3. Case Studies of accidents

Case 1

Collision caused by an assumption, while only keeping a lookout visually under hazy conditions, that there were no other vessels in the vicinity

Summary: The Vessel A, manned with the Master A and 4 crew members, departed Keihin Port and was proceeding southwestward, and the Vessel B, manned with the Skipper B and 3 passengers on board, was engaged in fishing while in a drifting state. The two vessels collided with each other at around 11:00, June 12, 2011, off the northwestern coast of Oo Shima.

One of the passengers on the Vessel B was injured and her starboard was cracked. The Vessel A sustained scratches on the bow.

Events Leading to the Accident

**Vessel A (Cargo ship)**
- Gross tonnage: 498 tons
- L×B×D: 74.92m×12.50m×6.86m
- Hull material: Steel
- Engine: Diesel engine
- Output: 1,471 kW

**Vessel B (Recreational fishing vessel)**
- Gross tonnage: 3.84 tons
- Lr×B×D: 9.20m×2.45m×0.71m
- Hull material: FRP (Fiber Reinforced Plastic)
- Engine: Diesel engine
- Output: 65 (Engine Performance Index by Fishing Vessel Act)

**Weather and sea conditions**
- Weather: cloudy, hazy with light and dark areas (Visibility about 2 - 5m)
- Ocean current and tide: northeastward to eastward current about 0.5 - 1.2kn

**Collision**

**Events Leading to the Accident**

**Around 07:00**
- Vessel A departed the Kawasaki Section of Keihin Port, heading toward Takuma Port, Mitoyo City, Kagawa Pref.
- After proceeding south in Tokyo Bay and passing through Uraga Suido, Vessel A sailed on a southwest course.
- Under hazy conditions, since there were many recreational fishing vessels and fishing vessels in the area from the south of Tsurugi Saki, Vessel A sailed at a speed of approximately 11.5 kn while confirming her position using two radars and a GPS plotter, and avoiding fishing and other vessels by manual steering.
- Passing-by north of Oo Shima, the vessel switched to automatic steering, sailing toward the south of Mikomoto Shima.
- Master A did not use the radar, only keeping a lookout visually, and since no other vessels were visible ahead, he began to work organizing the vessel’s charts.
- Chief Engineer A saw the mast of a fishing vessel moving in the bow direction, and then turned toward Master A, who was on the bridge, calling to him in a loud voice and waving his hands.
- Master A saw Chief Engineer A waving his hands and saw the mast of Vessel B in the bow direction, and immediately engaged the clutch to astern.

**Around 05:00**
- For purposes of recreational fishing, Vessel B departed Futo Fishing Port, Ito City, Shizuoka Pref. and arrived off the northwestern coast of Oo Shima.
- Although the conditions were hazy, Skipper B believed that it would be sufficient to only keep a lookout visually; therefore, he stopped the radar and kept a lookout in the control compartment while the vessel was drifting.
- Passenger B1 was seated at the starboard side of the mid-section, Passenger B2 at the port side of the aft section, and Passenger B3 at the starboard side of the aft section.
- There was a request to Skipper B from Passenger B1 for adjustment of his reel, and Skipper B began some work including adjustment of the connecting cord.
- Approximately 3 to 4 minutes after he started the work, he heard the voice of passenger B2 saying “A vessel is coming straight for us”.
- Looking in the bow direction, Skipper B saw the bow of Vessel A approaching at approximately 45° ahead to port. When he immediately engaged the engine to full astern, the stern of Vessel B swayed to the starboard side as the vessel moved to astern.

**Around 11:00**
- The display of the GPS plotter (Vessel A)
- Weather: cloudy, hazy with light and dark areas (Visibility about 2 - 5m)
- Ocean current and tide: northeastward to eastward current about 0.5 - 1.2kn
In order to Prevent Recurrence

➢ Keep a proper lookout, effectively using radar and other available means and not relying solely on visual observation.
➢ When performing work other than maneuver of a vessel, only after accurately understand the situation of surrounding vessels and safety has been confirmed, complete that work quickly so that it does not interfere with a proper lookout.

The investigation report of this case is published on the Board’s website (issued on May 25, 2012).
(This report is a translation of the Japanese original investigation report. The text in Japanese shall prevail in the interpretation of the report.)