



AUSTRALASIAN INSTITUTE  
OF MARINE SURVEYORS

# Shipshape

September 2026



- **Marine Surveyors Symposium in 2027**
- **Report on AIMS biennial conference**
- **Marine incident annual report**

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Thanks to all AIMS members and the Board for allowing us to be part of your 40th anniversary conference. We enjoyed catching up with existing clients and members.

*Congratulations to all the nominees and award winners.*

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# Shipshape

September 2026

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Front Cover: *Global Mercy*, the world's largest purpose-built civilian hospital ship. Tymor Marine recently completed a lightweight survey and inclining test aboard the vessel. (See page 48.)

Back Cover: Marine Rescue Queensland's *Gladstone Rescue 1* at Gladstone, Queensland.



*From the Bridge (Page 5.)*



*CEO: AMSA stakeholder forum. (Page 7.)*



*Marine Surveyor Symposium. (Page 11.)*



*Marine incidents report 2025. (Page 22.)*



*Cyber security risks. (Page 28.)*



*Incat 096 oversea-bound. (Page 38.)*

## ADVERTISING AVAILABLE

Advertising is now available in *Shipshape*, the official journal of the Australasian Institute of Marine Surveyors (AIMS). For all the information about advertising in our quarterly magazine, contact AIMS CEO Eric Perez at [gm@aimsurveyors.com.au](mailto:gm@aimsurveyors.com.au) or on +61 492 881 737.

# Marine Incident Annual Report 2025

THE Australian Maritime Safety Authority's (AMSA) incident report provides some sobering data well worth sharing.

The full report can be found here: <https://www.amsa.gov.au/sites/default/files/2026-06/marine-incident-annual-report-2025.pdf>

## Trends in reporting

In 2025, AMSA received a total of 4,174 marine incident reports from foreign-flagged vessels (FFVs), regulated Australian vessels (RAVs) and domestic commercial vessels (DCVs), along with 452 marine safety concerns.

The reduction in reported marine incidents in 2025 is primarily attributable to a change in classification introduced on 1 January 2025, under which defect reports for RAVs and FFVs are no longer captured within the marine incident reporting process.

A substantial number of reports that would have been previously recorded as marine incidents were excluded in 2025, including approximately 1,272 reported defect reports.

Figure 1 shows the total marine incidents reported by FFVs, RAVs and DCVs operating within, or preparing to enter, Australia's maritime jurisdiction between 2021 and 2025.

## Domestic commercial vessels: marine incident trends

In 2025, AMSA received a total of 1,229 marine incident reports involving DCVs.

This represents a 4 per cent increase from 2024 (1,186 reports) and an overall 28 per cent increase since 2021, when



Figure 1: All reported marine incidents, FFVs, RAVs and DCVs, by year (2021-2025)

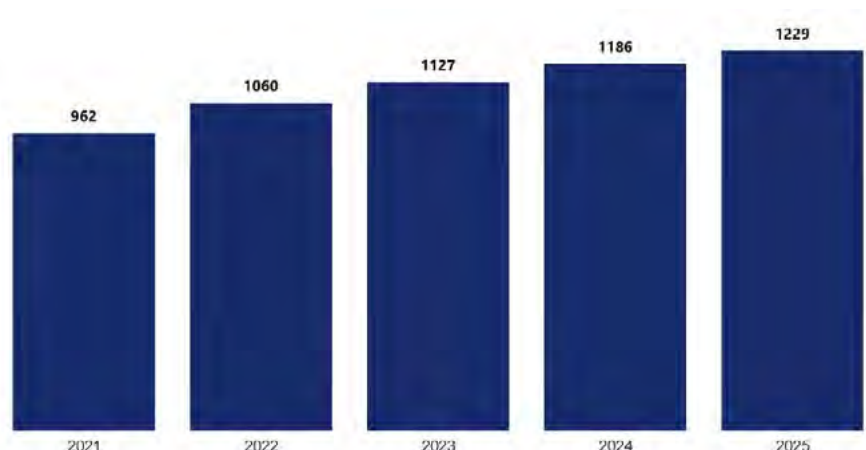


Figure 2: DCV marine incidents by year (2021 - 2025)

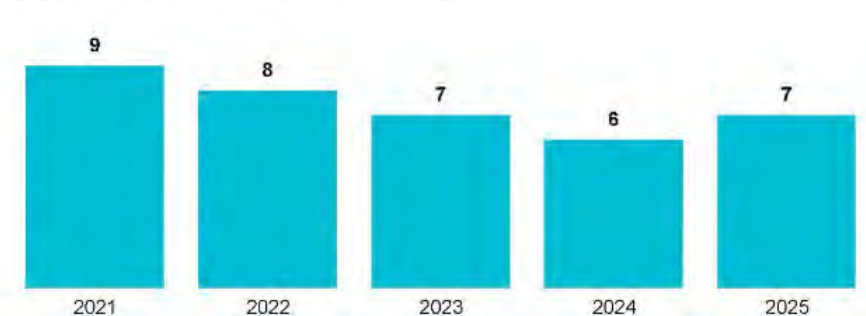


Figure 2A: Very serious DCV marine incidents (2021 - 2025)

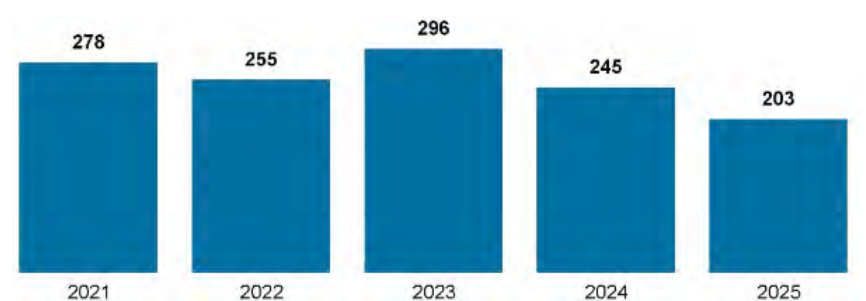


Figure 2B: Serious DCV marine incidents (2021 - 2025)

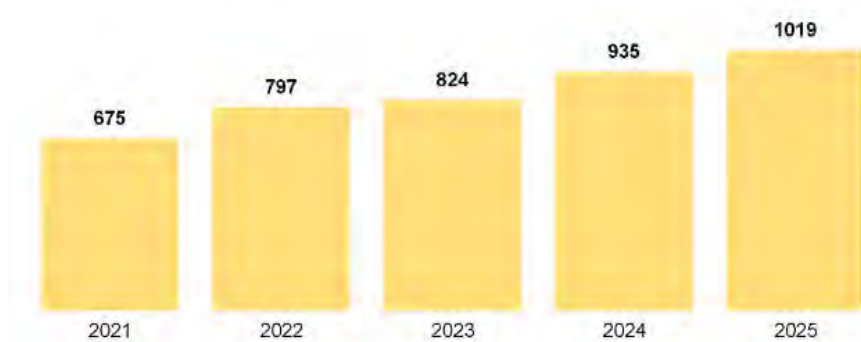
962 DCV marine incidents were reported.

In 2025 (see Figure 2):  
□ very serious<sup>1</sup> marine incidents

increased slightly, from six in 2024 to seven in 2025 (Figure 2A);

□ serious marine incidents decreased by 17 per cent (42





**Figure 2C:** Less serious DCV marine incidents (2021 - 2025)

reports) compared with 2024 (Figure 2B); and

- ❑ less serious marine incidents increased by 9 per cent, or 84 additional reports, compared with 2024 (Figure 2C).
- ❑ When considering marine incident reports by vessel class, Figures 3 and 4 indicate notable differences in reporting patterns across the DCV fleet.

Figure 3 shows the proportion of marine incidents reported and vessels by class for 2025<sup>2</sup>.

Passenger vessels continue to show a good reporting culture compared with the other vessel classes. Although they comprise a

relatively small proportion of the DCV fleet (9 per cent), passenger vessels accounted for almost half (46 per cent) of all reported DCV marine incidents in 2025.

Non-passenger vessels, which make up 52 per cent of the DCV fleet, reported 40 per cent of all marine incidents in 2025. This represents a slight increase compared with 2024, where non-passenger vessels accounted for 38 per cent of reported marine incidents.

Fishing vessels, which comprise 25 per cent of the DCV fleet, accounted for 11 per cent of all marine incidents reported

in 2025. This represents a slight increase from 2024, with 10 per cent of reported marine incidents.

Hire and drive vessels, comprising 14 per cent of the DCV fleet, reported 3 per cent of marine incidents in 2025. This represents a decrease from 2024, when hire and drive vessels accounted for 5 per cent of reported marine incidents.

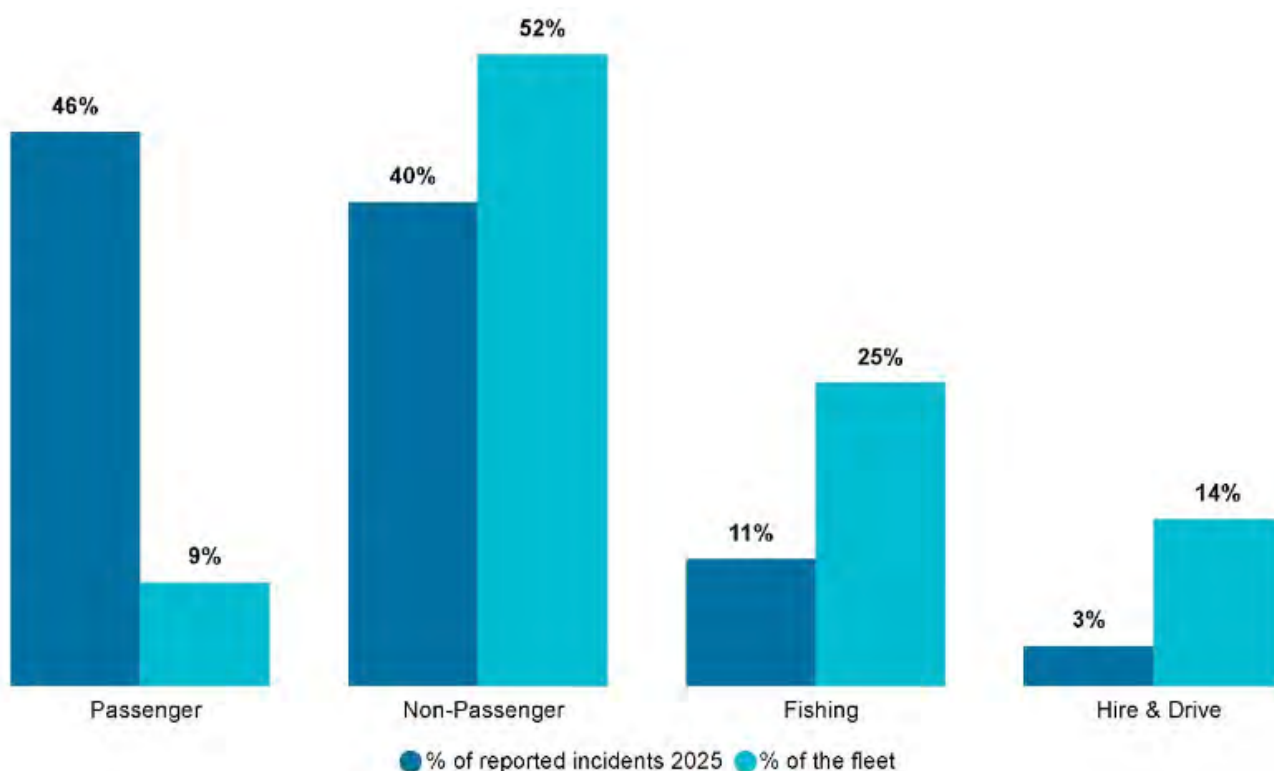
Figure 4 highlights differences in the proportion of marine incident reporting by vessel length when compared with their representation in the overall fleet. Vessels under 7.5 metres comprise the majority of the fleet (60 per cent) but account for a relatively small proportion of reported marine incidents (10 per cent).

Vessels between 7.5 and 12 metres account for 22 per cent of reported marine incidents, which is broadly consistent with their fleet representation (18 per cent).

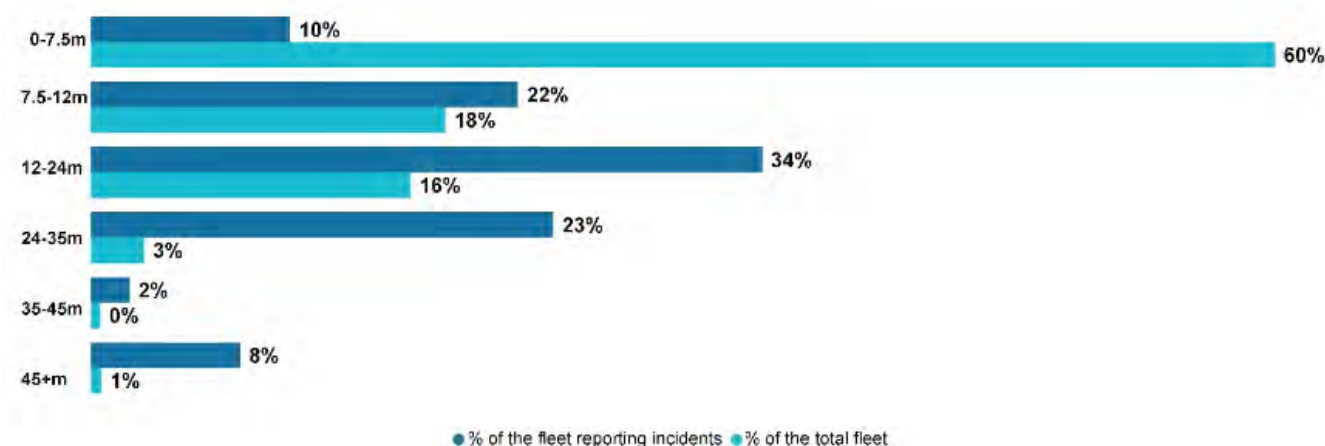
Vessels between 12 and 24 metres account for 34 per cent



*Fishing vessels comprise 25 per cent of the DCV fleet but accounted for only 11 per cent of all marine incidents reported in 2025.*



**Figure 3: Proportion of marine incidents reported and vessels by class<sup>5</sup> (2025)**



**Figure 4: Proportion of marine incidents reported and vessels by length (2025)**

of reported marine incidents but represent 16 per cent of the overall fleet. The 24 to 35-metre vessel category represents 23 per cent of reported marine incidents, while making up just 3 per cent of the fleet. Vessels over 35 metres, which comprise approximately 1 per cent of the fleet, account for 10 per cent of reported marine incidents.

## References

1. Very serious marine incidents include loss of vessel, loss of life

(fatalities) due to the operation of the vessel and serious pollution. Serious marine incidents include serious injuries (operational), fire, explosion, critical equipment failure, severe structural damage, loss of stability and breakdown necessitating towage or shore assistance. Less serious marine incidents include minor injuries, illness, minor vessel contact and near misses.

2. NSCV Part B contains the system for categorisation of vessels.

Class 1: Passenger vessels means a vessel that carries or is certified to carry more than 12 passengers.

Class 2: Non-passenger vessels may carry up to 12 passengers and are not either fishing or hire and drive vessels.

Class 3: Fishing vessels are used for fishing operations.

Class 4: Hire and Drive vessels are let for hire, reward or any other consideration.





# AUSTRALIAN MARINE SURVEYS



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