



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 – 09 of 2021**

**Sub: Disabled vessel listing, leading to its sinking in heavy weather conditions**

**Summary of Incident:**

On 20.07.2021, a Mini Bulk Carrier bound for Mangalore, India, sailed from Hazira, India with a cargo of steel coils and steel plates. The next day i.e on 21.07.2021AM hrs the vessel encountered heavy weather, and had series of incidents, including contamination of its bunker oil with water, which caused loss of power and propulsion of the vessel, causing the vessel to drift in those weather conditions. Due to severe weather conditions, vessel was shipping seas on deck, due to which water was observed leaking in engine room from electrical conduit pipes, while chief officers went on deck to carry out repairs, but same could not be done and one of the crew member got injured in the process, and thereafter the crew tried to do repair from engine room to control water leakage in engine room. As the weather further deteriorated, vessel was finding difficult to maintain headway, so master informed owners and requested to return to Hazira port to which owners agreed. Then on 21.07.2021 at 09:45 hrs vessel was turned back to head to Hazira, however soon after, the running auxiliary engine stopped resulting in blackout, then the standby auxiliary engine was started but it also stopped after 10 minutes or so. Fuel service tanks were checked and were found with water, which was drained out so that auxiliary engines could be restarted, however the auxiliary engines were stopping after about 10 mins of running. The loss of power resulted in excessive rolling and pitching, causing vessel to list about 7 deg to the starboard side. The crew tried to restart the auxiliary engines and thereafter the main engine, however they were stopping after about 10 minutes of running resulting again in loss of power.

Owners were kept informed, and had arranged for two tugs to assist the vessel, and also asked another company vessel which was nearby to proceed close to the vessel and render assistance. The disabled vessel continued to drift, even though the master had dropped anchor. As the vessel's list to starboard kept increasing and was 16 deg starboard side at around 1900 hrs, the master raised distress alert. Initially they tried to launch life-rafts however due to very strong winds the life-rafts were blown away by wind and could not be use. Then another company vessel which was standby in close proximity, approached the vessel, once it was close, all crew jumped across to the vessel at around 21:45 hrs on 21.07.2021, and subsequently the abandoned vessel sank around 23:30 hrs on 21.07.2021.

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

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**Causal Factors:**

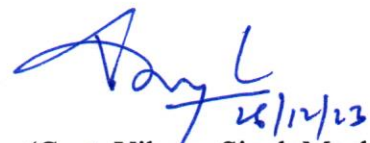
1. Vessel encountering heavy weather conditions.
2. Possible breach of weather tightness of the fuel oil tanks leading to ingress of water in fuel oil tanks.
3. Contamination of the vessels fuel oil system, causing loss of power and propulsion, leading to heavy rolling and pitching which may have caused the steel cargo to shift.
4. Shifting of steel cargo may have caused breach of hull and subsequent flooding and sinking
5. Delay in raising distress alert, due to which Indian coast guard could not arrive at site in time, however presence of another company vessel ensured all crew were rescued safely.

**Action Taken:**

1. Vessel was ordered to head back to Hazira
2. Crew was continuously draining water from fuel oil service and settling tanks
3. Owners arranged two tugs to render assistance to the vessel
4. Owners instructed another company's vessel to proceed close to the vessel to render assistance
5. All crew was rescued by the another vessel of the company

**Lessons Learnt:**

1. Master should have been aware of the forecasted weather conditions and could have delayed departure to avoid heavy weather conditions.
2. Vessel should be properly maintained at all times to ensure weather tight integrity of all spaces including fuel oil tanks
3. Distress alert should be raised well in time to ensure timely response for authorities.



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

To,  
All stakeholders through DGS website.