



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No.25-19011/6/2020-NT-DGS

Date:06.11.2023

Casualty Circular - 04 of 2021

Sub.: Loss of lives due to sinking of tug

An Indian tug, which was designated as a support vessel at the Single Point Mooring (SPM) of the M/s.Mangalore Refinery and Petrochemicals Limited (MRPL). The SPM is located about 9.5 NM, off the port of New Mangalore. On 15 May 2021, the tug while on its passage from SPM to the harbour, with 8 personnel on board lost contact with the port control room at about 09:45 hrs on 15 May 2021. The tug never reached the harbour and had capsized due to the impact of the cyclone 'Tauktae'. The capsizing of the tug was sudden, not giving adequate time to personnel to abandon the tug due to which out of the eight personnel onboard, only three survived. The bodies of three personnel have been recovered and the remaining two could not be found. This Inquiry has identified that the said tug was not appropriately manned as per the safe manning requirements and was deployed for SPM operation on May 13 - 14, 2021, which was despite the threat of cyclone 'Tauktae' which had been intensifying in the preceding days and was done in disregard to the repeated warnings issued by the Indian Meteorological Department (IMD).

Causal Factors:

1. In adequate understanding of the weather conditions and risks due to same.
2. Disregard to IMD weather advisories
3. In adequate communication and interface of the SPM operator and the port authority
4. In appropriate manning of the tug, as it was manned for harbour manning while it was operating at SPM which is about 9.5 nm from shore

Action Taken:

1. Three survivors who swam ashore were provided necessary support
2. Search for missing personnel was undertaken
3. Owners arranged salvage team, which recovered three bodies from the tug.

9वीं मंज़िल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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Lessons Learnt:

1. Weather forecast is to be taken into account and based upon the vessels size and other factors operating envelope is to be ascertained. Further, vessel is to be taken to safe area well in time.
2. SPM operator and port authority need to work closely, and need to take decisions based upon safety of lives and property, prior to commercial considerations
3. SPM operator needs to closely monitor vessels in the area, especially small vessels.
4. Should be manned as per the applicable safe manning issued to the vessel, at no time the manning level should be lower than the required minimum safe manning levels.



(Capt. Vikram Singh Manhas)
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To,
All stakeholders through DGS website.