

Accidents and Incidents Reported to MACI.

Summary Report (2025)



Introduction

Cayman Islands Guidance Note 04/2025 and regulation 5 of the Merchant Shipping (Marine Casualty Reporting and Investigation) Regulations, 2018 require certain accidents and incidents to be reported to the Maritime Authority of the Cayman Islands (MACI).

The reporting requirements are summarised in Guidance Note [CIGN 04/2025 \(as amended\)](#) (Mandatory Reporting of Certain Incidents and Occurrences on board Cayman Islands ships.)

These reports are recorded, logged and followed up as appropriate.

Some incidents require investigation, some simply require recording and others are passed to the Shipping Master who follows up on any seafarer welfare issues that may be related to the accident or incident.

This report examines the accident and incidents reported to MACI during 2025. Historical trends are also presented over the preceding five years (2021 to 2025).

PLEASE NOTE: When comparing the data presented in one part of this report with data presented in another part, it is important to consider that a single “incident” may result in multiple “events”.

Vessel categorization:

Vessel type **“Ship”** include merchant cargo ships, passenger ships and passenger yachts registered as “passenger ships”.

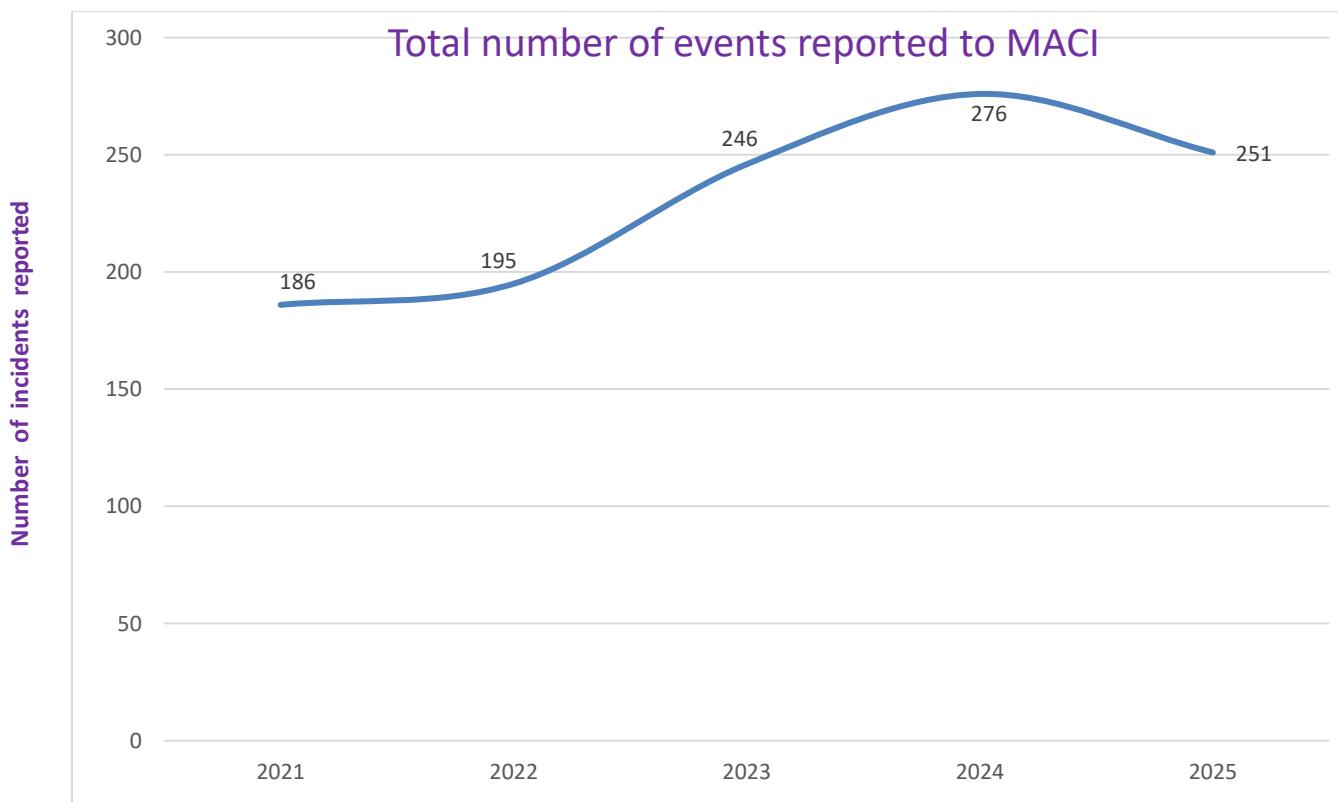
Vessel Type **“Commercial Yacht”** include yachts fully certified under Part A of the Red Ensign Group (REG) Yacht Code, yachts certified under Part B of the REG Yacht Code, yachts entered in the “Yachts Engaged in Trade” (YET) Scheme and other yachts certified to engage in commercial activities.

Vessel type **“Other”** are vessels over 24m in length, not included in other categories.

2025 Overview

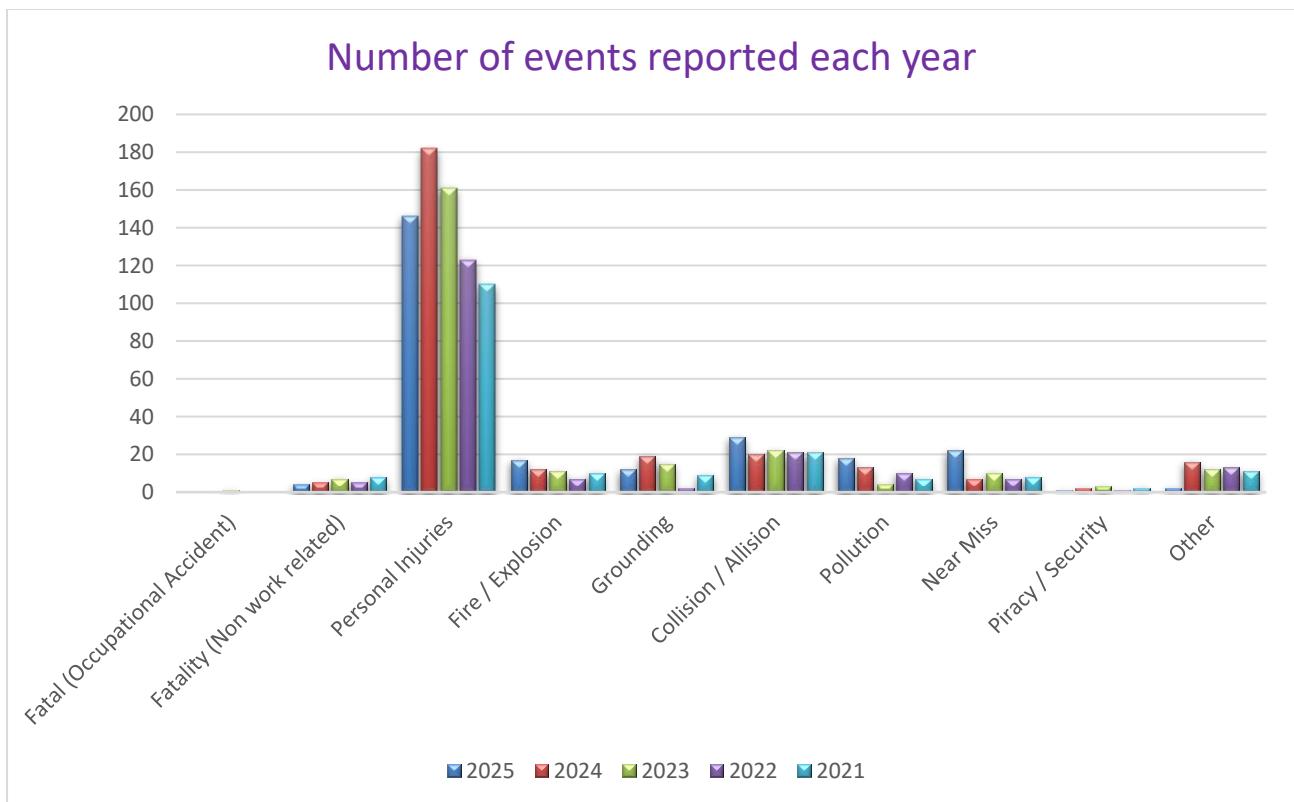
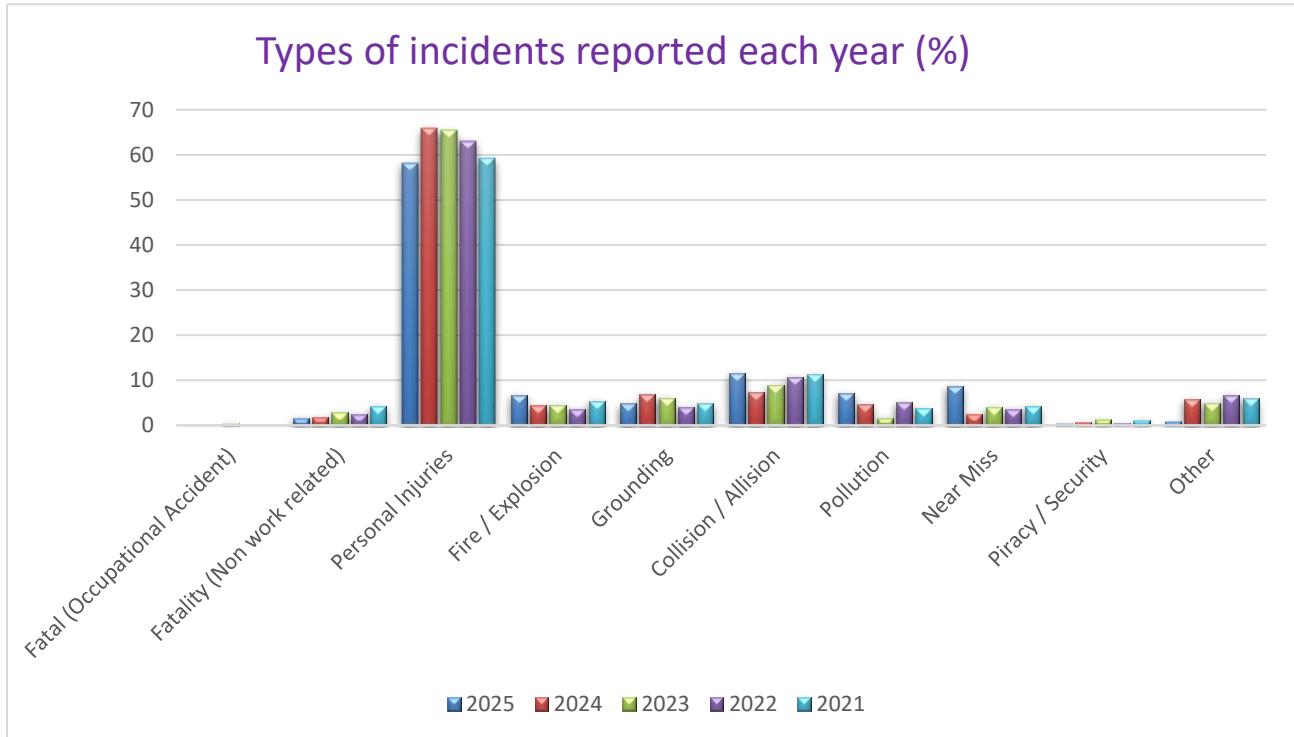
A total of **251** incidents were reported to MACI during 2025 resulting in **251** reportable events¹. This is a decrease of **25** reportable events compared to 2024. These can be broken down as follows

Type	2025		2024		2023		2022		2021	
	Num	%	Num	%	Num	%	Num	%	Num	%
Fatal (Occupational Accident)	0	0.00%	0	0.00%	1	0.41%	0	0.00%	0	0.00%
Fatality (Non work related)	4	1.59%	5	1.81%	7	2.85%	5	2.56%	8	4.30%
Personal Injuries	146	58.18%	182	65.94%	161	65.45%	123	63.08%	110	59.14%
Fire / Explosion	17	6.77%	12	4.35%	11	4.47%	7	3.59%	10	5.38%
Grounding	12	4.78%	19	6.88%	15	6.10%	8	4.10%	9	4.84%
Collision / Allision	29	11.55 %	20	7.25%	22	8.94%	21	10.77%	21	11.29%
Pollution	18	7.17%	13	4.71%	4	1.63%	10	5.13%	7	3.76%
Near Miss	22	8.76%	7	2.54%	10	4.07%	7	3.59%	8	4.30%
Piracy / Security	1	0.40%	2	0.72%	3	1.22%	1	0.51%	2	1.08%
Other	2	0.80%	16	5.80%	12	4.88%	13	6.67%	11	5.91%
Total	251	100.00%	276	100.00%	246	100%	195	100%	186	100%



¹ An individual “incident” may result in more than one “event” such as more than one seafarer being injured during a single incident. There have been no such instances in 2025.

Accidents and Incidents Reported 2025

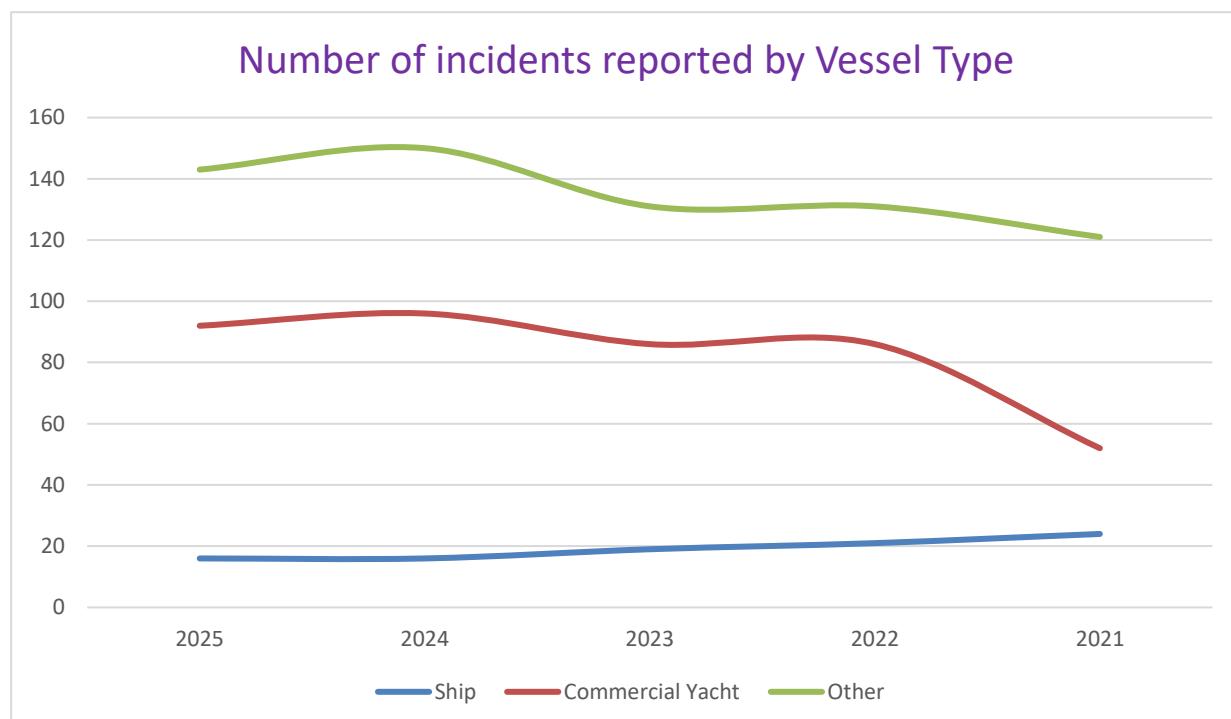


Accidents and Incidents Reported 2025

By Vessel Type

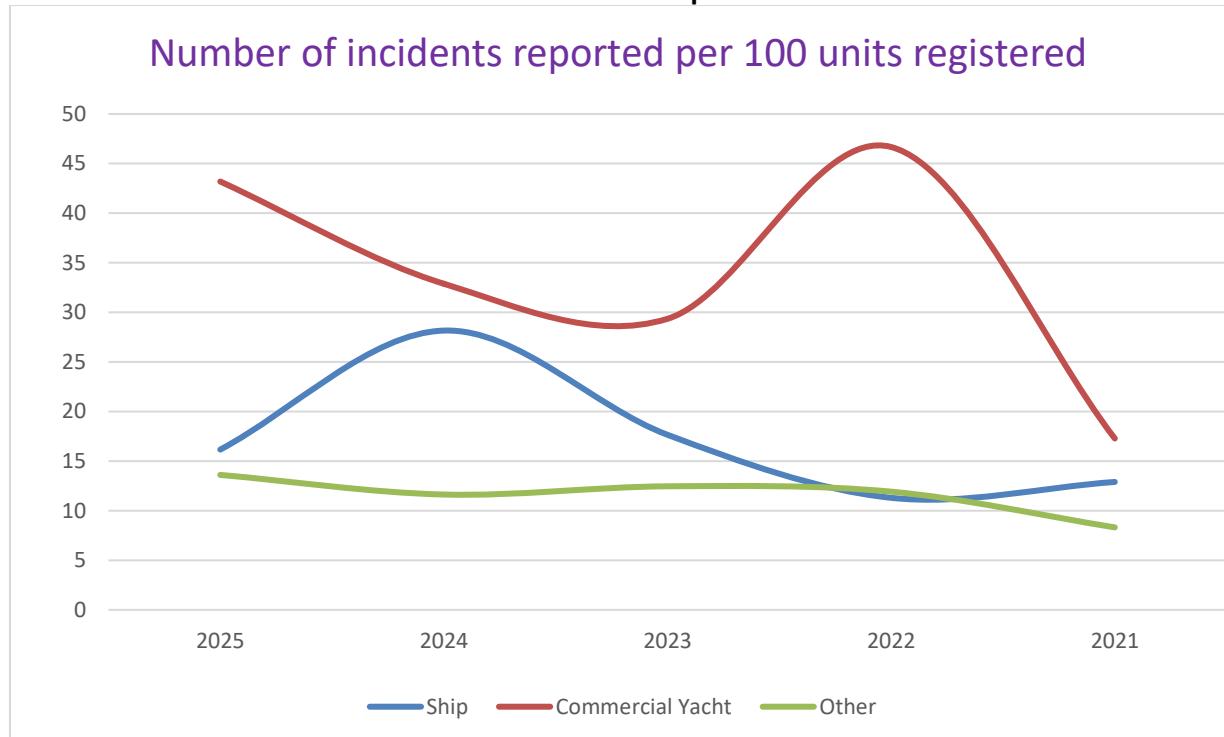
As well as recording events by “type”, they were also recorded by vessel type as follows –

Vessel Type	2025	2024	2023	2022	2021
Ship	16 (-)	16	19	21	24
Commercial Yacht	92 (- 4)	96	86	86	52
Other	143 (- 7)	150	131	131	121



Vessel Type	2025	2024	2023	2022 ²	2021	2025	2024	2023	2022	2021
	Per 100 units	Per 100 units	Per 100 units	Per 100 units	Per 100 units	1 in "X" units				
Ship	16.16	28.16	17.65	11.3	12.9	6.13	3.6	5.7	8.8	7.8
Commercial Yacht	43.19	32.88	29.35	46.67	17.28	2.24	3.0	3.4	2.1	5.8
Other	14.15	11.63	12.46	11.92	8.32	7.06	8.6	8.0	8.4	5.5

Accidents and Incidents Reported 2025



Severity of events

The severity of each event was categorised as follows –

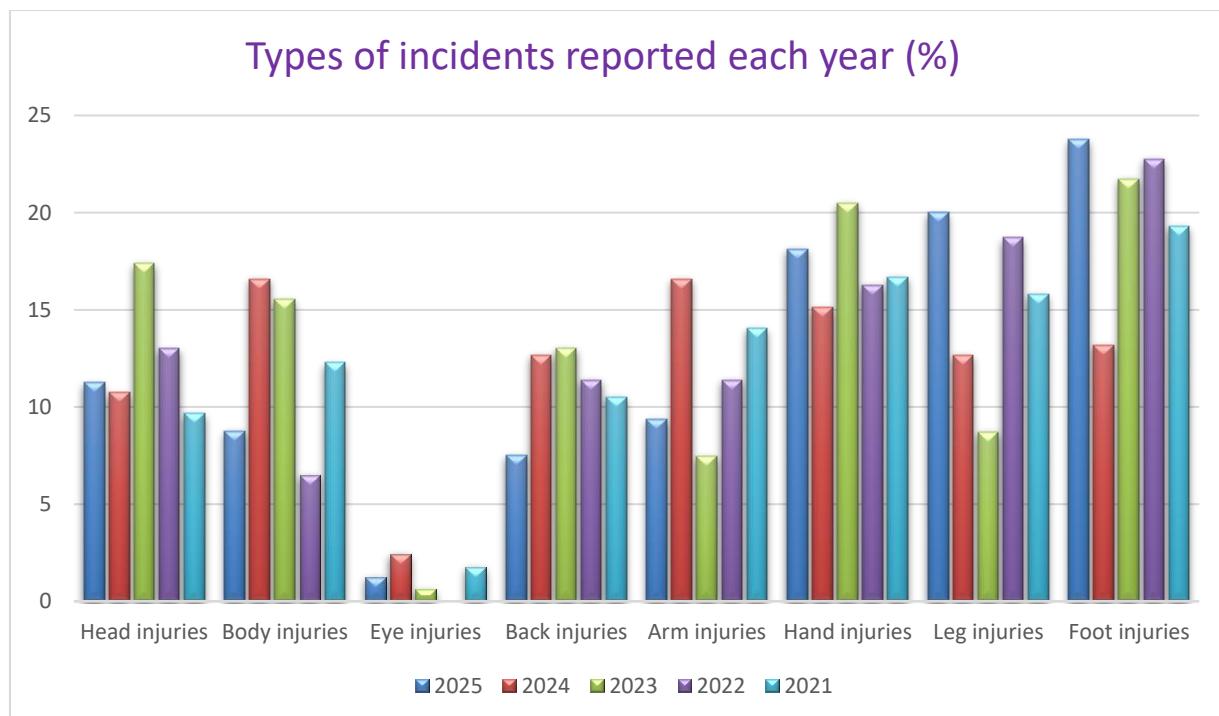
Severity	2025	2024	2023	2022	2021
Where the event resulted in the loss of life on board, the total loss of the vessel or caused severe damage to the environment:	0 (-)	0	1	0	0
Events resulting in an injury resulting in incapacitation where the person is unable to function normally for more than 72 hours, or resulting in major damage to the vessel, or damage to the environment:	136 (-46)	182	160	123	115
Less serious accidents, incidents and other events:	115 (+21)	94	85	67	64

Accidents and Incidents Reported 2025

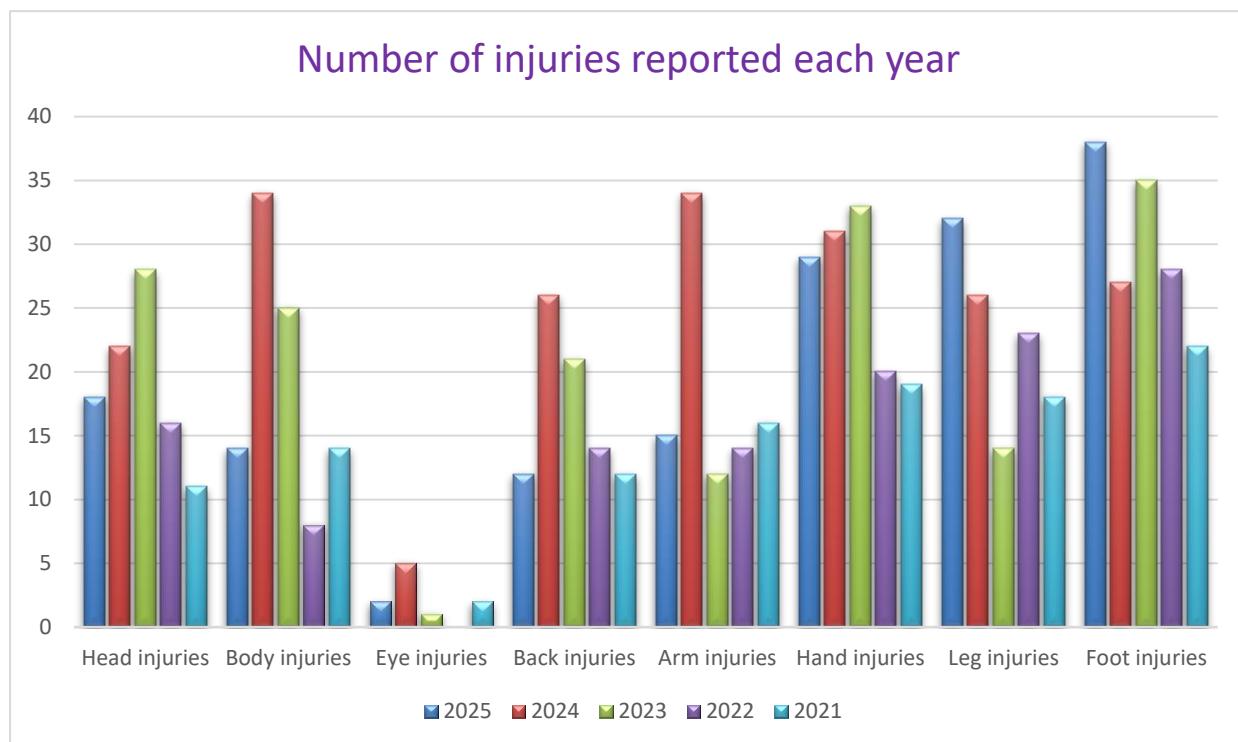
Personal Injuries

Type of Injury sustained

Type of Injury	2025		2024		2023		2022		2021	
	Num	%	Num	%	Num	%	Num	%	Num	%
Head Injuries	18	11.25%	22	10.73	28	17.39	16	13.01	11	9.65
Body Injuries	14	8.75%	34	16.59	25	15.53	8	6.50	14	12.28
Eye Injuries	2	1.25%	5	2.44	1	0.62	0	0.00	2	1.75
Back Injuries	12	7.50%	26	12.68	21	13.04	14	11.38	12	10.53
Arm Injuries	15	9.38%	34	16.59	12	7.45	14	11.38	16	14.04
Hand Injuries	29	18.12%	31	15.12	33	20.50	20	16.26	19	16.67
Leg Injuries	32	20.00%	26	12.68	14	8.70	23	18.70	18	15.79
Foot Injuries	38	23.75%	27	13.17	35	21.74	28	22.76	22	19.30
Total	160	100%	205	100%	161	100%	123	100%	114	100%



Accidents and Incidents Reported 2025



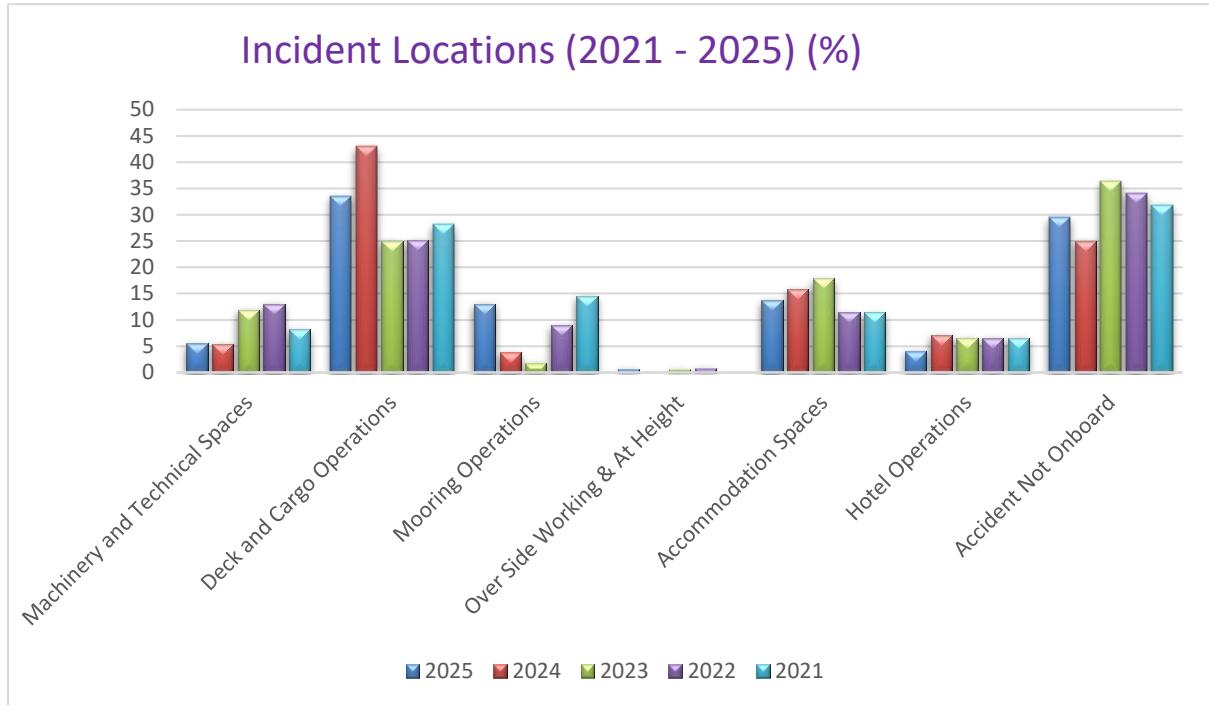
Locations where injuries sustained

	2025	2024	2023	2022	2021
Machinery and Technical Spaces	8	10	20	16	9
Deck & Cargo Operations	49	79	42	31	31
Mooring Operations	19	7	3	11	16
Over Side Working & At Height	1	0	1	1	0
Accommodation Spaces	20	29	30	14	8
Hotel Operations	6	13	11	8	11
Accident Not On Board	43	46	61	42	35

Number of personal accidents reported by location

	2025	2024	2023	2022	2021
Machinery and Technical Spaces	5.48%	5.43%	11.90%	13.01%	8.18%
Deck & Cargo Operations	33.57%	42.93%	25.00%	25.20%	28.18%
Mooring Operations	13.01%	3.80%	1.79%	8.94%	14.55%
Over Side Working & At Height	0.68%	0.00%	0.60%	0.81%	0.00%
Accommodation Spaces	13.70%	15.76%	17.86%	11.38%	7.27%
Hotel Operations	4.11%	7.07%	6.55%	6.50%	10.00%
Accident Not Onboard	29.45%	25.00%	36.31%	34.15%	31.82%

Percentage of personal accidents at each location



Seafarer and Other Fatalities

Since 2024, the death of any seafarer serving on a Cayman Islands ship was recorded as either –

Acute Natural Causes: whereby the death was caused by contracting a disease, infection, or sudden medical event that led to death shortly after contraction;

Chronic Natural Causes: whereby a long term condition led to the death of a seafarer, whether previously diagnosed or undiagnosed before death;

Lost at Sea, Presumed Deceased: whereby a seafarer was lost overboard from a ship and not subsequently recovered;

Occupational Accident: whereby the death of a seafarer was directly attributable to an accident on board;

Accidental Death where the death is attributable to an accident not related to working on board the ship;

Suspected Suicide: where there is evidence to suspect that the seafarer may have taken their own life (Please note that “suicide” can only be determined by a coroner or a court);

Death Ashore: whereby the death did not occur on the ship or in a ship’s boat and was not directly attributable to an incident classified elsewhere;

Other: where the death does not correspond to any of the above categories; and

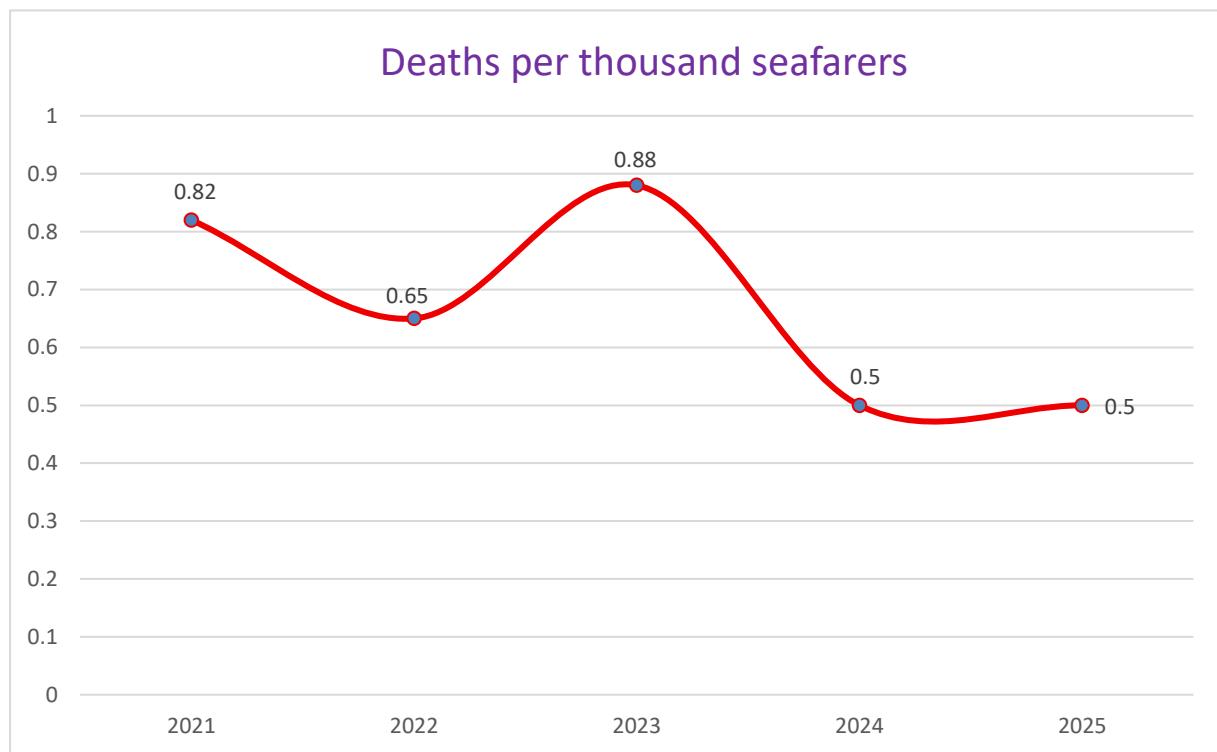
Unknown: where the cause of death remains subject to a Death Inquiry under the Merchant Shipping Act 2024.

Accidents and Incidents Reported 2025

In 2025, the **four** seafarer deaths reported to MACI can be categorized as follows –

Acute Natural Causes	1	(2024 – 2)
Chronic Natural Causes	0	(2024 – 0)
Lost at Sea	0	(2024 – 0)
Occupational Accident	0	(2024 – 0)
Accidental Death	0	(2024 – 1)
Suspected Suicide	1	(2024 – 1)
Death Ashore	0	(2024 – 0)
Other	1	(2024 – 0)
Unknown	1	(2024 – 0)

With approximately 8,000 seafarers serving on Cayman Islands vessels, the seafarer mortality rate for 2025 was **0.5 deaths per one thousand seafarers**. This is similar to the rate for 2024.



The mortality rate of seafarers serving on Cayman Islands ships remains an order of magnitude below that found in the general population of the majority of seafarers' home countries.

Safety Lessons and Observations

Safety Flyers issued in 2025

The following safety flyers were issued in 2025: -

- Shell doors in yacht hulls Yacht [Flyer 01/2025](#)
- Pilot boarding arrangements [Flyer 02/2025](#)
- Unsafe working at height [Flyer 03/2025](#)

Overview and Safety Observations

Since these Summary Reports were first published in 2019, the take up of reporting incidents to MACI has increased as awareness of reporting requirements has spread amongst the wider Cayman Islands fleet.

The general breakdown of incidents reported remains broadly unchanged from previous years other than for incidents defined as “other” which has significantly reduced and those categorized as “near miss” have significantly increased.

Allisions

During 2025, **22** Cayman Islands registered vessels (a small increase from 2024) were involved in allisions where the vessel made contact with a fixed structure or another moored vessel or were struck themselves by another vessel while moored. The ratio between the vessels being struck or making contact with a fixed structure or moored vessel is roughly equal.

Collisions

During 2025, 7 vessels were involved in collisions. Control failures appear to have played a role in several collisions in 2025. In one case a pilot boat came into contact with the swim platform of a Cayman Islands Yacht resulting in cosmetic damage to the yacht. The probable cause of the incident was due to a control failure on the pilot launch.

Another incident occurred reportedly due to a failed bow thruster during manoeuvring operations.

Groundings

During 2025, 12 vessels were involved in groundings which is a significant drop over the previous two years. As in previous years, most groundings reported to MACI in 2025 would have been avoided with proper voyage planning, execution and monitoring.

Fire and explosion

During 2025, of the **17** fires / explosions reported to MACI, **4** were caused by lightning strikes. In addition, **2** fires reported were suspected to have been caused by lithium-ion (Li-ON) batteries.

Since the implementation of specific requirements to deal with the risk of Li-ON batteries, vessels are better equipped to deal with this type of incident, but seafarers are reminded that the risk cannot be completely eliminated and should remain vigilant when storing, charging and using Li-ON batteries.

In addition, one fire involving a fixed hybrid propulsion system occurred which demonstrates the requirement to ensure fixed systems are installed and operated in accordance with recognised industry standards and this risk is not limited to electric powered water toys.

“Near Miss” reporting

There has been a significant increase in reports classed as Near Misses and Near Miss reporting is actively encouraged as it can warn of potential risks to seafarers. We continue to strongly encourage and welcome these reports.

A number of incidents which could have been serious were as a result of parting mooring lines. Near miss reporting is an extremely effective way to identify potential hazards that may arise and allow for corrective action to be implemented before the “near miss” conditions result in an accident. There has been a significant increase in reports classed as Near Misses

Tender operations

25 incidents involving tender operations were reported to MACI in 2025 with the vast majority resulting in minor injuries. However, there were 2 resulting in collisions, 2 which led to pollution and 1 near miss.

Tender operations continue to be one of the higher risk activities that seafarers conduct on a daily basis. It is therefore, vitally important that tender launching and operation procedures are developed and followed. Due to the frequency of tender operations, it is easy for complacency to play a role in tender accidents and crew should be reminded of the dangers on a regular basis.

Aside from potential loss of the tender, tender incidents resulted in a significant number of personal injuries, particularly during launch and recovery activities.

[CIGN 01/2025 Rev.1.3](#) was issued in 2025, to clarify the tender requirements, such as the term ‘*fit for intended use*’ and the qualifications of tender operators for daylight and night time operations.

Personal injuries

As in previous years, the largest number of reportable incidents relates to personal injuries sustained by seafarers.

As in 2024, deck and cargo operations (specifically tender operations) were the location where most personal injuries were sustained.

Also, as in 2024, the second highest location for injuries to be sustained was “not on board”. Other than 2024 this has been the largest location for injuries in most previous years². In many cases, alcohol consumption was considered as a contributing factor to the incident.

As in previous years, the two largest causes of workplace injuries were poor manual handling and PPE failures. A number of seafarers suffered back and upper body injuries while attempting to lift or move heavy objects. Seafarers who do lift or move heavy objects should be given proper instruction in manual handling techniques.

A number of incidents occurred during maintenance periods in a shipyard and crew should be reminded that shipyard periods can be as equally, if not more, hazardous than being at sea.

A ship’s safety management system should address risks arising in a shipyard environment. The UK’s Maritime and Coastguard Agency has initiated a work item to consider amendments to the Code of Safe Working Practices for Merchant Seafarers (COSWP) to highlight the raised level of risk awareness required while a ship is undergoing repair.

The importance of using appropriate PPE cannot be overstressed and several incidents in 2025 can be attributed to this. Eye, hand and foot injuries tend to be most common among these types of incident. Inappropriate footwear in particular continues to be an issue on yachts, and it

² Since Summary Reports were first produced in 2019
Summary Report (2025)

Accidents and Incidents Reported 2025

is very important to ensure that suitable footwear is provided and worn at all times.

Two incidents occurred involving electric shock were observed in 2025, fortunately neither incident resulted in fatalities or serious injuries, but these could have been much worse. The importance of tag-outs and isolating the supply of electricity when servicing equipment cannot be over emphasized.

Pollution

Of the **18** pollution incidents reported to MACI during 2025, **3** occurred during bunkering operations, **2** occurred during tender operations. **2** were due to overflows onto deck.

Crew should always consider the risk of potential pollution during routine ship operations and maintenance activities. Where there is potential for pollution to occur, this is to be fully risk assessed and mitigation measures put in place, before commencing the activity.

Limitations

This report is a presentation of raw data with limited analysis. The sample sizes are comparatively small, variables are large, and no formal statistical analysis has been undertaken. Where limited analysis has been undertaken, there is no evaluation of statistical significance. This report contains comparison of reports received for 2021 to 2025. Inferring any trends should be treated with caution due to the limited sample. These reports now follow a “five-year rolling” reporting period.

That is, incident comparisons follow trends over the previous five years. Historic data will remain available through previous summary reports which may be downloaded from www.cishipping.com. In addition accident investigation reports and safety flyers are also accessible from the website. If external sources have been cited, the veracity of the data cited has not been verified. “What is reported” does not automatically correlate to “What has occurred”.

An increase in the number of incidents reported, need not correlate to an increase in the number of incidents occurring. Reporting of all incidents, including near misses, is both encouraged and extremely valuable in determining potential safety lessons. The list of reportable incidents in [CIGN 04/2025 \(as amended\)](#) is deliberately non exhaustive so “if in doubt, report”.

Reporting incidents

Accidents, incidents and “near misses” occurring on Cayman Islands vessels should be reported to the Maritime Authority of the Cayman Islands –

By email: reporting@cishipping.com

Via our website: Please click - <https://www.cishipping.com/policy-advice/casualty-investigations/report-incident> ; or

By telephone: +44 1489 799 203 or +1 345 949 8831.

Any changes to these details will be published by an update of Guidance Note [CIGN 04/2025 \(as amended\)](#).

Maritime Authority of the Cayman Islands
January 2026