

### 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 : 1,471kW

##### Vessel B (Recreational fishing vessel)

Gross tonnage : 3.84 tons  
L×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)

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 Uruga 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.

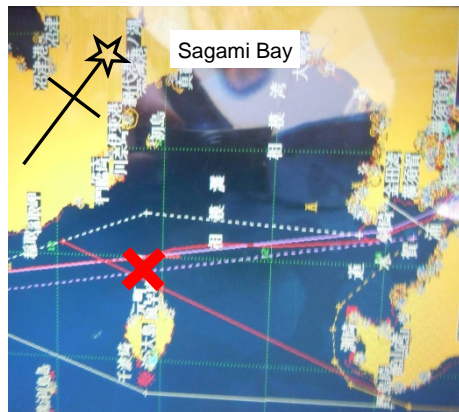
Master A did not use the radar, only keeping a lookout visually, and since no other vessels were visible ahead, he began to work organizing the vessel's charts.

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 11:00

The display of the GPS plotter (Vessel A)



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.

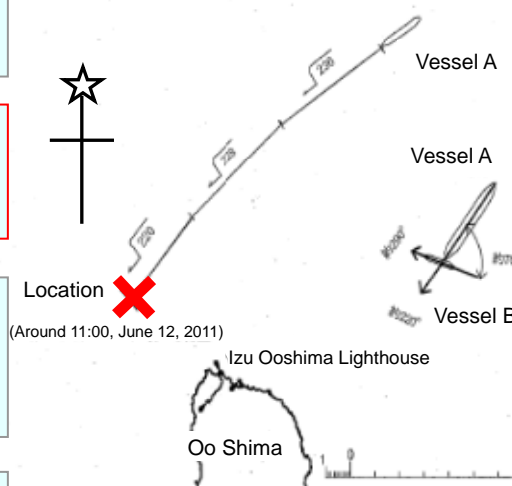
Although the conditions were hazy, Skipper B believed that it would be sufficient to only keep a lookout visually; therefore, he stopped the radar and kept a lookout in the control compartment while the vessel was drifting.

Passenger B<sub>1</sub> was seated at the starboard side of the mid-section, Passenger B<sub>2</sub> at the port side of the aft section, and Passenger B<sub>3</sub> at the starboard side of the aft section.

There was a request to Skipper B from Passenger B<sub>1</sub> 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 B<sub>2</sub> 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.

Estimated Vessel Track



#### 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**

## State of the damage (Vessel A and Vessel B)



### Conditions of lookout kept on Vessel A and Vessel B

#### Vessel A

Master A was standing navigational watch alone. Although 2 radars were in operation, he **did not use the radars and only kept a lookout visually**. He did not see any other vessels ahead, and therefore mistakenly assumed that there were no other vessels in the area. He then began to work on organizing the charts on the chart table at the aft port side, and was not keeping a lookout.

#### Vessel B

When Skipper B was intending to return Vessel B to the original position she had before drifting, there was a request from passenger B<sub>1</sub> for adjustment of his electric reel. Skipper B **did not use the radar**, and did not see any other vessels aside from the consort vessel **by visual observation**; therefore, he mistakenly assumed that there were no other vessels in the area. He crouched and began adjustment work on the connection cord, etc. in the starboard side passageway, and was not keeping a lookout.

**Probable Causes:** It is probable that the accident occurred involving a collision of two vessels, Vessel A and vessel B, because both Master A and Skipper B were not keeping a lookout under hazy conditions off the northwestern coast of Oo Shima, with Vessel A proceeding southwestward and Vessel B drifting.

It is probable that the reason why both Master A and Skipper B were not keeping a lookout was that under hazy conditions, they both were looking out only visually without using the radar and did not see any other vessels, mistakenly assuming that there were no other vessels in the area.

### 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).

[http://www.mlit.go.jp/jtsb/ship/rep-acci/2012/MA2012-5-2\\_2012tk0009.pdf](http://www.mlit.go.jp/jtsb/ship/rep-acci/2012/MA2012-5-2_2012tk0009.pdf)

(This report is a translation of the Japanese original investigation report. The text in Japanese shall prevail in the interpretation of the report.)