

## **Casualty Circular No. 30 of 2009** **(Regulatory/Guidance/Information)**

**NO:9-NT(05)/2009**

**Dated: 07.09.2009**

**Subject: Sinking of Mechanized Sailing Vessel (MSV) due to bad weather in February, 2009**

### **NARRATIVE**

An Indian registered Sailing Vessel, GT 205 having general cargo of 212 tons on board manned by six crew members sailed from main land port to island port on 19<sup>th</sup> February, 2009 at 1600 hrs. On 20.02.2009 around 1800 hrs, the vessel encountered severe weather with high wind speed and heavy sea swell. At the time of incident the Mechanized Sailing Vessel (M.S.V.) was approximately 30 NM (Nautical Mile) away from the island port.

The crew observed that sea water entering into the vessel from the hull. All efforts to pump out water proved futile as pumps failed to cope up with the ingress of water. The Tindal of the vessel realized that the situation is getting out of his control and, therefore, he abandoned the vessel along with crew. The vessel finally sank on 20<sup>th</sup> February, 2009 at 2230 hrs, in a position approximately 30 miles from the island port .All the 6 crew members were safely picked up by a fishing boat and brought ashore at 0600 hrs. on 21.02.2009

### **OBSERVATIONS/ANALYSIS**

- Primitive wooden type of Mechanized Sailing Vessel did not have any water tight division along the length of the vessel
- The source of ingress of water could not be ascertained exactly by the crew, however, possibility of water entering from the hull within the cargo space was suspected
- The Tindal of the vessel did not obtain the weather forecast warning prior to departure from the mainland port
- Vessel's bilge pump failed to cope up with the ingress of water and engine stopped due to flooding
- The vessel's crew jettisoned part cargo, but these efforts were not adequate to save the vessel
- The Tindal of the vessel transmitted distress message on VHF, as a result of which all crew were saved

- It appears that sea water found ingress in the hold during rough weather conditions. The entry of water into the vessel was possibly from damaged wooden planks under cargo space of the hull
- Alternating type independent bilge pump was unable to cope up with ingress of water, this resulted in total flooding and sinking of MSV.

#### **RECOMMENDATIONS/LESSONS LEARNT**

- The owner/tindal shall fulfill his responsibility under provision of M.S. Act, 1958 to carry out proper maintenance of hull and auxiliary engine during the validity of Certificate of Inspection
- The owner/tindal shall make sure to maintain and test all bilge pumps arrangements at periodical interval
- The owner/tindal shall make sure that the crew is given periodical training to maintain the hull, machinery and to operate the vessel during normal and emergency situation safely, efficiently and effectively
- The owner/tindal shall ensure to receive weather forecast warning for the intended voyage prior to the departure of the vessel from port
- The owner/tindal are encouraged to carry out statutory repairs under the supervision either MMD or IRS
- The owner/tindal shall notify the Registrar or nearest MMD in the event of any damage sustained by the vessel
- The owner is urged to send Tindal/crew for basic safety training as specified under SCTW convention
- The MMD/IRS is advised to carry out a thorough and complete survey or inspection during their visit to the vessel specially the underneath portion
- Vessels which are 20 years old and more should be subjected to more frequent and thorough inspection by all concerned.

Sd/-

(Capt. Deepak Kapoor)

Nautical Surveyor-cum-DDG (Tech)