



# MONGOLIA SHIP REGISTRY

MONGOLIA MARITIME ADMINISTRATION  
(Under the Power of the Registration of ships Regulations)

## REPORT OF SHIPPING CASUALTY

### Instructions:

- Owner or ship Master must submit this report at its earliest convenience via fax or email to the Mongolia Ship Registry. The purpose of this report is to determine whether any new lessons can be learnt or new prevention measures can be implemented to prevent similar accidents from occurring.
- It is necessary to include as much details as possible when the memory is still fresh and clear and use extra sheet of paper to include full details, giving sketches and sequence of events.
- You only need to send page 1 & 2 of this report and attached copies of your sketches, statements, charts used at material time with ship's track data, records from: course recorder, movement books, bell book, engine-room data logger, VDR, AIS and other equipment. In addition, attach copies of all the trading, registration, manning certification (CoC of officers) and crew list, and copies of ISM procedures, checklists relevant to the incident in the report. Any documents/reports, which can assist in the investigation, should be included.

Type of Casualty: (Please circle the appropriate incident)

COLLISION, GROUNDING, FIRE OR EXPLOSION, FLOODING, STRANDING, FLOUNDERING, LISTING, CAPSIZING

|   |                                    |  |   |  |                            |
|---|------------------------------------|--|---|--|----------------------------|
| Name of Ship (Block):   |                                    | Departure Port, Date & Time Departed:                                    |   |  | Bound For:                 |
| Type of Ship:   |                                    | Agent or Owner Address, Fax, Tel, email:                                 |   |  | Name, of Person In Charge: |
| Cargo & Quantity:   |                                    | Master's Name and Qualifications<br>(Grade & number & Issuing Authority) |   |  | Pilot Name (if piloted):   |
| Gross Tonnage:  | Net Tonnage:                       | IMO number:  | Official Number:  | Call Sign:   |                            |
| Year Built:   | Number of Crew O/B                 | Number of Injury:  | Number of death:  | Name of Crew injured:                                  |                            |
| Name of OOW / Engineer, if Master / C/E is not In-charge at the time of Incident: |                                    |  | OOW/Engineer's Certificate of Competency, Number & name of issuing Authority: |  |                            |
| Date of Casualty:   | Local Time when incident Occurred: |  | Name(s) & Flag(s) of other vessels involved (if any)                          |  |                            |
| NAME OF PLACE OR SEA WHERE CASUALTY OCCURRED                                      |                                    | LATITUDE & LONGITUDE OF CASUALTY   |   | STATE OF SEA, WEATHER & VISIBILITY AT TIME OF CASUALTY |                            |

BRIEF ACCOUNT OF THE SEQUENCE OF EVENTS OF THE CASUALTY:

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

Did Pollution occurred?

Amount leaked into sea:

Types of Pollutant:

Brief account of actions taken onboard to prevent the pollution:

Brief account of damage to the ship:

Will ship be repaired /salvaged /scrapped  
/remained as wreck:

Probable cause of Casualty:

Date: \_\_\_\_\_

Signature of Master: \_\_\_\_\_

For the guidance of masters or any other person filling this form, the following questionnaires are to assist them in giving a detailed "Account of Casualty". Please use the appropriate set of questionnaires relevant to the type of incident.

#### **Questionnaires for Collision:**

1. Were the target (s) tracked by ship's ARPA or plotted by Radar?
2. Any indication of a collision provided by the above aids.
3. What data were displayed by the ARPA (target's course, speed, CPA and warning)?
4. Course and speed of own ship when the other was first observed.
5. The bearing and range of target and time when first observed (visually or by radar).
6. Types of lights or shapes when first sighted visually and any changes thereafter?
7. Time of changes to shape or lights?
8. Any sound signals heard or made by own vessel?
9. Types of action taken by target vessel such as time of alteration of speed and alteration of course, period from first sighted on radar/visually up to the time of collision.
10. Types of action taken by own ships during the periods of close encounter up to the time of collision, giving the course, speed and the time the movements were executed.
11. Status of own ships at the time of collision (engine stopped, or the speed if steaming, telegraph status, heading, and course steered and number of steering pumps running).
12. Status of other ships at the time of collision (engine stopped, or the speed if steaming, telegraph status, heading, and course steered and number of steering pumps running).
13. Actions taken after the collision and exchange of information.
14. Details of the other ship such as Master's names, ship name, GT, types of ship, flag, cargo, damage details, pollution details, coming from, bound for, piloted, Port of Registry, IMO number, Call sign & etc.

#### **Questionnaires for Grounding or Stranding:**

1. Who was having the con of the ship and how the ship's positions were plotted for the last hour before the grounding.
2. The data abstract for the plotting of position. (Time, bearing and lat/long must be included).
3. When were the last landmark sighted, such as beacon, buoys and at what time?
4. Were the marks seen visually or by radar?
5. Was the Echo Sounder running at the time of grounding?
6. Course and speed of vessel prior to grounding and at the time of grounding.
7. Manual or Auto Steering at the time of grounding?
8. Title number, date and publisher of chart in use at the time of stranding and last correction made to the chart?
9. Any equipment error and any correction applied? (Engine problem, Faulty steering, wrong input of data in GPS or data used for plotting position were wrong).
10. Was the casualty due to uncharted object?
11. Was there any pollution? State the types and quantity of pollutant released due to the grounding.
12. Draught of vessel before and after the stranding.
13. Action taken after the grounding and whether successful to re-float the vessel
14. Any assistance rendered from outside and what are the types of assistance?

### **Questionnaires for Fire / Explosion:**

1. When and where did the fire started? (Location of fire).
2. How, when and who detected the fire? (Visually or by alarm).
3. Any hot works or cold works or other works being carried out at the place of fire?
4. Previous works being carried out at the place of fire and how many hours ago?
5. The actions taken after the fire was detected?
6. Was the action effective?
7. Any assistance rendered from outside and what types of assistance?
8. What was the possible cause of the fire? (Electrical, overloading, hot works, explosive gas, cold works & etc).
9. If explosion due to tank cleaning in cargo hold, please elaborate the sequence of checks and equipment used and whether inert gas was used.
10. If explosion in engine room, please provide details of the equipment last serviced and what work was done on the machinery or equipment.

### **Questionnaires for Listing & Flooding:**

1. What was the cause of flooding? Due to listing of the ship during cargo work or damage to ship structure?
2. When, how, who did notice the first sign of flooding or listing.
3. Location and time of flooding and its extent of water ingress.
4. Actions taken when flooding / listing first noticed.
5. Were the ship's watertight closing appliances working and shut?
6. Was there any damage or defect at the location of water ingress or previous works done at that location?
7. If listing, due to cargo operations, were ballasting being carried out at that time?
8. Who calculate the stability or had the ship stability being calculated prior to ballasting/deballasting?
9. Were there any defects with the ship's pumping or piping arrangements? History of repairs, if any?
10. Were there any explosion onboard, contact with outside objects or heard any loud sound before the listing/ flooding?

### **Questionnaires for Foundering:**

1. Was the cause of the foundering detectable?
2. What actions did the ship's crews take after the detection?
3. Date and time of springing leak or shipping heavy seas on deck.
4. Did the ship develop a list and or trim?
5. Any damage to the ship's structure due to the rough weather?
6. To provide record of heel (maximum and rolling period) and stability data (including stress and strains calculation and the maximum permissible level).
7. Circumstances and particulars of the voyage, preceding the foundering.
8. If bulk cargo, details on the trimming of cargoes, moisture contents (TM), and distribution of weights.
9. Weather condition at the time of loading and during the passage.
10. Was foundering due to steering, engine failures, pumping & piping failures, please provide details.
11. Were the ship's watertight closing appliances operating properly?
12. Did the life saving equipment operated as required?
13. Details of any assistance rendered from shore or other ships?