

# **General Cargo Ship Yu Tai No.1 Major Marine Occurrence**

## **Executive Summary**

At approximately 1119 on 13 November 2019, the Taiwan-flagged general cargo ship Yu Tai No.1, owned by Jui Pang Shipping Co., Ltd. and managed by Zhang Hong Shipping Co., Ltd., with gross tonnage 14732 and ship registration number 012522, was entering the harbor area of Port of Kinmen Liaoluo preparing to berth at Wharf No. 5. During the berthing operation, Yu Tai No.1 made contact with the stern of the general cargo ship Wu Zhou Bao Ping, which was berthed ahead at Wharf No. 4.

As a result of the occurrence, both ships sustained damage. No injuries or environmental pollution occurred.

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 Maritime and Port Bureau of the Ministry of Transportation and Communications and Zhang Hong Shipping Co., Ltd. This investigation report was approved by the 13th Board Meeting of the TTSB on 3 July 2020 and subsequently published.

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

### **The findings related to probable causes are as follows:**

1. During the berthing operation, the master of Yu Tai No.1 did not take

emergency response actions. In addition, both the master and chief engineer were unaware that the ship's emergency propulsion shutdown device could be used, resulting in the occurrence in which the ship made contact with the vessel berthed ahead.

2. At the time of the occurrence, Zhang Hong Shipping Co., Ltd. had not effectively implemented shipboard safety management. In addition, the company's safety management system had not yet obtained certification under the Regulations Governing the Management of Ship Safety Operations and Prevention of Pollution.

**The findings related to risk are as follows:**

1. No deck logbook was available on the bridge for recordkeeping, no operating manual for the control console was available on the bridge, the names of buttons on the control console had been painted over and their functions could not be identified, the pitch control rotary switch and the bridge/engine room control transfer switch were damaged and had not been repaired, and work environment information was not clearly handed over during crew changes. These conditions demonstrated inadequate ship management by the company.

**Safety Recommendations**

**To Zhang Hong Shipping Co., Ltd.**

1. Strengthen training and supervision of company personnel in accordance with the Regulations Governing the Management of Ship Safety Operations and Prevention of Pollution.
2. Reassess the emergency response measures and ship propulsion systems with which masters and chief engineers should be familiar during ship berthing operations.

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

1. Ensure that the operation of Taiwan-flagged ships complies with the requirements of the Regulations Governing the Management of Ship Safety Operations and Prevention of Pollution.

**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.