



सत्यमेव जयते

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:23.02.2024

Casualty Circular - 02 of 2023

Sub.: Death of crane operator due crane falling in hold during cargo operations

Summary of Incident:

A Panama flag vessel (Bulk Carrier) arrived at VOC Port, India on 11.09.2023 for loading cooking coal in bulk. Vessel commenced loading operation at about 11:45 hrs using all four ships cranes, which were being operated by shore crane operators. At about 17:45 hrs, its No. 1 crane during loading operation, fell down in No.2 cargo hold. The crane broke from the centre gear and its top structure fell in the cargo hold along with the crane operator who was in the crane operators cabin, operating the crane. The crane operator received serious injuries and was given first aid by the ship's crew, thereafter was transported to the port hospital in the ambulance. Due to the condition of the crane operator, doctors at port hospital shifted him to the Government General Hospital, where he was declared dead.

Investigation revealed failure of the sheave box of the crane jib, which caused the loaded grab to fall in the cargo hold, this caused the top of the jib to fall causing excessive strain on the other end of the job, which further resulted in excessing strain on the crane superstructure and resulted in its shearing off from the centre gear, and falling in the hold along with the crane operator. Further, the broken parts revealed that the crane underwent major repairs in the past, and the welding was not done properly, and it involved using materials of different specifications from the original material. The examination of the parts also revealed that there was excessive thinning due to wear down. These repairs undertaken were not approved by class nor were they reported to class.

Causal Factors:

1. Repairs carried out on the crane were not approved by Class.
2. Crane repairs included usage of material different for original specifications.
3. Welding done was not proper
4. Inadequate and improper maintenance of the crane. Some parts of crane were observed to have been excessively thinned down due to wear and tear

Action Taken:

1. The crane operator was immediately rescued from the crane cabin and given first aid by the ship staff.
2. Crane operator was immediately transferred to Port hospital
3. Crane operator was then transferred to Government General Hospital for treatment.
4. Crane operations were suspended till thorough inspection by Class and Flag
5. Police FIR was filed at Thermal Nagar police station at Thoothukudi on 11.09.2023 under section 302(A) of Indian Penal Code,1860.
6. Vessel was boarded and incident was investigated by Authorities.

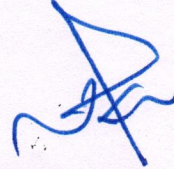
9वीं मंज़िल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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Lessons Learnt:

1. Thorough verification and inspection of crane is to be done prior operation and usage of the crane.
2. Any major maintenance carried out on the shipboard crane is to be qualified professionals, and under supervision of the Class.
3. Proper personnel protective equipment (PPE) is to be worn by both shipboard and shore personnel while working especially on board ships.



23/02/2024

(Capt. Harinder Singh)
Nautical Surveyor cum DDG (Tech.)

To,

All stakeholders through DGS website