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### Media Release

**Subject : Final Investigation Report into Investigation Into the Collision Between Indonesia Registered Ro-ro Passenger Ferry MV "Bahuga Jaya" and Singapore Registered MT "Norgas Cathinka" at Sunda Strait (4 Nautical miles east of Rimau Balak Island), Indonesia 26 September 2012**

At 0305 on 26 September 2012, Bahuga Jaya sailed from Merak bound for Bakauheni. The ferry was on a scheduled, regular, westbound crossing of Sunda strait. The passage would be made at its usual speed of about 10 knots and would take about 2 hours. The master, the chief mate and a helmsman were on the ferry's bridge. After the vessel was full away, the master left the bridge. Meanwhile, Norgas Cathinka was approaching Sunda strait from the south on a northeasterly course. The chief mate and a helmsman were on the bridge .

At 0420, Norgas Cathinka was on a heading of 049 True (T) and a speed of about 12 knots. At the time, three eastbound radar targets on Norgas Cathinka's port bow were detected. Following that, two more vessels on west-northwest courses were also detected. These two vessels were later identified as Bahuga Jaya and Gelis Rauh.

At 0436, the last of the eastbound vessel, identified as MV Caitlyn crossed Norgas Cathinka's bow at a distance of about 1 nautical mile (Nm). Bahuga Jaya was still on a collision course with Norgas Cathinka on a bearing of about 074 (T).

At about 0440, Norgas Cathinka's chief mate decided to take action to avoid collision. Using the autopilot, he adjusted the heading order to 050 (T). At about the same time, Bahuga Jaya's chief mate also decided to take action to avoid collision. He ordered port 20 and the helmsman executed his order.

At 0441, Norgas Cathinka's heading was 055 (T) and turning to 060 (T) as set on the autopilot.

At about 0442½, Bahuga Jaya's chief mate ordered hard to port. Norgas Cathinka was less than half a mile ahead. By this time, Norgas Cathinka's chief mate had changed to hand steering mode and turned the wheel to starboard to alter course more quickly..

At 0443, Norgas Cathinka's heading was 066 (T) and turning to starboard i.e. towards the east. Bahuga Jaya was 3 cables directly ahead of the vessel and turning quickly to port, towards the east. The two vessels were closing rapidly at a speed where they would meet in about 1 minute.

At 0443¼, Bahuga Jaya's chief mate made an attempt to contact Norgas Cathinka on VHF radio channel 16. He called the vessel's name three times, using 'Bahasa ', but did not receive any response.

Norgas Cathinka's chief mate was still at the steering stand and he did not understand the radio call. At 0443¾, with Bahuga Jaya about 100 m away, he turned the wheel hard over to starboard.

At 0444¼, Norgas Cathinka's heading was 135 (T) and turning quickly to starboard. A few seconds later, the Norgas Cathinka's port bow collided with Bahuga Jaya's starboard side, aft of the bridge. At 0444½, aware of the collision, Gelis Rauh made a distress (Mayday) call on VHF radio channel 16.

The collision resulted Bahuga Jaya heel to port and then continuing until it capsized. There were 10 ferries approaching the collision site and assisting the survivors. Later Search and Rescue operation found 206 survivors and 7 fatalities. Norgas Cathinka suffered minor damage to her bow structure.

At 05.25, the AIS of Bahuga Jaya no longer appeared in Norgas Cathinka's radar display. The vessel sank in position 05° 52.764' S/105° 51.108' E, in water about 79 m deep.

At 05.30, after moving 5 Nm from the collision position, Norgas Cathinka returned to the collision position and soon dropped its anchor in the area.

Investigation report identifies that assumption were made on both vessels.

Prior to the incident, Norgas Cathinka was involved in close quarters situations with several east bound vessels. In compliance with COLREGs, Norgas Cathinka maintained course and speed i.e. for stand-on vessel.

Voyage Data Recorder (VDR) indicates that at 0436 MV. Caitlyn had crossed the Norgas Cathinka's heading at about less than 1 Nm range. 4 minutes after, the chief mate started alter its course in compliance with COLREGs for Give-way vessel. However, after passed the last east bound vessel (Caitlyn), the chief mate made succession of small alterations of course which was not apparent to Bahuga Jaya, thus the assumption that Norgas Cathinka was maintaining its heading.

Bahuga Jaya assumed that no course alteration was made by Norgas Cathinka. Hence the chief mate took action by turning to port i.e. towards Norgas Cathinka. This is not consistent with the regulations for preventions of collision at sea (COLREGs).

NTSC also identified that the ferry schedule was developed based on the readiness of the vessel to service the route. The schedule was not concerning the vessel operational parameter i.e.: speed and cargo capacity. In some circumstances, following the various ferry's operational speed, number of vessels would be positioned close to each other in the ferry route. This situation could increase the risk of collision.

In regard with above findings, NTSC has issued safety recommendations to the related parties with main objectives to prevent recurrence in future i.e.:

Recommendation to the Directorate General of Sea transportation: To recommend ferry route between Merak – Bakauheni i.e. separating the eastbound lane to the westbound lane by a buffer zone.

Recommendation to the Directorate General of Land Transportation:

- To sufficiently manage ferry operation schedule following the vessel's speed parameter to avoid dense traffic in a certain area.
- To set up a guidance of traffic separation for ferry operation in the strait.

Recommendation to the:

Ferry operator

- To enhance their crews capability to communicate with other vessel using proper navigational language;
- To ensure their ship's officer to sufficiently implement the COLREGs;
- To ensure the deck officer on watch enhance his lookout mainly when the ferry approaches the ALKI.

Norgas Carrier Pte Ltd

- To take safety action ensuring the vessel to comply company's procedure of bridge composition and standing watch procedure;
- To ensure compliance with COLREGs in particular to crossing situation.

**KOMITE NASIONAL  
KESELAMATAN TRANSPORTASI**

**Chairman**



**TATANG KURNIADI  
MARSEKAL MUDA TNI (Purn.)**