

# **Collision between the container ship *TS Pusan* and the locally licensed fishing vessel *M63514A* within Hong Kong waters on 1.2.2006**

## **1. The Incident**

1.1 At about 1536 on 1 February 2006, an Antigua & Barbuda registered container ship *TS Pusan* collided with a locally licensed fishing vessel *M63514A* at the inbound lane of East Lamma Channel at approximate position 22 ° 14.66'N, 114 ° 07.97'E, about 0.27 nautical mile (n.m.) westsouthwest of Magazine Island (Figure 1). *TS Pusan* was under pilotage and proceeding to Pun Shan Shek Anchorage. Both the port bow and port quarter of *TS Pusan* sustained some paint scratches of about 10-15 metres in length whilst *M63514A* sank shortly after the collision. The Master and Engineer of *M63514A* were rescued by a passing fishing vessel. No casualties and oil pollution were reported.

## **2. Findings**

- 2.1 The Master and the Pilot of *TS Pusan* being the give-way vessel had contravened the Collision Regulations (COLREGS) by not slackening her speed or taking all way off by stopping or reversing her means of propulsion, in order to avoid collision or allow more time to assess the situation.
- 2.2 The Master of *M63514A* being a stand-on vessel in a crossing situation had failed to comply with COLREGS by altering course to port to avoid collision with a give-way vessel on her own port side.

## **3. Lessons**

3.1 It is important for the Hong Kong pilots and the masters of sea-going and local vessels to comply with the Collision Regulations at all times whilst navigating their vessels within the waters of Hong Kong.

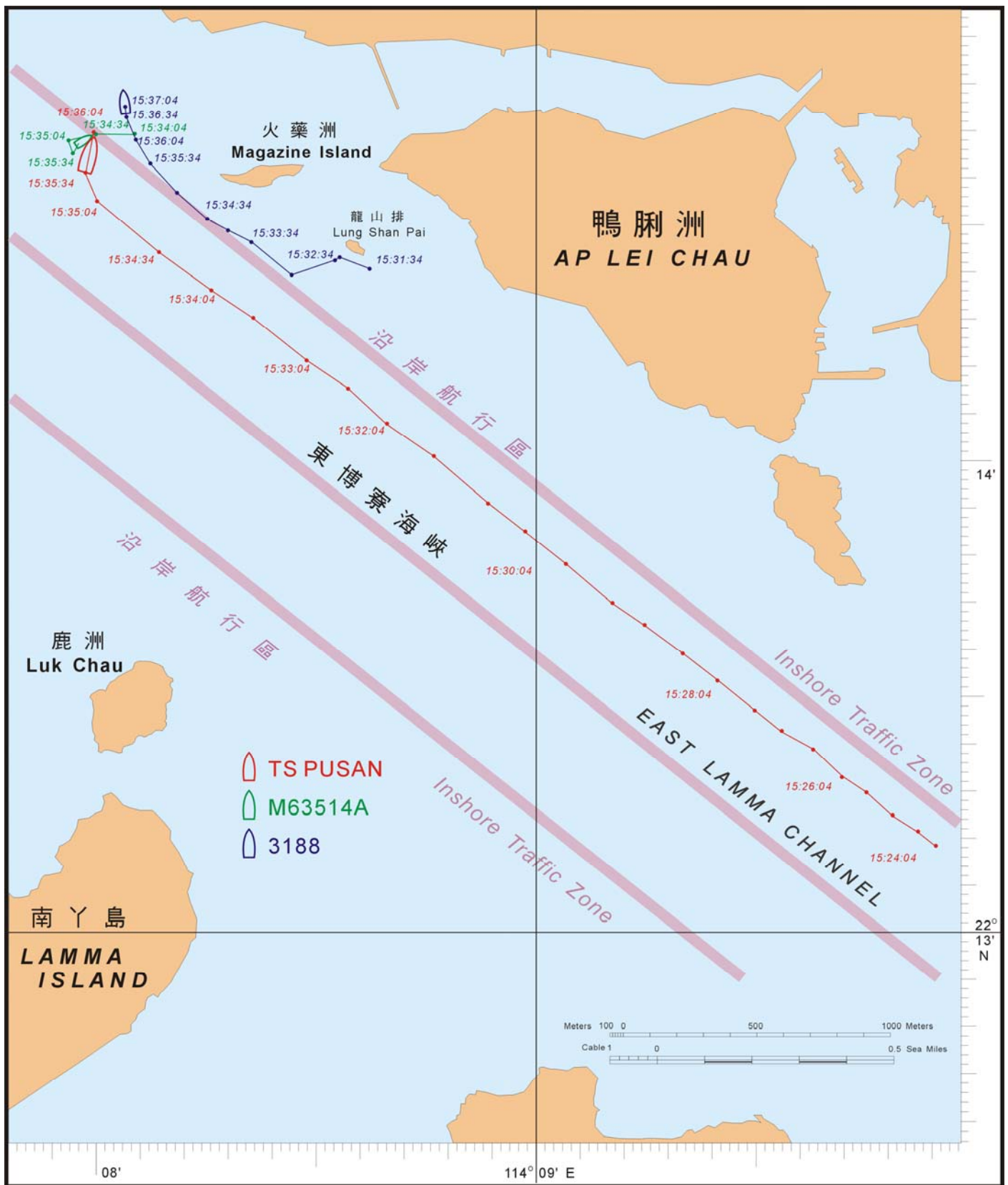


Figure 1 - VTC Radar Plot showing the collision tracks of *TS Pusan* and *M63514A* and the track of the unknown target (3188)