

JTSB Safety Recommendation to the NAM SUNG SHIPPING Co., Ltd.

June 24, 2011

Container ship “CARINA STAR”
Destroyer “KURAMA”
Collision

Occurred at vicinity of Moji Saki, Kanmon Passage, Kanmon Port on October 27, 2009

It is considered probable that the accident occurred at night in the vicinity of Hayatomo Seto in Kanmon Passage with a tidal stream of about 1.3–2.7 kn SW, while CARINA STAR (hereinafter referred to as “Ship A”) was proceeding eastward and KURAMA (hereinafter referred to as “Ship B”) was proceeding westward, and that the vessels collided with each other in the situation where Ship A had approached a cargo ship named QUEEN ORCHID (hereinafter referred to as “Ship C”)’s starboard side and then tried to overtake Ship C on her port side, which, as a result, made Ship A proceed ahead of Ship B, which was proceeding on the right side of Kanmon Passage.

It is considered somewhat likely that the reason for Ship A’s action of trying to overtake Ship C on her port side in the situation where Ship A had approached the starboard side of Ship C was that Master of Ship A had taken the message sent by the Kanmon-Kaikyo Vessel Traffic Service Center (hereinafter referred to as “Kanmon MARTIS”) for just a provision of information as an enforcement power because they were in the imperative form in English without message markers on the message, which were not adopted by Kanmon MARTIS.

In view of the result of this accident investigation, the Japan Transport Safety Board recommends NAM SUNG SHIPPING CO., LTD. to take the following into consideration and take necessary actions.

NAM SUNG SHIPPING CO., LTD. should establish directions for practicing the overtaking navigation rule in the Kanmon Strait, keeping close communication with Kanmon MARTIS, and using AIS information appropriately, and then should train the crewmembers to be familiarized with them. NAM SUNG SHIPPING CO., LTD. also should train the crewmembers in order for them to have accurate knowledge of message markers and the master’s relationship with the VTS, taking into account the amendments of the Act on Port Regulation on July 1, 2010.