

# Accidents and Incidents Reported to MACI. Summary Report (2023)



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## Introduction

Cayman Islands Shipping Notice 02/2015 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). 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 2023.

Changes to the summary report format for 2023 include –

- Revised categorisation of vessel types “Ship”, “Commercial Yacht” and “Other” to reflect the level of safety related trading certification held and the applicability of the IMO Casualty Investigation Code rather than simply the vessel’s registration “category”;

- Historical minor statistical errors in earlier Summary Reports have been corrected and historical trends have been updated;

- The estimates for the number of seafarers serving on Cayman Islands ships has been revised and updated; and

- An analysis of incidents and accidents for each vessel type has been introduced in addition to the “all vessel type analysis”.

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 Large Yacht Code, yachts certified under Part B of the Large 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.

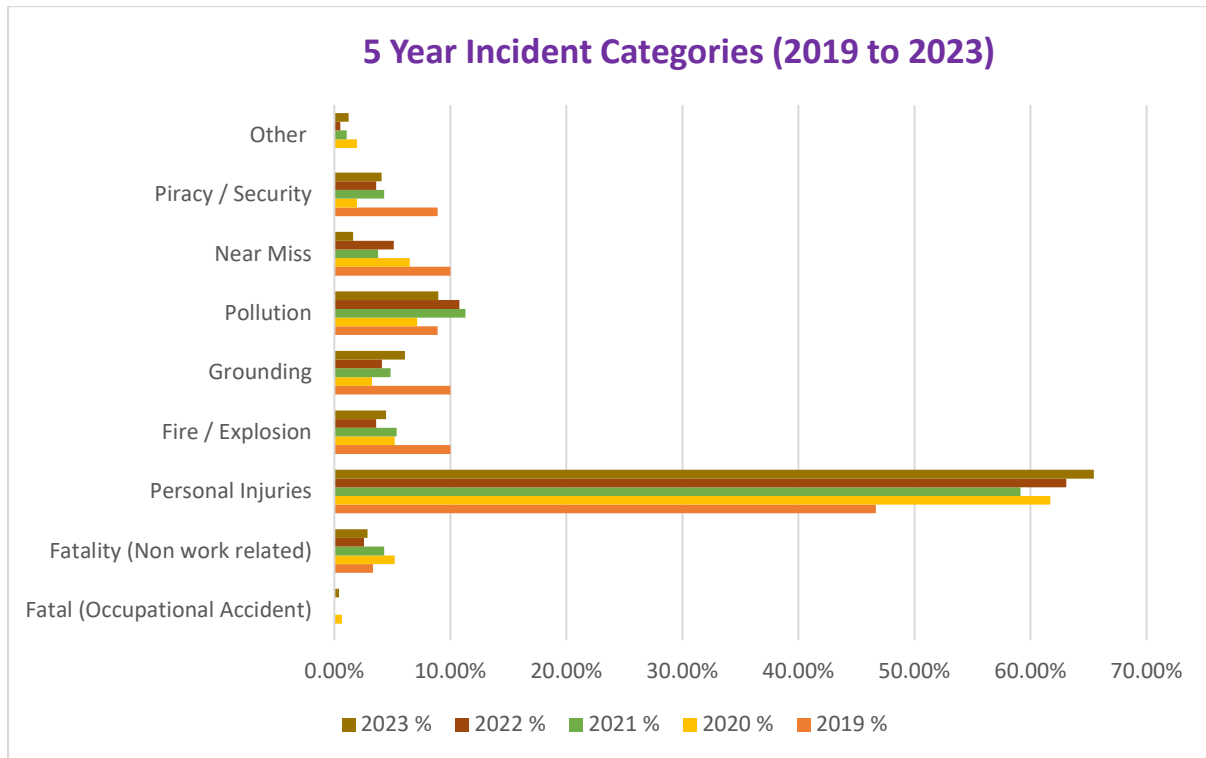
**PLEASE NOTE: When comparing the data presented in one part of this report with data presented in another part, it is important to consider that a single “incident” may result in multiple “events” (for example “collision” and “personal injury”), and a single “event” may also result in multiple outcomes (for example multiple “personal injuries” to one or more seafarers).**

## Part I – All Vessel Types

### 2023 Overview

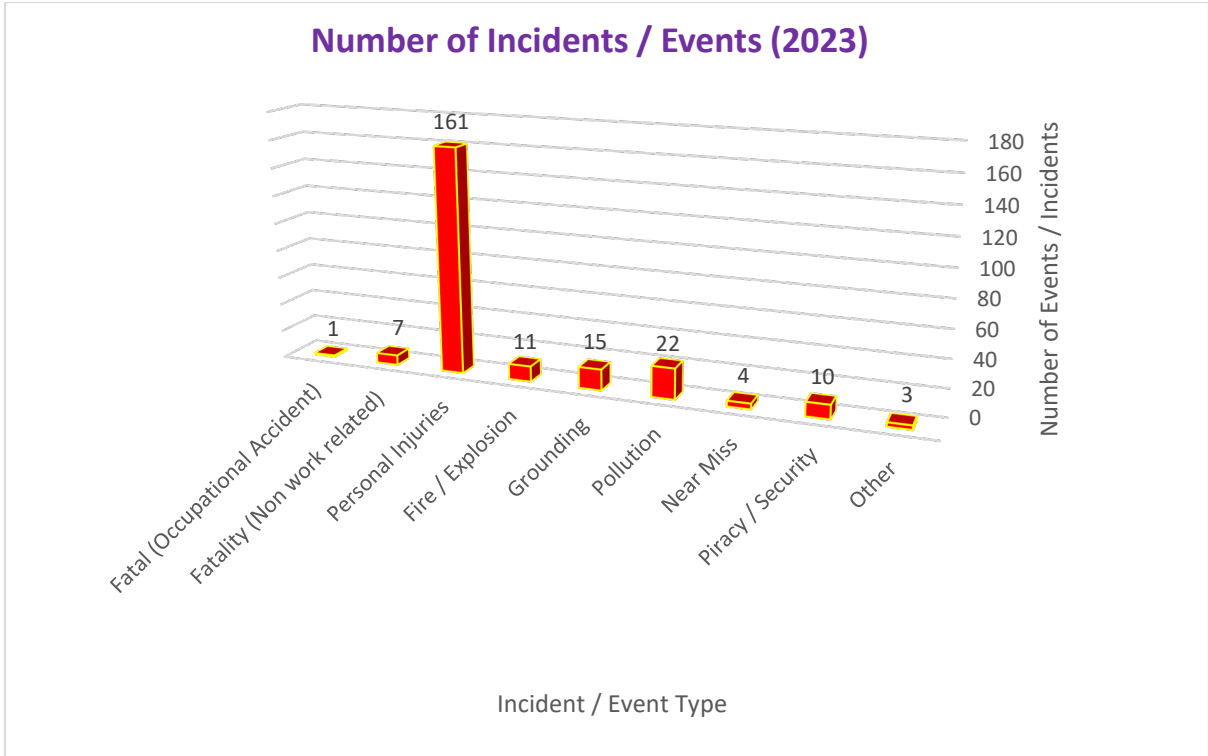
A total of **237** separate incidents were reported to MACI during 2023 resulting in **246** reportable events<sup>1</sup>. This is an increase of **51** reportable events when compared to 2022. These can be broken down as follows –

Type	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Fatal (Occupational Accident)	0	0.00%	1	0.65%	0	0.00%	0	0.00%	1	0.41%
Fatality (Non work related)	3	3.33%	8	5.19%	8	4.30%	5	2.56%	7	2.85%
Personal Injuries	42	46.67%	95	61.69%	110	59.14%	123	63.08%	161	65.45%
Fire / Explosion	9	10.00%	8	5.19%	10	5.38%	7	3.59%	11	4.47%
Grounding	9	10.00%	5	3.25%	9	4.84%	8	4.10%	15	6.10%
Pollution	8	8.89%	11	7.14%	21	11.29%	21	10.77%	22	8.94%
Near Miss	9	10.00%	10	6.49%	7	3.76%	10	5.13%	4	1.63%
Piracy / Security	8	8.89%	3	1.95%	8	4.30%	7	3.59%	10	4.07%
Other	0	0.00%	3	1.95%	2	1.08%	1	0.51%	3	1.22%
	2	2.22%	10	6.49%	11	5.91%	13	6.67%	12	4.88%
<b>Total</b>	<b>90</b>	<b>100%</b>	<b>154</b>	<b>100%</b>	<b>186</b>	<b>100%</b>	<b>195</b>	<b>100%</b>	<b>246</b>	<b>100%</b>



<sup>1</sup> An individual “incident” reported may involve more than 1 vessel (e.g. collisions) and can result in more than one “event” (e.g. “Fire & Personal injury” or “multiple personal injuries” etc.)

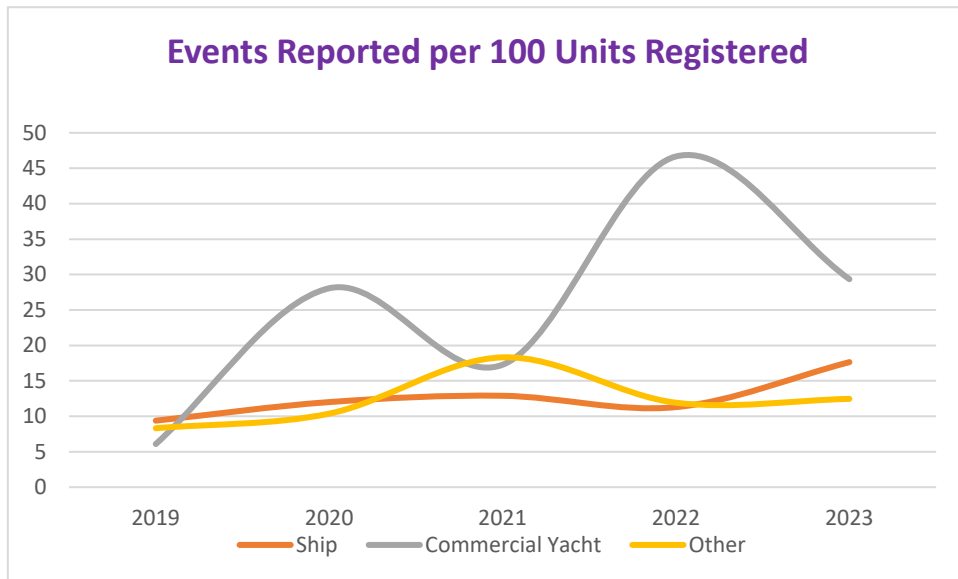
Accidents and Incidents Reported to MACI 2023



By Vessel Type

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

Vessel Type	2019	2020	2021	2022	2023	
	Per 100 units	Per 100 units	Per 100 units	Per 100 units	Events	Per 100 units
Ship	9.39	12.01	12.90	11.30	21	17.65
Commercial Yacht	6.09	28.07	17.28	46.67 <sup>2</sup>	86	29.35
Other	8.32	10.38	18.32	11.92	131	12.46



<sup>2</sup> During 2022, a number of “commercial yachts” left the Flag as a consequence of sanctions imposed on Russia following the invasion of Ukraine. The “per 100” figures were calculated on “year end” fleet statistics making the figure for 2022 artificially high.

## Accidents and Incidents Reported to MACI 2023

### Severity of Events<sup>3</sup>.

The severity of each event was ranked into one of three criteria, as follows –

Severity	2019	2020	2021	2022	2023	Change
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	1	0	0	1	+1
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:	46	97	115	123	160	+37
Less serious accidents, incidents and other events:	60	75	64	67	85	+18

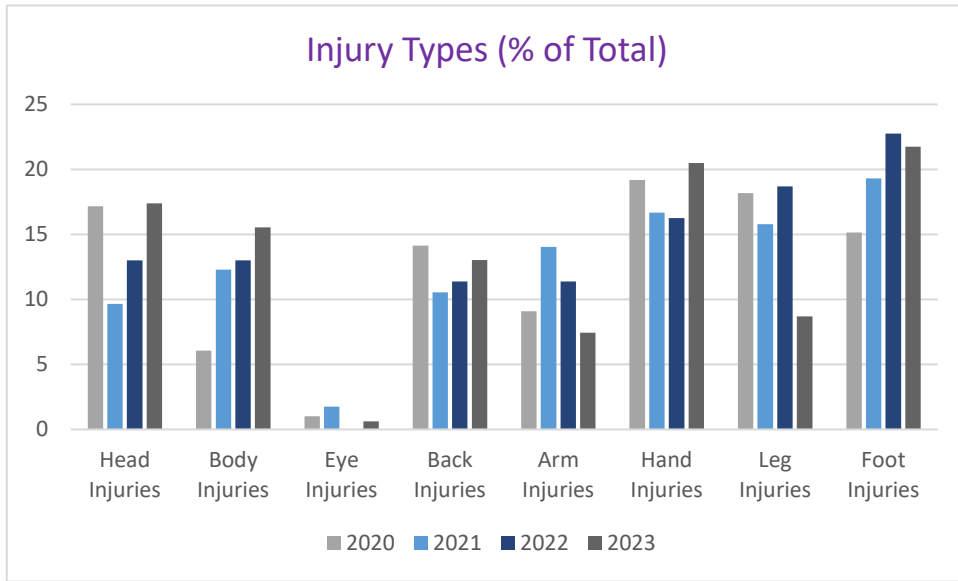
### Personal Injuries Sustained

#### Type of Injury Sustained

Type of Injury	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Head Injuries	Not recorded		17	17.17	11	9.65	16	13.01	28	17.39
Body Injuries	Not recorded		6	6.06	14	12.28	8	13.01	25	15.53
Eye Injuries	Not recorded		1	1.01	2	1.75	0	0.00	1	0.62
Back Injuries	Not recorded		14	14.14	12	10.53	14	11.38	21	13.04
Arm Injuries	Not recorded		9	9.09	16	14.04	14	11.38	12	7.45
Hand Injuries	Not recorded		19	19.19	19	16.67	20	16.26	33	20.50
Leg Injuries	Not recorded		18	18.18	18	15.79	23	18.70	14	8.70
Foot Injuries	Not recorded		15	15.15	22	19.30	28	22.76	35	21.74
<b>Total</b>	-	-	<b>99</b>	<b>100%</b>	<b>114</b>	<b>100%</b>	<b>126</b>	<b>100%</b>	<b>161</b>	<b>100%</b>

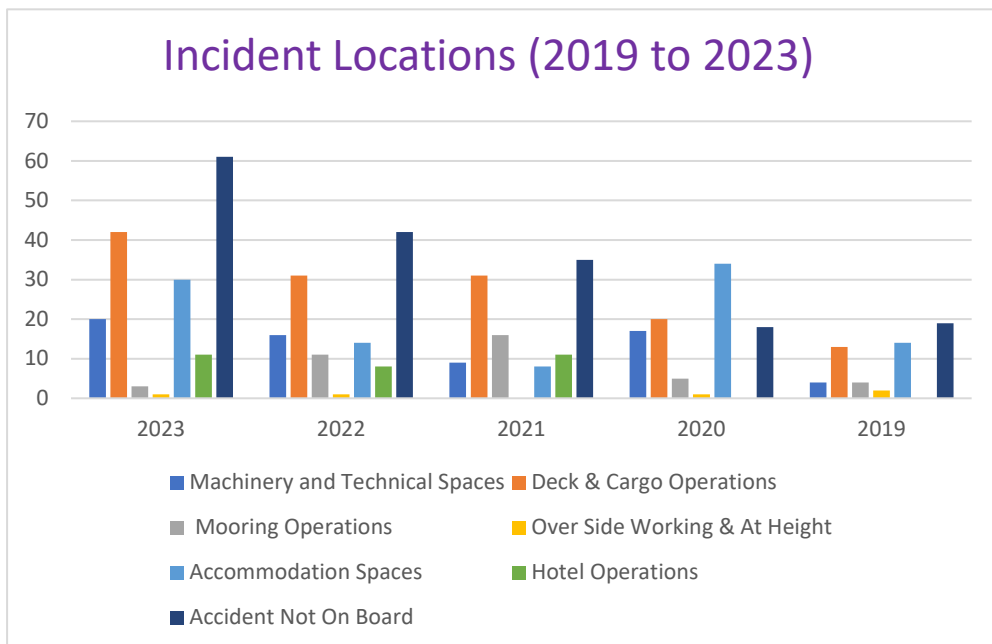
<sup>3</sup> In relation to merchant ships, commercial yachts and other vessels subject to the IMO Casualty Investigation Code.

## Accidents and Incidents Reported to MACI 2023



### Location On Board

Location On Board	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Machinery & Technical Spaces	4	7.14%	17	17.89%	9	8.18%	16	13.01%	<b>20</b>	<b>11.90%</b>
Deck and Cargo Operations	13	23.21%	20	21.05%	31	28.18%	31	25.20%	<b>42</b>	<b>25.00%</b>
Mooring operations	4	7.14%	5	5.26%	16	14.55%	11	8.94%	<b>3</b>	<b>1.79%</b>
Overside & Working at Height	2	3.57%	1	1.05%	0	0.00%	1	0.81%	<b>1</b>	<b>0.60%</b>
Accommodation Spaces	14	25.00%	34	35.79%	8	7.27%	14	11.38%	<b>30</b>	<b>17.86%</b>
Hotel Operations	Not Recorded	0.00%	Not Recorded	0.00%	11	10.00%	8	6.50%	<b>11</b>	<b>6.55%</b>
Accident Not On Board	19	33.93%	18	18.95%	35	31.82%	42	34.15%	<b>61</b>	<b>36.31%</b>





## Mortality for seafarers and others on board

During 2023, 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;

**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 (2021 Revision).

In 2023, the **eight** seafarer deaths reported to MACI can be categorized as follows –

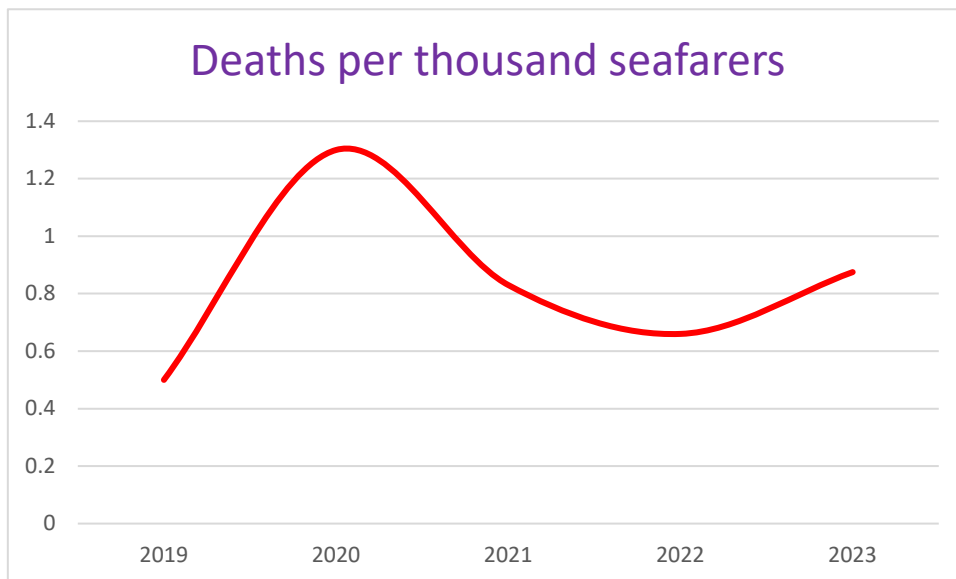
Acute Natural Causes	<b>2</b>	(2022 – 3)
Chronic Natural Causes	<b>0</b>	(2022 – 1)
Lost at Sea	<b>0</b>	(2022 – 0)
Occupational Accident	<b>1</b>	(2022 – 0)
Suspected Suicide	<b>2</b>	(2022 – 1)
Death Ashore	<b>3</b>	(2022 – 0)
Other	<b>0</b>	(2022 – 0)
Unknown	<b>0</b>	(2022 – 0)

The Occupational Accident relates to a seafarer who fell to his death on board a merchant ship undergoing maintenance in a shipyard. This accident is being investigated by the UK Marine Accident Investigation Branch (MAIB). The MAIB report of the investigation will be published on [www.cishipping.com](http://www.cishipping.com) on completion of the investigation.

In addition to the **eight** seafarers listed above, **one** 78-year-old passenger died on board a Cayman Islands yacht due to a serious chronic health condition during 2023.

## Accidents and Incidents Reported to MACI 2023

It is estimated that approximately **8,000** seafarers are serving on Cayman Islands ships at any time. With **eight** seafarer deaths recorded in 2023, this equates to **0.875** deaths per thousand seafarers. This is a slight increase from **0.66** deaths per thousand seafarers in 2022.



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.

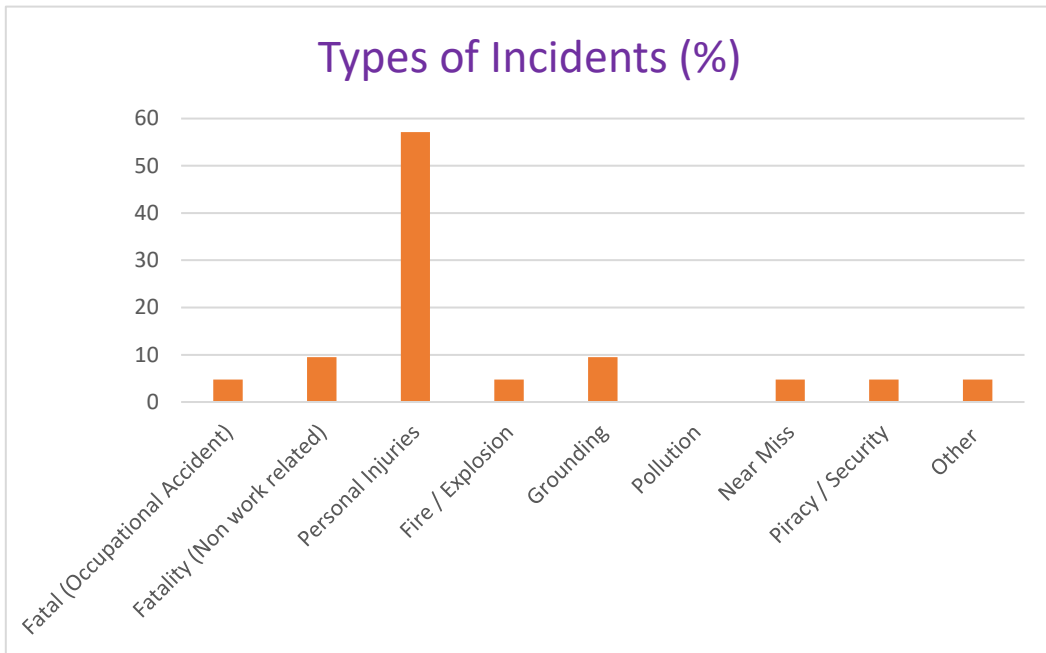
## Part II – Merchant Ships

### Overview

A total of **21** incidents on board merchant ships were reported to MACI during 2023.

### Type of event (Merchant Ships)

Type	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Fatal (Occupational Accident)									1	4.76
Fatality (Non work related)									2	9.52
Personal Injuries									12	57.14
Fire / Explosion									1	4.76
Grounding									2	9.52
Pollution									0	0.00
Near Miss									1	4.76
Piracy / Security									1	4.76
Other									1	4.76
<b>Total</b>									<b>21</b>	<b>100</b>



## Accidents and Incidents Reported to MACI 2023

### Severity of Events (Merchant Ships)

The severity of each event was ranked into one of three criteria, as follows –

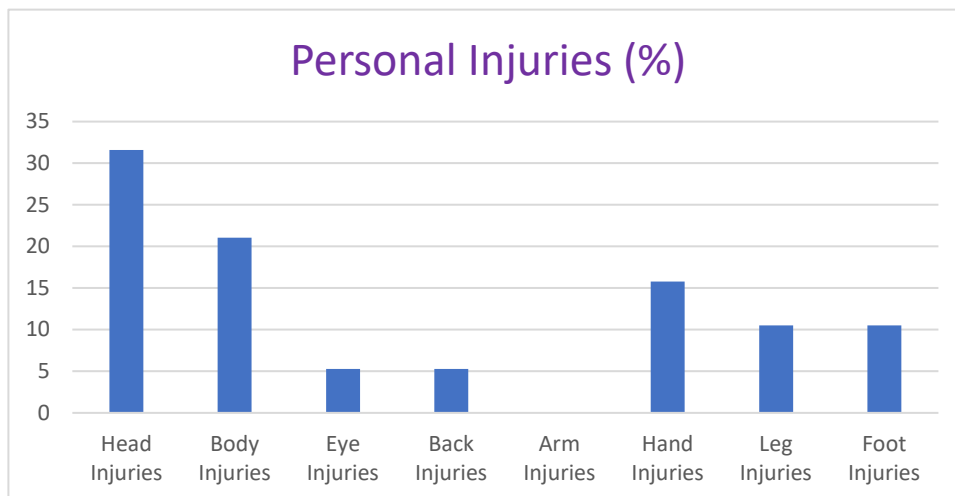
Severity	2019 <sup>4</sup>	2020	2021	2022	2023	Change
Where the event resulted in the loss of life on board, the total loss of the vessel or caused severe damage to the environment:	N/A	N/A	N/A	N/A	1	+1
Events resulting in an injury resulting in incapacitation where the person is unable to function normally for more than 72 hours, or resulting in major damage to the vessel, or damage to the environment:	N/A	N/A	N/A	N/A	12	N/A
Less serious accidents, incidents and other events:	N/A	N/A	N/A	N/A	8	N/A

This represents an incident rate of one reported incident per **17.65** merchant ships registered in 2023.

### Personal Injuries Sustained

Type of Injury Sustained (Merchant Ships)

Type of Injury	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Head Injuries									6	31.57
Body Injuries									4	21.05
Eye Injuries									1	5.26
Back Injuries									1	5.26
Arm Injuries									0	0.00
Hand Injuries									3	15.78
Leg Injuries									2	10.52
Foot Injuries									2	10.52
<b>Total</b>									<b>19<sup>5</sup></b>	<b>100</b>



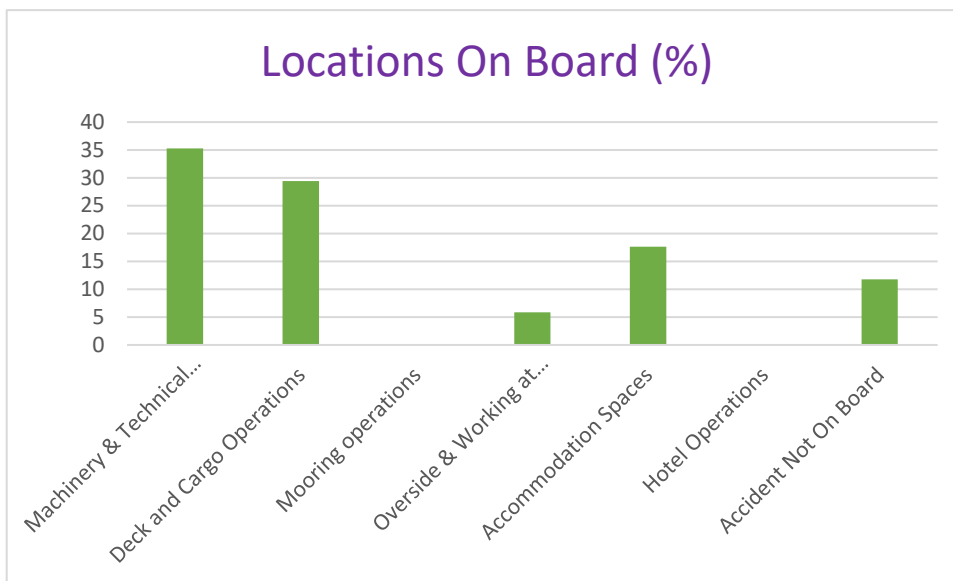
<sup>4</sup> No detailed analysis was performed for individual ship types between 2019 and 2022.

<sup>5</sup> One incident resulted in more than one injury to more than one seafarer.

## Accidents and Incidents Reported to MACI 2023

### Locations on board (Merchant Ships)

Location On Board	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Machinery & Technical Spaces									6	35.29
Deck and Cargo Operations									5	29.41
Mooring operations									0	0.00
Overside & Working at Height									1	5.88
Accommodation Spaces									3	17.65
Hotel Operations									0	0.00
Accident Not On Board									2	11.76
<b>Total</b>									<b>17<sup>6</sup></b>	<b>100</b>



### Mortality of Seafarers

During 2023, **three** seafarers serving on Cayman Islands merchant ships lost their lives. Suicide was suspected in respect of two seafarer deaths. The remaining seafarer died as a result of an occupational accident. This incident is being investigated by the UK Marine Accident Investigation Branch.

<sup>6</sup> One incident resulted in injuries to more than one seafarer.

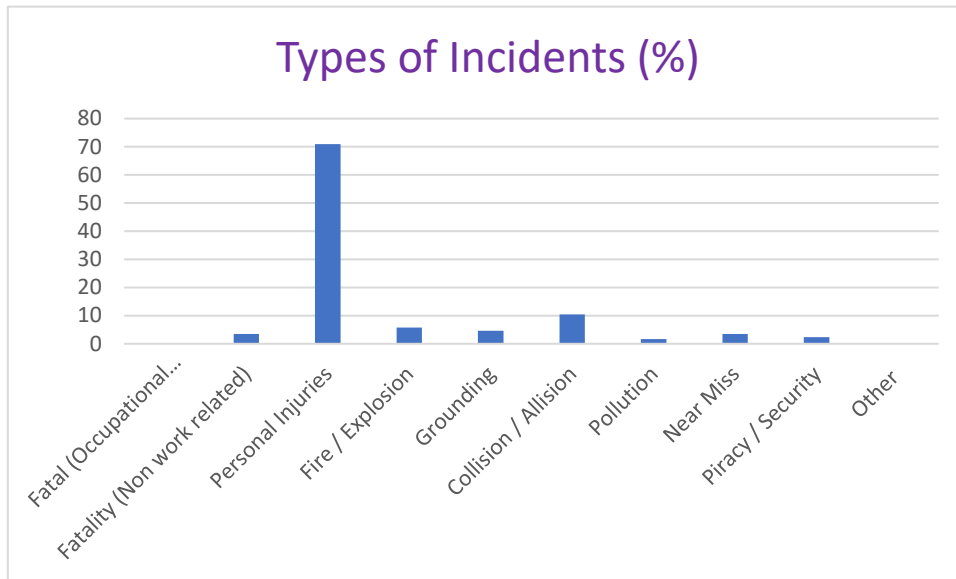
## Part III – Commercial Yachts

### Overview

A total of **86** incidents on board commercial yachts were reported to MACI during 2023.

### Type of event

Type	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Fatal (Occupational Accident)									0	0.00
Fatality (Non work related)									3	3.49
Personal Injuries									61	70.93
Fire / Explosion									5	5.81
Grounding									4	4.65
Collision / Allision									9	10.47
Pollution									1	1.62
Near Miss									3	3.49
Piracy / Security									2	2.36
Other									0	0.00
<b>Total</b>									<b>86</b>	<b>100</b>



This represents an incident rate of one reported incident per **3.40** commercial yachts registered in 2023.

## Accidents and Incidents Reported to MACI 2023

### Severity of Events

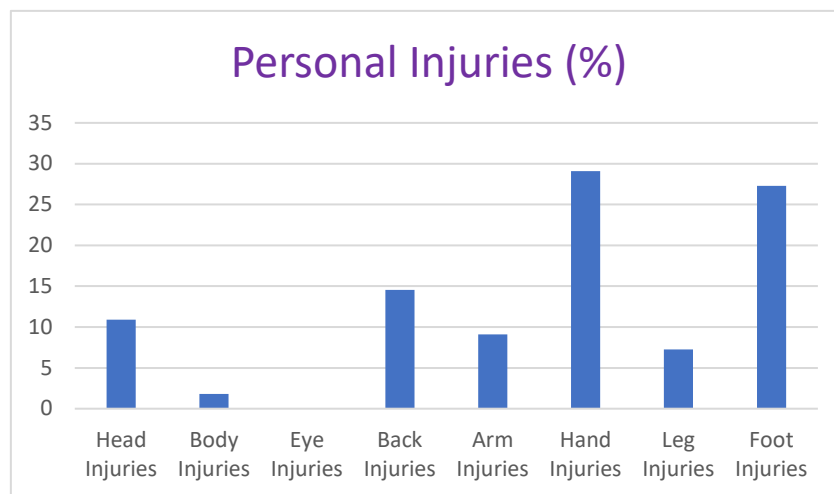
The severity of each event was ranked into one of three criteria, as follows –

Severity	2019 <sup>7</sup>	2020	2021	2022	2023 Change	
Where the event resulted in the loss of life on board, the total loss of the vessel or caused severe damage to the environment:	N/A	N/A	N/A	N/A	0	N/A
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:	N/A	N/A	N/A	N/A	61	N/A
Less serious accidents, incidents and other events:	N/A	N/A	N/A	N/A	25	N/A

### Personal Injuries Sustained

#### Type of Injury Sustained

Type of Injury	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Head Injuries									6	10.91
Body Injuries									1	1.82
Eye Injuries									0	0.00
Back Injuries									8	14.55
Arm Injuries									5	9.10
Hand Injuries									16	29.10
Leg Injuries									4	7.27
Foot Injuries									15	27.27
<b>Total</b>									<b>55</b>	<b>100</b>

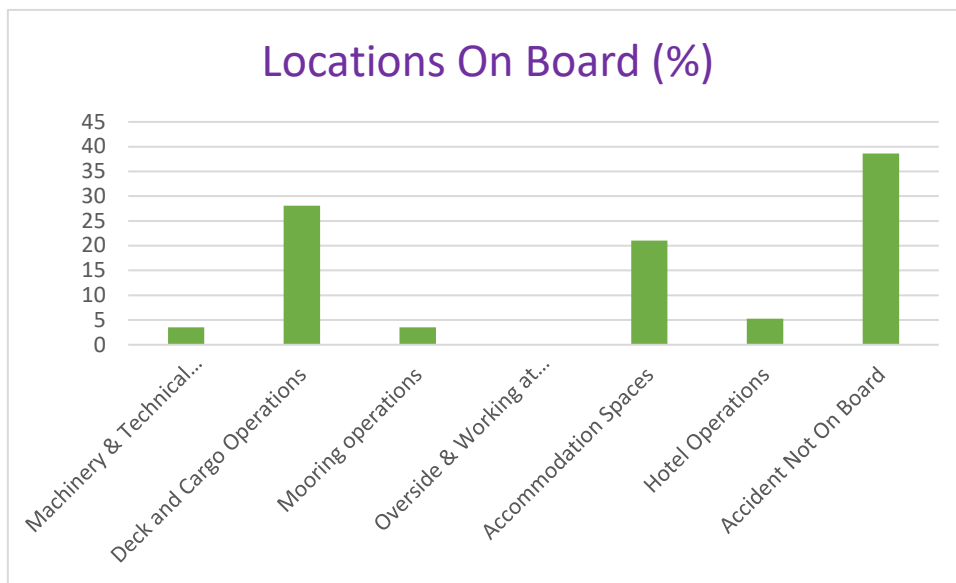


<sup>7</sup> No detailed analysis was performed for individual ship types between 2019 and 2022.

## Accidents and Incidents Reported to MACI 2023

### Locations on board (Commercial Yachts)

Location On Board	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Machinery & Technical Spaces									2	3.51
Deck and Cargo Operations									16	28.07
Mooring operations									2	3.51
Overside & Working at Height									0	0.00
Accommodation Spaces									12	21.05
Hotel Operations									3	5.26
Accident Not On Board									22	38.60
<b>Total</b>									<b>57<sup>8</sup></b>	<b>100</b>



### Mortality of Seafarers

During 2023, **three** seafarers serving on Cayman Islands commercial yachts lost their lives. One seafarer died following a heart attack on board and two seafarers died in fatal accidents not on board the yacht.

<sup>8</sup> Includes three non work related fatalities, two of which were not on board the yacht.



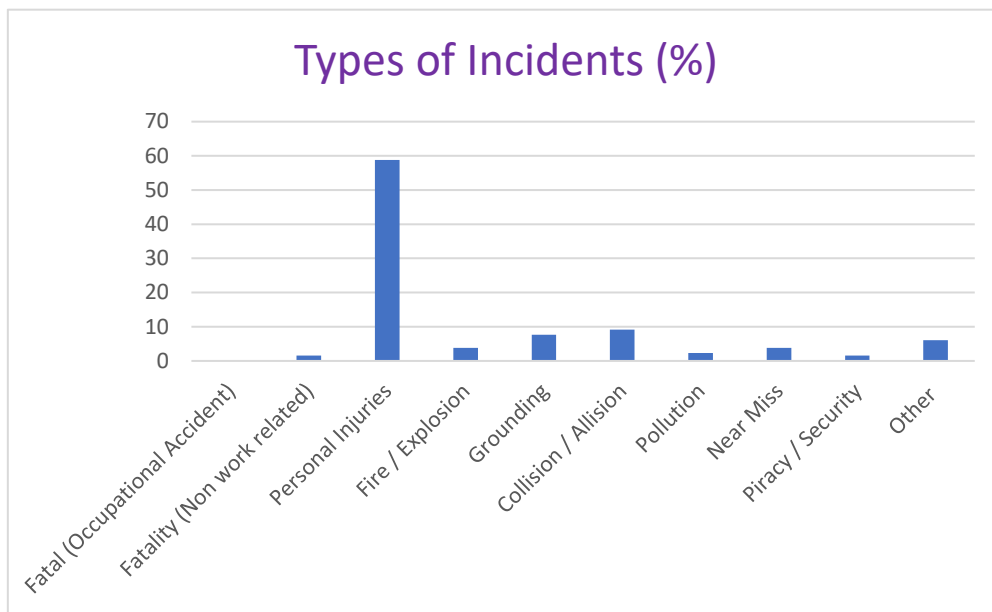
## Part IV – Other Vessels

### Overview

A total of **132** incidents on board other vessels were reported to MACI during 2023.

### Type of event

Type	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Fatal (Occupational Accident)									0	0.00
Fatality (Non work related)									3	3.03
Personal Injuries									77	58.78
Fire / Explosion									5	3.82
Grounding									10	7.63
Collision / Allision									12	9.16
Pollution									3	2.29
Near Miss									5	3.81
Piracy / Security									2	1.53
Other									8	6.10
<b>Total</b>									<b>132</b>	<b>100</b>



## Accidents and Incidents Reported to MACI 2023

### Severity of Events

The severity of each event was ranked into one of three criteria, as follows –

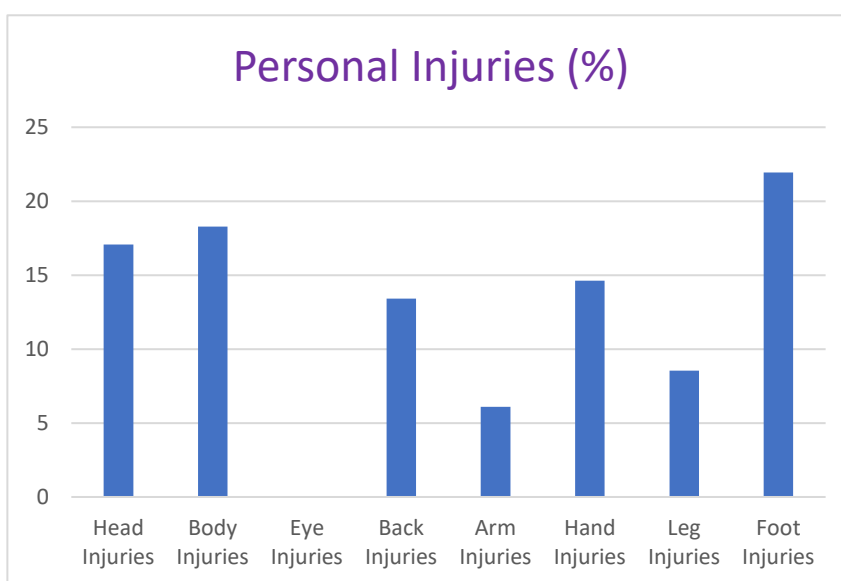
Severity	2019 <sup>9</sup>	2020	2021	2022	2023	
						Change
Where the event resulted in the loss of life on board, the total loss of the vessel or caused severe damage to the environment:	N/A	N/A	N/A	N/A	0	N/A
Events resulting in an injury resulting in incapacitation where the person is unable to function normally for more than 72 hours, or resulting in major damage to the vessel, or damage to the environment:	N/A	N/A	N/A	N/A	87	N/A
Less serious accidents, incidents and other events:	N/A	N/A	N/A	N/A	44	N/A

This represents an incident rate of one incident per **8.02** other vessels registered in 2023.

### Personal Injuries Sustained

#### Type of Injury Sustained

Type of Injury	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Head Injuries									14	17.07
Body Injuries									15	18.29
Eye Injuries									0	0.00
Back Injuries									11	13.41
Arm Injuries									5	6.10
Hand Injuries									12	14.63
Leg Injuries									7	8.54
Foot Injuries									18	21.95
<b>Total</b>									<b>82</b>	<b>100%</b>

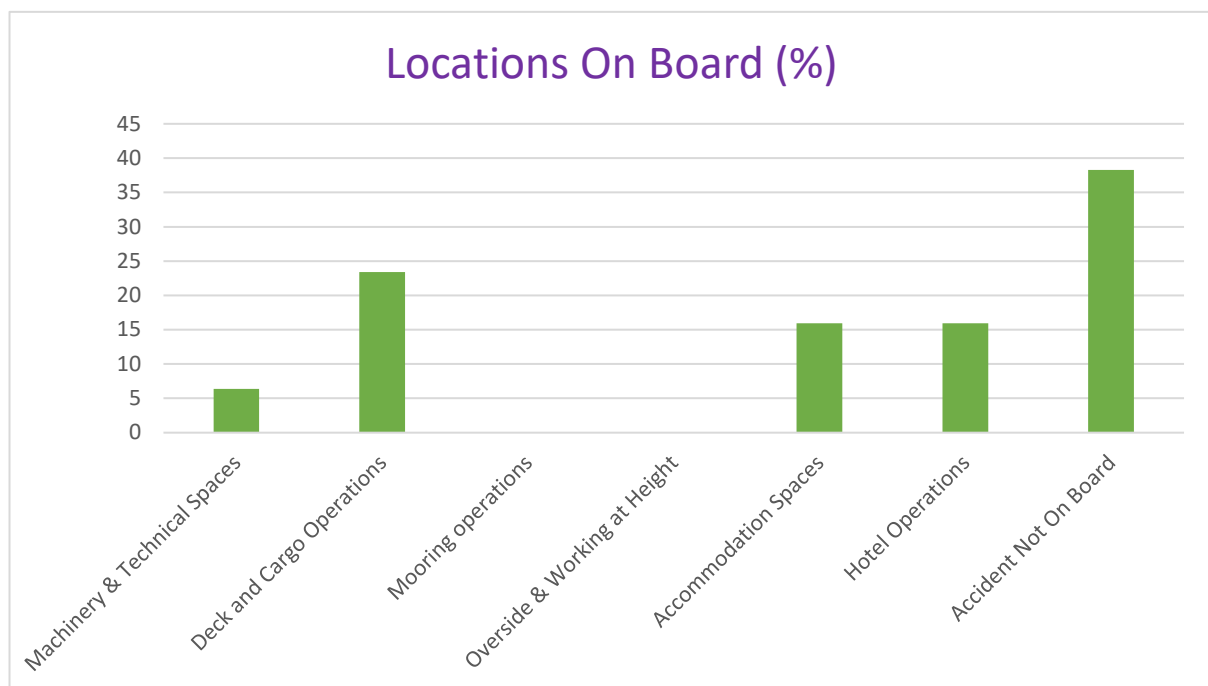


<sup>9</sup> No detailed analysis was performed for individual ship types between 2019 and 2022.

## Accidents and Incidents Reported to MACI 2023

### Locations on board (Other Vessels)

Location On Board	2019		2020		2021		2022		2023	
	Num	%	Num	%	Num	%	Num	%	Num	%
Machinery & Technical Spaces									6	6.38
Deck and Cargo Operations									22	23.40
Mooring operations									0	0.00
Overside & Working at Height									0	0.00
Accommodation Spaces									15	15.96
Hotel Operations									15	15.96
Accident Not On Board									36	38.30
<b>Total</b>									<b>94<sup>10</sup></b>	<b>100</b>



### Mortality of Seafarers

During 2023, **two** seafarers serving on Cayman Islands commercial yachts lost their lives. One seafarer died following a heart attack ashore and another died in an accident ashore.

<sup>10</sup> Includes two non work related fatalities.

## Part VI – Safety Issues and Observations

### Safety Flyers issued in 2023

### Incidents on Gangways, Passarelles and Accommodation Ladders

**Cayman Maritime** MARITIME AUTHORITY OF THE CAYMAN ISLANDS

**FLYER TO THE YACHTING INDUSTRY (01/2023)**  
Incidents on Gangways, Passarelles and Accommodation Ladders.

Over recent years, a number of incidents have been reported to the Maritime Authority of the Cayman Islands (MACI) involving persons being held falling on gangways, passarelles and accommodation ladders. Most of these incidents involved a means of access to the deck which was not provided with intermediate railings or other means to prevent a person falling, outside of the gangway or passarelle.



*(Examples of unsafe gangways without intermediate railings)*

To prevent further accidents, the RYC Yacht Code was amended in December 2020 to require gangways, passarelles and accommodation ladders to be provided with protective system falling overboard as follows –

“Such access or handholds shall be provided on both sides and shall comply with one of the following options:

(a) Where handholds are provided these shall be supported by structures at intervals of not more than 220mm. Intermediate rails or strops shall also be provided. The spacing between the two systems of an intermediate rail system shall not exceed 110mm. The other system shall be not more than 50mm or

(b) Intermediate rails and no handholds (which may be partially or fully) are to be provided in accordance with ISO 786:2012 (Figure 1 – General arrangement of a complete type)”.

Falling system which was unsecured before the entry into force of this amendment were required to comply with the new requirements not later than the first annual survey of the yacht after the entry into force of the amendment.

Despite these amendments coming into force with 2021, MACI has recently received notification of a similar incident occurring on a yacht gangway without intermediate handholds.

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### The Importance of Proper Planning, Execution and Monitoring of All Voyages

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**FLYER TO THE YACHTING INDUSTRY (02/2023)**  
The Importance of Proper Planning, Execution and Monitoring of All Voyages.

Over the last few years, investigations into various incidents on Cayman Island Flagged vessels, especially with respect to groundings/stranding, have revealed a lack of proper voyage planning as one of the main contributory causes.

The main requirements for vessels to conduct voyage planning are contained in the Cayman Islands Merchant Shipping Act (CML) (Revision) with the following sections being the most pertinent –

**Section 118 (General), Section 171 (Application of Safety Convention and execution thereof) and Section 188 (Offences (involving endangering safe navigation, threats and ancillary offences)).**

Essentially, these apply the requirements of the Standards of Certification and Manninging (SIL) (S) II and II-2 Levels plus Section A-VIII-2 “Plan, prepare, arrangement and provide a voyage plan”, as well as the requirement of Safety of Life at Sea Convention (SOLAS) chapter V regulations 27, 28 & 34 which apply to all vessels on all voyages.

The equipment for proper planning and execution of voyages applies equally well to those vessels fitted with Electronic Chart Display and Information System (ECDIS) as to those not so equipped. It is imperative that the design and quality of the charting data being utilized is taken into consideration when determining appropriate safety margins. Vessel characteristics and the likely environmental conditions need also to be taken fully into account. It is also important that complexity is not allowed to set in when conducting numerous voyages over the same route and that procedures ensure appropriate reviews are conducted.

The four key elements of proper voyage planning are widely recognized as –

- Aggregating all relevant information;
- Planning the intended voyage;
- Executing the plan taking account of prevailing conditions; and
- Monitoring the vessel’s progress against the plan continuously.

There are numerous publications available which give more details of best practice in achieving effective voyage planning.

It is important that all members of the bridge team are fully aware of the passage plan; this includes the pilot when on board. This should ensure safe execution of the passage with appropriate levels of oversight and monitoring.

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### Use of synthetic cordage and falls including “man riding” applications

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**FLYER TO THE YACHTING INDUSTRY (04/2023)**  
Use of synthetic cordage and falls including “man riding” applications

In recent years, a number of incidents have been reported to the Cayman Islands Shipping Registry (CISR) involving the degradation or failure of synthetic falls and ropes.

One incident resulted in a crew member being seriously injured. CISR undertook a technical investigation of this synthetic rope lifting bridle failure.

**Summary of events:**

A tender with two crew onboard was being recovered in the forward deck of a large yacht at anchor. While the tender was being lifted, the forward part of the lifting bridle failed, causing the bow of the tender to fall to the water.

The lifting bridle was made up of three synthetic rope “legs” attached to a spreader bar, and to the tender at a single point on the bow and two points at the stern. The date of manufacture of the bridle could not be determined.

The two crew, who were secured to the lifting bridle above the lifting bridle by means of harnesses and fall arrestors, were left suspended alongside the tender. Following the failure of the lifting bridle, the crew members were struck by the upper sections of the tender’s single outboard engine. One crew member sustained minor injuries, while the other required evacuation by helicopter to nearby medical facilities.

On examination it was found that the forward leg of the 3-leg lifting bridle had parted roughly at its midpoint.

**Safety Issues:**

**Proper design of lifting bridles:** The design of lifting bridles should be carefully considered by a competent person. Due to the geometry of a lifting bridle, the results loads in each leg can vary considerably and it is possible to have a total tensile load in all legs that is greater than the actual load being lifted.

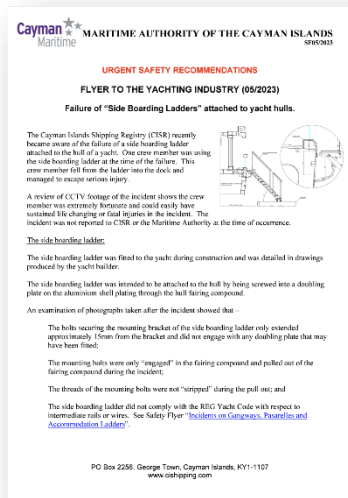
**Synthetic cordage: Supply, maintenance & inspection, replacement:** Synthetic cordage should be sourced from a reputable supplier. The used load and breaking strain should be documented by

\* Not all Safety Issues or Risk Factors were contributory factors in the incident described.

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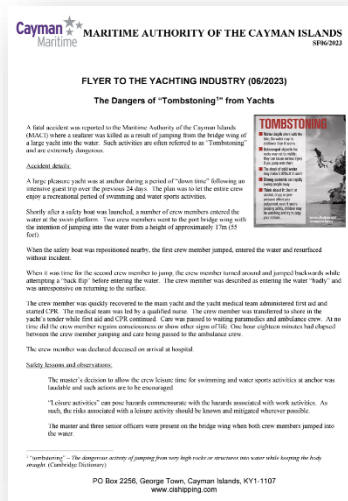
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## Failure of “Side Boarding Ladders” attached to yacht hulls



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## The Dangers of “Tombstoning” from Yachts



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## Safety Observations

### Reporting

Since Summary Reports were first published for the year 2019, MACI has seen an increase in the quantity of reports being submitted each year. The greatest increase in reporting has been from commercial yachts (one report for every 3.04 commercial yacht during 2023). This does not mean there have been more accidents and incidents on commercial yachts, rather it suggests a greater awareness of reporting requirements and greater engagement by this sector of the industry.

Merchant ships have a much lower reporting rate than commercial yachts (one report for every 17.65 merchant ships during 2023). Merchant ships are heavily regulated by charterers, class societies, port state control, flag states and ship vetting services. Requirements for personal protective equipment (PPE) and safe systems of work are applied and enforced. All of these measures will tend to reduce the number of accidents and incidents on board. There is a lower level of reporting the “the more minor” personal injuries, even when they meet the IMO threshold of “unable to perform normal duties for 72 hours or more” when compared to commercial yachts and other vessels.

Reporting on other vessels is lower than for commercial yachts (one report for every 8.02 other vessel during 2023). As many other vessels are purely in private use and are unclassified and uncertified, the lower reporting rate may be due to a lack of awareness of reporting requirements.

### Accidents which could have been prevented or reduced in severity

The largest proportion of personal injuries on commercial yachts and other vessels are injuries to hands and feet. Many of these injuries are career ending or life changing. When following up on initial reports, many of these injuries were sustained when inappropriate or no PPE was being used.

PPE such as safety footwear, eye protection and cut resistant gloves are available in styles that are compatible with the “yacht aesthetic”. The supply and use of appropriate PPE is mandatory<sup>11</sup> on vessels subject to the Maritime Labour Convention.

### Accidents occurring when not on board

As in previous years, the largest percentage of personal injuries sustained occurred when the seafarer was ashore. A total of sixty one (**61**) seafarers were injured while not on board during 2023. Four of these incidents resulted in seafarers losing their lives.

Excessive alcohol consumption or other intoxication was considered a factor in many of the accidents ashore.

Seafarers should be given every reasonable opportunity to go ashore for recreational and social activities, but it is important to recognise that risks exist ashore that are comparable to those when working and living on board.

### “Fault of Navigation”

In 2023 MACI published a Safety Flyer reminding seafarers of the importance of proper voyage planning, monitoring and execution. During 2023, MACI received fifteen (**15**) reports of grounding, none of which originated from merchant ships. Navigation and voyage planning on commercial yachts and other vessels should be carefully considered to take into account the quality of survey data for the entire voyage. Yachts often operate in areas with low traffic density and when only poor or possibly outdated survey data is available.

Twelve (**12**) reports of vessels being involved in allisions were received during 2023. Only one report was received from a merchant ship.

### Other incidents

During 2023 there was a noticeable increase in reports of towed tenders being lost to swamping or failure of the tow line. When towing a tender in open water it is important to take actual and forecast weather conditions into account when planning the tow.

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<sup>11</sup> [The Merchant Shipping \(Maritime Labour Convention\) \(Health and Safety\) Regulations, 2014](#)

Two yachts suffered damage to electronic and navigational equipment following lightning strikes.

Twelve **(12)** fires were reported during 2023, all were minor in nature and **none** involved lithium-ion batteries. However, there was a “near miss” report of a lithium-ion battery being found to be “warm to the touch”. The battery box was removed to the open deck, placed on a fire blanket and the temperature was monitored for 24hrs. As the battery continued to self-heat, the decision was taken to jettison the battery in a water depth of 4,000m.

### Limitations

This report is a presentation of raw data with limited analysis. The sample sizes are 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 2019 to 2023. With only five years to compare, inferring any trends should be treated with caution. These reports now follow a “five-year rolling” reporting. 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](http://www.cishipping.com).

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, does not automatically correlate to an increase in the number of incidents occurring. Reporting of all incidents is both encouraged and extremely valuable in determining potential safety lessons. “If in doubt, report it.”

### Reporting Accidents and 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](mailto:reporting@cishipping.com);

Via our website: Please click <https://www.cishipping.com/poli-cy-advice/casualtyinvestigations/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 Shipping Notice 02/2015.

**Maritime Authority of the Cayman Islands**  
**January 2024**