

# **Collision between the Hong Kong registered bulk carrier *Silver Phoenix* and the Chinese fishing vessel *Zhe Sheng Yu 05885* in the East China Sea on 29 October 2014**

## **1. The Incident**

1.1 On 26 October 2014, the Hong Kong registered bulk carrier *Silver Phoenix* (*the bulk carrier*) departed Guangzhou and bound for Yantai, China in ballast condition.

1.2 At about 0800 on 29 October 2014, the Chinese fishing vessel *Zhe Sheng Yu 05885* (*the FV*) completed fishing and started the return voyage to Zhoushan from the fishing ground at the East China Sea.

1.3 At about 2320 on 29 October 2014, *the bulk carrier* was north bound and met with *the FV* which was west bound in the East China Sea. At about 2340, *the bulk carrier* collided with *the FV* in the approximate position of 30°48.977'N 123°57.823'E. As a result, *the FV* sank, 2 of the 15 crew members were rescued by other fishing vessel. The other 13 crew members including the master were missing. No oil pollution was reported.

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

- a) *The bulk carrier* did not comply with the following rules of the International Regulations for Preventing Collisions at Sea (COLREG):
  - i) Rule 6 (safe speed), *the bulk carrier* proceeded at full speed at all times throughout the incident and she did not take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and condition;
  - ii) Rule 7 (risk of collision), *the bulk carrier* did not use all available means appropriate to the prevailing circumstances and condition to determine if risk of collision existed. If there was any doubt such risk should be deemed to exist; and
  - iii) Rule 16 (action by give-way vessel), being a give-way vessel in a crossing situation, *the bulk carrier* did not take early and substantial action to keep well clear of *the FV*.

b) *The FV* did not comply with the following rule of the COLREG;

- i) Rule 17 (action by stand-on vessel) (c), *the FV* took action of altering course to port for a vessel (*the bulk carrier*) on her port side in the crossing situation.

## **2. Lesson Learnt**

The lesson learnt from this incident is:

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