

Sinking of Hong Kong Registered Bulk Carrier “Trans Summer” at Position 21°55.3’N, 113°40.4’E West of Dawanshan Dao, China on 14 August 2013

1. The incident

- 1.1 On 12 August 2013, the Hong Kong registered bulk carrier “*Trans Summer*” (*the vessel*) with cargo of nickel ore onboard dropped anchor at about 2 nm south of Dawanshan Dao for sheltering typhoon “Utor”.
- 1.2 On the morning of 14 August 2013, *the vessel* encountered a strong wave pushing her to heel to port and gradually lost her stability in two hours. Subsequently, she capsized and sank at position 21°55.3’N, 113°40.40’E.
- 1.3 All crew evacuated and abandoned *the vessel* before sinking. They were rescued without injuries. More than 600 mt of oil leaked into the sea and it took more than 3 months to clean up.

2. Lessons learnt

- 2.1 The requirements of IMSBC Code for the cargo of nickel ore and the provisions regarding the handling of liquefying cargo were not followed. Nickel ore was loaded despite that its moisture content had exceeded its Transportable Moisture Limit;
- 2.2 The safety shipboard procedures for loading and carriage of nickel ore were not followed, in particular:
 - ▶ the procedure for handling of cargo;
 - ▶ the instruction of handling of bulk cargo which may liquefy;
 - ▶ the requirement of cargo care at sea;
 - ▶ the instruction for preventing strong wind; and
 - ▶ the voyage instruction
- 2.3 Liquefaction of cargo inside cargo holds occurred while the anchored vessel was experiencing rolling at the anchorage; the damage was compounded by the worsening weather and sea condition due to the approaching of typhoon; besides, the master mistakenly pumped water into ballast tank and made the situation even worse.
- 2.4 The master’s assessment of selecting the shelter for the vessel to anchor was not appropriate.