

**From:** XXXX  
**Sent:** 16 November 2010 17:37  
**To:** MAIB  
**Subject:** Liquefied Natural Gas Tankers

Dear all,

I am interested in obtaining any information on Near misses and Incidents in relation to LNG tankers.

In my role as XXXX LNG cargo operator I am keen to understand more around any potential and existing problems that the industry has and filter this through the Ops team.

It would appear that there is not much in the way of incidents present or historical that I can look back at as a lessons learned task

Can you possibly help me un earth one or two please..

Kind regards

XXXX  
XXXX

XXXX  
XXXX  
XXXX XXXX

XXXX  
Tel: XXXX  
Mobile: XXXX

**XXXX**, XXXXX with the XXXX XXXXX  
, XXXX XXXXX and XXXX XXXXX

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Dear XXXX

F0007105 – Incident data for incidents involving LNG tankers

I am writing to confirm that the Marine Accident Investigation Branch (MAIB) of the Department for Transport has now completed its search for information on incidents involving LNG tankers which you requested on 16 November 2010.

We have searched for all cases where either MAIB or IHS Fairplay records show that a vessel is (or has been) and LNG tanker. We identified one published investigation report:

[http://www.maib.gov.uk/publications/investigation\\_reports/2007/hilli.cfm](http://www.maib.gov.uk/publications/investigation_reports/2007/hilli.cfm)

Edited details of incidents that were not investigated are attached.

In keeping with the spirit and effect of the Freedom of Information Act, all information is assumed to be releasable to the public unless exempt. The Department may, therefore, be simultaneously releasing to the public the information you requested, together with any related information that will provide a key to its wider context.

If you are unhappy with the way the MAIB has handled your request or with the decisions made in relation to your request you may complain within two calendar months of the date of this mail by replying to me at the above address. Please see attached details of the Department for Transport's complaints procedure and your right to complain to the Information Commissioner.

If you have any queries about this email, please contact me. Please remember to quote the reference number above in any future communications.

Yours sincerely

XXXX

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maib@dft.gsi.gov.uk

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>0040/1994</b>	<b>08/01/1994</b>	<b>Collision</b>			
<b>Regulation</b>	<b>Accident</b>			<b>Status</b>	<b>Closed</b>	
<b>Location</b>	<b>Coastal waters</b>		<b>UK</b>		<b>4956.0 N</b>	<b>459.0 W</b>
<b>Natural Light</b>	<b>Darkness</b>		<b>Sea State</b>		<b>Calm &lt;2 ft</b>	
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>		<b>0-3</b>	
<b>Tanker/combination carrier</b>				<b>Dead</b>	<b>0 Injured</b>	<b>0 Material Damage</b>
<b>Liquid gas carrier</b>					<b>Flag</b>	<b>Bermuda</b>
					<b>78915.00</b>	<b>gt</b>
				<b>0.01</b>	<b>Reg. L</b>	<b>275.01 LOA</b>

**Deck**  
**Collision**  
**Import Default**  
**Import Default**  
**Import Default**  
**Import Default**  
**Human factor**  
**People**  
**Fatigue and vigilance**  
**System - External bodies liaison**  
**Non compliance**

<b>Fish catching/processing</b>		<b>Dead</b>	<b>0 Injured</b>	<b>0 Material Damage</b>
<b>Netter</b>			<b>Flag</b>	<b>U.K.</b>
<b>Gill netter</b>				<b>19.22</b> <b>gt</b>
		<b>11.53</b>	<b>Reg. L</b>	<b>12.38</b> <b>LOA</b>

**Deck**  
**Collision**  
**Import Default**  
**Import Default**  
**Import Default**  
**Import Default**

COLLISION BETWEEN GAS CARRIER AND FISHING VESSEL IN FALMOUTH APPROACHES. DARK WITH EXCELLENT VISIBILITY. IMMEDIATE CAUSE WAS THAT NEITHER VESSEL WAS MAINTAINING A PROPER LOOKOUT. FISHING VESSEL WAS SHOOTING NETS AND FAILED TO PROPERLY DETERMINE IF A RISK OF COLLISION EXISTED. BY THE TIME THE OTHER VESSEL APPRECIATED THE RISK, VESSELS WERE SO CLOSE THAT AVOIDING ACTION FAILED TO PREVENT A COLLISION. NO COMMUNICATION BETWEEN VESSELS IMMEDIATELY AFTER COLLISION AND GAS CARRIER DID NOT HEAVE TO.

Data in MAIB historic format:

Accident Factor Information:

Record 1

How/Why:

Record 2 Factor:

How/Why:

Record 3

Factor: Human Factor

Human Factor: External Bodies Liaison

How/Why: Non-compliance

Record 4

Factor: Human Factor

Human Factor: Individual

How/Why: Fatigue and Vigilance

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>0224/2008</b>	<b>27/02/2008</b>	<b>Accident To Person</b>	
<b>Regulation</b>	<b>Accident to Person</b>		<b>Status</b>	<b>Closed</b>
<b>Location</b>	<b>Coastal waters</b>		<b>English</b>	
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>	
<b>Visibility</b>			<b>Wind force Range</b>	
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0 Injured 1</b>
<b>Liquid gas carrier</b>			<b>Flag</b>	<b>Algeria</b>
				<b>81265.00</b> gt
<b>When: Unknown</b>			<b>0.01</b>	<b>Reg. L 274.40 LOA</b>
<b>Safety</b>				
	<b>General shipboard activities</b>			
	<b>General - Unsafe practices</b>			
<b>Location: Not known</b>				
	<b>Unknown</b>			
<b>Injured Details</b>				
<b>Age</b>	<b>35-39</b>			
<b>Gender</b>	<b>Male</b>			
<b>Region</b>	<b>Africa</b>			
<b>On/Off Duty?</b>	<b>Unknown</b>			
<b>Injury</b>	<b>Cuts/wound/lacerations</b>			
<b>Rank</b>	<b>Chief engineer</b>			

Chief Officer suffered wound to leg. He was checked over at the local hospital and returned on board.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>0235/2004</b>	<b>13/02/2004</b>	<b>Accident To Person</b>		
<b>Regulation</b>	<b>Accident to Person</b>		<b>Status</b>	<b>Closed</b>	
<b>Location</b>	<b>High seas</b>		<b>Non UK</b>	<b>2346.0 N</b>	<b>7210.0 W</b>
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>		
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>		
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0</b>	<b>Injured 1</b>
<b>Liquid gas carrier</b>				<b>Flag</b>	<b>U.K.</b>
					<b>96235.00</b> gt
<b>When: On passage</b>			<b>0.01</b>		<b>Reg. L 293.00</b> LOA
<b>Safety</b>					
	<b>General shipboard activities</b>				
	<b>Safe ship environment</b>				
<b>Location:</b>	<b>Other external deck</b>				
	<b>Unfenced opening</b>				
	<b>Human factor</b>				
	<b>People</b>				
	<b>Perception abilities</b>				

## Injured Details

<b>Age</b>	<b>30-34</b>
<b>Gender</b>	<b>Male</b>
<b>On/Off Duty?</b>	<b>On duty</b>
<b>Injury</b>	<b>Strains - other strains/sprains/torn muscles/ligaments</b>
<b>Rank</b>	<b>Officer</b>

Crew member repairing hydraulic valve on deck. Crew member slipped through hole in deck surrounding valve suffering a twisted ankle. Crew member repatriated. Action taken: wooden cover fabricated to place around valve when maintenance work carried out.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>0357/2007</b>	<b>10/03/2007</b>	<b>Accident To Person</b>		
<b>Regulation</b>	<b>Accident to Person</b>		<b>Status</b>	<b>Closed</b>	
<b>Location</b>	<b>High seas</b>		<b>Non UK</b>	<b>3522.0 N</b>	<b>1829.0 E</b>
<b>Natural Light</b>	<b>Darkness</b>		<b>Sea State</b>	<b>Moderate</b>	
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>	<b>7-9</b>	
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>1 Injured</b>	<b>0 No Damage</b>
<b>Liquid gas carrier</b>			<b>Flag</b>	<b>U.K.</b>	
<b>LNG</b>				<b>96235.00</b>	<b>gt</b>
<b>When: On passage</b>			<b>0.01</b>	<b>Reg. L</b>	<b>293.76 LOA</b>
<b>Safety</b>					
	<b>General shipboard activities</b>				
	<b>Safe ship environment</b>				
<b>Location:</b>	<b>Cargo or other tank space</b>				
	<b>Unfenced opening</b>				
	<b>Human factor</b>				
	<b>System - Crew Factors</b>				
	<b>Procedures inadequate</b>				
	<b>Technical factor</b>				
	<b>Design &amp; construction</b>				
	<b>Construction defect</b>				

## Injured Details

<b>Age</b>	<b>55-59</b>	
<b>Gender</b>	<b>Male</b>	
<b>Region</b>	<b>Eastern Europe</b>	
<b>Hours Worked</b>	<b>8.00</b>	<b>Hours Worked since off Duty for 4 Hours 8.00</b>
<b>On/Off Duty?</b>	<b>On duty</b>	
<b>Injury</b>	<b>Death - confirmed</b>	
<b>Rank</b>	<b>Other crew</b>	

Ballast tank maintenance was being undertaken whilst the vessel was at sea on passage. A specialist company had been awarded the contract to provide men and equipment to grit blast and paint all double bottoms. The ship's crew were tasked to provide assistance where needed and to check the ballast tank atmosphere was safe for entry. The contractors supplied manpower and scaffolding to reach the upper hopper sides. The scaffolding was DNV approved and the foreman was familiar in its safe assembly. However on the construction of the scaffold a continuous shaft from the top platform to the tank top was left. This is not recommended if avoidable, if it is constructed this way the edges of the shaft have to be fitted with safety rails to prevent persons falling. The safety rails were not fitted. The accident occurred when there was a change of blaster operator, the outgoing blaster had unhooked his safety harness whilst taking off the protective suit. As he moved away from the work area he slipped and fell down the shaft. He was rescued and airlifted to hospital where he passed away 6 days later.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	0383/2006	14/03/2006	<b>Hazardous Incident</b>			
<b>Regulation</b>	<b>Hazardous Incident</b>			<b>Status</b>	<b>Closed</b>	
<b>Location</b>	<b>Port/harbour area</b>		<b>Non UK</b>		<b>3205.0 N 8106.0 W</b>	
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>		<b>Sheltered Waters</b>	
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>	<b>0-3</b>		
<b>Tanker/combination carrier</b>				<b>Dead</b>	<b>0 Injured</b>	<b>0 No Damage</b>
<b>Liquid gas carrier</b>				<b>Flag</b>	<b>U.K.</b>	
					<b>95879.00 gt</b>	
<b>When: Loading/discharging cargo</b>				<b>0.01</b>	<b>Reg. L</b>	<b>287.51 LOA</b>
<b>Deck</b>						
	<b>Hazardous Incident</b>					
	<b>Other</b>					
<b>Location:</b>	<b>Other external deck</b>					
<b>Safety</b>						
	<b>General management/procedures</b>					
	<b>Management failure</b>					
<b>Location:</b>	<b>Other external deck</b>					
	<b>Other</b>					
	<b>Technical factor</b>					
	<b>External Causes</b>					
	<b>Other Vessel</b>					

A UK registered liquid gas carrier was alongside an American port discharging her cargo. The vessel was tied up using 3 head lines, 3 breast lines and 2 springs forward and 3 stern lines, 3 breast lines and 2 springs aft. The ropes were in good order. The winch brakes had been set to render at 60 tonnes.

At 0418 on 14 March the vessel was discharging gas; there were 6 crew on deck, with the 2 Officer in charge. Three engineers were also on the engine room watch. A state pilot was on the bridge and 2 tractor tugs were on standby alongside.

At 0418 an inbound US flagged tanker, reportedly at 24 feet draft and in ballast passed astern in excess of 14 knots. The speed was confirmed by AIS. The close proximity caused the discharging vessel to vibrate. Conscious of the risk the tugs started their engines and were instructed to push the vessel alongside. The movement of water nevertheless caused the vessel to surge along the jetty initiating the Emergency Shut Down which tripped the cargo pumps and closed the Emergency Shut down (ESD) valves on the ship and ashore. At the same time both forward spring lines parted at their tails. Shortly afterwards the ESD 2 was initiated. All Powered Emergency Release Couplings (PERCs) released the hard arms from the ship.

Immediately afterwards the 2 forward breast lines parted as the tugs then pushed the vessel alongside. The accident resulted in both gangways being destroyed but there was no other damage and no injuries. Cargo discharge commenced some 12 hours later.

The USCG issued a Marine Safety Bulletin setting out the Policy for **LNG** Tankship Operations although a maximum passing speed was not specified. As of the 19 April 2006 the USCG were continuing their investigations focusing on the actions of the passing vessel.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>0426/2010</b>	<b>02/04/2010</b>	<b>Contact</b>			
<b>Regulation</b>	<b>Hazardous Incident</b>			<b>Status</b>	<b>Closed</b>	
<b>Location</b>	<b>Port/harbour area</b>		<b>English</b>		<b>5142.0 N</b>	<b>510.0 W</b>
	<b>Milford Haven</b>					
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>		<b>Sheltered Waters</b>	
<b>Visibility</b>	<b>Unknown</b>		<b>Wind force Range</b>		<b>4-6</b>	
<b>Tanker/combination carrier</b>				<b>Dead</b>	<b>0 Injured</b>	<b>0 Minor Damage</b>
<b>Liquid gas carrier</b>					<b>Flag</b>	<b>Norway</b>
<b>LNG</b>						<b>121597.00 gt</b>
<b>When: Unknown</b>					<b>0.01</b>	<b>Reg. L 277.09 LOA</b>
<b>Deck</b>						
<b>Contact</b>						
	<b>General management/procedures</b>					
<b>Safety</b>						
	<b>General shipboard activities</b>					
	<b>Means of Access (to and from ship)</b>					
	<b>Pilot Access other</b>					
<b>Other commercial</b>				<b>Dead</b>	<b>0 Injured</b>	<b>0 Minor Damage</b>
<b>Port service</b>					<b>Flag</b>	<b>U.K.</b>
<b>Pilot boat</b>						<b>0.01 gt</b>
<b>When: Unknown</b>					<b>0.01</b>	<b>Reg. L 0.01 LOA</b>

The forward handrail of a pilot boat was damaged due to contact with a vessel beneath its gangway, whilst delivering the pilots on board.



# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>0789/2006</b>	<b>17/05/2006</b>	<b>Accident To Person</b>			
<b>Regulation</b>	<b>Accident to Person</b>		<b>Status</b>	<b>Closed</b>		
<b>Location</b>	<b>High seas</b>		<b>Non UK</b>		<b>1920.0 N</b>	<b>6850.0 W</b>
<b>Natural Light</b>			<b>Sea State</b>			
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>			
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0</b>	<b>Injured</b>	<b>1</b>
<b>Liquid gas carrier</b>				<b>Flag</b>	<b>U.K.</b>	
					<b>96235.00</b>	<b>gt</b>
<b>When: Unknown</b>				<b>0.01</b>	<b>Reg. L</b>	<b>293.00 LOA</b>
<b>Safety</b>						
	<b>General shipboard activities</b>					
	<b>General - Unsafe practices</b>					
<b>Location:</b>	<b>Complete vessel</b>					
	<b>Involving negligence/carelessness</b>					
<b>Injured Details</b>						
<b>Age</b>	<b>35-39</b>					
<b>Gender</b>	<b>Male</b>					
<b>Hours Worked</b>	<b>4.00</b>					
<b>On/Off Duty?</b>	<b>On duty</b>					
<b>Injury</b>	<b>Bruising</b>					
<b>Rank</b>	<b>Officer - Engineering</b>					

3rd engineer officer injured eye when he was handling an empty fire hose in the engine room. The fire hose became jammed and it suddenly became free while he pulled it and it (nozzle?) hit him in the left eye.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>0958/2003</b>	<b>23/06/2003</b>	<b>Machinery Failure</b>	
<b>Regulation</b>	<b>Accident</b>		<b>Status</b>	<b>Closed</b>
<b>Location</b>	<b>River/canal</b>		<b>Non UK</b>	
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>	<b>Calm &lt;2 ft</b>
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>	
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0 Injured</b>
<b>Liquid gas carrier</b>			<b>Flag</b>	<b>0 Minor Damage</b>
				<b>U.K.</b>
				<b>96235.00 gt</b>
<b>When: At anchor</b>			<b>0.01</b>	<b>Reg. L 293.00 LOA</b>
<b>Machinery</b>				
<b>Fire and explosion</b>				
<b>Main machinery</b>				
<b>Location: Engine room</b>				
<b>Main machinery</b>				
<b>Boilers Main</b>				
<b>Location: Engine room</b>				
<b>Oil burner system fault</b>				
<b>Technical factor</b>				
<b>Design &amp; construction</b>				
<b>System defect</b>				
<b>Operator error</b>				

**LNG** tanker waiting at anchorage prior to berthing. Decision taken to carry out a controlled shutdown of starboard boiler in order to partly change the water due to high dissolved solids. Once part replacement of water carried out, boiler fired on fuel oil and coupled to port boiler. During changeover to dual fuel, boiler had an intermittent flame failure and manual relighting was carried out without any air purging between attempts. Furnace explosion occurred causing boiler damage but no injuries. During enquiries it became apparent that there had been another small unconnected boiler explosion in April of the same year - this explosion was caused by a weld on the burner being porous and allowing **LNG** vapour to escape from the pipe to the windbox.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	1045/2009	27/07/2009	<b>Hazardous Incident</b>			
<b>Regulation</b>	<b>Hazardous Incident</b>		<b>Status</b>	<b>Closed</b>		
<b>Location</b>	<b>Port/harbour area</b>		<b>Welsh</b>		<b>5142.0 N</b>	<b>510.0 W</b>
	<b>Milford Haven</b>					
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>		<b>Sheltered Waters</b>	
<b>Visibility</b>			<b>Wind force Range</b>			
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0 Injured</b>	<b>0 No Damage</b>	
<b>Liquid gas carrier</b>				<b>Flag</b>	<b>Marshall Islands</b>	
<b>LNG</b>					<b>168189.00 gt</b>	
<b>When: Involved in towing operations</b>			<b>0.01</b>		<b>Reg. L 345.00 LOA</b>	
<b>Other commercial</b>			<b>Dead</b>	<b>0 Injured</b>	<b>0 Minor Damage</b>	
<b>Port service</b>				<b>Flag</b>	<b>U.K.</b>	
<b>Tug</b>					<b>686.00 gt</b>	
<b>When: Involved in towing operations</b>			<b>0.01</b>		<b>Reg. L 34.00 LOA</b>	
<b>Safety</b>						
	<b>General shipboard activities</b>					
	<b>Involving Towing Operation</b>					
<b>Location:</b>	<b>External working deck/shelter</b>					
	<b>Line jamming, jumping, slipping or coming off sheave, fairlead or bitts</b>					

Tug was making fast a towline to a ship. As she dropped back on the line, the line snagged the vessel's railings, causing them damage.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	1060/2009	27/07/2009	<b>Hazardous Incident</b>			
<b>Regulation</b>	<b>Hazardous Incident</b>		<b>Status</b>	<b>Closed</b>		
<b>Location</b>	<b>Port/harbour area</b>		<b>Welsh</b>		<b>5142.0 N</b>	<b>510.0 W</b>
	<b>Milford Haven</b>					
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>		<b>Sheltered Waters</b>	
<b>Visibility</b>			<b>Wind force Range</b>			
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0 Injured</b>	<b>0 No Damage</b>	
<b>Liquid gas carrier</b>			<b>Flag</b>		<b>Marshall Islands</b>	
<b>LNG</b>					<b>168189.00 gt</b>	
<b>When: Alongside or moored</b>			<b>0.01</b>		<b>Reg. L</b>	<b>345.00 LOA</b>
<b>Safety</b>						
	<b>General shipboard activities</b>					
	<b>Means of Access (to and from ship)</b>					
<b>Location:</b>	<b>External stairway/ladder/gangway</b>					
	<b>Pilot Access other</b>					
	<b>Human factor</b>					
	<b>People</b>					
	<b>Language problem</b>					
	<b>System - Crew Factors</b>					
	<b>Lack of communication or co-ordination</b>					

As a pilot boat approached a ship, the coxswain had difficulty in making himself understood that the clearance height of the pilot ladder was too low. At this point the ladder became caught in the pilot boat's rails and the boat crushed the spreader. It was also noted that the tripping line was attached to the bottom rung of the ladder. The port authority reminded the vessel that tripping lines are not to be used. The coxswain was reminded to stand off until the ladder had been rigged to the required height, and if there is a language problem, it should be relayed to the ship's master for resolution.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>1320/2006</b>	<b>19/08/2006</b>	<b>Accident To Person</b>
<b>Regulation</b>	<b>Hazardous Incident</b>		<b>Status</b> <b>Closed</b>
<b>Location</b>	<b>Port/harbour area</b>	<b>Non UK</b>	<b>1011.0 N 6141.0 W</b>
<b>Natural Light</b>	<b>Unknown</b>	<b>Sea State</b>	<b>Sheltered Waters</b>
<b>Visibility</b>	<b>Unknown</b>	<b>Wind force Range</b>	<b>Other</b>
<b>Tanker/combination carrier</b>		<b>Dead</b>	<b>0 Injured 0</b>
<b>Liquid gas carrier</b>			<b>Flag U.K.</b>
			<b>96235.00 gt</b>
<b>When: Alongside or moored</b>		<b>0.01</b>	<b>Reg. L 293.00 LOA</b>
<b>Safety</b>			
	<b>General shipboard activities</b>		
	<b>General - Unsafe practices</b>		
<b>Location: Engine room</b>			
	<b>Involving fatigue/tension</b>		
	<b>Human factor</b>		
	<b>People</b>		
	<b>Fatigue</b>		
	<b>Working environment</b>		
	<b>Temperature</b>		
	<b>Technical factor</b>		
	<b>Environment</b>		
	<b>Temperature</b>		

## Injured Details

<b>Age</b>	<b>30-34</b>
<b>Gender</b>	<b>Male</b>
<b>Region</b>	<b>Caribbean</b>
<b>Hours Worked</b>	<b>3.00</b>
<b>On/Off Duty?</b>	<b>On duty</b>
<b>Injury</b>	<b>Not reportable</b>
<b>Rank</b>	<b>Other non-crew</b>

Contractor carrying out welding repairs inside main boiler casing. He and a colleague decided to take a break due to the high temperatures within the boiler. While leaving the boiler the contractor collapsed due to dehydration. Work postponed until the following day.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>1531/2003</b>	<b>14/10/2003</b>	<b>Contact</b>			
<b>Regulation</b>	<b>Accident</b>			<b>Status</b>	<b>Closed</b>	
<b>Location</b>	<b>Non-tidal waters</b>		<b>Non UK</b>		<b>3006.0 N</b>	<b>9319.0 W</b>
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>		<b>Other</b>	
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>		<b>0-3</b>	
<b>Tanker/combination carrier</b>				<b>Dead</b>	<b>0 Injured</b>	<b>0 No Damage</b>
<b>Liquid gas carrier</b>					<b>Flag</b>	<b>U.K.</b>
<b>LNG</b>						<b>96235.00 gt</b>
<b>When: Entering or leaving port</b>					<b>0.01</b>	<b>Reg. L 293.76 LOA</b>
<b>Deck</b>						
<b>Grounding</b>						
<b>General management/procedures</b>						

While turning in a river basin with 4 tugs assisting, a large LNG tanker grounded in mud for about 10 minutes. The area has been noted to be silting up and is to be dredged. No damage or pollution.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>1532/2009</b>	<b>02/11/2009</b>	<b>Collision</b>			
<b>Regulation</b>	<b>Accident</b>			<b>Status</b>	<b>Closed</b>	
<b>Location</b>	<b>Port/harbour area</b>		<b>Welsh</b>		<b>5142.0 N</b>	<b>510.0 W</b>
	<b>Milford Haven</b>					
<b>Natural Light</b>	<b>Darkness</b>		<b>Sea State</b>		<b>Rough</b>	
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>		<b>0-3</b>	
<b>Other commercial</b>				<b>Dead</b>	<b>0 Injured</b>	<b>0 No Damage</b>
<b>Port service</b>					<b>Flag</b>	<b>U.K.</b>
<b>Pilot boat</b>						<b>0.01 gt</b>
<b>When: Other offshore operations</b>				<b>0.01</b>	<b>Reg. L</b>	<b>0.01 LOA</b>
<b>Deck</b>						
	<b>Bridge procedures</b>					
	<b>Environmental</b>					
<b>Location: Complete vessel</b>						
	<b>Conditions had greater effect than expected</b>					
	<b>Collision</b>					
<b>Tanker/combination carrier</b>				<b>Dead</b>	<b>0 Injured</b>	<b>0 Minor Damage</b>
<b>Liquid gas carrier</b>					<b>Flag</b>	<b>Marshall Islands</b>
<b>LNG</b>						<b>163922.00 gt</b>
<b>When: Other offshore operations</b>				<b>0.01</b>	<b>Reg. L</b>	<b>345.20 LOA</b>

While attempting to board a pilot onto a large LNG carrier, the pilot boat made heavy contact with the pilot ladder, damaging the bottom steps. The sea was very rough at the time.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>1583/2010</b>	<b>26/10/2010</b>	<b>Contact</b>			
Regulation	<b>Hazardous Incident</b>			Status	<b>Admin Enquiry</b>	
Location	<b>Port/harbour area</b>		<b>UK</b>		<b>5142.0 N</b>	<b>510.0 W</b>
	<b>Milford Haven</b>					
Natural Light	<b>Light</b>		Sea State		<b>Sheltered Waters</b>	
Visibility	<b>Mod. 2 - 5 nm (3)</b>		Wind force Range	<b>4-6</b>		
<b>Tanker/combination carrier</b>			Dead	<b>0</b>	Injured	<b>0</b>
<b>Liquid gas carrier</b>			Flag		<b>Marshall Islands</b>	
<b>LPG</b>					<b>3504.00</b>	<b>gt</b>
When: <b>Entering or leaving port</b>				<b>89.00</b>	Reg. L	<b>94.50</b> LOA
<b>Deck</b>						
	<b>Bridge procedures</b>					
	<b>Communications/Orders</b>					
Location:	<b>Navigation/communication control space</b>					
	<b>Verbal order or instruction not understood/misinterpreted</b>					
	<b>Human factor</b>					
	<b>People</b>					
	<b>Situational awareness or communication inadequate</b>					
	<b>System - Crew Factors</b>					
	<b>Lack of communication or co-ordination</b>					
	<b>Procedures inadequate</b>					
<b>Contact</b>						
	<b>Bridge procedures</b>					
Location:	<b>Navigation/communication control space</b>					

An **LNG** carrier was coming alongside a jetty in a welsh port, with the assistance of a tug. The vessel landed heavily onto the jetty when the pilot's order for "easy weight" was confused for an order for full weight.



# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>1694/2003</b>	<b>17/11/2003</b>	<b>Fire/Explosion</b>			
<b>Regulation</b>	<b>Accident</b>		<b>Status</b>	<b>Closed</b>		
<b>Location</b>	<b>High seas</b>		<b>Non UK</b>		<b>2859.0 N</b>	<b>9314.0 W</b>
<b>Natural Light</b>	<b>Light</b>		<b>Sea State</b>			
<b>Visibility</b>			<b>Wind force Range</b>			
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0 Injured</b>	<b>0 Minor Damage</b>	
<b>Liquid gas carrier</b>			<b>Flag</b>		<b>U.K.</b>	
					<b>96235.00</b> gt	
<b>When: On passage</b>			<b>0.01</b>		<b>Reg. L</b>	<b>293.00 LOA</b>
<b>Machinery</b>						
<b>Fire and explosion</b>						
<b>Unsafe practices</b>						
<b>Location: Other internal deck/space</b>						

Fire in the rope store was detected by the fire detection system and the fire was successfully brought under control. Subsequent investigation showed that the seat of the fire had been coils of manila and nylon ropes. No cause of the fire could be found despite extensive investigation. The cause seems likely to be careless disposal of smoking materials.

# Cases reported to MAIB 1991 to date where either MAIB or IHS Fairplay records show that the vessel was an LNG carrier - Edited

<b>Case Number</b>	<b>1897/2007</b>	<b>08/12/2007</b>	<b>Accident To Person</b>	
<b>Regulation</b>	<b>Accident to Person</b>		<b>Status</b>	<b>Closed</b>
<b>Location</b>	<b>Port/harbour area</b>		<b>English</b>	
	<b>Sheerness</b>			
<b>Natural Light</b>	<b>Darkness</b>		<b>Sea State</b>	<b>Unknown</b>
<b>Visibility</b>	<b>Good (5 - 10)</b>		<b>Wind force Range</b>	<b>4-6</b>
<b>Tanker/combination carrier</b>			<b>Dead</b>	<b>0 Injured</b>
<b>Liquid gas carrier</b>			<b>Flag</b>	<b>1 No Damage</b>
<b>LNG</b>				<b>Algeria</b>
<b>When: Mooring operations</b>			<b>0.01</b>	<b>80654.00 gt</b>
<b>Safety</b>				<b>Reg. L 281.72 LOA</b>
	<b>General shipboard activities</b>			
	<b>Involving Mooring Operations</b>			
<b>Location:</b>	<b>Mooring deck</b>			
	<b>Other</b>			
<b>Injured Details</b>				
<b>Age</b>	<b>Unknown</b>			
<b>Gender</b>	<b>Male</b>			
<b>Region</b>	<b>Unknown</b>			
<b>On/Off Duty?</b>	<b>On duty</b>			
<b>Injury</b>	<b>Fracture - other</b>			
<b>Rank</b>	<b>Rating - Deck</b>			
	<b>Safe ship environment</b>			
<b>Location:</b>	<b>Mooring deck</b>			
	<b>Poor/slippery/uneven surface</b>			
	<b>Human factor</b>			
	<b>Working environment</b>			
	<b>Humidity</b>			

While a foreign registered **LNG** tanker was in the process of letting go, the master reported to the port authority that a seaman had suffered head injuries and that he should be evacuated ashore. The vessel was re-secured and the gangway was rigged again. The casualty was taken ashore by crew members and shore staff to an awaiting ambulance for treatment at an hospital. The injured seaman may have slipped on the wet decks as it had been raining. Although he had been wearing a safety helmet, he suffered a fractured cheek bone, a swollen eye and a small cut on his head. The vessel sailed shortly after the casualty had been taken to the hospital.