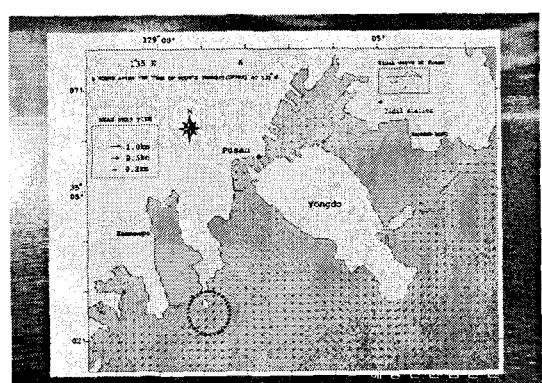
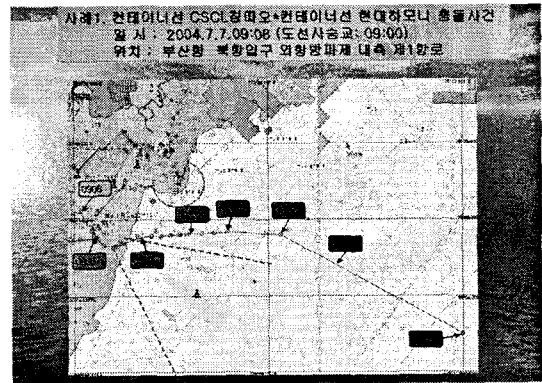
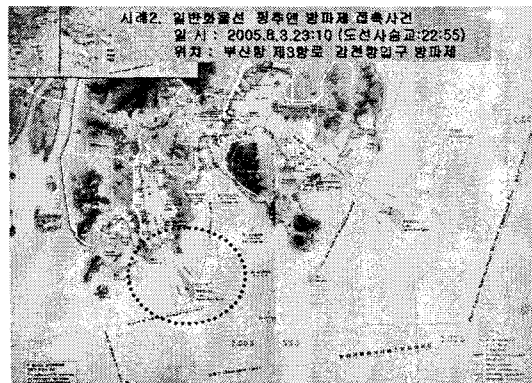
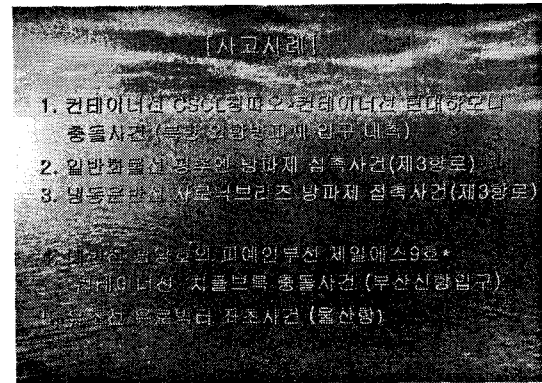
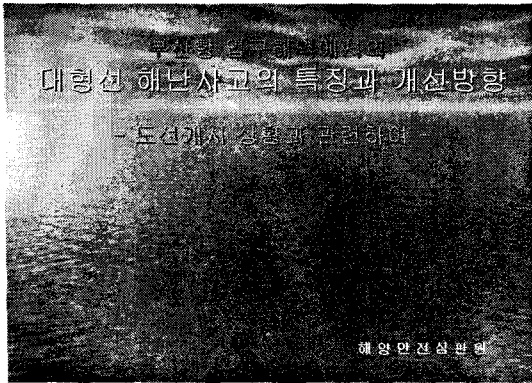
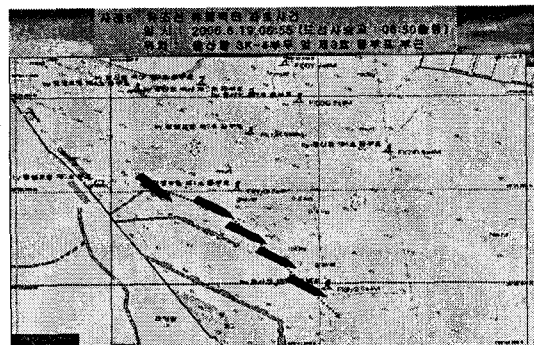
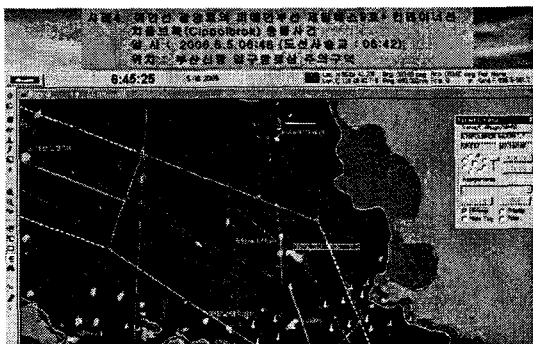
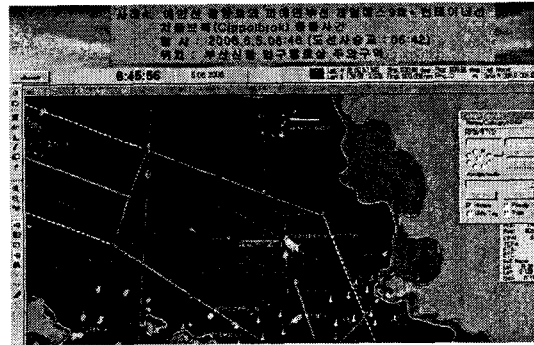
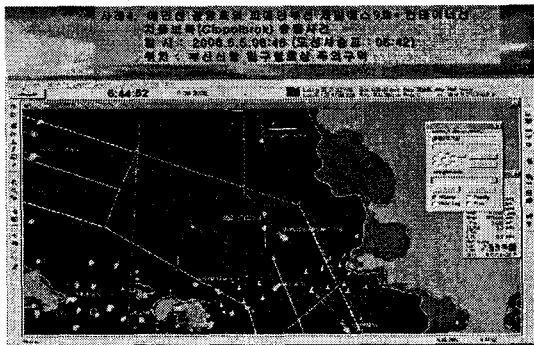
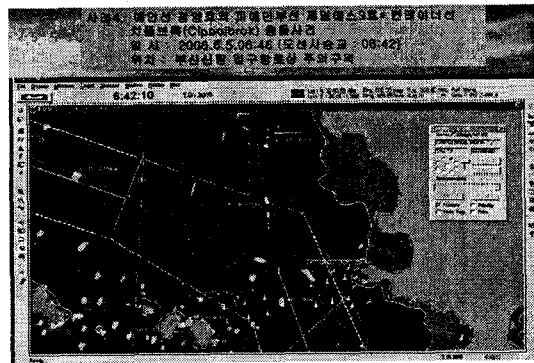
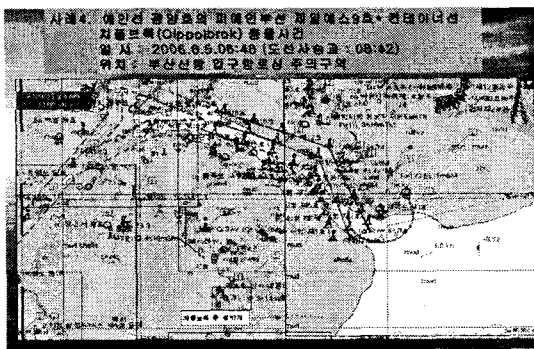
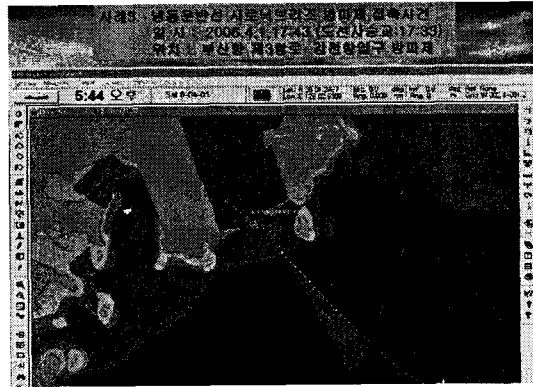
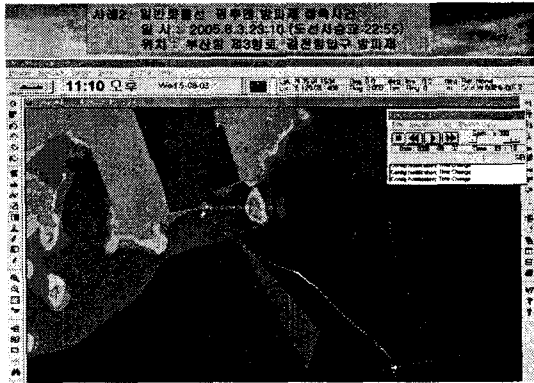


부산항 입구해역에서의 대형선 해난사고의 특징과 개선방향

-도선개시 상황과 관련하여-

부산지방 해양안전심판원 허 용 범 원장





[특징]
5건 중 4건이 입항선이며, 모든 경우가 도선 개시 직후
수분내에 발생 (도선 개시 후 평균 약 3분에 발생)

사례	발생 일시	발생 장소	발생 원인
1(입항)	04.7.7	도선	5등 (무중)
2(입항)	05.6.3	도선	5등 (무중) (경지/전진)
3(발달)	06.4.1	도선	5등
4(입항)	06.6.5	도선	4등 (무중)
5(출항)	06.6.19	도선	5등

- 인명 개선발생 경위**
1. TSS 위반, 관제 소홀, 도선점위반 (무중)
 2. 이상 조류, 관제 소홀, 도선점위반 (무중)
 3. 이상 조류, 선장 과실, 사전의 사전달
 4. 경계 소홀, 도선점위반 (무중)... 심리증
 5. 지정항로 미준수... 심리증