

# CHIRP FEEDBACK

Issue No: 9

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**Number of Reports Since the Last Issue: - 24**

**Report Topics Have Included:**

- Near Collisions
- Engine Near Fires
- ISPS Code Issues
- Roles and Responsibilities on Offshore Units
- Pilot Rosters and Fatigue
- Pilotage Standards
- Use of Radar
- Ship Scrapping
- ISM Code Audits

### BACK ISSUES

Back issues of MARITIME FEEDBACK are available on our website: [www.chirp.co.uk](http://www.chirp.co.uk)

## REPORTS

REPORTS ARE PUBLISHED ONLY WITH THE AGREEMENT OF THE REPORTER AND ARE, AS FAR AS POSSIBLE, IN THEIR OWN WORDS, EDITED ONLY TO REMOVE IDENTIFYING TEXT. THE SAFETY CONCERN(S) RAISED ARE BASED ON THE INFORMATION PROVIDED BY THE REPORTER AND THEREFORE REPRESENT THE REPORTER'S PERSPECTIVE.

## MERCHANT SHIPPING

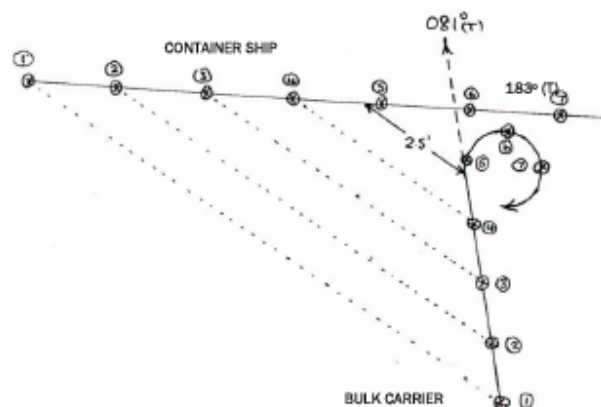
### NEAR COLLISION 1

**Report Text:** Vessel A, loaded bulk carrier, draught 17.3 metres (from AIS), was approaching the western end of a TSS east bound lane and vessel B was a container vessel altering to a southerly course after leaving the westbound lane.

It became clear that the two vessels were entering a very close quarters situation.

At range 3.5 miles, when no apparent action had been taken by the "give way" container vessel, she was called by name on VHF Ch.16, but did not reply. At range 3.0 miles, there was no action taken and no reply to another VHF call.

At 2.5 miles range a round turn to starboard was initiated by the "stand-on" loaded bulk carrier.



When the bulk carrier was approximately 60 degrees off its original course, the container vessel called it on VHF Ch.16 and asked "What are your intentions?"

MARITIME FEEDBACK is also available on the **CHIRP** website - [www.chirp.co.uk](http://www.chirp.co.uk)

A Maritime Safety Newsletter

from **CHIRP** the Confidential Hazardous Incident Reporting Programme

The vessels then moved to a working channel, and the container vessel was politely advised of the near-miss and his knowledge of the collision regulations was called into question. The container vessel officer made no comment and wished the bulk carrier officer "A good watch".

Fortunately there were no other vessels in the immediate vicinity, but conversely, it meant there was no excuse for the container vessel not altering her course.

**CHIRP COMMENT:** This report was sent to the give way vessel's management for assessment, but before the correspondence was complete CHIRP received the following report involving another of the company's vessels attempting the same manoeuvre in the same location and coming very close to a sister ship.....

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### NEAR-COLLISION 2 – LETS TRY THAT AGAIN...

**Report Text:** I was approaching the E bound lane of the TSS and observed a very near-miss involving three large container vessels; two were about to join the east bound lane and the third had left the west bound lane and altered course to the south. There were several exchanges between these vessels on VHF Ch. 16; on the radar screen it looked like a collision had occurred and on the AIS the range and bearing of two of ships was the same!! After several more VHF exchanges the southbound ship apologised.

I have never seen anything as close yet as these 3 large container vessels, so please somebody start asking questions.

**CHIRP Comment:** CHIRP did exactly as the reporter suggested and asked some questions. The following account of the incident was received from the managers:

"Incident occurred during morning watch, while transiting the west bound TSS, en-route to XXX. As the vsl was delayed in her ETA, course had been charted to alter south and cross the TSS earlier. At the time of commencing alteration to port to cross the TSS, "A" observed "B" on her stbd bow, in the Northeast bound TSS.

Close on "B's" stbd bow was "C", overtaking "B". "A", contacted "B", and requested permission to cross ahead of her. Apparently "B" declined the request, and instructed "A" to pass on her stern. As "A" had already altered to port to make the crossing, she continued the port alteration with a hard -over helm and made a round about turn. Once "B" and "C" had passed, "A" continued with the crossing, passing both the vsIs on their sterns.

The onus of safe navigation is on each vessel whether container or non-container. Feel that in a developing close quarter situation the stand -on

vessel should also be more flexible (in taking avoiding action) especially so in restricted waters."

The Maritime Advisory Board made the following comments:

- The planning and execution of the manoeuvre was poor.
- Derogation from the Rules should not be negotiated by radio. The manoeuvre commenced before agreement was reached in any event.
- This scenario is frequently run in training and, had students acted similarly they would have been subject to extensive debrief.
- The Company suggestion that the "stand-on" vessel should show flexibility is incorrect in this context even though the stand-on vessel does not have an absolute right of way.
- The Company appear to be advancing an option which does not accord with recognised good practice.
- Fundamentally this represents an issue of Company safety culture and how they ensure officers are aware of and obey the Rules of the Road. The Company should be encouraged to respond to the behaviour of the officers involved; a failure to do something would send wrong message to the officers on the sister ship who had insisted on correct action.

The response to the incident from the managers was forwarded to corporate management, along with the Board's comments and resulted in the following Circular being sent to all managers and ship masters.

"The Company places the highest importance on strict compliance with the COLREGS (and any other regulations issued by local Authorities) by our vessels using or crossing traffic separation schemes.

All Masters and Officers of the Watch should remind themselves of the requirements of Rule 10 and remember to apply ALL of the relevant COLREGS while using or crossing traffic separation schemes, in particular:

1. Always maintain a safe speed as per COLREG Rule 6. In addition do not hesitate to reduce speed if more time is needed to assess the situation in heavy traffic or to wait for the appropriate gap in the traffic to cross a traffic separation scheme or a separation lane;
2. Always cross traffic separation schemes at a right angle per COLREG Rule10(c):

*"A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow".*

Crossing of a traffic separation scheme or lane should only be undertaken IF IT IS SAFE TO DO

SO and if it is not safe your vessel must wait until a crossing at right angles can be safely undertaken. High traffic density is not a reason to take a route that is not at a right angle.

It must be your regular practice to cross traffic separation schemes at a right angle even if the traffic separation scheme is empty (many monitoring stations, for example Dover, will prosecute if you not cross at right angles in such circumstances) and you **MUST, as good practice**, have your passage plan drawn to cross a traffic lane always at a right angle.

**COMMERCIAL REASONS ARE NOT A VALID REASON FOR YOU TO IGNORE YOUR OBLIGATIONS UNDER THE COLREGS AND RULE 10, AND SAFETY AND COMPLIANCE WITH COLREGS MUST ALWAYS COME FIRST.**

3. When using traffic separation schemes all vessels should maintain a high degree of alertness and be prepared to act and react very quickly by using the rudder and the engines, especially:
  - Near pilot stations, when other vessels may unexpectedly cross a traffic lane to reach the pilot station, e.g. The Dardanelles.
  - When the traffic separation scheme passes near busy anchorages in port approaches where other vessels exiting the anchorage to cross the traffic separation scheme may not be seen until very late when they are about to cross the lane, e.g. approaching Singapore.
  - When your vessel will reach the turning point/alteration of course in a traffic separation scheme at the same time as another vessel, especially for a vessel proceeding in the opposite direction when there is a separation line but no separation zone, e.g. The Great Belt.
4. Remember that when a close quarters situation is developing or has developed in a traffic separation scheme there are no special privileges to the vessel using the traffic separation scheme and the normal COLREGS Rules for vessels in the open sea must be applied safely to resolve the close quarters situation.

We also remind our Masters and OOW to keep a sharp look out at all times, to think and plan ahead about traffic situations that are developing and into which your own vessel will shortly enter, and to take early and effective action that is clearly recognisable as such by all other vessels to avoid close quarters situations developing with other vessels. Always reduce speed if more time is needed to assess the situation.”

The Board believes this is an appropriate Safety Management System response, but wishes to emphasise that Circulars represent only one of the actions required to bring about the changes in behaviour required. The International Rules for Prevention of Collisions at Sea should be complied with and the temptation to negotiate derogations from the Rules by VHF, even in the AIS era, should be avoided. If the Rules are applied properly, such communications are unnecessary in any event

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## FATIGUE ON TUGS

**Report Text:** Since introduction of H.O.W. regs in harbour towage sector; company refuse to post schedule of duties as required under Reg 7. Instead insisting on a "work until tired" regime and then attempt a relief using compulsory overtime (in fact increasing crews H.O.W!). The use of three man crews is commonplace, so although tugs are registered as sea going they would not be allowed to go to sea with current manning (Safe Manning Document requires 5). Industry practice means crews increasingly live aboard and so must also keep anchor/radio watches.

**CHIRP Comment:** This report was forwarded to the Maritime and Coastguard Agency for comment.

“As far as application of the working time regulations is concerned, there should not be any doubt about the position. All UK registered vessels certificated for service at sea, including harbour tugs which have sea-going certificates, are covered by the Merchant Shipping (Hours of Work) (Regulations) 2002, as amended. Manning should be sufficient to ensure that the provisions of the Regulations can be complied with in full. The only scope for derogation from the Regulations is that provided for in Regulation 6, which allow exceptions to the minimum rest to be authorised by the Secretary of State where these are based on a workforce or collective agreement. There is no scope for an exception to Regulation 7, so a Schedule should be posted, although we have recognised that in the case of tugs this may have to be indicative hours, since the precise time at which rest will be taken when the tug is working in harbour may not be known in advance.

So, in principle at least, this should not be a difficult area. If the individual who has reported the matter to you believes that the Regulations are being breached, he should be advised to take up the matter with the local MCA Marine Office. If he wishes, he can ask that the Marine Office treat the matter in confidence and investigate without disclosing his identity.”

## SECURITY/EMERGENCY ESCAPE CONFLICT

**Report Text:** I would like to bring to your attention an issue which many people appear to be overlooking.

The problems with emergency escapes and security are well and frequently documented, and in the main I would agree with your comments.

However, most people appear to be concerned with emergency exit only, and in my opinion they seem to be forgetting emergency entry.

I am an ISPS and ISM auditor and have conducted many ISPS audits over the past 18 months. All too frequently I am seeing all exits from the engine room (for example) secured from the inside, allowing emergency escape. Should the shore based fire services, or indeed an on-board fire party, need to access the engine room from a particular point for cooling or rescue purposes, they would often find that they can not.

Many ships are now considering this issue and are providing means of securing from both sides that neither hinder emergency escape nor authorised emergency entry (mechanical key-pads, removable hasps etc.)

It may be worth making this point clear.

There are 2 effective methods that I could cite:

1. Removable hasps on weather tight doors - allowing padlocking from outside which can be released from inside by (for example) release of a butterfly nut. (Drawing would be an advantage here - I can endeavour to get one done if this would help)
2. Mechanical keypads on other doors. Quick release from inside, and number is known to all ship's staff, who can provide this to shore based emergency services if required.

The latter may suffer if exposed to weather, but so far I have had no reports of this occurring.

Both methods are, in my opinion, cheap, effective, and compliant with both safety and security issues.

**CHIRP Comment:** The UK Maritime and Coastguard Agency provided some helpful suggestions which were published in FEEDBACK 8. They also provided CHIRP with some examples they have encountered which we are happy to reproduce.

First, what appears to be a padlocked escape hatch is not all it seems.

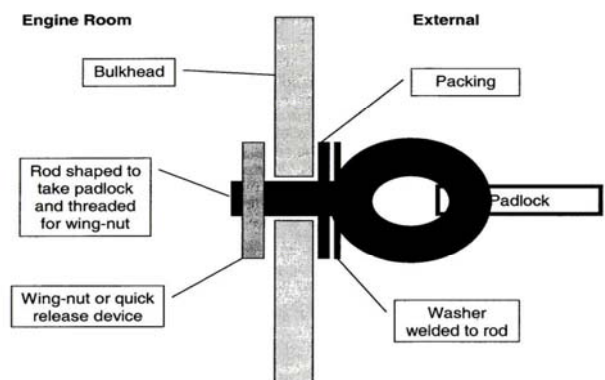


On closer examination it was found that the external dog on the escape hatch had been removed and a padlocked cover installed. From inside the escapee would not notice any change; having to release the same number of dogs.

If access to the engine room was required via the escape the officer of the watch and deck ratings all had keys that fitted the padlock. The cover could be released and a spanner used on the dog's spindle to release the dog.



Here is another example demonstrating an emergency means of access through a padlock key control system and an internal quick release device.



# FISHING & LEISURE

## ENCOUNTERS WITH FISHING GEAR 1 IT CAN HAPPEN TO FISHERMEN TOO

**Report Text:** I am an experienced fisherman, but a floating pot line damaged the transducer bracket on my boat, luckily at slack low water. Tide started to make dangerous ground to the east, but the boat was freed in time. The pot line was not weighted, but did at least have a Dan buoy. The damage cost £300 to repair.

## ENCOUNTERS WITH FISHING GEAR 2 WHEN IT GOES WRONG

**Report Text:** My wife and I were in our sailing boat departing the harbour which has a tricky entrance with cross-tides and lengthy transits through rock strewn areas marked by infrequent channel marker posts. Approaching the final stages of the pilotage under engine, we noted a collection of pot marker buoys scattered in the entrance. Having made a course correction to avoid the pot markers, we concentrated again on navigation. A short while later, there was a bang and the boat started to slow down although the engine kept running. It was apparent that we had lost drive and we were being swept towards rocks. We completed a rapid sail hoist and just managed to achieve control and sail clear of the entrance. Subsequently, we completed an overnight sail back to a marina for repairs.



The damage was a sheared flexible drive coupling, a bent propeller shaft and a wrecked shaft seal requiring a 10 day haul-out and repairs totalling £2000. This marker buoy turned out to be a style we had not encountered before with a large buoy at the top of the riser and a small pick-up buoy at the end of a long length of floating line. I believe that we had steered between the main buoy and the pick-up buoy. This incident happened in benign conditions and we managed to look after ourselves. In less clement weather or darker conditions, the incident could easily have an unpleasant outcome. I

appreciate that we are “pleasure boat” sailors and fishermen have to make a living, but it cannot be safe to lay such obstructions in the constricted confines of harbour entrances. If the professionals cannot apply common sense to their activities, legislation must be required.

## ENCOUNTERS WITH FISHING GEAR 3 IT'S NOT ALL BAD NEWS

**Report Text:** I am still concerned about the amount of unmarked pot buoys along the south coast, especially in the Weymouth area. Recently there were five within the direct approach to Weymouth harbour, all unmarked. Some while ago I picked up one which was being pulled down by a tidal flow and was being blown onto leeward rocks, saved in the nick of time by a local dive boat. The line contained what looked like stainless steel wire.

Again recently, in choppy sea I had one foul my stern gear which has resulted in having to buy new props and craning out, which is an expensive operation. In passing I would like to offer my thanks to the fisherman who puts really good Dan flags on his pot buoys which are along the Lulworth Banks.

**CHIRP Comment:** Regular readers will know CHIRP has been assisting in the capture of data on encounters with unmarked fishing gear. The above reports are examples of the type of incidents reported and illustrate different perspectives.

CHIRP has received 17 reports of encounters with fishing gear and other flotsam and jetsam in 2005 and 36 reports since the beginning of our co-operation with the RYA's data collection initiative in 2003.

According to the Maritime and Coastguard Agency's Advice to Fishermen and Yachtsmen on the Marking of Fishing Gear ([www.mcga.gov.uk/c4mca/fishgear.pdf](http://www.mcga.gov.uk/c4mca/fishgear.pdf)); some 25% of fishing gear incidents reported to the Coastguard involve fishermen themselves. At best, expensive gear may be lost and at worst, lives may be put at risk.

There is plenty of evidence showing many people fish responsibly, however there is also no shortage of evidence demonstrating that some do not. Some Harbour Authorities are beginning to take steps, in co-operation with stakeholders, to manage the navigation safety issues resulting from fishing activities within their areas by agreeing gear marking, designating areas and periods for fishing, etc. These co-operative agreements are likely to prove more successful than regulation and the Maritime Advisory Board hopes that many more Harbour Authorities will choose to embark on similar initiatives, encouraging compliance with published best practice and using enforcement powers where appropriate.

CHIRP believes that the information submitted to the MCA, MAIB, NFFO and RYA should assist them in

developing an accurate assessment of the risks to life associated with these encounters and in identifying appropriate solutions, where required.

The nature of the incident data made available by CHIRP does however impose some limitations on the range of responses that may be made and reporters should consider whether reports to local Harbour Authorities, Coastguard, MAIB, RYA would be more appropriate.

CHIRP will continue to offer a reporting facility in circumstances where:

- You are concerned to protect your identity (please note that anonymous reports are not accepted).
- You wish others to benefit from an important "Lesson Learned".
- Other reporting procedures are not appropriate or are not available.
- When you have tried other reporting procedures without the issue having been adequately addressed.

The MCA's 24hr Info No. is 0870 6006505.  
(Hazardous incidents may be reported to your local Coastguard Station.)

## EDITORIAL

After completing an extensive review process, we are pleased to announce that Maritime CHIRP has secured funding for continued operation beyond its initial trial period which ends in March 2006.

The Trustees, Board Members and Director would all like to thank those that have contributed to making the Programme a success by sending in and responding to reports and showing an interest in the Programme's output. A particular note of thanks is due to **The Honourable Company of Master Mariners**, who continue to host our London meetings.

Near-collisions appear to be featuring with increasing frequency; whether this is a trend or merely a statistical blip, only time will tell. It is gratifying to hear so many of you are using these reports as examples for training your own officers, but remember CHIRP accepts marine safety related reports from across the sector involving:

- Errors
- Individual performance
- Operating/Maintenance/Support procedures
- Regulatory aspects
- Unsafe practices or design

CHIRP seeks to promote safety through making information available that would not otherwise be reported and encourages others to take responsibility for the issues raised where appropriate.

An individual's or organisation's sense of responsibility with respect to safety concerns is an issue which the oil and gas industry's **Step Change in Safety** team are attempting to promote. In their **Personal Responsibility for Safety** initiative they have provided a set of tools which will allow a self-assessment of where an individual and/or an organisation stands with respect to responsibility for safety, a gap analysis/system checklist and a process for creating major change. These tools are all available from [www.prfstepchange.co.uk](http://www.prfstepchange.co.uk).

## REPORT UPDATE

### BULLYING AND HARASSMENT

Further to CHIRP's publication of a report on this subject, the following has been received from the British Chamber of Shipping:

"CHIRP Maritime Feedback 7 featured a report of an incident of bullying and harassment of an Asian 2<sup>nd</sup> officer on board a vessel. It quoted from European guidance on the subject.

The guidance document, "Eliminating Workplace Harassment and Bullying" arose from a joint project on Equality of Opportunity and Diversity in the European Shipping Industry undertaken by shipowner and seafarer organisations in Europe. It began as a social partners' initiative in the UK involving the Chamber of Shipping and the unions NUMAST and RMT. A successful application for financial support from the European Commission resulted in an extension of the project throughout Europe.

"Eliminating Workplace Harassment and Bullying" is available in the languages of all the maritime states of the European Union. It contains practical advice for shipping companies on preventing harassment and bullying on ships and on recognising and dealing with incidents when they do occur. The document is supported by a film entitled "Say No To Bullying, Say No To Harassment". This is available on DVD. The soundtrack is in English with subtitles in a choice of English, French, Polish and Russian.

The social partners have also produced a CD-Rom based training programme entitled "Understanding Equal Opportunities" for use by shipping company and shipboard management and union officials. This programme deals with the application of European laws on discrimination and provides for self-assessment and monitoring of programme users.

Further details can be obtained from the Chamber of Shipping, NUMAST, the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF)."

## CURRENT MAIB INVESTIGATIONS

The following accidents/incidents are being investigated by the MAIB as at 08.12.05:

| Vessel's name                                | Accident/incident type   | Date of Incident |
|--|--|------------------|
| <b>Border Heather</b>                        | An explosion onboard tanker whilst loading petrol/kerosene, Grangemouth.   | 31/10/04         |
| <b>British Enterprise</b>                    | Grounding of tanker in anchorage near Istanbul.  | 11/12/04         |
| <b>Orade</b>                                 | General cargo vessel grounded in the River Humber.   | 01/03/05         |
| <b>Loch Lomond RIB</b>                       | Father and daughter missing after falling overboard from rigid inflatable boat (RIB)   | 13/03/05         |
| <b>Lykes Voyager/<br/>Washington Senator</b> | Collision in the Taiwan Strait between UK and German flagged container vessels.  | 8/04/05          |
| <b>Brenscombe Outdoor Activities Centre</b>  | Sinking of kayaks and launch during training exercise in Poole Harbour.  | 6/04/05          |
| <b>Stolt Aspiration/<br/>Thorngarth</b>      | Collision between chemical/oil tanker and tug on the River Mersey.   | 13/04/05         |
| <b>Bounty</b>                                | Capsize of Teignmouth registered fishing vessel Bounty, resulting in loss of vessel.   | 23/5/05          |
| <b>Portland powerboats</b>                   | Collision between two junior racing powerboats in Portland Harbour.  | 19/6/05          |
| <b>Auriga</b>                                | Foundering of fishing vessel in the Irish Sea.   | 30/6/05          |
| <b>Mollyanna</b>                             | Swamping and capsize of small trailer-sailer off Puffin Island, Anglesey with the loss of two lives.   | 2/7/05           |
| <b>Sea Snake</b>                             | Grounding of powerboat at entrance to East Loch Tarbert, Argyle, Scotland resulting in three fatalities.   | 10/7/05          |
| <b>Carrie Kate/Kets</b>                      | Speedboat collision with dory in St Mawes harbour resulting in one fatality.   | 16/7/05          |
| <b>Savannah Express</b>                      | Contact with linkspan by container vessel in Southampton Container Terminal.   | 19/7/05          |
| <b>Abersoch RIB</b>                          | Two people were thrown from speedboat and a third person abandoned the speedboat. All occupants were 16 or under. The vessel continued and one occupant received injuries by contact with the propeller. | 07/08/05         |
| <b>Land's End</b>                            | Grounding and subsequent sinking of motor yacht off the west coast of Corsica.   | 9/8/05           |

|  |   |          |
|--|---|----------|
| <b>Big Yellow</b>                      | Passenger-carrying RIB suffered serious damage and flooding in St Ives bay, resulting in 8 passengers being injured.  | 26/08/05 |
| <b>Harvest Hope</b>                    | Loss of fishing vessel after she snagged her gear on pipeline NW of Aberdeen  | 28/08/05 |
| <b>Anglian Sovereign</b>               | Grounding of the Coastguard ETV off Shetland.   | 03/09/05 |
| <b>fv Blue Sinata</b>                  | Flooding of fishing vessel off Weymouth with one life lost.   | 08/09/05 |
| <b>Hatsu Prima/Gertrude</b>            | Collision between UK flagged vessel Hatsu Prima and Panamanian flagged vessel Gertrude.   | 10/09/05 |
| <b>Hohebank</b>                        | Grounding of Hohebank in Varberg, Sweden.   | 28/09/05 |
| <b>Lerrix</b>                          | Grounding of cargo vessel in the Baltic Sea.  | 11/10/05 |
| <b>Harvester/Strilmoy</b>              | Collision between fishing vessel engaged in pair trawling and offshore supply vessel in North Sea.  | 4/11/05  |
| <b>Sammi Superstars</b>                | Machinery failure during lifeboat drill on Korean-flag bulk carrier in Liverpool. Two crew members injured.   | 7/11/05  |
| <b>George Lyras</b>                    | A collision between Greek registered cargo vessel George Lyras and four barges on the Lower Thames resulted in the barges sinking and the cargo vessel was holed in her forepeak.   | 15/11/05 |
| <b>Arctic Ocean / Marie af Hovrik</b>  | Collision between UK registered 6,000 GT container ship and 20m Swedish fishing vessel off the south coast of Sweden.   | 17/11/05 |
| <b>Golden Bells II/Plato</b>           | Collision between Golden Bells II and Plato ESE of Kilkeel.   | 22/11/05 |
| <b>Vaermland</b>                       | Collapse of the gangway of Vaermland in Hamburg, with one fatality.   | 23/11/05 |
| <b>Solent Fisher</b>                   | Hazardous incident aboard the Oil/Product Tanker Solent Fisher, whilst alongside at Plymouth, where the freefall lifeboat dropped over the aft end of the vessel. The lifeboat was un-manned, no damage or injuries were sustained. | 29/11/05 |
| <b>Dieppe</b>                          | Grounding of Dieppe on the approach to Newhaven Harbour.  | 5/12/05  |
| <b>Arctic Ocean/<br/>Maritime Lady</b> | A collision between Arctic Ocean and Maritime Lady when leaving Kiel-Canal locks in Brunsbuttel, heading for Hamburg.   | 5/12/05  |

MAIB reports and incident report forms are available on their website [www.maib.gov.uk](http://www.maib.gov.uk) and their 24 hr tel. no. is 02380 232527.

# CHIRP

## MARITIME REPORT FORM

**CHIRP** is entirely independent of any other organisation involved in the maritime sector, whether regulatory, operational, manufacturer or supplier.

|  |  |
|--|--|
| NAME: _____<br>ADDRESS: _____<br>POST CODE: _____ TEL: _____<br>DO YOU HAVE A PREFERRED DATE AND/OR METHOD FOR CHIRP TO CONTACT YOU?:- _____ | 1. THIS REPORT WILL ONLY BE SEEN BY CHIRP STAFF.<br>2. YOUR PERSONAL DETAILS ARE REQUIRED ONLY TO ENABLE US TO CONTACT YOU FOR FURTHER DETAILS ABOUT ANY PART OF YOUR REPORT.<br>3. YOU WILL RECEIVE AN ACKNOWLEDGEMENT AS SOON AS POSSIBLE.<br>4. THIS REPORT FORM WILL BE RETURNED TO YOU OR DESTROYED.<br><p style="text-align: center;"><b>NO RECORD OF YOUR NAME AND ADDRESS WILL BE KEPT. THE REPORT WILL NOT BE USED WITHOUT YOUR APPROVAL.</b></p> |
|--|--|

PLEASE COMPLETE THE **RELEVANT** INFORMATION ABOUT THE EVENT/SITUATION

| YOURSELF - CREW POSITION   |   |     | THE INCIDENT                             |                                  |  |  |
|--|---|-----|--|----------------------------------|--|--|
| MASTER <input type="checkbox"/>  | NAVIGATING OFFICER <input type="checkbox"/> |     | DATE OF OCCURRENCE                       |                                  | TIME   | (LOCAL/GMT)                                      |
| CHIEF ENGINEER <input type="checkbox"/>  | ENGINEER OFFICER <input type="checkbox"/>   |     | LOCATION:                                |                                  |  |  |
| DECK RATING <input type="checkbox"/>   | ENGINE RATING <input type="checkbox"/>      |     | AT SEA <input type="checkbox"/>          |                                  | DAY <input type="checkbox"/>                       | NIGHT <input type="checkbox"/>                   |
| CATERING <input type="checkbox"/>  | OTHER (HOTEL, ETC) <input type="checkbox"/> |     | IN PORT <input type="checkbox"/>         |                                  | HOURS ON DUTY BEFORE INCIDENT (IN PREVIOUS 24 HRS) |  |
| THE VESSEL   |   |     | TYPE OF VOYAGE                           |                                  | TYPE OF OPERATION                                  |  |
| TYPE (TANKER, BULK CARRIER, PASSENGER, ETC)  |   |     | OCEAN PASSAGE <input type="checkbox"/>   | COASTAL <input type="checkbox"/> | COMMERCIAL TRANSPORT <input type="checkbox"/>      | OFFSHORE <input type="checkbox"/>                |
| YEAR OF BUILD / GT   |   |     | INLAND WATERWAY <input type="checkbox"/> | OTHER <input type="checkbox"/>   | FISHING <input type="checkbox"/>                   | LEISURE <input type="checkbox"/>                 |
| FLAG / CLASS   |   |     |  |                                  |  |  |
| EXPERIENCE / QUALIFICATION   |   |     | WEATHER                                  |                                  | VOYAGE PHASE                                       |  |
| TOTAL YEARS  |   | YRS | WIND FORCE                               | DIRECTION                        | PRE-DEPARTURE <input type="checkbox"/>             | ARRIVAL/PILOTAGE <input type="checkbox"/>        |
| YEARS ON TYPE  |   | YRS | SEA HEIGHT                               | DIRECTION                        | UNMOORING <input type="checkbox"/>                 | MOORING <input type="checkbox"/>                 |
| CERTIFICATE GRADE  |   |     | SWELL HEIGHT                             | DIRECTION                        | DEPARTURE/PILOTAGE <input type="checkbox"/>        | LOADING <input type="checkbox"/>                 |
| PEC <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |   |     | VISIBILITY                               | RAIN <input type="checkbox"/>    | TRANSIT <input type="checkbox"/>                   | DISCHARGING <input type="checkbox"/>             |
| OTHER QUALIFICATIONS:  |   |     | FOG <input type="checkbox"/>             | SNOW <input type="checkbox"/>    | PRE-ARRIVAL <input type="checkbox"/>               | OTHER (SPECIFY IN TEXT) <input type="checkbox"/> |
| THE COMPANY  |   |     |  |                                  |  |  |
| NAME OF COMPANY:   |   |     |  |                                  | TEL:   |  |
| DESIGNATED PERSON ASHORE (OR CONTACT PERSON)   |   |     |  |                                  | FAX:   |  |

**ACCOUNT OF EVENT** - (PLEASE DESCRIBE THE EVENT, WHY IT RESULTED OR COULD HAVE RESULTED IN AN INCIDENT AND WHAT MIGHT BE DONE TO PREVENT IT HAPPENING AGAIN. PLEASE CONTINUE ON ADDITIONAL SHEETS IF NECESSARY)



PLEASE PLACE THE COMPLETED REPORT FORM, WITH ADDITIONAL PAGES IF REQUIRED, IN A SEALED ENVELOPE (no stamp required) AND SEND TO:

**CHIRP • FREEPOST (G13439) • Building Y20E • Room G15 • Cody Technology Park • Ively Road • Farnborough • Hampshire • GU14 0BR • UK**

Confidential Tel (24 hrs): +44 (0) 1252 393348 or **Freefone** (UK only) 0808 100 3237 and Confidential Fax: +44 (0) 1252 394290

For e-mail reports first apply for a security certificate to [confidential@chirp.co.uk](mailto:confidential@chirp.co.uk) with "Certificate" in subject line only; submit no other information.

Report forms are also available on the CHIRP website: [www.chirp.co.uk](http://www.chirp.co.uk)