**LLAMA ZERO-SHOT**

The Ever Smart container ship experienced a serious marine casualty[MGE] in October 2018[DTE], approximately 700 miles east of Japan, North Pacific Ocean. The incident occurred during a voyage from Taipei, Taiwan to Los Angeles, USA. On October 29th, the crew conducted a routine inspection of the cargo lashing arrangements, but by that evening, the wind had increased to force 8 (34-40kts) and the ship was pitching and rolling heavily. Despite this, the crew did not adjust their procedures accordingly[MGE].

As the night progressed, the frequency and intensity of the ship's pitching and shuddering increased, prompting the master to investigate further. However, it wasn't until a crew member reported an unusual crashing[MGE] and banging noise from the aft end of the ship that any action was taken. The investigation revealed that 42 containers had shifted and were causing damage to the ship's superstructure.[MGE]

The possible causes of the accident are multifaceted. Firstly, the crew's failure to adjust their procedures in response to the increasing wind and wave conditions suggests a lack of effective heavy weather management[MGE]. Secondly, the fact that no one reported the unusual noise from the aft end of the ship before it was too late highlights the importance of vigilant crew supervision[UGE].

The accident highlights several key lessons for future shipping. Firstly, it emphasizes the need for effective heavy weather management procedures to be implemented on board vessels. This includes regular inspections, adjustments to cargo lashing arrangements as necessary, and a clear plan for responding to changing weather conditions. Secondly, the incident underscores the importance of crew vigilance and reporting. Crew members must be encouraged to speak up if they notice anything unusual or out of the ordinary.

Finally, the accident serves as a reminder that even with modern technology and safety procedures, accidents can still occur. However, by learning from this incident and taking proactive steps to mitigate similar risks in the future, shipping companies can reduce the likelihood and severity of accidents like the Ever Smart incident. This includes investing in regular crew training, enhancing cargo securement procedures, and implementing robust monitoring systems to detect potential issues before they become major problems[UGE].

**LLAMA ONE-SHOT**

The accident report for vessel Ever Smart, a UK-registered container ship, occurred approximately 700 miles east of Japan in the North Pacific Ocean. The incident took place on October 26, 2017[DTE], when the ship was en route from Taipei, Taiwan to Los Angeles, USA.

According to the report, the crew had completed their pre-departure checks[UGE] and were cleared for sea passage when a sudden change in weather[MGE] led to a series of events that resulted in the accident. Initially, the ship's master had checked the weather forecast using the ship's satellite-linked weather routeing computer but did not adjust course accordingly [MGE]. When two developing depressions to the north were predicted, the master sent an email to the company's service provider requesting a routeing assessment. The provider advised steering a more southerly course to avoid the worst of the weather.

However, on October 29, just before the predicted storm hit[MGE], the bosun and his deck crew began their daily lashings' inspection but failed to notice any issues with the cargo lashing arrangements. As the wind increased in force to 8 (34-40kts), the ship's pitching and rolling became heavier, leading to loose items being displaced from their secured positions. The master ordered all weathertight and watertight doors closed and the crew confined to the accommodation block but despite these precautions, the vessel continued to experience severe pitching and shuddering.

The subsequent investigation revealed that the main cause of the accident was a failure in the cargo lashing system, specifically the lack of proper securing of containers on the deck. The reports also highlighted inadequate training and preparedness among some crew members[MGE] regarding heavy weather procedures and cargo lashings. Furthermore, the ship's maintenance and inspection records were not adequately followed, which may have contributed to the vulnerability of the vessel to the extreme weather conditions.

As a result of this accident, various actions have been taken. The shipping company has launched an investigation into the matter and is taking steps to review its heavy weather procedures and cargo lashing protocols[MGE]. Additionally, the crew members involved in the incident are undergoing training and re-training on these critical aspects to ensure their preparedness for such scenarios in the future.

In light of this accident, I offer several recommendations for future shipping: Firstly, it is essential for shipping companies to conduct regular and thorough inspections of their vessels' cargo lashing systems to identify potential vulnerabilities. Additionally, crew members must receive adequate training on heavy weather procedures, cargo lashings, and emergency response protocols to ensure they are adequately prepared in the event of extreme weather conditions. Furthermore, the use of advanced technology such as satellite-linked weather routeing computers should be integrated into routine operations to provide more accurate forecasts and enable prompt adjustments to course when necessary[MGE]. Finally, shipping companies must also prioritize maintenance and inspections of their vessels' equipment and systems to prevent similar incidents from occurring in the future.

**QWEN ZERO-SHOT**

On October 30, 2018[DTE], the UK-registered container ship Ever Smart encountered severe weather approximately 700 miles east of Japan in the North Pacific Ocean during its passage to Los Angeles, USA. The ship experienced heavy pitching and rolling, with waves reaching up to six meters high, causing significant vibration every ten to fifteen minutes. At around 1400 hours[DTE], an unusual crashing sound was heard from the aft section of the cargo deck, leading to a marine casualty incident where 42 containers were lost overboard and another 34 suffered superficial damage, but there were no injuries or fatalities reported.

The primary cause of this accident appears to be the severe weather conditions. The ship’s heavy weather procedures may have been overwhelmed by the intensity of the wind and sea state. Despite closing weathertight and watertight doors and securing loose items, the vessel was still subjected to extreme pitching and rolling, which contributed to the loss of containers[UGE].

This incident highlights the critical importance of robust pre-departure checks and continuous monitoring of weather conditions during passage. Shipping companies should implement stringent heavy weather procedures that account for extreme sea states and regularly update routeing plans based on real-time weather forecasts. Additionally, crew training in handling severe weather situations is essential to ensure immediate response measures are effectively executed[MGE].

For future shipping operations, it is crucial to maintain a vigilant watch over vessel stability and cargo lashing arrangements. Regular inspections of deck cargo lashings should be conducted, especially during adverse weather conditions. Companies must also invest in advanced weather routing tools and services to provide real-time updates and guidance to ensure safer passage through challenging sea states.

**QWEN ONE-SHOT**

On 26 October 2017, the UK-registered container ship Ever Smart completed cargo operations in Taipei, Taiwan, after which it departed the berth at 0412 on a passage to Los Angeles, USA. The initial journey was uneventful, with the crew completing stability checks and securing the vessel for open sea passage. However, as the ship cleared the harbor, it faced increasingly severe weather conditions[MGE], characterized by southerly winds of force 7 or 8 (34-40 knots) and very rough seas with a wave height of up to 6 meters.

By the morning of 29 October, the vessel was pitching heavily and rolling up to 12 degrees. In response to these conditions, the master ordered all weathertight and watertight doors to be closed and loose items secured on board. The ship maintained its course and engine speed despite the worsening weather.

In the early hours of 30 October, the severity of the pitching and shuddering increased significantly, prompting the master to go to the bridge. At approximately the same time, a crew member heard an unusual crashing noise from the aft end of the vessel but did not report it. The master observed that the wind had veered onto the starboard beam.

The intense weather led to the accident. Around 0521[DTE], the ship experienced an uncontrolled list to port, which caused damage to its cargo and structural integrity [MGE]. The list was severe enough to result in superficial damage to the vessel itself, particularly on the aft end where the noise had been heard earlier[MGE]. Unfortunately, the exact nature of the damage to the cargo is not detailed in the summary provided.

The causes of the accident appear multifaceted but are primarily attributed to the extreme weather conditions experienced by the ship during its passage. The severe pitching and rolling exacerbated the vessel’s vulnerability, potentially leading to a weakened lashing system or structural issues that could have contributed to the list[UGE].

In response to this incident, immediate actions were taken on board Ever Smart to secure loose items and close watertight doors. However, there is no explicit mention of any formal investigation or specific corrective measures implemented by the shipping company after the accident[MGE]. Future recommendations might include enhanced weather routing assessments, more rigorous inspections of lashing systems during heavy weather passages, and possibly improved communication protocols between ships and their service providers regarding severe weather advisories.

Overall, this incident highlights the critical importance of thorough preparation and response strategies in dealing with challenging maritime conditions to prevent accidents that can result in significant damage to both cargo and vessel.

**CHAT GPT ZERO-SHOT**

The accident involving the UK-registered container ship Ever Smart occurred on 30 October 2018[DTE] in the North Pacific Ocean, approximately 700 miles east of Japan. During heavy weather, the ship experienced severe pitching and rolling, leading to the collapse of container stacks in bay 70. The collapse resulted in 42 containers being lost overboard and 34 others sustaining structural damage. Fortunately, no injuries or fatalities were reported, and the ship itself suffered only superficial damage.

The investigation identified several contributing factors to the accident. The container stowage plan did not comply with the guidance provided in the ship’s Cargo Securing Manual (CSM). Notably, the weight distribution in bay 70 was incorrect, with heavier containers placed in upper tiers, which raised the stack’s center of gravity and increased forces on the lashing system. Additionally, hi-cube containers were stacked eight tiers high in the outer rows, exceeding the CSM’s permissible height for such containers. The ship’s higher-than-recommended metacentric height (GM) further amplified the forces acting on the containers and their lashings.

The lashing system also contributed to the failure. Wind lashings, which were required for the outer stacks, were missing, and many lashing rod turnbuckle lock nuts were not tightened, increasing the likelihood of lashings loosening during the voyage. Corroded twistlocks, which should have been retired, were also in use. Moreover, the ship’s loading computer, which issued warnings about excessive loads on the lashings, was not fully utilized, and these warnings were ignored. Heavy weather-induced forces, including whipping and hull vibrations from bow slamming, further stressed the container stacks.

To prevent similar accidents, the report highlights critical lessons: compliance with CSM guidelines for container weight distribution and lashing arrangements is essential. Regular maintenance and inspection of lashing equipment are vital, and shore planners must be trained to ensure stowage plans adhere to permissible load limits. Lastly, active monitoring of weather conditions and ship motion, combined with appropriate course and speed adjustments, is necessary to mitigate risks during heavy weather[MGE].

**CHAT GPT ONE-SHOT**

On October 30, 2018[DTE], the UK-registered container ship Ever Smart encountered a serious marine incident[MGE] in the North Pacific Ocean, approximately 700 miles east of Japan. During its voyage from Taipei, Taiwan, to Los Angeles, USA, the vessel lost 42 containers overboard and sustained damage to an additional 34 containers after a collapse occurred in its cargo stow on the aft deck. The accident took place while Ever Smart was navigating through heavy weather conditions, with southerly winds at force 7-8, rough seas with 6-meter waves, and rolling motions of up to 12°[MGE]. The collapse was discovered during a routine cargo lashings inspection[MGE] but likely occurred earlier in the morning, as indicated by unusual noises reported by the crew and the master reducing the ship’s speed due to increased pitching and shuddering.

The immediate cause of the accident was the collapse of container stacks in bay 70, which toppled to port. Structural damage was observed in the bottom container of the starboard outer stack, including a buckled corner post and a torn corner casting. However, further investigation revealed that several contributing factors led to the collapse. The stowage plan for the containers did not comply with the requirements of the ship's Cargo Securing Manual (CSM). Specifically, the weight distribution of the containers deviated from the recommended guidelines, with heavier containers loaded in upper tiers and lighter containers in lower tiers. Additionally, hi-cube containers were stowed eight tiers high in the outer stacks, exceeding the design limitations of the lashing system. Compounding this, the vessel’s actual metacentric height (GM) was higher than the GM values used in the CSM’s calculations, which increased the forces acting on the containers in rough seas.

The ship’s lashing system was also found to be inadequate. Wind lashings, required for securing the outer stacks, were missing, as they were not compatible with the height of the hi-cube containers. Many turnbuckle lock nuts had not been applied, leaving lashings prone to loosening. Some twistlocks were heavily corroded and should have been retired from service. These deficiencies, combined with the vessel’s pitching and rolling in adverse weather, led to container interactions that amplified the forces acting on the stacks, ultimately causing the collapse [MGE].

Despite the severity of the incident, Ever Smart sustained only superficial structural damage, and the integrity of its hull was not compromised. The ship continued its voyage and arrived in Los Angeles for a damage assessment. The crew’s response to the incident was prompt, and their confinement to the accommodation block during heavy weather likely prevented injuries.

In response to the accident, Evergreen Marine Corp., the ship’s manager, issued a fleet circular to remind masters of the importance of managing heavy weather encounters effectively. However, further steps are recommended to prevent similar accidents in the future. Shipping companies should ensure that shore-based planners adhere strictly to CSM guidelines when preparing stowage plans. Masters and chief officers should be provided with additional training in the use of ship loading computers to identify and address non-compliant stowage arrangements. Regular inspections and maintenance of lashing equipment should be conducted, and corroded or damaged components should be promptly replaced. Furthermore, advanced monitoring systems, such as motion sensors and acceleration feedback tools, could help bridge teams assess dynamic loads during heavy weather and take timely corrective actions.

This incident highlights the importance of proper stowage planning, maintenance of lashing systems, and heavy weather preparedness in the safe operation of container ships. By addressing these issues, the shipping industry can reduce the risk of container losses and ensure the safety of vessels, crews, and the environment[OGE].

**LLAMA FEW-SHOT**

On October 26, 2017, at 0342 hours, the UK-registered container ship Ever Smart completed its cargo operations in Taipei, Taiwan, and departed the berth at 0412 hours bound for Los Angeles, USA. The voyage segment was on passage [MGE]when the accident occurred.

According to the investigation report, the accident took place during a rough sea with wind from the south at force 7 or 8 and waves of approximately 6m in height. The ship was pitching heavily, with an angle of roll of up to 12 degrees. At 0342 hours, 19 persons were on board the vessel.

The investigation found that the accident occurred due to a combination of factors, including excessive wave conditions, inadequate crew training, and insufficient maintenance of the ship's stability system. [MGE]The crew had checked the ship's stability status and cargo lashing arrangements prior to departure but failed to take adequate measures to mitigate the impact of the rough seas.

The consequences of the accident were severe, with 42 containers lost or damaged, [MGE]and superficial damage to the ship itself. Fortunately, there were no reported casualties on board.

To prevent similar accidents in the future, it is recommended that shipping companies implement more stringent crew training programs for navigation in adverse weather conditions. Additionally, regular maintenance of stability systems should be prioritized to ensure that ships can withstand rough seas without suffering catastrophic damage. The maritime industry should also place greater emphasis on investing in advanced weather forecasting and routing systems to minimize the risk of accidents during heavy weather conditions. [MGE]

In terms of actions taken following the accident, it is not clear from the report whether any specific measures have been implemented by the shipping company or regulatory authorities to address the root causes of the accident. [MGE]However, it is likely that an investigation into the incident has been conducted, and recommendations made for improvements to safety protocols in the industry.

Overall, the accident highlights the importance of prioritizing maritime safety and taking proactive steps to prevent accidents from occurring in the first place. By investing in crew training, stability systems, and advanced weather forecasting technology, shipping companies can reduce the risk of accidents and ensure a safer working environment for their personnel.

**QWEN FEW-SHOT**

On October 2017, [DTE]Ever Smart, a container ship, encountered a significant incident during its voyage when a large portion of her cargo container stacks in bay 70 on the aft deck collapsed to port. The accident occurred as the vessel was navigating through rough seas with a south-westerly force 7 wind. [MGE] Upon discovering the collapse, the Chief Officer (C/O) immediately assessed the situation and noted that all 17 containers in the bottom two tiers had toppled over, causing crushing damage on the port side. [MGE]Three additional containers were found hanging over the side, while some containers were missing altogether. The damaged containers posed no immediate danger as they did not contain hazardous cargo.

The C/O reported to the master of the ship and together they decided that with darkness approaching, it would be more prudent to make a further assessment in the morning. Meanwhile, to minimize rolling and pitching due to the quarterly sea, the master ordered changes to the vessel’s course to 090° and increased engine speed to 80rpm.

The root cause of the container collapse was attributed to several factors including poor stowage practices, inadequate securing procedures, and the influence of heavy seas. The incident highlighted the importance of proper container loading, securing, and regular inspections during voyages, particularly in adverse weather conditions.

Following the accident, Ever Smart’s master informed all relevant parties ashore about the collapse, including the ship's managers. No hazardous cargo was lost or damaged as a result of this unfortunate event. To address the issue, the master initiated safety measures to prevent further damage and ensure the vessel's stability. The actions taken included securing any remaining loose containers and preparing for potential towing assistance if required.

The accident underscores the critical need for enhanced container security standards and robust cargo handling protocols during rough sea conditions. Future recommendations include the implementation of more stringent pre-voyage inspection procedures, ongoing monitoring of cargo stability, and continuous training for crew members to handle such emergencies effectively. Additionally, better communication channels between ship managers and shore-based operations could help in quicker responses and mitigation strategies in case of similar incidents. [OGE]

**CHAT GPT FEW-SHOT**

On 30 October 2018, [DTE] the UK-registered container ship Ever Smart experienced a cargo stow collapse while on passage in the North Pacific Ocean, approximately 700 miles east of Japan. The ship, which was on its way from Taipei, Taiwan, to Los Angeles, USA, encountered heavy weather with southerly winds at force 7 to 8, very rough seas, and wave heights of up to 6m. During this period, the ship was rolling to amplitudes of 12° and pitching heavily, causing significant stress on the containers stowed on deck. At approximately 0240, unusual noises were heard from the aft end of the ship, and the master reduced the engine speed to alleviate pitching and shuddering. Later that afternoon, during an inspection of the cargo lashings, the crew discovered that the container stacks in bay 70, located at the ship's stern, had toppled to port. A total of 42 containers were lost overboard, and 34 were significantly damaged. Fortunately, there were no injuries or pollution reported, and the structural damage to the ship itself was superficial.

The investigation revealed that the container stow collapse was caused by a combination of factors. The collapse likely began with a failure in the lashing system or structural failure of a container in bay 70's starboard outer stack. This failure propagated across the bay, resulting in the progressive collapse of the stacks. The investigation identified several contributing issues, including non-compliance with the ship’s cargo securing manual (CSM). The container stowage plan prepared ashore did not adhere to the CSM’s instructions, as high-cube containers were loaded eight tiers high in the outer stacks, exceeding the permissible stack height. Additionally, the container weight distribution failed to meet the CSM’s requirements, with heavier containers placed in higher tiers, raising the stacks' center of gravity and increasing the forces acting on the lashings and containers.

Further compounding the issue, the ship’s calculated metacentric height (GM) exceeded the value used in the CSM to determine stack weight limits and lashing patterns. This higher GM heightened the transverse acceleration forces acting on the containers during the ship's rolling motion. The lashing arrangements for bay 70 were also inadequate, with missing wind lashings, loose lashing rods, and turnbuckle lock nuts that had not been tightened. Some twistlocks were found to be corroded, reducing their effectiveness. The ship’s loading computer had flagged warnings about excessive lashing forces in bay 70, but these warnings were ignored, and the CSM guidelines were not followed. The ship’s motion in heavy weather, including whipping forces caused by bow slamming, further amplified the forces acting on the containers and likely triggered the collapse.

In response to this incident, Evergreen Marine Corp. (Taiwan) Ltd issued a fleet circular emphasizing the importance of managing heavy weather conditions effectively. The company has been advised to ensure its shore planners are fully trained in the use of ship loading computers and to prioritize the verification of stowage plans against the CSM’s guidelines. Additionally, Evergreen should introduce a program for thorough inspections of lashing equipment when ships are not in service, as lax maintenance contributed to the failure.

Looking ahead, it is recommended that container ship operators strictly adhere to the guidance provided in cargo securing manuals and fully utilize their loading computers to identify and address potential risks. Ensuring proper weight distribution, compliance with tier height limits, and maintenance of lashing equipment is crucial for preventing similar incidents. Masters should be equipped with tools to monitor dynamic forces acting on the ship and cargo, allowing them to take timely action during heavy weather. Furthermore, the shipping industry should continue to improve container packing standards and ensure accurate verification of container weights to enhance the overall safety of containerized cargo operations.