



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:26.12.2023

Casualty Circular – 05 of 2017

Sub: Flooding of vessel leading to its sinking in Bay of Bengal sea

Summary of Incident:

On 15.07.2017 general cargo vessel bound for Port Blair, India, departed Kolkata with 11 crew members, and with full load of cargo which included TOR sheets, sand in bulk, galvanized corrugated sheets, galvanized iron pipes, generator sets, etc. Due to developing low pressure system in the area, from 17.07.2017 onwards weather started to become rough and on 18.07.2017 weather become very rough. The vessel was rolling about 20 deg on each side, however on 18.07.2017 PM hours, it was observed that the vessel had developed about 7-10 deg list on the starboard side. Thereafter, upon checking all tanks and holds it was found that cargo hold #1 had water upto 1 m and cargo hold #2 had water upto 0.60 m.

Dewatering was started however it was noticed that the pump was losing suction after about 30 mins, and it was observed that water was accumulating in bilge well at a very slow rate and had to wait for water to accumulate again in the bilges, after the pump lost suction. Further, it was noticed that there was continuous water ingress in cargo hold #1, while water level in cargo hold #2 was steady. Dewatering process was continued, and about 70 mt of ballast was also added in the opposite side ballast and DB tanks to correct the list, however vessel continued to list to starboard side. On 20.07.2017 early AM hrs, the starboard list increased to about 20-25 deg, and due to rolling the water level started touch the starboard side main deck. At around 05:15 hrs master raised distress alert, and gave abandon ship orders at 05:45 hrs. All crew abandoned the vessel in life-rafts by 06:00 hrs and finally the vessel sank by 06:15 hrs. Indian coast guard aircraft arrived at site by 08:00 hrs and by PM hrs Indian coast guard vessel arrived at position and rescued all 11 personnel who were in life-rafts and transferred them to Port Blair on 21.07.2017 AM hrs.

Causal Factors:

1. Inadequate securing of TOR steel and GI pipes, and not adhering to other precautions required as per the IMSBC Code.
2. For cargo of sand in bulk precautions required as per the IMSBC Code were not taken.

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3. Vessel may have sailed with low GM, and due to free surface effect, may have resulted in negative GM, causing it to heel to angle of lol.
4. Non availability of damage stability calculations for the vessel.
5. In adequate handling of emergency situation, as vessel was heeled for over a day however adequate action to upright the vessel could not be taken.
6. Diverting vessel to nearest place of refuge was not considered.

Action Taken:

1. Status of all tanks and holds was checked
2. Immediate action to remove water from cargo hold #1 was taken
3. Action to correct the starboard heel was taken
4. Distress alert was raised
5. Decision to abandon vessel was taken, and all crew abandoned in life rafts
6. Indian coast guard sent aircraft at site and later coast guard ship arrived for rescue of all personnel.

Lessons Learnt:

1. All bulk cargo are to loaded and secured as per the IMSBC Code, and all applicable precautions are to be followed at all times.
2. Vessel should ensure that prior to departure it complies with the intact stability requirements.
3. Action taken for correcting heel due to angle of lol should be as per the recommended practices.
4. Vessel should be well aware of the forecasted weather conditions and take early action to avoid rough sea conditions. However, in case vessel does encounter heavy weather conditions, due action should be taken such as, adjusting speed, heaving to seas, altering course, etc.
5. Vessel should have various damaged stability conditions calculated.



26/11/23

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

To,
All stakeholders through DGS website.