



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Non-compliance of the International Regulations for Preventing Collisions at Sea (COLREGS)

To : Shipowners, Ship Managers, Ship Operators, Masters and Officers

Summary

A Hong Kong registered container vessel collided with a coastal vessel in Hong Kong waters and the collision resulted in the coastal vessel sank after the incident. This information note draws the attention of shipboard staff to the importance of the compliance with the International Regulations for Preventing Collisions at Sea (COLREGS).

The Accident

1. A Hong Kong registered container vessel (*the container vessel*) collided with a coastal vessel (*the coastal vessel*) in Hong Kong waters under a crossing situation. The vessels were in sight of one another and both were detected by the radars of each other vessel. The duty officer and the Master of *the container vessel* were both aware of the small CPA (1 cable) of the other vessel. However, being a give-way vessel, no action was taken in ample time. The Master could only take action to avoid collision in the last minutes. It was too late to avoid the collision which resulted in the sinking of *the coastal vessel*.

2. Investigation into the incident revealed that both the vessels had contravened the COLREGS:

2.1 *The container vessel* did not proceed at a safe speed (Rule 6-Safe Speed). Being a give-way vessel, she neither took early and substantial action to keep well clear of the stand-on vessel, nor did she slacken her speed or take all way off by stopping or reversing her means of propulsion to allow more time to assess the situation in accordance with Rule 16 (Action by Give-way Vessel) and Rule 8 (Action to Avoid Collision).

- 2.2 *The coastal vessel* failed to comply with Rule 17 (Action by Stand-on Vessel), when it was so close that collision cannot be avoided by the action of the give-way vessel alone, she did not take such action as it would be the best aid to avoid collision. The action she had taken was not positive and too late, that did not result in passing at a safe distance from the other vessel in accordance with Rule 8 (Action to Avoid Collision).

Lessons Learnt

3. The master and duty officer shall strictly comply with the COLREGS at all times.
4. The attention of Shipowners, Ship Managers, Ship Operators, Masters and Officers is drawn to the lessons learnt above.

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