

## **The Collision between Passenger High Speed Craft “The Cotai Strip Expo” and Local Ferry “Xin Fei” Near Adamasta Rock on 01 July 2008**

### **1. The Incident**

- 1.1 At about 2017 on 1 July 2008, the Hong Kong registered passenger high-speed craft “*The Cotai Strip Expo*” (*Expo*) collided with the local ferry “*Xin Fei*” at position 22° 13.6’N, 114° 01.4’E, north of Cheung Chau, Hong Kong.
- 1.2 Both vessels sustained hull damage and total 13 persons from both vessels were minor injured. There was no oil pollution to the sea after the incident.
- 1.3 The weather condition was overcast with good visibility and a light sea and swell at the time of the incident.
- 1.4 The investigation into the accident revealed that the most probable causes of the accident were:
  - the unsynchronized reduction of power of the multiple waterjets propulsion system on board “*Expo*” resulted in a large swinging of vessel's heading rapidly to starboard during stopping of the vessel;
  - the Master of “*Expo*” overtook “*Xin Fei*” at close distance but he was not aware about the effect of unbalanced thrust from the propulsors that would result in abrupt and large change of vessel’s heading towards starboard if “*Expo*” slows down in emergency situation;
  - the Master of “*Expo*” did not maintain a proper lookout by all available means (including ARPA) to make a full appraisal of the situation, take early and positive action to determine the risk of collision of the vessels in vicinity before overtaking “*Xin Fei*”. Moreover, without full appraisal of the situation and risk of collision, he overtook “*Xin Fei*” at full speed in the restricted water near Adamasta Rock. The Master of “*Expo*” failed to fully comply with the International Regulations for Preventing Collisions at Sea; and
  - the Master of the unidentified small craft impeded the safe passages of the vessels following the traffic lane by crossing the lane on the North Cheung Chau TSS. He failed to comply with Rule 10(j) of the International Regulations for Preventing Collisions at Sea (COLREG).

## **2. Lessons Learnt**

- 2.1 Unsynchronized reduction of power in the multiple water-jets propulsion system of High-Speed-Craft would result in a large swinging of ship's headings during emergency stopping of vessel;
- 2.2 The masters and officers of High Speed Crafts should familiarize themselves with the ship's characteristics for all manoeuvres, especially during stopping of vessel in an emergency; and
- 2.3 Navigation officers of High-Speed-Crafts should avoid overtaking other vessel in close quarter, particularly in channels having busy traffic.