



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:17.11.2023

**Casualty Circular - 01 of 2017**

**Sub.: Collision between vessel leading to oil pollution in the area**

**Summary of Incident:**

Indian flagged oil tanker arrived at Kamrajar port on 26 Jan 2017 for discharging cargo of clean refined petroleum products. On 28 Jan 2017 early AM hrs, pilot boarded the vessel and it commenced its approach to the port, and at the same time Isle of Man flag LPG Carrier was departing port. The LPG Carrier on its outbound passage, while in the port channel got delayed in turning to port, which lead vessel to come close to one of the channel buoys, and the bridge team lost situational awareness about presence of another vessel i.e the Indian flag oil tanker, with whom a close quarter situation developed. The oil tanker altered course to clear the LPG Carrier, however bow of LPG Carrier collided with the oil tanker at the break of accommodation, breaching the Fuel Oil Tank (Port), Slop Tank (Port) and Water Ballast tank #4 (Port). The LPG Carrier went astern and cleared the vessel, however due to leakage of fuel oil from the breached tank, caused oil pollution on the area. Initially it was reported that oil spilled was about 2 MT or less, however it was ascertained by calculations that about 250 MT of oil may have escaped, causing significant environment impact.

The oil spilled had washed ashore contaminating the coastline and the beaches in the area, and had also contaminated the structures within the port. An extensive clean-up operation was carried out involving all stakeholders, involving Indian authorities, volunteers and international experts.

**Causal Factors:**

1. In adequate navigation of LPG Carrier, led to close quarter situation between the vessels, which resulted in collision.
2. Loss of situational awareness on the LPG Carrier caused the bridge team in taking actions which exacerbated the developing situation, eventually leading to collision.
3. The oil tanker which had a pilot on board could have better monitored the LPG Carrier and could have taken action which may have avoided collision.

**Action Taken:**

1. After collision oil tanker was towed to anchorage.

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2. Oil spill boom was rigged around the vessel after it was anchored.
3. After surveying the vessel, and addressing the concerns raised by Port, oil tanker was berthed for cargo discharging.
4. Oil pollution response carried out as per local laws, and involved authorities, volunteers, and international experts.

**Lessons Learnt:**

1. Convention on the International Regulations for Preventing Collisions at Sea, 1972 should be followed at all times.
2. There should be proper communication between vessels and port control at all times till clear of port waters, keep vessels in the area and port informed about the vessels status.
3. Port control should monitor vessel closely and identify potentially developing close quarter situations and take action accordingly.
4. All vessel approaching port should closely monitor all traffic in the area and identify potentially developing close quarter situations and take avoiding action in due time.



(Capt. Vikram Singh Manhas)  
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To,  
All stakeholders through DGS website.