

Bulk Carrier Ansac Christine Nancy Major Marine Occurrence

Executive Summary

At approximately 0200 on 6 November 2019, the Panama-flagged bulk carrier Ansac Christine Nancy (Nancy), owned by Pacific New Wave S.A., with gross tonnage 209922 and IMO number 9614311, departed Wharf No. 30 of the Port of Taichung bound for the Port of Portland, United States.

At 0318, the port bow of Nancy made contact with the south outer breakwater and lighthouse of the Port of Taichung. Scrape marks were found on the port bow of the ship, and the south outer breakwater and lighthouse sustained damage. No injuries or environmental pollution occurred as a result of the occurrence.

Nancy had berthed at Wharf No. 30 of the Port of Taichung at 0930 on 4 November 2019 for cargo discharge operations. Cargo discharge was completed at 0200 on 6 November, and the ship departed in ballast condition. Upon departure, the ship's forward draft was 4.82 m and aft draft was 6.7 m.

At approximately 0310, after Nancy passed the inner breakwater of the Port of Taichung outbound on a heading of 300 degrees, the chief officer observed a fishing vessel visually on the starboard side departing the port at high speed. Nancy followed behind the fishing vessel outbound.

At 0313, the pilot completed the handover to the master and stated, "Capt. 300 for you, you can adjust." The master visually observed the green light on the north breakwater ahead of Nancy and asked the pilot, "This one is coming inside?" The pilot replied, "No, only you, ahead of you only fishing boat, you can sound

blast.” The master replied, “O.K thank you,” and made no further comments.

After completing the handover with the master, the pilot departed the bridge at 0314 and reported disembarkation to Taichung Vessel Traffic Service (VTS) at 0316. The pilot subsequently boarded the pilot boat in the main channel between the inner and outer breakwaters.

After the pilot departed the bridge, the master instructed the helmsman to alter course to port in increments of 5 degrees. At 0316, the ship’s heading had altered to 280 degrees, while ship speed increased from 7.8 knots to 9.3 knots. The master continued instructing the helmsman to alter course to 275 degrees and increased speed to 10.3 knots.

While observing an AIS-connected electronic chart display from the pilot boat, the pilot noticed that Nancy was abnormally deviating to port. Between 0317:50 and 0318:10, the pilot called Nancy four times, instructing the ship to return to the main channel applying hard starboard rudder: “Nancy, Nancy, full to starboard.” However, the master did not immediately respond to the pilot’s warning with a hard starboard rudder order, instead making heading corrections to starboard by 5, 10, and 15 degrees respectively. It was not until 0318:14 that a hard starboard rudder order was applied.

At 0318:11, the operator of Taichung VTS called “Nancy, Nancy, Taichung VTS,” but did not convey any message. At 0318:17, the master called out, “Hard starboard, we are collide...” At 0318:29, the port bow of Nancy made contact with the south outer breakwater and lighthouse of the Port of Taichung.

According to the statement of the master of Nancy, following the contact, the AIS track indicated that the ship still had residual speed of approximately 3.8 knots.

In accordance with the Transportation Occurrence Investigation Act of

Taiwan and the relevant provisions of the Casualty Investigation Code of the International Maritime Organization, the Taiwan Transportation Safety Board (TTSB) was the independent agency responsible for conducting this marine occurrence investigation. The organizations and agencies invited to participate in the investigation included the Ministry of Transportation and Communications, the Maritime and Port Bureau of the Ministry of Transportation and Communications, Taiwan International Ports Corporation, Ltd., and the Taichung Harbor Pilots Office. This investigation report was approved by the 30th Board Meeting of the TTSB on 3 September 2021 and subsequently published.

After comprehensive investigation and analysis of the factual data, a total of 3 findings and 6 safety recommendations were obtained.

The investigation identified 3 findings:

1. Prior to arriving at the Port of Taichung, after arrival at the port, and before departure, the master of Nancy did not familiarize himself with the geographical environment of the port or the pilotage-related special requirements applicable to the port, nor did the master request the agent to provide important local port information. The master did not fully maintain awareness of the ship's heading and speed, did not use the ship's radar and chart equipment to identify the distribution of navigational aids within the channel, and did not make full use of available bridge resources or consult the chief officer stationed at the bow regarding the situation and movements ahead of the ship. As a result, the ship made contact with the south outer breakwater and lighthouse of the Port of Taichung. This occurrence demonstrated deficiencies in the professional competency expected of the master and in bridge resource management.
2. The VTS operator manual of the Port of Taichung, Taiwan International Ports Corporation, Ltd. did not include operational items or procedures for

monitoring vessel traffic within the port area. As a result, effective monitoring of moving ships within the port was not fully implemented to prevent ship collision occurrences.

3. Article 5 of the Guide to Taichung Port Entry did not fully satisfy the operational needs for safe pilotage. In addition, the Ministry of Transportation and Communications had not established regulations regarding pilotage areas and pilot boarding and disembarkation positions in accordance with Articles 4 and 5 of the Pilotage Act, affecting navigational safety within the port.

Safety Recommendations

To Pacific New Wave S.A.

1. Strengthen the professional competency of masters and enhance bridge resource management capabilities, including familiarization with unfamiliar port geographical environments and pilotage-related special requirements, full utilization of the ship's radar and chart equipment, and consultation and use of all available resources that contribute to navigational safety.

To Taiwan International Ports Corporation, Ltd.

1. Improve the content and procedures of VTS operator manuals at affiliated ports in accordance with the recommended standards of the International Maritime Organization.
2. Strengthen professional training for VTS operators at all ports in the collection, analysis, interpretation, and immediate response to AIS and radar data in order to enhance port safety.
3. Revise the pilot disembarkation provisions in the Guide to Taichung Port Entry to comply with the relevant requirements of the Regulations for

Administering Pilots and international definitions regarding the primary functions of pilots.

To the Maritime and Port Bureau of the Ministry of Transportation and Communications

1. Assist in revising the pilot disembarkation provisions in the Guide to Taichung Port Entry to comply with the relevant requirements of the Regulations for Administering Pilots and international definitions regarding the primary functions of pilots.

To the Ministry of Transportation and Communications

1. Implement the requirements of Articles 4 and 5 of the Pilotage Act by establishing and publishing pilotage areas in Taiwan and publishing pilot boarding and disembarkation positions in order to enhance navigational safety within ports.

Note: The final report of this occurrence investigation is published in Chinese. To facilitate understanding for non-Chinese readers, the Executive Summary has been translated into English. While every effort has been made to ensure accuracy, discrepancies may occur. In the event of any inconsistency, the Chinese version shall prevail.