

SYNOPSIS

At about 0209 (UTC) on 13 June 2000, the Panamanian-registered container ship *MSC Sabrina* collided with the Netherlands-registered fishing vessel *Concordia*. Fifteen minutes later, *MSC Sabrina* collided with the UK-registered refrigerated cargo ship *Wintertide* at the junction of the Off Vlieland and Off Texel TSS off the Netherlands. The MAIB was informed of both accidents that day, and an investigation into the collision between *Wintertide* and *MSC Sabrina* was initiated. The collision between *MSC Sabrina* and *Concordia*, neither of which were UK-registered, has not been investigated.

Wintertide and *MSC Sabrina* were heading south-south-west in a traffic lane in restricted visibility; *MSC Sabrina* was overtaking *Wintertide* with a speed advantage of about 5 knots. *Concordia* was on passage from Den Helder to her fishing grounds and was crossing the traffic lane from the south-east. The collision between *Wintertide* and *MSC Sabrina* occurred after *Wintertide* altered course to follow her planned track into the Off Texel TSS which put the vessels on a collision course.

Contributory causes included:

- *Wintertide's* OOW rigidly adhering to the planned navigation track;
- The inaccurate radar plotting and monitoring of *MSC Sabrina* by *Wintertide's* OOW;
- *MSC Sabrina's* OOW failing to maintain a proper radar lookout;
- *MSC Sabrina's* speed, which is considered to have been inappropriate, given the prevailing visibility.

Additionally, neither master was called, nor were additional lookouts posted, when the vessels entered restricted visibility.

There are several lessons to be learned from this incident regarding the actions of the OOWs and their deviations from established procedures, company orders, and regulations. The recommendations made aim to promote greater compliance with standing instructions.