



# Bundesstelle für Seeunfalluntersuchung

## Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of  
Transport and Digital Infrastructure

Federal Bureau of Maritime Casualty Investigation, P.O. Box 30 12 20 • 20305 Hamburg

### Office building

Bernhard-Nocht-Str. 78  
20359 Hamburg  
Tel.: + 49 (0) 40 31 90 – 0  
Fax: + 49 (0) 40 31 90 – 83 40  
[posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de)  
[www.bsu-bund.de](http://www.bsu-bund.de)

**Your reference**  
Your message from

**My reference**  
(please state on reply)  
250/11

**+ 49 (0) 40 31 90 – 0**

**Date**

**E-Mail: [posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de) 31 March 2014**

### Press Release 6/14

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 250/11 was published on 31 March 2014. The report deals with the collision involving the CCNI RIMAC and the CSAV PETORCA on 21 June 2011 in the area of the approach to the deep water port of Yangshan (China)

Upon request the report will be forwarded. Alternatively this report – as well as all previous reports – is available on the website <http://www.bsu-bund.de> and can be downloaded.

### Short version:

Serious marine casualty – collision involving a German and a Liberian registered container vessel

On 21 June 2011 a collision involving the German-flagged CCNI RIMAC and the Liberian-flagged CSAV PETORCA occurred in dense fog at the edge of the buoyed approach to the deep-water port of Yangshan (China). The PETORCA was only slightly damaged

at the bulbous bow. As a consequence of the collision the RIMAC experienced water ingress in a cargo hold and lost cargo. However, she remained buoyant and was able to return to the port. There was no injury to persons and no environmental pollution.

The investigation report was published on 31 March 2014 by the Federal Bureau of Maritime Casualty Investigation and can be downloaded on [www.bsu-bund.de](http://www.bsu-bund.de).

## **Long version:**

Serious marine casualty – collision involving CMV CCNI RIMAC and CMV CSAV PETORCA on 21 June 2011 in the area of the approach to the deep water port of Yangshan

At 1153 on 21 June 2011 a collision occurred between the German-flagged container vessel CCNI RIMAC and the Liberian registered container vessel CSAV PETORCA in the Hangzhou-Bay at the edge of the buoyed approach of the deep-water port of Yangshan. Fog and varying visibilities between about one and two nautical miles prevailed.

The RIMAC had sailed out of the port of Yangshan about 1,5 hours before. She then followed the course of the “Yangshan Gang Main Channel” in an easterly direction. The PETORCA sailed to the port on an opposite course. At 1148 the Vessel Traffic Services (VTS) advised the PETORCA that she was located outside the fairway and a vessel was coming up in the fairway. The PETORCA informed the VTS that she was fully aware of this and that she intended to immediately return to the fairway and insofar to its northern part after the outbound vessel had passed. The name of this vessel was not mentioned, but it was certainly the RIMAC.

Regardless of the aforementioned exchange of information between the PETORCA and the VTS the RIMAC called the VTS about 15 seconds later and asked what the upcoming vessel intended. The PETORCA heard this query and felt that she was addressed and asked the RIMAC at 1150 to maintain her course. She would alter her course slightly to port. The PETORCA, without an explicit statement, had the clear intention that both vessels encounter each other “green-to-green”. The RIMAC obviously misunderstood the request of the PETORCA since she responded with “okay”, but combined it with the announcement to move to starboard. However, this misconception was not recognized by the PETORCA. She responded with a short “thanks” to the master. RIMAC immediately started with the announced course alteration to starboard after this radio communication. The PETORCA altered her course slightly to port. Shortly afterwards the vessels came within sight of each other at a distance of about 0,8 nm. Up to this time they had only observed each other by radar. However, they didn’t manage to prevent the collision at 1153 which was caused by the opposed evasion manoeuvres.

The PETORCA hit the port side superstructure of the RIMAC with her forecastle and subsequently scratched against several stacks of containers stowed in front of the superstructure. As a consequence of the collision the RIMAC experienced water ingress through a hole at the port side of cargo hold 5. However, the water ingress did not compromise the buoyancy. 26 containers of the vessel fell overboard. The PETORCA sustained merely minor damages at the forecastle and the bulbous bow. There were no injuries to persons and no environmental damage.

The VDR recordings of the RIMAC were the essential source of information within the framework of the investigation. The audio recordings of the vessel allowed particularly for the evaluation of the radio communication between the RIMAC and the PETORCA in the time before the collision. Thereby the knowledge gained within the framework of other investigations so far has been able to confirm that manoeuvre agreements for the prevention of collisions are problematic. They are, due to several reasons, subject to misunderstandings.

Since these lessons were already subject of investigations, inter alia, of the BSU a publication of safety recommendations seems not necessary. Since the situation on the bridge of the PETORCA could not be clarified in detail due to the fact that the VDR-recordings of this vessel were not made available to the BSU, the BSU limits itself to the publication of a summary investigation report.

Volker Schellhammer  
Director of the Federal Bureau