

**Report on Operational Incidents
2009 to 2019**



**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 68.1 per cent since 2009, the number of *significant* operational incidents has declined:
 - From 2009 to 2019, 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 17.7 over eleven years in 2019;
 - In 2019, only thirteen significant operational incidents occurred and there were no fatalities of either passengers or crew;
 - 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 14 incidents in 2019 and 15 in 2018 were the lowest recorded in the eleven years covered by this report.
 - From 2009 to 2019, man overboard incidents have declined with an incidence of 0.00004 overboard reports per active lower berth (synonymous with a cabin's bed) in 2019. 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 2019 inclusive as detailed in ES Table 1.

ES Table 1: Summary of Significant Operational Incidents 2009 to 2019

Item	OI's	Fatalities			Injuries [1]
		Pax	Crew	Total	
Total 11 years	195	34	31	65	292
Yearly average	17.7	3.1	2.8	5.9	26.5
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
2019	13	0	0	0	29
	Totals	Av. per year			
Total fires	27	2.5			
Total technical	83	7.5			
Total stranding or grounding	27	2.5			
Total storm or rogue wave	13	1.2			
Total collision or allision	16	1.5			
Total other incidents	29	2.6			
Grand total/ average	195	17.7			

Note: Totals may be different due to rounding.

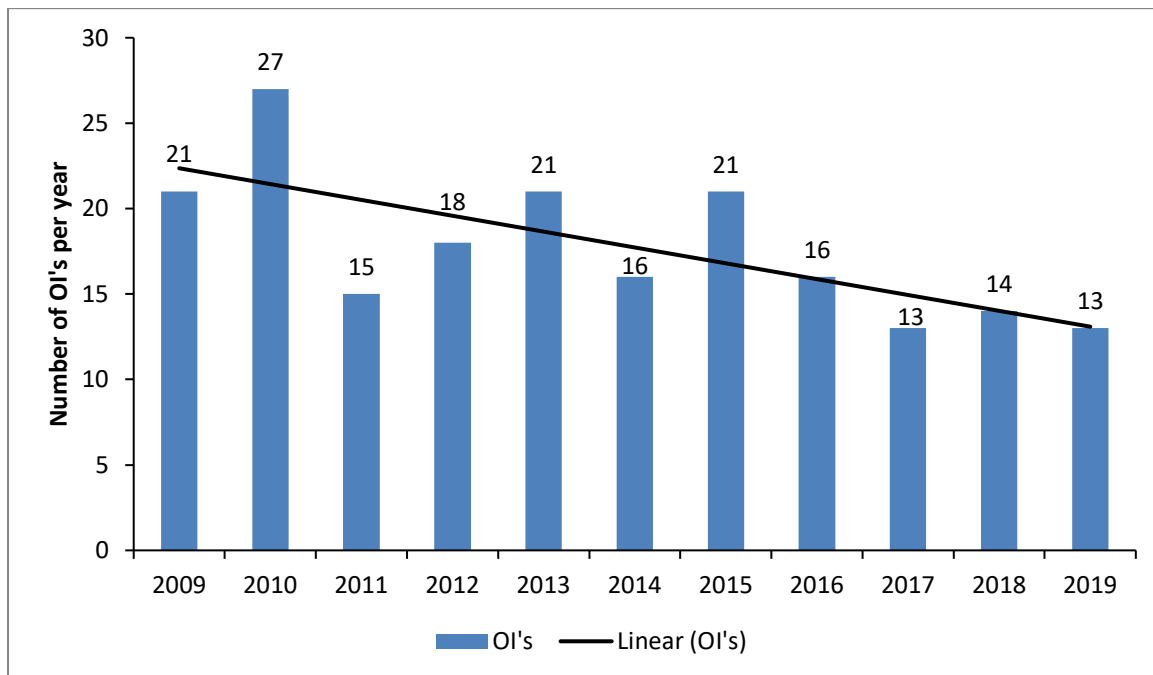
① Eleven years' data.

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. The lowest recorded numbers have been in the last three years.



Figure ES 1: Underlying trend in Significant OI's 2009 to 2019



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 2019

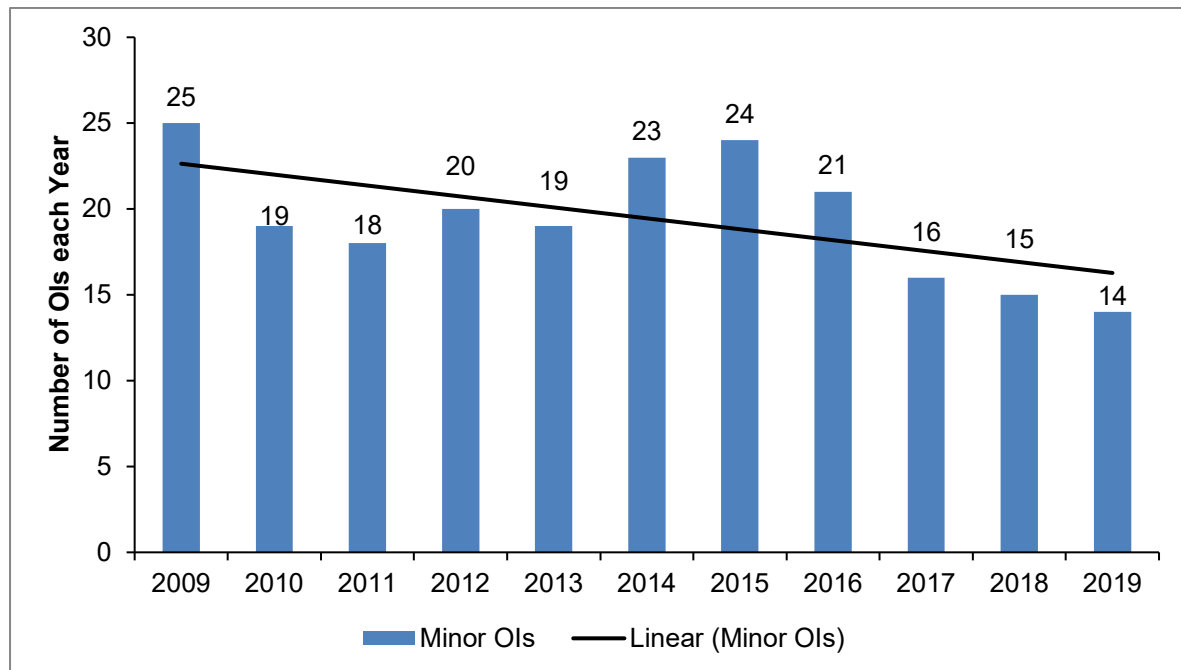
Item	OI's	Injuries
Total 11 years	214	126
Yearly average	19.5	11.5
2009	25	0
2010	19	70
2011	18	12
2012	20	3
2013	19	0
2014	23	0
2015	24	24
2016	21	0
2017	16	6
2018	15	1
2019	14	10
Totals		Average per year
Total fires	23	2.1
Total technical	116	10.5
Total stranding or grounding	13	1.2
Total storm or rogue wave	21	1.9
Total collision or allision	25	2.3
Total other incidents	16	1.5
Grand total/ average	214	19.5

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 three years. Again, as would be expected, the number of incidents fluctuated each year.

Figure ES 2: Underlying trend in Minor Operational Incidents 2009 to 2019



Source: G. P. Wild (International) Limited

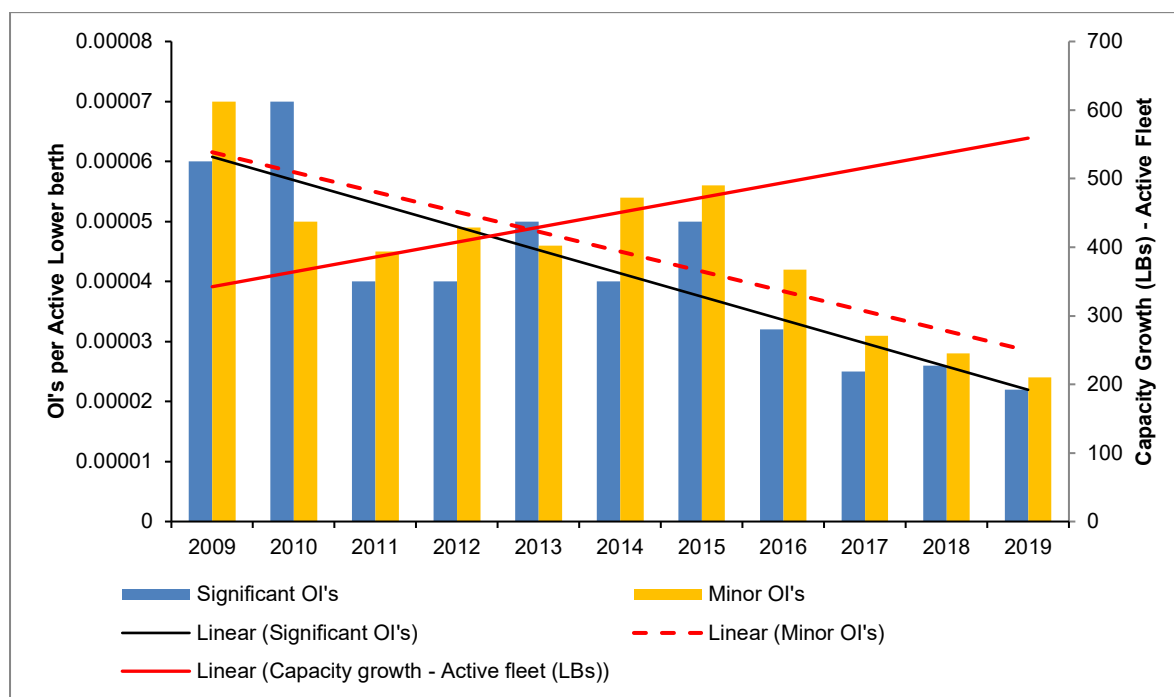
Trends in OI in relation to fleet size

From 2009 to 2019, the active capacity of the cruise fleet worldwide grew by 68.1 per cent to reach 588,381 lower berths. 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.



Figure ES 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 212 incidents have been identified of which 48 (28.2 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
2019	588,381	25	0.0000424	13	4	17	9
Totals	4,958,029	212	0.0003979	117	53	170	48
11-year av.	450,730	19	0.0000361	10.6	4.8	15.5	4.4
% of rescues							28.2

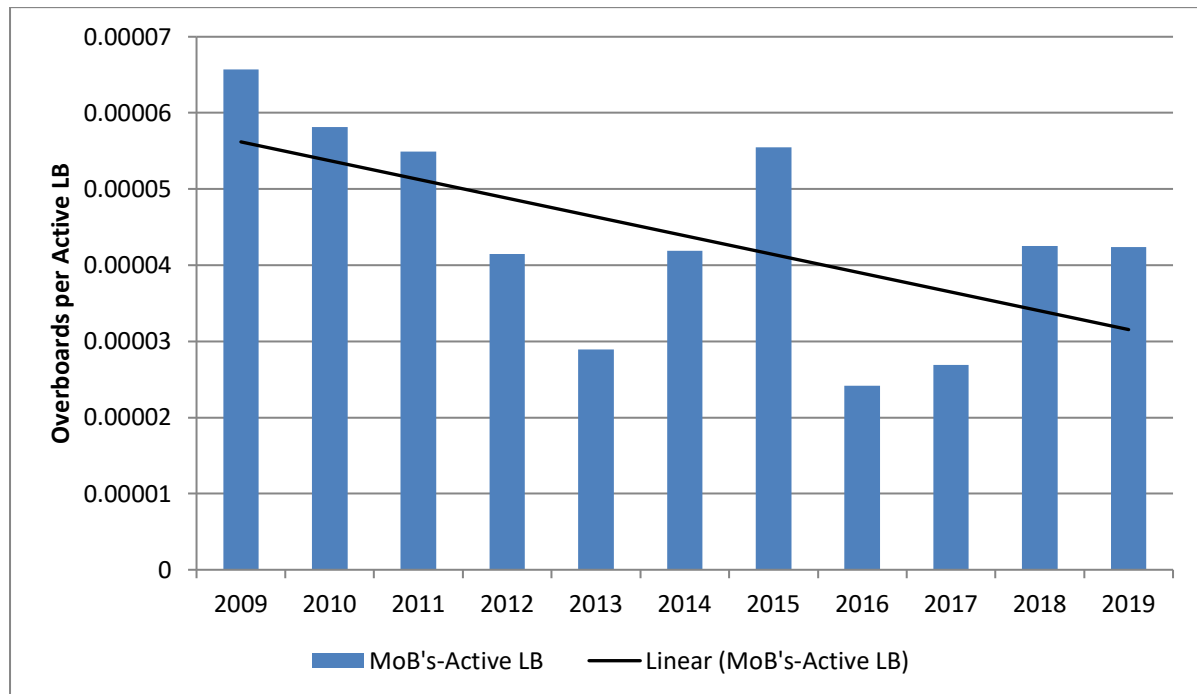
Note: Not all columns cross check due to more than one person being involved in some incidents.

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 eleven years studied though there were some fluctuations year-over-year in passenger fatalities. Regrettably however, 2018 and 2019 have seen an increase in such incidents.

Figure ES 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 seventh annual report, the first report covered 2009 to 2013 with subsequent reports including 2014 to 2019. 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 16 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 2019.

Table 2. 1: Summary of Significant Operational Incidents 2009 to 2019

Item	OI's	Fatalities			Injuries[1]
		Pax	Crew	Total	
Total 11 years	195	34	31	65	292
Yearly average	17.7	3.1	2.8	5.9	26.5
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
2019	13	0	0	0	29
Totals		Av. per year			
Total fires	27	2.5			
Total technical	83	7.5			
Total stranding or grounding	27	2.5			
Total storm or rogue wave	13	1.2			
Total collision or allision	16	1.5			
Total other incidents	29	2.6			
Grand total/ average	195	17.7			

Note: Totals may be different due to rounding.

① Eleven years' data.

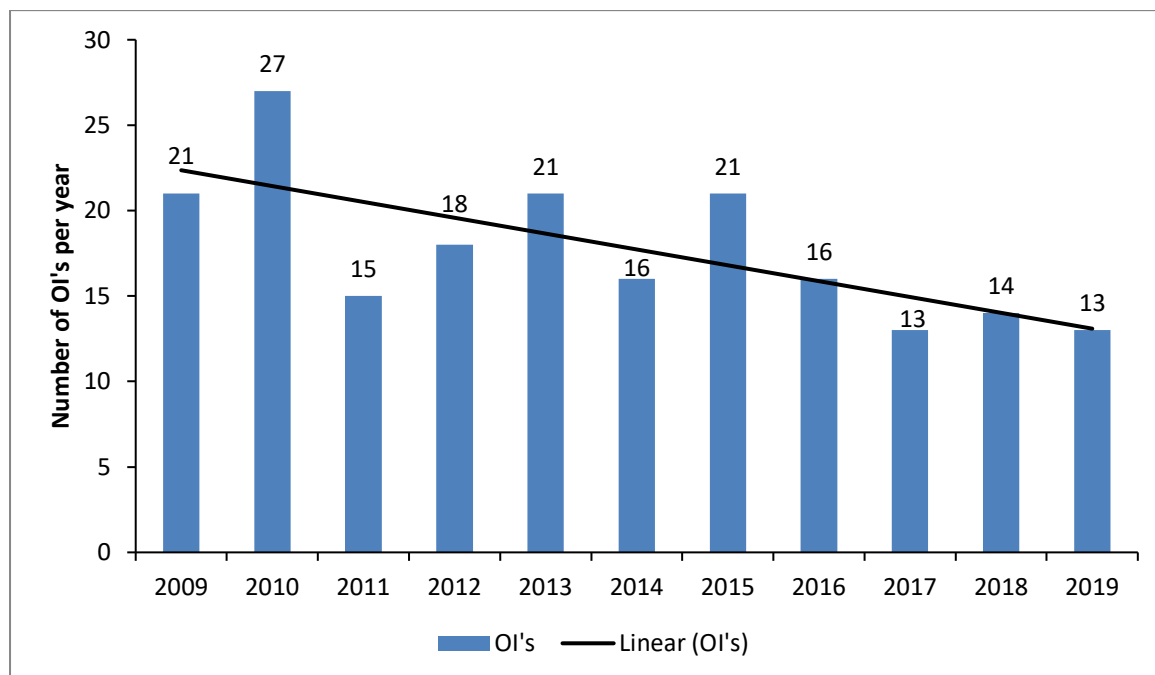
Source: G. P. Wild (International) Limited

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. This figure has been repeated in 2019. Given the rapid expansion of the worldwide fleet in recent years, as demonstrated in Figure 2.2, this downward trend is particularly noteworthy.

There were no fatalities of either passengers or crew in 2019.



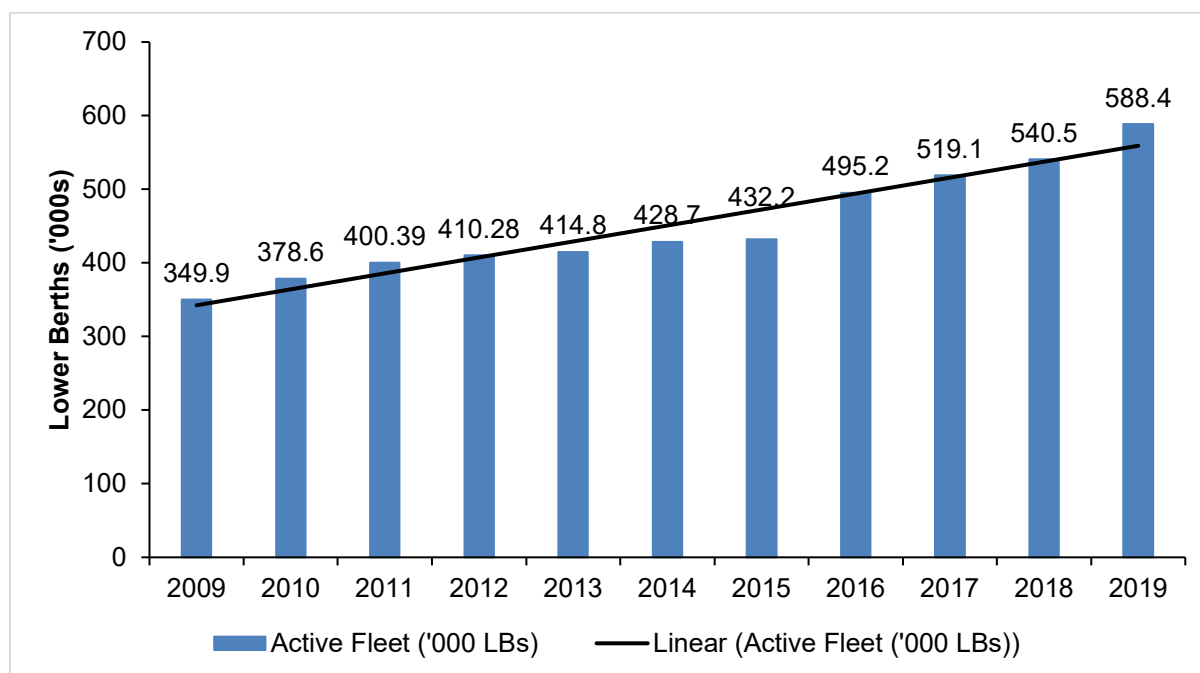
Figure 1: Underlying trend in Significant OI's 2009 to 2019



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 588,381 lower berths, which represents an increase of 68.1 per cent.

Figure 2: Growth in Capacity of the Active Cruise Fleet 2009-2019 (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 2019 inclusive.

Table 2. 2: Summary of Non-Conformities 2009 to 2019

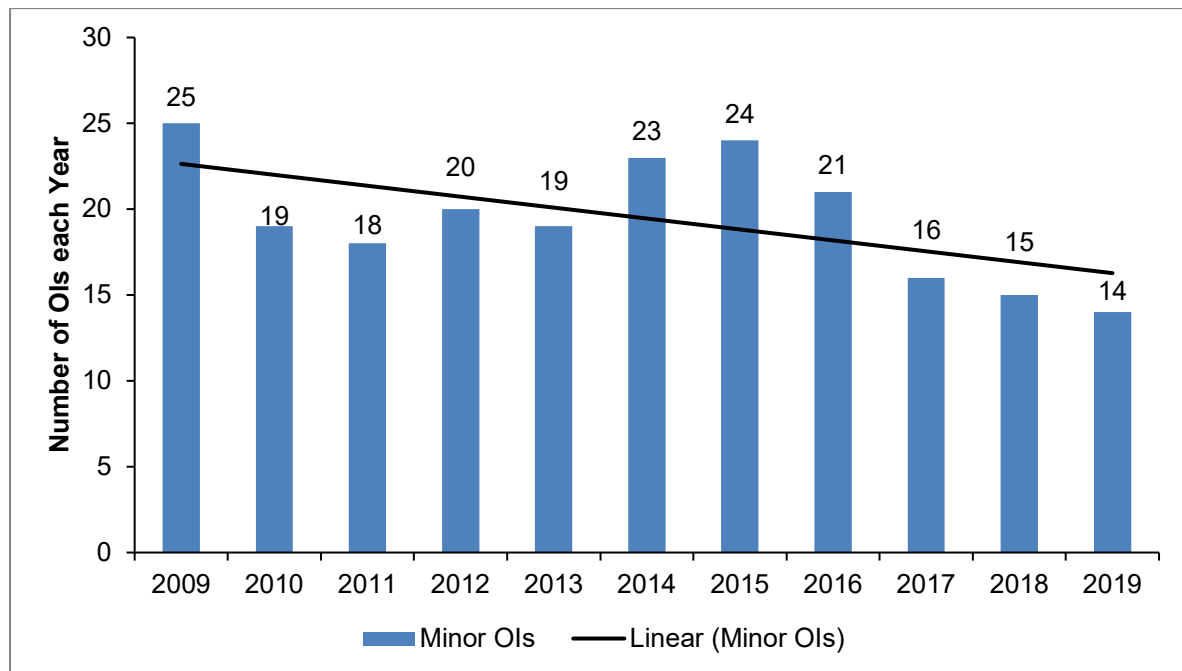
Item	OI's	Injuries
Total 11 years	214	126
Yearly average	19.5	11.5
2009	25	0
2010	19	70
2011	18	12
2012	20	3
2013	19	0
2014	23	0
2015	24	24
2016	21	0
2017	16	6
2018	15	1
2019	14	10
	Totals	Average per year
Total fires	23	2.1
Total technical	116	10.5
Total stranding or grounding	13	1.2
Total storm or rogue wave	21	1.9
Total collision or allision	25	2.3
Total other incidents	16	1.5
Grand total/ average	214	19.5

Source: G. P. Wild (International) Limited

While the number of minor incidents has fluctuated from year to year, in 2018 they fell to 15, below the previous range of 18 to 25 per year. In 2019 the number was still less at 14 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 but in 2019 a single rogue wave incident resulted in ten injuries, five to passengers and five to crew.



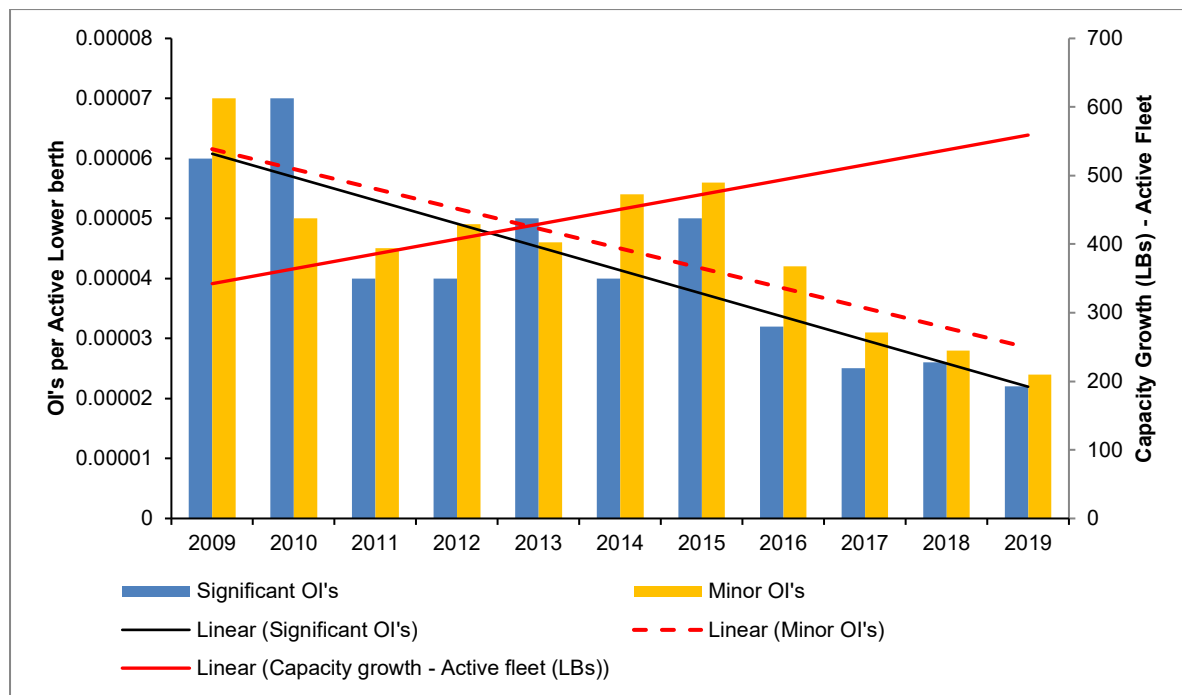
Figure 3: Underlying trend in Minor Operational Incidents 2009 to 2019



Source: G. P. Wild (International) Limited

Details are minor operational incidents are provided in Appendix 2.

Figure 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 2019, the active lower berth capacity of the cruise fleet worldwide grew by 68.1 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 2019. 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 2019

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
2019	588,381	25	0.0000424	13	4	17	9
Totals	4,958,029	212	0.0003979	117	53	170	48
11-year av.	450,730	19	0.0000361	10.6	4.8	15.5	4.4
% of rescues							28.2

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

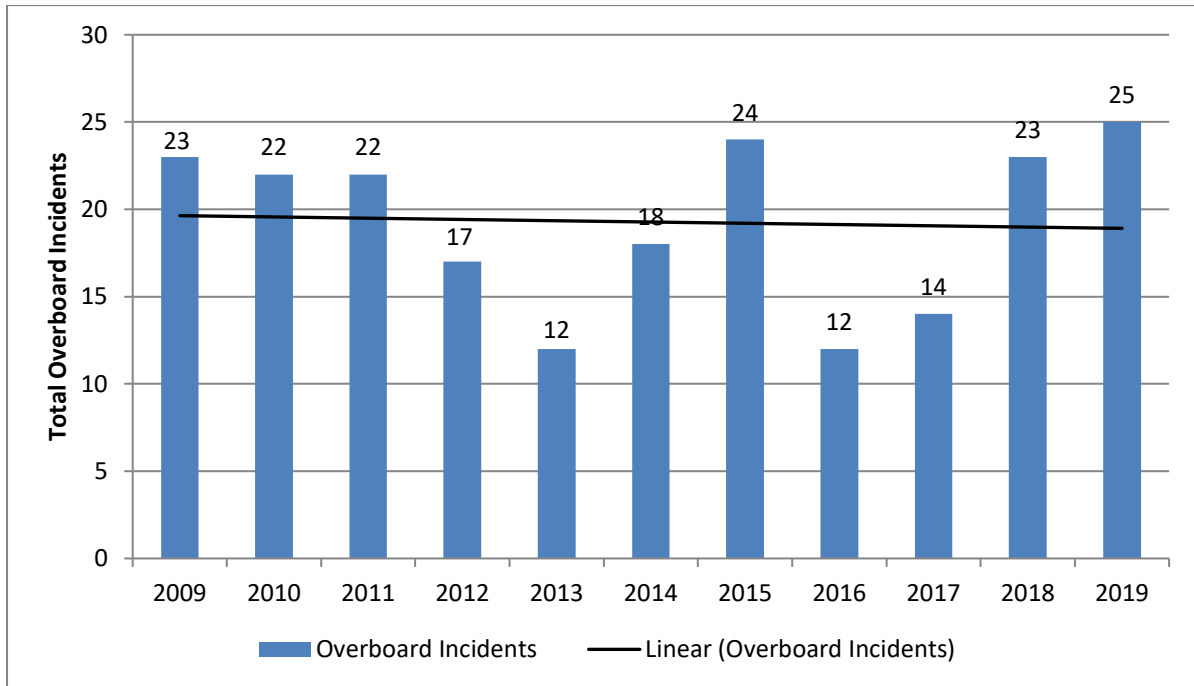
Source: G. P. Wild (International) Limited

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 saw a rise in the number of incidents. In 2019 the number of incidents has again risen though the numbers rescued are now at an all-time high, with 36% of jumpers rescued in 2019.

Crew fatalities remain around the average of 4.5 per year period, around one in every 55,000 crew serving in the fleet at any one time in 2019. 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.

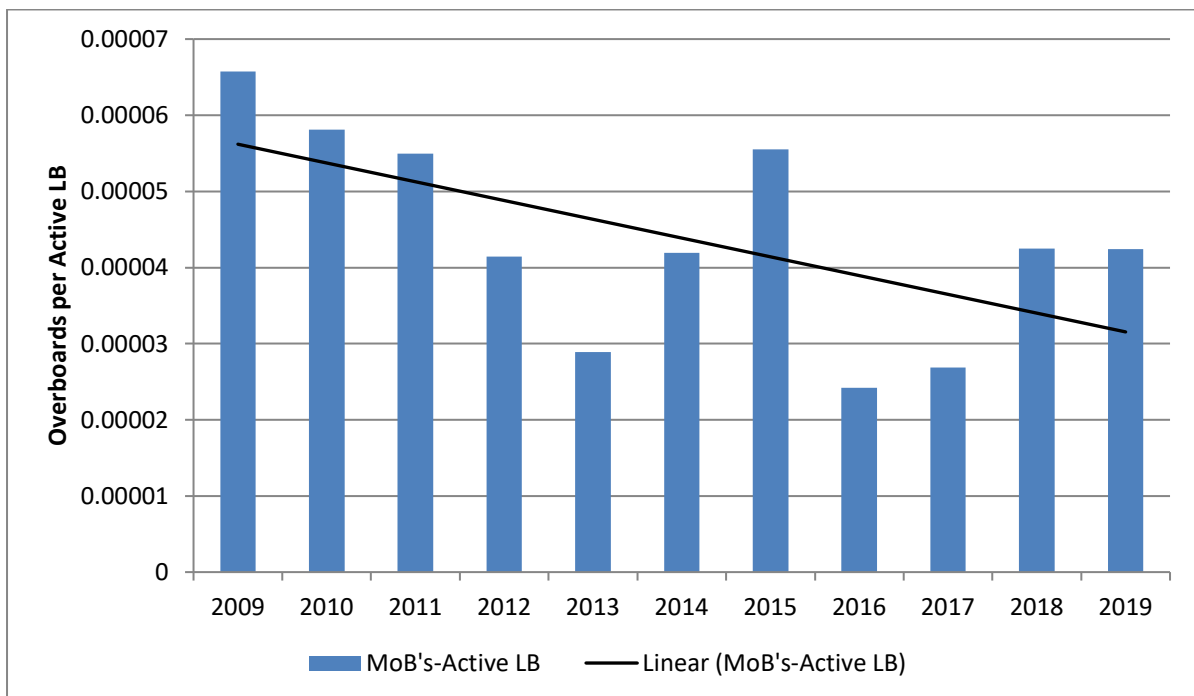


Figure 5: Trend in Overboard Incidents on Cruise Ships 2009 to 2019



Source: G. P. Wild (International) Limited

Figure 6: Trends in Overboard Incidents per Active Lower Berth 2009-19



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 and 2019 when incidents increased to 23 and 25 respectively. Nonetheless the underlying trend remains downward between 2009 and 2019.



Appendix 1: Significant Operational Incidents 2009 to 2019¹

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; ned 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

¹ Defined as more than 24-hour delay or with injuries or fatalities.



Date	Occurrence	Q	Fatalities			Injuries
			Pax	Crew	Total	
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



Date	Occurrence	Q	Fatalities			Injuries
			Pax	Crew	Total	
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



Date	Occurrence	Q	Fatalities			Injuries
			Pax	Crew	Total	
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 Teneriffe	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	Azipodd 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 Dardenelles. Pax disembarked at Galipoli.	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



Date	Occurrence	Q	Fatalities			Injuries
			Pax	Crew	Total	
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 member received second degree burns. Medevaced by USCG	1				2
Total fires/explosion		1	0	0	0	2



Date	Occurrence	Q	Fatalities			Injuries
			Pax	Crew	Total	
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 drydock	1		1	1	
Total other incidents		3	1	1	2	0
Total 2018		14	1	1	2	2
2019						
Fires/explosion						
Total fires/explosion		0	0	0	0	0
Technical						
23.03.19	Enginer failure in heavy seas due to loss of lube oli pressure	1				25
2.05.19	Engine repairs result in cancellation of ten cruises	1				
22.06.19	Azipod repairs requiring drydock	1				
5.07.19	Mechanical problems cause cancellation of cruise	1				
31.08.19	Mechanical problems cause cancellation of cruise	1				
8.12.19	Loss of propulsion, adrift off Tenerife, cruise curtailed	1				
15.12.19	Cruise cancelled due propulsion problems	1				
Total Technical		7	0	0	0	25
Stranding or Grounding						
30.05.19	Hit unidentified floaing object. Steering disabled, cruise cancelled	1				
6.11.19	Aground in Galapagos Islands	1				
25.11.19	Grounding near Phuket	1				
Total stranding or grounding		3	0	0	0	0
Storm or Rogue Wave		0	0	0	0	0
Collision or Allision						
2.06.19	Engine control failure results in allision with smaller vesel in Venice	1				4
Total Collision or Allision		1	0	0	0	4
Other Incidents						
1.4.19	Dockyard crane collapsed onto ship during refit. Subsequent cruises cancelled.	1				
30.06.19	Propellers tangled in fishing nets. Cruise curtailed and next cruise cancelled	1				
Total other incidents		2	0	0	0	0
Total 2019		13	0	0	0	29
Total 2009 to 2019		195	34	31	65	292
11 year average		17.7	3.1	2.8	5.9	26.5

Source: G. P. Wild (International) Limited



Appendix 2: Details of Minor Operational Incidents 2009 to 2019²

Date	Occurrence	Ol'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 Zebrugge; 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 Defined as 24-hour delay or less, no serious injuries or fatalities.



Date	Occurrence	Ol's	Injuries
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			



Date	Occurrence	Ol's	Injuries
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 Piraeas; 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



Date	Occurrence	Ol's	Injuries
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



Date	Occurrence	Ol's	Injuries
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 cruise 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 due 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	Stabiliser 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



Date	Occurrence	Ol's	Injuries
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 Civiavecchia 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
2019			
Fires		0	0
Technical			
18.01.19	Delayed departure San Juan due technical problems	1	
28.02.19	Temporary loss of power.	1	
28.04.19	Azipod repairs result in 24 hour stopover in San Diego	1	
26.05.19	Propulsion problems in Long Beach delay departure by 24 hours	1	
20.07.19	Blackout. Returned to port for USCG inspection	1	
29.07.19	Itinerary changes due propoulson problems	1	
4.11.19	Propulsion problems cause itinerary change and missed ports	1	
5.12.19	Propulsion problems cause itinerary change and missed ports	1	
6.12.19	Loss of power off Adelaide	1	
30.12.19	Ports lost due electrical fault reducing speed.	1	
Total Technical		10	0
Stranding or Grounding			
29.11.19	Aground in Amazon	1	
Total Grounding or Stranding		1	0
Storm or Rogue Wave			
5.03.19	Healed over in 100-knot gust of wind off USEC	1	10
Total Storm or Rogue Wave		1	10
Collision or Allision			
13.02.19	Port calls cancelled and ship allides with pier in San Juan	1	
20.12.19	Ships collide off Cosumel	1	
Total Collison or Allision		2	0
Other Incidents		0	0
Total 2019		14	10
Total 2009 - 2019		214	126

Source: G. P. Wild (International) Ltd