**SPRING GLORY and JOSEPHINE MAERSK - Collision on 5 June 2012**

<https://dmaib.com/reports/2012/spring-glory-and-josephine-maersk-collision-on-5-june-2012/>

On 5 June 2012 at 22:34:40 hours, the Hong Kong flagged bulk carrier SPRING GLORY and the Danish flagged container ship JOSEPHINE MÆRSK collided in the eastern approaches to the Singapore Strait, approx. 7 nm NE of Horsburgh Lighthouse. Prior to the collision, SPRING GLORY, loaded with 80,400 mt iron ore, navigated eastbound on the course 046° at a speed of 10.4 knots and had just l eft the traffic separation scheme (TSS) of the Singapore Strait. JOSEPHINE MÆRSK, loaded with general cargo in containers many of which were refrigerated containers, navigated westbound and was about to enter the TSS of the Singapore Strait. According to the International Regulations for Preventing Collisions at Sea, SPRING GLORY was the ship to give way, and JOSEPHINE MÆRSK was the ship to stand on. The officer of the watch on SPRING GLORY had, on its radar, noticed JOSEPHINE MÆRSK approaching on a crossing course about 10 minutes prior to the collision. However, options for drastic ship manoeuvres were limited because of the traffic situation so the officer of the watch hesitated and waited for actions to be taken by JOSEPHINE MÆRSK to avoid a collision. During the last minutes prior to the collision, he attempted to communicate with JOSEPHINE MÆRSK, and when he finally took an evasive action by giving helm hard to port, it was too late to avoid a collision. The officer of the watch on JOSEPHINE MÆRSK observed visually SPRING GLORY approaching at a distance of approx. 2 nm on a crossing course, about five minutes prior to the collision. During the time until the collision, he confirmed his observation by the use of binoculars, answered briefly calls from SPRING GLORY ascertaining the identity of that ship, found the distance between the ships on the radar, checked his own position on the GPS and plotted it into the chart. He misunderstood a message on the VHF to increase the speed that was actually meant for another ship and that contributed to him not conducting any effective manoeuvre in due time. He called the master for assistance and took an evasive action by giving helm hard to starboard; however, too late to avoid a collision. The collision caused damage to both ships and to the cargo of JOSEPHINE MÆRSK. In JOSEPHINE MÆRSK a fire in the electrical installations of some refrigerated containers was caused by the collision. No one was injured and there was no pollution of the environment.