



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° GEN 023

REPORT OF MARINE INCIDENT OR MARINE CASUALTY

TO: **SHIP OWNERS/SHIP OPERATORS/MANAGERS,
MASTERS**

APPLICABLE TO: All ships

EFFECTIVE AS FROM: Date of this Circular

12th July 2018

In case of marine incident or marine casualty, the Owner or Master of a St. Vincent and The Grenadines' vessel should **immediately advise** this Administration by the fastest means possible, including telephone or other means of electronic communication, and should promptly forward the annexed report.

A **marine casualty** means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship:

- death or serious injury to a person;
- 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, or the involvement of a ship in a collision;
- material damage to marine infrastructure external to a ship, that could seriously endanger the ship's safety, another ship or an individual; or
- severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships.

A marine casualty does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

Very serious marine casualty is one of the above that leads to the loss of the ship, to a death, or to severe damage to the environment.

In case of very serious marine casualty, Ship Owner/Ship Operator/Manager and Masters should ensure, if possible, that the seafarers remain close to the scene and that they are not repatriated before statements are taken by the Flag's Safety Investigator as the seafarers play an important role in providing evidences to the investigation process.

A **marine incident** means an event, or sequence of events, other than a marine casualty, which has occurred directly in connection with the operations of a ship that endangered, or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment.

A marine incident does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

The persons in charge of any vessel involved in a **marine incident** marine casualty should keep for three (3) years, or until otherwise instructed by this Administration, the complete records of the voyage upon which the casualty occurred, as well as any other material which might reasonably be of assistance in the investigation and determination of the cause and

scope of the casualty. Upon request, these persons should make available to this Administration all these records and materials.

It is required that the shipowner ensures that steps are taken to preserve and collect VDR / SVDR data as soon as possible after a casualty and to provide this Administration with a copy of this data in accordance with circular SOL 049.

If there are any serious injuries or deaths as a result of the Marine Casualty or Marine Incident, a Report on Occupational Accidents Resulting in Serious Injury or Loss of Life and Report of Occupational Disease form for each death or serious injury should be submitted in accordance with MLC 004 Circular.

Shipowners/Ship operators/Managers and Masters should also ensure that the reporting requirements of the port or coastal State in whose waters a Marine Casualty or Marine Incident occurs are complied with.

This Administration should be informed immediately when a port or coastal State initiates an investigation or otherwise intervenes and takes a control action as a result of the Marine Incident or Marine Casualty.

In accordance with the ISM Code, Clause 9 all accidents and hazardous situations should be reported to the Company, **investigated and analysed** with the objective of improving safety and pollution prevention. This Administration may request a copy of the mentioned investigation report.

Failure to comply with the above mentioned obligations may result in a fine.

All serious marine casualties will be investigated by this Administration in accordance with the IMO Casualty Investigation Code. Other marine casualties and marine incidents will be assessed and may be investigated where the Administration considers that there may be lessons to be learned.

Annex:
Marine Casualty Report



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

REPORT OF MARINE INCIDENT OR MARINE CASUALTY

1 NAME OF SHIP	2 DISTINCTIVE NO. OR LETTERS	3 TYPE OF SHIP	4 YEAR OF BUILD	5 F L A G	6 GROSS TONNAGE
				ST. VINCENT AND THE GRENADINES	

7 DATE OF INCIDENT/CASUALTY (DAY/MONTH/YEAR)	8 TIME OF INCIDENT/CASUALTY (LOCAL TIME)	9 TYPE OF INCIDENT/CASUALTY (I.E. FIRE, FOUNDERED, ETC.)	10 NAME(S) AND FLAG(S) OF OTHER SHIPS INVOLVED

11 NAME OF PLACE OR SEA WHERE INCIDENT/CASUALTY OCCURRED	12 LATITUDE AND LONGITUDE OF INCIDENT/CASUALTY	13 STATE OF SEA, WEATHER AND VISIBILITY AT TIME OF INCIDENT/CASUALTY

14 PORT LAST SAILED FROM AND DATE OF SAILING	15 PORT OF DESTINATION	CARGO	
		16 STATUS (I.E. LOADED, PART LOADED, BALLAST)	17 GENERAL DESCRIPTION OF CARGO(ES)

18. BRIEF ACCOUNT OF THE SEQUENCE OF EVENTS OF THE INCIDENT/CASUALTY:

19. BRIEF ACCOUNT OF ANY ASSISTANCE GIVEN TO THE SHIP AND/OR RESCUE SERVICE PROVIDED:

20. BRIEF ACCOUNT OF THE EXTENT OF THE DAMAGE TO THE SHIP:

21. WILL THE SHIP BE: REPAIRED* SALVAGED* ~~BROKEN UP~~ (SCRAPPED)* NOT REMOVED*

*DELETE AS APPROPRIATE

22 NUMBER OF LIVE LOST	23 DID POLLUTION OCCUR? (FROM SUBJECT SHIP ONLY)
CREW: PASSENGERS: OTHER:	POLLUTANT YES/NO* AMOUNT, IF KNOWN

24 CAUSE OF INCIDENT/CASUALTY	25 CODE FOR CASUALTY **	CODE FOR CAUSE **	
		26 PRIMARY	27 SECONDARY
ASCERTAINED/PROBABLE *			

28. INDICATE THE FORM OF INVESTIGATION CARRIED OUT (SEE NOTE 2):

29. STATE PRINCIPAL FINDINGS:

30. STATE ACTION TAKEN:

31. STATE FINDINGS AFFECTING INTERNATIONAL REGULATIONS:

32. SHOULD A FURTHER INVESTIGATION BE CARRIED OUT ? YES/NO *

IF YES FURTHER INFORMATION SHOULD BE FORWARDED IN DUE COURSE

* DELETE AS APPROPRIATE

** SEE PAGE 4

_____ Date

_____ On behalf of

_____ Signature and title of person providing information

CLASSIFICATION FOR CAUSE OF INCIDENT/CASUALTY

Notes:

1. *Where more than one type of incident/casualty then entry should indicate sequence, i.e. a collision leading to fire and foundering should read "1-5-3".*
2. *Enter primary cause and, when appropriate, any secondary cause.*

CODES FOR TYPE INCIDENT/CASUALTY

- | | | | |
|---|---------------------------|---|----------------------|
| 1 | Collision and contacts | 5 | Fires and Explosions |
| 2 | Strandings and Groundings | 6 | Hull and Machinery |
| 3 | Floodings and Foundering | 7 | Other |
| 4 | Lists and Capsizings | 8 | Unknown |

CODES FOR CAUSE OF INCIDENT/CASUALTY

Personnel faults

- 01: Failure to comply with Regulations
- 02: Failure to obtain ship's position or course
- 03: Improper watchkeeping or lookout
- 04: Improper maintenance
- 05: Incorrect operation
- 06: Failure to secure closing arrangements
- 07: Improper stowage of cargo
- 08: Improper loading or overloading
- 09: Incorrect ballasting
- 10: Negligence
- 11: Illicit smoking or use of smoking materials or uncontrolled use of heat source
- 12: Inadequate training
- 13: Unable to fulfil duties
- 19: Other

Not related to ship

- 40: Force of wind, tide or current
- 41: Failure to provide instructions, charts or nautical publications
- 42: Failure of aids to navigation
- 43: Uncharted obstruction
- 44: Weather damage
- 45: Faulty design or construction
- 46: Blame (in whole or part) attributed to third party
- 47: Arson
- 59: Other
- 99: Unknown

Failure of ship, its machinery or equipment

- 20: Propulsion machinery
- 21: Essential ancillary
- 22: Steering gear
- 23: Navigational or communication equipment
- 24: Closing arrangements
- 25: Structural failure
- 26: Hull fittings or shaft seals
- 27: Subdivision arrangements
- 28: Bilge pumping
- 29: Spontaneous combustion
- 30: Component failure
- 39: Other



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