

JTSB Safety Recommendation to the SEMYUNG SHIPPING CO., LTD.
(as the owner and management company of the vessel)

January 30, 2020

Marine Accident of collision between
the cargo ship “SM3” and the oil tanker “KOUTOKU MARU”
Occurred at the Wakamatsu district of Kanmon Port,
Kanmon Passage, Japan
on September 29, 2018

It is probable that this accident occurred because, while the cargo ship SM3 was traveling eastward from Wakamatsu Passage to Kanmon Passage and the oil tanker KOUTOKU MARU was traveling southeastward from No. 2 Kanmon Passage to Kanmon Passage in a situation whereby the courses of both vessels would cross in Kanmon Passage, the master of SM3 intended to turn to the left and pass the bow of KOUTOKU MARU while the boatswain of KOUTOKU MARU maintained the same course and ship speed, as a result of which both vessels collided.

It is considered probable that the master of SM3 turned to the left toward the path of KOUTOKU MARU because it was possible he intended SM3 to go ahead of a vessel proceeding northwest in Kanmon Passage at the time of the accident and because it was his experience that other vessels kept out the way of SM3 when he called their names by VHF wireless telephone and thus, at the time of the accident, he again thought KOUTOKU MARU would turn to the right and avoid SM3 when he called KOUTOKU MARU's name by VHF wireless telephone.

In view of the result of this accident investigation, the Japan Transport Safety Board recommends that SEMYUNG SHIPPING CO.,LTD. (Republic of Korea), which is the owner and the management company of SM3, take the following countermeasures for the purpose of preventing the occurrence of a similar accident and reducing damage: SEMYUNG SHIPPING CO.,LTD. (Republic of Korea) shall provide thorough instruction to masters of its vessels to unflinchingly execute the following measures and shall also implement training in accordance with said measures:

- (1) Masters and duty watch persons should utilize information provided by the Vessel Traffic Service Center, etc., effectively. In particular, they should give immediate attention to dangerous situations based on the content of warnings from the Center, etc., and respond appropriately.
- (2) Masters and duty watch persons should navigate in accordance with rules that are established for the navigational area. In particular, when communicating with approaching vessels becomes necessary, they should not only call the vessel's name but also implement VHF wireless telephone communication proactively and mutually confirm the maneuvering intentions.