

NATIONAL MARINE SAFETY COMMITTEE INC.

INCIDENT DATA HALF YEARLY UPDATE TO 30 JUNE 2009

This report is part of the NMSC's yearly updating of incidents. It covers the circumstances surrounding all incidents that occurred for the period 1 January 2009 to 30 June 2009. The NMSC will continue to provide half-yearly or yearly updates as appropriate.

NOTE: ANY INCIDENT DATA PROVIDED HERE IS SUBJECT TO CHANGE DUE TO LAG EFFECTS IN REPORTING, COLLECTION AND DATA ENTRY. LATER PERIOD DATA IS MOST LIKELY TO BE AFFECTED. THE SECRETARIAT WILL CONTINUE TO WORK WITH ALL STATES AND THE NORTHERN TERRITORY TO MINIMISE CHANGES TO THE DATA.

Snapshot

During the six months ending June 2009, there were 713 reported marine incidents resulting in 30 fatalities and 254 injuries of which 58 were serious.

Of the 713 reported marine incidents:

- 49% (n=351) occurred in the autumn months, 44% (n=315) occurred in the summer months while 7% (n=47) occurred in the winter months.
- 41% (n=292) of incidents took place between 12pm and 6pm.
- A collision of vessels made up 21% (n=155) of all incidents, followed by unintentional groundings, which made up 15% (n=109) of all incidents.

Of the 30 fatalities:

- Most occurred in clear weather conditions (53%, n=16).
- Approximately 33% (n=10) were a result of a person falling overboard, 17% (n=5) were a result of loss or presumed loss of a vessel and 10% (n=3) each resulted from capsizing and sinking.
- 40% (n=12) were male and 53% (n=16) were unidentified gender.
- 56% (n=17) involved either human or environmental factors.
- 70% (n=21) involved recreational vessels only.

Incidents by Type

The following table presents a breakdown of the top 10 incident types in incidents to 30 June 2009:

Rank	Incident Type	Records	% of Total
1	Collision of Vessels	155	21.7
2	Grounding unintentional	109	15.3
3	Capsizing	47	6.6
4	Sinking	47	6.6
5	Collision with fixed object	39	5.5
6	Unknown	34	4.8
7	Person overboard	31	4.3
8	Swamping	30	4.2
9	Fire	28	3.9
10	Other incident caused by an operating vessel	26	3.6

The order of incident types follows closely that shown over the four year period 2005-2008. Collisions continue to be prevalent, with 33% (n=237) of all incidents being collisions of some form. Unintentional groundings form the second largest category, making up 15% of all incident types. Incidents where people are likely to end up in the water are also significant, constituting 30% (n=214) of all incidents reported.

Contributing Factors in Incidents

In the six months to June 2009, there were 1052 contributing factors recorded in 713 incidents. This represents 1.5 contributing factors per incident. Wind/sea state made up the largest category, with almost 12% of all contributing factors. This was followed by error of judgment and other human factor, making up 11% and 7% respectively of all contributing factors. The top ten contributing factors in incidents are shown in the table below:

Rank	Contributing Factor	Records	% of Total
1	Wind/sea state	127	12.1
2	Error of judgment	113	10.7
3	Other human factor	76	7.2
4	Other material factor	69	6.6
5	Inexperience	61	5.8
6	Other environmental factor	54	5.1
7	Equipment – machinery	48	4.6
8	Failure to keep a proper lookout	46	4.4
9	Navigational error	29	2.8
10	Excessive speed	26	2.5

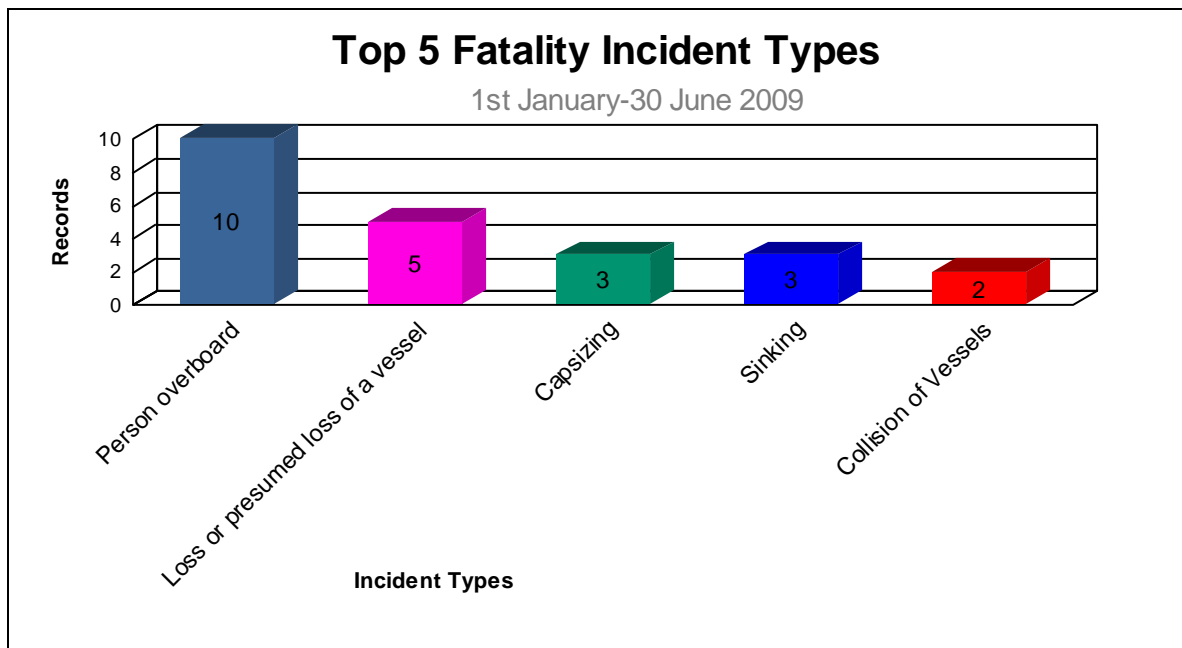
Human factors continue to dominate in incidents representing 38% (n=395) of all contributing factors. This is followed by environmental factors and material factors, representing 25% (n=267) and 17% (n=17) respectively of all contributing factors.

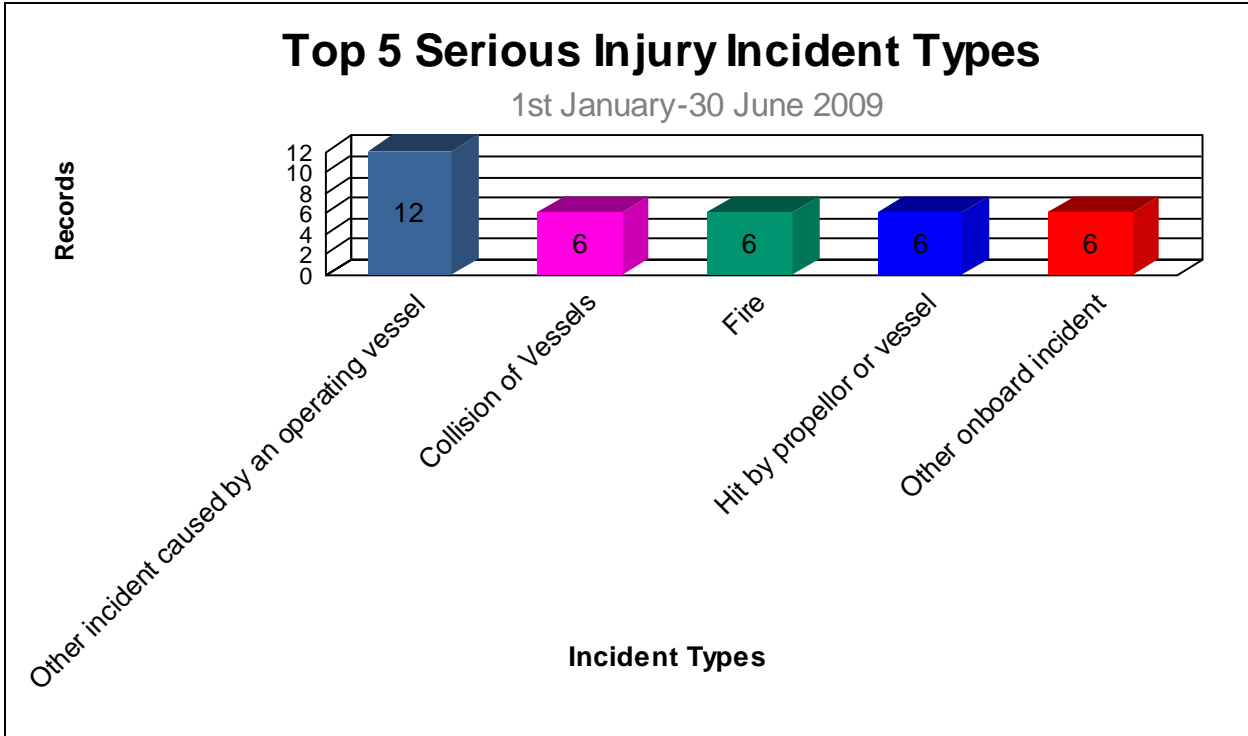
Fatalities and Serious Injuries

In the first half of 2009, there were 30 fatalities and 58 serious injuries reported. The number is higher than at the same point in 2008 which had 21 fatalities. This figure includes fatalities for January and February and two of the summer months. Data from previous years tends to support the conclusion that most incidents occur in the first half of the year.

Incident Types in Fatal and Serious Injury Incidents

Of the 30 incidents involving fatalities and 58 incidents involving serious injuries, the following graphs present the top 5 incident types for each:



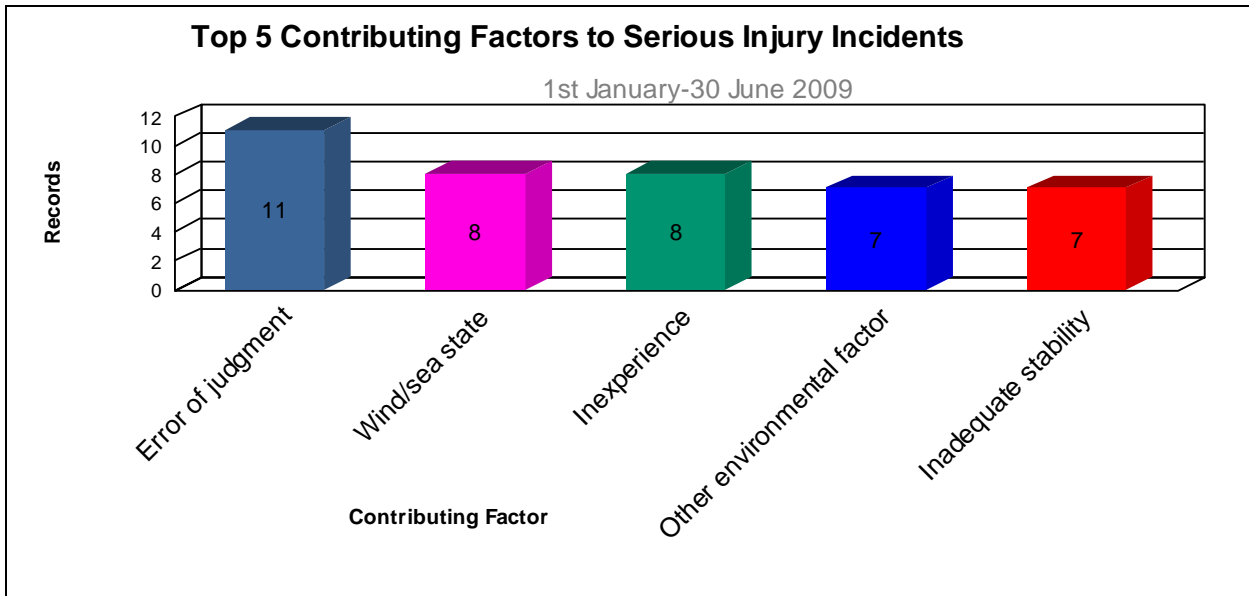
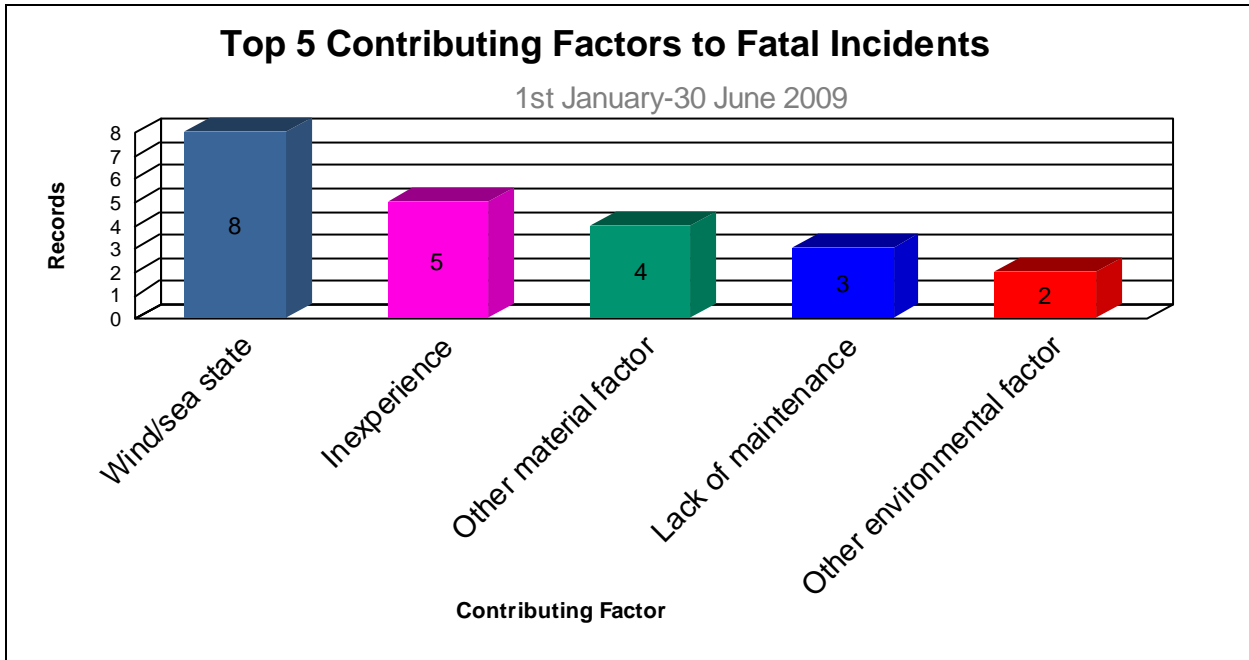


Person overboard and loss or presumed loss of a vessel are the largest incident types in fatal incidents and account for 50% (n=15) of all such incidents. Hits, other incident caused by an operating vessel and collision of a vessel, fire, hit by propeller and other on board incident are the predominant incident types in serious injury incidents. Other incident caused by an operating vessel is any other incident involving a person not on board a vessel (eg: swimmer, surfboard rider) due to the operation of a vessel; it does not include a fall overboard, fall within vessel, crushing or pinching, hit by vessel or propeller, skiing or diving incident. Other onboard incident is any other incident on board a vessel (eg: crew, passenger) due to the operation of the vessel; it does not include a falls overboard, falls within vessel, or crushing or pinching.

Contributing Factors in Fatal and Serious Injury Incidents

Of the 30 fatal incidents, there were 41 reported contributing factors: environmental factor is responsible for 12, human factor responsible for 11 and material factor for 4. Of the 58 reported serious injury incidents, there were 82 reported contributing factors, with human factor alone accounting for 43.

The following graphs present a breakdown of the top 5 identified contributing factors in fatal and serious injury incidents:



Human and environmental factors contributed to a significant proportion of the incidents in both fatal and serious injury incidents. In both fatal and injury incidents, human factor was responsible for the occurrences of 27% (n=8) and 36% (n=21) of fatal and serious injury incidents respectively. The next dominant factor was environmental factors which accounted for about 29% (n=9) and 22% (n=13) for fatal and serious injury incidents respectively. Material factor was largely under-represented in fatal incidents but was significantly represented in serious injury incidents, accounting for 21% (n=12)

Vessel Types and Lengths

Commercial and Recreational Vessel Incidents

In the six months period to 30 June 2009, there were 158 incidents involving at least one commercial vessel and 476 incidents involving at least one recreational vessel. This represents 22% and 67% respectively of all incidents.

Of the 30 reported fatalities, 21 involved recreational vessels only, 3 involved commercial vessels only and 6 involved both recreational and commercial vessels. Recreational motorboats were the most common vessel type involved in fatalities, being involved in about 53% (n=16) of all fatalities. The next largest categories were commercial non passenger and commercial fishing vessels which were involved respectively in about 17% (n=5) and 13% (n=4) of all fatalities.

Of the 58 reported serious injuries, 49 involved recreational vessels only, 1 involved commercial vessels only, 6 involved both recreational and commercial vessels and 2 was not known. Recreational motorboats were the most common vessel type involved in serious injuries and were involved in about 49% (n=29) of all reported serious injuries. The next largest category was recreational PWC which was involved in about 17% (n=10) of all reported serious injuries.

Vessel Lengths

Of the vessels involved in incidents for which a vessel length was recorded¹, the largest group involved vessels with lengths less than or equal to 7.5m. This accounted for about 60% (n=260) of all vessels whose lengths were recorded. This was followed by vessels with lengths between 7.5m to 12m which accounted for about 21% (n=92) of all vessels whose lengths were recorded.

The breakdown of vessel lengths differs between recreational and commercial vessels. In incidents involving recreational vessels, 68% (n=247 out of 364) of vessels were less than or equal to 7.5m in length. In incidents involving commercial vessels, only 19% (n=13 out of 67) of vessels were less than or equal to 7.5m in length. This suggests that in general, recreational vessel incidents are likely to involve smaller vessels while commercial vessel incidents involve larger vessels.

A breakdown of recreational and commercial vessels by vessel length grouping is shown below:

¹ Many incidents lack information on the vessel lengths of the vessels involved due to forms not being fully completed. In addition, WA does not provide vessel lengths to the NMSC.
Marine Incidents 1 January to 30 June 2009

