**LLAMA ZERO-SHOT**

The report details a very serious marine casualty incident involving the passenger ferry Typhoon Clipper and the workboat Alison in London's Thames River. The collision occurred at 1108 hours on December 5, 2016, when Typhoon Clipper's port bow struck Alison's starboard side, causing the workboat to capsize and sink. Despite the severity of the incident, there were no fatalities, but one crewman sustained skin burns from contact with red oxide paint.

The investigation found that Typhoon Clipper was stationary with its bow away from the pier, waiting for a passing vessel[MGE], when Alison, which had just left the pier, accelerated ahead and was unable to back out of the way in time[MGE]. The master of Typhoon Clipper was observed making a decision to head ahead while Silver Bonito, a nearby passenger vessel, was still passing by.

Possible causes of the accident include human error on the part of the Typhoon Clipper's master, who failed to properly assess the situation[MGE] and allow sufficient time for Alison to clear the area. Additionally, inadequate communication between vessels could have prevented the collision. The report also notes that both vessels were operating in a busy inland waterway with limited visibility[MGE].

The incident highlights the importance of maintaining situational awareness, allowing enough time for other vessels to pass[MGE], and ensuring effective communication among crew members and vessel operators. It is crucial to take precautions such as slowing down, increasing visibility, and using navigation aids when operating in congested waters[MGE]. Additionally, regular training and drills can help prevent similar accidents from occurring in the future by reinforcing critical safety procedures and emergency response protocols. The incident serves as a reminder of the need for vigilance and attention to detail among mariners to ensure safe passage and minimize risks on the water.

**LLAMA ONE-SHOT**

The marine accident occurred on December 5, 2016, at approximately 1108 hours[UCE], when Typhoon Clipper, a passenger ferry vessel[MGE], collided with Alison, a workboat, in the Thames River. The incident took place near[MGE] Tower Millennium Pier, with both vessels navigating through the same section of the river[MGE].

The collision occurred when Typhoon Clipper's master decided to wait for another vessel, Silver Bonito, to pass clear before proceeding ahead. However, instead of maintaining a safe distance from Alison, which was unberthed and moving towards it,[MGE] Typhoon Clipper accelerated forward, applying power and starboard rudder. This sudden movement[MGE] caught the helmsman of Alison off guard, who immediately applied full astern in an attempt to back out of the way. Unfortunately, this action was too late, as Typhoon Clipper's port bow struck Alison's starboard side abeam the wheelhouse.

The collision resulted in significant damage to both vessels. Typhoon Clipper sustained an indentation to its port bow and was foundered on the spot, taking on water rapidly. In contrast, Alison capsized to port and sank soon after the impact, resulting in one crewman being washed overboard and another briefy trapped in the wheelhouse before escaping.

An investigation into the incident revealed that a combination of human error and adverse weather conditions[MGE] contributed to the accident. The master's decision to wait for Silver Bonito to pass clear was flawed[MGE], as it failed to properly assess the proximity of Alison. Additionally, the lack of effective communication between the two vessels exacerbated the situation. Furthermore, the strong south-westerly wind and tidal stream in the area may have contributed to the vessels' reduced visibility and maneuverability [MGE].

In response to the accident, the Port of London Authority's (PLA) Vessel Traffic Services (VTS) responded promptly by mobilizing emergency services and providing assistance to both vessels.[MGE] Fortunately, no one was reported injured or lost at sea[MGE].

To prevent similar accidents in the future, it is recommended that vessel masters and operators prioritize effective communication and situational awareness when navigating congested waterways[MGE]. Additionally, regular crew training and drills should be conducted to ensure that personnel are prepared for emergency situations like this. Furthermore, the use of advanced navigation systems, such as electronic charts and Automatic Identification Systems (AIS), can help mitigate the risk of collisions in busy shipping areas.[MGE]

**QWEN ZERO-SHOT**

On December 5, 2016[DTE], a serious collision occurred between the passenger ferry Typhoon Clipper and the workboat Alison in the Thames River. The incident took place at approximately 11:08 AM as both vessels were preparing for their respective journeys[MGE], with Typhoon Clipper berthed at Tower Millennium Pier, and Alison moored near Woolwich Pier[MGE]. During this critical moment, Alison attempted to pass ahead of Typhoon Clipper before turning behind the passenger vessel Silver Bonito but failed due to miscommunication among the crew[MGE].

As Typhoon Clipper began its departure from the pier with engines engaged[MGE], its bow struck Alison's starboard side amidships, resulting in immediate capsizing and sinking. The collision caused minor damage[MGE] to Typhoon Clipper’s port bow but led to significant environmental concerns[MGE] as one of the crewmen on the workboat suffered skin burns from exposure to red oxide paint while another managed to escape and swim back to safety.

The primary causes of this accident include poor communication between the crews[MGE], inadequate assessment of space and maneuvers for both vessels, and insufficient awareness of the surrounding environment[MGE]. These factors resulted in a critical situation that could have been avoided with better planning and coordination among crew members.

To prevent such incidents from recurring, it is essential to implement more rigorous safety protocols and training programs focused on communication and situational awareness during vessel operations[MGE]. Additionally, ensuring all crew members are well-versed in maritime regulations and best practices[MGE] for navigation and collision avoidance can significantly enhance overall safety on the waterways[MGE]. Regular drills and updates in traffic management systems could further mitigate risks associated with such collisions.

**QWEN ONE-SHOT**

On December 5, 2016, at approximately 11:08 AM, a very serious marine casualty occurred involving the inland waterway passenger vessel Typhoon Clipper and the workboat Alison in the vicinity[MGE] of 51°30.42′N - 000°04.69′W along the River Thames. The incident took place as Typhoon Clipper, which had berthed at Tower Millennium Pier for a crew break after completing its morning service, was preparing to continue with its second round-trip service.

Typhoon Clipper remained stationary near the pier, with its bow facing away and its port quarter close to or touching the pier. At this moment, the workboat Alison, which had berthed on the north side of Tower Millennium Pier earlier in the morning to collect paint from Crown River Cruises Limited, was also preparing to proceed into the river. The master of Typhoon Clipper decided to wait for Silver Bonito, a passenger vessel passing underneath Tower Bridge heading upriver, before continuing with its journey.

As soon as Silver Bonito had passed clear to the starboard side, Typhoon Clipper's master applied ahead power and turned the vessel's rudder to port. This sudden movement caught both crewmen on board Alison off guard[MGE]. The helmsman of Alison promptly reacted by applying full astern to avoid a collision but was unable to fully escape the path of Typhoon Clipper.

At 11:08 AM, Typhoon Clipper's port bow struck Alison’s starboard side abeam the workboat's wheelhouse, causing significant damage. The impact resulted in Alison capsizing immediately, leading to one crewman being washed overboard and the other trapped momentarily inside the wheelhouse before escaping and swimming back to the surface.

The collision caused an indentation on Typhoon Clipper's port bow, while Alison suffered a complete hull breach leading to its foundering. Despite these serious damages, there were no reported fatalities or injuries among those aboard[MGE] either vessel at the time of the incident.

Analysis of the causes indicates that the primary contributing factor was the sudden acceleration and turning[MGE] maneuver by Typhoon Clipper without sufficient warning to nearby vessels. Additionally, the close proximity of both vessels in a narrow area with limited visibility exacerbated the situation[MGE]. Poor communication and coordination[MGE] between the crew of Typhoon Clipper and Alison also played a role.

In response to this accident, immediate actions included a Mayday report[MGE] from the master of Silver Bonito to the Port of London Authority's vessel traffic services (VTS). A swift response was mobilized by relevant authorities to ensure safety in the area and coordinate rescue operations. Both Typhoon Clipper and Alison were inspected for damage, with assistance provided as needed.[MGE]

For future shipping, recommendations include enhanced communication protocols between vessels during maneuvering in close quarters, increased use of visual and auditory warnings such as spotlights and whistles before making any sudden movements, and regular drills to improve crew awareness and response times. [MGE]Improved coordination and training among vessel operators can help mitigate the risk of similar accidents occurring in the future.

**CHAT GPT ZERO-SHOT**

On 5 December 2016[DTE], a collision occurred between the high-speed passenger ferry Typhoon Clipper and the workboat Alison near[MGE] Tower Millennium Pier on the River Thames. Typhoon Clipper struck Alison's starboard side, causing the workboat to capsize and sink. The two crew members aboard Alison were rescued within minutes, but one suffered minor burns[MGE] from spilled paint. Typhoon Clipper sustained a dent on its port bow[MGE], while Alison experienced significant damage to its wheelhouse and superstructure.

The primary causes of the accident were failures in maintaining an effective lookout and poor situational awareness by both vessels. Alison's crew did not adequately assess the risk of collision after departing the pier and were distracted by another vessel, Silver Bonito. They assumed Typhoon Clipper was still stationary and did not communicate their intentions or sound a warning[MGE]. On Typhoon Clipper, the master and mate failed to spot Alison due to blind spots created by the pier and the ferry’s design. Although Typhoon Clipper was equipped with a CCTV system, it was not configured to display the bow camera, which could have revealed Alison's presence. Additionally, neither vessel used sound signals to indicate their movements, violating local regulations.[MGE]

This accident underscores the importance of maintaining proper lookout practices, utilizing all available means to assess risks, and adhering to navigation rules. Sound signals should be consistently used to communicate intentions, especially in busy waterways. Vessel design must ensure adequate visibility, or alternative measures, such as posted lookouts, should be implemented. Furthermore, workboat operators must adopt comprehensive safety management systems, including risk assessments and clear operational procedures. The use of personal flotation devices is essential to improve survivability during emergencies, particularly in cold water conditions. Strengthening these precautions can help prevent similar incidents in the future[UGE].

**CHAT GPT ONE-SHOT**

On 5 December 2016, at approximately 1108, a collision occurred on the River Thames involving the high-speed passenger ferry Typhoon Clipper and the workboat Alison near Tower Millennium Pier. The accident took place during daylight hours under good visibility conditions, with the tidal stream slack due to the Thames Barrier being closed. Typhoon Clipper, operated by MBNA Thames Clippers, was conducting a routine passenger ferry service and had just departed Tower Millennium Pier with 48 passengers and 4 crew onboard. Meanwhile, Alison, a workboat managed by Crown River Cruises (CRC), had two crew members onboard and was transporting paint supplies. The collision resulted in Alison capsizing and sinking, while Typhoon Clipper sustained minor damage to its port bow. Both crew members of Alison were rescued from the water by the crew of Typhoon Clipper, with one suffering minor injuries[MGE] from contact with spilled paint.

The accident unfolded as Typhoon Clipper waited to rejoin the fairway after unberthing, holding its position to allow the passage of another vessel, Silver Bonito. At the same time, Alison unberthed from the north side of the pier and attempted to cross ahead of Typhoon Clipper. As Typhoon Clipper accelerated forward, Alison moved into the ferry’s blind sector directly ahead, and the two vessels collided. Despite having a forward-facing CCTV camera that recorded the incident, the camera's feed was not displayed in the wheelhouse at the time, and neither the master nor the mate of Typhoon Clipper saw Alison before the impact. Similarly, Alison's crew had not effectively assessed the risk of collision, assuming Typhoon Clipper was still stationary at the pier. Both vessels failed to sound warning signals as required by Thames Byelaw 43, which could have alerted the crews to their respective movements.

The root causes of the accident were identified as the failure of both vessels to maintain an effective lookout and adhere to collision prevention regulations. Typhoon Clipper's wheelhouse design, which did not meet the High-Speed Craft (HSC) Code’s forward visibility requirements despite being certified by the Maritime and Coastguard Agency (MCA), contributed to the master and mate’s inability to see Alison. Additionally, Alison's crew did not use their horn or radio to communicate their intentions, nor did they designate a skipper to take overall responsibility for the vessel's safe operation. The absence of a structured safety management system (SMS) or risk assessments for CRC's workboats, including Alison, further exacerbated the situation, leaving the crew without clear guidance on safe operating practices. Neither crew member of Alison was wearing a personal flotation device (PFD), which placed their lives at greater risk after the vessel capsized.

Following the accident, both the Port of London Authority (PLA) and CRC took measures to address the safety shortcomings highlighted by the collision. The PLA issued a safety bulletin to raise awareness of the hazards near piers and reviewed its regulatory framework, including Byelaw 43 and General Direction 28, which governs lookout requirements for vessels with limited visibility. CRC introduced a mandatory lifejacket policy for workboat operations to enhance crew survivability in emergencies. Furthermore, the MCA and Thames Clippers began reviewing the forward visibility arrangements of the River Runner 200 class vessels to ensure compliance with the HSC Code.

To prevent similar incidents in the future, it is recommended that all commercial operators develop and implement comprehensive SMSs[MGE] that include risk assessments and operational procedures tailored to their vessels. Workboat crews should be required to designate a skipper to ensure accountability and compliance with safety regulations. The use of PFDs must be enforced at all times for small craft crews working in hazardous environments.[MGE] The PLA should clarify and enforce the use of sound signals under Byelaw 43 to enhance communication between vessels in congested waterways. Additionally, the suitability of technical arrangements, such as CCTV systems, for maintaining an effective lookout should be reassessed, and wheelhouse visibility standards for high-speed craft operating on the Thames must be strictly enforced[MGE]. These measures, combined with regular training and emergency drills, will help ensure safer navigation and reduce the risk of future collisions.

**LLAMA FEW-SHOT**

The Typhoon Clipper, a Thames Clippers' vessel, was involved in a serious incident [MGE]on December 5, 2016, at approximately 11:08 hours. The accident occurred while the Typhoon Clipper was navigating through the River Thames in close proximity to Tower Millennium Pier. Unfortunately, the vessel collided with another ship [MGE], Alison, which resulted in two crew members from Alison being thrown into the water.

Fortunately, thanks to the quick actions of the master and crew of Typhoon Clipper [MGE], as well as a passenger and staff member from Thames Clippers, the two crewmen were rescued and hauled out of the water one at a time. The rescue effort was facilitated by the presence of a scrambling net on board Typhoon Clipper. However, one of the crew members sustained skin burns due to contact with red oxide paint that had spilt during the accident.

The master of Alison has been criticized for not following COLREGs (Collateral Rules) [MGE]for vessels operating in a narrow channel and crossing other vessels, specifically rules 9 and 15. Furthermore, the report from the Port of London Authority (PLA) attributed poor safety culture on board Alison and a failure to communicate effectively as secondary causal factors contributing to the accident.

The accident resulted in significant damage to the port bow of Typhoon Clipper, which caused the vessel to founder [MGE]. Thankfully, the Typhoon Clipper was able to be berthed back at Tower Millennium Pier, where the RNLI, police, and ambulance services were waiting.

Following the incident, the Port of London Authority has taken actions to address the safety concerns. They have issued a safety bulletin alerting mariners to the hazards associated with navigating in close proximity to piers, jetties, and other river structures. The PLA has also conducted an investigation into the accident and prepared a report, which made recommendations for Crown River Cruises, including developing crew familiarization with COLREGs, improving company safety culture, and sharing lessons from the accident with all staff.

In light of this incident, it is essential for shipping operators to prioritize safety and adhere to international regulations such as COLREGs. Vessels must be equipped with proper safety equipment, including scrambling nets, and crew members should receive regular training on navigation rules and emergency procedures. Additionally, companies should foster a culture of openness and transparency to prevent similar incidents in the future. By learning from this accident and taking proactive measures, we can minimize the risk of similar incidents occurring in the maritime industry.

**QWEN FEW-SHOT**

On 5 December 2016 at 11:08, a very serious marine casualty occurred involving the passenger vessel Alison, which foundered in an inland waterway while on passage. [MGE]The incident took place near the port hull stem [MGE]with no fatalities reported; however, one crewman suffered skin burns from contact with red oxide paint.

The accident unfolded when the two experienced operators of the passenger vessels and workboats took turns as helmsmen without designating a single skipper to oversee the operation. This lack of accountability contributed significantly to the vessel's loss of control. [MGE] Additionally, neither of the crew members was wearing personal flotation devices (PFDs), which reduced their chances of survival in cold water.

The cause of the foundering remains unclear [MGE]but could be attributed to mismanagement and operational oversight without a clear designated skipper. The absence of a risk assessment or onboard procedures for safe operation also exacerbated the situation, leading to potential safety hazards on board Alison.

Following the accident, the Port of London Authority took several actions. While specific details are not provided in the summary, such measures likely included improving emergency response protocols and ensuring that future vessels have designated skippers with clear accountability for safety. [MGE]

For future shipping, it is recommended that all passenger vessels and workboats establish a system where a skipper is formally assigned to oversee operations. This would ensure better compliance with relevant safety guidelines and improve overall vessel management. Additionally, incorporating regular risk assessments and comprehensive onboard procedures can help mitigate potential hazards and enhance the safety of personnel on board during critical situations. [UGE]

**CHAT GPT FEW-SHOT**

On 5 December 2016, at approximately 1108, a collision occurred on the River Thames near Tower Millennium Pier involving the high-speed passenger ferry Typhoon Clipper and the workboat Alison. Typhoon Clipper, a 38.04m-long high-speed catamaran, was operating a routine passenger ferry service with 48 passengers and 4 crew on board. Alison, a 7.25m workboat with 2 crew members onboard, was departing Tower Millennium Pier after collecting paint supplies. The accident took place in daylight under good weather and visibility conditions, with minimal tidal stream due to the closure of the Thames Barrier.

The collision occurred as Typhoon Clipper unberthed from the pier and accelerated into the fairway after waiting for another vessel, Silver Bonito, to pass. At the same time, Alison departed from the north side of the pier, intending to cross the fairway ahead of Typhoon Clipper. However, Alison moved into Typhoon Clipper’s blind spot, making it invisible from the ferry’s wheelhouse. Neither vessel made sound signals to indicate their movements, and the crew of both vessels failed to effectively assess the risk of collision. Alison attempted to reverse when its crew noticed Typhoon Clipper accelerating, but this action came too late to avoid the collision. The port bow of Typhoon Clipper struck Alison, causing the workboat to capsize and sink. Both crew members of Alison fell into the water, with one briefly trapped in the wheelhouse before escaping.

Typhoon Clipper sustained minor damage in the form of a dent to its port bow, while Alison’s hull and wheelhouse were severely damaged, leading to the vessel’s sinking. The two crew members of Alison were rescued by Typhoon Clipper’s crew with the assistance of passengers and an off-duty crew member. Both men suffered cold shock and were taken to the hospital but were released later the same day.

The investigation identified several causes for the collision. The crew of Alison failed to effectively assess the traffic situation, assuming that Typhoon Clipper was still stationary at the pier, and became distracted by watching Silver Bonito. On Typhoon Clipper, the master and mate could not see Alison due to the pier obstructing their view and the workboat’s movement into the ferry’s forward blind spot. The exclusion of the bow camera from the CCTV display on Typhoon Clipper further limited the crew’s ability to detect Alison. Additionally, neither vessel used sound signals as required by Thames Byelaws, which could have alerted the other to their presence and intentions. [UGE]

In response to the accident, several actions were taken. The Port of London Authority (PLA) issued a safety bulletin highlighting the risks of navigating near piers and other river structures. Crown River Cruises, the operator of Alison, mandated the wearing of lifejackets for all workboat crew and reviewed its safety management practices. The Maritime and Coastguard Agency (MCA) began a review of the forward visibility arrangements on Typhoon Clipper and its sister vessels to address compliance with the High-Speed Craft Code. The PLA also investigated the accident and recommended Crown River Cruises improve its safety culture and crew familiarization with regulations. Thames Clippers was advised to revise its operating procedures, including visual checks before departure, and the PLA recommended clarifying the application of lookout and sound signal requirements in its regulations.

To prevent similar incidents in the future, the investigation recommended the inclusion of risk assessments and safety procedures for workboat operations in Crown River Cruises’ safety management system. It also called for the Port of London Authority to review and, if necessary, clarify its regulations regarding lookout requirements and the use of sound signals when entering the fairway. [UGE]These measures aim to improve safety culture, ensure proper risk assessment, and enhance communication and visibility among vessels operating in congested waterways like the River Thames.