

**Casualty Circular No. 32 of 2009**  
**(Regulatory/Guidance/Information)**

NO:11NT (26)/2009

Dated: 29.09.2009

**Subject: Grounding of General Cargo vessel Flag - Foreign, in Indian waters.**

**NARRATIVE**

A General Cargo vessel, built in - 1997, GRT - 5002, with two cargo holds, flag - foreign, loaded with 6273 cbm of round logs arrived at outer roads of an Indian port on 23.5.2009 at 2036 hrs. The vessel was awaiting for berthing instructions. On 25.5.2009 at 1218 hrs. the vessel was brought to inner anchorage under pilotage. The vessel dropped her anchor at inner anchorage on the same day at 1300 hrs. as the berth was not available. On 25.5.2009 with pilot on board the vessel first dragged her anchor at 1315 hrs. Thereafter, the vessel had series of near misses and incidents with pilot on board. Details are as under.

**DATE**

**25.5.2009**

**TIME**

**EVENTS**

|           |  |
|-----------|--|
| 1315 hrs. | Dragging anchor and commenced heaving anchor.  |
| 1351 hrs. | Vessel is stern touched bottom on eastern bank, while pilot on board.<br>However, the vessel re-floated with the help of engines and tide.       |
| 1406 hrs. | Vessel made contact damage with another vessel during maneuvering to re-anchor with pilot on board.  |
| 1454 hrs. | Vessel re-anchored very close to the vessel with whom it made contact, and therefore, the Master requested the port for shifting to safer place. |
| 1606 hrs. | The vessel re-anchored in safer position.  |
| 1743 hrs. | Pilot disembarked.   |
| 1900 hrs. | Vessel again started dragging anchor again.  |
| 1905 hrs. | Master reported dragging of anchor to Port Signal Station.   |
| 1918 hrs. | Vessel dragging towards oil jetty. Master heaved up anchor.  |
| 1955 hrs. | Vessel was grounded on western bank.   |
| 2012 hrs. | Pilot on board and used two tugs for assistance in refloating the vessel.  |
| 2335 hrs. | Vessel refloated at flood tide.  |

**26.05.2009**

0104 hrs. Vessel was secured to berth.

### OBSERVATIONS/ANALYSISES

- Prevailing state of weather and tides were as follows :  
**Wind:** South Westerly of fore 5  
**Tide:** 0914 hrs. 0.22 m., 1518 hrs. 7.04 m & 2159 hrs. 1.85 m.
- The rudder stock of the vessel was damaged due to grounding.
- The vessel's hull sustained substantial damage.
- There was no proper exchange of information between Master & Pilot.
- The vessel's windage area had increased considerably due to timber deck cargo on deck.
- Prudent use of tugs were not made during the ship's maneuver by the Master and Pilot.
- Poor ship handling skills were displayed by the pilot in the prevailing conditions.
- The port did not provide timely assistance to the Master, when the report about dragging of anchor was sent to the port.
- The vessel did not have proper charts for the port.
- Port did not comply with reporting requirements of maritime casualty to Maritime Administration.

### RECOMMENDATIONS/LESSONS LEARNT

- All ports should provide basic and critical information about the port to the Masters calling their ports through their local agents prior to vessel's arrival with precautionary measures expected from the ship
- The port VTIMS should play an active role in monitoring the movements of the vessels and warn the vessels about any threat to navigation in advance
- The port authority should provide timely response to the requirements of Masters who are in need of assistance or in distress
- The port authority should make available adequate number of suitable tugs to support ships in need of assistances
- The port authority should make sure that the vessels calling their ports is adequately and efficiently manned and updated nautical charts and publications for the operation area are available on board. In case of any doubt, the matter should be reported to nearest MMD
- The port should comply with the reporting requirements of Indian Administration with regard to casualties taking place within their jurisdiction as per the requirements of M.S. Act, 1958 and various notices issued from time to time
- The Master should comply with the requirements of charts and nautical publications as stipulated in SOLAS Chapter V
- The Master should ensure that a proper Master pilot exchange information does take place as per the requirement of STCW Code A - VIII/ 2 Part 3-1(49) - Navigation with Pilot on board.

**Sd/-**

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