

JTSB Safety Recommendation to the Marine Department, the Government of the Hong Kong Special Administrative Region

April 22, 2011

Container ship “KUO CHANG”
Fatal accident involving mooring workmen
Occurred at Container Berth 18, Kobe District, Hanshin Port on Mar. 20, 2009

The Japan Transport Safety Board, based on the results of the accident investigation, recommends CHENG LIE NAVIGATION Co., Ltd. to consider the following and take necessary actions, and Marine Department, The Government of Hong Kong to supervise the company mentioned above.

The accident occurred when the mooring line with wear broke due to the additional tensions on the mooring line, which was touching the Bend Point, including the impulsive tension due to the winding moment in the hawser drum, the tension caused by the forward headway of the Ship and that caused by the wind pressure, and hit the two mooring workmen, causing them to die.

The safety management manual prepared by CHENG LIE NAVIGATION Co., Ltd. requires inspections on the mooring equipment at berthing to confirm that such equipment is in good condition. In the case of the accident, judging from the state of wear to the forward spring line, it is considered highly unlikely that the line was in a “good condition,” as stated in the manual mentioned above.

Therefore, it is recommended to clearly state and require to pay attention to the route of mooring ropes and the bitts to moor the ropes onto in order to prevent mooring ropes from touching corners such as the Bend Point to the extent possible and obtain safe and effective mooring forces, and to place a person in charge to take command of operations in such a position from where the person can acquire the knowledge of the overall conditions of mooring ropes. At the same time, it is recommended to make all the ships under management comply with such requirements.