

# FU SHAN HAI

IMO No: 9056002 BULKER 1995 / 38603 GT

## COMPANY:

COSCO Bulk Carrier Co. Ltd.  
(COSBULK), China

## YARD INFORMATION:

Jiangnan Shipyard  
Shanghai (China) 2208

## DEMOLITION:

Sunk after collision,  
31 May, 2003



Delaware River 16/6/1999 © J. Curdy

## BASIC DATA:

GT: 38,603  
DWT: 69,973  
Length: 225 m  
Beam: 32.2 m  
Draught: 13.6 m  
Engine: 1 x oil B&W  
Power: 8,466 kW  
Speed: 14.2 kn

## OWNER & FLAG HISTORY:

FEN JIN HAI 2000-05-12 LRF  
Flag Date of record Source  
China Peoples's Republic 2000-05-12 LRF  
Registered owner Date of record Source  
COSCO BULK 1998-01-01 LRF  
Ship manager Date of record Source  
COSCO BULK 1995-01-01 LRF

## EX-NAMES:

FU SHAN HAI	1995-03	COSCO Bulk Carrier Co. Ltd., China
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## GENERAL VESSEL INFORMATION:

**2003: MV FU SHAN HAI (Chinese: 富山海) was a Chinese bulk carrier which on 31 May 2003 was involved in a collision with the Polish container ship GDYNIA north-west of the Danish island of Bornholm in the Baltic Sea. Later the same day FU SHAN HAI sank in 69 metres (226 ft) of water. At that moment, she was the biggest ship to be sunk in the Baltic Sea.**

**FU SHAN HAI was built at the Jiangnan Shipyard, Shanghai, in 1994, and operated by the COSCO Bulk Carrier Company, a Chinese state-owned enterprise for large scale international dry and bulk cargo shipping.**

### The collision

**The FU SHAN HAI had sailed from Ventspils, Latvia, on the afternoon of 30 May having taken on a load of 66,000 tonnes of fertilizer.** At 11:45 the next day she was sailing just north of the Danish island of Bornholm in clear weather when she observed visually and by radar another vessel, the GDYNIA, 7 nautical miles (13 km; 8.1 mi) distant on a converging course. The GDYNIA, a 3,930 ton container ship operated by Euroafrica Shipping Lines of Poland, but registered in Limassol, Cyprus, had sailed from Gdynia, Poland, late on 30 May on a voyage to Hull, England.

At 12:00 the GDYNIA, now at a distance of 4 nmi, reduced speed, and at 12:09 altered course to starboard in order to pass astern of the FU SHAN HAI. In fact she was now on a collision course. At 12:10 hours, the master of FU SHAN HAI gave several short blasts of the ships whistle as a warning. There was no response, so the ship stopped her engines, in an attempt to avoid a collision, but did not change course. **At 12:18 hours, at position 55°20.8'N 014°44.26'E Coordinates: 55°20.8'N 014°44.26'E the GDYNIA struck FU SHAN HAI squarely on the port side driving her bows into the ship between holds 1 and 2. After the collision FU SHAN HAI made for shallower waters, but was unable to steer. As water poured into the ship, the bows began to sink.** At 12:37 FU SHAN HAI broadcast a mayday on Channel 16, and the lifeboats were lowered in readiness. **The ship was abandoned by 13:50, and finally sank at 20:49 hours.** Gdynia returned to port having suffered damage to her bows. There were no injuries

#### **The investigation**

The Division for the Investigation of Maritime Accidents of the Danish Maritime Authority investigated the incident, and noted that the 2nd Officer, who was in charge of GDYNIA, failed to take appropriate measures to avoid a collision. The master of FU SHAN HAI was also criticized for not changing course or putting his engines into reverse. Neither ship used their VHF marine radios to communicate their intentions. A hearing held at Rønne on 12 December 2005 ruled that GDYNIA was solely liable for the collision and the owners were ordered to pay damages totalling 107 million Swedish kronor (equivalent to about US\$16.2m).

(Source: [http://en.wikipedia.org/wiki/MV\\_Fu\\_Shan\\_Hai](http://en.wikipedia.org/wiki/MV_Fu_Shan_Hai))

#### **Report by [www.cargolaw.com](http://www.cargolaw.com) about the collision between FU SHAN HAI and GDYNIA**

70,000gt Chinese bulk carrier M/V FU SHAN HAI (built 1995), Ventspils, Latvia, for China with 27 crew & fertilizer, in collision with Cyprus-registered, Polish based freighter M/V GDYNIA north of Danish island of Bornholm in Baltic, 1030 GMT May 31, 2003 -- clear mild weather & calm sea. GDYNIA was apparently overtaking the bulk carrier when the two hit. Series of explosions on M/V FU SHAN HAI probably due to gases caused by chemical reactions in the 66,000 tons of fertilizer in contact with seawater-- M/V FU SHAN HAI, sank. (Source: [www.cargolaw.com](http://www.cargolaw.com) May 31 2003)



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Gothenburg, Aug 5 A local court at Roenne, Bornholm, Denmark, has sentenced a Polish seaman from the collision between general cargo GDYNIA and bulk FU SHAN HAI north of Bornholm in August last year. The low fine of DKK 3,000, approximately EUR 403, is explained by the fact that the seaman confessed and explained at an early stage of the investigation. He was fired from his job directly after the incident and thereafter has been unemployed. FU SHAN HAI sank after the collision at a depth of 60 metres and is still there. The salvage cost DKK 36 million, EUR 4,8 million. Westax Marine Services AB.

(Source: [http://www.lib.unipi.gr/files/Lloyds\\_Casualty\\_Week/2004/Casualty\\_Week\\_Aug\\_20.pdf](http://www.lib.unipi.gr/files/Lloyds_Casualty_Week/2004/Casualty_Week_Aug_20.pdf))

**A video showing last minutes of FU SHAN HAI** → (<https://www.youtube.com/watch?v=56VdMTTlgjY>)

**A video showing wreck diving to FU SHUN HAI** → <https://www.youtube.com/watch?v=9HEJC8zKVso>)

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