



INTERIM REPORT

Art. 16.2 Law 4033/2011 (art. 14.2 Directive 2009/18/EC)

MARINE CASUALTY SAFETY INVESTIGATION

Collision of F/V ZHE LING YU 91002 with M/T AUSTRALIS

Loss of ZHE LING YU and 6 of her crew members

Marine casualty Safety Investigation

Law 4033/2011 as amended and applies

(summary extract of art. 1.b, 4.1.a & 4.1.b)

The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances that caused the marine accident or incident through analysis, to draw useful conclusions and lessons learned that may lead, if necessary, to safety recommendations or proposals addressed to parties or stakeholders involved in order to take remedial actions, aiming to prevent or avoid future marine accidents.

Points of Interest

- This Interim Report has been prepared by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.
- The Interim Report has been published for the sole purposes of the safety investigation process with no litigation in mind and should be inadmissible to any judicial or other proceedings (administrative, disciplinary, criminal or civil) whose purpose is to attribute or apportion blame or liability.
- The Interim Report only aims to present a concise summary of the events occurred on the 28th of October 2016 that led to a very serious marine casualty.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

Very serious marine casualty

October 2017

HBMCI conducts the safety investigation of the above mentioned marine casualty. The content of this Interim Report is based on current available information and data collected and analyzed during the safety investigation process into captioned marine casualty. The completion of the procedure as defined in relevant legislation may reveal or identify new information, data or evidence and consequently cause changes or amendments in data provided by this Interim Report. Times are quoted in vessel's time (UTC +8).

Marine casualty synopsis

On the 28th of October 2016 at approximately 20:35 M/T AUSTRALIS and F/V ZHE LING YU 91002 collided at the sea area of East China Sea, approximately 80 nm East of Ningbo China. At the time of the collision weather conditions were reported to be moderate sea with a fresh breeze and it was dark.

M/T AUSTRALIS

M/T AUSTRALIS is a 156.914 tons oil tanker, launched in 2003 and at the time of the marine accident she was en route on ballast condition heading to the port of Singapore from Ningbo China. Morning hours of the 28 October 2016 M/T AUSTRALIS completed the discharging operations and the vessel departed from Ningbo at approximately 10:00, whereas at 13:00 she was full away heading to Singapore. At the time of the marine casualty bridge navigational team of AUSTRALIS consisted one OOW and one AB as a Look Out. The OOW took over his watch on 18:00 until 24:00 as the "six on - six off" watch pattern that was followed in port had not been changed yet to the "four on-four off" that was followed during navigation. The AB took over his watch at 20:00 as the look out ABs were following a "four on-four off" watch pattern.

F/V ZHE LING YU

ZHE LING YU was reported to be a 30 meters long fishing vessel operating under Chinese Flag with 6 crew members including her Captain. The vessel was 109 Gross Tonnage, made of steel, and principal dimensions of 2,9m depth and 6m breadth, with one main engine of 136kw, build in 2001. No further details could be obtained.

The casualty

Officer's and AB's watch keeping change over procedure were normally carried out at 18:00 and 20:00 respectively. M/T AUSTRALIS was steaming according to her passage plan, with a course close to 180° and a speed of 13,7 knots. Steering was in automatic mode. AUSTRALIS navigational equipment consisted of two Radars, one X-band and one S-band, one primary and one secondary ECDIS and an AIS and all of them were in operation for the monitoring of her passage.

At approximately 20:19, at pos. Lat: 28° 05.111N, Long: 123° 07.253E, the fishing vessel's target was acquired on the X-band ARPA and according to radar's information it was indicated at the portside bow, at a distance of 4.1 nm, sailing with a speed of 5 knots and a course of approximately 290°. Moreover, the CPA was 0.5 nm passing through AUSTRALIS bow and the AIS system was indicating the ship's MMSI:412419647 without the name or the ship's type. The target was also being monitored visually by the bridge team, and there were no lights observed indicating that it was engaged in fishing, so it was presumed as a power driven vessel underway.

At approximately 20:22 the fishing vessel altered the course to 319° and an alarm was raised upon the target on the ARPA, as CPA was decreased to 0.03nm and the TCPA was 11,5min. At 20:28 the Electronic Bearing Line (EBL) was used on the radar to monitor the target's course. At that time the bearing of the fishing vessel was 167,4° and it was steaming with a course of 319,7° and a speed of 4 knots, whereas CPA was 0,06nm with TCPA at 5,5 min. At approximately 20:30 when the distance of the fishing vessel was 1,2 nm, AUSTRALIS started altering her course from 182° to port by adjusting the course by the autopilot. At approximately 20:32, AUSTRALIS heading was 165° and the fishing vessel's course was 322°, while the distance of the two vessels was 0,64 nm. At that time the CPA was further decreased to 0,04nm and TCPA was 2,2 min, whereas according to the radar images, extracted from the VDR, the fishing vessel was indicated at AUSTRALIS head line. The following images of the radar indicate the fishing vessel at the starboard bow of AUSTRALIS which continued turning slightly to port. At 20:32:46, AUSTRALIS heading was 158° and the fishing vessel was at her starboard bow at a distance of 0,50 nm. At that time the OOW noticed a sudden starboard turn of the fishing vessel towards AUSTRALIS bow. Immediately, he called the Master to the bridge and ordered the AB to put the steering to manual and turn the vessel to starboard. However the AB continued the turning to port. The last navigational data of the fishing vessel from AUSTRALIS radar images before the collision was at 20:33:42 indicating a course of 354,5°, speed 3,7 knots at a distance of 0,23 nm.

The Master rapidly came on the bridge and the crew was alerted and a search & rescue operation was launched. During the S&R operations one open life raft and one lifebuoy both empty had been discovered. The following day the S&R operation was undertaken by the Chinese Coast Guard Authorities and AUSTRALIS was ordered to proceed to a Chinese port. After the collision ZHE LING YU sunk and disappeared from the screen radar of AUSTRALIS approximately at 20:35. As a result of the S&R operations 6 crew members were reported to have been lost and were never found.

Investigation

The safety Investigation and analysis has highlighted contributing and underlined factors that resulted in the examined very serious marine casualty. Such factors are quoted in random order lack of communication, poor navigation, poor bridge performance, application of COLREGS, use of bridge equipment and others as will be listed in the final safety investigation report.

Final safety Investigation Report

A draft safety Investigation report is under preparation and is expected to be finalized shortly and circulated to involved and interested parties for consultation. The final safety Investigation report will subsequently be issued following the consultation period.



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Safety Investigation
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Vessel's Particulars

Name	AUSTRALIS
Flag	GREEK
Registry	CHIOS 411
Ship's type	OIL TANKER
IMO	9284946
Call sign	SXYB
LOA (m)	329.99m
Breadth (m)	60 m
Year & place of built	2003/UNIVERSAL SHIPBUILDING CORPORATION ARIAKE SHIPYARD (JAPAN)
Construction material	Steel
Gross Tonnage	156,914 T
Deadweight	299,095 T
Net Tonnage	98,886 T
Engine / Power	1 DIESEL MAN B&W/25090 KW
Classification Society	ABS
Crew on board	26

Voyage Particulars

Date of arrival in last port	25-10-2016 Ningbo China
Date of departure for next port	28-10-2016 Singapore
Trading Area	International
Cargo on board	BALLAST

Marine Casualty Information

Date & time	28-10-2016, at approx. 20:35
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	night, visibility good, wind force 5 Bf , wind direction North
Location of casualty	80 NM EAST OF NINGBO—EAST CHINA SEA
Damages to ship	No damages—Total loss of Fishing Vessel
Fatalities / injuries	Loss of 6 crew members of the fishing vessel

M/T AUSTRALIS

