



सत्यमेव जयते

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 - 06 of 2021

Sub.: Sinking of Tug due to cyclone Tauktae, resulting in 11 loss of lives

Summary of Incident:

The India flag tug was built in 1983, which was engaged in towing of an accommodation work barge from Mumbai High to Mumbai. Due to 'extremely severe cyclone' 'Tauktae' on 15 May 2021, PM hrs the tug towed an accommodation work barge from Mumbai High and arrived Alibaug anchorage on 16 May 2021 PM hrs, and around 22:30 hrs dropped her anchor. Due to deteriorating weather conditions, vessel started to drag anchor, around 0030 hrs the master called for both the main engines as well as windlass power, however the tug was not able to pick up its anchor due to the prevailing rough weather conditions. He vessel continued to drag as the weather conditions. At around 0500 hrs second engineer notices water ingress in steering gear compartment, he commenced pumping out using the bilge pump. Water ingress was observed from the vent pipes, skylight, access hatch, and water level were observed to rise continuously. Ships crew took number of steps to reduce water ingress, however as the weather conditions deteriorated the water ingress also kept on increasing, and vessel also started rolling excessively. In view of the situation, around 1800 hrs master gave abandon ship orders, however due to list and weather conditions liferafts could not be reached, hence all 13 persons abandoned by jumping in water as the vessel slowly sunk (stern first). However, only one AB and second engineer were able to get hold of one liferaft which was found floating in the vicinity, while remaining 11 crew members lost their lives. Further investigation revealed that the vessel was without chief engineer, as chief engineer was signed off from vessel on 3 May 2021 without reliever.

Causal Factors:

1. In adequate manning on board, as chief engineer was not on board
2. Poor condition of vessel, causing ingress of water in steering compartment.
3. Delay in abandoning the vessel, which resulted in crew unable to use liferafts and has to jump in water as the vessel sunk

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4. In adequate understanding and assessment of weather conditions
5. In adequate handling of emergency situation

Action Taken:

1. Tried to pump out the water using bilge pump
2. Tried to isolate the steering compartment to contain the water ingress
3. Crew used engines to control the drag

Lessons Learnt:

1. Vessel should be manned as per the minimum safe manning issued to the vessel
2. Vessel should be maintained in as per the applicable requirements

Abandon ship if required, should be made in due time wherein the rescue crafts provided can be used by the vessel.



(Capt. Vikram Singh Manhas)
Dy. Nautical Adviser cum Sr. DDG (Tech.)

To,
All stakeholders through DGS website.