

Case 2

**Collision caused by an assumption, without keeping a proper lookout while sailing, that it would be possible to cross ahead of the other vessel**

Summary: The Vessel A, manned with the Master A and 24 crew members, and with 296 passengers and 89 vehicles on board, was proceeding eastward in waters southeast of Jizo Saki, Shoudo Shima, Kagawa Pref. The Vessel B was manned with 1 person, Skipper B, who, after completing fishing operation, was proceeding southwestward toward Tomari Fishing Port, Sanuki City, Kagawa Pref. The two vessels collided with each other at around 02:37, June 7, 2010.

On the Vessel B, Skipper B sustained slight injury, and a portion of the vessel's bow was crushed. On the Vessel A, the collision caused some scratches at the portside mid-section. However, there were no fatalities or injuries.

**Events Leading to the Accident**

**Vessel A (Passenger ferry)**

Gross tonnage : 9,975tons  
 L×B×D : 163.57m×25.60m×13.21m  
 Hull material : Steel  
 Engine : Diesel engine ×2  
 Output : 19,858kW

**Vessel B (Fishing vessel)**

Gross tonnage : 4.95tons  
 Lr×B×D : 10.37m×2.76m×0.79m  
 Hull material : FRP (Fiber Reinforced Plastic)  
 Engine : Diesel engine  
 Output : 48kW

Officer A was sailing on the Bisan Seto East Traffic Route on a course of approximately 110°.

Around 02:15

Vessel B began net hauling near 145° true, 2,200m from the Jizo Saki Lighthouse.

Around 02:33

In the vicinity of the area 0.4M west of the Bisan Seto East Traffic Route center No.7 light buoy, Officer A saw the lights of Vessel B sailing at a low speed, near 5° 1.3M on the port bow, and believed that she was in the process of towing nets.

Around 02:21

After the net hauling was completed, Skipper B navigated Vessel B southwestward at a speed of approximately 1.7 kn while performing net washing work.

About 10 minutes before a collision

Although Skipper B saw the lights of Vessel A while sailing near the Bisan Seto East Traffic Route center No.6 light buoy, he assumed that the net washing work would be completed before Vessel A approached.

When the distance to Vessel B became about 1M, Officer A confirmed the state of Vessel B's movement using a radar set to a 3M range scale. He assumed that Vessel A could pass ahead of her leaving a gap of approximately 0.2M, and then kept a lookout visually.

After that, Skipper B left the control room and continued sailing while staying on the aft deck, checking the condition of the removal of mud from a cod end released from the stern.

About 30 seconds before a collision

Officer A felt that the speed of Vessel B had increased, and therefore steered 15° to starboard. However, he returned the helm to midships again, because he believed that the stern of Vessel A would collide with Vessel B.

Since there was more mud than usual adhering to the cod end, Skipper B increased speed to approximately 3.0 kn to remove the mud more quickly.

About 20 seconds before a collision

Officer A turned on the searchlights and displayed an attention signal to Vessel B.

Since Skipper B's attention was focused on checking the condition of mud removal from the cod end, he did not notice the illumination of the searchlights of Vessel A.

Around 02:37

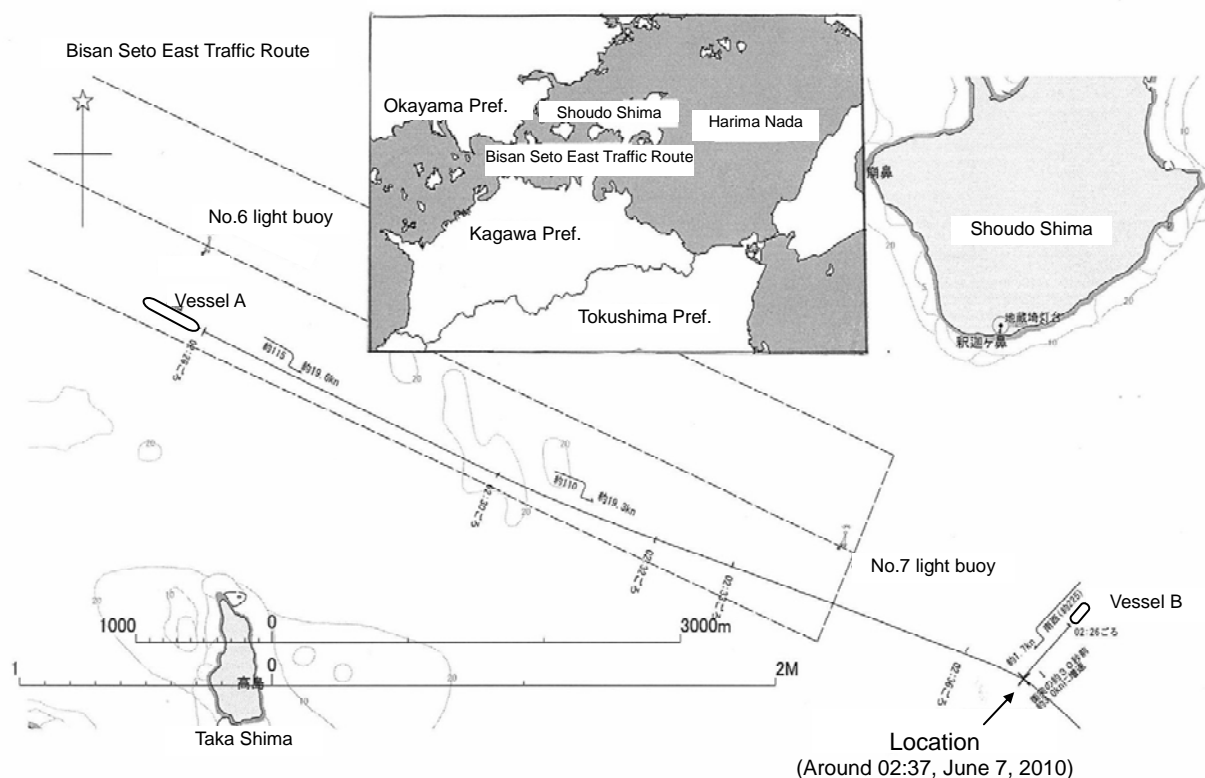
Skipper B noticed the approach of Vessel A by hearing the sound of waves created by a vessel and then engaged the engine to astern.

**Collision**

**Weather and sea conditions**

Weather: Cloudy Winds direction: NE Wind: about 5m/sec  
 Visibility: Fair Tide: Middle stage of rising  
 Current: Weak westward current

### Estimated Vessel Track



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

#### Vessel A

It is probable that when Officer A saw the lights of Vessel B, Officer A assumed that she was a fishing vessel engaged in net towing, judging from the condition of the lights and the low speed she was sailing at, and he mistakenly presumed that Vessel A would be able to cross ahead of Vessel B. It is also probable that after this, Officer A was not keeping a proper lookout for Vessel B's movement.

#### Vessel B

It is probable that Skipper B assumed that the net washing work would be completed before Vessel A approached. And, it is also probable that he was not keeping a lookout for Vessel A, concentrating on the net washing work and focusing his attention on checking the condition of mud removal from the cod end.

**Probable Causes:** It is probable that the accident occurred involving a collision of two vessels, Vessel A and vessel B, because Officer A was sailing without keeping a proper lookout and Skipper B was also not keeping a lookout while Vessel A was proceeding eastward and Vessel B was proceeding southwestward at night in waters south of Jizo Saki, Shoudo Shima, Kagawa Pref.

It is probable that the reason Officer A was not keeping a proper lookout was that due to the condition of the lights on Vessel B and the low speed she was sailing at, he assumed that Vessel B was a fishing vessel engaged in net towing, and that Vessel A would be able to pass ahead of her leaving a gap of approximately 0.2M.

It is probable that the reason Skipper B was not keeping a lookout was that he assumed that the net washing work would be completed before Vessel A approached, and that he was concentrating on that work on the aft deck.

### In order to Prevent Recurrence

- When crossing paths with other vessels, continue to keep a proper lookout in order to judge the risk of collision properly.
- If the other vessel does not take action to avoid a collision, immediately give a warning signal.
- If one's own vessel shall become the stand-on vessel, take such action as will best aid to avoid collision.
- If one's own vessel shall become the give-way vessel, take early and substantial action in order to keep sufficient distance from the other vessel.

The investigation report of this case is published on the Board's website (issued on January 28, 2011).

[http://www.mlit.go.jp/itsb/ship/rep-acci/2011/MA2011-1-1\\_2010tk0024.pdf](http://www.mlit.go.jp/itsb/ship/rep-acci/2011/MA2011-1-1_2010tk0024.pdf)

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