



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 – 04 of 2017**

**Sub: Grounding and Sinking of Non-Propelled Crane Barge.**

**Summary of Incident:**

1982 build non-propelled Crane Barge, was engaged in construction activities at a reef off Old Mangalore port since 02.03.2017. The barge had four anchors for mooring of the barge and had bow and stern thrusters for the positioning of the barge, in addition barge had generators and air handling units for the accommodation. The construction job was completed on 27.05.2017, and expect to the subject crane barge the charterer shifted other barges to safe location inside port, as the said crane barge was to be towed to Mumbai, therefore was left anchored at open sea, south of the aforesaid reef using the 4-point anchor pattern. Due to the prevailing monsoon season weather was picking up, and on 30.05.2023 master of the barge alerted the charterer about the dangers of the barge being at anchor at open seas in deteriorating weather conditions, to which he was informed that the barge is to stay there till tugs arrive. On 31.05.2023 5 KL of fuel was arranged, however no arrangement was done to move the barge to sheltered waters.

On 02.06.2017 at 19:35 hrs, due to rough weather conditions, the crane barge's port side forward anchor chain parted, and the barge was then riding on remaining three anchor chains with heavy load on them, which was causing the barge to drift towards the reef. On 03.06.2017 around 11:00 hrs, three tugs arrived to pull the barge clear. While all tugs were trying to connect towing ropes with the barge, one tug was able to connect the towing rope, however soon thereafter starboard side aft anchor rope parted, which was followed by parting of the towing rope of the tug also. Efforts to connect another towing rope failed and none of the three tugs there could connect a towing rope. By now the crane barge had drifted very close to the reef, due to which and also due to rough weather conditions, tugs were unable to connect a towing rope with the barge. The barge which was riding only on one anchor, and continuously kept drifting towards the reef, around 15:35 hrs, it hit the reef, on the starboard side, causing breach of hull, leading to uncontrolled flooding. Thereafter, distress was raised and all 27 personnel on board were rescued by Indian coast guard.

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

**Causal Factors:**

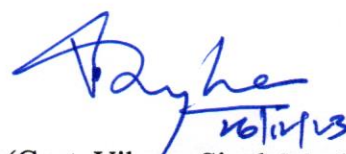
1. Failure to move the crane barge to sheltered waters after completion of work
2. Failure of Port to monitor and coordinate, to ensure apt and timely action was taken for safety of barge and its personnel.
3. No standby tug positions for the non-propelled crane barge
4. Delayed decision to send the tugs, as out of the three tugs only one was able to connect towing line, which also parted.
5. Inadequate risk perception & understanding of weather effects of the said barge.

**Action Taken:**

1. Barge was anchored using 4-point anchor pattern
2. Three tugs were sent for assistance of the barge, and tried to connect the towing ropes
3. Fuel was sent to the barge
4. Tried to pick up the barge anchors, so that barge could drift clear of the reef.
5. Distress alert was raised, and Indian coast guard rescued all 27 personnel on board.

**Lessons Learnt:**

1. Permission to operate non-propelled barges should be conditional to tug(s) being connected and available at all times.
2. Authorities are to ensure that operators take required action immediately to move the non-propelled barges to safe location.
3. Port Authority should monitor and keep close eye on the vessels thereof, to ensure that action required for safety of barge and personnel is taken in due time.



(Capt. Vikram Singh Manhas)

Dy. Nautical Adviser cum Sr. DDG (Tech.)

To,  
All stakeholders through DGS website.