



Report on the Investigation of the Collision between

Dubai World and Zhelinyu 2261

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Glossary of Abbreviations and Acronyms

AIS - Automatic Identification System

Collision Regulations - International Regulations for Prevention Collisions at Sea

GPS - Global Positioning System

HSC - High Speed Craft

IMO - International Maritime Organization

SOLAS - Safety of Life at Sea Convention

VHF - Very High Frequency

1.Summary

At about 0927 on 11 November 2007, when the Panamanian *DUBAI WORLD* was on her way from Ningbo to Shanghai Port in China, collided with a fishing vessel named *ZHE LIN YU 2261*, which was from the coastal areas in Zhejiang province fishing in the waters near 30°54'9"N/122°31'7"E. The accident resulted in the fishing boat *ZHE LIN YU 2261* sank at once and all the seamen fell into the water, and finally 9 of them died and 2 of them went missing.

2. Particulars of vessels

2.1 DUBAI WORLD:

Nationality: Panama

IMO Number: 8908521

Call Sign: H3AZ

Type: container vessel

LOA: 148.04m

Breadth: 22.8m

Draft: 11.8m

GT: 10868t

Main Engine: internal-combustion engine

Power: 8800kw

Built Time: June 14th 1989

The Owner: World Maritime Inc.

The Manager: Oasis Maritime Services Llc.

The Operator: Xingya Shipping Co., Ltd.

2.2 ZHE LIN YU 2261:

Type: fishing boat with trawl

LOA: 34.50m

Breadth: 6.30m

Depth: 2.90m

GT: 143

Main Engine Power: 260kw

Built Time: Nov 15th 1994

The Owner: Li Xiaogao (Jiantou Village, Yaozhu Town, Linhai City, Zhejiang Province)

3. Environmental conditions

weather: cloudy

visibility: fine

Wind direction: north

Wind force: 5-6

tide: high

Swell: slight

4. Narrative

4.1 DUBAI WORLD:

At about 0130 on 10 November 2007, *DUBAI WORLD* carried 6405t cargoes and set sail from Ningbo to Shanghai port with fore draft 7.3 meters and 8.1 meters after. The vessel planned to anchor in No.3 Changjiang Kou Anchorage before entering the port.

At about 0800 on 10 November, the course of the vessel was 342 degrees and speed was 16 knots. The third officer came to the bridge for relieving the chief officer. At that time, the captain had already been on the bridge, who was responsible for controlling the vessel. And the vessel was sailing by auto-steering, with two radars on, one on 3 nautical miles scale and the other on 6 nautical miles scale.

At about 0914, the vessel entered into C3 channel of the Changjiang Kou Ship Routeing System Area, with course 342 degrees and speed 16 knots. The third officer found a fishing vessel (fishing boat *ZHE LIN YU 2261*) on radar screen in the bearing 23 degrees on port side and about 2.1 nautical miles away. As the CPA was about 0.2 nautical miles, the captain thought that the fishing vessel could be safe to pass the bow if the MV *DUBAI WORLD* kept its speed and course.

From then on, the MV *DUBAI WORLD* kept the course and speed by auto-steering, and the crews did not make further observing and plotting of that fishing vessel until 1 minute before the collision happened.

At about 0916, the course of the MV *DUBAI WORLD* was 342 degrees and speed 16 knots, and fishing boat *ZHE LIN YU 2261* was in the bearing 23 degrees on port side, about 1.8 nautical miles away.

At about 0920, the course of the MV *DUBAI WORLD* was 342 degrees and speed 16 knots, and fishing boat *ZHE LIN YU 2261* was in the bearing 23 degrees on port side, about 1.1 nautical miles away.

At about 0926, the course of MV *DUBAI WORLD* was 342 degrees and speed 16 knots, and fishing boat *ZHE LIN YU 2261* was in the bearing 23 degrees on port side, about 0.17 nautical miles away. The captain detected there would be a collision risk with the fishing vessel. The series orders were immediately made to avoid the collision: stop engine, astern, turn auto-steering to manual, hard starboard etc.

At about 0927, the bow of MV *DUBAI WORLD* hit the stern of fishing boat *ZHE LIN YU 2261* starboard side with an angle of 40 degrees by the speed of 15.8 knots.

Soon after that, MV *DUBAI WORLD* reported the accident information to WUSONG VTS and participated in search and rescue. At about 0200 on Nov 12th 2007, the vessel arrived the WUSONG Kou Anchorage and the investigation was undertaken there.

4.2 ZHE LIN YU 2261

At about 0730 on 11 November 2007, fishing boat *ZHE LIN YU 2261* with 12 crews onboard left the central fishing wharf of Shengsi, Zhejiang province, bound for No.169 fishing-zone for crab.

At about 0800, when the vessel left Shengsi, the course was adjusted to 10 degrees and the speed was 8 knots. The captain was on duty on the bridge.

From then on, the captain had not found there was a MV *DUBAI WORLD* coming up closer from the astern of the starboard side until the accident happened.

At about 0927, the course of the vessel was 10 degrees and the speed was 8 knots. The engine room of the starboard side (about 5 meters to the sternmost) was hit by the bow of MV *DUBAI WORLD*. The collision caused fishing boat *ZHE LIN YU 2261* sank immediately, 12 crews fell into water, only 1 of them was rescued, and 9 of them were dead and 2 of them were missing.

5. Consequences

9 men died and 2 men missed, and the MV *ZHE LIN YU 2261* sank soon after the accident.

6. Analysis

6.1 DUBAI WORLD

6.1.1 Did not perform give-way vessel's responsibility

The MV *DUBAI WORLD* as give-way vessel in overtaking situation did not take early and substantial action to keep well clear of fishing boat *ZHE LIN YU 2261*. This violated the provisions of Rule 13 about overtaking and Rule 16 about action by give-way vessel in Convention on the International Regulations for Preventing Collisions at Sea, 1972. This was the main reason of the collision.

6.1.2 Did not keep a proper look-out and take right judgment in the risk of collision

At about 0914, when the CPA to fishing boat *ZHE LIN YU 2261* was about 0.2 nautical miles, the on-watch crews did not keep consistent observation and other proper means to determine if risk of the collision existed, instead, they took it for granted that the fishing boat *ZHE LIN YU 2261* could be safe to pass her bow. At about 0926, the MV *DUBAI WORLD* was only 0.17 nautical miles away from the fishing boat *ZHE LIN YU 2261*, they detected there existed risk of collision, but it was too late to avoid, although series actions were taken thereafter. This violated the provisions of the Rule 5 about look-out and Rule 7

about risk of collision in Convention on the International Regulations for Preventing Collisions at Sea, 1972. This was the important reason of the collision.

6.1.3 Did not proceed at a safe speed

The MV *DUBAI WORLD* sailed full speededly in the high traffic density of C3 channel of the Changjiang Kou Ship Routeing System Area by 16 knots all the time, and could not be stopped within a distance appropriate to the prevailing circumstances and conditions, when there would be the risk of collision to fishing boat *ZHE LIN YU 2261*. This violated the provision of the Rule 6 about safe speed in Convention on the International Regulations for Preventing Collisions at Sea, 1972. This was one of the reasons of the collision.

6.2 Zhelinyu 2261

6.2.1 Neglected look-out and did not cross traffic separation schemes lane according to rules.

The crew members on duty of fishing boat *ZHE LIN YU 2261* neglected look-out and did not find the MV *DUBAI WORLD* coming up closer from the astern of the starboard side until the accident happened. When crossed C3 channel of the Changjiang Kou Ship Routeing System Area, the fishing boat *ZHE LIN YU 2261* did not observe the rules. This violated the provisions of the Rule 5 about look-out and Rule 10 about traffic separation schemes title 3 “a vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to general direction of traffic flow” in Convention on the International Regulations for Preventing Collisions at Sea, 1972. This was one of the reasons of the collision.

7. Recommendation

Based on this accident, the following recommendations were given:

7.1 All the seamen on duty must maintain a proper look-out, make consistent observation to object outside, and should use all available means to contrast available information when judge the collision risk.

7.2 The fishery administration department should make strong measures to manage the fishery crews, such as increasing the force of the propaganda, enhancing the safe education training, in order to strengthen sailor's safe consciousness, to enrich sailor's navigational knowledge and ability of emergency response, to avoid or reduce the similar accident.