



INTERIM REPORT

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

MARINE CASUALTY SAFETY INVESTIGATION

Collision of F/V MIN JIN YU with M/V ANANGEL COURAGE

Total Loss of MIN JIN YU and 8 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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 10th of August 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

August 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 vessels time (UTC +8)

Marine casualty synopsis

On 10 August 2016 at 20:05 M/V ANANGEL COURAGE and F/V MIN JIN YU reported to have collided at the sea area of East China Sea, near Senkaku Islands, approximately 85 nm NE of TAIWAN. At the time of the collision weather conditions were reported to be good and it was dark.

M/V ANANGEL COURAGE

M/V ANANGEL COURAGE is a 205.888 tons bulk carrier, launched in 2013 and at the time of the marine accident she was en route on ballast condition heading to the port of Hedland in Australia. Her last port of call was Nantong in China.

ANANGEL COURAGE was navigated under a "four on - eight off" basis, and more specifically under a navigational pattern of three double watches consisted of the one navigational Officer and one AB as a Look Out.

According to the Safety Management System implemented on board the navigational watches were performed by the 2nd Officer (08:00-12:00 & 20:00-24:00) , the 2nd Officer (12:00—16:00 & 00:00-04:00) and the Chief Officer (04:00-08:00 & 16:00-20:00).

F/V MIN JIN YU

MIN JIN YU was reported to be a 45 meters long fishing vessel operating under Chinese Flag with 14 crew members including her Captain.

No further details could be obtained although officially requested.

The casualty

On the afternoon of 10 August 2016 ANANGEL COURAGE was sailing according to her passage plan, keeping a course close to 190° and running at approximately 11,7 knots. Steering was in manual mode. By that time all her navigational equipment that is two Radars, one X-band and one S-band, one primary and one secondary ECDIS were in operation, for the monitoring of her passage.

At around 19:40, as she was about 5 nm off the Senkaku Islands, the traffic conditions at the navigated sea area were increased mostly due to the fishing vessels fishing at the area.

More specifically, 10 targets were presented on the her starboard bow at a distance of approximately 6nm while four more targets were plotted off her bow at about 3nm that were identified as fishing vessels under operation.

Moreover, another target was plotted close to her bow, that according to the ARPA information, was sailing under low speed keeping a course of approximately 330° and it was identified as a fishing vessel under operation under the name MIN JIN YU. The target was expected to cross ANANGEL COURAGE bow and pass over to her starboard side.

At approximately 1957, MIN JIN YU had gradually reduced her speed and appeared to drift almost under 0.5 knots. ANANGEL COURAGE had slightly altered her course to port by almost 3° keeping the same speed. According to the ARPA data, she was anticipated to pass close to MIN JIN YU with a CPA of approximately 0.28 nm.

At approximately 20:02 according to ARPA information ANANGEL COURAGE was steaming with a COG of 186,4° and a speed of 11,5 knots, while MIN JIN YU was appeared to drift at 0,71 knots. A clear passage was anticipated after almost 4 minutes at a CPA of approximately 0,47 nm.

Nevertheless, at approximately 2004 and while the navigational situation was expected to end without any apparent problems, MIN JIN YU appeared to start navigating on an effort to cross ANANGEL COURAGE bow. ANANGEL COURAGE OOW immediately responded by altering her course to starboard, and by light signalling, however the two vessels collided.

The Master was rapidly called on the bridge and activated the general alarm. Crew was alerted and a search & rescue operation was launched. The incident was also recorded by a near by patrol vessel of the Japanese Coast Guard that took over the S&R mission as be on scene commander. However, later on the S&R operation was undertaken by the Chinese Coast Guard.

Seconds after the marine accident MIN JIN YU sunk and disappeared from the screen radar of ANANGEL COURAGE. As a result of the prompt S&R actions 6 crew members were recovered from the sea, however 8 crew 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 ;

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.



**Marine casualty
Safety Investigation
Law 4033/2011 as amended and
applies**
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4.1.a & 4.1.b)

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Vessel's Particulars

Name	ANANGEL COURAGE
Flag	GREEK
Registry	Piraeus 12161
Ship's type	Bulk Barrier
IMO	9593218
Call sign	SVBR6
LOA (m)	299.92 m
Breadth (m)	50.05 m
Year & place of built	2013
Construction material	Steel
Gross Tonnage	106727
Net Tonnage	
Engine / Power	
Classification Society	Lloyd's Register LR
Minimum safe manning	11
Crew on board	19

Voyage Particulars

Date of arrival	11-02-2016
Trading Area	International
Cargo on board	BALLAST

Marine Casualty Information

Date & time	10-08-2016, at approx. 20:05
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	NIGHT time, visibility good, wind force 3-4 Bf, wind direction variable
Location of casualty	85 NM NE TAIWAN—EAST CHINA SEA
Damages to ship	No damages—Toatal loss of Fishing Vessel
Fatalities / injuries	Loss of 8 crew of fishing vessels

B/C ANANGEL COURAGE

