



MARITIME SEARCH & RESCUE

BULLETIN



Quarterly

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A Publication of NMSAR Secretariat



From the Desk of the Chairman
National Maritime Search & Rescue Board
& Director General Indian Coast Guard



Dear Reader,

Maritime Search and Rescue services continue to evolve amid increasing Maritime and Fishing activity, which was further convoluted by frequent cyclones and depressions in Bay of Bengal and Arabian Sea. Incident of fire, flooding, sinking, grounding & collision driven by bad weather, poor maintenance, passenger crowding & enforcement of regulations continue to test our preparedness. Notwithstanding, the Search and Rescue missions undertaken during the quarter Jul-Sep 22 leading to rescue of 158 lives at sea proves our commitment towards safety of mariners and fisher folks. During the monsoon period, Maritime Rescue Coordination Centre & sub-centres were in heightened operational state, coordinating pre-emptive measures to ensure safety of lives and property at sea. I feel that such Inclusive Efforts together with Collaborative Approach is the most efficient way to mitigate future M- SAR challenges.

Under the aegis of National Maritime Search and Rescue Board (NMSARB), the 10th edition of Biennial series of National Search and Rescue Exercise & Workshop (**SAREX-22**) was conducted at Chennai from 26-28 Aug 22. The exercise provided an insight into large scale Maritime Disaster Contingency response strategy & preparedness inter-alia validation of the Standard Operating Procedures (SOPs) whilst dealing with the challenges of Mass Rescue Operations at sea. The overwhelming participation of national stake holders and international observers stands testimony to our collective national & regional level capacity building and interoperability for ensuring safer seas. I firmly believe that such exercise not only instill confidence amongst all the participating agencies and maritime fraternity but also act as a key enabler to strengthen the regional M-SAR construct.

I am sanguine that the NMSAR Secretariat plans periodic exercises so we can validate, refine and harmonies the M- SAR plans and procedures. I am also confident that focused approach and unanimous resolve by one and all will definitely enhance our capacity and capability so as to keep pace with the growing demands of maritime search and rescue in Indian Search and Rescue Region... Jai Hind ... VAYAM RAKSHAMAH...

(VS Pathania)
Director General
Indian Coast Guard

New Delhi


From the Editor's Desk

At the outset, the SAR Secretariat extends sincere gratitude to all the NMSAR Board Members, SAR Resource Agencies & stakeholders' for overwhelming participation and support in the 10th National Maritime Search and Rescue Exercise (SAREX-22) conducted at Chennai on 26-28 Aug 22. The Secretariat also expresses appreciations for whole-hearted participation in the M-SAR Workshops at Kochi, Goa, Puducherry, Mumbai, Chennai, Tuticorin, Daman, New Mangalore & Port Blair during the preceding quarter. Such large scale participation in SAR services and synergized efforts indicative of our 'all inclusive' and wholesome approach aimed towards safety of fellow mariners and fisher folks.

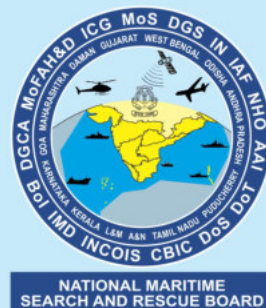
Dynamic contribution and unwavering cooperation of resource agencies and stake holders have constantly improved the SAR services in our area of responsibility. Merchantmen transiting the incident area have always complied with the MRCCs request for rendering search and rescue assistance to reported lives in distress. In the quarter Jul-Sep 22, our collaborative efforts have resulted in saving 158 stranded lives at sea amid challenging fury of the south-west monsoon.

As you all would be aware that on the directives of Chairman NMSAR Board, NMSAR Secretariat has instituted Quarterly Maritime SAR Bulletin covering significant SAR & Medical Evacuation (MEDEVAC) cases. Through this Second in the series Bulletin, it has been my earnest attempt to highlight significant SAR events and efforts undertaken during the quarter including SAR related information/circulars for experiential learning benefiting all.

I look forward to positive feedback and suggestions including SAR related information/article to improve upon the contents of this Bulletin... Happy Reading...



(Arun Singh)
Dy Inspector General
Member Secretary/Director (SAR)
For Chairman, NMSARB



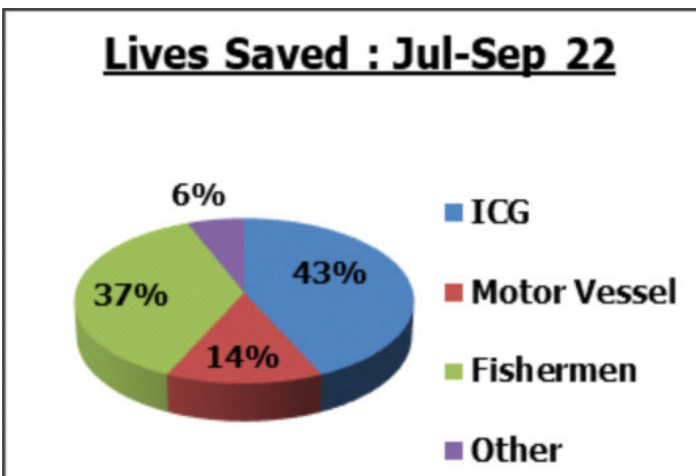
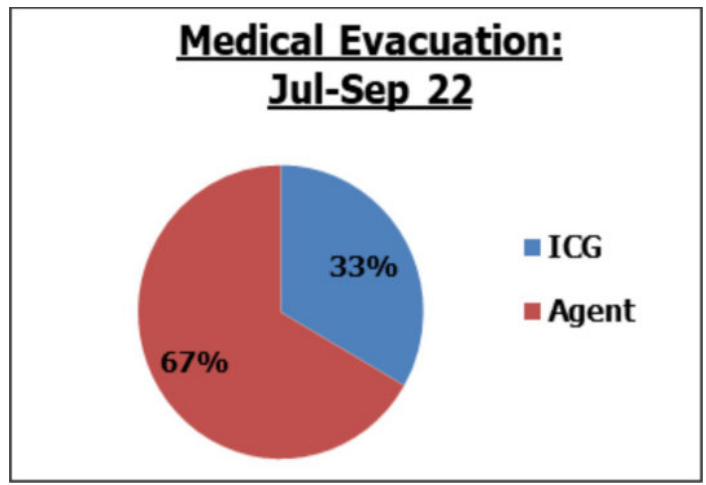
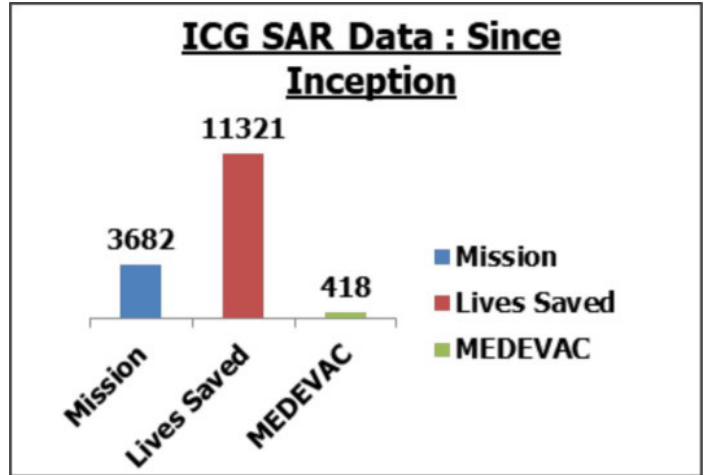
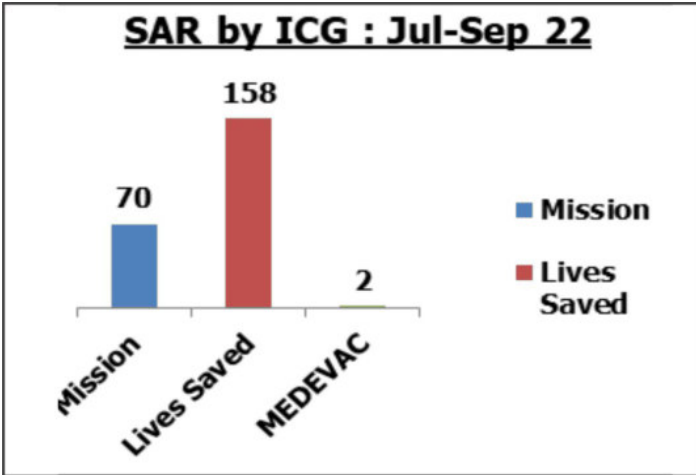
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ICG - MARITIME SEARCH & RESCUE STATISTICS



MARITIME SAR EVENTS

SAR Communication Exercises (SARCOMEX)

With a view to bolster ICG operational linkages and to provide first hand exposure/ experience to MRCC operators whilst coordinating with foreign MRCC/ JRCC operators in real-time operations, the SAR Communication Exercise, code named SARCOMEX, have been institutionalized with leading Global maritime SAR service providers. Since 2013 till date, 124 SARCOMEX with 24 countries have been conducted. During the period Jul-Sep 22, the Indian MRCCs have conducted 06 SARCOMEX with countries as enumerated below:-

Ser	Agencies Participated in SARCOMEX	Date
(a)	MRCC Mumbai - ARCC Kuala Lumpur	07 Jul 22
(b)	MRCC Port Blair - JRCC Australia	16 Aug 22
(c)	MRCC Mumbai - JRCC Norfolk	17 Aug 22
(d)	MRCC Mumbai - RCC Muscat	21 Sep 22
(e)	MRCC Chennai - MRCC Male	22 Sep 22
(f)	MRCC Port Blair - MRCC Philippines	28 Sep 22



M-SAR WORKSHOPS/ EXERCISES

Under the aegis of NMSAR Board, ICG conducts SAR workshops for one-two day duration in Coastal States and Union Territories. These workshops are aimed at enhancing safety consciousness amongst the fishermen and strengthening the Maritime SAR (M-SAR) construct by involving the respective Fishing Associations/ Authorities and other resource agencies/ stakeholders.

During the period Jul-Sep 22, a total of 10 Maritime SAR (M-SAR) workshop/ exercises were



conducted. Details are as highlighted below :-

Date	Place
23 Jun 22	Kochi
05 Jul 22	Goa
17 Jul 22	Puducherry
27 Jul 22	Mumbai
17 Aug 22	Chennai
23 Aug 22	Tuticorin
26 Aug 22	Daman
31 Aug-01 Sep 22	Haldia
06 Sep 22	New Mangalore
21 Sep 22	Port Blair

10TH NATIONAL MARITIME SEARCH & RESCUE EXERCISE AND WORKSHOP - 'SAREX-2022'

In series of the Biennial exercises and in line with the vision and objective of National Maritime Search and Rescue Board (NMSARB), the 10th edition of National Maritime Search & Rescue Exercise and Workshop code named '**SAREX-2022**' was conducted by ICG from 26-28 Aug 22 at Chennai.



The exercise aimed at validating the National maritime SAR plan and the Standard Operating Procedures (SOPs) whilst dealing with large scale maritime contingencies such as Mass Rescue Operation (MRO) at sea. The event in particular acted as an enabler to synthesise the actionable derivatives while fostering mutual understanding, promote synergy and share best practices amongst the national as well as international participants whilst dealing with Mass Rescue Operation (MRO) at sea.



Considering the growing shipping traffic, civil aircraft operation and cruise tourism in the Area of Responsibility (AoR) and a need to understand the imperatives and challenges, the theme of the SAREX-22 was identified as '**Capacity Building towards Marine Passenger Safety**'.

SAREX-22 was inaugurated by Dr. Ajay Kumar, IAS, Defence Secretary, GoI in presence of Director General VS Pathania PTM, TM who is also the Chairman of the NMSAR Board. In addition to the 51 participants from 30 national Maritime SAR stake holders/ NMSAR Board representatives and resource agencies, the exercise also witnessed participation of 22 foreign delegates from 16 Friendly Foreign Countries (FFCs) viz. Australia, Bangladesh, Benin, Gambia, Indonesia, Japan, Madagascar, Mauritius, Maldives, Myanmar, Nigeria, Philippines, Qatar, Republic of Korea, Senegal and Vietnam.



The two day event included Table-Top exercise, Workshop and Seminar wherein issues of passenger safety, preparedness, challenges and way ahead was deliberated witnessing valued participation of foreign delegates, senior officials from the government agencies, ministries & armed forces including representatives from the participating agencies. The second day was dedicated to the Sea Exercise involving two large scale MRO contingencies simulated off the Chennai coast with participation of 16 ICG Ships, 01 Naval Ship, 06 ICG aircraft, 01 Naval ALH, 01 IAF C-130J aircraft, DSS Passenger Vessel Swarajdweep, 01 Tug from Chennai Port Trust and 01 boat from

the Customs. The sea exercise was reviewed by DG VS Pathania, PTM, TM, Chairman, NAMSAR Board and Director General Indian Coast Guard (DGICG).



The response matrix in the sea exercise involved various methodology to evacuate stranded passengers from the simulated vessel and aircraft in distress. The Remote Controlled Life Buoy and Quadcopters were also demonstrated to familiarize the participants on effective utilisation of such technological advanced equipment during real time rescue operations. Amongst the air elements used in the sea exercise, the rescue modalities demonstration by the newly inducted Advanced Light Helicopter (ALH-MK-III) in ICG highlighted the ease and precision of using the state-of-art aircraft in large scale rescue operation.



MARITIME BULLETIN **(Jul - Sep 22)**

SEARCH & RESCUE COORDINATION

Rescue of 22 Crew from MV 'Global King-1'



SAREX-22 concluded with the successful recovery and accounting of all the simulated passengers from the Passenger vessel and civil aircraft ditched at sea. This edition of the SAREX witnessed whole hearted participation by all the national SAR stake holders and NMSAR Board Members and witnessed one of the largest deployments of the SAR resources at sea. The next edition of the National Maritime Search and Rescue Exercise (SAREX) shall be scheduled in 2024.



At about 0803 hrs on 06 Jul 22, MRCC Mumbai received a telephonic information regarding flooding onboard MT Global King-1 and subsequent listing to Starboard side by 10 Degree whilst in position 92 N miles West of Porbandar. MRCC Mumbai coordinated the SAR operation and activated International Safety Net (ISN) to alert the mariners transiting through the area. ICGS Shoor, on surveillance mission, was diverted for assistance. Coast Guard Dornier (CGDO) aircraft & Advance Light Helicopter (CG ALH) from Porbandar were also tasked for sea-air coordinated search. Subsequently, MV FOS Athens & MV Inter Sydney





were also diverted by MRCC Mumbai for rendering necessary assistance.

At 1135 hrs, CG ALH facilitated winching of 03 crew from life raft to the deck of MT FOS Athens. CG ALH again airlifted 03 additional crew and returned to Porbandar. ICGS Shoor arrived in area and rescued 16 survivors from two life rafts of the distressed vessel. Coordinated sea-air SAR operation resulted in saving 22 lives from MT Global King-1 prior its sinking due to uncontrolled flooding.

Rescue of 16 Fishermen by ‘SCI Urja’

At 1625 hrs on 10 Jul 22, ICGS Kakinada received message from Coastal Security Police Station (CSPS) Vodalarevu regarding 16 fishermen stranded in 02 IFBs namely IFB Sageeta-662 (IND-AP-E2-MM-662) and IFB Venka Srinivasa-442



(IND-AP-E2-MM-442) off Andhra Pradesh Coast (05 N miles from shore) due to engine failure. ICGS Kakinada coordinated the rescue operation through ONGC support vessel SCI Urja, which led to prompt rescue of all 16 fishermen by 2000 hrs on 10 Jul 22. Subsequently on 11 Jul 22, all fishermen were taken over by ICGS C-438 and handed over to the Fisheries & Marine Police authorities, Kakinada at 1830 hrs on 11 Jul 22 for further formalities.

Assistance to MFV ‘Shanti’



At 0727 hrs on 31 Jul 22, MRCC Port Blair received an alert from Distress Alert Transmitter (DAT) belonging to MFV Shanti (Reg No IND-AN-MN-MO-627) in position 06 N miles South of East Island, Andaman. ICGS Rajkamal was diverted for rendering necessary assistance to the distressed MFV. On arriving in proximity of the MFV, it was observed that the MFV had engine breakdown. As the defect could not be rectified at sea, ICGS Rajkamal took MFV Shanti under tow and entered Diglipur harbour at 1740 hrs on 01 Aug 22 and handed over to the Fisheries Department.

Rescue of Crew from MV ‘AungPyi Moe’

At 2140 hrs on 31 Jul 22, ICGS Durgabai Deshmukh and ICGS Rajdhvaj rescued eight crew of MV Aung Pyi Moe, a Myanmarese Dhow, which



sank in position 125 N miles East of Tillanchang, Andaman. The vessel, with 13 crew onboard, was carrying Wooden Logs from Myanmar to Malaysia when it sank. MRCC Port Blair coordinated the SAR operation wherein CGDO and three ICG FPVs carried out extended Search in area for the remaining five crew, which could not be located. Post termination of the SAR efforts, the eight rescued crew were handed over to local Police, for further formalities.

Rescue of Crew from Stranded IFB 'Rashida Mol'

At 0915 hrs on 02 Aug 22, MRSC Kochi received an information from CSP Azhikode regarding IFB Rashidha Mol stranded along with 05 crew onboard in position 10 N miles South–West of Chavakkad view engine failure.

On receipt of information, MRCC Mumbai



activated ISN to alert mariners transiting through the area while ICGS Arnvesh on surveillance was diverted to render assistance. Subsequently, all 05 fishermen abandoned the IFB and embarked the ICG Ship. ICGS Arnvesh along with the recued crew entered Kochi at 1700 hrs on 02 Aug 22 and all 05 rescued crew were handed over to Fisheries Authorities at Kochi for further formalities.

Rescue of Crew from Flooded IFB 'Raj Ayushi'

At about 0045 hrs on 03 Aug 22, Maritime Rescue Sub-Center (MRSC) Okha received information regarding flooding onboard IFB 'Raj Ayushi' (IND-GJ-37-MM-3426) along with 05 crew in position 09 N Miles North-West of Okha.



On receipt of information, ICGS-413 ex-Okha was immediately deployed to render necessary assistance. On arrival in area, it was found that IFB Raj Ayushi was partially submerged. De-flooding was attempted by ship's crew on multiple occasions but proved futile view inclement weather/ sea conditions in area. Considering the precarious situation, C-413 embarked the 05 crew onboard and entered Okha.

Rescue of Crew from Flooded/ sunken IFB 'Ratna Sagar'

At 0635 hrs on 08 Aug 22, MRSC Okha received an information from owner of IFB regarding flooding

onboard IFB Ratna Sagar with 02 crew onboard in position 11 N miles North-East of Okha due to rough weather/ sea conditions.



On receipt of information, ICG Ships C-413 & C-152 were deployed to render assistance. In addition, CG Helo was also launched from Porbandar to augment SAR efforts. ICGS C-413 arrived datum and commenced search for the boat based on the drift pattern. At about 0930 hrs on 05 Aug 22, both survivors were sighted and rescued by ICGS C-413. Subsequently, both the survivors were brought to Okha and handed over to the Fisheries Authorities, Okha for further management.



Rescue of Crew from MSV 'Jamna Sagar'



At about 0250 hrs on 09 Aug 22, MRCC Mumbai received a telephonic call from Member of Dhow Association regarding sinking of MSV Jamna Sagar with 10 crew in position 400 N miles from Porbandar Lt (264 N Miles inside Pakistan SRR). The MSV Jamna Sagar was on her passage from Chabahar (Iran) to Porbandar when the incident occurred.

On receipt of information, MRCC Mumbai activated ISN to alert the mariners. Concurrently, MT Kruikeke and MV Diodorius were diverted for assistance. MT Aseem also joined the SAR Operation.

At about 0603 hrs, MT Kruikeke reported that MSV Jamna Sagar sank and crew disembarked in a



small life boat. MT Kruikeke rescued 09 crew of the MSV amidst challenging weather conditions while search for the balance one unconscious crew reportedly adrift in water continued.

MRCC Mumbai also sought assistance of Naval ships/ aircraft in area and also coordinated with MRCC Pakistan for continuation of search operation for one missing crew by Pakistan Navy/ PMSA assets. MRCC Pakistan carried out sea-air coordinated search with Pakistan Navy rescue helicopter and MT Kruikeke. On 10 Aug, MRCC Pakistan intimated that dead body of the missing crew was recovered and being taken to Pakistan for further formalities.

Rescue of Crew from Stranded IFB 'Hareshwari'

At 0132 hrs on 10 Aug 22, Control Room, State Emergency Operation Center, Mumbai intimated MRCC Mumbai regarding IFB Hareshwari along with 10 crew adrift in position 03 N miles North-West of Nanvel Point, Murud Janjira due to engine failure.



MRCC Mumbai coordinated SAR operation and activated ISN to alert mariners transiting through the area. ICGS Agrim ex-Murud was deployed to render assistance. The ICG ship arrived datum at 0330 hrs and established communication with the stranded IFB wherein it was ascertained that all crew were safe onboard. However, IFB was reported to have drifted

further into shallow waters view inclement weather in area, hence boarding team ex-Agrim could not be deployed/ embarked.

Advanced Light Helicopter ex-CGAS Ratnagiri was tasked AM 10 Aug 22 for augmenting SAR efforts. All 10 crew were rescued from stranded IFB by CG ALH and shifted to More village for further formalities.

Rescue of Crew from Stranded IFB 'Tirthnagari'

At 0800 hrs on 11 Aug 22, MRSC Pipavav received a telephonic call from Fishing Association, Jafrabad regarding IFB Tirthnagari along with 08 crew stranded in position 32 N miles South-East of Jafrabad due to engine failure since PM 10 Aug 22.



On receipt of information, MRCC Mumbai coordinated SAR operation and activated ISN to alert mariners transiting through the area. Simultaneously, MV Ambuja Shakti being the nearest vessel was diverted for assistance. Further, ONGC was requested for diverting Supply Vessel Great ship Aarti which was standby vessel of ONGC platform. CG Advanced Light Helicopter (ALH) ex-Daman was launched at 0624 hrs on 12 Aug 22 for augmenting SAR efforts. The CG ALH airlifted 05 crew while remaining 03 crew refused to leave the boat. Subsequently, IFB Tirthnagari was safely towed by other IFB to Jafrabad fishing harbour.

Rescue of Crew from Yacht 'Porrima'

On receipt of delayed information at 0242 hrs on 12 Aug 22 about a distress alert from Yacht Porrima in position 10 N miles South South West of Mumbai. MRCC Mumbai coordinated SAR operation and activated ISN to alert mariners transiting through the area. Concurrently, ICGS Agrim was deployed to render necessary assistance. CG helicopter ex-Juhu was also launched at 0610 hrs on 12 Aug 22 for rescue of crew of yacht Porrima and successfully rescued all 05 crew including 04 foreign nationals. All rescued crew were handed over to Mandwa Police for further formalities.

Rescue of Crew from Fire/ Sunk MSV 'Al Aalam'

At 1408 hrs on 15 Aug 22, MRCC Mumbai received a telephonic call/ email from Indian Dhow Sailing Association regarding fire onboard MSV Al Aalam with 15 crew onboard in position 560 N miles West of Porbandar in Oman SRR. All crew had reportedly abandoned the MSV.



On receipt of the information, MRCC Mumbai activated International Safety Net (ISN) message to alert the mariners transiting through area. Oman Maritime Security Centre (OMSC) and MRCC Muscat were also communicated through email and requested for assistance. Concurrently, MV Maersk Innoshima (IMO-9348170) and MV One Henry Hudson (IMO-9302176), being the nearest vessels, were

diverted to render assistance and alert other vessels in area. Further, MT CPC V (IMO-9933949) and MV Bay Ten (IMO-9162760) joined the SAR operation and rescued 03 and 12 crew respectively.

Subsequently, MRCC Muscat contacted both the vessels and directed to proceed towards Salalah port for safe disembarkation of crew through Royal Navy, Oman. On 18 Aug 22, both MVs arrived Salalah port and handed over crew to Royal Navy, Oman for further repatriation formalities. Further, on 19 Aug 22, all 15 crew safely arrived Ahmadabad, India.



Rescue of Crew from Flooded/ Stranded IFB 'Tulsi Devi'

At 1150 hrs on 17 Aug 22, MRCC Mumbai received an information from ICGAS Daman regarding flooding onboard IFB Tulsi Devi with 14 crew onboard in position 08 N miles North-West of Daman.



MRCC Mumbai coordinated SAR operation and activated International Safety Net (ISN) message to alert manners transiting through the area for assistance. CG Helo ex-CGAS Daman was launched at 1146 hrs for assistance. CG Helo rescued all 14 fishermen in 05 sorties and handed them over to AD Fisheries, Navsari for further formalities.

[Rescue of 32 Bangladeshi Fishermen at Sea](#)

On 19 Aug 22, an IFB Satyanarayan (Regn no. IND-WB-DS-MM-11584) along with 18 crew onboard capsized in position 05 N miles south east off Bhangaduni Island. Out of 18 crew, 13 were rescued by local fishermen while 05 crew were reported missing. ICGS Varad and ICGS Anmol were directed for SAR of the missing crew. Additionally, CGDO was tasked to augment SAR efforts. The 05 missing crew of the boat were later reportedly rescued by local fishermen from Bhangaduni Island on 20 Aug 22.

Meanwhile, whilst undertaking SAR operations, at about 0730 hrs on 20 Aug 22, ICGS Anmol sighted 10 more fishermen in position 56 N miles South-East of Sagar Island clinging on to nets/ floats. ICGS Anmol amidst rough weather and cyclonic winds, successfully rescued all 10 fishermen. Interrogations revealed that the rescued fishermen were from Bangladeshi Fishing Boat (BFB) Jannat-UL-Fidhousie which had sank and 02 fishermen of the BFB were



still reported missing.

Subsequently, at about 1130 hrs on 20 Aug 22, CGDO located 01 BFB in position 17 N miles South off Bhangaduni Is and vectored ICGS Anmol to datum. On arrival, ICGS Anmol sighted 11 Bangladeshi fishermen onboard BFB Abdulla-1. The boat was stranded due to engine problem and cyclonic weather since last 03 days. The technical team ex-ICGS Anmol restored the engine, and proceeded with the fishing boat under escort towards another sunken Bangladeshi Fishing Boat/ debris reported by CGDO in position 18 N miles south off Bhangaduni Is. On arrival in area, the ship sighted



06 Bangladeshi fishermen near the debris. Upon investigations, it was revealed that all 06 fishermen were from sunken Bangladeshi fishing boat 'Mayer Daya'. The crew also informed about missing of 07 crew of the BFB. At about 1700 hrs on 21 Aug 22, ICGS Anmol handed over the 27 rescued Bangladeshi fishermen and BFB Abdulla-1 to ICGS Varad. ICGS Varad proceeded towards IMBL for repatriation of the rescued fishermen to Bangladesh. However, at about 2035 hrs on 21 Aug 22, heavy flooding was observed onboard BFB Abdulla-1 due to keel rupture and subsequently, the boat sank in position 40 N miles South of Sagar Island. Meanwhile, CGDO whilst on sea-air coordinated search in

area on 21 Aug 22, intimated rescue of another 05 Bangladeshi fishermen by Indian Fishing Boats (IFBs) about 37 N miles off Sagar Island. These 05 fishermen were also taken onboard ICGS Varad AM 22 Aug 22. Subsequently, *all the 32 rescued Bangladeshi fishermen were handed over to BCG ship Tajuddin by ICGS Varad AM 23 Aug 22.*

Assistance to MFV ‘Rithick Krishna Sea Bird-III’

At about 1835 hrs on 03 Sep 22, MRCC Port Blair received a DAT alert from MFV Rithick Krishna Sea Bird-III in position 20 N miles South-West of Cinque Is, Andaman Sea. ICGS Vishwast and ICGS C-146 were deployed for assistance. MFV Rithick Krishna Sea Bird -III was found stranded due to defective engine. As the defect could not be rectified at sea, the fishing boat was taken under tow by ICGS C-146 and safely handed over to another fishing boat arranged by the owner.



messages were transmitted to alert the mariners transiting through the area. Concurrently, MV MAC Dalian, being the nearest vessel of distress position, was diverted to render assistance. Further, MV Wadi Bani Khalid was also diverted by MRCC Mumbai for assistance. ICGS Sujeet & ICGS Apoorva, on surveillance, were diverted for assistance. CG ALH ex-Ratnagiri was also launched for sea-air coordination efforts.



Rescue of 17 crew from MT ‘Parth’

At 0923 hrs on 16 Sep 22, MRCC Mumbai received an e-mail from MV MAC Dalian (IMO 9797254) regarding flooding onboard MT Parth (9440227) with 19 crew in position 41 N miles South-West of Ratnagiri.

The SAR operation was coordinated by MRCC Mumbai and International Safety Net (ISN) & NAVTEX



Two crew were rescued by lifeboat of MV Wadi Bani Khalid and 17 crew were rescued by ICGS Sujeet. Further, 02 crew from rescue boat of MV Wadi Bani Khalid were winched by CG ALH and transferred to ICGS Sujeet. On 17 Aug 22, ICGS Sujeet entered Goa along with rescued crew and handed over to local agent in healthy condition. MT Parth reportedly sank in position 29 N miles West of Devgarh.

MEDICAL EVACUATION **(MEDEVAC)** **(Jul - Sep 22)**

MEDEVAC - MT 'NCC Tihama'

At 1501 hrs on 16 Jul 22, MRCC Mumbai received an e-mail from MT NCC Tihama (MMSI-403501000) in position 172 N miles West of Mumbai regarding medical emergency onboard view one crew (namely Mr. Bacalso Mario Wattin, fitter, age 43 Yrs, Nationality - Filipino) diagnosed with Kidney Stone. The vessel was proceeding towards Mumbai pilot station for disembarkation of patient with ETA 0700 hrs on 17 Jul 22. MRCC Mumbai coordinated the MEDEVAC operation. At 0900 hrs on 17 Jul 22, the MT arrived Mumbai anchorage and the patient was evacuated by Tug NP Enakshi for passage to Ballard Pier, MbPT. Thereafter, the patient was handed over to local agent and shifted to Saifee Hospital, Mumbai for further medical management.



MEDEVAC- MT 'Leo'

At 1655 hrs on 28 Aug 22, MRCC Mumbai received an e-mail from agent of MT Leo regarding medical emergency onboard in position 40 N miles South-West of Suratkal view 3rd engineer (Mr. Giorgi Chikhvadze, 47 Yrs, nationality - Georgian), was



Rescue of 04 Fishermen from Sunken IFB 'Punitha' off Kotaipattinam

At 1232 hrs on 17 Sep 22, ICGS Rani Rashmoni while patrolling in Northern Sector of Palk Bay found 04 fishermen in water from the sinking IFB Punitha in position 10 N miles South East of Ammapattinam. ICGS Rani Rashmoni reached the area and rescued all the 04 crew. During interrogations, it revealed that IFB Punitha had departed Jegathapattinam fishing harbor at 0700 hrs on 17 Sep 22 and had encountered major flooding due to leakage in hull and subsequently sank. All 04 crew were safely handed over to local IFB Muthu Kumaran for ferry to Jegathapattinam harbour.





suffering from Severe Allergic Reaction. The vessel was heading towards New Mangalore for disembarkation of patient.

MRCC Mumbai coordinated MEDEVAC operation and agent of vessel was requested to arrange tug for disembarkation of patient. However, due to arrangement of tug at Kochi by the agent, vessel headed to Kochi to disembark patient. Concurrently, information was shared with MRSC Kochi for coordination. However, local agent at Kochi intimated unavailability of tug for disembarkation of patient.

ICGS C-162 ex-Kochi was deployed at 0500 hrs on 29 Aug 22 for evacuation of patient ex-MT Leo. At 0920 hrs, ICGSC-162 embarked the patient onboard and entered Kochi harbour. Further, the patient was shifted to hospital by the agent for further medical management.

Medical Assistance - IFB 'Chinniah'

At about 1050 hrs on 17 Sep 22, ICGS Rani Rashmoni, while on patrol received a distress call on VHF from IFB Chinniah (Regn. No-IND-TN-09-MM-130) regarding medical assistance to one crew in critical condition, whilst in position 35 N miles North East of Mandapam. On receipt of distress call, the ship proceeded with max speed and arrived in vicinity of the IFB. The boarding party of Rani Rashmoni



found the crew unconscious with complaint of Chest pain. Ship's medical assistant administered CPR and first aid for about 30 min and restored pulse of the crew. The boat was immediately directed to return harbour for further medical assistance to the patient. The ICG ship escorted the boat till its arrival near designated fisheries harbour.

MEDEVAC - Police Personnel from Narcondam Island

On 16 Jul 22, ICGS Vijit under took night medical evacuation of a Police person, who was suffering from abnormally high Blood Pressure from the Look Out Post (LOP) at Narcondam Island. The patient was brought to Diglipur and was handed over to local Police for further medical management at Community Health Center (CHC) Diglipur.

On 21 Sep 22, ICGS Rajkamal undertook medical evacuation of a Police personnel, who had suffered a major foot injury, from the LOP at Narcondam Island. The patient was thereafter handed over to CHC Diglipur, for further medical management.

M-SAR CALENDAR ACTIVITIES

Oct - Dec 22

Date	Event	Venue
11 Oct 22	M-SAR workshop	Porbandar
14 Oct 22	M-SAR workshop	Beyepore
28 Oct 22	M-SAR workshop	Okha
10 Nov 22	M-SAR workshop	Vishakhapatnam
10 Nov 22	M-SAR workshop	Kavaratti
Mid/End Nov 22	M-SAR workshop- Kerala	Vizhinjam
18 Nov 22	XX NMSAR Board Meeting	Gandhinagar
14-16 Dec 22	M-SAR Refresher Course	Chennai

ARTICLES

IMO/ DG Shipping updates

IMO Circular COMSAR.1/Circ.60 dated 30 June 2022 : Procedure for routing distress alerts

The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), at its ninth session (21 to 30 June 2022), clarified the routing of distress alerts in order to merge the requirement of the Global Maritime Distress and Safety System (GMDSS) with the established international operational search and rescue (SAR) procedures.

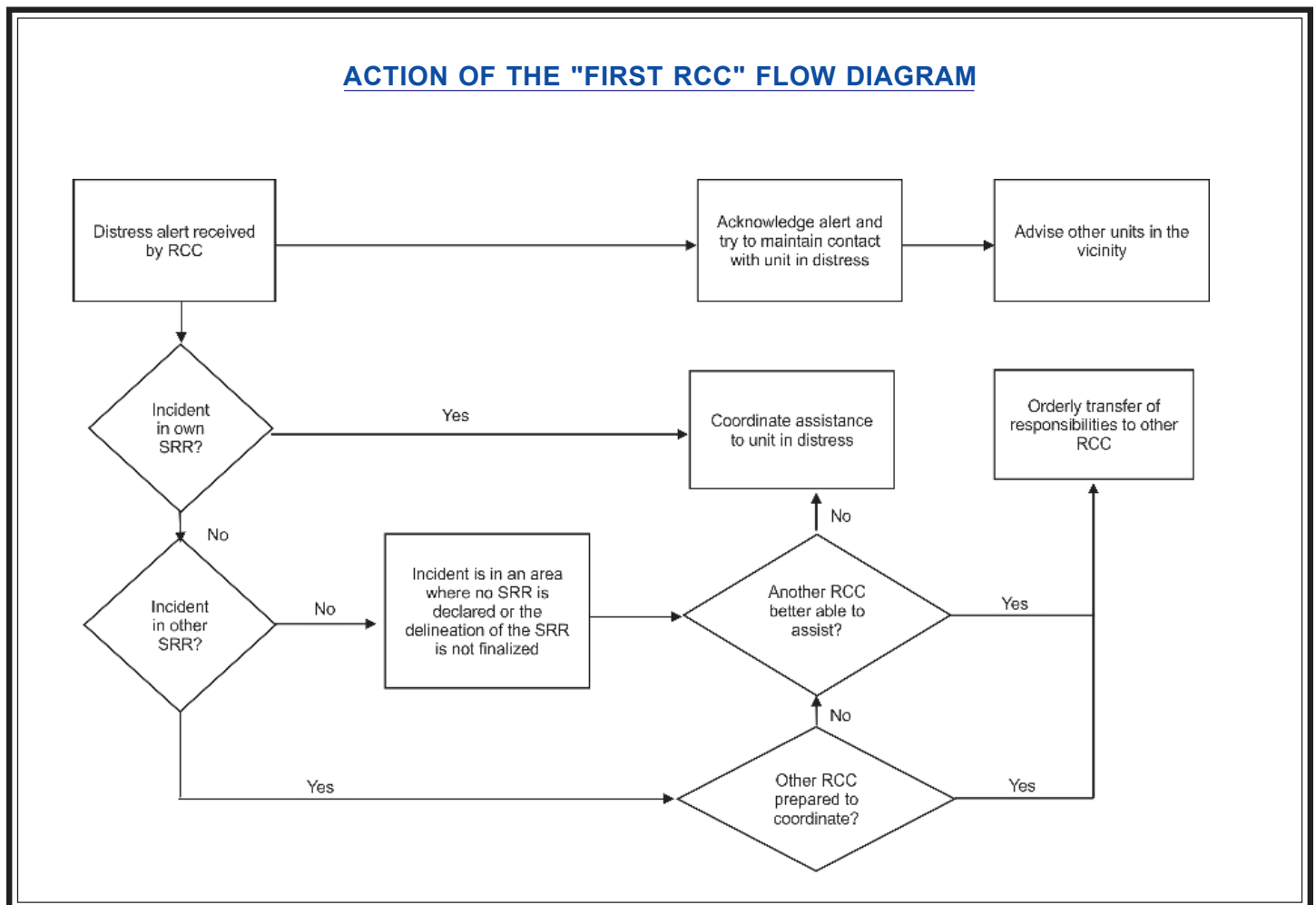
Shore-based SAR communication network and operation

To exploit the full advantages of globally integrated satellite and terrestrial communications, the GMDSS necessitates the establishment of an efficient communication network between rescue coordination centres (RCCs) with their delimited SAR regions (SRRs). This will consist of interconnecting links between RCCs in accordance with arrangements made by the Organization in support of the International Convention on Maritime Search and Rescue, 1979. In addition, each RCC will need rapid and effective communication links with its associated coastal stations, recognized mobile satellite service shore-based facilities and Cospas-Sarsat mission control centres.

The shore station nearest to the reported distress position should, whenever possible, acknowledge the alert. Other shore stations receiving the alert should acknowledge it if the nearest station does not appear to respond. The shore station which acknowledged the alert must establish and maintain communications with the unit in distress until relieved of its duty. The first RCC, which is the RCC affiliated with the shore station which first acknowledged the alert, should assume responsibility for all subsequent coordination of SAR operations unless and until that responsibility is accepted by another RCC which is in a better position to assist. If it is not at once clear which RCC has become the first RCC because more than one shore station has acknowledged the alert, the RCCs concerned should, as soon as possible, agree which is to become the responsible RCC so that the incident is responded to promptly. Follow-up action by the first RCC to coordinate SAR activities or to refer action to a more suitable RCC should also be carried out promptly.

Flow diagram

A flow-diagram for communication and procedures for routing the distress alert, depicting the recommended actions of the "first RCC" that receives the distress alert, is given below. Member Governments are invited to bring this circular to the attention of their SAR services, coastal stations and all others concerned.



IMO Circular COMSAR.1/Circ.58/Rev.1 dated 31 October 2018 : Lists of Navarea and Metarea Coordinators

In consultation with the International Hydrographic Organization (IHO) and the World Meteorological Organization (WMO), updated lists of NAVAREA and METAREA Coordinators have been prepared, as set out in annexes 1 and 2, respectively and placed below. The lists of NAVAREA and METAREA Coordinators are given in the English language only. Member States are invited to bring this circular to the attention of all parties concerned. This circular revokes COMSAR.1/Circ.58.

ANNEX 1

LIST OF NAVAREA COORDINATORS

<p>NAVAREA I NAVAREA I Coordinator: United Kingdom Hydrographic Office Admiralty Waym Taunton, Somerset TA1 2DN, United Kingdom Tel: +44 1823 353448 Fax: +44 1823 322352 Email: navwarnings@btconnect.com Website: http://www.ukho.gov.uk/rnw (Baltic Sea Sub-Area Coordinator): Swedish Maritime Administration NtM/ BALTICO SE-601 78 Norrkoping, Sweden Tel: +46 771 63 06 05 Email: ufs@sjofartsverket.se Website: http://www.sjofartsverket.se/baltico</p>	<p>NAVAREA II Department "Informations et Ouvrages Nautiques" Service hydrographique et océanographique de la marine 13 rue du Chatellier, CS 92803 29228 Brest Cedex 2France Tel: +33 2 56 31 24 24 (Duty Officer, H24) +33 6 24 80 08 92 (Duty Officer, spare) Fax: +33 2 56 31 25 84 Email: coord.navarea2@shom.fr (H24), coord.navarea2@gmail.com (spare) Website:http://diffusion.shom.fr/navarea-en-vigueur</p>
<p>NAVAREA III Director del Instituto Hidrografico de la Marina Instituto Hidrografico de la Marina Plaza San Severiano No 3 11007 Cadiz, Spain Tel: +34 (956) 599409; 599414 Fax: +34 (956) 599396; 545347 Email: avisosihm@fn.mde.es ihmesp@fn.mde.es Website: http://www.armada.mde.es/ihm/</p>	<p>NAVAREA IV & XII Deputy Director NOX ATTN: N65-SP 7500 GEOINT Drive Springfield, VA 22150-7500, United States Tel: +1 (571) 557 7646 Fax: +1 (571) 558 3261 Email: Peter.M.Doherty@nga.mil Christopher.G.Janus1@nga.mil NAVSAFETY@nga.mil Website:http://msi.nga.mil/NGAPortal/MSI.portal</p>

<p>NAVAREA V Head of Safety of Navigation Information Division, Rua Barao de Jaceguay, s/n° Ponta D'Areia - Niteroi - RJ CEP-24048-900 Brazil Tel: +55 21 2189-3023/3210 Fax: +55 21 2189-3210/2620-0073 Email: caula@marinha.mil.br segnav@chm.mar.mil.br Website: http://www.mar.mil.br/dhn/chm/avgantes/avradioing.htm</p>	<p>NAVAREA VI Maritime Safety Department Servicio de Hidrografia Naval Avenida Montes de Oca 2124 C 1270ABV- Buenos Aires Argentina Tel: +54 11 4301-2249/4301-0061/67 Ext 4028 Fax: +54 11 4301-2249 Email: snautica@hidro.gov.ar shn_orgint@hidro.gov.ar Website: http://www.hidro.gob.ar/Nautica/radioav.asp</p>
<p>NAVAREA VII Hydrographer SA Navy Hydrographic Office Private Bag X1 Tokai 7966 Cape Town South Africa Tel: +27 (21) 787 2408 or 787 2445/2444 Fax: +27 (21) 787 2233 or 787 2228 (24 hrs) Email: hydrosan@iafrica.com navcomcen.cape@sanavy.co.za Website: http://www.sanho.co.za/</p>	<p>NAVAREA VIII Joint Director of Hydrography Maritime Safety Information Services (MSIS) National Hydrographic Office 107-A, Rajpur Road P.B. No. 75, Dehradun, Uttarakhand - 248 001, India Tel: +91 135 2747365 Fax: +91 135 2748373 Email: msis-inho@navy.gov.in (For urgent NAVAREA promulgation) incho@navy.gov.in Website: http://www.hydrobharat.nic.in</p>
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<p>NAVAREA XI Director, Notices to Mariners Office Hydrographic and Oceanographic Department Japan Coast Guard</p>	<p>NAVAREA XII (See NAVAREA IV)</p>

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NAVAREA XIII

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ANNEX 2

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DGS ORDER: 20 OF 2022

Certification of offshore vessels, accommodation barges etc while operating in Indian Exclusive Economic Zone



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



DGS Order: 20 of 2022

F.No.16-17011/5/2021-SD-DGS

Dated: 20.10.2022

Sub: Certification of Offshore vessels, accommodation barges. etc. while operating in Indian Exclusive Economic Zone-reg.

1. The Directorate had earlier issued Merchant Shipping Notice 22 of 2013 dated 05.09.2013. This DGS order supersedes the earlier MS Notice 22 of 2013 dated 05.09.2013 with immediate effect.
2. This Order is intended to put in place the guidelines for certification and documentation requirement for vessels operating in Indian waters (i.e. Indian and foreign) certified under SPS Code or MODU Code 1989 or 2009, carrying more than 12 persons other than Master and crew of the vessel.
3. The requirements are applicable to self-propelled as well as non-self-propelled vessels irrespective of their size (GT) or the propulsion power (KW).
- A. Requirements for Self-propelled vessels:**
4. Self-propelled vessel shall be in possession of relevant Convention certificates with all annual/periodical/intermediate endorsements, class certificate indicating specific notations, as well as insurance certificates, MLC certificate, Safety Management certificates, ISPS Certificate and updated class survey status.
5. Self-propelled vessels carrying more than 12 persons other than Master and crew, shall be certified either as a passenger vessel or as a Special Purpose Ship.
6. A 'Special Purpose Ship' shall comply with the requirements given below
 - a. Vessels constructed after 13th May, 2008 shall fully comply with SPS Code, 2008 [MSC Resolution 266(84)].
 - b. Vessels constructed before 13th May, 2008, shall fully comply with SPS Code [IMO Res A 534(13)].
7. Vessels which undergo a major modification, as defined in SOLAS II-1/1.3 will be considered as a new vessel and shall comply with the provisions under para 6(a) above.
8. All vessels, irrespective of its type / GT, are required to implement and maintain an effective safety management system (SMS) covering both the Company operations and operations on board all ships, subject to the ISM Code. These vessels shall possess a valid Document of Compliance (DOC) and Safety Management Certificate (SMC) or Statement of Compliance (SoC) for both, in accordance with the ISM Code, issued by an RO authorised by the Government of India [henceforth, referred as RO].

९वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

Requirements for Crew Boat:

9. Vessels such as Crew Boat/utility boat/work boat/etc., engaged in transferring personnel to offshore vessels/facilities are required to comply with following:
 - a. "High speed crafts (HSC) carrying more than 12 persons other than Master and crew (acquired for registration as an Indian vessel or foreign vessel seeking license for operation in Indian waters, subsequent to the issue of this order) shall be certified as HSC Passenger Ships under HSC Code.
 - b. Such existing Indian vessels (except those falling under high speed craft definition) certified under SPS Code, as per MSN 22 of 2013 may continue to operate under the old regime.
 - c. The existing Indian high speed crafts certified under SPS Code as per MSN 22 of 2013 shall additionally meet the Intact & Damage stability, Structural fire protection and additional safety requirements with respect to speed and acceleration as required for an HSC passenger craft. This is to be complied by next scheduled dry docking.
 - d. All such crew boats and companies operating such vessels shall possess certificates under ISM Code irrespective of tonnage. The SAR plan and arrangements shall be made available and verified by RO and shall demonstrate search and rescue support from shore, within 3 months from the issuance of this Order.

Requirements for 'Mobile Offshore Drilling Unit':

10. Existing 'Mobile Offshore Drilling Units' (propelled/non-propelled) under Indian registry, shall comply with the requirements of MODU Code, 1979, 1989 or 2009, depending on the year of construction/modification. Such MODUs certified as per the 1979 MODU Code shall upgrade and obtain certification under the MODU Code 1989 within 2 years from the date of issuance of this Order.

Foreign flag Mobile offshore drilling units certified as per the 1979 MODU Code, working in Indian waters on the date of issuance of this Order, shall upgrade and obtain certification under the MODU Code 1989 within 2 years from the date of issuance of this Order.

Any 'Mobile Offshore Drilling Unit' (propelled/non-propelled) participating in a tender, after the issuance of this Order (i.e. Indian or Foreign), shall comply with the requirements of MODU Code, 1989 or 2009, depending on the year of construction/modification.

B. Requirements for Non-Self-propelled accommodation barge :

11. The non-self-propelled accommodation vessels (i.e. Indian or Foreign) in addition to meeting the requirements of MODU Code 1989 or 2009 depending on the year of construction/modification shall comply with the following in addition to possessing an MODU Safety Certificate (or an equivalent Safety certificate as a non-drilling surface unit with accommodation as per MODU Code 1989/2009). Such non-propelled vessels operating in Indian waters shall be accompanied by the certificates & documents mentioned below.
 - a. Shall be in possession of;

- i. All ships are required to carry on board certificates in accordance with provisions of the MLC Convention confirming that financial security is in place for:
 - a. Ship-owners' liabilities for repatriation of crew, essential needs such as food, accommodation and medical care and up to four months' outstanding contractual wages and entitlements in the event of abandonment (Regulation 2.5, Standard A2.5.2 Paragraph 9).
 - b. Compensation for death or long-term disability due to an occupational injury, illness or hazard set out in the employment agreement or collective agreement (Regulation 4.2, Standard A4.2.1 paragraph 1(b)).
 - ii. Certificate of Insurance or Other Financial Security in Respect of Liability for the Removal of Wrecks (WRLC),
 - iii. Certificate of Insurance or Other Financial Security in Respect of Liability for the Bunker pollution,
 - iv. Certificate of Class for hull, machinery and anchor & mooring arrangements. The certificate of Class shall clearly indicate relevant class notations towards certification with respect to vessel type, purpose, hull, all machinery and equipment fitted on board.
 - v. Load Line certificate,
 - vi. MARPOL certificates and its supplements (requirements under Annex-I, IV, V and VI),
 - vii. ISPS certificate (or a SOC for foreign flag ships from an RO authorised by Government of India),
 - viii. MLC certificate (or a SOC for foreign flag ships from an RO authorised by Government of India),
 - ix. Company DoC under ISM Code with endorsement for annual surveillance (or a SOC for foreign flag ships from an RO authorised by Government of India),
 - x. Safety Management certificate under ISM Code (or a SOC for foreign flag ships from an RO authorised by Government of India),
 - xi. International *Anti-Fouling System Certificate*,
 - xii. GMDSS and radio communication equipment on board, in compliance with MODU Code, as applicable, for the GMDSS sea area A3 along with ship station licence.
 - xiii. Maritime mobile V-Sat terminal used on board the vessel while operating in Indian waters need to comply with the requirements specified in the "Flight and Maritime Connectivity Rules, 2018 of the Ministry of Communication notified on 14.12.2018 as may be amended from time to time."
 - xiv. "Ship's Register of Lifting Appliances and Cargo handling gear" and certificates of all gear on the vessel including cranes.
- b. All offshore vessels, irrespective of its type / GT, are required to implement and maintain an effective Safety Management System (SMS) covering both the Company operations and operations on board all ships, subject to the ISM Code. These vessels shall possess a valid DOC and SMC or SOC for both, in accordance with the ISM Code, issued by an RO authorised by Government of India.
 - c. There shall be a Designated Person (DP) assigned in India with direct access to top management to provide and implement risk mitigation measures and emergency preparedness on the vessel and assistance, in case required by the vessel from shore in all cases. If the DP is stationed outside India for foreign flag vessels, then a dedicated person shall be stationed in India having experience of ISM as a minimum qualification as Master (FG) or Chief Engineer (Class 1) or Naval Architect having minimum five years of relevant experience as ISM Lead Auditor with a Classification Society or Maritime Administration and holding a responsible position in the organization or Graduate Mechanical / Electrical / Marine or Petroleum Engineer

having experience of at least 05 years in the relevant field and holding a senior management position. Further, the risk assessment as required under Clause 1.2.2.2 of the ISM Code should additionally address the following:

- i. Detailed risk analysis reviewed by RO authorised by Government of India identifying the various risks involved to the vessel, crew, special personnel and marine environment and based on crew manning being placed for non-propelled vessels and identification of risk mitigation measures with regard to specific operations carried out by the vessel on the Indian waters, transfer of personnel to other vessels or structures and keeping track of their movements, towing (manned/unmanned scenarios involving weather exceeding limiting parameters), damage, fire, mooring line failure, collision, man overboard, etc.
 - ii. All mitigation measures such as procedures, training, manning, emergency preparedness drill etc. should be identified and implemented.
 - iii. The vessel shall be additionally manned with the required certified seafarers as identified in RO reviewed Risk Assessment.
- d. Availability of Minimum Safe Manning by the STCW certified officers and ratings. As a minimum, the following manning is prescribed for vessels operating in Indian waters.

Nautical Grade Manning:				
Sr. No.	Rank	Qualification as per STCW Convention (Regulation)	Numbers	Remarks
01.	Master (FG/NCV)	II/2 & V/2	01	Additional manning based on Risk Assessment reviewed by RO.
02	Mate (FG)/NCV (Mate)	II/2 & V/2 (NCV mate may be employed on vessels less than 6000 GT)	01	
03	Officer In charge of Navigational watch (FG) or (NCV) with one year rank experience	II/1 & V/2	02	
04	GMDSS Operator	IV/1 (GMDSS COC) & V/2	01	
05	Able seafarers Deck	II/5 & V/2	03	
06	Ratings	With basic STCW Courses & V/2	03	
07	Cook	MLC Compliant	01	
Engineering Manning:				
01	Chief Engineer	III/2 read with I/3, V/2	01	Additional manning based on Risk Assessment reviewed by RO.
02.	Second Engineer	III/2 read with I/3, V/2	01	
03	Officer In charge of Engineering watch (FG), (NCV) with one year rank experience	III/1 read with I/3, V/2	01	
04	AB Engine	III/4 or III/5, V/2	03	
05	GP Ratings			

Note – Sea service of seafarers working on such vessels shall be recognized for purpose of their certificate of proficiency or for revalidation of Certificate of Competencies.

- e. Such vessels shall be equipped to be secured safely at its location while carrying special personnel or passengers on board. A mooring analysis assessment report approved by a Recognized Organization of the Government of India indicating the limiting Operational parameters and Limiting Environmental conditions for the vessel to be placed on board. The vessels shall move to safe waters if the limiting parameters are exceeded.
 - f. Approved towing plan in fair and foul weather (manned or unmanned) as per MS Notice 08 of 2013 shall be placed on board. The approved towing plan must indicate the limiting weather parameters for fair and foul weather conditions.
 - g. "All crew accommodation area shall be in compliance with the requirements specified in MLC 2006, MS (Crew accommodation) Rules 1960 as amended or crew accommodation certificate for compliance with ILO 92 or ILO 133, depending on the year of built". The accommodation facilities used, or appropriated for use, by personnel other Master and crew shall be in compliance with the relevant requirements specified in MLC 2006, as applicable for such personnel.
12. Non propelled accommodation barges which are issued with SPS certificate in accordance with MS Notice 22 of 2013 dated 05.09.2013 are required to obtain MODU Code certificate by next scheduled dry dock. For existing vessels which are already certified under MODU Code and presently holding a dispensation from the requirement of lifeboat, are required to provide life boats as per MODU Code within 6 months from the date of issuance of this Order.
 13. All non-self-propelled barges are required to maintain immersion suits for all personnel on board and additional immersion suits as appropriate for the number of personnel at bridge, machinery control room.
 14. When a unit undergoes a conversion, modification, or change of use which substantially alters its service, dimensions, or capacity, it shall be subject to the provisions of the 2009 MODU Code.

General Requirements for both Self-propelled and Non Self-propelled vessels:

15. Vessels granted exemptions by their flag which is not permitted under Convention/Code or otherwise, and also if such exemptions have not been granted to Indian vessels by the Directorate shall generally not be considered.
16. Maximum age of Life rafts used on board the accommodation barges shall be not more than 10 years.
17. Insurance certificates required for non-marine personnel not to be less than INR 22 Lakhs or as provided in contract, whichever is higher.
18. Vessels while transferring the persons from their vessel to offshore platforms or accommodation barges or offshore ships shall be guided by IMO guidelines issued vide IMO circular "MSC-MEPC.7/Circ.10 dated 14.07.2014 and International Marine Contractors Association [IMCA] guidance on the transfer of personnel to and from offshore vessels.
19. All vessels shall possess a SPS Safety certificate or a MODU Safety Certificate as applicable (in the format given in the SPS/MODU Code), issued by one of the RO.
20. An approved SAR plan for coordination with appropriate Indian search and rescue services (i.e. MRCC) in the event of an emergency shall be available. The plan shall be developed in co-operation between the ship, company and Indian search & rescue services. The plan shall include provisions for periodic exercises to be undertaken to test its effectiveness. [The general guidelines for preparing plans for cooperation between search and rescue services and passenger ships may be obtained from IMO Circular MSC.1/Circ.1079/Rev.1 dated 16 June 2017].

21. An emergency evacuation plan and plan for emergency demobilization and proceeding to an assigned safe location shall be available.
22. Aero VHF for two-way on scene radio communications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz shall be available along with suitable periodic maintenance records from the vessel ROs.
23. All foreign flag vessels including accommodation barges shall be made available for Port State Control inspection as and when required.
24. All Indian accommodation barges shall be made available for the flag state inspection [FSI] annually.
25. All Indian Flag Accommodation barges shall obtain trading licence to operate in Indian waters.
26. The entity who has engaged the vessel in Indian waters shall ensure compliance of the vessels with the relevant requirement under this DGS order.
27. With respect to insurance referred in this order, the vessel's third party liabilities (MLC, Wreck removal, Bunker pollution, CLC, etc) and for its crew (medical, injury, death, etc) shall be covered by the P&I Club of the ship-owner which shall be an IG P&I Club or Govt. of India approved Club.
28. With respect to insurance of non-marine personnel referred in this order (at least 22 Lakhs INR or as per the contract, whichever is higher), the insurance shall be provided by the P&I Club mentioned in previous paragraph. However, insurance from Indian insurance companies may also be considered provided that Indian insurance company is able to cover such liability i.e. for person(s) while working at sea on barges and/or platforms.
29. This order has been issued in public interest to ensure the safety of life at sea.
30. The operations of the vessels and permissions thereto shall be subject to meeting the above conditions as may be applicable, as per section 406 (3) and section 407(3) of the Merchant Shipping Act, 1958.
31. Unless otherwise specified in the order, the requirements contained in this order shall come into force with immediate effect.


(Amitabh Kumar)

**Director General of Shipping &
Additional Secretary to the Govt. of India.**

To,

1. All stakeholders/Charterers/Shippers/operators of vessels in offshore area/All Indian Shipping Companies, through the official website of the DGS, Gol.
2. ONGC.
3. CEO, INSA, Mumbai.
4. President, ICCSA, Mumbai.

Copy also forwarded for kind information to the:

1. Secretary to the Govt. of India, Ministry of Ports, Shipping, and Waterways, Transport Bhawan, 1, Sansad Marg, New Delhi-110001
2. Secretary, Ministry of Petroleum and Natural Gas, A-Wing, Shastri Bhawan, Dr. Rajendra Prasad Road, New De1hi- 110011.
3. Director General of Hydrocarbons, Gol.
4. Chairman, ONGC.

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