1. The incident

1.1 At about 0500 hours on 20 December 2017 when the Hong Kong registered ro-ro cargo ship “Spring Amir” (the vessel) was en-route from Dalian, China to Shanghai, China for loading cargo, she collided with the Chinese fishing vessel “Lu Jiao Yu 60062” (“60062”) in position 35°29.73N 122°56.28’E. Consequently, “60062” sank and all of the eight fishermen onboard were missing. No pollution was reported.

1.2 At the time of accident, the weather was fair with south-west wind force four to five. The sea condition was smooth and the visibility was about seven nautical miles.

2. Lessons learnt

2.1 The master of the vessel should ensure an adequate watchkeeping arrangement for maintaining a safe navigational watch.

2.2 The officer on watch (OOW) should keep a proper lookout at all times to comply with the requirements of Rule 5 of COLREGS (lookout), and should be interfered in other task not relevant to his lookout duty.

2.3 The navigational instructions and procedures of safe management system must be strictly implemented in particular that the OOW should not be the sole lookout during the hours of darkness.

2.4 The ship and equipment should be maintained properly aiming at promoting the reliability of such equipment and system including the VDR.

2.5 The owner of “60062” should ensure that the manning of their fishing vessels complies with the safe manning requirements of their administration and remind their masters to maintain a proper lookout in compliance with Rule 5 of COLREGS (lookout) at all times.