

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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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Interim report on the investigation into the loss of 137 containers from *CMA CGM G. Washington* in the North Pacific Ocean, while on passage from Xiamen, China to Los Angeles, USA on 20 January 2018

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 20 January 2018, the UK registered container vessel *CMA CGM G. Washington* was on passage from Xiamen to Los Angeles. At 0127, the ship unexpectedly rolled 20° to starboard, paused, before conducting a similar roll to port. In daylight the following morning, it was discovered that container bays 18, 54 and 58 had collapsed. On arrival in Los Angeles it was found that 137 containers had been lost overboard and 85 containers damaged.

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 *Ever Smart* on 29 October 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.



CMA CGM G. Washington

SHIP PARTICULARS

Vessel's name	<i>CMA CGM G. Washington</i>
Flag	United Kingdom
Classification society	Bureau Veritas
IMO number/fishing numbers	9780847
Type	Large container carrier
Registered owner	Haotong International Ship Lease Co. Ltd
Manager(s)	CMA Ships
Construction	Steel
Year of build	2017
Length overall	365.96
Registered length	365.96
Gross tonnage	140,872
Minimum safe manning	15
Authorised cargo	13,460TEU

VOYAGE PARTICULARS

Port of departure	Xiamen, China
Port of arrival	Los Angeles, USA
Type of voyage	International
Cargo information	6466 containers
Manning	27

MARINE CASUALTY INFORMATION

Date and time	20 January 2018 at 0127 (UTC+11)
Type of marine casualty or incident	Serious Marine Casualty
Location of incident	North Pacific (32°09.3N 159°17.7E)
Place on board	Cargo deck, bays 18, 54 and 58
Injuries/fatalities	None
Damage/environmental impact	137 containers lost overboard; 85 containers damaged
Ship operation	On passage
Voyage segment	Mid-water
External & internal environment	Wind: westerly 20kts, sea: west-north-west 6.0m, visibility: good, darkness
Persons on board	27