

**Collision between the Cyprus registered container vessel “RBD Jutlandia” and the Hong Kong licensed fishing vessel “CM63963A” in the position 21°26.7’N 113°06.8’E on 25 December 2014 (All time were Local Time UTC +8)**

**1. The incident**

1.1 About 1900 on 25 December 2014, the Hong Kong locally licensed fishing vessel “CM63963A” (*the fishing vessel*) started to return to Taishan, China after 2 days fishing operation in the South China Sea, Taishan, China.

1.2 On the afternoon of the same date, the Cyprus registered cargo vessel “RBD Jutlandia” (*the cargo vessel*) departed from Hong Kong and bounded for Haiphong, Vietnam.

1.3 At about 2117 of the same date, *the fishing vessel* collided with *the cargo vessel*. However, the navigator of *the cargo vessel* did not notice the collision and continued her voyage without stoppage or slowdown. *The fishing vessel* was flooded with sea water after the collision and eventually sank and one crewmember was found missing. No significant oil pollution was reported.

1.4 The investigation revealed that the contributory factors leading to the accident were as follows:

- Both the navigators of *the cargo vessel* and *the fishing vessel* did not maintain a proper look-out during sailing. They were not aware that their vessels were approaching each other on convergent courses with a risk of collision existing (COLREG Rule 5).
- The navigator of *the cargo vessel* failed to maintain a proper navigational watch. He did not notice the collision even after it had occurred and failed to rescue the crew members of *the fishing vessel* in distress.

**2. Lessons learnt**

2.1 All navigators shall always maintain a proper look-out;

2.2 In the hours of darkness, avoiding a sole look-out arrangement for the bridge.