

INCIDENT REPORT

Name of ship	MV.ENERGY PROSPERITY	Date and Time of Incident	01 MAY 2017 AND 12.40HRS LT
Type of Incident	<input checked="" type="checkbox"/> Accident	<input type="checkbox"/> Near Miss	<input type="checkbox"/> Injury
Ship's Status	<input checked="" type="checkbox"/> Nav. <input type="checkbox"/> In port <input type="checkbox"/> Anchoring <input type="checkbox"/> During S/B <input type="checkbox"/> Dry-docking <input type="checkbox"/> Others _____		
Location	<input type="checkbox"/> W/H <input type="checkbox"/> Galley <input type="checkbox"/> On Deck <input type="checkbox"/> C/H <input type="checkbox"/> Ballast Tank <input type="checkbox"/> Crew Accomodation <input type="checkbox"/> Mess Rm <input type="checkbox"/> Eng Work Shop <input type="checkbox"/> ECR <input type="checkbox"/> Eng. Room <input checked="" type="checkbox"/> Others _____		
Related Personnel	<input checked="" type="checkbox"/> Ship's Crew <input type="checkbox"/> Company Staff <input type="checkbox"/> Crew Family <input type="checkbox"/> Labour <input type="checkbox"/> Others _____		

Details of Incident(If it's necessary to use accident report, it shall be attached.)

On 01 May 2017 at 11.45 Hrs LT 2nd Officer Come on The bridge for change on duty with weather fair visibility small fog which Master has on the bridge since early Morning at 06.00 Hrs LT for monitoring Area due weather some times Visibility dropped due foggy also plenty fishing net buoy

On 01 May 2017 at 11.55 Hrs LT Master info to 2nd Officer for take pray and lunch and before leaving bridge around situation fair visibility also fishing net buoy is clear.

On 01 May 2017 at 12.35Hrs LT Suddenly the visibility become dense fog and radius visibility only 50 meters and 2nd Officer sounded fog signal by 2 blow and vsl closely with fishing net area Also on the radar fishing net bouy can't found anything and used hand steering and reduced speed

On 01 May 2017 at 12.40 Hrs Lt with position Lat/Long 3448.3N/12537.12E , Vessel suspect passing with fishing net due can't see any more (bad visibility/foggy)reduced speed to slow ahead and wheel alter to hard port to avoid the fishing net area

On 01 May 2017 at 12.42 Hrs Lt 2nd Officer Order to AB on duty call master by phone.

On 01 May 2017 at 12.43 Hrs Lt Master come on the bridge and handing over command for take manouavre for leaving fishing net area.

On 01 May 2017 at 12.45 Hrs Lt Vessel clear with the fishing net area and vessel continue sailing to boryeong also visibility still moderate with distance abt 300 mtrs



(Possible) Consequence caused by this incident: Human Injury/Fatality Collision Grounding
 Fire Oil Pollution Machinery Trouble Cargo Damage Others _____

(Primary Cause) Procedure Violation, Non-compliance with plan Inadquate Knowledge
 Mistake Communication Error Poor Maintenance Other _____

(Secondary Cause) Poor Experience Lack of Supervision Poor Training Negligence
 Distraction Lack of Capacity Others _____

Counter Measures for Prevention of Recurrence or Actions taken on-board

Always monitoring area when passing fishing net don't make closely especially if bad visibility/Dense Fog and check weather continue which vessel will crossing fishing net area

Date of Reporting : 01 MAY 2017	Master : _____		
For Company use			
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