

Collision between the Hong Kong registered container vessel *SAFMARINE NOMAZWE* and the Indonesian fishing vessel *ANUGRAH 89* in the Lombok Strait, Indonesia on 24 August 2014

1. The Incident

1.1 On 20 August 2014, the Hong Kong registered container ship *SAFMARINE NOMAZWE* (*the container ship*) sailed from Fremantle, Australia to Tanjung Pelepas, Malaysia. On 24 August 2014, the ship was proceeding northbound through the Indian Ocean sailing towards the Lombok Strait.

1.2 At 1000 local time on 24 August 2014, the Indonesian fishing vessel *ANUGRAH 89* (*the FV*) with 14 persons including the master onboard departed from Benoa port, Bali, Indonesia and sailed easterly to the fishing ground at Lombok Strait.

1.3 At about 1853 local time on 24 August 2014, the *container ship* collided with *the FV* at south of Lombok Strait, in approximate position 09⁰ 06'S 115⁰ 40'E. As a result, *the FV* was broken into 2 parts and the aft part sank rapidly. All crewmembers of *the FV* fell overboard, three of them were rescued by *the container ship* and the rest of the 11 persons including the master were missing.

1.4 The investigation revealed the following probable contributory factors to the accident:

- a) The master of *the FV* did not comply with the following rules of the International Regulations for Preventing Collisions at Sea (COLREGS):
 - i) Rule 15 (crossing situation), being a give-way vessel in a crossing situation, *the FV* did not keep out of the way or avoid crossing ahead of *the container ship*; and
 - ii) Rule 16 (action by give-way vessel), *the FV* did not take early and substantial action to keep well clear of *the container ship*.
- b) The duty officer of the container ship did not comply with the following rules of the COLREGS;
 - i) Rule 7 (risk of collision), she did not use all available means appropriate to the prevailing circumstances and conditions to determine if a risk of collision existed;

ii) Rule 8 (action to avoid collision), the action she took was too late and inadequate to avoid collision; and

iii) Rule 17 (action by stand-on vessel) (a) (ii) and (b), when she found that *the FV* did not take any appropriate action but still continued approaching own ship, she neither did take action to avoid collision, nor take action as best aid to avoid collision

2. Lesson Learnt

The lesson learnt from this incident is:

- The master and the officer of watch shall strictly comply with the COLREGS at all times.