

- Bridge between You and Us -

JTSB is actively disseminating information through the official SNS

Public Relations Office, General Affairs Division

Eighteen months have elapsed since the JTSB launched its first official SNS account of X, on July 4, 2023.



運輸安全委員会

@JTSB\_uyuanzen

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運輸安全委員会X運用方針はこちら⇒[milt.go.jp/jtsb/x\\_uyou.p...](http://milt.go.jp/jtsb/x_uyou.p...)



of reposts per post and the comments received; accordingly, we are glad to see the numbers and comments every day as a person behind the account. (we will not reply to individual comments because it is an official account, but the person behind the account regularly checks them!)

We hope to improve how we communicate the JTSB's activities in a clearer and friendlier way. Please follow the JTSB official account and if you have already done so, please spread our posts!

In addition to timely information such as the dispatch of investigators in the event of an accident or incident and the publication of safety awareness materials, we regularly post information such as the publication of investigation reports and the outline of the chairperson's press conference.

In 2024, we began posting videos explaining the outline of the materials in conjunction with the publication of safety awareness materials such as the JTSB Digest and the Analysis Digest Regional Office Edition. We are trying new things, little by little, and working daily to disseminate information more effectively.

Although the JTSB's activities were sometimes covered by the media, opportunities to learn how does our general appearance look like have been scarce. Now, through posting to X, we can directly monitor the increase in followers, number



## We offer these types of outreach lectures!

### General Affairs Section, General Affairs Division

The JTSB holds outreach lectures in which our staff visit you to give lectures as part of our safety awareness activities. We offer 12 types of lectures (see page 114, Chapter 6) and have conducted 55 lectures over the past three years (2022-2024).

Of the three modes, aircraft, railway and marine, the number of lectures conducted that relate to aircraft is the highest. Among these, the most frequently requested lecture is "No. 3 Aircraft Accident Investigations," in which aircraft accident investigators explain actual accident cases. This lecture has been attended by students aiming to become pilots, etc., staff from prefectural disaster prevention centers, aircraft transport operators and rotorcraft pilots.

We also offer a lecture on "No. 8 JTSB Digest (Digest of Aircraft Accident Analyses)" in the aircraft field. This lecture focuses on the "JTSB Digest," a document that analyzes the content of investigative reports previously published by the JTSB and summarizes the necessary precautions for accident prevention. In particular, due to a temporary increase in accidents involving ultralight planes and other aircraft, we compiled these accidents and incidents in the Digest and published it in March 2022. Therefore, this spawned numerous requests for lectures, attended by members from associations and federations related to ultralight planes and other aircraft from various regions.

In the marine accident, we offer "No. 12 Analysis Digest Local Office Edition (related to marine accidents)." This is a lecture based on the "Analysis Digest Local Office Edition," a document compiled by the regional offices of the JTSB's secretariat, which analyzes marine accidents and incidents having occurred in their respective jurisdictions (see page 83 of Chapter 5). Staff members from the regional offices will introduce the characteristics of accidents and incidents in each region, as well as caution areas. This lecture has been well-received by participants from local fisheries cooperatives, prefectural government offices and other organizations.

The content of each course is adjusted by the staff in charge of the course to meet the client's requests as much as possible, and courses are offered both online and in person.

If you are interested, please visit the JTSB's website for information on how to apply.

- Introduction page for outreach lectures



<https://jtsb.mlit.go.jp/demaekouza.html> (Japanese)



## To prevent collision accidents involving small vessels

Nagasaki Office

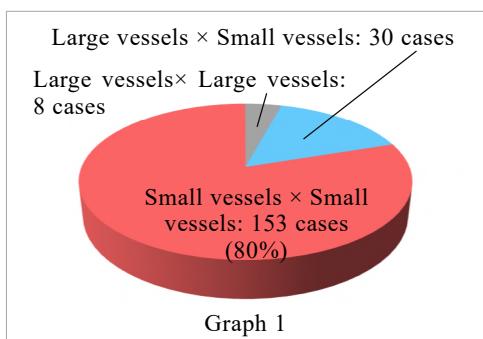
## What is seamanship?



When translated directly using an English-Japanese dictionary, it is often explained as “navigation skills,” but in Japanese, it is often used in a broader sense to include “knowledge,” “skills” and “manners” that are considered qualities crew members should have.

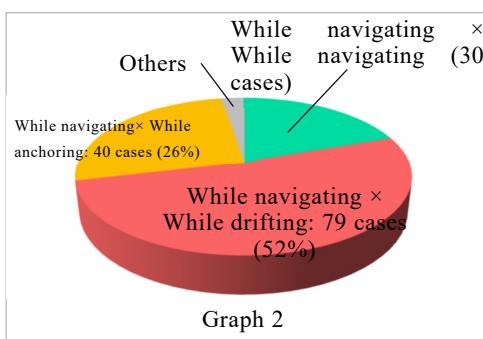
It is not easy to express in a few words, but we would like to discuss how this seamanship could have been applied in actual collisions based on specific statistics.

1. Number of collisions that occurred within the jurisdiction of the Nagasaki Office over the past decade (Graph 1)



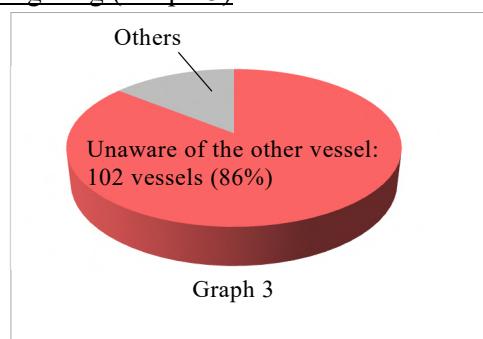
The total number of collisions that occurred within the jurisdiction of the Nagasaki Office Secretariat over the past decade (2013–2022) was 191. A breakdown of these accidents reveals that most involved collisions between small vessels less than 20 gross tonnage.

2. Number of collisions between small vessels by navigation status among 153 cases (Graph 2)



It is clear that collisions between vessels in navigation (30 cases) are fewer than collisions between vessels in navigation and vessels while drifting or anchoring (119 cases).

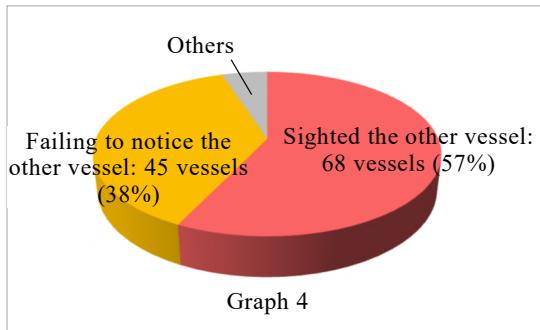
3. <While navigating x while drifting or anchoring (119 cases)> Visibility of other vessels while navigating (Graph 3)



In collisions between vessels while navigating and vessels while drifting or anchoring, when examining the visibility of the other vessel by the vessel while navigating, the majority were unaware of the other vessel.

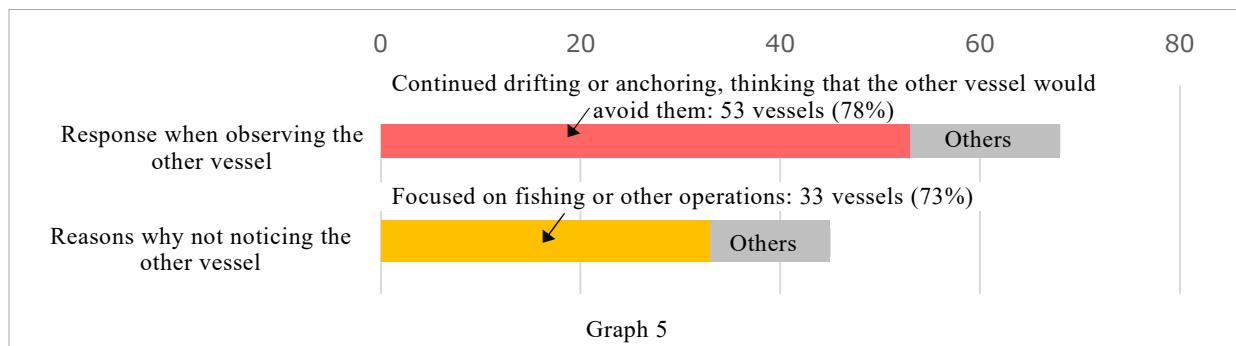
#### 4. <While navigating × while drifting or anchoring (119 cases)> Status of vessels while drifting or anchoring

##### 4-1. Visibility of other vessels while drifting or anchoring (Graph 4)



In collisions between vessels while navigating and vessels while drifting or anchoring, the visibility of the other vessel by vessel while drifting or anchoring can be divided into two cases: those in which the other vessel was observed in advance and those in which the approach of the other vessel was not noticed.

##### 4-2. Response when observing the other vessel and reasons for not noticing the other vessel (Graph 5)



It can be seen that vessels that had observed the other vessels continued to drift or anchor without taking any action, assuming that the other vessels would avoid them, and that vessels that did not notice the other vessels were focused on fishing and operations, etc.

#### ○Importance of watchkeeping

Statistics show that the majority of vessels in navigation are unaware of other vessels, and nearly half of vessels while drifting or anchoring are unaware of approaching other vessels.

**Act on Preventing Collisions at Sea, Article 5: Vessels must maintain a constant lookout by visual, hearing and all other means appropriate to the circumstances, so as to be able to fully determine the surrounding situation and the risk of collision with other vessels.**

This provision is an obligation imposed on all vessels, regardless of whether visibility is good or bad, while navigating, drifting or anchoring.

Actions to avoid collisions begin with this **watchkeeping**.

#### ○Actions that must be performed even when a vessel is drifting or anchoring

In many cases, a vessel drifting or anchoring does nothing, despite having observed other vessels, thinking that the other vessel would avoid it, but the following obligations is actually applied:

**Act on Preventing Collisions at Sea, Article 34, Paragraph 5:** When two vessels approach each other within sight, a vessel must immediately give a whistle signal by emitting five or more rapid blasts if it cannot understand the intentions or actions of the other vessel, or if it has reason to doubt that the other vessel is taking sufficient action to avoid a collision. (omit the rest)

**Article 36, Paragraph 1 of the same Act:** A vessel may, when it deems it necessary to alert other vessels, give a light signal or acoustic signal that cannot be mistaken for a signal specified in this Act, or shine a searchlight in the direction of the danger in a manner that does not dazzle other vessels.

**Article 33, Paragraph 2 of the same Act: (first part omitted)** If these [steam whistles and vessel's bells] are not installed, another means of giving effective acoustic signals must be provided.

This provision is often overlooked, and it stipulates that even a vessel engaged in drifting or anchoring must give a warning signal by whistle if an approaching vessel does not take action to avoid a collision, and that a vessel without a whistle may give a delinquency signal via an effective acoustic device (such as a whistle or gas horn).

#### ○ Seamanship for preventing collisions involving small vessels

It is obviously wrong for a vessel in navigation to fail to keep a watchkeeping, but rather than simply accepting this as “the other vessel’s fault,” it is necessary to ensure that the other vessel notices and actively strives to avoid a collision. This is what we consider seamanship. Furthermore, what should you do if the other vessel continues to approach even after giving a warning or delinquency signal? This is slightly different for vessels while drifting or anchoring, but it is also not good to just leave things as-is because it is “the other vessel’s fault.”

Vessels while drifting are considered vessels while navigating and must take action to avoid collision by moving themselves. If they have log speed, navigation rules may apply depending on the situation.

Vessels while anchoring must take action to avoid collision by moving as far as possible. In this case, “as far as possible” means that there is sufficient time to hoist or cut the anchor rope and start the engine.

In other words, even while drifting or anchoring, if there is a risk of collision, it is necessary to take action to avoid collisions, which is also considered seamanship. There are various interpretations of seamanship, but in this column, seamanship refers to consideration and thoughtfulness, where rather than requiring one side to avoid a collision, both sides cooperate to avoid it.

As a seaman who loves the sea, we believe it is important to fulfill responsibilities while navigating, but if there is still a risk of collision, you should not assume that the other vessel will avoid your vessel; instead, take the initiative and take action to avoid it yourself.

Could we say that safety is the ultimate goal of good seamanship?

