

	GOVERNMENT OF ANTIGUA AND BARBUDA DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS)	Document	Circ. 04-001-06
	Circular 04-001-06 Accident Investigation and Reporting in UK territorial Waters	Revision	00
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		Reference	The UK Merchant Shipping (Accident Reporting and Investigation) Regulations 2005
		Subject	UK Marine Accident Investigation Branch (MAIB)

Circular letter to:

all companies having registered their ships under the flag of Antigua and Barbuda W.I.
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1. The Department of Marine Services and Merchant Shipping wish to draw the attention of companies, masters and officers to the newly enforced UK "Merchant Shipping (Accident Reporting and Investigation) Regulations 2005". This new regulation will apply to all individuals and ships involved in an accident within UK territorial waters.
2. Accidents are investigated and reported by MAIB (Marine Accident Investigation Branch) of the United Kingdom based at Southampton, in cooperation with the substantially interested flag State. The sole objective of any MAIB investigation is to prevent future accidents through the ascertainment of the causes and circumstances of an accident. It is not its purpose to apportion liability, nor, except so far as is necessary to achieve its objective, to apportion blame.
3. The Maritime Administration of Antigua and Barbuda W.I. fully supports these investigations as being part of its policy to enhance safety and create a safe working environment on board its registered vessels and recommend herewith to fully cooperate in the event of a possible MAIB investigation.
4. Reporting procedures according to MAIB are attached hereunder.

Reporting Procedures

1. Summary

Incident	Initial Requirement	Follow-up Procedure
<p>Accident (includes Major Injury)</p>	<p>The master or senior surviving officer (being either the senior surviving officer in the deck department or if there is no senior surviving officer in the deck department, the senior surviving engineer officer), and the ship's owner are responsible for sending a report to the Chief Inspector by the quickest means available.</p> <p>In addition, the following shall report any accident/serious injury of which they are aware:</p> <ul style="list-style-type: none"> (i) the Maritime and Coastguard Agency in respect of an accident within United Kingdom waters, (ii) the appropriate harbour authority in respect of an accident within or adjacent to its harbour limits; (iii) the appropriate authority having responsibility for the particular waters concerned in respect of an accident on any inland waterways in the United Kingdom. <p>On board examination by ship's safety officer, if carried.</p>	<p>An additional report must be sent to the MAIB using the quickest means available.</p>
<p>Serious Injury</p>	<p>No requirement</p> <p>On board examination of the circumstances of the serious injury required.</p>	<p>A report outlining the circumstances of the serious injury to be sent to the Chief Inspector within 14 days of the incident.</p>
<p>Hazardous Incident (non-specified)</p>	<p>No requirement</p>	<p>It is strongly recommended that a report (IRF or narrative) is sent to the MAIB</p>

2. The MAIB's address is:

First Floor
 Carlton House
 Carlton Place
 Southampton SO15 2DZ
 United Kingdom

Telephone: (Office hours)	023-80-395500 (UK)	+44-23-80-395500 (Outside UK)
Telephone: (24 hours)	023-80-232527 (UK)	+44-23-80-232527 (Outside UK)
Fax.:	023-80-232459 (UK)	+44-23-80-232459 (Outside UK)
Telex:	477917 MAIB SO G	
E-mail:	maib@dft.gsi.gov.uk	
Internet:	http://www.maib.gov.uk	

3. Information needed in Reports

(1) Initial reports of accidents should include as much of the following as possible:

- (a) name of vessel and IMO, official or fishing vessel number
- (b) name and address of owners;
- (c) name of the master, skipper or person in charge;
- (d) date and time of the accident;
- (e) where from and where bound;
- (f) latitude and longitude or geographical position in which the accident occurred;
- (g) part of ship where accident occurred if on board;
- (h) weather conditions;
- (i) name and port of registry of any other ships involved;
- (j) number of people killed or injured together with their names, addresses and gender;
- (k) brief details of the accident, including sequence of events leading to the accident, extent of damage and whether accident caused pollution or hazard to navigation;
- (l) If the vessel is fitted with a voyage data recorder, the make and model of the recorder.

(2) Follow-up accident reports and initial reports of serious injuries should include the above information as well as the conclusions of any on-board examination covering the cause, how a future similar incident might be avoided and what action has been taken or recommended.

The MAIB's Incident Reporting Form (IRF) provides a convenient format for reports but plain narrative giving the above information may be used if the form is not available. As full an account as possible should be given whether or not the form is used; the list of items above is not intended to be limiting and any matter should be included which will help to make the circumstances clear or to show how similar incidents may be prevented. Sketches, plans and photographs of the damaged areas, taken both before and after the event, are often helpful and may be attached to the report.

(3) The reports in (2) should be signed by the master, skipper or the owner's representative and by the ship's safety officer if one is carried.

4. IRF's are available on the MAIB's website – www.maib.gov.uk