

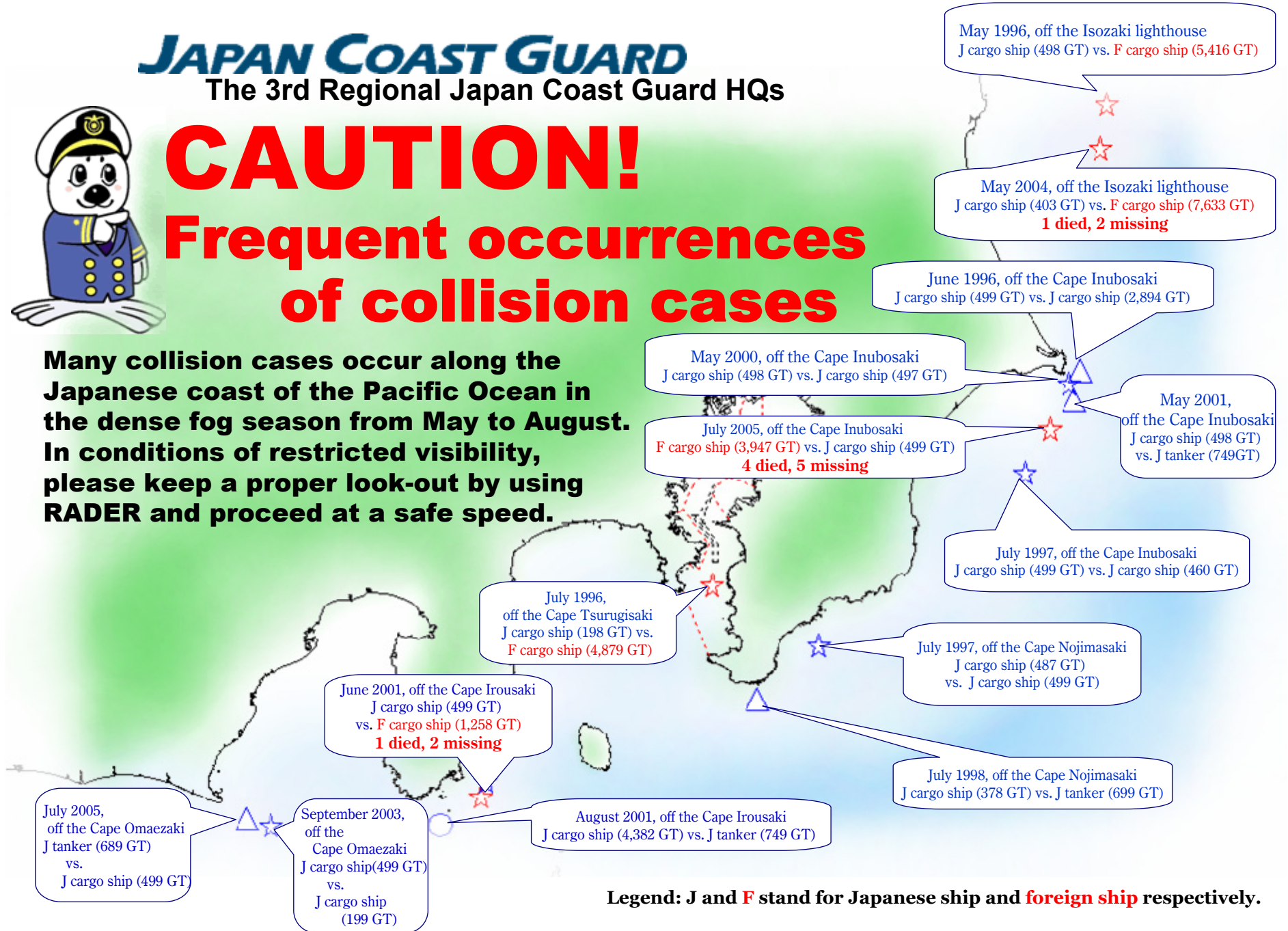
JAPAN COAST GUARD

The 3rd Regional Japan Coast Guard HQs



CAUTION! Frequent occurrences of collision cases

Many collision cases occur along the Japanese coast of the Pacific Ocean in the dense fog season from May to August. In conditions of restricted visibility, please keep a proper look-out by using RADAR and proceed at a safe speed.



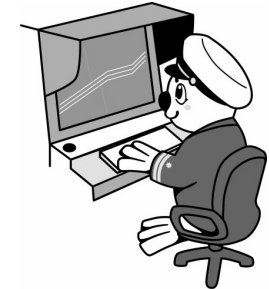
Legend: J and F stand for Japanese ship and foreign ship respectively.

Many collision cases involving casualties occur along the Japanese coast nationwide in restricted visibility in the dense fog season from spring to summer. We analyzed the past 14 collision cases of total loss (period: 1996~2005, visibility: less than 1000m, ship size: more than 199 GT) in our 3rd Region and found the following particulars common to such cases.

In the dense fog season, please observe the following basic matters and traffic rules stipulated in laws & regulations for the safe navigation.

For the safe navigation in restricted visibility.

- 1. Obtain weather information in advance and make a navigational plan with time to spare.**
- 2. Pay careful attention to the situation around your ship at night.**
- 3. Keep a proper look-out according to the situation around your ship by using RADAR, AIS etc.
Allocate additional watchmen depending on the situation.**
- 4. Proceed at a safe speed depending on the situation.**
- 5. Take appropriate actions to avoid collision until other ships have receded into the far distance.**
- 6. Make sure that duty officers report to their master as the visibility gets restricted around the ship.**
- 7. Make use of fog information provided by Japan Coast Guard by means of VHF, MICS, etc.**



We analyzed the past 14 collision cases of total loss (period: 1996~2005, visibility: less than 1000m, ship size: more than 199 GT) **in our 3rd Region and found the following particulars common to such cases**

1. Either one of the two collided ships is less than 500 GT. (13 out of 14 cases)
2. The positional relationship of the both colliding ships is head-on situation. (13 out of 14 cases)
3. They occur from midnight to 8 am. (11 out of 14 cases)
4. Duty officers do not report the ship master as they encounter restricted visibility. (20 out of 28 ships)
5. Single officer alone does his duty work at the navigational bridge as the incident occurs. (22 out of 28 ships)
6. The speed is not reduced while the ship navigates in restricted visibility. (25 out of 28 ships)
7. Duty officers fail to pay continuous attention to the other ship in order to take appropriate actions to avoid collision until the other ship has receded into the far distance. (18 out of 28 ships)
8. The sound signals are not used. (23 out of 28 ships)

The 3rd Regional JCG HQs calls attention to ship masters and crew to prevent maritime incidents through short courses and ship visits for prevention of incidents. Fog information is also available from JCG.

Inquiry:
Navigation Safety Division, Maritime Traffic Department, The 3rd Regional Japan Coast Guard HQs
Postal Code 231-8818,
5-57, Kitanaka douri, Naka-Ward,
Yokohama-City
Tel 045-211-1118