

MARITIME FEEDBACK

No: 3

Spring 2004

EDITORIAL

Welcome to FEEDBACK No: 3.

Maritime FEEDBACK No: 2 achieved a hard-copy circulation of 132,000 through the merchant vessel, fishing and leisure sectors of the marine community. The document was also circulated widely by e-mail and thanks are due to all those organisations and individuals that take the time to read (most importantly) and circulate the document.

Our new-look website at www.chirp.co.uk is proving popular and the subscription area has been particularly busy with organisations and individuals, both from the UK and beyond making certain they receive their own copy of FEEDBACK by e-mail.

Secure e-mail is now available to reporters requiring this facility. To obtain a security certificate send an e-mail to confidential@chirp.co.uk with "Certificate" in the subject line only; submit no other information. Despite this new facility CHIRP nevertheless recommends caution, particularly with respect to choosing the computer you use to send information.

Further developments are planned for the web-site, including pictures and profiles of CHIRP people and improved links pages. Any suggestions or comments on web operation or content are welcome and should be sent to tomf@chirp.co.uk.

Please remember you should only report to CHIRP:

- ✓ When you are concerned to protect your identity (please note that anonymous reports are **not** accepted)
- ✓ When you wish others to benefit from an important "Lesson Learned"
- ✓ When **other** reporting procedures are not appropriate or are not available
- ✓ When you have **exhausted** company/regulatory reporting procedures without the issue having been addressed

As usual we emphasise that reports are published only with the agreement of the reporter and are edited only to remove identifying text. They represent the safety concern(s) from the reporter's perspective, based on the information available to the reporter.

Thanks to all those that have had the conviction to raise their safety concerns through CHIRP, we're aware that it isn't always an easy thing to do.

REPORTS

Maritime Reports received in Period: 20

Key Areas:

- Operational Standards
- Commercial Pressure
- Deck Lights and Lookout
- Stand-by Vessel Responsibilities
- Jackstays and Webbing
- Storm Sails
- Gas Installations on Leisure Craft

AN ACCIDENT WAITING TO HAPPEN?

The vessel ran aground. I heard later that the Captain on board and 2/O were not paying attention to the ship's movements; talking around the radar to the Cadet when the vessel ran aground. I was the engineer in charge of the watch at the time. The motorman and myself noticed a great increase in vibration; I had to change the sea strainers over straight away and I had all sorts of high exhaust temperature alarms. I telephoned the Bridge. The Chief Engineer did not come down to the engine room to assist me at any time. None of the C/E's or 2/E's bother to come down for stand-by, which I've never seen before.

I've never had a safety tour of the vessel. It's even the most basic things, no first aid kit, the fire alarms are never tested and the oily water separator does not work. The vessel has had problems with the authorities for pumping oily waste overboard. The vessel was sailing with a cadet as a senior watch keeper. One of the other officers was sacked when he complained about standards. This is the worst vessel I have ever worked on and is an accident waiting to happen.

CHIRP's primary function is to support safety management systems by giving organisations the opportunity to assess and, if necessary, act upon information they would not otherwise receive. This

A Maritime Safety Newsletter

from the Confidential Hazardous Incident Reporting Programme

CHIRP, FREEPOST (G13439), Building Y20E, Room G15, Cody Technology Park, Ivelly Road, Farnborough GU14 0BR Freefone:(24 hrs) 0808 100 3237 Fax 01252 394290

You can also e-mail us at confidential@chirp.co.uk - visit our website at www.chirp.co.uk

information, including any action taken, may then be shared in a "disidentified" form with other interested parties, including the Regulator. The majority of CHIRP "business" is conducted this way.

This report was the second CHIRP had received related to this particular operation, so CHIRP was familiar with some of the issues and had tried, unsuccessfully, to establish a dialogue with the operator on a previous occasion.

Occasionally an organisation may choose to ignore the information, leaving CHIRP with the problem of what to do next.

On this occasion the Reporter had tried to raise issues with the organisation and had also been unsuccessful, so it was decided to pass more detailed information to an appropriate authority for their assessment.

The information resulted in the authorities ordering an inspection. Significant safety related deficiencies were found and the vessel was delayed.

CHIRP, where appropriate, will always seek to achieve more than the mere publication of an issue, valuable though that is, consistent with its objectives and with the agreement of the Reporter.

WHO'S IN COMMAND?

Short sea trade vessels are having Masters overriding authority under the ISM Code relinquished to shore based personnel in charter-parties.

Numerous instances that charter party calling for compulsory starboard side berthing irrespective of wind/tide/current conditions. This has caused damage to vessels by attempting manoeuvres wholly inappropriate to the conditions. If the Master calls for additional tugs there is an inquisition.

Masters failing to comply are subject to "removal" from the vessel, as again this is written into the charter party as Master failing to comply with Charterer's instructions.

Commercial conflicts with safety are not uncommon and Masters are often caught in the middle. If the Owner has a properly functioning Safety Management System, the Master should be able to address any concerns to the Designated Person Ashore.

Failing that, these matters often end up in the hands of lawyers, so CHIRP is grateful for the following brief comments from Tony Goldsmith of City law firm Hill Taylor Dickinson:

Firstly, this highlights the ever present strains between commerce and safety. Although of little practical help to the Master, the fact that Charterers want a provision in the charterparty saying the vessel must berth starboard

side to, does not mean that Owners have to agree to it, save that someone else may snap up the fixture instead.

It may be that the issue is not in fact a charterparty issue but a matter of Charterers' voyage instructions. If they are instructions from voyage Charterers, the legal status of these is a bit dubious. Voyage Charterers do not have a general right to order the ship around. If the instructions are from time Charterers, then they do have a general right to order the vessel around, but it does not extend to questions of navigation as distinct from employment. Although the boundary has been blurred by the recent HILL HARMONY decision, in our view the HILL HARMONY still leaves the master with the right to take decisions about navigation, particularly where the vessel's safety may be at stake.

In any event, whether the orders come from the charterparty or the voyage instructions, the law considers that the Master has an overriding duty for the safety of his ship and crew and an overriding right to take the action he, as a reasonable mariner, considers necessary. Therefore, even if the charterparty itself contains a provision for berthing starboard side alongside, the Master does not have to comply if in a particular situation he considers it dangerous to do so.

There is no right in a voyage charter for Charterers to call for a change in the officers. In a time Charterparty there often is, but Owners are generally only obligated to consider the complaint and make a change *if it is justified*. It is down to Owners to hold out for their Masters, although whether or not they will do so, may depend significantly on commercial considerations.

If the situation is one of voyage instructions which says something like 'Master, you must berth starboard side to and you should call for extra tugs if you need them for this', then as a matter of law, it would depend on the precise wording of the charterparty and the voyage instructions. However, in general terms we are of the view that Charterers would have to pay for the extra tugs on a time and use basis. Of course, notwithstanding the wording etc. if the master has concerns for the safety of his vessel then he should comply with his obligations as discussed above. If he feels that it would be safe to perform the manoeuvre if he uses tugs then he should make his position clear. A good Owner will support his Master, although we are sure there are many instances where this will not happen.

WHAT'S IN YOUR NET?

Although the incident occurred some time ago, I have only just become aware of your incident reports. I have submitted it now for two reasons, which will be explained later. I was travelling up a river in my private motor cruiser when I experienced a lot of vibration on

one engine. Subsequently a diver removed a large quantity of thin orange coloured nylon strands and a smaller quantity of green nylon (?) cord; about 3/8" diameter. Initially I thought this might have been the remains of a commercial fender, but on visiting a fishing port recently I saw a large trawl net hanging up. Along the bottom of the net was a section of the same materials mentioned above. A local fisherman stated that this is to prevent the nets wearing and that when it is no longer serviceable it is cut off and discarded!

I recently encountered a yacht that had experienced the same problem and suspected that it had picked up the same type of material. If it is confirmed that fishermen are discarding this material in the sea, it is time the practice is stopped!

CHIRP has received a number of reports concerning encounters with fishing gear and other flotsam and jetsam; some with serious, although thankfully not fatal, consequences. The important thing to establish is to what extent losses of fishing gear, etc, into the sea are preventable.

The fishing industry certainly has not been complacent about the hazards of waste at sea and CHIRP commends the efforts of the "Fishing for Litter" initiative launched last June in Shetland and believes the marine community in general should assist by disposing of waste in accordance with regulations. Further information on the initiative is available at www.savethenorthsea.com.

The following statement has been made by Maritime and Coastguard Agency, the Marine Accident Investigation Branch, the National Federation of Fishermen's Organisations and the Royal Yachting Association:

Concerns have been raised with respect to the number of incidents involving the disabling of small craft through encounters with various kinds of synthetic waste, including fishing nets, ropes and fenders. According to Regulation 3 (1) (a) of Annex V to the International Convention for the Prevention of Pollution from Ships (MARPOL):

"...the disposal into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products which may contain toxic or heavy metal residues, is prohibited."

All mariners, including professional and amateur fishermen, yachtsmen, pleasure boaters and sportsmen are bound by the MARPOL Regulations and should act responsibly at all times. Generally, all harbour authorities provide disposal facilities, but where these facilities are not available, badly positioned, and/or expensive, it results in waste being dumped illegally at sea.

Under the Port Waste Reception Facilities Regulations 2003/1809, all Harbour Authorities have a duty to ensure the provision of appropriate waste reception facilities for vessels calling at their ports/terminals. The Regulations and subsequent Maritime and Coastguard Agency guidance require that ports/terminals plan for and provide facilities to receive garbage from vessels using the port/terminal. Vessels should be charged a mandatory fee as part of these regulations and be provided with access to a list of contractors capable of disposing of hazardous materials, cargo associated wastes and noxious liquid substances.

Under these regulations, fishing vessels should arrange to land all ship generated waste, but are excluded from the requirements to pre-notify and pay a mandatory fee to the port, regardless of use of the facilities. Therefore, the Fishing Industry should arrange the provision of waste reception facilities through agreements with the port to ensure the provision of disposal facilities for fishing gear.

All mariners are reminded to dispose of waste materials in accordance with the regulations. In the event that disposal facilities are inadequate, mariners are advised to report to the Port/Terminal initially, and to the Maritime and Coastguard Agency if they are not satisfied with the response received.

The Maritime and Coastguard Agency may be contacted via its web-site at: www.mcga.gov.uk or by telephone on 0870 6006505 (24 hrs).

PUT THAT LIGHT OUT!

I (and my wife) take a keen interest in activities on the river.

One of the features that has captured our interest was the large number of evening cruise/party boats on the river. Most of these boats were brilliantly lit overall with coloured lights from stem to stern appropriate to their role. However it struck me that since these bright illuminations were invariably carried right forward to the very prow in the majority of the craft, this must have a severe effect on the night vision of the Bridge/Wheelhouse personnel and their ability to maintain a good lookout for other vessels. One of the bete noir's of my time at sea was enforcing 'Darken Ship' regulations for maintaining the night vision of Bridge staff and other purposes.

After a tragic incident on the Thames the aspect of maintaining an effective lookout was a crucial feature of the Inquiry into this accident and it immediately occurred to me that this aspect of bright lighting FORWARD of the Conning/Steering Position was one which the appropriate Regulatory Authorities should address.

To my knowledge, all such passenger craft undergo regular and stringent safety inspections and it would be comparatively simple for inspectors to ensure that inappropriately sited 'Party Lights' did not detract from an effective lookout by Bridge personnel and the safe navigation of the craft.

I believe that this situation is 'another accident waiting to happen' and that action should be taken to ensure that 'Party Lights' are not permitted forward of the conning position, to the detriment to an effective lookout and the safe navigation of the vessel.

CHIRP relayed this concern to the Maritime and Coastguard Agency. The Agency was about to go out to tender on a safety study on this type of vessel which included wheelhouse visibility. Thanks to this report an assessment of wheelhouse visibility with "party lights" switched on was given additional emphasis in the study.

DEGRADATION OF RADIO STANDARDS - SOUTHERN NORTH SEA

(A company managing offshore facilities) is implementing a policy to reduce offshore radio operators on manned platforms in Southern North Sea. Platform AAA now has no radio operator and the flight watch responsibilities are held at the moment by Platform BBB when in range, then onto standby vessels (various).

On numerous occasions on this flight standard calls by our aircraft went unanswered by the watch holder.

I believe this is a safety issue as the holding of the flight watch is a very important job. When out of communications with ### Radar, this is our safety net and a downgrade such as this is a move in the wrong direction as regards safety. Problems such as obtaining onshore weather reports when on a fuel stop with no radio operator will also add to the problems in the future I'm sure.

This caused excessive fatigue and was a distraction throughout the flight particularly throughout the landing and takeoff phase.

In response to a number of confidential reports through CHIRP's Air transport Programme and other information detailing similar communications difficulties in the Northern North Sea, the CAA put in place a safety initiative, in conjunction with NATS and UKOOA, to establish additional re-broadcasting transmitters so as to provide complete RTF cover at 1,000ft in the relevant areas. These improvements have been agreed and are being introduced.

The reporter's concerns regarding the Southern North Sea have been represented to CAA (SRG) to permit them to be followed up.

This report appeared in Air Transport FEEDBACK, No: 69 and may be relevant to maritime operations in the North Sea, particularly to the extent that responsibilities have been or may be delegated to stand-by vessels.

CHIRP is not aware of any particular concerns in this area at the moment, but one transport mode's solution could be another's problem, so we have included this report for information.

LEISURE

JACKSTAYS AND WEBBING

Jack stays or lines are fitted to boats for the crew to clip on to during bad weather, however they have a tendency to get underfoot and trip crew members and have been replaced on many modern boats by webbing which is made of polypropylene or blended synthetic fibres and is laid on deck.

The problem is that these synthetic fibres have a tendency to degrade in sunlight and may fail when needed most unless they are replaced regularly.

The potential danger point is where boats are sold on with a set of jack lines of indeterminate age that are still in use. These boats should not be offered for sale with the existing lines (down on the deck or otherwise). At handover the agent / surveyor / vendor should remove the old set. Better they should be cut in half to prevent re-use.

For boats in current ownership insurance companies could/should insist webbings are replaced say every 3 years.

The RNLI offer a free health check of your boat's safety equipment called SEA CHECK; arrange yours by calling them on 0800 3280600 or book over their website www.rnli.org.uk/seacheck.asp.

CHIRP welcomes positive suggestions to improve safety and referred this suggestion to the RYA, who supplied the following comments:

Stainless steel jackstays, either plastic covered or not, represent a significant hazard when walking around the decks of a small craft. The problem arises from the wires ability to roll when under the foot. Webbing jackstays do not have this problem; however they do suffer from degradation due to weather and sunlight.

Due to the many different ways in which boats are sold, particularly second-hand, it is not felt practicable to create rules and regulations which would ensure old

jackstays were removed. Additionally, it is not felt that the insurance companies would have an interest in the state of personal lifesaving equipment as that is an issue for ones personal insurance, distinct from the claims for broken masts, etc.

Education of the individual is felt the better course of action and to this end the RYA has agreed to include awareness training in its Safety publication, C8, in its quarterly magazine to over 100,000 members and to encourage the boating press to run a feature on the subject.

STORM SAILS

A number of cruising and racing regulations require a storm jib to be available. The guiding principle for these regulations is that the sail should be capable of being set by a "separate and independent means" furthermore the installation should be capable of taking the boat "to windward".

Without a secondary wire forestay and an additional halyard, some boats, including Code boats, attempt to get around the issue by presenting a storm jib and a Dynema halyard, but this is not a stay and is unlikely to be effective. Other boats, fitted with roller reefing systems, claim to be able to use the forestay, but in order to do that the entire sail would have to be unfurled and in bad weather this is hardly likely to be practical or safe. Systems which rig around the furled foresail are unlikely to cope with storm conditions.

It is time that a sensible, practical and effective solution be agreed and implemented.

This suggestion was also referred to the RYA, who supplied the following comments:

It is true that a number of racing regulations and some organised cruises require a storm jib to be available. "Separate and independent means" along with "taking the boat to windward" are also often stated requirements.

What is not defined is either the construction of the "means" or the effectiveness of the movement to windward. It is at this point where the individual skipper's responsibility takes over. Furthermore, it is unlikely that there could be one rule found which fits every circumstance or every boat.

Each skipper has to consider all the aspects of how it is rigged, its effectiveness, the safety issues of rigging it in a storm, its endurance, etc and it is not felt that CHIRP is in a position to make those decisions for the vast number of different boats in operation. It is not as simple as legislating the fitting of secondary stays for all boats.

The RYA has agreed to cover the subject in its Safety publication C8 and in its quarterly magazine, along with encouraging the boating press to cover the subject.

The reporter also agreed to discuss this issue with the MAIB on a confidential basis, contributing positively to their safety effort.

GAS INSTALLATIONS ON SMALL CRAFT

My cutter-rigged sloop had undergone an extensive refit. Prior to re-launching the boat, I wanted the gas system to be checked and certified as safe. Having researched - approved dealers I contacted a company, who agreed to install a gas cut-off tap by the stove, to check the gas system and issue a safety certificate. A Fitter attended and duly carried out the work. I subsequently met with the installer who noted that the water heater was unsafe and that the gas locker needed to be sealed, I sought advice on how I could remedy these shortfalls in accordance with the European Pleasure Craft Directive and professed myself to be happy; due to the inadequacies with other parts of the system, the cooker was not checked.

I settled the invoice and was subsequently in receipt of the Gas Safety Inspection Certificate. On a subsequent visit to the boat, whilst conducting other work, I decided to check the cooker and have a cup of coffee. Having removed gas bottles from the gas locker and placed on the counter in order that no gas could escape into the bilges and ensured that the water heater was isolated from the system and turned off, I lit the cooker and boiled the kettle. Intending to use the cooker later, I turned the gas supply off at the newly installed tap, once the gas in the line had been exhausted, the flame extinguished and I turned off the flame control at the cooker. At this stage, I did not turn off the supply of gas from the bottle and would not expect to do so on every occasion when using the cooker through the day whilst cruising. Shortly afterwards, in the process of conducting other work, I heard a hissing sound and soon established that there was an obvious leak within the system, which, in my opinion was as a result of the work that had been carried out.

I contacted the company to tell them, and was subsequently reassured that it had been resolved; on checking at a later date, I was able to ascertain that it had not. The Company was invited to re-investigate in my absence. They apparently did so, but when I subsequently returned to the vessel the gas leak remained unresolved.

My intention is to make you aware of the key facts, which I believe, can be summarised as follows:

REPORT UPDATE

- a. Work not completed to the required safety standards - unsatisfactory from a CORGI Registered Gas Installer.
- b. Gas leak discovered by owner more by luck - an alternative scenario resulting in serious personal injury and destruction of the vessel is not hard to imagine.
- c. System was repeatedly declared as safe despite the leak having brought to the attention of the company on two separate occasions.

This incident clearly involves, poor individual performance resulting in errors, poor operating procedures and unsafe practice.

As this report involved a CORGI registered installer, the reporter was advised to contact CORGI directly. A complaints hotline is available on 0870 401 2300.

Gas safety on small craft is important and it is worth outlining some of the applicable regulations. For craft on inland waterways the Boat Safety Scheme provides information on various safety aspects, including gas installation inspection and certification. They have a very useful web-site at www.boatsafetyscheme.com.

Post1998 craft have to comply with the Recreational Craft Directive, which includes gas systems, so a significant number of leisure craft are affected. The Directive states:

"5.5 Gas system

Gas systems for domestic use shall be of the vapour-withdrawal type and shall be designed and installed so as to avoid leaks and the risk of explosion and be capable of being tested for leaks.

Materials and components shall be suitable for the specific gas used to withstand the stresses and exposures found in the marine environment.

Each appliance shall be equipped with a flame failure device effective on all burners. Each gas-consuming appliance must be supplied by a separate branch of the distribution system, and each appliance must be controlled by a separate closing device. Adequate ventilation must be provided to prevent hazards from leaks and products of combustion.

All craft with a permanently installed gas system shall be fitted with an enclosure to contain all gas cylinders. The enclosure shall be separated from the living quarters, accessible only from the outside and ventilated to the outside so that any escaping gas drains overboard. Any permanent gas system shall be tested after installation."

For craft older than 1998 that are not CE marked and not operating in inland waterways there are currently no requirements, however owners of such craft would be well advised to ensure their craft meet the requirements of the Directive as closely as practicable and also to ensure gas installations are checked regularly by a qualified person.

FIRE IN DRYDOCK

This report in MFB 1 raised a number of issues including the role of manning agencies in promoting seafarer safety.

Whilst the response to CHIRP's attempts to promote dialogue on this issue remains far from satisfactory, an additional agent has picked up on the coverage and contacted CHIRP directly. A dialogue has begun, however belatedly.

It is worth noting that the International Labour Organization's Consolidated Maritime Labour Convention, currently in its preliminary second draft, requires at Standard A1.4, s.2:

"If a Member has a private seafarer recruitment and placement service operation in its territory, it shall be operated only in conformity with a system of licensing [and certification] [or other form of regulation]. This system shall be established, modified or changed only after consultation with the organizations of shipowners and seafarers concerned. Undue proliferation of such private recruitment and placement services shall not be encouraged."

And at s.5:

"The competent authority shall closely supervise and control all recruitment and placement services operating in the territory and ensure that licences [and certificates] [and similar authorizations] for the operation of private services in its territory are granted or renewed only after verification that the recruitment and placement service concerned meets the requirements of national laws and regulations."

This essentially means that the UK may have to regulate the sector through licensing (having only relatively recently de-regulated it in this respect!). If CHIRP's experience to date is anything to go by, internationally applied controls in this area should be welcomed.

ACCIDENT/INCIDENT INVESTIGATION

This issue was raised by the report in MFB 2 as "Loss of Control, Loss of Ship..., Loss of Life." As far as CHIRP can determine the required investigation into the loss of the ship and some of her crew has not been conducted and no report has been issued.

CHIRP has written a further letter to the Administration concerned, copied to their UK Consular office, asking whether the report may be made available, even on a confidential basis, but has again received no response. Alternative approaches are being made

In addition to the IMO Regulations, the International Labour Organization's (ILO) Consolidated Maritime Labour Convention, currently in its preliminary second draft, requires at Regulation 5.1.5 - Marine Casualties:

- "1. Each Member shall hold an official inquiry into any serious marine casualty involving a ship that flies its flag, particularly those involving injury and/or loss of life. The final report of an inquiry shall normally be made public.
2. Members shall cooperate with each other to facilitate the investigation of serious marine casualties referred to in paragraph 1 above."

The ILO requirements should be welcomed as they reinforce the obligations that reputable Administrations take seriously, although we'll have to wait and see whether compliance improves.

Many organisations before CHIRP have emphasised the importance of thorough accident/incident investigations in the quest for improved maritime safety. We should consider why so few Administrations perform well in this area, if at all and what needs to be done to improve.

It is clear that, even where inquiries are conducted, litigation can impede the efficient conduct of safety investigations in a number of jurisdictions. Whilst it is important to preserve the rights of parties in litigation, it must surely be more important to promote transport safety in the public interest and this is another area where achieving international consensus and action is both desirable and necessary.

It is difficult to see how an expeditious, thorough and objective assessment of an accident by an independent and professional body of investigators with the aim of promoting the safety of the maritime industry can not also serve the interests of justice.

NEED TO CONTACT US?

Peter Tait **Chief Executive**
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CURRENT MAIB INVESTIGATIONS

The following accidents/incidents are being investigated by the MAIB as at 31.03.04:

Vessel's name	Accident/ incident type	Date of incident
Loch Ryan Dory	Swamping with 3 fatalities	12/07/03
Motor cruiser (Loch Ryan)	Wash wave damage	03/09/03
Chelaris J	Foundering and loss of all 4 crew	01/10/03
Donald Redford	Collision with Hythe Pier	01/11/03
H C Katia	Grounding	03/12/03
Scot Venture	Contact	29/01/04
FV Elegance	Engine room fires and subsequent foundering	30/01/04 05/03/04
Adamant	Collision with Ascog Beacon	31/01/04
Aalskere	Accident to person	02/02/04
Hoo Finch/Front VR	Near-miss	25/05/04
Rena/Ocean Rose	Collision	06/03/04
Golden West	Foundering	09/03/04
Sabre	Foundering with loss of one crew member	14/03/04
Jubilee Quest/ Linda Buck	Near-miss	17/03/04
Dart 8	Accident to person	21/03/04

MAIB reports are published on their website - www.maib.gov.uk

REPRODUCTION OF FEEDBACK

CHIRP® reports are published as a contribution to safety in the maritime industry. Extracts may be published without specific permission, providing that the source is duly acknowledged.

FEEDBACK is published quarterly and is circulated widely in the maritime sector, if you are not already on our circulation, and would like to be, please send your application in writing to CHIRP at the above address.

Registered in England No: 3253764 Registered Charity: 1058262

MARITIME INCIDENT REPORT

NAME: _____

ADDRESS: _____

POST CODE: _____ TEL: _____

DO YOU HAVE A PREFERRED DATE AND/OR METHOD FOR CHIRP TO CONTACT YOU?:-

1. THIS REPORT WILL ONLY BE SEEN BY CHIRP STAFF.

2. YOUR PERSONAL DETAILS ARE REQUIRED ONLY TO ENABLE US TO CONTACT YOU FOR FURTHER DETAILS ABOUT ANY PART OF YOUR REPORT.

3. YOU WILL RECEIVE AN ACKNOWLEDGEMENT AS SOON AS POSSIBLE.

4. THIS SECTION OF THE REPORT FORM WILL BE RETURNED TO YOU.

NO RECORD OF YOUR NAME AND ADDRESS WILL BE KEPT. THE REPORT WILL NOT BE USED WITHOUT YOUR APPROVAL.

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)		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"/>	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 • Ivelly 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 with "Certificate" in subject line only; submit no other information.

Report forms are also available on the CHIRP website: www.chirp.co.uk