**LEGAL NOTICE NO……..**

**MERCHANT SHIPPING ACT**
**(*Cap. 389*)**

**MERCHANT SHIPPING (MARINE CASUALTY INVESTIGATION) REGULATIONS, 2025**

*ARRANGEMENT OF THE REGULATIONS*


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|---|
| **PART I—PRELIMINARY** |
| 1— Citation. |
| 2— Interpretation. |
| 3— Object of the Regulations. |
| 4— Application. |
| **PART II—MARINE CASUALTY AND INCIDENT INVERSTIGATION** |
| 5— Marine casualty and marine incident. |
| 6— Duty to report. |
| 7— Power to investigate marine casualty and marine incidents. |
| 8— Conduct of investigations. |
| **PART III—MARINE SAFETY INVESTIGATION** |
| 9— Board of investigations. |
| 10— Notification. |
| 11— Powers of the Board. |
| 12— Conduct of marine safety investigations. |
| 13— Evidence collection and preservation. |
| 14— Cooperation with substantially interested States. |
| 15— Disclosure of information. |
| 16— Marine safety investigation report. |
| **PART IV—MISCELLANEOUS PROVISIONS** |
| 17— Revocation. |
| 18— Saving. |
| **FIRST SCHEDULE —** Marine Casualty Report Form. |
| **SECOND SCHEDULE —** Marine Safety Investigation Report |
| |

**THE MERCHANT SHIPPING ACT**
**(*Cap. 389*)**

**IN EXERCISE** of the powers conferred by section 8(2)(e) of the Merchant Shipping Act, the Cabinet Secretary for Mining, Blue Economy and Maritime Affairs makes the following Regulations—

# THE MERCHANT SHIPPING (MARINE CASUALTY INVESTIGATION) REGULATIONS, 2025

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| **PART I—PRELIMINARY** | |
| | |
| Citation. | **1.** These Regulations may be cited as the Merchant Shipping (Marine Casualty Investigation) Regulations, 2025. |
| | |
| Interpretation. | **2.** (1) In these Regulations, unless the context otherwise requires— |
| | |
| *Cap. 389.* | "Act" means the Merchant Shipping Act; |
| | |
| *Cap. 370.* | "Authority" means the Kenya Maritime Authority established under the Kenya Maritime Authority Act; |
| | |
| | "Board" means a Board appointed by the Cabinet Secretary to conduct marine safety investigation pursuant to section 421(2) of the Act; |
| | |
| | "causal factor" means actions, omissions, events or conditions, without which— |
| | |
| | (a) the marine casualty or marine incident would not have occurred; or |
| | |
| | (b) adverse consequences associated with the marine casualty or marine incident would probably not have occurred or have been as serious; |
| | |
| | (c) another action, omission, event or condition, associated with an outcome in (a) or (b), would probably not have occurred; |
| | |
| | "Director-General" means the Director-General of the Kenya Maritime Authority; |
| | |
| | "marine casualty" means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship— |
| | |
| | (a) the death of, or serious injury to, a person; |
| | |
| | (b) the loss of a person from a ship; |
| | |
| | (c) the loss, presumed loss or abandonment of a ship; |

| | |
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| | |
| | (d) material damage to a ship; |
| | |
| | (e) the stranding or disabling of a ship, or the involvement of a ship in a collision; |
| | |
| | (f) material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or |
| | |
| | (g) severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships; |
| | |
| | "marine incident" means an event, or sequence of events, other than a marine casualty, which has occurred directly in connection with the operations of a ship that endangered, or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment; |
| | |
| | "marine safety investigation" means an investigation or inquiry, into a marine casualty or marine incident, conducted with the objective of preventing marine casualties and marine incidents in the future. |
| | |
| | "material damage" in relation to a marine casualty means— |
| | |
| | (a) damage that: |
| | |
| | (i) significantly affects the structural integrity, performance or operational characteristics of marine infrastructure or a ship; and |
| | (ii) requires major repair or replacement of a major component or components; or |
| | |
| | (b) destruction of the marine infrastructure or ship; |
| | |
| | "serious injury" means an injury which is sustained by a person, resulting in incapacitation where the person is unable to function normally for more than 72 hours, commencing within seven days from the date when the injury was suffered; and |
| | |
| | "severe damage to the environment" means damage to the environment which produces a major deleterious effect upon the environment. |
| | |

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| | (2) For the purposes of these Regulations a "marine casualty or incident" does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment. |
| | |
| Object of the Regulations. | **3.** (1) The object of these Regulations is to provide a framework for the conduct of marine casualty and incidents and marine safety investigations. |
| | |
| | (2) A marine safety investigation shall be for the prevention of future incidents through the ascertainment of its causes and circumstances. |
| | |
| Application. | **4.** These Regulations shall apply to— |
| | |
| | (a) a Kenyan ship wherever it may be; and |
| | |
| | (b) foreign ships while in waters under Kenyan jurisdiction. |
| | |
| **PART II – MARINE CASUALTY AND INCIDENT INVESTIGATION** | |
| Marine casualty and marine incident. | **5.** The Director-General shall have power to carry out investigations into— |
| | (a) marine casualty consisting of an event or sequence of events which occurred directly in connection with the operations of a ship resulting in— |
| | |
| | (i) the death of, or serious injury to, a person; |
| | |
| | (ii) the loss of a person from a ship; |
| | |
| | (iii) the loss, presumed loss or abandonment of a ship; |
| | |
| | (iv) material damage to a ship; |
| | |
| | (v) the stranding or disabling of a ship, or the involvement of a ship in a collision; |
| | |
| | (vi) material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or |
| | |
| | (vii) severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships; or |
| | |
| | |
| | (b) marine incidents consisting of an event, or sequence of events, other than a marine casualty, which has occurred directly in connection with the operations of a ship that endangered, or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment. |
| | |

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| Duty to report. | **6.** (1) An owner or master shall immediately report to the Director General where— |
| | |
| | (a) a marine casualty; or |
| | |
| | (b) a marine incident; |
| | |
| | occurs. |
| | |
| | (2) The report in sub-regulation (1) shall be as set out in the First Schedule and include— |
| | |
| | (a) the name of ship and IMO, official or fishing vessel number; |
| | |
| | (b) the name and address of the owner; |
| | |
| | (c) the name of master, skipper or person in charge; |
| | |
| | (d) the date and time of the marine casualty or incident; |
| | |
| | (e) where from and where bound; |
| | |
| | (f) the latitude and longitude or geographical position in which the marine casualty or incident occurred; |
| | |
| | (g) the part of the ship where marine casualty or incident occurred if on board; |
| | |
| | (h) the weather conditions; |
| | |
| | (i) the name and port of registry of any other ship involved; |
| | |
| | (j) the number of people deceased or injured, together with their names, addresses and gender; |
| | |
| | (k) details of the marine casualty or incident, including, where known, the sequence of events leading to the marine casualty or incident, extent of damage and whether the marine casualty or incident caused pollution or a hazard to navigation; |
| | |
| | (l) the circumstances in which the marine casualty or incident, or damage occurred; |
| | |
| | (m) the probable cause of the marine casualty or incident, or damage; and |
| | |

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| | (n) if the ship is fitted with a voyage data recorder, the make and model of the recorder. |
| | |
| | (3) an owner or master commits an offence under section 217(4) of the Act for failure to report marine casualty or incident under sub-regulation (1) and (2). |
| | |
| Power to investigate marine casualty and marine incidents. | **7.** The Director General may on own initiative or following receipt of a report carry out— |
| | |
| | (a) preliminary investigations into any marine casualty to determine whether or not to recommend a marine safety investigation; or |
| | |
| | (b) marine casualty or marine incidents investigations other than marine safety investigations under Part III for purposes of enforcement. |
| | |
| Conduct of investigations. | **8.** (1) The conduct of investigations under this part shall be undertaken by Inspectors authorized by the Director General. |
| | |
| | (2) The investigations shall be impartial and objective and be undertaken in accordance with the provisions of section 413 of the Act. |
| | |
| | (3) The investigations under this part does not prevent the conduct of parallel investigations by other persons. |
| | |
| | (4) The inspector shall have— |
| | |
| | (a) free and unhindered access to the site of the marine casualty or incident as well as to the ship, its contents or its wreckage; and |
| | (b) free access to any relevant information or records held by the owner, the operator, the operator's maintenance contractors and sub-contractors, the hirer, the designer or the manufacturer of the vessel. |
| | |
| | (5) A record of evidence which may include recorded statements, medical reports, samples of articles, samples of substances, photographs, video or audio recordings, correspondence, records, entries, plans, data recordings, charts, logbooks, equipment among others shall be retained and preserved pending conclusion of the investigations. |
| | |
| | (6) a person who— |
| | |
| | (a) intentionally obstructs; |
| | (b) without reasonable excuse, fails to comply with a requirement imposed under section 411 of the Act or prevents another person from complying with such a requirement; |
| | |

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| | (c) makes a statement or signs a declaration knowing it to be false, or recklessly makes a statement or signs a declaration which is false; |
| | |
| | commits an offence under section 414 (1) of the Act. |
| | |
| | (6) Upon completion of the investigation, the inspector shall submit a final report of the findings to the Director General. |
| | |
| | (7) Where the Director-General, after investigations establishes that there has been a violation of the provision of the Act and Regulations the Director General shall— |
| | |
| | (a) require a person in default to take corrective action to comply with, and prevent further violation of the provisions of this Act; and |
| | |
| | (b) have power to take all steps reasonably necessary, including issuance of improvement and prohibition notice as provided for under sections 415 and 416 of the Act. |
| | |
| | (8) where the Director-General finds, after having required the person in default to take corrective action under sub- regulation (7) (a) such person has failed to take corrective action, the Director-General shall, consistent with the provisions of the Act impose the appropriate penalty for such violations. |
| | |
| | (9) The Director General may make available the findings of the investigations. |
| | |
| **PART III – MARINE SAFETY INVESTIGATION** | |
| | |
| Board investigations | **9.** (1) The Board established pursuant to Section 422(1) of the Act shall be responsible for carrying out marine safety investigations under this Part. |
| | |
| | (2) An investigation under this Part shall not be for the purpose of determining liability or apportioning blame. |
| | |
| Notification | **10.** (1) Upon receipt of a report under regulation 6 the Director General shall immediately notify the Cabinet Secretary responsible for marine safety investigation. |
| | |
| | (2) The notification in sub regulation (1) shall include the following information— |
| | |
| | (a) the name of the ship and its flag State; |

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| | |
| | (b) the IMO ship identification number; |
| | |
| | (c) the nature of the marine casualty; |
| | |
| | (d) the location of the marine casualty; |
| | |
| | (e) time and date of the marine casualty; |
| | |
| | (f) the number of persons seriously injured or lives lost; |
| | |
| | (g) consequences of the marine casualty to individuals, property and the environment; and |
| | |
| | (h) identification of any other ship involved. |
| | |
| Powers of the Board. | **11.** In carrying out investigations in accordance with Section 413 of the Act, the Board may— |
| | |
| | (a) board a ship or enter any premise with any equipment or materials it may require; |
| | |
| | (b) make such examination and investigation as it considers necessary; |
| | |
| | (c) give directions requiring that the premises or ship or any part of the premises or ship or anything in the premises or ship or such a part shall not be tampered, whether generally or in particular respects, for as long as is reasonably necessary for the purposes of any examination or investigation under paragraph (b); |
| | |
| | (d) take such measurements and photographs and make such recordings as it considers necessary for the purpose of any examination or investigation; |
| | |
| | (e) take samples of any articles or substances found in the premises or ship and of the atmosphere in or in the vicinity of the premises or ship; |
| | |
| | (f) in the case of any article or substance which the Board finds in the premises or ship and which appears to have caused or to be likely to cause danger to health or safety, cause it to be dismantled or subjected to any process or test, but not so as to damage or destroy it unless that is necessary in the circumstances; |
| | |
| | (g) take possession of any article or substance and detain it for purposes of examining it or ensuring that it is not tampered with before its examination is completed; |
| | |

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| | (h) require any person with information relevant to the investigation to appear before the board and answer such questions as the board thinks fit; |
| | |
| | (i) require the production of, and inspect and take copies of, or of any entry in— |
| | |
| | (i) any books or documents which by virtue of any provision of the Act are required to be kept; and |
| | |
| | (ii) any other books or documents necessary for the purposes of the investigation; or |
| | |
| | (j) require any person to afford the Board such facilities and assistance with respect to any matters or things within that person's control or in relation to which that person has responsibilities as the Board considers are necessary. |
| | |
| Conduct of marine safety investigation. | **12.** (1) The marine safety investigations shall be conducted with impartiality and objectivity. |
| | |
| | (2) The marine safety investigation shall include— |
| | |
| | (a) the collection and analysis of evidence; |
| | |
| | (b) the identification of causal and contributory factors; |
| | |
| | (c) the making of safety recommendations as necessary; and |
| | |
| | (d) compilation and publication of the final report. |
| | |
| | (3) The Board may expand the scope of marine safety investigation to include — |
| | |
| | (a) circumstances before the marine casualty; |
| | |
| | (b) the salvage operations and pollution control measures; or |
| | |
| | (c) the conduct of search and rescue operations; |
| | |
| | if in the opinion of the Board they are relevant to future safety. |
| | |
| | (4) The marine safety investigations under this Part does not prevent the conduct of parallel investigations. |
| | |

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| | (5) The Board may cause any investigation to be re-opened if, following its completion, and in its opinion, new and important evidence is discovered which could have a material effect on marine safety investigation. |
| | |
| | (6) An investigation under sub-regulation (5) may be re-opened either in whole or in part and a re-opened investigation shall be conducted in accordance with this Part. |
| | |
| Evidence collection and preservation. | **13.** (1) An Owner or master shall ensure that the ship and its equipment and data are preserved following a marine casualty pending investigations. |
| | |
| | (2) A record of evidence which may include recorded statements, medical reports, samples of articles, samples of substances, photographs, video or audio recordings, correspondence, records, entries, plans, data recordings, charts, logbooks, equipment among others shall be retained and preserved pending conclusion of the investigations. |
| | |
| | (3) Copies of information obtained in sub regulation (2), pertaining to marine safety investigation shall be retained by the Board. |
| | |
| | (4) The Board shall have free and unhindered access to the site of the marine casualty, the ship, its contents or its wreckage. |
| | |
| | (5) An owner or master commits an offence under Section 412A of the Act for failing to preserve evidence under sub-regulation (1). |
| | |
| Co-operation with substantially interested States. | **14.** (1) A safety investigation commenced by the Board may where appropriate, be conducted in co-operation with substantially interested States by mutual agreement. |
| | |
| | (2) For purposes of this regulation, a "substantially interested State" means a State— |
| | |
| | (a) which is the flag State of a ship involved in a marine casualty or marine incident; or |
| | |
| | (b) which is the coastal State involved in a marine casualty or marine incident; or |
| | |
| | (c) whose environment was severely or significantly damaged by a marine casualty including the environment of its waters and territories recognized under international law; or |
| | |
| | (d) where the consequences of a marine casualty or marine incident caused, or threatened, serious harm to that State or to artificial islands, installations, or structures over which it is entitled to exercise jurisdiction; or |
| | |

| | |
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| | (e) where, as a result of a marine casualty, nationals of that State lost their lives or received serious injuries; or |
| | |
| | (f) that has important information at its disposal that the marine safety investigating State consider useful to the investigation; or |
| | |
| | (g) that for some other reason establishes an interest that is considered significant by the marine safety investigating State. |
| | |
| Disclosure of information. | **15.** (1) Documents, records, names, addresses or any other details of anyone who gives evidence to the Board shall not be disclosed unless a court orders otherwise. |
| | |
| | (2) The court shall not order the disclosure of a document or record in relation to marine safety investigation unless it is satisfied that in the interest of justice, disclosure outweighs any prejudice. |
| | |
| | (3) A person who without reasonable cause discloses or permits to be disclosed any information in sub-regulation (1), commits an offence and shall be liable upon conviction to a fine not exceeding two hundred thousand shillings or to imprisonment for a term not exceeding two years or both such fine and imprisonment. |
| | |
| Marine safety investigation report. | **16.** (1) Subject to regulation 12 the Board shall cause a report of the marine safety investigation to be developed. |
| | |
| | (2) The marine safety investigation report shall be as set out in Second Schedule and its contents shall include— |
| | |
| | (a) summary outlining the basic facts of the marine casualty or marine incident and stating whether any deaths, injuries or pollution occurred as a result; |
| | |
| | (b) the identity of the flag State, owners, operators, the company as identified in the safety management certificate, and the classification society subject to the relevant laws on data protection; |
| | |
| | (c) where relevant the details of the dimensions and engines of any ship involved, together with a description of the crew, work routine and other matters, such as time served on the ship; |
| | |
| | (d) a narrative detailing the circumstances of the marine casualty or marine incident; |
| | |

| | |
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| | (e) analysis and comment on the causal factors including any mechanical, human and organizational factors; |
| | |
| | (f) discussion of the marine safety investigation's findings, including the identification of safety issues, and the marine safety investigation's conclusions; and |
| | |
| | (g) where appropriate, recommendations with a view to preventing future marine casualties and marine incidents. |
| | |
| | (3) The marine safety investigation report shall be made available to the public by the Board. |
| | |
| **PART IV—MISCELLANEOUS PROVISIONS** | |
| | |
| Revocation. *L.N No. 90 of 2014* | **17.** The Merchant Shipping (Marine Casualty Reporting and Investigation) Regulations, 2014 are hereby revoked. |
| | |
| Saving. | **18.** Notwithstanding regulation 17 any investigation or inquiry commenced under the revoked regulations shall be continued as if they were instituted under these Regulations. |
| | |

**FIRST SCHEDULE**

**REPORTING OF CASUALTIES AND MARINE INCIDENTS**
***[Reg.6 (2)]***

**MERCHANT SHIPPING ACT**
**(*Cap. 389*)**

The Merchant Shipping (Marine Casualty Investigation) Regulations 2025 require that marine casualties and marine incidents (near misses) be reported to the Director General.

## Initial notification

To report an accident or incident, contact the Authority's RMRCC through the dedicated accident reporting line. You must complete this marine casualty report form (MCRF). Note: Individuals directly involved in vessel operations (masters, skippers, owners, or managers), or authorities on shore (Port Authorities and Maritime agencies), are required to notify the Authority of any marine casualties.

## Completion of the MCRF

This form must be completed electronically, with drop-down boxes to aid completion, and sent to info@kma.go.ke. Please try to answer as many questions as possible, as this reduces the need for us to contact you for further information or clarification. If information is not known, select or type 'unknown', and if a question is not applicable, select or type 'n/a'. Numerical fields can be left blank.
If you are reporting multiple instances of accidents or marine incidents, these should be submitted on separate forms.

## Contact details

**Person completing the form**

**Name**

**Email address**

**Phone number**

**Job role**

**Company name**

**Company Contact details**

## Vessel Details

**Name of vessel**

**Type of vessel**

**Contact number for vessel**

**If type of vessel is a fishing vessel, please select from the following**

**Flag state**

**IMO number**

**MMSI**

**Call sign**

**RSS/SSR/PLN (port letters and numbers)**

**Other registration numbers**

**Length overall (m)**

**Registered length (m)**

**Gross tonnage**

**Year of build**

**Hull material**

**Did the occurrence involve a vessel's boat? (Do not include SAR involvement)**

**Number of people on board at the time of the occurrence**

da

| Crew | | Passengers | | Others | | Other includes: non-crew (e.g., pilots, shore workers) working on board vessels; people who have paid to be actively involved in crewing a vessel. |
|---|---|---|---|---|---|---|

## Any additional vessels involved

**For each new vessel, click the plus symbol at the end of the section**

| Name of vessel | | Type of vessel | |
|---|---|---|---|
| Any known registration numbers | | | |

## Occurrence

| Occurrence type | | Date | | Local time | |
|---|---|---|---|---|---|
| Sea state | | Wind force | | | |
| Natural light | | Weather conditions | | | |
| Visibility | | | | | |

| Latitude | ° | | . | | ‘ | |
|---|---|---|---|---|---|---|
| Longitude | ° | | | | ‘ | |

| If lat/long unknown, please provide description of location | |
|---|---|

## Voyage Data

| Voyage segment | | Vessel routing | |
|---|---|---|---|
| Under pilotage or PEC direction | | Vessel operation(s) at the time of the occurrence | |
| Port of departure | | Port of destination | |

## Consequences

Please tick any relevant box(es)

| Was shore assistance required | | Was towage required | | Did the vessel sink | | Was the vessel unfit to proceed | |
|---|---|---|---|---|---|---|---|
| Was search and rescue involved | | Was the vessel damaged | | Was the cargo damaged | | Was there any pollution | |

**Please provide details of any damage or pollution.**

## Description of Occurrence

### Description of the sequence of events leading to and including the occurrence

### Please state why you think the occurrence happened

**Give details of any action recommended by you or anyone else to prevent similar occurrences in the future**

**Recommended action**

**Who issued the recommendation?**

**Who was it addressed to?**

## Injuries & Fatalities

**Number of people with minor injuries (up to 72 hours incapacitated/off work)**

**Number of people with serious injuries (over 72 hours incapacitated/off work)**

**Number of missing persons**

**Number of lives lost**

**For each new casualty, click the plus symbol at the end of the casualty section**
**Casualty**

**Person type** **Age** **Gender** **Nationality (by country)**

**Physical condition**

**Was a lifejacket used**

| | | | |
|---|---|---|---|
| **Type of Injury** | | **Part of the body** | |
| **Where on the vessel did the injury happen** | | **Was this an enclosed space?** | |
| **For injuries only: total number of days incapacitated/off work if known** | | | |

## Any further information

## Additional Information

## Additional data or information considered relevant

Marine Accident Investigation
Email: rmrcc@KMA.go.ke ; Tel: +254721368313

**SECOND SCHEDULE**
**MARINE SAFETY INVESTIGATION REPORT**
***[Reg. 16 (2)]***

**MERCHANT SHIPPING ACT**
**(*Cap. 389*)**

| Item No. | Item Details | Item Content/ Description |
|---|---|---|
| **1.0** | **The Aim** | ***State the objective of the investigation*** |
| | | |
| **2.0** | **Synopsis** | *A summary of the events, the causes, and the recommendations* |
| | | |
| **3.0** | **Factual Information** | *The Details of the vessel and the crew, including qualifications of key players, Weather Damage incurred of the vessel/s involved and the accident information, and the consequences* |
| | | |
| **3.1.0** | **Particulars of Vessels and Accident** | |
| | | |
| **3.1.1** | **Vessels Details** | |
| | | |
| 3.1.1.1 | Name | *Name of vessel* |
| 3.1.1.2 | Type of Vessel | *Cargo, RoRo, Tanker, etc* |
| 3.1.1.3 | Flag | *Vessel Nationality* |
| 3.1.1.4 | Port of Registry | *Port at which the vessel is registered* |
| 3.1.1.5 | Official Number | *IMO Number/ Fishing Vessel Number* |
| 3.1.1.6 | LOA | *Vessel Length Overall* |
| 3.1.1.7 | Beam | *Vessel Beam Measurement* |
| 3.1.1.8 | Depth | *Vessel Depth Measurement* |
| 3.1.1.9 | Gross Tonnage | *Registered Gross Tonnage* |
| 3.1.1.10 | Main Propulsion and Auxiliary Machinery | *Type of propulsion and capacity. Include Bow Thrusters, generators, and other relevant machinery and Navigation equipment.* |
| 3.1.1.11 | Year of Build | *Year keel laid* |
| 3.1.1.12 | Registered Owners | *Ship Owners/Managers/Charterers* |
| | | |
| **3.1.2** | **Marine Incident Information** | |
| | | |
| 3.1.2.1 | Type | *Sinking, Capsizing, Collision, Fire, etc* |
| 3.1.2.2 | Date | *Provide the date and time zone used* |
| 3.1.2.3 | Time | *Provide the time and time zone used* |

| | | |
|---|---|---|
| 3.1.2.4 | Position | *Long. Lat.* |
| 3.1.2.5 | Location | *Sea/Ocean/Port* |
| 3.1.2.6 | Consequences | *Death/Loss of Ship/Damage to Property/Loss of Cargo* |
| 3.1.2.7 | Ship Trade/Operation | *Passenger/Fishing* |
| 3.1.2.8 | Wind | *Wind direction and speed* |
| 3.1.2.9 | Rain | *Sunny/Cloudy/Rainy/Storm* |
| 3.1.2.10 | Visibility | *Clear/Poor/ provide with mileage* |
| | | |
| **4.0** | **Narrative** | |
| | | |
| **4.1** | **Events Leading up to the Casualty** | *Present the evidence without any attempt to analyze what happened; Description of background to the voyage, Sequential Narrative of events.* |
| | | |
| **4.2** | **Response after the Casualty** | *Incident Communication, Response, Rescue, and Salvage operations* |
| | | |
| **5.0** | **Analysis** | *Analyze the evidence, address the issues that did or did not happen, and identify Contributory and causal factors.* |
| | | |
| **6.0** | **Conclusion** | *From the analysis, identify the main findings* |
| | | |
| **7.0** | **Recommendations** | *Provide recommendations if any* |
| | | |
| **8.0** | **Annexes and Appendices** | *Documentary evidence, maintenance schedules, system diagrams, VDR recorder readouts, and communication transcripts*<br>*Show detailed workings of simulator runs, tank tests and stability calculations* |