



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 - 01 of 2022

Sub.: Loss of Life while securing the ships MOT ladder

Summary of Incident:

On 19 Apr 2022, Hong Kong flagged oil tanker completed scheduled part discharge of cargo of CBFS at Berth 01 at JNPT, Mumbai, India on 19.04.2022. Thereafter, as instructed bosun along with other crew members were preparing the vessel for departure, including rigging of the pilot ladder on the sea side (port side) and securing the MOT ladder from the jetty side (starboard side), after all shore personnel had left the vessel.

After rigging the pilot ladder, bosun along with crew members (3 ABs and 1 Cadet), started securing the MOT Ladder. While the MOT ladder was being picked up due to the position of the ladder on the jetty and ship, there are unequal distribution of gangway weight on the outboard and inboard lifting slings, wherein outboard side of the ladder was being handled by a shore person on the jetty, and inboard side was being handled by one of the AB. As the weight came on the line being handled by the shore person he could not hold it and rope become loose, which caused sudden jerk movement of the of the gangway, which resulted in the inboard lifting slings to come off the crane hock and causing the inboard side of the gangway to hit one of the AB, critically injuring him and leading to his instant collapse on deck.

The Master and Ship crew activated the emergency procedures, initiated CPR, medical oxygen was given and AB was transferred to the jetty using the transfer basket (Billy Pough), from where he was shifted to JNPT port hospital by the ambulance, where doctors declared him dead.

Causal Factors:

1. In adequate job planning and risk assessment.
2. In adequate supervision.
3. In adequate communication between the shore personnel, the supervisor (bosun), and the crane operator
4. No safety talk or toll box talk prior commencing the job.

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

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Action Taken:

1. As per the ships emergency procedures, CPR was given
2. Medical oxygen was administered
3. Injured person was shifted to the hospital

Lessons Learnt:

1. Proper risk assessment should be conducted for all tasks
2. Toll box talk should be conducted prior to commencement of the job, where all hazards are to be discussed, and control measure to mitigate them should also be discussed with all personnel involved in the task
3. There should be proper supervisor, who should be in position to oversee the task and give directions to ensure the task is carryout in a controlled manner.

Adequate number of experience personnel should be assigned for the tasks



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

To,
All stakeholders through DGS website.