



Safe Waters

NEWSLETTER

On Maritime Safety and Security

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From the Desk of The Chairman National Maritime Search & Rescue Board



The Nation's maritime capability is closely linked with its safety arrangements as they are the key enablers to the nation's economic growth and prosperity. The Region is poised to witness rapid ocean-led developments, creation of ancillary facilities, growth in cruise tourism and burgeoning offshore energy activities. These increasing maritime activities warrant a robust Search and Rescue architecture with a capability of prompt response and reach to meet the future challenges in the Region. Given the multiplicity of stake holders vis-à-vis vast area of responsibility, adherence to best SAR practices, resource pooling, efficient and coordinated approach besides capacity enhancement, will be the key to success.

The issue of non-carriage of minimum life saving equipment onboard fishing boats continues to impinge on the safety of fishermen at sea. The Indian Coast Guard, in coordination with Ministry of Agriculture Husbandry, Dairying & Fisheries, has undertaken various initiatives to ensure provisioning of life saving gears onboard fishing boats. Support from Coastal States & UTs is critical for implementation of these initiatives and establish a desired vessel safety regime. Further, sustained efforts by all stakeholders is needed to enhance awareness amongst the fishing fraternity for improved safety.

The National Maritime Search and Rescue Board has evolved with changing environment to meet national and international SAR obligations by strengthening resources, coordination and enhanced integration with Global SAR system. The Board has been vigorously pursuing initiatives for improving safety of life at sea.

The watch stander teams at MRCC Mumbai, Chennai and Port Blair deserve a special mention for their unwavering devotion to duty and 24X7 vigil over the Indian Search and Rescue Region which not only mitigated the distress of mariners and fishermen at sea but also saved **200 lives** in the first half 2017.

Regular interactions and SAR Communication exercises with neighbouring MRCCs are a key enabler in strengthening Regional SAR Cooperation initiatives in the Indian Ocean Region. In furtherance of these efforts, the Indian Coast Guard has conducted an international Seminar on Safe and Secure Seas in Feb 2017, involving 15 maritime nations besides signing of a Standard Operating Procedure with Bangladesh for maritime SAR arrangements in the Bay of Bengal. Maritime SAR training of MRCC/RCC operators in June 2017 has also been a significant step towards improving and updating the knowledge of personnel handling SAR operations.

I recognise the wholehearted support of ISRO, AAI and DG Shipping towards training of MRCC/ RCC personnel. I also compliment INCOIS for upgrading the Search and Rescue Aid Tool 'SARAT' and developing its Mobile Application for the benefit of the larger maritime fraternity. I am confident that the focused approach and unanimous resolve of the NMSAR Board members will definitively ensure collective efforts towards capacity enhancement, so as to keep pace with the growing demands of Search and Rescue in our maritime domain.

"VAYAM RAKSHAMAH"

(Rajendra Singh)
Director General, Indian Coast Guard
Chairman
National Maritime Search & Rescue Board

New Delhi
22 Sep 17

From the Editor's Desk

The prompt and successful Search & Rescue response by Indian Coast Guard and other resource agencies leading to rescue of 334 lives in distress at sea during the period of Jan-Jul 17, is testimony to a well knit Search and Rescue architecture in the Indian Search and Rescue Region.

The response by merchant marine community towards Maritime Rescue Coordination Center (MRCC) requests to render assistance to the distressed vessels enroute, has indeed been overwhelming. The safety and security consciousness amongst the maritime & fishing community has significantly grown with concerted efforts of all.

The XVI National Maritime Search and Rescue Board Meeting, conducted on 10 Jul 17 at New Delhi, highlighted the importance of coordination efforts and capacity building towards providing an effective rescue cover for all mariners and fishermen at sea.

I express my sincere gratitude to all the NMSAR Board members and their representatives for their unstinted support towards strengthening of India's Maritime SAR organization, and I look forward to positive feedback/suggestions from the readers to improve upon the contents of this newsletter.



(Arun Singh)
Commandant
Joint Director (SAR)

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'Safe Waters'

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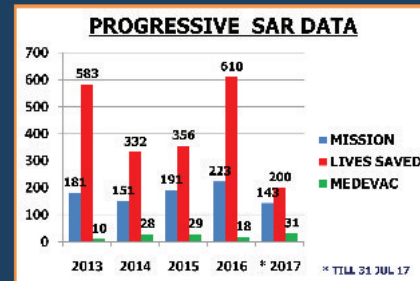
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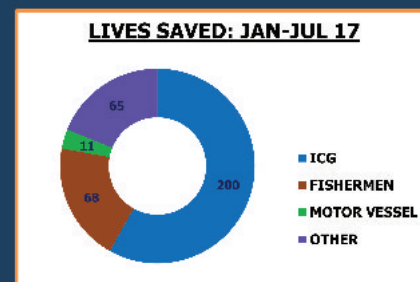
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SAR DATA

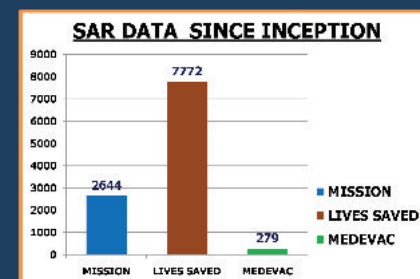
Graph below indicates number of missions undertaken, lives saved and medical evacuations done by ICG since 2013 till Jul 17 .



Graph below indicates lives saved by ICG, Fishermen, Motor Vessel and other resource agencies during period Jan - Jul 17.



Graph below indicates the SAR Missions, Lives Saved and Medical Evacuations since inception to 31 Jul 17.



XVI NATIONAL MARITIME SEARCH AND RESCUE (NMSAR) BOARD MEETING

The XVI National Maritime Search and Rescue Board (NMSARB) Meeting was held at Vigyan Bhawan Annexe, New Delhi on 10 Jul 17 under the Chairmanship of Director General Rajendra Singh, PTM, TM, Director General, Indian Coast Guard & Chairman, National Maritime Search & Rescue Board.



Inaugural Address by the Chairman

The meeting commenced with the inaugural address by Director General Rajendra Singh, PTM, TM, Chairman NMSAR Board. During his address, the Chairman highlighted the initiatives of NMSARB



Discussion on Agenda points during the meeting

for improving the SAR infrastructure while pursuing the provisioning of life saving and communication equipment onboard fishing boats.

He also stressed upon various issues impinging the maritime safety perspective with respect to shipping and fishing. He expressed his satisfaction over the promptness and dedication with which the merchant vessels have responded towards Search and Rescue requirements at sea. He also applauded the efforts of INCOIS in upgradation of Search and Rescue Aid Tool (SARAT) software and development of SARAT Mobile Application. During the meeting, pertinent issues related with maritime and aeronautical search and rescue including safety provisions for fishing boats & dhows besides use of technology to aid rescue efforts were discussed.

The '**ICG SAR Award for Fisherman**' was awarded to **Shri P Subramaniyan, owner of FRP Vallam Reg. IND/TN/06 /MO/1211** for saving seven lives including two Sri Lankan fishermen off Tamil Nadu coast.



*Chairman, NMSAR Board presenting
ICG SAR Award to Fisherman*

The '**M/s ESSAR Award for Government Owned Unit**' was presented to **Indian Coast Guard Ship Anmol** for coordinating rescue of 283 fishermen during cyclonic weather.



Chairman, NMSAR Board presenting ICG SAR Award to Master of 'MV Dependable'

MV Dependable and **MV Seacor Diamond** were jointly awarded the '**ICG SAR Award for Merchant Vessel**' in recognition of their efforts for rescuing 14 lives and 04 lives in Indian Search and Rescue Region respectively.



Chairman, NMSAR Board presenting ICG SAR Award to Area Representative of 'MV Seacor Diamond'

This year, to recognize the SAR efforts by an Indian Search and Rescue Unit outside ISRR, INS Sumitra was awarded '**Special SAR Award**' by the Chairman, NMSAR Board for rescuing 33 Bangladeshi fishermen in Bangladesh waters. The Chairman congratulated all the Awardees for their valiant efforts in conducting efficient rescue operations regardless of constraints or commitments.

While concluding the meeting, the Chairman expressed his satisfaction on deliberations and resolution on pertinent issues. He urged the members for collaborative approach amongst all the resource agencies towards ensuring safe and secure seas.

SAR NEWS **(Jan - Jul 2017)**

SAR Assistance to Fishing Boat 'Maa Dipti'

On 20 Jan 17, Coast Guard District Headquarters-7, Paradip received a message from Assistant Fisheries Officer (Marine), Mahakalpara for locating a missing fishing boat 'Maa Dipti' with four crew. Consequently, Indian Coast Guard Ship (ICGS) Amogh was diverted from patrol area to undertake search operation. Coast Guard Dornier (CGDO) Aircraft was tasked for co-ordinated search on 21 & 22 Jan 17 and the boat was located by the aircraft about 58 NM East off Gopalpur at 1130 h on 22 Jan 17. ICGS Amogh effected rendezvous (R/V) with the fishing boat at 1630 Hr on 22 Jan 17 and realising that the boat had engine failure, towed it to Paradip anchorage to hand over to another fishing boat arranged by the owner.



Distress boat 'Maa Dipti' alongside ICGS Amogh

Assistance to Overdue Fishing Boat 'Noorul Bahar'

On receipt of message from Police Control Room, Kavaratti at about 2330 Hr on 22 Jan 17, regarding overdue of fishing boat 'Noorul Bahar' (IND-LD-AG-MO-99), with three fishermen, since 20 Jan 17, ICGS C-421 was deployed to undertake search in the probable area. CGDO, on area surveillance on 22 Jan 17, was also directed to undertake search. However, despite extensive search in the areas around Suhelipar and Kavaratti Islands, the overdue boat could not be located. To augment efforts, ICGS Aryaman was also diverted at about 2130 Hr for search in different area post re-appreciation of situation after receiving fresh input from the boat owner. CGDO was again launched on 24 Jan 17 to carry out sea-air coordinated search alongwith ICGS Aryaman in area and at about 1215 Hr on 24 Jan 17, the overdue boat was located about 46 n miles north of Minicoy Island. ICGS Aryaman arrived the area at 1330 Hr and since the boat had developed engine problem, it was taken under tow by ICGS Aryaman. The boat, with three crew, was safely handed over to Marine Police boat off Minicoy Island at 0740 Hr on 25 Jan 17.

SAR of Salt Barge 'MV Priya'

At about 1840 Hr on 05 Feb 17, ICGS C-408, during patrol, received a VHF message from Barge 'MV Priya' ex-Jakhau Salt, regarding heavy ingress of sea water in engine room, storage compartment and likely sinking off Jakhau. The ship immediately proceeded to the indicated position and observed that the barge was inundated up to bridge level and tilted on one side. The Forecastle and the storage compartments were completely submerged while Quarter deck was partially visible, where 08 crew of the barge were awaiting rescue.



Rescue of Crew from Barge 'MV Priya'

The ship's efforts to make close approach to Barge proved futile due to adverse sea conditions, strong winds, high swell and dangerous state of Barge.



Rescue of Crew from Barge 'MV Priya'

The ship's staff thereafter guided the barge crew for lowering and embarking the life raft. After the crew embarked the life raft, it was hauled towards ship and all the barge crew were safely embarked onboard and subsequently handed over to M/s Jakhau Salt staff at 2200 Hr on 05 Feb 17.

Emergency Rescue Operation Onboard 'Barge Orion II'

At about 2240 Hr on 10 Feb 17, MRCC, Mumbai received information from VTS Mumbai stating emergency onboard 'Barge Orion II', which was

secured alongside a Bulk carrier for cargo operation. Out of the 09 crew onboard, 05 crew had become unconscious due to poisonous gases emanating from ballast tank and requested for immediate evacuation of the crew. ICGS C-154 was instantaneously sailed from Mumbai for rendering assistance and on reaching area at 0020 Hr on 11 Feb 17 found that 04 crew of Barge were trapped inside the sludge tank during tank cleaning and were unconscious.



Rescue operation onboard Barge 'Orion II'

Out of the four crew, three were apparently found dead while one crew was floating in unconscious state. One of the ICGS C-154 staff lowered himself inside the sludge tank and rescued the survivor at 0215 Hr. Subsequently, the ship with survivor and 02 other crew of barge rushed towards Mumbai and handed over the crew to the barge owner for medical treatment.

Assistance to Disabled Fishing Boat 'Periya Nayagi'

At about 1815 Hr on 03 Mar 17 CG RHQ(A&N) received a message from the owner of MFV Periya Nayagi (IND-AN-SA-MM-1256) regarding the boat with 10 crew members, disabled in position 25 NM west of Katchal due to engine failure and requested for assistance. ICGS Kanaklata Barua, was sailed from Kamorta at 1930 Hr to render assistance and located

the disabled boat at 2130 Hr. The boat was taken under tow and handed over to Police Marine Force (PMF) off Kamorta harbour at 0700 Hr on 04 Mar 17.



Towing Assistance to Fishing boat 'Periya Nayagi'

Search for Missing Pakistan MSA Speed Boat Crew

On 09 Apr 17 at about 1930 Hr, MRCC, Karachi, Pakistan intimated MRCC, Mumbai that a Pakistani Maritime Security Agency (PMSA) speed boat with 07 crew onboard, was missing in position 59 n miles west of Jakhau since 0815 Hr on 09 Apr 17. ICGS Ankit, on patrol, was diverted to the area for search. ICGS Samrat and ICGS Arinjay were also deployed to augment SAR efforts. Coast Guard Dornier was launched at 0700 Hr on 10 Apr 17, while ICG Helicopter was also tasked at 1530 Hr for search of the missing crew of PMSA vessel. At about 0955 Hr on 10 Apr 17, Indian fishing boat 'Dhanushree Chamunda' reported sighting and rescuing 02 survivors suspected to be Pakistani nationals. They were taken over by ICGS Samrat, provided first aid onboard and subsequently handed over to PNS Alamgir at 1225 Hr. During the course of further search, three bodies were recovered by ICGS ships. All the three bodies were subsequently also handed over to PNS Alamgir. Further, it was reported that one dead body was recovered by



Survivors of PMSA boat onboard ICGS Samrat

helicopter of PNS Alamgir.

Thereafter, all the Coast Guard ships were directed to maintain search/ lookout for the last missing crew. CGDO undertook searches on 12 & 13 Apr 17. At about 1445 Hr on 14 Apr 17, Remote Operating Station (ROS) Porbandar intercepted a VHF communication of fishing boats regarding sighting of one body in position 47 n miles Southwest of Jakhau. ICGS Samrat proceeded to the area and identified it to be of the seventh missing Pak crew. The body was finally recovered by PNS Alamgir.

Rescue of Crew from Capsized Boat

At about 1400 Hr on 05 Jun 17, ICGS Rajkiran whilst on surveillance, located one capsized



ICGS Rajkiran approaching the distressed boat

fishing boat 09 n miles East of Paradip, where in 06 fishermen were found clinging onto the boat. The ICG ship immediately rescued 06 survivors and provided them initial medical care onboard.



Rescued Fishermen onboard ICGS Rajkiran

Preliminary investigation revealed that the ill-fated boat had capsized at about 0430 Hr on 05 Jun 17 amidst severe inclement weather. The survivors intimated that one of the crew was missing since the boat capsized. ICGS Rajkiran carried out extensive search around the reported position. ICGS Sarojini Naidu was also deployed to augment search efforts, however, the missing fisherman was not located despite extensive search operation. All the rescued survivors were brought to Paradip and handed over to Fisheries authorities.

Fire Fighting Assistance to MSC Daniela off Colombo, Sri Lanka

At about 2030 Hr on 04 Jun 17, High Commission of India, Sri Lanka informed Indian Coast Guard about incident of fire onboard a Panama flagged Container Vessel, MSC Daniela and request of Sri Lankan Navy for fire fighting assistance. ICGS Shoor, which was on Operational Turn Round at Colombo during its Overseas Deployment Programme, was directed to provide necessary assistance. The ship sailed out by 2115 Hr to proceed towards distressed

vessel and arrived close to the MV MSC Daniela at 2200 Hr.



Fire Fighting Assistance to 'MSC Daniela'

It was assessed that the 333 mtrs long vessel had major fire in Bay 58 carrying Class-IX cargo (Polystyrene) which had spread to more than three Bays. It was also observed that the vessel was ablaze in the mid part with thick/ dense smoke emanating from the vessel and two tugs were fighting fire on the Starboard side. The fire was rapidly spreading to other containers thereby threatened the vessel and 25 precious lives onboard. ICGS Shoor commenced fire fighting operations on the Port side despite the fact that dark night and smoke made it challenging to approach the vessel and undertake fire-fighting. The ship used all available lights to light up the area and position itself at a distance of 20 - 30m for the operation of external Fi-Fi Pump.

The fire-fighting operation continued uninterrupted till the next day and at about 0800 Hr on 05 Apr 17, fire on the port side of the vessel was brought under control. ICGS Shoor thereafter took charge of fire fighting on Starboard side and after a consistent fight of about eight hours, the live fire/ flame were brought under control leaving behind smoke and heat which required continuous

cooling. Sri Lanka Navy Ship (SLNS) Sagara, which was coordinating the operation, appreciated ICGS Shoor efforts and requested her to proceed to Colombo. While ICGS Shoor was entering Colombo harbour, MSC Daniela and SLNS Sagara again requested for fire-fighting assistance due to eruption of fire.



Fire Fighting Assistance to 'MSC Daniela'

The ship immediately proceeded to area and commenced operation to fight the fire. A consistent and uninterrupted effort for 14 hours continued throughout the night and by about 0900 Hr on 06 Apr 17, the fire was brought under control.

Assistance to Adrift Sri Lankan Fishing Vessel

At 1420 Hr on 02 Apr 17, MRCC Colombo requested for assistance to an adrift Sri Lankan fishing vessel 'Evindi-01' drifting due to engine failure with last known position 39 n miles east of Nagapattinam since 0830 Hr on 02 Apr 17.

Subsequently, MRCC Colombo also updated the stranded Sri Lankan fishing vessel position 40 n miles east of Pondicherry. ICGS Abheek was diverted for assistance and at about 1745 Hr on 03 Apr 17, the adrift fishing boat was located. Subsequently, the stranded boat, alongwith

05 crew, was taken under tow and handed over to a Sri Lanka Navy ship on 05 Apr 17.



Assistance to Sri Lankan Fishing vessel 'Evindi-01'

Rescue of Bangladeshi Fishermen

Indian Naval Ship (INS) Sumitra, while being deployed off Bangladesh coast in the wake of Cyclone Mora, sighted a group of stranded fishermen 100 NM South-west of Chittagong on 31 May 17. The ship immediately rushed to the area and found that the fishermen were waiving for assistance while hanging on to a floating trunk of tree and boat debris.

INS Sumitra maneuvered close to the survivors and promptly deployed its Marine Commandos, Helicopter, divers, Boarding team and rescued a



Fishermen hanging on to a floating trunk

total of 33 Bangladeshi fishermen amidst strong winds and high swell conditions. During investigations, it was revealed that the survivors were crew of two Bangladeshi fishing boats which sank due to inclement weather. The survivors were provided medical assistance, food and subsequently disembarked by INS Sumitra at Chittagong harbour on 01 Jun 17.



Rescue of Bangladeshi Fishermen

Assistance to Sailing Vessel 'Lady Thuraya'

At about 0112 Hr on 01 Jun 17, a relayed COSPAS SARSAT distress alert was received from British Virgin Islands flagged Sailing vessel 'Lady Thuraya' from position about 500 n miles south-west from Mumbai. As the efforts by MRCC Mumbai to establish contact with the vessel proved futile and then ISN was activated. Five merchant vessels Thorco Lohas (IMO 9742429), MV Boreal (IMO 9262936), MV Faust (IMO 9332925), MV UACC Masafi (IMO 9489065) & MV Maria (IMO 9266566) responded to ISN, however the distressed vessel could not be located after search in the area. Further, two more vessel responded and carried out search but the Sailing vessel was not sighted. An alert with resolved position was again received from Lady Thuraya at 0225 Hr of 03 Jun 17 and a fresh ISN was issued for all the

mariners in area.

At about 1000 Hr, on 03 Jun, the Master of MV Seacor Diamond intimated MRCC Mumbai that they were in the vicinity of Sailing vessel Lady Thuraya. Further, he informed that the distressed vessel required towing assistance as her main engines was defective and no source of power was available onboard. MRCC Mumbai requested MV Seacor Diamond to render assistance to the distressed vessel as required. MV Seacor Diamond took the Sailing Vessel under tow at about 1345 Hr on 03 Jun 17 for passage to Mumbai.



*Towing assistance to Yacht Lady Thuraya by
'MV Seacor Diamond'*

After towing of more than 96 hours, MV Seacor Diamond safely reached Mumbai anchorage at about 1355 Hr on 07 Jun 17 and handed over the sailing vessel Lady Thuraya to a Tug arranged by the local agent.

Rescue of Crew from Grounded Barge 'MV IBIS'

ICGS Amartya was patrolling off Malpe on 03 Jun 17, when information about grounding of Barge IBIS, near south breakwater of Old Mangalore Port, was received. The ship proceeded towards the reported position with best possible speed and

established communication with the Master of the Barge on VHF for situational appreciation and status of crew onboard Barge.

The Barge was grounded with shallow patches all around thereby limiting the reach of the ship to the site.



Rescue of crew from Barge 'MV IBIS'

Due to these conditions coupled with poor visibility, high swell, strong winds and onset of dark hours, the ship deployed its Gemini boat for rescue of the stranded crew from the Barge. After successful disembarkation of the four crew, the weather deteriorated and the Gemini had to return to ship as further operation was not feasible due to weather and poor visibility.

The Coast Guard Ship remained in vicinity of the Barge during the night hours and the operation resumed with first light on next day. The barge master was asked to lower life raft into the water and start evacuating the vessel as it has dangerously listed. Barge crew was thereafter shifted to Coast Guard ship in total four trips. Marine Police Boat also joined rescue operation and rescued four crew. Subsequently, all the rescued crew were taken to New Mangalore.

Rescue of Fishermen from Fishing Boat 'Manjeshwari'

At about 0925 Hr on 07 Jun 17, Coast Guard District Headquarters No.3, Mangalore received a message from VTS Mangalore regarding flooding onboard fishing boat Manjeshwari about 35 n miles South of Mangalore with seven crew onboard. At 0930 Hr, ICGS Savitribai Phule on patrol was diverted for assistance.



Rescue of fishermen ex-'FB Manjeshwari'

ICGS Rajdoot was sailed at about 0940 Hr for SAR operation. At 1015 Hr, ICGS Rajdoot reached the area and by 1055 Hr, all the seven crew were rescued from the ill fated fishing boat. The Coast Guard ship thereafter entered New Mangalore to



Rescue operation for Fishing boat 'Manjeshwari'

hand over the survivors to Fisheries department.

Assistance to Fishing Boat 'Bolan' off Tuticorin

At about 0730 Hr on 08 Jun 17, Coastal Security Group (CSG) Chennai intimated that a fishing boat 'Bolan' (Reg No. IND-TN-12-MO-1580), with seven crew onboard, had ventured for fishing at 1600 Hr on 07 Jun 17 from Punnakayal, Tuticorin and was reported drifting in approx position 12 n miles South of Manpad view engine failure. ICGS Abhiraj was diverted to render assistance. The ship located the disabled boat but attempts of repair did not fructify due to want of spares. The boat along with the crew was taken under tow and handed over safely to another fishing boat off Tuticorin at 1530 Hr on 08 Jun 17.



Fishing boat 'Bolan' under tow by ICGS Abhiraj

Assistance to Disabled Fishing Boat off Kakinada

At about 2314 Hr on 22 Jun 17, ICGS Kakinada intimated that fishing boat (Reg no. IND-TN-MSB-1496), with 15 crew onboard reported drifting in approx position 48 n miles South-east of Kakinada due to engine failure. ICGS Rajdhvaj was diverted for assistance and located the disabled boat at 0515 Hr on 23 Jun 17. Thereafter, the Coast Guard ship took the boat under tow and safely reach

off Kakinada to hand over the stranded boat to Marine Police/ Fisheries authorities at 1640 Hr on 23 Jun 17.



Disabled Fishing boat under tow by ICGS Rajdhwaj

Assistance to Adrift Fishing Boat 'Santhiya'

At about 1400 Hr on 24 Jun 17, CSG Chennai reported that fishing boat Santhiya, with 20 crew onboard, reported adrift in approx position 17 n miles South of Chinna Muttom due to engine failure. Indian Coast Guard Station at Tutucorin diverted ICGS Vaibhav for rendering required assistance.

ICGS Vaibhav located the disabled boat 'Santhiya' at 1525 Hr on 24 Jun 17 and took the boat under tow to hand over to another fishing boat Malika off Kanyakumari at 2205 Hr on 24 Jun 17.



Disabled Fishing boat 'Santhiya' under tow

Assistance to Fishing Boat 'Nirman-5'

At about 1900 Hr on 04 Jul 17, Coast Guard Regional Headquarters (NE) at Kolkata received information from Trawlers Association, Paradip regarding Indian Fishing Boat Nirman-5 (IND-OR-04-MM-174) along with 07 crew missing since 02 Jul 17. Indian Coast Guard Ship Sucheta Kripalani, on area patrol, was directed to carry out search of the missing boat. CGDO was also launched from Bhubaneswar at 0630 Hr on 05 Jul 17 for sea-air coordinated search. CGDO located the disabled boat about 54 n miles East of Paradip and ICGS Sucheta Kripalani was vectored to the distressed fishing boat, which had reported engine failure.



Towing assistance to Fishing boat 'Nirman-5'

The ship took the boat under tow at 1020 Hr on 05 Jul 17 and on arriving off Paradip at 1600 Hr on 05 Jul 17, ICGS Sucheta Kripalani handed over the boat & crew to another fishing boat arranged by the owner.

Assistance for Overdue Fishing Boat 'Sandhya'

On 17 Jul 17, Coast Guard District Headquarters No. 8, Haldia received information from Assistant Director of Fisheries (ADF), Contai (West Bengal) regarding drifting of fishing boat 'Sandhya' alongwith

14 crew, in position 55 n miles East of Paradip due to engine defect.

On receipt of the information, International Safety Net (ISN) was activated by Maritime Rescue Coordination Centre (MRCC), Chennai for vessels operating in area to keep sharp lookout and render assistance as required. Coast Guard Dornier was launched from Kolkata at 1230 Hr for search and located the adrift fishing boat at 1405 Hr and vectored ICG ship Raziya Sultana for further assistance.



Assistance to Overdue Fishing Boat 'Sandhya'

The Coast Guard ship arrived close to boat at about 0700 Hr on 18 Jul 17 and thereafter towed the boat to Dhamra Port. The boat alongwith crew was safely handed over to another fishing boat arranged by the owner at 1315 Hr on 18 Jul 17.

Fire Fighting Assistance to Fishing Boat 'Pachivalliamman'

At about 1735 Hr on 17 Jul 17, Indian Coast Guard Ship Abheek while on patrol, observed fire onboard fishing boat 'Pachivalliamman', in position 17 miles North-east of Krishnapatnam near Mayapadu beach. ICG Ship Abheek found that 09 crew of the boat were rescued by another fishing boat operating in the vicinity. On investigation, it also

revealed that at about 1600 Hr on 17 Jul 17, while cooking food onboard the fishing boat, the LPG gas cylinder blasted causing fire which further got aggravated with fuel available onboard. ICG ship Abheek commenced fire fighting operation to extinguish the fire.



Fire fighting by ICGS Abheek

Further, ICGS C-423 was sailed from Krishnapatnam at 2130 Hr on 17 Jul 17 to augment ongoing efforts by ICGS Abheek. Post extinguishing of fire, another boat 'Deepika' commenced towing the ill-fated boat 'Pachivalliamman'. However, the boat sank in position 15.5 n miles North-east of Krishnapatnam Light at 2250 Hr on 17 Jul 17.



Fire fighting assistance to Fishing boat 'Pachivalliamman'

SAR Assistance to MV 'ITT Panther'

At about 0625 Hr on 20 Jul 17, Maritime Rescue Coordination Centre (MRCC), Port Blair received message from ITT Lines Pvt. Ltd, Kolkata regarding distress onboard MV ITT Panther in position 98 n miles Northwest of Land Fall Island, Andaman due to beyond permissible limits list on Starboard side (approx 30 degree) and requested for immediate assistance. In addition, Captain had declared abandoned ship and all the crew disembarked and boarded life raft/ rescue boat .



Rescue of crew of 'MV ITT Panther'

On receipt of the information, International Safety Net (ISN) was activated by MRCC Port Blair to alert all mariners transiting through area to keep sharp lookout and render necessary assistance. Indian Coast Guard Dornier Aircraft was tasked from Port Blair and ICGS Rajkamal sailed from Diglipur at 0745 Hr 20 Jul 17 for assistance. ICGS Bhikhaiji Cama, which was on routine patrol, was also diverted for augmenting SAR efforts. The sister vessel, MV ITT Tiger, at sea was also directed by the vessel operators. ICGS Rajkamal reached area at about 1615 Hr and rescued all the 11 crew of ITT Panther from the liferaft braving rough sea conditions.

ITT Panther reportedly sank in approximate position 115 n miles Northwest of Diglipur. The rescued crew were taken to Port Blair and handed over to the M/s ITT Pvt. Ltd representatives.

Recovery of Tsunami 'Wave Rider Buoy' Ex-INCOIS

A Tsunami Wave Rider Buoy, which was deployed off Kollam, Kerala by the Indian National Centre for Ocean Information Services (INCOIS) for monitoring Wave Height and Tsunami warning got detached from the mooring on 28 May 17 and started drifting towards South West direction from the deployed position. On the request from INCOIS for assistance on 05 Jun 17, ICGS C-427 was deployed to locate and recover the buoy that was approximately 21 n miles from Vizhinjam coast, however, the buoy could not be traced due to rough weather condition. Subsequently, CGDHQ-4 diverted ICGS Samar to recover the buoy on 07 Jun 17. ICGS Samar located the buoy approximately 41 n miles off Vizhinjam at 1200 Hr on 07 Jun 17 and recovered it successfully. Subsequently, the Wave Rider Buoy was handed over to ICGS C-427 to hand over to INCOIS officials at Vizhinjam.



Recovery of Tsunami 'Wave Rider Buoy'

AID TO CIVIL AUTHORITY

Assistance During Floods in Odisha

On 16 Jul 17, incessant rains over Odisha resulted in heavy flooding at Rayagada District. On the request from the Government of Odisha, Coast Guard Dornier was launched at about 1215 Hr from Bhubaneswar for assessment of flood situation and providing the necessary relief in coordination with the Civil Administration. The CG Dornier reported nil flooding/ water logging in the main city. On 17 Jul 17, the CG Dornier was again launched at about 0925 Hr for assessment of the flood situation in the towns of Bhawanipatnam, Junagarh & Jayapatna and reported nil affect of these areas by the flood except one rail bridge was sighted washed away. On 18 Jul 17, State Administration reported adversely affected South Odisha District of Rayagada, Kalahandi, Nabarangapur view heavy rains and sending food and relief materials to these areas was uphill task for the State Administration.



Rail Bridge washed away due to flood

The CG aircraft was launched on 18 Jul 17 with 450 Kgs of packaged food and relief material on the request of Civil Administration. The aircraft flew over affected areas dropping relief material. During the flood situation, Coast Guard District Headquarters No-7 at Paradip maintained close liaison with the State Crisis Management Group and was prepared with aircraft,

diving teams, Gemini craft and men to provide necessary assistance to State administration.

MEDICAL EVACUATION

Medical Evacuation from 'Tug Esteem'

At about 1800 Hr on 19 Jan 17, Coast Guard Dornier Aircraft CG 778 ex CGAE(Kolkata) on surveillance reported 02 patients onboard Tug Esteem requiring immediate medical assistance. One patient was reported having cardiac problem and other patient having dehydration. On receipt of the message, ICGS C-418 was deployed at 1830 h from Haldia with medical team onboard to assist the patients onboard Tug Esteem.



Medical aid onboard ICGS C-418

C-418 effected R/V at 2115 Hr in position 20 n miles South of Dariapur Lt and embarked both patients onboard. The patients were provided medical assistance and handed over to local agent at 2230 Hr on 19 Jan 17 for further medical assistance.

Medical Evacuation from 'MV Panamax-4'

At about 0745 Hr on 25 Jan 17, MRSC Visakhapatnam received request from MV Panamax-4 for medical evacuation of one sick crew, in position 16 n miles east of Vishakhapatnam. The vessel was directed to proceed forward Vishakhapatnam harbour, while ICG assistance being provided.



Medical Evacuation from 'MV Panamax-4'

Coast Guard helicopter, CG 821, was launched at 0925 h on 25 Jan 17 and landed onboard vessel for Medical Evacuation. Post embarking the patient, the helicopter arrived Vishakhapatnam at 1007 Hr on 25 Jan 17. The patient was handed over to local agent for further management.



Medical Evacuation from 'MT Afra Hawthorn'

The patient was evacuated from the vessel and brought to Campbell Bay by 1510 Hr for further medication.

Medical Evacuation of Forest Guard from LOP Tillanchang Island

At 1130 Hr on 20 Mar 17, Coast Guard Station Kamorta received a message from local Police regarding requirement for immediate evacuation of Forest Guard from LOP Tillanchang, who was suffering from high fever. ICGS Rajveer, which was patrolling in area, was diverted for evacuation. The ship arrived off Tillanchang at 1345 Hr and evacuated the patient. The ship entered Kamorta harbour at 1600 Hr on same day and transferred the patient to Community Health Centre, Kamorta for further treatment.



Medical Evacuation from 'MV Panamax-4'

Medical Evacuation from 'MT Afra Hawthorn'

At about 0850 Hr on 25 Feb 17, a message was received from MT Afra Hawthorn regarding requirement of evacuation of one crew who was suffering from Dysentery. The ship was in position, 45 n miles South of Indira Point, Campbell Bay. ICGS C-414 sailed from Campbell Bay for evacuation of patient and effected R/V with the merchant vessel at 1240 Hr.



Medical Evacuation of 'Forest Guard'

Medical Evacuation from 'MT Sea Dragon'

MT Sea Dragon was on her passage from Singapore to Fujairah. At 0412 Hr, on 16 May 17, whilst in position 263 Surathkal Lt 28, she reported medical emergency onboard wherein one crew (Mr. Hong Jaingyu/ Male/31 yrs/Chinese) had suffered fracture on right index finger.



Medevac of Crew Ex-'MT Sea Dragon'

ICGS Savitribai Phule, on routine patrol, was diverted to render assistance to the vessel. The ship effected R/V with the vessel in position 13 n miles South west of Surathkal at 0725 Hr and evacuated the injured crew. The ship, thereafter entered New Mangalore harbour and handed over the patient to local agent for further treatment.

Medical Evacuation from 'MT BW Puma'

At 1415 Hr on 22 May 17, an email was received from Singapore flagged vessel MT BW Puma requesting for urgent medical evacuation of an injured Russian Engineer onboard. The engineer had sustained injury on chest while undertaking repair works in engine room.

ICGS Samudra Paheredar, on patrol, was diverted and effected R/V with MT BW Puma, embarked the patient at 0020 Hr on 23 May 17 and entered Chennai



Medical Evacuation from 'MT BW Puma'

harbour at 1600 Hr on 23 May 17. Subsequently, the patient was handed to local agent for further medical treatment.

Medical Evacuation from 'MV Lucky Seven' off Goa

At about 2115 Hr on 15 Jul 17, MRCC (Mumbai) received a message from owner of MV Lucky Seven regarding medical emergency onboard off Panaji as all efforts for evacuation of injured crew by the owners failed view inclement weather. One crew member had sustained blunt injuries on hand with severe bleeding while three crew were suffering from acute sea sickness. The vessel was operating off Panaji and was appreciated to have developed problem while negotiating restricted waters amidst monsoon weather conditions.



Rescue of crew of 'MV Lucky Seven' by Coast Guard Helicopter

On receipt of the information, Coast Guard Helicopter was launched from Goa at 0620 Hr on 16 Jul 17 and 04 crew of MV Lucky Seven were rescued by winching operations by Coast Guard Helicopter. The rescued crew were safely handed over to the Deputy Captain of Port, Goa at Miramar beach.

SAR EVENTS

Beacon Exercise

The Bi-annual Beacon exercises, which gauges the efficacy of SAR response mechanism utilising satellite based Distress Beacons, is regularly conducted in coordination with INMCC, Bangalore and SAR resource agencies. The 12th exercise of the series was conducted on 23-25 May 17 which witnessed active participation from both defence and civil agencies. A total of 15 Beacons were tested live and the SAR procedure was followed and implemented.

SAR Communication Exercise

With a view to reinforce our operational linkages with leading SAR service providers of the world, besides providing opportunity to MRCC operators to coordinate with other MRCC/RCC, the following SAR Communication Exercise (SARCOMEX) were conducted :-

- (a) RCC, Hiroshima (Japan) & MRCC, Chennai on 01 Jun 17
- (b) MRCC, Kobe (Japan) & MRCC, Port Blair on 28 Jun 17

M-MSAR Training Capsule for RCC & MRCC Operators

In series of the training endeavours, SAR Secretariat coordinated Maritime-SAR training for Officers and personnel posted at MRCCs & RCCs. The 8th Bi-annual M-SAR Training capsule was conducted from 13-15 Jun 17 at CATC, Allahabad.

ARTICLES ON MARITIME SAFETY

SAFETY CULTURE

*Commandant S.K. Nath
Coastal Safety & Security Officer
Maharashtra Maritime Board*

Merchant shipping is the most environment-friendly mode of transport. Shipping sector is known to adopt widely implemented international safety standards. Though entire shipping industry is moving from compliance regime to self-regulation, yet there is an urgent need to implement an effective safety culture. International Safety Management (ISM) Code advocates both internal and external audit and aims to eliminate all possibilities of safety problems. It emphasizes comprehensive risk assessment by top management in maritime organisations.

An effective safety culture can result in reduction in insurance premiums, cargo damage, pollution costs, hospital costs and lost man hours. The indirect costs of maritime accidents are estimated to be around three times of direct costs associated with loss of men and material and oil spills. Therefore, implementing safety culture is inescapable to ensure minimal loss of life and property. Commitment from the top management is the single most important factor which can promote effective safety culture in a maritime organisation. The top management should focus on strict adherence to applicable conventions, codes and regulations. It needs to emphasize on implementation of Standard Operating Procedures (SOPs) for all classes of ships and operations. It also needs to be aware of the changing behaviour of seafarers and shore based managers. It needs to conduct comprehensive behavioral assessment with the assistance of external experts. The masters, chief engineers, officers, shore managers and crew need to have strong belief in safety and high sense

A COLLISION INCIDENT AT SEA

DIG Rajesh Mittal

Commanding Officer, ICGS Varuna

of responsibility to practice safety guidelines at all times. Safety culture need to be developed gradually keeping all stake holders in total confidence through workshops, seminars, drills, audits and brainstorming sessions. The achievement of total safety culture goes beyond compliance with the ISM Code since it can provide means of maximising the benefits and cost savings. Every individual needs to feel responsible for actions taken to improve safety, rather than seeing them as being imposed from the outside.

There is a need for a detailed study of casualty reports issued by maritime administration and international agencies like International Maritime Organisation (IMO) and Marine Accident Investigation Branch (MAIB) by all ship owners, top management and marine professionals. Investigation reports and safety bulletins assist in “course correction” by top management and auditors. Lessons learnt from accidents need to be disseminated up to crew level and discussed in open forums.

Training plays a significant role in ensuring an effective safety culture. Specialised training capsules need to be planned to improve awareness of best management practices amongst seafarers and shore managers. Bridge Resource Management (BRM) and Bridge Team Management (BTM) courses need to be encouraged in shipping sector, Ship handling simulator training need to be compulsorily imparted at deck cadet level. Analysis and assessment of Voyage Data Recorder (VDR) is a tool to prevent navigational accident. This remote navigational assessment can also serve as a training tool for seafarers forming part of navigational watch onboard a ship.

As identified by ISM Code, commitment from the highest level of the company is vital to ensure that “Safety First” is practised as part of the safety culture by all employees. The top management need to understand the full cost of accidents in human, environmental and financial terms.

“I need the sea, because it teaches me” – Pablo Neruda. The sea has always been a teacher for mariners of all ages. The vast expanse of the sea makes us wonder about the might of nature. It always teaches us that there are greater things than the humans and they shall wrath on the human race whenever the balance of the ecosystem is affected. It is the prime duty of the human race to respect the nature and live with it.

The monsoons are the deadliest demons for people who venture into the open seas. The swell waiting to shake anything against them, the winds blowing to deter, clouds thundering upon and darkness surrounds us. The nature keeps testing for survival of the fittest and those who break in are removed from the face of earth. During monsoon, the small crafts and fishing vessels are advised not to venture into sea for their own safety. Yet the fishermen neglect the warning from various agencies and endanger their lives. One such incident took place off Kochi, Kerala on 11 June 2017.

A motorized fishing boat ‘Carmel Matha’ had ventured into sea and anchored off Kochi, north of fairway on 09 Jun 17. On 11 Jun 17, before twilight, a cargo carrier MV Amber L flying Panama flag was passing through territorial waters in close quarters to fishing vessels. The vessel rammed into the motorized fishing boat Carmel Matha despite visual signals from the crew. The crew had to jump into water to save themselves and unfortunately 03 fishermen died out of which 02 bodies were later recovered and 01 went missing. MV Amber L did not stop after the accident and continued its pursuit and was later apprehended by Coast Guard and Navy and brought to Kochi for investigations.

Search missions were launched by Coast Guard and Navy for the missing fisherman and also to monitor MV Amber L that was anchored in the Cochin Port anchorage. The crew were kept under custody by the coastal police and the master was arrested further investigation. 11 fishermen swam across and boarded the nearby fishing vessels and were given medical assistance. The importance of understanding the rules to be followed in open seas is a major concern in this issue.

The carrier being a large vessel might claim that it is difficult for the ship to react immediately on the situation but the rules stress upon the precautions to avoid collision but not actions on colliding. The vessel's VDR was not switched off which is a mandatory regulation for any vessel in case of accidents. Thus the data recovery has become impossible for the police. The vessel was en-route to China and should have maintained well clear from Kochi coast but it is unclear for authorities as to why the vessel had to close in the coast and that too in between dense fishing traffic.

These answers are still to be answered as the enquiry in the incident is in progress. These kinds of incidents remind us the necessity for better safety, awareness and surveillance amongst the mariner and fisher folks.

A MARINER'S ACCOUNT ON SAR OPERATION AT HIGH SEA

*Compiled by : Commandant Girish Datt Raturi
Regional Ops & Plans Officer, CG RHQ(W)*

As monsoon set in, the west coast of India becomes a hub of maritime activities mainly involving safety of shipping and fishing. Maritime Rescue Coordination Centre (MRCC) receives numerous distress alerts from close to coast, to the fringes of Indian Search and Rescue Region (ISRR). In one of such cases, MRCC (Mumbai) received a distress

alert from a British Virgin Island Flag sailing vessel (SY) 'Lady Thuraya' on the night of 01 Jun 2017. The sailing vessel with four crew was on passage from Male to Salalah and had developed problem in their engine and generator almost about 500 nautical miles from Mumbai. International Safety Net (ISN) was activated by MRCC (Mumbai) and was responded by many vessels passing through the area, however Lady Thuraya could not be located by them. On receipt of another distress position on am 03 Jun 17 from the vessel, MV Seacor Diamond could locate the distressed sailing vessel at about 1000 Hr on 03 Jun 17 and subsequently brought her safely to Mumbai on 07 Jun 17. The brave act of towing a sailing vessel for more than 400 n miles, for close to 96 Hr during monsoon weather, needs applaud from the entire maritime fraternity.



'MV Seacor Diamond' & the master Capt Ollivier Thomas

It would be prudent to hear the narrative in form of an email by Captain Mr. Thomas Ollivier, the Master of MV Seacor Diamond, who was responsible for saving precious lives at sea by showing the commitment of a true mariner.

"We were on our passage from Mtwara, Tanzania to Al Jazeera, UAE when we first got a Distress messages on HF/MF DSC terminal on the 31 May 17. The Seacor Diamond was far from the position. It was then followed by INM-C message

relaying the Distress on the 02 Jun 17 but still too far. We were already aware of a distress vessel in the area and keeping a sharp lookout & radio watch when we got your final message on the 03 Jun 17, early morning. After checking our position with the distress position transmitted, by MRCC (Mumbai), we knew we were in the vicinity of the SY. We started calling out the “Lady Thuraya” on VHF Ch. 16 at regular intervals. Eventually, we heard the Mayday message on VHF Ch. 16. They gave us an approximate position to aim for. We proceeded at full possible speed on the given position but found nobody. We called them again and gave us a new position, about 20 Nm further east.

Unfortunately, the SY was not fitted with a SART. We used both X-Band & S-Band Radars on long range to detect any echo of the SY. Due to squally weather, sea conditions, size and materials of the SY Lady Thuraya, she was spotted late on the radar screen (approximately 11 Nm). About a Nautical Mile after, we had her on sight. All communications took place on VHF Channel 16. All information collected were relayed on the same channel to other cargo vessels in the area. At some point, once I had the SY on sight and being instructed and assigned by the MRCC Mumbai to render assistance, I discussed with the other masters. We agreed the Seacor Diamond would take care of the assistance and they returned to their respective voyage. They are large cargo vessels, over 200 meters long and would have certainly faced difficulties to secure a tow line on such a relatively small yacht in this weather.

The SY Skipper reported on VHF that he & his crew were fine, not requiring Medical Assistance, having sufficient food and water. All they required at first was towing assistance to any port of India as their Sails were torn, Main Engine, both Generators were no longer operational. As you already know, they had only a VHF on battery as mean of communications. Battery was charged though a solar panel.

Upon arrival on site, we had to make sure the crew of the Lady Thuraya was fine. They were, all 4 of them standing on deck and appeared well. We can't ignore the wearing, the stress endured & psychologic shock resulting from been lost in the middle of the Indian Ocean for over 3 days adrift in heavy weather without nobody answering your distress calls. I wanted to be comforting, so I ensured them that we won't fail them, we will take them safely home no matter what happen.

Secondly, as Captain, you have to always bear in mind your utmost responsibilities: the Safety of your crew first, the Safety of the Vessel, no damage to the Environment. At each occasion, all possible safety measures were maintained while securing the Tow Line and we applied the very same procedures we would follow for any assigned task in our field of operations of the Offshore Industry.

Transferring personnel from or to the SY would have exposed them to great risk in the existing weather conditions. We wanted them healthy and in good shape, so we gladly provided them generous hot meals to keep their moral high and keep them well fed. As our main goal was to assist, I asked them at each of the many VHF communications we had over 4 days if they were requiring anything. As a example, they asked at some point for ice to cool down drinks, we easily provided. For all the transfers, we improvised a small watertight casing tied up to a rope. We were slacking it into the sea from the stern to their level. They were catching it, taking its content and then pulling up on the rope till the box was back on deck.

Moreover, they were lacking information, stranded on their yacht with no mean of communication. Being in charge of the salvage, all information were sent or were transiting through the Seacor Diamond, so I always kept them informed about what was being arranged from the shore side. I'm sure it was important to them.

Every time we connected or re-connected the Tow Line, she had changed heading and relative position to the weather, so we had to make her spin toward the right direction. Minimum tension was always applied during this critical phase to make her turn slowly. Powerless in this heavy weather, she was pitching & rolling hard, we didn't want to capsize the SY with her crew on board.

We were all the time concerned about their safety too and even more concerned with the high risk of Man Over Board. We always encouraged them to be and act safe. I was pleased to see that they were using safety harness whenever over side job on the SY was necessary.

The Tow Line was made of the 3 longest Mooring Lines on board. About 140 meters in length. The second tow line was made of only 2 ropes, about 90 meters in length. We are not a Towing Vessel and as we do not have a strong point on deck, nor winch, nor much gear for this kind of salvage operations. We could only use whatever was available to do the needful. We used a long mooring line back and forth across the aft deck section, between Port & Stbd bollards. In this way, we could keep an eye on the tow line from the bridge, having the tow line secured right in the centre of the deck. The Seacor Diamond is not high above the sea level, but only 2.2 meters of free board.

The Tow line did part 4 times. Chafing was the problem. Frictions of the rope against our stern, their bow shapes or their anchors. As well, the Yacht has excellent hydrodynamic design, increased under the influence of the big swells. She always tends to surf, moving across our stern port to starboard. Plus, any tension on the tow line would give this light yacht sufficient impulse ahead to over speed us for a short time, slacking the tow line and slowing down again. As a result, the tow line was never under constant tension and when tension was coming back, the bridle was

sometime caught on one of the anchor or chafing against the forestay.

Questions is, how did we come to decide to give assistance, I can only answer, it came naturally and instinctively on hearing their May Day message. We never thought of asking the permission to divert the vessel from her track knowing our Company, Seacor Offshore Dubai would only approve such an initiative. We simply advised on the first email the MRCC Mumbai, UKMTO and all our Seacor Managers that we were already on the way to give assistance. From this point forward, they were all kept in the loop, following our extraordinary expedition and intervening whenever we called for help, guidance or support.

What kind of choices is there when people are in danger? There is not much of a decision to make here as it leaves you only with the right things to do. What kind of seafarer would pass his way in such circumstances and how would he leave with himself not answering a distress call?

It was a long and weary experience, inducing a lot of stress on this 440 Nm voyage to Mumbai with this lovely Lady under our care. We encountered problems, as always because honestly it is never easy but we overcame them all. It is memorable for all of us, thanks to a great team work and common efforts between crew members of the Seacor Diamond & the Lady Thuraya.

We are all going home humble but proud of our actions, hoping we will never face a similar situation as the crew of the Lady Thuraya went through. But if such a day comes, we sincerely hope we would find people out there to rescue us just the same”.

The story is long enough to awake the true mariner within us. We mariners must salute the spirit of MV Seacor Diamond and all the mariners involved in this eventful journey which will have long lasting effect on all of us involved.



Safe Waters

An Indian Coast Guard Publication

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