



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 2022

#### Sub.: Sinking of Vessel off the coast of Mangalore India.

#### Summary of Incident:

Vessel was a 32 years old, Belize flag general cargo vessel which was on a voyage from Tianjin, China to Beirut, Lebanon, with a cargo of steel coils, with bunking at Port Klang, Malaysia. Upon departure China there was reported water leakage from rudder carrier bearing in the steering flat, which was being pumped out. On 16 Jun, bosun reported leakage from shipside in #2 cargo hold, which was reported by master to the owners. Vessel was continuously managing the water ingress in the cargo hold by trying to reduce the ingress and pumping out the water. On 17 Jun, vessel anchored about 20 nm off Mangalore port awaiting instructions from the owners, and on 19 Jun, vessel proceeded towards Mangalore port but was denied entry, and thereafter it again anchored about 9.0 nm off the Mangalore port. On 21 Jun when water ingress was unmanageable, master moved the vessel close to shore line and ran aground the vessel. Distress alert was raised on 21 Jun 13:10 hrs thereafter all 15 crew members were rescued by Indian coast guard. Subsequently, Indian authorities coordinated with stakeholders to have the fuel oil on board removed from the vessel.

#### Causal Factors:

1. In adequate maintenance being carried out on the vessel.
2. Poor condition of the vessel of the vessel, leading to water ingress in steering flat and #2 cargo hold.
3. In adequate action taken by the classification society of the vessel.

#### Action Taken:

1. Vessel's crew took various steps to minimize the water ingress and continuously carried out pumping out of the water.
2. In adequate support from owner of the vessel
3. All lives were rescued, by Indian coast guard, once distress alert was raised by the vessel.
4. All fuel oil remaining in bunker tanks was extracted to ensure no threat to environment

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**Lessons Learnt:**

1. Owners of the vessel should provide required shore support to the vessel
2. Classification societies should ensure that vessels are maintained to the required standards and are seaworthy



03/11/2023

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

To,  
All stakeholders through DGS website.