

Beaching of China Registered Bulk Carrier "Peng Yang" (鵬洋) East of Yam O, Lantau Island on 23 Aug 2004

1. The Incident

- 1.1 At about 1319 on 23 August 2004, a China registered bulk carrier "Peng Yang", while transiting the Ma Wan waterway to Shekou, hit the rocky shoal near Tsing Lung Tau which damaged and bilged its starboard double bottom tanks. The vessel developed a starboard list quickly. It was later beached at Yam O to avoid further deterioration of situation. The location of the beaching was in the approximate position of 22° 20.3'N 114° 01.8'E, which was about 0.4 of a nautical mile (nm) east of Cheung Sok Light, north-east of Lantau Island.
- 1.2 There were two harbour Pilots on board "Peng Yang". Visibility was good at time of the incident. "Peng Yang" sustained extensive damages to its hull in way of the starboard double bottom tanks. There were no report of casualty and oil pollution in this accident.
- 1.3 At time of the incident another ocean going container vessel "OOCL Hamburg" was navigating in an opposite direction and was also under pilotage of two harbour Pilots. Before approaching to Ma Wan area "OOCL Hamburg" informed "Peng Yang" that it would slow down and let "Peng Yang" to pass the Ma Wan Fairway first. However both vessels reached the Area to the west of the Ma Wan Fairway at the same time, with "OOCL Hamburg" occupying the middle of the waterway after avoiding a barge anchored at the north of Yau Lian Floating Dock.

2. Findings

- 2.1 Pilots of "Peng Yang" are considered to have overly relied on the "normal action that should be taken" by "OOCL Hamburg" and took no contingency action to alleviate the situation. Such behavior rendered him unprepared for any contingency or fail-safe measures to cater for unexpected situations when "OOCL Hamburg" failed to act as expected.
- 2.2 Pilots of "OOCL Hamburg" appeared to have failed to observe the Rules of Passage for passing of two Class A vessels within the Ma Wan Service Area. They were oblivious to the situation of "Peng Yang" during the

passing and appeared to have not understood correctly the Rules of Passage by misjudging the effect of the decision in continuing to proceed beyond the anchored barge into the Area.

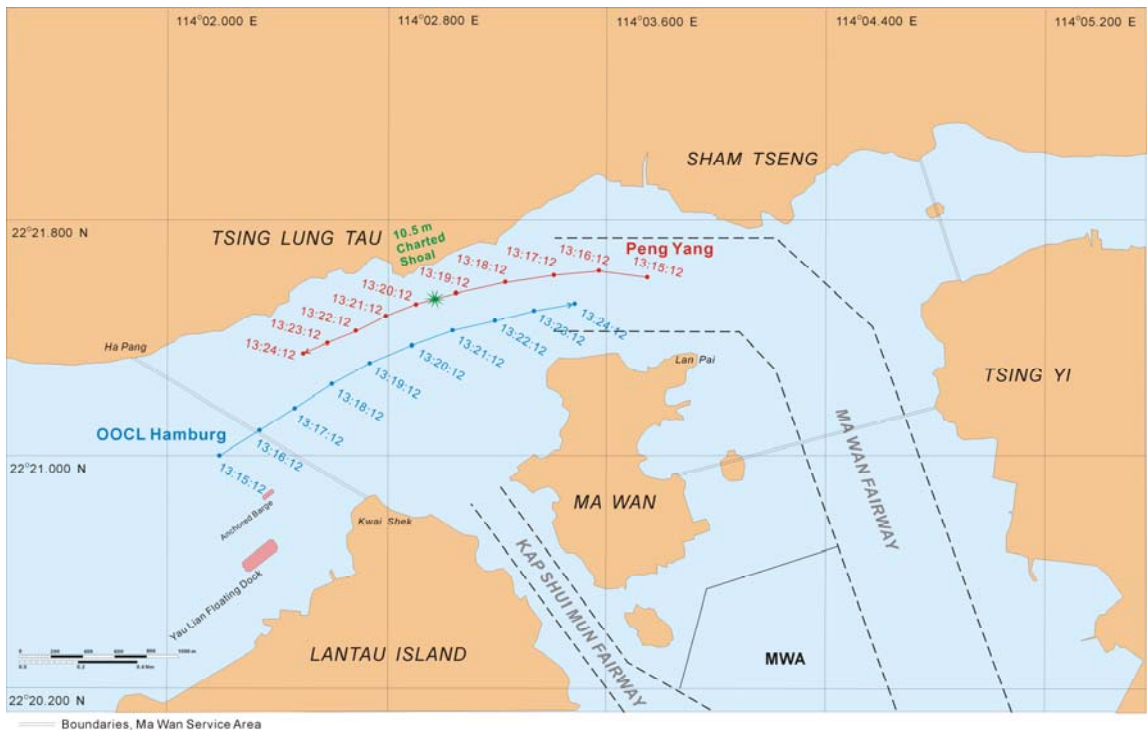
- 2.3 The lack of appropriate guidance on the conditions under which two class A vessels could agree to pass each other within the Ma Wan Service Area had given rise to ambiguity and misinterpretation.

3. Lessons

- 3.1 The existing procedures in allowing two-way passing of two Class A vessels inside the Ma Wan Service Area with a view to establish clear guidance on the conditions under which two vessels may agree to pass is to be reviewed. Such procedures should be appropriately addressed in the Rules of Passage and promulgated to the Hong Kong Pilot Association and other relevant parties;
- 3.2 The Marine Department should review the adequacy of patrol launch deployed to regulate the traffic in the Ma Wan Service Area.
- 3.3 The Pilotage Authority is recommended to review the issue of continued proficiency and updating of knowledge of Pilots, taking into consideration the recommendations in IMO Resolution A.960.
- 3.4 The Hong Kong Pilot Association is recommended to establish clear and consistent guidance to the Pilots on the changing over of Pilot in Charge on board vessel. The guidance is to be devised to achieve the primary objective of safety of navigation.



"Peng Yang" after grounding in Yam O



Extract of ship movement record from VTC