

INCIDENT FORM

REPORT OF INCIDENT OR NEAR MISS DURING PILOTAGE

Date Country Port
Name of Ship
Company
Nationality of Pilot
Name of Pilot

Type of incident (✓)

<input type="checkbox"/> Collision	<input type="checkbox"/> Grounding
<input type="checkbox"/> Damage to property (FFO)	<input type="checkbox"/> Pollution
<input type="checkbox"/> Non-Contact damage	<input type="checkbox"/> General Average
<input type="checkbox"/> Fatality	<input type="checkbox"/> Salvage
<input type="checkbox"/> Other <input type="text"/>	

Additional Information

Near Miss (✓)

Near Miss consequences if a casualty had occurred

Contributory Factors (✓)

<input type="checkbox"/> Approach Speed	<input type="checkbox"/> Weather
<input type="checkbox"/> Tide	<input type="checkbox"/> Equipment / Machinery
<input type="checkbox"/> Tugs	<input type="checkbox"/> Communication
<input type="checkbox"/> Voyage Planning	<input type="checkbox"/> VTS
<input type="checkbox"/> Point of Embarkation	<input type="checkbox"/> Pilot Services
<input type="checkbox"/> Other <input type="text"/>	

Additional Information

Master's Signature

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INSTRUCTIONS FOR COMPLETION

North of England's "Report of incident or near miss during pilotage" is a loss prevention document designed to gather information that can be used to update the International Group's database of pilotage related incidents and also provide sufficient detail to assist with the development of loss prevention training material by the Association.

Designed as a quick "tick box tool" this report can be completed by the ship's master when an incident or near miss occurs whilst the services of a pilot are employed.

In 2006 the International Group of P&I Clubs, Pilotage Sub-committee published a report based on pooled information on pilot error related claims over US\$100,000 for years 1999 to 2004.

A total of 260 claims over US\$100,000 were reported in the following categories:

Collisions	Groundings	General Average
Pollution	Non-Contact damage	Salvage
Fatalities	Damage to property (FFO)	

Although the data used to compile the report gave a very good indication of the number and cost of incidents experienced by the members of the International Group, the committee determined there was insufficient detail on the contributory factors to develop loss prevention initiatives.

A list of contributory factors identified by the sub-committee to assist in this process included:

- Excessive approach speed
- Weather conditions
- Tidal conditions
- Equipment or machinery failure
- Use of tugs
- Communication

This list is by no means exhaustive and space has been provided on the report for the insertion of additional comments by the ship's master.

Laminated copies of the report form are available from the club's loss prevention department and electronic copies can be downloaded from the club website at www.nepia.com

The sole purpose of this report is the collation of statistical data on incidents that occur during pilotage to assist with the development of loss prevention initiatives. No specific information will be disclosed to third parties without prior consent.

The purpose of the Association's loss prevention facility is to provide a source of information which is additional to that available to the maritime industry from regulatory, advisory and consultative organisations.

Whilst care is taken to ensure the accuracy of any information made available (whether orally or in writing and whether in the nature of guidance, advice, or direction) no warranty of accuracy is given and users of that information are expected to satisfy themselves that the information is relevant and suitable for the purposes to which it is applied.

In no circumstances whatsoever shall the Association be liable to any person whatsoever for any loss or damage whensoever or howsoever arising out of or in connection with the supply (including negligent supply) or use of information.

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