012 were not in the original 2005 to 2011 group. Therefore, comparisons with 2005 to 2011 should be treated with caution. The 2012 data covers more ports and more vessel movements (594,126) than previous years; arguably this makes the data more representative than in earlier reports.

3. Overall Incident Rate

The Overall Incident Rate combines **all reportable incidents** under the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012. Marine Casualties **and** Marine Incidents are included.

The 640 incidents ^[Figure 1] reported in 2012 was more than in any of the preceding years, however this was against almost twice as many moves as in 2010 and 2011. Therefore, the rate per 1000 moves was the lowest yet reported at 1.08. The trend since data was first collected for 2005-2009 is downward. Given the differences in population and data collected, the 2012 improvement against earlier years should be treated cautiously.

FIGURE 1 - OVERALL SUMMARY for all reportable incidents (Marine Casualties + Incidents/Near Misses)				
	2005-2009	2010	2011	2012
Total number of vessel moves	918,854	308,625	313,983	594,126
Total Marine Casualties	n/a	n/a	n/a	292
Marine Casualty rate per 1000 moves	n/a	n/a	n/a	0.49
Total Marine Incidents	n/a	n/a	n/a	348
Marine Incident rate per 1000 moves	n/a	n/a	n/a	0.59
Total Marine Casualties + Marine Incidents	1727	485	473	640
Overall Incident rate per 1000 movements	1.88	1.36	1.51	1.08

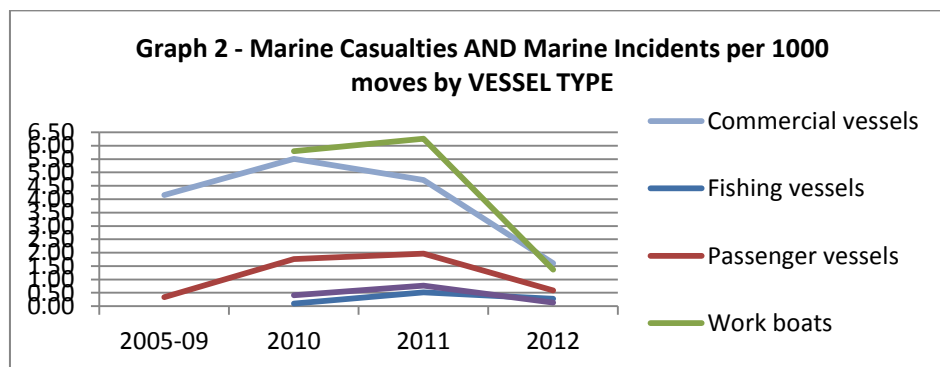


Between 2005 and 2011, Marine Casualties were not separated from Marine Incidents. From 2012 these are separately reported. The rates are broadly similar with 0.49 Marine Casualties per 1000 moves and slightly higher 0.59 Marine Incidents per 1000 moves [Figure 1]. On land, conventional wisdom is that there will be significantly more unsafe acts/near misses than actual accidents. If the same applies to marine, it is possible that there are more Incidents occurring than are being recognised and reported. However it is worth noting that although there is a definition for a reportable Marine Incident, it is much more open to individual interpretation than the other categories.

4. Incident Rate by Vessel Type³

Incident Rates for all types of vessel were less than in 2011 [Figure 2]. With the exception of fishing vessels, 2012 rates were also lower than in 2010. Commercial vessels are significantly more likely to be involved in a reportable incident than other types of vessel. Leisure vessels were the least likely to be involved in a reportable incident in 2012. However, it is likely that Leisure vessel incidents will be less well reported to harbour authorities than other vessel types and figures for Leisure may be artificially low.

FIGURE 2 - Marine Casualties AND Marine Incidents per 1000 moves by VESSEL TYPE				
	2005-09	2010	2011	2012
Commercial vessels	4.15	5.51	4.72	1.61
Fishing vessels	n/a	0.09	0.52	0.28
Passenger vessels	0.33	1.98	0.92	0.59
Work boats	n/a	6.27	6.03	1.37
Leisure vessels/watercraft	n/a	0.77	0.59	0.13



5. Crew and passenger injuries

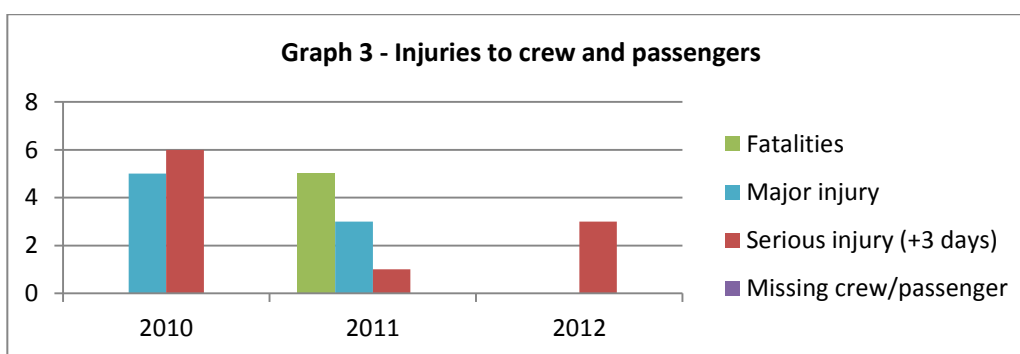
As in previous years, the sample size is small. Results should be treated with caution. There were fewer reported injuries in 2012 than previous years. The 2012 rate was 0.005 injuries per 1000 vessel moves or 1 injury every 198,042 moves (1 injury every 34,887 moves in 2011 and 1 injury every 28,057 moves in 2010). There were no fatalities or major injuries at all, which is a welcome development after 5 crew fatalities in 2011. Three crewmembers were reported injured and unable

³ Not all respondents were able to give total vessel moves per vessel type. This table only includes responses where there was data for number of accidents and number of moves. Totals are therefore less than the total reported in section 4, Figure 1 and graph 1.

to return to normal duties within 3 days, during 2012. For the third year running, no passenger injuries were reported.

FIGURE 3 - Injuries to crew and passengers

	2010		2011		2012	
	Crew	Passengers	Crew	Passengers	Crew	Passengers
Injuries	11	0	9	0	3	0
Injuries/1000 moves	0.036	0.000	0.029	0.000	0.005	0.000



6. Incident TYPES

As in previous years, respondents were asked to select up to three incident *types*, per incident. *Contact with a fixed object, dolphin (structure) or aid to navigation* was the most frequent and accounted for approximately 30% of all reported incident types. *Other on-board incident* was second. This is not a particularly useful type as it is probably used to reflect a wide range of factors. *Machinery/Hull failure* was the highest selected in 2010 and 2011 but dropped to third place in 2012 followed by *Collision (another vessel)*. The top four incident TYPES accounted for 76% of total. Pollution incidents which were in the top five in 2010 appear to be on the decline. It is recommended that Harbour Authorities review these four areas including their associated risk assessments and control measures.

FIGURE 4 - Incident Types (up to 3 types selected per incident)

	2010	2011	2012
Contact - any fixed object	70	84	126
Other on-board incident	68	27	103
Machinery or hull failure	97	91	48
Collision (another vessel)	26	36	42

FIGURE 4 - Incident Types (up to 3 types selected per incident)			
	2010	2011	2012
Grounding	13	35	32
Fire/ Explosion / Flood /Weather	7	6	23
Capsize / Sinking / Listing	15	19	18
Pollution	37	26	12
Person overboard	8	11	10
Object overboard (new cat.)	n/a	n/a	7
Near Miss (not used in 2012)	55	78	n/a
Totals	396	413	421

7. Incident FACTORS

As with 'Incident Types', up to three contributing factors could be allocated to one incident, therefore it is not possible to draw clear conclusions about absolute numbers in this section. The same factors appear in the top four every year to date: *mechanical failure*, *breach of regulations*, *inappropriate navigation* and *incorrect procedures* accounted for 70% of reported factors (80% in 2011 and 79% in 2010). It is recommended that Harbour Authorities review these four areas including their associated risk assessments and control measures.

FIGURE 5 Incident Factors (up to 3 factors selected per incident)			
	2010	2011	2012
Mechanical/equipment failure	91	112	106
Breach of reg., byelaw, direction	82	92	99
Inappropriate vessel navigation	82	106	97
Incorrect procedures	25	37	61
Weather/environment	n/a	0	39
Lack of training/skill	21	32	34
Hazard to navigation (e.g. obstruction)	1	3	27
Lack of or deviation from passage plan	18	17	20
Poor Comms (ship-ship/ship-shore)	19	23	14
Poor Bridge Comms (e.g. Master & Pilot)	12	7	12

FIGURE 5 Incident Factors (up to 3 factors selected per incident)			
	2010	2011	2012
Capsize / Sinking / Listing	n/a	0	9
Lifejacket/Life-saving equip. not worn	0	1	1
Fatigue	2	3	0
Total Incident Factors	353	433	519

8. Location of Incidents

Most incidents still occur while *underway in harbour waters* (52%). This is followed by *berth/un-berth or docking/undocking*. These two account for approximately 82% of all incident locations and give a strong indication of the main areas for focus of safety management.

FIGURE 6 Location			
	2010	2011	2012
Underway in harbour waters	241	275	276
Berth/un-berth or docking/undocking	92	87	155
Underway In harbour approaches	51	64	87
Vessel at Anchor	4	14	10
Total	388	440	528

9. Visibility conditions

The majority of incidents (44%) continue to occur in good conditions. This has been reasonably consistent since data collection started, holding between 44% and 48% of incidents. Fair conditions accounted for 40% of incidents. The percentage of incidents in fair conditions has also remained pretty stable, holding between 39% and 43%. Incidents in poor conditions remain less than 20%. It may be the case that in poor conditions, all those involved are on a higher state of alert because of increased risk or it may be simply that harbours are proportionately more likely to experience good or fair conditions during a typical year.

FIGURE 7 - Visibility Conditions			
	2010	2011	2012
Good conditions	114	133	125
Fair conditions	104	115	111

FIGURE 7 - Visibility Conditions			
	2010	2011	2012
Poor (e.g. fog)	22	34	45
Total	240	282	281

10. Incidents whilst under or not under pilotage

This is a new data set, collected for the first time in 2012. Twice as many incidents occurred with vessels **not** under pilotage than those with a pilot. Incidents involving vessels with a Pilotage Exemption Certificate were approximately one fifth of those with a CHA pilot. There is no data to indicate the ratio of non-pilot to pilot to PEC moves, so it is not possible to suggest if incidents are more or less likely with no pilot, a pilot or a PEC.

FIGURE 8 - Pilotage 2012 (new data set collection – 2012 only)	
No. of incidents Non-pilotage	300
No. of incidents in Vessel under pilotage	150
No. of incidents in Vessel under Pilotage Exemption Certificate	32
Total	482

11. Incidents reported to MAIB

7% of incidents were reported to MAIB. This is higher than in previous years but is still low. The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 and MCA guidance were only in place from mid-2012. In future years, given that ports will continue to use definitions of **reportable** incidents under these regulations, the proportion should significantly increase.

FIGURE 9 - Reported to MAIB			
	2010	2011	2012
Percentage of incidents reported to MAIB	4.3	3.6	7.0

APPENDIX 1 – RESULTS TABLES

The following TABLES give more detail for each of the FIGURES in the report above. For example Tables 2A and 2B give further detail to the summary data in Figure 2 above.

TABLE 1 - OVERALL SUMMARY for all reportable incidents (Marine Casualties + Incidents/Near Misses) in harbour area waters and approaches

	2005-2009	2010	2011	2012
Total number of vessel movements	918,854	277,743	491,732	594,126
Total Marine Casualties	n/a	n/a	n/a	292
Number of Marine Casualties per 1000 movements	n/a	n/a	n/a	0.49
Total Marine Incidents/Near Misses	n/a	n/a	n/a	348
Number of Marine Incidents/Near Misses per 1000 movements	n/a	n/a	n/a	0.59
Total number of Marine Casualties + Marine Incidents/Near Misses	1727	485	583	640
Number of Marine Casualties + Marine Incidents/Near Misses per 1000 movements	1.88	1.75	1.19	1.08

TABLE 2A - Marine Casualties (inc. Very Serious and Serious) by Vessel GROUP

		2005-09	2010	2011	2012
Combined Commercial, Fishing and Passenger	No. of incidents	1727	309	297	231
	No. vessel movements	918,854	102,905	151,516	273,263
	Incident rate/1000 moves	1.88	3.00	1.96	0.85
Combined Leisure vessels	No. of incidents	n/a	176	286	61
	No. vessel movements	n/a	174,838	340,216	320,863
	Incident rate/1000 moves	n/a	1.01	0.84	0.19

The above data indicates that in 2012, Marine Casualties were over four times more likely to occur with vessels in the Commercial Group (inc. fishing and passenger) than the Leisure Vessel Group (Table 2A). This is an increase on 2010 and 2011 figures. However, commercial vessels are more likely to be under observation by the harbour and it is expected that there will be more complete reporting to the harbour of incidents involving commercial vessels generally. Arguably, this is therefore not a particularly useful measure and was not included in the main report.

TABLE 2B - Marine Casualties AND Marine Incidents by Vessel TYPE

		2005-09	2010	2011	2012
Commercial vessels (exc. passenger craft)	No. of incidents	1545	226	206	228
	No. vessel movements	372,252	41,031	43,621	142,011
	Incident rate/1000 moves	4.15	5.51	4.72	1.61

	No. of incidents	n/a	2	11	19
Fishing vessels	No. of incidents	n/a	2	11	19
	No. vessel movements	n/a	21,054	21,057	68,916
	Incident rate/1000 moves	n/a	0.09	0.52	0.28
Passenger vessels	No. of incidents	182	81	80	24
	No. vessel movements	546,602	40,820	86,838	40,912
	Incident rate/1000 moves	0.33	1.98	0.92	0.59
Work boats	No. of incidents	n/a	48	93	91
	No. vessel movements	n/a	7,659	15,422	66,411
	Incident rate/1000 moves	n/a	6.27	6.03	1.37
Leisure vessels and watercraft	No. of incidents	n/a	128	193	33
	No. vessel movements	n/a	167,179	324,794	254,452
	Incident rate/1000 moves	n/a	0.77	0.59	0.13

	2012	2012	2012	2012	2012	2012
	Marine Casualties	Vessel Moves	Casualties/ 1000 moves	Marine Incidents	Vessel Moves	Incidents/ 1000 moves
Commercial Vessels	56	142,011	0.39	172	142,011	1.21
Fishing	9	68,916	0.13	10	68,916	0.15
Passenger	4	40,912	0.10	20	40,912	0.49
Workboats/Port Craft	5	66,411	0.08	86	66,411	1.29
Pleasure Vessels	4	254,452	0.02	29	254,452	0.11
	78	572702		317	572702	

	2010	2010	2011	2011	2012	2012
	Crew	Passengers	Crew	Passengers	Crew	Passengers
Fatalities	0	0	5	0	0	0
Major injury	5	0	3	0	n/a	n/a
Serious injury (+3 days)	6	0	1	0	3	0
Missing crew/passenger	0	0	0	0	0	0
Totals	11	0	9	0	3	0
Vessel movements	308,625	308,625	313,983	313,983	594,126	594126
Injuries/1000 moves	0.036	0.000	0.029	0.000	0.005	0.000

	2005-09		2010		2011		2012	
	No.	/1000 moves	No.	/1000 moves	No.	/1000 moves	No.	/1000 moves
Contact - any fixed object	505	0.55	70	0.23	84	0.27	126	0.21
Other on-board incident	603	0.66	68	0.22	27	0.09	103	0.17

TABLE 4 - Incident Types (up to 3 types selected per incident)

	2005-09		2010		2011		2012	
	No.	/1000 moves	No.	/1000 moves	No.	/1000 moves	No.	/1000 moves
Machinery or hull failure	468	0.51	97	0.31	91	0.29	48	0.08
Collision (another vessel)	75	0.08	26	0.08	36	0.11	42	0.07
Grounding	94	0.10	13	0.04	35	0.11	32	0.05
Fire/ Explosion / Flood /Weather	47	0.05	7	0.02	6	0.02	23	0.04
Capsize / Sinking / Listing	20	0.02	15	0.05	19	0.06	18	0.03
Pollution	125	0.14	37	0.12	26	0.08	12	0.02
Person overboard	19	0.02	8	0.03	11	0.04	10	0.02
Object overboard (new cat.)	n/a	n/a	n/a	n/a	n/a	n/a	7	0.01
Near Miss (not used in 2012)	324	0.35	55	0.18	78	0.25	n/a	n/a
Totals	2280		396		413		421	

TABLE 5 Main Incident Factors

	2010		2011		2012	
	No.	/1000 moves	No.	/1000 moves	No.	/1000 moves
Mechanical/equipment failure	91	0.29	112	0.36	106	0.18
Breach of reg., byelaw, direction	82	0.27	92	0.29	99	0.17
Inappropriate vessel navigation	82	0.27	106	0.34	97	0.16
Incorrect procedures	25	0.08	37	0.12	61	0.10
Weather/environment	n/a	n/a	0	0.00	39	0.07
Lack of training/skill	21	0.07	32	0.10	34	0.06
Hazard to navigation (e.g. obstruction)	1	0.00	3	0.01	27	0.05
Lack of passage plan/ deviation from plan	18	0.06	17	0.05	20	0.03
Poor Comms (ship-ship/ship-shore)	19	0.06	23	0.07	14	0.02
Poor Bridge Comms (e.g. Master & Pilot)	12	0.04	7	0.02	12	0.02
Capsize / Sinking / Listing	n/a	n/a	0	0.00	9	0.02
Lifejacket/Life-saving appliances not worn	0	0.00	1	0.00	1	0.00
Fatigue	2	0.01	3	0.01	0	0.00
Total Incident Factors	353		433		519	

TABLE 6 Location

	2005-09	2010	2010	2011	2011	2012	2012
	Percent	Number	Percent	Number	Percent	Number	Percent
Berth/un-berth or docking/undocking	45	92	24	87	20	155	29
Underway in harbour waters	39	241	62	275	63	276	52
Underway In harbour approaches	16	51	13	64	14	87	16
Vessel at Anchor	0	4	1	14	3	10	2
Total	100	388	100	440	100	528	100

TABLE 7 - Visibility Conditions

	2005-09	2010	2010	2011	2011	2012	2012
Visibility Conditions	Percent	Number	Percent	Number	Percent	Number	Percent
Good conditions	45	114	48	133	47	125	44
Fair conditions	39	104	43	115	41	111	40
Poor (e.g. fog)	16	22	9	34	12	45	16
Totals	199	240	100	282	100	281	100

TABLE 8 - Pilotage 2012 (new data set collection – 2012 only)

	Number	Percentage
No. of incidents Non-pilotage	300	62
No. of incidents in Vessel under pilotage	150	31
No. of incidents in Vessel under Pilotage Exemption Certificate	32	7
Total	482	100

TABLE 9 - Reported to MAIB

	2005-09	2010	2010	2011	2011	2012	2012
		No.	Percent	No.	Percent	2012	Percent
Number of incidents reported to MAIB	n/a	18	4.30	17	3.59	45	7.03

The following ports were involved in the study

Aberdeen Harbour Authority	Poole Harbour Commissioners
ABP Southampton	Port of Blyth
Dover Harbour Board	Port of Cairnryan
Forth Ports - Forth and Tay Estuaries	Port of Larne
Harwich Haven Authority	Port of London Authority
Langstone Harbour	Port of Tilbury London Ltd
Moray Council	Shetland/Sullum Voe
Orkney Islands Council (Dept. of Harbours)	Shoreham Port

APPENDIX 2 – DATA COLLECTION SHEET

1	Name of Port	<input type="text"/>
	Name of Respondent	<input type="text"/>
	Job Title of Respondent	<input type="text"/>
	Contact Telephone	<input type="text"/>
	Contact e-mail	<input type="text"/>
	Date Completed	<input type="text"/>

Include Marine Accidents within statutory Harbour Limits involving:

Merchant ships, fishing vessels, vessels in commercial use for sport or pleasure (at sea or in a port) that meet any of the following: ■ in United Kingdom waters; Harbour Authorities; and Inland Waterway Authorities within the UK ■ UK registered ship ■ within jurisdiction of harbour master or Queen's HM ■ carrying passengers to or from a UK port ■ in Chief Inspector's opinion involves substantial UK interests. Include *commercial* diving accidents.

Do Not include Marine Accidents within statutory Harbour Limits involving

Pleasure vessels, recreational craft hired on bareboat basis or any other craft or boat, in commercial use in a harbour or on an inland waterway that is less than 8m in length, **unless** the accident involves any of: explosion; fire; death; serious injury; capsizing of a power-driven craft/boat; severe pollution or vessel is carrying passengers. Do not include recreational diving accidents.

Very Serious Marine Casualties, Serious Marine Casualties and Marine Casualties

Very Serious Marine Casualty:
 ■ total loss of a ship ■ loss of life ■ severe pollution

Serious Marine Casualty
 ■ fire ■ explosion ■ collision ■ grounding ■ contact ■ heavy weather damage ■ ice damage ■ suspected hull defect ...that results in any of: ■ immobilisation of main engines ■ extensive accommodation damage ■ severe structural damage inc. hull penetration under water rendering ship unfit to progress ■ pollution ■ breakdown necessitating towage or shore assistance

Marine Casualty
 ■ death or serious injury to person(s) ■ loss of a person from a ship ■ loss, presumed loss or abandonment of a ship ■ material damage to a ship ■ stranding or disabling of a ship ■ collision ■ material damage to marine infrastructure external of a ship, that could seriously endanger the safety of ship, another ship or individual ■ pollution/potential for pollution to the environment caused by ship damage

Very Serious Marine Casualties, Serious Marine Casualties and Marine Casualties

3		2012	% Very Serious, Serious & Marine Casualties/move
	No of incidents involving Commercial Vessels	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	No. of Commercial vessel movements	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	No of incidents involving Fishing Vessels	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	No. of Fishing vessel movements	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	No of incidents involving Passenger Vessels	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	No. of Passenger vessel movements	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	Total Incidents (Commercial, Fishing, Passenger)	0	
	Total Vessel movements (Commercial, Fishing, Passenger)	0	
	No. of incidents involving Workboats/Port Craft	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	No. of workboat/port craft movements if known	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
	No. of incidents involving Pleasure Vessels	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
No. of Pleasure Vessel movements if known	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known	
Total Incidents (workboats/port craft/pleasure)	0		
Total Vessel movements (workboats/port craft/pleasure)	0		

Injuries to crew or passengers

Serious Injury

■ Fracture, (exc. fingers/ thumbs/toes) ■ Any loss of a limb or part of a limb ■ Dislocation of the shoulder, hip, knee or spine ■ Loss of sight (temp or perm) ■ Penetrating injury to the eye ■ Any other injury leading to hypothermia, unconsciousness, requires resuscitation or requiring admittance to a hospital or other medical facility as an in-patient for more than 24 hours ■ any injury to a person employed or carried in a ship which occurs on board or during access which results in incapacitation for more than three consecutive days excluding the day of the accident

4

Injuries to crew or passengers

	Crew	Passenger	Total
Fatality	<input type="text"/>	<input type="text"/>	◀Please enter 0 or a whole number
Serious Injury	<input type="text"/>	<input type="text"/>	◀Please enter 0 or a whole number
Missing crew/passenger	<input type="text"/>	<input type="text"/>	◀Please enter 0 or a whole number
Total Injuries to crew and passengers	0	0	0

Marine Incidents/Near Misses

Event or sequence of events other than VSMC or SMC above which endangered, or if not corrected would endanger the safety of a ship, its occupants or any other person or the environment. 'Near misses' are marine incidents.

5

	2012	% Incidents/near misses per move
No. of Commercial Vessel incidents/near misses	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
No. vessel movements (from section 3 above)	0	
No. of Fishing Vessel incidents/near misses	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
No. vessel movements (from section 3 above)	0	
No. of Passenger Vessel incidents/near misses	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
No. vessel movements (from section 3 above)	0	
Total incidents/near misses (Commercial, Fishing, Passenger)	0	
Total Vessel movements	0	
No. workboat/port craft incidents/near misses	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
No. workboat/port craft movements (from section 3 above)	0	
No. of pleasure vessel incidents/near misses	<input type="text"/>	◀Please enter 0, a whole number or leave blank if not known
No. pleasure vessel movements (from section 3 above)	0	
Total incidents/near misses (workboats/port craft/pleasure)	0	
Total Vessel movements (workboats/port craft/pleasure)	0	

Main Incident Types (max three types per incident)

6

	2012	% of Total
Collision (another vessel)	<input type="text"/>	◀Please enter 0 or a whole number
Contact - any fixed object/dolphin/structure or aid to navigation	<input type="text"/>	◀Please enter 0 or a whole number
Grounding	<input type="text"/>	◀Please enter 0 or a whole number
Fire/ Explosion / Flooding / Heavy weather damage	<input type="text"/>	◀Please enter 0 or a whole number
Pollution	<input type="text"/>	◀Please enter 0 or a whole number
Person overboard	<input type="text"/>	◀Please enter 0 or a whole number
Object overboard	<input type="text"/>	◀Please enter 0 or a whole number
Other onboard incident	<input type="text"/>	◀Please enter 0 or a whole number
Machinery, mechanically disabled or hull failure	<input type="text"/>	◀Please enter 0 or a whole number
Capsize / Sinking / Listing	<input type="text"/>	◀Please enter 0 or a whole number
Total	0	

7	Main Incident Factors (max three types per incident)		2012	% of Total	
	Inappropriate vessel navigation	<input type="text"/>			◀Please enter 0 or a whole number
	Breach of regulation, byelaw, general direction, special direction	<input type="text"/>			◀Please enter 0 or a whole number
	Mechanical/equipment failure	<input type="text"/>			◀Please enter 0 or a whole number
	Hazard to navigation (e.g. obstruction in channel)	<input type="text"/>			◀Please enter 0 or a whole number
	Incorrect procedures	<input type="text"/>			◀Please enter 0 or a whole number
	Lack of training/skill	<input type="text"/>			◀Please enter 0 or a whole number
	Fatigue	<input type="text"/>			◀Please enter 0 or a whole number
	Poor Bridge Communication (e.g. between Master & Pilot)	<input type="text"/>			◀Please enter 0 or a whole number
	Poor Communication (ship-ship, ship-shore)	<input type="text"/>			◀Please enter 0 or a whole number
	Lack of passage planning/deviation from plan	<input type="text"/>			◀Please enter 0 or a whole number
	Lifejacket/Life saving appliances not worn	<input type="text"/>			◀Please enter 0 or a whole number
	Weather/environment	<input type="text"/>			◀Please enter 0 or a whole number
	Capsize / Sinking / Listing	<input type="text"/>			◀Please enter 0 or a whole number
	Total	<input type="text" value="0"/>			
8	Location		2012	% of Total	
	No. of incidents Berthing/unberthing/alongside	<input type="text"/>			◀Please enter 0 or a whole number
	No. of incidents Underway in harbour waters (not berthing)	<input type="text"/>			◀Please enter 0 or a whole number
	No. of incidents Underway in harbour approaches	<input type="text"/>			◀Please enter 0 or a whole number
	No. of incidents Vessel at anchor	<input type="text"/>			◀Please enter 0 or a whole number
	Total	<input type="text" value="0"/>			
9	Conditions		2012	% of Total	
	No. of incidents in Good conditions	<input type="text"/>			◀Please enter 0 or a whole number
	No. of incidents in Fair conditions	<input type="text"/>			◀Please enter 0 or a whole number
	No. of incidents in Poor conditions (e.g. fog)	<input type="text"/>			◀Please enter 0 or a whole number
	Total	<input type="text" value="0"/>			
9	Pilotage		2012	% of Total	
	No. of incidents in Vessel under pilotage	<input type="text"/>			◀Please enter 0 or a whole number
	No. of incidents in Vessel under Pilotage Exemption Certificate	<input type="text"/>			◀Please enter 0 or a whole number
	No. of incidents Non-pilotage	<input type="text"/>			◀Please enter 0 or a whole number
	Total	<input type="text" value="0"/>			
9	MAIB Reporting				
	No. of incidents reported to MAIB	<input type="text"/>			◀Please enter 0 or a whole number