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GOVERNMENT OF PAKISTAN
MINISTRY OF MARITIME AFFAIRS
DIRECTORATE GENERAL PORTS & SHIPPING



Karachi, 03RD March, 2026.

FINAL INVESTIGATION REPORT

Subject: Collision between Fishing Boat *Al Shabaz* and MV KANG HUAN in Karachi Port Channel

1. Reference

- 1.1 Master's Report of MV KANG HUAN.
- 1.2 Pilot's Report submitted by KPT Pilot.
- 1.3 Statement of Nakhuda (Boat Skipper) of Fishing Boat *Al Shabaz* (Urdu – translated).
- 1.4 Interview conducted with the Nakhuda.(Boat Captain)

2. Introduction

- 2.1 This report presents the findings of the investigation into the marine casualty involving collision between the bulk carrier MV KANG HUAN and fishing boat *Al Shabaz* within Karachi Port navigational channel during night pilotage.
- 2.2 The investigation was conducted to determine the sequence of events, identify causal and contributory factors, assess compliance with navigational safety requirements, and recommend systemic corrective measures.

3. Location, Date and Time

- 3.1 On 23rd January , 2026 at 0125 Hrs. (as recorded in the Master's Report and Pilot's Report).
- 3.2 The incident occurred within Karachi Port Channel in the vicinity of Manora Lighthouse.
- 3.3 The collision took place during night hours on the date and time specified in the Master's and Pilot's Reports.
- 3.4 At the time of occurrence, the vessel MV KANG HUAN was navigating under compulsory pilotage within the designated navigational channel.

4. Particulars of Vessels

4.1 **Merchant Vessel:** MV KANG HUAN (Deep-draft Bulk Carrier under pilotage).

4.2 **Fishing Boat:** Al Shabaz (Local fishing vessel).

5. Comprehensive Description of the Incident

5.1 On the stated date and time, MV KANG HUAN was inbound (as per report) navigating through Karachi Port Channel under the conduct of a licensed KPT Pilot.

5.2 The channel is narrow and restricted, requiring precise helm and engine movements, particularly for deep-draft vessels with limited maneuverability and stopping distance.

5.3 During transit in the vicinity of Manora Lighthouse, the vessel encountered an anchored fishing boat (*Al Shabaz*) positioned in close proximity to the navigational channel.

5.4 Investigation established that:

- a) The fishing boat was anchored unauthorized near the channel limits.
- b) The boat was disabled due to repair work.
- c) The boat was not exhibiting proper navigation lights during night hours.
- d) The Nakhuda (Boat Captain) was not present onboard.
- e) Eleven (11) fishermen were onboard at the time.

5.5 Environmental and operational constraints present at the time included:

- a) Strong ebb currents setting vessels toward Manora Lighthouse.
- b) Restricted channel width with minimal sea room for alteration of course.
- c) Heavy crossing traffic between Keamari Jetty and Manora Jetty, including leisure and pleasure crafts.
- d) Glare and light reflections from South Asia Pakistan Terminals (SAPT), adversely affecting night vision and visual contrast for approaching pilots.
- e) Presence of other unauthorized fishing boats anchored near channel limits.

5.6 Due to the combined effect of strong current, restricted maneuvering space, night conditions, and proximity of the unlit anchored boat, collision occurred between MV KANG HUAN and *Al Shabaz*.

6. Casualties and Rescue Operations

6.1 A total of eleven (11) fishermen were onboard the fishing boat.

6.2 Four (04) fishermen tragically lost their lives.

6.3 Seven (07) fishermen were rescued alive without reported injuries.

6.4 Rescue operations were promptly undertaken by Pakistan Maritime Security Agency (PMSA).

6.5 The Harbour Master, Karachi Port Trust, remained present and actively supervised the rescue and coordination efforts throughout the operation.

6.6 Assistance was also rendered by fishing boat *Al Shoaib*, owned by the same owner as *Al Shabaz*.

6.7 Financial compensation was paid by the merchant vessel to:

- a) Legal heirs of the deceased fishermen.
- b) Owner of the fishing boat for damages sustained.

7. Compensation and Welfare Measures

7.1 As per interview conducted with the Nakhuda (Boat Captain) and confirmation from concerned parties, the legal heirs of the four (04) deceased fishermen have been paid compensation amounting to **Rs. 2,500,000/- (Twenty-Five Lakh Rupees) each** by the merchant vessel interests.

7.2 However, considering the gravity of the incident, loss of life, and prevailing compensation standards in similar maritime casualties, it is assessed that compensation of **not less than Rs. 3,000,000/- (Thirty Lakh Rupees) per deceased fisherman** would be appropriate and equitable.

7.3 It is therefore recommended that Karachi Port Trust (KPT) may ensure that the **balance amount of Rs. 500,000/- (Five Lakh Rupees) per deceased fisherman** is paid to the respective legal heirs at the earliest.

7.4 Furthermore, it has been conveyed that the Fishermen Cooperative Society (FCS) has agreed in principle to extend welfare assistance to the families of the deceased fishermen under its welfare fund scheme.

7.5 The boat owner, Mr. Ameer Hussain, is advised to formally apply to the Manager, Fishermen Cooperative Society, without delay for processing and disbursement of applicable welfare funds in favor of the affected families.

7.6 Timely disbursement of the remaining compensation and welfare assistance shall not only provide financial relief to the bereaved families but also reinforce confidence in institutional support mechanisms following maritime casualties.

8. Findings

8.1 The fishing boat was anchored unauthorized in close proximity to the navigational channel.

8.2 The fishing boat failed to display proper navigation lights as required under applicable collision prevention regulations.

8.3 The Nakhuda was absent from the vessel, indicating lack of command supervision and watchkeeping.

8.4 The boat was disabled and therefore vulnerable to anchor dragging under strong currents.

8.5 Deep-draft vessels navigating Karachi Port Channel have restricted maneuverability and limited options for collision avoidance due to narrow channel width and hydrographic constraints.

8.6 Shore lighting glare from terminal installations reduced night visual effectiveness.

8.7 Lack of strict enforcement against unauthorized anchoring within port limits remains a systemic safety concern.

9. Cause of the Accident

9.1 The primary cause of the collision was:

Unauthorized anchoring of an unlit and disabled fishing boat in close proximity to the navigational channel during night hours.

9.2 Contributory factors included:

- a) Strong ebb current.
- b) Restricted channel width.
- c) Reduced night visibility due to terminal lighting glare.

- d) Absence of effective monitoring and enforcement against unauthorized anchoring.

10. Conclusions

10.1 The casualty was preventable.

10.2 Unauthorized anchoring within port channel proximity presents a continuing and significant risk to safe navigation.

10.3 Systemic improvements in traffic monitoring, enforcement, and community awareness are urgently required.

11. Recommendations

11.1 Activation of Port Security Force (PSF)

- a) Immediate and full operational activation of Port Security Force both land-side and sea-side.
- b) Strict prohibition and enforcement against unauthorized anchoring near channel limits.
- c) Prevention of unauthorized crossing of the navigational channel.

11.2 Installation of Vessel Traffic Management System (VTMS)

- a) Karachi Port Trust shall expedite installation and operationalization of a comprehensive Vessel Traffic Management System (VTMS) covering entire port limits.
- b) The VTMS shall provide:

Radar surveillance coverage

AIS integration

Real-time traffic monitoring

Early warning of channel obstructions

Recording and playback capability

- c) Installation of VTMS is strongly recommended in line with observations and compliance requirements under the International Maritime Organization Instruments Implementation Code (IMSAS Audit framework).

- d) VTMS will significantly enhance situational awareness, regulatory enforcement, and prevention of unauthorized anchoring.

11.3 Communication & Warning Measures

- a) Regular loudspeaker announcements during berthing, unberthing, and channel transit.
- b) Sharing vessel schedules with fishing community.
- c) Immediate VHF and public announcement in case of unscheduled vessel movements.

11.4 Patrol and Escort Measures

- a) Regular sea patrols near channel limits and Manora Lighthouse.
- b) Escorting deep-draft vessels during transit through high-risk segments. 11.5

Capacity Building of Fishermen Community

- a) Conduct structured safety awareness programs.
- b) Educate fishermen on risks of anchoring near channels.
- c) Highlight consequences of collision, legal liabilities, and loss of life.
- d) Institutionalize regular coordination meetings with fishing associations.

12. Strong Advisory

12.1 The tragic loss of four lives emphasizes the urgent need for regulatory enforcement and modernization of traffic monitoring systems within Karachi Port.

12.2 Immediate activation of Port Security Force and expeditious installation of VTMS are essential to prevent recurrence of such accidents.

12.3 Failure to implement these measures may expose port operations to continued navigational hazards and reputational risks.

13. Closing :

This report is issued with the approval of Director General Ports & Shipping Karachi to discharge the statutory duty of the DGPS under Section 470 & 471 of MSO 2001 and international conventions. Its purpose is to ascertain the causes of this tragic loss of life and to prescribe necessary corrective and preventive actions to safeguard lives at sea and improvement of Safety of Navigation to prevent recurrence.

The Directorate General Ports & Shipping expects full and timely compliance with the above recommendations from Karachi Port Trust (KPT) , .



(Capt. Rafaqat Hussain)
Chief Nautical Surveyor