



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:03.11.2023

**Casualty Circular - 02 of 2021**

**Sub.: Loss of lives of Indian Fishermen due to merchant vessel colliding with fishing boat**

**Summary of Incident:**

On 13 Apr 2021, a Singapore flag container ship, on voyage from Singapore to Jawaharlal Nehru Port, Mumbai, while in Arabian sea at position about 42 nm off Mangalore, had a collision with an Indian fishing vessel. The accident resulted in the immediate capsizing of the fishing vessel and out of the fourteen fishing vessel crew members, only two fishing vessel crew members could be saved. Bodies of six fishermen were recovered, and remaining six fishing vessel crew members were not found.

On the fateful night after the collision, duty officer called the Master, who immediately saved the VDR data and called the Indian Coast Guard (ICG), raised a distress alert message, and turned the vessel to return to site. Extra lookouts were posted, unlit boat was sighted in capsized position and two crew members were seen holding on to the fishing boat. The fishing boat crew members (two) were rescued, and upon getting the information that there were 14 crew on board the fishing vessel, merchant vessel contacted the ICG / MRCC and requested SAR assistance.

ICG commenced the SAR operations early AM hrs on 13 Apr 2021, wherein the said merchant vessel along with two other merchant vessel continued with SAR operations. At around 10:35 hrs the fishing vessel crew members (two) accommodated on board were handed over to the ICG. Diving team arrived at site, however no survivors were found, and the fishing boat (capsized condition) which was secured sunk at around 0745 hrs on 14 Apr 2021. Bodies of 6 fishermen were found and remaining six fishing boat crew members bodies were not found.

In this case the merchant vessel was overtaking the fishing boat, and the officer of the watch had sighted the fishing boat and had also acquired on the radar, however, did not action required to keep clear of the fishing boat which was also being overtaken.

**Causal Factors:**

1. Non-compliance with Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs)

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2. Failure to comply with company's SMS procedures in regarding to maintaining minimum CPA and TCPA
3. Failure to comprehend the situation vis-s-vis the size manoeuvrability of own vessel, and action required to ensure safe passage off the fishing boat.
4. Failure of the bridge as in addition to the officer of the watch, the lookout posted (AB) also did not report nor inform the officer of the watch regarding the developing situation

**Action Taken:**

1. Duty officer immediately reported the collision to the Master
2. Master turned the vessel and came back to the site for providing assistance
3. Master raised distress alert and reported to ICG / MRCC
4. Two crew members of the fishing vessel were rescued and handed over to ICG
5. Divers were called to look for survivors in the bat which was in capsized condition

**Lessons Learnt:**

1. Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs), should be fully complied with all times to ensure safe passing of other vessels
2. Bridge teams should be well aware of the limitation in manoeuvring characteristics of the vessel due to its size and should take same into cognisance when deciding upon action required.
3. There should be positive and open communication between all members of the bridge team at all times.



03/11/2013

(Capt. Harinder Singh)  
Nautical Surveyor cum DDG (Tech.)

To,  
All stakeholders through DGS website.