

The collision between the Hong Kong registered vessel “Shin Chun” and the Taiwanese fishing vessel on the approaching road of Kaohsiung, Taiwan on 29 February 2016

1. The incident

- 1.1 A fatal collision occurred between the Hong Kong registered container vessel “Shin Chun” (container vessel) and a local fishing vessel “Chao Fa No.3 (朝發 3 號)” (fishing vessel) on the approaching road of Kaohsiung, Taiwan on 29 February 2016.
- 1.2 At 1218 hours on 28 February 2016, the “container vessel” departed from Fuzhou, China to Kaohsiung, Taiwan.
- 1.3 At about 0532 hours on 29 February 2016, while approaching the anchorage of Kaohsiung on a speed of 15.3 knots, the “container vessel” collided with the local “fishing vessel” manned by two fisherman at position 22°43.4’N, 120°07.9’E. As a result of the collision, the “fishing vessel” capsized. Although the search and rescue operations were rendered immediately, the coxswain of the “fishing vessel” was trapped inside the capsized “fishing vessel” and drowned while another fisherman was missing. At the time of accident, the weather was cloudy with a good visibility of 3 to 5 nautical miles, the weather did not contribute to the collision.
- 1.4 The investigation found that the main contributory factors of the accident were the failure of both vessels to maintain a proper look-out in compliance with the requirements of rule 5 of COLREGS (Look-out). Consequently, both vessels did not realize the imminent risk of collision before the collision. The “fishing vessel,” being the give-way vessel in a cross situation, did not take any action to avoid the collision. The “container vessel,” being

the stand-on vessel in a crossing situation, did not take her own action to avoid collision in an ample time while the give-way vessel did not take proper avoiding action.

2. Lessons learnt

- 2.1 Officers of Watch should always maintain a proper look-out to make a full appraisal for the situation and of the risk of collision, and take positive avoiding collision actions in an ample time according to the rules of COLREGS.
- 2.2 While approaching a port, a safe speed should always be maintained after proper consideration on the traffic density including concentrations of fishing vessels and the sea room of the approaching road, so that a proper and effective action to avoid collision can be deployed.