

Minimizing collision/grounding claims - from BRM aspect -

Tetsuro Nakamura, Yoshida & Partners

Loss Prevention Workshop at IUMI 2013
on September 18, 2013 in London

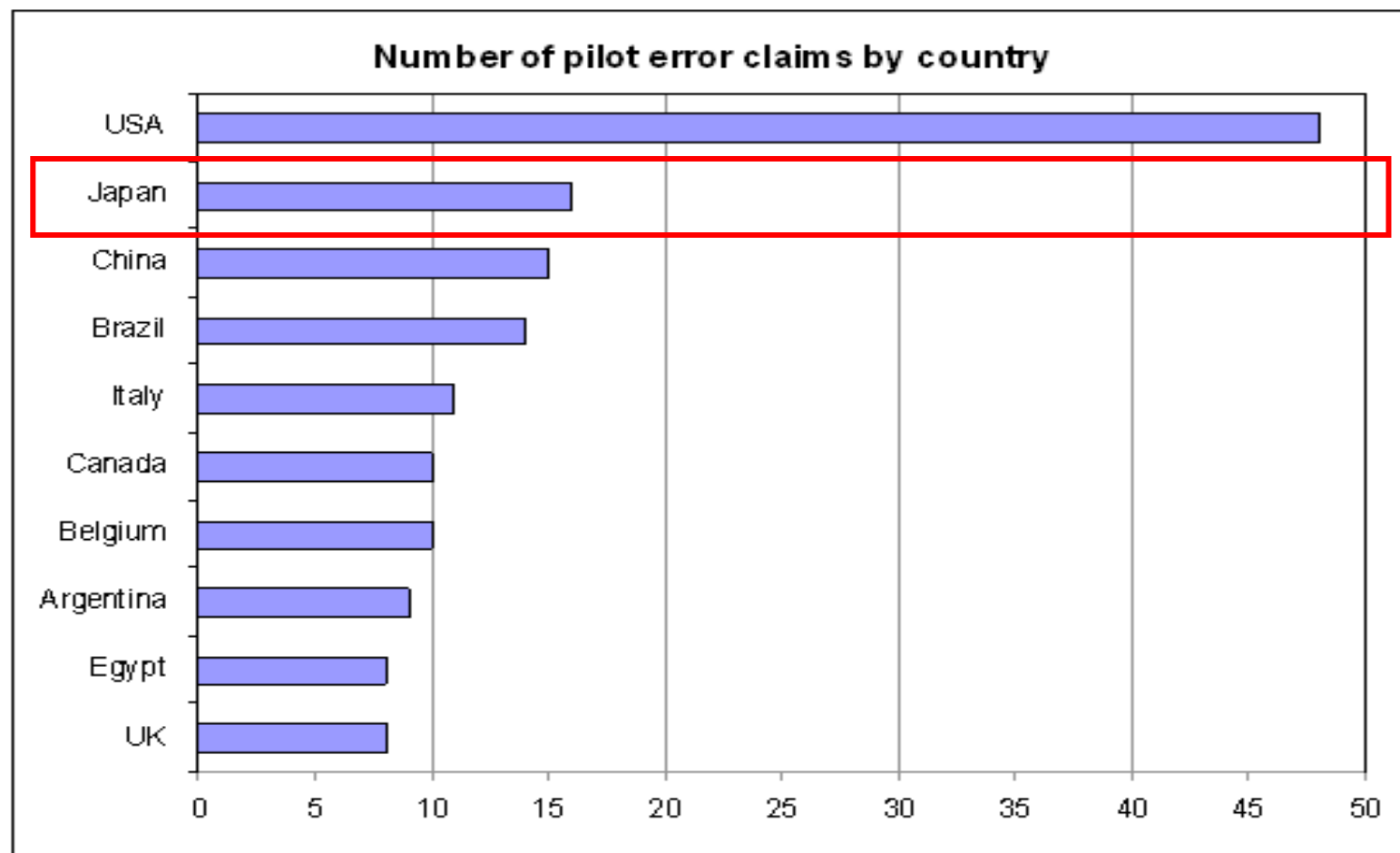
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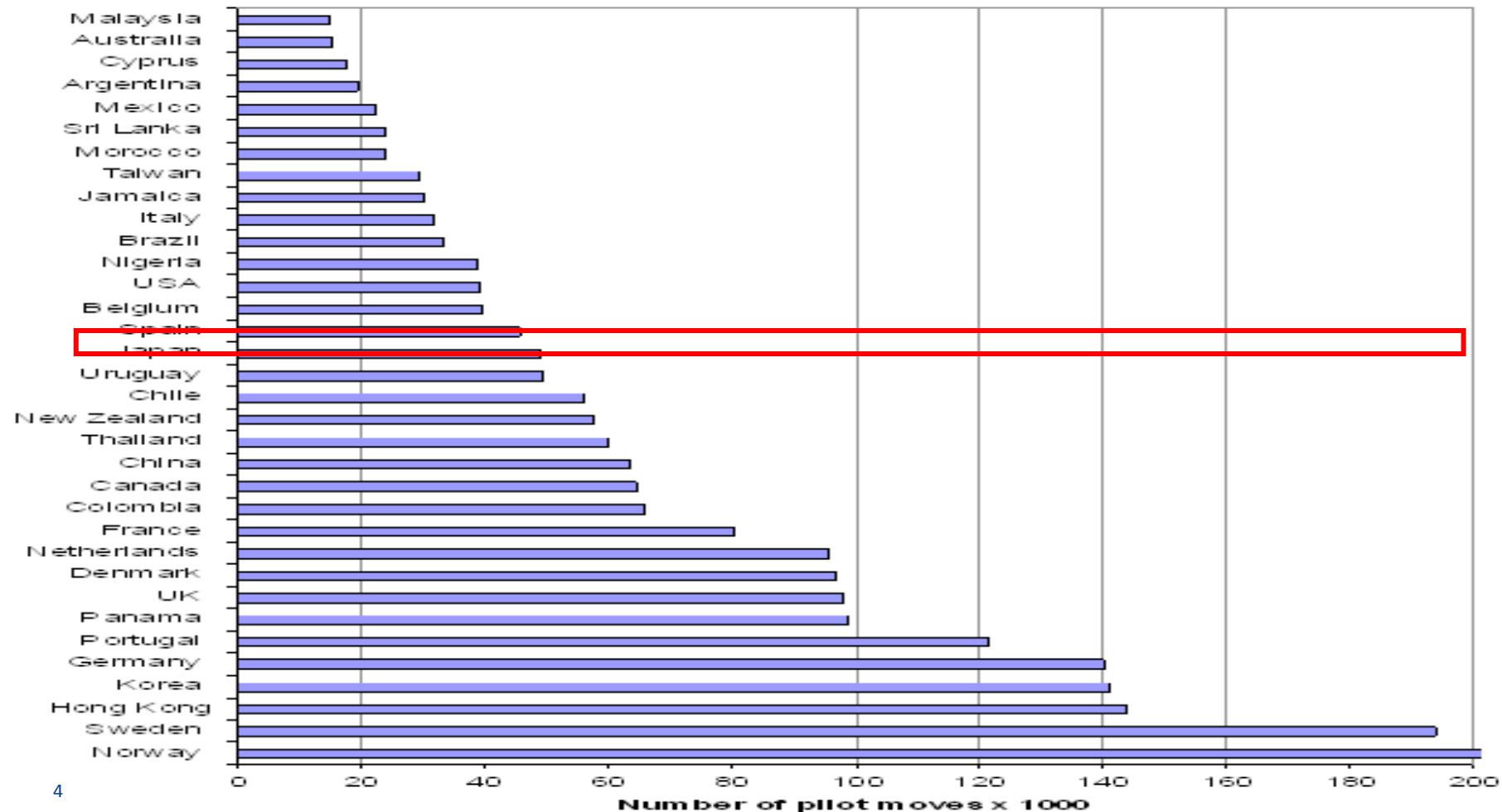
Casualties and their causes

- To review the situations at each stage from BRM aspect
 - passage planning
 - briefing/information exchange
 - monitoring progress
 - teamwork / crew with pilot
-
- 1.Collision at Kanmon Strait
 - 2.Grounding at Inland Sea
 - 3.Collision/Grounding at Inland Sea

Incidents by country and by ports (top ten counts)



Number of pilot moves per pilot error claim



Review the situations leading to Collision/Grounding involving pilot

GROUNDING AFTER COLLISION IN INLAND SEA OFF HIROSHIMA

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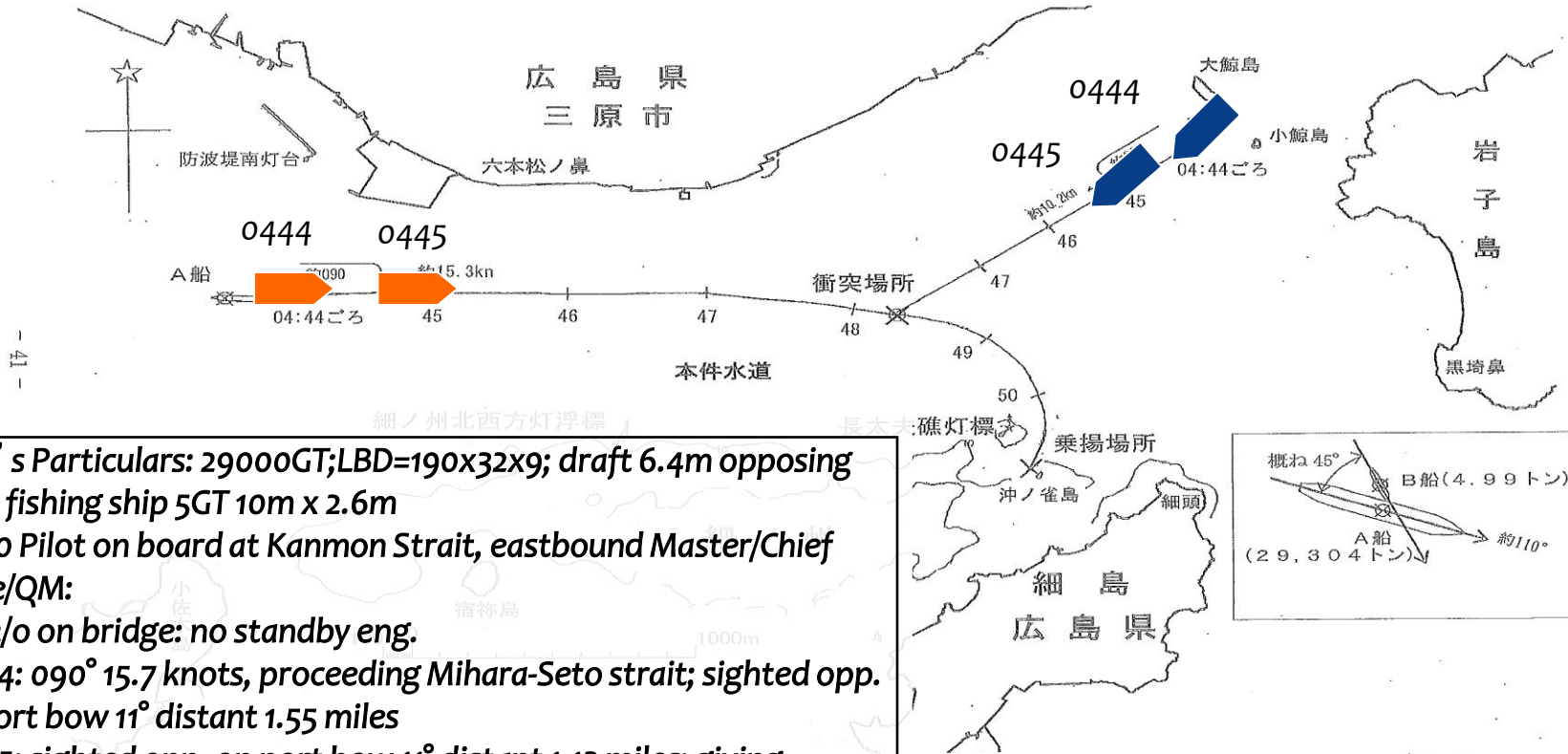




Mihara Seto – Collision and Grounding

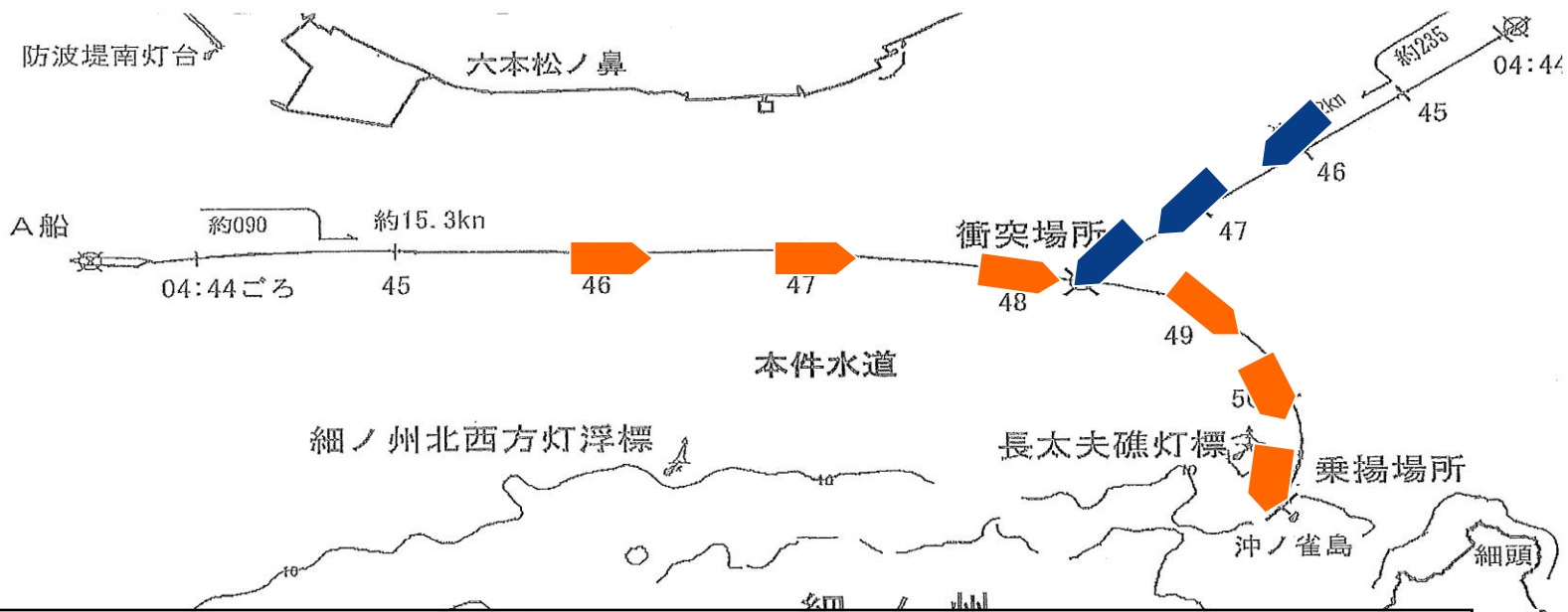


grounding after collision



Ship's Particulars: 29000GT;LBD=190x32x9; draft 6.4m opposing ship: fishing ship 5GT 10m x 2.6m

- 2030 Pilot on board at Kanmon Strait, eastbound Master/Chief mate/QM:
- no 2/o on bridge: no standby eng.
- 0444: 090° 15.7 knots, proceeding Mihara-Seto strait; sighted opp. on port bow 11° distant 1.55 miles
- 0445: sighted opp. on port bow 11° distant 1.13 miles; giving lighting and sound signals to warn opp.



- 0446: starboard 10° toward right end of strait; opp. echo on port bow 12°, 1,390m
- 0447: opp. echo on port bow 17°, 880m. no sight of opp. nav. light; blast sound sig. keeping starboard 10° helm
- 0448: opp. on port bow 450m; hard starboard; collision on her port quarter with opp. stem.
- 0449: stop eng. hard port, but no stop of starboard turn.
- 0450: dead slow ahead
- 0451: slow ahead. finding close distance to Oki-no-suzume Island, stop eng. and full astern
- 0452: grounding

Error Chains

- **(a. passage plan)**
remark on chart planned tracks. dangerous points
- number of crew on bridge at each stage.
- **(b. briefing passage plan with crew and pilot)**
- confirming each 's role; enough number of crew on bridge?
- **(c. monitoring progress)**
insufficient lookout for fishing ships and shallow places; fix position after collision
- **(d. teamwork)**
insufficient report and communication
(position, speed, fishing ships); where each crew is standing.

How to prevent the accident

full utilization of resources and efficient teamwork

- On the ship
- (not to mention) keeping basic knowledge and learning how to use navigational equipment
- Briefing before passing narrow navigable waters
- Notice to crew re pilot on board; crew's BRM recognition and collaboration (reporting, close information exchange; consulting)
- Improving crew's life on ship (close communication in daily life)

How to prevent the accident

full utilization of resources and efficient teamwork

- As the owner/manager
- More visits or phone calls to ships to grasp personnel relationships on ships and to make effective instruction
- Attend on voyage; grasp the atmosphere of bridge/engine room; watch supervision at the site
- Attend crew's BRM training outside; know the crew's characters and give advise.
- BRM should be one of factors for review of crew's performance.
- Develop database for passage plans

Thank you for your listening

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