**Report on Operational Incidents**

**2009 to 2018**

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**For**

**CLIA Global**



**By**

**G. P. Wild (International) Limited**

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# Executive Summary

***Key Findings***

* As the capacity of the cruise ship fleet has grown by 54.5 per cent since 2009, the number of *significant* operational incidents has declined:
  + From 2009 to 2018, significant operational incidents have been on a downward trend with an average of 18.2 incidents a year, down from a seven-year average of 19.9 in 2015, 19.4 over eight years in 2016 and 18.7 in 2017;
  + An average of 20 minor operational incidents are reported from 2009 to 2018, a figure which is also declining. It is noteworthy that the figure of 15 incidents in 2018 and 16 in 2017 were the lowest recorded in the ten years covered by this report.
  + From 2009 to 2018, man overboard incidents have declined with an incidence of 0.00004 overboard reports per active lower berth (synonymous with a cabin’s bed) in 2018. This is 64 per cent of the figure recorded in 2009.

***Introduction***

This report is written in response to Cruise Lines International Association’s (CLIA) wish to evaluate the reliability of cruise ships from the perspective of analyzing the number and type of operational incidents (OI) during cruises, both at sea and in port.

GPW has for many years compiled an annual operational incident review, detailing significant cruise industry casualties identified from the public domain. GPW has published this data since 2015 in its “Cruise Industry Statistical Review.” In addition to this in-house data, the following sources have been researched in the compilation of this report for CLIA to include both significant and minor operational incidents over the last ten years:

Daily Newspapers

* Miami Herald
* The New York Times
* USA Today
* NY Daily News
* Daily Telegraph

Shipping Industry Newspapers

* Lloyds List
* TradeWinds

Trade Publications

* International Cruise and Ferry Review
* Cruise Industry News
* Seaways (Nautical Institute)
* Seatrade Cruise Review
* Safety at Sea International
* IMO News (quarterly)
* USCG Proceedings (quarterly)
* Cruise Line Annual Reports
* Flight International

Official Websites

* US National Transportation Safety Board
* US Department of Transportation
* US Coast Guard Marine Casualty Records
* UK Marine Accident Investigation Branch
* UK Civil Aviation Authority
* International Civil Aviation Organisation
* European Commission
* Eurostat
* British Admiralty
* Nautical Institute
* International Maritime Organisation
* CDC

Other Websites

* Seatradeinsider.com
* safetyatsea.net
* cruiseJunkie.com
* cruiselawnews.com
* maritimematters.com
* Google Alerts
* Internationalcruisevictims.com
* Ashcroft+associates.com
* Cruisecritic.com

In all cases, incidents recorded were cross checked against records searched to verify the congruence of the reports. A minimum of two reports of the same incident were required for inclusion in this report.

***The Nature of Operational Incidents***

The following forms of operational incident are analyzed in this report.

* Fire;
* Technical breakdown, such as engine failure;
* Stranding or grounding;
* Passenger missing overboard and not recovered;
* Storm or wave damage;
* Collision/allision; and
* Sinking.

For the purposes of this report the authors have adopted the following definitions when researching operational incidents.

A “significant operational incident” (OI) is defined as one in which

* The ship suffers more than 24-hours’ delay to the published itinerary;
* Fatalities occur to either passengers or crew; or
* A serious injury occurs to either passengers or crew.

A “minor operational incident” is defined as one in which

* The ship is delayed for 24 hours or less against the published itinerary; or
* Minor injuries are suffered by either passengers or crew.

***Significant Operational Incidents***

The research defined above established that the following significant operational incidents or major non-conformities occurred worldwide in the oceangoing cruise industry during the years 2009 to 2018 inclusive as detailed in ES Table 1.

**ES Table 1: Summary of Significant Operational Incidents 2009 to 2018**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Item | OI’s | Fatalities | | | Injuries (1) |
| Pax | Crew | Total |
| Total 10 years | 182 | 34 | 31 | 65 | 263 |
|  |  |  |  |  |  |
| Yearly average | 18.2 | 3.4 | 3.1 | 6.5 | 26.3 |
|  |  |  |  |  |  |
| 2009 | 21 | 0 | 0 | 0 | 3 |
| 2010 | 27 | 3 | 3 | 6 | 31 |
| 2011 | 15 | 1 | 3 | 4 | 11 |
| 2012 | 18 | 27 | 5 | 32 | 164 |
| 2013 | 21 | 0 | 8 | 8 | 8 |
| 2014 | 16 | 1 | 6 | 7 | 12 |
| 2015 | 21 | 1 | 1 | 2 | 25 |
| 2016 | 16 | 0 | 3 | 3 | 7 |
| 2017 | 13 | 0 | 1 | 1 | 0 |
| 2018 | 14 | 1 | 1 | 2 | 2 |
|  |  |  |  |  |  |
|  | Totals | Av. per year ➀ |  |  |  |
| Total fires | 27 | 2.7 |  |  |  |
| Total technical | 76 | 7.6 |  |  |  |
| Total stranding or grounding | 24 | 2.4 |  |  |  |
| Total storm or rogue wave | 13 | 1.3 |  |  |  |
| Total collision or allision | 15 | 1.5 |  |  |  |
| Total other incidents | 27 | 2.7 |  |  |  |
| Grand total/ average | 182 | 18.2 |  |  |  |

Note: Totals may be different due to rounding.

➀ Ten years’ data.

Source: G. P. Wild (International) Limited

During the period examined by this report, as illustrated in ES Figure 1, there was a downward underlying trend in significant operational incidents experienced by the cruise industry, although, as would be expected, the number of incidents fluctuated each year.

ES Figure 1: Underlying trend in Significant OI’s 2009 to 2018

Source: G. P. Wild (International) Limited

***Minor Operational Incidents***

The research defined above, as shown in ES Table 2, established that the following minor operational incidents or non-conformities occurred worldwide in the oceangoing cruise industry during the years 2009 to 2018 inclusive.

ES Table 2: Summary of Non-Conformities 2009 to 2018

| Item | OI’s | Injuries |
| --- | --- | --- |
| Total 10 years | 200 | 116 |
| Yearly average | 20 | 11.6 |
|  |  |  |
| 2009 | 25 | 0 |
| 2010 | 19 | 70 |
| 2011 | 18 | 12 |
| 2012 | 20 | 3 |
| 2013 | 19 | 0 |
| 2014 | 23 | 0 |
| 2015 | 24 | 24 |
| 2016 | 21 | 0 |
| 2017 | 16 | 6 |
| 2018 | 15 | 1 |
|  |  |  |
|  | Totals | Average per year |
| Total fires | 23 | 2.3 |
| Total technical | 106 | 10.6 |
| Total stranding or grounding | 12 | 1.2 |
| Total storm or rogue wave | 20 | 2 |
| Total collision or allision | 23 | 2.3 |
| Total other incidents | 16 | 1.6 |
| Grand total/ average | 200 | 20 |

Source: G. P. Wild (International) Limited

During the same period examined by this report, as illustrated in ES Figure 2, the number of minor operational incidents which involved delay to the ship or minor injury to passengers or crew, having remained constant at around 20 for most of the reporting period, has fallen significantly in the last two years. Again, as would be expected, the number of incidents fluctuated each year.

ES Figure 2: Underlying trend in Minor Operational Incidents 2009 to 2018

Source: G. P. Wild (International) Limited

***Trends in OI in relation to fleet size***

From 2009 to 2018, the active lower berth capacity of the cruise fleet worldwide grew by 54.5 per cent. Thus it is useful to examine the trends in incidents per lower berth deployed and compare them with the growth in active lower berth capacity between 2009 and 2018. The results of this examination are depicted in ES Figure 3.

ES Figure 3 shows that when the expansion of the capacity of the cruise ship fleet is taken into account, the underlying trend in the occurrence of minor OI’s is also falling in a similar pattern to major OI’s.

ES Figure 3: Comparative development of Active Lower Berths (LBs) and OI’s per Active LB

Source: G. P. Wild (International) Limited

***Man-overboard Incidents***

The research conducted under the above methodology and from the various sources defined has resulted in the following analysis of man overboard incidents involving both passengers and crew.

A total of 187 incidents have been identified of which 39 (25.5 per cent) were successfully rescued. The results of this research are summarized in ES Table 3.

ES Table 3: Summary of man overboard incidents

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Year | Active Lower Berths (‘000s) | Total Overboard Incidents | Overboard Incidents per Active LB | Fatalities | | | Rescued |
| Pax | Crew | Total |
| 2009 | 349,900 | 23 | 0.0000657 | 15 | 4 | 19 | 6 |
| 2010 | 378,600 | 22 | 0.0000581 | 10 | 6 | 16 | 6 |
| 2011 | 400,400 | 22 | 0.0000549 | 11 | 8 | 19 | 3 |
| 2012 | 410,300 | 17 | 0.0000414 | 7 | 6 | 13 | 5 |
| 2013 | 414,800 | 12 | 0.0000289 | 11 | 2 | 13 | 0 |
| 2014 | 428,700 | 18 | 0.000042 | 9 | 6 | 15 | 3 |
| 2015 | 432,194 | 24 | 0.0000555 | 14 | 3 | 17 | 7 |
| 2016 | 495,181 | 12 | 0.0000242 | 8 | 3 | 11 | 1 |
| 2017 | 519,094 | 14 | 0.000027 | 6 | 5 | 11 | 3 |
| 2018 | 540,479 | 23 | 0.0000425 | 13 | 6 | 19 | 5 |
| Totals | 4,369,648 | 187 | 0.0003979 | 104 | 49 | 153 | 39 |
| 10-year av. | 436,965 | 18.7 | 0.00003979 | 10.4 | 4.9 | 15.3 | 3.9 |
|  |  |  |  |  |  |  |  |
| % of rescues |  |  |  |  |  |  | 25.5 |

Note: Not all columns cross check due to more than one person being involved in some incidents.

Source: G. P. Wild (International) Limited

The results of the search showed a significant decline in both the number of incidents and the number of fatalities over the ten years studied though there were some fluctuations year-over-year in passenger fatalities. Regrettably however, 2018 saw an increase in such incidents.

ES Figure 4: Trends in Overboard Incidents per Active Lower Berth 2009-18

Source: G. P. Wild (International) Limited

When compared with the growth in capacity in the industry over the study years, man overboard incidents continue on a downward trend, as demonstrated in Figure ES 4.

# 1. Introduction

Cruise Lines International Association (CLIA) wishes to continue to evaluate the reliability of cruise ships from the perspective of analyzing the number and type of operational incidents (OI) during cruises, both at sea and in port. This report is the sixth annual report, the first report covered 2009 to 2013 with subsequent reports including 2014 to 2018. It is contended that cruise ship reliability is at an all-time high with fewer OI episodes both in terms of absolute numbers and as a percentage of sailings. CLIA has therefore re-commissioned G. P. Wild (International) Ltd (GPW) to undertake research aimed at establishing the relevant data

## 1.1 Sources of Data

GPW has for more than 15 years compiled an annual review, detailing significant cruise industry casualties identified from the public domain. Until 2015 this data was published each year in GPW’s “Cruise Industry Statistical Review.” In addition to this in-house data, the following sources were researched in the compilation of this report for the CLIA:

Daily Newspapers

* Miami Herald
* The New York Times
* USA Today
* NY Daily News
* Daily Telegraph

Shipping Industry Newspapers

* Lloyds List
* TradeWinds

Trade Publications

* International Cruise and Ferry Review
* Cruise Industry News
* Seaways (Nautical Institute)
* Seatrade Cruise Review
* Safety at Sea International
* IMO News (quarterly)
* USCG Proceedings (quarterly)
* Cruise Line Annual Reports
* Flight International

Official Websites

* US National Transportation Safety Board
* US Department of Transportation
* US Coast Guard Marine Casualty Records
* UK Marine Accident Investigation Branch
* UK Civil Aviation Authority
* International Civil Aviation Organisation
* European Commission
* Eurostat
* British Admiralty
* Nautical Institute
* International Maritime Organisation (IMO)
* Centres for Disease Control (CDC)

Other Websites

* Seatradeinsider.com
* safetyatsea.net
* cruiseJunkie.com
* cruiselawnews.com
* maritimematters.com
* Google Alerts
* Internationalcruisevictims.com
* Ashcroft+associates.com
* Cruisecritic.com

## 1.2 The Research Methodology

In addition to in-house information and use of the various sources named above, the research contained in this report was taken primarily from the British Library in London and supplemented by information from the London Business Library. The British Library was requested to provide archive copies of various daily and industry newspapers and trade publications listed above from 2009 to 2014. Certain publications were made available in hard copy and others in an electronically archived format.

Other trade publications such as Cruise Industry News, Seatrade Cruise Review and Flight International are received on subscription by GPW and hence these archived publications were studied at the offices of GPW.

Since 2014, official and other websites were reviewed from the desktop and data gleaned from such searches was added to the significant quantity of data on the subject already held in the GPW in-house database. It should be noted that certain websites also include ferry industry data, which is not part of this report.

# 2. Cruise Industry Operational Incidents

## 2.1 Definition of Operational Incidents

The following forms of operational incident will be analyzed in this report.

* Fire;
* Technical breakdown such as engine failure;
* Stranding or grounding;
* Passenger missing overboard and not recovered;
* Storm or wave damage;
* Collision/ allision; and
* Sinking.

Under the terms of the International Maritime Organization’s ISM Code (International Safety Management Code), operational incidents are referred to by the terms “non-conformities” and “major non-conformities.” These are defined as follows:

* A “non-conformity” means an observed situation where the objective evidence indicates the non-fulfilment of the ISM Code.
* A “major non-conformity” means an identifiable deviation, which poses a serious threat to the safety of personnel or the ship or a serious risk to the environment that requires immediate corrective action.

Further study of the Code indicates that these official definitions may not be entirely suited to the circumstances of the cruise industry and the objectives of this report. An operational incident in the cruise industry may inconvenience passengers while not necessarily falling under the strict terms of the ISM Code.

For the purposes of this report, the authors have adopted the following definitions when researching operational incidents.

A “significant operational incident” (OI) is defined as one in which:

* The ship suffers more than 24-hours delay to the published itinerary;
* Fatalities occur to either passengers or crew; or
* A serious injury occurs to either passengers or crew.

A “minor operational incident” is defined as one in which

* The ship is delayed for 24 hours or less against the published itinerary; or
* Minor injuries are suffered by either passengers or crew.

## 2.2 Significant Operational Incidents

The research defined above has established that the following significant operational incidents or major non-conformities occurred worldwide in the oceangoing cruise industry from 2009 to 2018.

Table 2. 1: Summary of Significant Operational Incidents 2009 to 2018

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Item | OI’s | Fatalities | | | Injuries (1) |
| Pax | Crew | Total |
| Total 10 years | 182 | 34 | 31 | 65 | 263 |
|  |  |  |  |  |  |
| Yearly average | 18.2 | 3.4 | 3.1 | 6.5 | 26.3 |
|  |  |  |  |  |  |
| 2009 | 21 | 0 | 0 | 0 | 3 |
| 2010 | 27 | 3 | 3 | 6 | 31 |
| 2011 | 15 | 1 | 3 | 4 | 11 |
| 2012 | 18 | 27 | 5 | 32 | 164 |
| 2013 | 21 | 0 | 8 | 8 | 8 |
| 2014 | 16 | 1 | 6 | 7 | 12 |
| 2015 | 21 | 1 | 1 | 2 | 25 |
| 2016 | 16 | 0 | 3 | 3 | 7 |
| 2017 | 13 | 0 | 1 | 1 | 0 |
| 2018 | 14 | 1 | 1 | 2 | 2 |
|  |  |  |  |  |  |
|  | Totals | Av. per year ➀ |  |  |  |
| Total fires | 27 | 2.7 |  |  |  |
| Total technical | 76 | 7.6 |  |  |  |
| Total stranding or grounding | 24 | 2.4 |  |  |  |
| Total storm or rogue wave | 13 | 1.3 |  |  |  |
| Total collision or allision | 15 | 1.5 |  |  |  |
| Total other incidents | 27 | 2.7 |  |  |  |
| Grand total/ average | 182 | 18.2 |  |  |  |

Note: Totals may be different due to rounding.

➀ Ten years’ data.

Source: G. P. Wild (International) Limited

Evidently, during the period examined by this report, as illustrated in Figure 2.1, there was a downward underlying trend in significant operational incidents experienced by the cruise industry, although, as would be expected, the number of incidents fluctuated each year. The range between 16 and 21 was apparently becoming established as the norm, but 2017 was a particularly positive year with only 13 major incidents reported. In 2018 this was repeated with only 14 incidents reported. Given the rapid expansion of the worldwide fleet in recent years, as demonstrated in Figure 2.2, this downward trend is particularly noteworthy.

Regrettably, two fatalities occurred in 2018. On passenger lost her life embarking a tender boat in the South Pacific and one crew member fell into the bottom of a dry dock whilst his ship was in refit in Chile. The passenger fatality was in similar circumstances to the last passenger fatality which occurred almost three years ago.

Figure 2. 1: Underlying trend in Significant OI’s 2009 to 2018

Source: G. P. Wild (International) Limited

As shown in Figure 2.2, during the same period the capacity of the active fleet was growing from 349,900 to 540,479 lower berths, which represents an increase of 54.5 per cent.

Figure 2. 2: Growth in Capacity of the Active Cruise Fleet 2009-2017 (LBs)

Source: G. P. Wild (International) Limited

More comprehensive details of individual significant operational incidents, by category, are presented in Appendix 1.

## 2.3 Minor Operational Incidents

The research defined above has established, as shown in Table 2.2, that the following minor operational incidents or non-conformities occurred worldwide in the oceangoing cruise industry during the years 2009 to 2018 inclusive.

Table 2. 2: Summary of Non-Conformities 2009 to 2018

| Item | OI’s | Injuries |
| --- | --- | --- |
| Total 10 years | 200 | 116 |
| Yearly average | 20 | 11.6 |
|  |  |  |
| 2009 | 25 | 0 |
| 2010 | 19 | 70 |
| 2011 | 18 | 12 |
| 2012 | 20 | 3 |
| 2013 | 19 | 0 |
| 2014 | 23 | 0 |
| 2015 | 24 | 24 |
| 2016 | 21 | 0 |
| 2017 | 16 | 6 |
| 2018 | 15 | 1 |
|  |  |  |
|  | Totals | Average per year |
| Total fires | 23 | 2.3 |
| Total technical | 106 | 10.6 |
| Total stranding or grounding | 12 | 1.2 |
| Total storm or rogue wave | 20 | 2 |
| Total collision or allision | 23 | 2.3 |
| Total other incidents | 16 | 1.6 |
| Grand total/ average | 200 | 20 |

Source: G. P. Wild (International) Limited

While the number of minor incidents has fluctuated from year to year, in 2017 they fell to 16, below the previous range of 18 to 25 per year. In 2018 the number is still less at 15 incidents. This is shown in Table 2.2 and as illustrated in Figure 2.3. The number of minor operational incidents, which involved injury to passengers or crew had declined significantly over the reporting years and in 2018 only one minor injury has been reported, that being to a crew member during a lifeboat incident.

Figure 2. 3: Underlying trend in Minor Operational Incidents 2009 to 2018

Source: G. P. Wild (International) Limited

Details are minor operational incidents are provided in Appendix 2.

Figure 2. 4: Comparative development of Active Lower Berths (LBs) and OI’s per Active LB

Source: G. P. Wild (International) Limited

As was shown in Figure 2.2, from 2009 to 2018, the active lower berth capacity of the cruise fleet worldwide grew by 54.4 per cent. Thus, it is useful to examine the trends in incidents per lower berth deployed and compare them with the growth in active lower berth capacity between 2009 and 2018. The results of this examination are depicted in Figure 2.4.

As shown in Figure 2.4, when the expansion of the capacity of the cruise ship fleet is considered, it is worth noting that the underlying trend in the occurrence of minor OI’s is now mirroring the fall in major OI’s.

## 2.4 Man Overboard Incidents

The research conducted under the above methodology and from the various sources defined has resulted in the following analysis of man overboard (MOB) incidents involving both passengers and crew. In discussions with cruise line representatives, they indicated that in every case where the cause of the MOB was established following a careful investigation it was found to be the result of an intentional or reckless act. There were some incidents; however, which were impossible to determine a motive. The results of this research are summarized in Table 2.3.

Table 2. 3: Summary of man overboard incidents 2009 to 2018

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Year | Active Lower Berths (‘000s) | Total Overboard Incidents | Overboard Incidents per Active LB | Fatalities | | | Rescued |
| Pax | Crew | Total |
| 2009 | 349,900 | 23 | 0.0000657 | 15 | 4 | 19 | 6 |
| 2010 | 378,600 | 22 | 0.0000581 | 10 | 6 | 16 | 6 |
| 2011 | 400,400 | 22 | 0.0000549 | 11 | 8 | 19 | 3 |
| 2012 | 410,300 | 17 | 0.0000414 | 7 | 6 | 13 | 5 |
| 2013 | 414,800 | 12 | 0.0000289 | 11 | 2 | 13 | 0 |
| 2014 | 428,700 | 18 | 0.000042 | 9 | 6 | 15 | 3 |
| 2015 | 432,194 | 24 | 0.0000555 | 14 | 3 | 17 | 7 |
| 2016 | 495,181 | 12 | 0.0000242 | 8 | 3 | 11 | 1 |
| 2017 | 519,094 | 14 | 0.000027 | 6 | 5 | 11 | 3 |
| 2018 | 540,479 | 23 | 0.0000425 | 13 | 6 | 19 | 5 |
| Totals | 4,369,648 | 187 | 0.0003979 | 104 | 49 | 153 | 39 |
| 10-year av. | 436,965 | 18.7 | 0.00003979 | 10.4 | 4.9 | 15.3 | 3.9 |
|  |  |  |  |  |  |  |  |
| % of rescues |  |  |  |  |  |  | 25.5 |

Note: Not all columns cross check due to more than one person being involved in some incidents.

Source: G. P. Wild (International) Limited

Based on Figure 2.5 the results of the search show that after a significant decline in both the number of incidents and the number of fatalities over the years from 2009 to 2017, the year 2018 has seen a significant rise in MOB’s. The number of passenger fatalities was at an all-time low in 2017. The number of persons rescued remains around 25% of the fatalities. In other words, one in four is rescued.

Crew fatalities remain around the average of five per year period, around one in every 50,000 crew serving in the fleet at any one time in 2018. One third of all the man overboard incidents in the ten-year period have involved crew rather than passengers. On the largest ships there can be more than 2,000 crew serving at any one time.

Figure 2. 5: Trend in Overboard Incidents on Cruise Ships 2009 to 2018

Source: G. P. Wild (International) Limited

Figure 2. 6: Trends in Overboard Incidents per Active Lower Berth 2009-18

Source: G. P. Wild (International) Limited

Clearly during this period the size of the cruise fleet continued to expand as the demand for cruises grew, as noted at the beginning of this section, and the implications of this changing fleet structure in terms of overboard incidents is examined in Figure 2.6. This shows that after a low of 12 incidents in 2013 overboard incidents increased over the subsequent two years to reach 24 in 2015. In 2017, it has returned close to a historically low level but this was not maintained in 2018 when incidents increased to 23. Nonetheless the underlying trend remains downward between 2009 and 2018.

# Appendix 1: Significant Operational Incidents 2009 to 2018[[1]](#footnote-1)

| Date | Occurrence | Q | Fatalities | | | Injuries |
| --- | --- | --- | --- | --- | --- | --- |
| Pax | Crew | Total |
| **2009** |  |  |  |  |  |  |
| **Fires** |  |  |  |  |  |  |
|  | Loss of electrical power following fire in generator room; next cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 4.2009 | Engine room fire off Gibraltar | 1 | 0 | 0 | 0 | 0 |
| 6.2009 | Engine room fire during East Med cruise; next cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 8.2009 | Fire in port in Stockholm caused by crew welding; ship evacuated; smoke inhalation by 2 crew | 1 | 0 | 0 | 0 | 2 |
| **Total Fires** |  | 4 | 0 | 0 | 0 | 2 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 3.2009 | Mechanical in Indian Ocean | 1 | 0 | 0 | 0 | 0 |
| 3.2009 | 14-day Cruise cancelled due need to dry dock for propeller shaft bearing problem | 1 | 0 | 0 | 0 | 0 |
| 3.2009 | Mechanical round world voyage | 1 | 0 | 0 | 0 | 0 |
| 4.2009 | Damage to Azipod from fishing nets | 1 | 0 | 0 | 0 | 0 |
| 11.2009 | One-week cruise cancelled due late dry docking; need to fabricate engine part | 1 | 0 | 0 | 0 | 0 |
| 11.2009 | Mechanical/power problems in Caribbean | 1 | 0 | 0 | 0 | 0 |
| 12.2009 | Three-days delay to subsequent cruise due to dry docking running late | 1 | 0 | 0 | 0 | 0 |
| **Total Technical** |  | 7 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Stranding or Grounding** |  |  |  |  |  |  |
| 1.2009 | Propeller damage following collision with unknown object; some ports omitted | 1 | 0 | 0 | 0 | 0 |
| 1.2009 | Grounded off Trondheim; propeller damage | 1 | 0 | 0 | 0 | 0 |
| 2.2009 | Stranding in Antarctic | 1 | 0 | 0 | 0 | 0 |
| 11.2009 | Stranding in ice in Antarctic | 1 | 0 | 0 | 0 | 0 |
| 12.2009 | Grounding during Fiji cruise in strong winds | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 5 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave damage** |  |  |  |  |  |  |
| 10.2009 | Storm damage off Spanish Med coast | 1 | 0 | 0 | 0 | 0 |
| 10.2009 | Severe listing in storm off US east coast; internal damage | 1 | 0 | 0 | 0 | 1 |
| **Total stranding or rogue wave damage** |  | 2 | 0 | 0 | 0 | 1 |
|  |  |  |  |  |  |  |
| **Collision or allision** |  |  |  |  |  |  |
| 12.2009 | Collision with pier Porta Vallarta; cruise delayed | 1 | 0 | 0 | 0 | 0 |
| **Total collision or allision** |  | 1 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Other incidents** |  |  |  |  |  |  |
| 3.2009 | Gangway collapsed at Palma injuring one pax who fell into dock | 1 | 0 | 0 | 0 | 0 |
| 10.2009 | Severe listing approaching La Coruna; ship on wrong course entering channel; internal damage | 1 | 0 | 0 | 0 | 0 |
| **Total other incidents** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Totals 2009** |  | **21** | **0** | **0** | **0** | **3** |
|  |  |  |  |  |  |  |
| **2010** |  |  |  |  |  |  |
| **Fires** |  |  |  |  |  |  |
| 5.201 | Fire in port in Norway | 1 | 0 | 0 | 0 | 0 |
| 11.201 | Engine room fire, ship without power. Co2 fire-fighting system malfunctioned | 1 | 0 | 0 | 0 | 0 |
| 12.201 | Fire disabled air conditioning and domestic services in Rio; cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| **Total fires** |  | 3 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 2.201 | Two cruises cancelled due need to dry dock for propulsion repairs | 1 | 0 | 0 | 0 | 0 |
| 3.201 | Crewmen burned by steam due boiler problem | 1 | 0 | 0 | 0 | 3 |
| 4.201 | World cruise significantly curtailed by engine failure | 1 | 0 | 0 | 0 | 0 |
| 4.201 | Power failure during Med cruise; ship dry docked | 1 | 0 | 0 | 0 | 0 |
| 4.201 | Engine problems; cancellation of cruise | 1 | 0 | 0 | 0 | 0 |
| 8.201 | Power problems; 2 ports dropped; itinerary changes | 1 | 0 | 0 | 0 | 0 |
| 8.201 | Engine trouble during Atlantic Isles cruise; replaced by sister ship | 1 | 0 | 0 | 0 | 0 |
| 9.201 | Power failure disrupts pax services; cruise aborted | 1 | 0 | 0 | 0 | 0 |
| 10.201 | Two cruises cancelled due propulsion pod malfunction; ship dry docked Genoa | 1 | 0 | 0 | 0 | 0 |
| 10.201 | Rudder problems; cruise cancelled; ship to be dry docked in Mediterranean | 1 | 0 | 0 | 0 | 0 |
| 10.201 | Propulsion motor problems cause cancellation of cruise | 1 | 0 | 0 | 0 | 0 |
| **Total Technical** |  | 11 | 0 | 0 | 0 | 3 |
|  |  |  |  |  |  |  |
| **Stranding or Grounding** |  |  |  |  |  |  |
| 8.201 | Ran aground on uncharted rock in Arctic; cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 1 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave damage** |  |  |  |  |  |  |
| 3.201 | Heavy weather in Med smashed forward lounge windows | 1 | 2 | 0 | 2 | 14 |
| 9.201 | Storm damage off Scotland | 1 | 0 | 0 | 0 | 0 |
| 12.201 | Extreme weather during Antarctic cruise; returned to port | 1 | 0 | 0 | 0 | 0 |
| 12.201 | Heavy weather in Med | 1 | 0 | 0 | 0 | 2 |
| **Total storm or rogue wave damage** |  | 4 | 2 | 0 | 2 | 16 |
|  |  |  |  |  |  |  |
| **Collision or Allision** |  |  |  |  |  |  |
| 2.201 | Collision with dock in Red Sea flooded crew cabin | 1 | 0 | 3 | 3 | 4 |
| 3.201 | Collision with cargo ship in Philippines; some damage to fore part | 1 | 0 | 0 | 0 | 0 |
| 10.201 | Collision on-route Japan to China; 20m gash in hull, 3 injured | 1 | 0 | 0 | 0 | 3 |
| undated | Collided with cargo ship in Yangtze River | 1 | 0 | 0 | 0 | 3 |
| **Total collision or allision** |  | 4 | 0 | 3 | 3 | 10 |
|  |  |  |  |  |  |  |
| **Other incidents** |  |  |  |  |  |  |
| 5.201 | Ship detained by MCA in Belfast for multiple defects; pax left ship | 1 | 0 | 0 | 0 | 0 |
| 6.201 | Detained by MCA in Portsmouth for various defects including submersion of load line | 1 | 0 | 0 | 0 | 0 |
| 7.201 | Crewman trapped by fire door during drill; serious injuries, cruise delayed | 1 | 0 | 0 | 0 | 1 |
| 7.201 | Shore gangway (Genoa Port Authority) collapsed during embarkation; 1 fatality, 1 injury | 1 | 1 | 0 | 1 | 1 |
| **Total other incidents** |  | 4 | 1 | 0 | 1 | 2 |
|  |  |  |  |  |  |  |
| **Total 2010** |  | **27** | **3** | **3** | **6** | **31** |
|  |  |  |  |  |  |  |
| **2011** |  |  |  |  |  |  |
| **Fires** |  |  |  |  |  |  |
| 4.2011 | Generator fire, loss of power, pax evacuated from ship | 1 | 0 | 0 | 0 | 0 |
| 12.2011 | Generator room fire | 1 | 0 | 0 | 0 | 0 |
| **Total fires** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 5.2011 | Mechanical/switchboard problem in Baltic; ship adrift; cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 7.2011 | Propeller problems in Seattle; on day delay | 1 | 0 | 0 | 0 | 0 |
| 9.2011 | Mechanical/engine explosion in Antarctic | 1 | 0 | 2 | 2 | 9 |
| 12.2011 | Mechanical failure, loss of propulsion and wave damage in Drake Passage | 1 | 0 | 0 | 0 | 0 |
| **Total technical** |  | 4 | 0 | 2 | 2 | 9 |
|  |  |  |  |  |  |  |
| **Stranding or grounding** |  |  |  |  |  |  |
| 2.2011 | Grounding on rock in Antarctica: remainder of cruise season cancelled | 1 | 0 | 0 | 0 | 0 |
| 10.2011 | Stranding on rocks Patmos | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave damage** |  |  |  |  |  |  |
| 10.2011 | Extreme weather in North Atlantic; small fire on gas turbine generator reported | 1 | 0 | 0 | 0 | 0 |
| 11.2011 | Hull cracking; ship listed | 1 | 0 | 0 | 0 | 0 |
| **Total storm or rogue wave damage** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Collision or Allision** |  |  |  |  |  |  |
| 5.2011 | Struck by bunkering barge in St Petersburg; damage to lifeboats | 1 | 0 | 0 | 0 | 0 |
| 11.2011 | Struck container crane while leaving Cadiz; damage to balconies | 1 | 0 | 0 | 0 | 0 |
| **Total collision or allision** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Other incidents** |  |  |  |  |  |  |
| 1.2011 | Accident during lifeboat maintenance in NZ | 1 | 0 | 1 | 1 | 0 |
| 1.2011 | Accident involving oxygen tank during boat drill; 2 crewmen injured | 1 | 0 | 0 | 0 | 2 |
| 4.2011 | Pax died after being dropped into sea during medevac | 1 | 1 | 0 | 1 | 0 |
| **Total other incidents** |  | 3 | 1 | 1 | 2 | 2 |
|  |  |  |  |  |  |  |
| **Total 2011** |  | **15** | **1** | **3** | **4** | **11** |
|  |  |  |  |  |  |  |
| **2012** |  |  |  |  |  |  |
| **Fires** |  |  |  |  |  |  |
| 2.2012 | Generator room fire; ship disabled | 1 | 0 | 0 | 0 | 0 |
| 4.2012 | Fire resulting in power loss and injuries to crew; ship off Borneo coast | 1 | 0 | 0 | 0 | 5 |
| 4.2012 | Destroyed by fire in Seattle | 1 | 0 | 0 | 0 | 0 |
| **Total fires** |  | 3 | 0 | 0 | 0 | 5 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 3.2012 | Propulsion motor problems; cancellation of 2 cruises | 1 | 0 | 0 | 0 | 0 |
| 4.2012 | Total power failure in Antarctica | 1 | 0 | 0 | 0 | 0 |
| 4.2012 | Mechanical; 2 cruises cancelled including "maiden Voyage" | 1 | 0 | 0 | 0 | 0 |
| 6.2012 | Engine problems; emergency repairs in Holyhead; cruise curtailed | 1 | 0 | 0 | 0 | 0 |
| 10.2012 | Cruise cancelled due propulsion motor problem; ship early to dry dock | 1 | 0 | 0 | 0 | 0 |
| 11.2012 | Main engine problems; cruise curtailed in Madeira | 1 | 0 | 0 | 0 | 0 |
| 12.2012 | Failure of heating system lead to curtailment of cruise in Oslo | 1 | 0 | 0 | 0 | 0 |
| **Total technical** |  | 7 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Stranding or grounding** |  |  |  |  |  |  |
| 1.2012 | Capsize/stranding | 1 | 27 | 5 | 32 | 159 |
| 1.2012 | Grounded at Port Lucaya, Bahamas; minimal damage, pulled clear by tugs; continued voyage | 1 | 0 | 0 | 0 | 0 |
| 10.2012 | Propeller damage found during routine dry dock ; following cruise cancelled for repair time | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 3 | 27 | 5 | 32 | 159 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave damage** |  |  |  |  |  |  |
| 2.2012 | Internal damage caused by storm with 10/11 m waves | 1 | 0 | 0 | 0 | 0 |
| 10.2012 | Storm damage in Bay of Biscay; significant damage; some cracking repairs necessary | 1 | 0 | 0 | 0 | 0 |
| **Total storm or rogue wave damage** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Collision or allision** |  |  |  |  |  |  |
| 3.2012 | Collision with container ship off Vietnam in fog | 1 | 0 | 0 | 0 | 0 |
| 9.2012 | Collided in Bermuda after Star broke moorings | 1 | 0 | 0 | 0 | 0 |
| 12.2012 | Struck quay berthing at Marseilles; significant hull damage | 1 | 0 | 0 | 0 | 0 |
| **Total collision or allision** |  | 3 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Total 2012** |  | **18** | **27** | **5** | **32** | **164** |
|  |  |  |  |  |  |  |
| **2013** |  |  |  |  |  |  |
| **Fires/explosion** |  |  |  |  |  |  |
| 2.2013 | Engine room fire/loss of power | 1 | 0 | 0 | 0 | 0 |
| 5.2013 | Fire on mooring deck when near Bahamas | 1 | 0 | 0 | 0 | 0 |
| 11.2013 | Fire in smokestack resulted in ship being sent to repair yard in Genoa | 1 | 0 | 0 | 0 | 0 |
| 12.2013 | Explosion whilst tank cleaning off South America | 1 | 0 | 0 | 0 | 3 |
| **Total fires/explosion** |  | 4 | 0 | 0 | 0 | 3 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 1.2013 | World cruise reduced to circle of South Atlantic due engine problems | 1 | 0 | 0 | 0 | 0 |
| 3.2013 | Electrical problems caused power outages and cancellation of following cruise | 1 | 0 | 0 | 0 | 0 |
| 4.2013 | Sewage back up affecting 400 cabins | 1 | 0 | 0 | 0 | 0 |
| 6.2013 | Crew member seriously burned in steam leak accident | 1 | 0 | 0 | 0 | 1 |
| 6.2013 | Generator failure causes curtailment of cruise in Ireland | 1 | 0 | 0 | 0 | 0 |
| 8.2013 | Switchboard faults cause cruise cancellation of Australian cruise | 1 | 0 | 0 | 0 | 0 |
| 8.2013 | Propulsion motor faults cause cancellation of 4 cruises | 1 | 0 | 0 | 0 | 0 |
| 10.2013 | Problems with stabilisers after dry dock; cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| **Total technical** |  | 8 | 0 | 0 | 0 | 1 |
|  |  |  |  |  |  |  |
| **Stranding or grounding** |  |  |  |  |  |  |
| 3.2013 | Aground of Trollfjord, Norway | 1 | 0 | 0 | 0 | 0 |
| 3.2013 | Aground off Scotland; one tank holed | 1 | 0 | 0 | 0 | 0 |
| 5.2013 | Aground off Oban, Scotland | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 3 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave** |  |  |  |  |  |  |
| 1.2013 | Heavy weather in of Ushuaia | 1 | 0 | 0 | 0 | 4 |
| **Total storm or rogue wave** |  | 1 | 0 | 0 | 0 | 4 |
|  |  |  |  |  |  |  |
| **Other incident** |  |  |  |  |  |  |
| 1.2013 | Crew member killed falling into engine room ventilation duct while undertaking repairs | 1 | 0 | 1 | 1 | 0 |
| 2.2013 | Lifeboat fell into water after fall wire broke during a drill | 1 | 0 | 5 | 5 | 0 |
| 3.2013 | Sailor hit by mooring rope/fell into Katakolon harbour | 1 | 0 | 1 | 1 | 0 |
| 3.2013 | Ship detained by UK authorities for deficiencies; cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 10.2013 | Crew member killed in cherry picker accident in New Orleans | 1 | 0 | 1 | 1 | 0 |
| **Total other incidents** |  | 5 | 0 | 8 | 8 | 0 |
|  |  |  |  |  |  |  |
| **Total 2013** |  | **21** | **0** | **8** | **8** | **8** |
|  |  |  |  |  |  |  |
| **2014** |  |  |  |  |  |  |
| **Fires/explosion** |  |  |  |  |  |  |
| 5.2014 | Electrical fire caused loss of power. Ship anchored in calm conditions for repairs. | 1 | 0 | 0 | 0 | 0 |
| 12.2014 | Engine room fire | 1 | 0 | 3 | 3 | 0 |
| **Total fires/explosion** |  | 2 | 0 | 3 | 3 | 0 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 2.2014 | Propeller shaft problems. Returned to Southampton 3 days early for repairs | 1 | 0 | 0 | 0 | 0 |
| 3.2014 | Ship delayed in dry dock for propeller repairs. Following cruise started 3 days late | 1 | 0 | 0 | 0 | 0 |
| 4.2014 | Propeller seal leakage. 3 day stop in Barcelona for repairs | 1 | 0 | 0 | 0 | 0 |
| 5.2014 | Main engine fault caused curtailment of cruise and cancellation of following cruise. | 1 | 0 | 0 | 0 | 0 |
| 5.2014 | Undisclosed electrical fault. Cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 7.2014 | Engine problems/ cancellation of cruise | 1 | 0 | 0 | 0 | 0 |
| 9.2014 | Two cruises cancelled. Ship dry docked for mechanical repairs. | 1 | 0 | 0 | 0 | 0 |
| 9.2014 | Propeller and shafting problems. Three cruises cancelled. | 1 | 0 | 0 | 0 | 0 |
| 12.2014 | Engine failure. Following cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| **Total technical** |  | 9 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Stranding or grounding** |  |  |  |  |  |  |
| 10.2014 | Struck unidentified object leaving Freeport. Pax evacuated | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 1 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave** |  |  |  |  |  |  |
| 2.2014 | Ship hit by freak wave which stove in forward lounge windows | 1 | 1 | 0 | 1 | 12 |
| **Total storm or rogue wave** |  | 1 | 1 | 0 | 1 | 12 |
|  |  |  |  |  |  |  |
| **Other incident** |  |  |  |  |  |  |
| 2.2014 | Propeller damage from cable. Cruise curtailed, following cruise cancelled. Ship dry docked in Korea | 1 | 0 | 0 | 0 | 0 |
| 4.2014 | Two mooring men drowned when their boat capsized by wash from ship when undocking St Kitts | 1 | 0 | 2 | 2 | 0 |
| 10.2014 | Rescue boat fall wire broke. Boat fell to water with two crewmen aboard. One seaman killed, other injured. | 1 | 0 | 1 | 1 | 0 |
| **Total other incidents** |  | 3 | 0 | 3 | 3 | 0 |
|  |  |  |  |  |  |  |
| **Total 2014** |  | **16** | **1** | **6** | **7** | **12** |
|  |  |  |  |  |  |  |
| **2015** |  |  |  |  |  |  |
| **Fires/explosion** |  |  |  |  |  |  |
| 25.01 | Engine room fire/ cruise curtailed in Tenerife | 1 | 0 | 0 | 0 | 0 |
| 22.07 | Crew member received first degree burns in machinery space fire/pax mustered | 1 | 0 | 0 | 0 | 1 |
| 8.09 | Engine room fire whilst alongside/ship remained in St Thomas for 3 days | 1 | 0 | 0 | 0 | 0 |
| 18.11 | Major engine room fire/all pax evacuated by helicopter and rescue craft off Falkland Islands/ship out of service for repairs | 1 | 0 | 0 | 0 | 0 |
| 2.12 | Loss of power after switchboard fire/cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| **Total fires/explosion** |  | 5 | 0 | 0 | 0 | 1 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 24.01 | Electrical faults resulting from water leak/36-hour delay | 1 | 0 | 0 | 0 | 0 |
| 1.02 | PA system failure/cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 25.02 | Mechanical problems/ship in port in Virgin Islands for 3 days | 1 | 0 | 0 | 0 | 0 |
| 12.04 | Azipod problems/ trans canal cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 26.04 | Cruise cancelled due emergency dry docking for oil leak | 1 | 0 | 0 | 0 | 0 |
| 7.05 | Two days delay due technical problems on Norwegian Fjords cruise | 1 | 0 | 0 | 0 | 0 |
| 1.08 | Mechanical problems delay ship in Tallinn/cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| **Total technical** |  | 7 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Stranding or grounding** |  |  |  |  |  |  |
| 6.02 | Grounding/ship taken from service for repairs | 1 | 0 | 0 | 0 | 0 |
| 11.05 | Grounded in western Scotland/out of service for repairs 3 months | 1 | 0 | 0 | 0 | 0 |
| 22.11 | Ice damage in South Shetlands. Next cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| 24.12 | Ran aground whilst anchoring at Isla da Coiba, Panama. Ship dry docked for repairs | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 4 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave** |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Total storm or rogue wave** |  | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Collision or allision** |  |  |  |  |  |  |
| 18.06 | Allision with lock in St Lawrence Seaway/out of service 26 days for repair | 1 | 0 | 0 | 0 | 22 |
| 27.06 | In collision with tanker in Dardanelles. Pax disembarked at Gallipoli. | 1 | 0 | 0 | 0 | 0 |
| **Total collision or allision** |  | 2 | 0 | 0 | 0 | 22 |
|  |  |  |  |  |  |  |
| **Other incident** |  |  |  |  |  |  |
| 1.04 | Passenger fell into sea and received fatal head injury whilst boarding a tender at Sihanoukville | 1 | 1 | 0 | 1 |  |
| 28.07 | Two crew seriously injured by failure of rescue boat lowering mechanism while under maintenance in Hilo, Hawaii | 1 | 0 | 0 | 0 | 2 |
| 29.12 | Electrician killed in elevator repair incident | 1 | 0 | 1 | 1 |  |
| **Total other incidents** |  | 3 | 1 | 1 | 2 | 2 |
|  |  |  |  |  |  |  |
| **Total 2015** |  | **21** | **1** | **1** | **2** | **25** |
|  |  |  |  |  |  |  |
| **2016** |  |  |  |  |  |  |
| **Fires/explosion** |  |  |  |  |  |  |
| 1.07.16 | Generator room fire. Passengers flown home. Next cruise cancelled. | 1 | 0 | 0 | 0 | 0 |
| 1.09.16 | Engine room fire. Passengers evacuated by ferry. Next cruise cancelled. | 1 | 0 | 0 | 0 | 0 |
| 21.10.16 | Engine room fire. Two days delay. | 1 | 0 | 0 | 0 | 0 |
| **Total fires/explosion** |  | 3 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 3.06.16 | Engine failure. Ship towed into port. Five-days delay to schedule. | 1 | 0 | 0 | 0 | 0 |
| 16.08.16 | Stranded in Bora Bora by mechanical failure. Four-days delay. | 1 | 0 | 0 | 0 | 0 |
| 28.09.16 | Rudder failure. Ship towed back to port. | 1 | 0 | 0 | 0 | 0 |
| 31.10.16 | Propulsion problems cause cancellation of two cruises. | 1 | 0 | 0 | 0 | 0 |
| 11.12.16 | Propulsion problems cause repeated delays to Singapore itineraries. | 1 | 0 | 0 | 0 | 0 |
| 27.12.16 | Propulsion problems in Antarctica. Ship under tow then long term repair period. | 1 | 0 | 0 | 0 | 0 |
| 30.12.16 | Returned to port in Barcelona with engine problems. Next cruise cancelled. | 1 | 0 | 0 | 0 | 0 |
| **Total technical** |  | 7 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Stranding or grounding** |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Total stranding or grounding** |  | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave** |  |  |  |  |  |  |
| **6.02.16** | Storm damage in Atlantic. Port Azipod clutched burned out. Following cruise cancelled | 1 | 0 | 0 | 0 | 0 |
| **Total storm or rogue wave** |  | 1 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Collision or allision** |  |  |  |  |  |  |
| 3.06.16 | Allision with berth on arrival Ketchikan in strong winds. Two-days delay. | 1 | 0 | 0 | 0 | 0 |
| 14.10.16 | Struck breakwater in Nice. Underwater damage. | 1 | 0 | 0 | 0 | 0 |
| **Total collision or allision** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Other incident** |  |  |  |  |  |  |
| 15.03.16 | Crew member seriously injured in maintenance accident in fan duct | 1 | 0 | 0 | 0 | 1 |
| 4.08.16 | Lifeboat lowering accident. | 1 | 0 | 2 | 2 | 2 |
| 12.09.16 | Lifeboat lowering accident. | 1 | 0 | 1 | 1 | 4 |
| **Total other incidents** |  | 3 | 0 | 3 | 3 | 7 |
|  |  |  |  |  |  |  |
| **Total 2016** |  | **16** | **0** | **3** | **3** | **7** |
|  |  |  |  |  |  |  |
| **2017** |  |  |  |  |  |  |
| **Fires/explosion** |  |  |  |  |  |  |
| **Total fires/explosion** |  | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 1.17 | Multiple port cancellations due Azipod failures | 1 | 0 | 0 | 0 | 0 |
| 10.02.17 | Failure of both Azipods. Ship adrift off Australian coast | 1 | 0 | 0 | 0 | 0 |
| 3.03.17 | Engine failures. Two days lost. | 1 | 0 | 0 | 0 | 0 |
| 29.03.17 | Remained in Nassau for two days due to electrical problems | 1 | 0 | 0 | 0 | 0 |
| 30.03.17 | Engine problems cause cancellation of Galapagos cruise | 1 | 0 | 0 | 0 | 0 |
| 8.04.17 | Cancelled sailings due propulsion problems | 1 | 0 | 0 | 0 | 0 |
| 4.05.17 | Propulsion problems required dry docking. Two cruises cancelled. | 1 | 0 | 0 | 0 | 0 |
| 26.05.17 | Propulsion problems post dry dock caused two lost cruise days. | 1 | 0 | 0 | 0 | 0 |
| 11.11.17 | Azipod problems cause cancellation of cruise | 1 | 0 | 0 | 0 | 0 |
| 20.11.17 | Failure of fuel pump results in cancellation of Antarctic cruise | 1 | 0 | 0 | 0 | 0 |
| **Total technical** |  | 10 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Stranding or grounding** |  |  |  |  |  |  |
| 4.03.17 | Aground on coral reef in Indonesia. | 1 | 0 | 0 | 0 | 0 |
| 16.03.17 | Unscheduled dry docking following two grounding incidents | 1 | 0 | 0 | 0 | 0 |
| **Total stranding or grounding** |  | 2 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or rogue wave** |  |  |  |  |  |  |
| **Total storm or rogue wave** |  | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Collision or allision** |  |  |  |  |  |  |
| **Total collision or allision** |  | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Other incident** |  |  |  |  |  |  |
| 9.02.17 | Nitrogen cylinder on lifeboat davit explodes killing crew member | 1 | 0 | 1 | 1 | 0 |
| **Total other incidents** |  | 1 | 0 | 1 | 1 | 0 |
|  |  |  |  |  |  |  |
| **Total 2017** |  | **13** | **0** | **1** | **1** | **0** |
|  |  |  |  |  |  |  |
| **2018** |  |  |  |  |  |  |
| **Fires/explosion** |  |  |  |  |  |  |
| 26.11.18 | Two engine crew members received second degree burns. Medevacked by USCG | 1 |  |  |  | 2 |
| **Total fires/explosion** |  | 1 | 0 | 0 | 0 | 2 |
|  |  |  |  |  |  |  |
| **Technical** |  |  |  |  |  |  |
| 9.01.18 | Cruise shortened by 2 days due to hydraulic leak on steering | 1 |  |  |  |  |
| 6.01.18 | Three weeks maintenance instead of Carib & Amazon Cruise | 1 |  |  |  |  |
| 6.04.18 | Cruise cancelled due Azipod problems | 1 |  |  |  |  |
| 28.05.18 | Stayed in port two days due propulsion problems | 1 |  |  |  |  |
| 8.08.18 | One week cruise cancelled for propulsion checks in shipyard | 1 |  |  |  |  |
| 19.11.18 | Mechanical problems cause curtailment of cruise in San Juan | 1 |  |  |  |  |
| **Total Technical** |  | 6 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Stranding or Grounding** |  |  |  |  |  |  |
| 6.03.18 | Aground off Bali when avoiding fishing boats | 1 |  |  |  |  |
| 24.08.18 | Aground in Canadian Arctic | 1 |  |  |  |  |
| 15.11.18 | Grounded in Chilean fjords. Propeller damaged, cruises cancelled for repairs | 1 |  |  |  |  |
| **Total stranding or grounding** |  | 3 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Storm or Rogue Wave** |  | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Collision or Allision** |  |  |  |  |  |  |
| 30.12.18 | Alided with fuel pier in Guam | 1 | 0 | 0 | 0 | 0 |
| **Total Collision or Allision** |  | 1 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |
| **Other Incidents** |  |  |  |  |  |  |
| 14.06.18 | Held in port in Dublin for lifeboat repairs | 1 |  |  |  |  |
| 11.11.18 | Passenger fatality when boarding from tender in Cook Islands | 1 | 1 |  | 1 |  |
| 27.11.18 | Engineer killed when slipped on ladder when ship in dry-dock | 1 |  | 1 | 1 |  |
|  |  | 3 | 1 | 1 | 2 | 0 |
|  |  |  |  |  |  |  |
| **Total 2018** |  | **14** | **1** | **1** | **2** | **2** |
|  |  |  |  |  |  |  |
| **Total 2009 to 2018** |  | **182** | **34** | **31** | **65** | **263** |
|  |  |  |  |  |  |  |
| 10 year average |  | 18.2 | 3.4 | 3.1 | 6.5 | 26.3 |

Source: G. P. Wild (International) Limited

# Appendix 2: Details of Minor Operational Incidents 2009 to 2018[[2]](#footnote-2)

| Date | Occurrence | OI's | Injuries |
| --- | --- | --- | --- |
| **2009** |  |  |  |
| **Fires** |  |  |  |
| undated | Fire believed to have been started in dirty laundry bags; extinguished by crew | 1 | 0 |
| 3.2009 | Flash fire in crew galley tilt pan; extinguished by fixed fire-fighting equipment | 1 | 0 |
| 3.2009 | Turbocharger seal failure causes fire alarm; smoke only | 1 | 0 |
| 5.2009 | Fire in battery room put out with portable extinguishers | 1 | 0 |
| 6.2009 | Fire in pax cabin caused by cigarette embers; extinguished by sprinklers | 1 | 0 |
| **Total fires** |  | 5 | 0 |
|  |  |  |  |
| **Technical faults** |  |  |  |
| undated | Propulsion and emergency generator faults; minor itinerary changes | 1 | 0 |
| 1.2009 | Various faults and delays | 1 | 0 |
| 1.2009 | Loss of propulsion due electrical fault; emergency generators started, power restored | 1 | 0 |
| 2.2009 | Various propulsion problems and itinerary changes | 1 | 0 |
| undated | Oil leak from Azipod | 1 | 0 |
| 2.2009 | Schedule disruption in Indian Ocean due technical faults | 1 | 0 |
| 7.2009 | Loss of power in Alaska; 2 similar incidents; electrical component replaced | 1 | 0 |
| undated | Power loss | 1 | 0 |
| 11.2009 | Blackout; power restored in 45 minutes; ship in Caribbean | 1 | 0 |
| 10.2009 | Engine problems; port missed out | 1 | 0 |
| 12.2009 | Propulsion pod problems; minor delays | 1 | 0 |
| **Total technical** |  | 11 | 0 |
|  |  |  |  |
| **Stranding or grounding** |  |  |  |
| 5.2009 | Grounding approaching Copenhagen; delay to next cruise 1 day | 1 | 0 |
| 12.2009 | Disputed incident; ship reported to have damaged propeller near Ushuaia | 1 | 0 |
| **Total stranding or grounding** |  | 2 | 0 |
|  |  |  |  |
| **Storm or rogue wave damage** |  |  |  |
| 3.2009 | Water inundation into crew areas from outside door in heavy weather in Antarctic | 1 | 0 |
| 7.2009 | Breaks mooring lines during force 10 gale in Zeebrugge; tugs deployed; 4 hour delay | 1 | 0 |
| 9.2009 | Failed thruster and storm damage in Atlantic | 1 | 0 |
| **Total storm or rogue wave damage** |  | 3 | 0 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 10.2009 | Collision caused by high winds in Cozumel; minor damage; no delays | 1 | 0 |
| 10.2009 | Collision with pier berthing at New York; bow damage and minor delay | 1 | 0 |
| **Total collision or allision** |  | 2 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| 5.2009 | Ship took violent list during St Lawrence Seaway transit | 1 | 0 |
| 7.2009 | Detained by USCG with small hole in hull | 1 | 0 |
| **Total other incidents** |  | 2 | 0 |
|  |  |  |  |
|  | **Total 2009** | **25** | **0** |
|  |  |  |  |
| **2010** |  |  |  |
| **Fires** |  | 0 | 0 |
|  |  |  |  |
| **Technical** |  |  |  |
| undated | Propulsion problems; minor itinerary changes | 1 | 0 |
| undated | Seven hour delay due technical problem | 1 | 0 |
| 1.201 | Various faults and minor delays | 1 | 0 |
| undated | Port cancellations due mechanical fault | 1 | 0 |
| undated | Power failure approaching Brisbane; near miss with bridge | 1 | 0 |
| undated | Mediterranean cruise itinerary disrupted by engine problems | 1 | 0 |
| undated | Propulsion problems during world cruise; loss of power off Aden | 1 | 0 |
| undated | Propeller shaft problem; seven-hour delay on inaugural voyage | 1 | 0 |
| 4.201 | Ship listed heavily due steering malfunction | 1 | 0 |
| 6.201 | Delays on Alaska cruise due technical faults | 1 | 0 |
| undated | Minor itinerary changes to Baltic cruise due hydraulic motor fault | 1 | 0 |
| undated | Four hour delay due steering control fault in Dubrovnik | 1 | 0 |
| undated | Ten hours late on Melbourne Cup cruise due technical fault | 1 | 0 |
| **Total technical** |  | 13 | 0 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 3.201 | Struck quayside in La Palma in high winds | 1 | 0 |
| **Total collision or allision** |  | 1 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| 2.201 | Ship took severe list; reason disputed | 1 | 0 |
| 4.201 | Ship took heavy list avoiding semi submerged object; 60 pax minor injuries | 1 | 60 |
| 5.201 | Detained in Southampton by MCA; ship overloaded, defects in stability calculations | 1 | 0 |
| 7.201 | Ship took severe list explained as "whale avoidance". Pax thrown from seats | 1 | 10 |
| 8.201 | Minor ice damage off Greenland; itinerary modified | 1 | 0 |
| **Total other incidents** |  | 5 | 70 |
|  |  |  |  |
| **Total 2010** |  | **19** | **70** |
|  |  |  |  |
| **2011** |  |  |  |
| **Fires** |  |  |  |
| 6.2011 | Explosion in fuel tank on quayside in Gibraltar (not on ship); minor injuries to 12 pax | 1 | 12 |
| undated | Small fire on generator | 1 | 0 |
| undated | Small fire in incinerator room; quickly extinguished | 1 | 0 |
| **Total fires** |  | 3 | 12 |
|  |  |  |  |
| **Technical** |  |  |  |
| 1.2011 | Propulsion problems; minor itinerary change | 1 | 0 |
| undated | Stopped twice during transatlantic crossing; no reason reported | 1 | 0 |
| 6.2011 | Propulsion problems during world cruise; continued on 3 engines | 1 | 0 |
| undated | Propulsion problem caused switch of itinerary due speed restriction | 1 | 0 |
| 9.2011 | Four hour delay sailing Southampton due technical fault | 1 | 0 |
| undated | Minor itinerary change due thruster problem | 1 | 0 |
| undated | Six hour delay due mechanical problem; itinerary change | 1 | 0 |
| 12.2011 | 90 minute power outage | 1 | 0 |
| **Total technical** |  | 8 | 0 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 3.2011 | Collided with pier on departure Buenos Aires; 10 hour delay for repairs | 1 | 0 |
| 6.2011 | Struck quay in Kristiansand; minor damage | 1 | 0 |
| 7.2011 | Minor collision in Key West | 1 | 0 |
| 12.2011 | Ship collided with crane on adjacent container ship while leaving BA; minor itinerary change | 1 | 0 |
| **Total collision or allision** |  | 4 | 0 |
|  |  |  |  |
| **Storm or rogue wave** |  |  |  |
| 3.2011 | Blown from moorings by gust of wind; no serious damage | 1 | 0 |
| **Total storm or rogue wave** |  | 1 | 0 |
|  |  |  |  |
| Other incidents |  |  |  |
| undated | Ice damage in Alaskan Fiord | 1 | 0 |
| 9.2011 | Ship detained by MCA in Southampton for lifeboat fault | 1 | 0 |
| Total other incidents |  | 2 | 0 |
|  |  |  |  |
| **Total 2011** |  | **18** | **12** |
|  |  |  |  |
| **2012** |  |  |  |
| **Fires** |  |  |  |
| **Total fires** |  | 0 | 0 |
|  |  |  |  |
| **Technical** |  |  |  |
| undated | Mechanical problems caused revised itinerary | 1 | 0 |
| undated | Propulsion problems; delay and itinerary change | 1 | 0 |
| undated | Several brief power outages crossing Indian Ocean | 1 | 0 |
| 3.2012 | Three-hour delay sailing Honolulu due mechanical fault | 1 | 0 |
| undated | Two-hour power outage | 1 | 0 |
| 10.2012 | Electrical outage delayed arrival New York | 1 | 0 |
| undated | Unscheduled stop in San Diego for repairs | 1 | 0 |
| 10.2012 | Propulsion malfunction resulted in loss of one port from Itinerary | 1 | 0 |
| 10.2012 | Loss of electrical power | 1 | 0 |
| 11.2012 | Propulsion problems result in cancellation of call in Tenerife | 1 | 0 |
| 12.2012 | Loss of electrical power for 2 hours between Sydney & Hong Kong | 1 | 0 |
| 12.2012 | Technical problem with gas turbine engine causes minor itinerary changes | 1 | 0 |
| **Total technical** |  | 12 | 0 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 5.2012 | Collided with fish farm under tow in BC. Farm broken apart, retrieved by tug | 1 | 0 |
| 8.2012 | Collided with pier in Londonderry; substantial damage to pier | 1 | 0 |
| 11.2012 | Ran over navigation buoy in high winds entering Yalta; buoy sank | 1 | 0 |
| **Total collision or allision** |  | 3 | 0 |
|  |  |  |  |
| **Stranding or grounding** |  |  |  |
| 8.2012 | Grounding in Detroit River; freed after 5 hours | 1 | 0 |
| **Total stranding or grounding** |  | 1 | 0 |
|  |  |  |  |
| **Storm or rogue wave** |  |  |  |
| 10.2012 | Heavy weather damage crossing Bay of Biscay | 1 | 0 |
| 10.2012 | Minor damage and window cracking from proximity to hurricane Sandy | 1 | 0 |
| **Total storm or rogue wave** |  | 2 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| undated | Error (or burst pipe) filling swimming pool caused flooding of cabins and delay sailing | 1 | 0 |
| 7.2012 | Crew error in mixing chemicals in engine room, three crew treated for minor injury | 1 | 3 |
| **Total other incidents** |  | 2 | 3 |
|  |  |  |  |
| **Total 2012** |  | **20** | **3** |
|  |  |  |  |
| **2013** |  |  |  |
| **Fires** |  |  |  |
| 6.2013 | Brief fire off Italian Coast | 1 | 0 |
| 11.2013 | Fire in electrical substation; pax mustered; fire extinguished by crew | 1 | 0 |
| **Total fires** |  | 2 | 0 |
|  |  |  |  |
| **Technical** |  |  |  |
| 1.2013 | Schedule change due propulsion problem | 1 | 0 |
| 1.2013 | Thruster problem cause itinerary change | 1 | 0 |
| 2.2013 | Propulsion problems; 6 hours late into final port | 1 | 0 |
| 3.2013 | Change of transatlantic itinerary due propulsion problem | 1 | 0 |
| 3.2013 | Schedule change due propulsion problem | 1 | 0 |
| 4.2013 | Brief power outages on Bahamas cruise | 1 | 0 |
| 4.2013 | Stoppage in South China Sea with "propulsion problem"; minor itinerary change | 1 | 0 |
| 4.2013 | 6-hour delay into Shanghai due propulsion problem | 1 | 0 |
| 6.3013 | 2-hour delay in Nova Scotia due propulsion motor fault | 1 | 0 |
| undated | Schedule change due propulsion problem | 1 | 0 |
| 12.2013 | Generator breakdown resulting in itinerary change from Caribbean to Med | 1 | 0 |
| **Total technical** |  | 11 | 0 |
|  |  |  |  |
| **Stranding or grounding** |  |  |  |
| 1.2013 | Stuck in ice in Antarctic; HMS Protector broke Fram free | 1 | 0 |
| **Total stranding or grounding** |  | 1 | 0 |
|  |  |  |  |
| **Storm or rogue wave** |  |  |  |
| 5.2013 | Heavy weather damage in 50 knot winds | 1 | 0 |
| 12.2013 | Hull damage during severe storm when moored in Madeira | 1 | 0 |
| **Total storm or rogue wave** |  | 2 | 0 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 1.2013 | Itinerary change due fishing net damage to shaft seal; one port dropped | 1 | 0 |
| 4.2013 | Towed into Shanghai after fishing nets tangled in propeller | 1 | 0 |
| 11.2013 | Contact with pier in Piraeus; some hull damage | 1 | 0 |
| **Total collision or allision** |  | 3 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| **Total other incidents** |  | 0 | 0 |
|  |  |  |  |
| **Total 2013** |  | **19** | **0** |
|  |  |  |  |
| **2014** |  |  |  |
| **Fires** |  |  |  |
| 1.2014 | Minor power loss caused smoke from incinerator. Disagreement in reports as to length of outage (8 - 60 mins) | 1 | 0 |
| 5.2014 | Incinerator room fire. Smoke in accommodation. | 1 | 0 |
| 7.2014 | Boiler room fire shortly after departure Seattle. Ship returned to port resulting in short delay and one port dropped. | 1 | 0 |
| 12.2014 | Engine room fire | 1 | 0 |
| 12.2014 | Fire in uptake area | 1 | 0 |
| **Total fires** |  | 5 | 0 |
|  |  |  |  |
| **Technical** |  |  |  |
| 1.2014 | 20-minute power loss reported at sea | 1 | 0 |
| 2.2014 | Steering problems off Cape Horn. Ship hove to. | 1 | 0 |
| 2.2014 | 90-minute power loss while alongside Key West. Emergency lighting activated. | 1 | 0 |
| 3.2014 | Propulsion pod oil leak caused reduced speed and changes to itinerary | 1 | 0 |
| 4.2014 | Transformer in propulsion system faulty. Port dropped on three consecutive cruises. | 1 | 0 |
| 4.2014 | Propulsion problem reduced operating speed. Cruises modified. | 1 | 0 |
| 6.2014 | Loss of power leaving Le Havre. Emergency generator activated and tugs assisted. | 1 | 0 |
| 7.2014 | Technical fault causing reduced speed operation and itinerary changes. | 1 | 0 |
| 7.2014 | Delayed in Civitavecchia due unspecified technical fault | 1 | 0 |
| 8.2014 | Engine problems departing Seattle | 1 | 0 |
| 8.2014 | Propulsion problems, departure NY delayed | 1 | 0 |
| 12.2014 | Blackout. Ship adrift off Marseilles | 1 | 0 |
| **Total technical** |  | 12 | 0 |
|  |  |  |  |
| **Stranding or grounding** |  |  |  |
|  |  |  |  |
| **Total stranding or grounding** |  | 0 | 0 |
|  |  |  |  |
| **Storm or rogue wave** |  |  |  |
| 9.2014 | Damaged arriving Civitavecchia in 50 knot winds. Delayed for repairs and missed next port. | 1 | 0 |
| 9.2014 | Engine failure in heavy seas. 90 mph winds reported | 1 | 0 |
| 10.2014 | Three ports missed in Tasmania and NZ due heavy weather. | 1 | 0 |
| 10.2014 | Heavy weather on Northern Lights cruise causes 24 hour delay in docking on cruise return | 1 | 0 |
| **Total storm or rogue wave** |  | 4 | 0 |
|  |  |  |  |
|  |  |  |  |
| 2.2014 | Oil tanker collided with berthed ship. Lifeboat damaged and minor steel repairs caused some delay to schedule | 1 | 0 |
| **Total collision or allision** |  | 1 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| 2.2014 | Small leak in hull. Ship diverted for repairs in Falmouth, UK. | 1 | 0 |
| **Total other incidents** |  | 1 | 0 |
|  |  |  |  |
| **Total 2014** |  | **23** | **0** |
|  |  |  |  |
| **2015** |  |  |  |
| **Fires** |  |  |  |
| 19.04 | Small fire lead to ship returning to port in Miami/Key West call cancelled | 1 | 0 |
| 22.1 | Engine room fire, one port aborted. 1 pax and 19 crew treated for smoke inhalation | 1 | 20 |
| 5.11 | Engine room fire. Pax mustered | 1 | 0 |
| 23.11 | Failure of propulsion circuit breaker and minor fire results in reduction in propulsion/one port (Hilo) missed | 1 | 0 |
| 13.12 | Minor engine room fire causes loss of one propulsion pod/delayed for repairs in Lisbon | 1 | 0 |
| **Total fires** |  | 5 | 20 |
|  |  |  |  |
| **Technical** |  |  |  |
| 24.03 | Two ports cancelled on six port trans canal cruise due technical problems | 1 | 0 |
| 22.04 | Four port calls cancelled due thruster technical problems | 1 | 0 |
| 30.04 | Mechanical problems caused cancellation of call in Jamaica | 1 | 0 |
| 5.05 | Ship operating on one engine/port call missed | 1 | 0 |
| 6.07 | Propulsion problems resulted in ship returning to port in New Jersey and 12 hour delay | 1 | 0 |
| 5.08 | Blackout delays departure by 6 hours | 1 | 0 |
| 13.1 | Propulsion problems approaching Sydney | 1 | 0 |
| 17.1 | Azipod problems caused cancellation of Miami call on return transatlantic voyage | 1 | 0 |
| 1.12 | Minor power outages | 1 | 0 |
| 4.12 | Extended unplanned maintenance period in Singapore | 1 | 0 |
| 16.12 | Power outage | 1 | 0 |
| **Total technical** |  | 11 | 0 |
|  |  |  |  |
| **Stranding or grounding** |  |  |  |
| 8.03 | Minor grounding when avoiding sailing boat whilst departing Miami | 1 | 0 |
| 19.05 | Grounding whilst departing Bermuda as a result of propulsion malfunction/refloated and inspected before departing for Boston | 1 | 0 |
| 4.07 | Stranding in Boston Harbour/subsequent call at Bar Harbor cancelled | 1 | 0 |
| 28.1 | Grounded on sandbar approaching Bermuda | 1 | 0 |
| **Total stranding or grounding** |  | 4 | 0 |
|  |  |  |  |
| **Storm or rogue wave** |  |  |  |
| 7.03 | Significant storm damage on passage to Marseilles. Ship diverted to Savona and pax bussed to Marseilles | 1 | 0 |
| 21.04 | Storm damage off Sydney/2 pax injured by flying glass | 1 | 2 |
| 27.11 | Heavy weather damage to cabin port hole | 1 | 2 |
| **Total storm or rogue wave** |  | 3 | 4 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 27.07 | Collision with coast guard cutter in misty conditions. Ship delayed for damage inspection | 1 | 0 |
| **Total collision or allision** |  | 1 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| **Total other incidents** |  | 0 | 0 |
|  |  |  |  |
| **Total 2015** |  | **24** | **24** |
|  |  |  |  |
| **2016** |  |  |  |
| **Fires** |  |  |  |
| 23.12 | Fire in uptake area | 1 | 0 |
| **Total fires** |  | 1 | 0 |
|  |  |  |  |
| **Technical** |  |  |  |
| 4.02 | Mechanical faults causing reduced speed and missed ports | 1 | 0 |
| 22.02 | Itinerary changes due propulsion problems | 1 | 0 |
| 1.04 | Propulsion problems lead to dropped ports | 1 | 0 |
| 4.04 | Propulsion problems result in slow speeds and dropped ports | 1 | 0 |
| 22.04 | Generator problems result in slow speeds and dropped ports | 1 | 0 |
| 20.05 | Bow thruster problems result in missed ports | 1 | 0 |
| 29.05 | Ship returned to port in Miami following loss of power | 1 | 0 |
| 27.06 | Engine problems result in dropped ports | 1 | 0 |
| 25.07 | Power loss leaving Malta. Tugs called to return to berth | 1 | 0 |
| 3.08 | Loss of power in Irish Sea | 1 | 0 |
| 11.08 | Technical faults lead to late departure from Malta | 1 | 0 |
| 14.11 | Propulsion problems causing itinerary changes | 1 | 0 |
| **Total technical** |  | 12 | 0 |
|  |  |  |  |
| **Stranding or grounding** |  |  |  |
| 25.07 | Grounding in Stavanger | 1 | 0 |
| 21.1 | Runs aground entering Portimao | 1 | 0 |
| **Total stranding or grounding** |  | 2 | 0 |
|  |  |  |  |
| **Storm or rogue wave** |  |  |  |
| 25.04 | Ship hit by large wave breaking five cabin windows/internal damage/ship delayed for repairs | 1 | 0 |
| **Total storm or rogue wave** |  | 1 | 0 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 8.05 | Struck passenger gangway as berthing at Baltimore | 1 | 0 |
| 4.06 | Allision with pier in Ketchikan | 1 | 0 |
| 6.08 | Collision with cross-river ferry when leaving Tilbury | 1 | 0 |
| **Total collision or allision** |  | 3 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| **21.07** | Lifeboat stuck in falls during drill. Crane needed to secure. Delay to departure | 1 | 0 |
| **4.12** | Damage to tender platform results in return to port for repairs | 1 | 0 |
| **Total other incidents** |  | 2 | 0 |
|  |  |  |  |
| **Total 2016** |  | **21** | **0** |
|  |  |  |  |
| **2017** |  |  |  |
| **Fires** |  |  |  |
| 30.06.17 | Minor engine room fire in Trondheim. Crew treated for smoke inhalation | 1 | 3 |
| **Total fires** |  | 1 | 3 |
|  |  |  |  |
| **Technical** |  |  |  |
| 2.03.17 | Two ports cancelled due propulsion problems | 1 | 0 |
| 3.03.17 | Several cruises rearranged due propulsion problems. | 1 | 0 |
| 14.04.17 | Cozumel cruse turned into cruise to nowhere due propulsion problems | 1 | 0 |
| 8.05.17 | Aborted port call in Orkney due to technical problems | 1 | 0 |
| 10.06.17 | Transatlantic itinerary revised, ports dropped due technical problems. | 1 | 0 |
| 11.08.17 | Port missed du propulsion problem. | 1 | 0 |
| 13.08.17 | Electrical power problems result in late departure from Dover and first port of call missed. | 1 | 0 |
| 19.08.17 | Propulsion problems lead to port cancellations. | 1 | 0 |
| 8.11.17 | Power loss near Honolulu. 12-hour delay. | 1 | 0 |
| 1.12.17 | 12 hours late arrival into Port Everglades due technical problem. | 1 | 0 |
| **Total technical** |  | 10 | 0 |
|  |  |  |  |
| **Stranding or grounding** |  |  |  |
| 11.02.17 | Struck rock in Milford Sound NZ. Diverted to Bluff for inspection. | 1 | 0 |
| **Total stranding or grounding** |  | 1 | 0 |
|  |  |  |  |
| **Storm or rogue wave** |  |  |  |
| 15.01.17 | Heavy weather damage in North Sea | 1 | 3 |
| 19.04.17 | Ship blown onto pier in Civitavecchia due extreme gust of wind. 20-hour delay | 1 | 0 |
| **Total storm or rogue wave** |  | 2 | 3 |
|  |  |  |  |
| **Collision or allision** |  |  |  |
| 10.02.17 | Broke from moorings in Timaru NZ in high winds and collided with another ship. 8-hour delay | 1 | 0 |
| **Total collision or allision** |  | 1 | 0 |
|  |  |  |  |
| **Other incidents** |  |  |  |
| **17.01.17** | Lifeboat fell from ship whilst berthed in Charleston. | 1 | 0 |
| **Total other incidents** |  | 1 | 0 |
|  |  |  |  |
| **Total 2017** |  | **16** | **6** |
|  |  |  |  |
| **2018** |  |  |  |
| **Fires** |  |  |  |
| 25.09.18 | Engine room fire. Extinguished | 1 | 0 |
| **Total Fires** |  | 1 | 0 |
|  |  |  |  |
| **Technical** |  |  |  |
| 3.04.18 | Lack of electrical power/ no air conditioning/changes of itinerary | 1 | 0 |
| 13.08.18 | Propulsion problems cause cancellation of Amber Cove call | 1 | 0 |
| 8.09.18 | Power loss due cooling water problems. On emergency power for 2 hours | 1 | 0 |
| 26.10.18 | Late departure San Juan due mechanical problems | 1 | 0 |
| 28.10.18 | Stabilizer damage causes unscheduled inspection call at Vigo | 1 | 0 |
| 24.11.18 | Delay to arrival due propulsion problems | 1 | 0 |
| **Total Technical** |  | 6 | 0 |
|  |  |  |  |
| **Stranding or Grounding** |  |  |  |
| 24.08.18 | Grounded and later refloated in Arctic region | 1 | 0 |
| **Total Grounding or Stranding** |  | 1 | 0 |
|  |  |  |  |
| **Storm or Rogue Wave** |  |  |  |
| 21.02.18 | Blown onto pier in Melbourne/ held off by tugs | 1 | 0 |
| 31.03.18 | Broke free from moorings in Civitavecchia due to high winds. | 1 | 0 |
| **Total Storm or Rogue Wave** |  | 2 | 0 |
|  |  |  |  |
| **Collision or Allision** |  |  |  |
| 12.01.18 | Collision with ferry fantastic in Barcelona. Ferry appeared to have lost power | 1 | 0 |
| 10.2.18 | Alided with pier whilst docking Rotan, Honduras | 1 | 0 |
| 10.04.18 | Allision with pier in Roatan | 1 | 0 |
| 30.08.18 | Collided with yachts when entering Dartmouth Harbour, UK | 1 | 0 |
| **Total Collision or Allision** |  | 4 | 0 |
|  |  |  |  |
| **Other Incidents** |  |  |  |
| 5.01.18 | Lifeboat fall failure whilst alongside in Azores | 1 | 1 |
| **Total Other Incidents** |  | 1 | 1 |
|  |  |  |  |
| **Total 2018** |  | **15** | **1** |
|  |  |  |  |
| **Total 2009 - 2018** |  | **200** | **116** |

Source: G. P. Wild (International) Ltd

1. Defined as more than 24-hour delay or with injuries or fatalities. [↑](#footnote-ref-1)
2. Defined as 24-hour delay or less, no serious injuries or fatalities. [↑](#footnote-ref-2)