

Interim report on the investigation of the loss of cargo overboard from the container ship *Ever Smart* 700 miles east of Japan, North Pacific Ocean 30 October 2017

Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

NOTE

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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The information contained in this interim report is based on investigations to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.

FACTUAL INFORMATION

On 29 October 2017, the UK registered container ship *Ever Smart* was on passage between Taipei, Taiwan and Los Angeles, USA. The master had been advised to change the ship's passage plan to avoid severe weather caused by a developing depression east of Japan. The ship continued at reduced speed in heavy seas; rolling 10° to 12°, and pitching with frequent heavy vibration. The crew, following the company's procedure, were confined to the accommodation block. The following afternoon, once the weather had abated, the crew discovered that the container stacks on the aft most bay had collapsed, and that many containers had been lost overboard.



Ever Smart

INVESTIGATION

The MAIB investigation has considered all aspects of the accident, including the actions taken by the loading terminals and ship's crew.

ONGOING ACTION

This investigation is running in parallel with a similar accident that occurred on *CMA CGM G. Washington* on 20 January 2018. A draft of the investigation's final report is being prepared and will be sent shortly to relevant stakeholders for a period of consultation.

SHIP PARTICULARS

Vessel's name	<i>Ever Smart</i>
Flag	UK
Classification society	Lloyd's Register
IMO number	9300403
Type	Fully cellular container ship
Registered owner	A&L CF March (5) Ltd
Manager(s)	Evergreen Marine Corp. (Taiwan) Ltd
Construction	Steel
Year of build	2005
Length overall	299.99m
Gross tonnage	75246
Deadweight	78716
Capacity	7024 TEU
Minimum safe manning	16
Authorised cargo	General cargo in containers

VOYAGE PARTICULARS

Port of departure	Taipei, Taiwan
Port of arrival	Los Angeles, USA
Type of voyage	International
Cargo information	54285 tonnes (gross) in containers
Manning	19

MARINE CASUALTY INFORMATION

Date and time	30 October 2017, time unknown
Type of marine casualty or incident	Less Serious Marine Casualty
Location of incident	Approximately 700 miles east of Japan, North Pacific Ocean
Place on board	Cargo deck
Injuries/fatalities	None
Damage/environmental impact	42 containers lost, 38 damaged Superficial damage to vessel
Ship operation	On passage
Voyage segment	Mid-water
External & internal environment	Wind SE to SW, force 7 to 8 Very rough sea 6m wave height Darkness. Vessel pitching heavily, and rolling to 12°
Persons on board	19