

The response from the authorities of the Kingdom of Cambodia to the safety recommendation of fire

The Japan Transport Safety Board received the response from the authorities of the Kingdom of Cambodia to the safety recommendation issued on June 27, 2014 as attached regarding a fire at the port of Wakkanai, Hokkaido on May 16, 2013.

The actions taken by the authorities of the Kingdom of Cambodia meet the safety recommendation.

JTSB Safety Recommendation to the authorities of the Kingdom of Cambodia

It is somewhat likely that this accident occurred as follows. While TIGAN (hereinafter referred to as "the Vessel") moored at the west pier of Tenpoku No.2 Wharf in the port of Wakkanai at night, a crew member smoked on his bed in a cabin though the vessel prohibited smoking onboard except in the indoor work space, and then his bedclothes caught fire; hence, the fire spread to surrounding flammable materials, and smoke and flame climbed the opening of an upward stairway nearby and spread to the above accommodation spaces.

Four out of the six who died in the accident just joined the Vessel on the previous night of the accident. It is somewhat likely that the four, who had not been provided with training and instruction on how to act in the event of a fire, which included information about the escape routes and the location of fire extinguishers, did not know the escape routes and were late in escaping when the fire occurred.

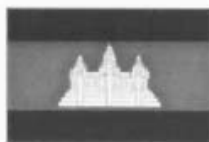
In addition, when constructed, the Vessel was installed with an escape hatch, which led to the quarter deck on the port in the steering gear room. Later, the escape hatch was welded and it was impossible to escape from the stern. It is probable that when this accident occurred, the four were late in escaping and lost an option to go out through the stairway on the fore side of the accommodation spaces.

In view of the result of this accident investigation, the Japan Transport Safety Board recommends that the MEGANOM SHIPPING LTD. as the management company of the vessel (hereinafter referred to as "Company A") and the MEGANOM SHIPPING LTD. as the owner of the vessel (hereinafter referred to as "Company B") should take the following measures. At the same time, it is recommended that the authorities of the Kingdom of Cambodia should provide adequate instructions to the management companies and owners that are operating similar ships to the vessel.

Company A is recommended to ensure the onboard smoking policy in observed

and to instruct the vessel to provide new crew members with training, just after they joined the vessel, on how to act in the event of a fire, which includes information about the escape routes and the location of fire extinguishers.

Company B is recommended to try to secure escape routes regardless where a fire breaks out, for example, by having one on the fore side and another on the aft side.



THE KINGDOM OF CAMBODIA

ព្រះរាជាណាចក្រកម្ពុជា

ISROC

International Ship Registry of Cambodia

OUR REF: ISROCTECH140718-05G

18th JULY 2014

TO: JAPAN TRANSPORT SAFETY BOARD (JTSB)

TO: Dr. NORIHIRO GOTO

**SUBJECT: SAFETY RECOMMENDATION AND FINAL REPORT ON THE INVESTIGATION
REGARDING THE FIRE ON M/V TIGAN (IMO: 7533240)**

Dear Sirs,

We would like to express our sincere appreciations for your warmest cooperation in advance and hopefully, wishing Your Esteemed Authority to be more prosperous and expanded in every respect as ever

Referring to the above captioned vessel of 'M/V TIGAN (IMO NO.7533240)' while mooring at the west pier of Tenpoku No.2 Wharf in the port of Wakkanai, Wakkanai City, Hokkaido, caught fire at around 01:30LT to 01:40LT, May 16, 2013, we, **INTERNATIONAL SHIP REGISTRY OF CAMBODIA** as the Flag State Administration of the Royal Government of Cambodia received the final investigation report and safety recommendation made by JAPAN TRANSPORT SAFETY BOARD (JTSB), confirm that this administration will entirely accept your safety recommendation and instruct the prevent measurement to the involved ship owner/management company in order to prevent unworthy maritime accident such as this case.

SHIP NAME	:	TAIGAN
OFFICIAL NO.	:	1076594
PORT OF REGISTRY	:	PHNOM PENH
CALL SIGN	:	XUCA2
IMO NUMBER	:	7533240
SHIP TYPE	:	REEFER CARRIER
GRT/NRT	:	497/149
SHIP OWNER	:	MEGANOM SHIPPING LTD.
MANAGEMENT COMPANY	:	MEGANOM SHIPPING LTD.

In our conclusion, this Administration will instruct that the management company and the owner should take the following measures to prevent not only recurrence of similar accidents but also damage caused by them.

- (1) The Management Company should ensure the onboard smoking policy is observed.
- (2) The Management Company should provide new crew members with training, just after they joined the vessel, on what to do in the event of a fire, which includes information about the escape routes and the location of fire extinguishers.

(3) To avoid the situation where there is no emergency escape route available depending on where a fire breaks out, it is desirable that the ship owner should secure at least two escape routes, for example, one on the fore side and the other on the aft side.

As well, in order to enhance and ensure a common understanding regarding safety, we will release the above information to every Cambodia flagged vessel to recognize the serious maritime casualty by the safety alert circular.

In any sort of further enquiries, please don't hesitate to directly contact us at all times.

Your kind confirmation on due receipt of this official message will be highly obliged.

Sincerely yours,

Manager of Technical Department
Head Office of

International Ship Registry of Cambodia as
Flag State Administration of the Royal Government of the Kingdom of Cambodia
Telephone:82-51-469-8689
Facsimile:82-51-465-6148
E-mail:tech@isrocam.com
Web-site:www.isrocam.com
Address:Bando Bldg, #36, 4-ga, Jungang-dong, Jung-gu, Busan, Republic of Korea (Zip:600-815)