



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 - 02 of 2018

Sub: Collision with fishing vessel, resulting in loss of lives of five fishermen and missing of seven fishermen

Summary of Incident:

On 07 Aug 2018, oil tanker vessel on its ballast passage from Chennai, India to Basra, Iraq at around 03:30 hrs in approx. position of 10 24.0N 075 38 E, about 25 nm off the coast off Kerala, the said vessel collided with Indian fishing boat, leading to loss of five fishermen lives and seven fishermen were reported missing due to the incident. The said fishing boat is reported to have sunk, as no wreckage was sighted during the subsequent search and rescue operations in the area. There were two fishermen who survived the incident, as they were picked up by other fishing boats in the area. Indian Navy and Indian Coast Guard commenced SAR operations on 07 Aug 2018 AM hrs using both surface crafts and aircrafts, and continued with SAR operations till 15 Aug 2018 hrs.

On 07 Aug 2018 at around 13:15 hrs Indian navy spoke to master of the vessel regarding the vessels suspected involvement in the collision incident, and ordered the vessel to divert to New Mangalore port. Thereafter vessel arrived at New Mangalore port, where inquiry was conducted. During the course of the investigation, under water hull inspection revealed fresh scratch marks with dark blue paint specs at some places. Further, review of the S-VDR revealed that the watch keeping on the bridge was negligent in conduct of his duties. The officer had noted presence of the fishing vessel very late, i.e about 0.3 nm off on the starboard bow, and at that time there were two other fishing vessels about 1.4 nm ahead. Due to late assessment of the situation and presence of other boats in the area, duty officer failed to take sufficient and appropriate action to avoid collision. Further, the investigation revealed that the vessel was indeed overtaking the fishing boat as per the Rule 13 of the COLREGS, and was duty bound to give way to the fishing boat, which it failed to do so.

Causal Factors:

1. COLREGS were not followed by the duty officer of the vessel
2. Proper navigational watch was not maintained by the duty officer of the vessel
3. Master's standing orders regarding maintaining minimum CPA were not complied with.

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4. Sound signals were not used for collision avoidance
5. Targets were not plotted on radar
6. Vessels had planned passage through the high fishing traffic area.
7. Bridge team management was not of adequate standard

Action Taken:

1. Two survivors were picked up by the fishing boats nearby
2. SAR operations were conducted by Indian coast guard and Indian navy using surface crafts and aircrafts
3. Indian coast guard based upon initial information identified the vessel as a suspect vessel
4. Vessel was diverted to New Mangalore port for conduct of investigation.
5. Detailed inquiry was conducted

Lessons Learnt:

1. COLREGS are to be followed at all times
2. Proper navigational watch is to be maintained at all times
3. Master's orders are to be complied with at all times
4. Bridge team is to use all available resources at all times
5. Passage should be planned well clear of high fishing density areas



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

To,
All stakeholders through DGS website.