



**Report on the Investigation of the Collision
between
BBC Ontario and Zhexiangyu 48038
on 1 October 2004**

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Contents

Glossary of Abbreviations and Acronyms.....	3
1. Summary	4
2. Particulars of vessels	4
2.1 “BBC ONTARIO”	4
2.2 ZHEXIANGYU 48038	4
3. Environmental conditions	5
4. Consequences.....	5
5. Narrative	5
5.1 BBC ONTARIO	5
5.2 ZHEXIANGYU 48038	7
6. Analysis.....	8
6.1 “BBC ONTARIO” Made a Wrong Judgement and Gave an Improper Manoeuvring	8
6.2 BBC ONTARIO had not proceeded at a safe speed.....	9
6.3 ZHEXIANGYU 48038 had not Kept a Proper Look-out and Taken Proper Action	9
7. Recommendations.....	9

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 0126 on October 1st in 2004, on her way from Shanghai to Massan Port in Korea, the multi-used vessel, named ““BBC ONTARIO”” with Antigua&Barbuda flag, collided with a fishing vessel named “ZHEXIANGYU 48038” from Xiangshan in Zhejiang province, which was fishing in the waters near 32°04'12"N,124°50'36"E. The accident caused “ZHEXIANGYU 48038” sunk at once, and all the seamen fallen into the water. Finally 3 of them were rescued and 10 of them missed.

2. Particulars of vessels

2.1 “BBC ONTARIO”

Name: ”BBC ONTARIO”	GT: 9611
Port of Registry: St.John’s	NT: 4260 t
Call Sign: V2PD8	DWT: 12711 t
MMSI: 304647000	Power: 5400 kw
IMO Number: 9312157	Kind: multi-used vessel
LOA: 138.07m	P&I Club: Steamship Mutual
Breadth: 21.34m	GSM phone: 0151 17401570
Summer Draft: 8.00m	Nationality: Antigua & Barbuda

SCS: Germanischer Lloyd, No.110804

The Owner: Westcoast Shipping Company Ltd c/o Krey Schiffahrts GmbH
&Co.MS “Graf Edzard” KG

The Manager: Krey Schiffahrts GmbH &Co.KG Friesenstrasse 7926789
Leer,Germany

The Operator : Krey Schiffahrts GmbH Friesenstrasse 79,26789
Leer,Germany

2.2 ZHEXIANGYU 48038

Registry No. :	trawl
330225095391	LOA: 35.20m
Kind : fishing boat with	Breadth: 6.30m

Sea Shipyard in Shanghai, destination Massan port in Korea. The vessel carried no cargo, fore draft 3.5 meters and 5.1 meters after, and with 16 seamen on board.

At about 1500, the vessel arrived at Changjiang Kou pilot operation area, and the pilot disembarked the vessel.

At about 1650, the vessel's position was 31°05'48"N, 122°55'48"E, and left the Changjiang Kou Ship Routeing System area, with speed 16 knots, course 059 degrees.

At about 2345 on Sep. 30th, the 2nd officer came to the bridge to be on duty. The wind was 3 from NE and the wave is 2 to SW, and there were many fishing boats around.

At about 2400, the captain left the bridge for his bedchamber. Then the 2nd officer and a sailor were on duty.

At about 0110 on Oct. 1st, "BBC ONTARIO" found "ZHEXIANGYU 48038" fishing in front with fishing lights and green side lights, the bearing 15 degrees on port side and distance 1.1 to 1.3 nautical miles. Then the vessel tried to contact the fishing boats, but there was no response. Further more, there were many other fishing boats with fishing lights, one on port side, two on starboard side and another two in front of her, too.

In the later time, "BBC ONTARIO" began to turn left to give way to "ZHEXIANGYU 48038" and to another two trawling boats. "BBC ONTARIO" was 140 meters away from "ZHEXIANGYU 48038", but to find "ZHEXIANGYU 48038" on the port side of herself when she was clear of the other two boats. "BBC ONTARIO" still turned left and the fishing boats turned right when there was only 70 meters between them. At about 0126, the two vessels collided with each other unavoidably.

When the collision happened, the ARPA radar and the other radar were switched on, one on 3 nautical miles scale and the other shift from 6 to 3 to 1.75 nautical miles scale, and the 2 VHF were on channel 16, and the

navigational lights、 auto-steering and AIS were all switched on, but the course record and VDR were switched off.

5.2 ZHEXIANGYU 48038

At about 0800 on Sep. 29th in 2004, “ZHEXIANGYU 48038” and “ZHEXIANGYU 48039” were going to go fishing near 31°58’N, 124°58’E, and arrived at the destination at about 0700 on Sep. 30th, then they began to cast net. Before the collision, it was about 120 meters between “ZHEXIANGYU 48038” and “ZHEXIANGYU 48039”, and the net was about 300 meters long.

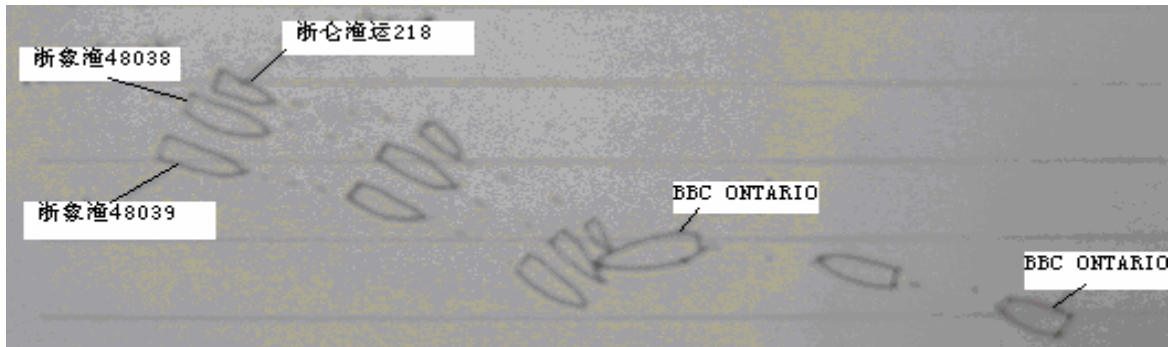
At about 0114 on October 1st, “ZHEXIANGYU 48038” found “BBC ONTARIO” was about 1.81 nautical miles away, when she dragging a fishing net with another parallel boat “ZHEXIANGYU 48039”.

From the GPS, the course of “ZHEXIANGYU 48038” herself was 200° , and speed 3 knts. The course of “BBC ONTARIO” was 45 degrees and speed 15 knts by sight when it was 1.51 nautical miles between them.

At about 0121, “ZHEXIANGYU 48038” connected with “ZHEXIANGYU 48039” by VHF and decided to change course from 200 degrees to 240 degrees when “BBC ONTARIO” was 15 degrees on her port side, course 15 degrees, speed 15 knts, and less than 1 nautical miles away.

After that, the fishing boat contuned to turn right when “BBC ONTARIO” still turning to left, and both of them had not taken any other measures.

At about 0126, “BBC ONTARIO” collided with “ZHELUNYUYUN 218” on the bow after the collision with “ZHEXIANGYU 48038”. After the collision, “ZHEXIANGYU 48038” sank at once, and all the 13 sailors on board the boat fell into the water and only 3 of them were rescued by “ZHELUNYUYUN 218” (Seeing Pic. 2).



Picture 2: the Sketch Map of the Collision between the Two Vessels:

Sailing Line Plan of “BBC ONTARIO”



Picture 3 the sailing plan of “BBC ONTARIO”

At about 0925 on Sep. 30th in 2004, “BBC ONTARIO” left East Sea Shipyard in Shanghai for Massan port in Korea(Seeing the Pic. 3 above).

6. Analysis

6.1 “BBC ONTARIO” Made a Wrong Judgement and Gave an Improper Manoeuvring

“BBC ONTARIO” was a power-driven vessel on sailing, and “ZHEXIANGYU 48038” was a fishing boat engaged in paritrawling. According to CONVENTION OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA,1972, “BBC ONTARIO” should give way to the later one, but she only made an alteration of course instead of taking all available means to determine if risk existed and using good

seamanship to avoid collision, so she had not done what she should do, which caused the collision at last. She broke the provisions of rule 7 about risk of collision、 rule 8 about actions to avoid collision and rule 18 about responsibilities between vessels in CONVENTION OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA,1972.

6.2 BBC ONTARIO had not proceeded at a safe speed

When “BBC ONTARIO” arrived at the fishing area, she found many fishingboats around, but had not proceeded at a safe speed appropriate to the prevailing circumstances and conditions. So she could not take proper and effective actions to avoid the collision and to be stopped in a distance appropriate to the circumstances and conditions. She violated the provisions of rule 6 about safe speed in CONVENTION OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA,1972.

6.3 ZHEXIANGYU 48038 had not Kept a Proper Look-out and Taken Proper Action

As the stand-on vessel, “ZHEXIANGYU 48038” still altered course to right after the give-way vessel had kept out of the way of her. Unfortunately, when the collision risk happened, “ZHEXIANGYU 48038” had not taken the most effective actions to avoid the collision. She violated the rule 17 about action by stand-on vessel in CONVENTION OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA,1972.

What`s more, the fishing boat had not been equipped the necessary communication equipments, so she could not communicate normally with “BBC ONTARIO”. All the above caused the accident finally.

7. Recommendations

This accident, with 10 lives lost, also taught us a severe lesson and told us must pay more attention to safety. Based on this accident, the following recommendations were given:

All the seamen on duty must maintain a proper look-out, and should use all available means to know the environautical milesent around, including the shipping state, and to navigate with cautions especially in narrow waters and fishing area. Whenever and wherever, keep the safety in mind.

All vessels, including fishing boats, must be equipped with necessary navigational instruments and eligible seamen before sail out to make sure that the vessel navigable and the seamen eligible, so as to reduce the marine accidents in maximum probability.