



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Collision between an oil/chemical carrier and a vessel at the eastern end of the Singapore Strait

To : Shipowners, Ship Managers, Ship Operators, Masters, Officers and Crew

Summary

While on passage from Singapore to Indonesia, a Hong Kong registered oil/chemical carrier collided into an anchored vessel at the eastern end of the Singapore Strait. The accident resulted in the sinking of the vessel. This Note draws the attention of shipowners, ship managers, ship operators, masters, officers and crew to the lessons learnt from this accident.

The Incident

1. While on passage from Singapore to Indonesia, a Hong Kong registered oil/chemical carrier (*the carrier*) collided into an anchored vessel (*the vessel*) at the eastern end of the Singapore Strait.
2. Shortly after takeover the watch, the officer on watch of *the carrier* intended to alter course to starboard so as to proceed on the next planned course and to avoid collision with *the vessel*. After *the carrier* making a starboard turn, there was no helm response and the *carrier* collided into *the vessel*. *The vessel* sustained severe damage to her port side hull and eventually sank.
3. The investigation revealed that the main contributory factors of the accident were as follows:
 - a) the watchkeeping officer of *the carrier* failed to make a full appraisal of the situation, identify the collision risk and take positive collision avoidance actions in ample time and with due regard to the observance of good seamanship as required by Rule 5, 7 and 8 of the International Regulations for Preventing Collisions at Sea 1972 (COLREGS);

- b) taking over the watch at sea of *the carrier* was not properly carried out as required by Part 4 of A-VIII/2 of the Seafarers' Training, Certification and Watchkeeping Code (the STCW Code);
- c) the bridge team members of *the carrier* were not familiar with the operation of the steering system, and the manner of emergency response was inappropriate; and
- d) the Automatic Identification System of *the vessel* was switched off or malfunctioned.

Lessons Learnt

4. Bridge team members should always comply with the Rules of COLREGS and the requirements for watchkeeping of STCW Code, particularly the requirements of taking over the watch at sea.
5. The management company should ensure that the trainings and drills are carried out on board effectively, all bridge team members are well familiar with the operation of bridge equipment including the steering system changeover and able to respond any emergency situation.
6. All ships shall ensure the navigation equipment including the Automatic Identification System on board to be in the normal working condition at all times.
7. The attention of shipowners, ship managers, ship operators, masters, officers and crew is drawn to the lessons learnt above.

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