

Collision between “OOCL Southampton” and “Hang Sheng 18” off east of Ninepin Group, Hong Kong on 5 November 2013

1. The Incident

1.1 The Hong Kong registered container vessel “*OOCL Southampton*” (OSN) left Yantian China at 2300 local time on 4 November 2013 and bound for Singapore. At 2343 the main engine of OSN was put to full ahead and the ship’s speed was gradually increased to her maximum of about 21.5 knots.

1.2 At 1400 on 31 October 2013, the Chinese Mainland-registered coastal vessel “*Hang Sheng 18*” (HS18) left Qinzhou, Guangxi for Ningbo, China. After taking bunker off Wailingding, at 2017 on 4 November 2013, HS18 resumed sailing to Ningbo with a speed of 6.3 knots.

1.3 At 0051 on 5 November 2013, the bow of OSN collided with HS18 at around middle of No.1 cargo hold on the port side. A large amount of water poured into HS18 and subsequently, HS18 sank in approximately position Latitude 22-14.48N, Longitude 114-27.18E, off east of Ninepin Group, Hong Kong. OSN suffered a long scratch on the starboard hull, slight dent on her starboard side shell plate and bulbous bow. All crew members of HS18 were rescued by OSN, 2 of the 12 crew members were slightly injured on their hands in the incident. Minor oil pollution was reported in the incident.

1.4 The investigation revealed the following main contributed factors to the accident:

- OSN failed to comply with Rule 6 (safe speed) of the International Regulations for Preventing Collisions at Sea (COLREGS), she proceeded through a high traffic density area with the maximum speed. Being a give-way vessel in a crossing situation, OSN 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) of the COLREGS; and
- HS18 failed to comply with the requirements of the COLREGS, such as 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 would best aid to avoid collision

(Rule 17 - Action by Stand-on Vessel) and the action taken by HS18 to avoid collision with OSN was not positive and too late, that did not result in passing at a safe distance (Rule 8 - Action to Avoid Collision).

2. Lesson Learnt

The lesson learnt from this incident is:

- The master and the OOWs shall strictly comply with the COLREGS at all times.