



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 - 07 of 2021

Sub.: Sinking of Tug in Andaman Sea

**Summary of Incident:**

On 22 Jun 2021 at 1340 hrs, tug sailed out from Port Blair for Hut Bay, Little Andaman Island towing pontoon barge. The Tug was manned with 8 officer and crew, and also had one company representative on board. Around 2300 hrs wind picked upto to 40-45 kts from SWly direction, due to which tugs speed was reduced to about 2.5 kts, however the tug started rolling violently, and around 0330 hrs the engine stopped. Further, it was found that the mooring ropes on deck had fouled the propeller, all attempts to restart the engine failed. Thereafter, it was observed that there was water ingress in engine room, and water level was rising. Due to excessive rolling chief engineer slipped in the engine room and was taken out with the help of crew members. In view of the circumstance at around 0430 hrs vessel was abandoned and crew went to the barge for refuge. Thereafter, a Tug and ICG vessel went towards the site for providing assistance. ICG vessel reached around 1500 hrs and rescued one of the person who received minor injury while abandoning the vessel. Tug arrived at site and rescued all remaining personnel.

Thereafter, Tug was arranged to tow the partly sunk tug and barge, however upon arrival it was found that the tug as not seen, and had sunk in position 11 16.9 N, 093 01.2 E. The barge was towed safely to port.

**Causal Factors:**

1. RSV 3 vessel, which is not certified for operation in foul weather conditions
2. Vessel was undertaking towing operation but was not manned with crew having towing experience.
3. In adequate securing on deck
4. In adequate weather monitoring

**Action Taken:**

1. ICG vessel arrived at site for providing assistance

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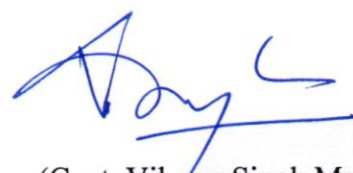
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2. Owners arranged tug for rescuing crew who taken refuge on the barge
3. Owners arranged for towing of the barge to a port

**Lessons Learnt:**

1. Vessels should be secured properly prior proceeding to sea.
2. All operational or weather limitations should be strictly adhered to
3. Weather forecast should be obtained prior port and due action taken basis vessel operational limitations if any
4. In case of any exigency, to take action as per the companies emergency response plan



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

To,  
All stakeholders through DGS website.