

# THE HUMAN COST OF MARITIME INCIDENTS

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## **Editorial**

Organisations often state that they put safety first. Regrettably however, commercial and reputational realities often obstructs the realisation of this lofty ambition: rather than view incidents as an opportunity to learn from experience, some companies go to great lengths to present themselves as being 100% safe, 100% of the time. But in an industry known to be more 'dangerous' than many others, this simply can't be correct.

The sad news of Captain Oguz Kok, who recently died during a night pilot transfer in the Bosphorus reminds us of the dangers inherent in the maritime industry. And while many, including ourselves, were quick to express condolences and offer thoughts for his family and friends, the collective maritime industry needs to do more to improve safety.

According to British anthropologist Robin Dunbar, the average person maintains relationships with approximately 150 friends and family. The true cost of a safety incident therefore goes far beyond

those immediately involved; the injuries and incidents that occur in our industry literally touch millions of lives.

CHIRP is aware of several cases where those reporting safety concerns through their organisation's reporting channels have faced redundancy or reprisals. Such suppression only serves to ensure that safety issues are not addressed, and the risk of repeat incidents remains stubbornly high.

CHIRP's independent, impartial and confidential reporting system allows individuals and companies to raise safety concerns and issues without the risk of reprisal, or loss of reputation. The following reports were sent to CHIRP to raise awareness of risks across the industry, or to share best practice, or to get an issue addressed. In many of these reports, you will read that CHIRP advocated for the reporter by raising the issues with the company or Flag State while protecting our reporters' identities.



