1. The Incident

1.1 At 1330 local time on 23 July 2012, the Hong Kong registered supply boat/tug *Hai Yang Shi You 699 (HYSY 699)* departed the anchorage of Pearl River Estuary for Da Ya Bay to carry out standby duty for *Hai Yang Shi You 226*. On the passage, *HYSY 699* was affected by typhoon Vicente, on 24 July she listed severely to starboard side in position between the Ninepin Group (果洲群島) and Waglan Island (橫瀾島). The master ordered abandon ship and the 14 crew members were rescued by *Nan Hai Jiu 111*. At 1700 on 25 July, during *HYSY 699* being towed by *Nan Hai Jiu 116*, she sank at No. 2 precautionary area of Traffic Separation Scheme of Dan Gan Shui Dao, in approximately position 22°06.626’N 114°16.286’E, about 3.3 nm south of Po Toi Island, Hong Kong. Neither personnel injury nor oil pollution was reported in the incident.

1.2 *HYSY 699* was finally salvaged successfully by Guangzhou Salvage Bureau on 16 October 2012.

1.3 The investigation revealed the following probable root causes of the sinking of *HYSY 699*:

- Prior to the approach of the severe typhoon Vicente, the vessel had not done the typhoon preparation work properly;

- Under the rough weather condition, numerous equipment malfunctions caused the loss of main propulsion power and further led to the ship listing severely to starboard; and

- Prior to the towing operation, no action taken to regain the ship stability thus the rescue operation was carried out inefficiently.

2. Lessons

The lessons learnt from this incident are:

- The proper training and briefing of the typhoon weather procedure should be
provided to the master and the crew of the ship. Such as the risk assessment of the typhoon, preparation prior to encountering rough weather, sailing under rough weather condition as well as the knowledge of anchoring, securing of movable objects, etc.

- The typhoon weather procedures of the company Safety Management System need to be reviewed and improved if necessary in light of lessons learnt from this accident.