



**Report on the Investigation of the Collision
between
Heraklia and Anping6**

on 15 May 2004

HeBei MSA

No10 Of Greatwall Round R.d

Devolepment Zone

Qinhuangdao City

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Contents

Glossary of abbreviations, terms and acronyms	3
1. Summary	4
2. Particulars Of The Vessels	4
2.1 ANPING6	4
2.2 HERAKLIA	5
3. Crew Members	7
4. Environmental conditions	7
5. Narrative	8
6. Consequences	11
6.1 ANPING6	11
6.2 HERAKLIA	12
7. Analysis	13
8. Recommendation	16

Glossary of abbreviations, terms and acronyms

AB- Able Bodied Seaman

BHD-Bulk Head

C/H-Cargo Hold

CUM-Cubic Metre

HP-Horse Power

KN-Knot

IMO - International Maritime Organization

LOA- Length Overall

NM-Nautical Mile

OS-Ordinary Seaman

QHD- QinHuangDao City Of China

PRC-People's Republic of China

RPM-Revolutions Per Minute

SDBT-Starboard Double Bottom Tank

TST-Top Side Tank

VHF - Very High Frequency

VTS-Vessel Traffic Service

W/A-West Anchorage

1. Summary

At 1035 hours May 15, 2004, Chinese carrier vessel ANPING6 proceeded from West Anchorage of QHD to East port section for loading her remained cargo, collided with Greek bulk cargo vessel HERAKLIA who departed from West port section in QHD sailing in ballast through main channel 130 at position 39°52′. 13N/119°37′.1E, about 0.5NM right side of 8 light buoy, causing very severe damage to the No.3 starboard cargo hold of HERAKLIA and severe damage to the forecastle structure and fittings of ANPING6, no casualties and pollution arose from the accident.

2. Particulars Of The Vessels

2.1 ANPING6:

Vessel name: ANPING6

Vessel type: Bulk carrier

Port of registry: ShangHai

Gross Tonnage: 24389

Dead weight: 38944T

Breath moulded: 28.4m

Service speed: 12.5KN

Year built: 1987

Power: 7188HP

Call sign: BPOF

Nationality: China

IMO number: 8301929

Net tonnage: 12638

LOA: 195m

Depth moulded: 15.8m

Built place : ShangHai

Main engine type: SULZER RTA58

Service RPM: 95

Hold No. & Hold capacity: 6H/C, 48538CBM

Name of owner: China Shipping Development Co., LTD.
Tramp Co.

Address of owner: Number 168, Shen Yuan Road, Shang
Hai City, China.

P&I club: The London Mutual Insurance Association Ltd.

Vessel is seaworthiness for it's crew manning and kinds of
documents and certificates

2.2 HERAKLIA:

Vessel name: Heraklia
Type of vessel: Bulk carrier
Port of register: ANDROS
Gross tonnage: 35063
Deadweight: 65159
Breath moulded: 32.2M
Service speed: 15.5KN
Year of building: 1987
Service RPM: 118
Wing tank capacity: 7526CBM
Call sign: SWYQ
Nationality: GREEK
IMO number: 8018194
Net tonnage: 21142
LOA: 224.5M
Depth moulded: 16.6M
Built place: Turumi Works N.KK
Power: 14400HP
Hold capacities: 74823CBM
Engine type: SUMITOMO SULZER 5RND
Owner: Casper Marine INC, Liberia
Operator: Andriaki Shipping Co LTD
TLX: 423730411Hherax

E-mail box: HERAKLIA410@STARATOSMOBILE.NET

P&I club: UK P&I club

3. Crew Members

All crew on ANPING6 are Chinese. The master of ANPING6 is 59 years old with 20 years experience as an ocean going vessel captain and joined ANPING6 on September 10, 2003 in port of France. It was the first voyage for ANPING6 to join the coal transportation from QHD to south of China.

The officers including master of HERAKLIA are Greek, the A.B, O.S, fitter and oiler are Filipino. Master of HERAKLIA is 41 years old with 8 years experience as an ocean going captain. The accident voyage is the first voyage for master of HERAKLIA to join this vessel at Jordan.

4. Environmental conditions

Weather: cloudy

Visibility: 4-5NM

Wind direction: South East

Wind force: 3-4 on the beaufort's scale

Temperature: 21 Degrees

Wave: 1.0 m

Sea current speed and direction: 0.5KT/ENE

5. Narrative

At 0945 hours on May 15, 2004, the Chinese vessel ANPING6 at which anchored the W/A whose anchorage position was true bearing 359 degrees, distance 5.1NM, heaved up his anchor and bounded for East port section with the permission of local VTS. ANPING6 started to heaved up anchor at 0953 hours, at 1010 hours anchor cleared the sea bottom, and the anchor ball was lowered down in the mean time. ANPING6 sailed from West anchorage with his main engine running from dead slow ahead to full ahead and variable course in order to keep out of other anchoring ship, fishing boat and another inbound vessel YUJINXIANG between 1007 hours and 1026 hours.

HERAKLIA finished cargo discharging at berth No.23 at 0700 hours May 15, 2004, pilot boarded HERAKLIA at 0940 hours. Singled up at 0953 and with all lines letting

go at 0955 hours, HEARAKLIA unberthed maneuvering and turned around at basin with 3 tugs assistance. Thereafter, HERAKLIA passed the breakwater at 1013 hours, then her pilot disembarked at 1015 hours. Pilot failed to inform captain of HERAKLIA the traffic information before disembarkation. HETAKLIA kept sailing outward through No130 main channel under master commanding.

It was said that ANPING6 found outward vessel HERAKLIA at 1025 hours. The position of ANPING6 was 39°50. '22N/119°38. '23E with course 035 degrees and speed 9.2KN, position of HERAKLIA was 39°52'. 6N/119°38'. 3E with course 130 degrees and speed 10.5KN at 1025 hours, the distance between two vessels was 2.5NM through plotting the VTS video record. ANPING6 altered her course from 032 degrees to 017 degrees for a short cut proceeding berth number 704 at east port section when an inbound vessel YUJINXIANG pass clearing her bow.

At 1028 hours, ANPING6 called the outbound vessel sailing in main channel 130 on VHF08 in Chinese and continued full ahead even if no response from the coming vessel of HERAKLIA. At 1032 hours

HERAKLIA called ANPING6 by name in English on VHF16 and keep full ahead speed as well without replying from ANPING6. At this time, the course of ANPING6 was 018 degrees, speed was 13.2KN; the course of HERAKLIA was 126 degrees, speed was 12.4KN, distance between two vessels was 0.67NM. At this serious situation, two vessels still kept up their courses and speeds until ANPING6 stopped and reversed her main engine at 1033 hours just before collision about 1 and half minutes. At 1034-1/2 hours, the bulbous bow of ANPING6 struck starboard side of HERAKLIA in way of the No.3 cargo hold, and the adjacent topside and double bottom tanks with an angle of about 90 degree, causing seriously damage to two vessels. Prior to collision, the course of ANPING6 was 021 degrees, speed was 9.3KT; the course of HEAKLIA was 127 degrees, speed was 10.3KT.

After collision, HERAKLIA developed a port list 6 degrees soon due to loss of water from topside tank of No.3 on starboard side. Hold No.3 made seawater and suspended following listing to port side and the broken lower edge appeared above water surface. After collision, the crew of HERAKLIA was shocked and busy for correcting the aforesaid heavy list. Two vessels did not

exchange information related to the damage. After drop anchor at West anchorage, Captain of HERAKLIA reported the collision to his former agent and captain of ANPING6 report the accident to duty VTS officer.

6. Consequences

6.1 ANPING6

6.1.1 The stem from draft 9.5M to forecastle deck twisted or torn with its brackets;

6.1.2 The shell plating connected with above mentioned damaged stem from stem to frame No.241 set in or tore seriously in way of the plating No. L.P.Q.R.S.T.U port and starboard side together with their frames and brackets;

6.1.3 The forecastle deck from stem to frame No.239 set in or torn together with its beams and knees seriously;

6.1.4 The main deck from stem to frame No.237 set in or born together with its beams and knees seriously;

6.1.5 The top plating of fore tank from stem to frame no.241 set in or torn together with its beams and knees seriously;

6.1.6 The plate form under the top plating of the forepeak

tank from stem to frame No.241 waved.

6.2 HERAKLIA

6.2.1 Deck guardrails starboard side (1.1m high) collapsed in way of C/H No.3 from frame No.169 to 189, affected about 16m long;

6.2.2 Hatch cover No.3 side rolling forward guide rail collapsed and seriously deformed, affected about 2.8m long from end, including 2 pipe -post, a stay, a stopper and a ladder attached;

6.2.3 Main deck plating starboard side seriously distorted of waved from frame No.169 to 189, max convex ness to 400mm and dent to 300mm, affected 16m x 6.7m, including longitudinal No. 1,2,3,4 & 5 attached below deck plate seriously deformed;

6.2.4 Shell plating starboard side with 3 side longitudinal seriously dented/deformed from frame No.169 to 189 with 2 holes, one was horizontally from frame No. 175 to 184, vertically from TST No.3 bottom to 6m below top of SDBT No.3; The other one from frame No.176 to 186 in a width of about 350mm.

6.2.5 BHD No.190 slightly deformed at edge starboard

side;

6.2.6 Starboard frames No.169 to 189 seriously deformed, frame 167& 168 slightly deformed.

6.2.7 Starboard side web frame No.160 slightly deformed and No.166, 172,178,184 cracked and deformed seriously;

6.2.8 TST bottom slopping plating deformed, affected 5.5 m wide from frame No.169 to 186;

6.2.9 Slopping plating of SDBT No.3 starboard side seriously pushed out to an area of 2m by 6m with an triangle hole;

6.2.10 Lower brackets attached to frame No. 178 to 183 on TST bottom slopping plating seriously buckled.

7. Analysis

7.1 It is the uppermost cause to the collision for two vessels not to keep a proper sharp lookout by radar and by sight as well as by all available means.

It was less than 10 minutes that ANPING6 found the coming vessel in the first time before collision and the distance between two vessels was 2.5NM. Similarly, HERAKLIA first found ANPING6 that departed from West Anchorage 5 minutes before collision and about 1 mile

between two vessels. Obviously, each of two vessel did not maintain a proper look-out so as to two vessel in sight of each other was too late that there was no sufficient of time for two vessel make a full appraisal of the situation and the risk of collision by all available means.

7.2 Navigating at full speed in port area is also a vital factor.

As per the bell and VTS recorder, ANPING6 run her main engine at full speed soon after heaving up anchor and speeded up her engine from harbor speed to sea speed during crossing the fairway, which was suspected attempting to pass the bow of HERAKLIA. Meanwhile, HERAKLIA did not slack her speed and kept full ahead in the fairway until collision.

7.3 Communication failed between two vessels

During the progress of two vessels corresponding to prevent collision, ANPING6 called the coming vessel by indicating her location in main channel 130 and did not call the name of coming vessel yet. It was too late for HERAKLIA called the name of ANPING6 just 2.5minutes before collision. Unfortunately, HERAKLIA received no response from ANPING6. Both of two vessel failed communication until collision.

Both vessels are fitted with Automatic Identification System (AIS). ANPING6 kept the AIS along instead of reading the important figures on the receiver, which display unit of AIS.

7.4 Collision prevention measures were not taken by two involved vessels .

No alteration of courses and speeds were taken by two vessels from the close quarters situation, immediate danger coming along, the latest point of steering and till collision. The very reason of abnormal situation involving two vessels are mis-understanding by two vessel the Rule 15 about crossing situation of International Regulations For Preventing Collisions At Sea, 1972.

Firstly, ANPING6 deemed itself a Stand-On Vessel for HERAKLIA is sailing on port bow of ANPING6. Secondly, HERAKLIA deemed that he was sailing in the fair way and her passage should not be impacted by crossing vessel.

According to administration investigation, we believe that the Rule of Crossing Situation did not apply the situation that developed by ANPING6 and HERAKLIA.

The reason is:

7.4.1 Three vessels (not including the fishing boat) were involved in the crossing situation.

7.4.2 The speed and course of ANPING6 were variable from 072 degrees to 035 degrees and then to 018 degrees till the immediate danger.

In view of above two factors, both of two vessels should keep out of the way each other, no Stand-on Vessel.

7.5 Both vessels did not pay attention or neglect the ordinary practice of seaman or the special circumstance of the case as following:

7.5.1 ANPING6 and HERAKLIA both failed to proper use of radar to assess the situation whether the risk of collision was involved.

7.5.2 ANPING6 called HERAKLIA in Chinese instead of in English, on VHF channel 08 instead of 16.

7.5.3 As HERAKLIA out bound sailing, the captain of HERAKLIA neither learned the forward traffic information nor made use of the APPA radar to plot the movement of vessels in the West Anchorage.

In view of the whole process of the subject collision, both violated the Rule 2, Rule 5, Rule6, Rule 7 and Rule 8 of Convention on the International Regulations for Preventing Collisions at Sea, 1972, and the Rule 9, Rule 37 of Law on the PRC Sea Traffic.

8. Recommendation

8.1 Learning the lesson from the accident, ship's owner should enhance the safety educations to body concerned.

8.2 China Shipping Development Co., LTD. Tramp Co. should issue a safety circular to stress the hazard of high speed to his fleet sailing in port and heavy traffic area and to remind the deck officers in charge of navigation to properly operate APPA and AIS equipment and to utilize the advantage of modern navigation aids adequately during avoiding collision.

8.3 Enhance studying the International Regulations For Preventing Collisions At Sea.1972, especially the Rule 15 Crossing Situation so as to understand the Code well.

8.4 Know well the IMO Standard Marine Communication and properly make use of VHF for collision prevention.