



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 - 03 of 2022

Sub.: Chief officer fell overboard as was stuck by gantline controlling the crane hock

Summary of Incident:

The vessel called on OPL Galle on 31.07.2022 for landing and receiving ship's spare from service boat. At around 19.45 hrs, after picking up stores, vessel was underway and waiting to pass the invoice after getting it signed from the master. Chief officer was on main deck starboard side near No.5 hatch cover along with deck crew for supervision the store transfer.

After receiving the ship's spare, No. 4 crane was supposed to be secured. The crane hock was swinging due to weather conditions, due to which it was being controlled by two gantlines, one on the starboard side and another on the port side, which were held by crew members, in additions lifting sling which was hocked on the crane hock, was held by chief officer after passing through the Panama chock. The port side gantline was slack, due to position of the swinging crane hock, as the hock started to move the line got stuck on one of the fittings, and as the weight came on the line, it hit the chief officer and dragged the chief officer to the ship side railings. Further as the hock was swing out, the line lifted up and chief officer who was holding the line ended up lifting up with the line and was positioned overside. Thereafter, as the hock began to swing towards the vessel, chief officer who was overside holding the gantline banged against the shipside and fell overboard.

This around 20:00 hrs. MOB marker was released, lifebuoy was released, MRCC Colombo was informed, search and rescue operation was commenced, MOB distress message was sent. MRCC Colombo coordinate SAR operations, however chief officer was not found. SAR efforts continued and were terminated after 72 hrs, and vessel was instructed to continue her voyage.

Causal Factors:

1. Moderately rough weather conditions at the time of the incident.
2. The operation was continued in hours of darkness
3. The Chief Officer appeared to have lost situational awareness and had positioned himself in danger zone.
4. Violent swinging of the crane hock due to the weather conditions.


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

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

Lessons Learnt:

1. The risk assessments should have identified violent swinging of hock, and should have had adequate control measures in place.
2. Company SMS should ensure adequate support to seafarers in ascertaining job hazards
3. The company should ensure that Code of Safe working Practices are followed
4. The crew should have adequate training is hazard identification and mitigation
5. Company should circulate this incident in the fleet to disseminate learnings.



03/11/2023

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

To,
All stakeholders through DGS website.