



Safe Waters

NEWSLETTER

On Maritime Safety and Security

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



Dear Reader,

Safe Waters is a manifestation of the Indian Coast Guard's vision to apprise all our readers on the stellar efforts towards strengthening the Maritime-Search and Rescue (M-SAR) construct in India and also to provide a conventional platform of sharing the tenets of M-SAR. It elates me immensely to recommence the publication of the newsletter after a gap of four years with an objective to highlight the humanitarian operations such as SAR and Medical Evacuation besides awareness of the SAR stake holders in particular and maritime fraternity in general.

The challenges and complexities associated with M-SAR shall continue to test the preparedness of SAR authorities and the maritime community regardless of the sophistication of passenger ship and aircraft design, regulations, inspections, policies and procedures primarily while responding to disasters at sea where large numbers of lives are at risk. The M-SAR construct in India has evolved over the years to meet the changing spectrum & intensity of maritime contingencies. Incidents of collision, fire, flooding, sinking & grounding have been regularly reported and aptly responded by the Maritime Rescue Coordination Centers (MRCCs) and SAR units. As Chairman of the NMSAR Board, I am confident that we shall leave no stone unturned to ensure safety of our fellow sea farers in the Indian Search and Rescue Region (ISRR) through our collective and collaborative endeavors thereby contributing to the maritime safety.

The year gone by indicates the testimony to our collective quest towards furtherance of M-SAR services, including formulation of SAR policy guidelines, conduct of National level SAREX-22 with participation of 51 Indian delegates from National agencies and 22 foreign observers from 16 countries, formulation of National Maritime Search and Rescue (NMSAR) Plan-2022 and launch of Search and Rescue Aided Tool - Integrated (SARAT-I) software application aimed at finding probable search area during aeronautical contingencies at sea. In furtherance, a series of SAR workshops in the Coastal States/ UTs, including Regional SAR exercises conducted by ICG with synergized participation of all stake holders, conduct of M-SAR refresher course for ICG & AAI personnel, refining of Mass Rescue Operation-Local Contingency Plans and integration/ interface with INCOIS & ISRO towards various technological endeavors were some of the initiatives progressed under the aegis of NMSAR Board in 2022.

For those who have perused the previous editions since 2002 and for our new readers as well, besides the M-SAR operations undertaken, the news letter '*Safe Waters*' broad canvas include topics of awareness from the IMO/ ICAO and other maritime agencies, journal/ articles from the NMSAR board members; their implication on India's M-SAR architecture as well as acknowledging the need to develop and leverage our capacity and capabilities. I am confident that the elicited support from all Member agencies through the NMSAR Secretariat shall continue to maintain focused approach and unanimous resolve towards enhanced capacity and capability building, coordination and adoption of measures to keep pace with the burgeoning maritime and aeronautical activity in the ISRR.

Jai Hind ... VAYAM RAKSHAMAH...

New Delhi

(Rakesh Pal)
Additional Director General
Director General (Addl. Charge)
Indian Coast Guard


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 consistent and collective support towards SAR endeavors and activities of the Secretariat.

During the year 2022, our concerted efforts have resulted in saving 279 precious lives at sea. Prompt response and seamless coordination amongst the stakeholders was perceptible in all the SAR missions. The over whelming participation during the 20th National Maritime Search and Rescue Board (NMSARB) meeting in Nov 22 was testimony to our shared concerns and commitments. Extreme weather environment besides growing shipping and fishing traffic in our area of responsibility warrants better preparedness and response measures. Apropos, all concerned/ associated agencies are expected to work collectively towards capacity & capability enhancement.

This edition of the publication is also the commencement of the newsletter "**Safe Waters**", and discontinuation of the erstwhile Quarterly M-SAR Bulletin which this Secretariat was publishing since Apr 22. It has been my sincere attempt to highlight significant maritime SAR incidents, events and efforts undertaken by the stake holders including SAR related information/ circulars/ IMO news in the newsletter information of all member agencies and stake holders.

While I urge all members to regularly share the SAR activities undertaken by respective agencies including articles to the NMSAR Board Secretariat for inclusion in the *Safe Waters*, I look forward to positive feedback and suggestions to improve/ enhance the contents of this newsletter... Happy Reading...



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

Contents

Maritime SAR Statistics	... 4
Maritime SAR Events	
✓ SAR Communication Exercise	... 5
✓ Maritime Ops & SAR course for FFCs	... 6
✓ Maritime SAR Workshop	... 6
✓ 16 th M-SAR Refresher Course	... 7
✓ 17 th M-SAR Refresher Course	... 7
✓ 10 th National SAR Exercise(SAREX-22)	... 7
✓ 20 th NMSAR Board Meeting	... 9
Maritime SAR Bulletin	... 11
Medical Evacuation	... 35
IMO News & Circulars	
✓ Highlights of 8 th Sub-committee on NCSR	... 43
✓ Procedure for routing distress alerts	... 44
✓ Shore-based SAR communication network and operation	... 44
✓ Lists of Navarea and Metarea Coordinators	... 46
✓ Improving Ferry Safety through Virtual Reality Technology	... 54
✓ Highlights of 9 th Sub-committee on NCSR	... 54
✓ Revision of Guidelines on Places of Refuge	... 54
✓ Safety Measures for Non-SOLAS Ships Operating in Polar Waters	... 55
✓ Modernisation of the GMDSS	... 55
✓ Maritime Safety Information (MSI) in the GMDSS	... 55
✓ Guidance on alerting of search and rescue authorities	... 56
✓ COSPAS-SARSAT system at Full Operation Capability for ELT for distress tracking (ELT-DT)	... 60
✓ GMDSS Operating guidance for ships in distress situations	... 62
DGS Orders	
✓ Certification of offshore vessels, accommodation barges while operating in EEZ	... 64
Articles	... 70
M-SAR Calendar Activities 2023	... 74
SAR Point of Contact	... 75

Please send your queries, articles and feedbacks to :

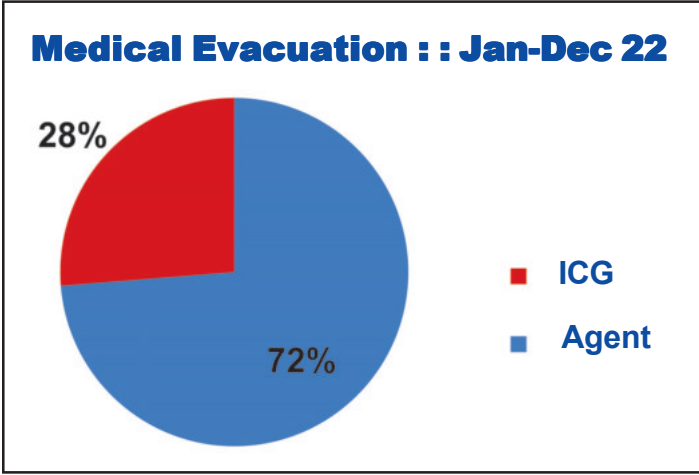
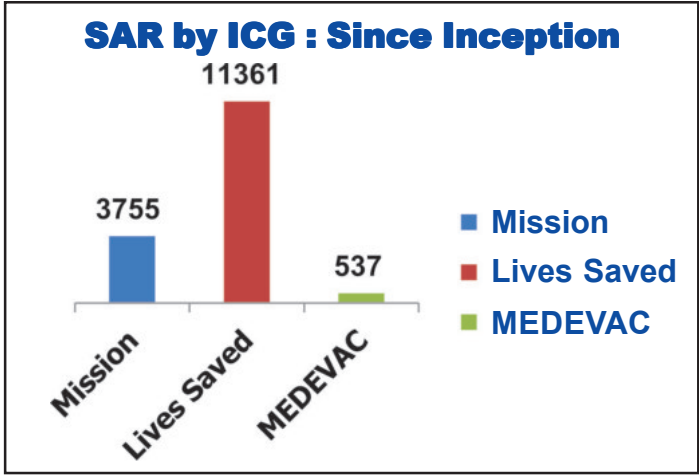
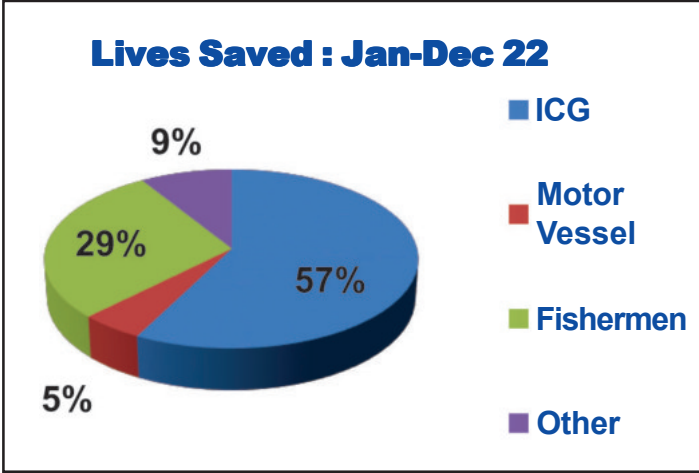
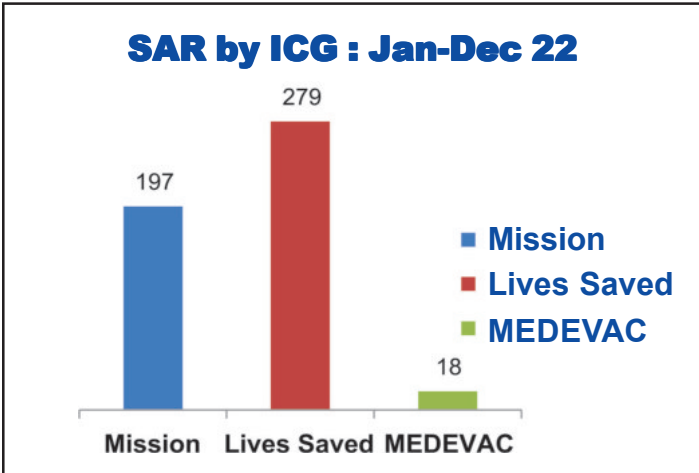
'Safe Waters'

Secretary National Maritime Search and Rescue
Coordinating Authority

Coast Guard Headquarters, National Stadium Complex
New Delhi - 110 001, INDIA

Tel : +91 11-2338 3999, 23073995 Fax : +91 11-2338 3196
E-mail : nmsarb@indiancoastguard.nic.in

ICG - Maritime Search & Rescue Statistics



Maritime SAR Events

SAR Communication Exercises (Jan-Dec 22)

With a view to reinforce ICG operational linkages and to provide opportunity to MRCC operators to coordinate with foreign MRCC/ RCC, the SAR Communication Exercises (SARCOMEX) were conducted with leading SAR service providers of the world. Besides 03 MRCCs, few of 36 ICG Maritime Rescue Sub Centres (MRSCs) along the Coast & at Islands participated in the SARCOMEX through VC. During year 2022, total of 18 SARCOMEX with 17 countries were conducted as follows:-



Ser	Agencies Participated in SARCOMEX	Date
(a)	MRCC Mumbai - MRCC Putrajaya	11 Jan 22
(b)	MRCC Port Blair - RCC Indonesia	31 Jan 22
(c)	MRCC Port Blair - MRCC Vietnam	22 Feb 22
(d)	MRCC Mumbai - MRCC Ayeyarwady	10 Mar 22
(e)	MRCC Mumbai - JRCC Doha	12 Apr 22
(f)	MRCC Port Blair - RCC Jeju	10 May 22
(g)	MRCC Chennai - RCC Kobe	24 May 22
(h)	MRCC Mumbai - MRCC Singapore	08 Jun 22
(j)	MRCC Mumbai - ARCC Kuala Lumpur	07 Jul 22
(k)	MRCC Port Blair - JRCC Australia	16 Aug 22
(l)	MRCC Mumbai - JRCC Norfolk	17 Aug 22
(m)	MRCC Mumbai - RCC Muscat	21 Sep 22
(n)	MRCC Mumbai - MRCC Philippines	28 Sep 22
(p)	MRCC Mumbai - MRCC Ankara	19 Oct 22
(q)	RCC Mumbai - MRC Mauritius	20 Oct 22
(r)	MRCC Port Blair - MRCC Dhaka	20 Dec 22
(s)	MRCC Port Blair - RCC Bangkok	22 Dec 22
(t)	MRCC Chennai - MRCC Colombo	27 Dec 22



MRCC Ops & SAR Course for Friendly Foreign Countries

As part of MEA GoI initiative under Indian Technical and Economic Cooperation (ITEC) Programme, one week 'MRCC Ops & SAR Course for Friendly Foreign Countries (FFCs)' was conducted from 23-28 May 22 at MRCC Mumbai wherein a total of 15 trainees from 04 Countries- Bangladesh, Myanmar, Sri Lanka & Maldives participated.

The Course was designed to impart classroom training to the foreign trainees. Further, the aspect of Global Maritime Distress & Safety System (GMDSS), radio communication, M-SAR construct in India, functioning of MRCC Mumbai as Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Focal Point were deliberated as part of training curriculum. During the classroom interaction with the trainees, efforts of ICG as nodal agency for M-SAR coordination in Indian Search and Rescue Region (ISRR) with special emphasis on significant case studies was also discussed. Further, the provisions of SAR convention, 1979 to strengthen the SAR construct was also discussed so as to familiarize the trainees on various facets of the Global SAR construct and IMO rule making.



Maritime SAR Workshops

Under the aegis of NMSAR Board, ICG conducts Maritime SAR workshops for one day duration in Coastal States and Union Territories. These workshops are aimed at enhancing awareness and 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 towards inclusive effort.

During year 2022, total of 15 Maritime SAR (M-SAR) Workshops were conducted by ICG with participants of state authorities and details are as follows:-

Sr.	Date	Venue of Workshop
(a)	04 Mar 22	Mumbai
(b)	23 Jun 22	Kerala
(c)	05 Jul 22	Goa
(d)	17 Jul 22	Puducherry
(e)	27 Jul 22	Mumbai
(f)	17 Aug 22	Chennai
(g)	23 Aug 22	Tuticorin
(h)	26 Aug 22	Daman
(j)	31 Aug 22	Haldia
(k)	06 Sep 22	New Mangalore
(l)	21 Sep 22	Port Blair
(m)	28 Oct 22	Okha
(n)	10 Nov 22	Vizag
(p)	10 Nov 22	Kavaratti
(q)	29 Nov 22	Vizhinjam

16th M-SAR Refresher Course **for** **MRCC/RCC Operators**

As per decision taken during 13th National Maritime Search and Rescue (NMSAR) Board meeting held in 2014, Maritime Search and Rescue (M-SAR) Refresher course for Maritime Rescue Coordination Centre (MRCC) and Rescue Coordination Centre (RCC) operators is conducted bi-annually towards harmonization of Aeronautical and Maritime SAR services and interoperability of the Rescue coordination centres. The course is conducted alternatively by AAI and ICG. The 16th M-SAR Refresher Course for RCC & MRCC Operators was conducted 01-03 Jun 22 by Civil Aviation Training Centre (CATC), Allahabad in virtual mode wherein 20 personnel from ICG/ MRCCs and 19 personnel from Airport Authority of India/ RCCs underwent course. All the participants were awarded certificates on completing of the course.

17th M-SAR Refresher Course **for** **MRCC/RCC Operators**

Indian Coast Guard Region East conducted 17th M-SAR (Maritime Search & Rescue) refresher course for personnel from ICG & Airports Authority of India (AAI at Maritime Rescue Coordination Centre, Chennai from 14-16 Dec 22. The aim of M-SAR refresher course was to impart the MRCCs and RCCs operators on various aspects of GMDSS and SAR related issues enhance operator skill set & invigorate synergy between ICG, AAI and INMCC. A total of 25 ICG and AAI Officers & personnel

were trained during the course. As a part of training programme, visit of trainees to RCC Chennai airport was also conducted. Visit to MRCC Chennai for all trainees also conducted with an aim to give insight on MRCC SAR operator duties and SAR procedure for coordination of M-SAR operations. Various facets of Maritime Search and Rescue with emphasis on mutual synergy between stakeholders were discussed during the training .



17th M-SAR Refresher Course

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 on first day 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 Navy 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.

SAREX-22 concluded with the successful recovery and accounting of all the simulated passengers in distress 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.



20th National Maritime Search & Rescue Board Meeting



NMSAR Board Meeting in progress

In the series of Annual Maritime Search and Rescue (M-SAR) meetings, 20th National Maritime Search and Rescue (NMSAR) Board meeting was conducted at Kevadia, Gujarat on 18 Nov 22. The meeting was chaired by DG VS Pathania, PTM, TM Director General, ICG & Chairman NMSAR Board and attended by 31 NMSAR Board members and Special Invitees including representatives from Coastal states. Various initiatives undertaken by ICG in coordination with other stakeholders/ resource agencies for strengthening the M-SAR services under the aegis of the Board were highlighted.



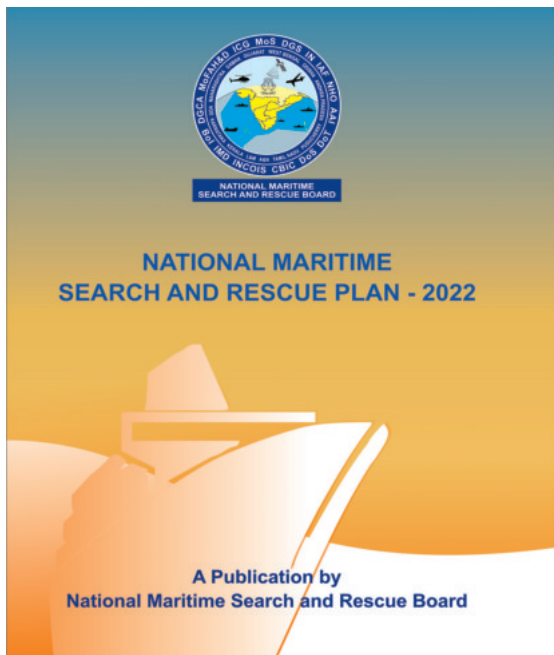
Launch of SARAT-I Software by Chairman

Search & Rescue Aid Tool - Integrated (SARAT-I), Ver. 1.0 application developed by INCOIS in coordination with AAI and ICG was launched by the Chairman NMSAR Board during the meeting. The SARAT-I is meant for forecasting the most probable search area during aeronautical contingency at sea. The software integrates with the existing SARAT software which is in use since 2016 for forecasting most probable area of missing contacts or person at sea.



Launch of NMSAR Plan-22 by Chairman

During the meeting, the **National Maritime Search and Rescue (NMSAR) Plan-2022** was also



released by the Chairman, NMSAR Board. The NMSAR plan serves as a policy document for all the participating agencies & stakeholders for directing an integrated and coordinated approach towards the functioning of the M-SAR system in India.

SAR efforts by all stakeholders including Merchant Mariners, Govt. Owned Vessels, Ashore unit and Fishermen were recognized and awarded by the Chairman, NMSAR Board for the year 2021-22 under different categories which includes following :-

- (a) SAR Award for "Merchant Vessel 2021-22" - MV Santiago and MV Alliance
- (b) SAR Award for "Fisherman 2021-22"- IFB Krishna Narayan
- (c) SAR Award for "Government Owned Unit 2021-22" - ICGS Anmol and MFV Bluefin
- (d) SAR Award for "Ashore Unit 2021-22" - GMB/ VTS Khambhat

Further, various agenda related to safety of fishermen at sea was also deliberated and decision arrived.



Maritime SAR Bulletin

(01 Jan - 31 Dec 22)

SEARCH & RESCUE COORDINATION

Engine Breakdown - MFV 'Jositha'



At 1142 hrs on 01 Jan, MRCC Port Blair received a distress alert from Distress Alert Transmitter (DAT), registered with MFV Jositha (Regn. No. IND-AN-SA-MO-1158), in position 07 N miles North West of Interview Island with nature of distress as 'Boat Sink'.

ICGS Rajkamal on routine deployment was diverted to undertake search and render assistance. At 1630 hrs on 01 Jan, the ICG ship arrived datum and the ship's boarding party boarded the distressed boat. Upon boarding, it was ascertained that all crew were safe and the boat had total engine break down. Attempt was made to undertake repair of the engine.

Meanwhile, the owner of the boat had arranged towing of the vessel by FB Rithick Krishna Sea Bird-1 (Reg No. IND-AN-SA-MM-655). At 1145 hrs on 02 Jan, ICGS Rajkamal handed over MFV Jositha to FB Rithick Krishna Sea Bird-1 for towing towards Port Blair.

Flooding - IFB 'Christ the King'

At 0835 hrs on 10 Jan, MRCC Mumbai received an email from AD Fisheries Colachel, Kanyakumari regarding adrift Indian Fishing Boat Christ the King (IND-TN-15-MM-151) with 10 crew in position 40 N miles South West of Kannur due to engine failure.



On receipt of information, International Safety Net (ISN) was activated to alert the mariners transiting through area. Subsequently, ICGS Abhinav on patrol was diverted for assistance. ICGS Abhinav arrived in area at 0930 hrs on 11 Jan and established that distressed IFB had flooding in engine room and unable to control flooding. Subsequently, ships damage control team embarked the IFB and flooding was arrested. With no distress situation, the disabled IFB was later towed by another IFB to Beypore fishing harbour.

Stranded Mechanized IFB with 04 crew

At 1715 hrs on 10 Jan, Central Security Group (CSG) Chennai reported that mechanized IFB (IND-TN-11-MO-582) alongwith 04 fishermen stranded in position 12 N Miles South West of Pamban due to engine failure. On receipt of information, ICGS Mandapam deployed ICG Air Cushion Vehicle (ACV)



H-195 and located the distressed IFB along with 04 crew in position 06 N miles South of Musal Tivu Island. The IFB was taken alongside the ACV and boarding party ascertained that the condition of fishermen was grim view inclement weather condition as the food and water supplies were also exhausted. Thereafter, survivors were taken onboard and provided first aid, food and water. Meanwhile IFB Avanti (Regd No IND-TN-11-MO-566) agreed to take the distressed boat under tow to Vadalai fishing harbour.



Sinking - MV 'Lia Lin Khine'

At 1830 hrs on 17 Jan, MRCC Port Blair received an email from the Master of the Tug San Tiago (IMO-9649639), informing sighting of 10 personnel (all Myanmar national) on a floating

object in position 24 N Miles South West of Keating Point. The tug undertook rescue operation and all the fishermen were rescued at 1610 hrs on 17 Jan.

As reported by the survivors, FV Lia Lin Khine had sunk, 11 days prior to sighting, in position 180 N miles East of Keating and crew managed to cling onto a makeshift pontoon made of lube oil/ plastic drums for floating at sea.

Tug San Tiago arrived Carnic Harbour at 1030 hrs on 18 Jan and handed over all the Myanmar fishermen to local authorities along with documents and satellite phone.



Disabled IFB 'Vandana'

At about 1525 hrs on 20 Jan, MRCC Port Blair received a Distress Alert Transmitter (DAT) alert from fishing boat Vandana (Reg. No. IND-AN-MN-MO-375) in position 07 N miles South West of East Island.

ICGS C-416 on routine deployment was diverted to undertake search and render assistance. At 1750 hrs, ICGS C-416 located the fishing boat in position 06 N Miles West of East Island. On investigation by ICGS C-416, it was ascertained that the fishing boat was disabled due to engine failure and DAT alert was activated.



ICGS C-416 entered Diglipur harbour along with the disabled fishing boat, MFV Vandana (Regn. No IND-AN-MM-MO-375) and 03 crew under tow.

Disabled IFB 'Sree Net 2'

At 1025 hrs on 11 Feb, Master of MT Swarna Pushp intimated that Fishing boat 'Sree Net 2' was adrift due to engine breakdown with 09 crew onboard in position 71 N miles East of Ramayapattinam. Further, the IFB was reported to have shortage of food & water. MRCC Chennai directed MT Swarna Pushp to keep disabled boat in visual range and provide logistic support till arrival of ICGS Rani Avantibai which was directed to render assistance. On arrival in area, at 2302 hrs on 11 Feb, ICG Ship's technical team investigation revealed that connecting rod bearing of engine sheared and required overhaul/ trader assistance. ICGS Rani



Avantibai observed another FB Manjumatha (Regd No IND-TN-02-MM-1977) in vicinity and directed to take FB Shree Net 2 under tow till Ramyapatnam for major repairs arranged by the owner.

Man Overboard (MOB) - MV 'Galini'

At 0225 hrs on 27 Feb, MRCC Mumbai received an e-mail from MV Galini (IMO 9311517) regarding Man Overboard (Greek National) in position 625 N miles West of Agatti Island.

On receipt of the information, MRCC Mumbai assumed the duties of SAR Mission Coordinator and requested MV to broadcast the distress to all merchant traffic in area. Concurrently, International Safety Net (ISN) was activated to alert mariners transiting through the area to provide necessary assistance. In addition, Search and Rescue Aid Tool (SARAT) advisory was generated and shared with the vessel for reference.



At about 0310 hrs, MRCC (Mumbai) identified MV Barzan (9708851) as the nearest vessel to the MOB position and directed to proceed towards MOB position for augmenting necessary SAR efforts in coordination with MV Galini. MT Minerva Emily and MT BU Sidra were also diverted for augmenting SAR efforts.



At 1858 hrs, MV Barzan intimated that MOB was located in position 634 N miles of Agati Island and subsequently, recovered the Person in Water at 1630 hrs. Further, MV Barzan handed over the survivor to MV Galini in healthy and stable condition.

Engine Breakdown - MFV 'Sri Lalitha'

At about 1830 hrs on 05 Mar, MRCC Port Blair received a distress alert from MFB Sri Lalitha (Reg. No. IND-AN-SA-MM-2116) in position 18 N miles South West of Little Andaman Island. At 1920 hrs, ICGS C-146 on patrol was diverted to render assistance. ICGS C-146 located the distressed fishing boat and on investigation, it revealed that the Main Engine starter motor was defective, however, all crew were safe. The ship's staff made all out efforts to rectify the defect but starter motor battery had completely drained out.



At 0600 hrs on 06 Mar, ICGS C-423 sailed out from Hutbay to augment and the fishing boat along with 06 crew were safely towed to anchorage off Hutbay for further defect rectification.

Disabled – IFB 'E.S.R Riyamol'

At about 1336 hrs, on 12 Mar, CGDO 765 reported adrift Fishing Boat E.S.R. Riyamol (IND-AN-NB-MM-509) in position 52 N miles East of North Cinque Island.



ICGS Rajkiran on area patrol was diverted towards the fishing boat for necessary assistance. At 1800 hrs, ICGS Rajkiran arrived datum and established communication with IFB E.S.R. Riyamol. ICG ship's Boarding Team boarded FB and on investigation, it was revealed that the boat had lost her propeller during fishing and there was ingress of sea water in the engine room. The Boarding Party



successfully arrested the water ingress using primary leak stopping devices available onboard.

On completion, the disabled IFB along with 09 crew was safely towed to Port Blair.

Adrift - MSV 'Bilal'

At 0845 hrs on 12 Mar, MRCC Mumbai received a telephonic information from Rig Deep Sea Fortune (MMSI- 636009943) regarding receipt of distress call on VHF CH-16 from adrift MSV Bilal alongwith 08 crew in position 18.5 N miles South West of Bey pore.

Subsequently, MRCC (Mumbai) contacted ICGS Vikram on patrol in area and it revealed that ship's boarding team was launched to find that MSV is drifting due to engine failure. The MSV was taken under tow by ICGS Vikram at 1330 hrs on 12 Mar



and brought off Bey pore and handed over to IFB Binoy under escort of ICGS C-404 to enter Bey pore harbour at 1900 hrs on 12 Mar.

Drifting of 05 Fishermen of Capsized IFB 'Aai Shree Khodiyar Fish'

At 0542 hrs on 29 Mar, MRCC Mumbai received an email from VTMS, Khambhat regarding drifting of fishermen ex- capsized IFB Aai Shree Khodiyar Fish (IND-GJ-4-MM-74) in position 9.8 N miles of Savaibet Island.



Subsequently, MRCC(Mumbai) established communication with MV Surya 3 anchored off Pipavav and directed to proceed towards distressed location for assistance of fishermen. At 0636 hrs, VTMS, Khambhat intimated that all the fishermen were rescued by MV Surya 3 from the capsized boat. All rescued fishermen were thereafter handed over to IFB Prem Sagar off Mahua Bandar.



Man Overboard (MOB) - SLFV 'Happy Lady'

At 2141 hrs on 26 Apr, MRCC Mumbai received an e-mail from MRCC Colombo regarding Man Overboard (Mr. P Prasanna Tharaka, Age-32 Yrs) in position 240 N miles South West of Minicoy from Sri Lankan Fishing Vessel (SLFV) Happy Lady (IMUL-A-1896-MTR) at 1630 hrs on 25 Apr. On receipt of the information, International Safety Net (ISN) was activated to alert mariners transiting through the area to render necessary assistance. Further, MRCC Colombo was requested to divert other SLFVs operating in area to undertake search for MOB in co-ordination with SLFV Happy Lady.

At 0818 hrs on 27 Apr, MV MSC Katrina (IMO-9467445) was identified as nearest vessel to the Man Overboard position. Accordingly, MRCC Mumbai diverted the MV to augment SAR efforts in coordination with SLFV Happy Lady. Further, at 1131 hrs on 27 Feb, MT Moscow Spirit (IMO-9418602) was also diverted towards MOB position for augmenting necessary SAR efforts. MV MSC Katrina and MT Moscow commenced search in and around the MOB position. Moreover, MRCC Colombo intimated that 04 SLFVs also carrying out search in area. Extensive search was carried out by MVs and SLFVs in coordination. However, nil survivor / body was located despite extended search.

Man Overboard (MOB) - IFB 'Jai Murugan'

At about 0840 hrs on 27 Apr, MRCC Mumbai received an information from Remote Operating Station (ROS), Mumbai regarding one fishermen overboard from IFB 'Jai Murugan' (IND-KA-02-MM-5774) on 27 Apr. On receipt of the information, International Safety Net was activated by MRCC Mumbai to alert the mariners transiting through area.

Two ICG Interceptor Boats (IBs) namely ICGS C-452 & ICGS C-406 on area surveillance were diverted for augmenting search of the missing fisherman. CG-851 helicopter was also launched from Ratnagiri for effecting sea-air coordinated search.

Continuing the SAR efforts, ICGS C-434 was also deployed from Angre Port, Jaigarh at 0600 hrs on 29 Apr. At around 0950 hrs, the IB sighted the dead body in position 17 N miles South West of Jaigarh and subsequently, the body was recovered and handed over to police.

Assistance to Stranded IFB 'God is Gift'

At 1223 hrs on 30 Apr, MRCC Mumbai received an email from MV regarding drifting of IFB 'God is Gift' (IND-TN-15-MM-8214) along with 15 crew in position 559 N miles west of Agatti Island due to defective propeller shaft. On receipt of information, International Safety Net was activated to alert the mariners transiting through area. MRCC Mumbai requested MV to provide necessary assistance. Subsequently, MV KN fortune provided welding machine to IFB for repair of shaft. However, efforts proved futile view burning of the welding machine. MV KN Fortune informed that defect could not be rectified and MV was directed to resume her voyage.





On 01 May, MV Lady Maria being the nearest vessel was requested to proceed to provide necessary assistance to stranded IFB. The defective propeller shaft was repaired/ welded by MV Lady Maria crew. IFB was thereafter directed to proceed towards main land however, the IFB remain adrift and engaged in fishing.

At 1930 hrs on 09 May, IFB 'God is Gift' crew intimated that IFB has again observed defect in propulsion in position 590 N miles North West of Agatti Island (Pakistan SRR). Accordingly, ISN was activated and MRCC Pakistan was also requested to provide necessary assistance. Subsequently, MV LS Ocean being the nearest vessel was diverted for assistance. The defective shaft was repaired by the MV crew and handed over to IFB.

Interim repairs were facilitated by MV LS Ocean on 11 May, and the propulsion system was restored.



Also, the IFB was directed to proceed towards mainland for carrying out complete repairs and avoid any untoward incident/ machinery failure. The IFB arrived Kochi fishing harbour at 1145 hrs 21 May with all 15 crew in safe and healthy condition.

[Flooding onboard MSV 'Malabar Light'](#)

At 0115 hrs on 01 May, MRCC Mumbai received a telephonic message from MSV Malabar Light regarding flooding in engine room. The MSV was operating around 10 N miles away from Beypore harbour with 07 crew onboard when the emergency was reported. Investigations revealed that the subject MSV sailed from Beypore to Androth Island at 1700 hrs on 30 Apr.

On receipt of information, ISN was activated to alert mariners transiting through the area to render



assistance. ICGS C-404 ex-Beyepore was deployed at 0245 hrs on 01 May. The IB rescued all crew prior the subject vessel sank around 08 N miles South West of Beyepore light. Thereafter, all rescued survivors were handed over to local agent for further management.

Man Overboard (MOB) - IFB 'Mandh Pal'

At 1257 hrs on 06 May, MRCC Mumbai received a relayed information from Duty Officer, Sagri Police-II, Mumbai intimating that Man overboard (namely Mr. Prashant, 19 Yrs) from a fishing boat in position 9.2 N miles South West of Uttan on 06 May.

On receipt of the information, International Safety Net was activated by MRCC Mumbai to alert the mariners transiting through area. Concurrently, ICGS Subhadra Kumari Chauhan and ICGS C-439 on surveillance mission were diverted for search of missing fisherman as SRUs. SARAT advisory for most probable area of MOB was also generated and shared with the SRUs. ICG SRUs carried out extensive search in and around the MOB position from 06-08 May along with other fishing boats in area.

On 08 May at 0800 hrs, ICGS C-439 while undertaking search was informed by the owner of IFB Mendh Pal regarding a dead body floating in area. On arrival, the IB sighted a body floating in position 7.5 N miles North of Mumbai. Further, the body was handed over to Marine Police post identification by owner of IFB Mendh Pal.

Assistance to Stranded Fishing Boat off Gopalpur

At about 1615 hrs on 09 May, ICGS Gopalpur received an information from local administration



pertaining to rescue of 11 fishermen stranded onboard IFB D Jangameya off Sonapur beach (South of Gopalpur), amidst severe cyclone Asani, due to engine failure. Prevalent weather was not conducive for undertaking towing operation by local FB.

The stranded boat with 11 fishermen was at risk of capsizing due to rough seas, strong winds and high swell condition during cyclone. Understanding the criticality of situation, Coast Guard ALH was launched at 1650 hrs from Bhubaneswar for undertaking the SAR mission. Consequently, all stranded fishermen were successfully rescued and handed over to local police at 1745 hrs.

SAR of IFB 'Punitha Anthoniyar'

At 0740 hrs on 11 May, ICGS Abhiraj sighted Indian Fishing Boat Punitha Anthoniyar (Regd No. IND-TN-12-MO-4342) along with seven crew onboard





anchored in position 13 N miles North East of Manappad and experiencing dangerous pitch/roll.

Upon establishing Communication on VHF, it was ascertained that, the IFB had propulsion failure (Shaft broken). The boat was unable to contact owner or fellow IFBs in vicinity. Then, disabled boat requested for towing assistance and at around 0905 hrs on 11 May the boat was taken under tow till safe position and handed over to another fishing boat arranged by the owner.

[Search Assistance for Missing of IFB 'Sajeera'](#)

At 0330 hrs on 15 May, MRSC Vizhinjam received an information from Deputy Collector, Thiruvananthapuram and AD (Fisheries) Vizhinjam regarding missing of Dinghy boat 'Sajeera' alongwith 03 fishermen. The Last Known Position of the dinghy was approximately 2.5 N miles off Adani Buoy, Vizhinjam.

On receipt of information, ICGS C-427 was deployed from Vizhinjam for search of the missing IFB. The ICGS ship arrived in area and located the boat and it was ascertained that the IFB 'St Nicholas' had provided initial assistance to the dinghy boat.

At 0940 hrs negotiating rough seas and high swell conditions, the 03 fishermen were taken onboard by ICGS C-427 and were provided with first aid.



ICGS C-427 entered Vizhinjam harbour at 1100 hrs and the fishermen were handed over to Fisheries Department for further formalities.

[SAR of Sunken Barge MSV 'Ghouses Jilani'](#)

At about 0855 hrs on 27 May, a Distress Alert Transmitter (DAT) alert was received at MRCC (Chennai) with nature of distress sinking MSV Ghouses Jilani alongwith 06 crew in position 15 N miles North east of Okha.



On receipt of information, ICGS C-411 was deployed at 0915 hrs to render necessary assistance. On arrival at datum, C-411 reported that MSV Ghouses Jilani was sunk in position 04 N miles North East of Chank Tapu and all 06 crew were recovered by IFB Al Hajjpir operating in vicinity.



Post assessment of situation, all 06 crew were embarked onboard ICGS C-411, brought to Vadinar and handed over to Local Police, Vadinar for further formalities.

Man Overboard (MOB) - IFB 'Abban'

At about 1745 hrs on 27 May, MRSC Kochi received information from CSP Azhikode regarding one fisherman namely Mr. John Bosco, 41 yrs overboard from IFB Abban while fishing in position 19 N miles North West of Kochi at about 0900 hrs on 27 May.

On receipt of information, ICGS C-450 was deployed from Kochi at 0800 hrs on 28 May for search of missing fisherman. Further, CG ALH was also launched for sea-air coordinated search. Extensive search was carried out by ICG SRUs alongwith CSP & Marine Enforcement Wing (MEW) boats.

At 1420 hrs on 28 May, SHO, CSP Azhikode intimated that the missing fisherman was rescued by a country boat and reported to be in healthy conditions.

Drifting of SLFV 'Dilan'

At 1714 hrs on 12 Jun, MRCC Colombo, Sri Lanka intimated that SLFV Dilan (IMUL-A-0087-

TCO) was drifting in position 48 N miles North East of Pt. Calimere due to engine failure since 1300 hrs on 12 Jun and requested for assistance. ICGS Ameya and CG 777 carried out coordinated search in area. At about 0840 hrs on 13 Jun, CG 777 located SLFV Dilan in position 71 N miles from Pt. Calimere with four crew onboard.



Subsequently, MRCC Colombo intimated that, SLFV Nisam-02 departed from Trincomale harbour to provide towing assistance to disabled SLFV Dilan. ICGS Ameya safely handed over the disabled fishing boat to SLFV Nisam-02 for passage to Cod Bay fishery harbour, Sri Lanka.



Drowning of Persons at Jampore Beach, Daman

At 1755 hrs on 16 Jun, ICGAS Daman received a telephonic information from Collector, Daman



regarding drowning of 02 persons at Jampore Beach, Daman.

On receipt of information, CG helicopter 804 was launched for search of the missing persons. On arrival at datum, CG helo sighted that 01 person was struggling to float and continuously drifting towards sea. Immediately air crew diver was lowered and the survivor was rescued. Thereafter, the survivor was handed over to local police for further medical management. Further, Local administration informed that the second missing person was rescued by local fisherman group.

[Assistance to SLFV 'Amila Sea Food - Tuna 01'](#)

At 1421 hrs on 20 Jun, an e-mail was received from MRCC Colombo, Sri Lanka intimating that SLFV Amila Sea Food - Tuna 01 was drifting due to broken propeller shaft in position 544 N miles

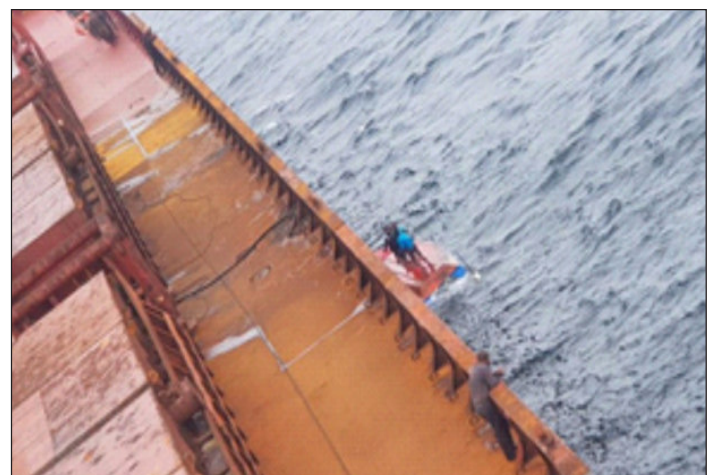


West of Aguada. Another e-mail was received from MRCC Colombo intimating increase of water in hull onboard SLFV in position 560 N miles West of Aguada.



On receipt of information, International Safety Net was activated for alerting mariners transiting through the area. Concurrently, MT Altair (IMO 9797254), being the nearest vessel from distress position, was diverted to render assistance in the updated position provided by MRCC Chennai.

At 1700 hrs, MT Altair arrived in vicinity of distressed SLFV Amila Sea Food-Tuna 01 and commenced rescue operation. At 2030 hrs, all 05 crew were rescued in position 530 N miles West of Aguada and taken onboard MT Altair. Crew were reported to be safe and healthy.



Rescue from MV 'Princess Miral'

At 1433 hrs on 21 Jun, MRCC Mumbai received an email from MRCC China regarding distress alert from MV Princess Miral in position 15.5 South of Suratkal. On receipt of information, ICGS Amartya on area surveillance was immediately diverted for assistance. Subsequently, ICGS Vikram on patrol was also deployed at 1615 hrs on 21 Jun to augment search efforts.



ICG units established communication with the vessel to ascertain the present situation onboard. By 1830 hrs, ICGS Amartya rescued all the 15 crew alongwith recovery of one lifeboat of ill fated vessel and subsequently entered New Mangalore 2140 hrs. Thereafter, all rescued crew were handed over to local Police for further formalities.

Rescue of ONGC Helo crew off Mumbai

At about 1146 hrs on 28 Jun, MRCC, Mumbai received an ELT alert from Indian coded beacon belonging to Pawan Hans (Sikorsky S- 76 D) helicopter with position 65 N miles North West of Mumbai. On receipt of information, details were corroborated and found to be a Pawan Hans Helicopter employed for ONGC duties. Subsequently, MRCC Mumbai assumed the duties of SAR Mission Coordinator and information shared with all relevant stakeholders for rescue.

International Safety Net was activated to alert the mariners transiting through the area. OSV Malaviya-16, OSV Anokhi and Great Ship Asmi being nearest vessel to the distress position were diverted to render assistance. Indian Navy ALH/ Seaking efforts were requisitioned from Maritime Operation Centre (MOC) Mumbai.

At 1305 hrs on 28 Jun, OSV Malaviya-16 rescued 04 Crew while 01 crew was rescued by life boat of ONGC Rig Sagar Kiran. The four air crew recovered by Naval Seaking/ ALH were ferried to Juhu airbase in unconscious condition and subsequently shifted to Nanavati hospital, Mumbai for further medical management.

MV Alliance Rescued Crew of sunken IFB 'Bigily' Off Kochi

At 1600 hrs on 29 Jun, ROS (KOC) received a VHF call from MV Alliance regarding rescue of 05 fishermen from sunken IFB Bigily in position 40 N miles North West of Kochi and 01 reported missing.

On receipt of information, ICGS Aryaman on area surveillance was diverted for assistance. Further, ICG Advance Light helicopter (ALH) ex-CGAE Kochi was launched to recover rescued fishermen ex- MV Alliance. CG ALH airlifted all rescued fishermen and brought to Kochi. Thereafter, all fishermen were handed over to AD Fisheries, Vypin.



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



At about 0803 hrs on 06 Jul, 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, 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, amidst adverse



weather conditions and restricted visibility of 01 N miles and dark hours, the SCI vessel was engaged in intense Search and Rescue Operations. The efforts led to rescue of all 16 fishermen safely by 2110 hrs on 10 Jul. Subsequently on 11 Jul, 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 for further formalities.

Assistance to MFV 'Shanti'



At 0727 hrs on 31 Jul, 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 and handed over to the Fisheries Department.

Rescue of Crew from MV 'Aung Pyi Moe'

At 2140 hrs on 31 Jul, 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, 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 rescued crew entered Kochi at 1700 hrs on 02 Aug and all 05 rescued crew were handed over to Fisheries Authorities for further formalities.

Rescue of Crew from Flooded IFB 'Raj Ayushi'

At about 0045 hrs on 03 Aug, 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 C-413 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, 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, 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, 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 International Safety Net to alert the mariners. Concurrently, MT Kruike and MV Diodorius were diverted for assistance. MT Aseem also joined the SAR Operation.

At about 0603 hrs, MT Kruike reported that MSV Jamna Sagar sank and crew disembarked in a small life boat. MT Kruike 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 additionally 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 Kruike. 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, 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 was deployed from Murud 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.

ICG Advanced Light Helicopter from Ratnagiri

was tasked AM 10 Aug 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, 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) from Daman was launched at 0624 hrs on 12 Aug 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 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 from Juhu was also launched at 0610 hrs on 12 Aug 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, 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 at Oman. On 18 Aug, both MVs arrived Salalah port and handed over crew to Royal Navy, Oman for further repatriation formalities. Further, on 19 Aug, all 15 crew safely arrived Ahmedabad, India.

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

At 1150 hrs on 17 Aug, 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 message to alert manners transiting through the area for



assistance. CG Helo from Daman was launched at 1146 hrs for assistance and 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, 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.

Meanwhile, whilst undertaking SAR operations, at about 0730 hrs on 20 Aug, 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, CGDO located 01 BFB in position 17 N miles South off Bhangaduni Island 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 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, 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, 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, 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. Subsequently, *all the 32 rescued Bangladeshi fishermen were handed over to Bangladesh Coast Guard ship Tajuddin by ICGS Varad AM 23 Aug.*

Assistance to MFV 'Rithick Krishna Sea Bird-III'

At about 1835 hrs on 03 Sep, 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. 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.



Rescue of 17 crew from MT 'Parth'



At 0923 hrs on 16 Sep, 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 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 from Ratnagiri was also launched for sea-air coordination efforts.

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, 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.

Rescue of Fishermen from Sunken IFB 'Punitha' off Kotaipattinam

At 1232 hrs on 17 Sep, 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 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.



Assistance to MSV 'Esther Rajathi'

On 01 Oct, MRCC Chennai received Distress Alert Transmitter (DAT) alert at 'Sagarmitra website' from DAT ID 34849 registered i.r.o. MSV Esther Rajathi, (Regn No. TTN-220). Alert type received



was 'Boat sink' and position of boat was observed to be unresolved. However, in order to corroborate authenticity of alert, MRCC Chennai established contact with the owner but relevant data could not be obtained. Subsequently, MRCC Chennai contacted agent of the MSV and ascertained details of the MSV approx. position 58 N miles East of Male. MRCC Chennai fetched out Vessel of opportunity around the same location as MV Bharadwaj (IMO-9290189). The MV was requested to authenticate distress alert and render necessary assistance to MSV Esther Rajathi. Further, MRCC Chennai informed MRCC Male to assume SAR co-ordination duties (SMC) and intimated all concerned authorities. At 1635 hrs on 01 Oct, MV Bharadwaj intimated that out of 07 person, the vessel rescued 06 crew members, while one crew couldn't be located.



Rescue of fishermen at IMBL

At about 0540 hrs on 06 Oct, ICGS Arinjay on routine patrol observed a fast moving contact on radar heading towards a cluster of other contacts. ICGS Arinjay proceeded to the datum with maximum speed and observed PMSA Barkat involved in recovery of few survivors. On being raised on VHF, the PMSA ship departed Indian waters. On reaching datum, ICGS Arinjay recovered one partially conscious fisherman, the crew of IFB Harshiddi-5. In order to ascertain status of balance crew of the IFB, the ship established contact with PMSS Barkat and recovered other 06 crew of the IFB rescued by PMSS Barkat. Subsequently at 1330 hrs the crew of IFB Harshiddi-5 were handed over to ICGS C-408 for passage to Jakhau Harbour. On arrival, first aid was provided and later all the IFB crew were handed over



to local Marine Police at Jakhau.



SAR for Distress 'IFB George'

On 24 Oct, ICGS Mandapam received information from MRSC Mandapam of IFB George drifting towards deep sea due to engine failure off Dhanushkodi since 1800 hrs on 23 Oct. The IFB had ventured into sea from Pamban fishing harbour at 0600 hrs on 23 Oct with 09 crew onboard. On receipt of information, ICGS C-431 was sailed from Mandapam & the IB reached location at 2325 hrs wherein the IB found 09 survivors adrift in rough seas. Further, the IB assessed the condition of the IFB by embarking boarding party onboard and attempted defect rectification, however, the effort couldn't be materialized. Hence, the distressed IFB was taken under tow by ICGS C-431 till south Mandapam fisheries jetty.

Rescue of 24 Bangladeshi Fishermen

On 25 Oct, post landfall of cyclone "Sitrang", Coast Guard Dornier Aircraft (CGDO) from Kolkata was launched to sanitize areas close to coast off West Bengal and Odisha and to render assistance to mariners who might had been affected during the passage of the cyclone. At about 1620 hrs on 25 Oct, CG Dornier sighted approx. 20 persons in water clinging onto floats in position



90 N miles South East of Sagar Island. CG Aircraft dropped liferaft close to survivors and sighted persons embarking life raft. Subsequently, CGDO was launched in SAR configuration to augment rescue efforts with 02 additional liferaft. Meanwhile, MRCC Chennai diverted MV Nanta Bhum (IMO-8813659) to datum, who recovered all 20 survivors. ICGS C-426, operating off Paradip, was diverted while ICGS Varad & Vijaya were also sailed to augment SAR efforts. Initial analysis of survivors revealed that Bangladeshi Fishing Boat (BFB) Jasmin departed Borisal, Bangladesh on 22 Oct and boat capsized on PM 24 Oct due to flooding. ICGS Vijaya effected rendezvous with MV Nanta Bhum and embarked all 20 rescued Bangladeshi fishermen at 0830 hrs on 26 Oct. The fishermen were examined by Medical Officer onboard ICGS Vijaya for their fitness and were found stable except for 03 survivors,





who were suffering from mild dehydration and fever. Further, ICGS Varad while returning to Paradip, at about 1330 hrs on 26 Oct, sighted 03 persons in water clinging onto debris and floats due to sinking of Bangladeshi boat in position 90 N miles South of Sagar Island. All 03 persons were recovered by ICGS Varad. Subsequently, all 03 survivors were embarked onboard ICGS Vijaya at about 1545 hrs on 26 Oct, for repatriation to Bangladesh i.a.w existing MoU between ICG & BCG. ICGS Vijaya handed over all 23 Bangladeshi fishermen to Bangladesh Coast Guard Shadhin Bangla ship in mutually agreed position at IMBL in healthy state at about 1040 hrs on 27 Oct.

Subsequently, ICGS Vijaya while returning to Paradip post surveillance in area on 29 Oct, received an information from an IFB Tejamadu regarding rescue of 01 Bangladeshi fisherman by



the fishing boat. ICGS Vijaya recovered the fisherman from IFB Tejamadu at about 0210 hrs on 29 Oct. The recued fisherman was subsequently repatriated to Bangladesh through BCG ship on 30 Oct.

SAR of Sri Lankan Fishing Vessel (SLFV) ‘Neil Mary’

At about 1130 hrs on 27 Nov, MRCC (PBR) received telephonic information from an Indian fisherman that one unknown Sri Lankan fishing boat was sighted drifting with 04 crew onboard in position 14 N miles South West of Bampoka. The SLFV was appreciated to be the missing Sri Lankan fishing boat which had ceased communication with Srilankan authorities since 25 Sep.

Upon investigation, it was ascertained that SLFV Neil Mary (Regn No. IMUL-A-0691 MTR) had departed Batticaloa harbour, Sri Lanka on 25 Sep for fishing and had encountered engine failure. The boat remained adrift for more than 02 months.

On receipt of information ICGS C-424 and ICGS Rajshree on area patrol were directed to locate. C-424 located the SLFV at 1550 hrs on 27 Nov and ICGS Rajshree towed the SLFV to the nearest port, Kamorta. SLFV Neil Mary along with 04 crew was handed over to A&N Administration on 28 Nov, for further formalities.



Rescue of 03 Crew from FPU ‘Tahara’

At about 1528 hrs, on 07 Dec, MRCC, Chennai received request for rescue of 08 crew from FPU (Floating Production Unit) ‘Tahara’ operated by M/s Hardy Oil from Directorate General of Hydrocarbons in position 24 N Miles East of Karaikal. The platform was falling in the predicted path of cyclone ‘Mandous’. Subsequently, CG Advanced Light Helicopter was launched at first light from Chennai on 08 Dec for evacuation of 08 crew from FPU ‘Tahara’. The Helo evacuated 03 crew from the FPU. However, further sorties couldn’t be undertaken view inclement weather in area. Further, M/s Aban Offshore Limited reported that, FPU is capable of withstanding wind speed upto 100 knots and balance 05 crew were reported safe onboard. Situation was closely monitored and all personnel were reported safe till passage of cyclone.

Assistance to IFB ‘Sakthi Amman’

At about 1930 hrs on 19 Dec, CGRHQ (East) received information from MRCC (CHN) regarding Indian Fishing boat ‘Sakthi Amman’ (Reg No. IND-TN-02-MM-2828) with 08 crew, reported adrift in last position 116 N miles North East of Chennai due to engine failure. On receipt of the information, Headquarters AD Fisheries Chennai was liaised for towing assistance of stranded boat. Further, the updated position details of stranded boat was ascertained through other fishing boats operating in area and AD Fisheries, Chennai. Meanwhile, the owner of the stranded boat arranged the rescue boat (Regn No. IND-TN-02-MM-2207 and ‘IFB Sakthi Amman’ was safely towed to Kasimedu fishing harbour, Chennai at 0800 hrs on 21 Dec. All 08 crew were safe and healthy on return to harbour.

Rescue of crew from Sunken MSV ‘Nigahe Karam’

At about 1055 hrs on 31 Dec 22, MRCC Mumbai received an e-mail from Indian Dhow Association



that flooding onboard MSV Nigahe Karam alongwith 12 crew in position 117 N miles West of Porbandar due to water ingress. The MSV Nigahe Karam was on her passage from Mundra to Djibouti.

On receipt of information, MRCC Mumbai coordinated and identified MT Searanger (9759800) & MSC Altair (9465277) being nearest vessel and were diverted for assistance. MT Searanger arrived datum at about 1400 hrs and nominated as OSC by MRCC Mumbai. ICGS Sarthak was also diverted for assistance. All 12 crew were rescued by MT Searanger utilising liferaft of MSV Nigahe Karam. Post completion of the rescue operation, MRCC Mumbai directed MT Searanger to disembark all rescued crew at Sikka.

At about 0825 hrs on 01 Jan 23, MT Searanger alongwith rescued crew arrived at Sikka anchorage and handed over the crew to ICGS C-152 at 1045 hrs on 01 Jan 23.



Medical Evacuation (MEDEVAC)

(01 Jan - 31 Dec 22)

MEDEVAC Ex - IFB 'Dixa'

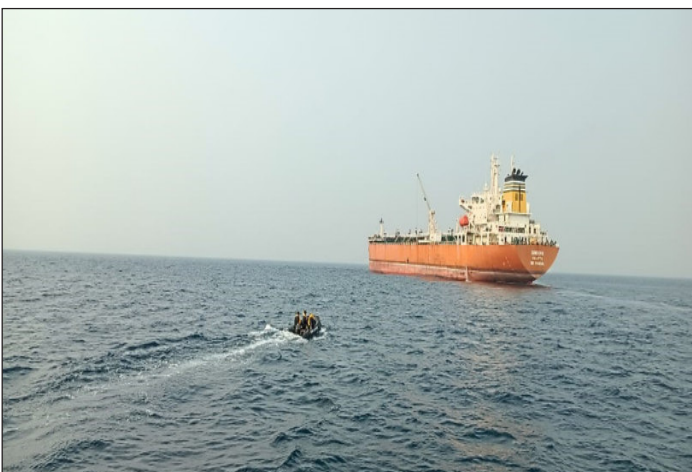
At 2020 hrs on 28 Jan, MRSC Porbandar received a telephonic message from owner of IFB Dixa (IND-GJ-20-MM-3755) regarding medical evacuation of a 28 Yrs old fisherman suffering from respiratory problems in position 13 N miles North West of Porbandar.

On receipt of information, ICGS C-161 on patrol was diverted for assistance. The ICG Ship arrived area and evacuated the patient at 2105 hrs and handed over to the boat owner at Porbandar. Thereafter, the patient was shifted to Shree Hospital, Porbandar for further medical management.

MEDEVAC Ex - MT 'Sundoro'

At 1200 hrs on 18 Feb, MRCC Mumbai received an e-mail from MT Sundoro (IMO-9430181) regarding medical emergency of a 34 Yrs old Indian national diagnosed with Severe Gastric pain in abdomen in position 46 N miles South West of Beypore. At 1440 hrs on 18 Feb, MT intimated that condition of patient is critical and headed towards Beypore for disembarkation of the patient.

Further, ICGS C-144 on area patrol was diverted



for evacuation of patient. At 1540 hrs, ICG Ship affected rendezvous off Beypore with MT and embarked the patient onboard. On arrival at Beypore harbour the patient was handed over to local agent. Thereafter, patient was shifted to Baby Memorial Hospital, Kozhikode for further medical management.

Medical Aid Ex- SLFV 'Iresa Putha'

At about 1925 hrs on 13 Mar, ICGS Vajra while transiting through Gulf of Mannar intercepted Sri Lankan Fishing Vessel (SLFV) Iresh Putha (IMUL-A-1802-MTR) in position 105 N miles South of Kanyakumari. Condition of the SLFV crew was found critically ill and suffering from Necrotizing Fasciitis. The crew was administered with first aid by ICG crew and vitals stabilized post medical treatment. Thereafter the SFLV was escorted till IMBL and advised to proceed towards Colombo harbour. At 0953 hrs on 15 Mar, MRCC Colombo intimated that SLFV alongwith patient arrived at Mirissa fishing harbour.

MEDEVAC Ex - IFB 'Pawan Raj'

At about 0945 hrs on 02 Apr, Coast Guard District Headquarters at Porbandar, Gujarat received an information from owner of IFB regarding medical emergency onboard IFB Pawan Raj (IND-GJ-32-MM-3807) in position 32 N miles North West of Dwarka

wherein, the Master of IFB (Mr. Mohan Kara, age 38 yrs) had suffered from paralytic attack.

On receipt of information, ICGS C-161 on surveillance mission was diverted for assistance. ICGS C-413 ex-Okha was also deployed alongwith medical team onboard to provide necessary assistance. C-413 arrived datum at 1240 hrs and embarked the patient onboard. Upon embarkation, the patient was provided preliminary medical aid. Thereafter, the C-413 entered Okha alongwith the patient and the patient was shifted to Govt hospital, Dwarka for further medical management.

MEDEVAC Ex - MV 'Dorra'

On 09 May, MV Dorra in position 26 N miles South East of Indira point light, on passage from South Korea to UAE reported medical emergency of a crew who suffered severe burns on right hand. On receipt of message, ICGS Rajdhwaj was immediately deployed with medical team embarked onboard.

The ship effected rendezvous with vessel at 1940 hrs on 09 May and evacuated the injured crew. Initial medical checkup and injury management was carried out by the ship's medical team during the passage. Thereafter, the ICG ship entered Campbell Bay harbour at 2200 hrs and shifted injured crew to PHC Campbell Bay for further treatment.

Further, considering the critical condition of the patient, the patient was shifted to Port Blair by Coast Guard Dornier aircraft next day for specialized treatment as per recommendation of PHC Campbell.

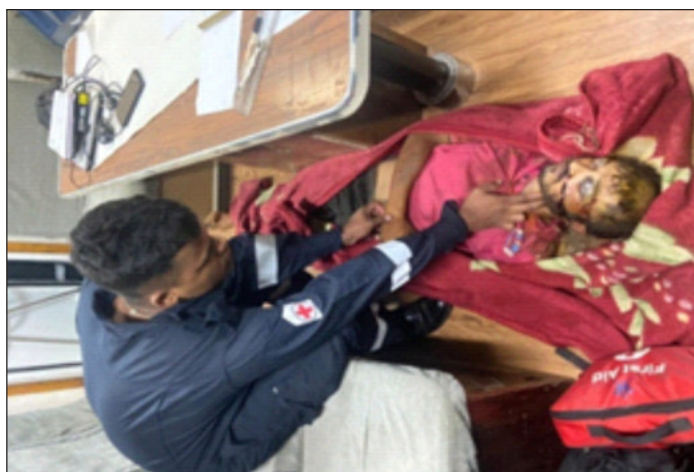
MEDEVAC Ex - IFB 'Madh vad Krupa'

At 2100 hrs on 17 May, MRSC Pipavav received

an information from Fishing Association, Jafrabad regarding medical emergency onboard IFB 'Madh vad Krupa' (IND-GJ-14-MM-412) in position 49 N miles South West of Savaibet.



On receipt of information, ICGS C-409 was deployed at 0030 hrs on 18 May for assistance. ICGS C-409 arrived in area and intercepted the IFB in position 15 N miles South of Savaibet. at 0230 hrs on 18 May. Thereafter, the injured fisherman alongwith one boat crew was taken onboard and provided first aid. On examination, it was observed that the fisherman had sustained head injury with internal bleeding and low pulse rate. Further, the C-409 alongwith injured crew entered Pipavav harbour at 0415 hrs and the crew was handed over to Fishing Association, Jafrabad for further medical management.



MEDEVAC Ex - IFB 'Dhan Prasad'

At 1130 hrs on 20 May, MRSC Pipavav received an information from Fishing Association, Jafrabad regarding one crew (namely Lalji Soma Shiyal) ex-IFB Dhan Prasad was injured and unconscious.



Accordingly, ICGS C-419 ex-Pipavav with medical team was deployed at 1400 hrs for assistance. Subsequently, CG helicopter was also launched for sea-air coordinated search.

IFB Dhan Prasad was located by ICGS C-419 in position 18 N miles South East of Savaibet and casualty taken onboard at 1820 hrs on 20 May. Thereafter, the ICGS C-419 entered Pipavav harbour and handed over the casualty to Fishing Association, Jafrabad for further medical management.



MEDEVAC Ex - MV 'Murica Maersk'

At 1155 hrs on 02 Jun, MRCC Mumbai received a telephonic call from MV Murica Maersk regarding medical emergency onboard in position 78 N miles South of Minicoy. On receipt of the information, MRSC Kochi requested MV to head towards Kochi while it liaised with local agent M/s ISS Shipping India Pvt Ltd, Kochi for obtaining necessary clearance from the concerned agencies.

MV Marcia Maersk arrived off Kochi anchorage at 0330 hrs on 03 Jun. Subsequently, the patient was evacuated by Tug Ocean Elite at 0715 hrs and thereafter the patient was shifted to Hospital for further medical management.

MEDEVAC Ex - MT 'NCC Tihama'

At 1501 hrs on 16 Jul, 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. MRCC Mumbai coordinated the MEDEVAC operation. At 0900 hrs on 17 Jul, 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 of Police Personnel from Narcondum Island

On 16 Jul, 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, ICGS Rajkamal undertook medical evacuation of another 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.

MEDEVAC Ex - MT 'Leo'

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

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

Medical Assistance Ex - IFB 'Chinniah'

At about 1050 hrs on 17 Sep, 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 team 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 Ex - IFB 'Ajonsha Mol'

At about 1030 hrs on 06 Oct, ICGS C-441 while on routine patrol received a distress VHF call from IFB Ajonsha Mol in position 7 N miles West of Vizhinjam regarding medical assistance of fisherman who sustained burn injury on face and various parts of body while cooking.



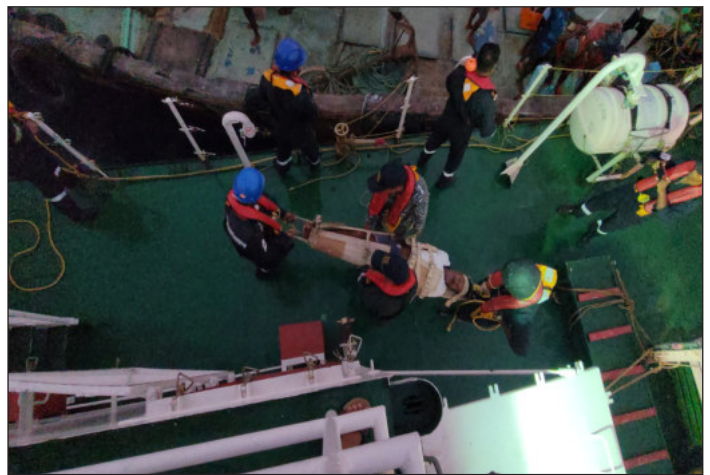
On receipt of information, MRSC Vizhinjam



directed ICGS C-441 to proceed towards datum for assistance. ICGS C-441 took injured fisherman onboard at 1100 hrs and provided initial first aid and entered Vizhinjam harbour at 1235 hrs.

MEDEVAC Ex - IFB 'Jagdamb'

At about 1102 hrs on 27 Oct, MRCC Mumbai received a Telephonic information from Owner of IFB intimated that one fisherman namely Mr. Promodh Santaram, age 49 Yrs, probable diagnosis with Blood Vomiting and required urgent medical evacuation in position 117 N miles North West of Mumbai. IFB was heading towards Mumbai and condition of patient was reported conscious.



At 1230 hrs, ICGS Achook was diverted for assistance and effected rendezvous with IFB in position 60 N miles North West of Mumbai and provided first aid. However, no improvement was observed.

Thereafter ICGS Achook embarked patient onboard and provided slow intra venous fluids/anti-hypertensive tablet. Subsequently, ICGS Achook entered Mumbai harbour at 2235 hrs on 27 Oct. and the Patient was shifted to St George Hospital for further medical management.

MEDEVAC Ex - IFB 'Devi Bargabhima'

At 1425 hrs on 29 Oct, MRSC Haldia received information from Fishing Association regarding 01 crew seriously sick onboard IFB Devi Bargabhima; requiring medical evacuation in position 25 N miles South of Sagar Island.



On receipt of information, Air Cushion Vehicle (ACV) H-186 from Frazerganj was diverted for necessary assistance. ACV H-186 reached area at 1530 hrs and evacuated fisherman namely 'Mr. Shambhu Paria'. ACV H-186 returned to Frazerganj at 1630 hrs and handed over the patient to representative of boat owner for further medical management.

MEDEVAC Ex - IFB 'Jal Jyoti'

At about 1425 hrs on 29 Oct, MRSC Porbandar



received a VHF call from IFB Jal Jyoti intimated that one crew (namely Vaza Bhikha Bhai, Age 43 yrs) probably diagnosed with Paralysis attack and required immediate medical evacuation in position 15 N miles South West of Okha.

On receipt of information, ICGS C-411 alongwith medical team was deployed for assistance. At 1630 hrs, ICGS C-411 arrived datum and embarked patient onboard and provided immediate medical relief by medical team. At 1730 hrs, ICGS C-411 alongwith patient entered Okha harbour and thereafter, the patient was shifted to Govt hospital Dwarka for further medical management.

MEDEVAC Ex - IFB 'Alfiya'

At about 1720 hrs on 31 Oct, an information was received regarding medical emergency onboard IFB Alfiya in position 26 N miles South West of Okha, where in one crew had complained of severe chest pain. C-411 with medical team embarked was diverted towards the datum with maximum speed. C-411 arrived area and embarked the patient ex-IFB and provided the medical aid. Post arrival at Kankai jetty, the patient was disembarked and brought to Coast Guard Station Okha for preliminary evaluation and



diagnosed as the case of suspected acute myocardial infection. Post evaluation, the patient was found to be stable and then shifted to Tata Hospital, Dwarka for further medical management.

MEDEVAC Ex - MV Protector 'ST. John'

At about 1130 hrs on 02 Nov, ICGS Jakhau received a telephonic call from PFSO, Jakhau Port requesting for assistance onboard MV Protector St John for medical evacuation of one crew. ICGS C-408 was deployed to rendezvous MV Protector St John in position 11 N miles South West of Mitha port for undertaking medical evacuation.

After embarkation of the patient, the condition of causality was assessed by ship's staff and provided with first aid. On arrival at Jakhau harbour,



the CG station medical team provided the necessary medical management and monitored the vitals of the patient. The patient was observed to be in dehydrated condition and was transferred to CHC, Naliya for further medical management.

MEDEVAC Ex - MV 'Zim Atlantic'

At 0950 hrs on 11 Nov, MRCC Mumbai received a telephonic call from Master of MV Zim Atlantic regarding medical emergency onboard in position 50 N miles West of Mumbai. On receipt of the information, ICGS Saksham on routine patrol was diverted for assistance/ evacuation of Patient at 0953 hrs, the ship arrived datum and embarked patient onboard.



At 1140 hrs CG helicopter was launched from Mumbai and airlifted the patient from ICGS Saksham at 1340 hrs. MRCC Mumbai



liaised with Local agent to make necessary arrangements at Juhu helibase for handing/ taking over formalities of patient. The patient was handed over to local agent at 1435 hrs. Thereafter, the patient was shifted to Nanavati Hospital, Mumbai for further medical management.

MEDEVAC Ex - IFB 'Shri Ram'

At 1205 hrs on 24 Nov, MRSC Pipavav received a telephonic call from President Fishing Association, Jafrabad at 1205 hrs on 24 Nov regarding injury of one of the crew onboard IFB Shri Ram in position 19 N miles South of Savaibet.



The casualty had sustained injury on his chest and pelvis area by protruding steel rod while heaving fishing net. The casualty complained about bleeding and severe pain on his lower abdomen. ICGS C-419 was diverted at 1220 hrs for rendering assistance to the IFB.

ICGS C-419 reached datum at 1300 hrs and embarked injured fisherman. ICGS C-419 thereafter entered RNEL jetty, Pipavav at 1355 hrs and the medical casualty was handed over to the fishing boat owner for medical treatment.

MEDEVAC of Police Personnel

On 30 Nov, ICGS Aruna Asaf Ali undertook medical evacuation of a police personnel from Narcondam Island, who was suffering from injury on his left knee. The patient was handed over to CHC Diglipur for further medical management.



MEDEVAC from Makachua

On 02 Dec, ICGS C-407 undertook medical evacuation of patient from Makachua, village of Little Nicobar Island, who was suffering from high fever. The patient was handed over to PHC Campbell Bay for further medical management.





INTERNATIONAL MARITIME ORGANISATION (IMO) NEWS

Important Outcomes/ deliverables from Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), 8th session, 19-23 April 2021.

Revision of SOLAS Chapters for GMDSS Modernization

The Sub-Committee has completed its review of the Global Maritime Distress and Safety System (GMDSS) requirements, agreeing draft amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974 and other existing instruments. These amendments are intended to enable the use of modern communication systems in the GMDSS whilst removing requirements to carry obsolete systems. The revision of the relevant regulations in SOLAS chapters II-1, III, IV and V and preparation of related and consequential amendments to other existing instruments is the result of a decade of detail-oriented work by the Organization, in particular by the NCSR Sub-Committee. The draft amendments to SOLAS are likely to come into force on 1 January 2024 post adoption by Maritime Safety Committee (MSC) of IMO.

Recognition of Japanese Regional Navigation Satellite System

The Sub-Committee considered a proposal for recognition of the Japanese Regional Navigation Satellite System Quasi-Zenith Satellite System (QZSS) as a component of the World-Wide Radio Navigation System (WWRNS) and prepared a circular for approval by MSC 104. IMO has an important role in accepting and recognizing radio

navigation systems which can be used by international shipping. IMO currently recognizes the Global Positioning System (GPS), Global Navigation Satellite System (GLONASS), Bei Dou Navigation Satellite System (BDS), Galileo Global Navigation Satellite System and Indian Regional Navigation Satellite System (IRNSS), and will consider the recognition of the QZSS at MSC.

Consequential Amendments related to the revised EPIRBs Performance standards

In connection to the performance standards for float-free Emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz {resolution MSC.471(101)}, the Sub-Committee approved the draft MSC resolutions on Amendments to the Performance standards for ship borne simplified voyage data recorders (S-VDRs) (resolution MSC.163(78)) and Amendments to the Performance standards for voyage data recorders (VDRs) {resolution MSC 333(90)}, with a view to adoption by MSC 104. In addition, the Sub-Committee agreed to the draft revisions of MSC circulars on Guidelines for shore-based maintenance of satellite EPIRBs and Guidelines on annual testing of 406 MHz satellite EPIRBs for approval by the next MSC meeting.

Update on COSPAS-SARSAT Programme

The Sub-Committee noted the following information provided on the status of the COSPAS-SARSAT Programme by the COSPAS-SARSAT report provided:-

- (a) Invited Member States to provide feedback directly to COSPAS-SARSAT about the library of video training materials made available publicly through the COSPAS-SARSAT website for use by SAR professionals, including any online access issues that might have been encountered.

(b) Invited Member States to support the development of modifications to the message format used to transmit distress alert messages to RCCs to improve clarity and usefulness of the messages by them, in coordination with national COSPAS-SARSAT representatives.

(c) Invited Member States to provide proposals for improving the reliability in communications between COSPAS-SARSAT Mission Control Centres (MCCs) and their supported SAR points of contact (SPOCs, usually RCCs) both during tests and for transmission of real distress alerts;

(d) Encouraged Member States, to facilitate improved distress alert communications, to enter into agreements or understandings between SPOCs and their supporting MCCs (model document available on the COSPAS-SARSAT website) and provide a copy of such agreements

/understandings to the COSPAS-SARSAT Secretariat;

(e) Encouraged Member States to update their information in the GMDSS Master Plan module of GISIS describing the COSPAS-SARSAT System and listing EPIRB coding regulations.

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.

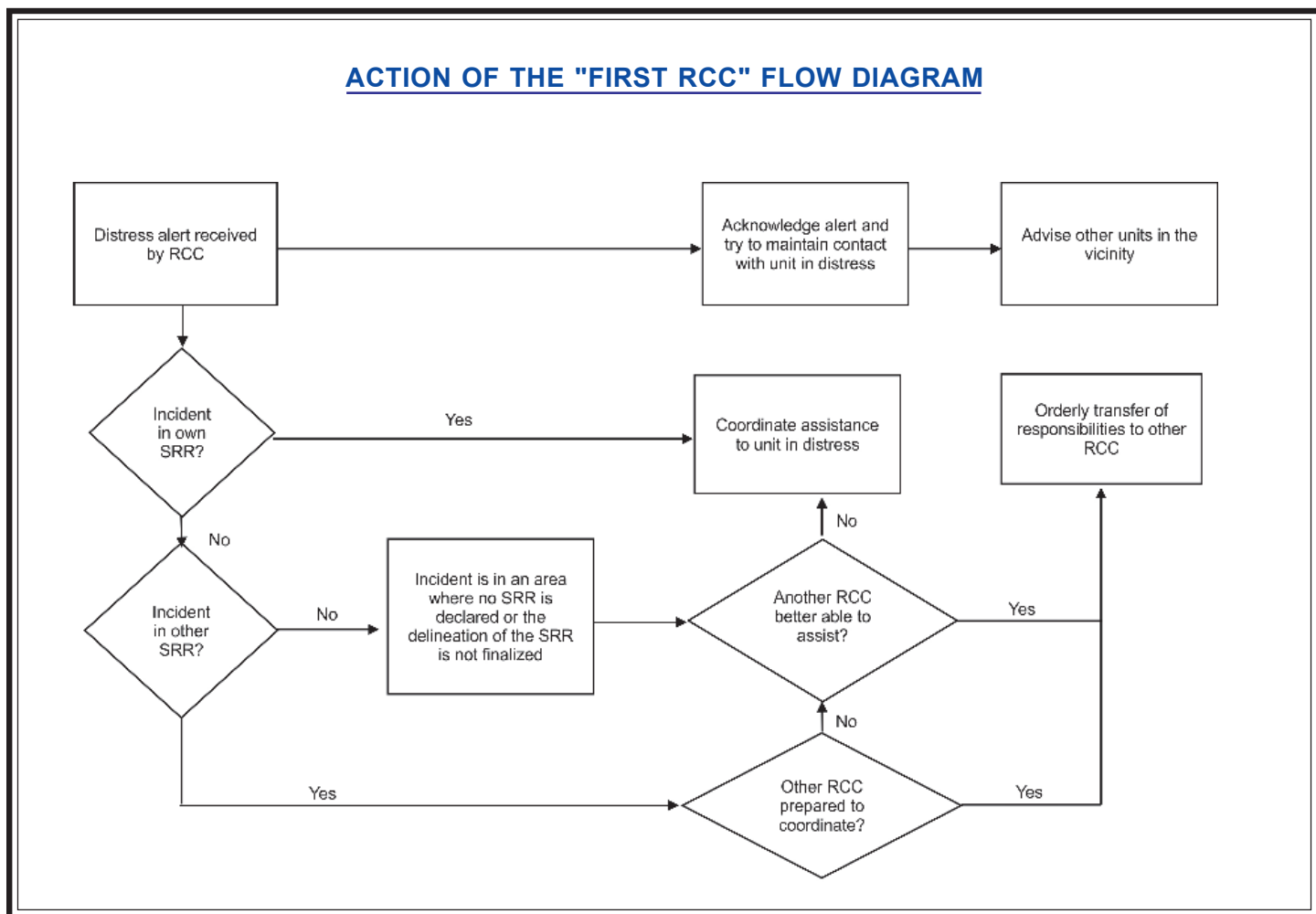
Shore-based SAR communication network and operation

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 2 France 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-vigieur</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>

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>

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>

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/>

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)
inoh@navy.gov.in
Website: <http://www.hydrobharat.nic.in>

NAVAREA IX

Area Coordinating Office HQ NAVAREA IX
PN Hydrographic Dept
11, Liaquat Barracks
Karachi – 75530, Pakistan
Tel: +92 21 48506821/48506152/485061511
Fax: +92 21 99201623/99203246
Email: hydrokp@paknavy.gov.pk
hydrpk@gmail.com
Website: www.paknavy.gov.pk/hydro/index.asp

NAVAREA X

Search and Rescue
Australian Maritime Safety Authority
GPO Box 2181
Canberra, ACT, 2601, Australia
Tel: +61 (2) 6230 6811
Fax: +61 (2) 6230 6868
Email: rccaus@amsa.gov.au
Website: <http://www.amsa.gov.au/searchand-rescue/distress-and-safety-comms/msi/>

NAVAREA XI

Director, Notices to Mariners Office
Hydrographic and Oceanographic Department
Japan Coast Guard

NAVAREA XII

(See NAVAREA IV)

3-1-1, Kasumigaseki, Chiyoda-ku,
Tokyo 135-8932, Japan
Tel: +81-3-3595 3647
Fax: +81-3-3595 3571
Email: tuho@jodc.go.jp
jcg-tuho@navarea11.go.jp
Website: http://www1.kaiho.mlit.go.jp/TUHO/keiho/navarea11_en.html

NAVAREA XIII

Chief, Notice to Mariners Division
Department of Navigation and Oceanography
Ministry of Defence, Russian Federation
2 Atamanskaya st.
St. Petersburg 191167
Russian Federation
Tel/Fax: +7 812 717 59 00
Email: unio_navarea@mil.ru

NAVAREA XIV

NAVAREA XIV Coordinator
New Zealand Hydrographic Authority
Land Information New Zealand
Radio New Zealand House, 155 The Terrace
PO Box 5501, Wellington 6145, New Zealand
Tel: +64 4 460 0110 (office hours)
Tel: +64 27 687 9536 (24 hours)
Tel: +64 27 704 6994 (24 hours)
Fax: +64 4 498 3535
Email: navareaxiv@linz.govt.nz
Website: <http://www.linz.govt.nz/hydro/nauticalinfo/navigation-area-14>

(Effective from 1 July 2017 as follows:)

Maritime New Zealand, RCCNZ
41 Percy Cameron Street, Avalon Studios Level
1, PO Box 30050, Lower Hutt 5040, New
Zealand, Tel: +64 4 577 8030 (24 hours)
Fax: +64 4 577 8038 (24 hours)
Website: <http://www.maritimenz.govt.nz/navarea>; E-mail: rccnz@maritimenz.govt.nz
(24 hours)

NAVAREA XV

Director, Hydrographic and Oceanographic
Service of the Chilean Navy
Errázuriz 254
Playa Ancha
Valparaíso, Chile
Tel: +56 32 2266666
Fax: +56 32 2266542
Email: navareaxv@shoa.cl
Website: <http://www.shoa.mil.cl/>

NAVAREA XVI

Director
Dirección de Hidrografía y Navegación
Calle Roca No. 118, Chucuito, Callao, Perú
Tel: +51-1 207 8160
Fax: +51-1 207 8178
Email: navareaxvi@dhn.mil.pe,
dihidronav@dhn.mil.pe,
Website: <http://www.dhn.mil.pe>

<p>NAVAREA XVII & XVIII NAVAREA XVII & XVIII Coordinator Operational Support, Canadian Coast Guard Centennial Towers, 200 Kent Street Ottawa, Ontario K1A 0E6, Canada Operational matters: Tel: + 1 613 925 4471 Fax: + 1 613 925 4519 Email: navarea17.18@innav.gc.ca Administrative matters: Tel: +1 613 990 7572 Email: Lucia.Bakker@dfo-mpo.gc.ca COMSAR.1/Circ.58/Rev.1</p>	<p>NAVAREA XIX Department of Maritime Safety Norwegian Coastal Administration Postbox 1502 6025 Ålesund Norway Tel: +47 78 943000 Fax: +47 78 989899 Email: navarea19@kystverket.no Website: www.navarea-xix.no</p>
<p>NAVAREA XX & XXI NAVAREA XX & XXI Coordinator Federal State Unitary Enterprise "Rosmorport" Bld. 7, 19 Sushevskaya Street, Moscow 127055, Russian Federation Tel: +7 495 626-14-25 exts (1060/1707/1746/1710) Fax: +7 495 626-12-39 Email: navarea@rosmorport.ru</p>	

ANNEX 2

LIST OF METAREA COORDINATORS

<p>METAREA I UNITED KINGDOM Mr. Nick ASHTON Key Account Manager Met Office 127 Clerkenwell Road London - EC1R 5LP United Kingdom Telephone: +44 1392 885402 Telefax: +44 20 7204 7479 Email: nick.ashton@metoffice.gov.uk</p>	<p>METAREA II FRANCE Ms. Mireille MAYOKA Météo-France Direction des Opérations pour la Prévision Marine et Océanographique 42, avenue Gaspard Coriolis 31057 Toulouse Cedex, France Telephone: +33 5 61 07 82 91 Telefax: +33 5 61 07 82 09 Email: mireille.mayoka@meteo.fr</p>
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METAREA III**GREECE**

Mr. Michail MYRSILIDIS
Head of Marine Section Marine Section
Hellenic National Meteorological Service
14, El. Venizelou St.
Hellnikon Airport GR-167 77 ATHENS
Greece

Telephone: +30 210 9699013

Telefax: +30 210 9628952

Email: michail.myrsilidis@emy.gr

METAREA IV**UNITED STATES**

Mr. Wayne PRESNELL
Marine and Coastal Weather Services
National Weather Service/National Oceanic
Atmospheric Administration
1325 East-West Highway Silver Spring -
MD 20910
United States

Telephone: +1 301 713 1677 (ext. 128)

Telefax: +1 301 713 1520

Email: Wayne.Presnell@noaa.gov

METAREA V**BRAZIL**

Mr. Daniel Peixoto de Carvalho
Lieutenant Commander
Navy Hydrographic Center (CHM)
Barao de Jaceguay street,
Ponta da Armacao Niteroi
24048-900 - RJ
Brazil

Telephone: +55 21 2189 3027

Email: peixoto.carvalho@marinha.mil.br

METAREA VI**ARGENTINA**

Ms. Alicia CEJAS
Av.Dorrego 4019 (C1425GBE)
1002 - Buenos Aires
Argentina

Telephone: +54 -11 5167 6767

Telefax: +54-11 5167 6709

Email: agcejas@smn.gov.ar

METAREA VII**SOUTH AFRICA**

Ms. Christine Thaele
South African Weather Service,
International Airport Cape Town
- 7525 South Africa

Telephone: +27 (0) 21 935 5700

Telefax: +27 (0) 21 934 4590

Email: christina.thaele@weathersa.co.za

METAREA VIII**(North of Equator)****INDIA**

Ms. Neetha K. Gopal
India Meteorological Department National
Weather Forecasting Centre
New Delhi 110 003
India

Telephone: +91 11 24635664

+91 11 43824334

Mobile: +91 9011975999

Telefax: +91 20 255 35 435

Email: neetha.kgopal@imd.gov.in
neethakgopal@yahoo.com

(South of the Equator)

MAURITIUS

Mr. Renganaden VIRASAMI
Divisional Meteorologist
Mauritius Meteorological Services
St Paul Road
Vacoas
Mauritius
Telephone: +230 6861031
Telefax: +230 6861033
Email: vganessen@yahoo.com

**METAREA IX
PAKISTAN**

Mr. Hazrat MIR
Pakistan Meteorological Department Met
Complex, University Road Karachi-75270
Pakistan
Telephone: +92 21 99261404
Telefax: +92 21 99261405
Email: pakmet_islamabad@yahoo.com
hazratmir2015@yahoo.com
sarfarazmet@hotmail.com

**METAREA X
AUSTRALIA**

Mr. Neal MOODIE
National Manager -
Marine Weather Services
Australian Bureau of Meteorology
700 Collins Street
Melbourne VIC 3001
Australia
Telephone: +61 3 9669 4768
Email: Neal.Moodie@bom.gov.au

**METAREA XI
JAPAN**

Mr. Shigeharu Nishikawa
Senior Scientific Officer,
Administration Division,
Forecast Department
Japan Meteorological Agency,
Tokyo 1-3-4 Otemachi Chiyoda-ku
100-8122 - Tokyo
Japan
Telephone: -
Telefax: -
Email: mms-jma@ml.kishou.go.jp

**METAREA XII
UNITED STATES**

Mr. Wayne PRESNELL
Marine and Coastal Weather Services
National Weather Service/
National Oceanic Atmospheric
Administration
1325 East-West Highway Silver Spring -
MD 20910
United States
Telephone: +1 301 713 1677 (ext. 128)
Telefax: +1 301 713 1520
Email: Wayne.Presnell@noaa.gov

CHINA

Mr. Wei ZHAO
Typhoon and Marine Weather Forecast
Center
National Meteorological Centre (NMC)
China Meteorological administration (CMA)
Zhongguancun Nandajie No. 46,
Haidian District
Beijing 100081
China
Telephone: +86 10 58995841
Telefax: +86 10 6217 2956
Email: zhaowei@cma.gov.cn

**METAREA XIII
RUSSIAN FEDERATION**

Dr. Vasily SMOLYANITSKY
Head of Laboratory
Arctic and Antarctic Research Institute
Bering str., 38
St.Petersburg - 199397
Russian Federation
Telephone: +7 812 337-3149
Telefax: +7 812 337-3241
Email: vms@aari.aq

**METAREA XIV
NEW ZEALAND**

Ms. Elke LOUW
Meteorological Service of New Zealand
30 Salamanca Rd
Kelburn Wellington 6012
New Zealand
Telephone: +64 4 470 0737
Telefax: +64 4 473 5231
Email: elke.louw@metSERVICE.com

**METAREA XV
CHILE**

Luis VIDAL Lema
Capitán de Fragata OM
Head of Chile Navy Weather Service
Subida Cementerio 300
Playa Ancha Valparaíso
Chile
Telephone: +56322208620
Telefax: +56322208621
Email: Lvidall@directemar.cl

**METAREA XVI
PERU**

Giacomo MOROTE Somontes
First lieutenant
Dirección de Hidrografía y Navegación
Marina de Guerra del Perú
Calle Roca 118 – Chucuito
Callao
Perú
Telephone: +51 1 2078160
Telefax: +51 1 4530877
Email: gMorote@dhn.mil.pe

METAREA XVII**CANADA**

Mr. John PARKER
Manager, Prediction and Training Section-
Atlantic Meteorological Service of Canada
Environment Canada
45 Alderney Drive,
Dartmouth NS B2Y 2N6
Canada

Telephone: +1 902 426 3836

Telefax: +1 902 490 0259

Email: john.parker2@canada.ca

METAREA XVIII**CANADA**

Mr. John PARKER
Manager, Prediction and Training Section-
Atlantic Meteorological Service of Canada
Environment Canada
45 Alderney Drive,
Dartmouth NS B2Y 2N6
Canada

Telephone: +1 902 426 3836

Telefax: +1 902 490 0259

Email: john.parker2@canada.ca

METAREA XIX**NORWAY**

Mr. Helge TANGEN
Regional Director
Norwegian Meteorological Institute
Forecasting Division of Northern Norway
The Norwegian Meteorological Institute,
(Vervarslinga for Nord-Norge)
P.box 6314 Langnes
NO-9293 Tromso
Norway

Telephone: +47 77 62 13 00

Telefax: +47 77 62 13 01

Email: helge.tangen@met.no

METAREA XX**RUSSIAN FEDERATION**

Dr. Vasily SMOLYANITSKY
Head of Laboratory
Arctic and Antarctic Research Institute
Bering str., 38
St.Petersburg - 199397
Russian Federation

Telephone: +7 812 337-3149

Telefax: +7 812 337-3241

Email: vms@aari.aq

METAREA XXI**RUSSIAN FEDERATION**

Dr. Vasily SMOLYANITSKY
Head of Laboratory
Arctic and Antarctic Research Institute
Bering str., 38
St.Petersburg - 199397
Russian Federation

Telephone: +7 812 337-3149

Telefax: +7 812 337-3241

Email: vms@aari.aq

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Improving Ferry Safety through Virtual Reality Technology

Virtual reality technology has been introduced into IMO's work to help its Member States to improve domestic ferry safety. Virtual Reality (VR) is a computer-generated environment with scenes and objects that appear to be real, making the user feel they are immersed in their surroundings. This environment is perceived through a device known as a Virtual Reality headset or helmet. During a virtual meeting held on 13 December 22 beneficiary Member States Cambodia, Indonesia, the Philippines and Vietnam were introduced to the technology. The aim is to support administrations in training their personnel using VR technology to enhance the knowledge and skills to ensure domestic passenger ship safety.

The project was funded by the Republic of Korea and delivered with technical and in-kind contribution by the Korea Maritime Transportation Safety Authority (KOMSA). Going forward, the existing VR scenarios provided by KOMSA may be expanded, with the possibility of additional scenarios being introduced into the VR equipment to extend the training to cover other types of ships (and countries), subject to further consultations with the Republic of Korea officials responsible for the bilateral IMO-Republic of Korea partnership. The project builds on IMO's work on domestic ferry safety in the Asia and Pacific region spanning more than 12 years.

Highlights of 9th Sub-committee on Navigation, Communication and Search and Rescue (NCSR)

The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) deals with all matters related to navigation and communication.

These include the analysis and approval of ship routing measures and ship reporting systems; carriage requirements and performance standards for navigational and communication equipment such as the Long-Range Identification and Tracking (LRIT) system and the development of e-navigation. The body also deals with search and rescue matters and the Global Maritime Distress and Safety System (GMDSS), including recognition of service providers. Joint working groups reporting to the NCSR Sub-Committee include the ICAO/IMO Joint Working Group on Harmonisation of Aeronautical and Maritime Search and Rescue and the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters. The 9th session of the Sub-Committee took place from 21–30 June 2022 under the chairmanship of Nigel Clifford from New Zealand, supported by Vice Chair Alexander Schwarz from Germany. Highlights of some of the key issues discussed and considered during the meeting are enumerated in the succeeding paragraphs.

Revision of Guidelines on Places of Refuge

The Sub-Committee finalised a revision of the guidelines on places of refuge for ships in need of assistance. The draft revised assembly resolution will be submitted to the MSC and subsequently to the Marine Environment Protection Committee (MEPC) and the Legal Committee (LEG), for approval, with a view to adoption by the IMO assembly in 2023. The guidelines were first adopted in 2003 to provide guidance for cases where a ship requires assistance, but safety of life is not involved (when safety of life is involved, SAR provisions should be followed). The proposed revision recognises that various organisational, operational and technological developments have taken place in a rapidly changing global maritime domain. Experience in handling situations of ships

in need of assistance has been gained significantly worldwide and informed the guideline revisions. The new guidelines aim to provide the basis of an operational framework for coastal states, ship masters, operators and/or salvors, as well as other involved parties on how to handle and take a decision when a ship is in need of assistance and seeks a place of refuge. Among other changes, a new section on media information and management has been proposed, recommending that states include in their administrations the capacity (including training) for dealing with media and requests for information in connection with managing a ship in need of assistance seeking a place of refuge.

Safety Measures for Non-SOLAS Ships Operating in Polar Waters

The Sub-Committee finalised the first set of draft amendments to the Polar Code, together with associated amendments to the SOLAS Convention, to incorporate new requirements for non-SOLAS ships concerning the safety of navigation and voyage planning. The amendments will be applicable to some non-SOLAS ships, i.e. fishing vessels of 24 metres in length overall and above, as well as pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage. IMO's Polar Code sets out requirements to ensure the safety of ships operating under the harsh conditions of the Arctic and Antarctic areas, taking into account extreme temperatures and that critical equipment remains operational under those conditions. The amendments aim to enhance the safety of ships operating under the special conditions the polar areas present, as well as that of those onboard. The Maritime Safety Committee is invited to approve the draft amendments for subsequent

adoption with that they will come into force from 1 January 2026.

Modernisation of the GMDSS

The GMDSS is a worldwide system for communication of emergency and safety information. Amendments to SOLAS, its Protocol of 1988 and related IMO instruments to modernize the requirements to the GMDSS were adopted by MSC 105 held on April 2022 and will enter into force w.e.f 1 January 2024. The modernization implies generic requirements, independent of specific service providers, as well as removal of carriage requirements for obsolete systems and a re-organization of the SOLAS requirements to communication equipment. The definitions of the sea areas A1 to A4 have been amended to reflect that the geographical area of coverage may vary between various satellite service providers.

Maritime Safety Information (MSI) in the GMDSS

In addition to providing distress alerts, the GMDSS is also used to broadcast important Maritime Safety Information (MSI) to ships, such as navigational information and meteorological forecasts or warnings. Since 1 January 2020, both Inmarsat (UK) and Iridium (USA) have been recognized for use in the GMDSS. The NCSR 9 considered the dissemination and reception of search and rescue (SAR) and MSI related information over multiple recognized mobile satellite services. The work will continue in a correspondence group until NCSR 10 (May 2023).

NCSR 9 finalized a draft second revision of the NAVTEX Manual wherein the manual describes the structure and operation of the NAVTEX service, which is an international direct printing service for promulgation of MSI and urgent safety-related messages to ships.

CIRCULARS



E

4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.892/Rev.1

28 November 2022

GUIDANCE ON ALERTING OF SEARCH AND RESCUE AUTHORITIES

- 1 The Maritime Safety Committee, at its 106th session (2 to 11 November 2022), approved the revised Guidance on alerting of search and rescue authorities, as set out in the annex, prepared by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), at its ninth session (21 to 30 June 2022).
- 2 This circular provides guidance to ensure early notification of SAR authorities when involved in emergency situations.
- 3 Member Governments are invited to bring the annexed Guidance to the attention of shipmasters, officers, key shore-based personnel and any other parties concerned.
- 4 This circular becomes effective on 1 January 2024, superseding MSC/Circ.892 as from that date.

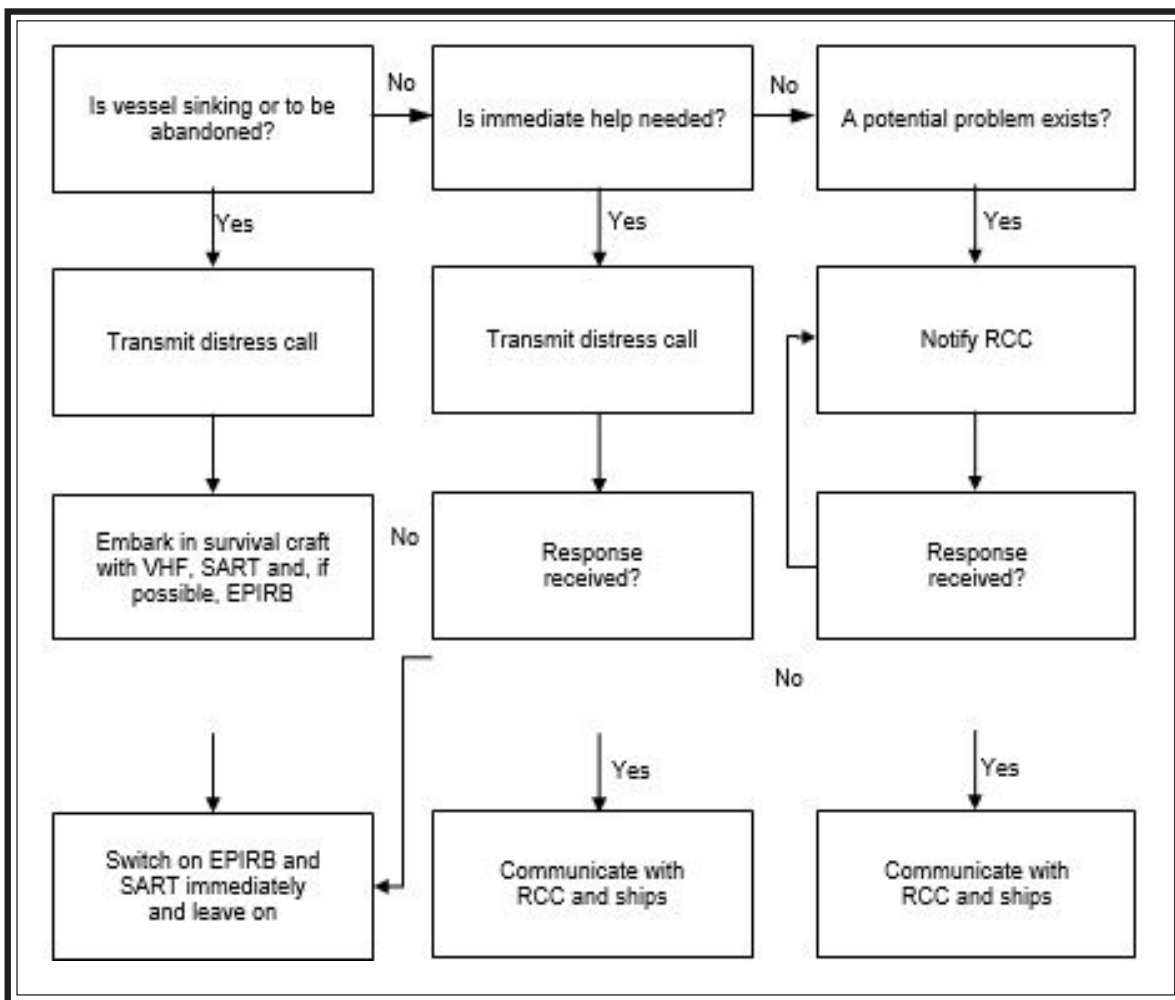
ANNEX

GUIDANCE ON ALERTING THE SEARCH AND RESCUE AUTHORITIES

- 1 The need for the earliest possible alerting of the search and rescue (SAR) coordination authority to maritime emergencies cannot be overemphasized.
- 2 It is essential to enable shore-based facilities to respond without delay to any situation which constitutes, or has the potential to constitute, a danger to life. Time lost in the initial stages of an incident may be crucial to its eventual outcome. It cannot be regained.
- 3 Factors to be considered include position (in relation to hazards and to shore-based or other SAR units); time of day; weather conditions (actual and forecast); the number of persons at risk or potentially at risk; specific assistance required.
- 4 It is always best to consider the "worst-case scenario" and to alert the SAR organization accordingly. Depending on the circumstances, the coordinating authority may choose to alert or dispatch SAR facilities as a precautionary measure and/or to reduce transit times. If assistance is not subsequently required, any such positive response can be easily curtailed. But time lost through delays in notification can never be regained.
- 5 It is therefore essential that the SAR coordinating authority be informed immediately of:
 - 1 all maritime SAR incidents;
 - 2 any situation which may develop into a SAR incident; and
 - 3 any incident which may involve or lead to danger to life, the environment or to property which may require action from the SAR services and/or other authorities.

Operating guidance for ships in distress or urgency situations *

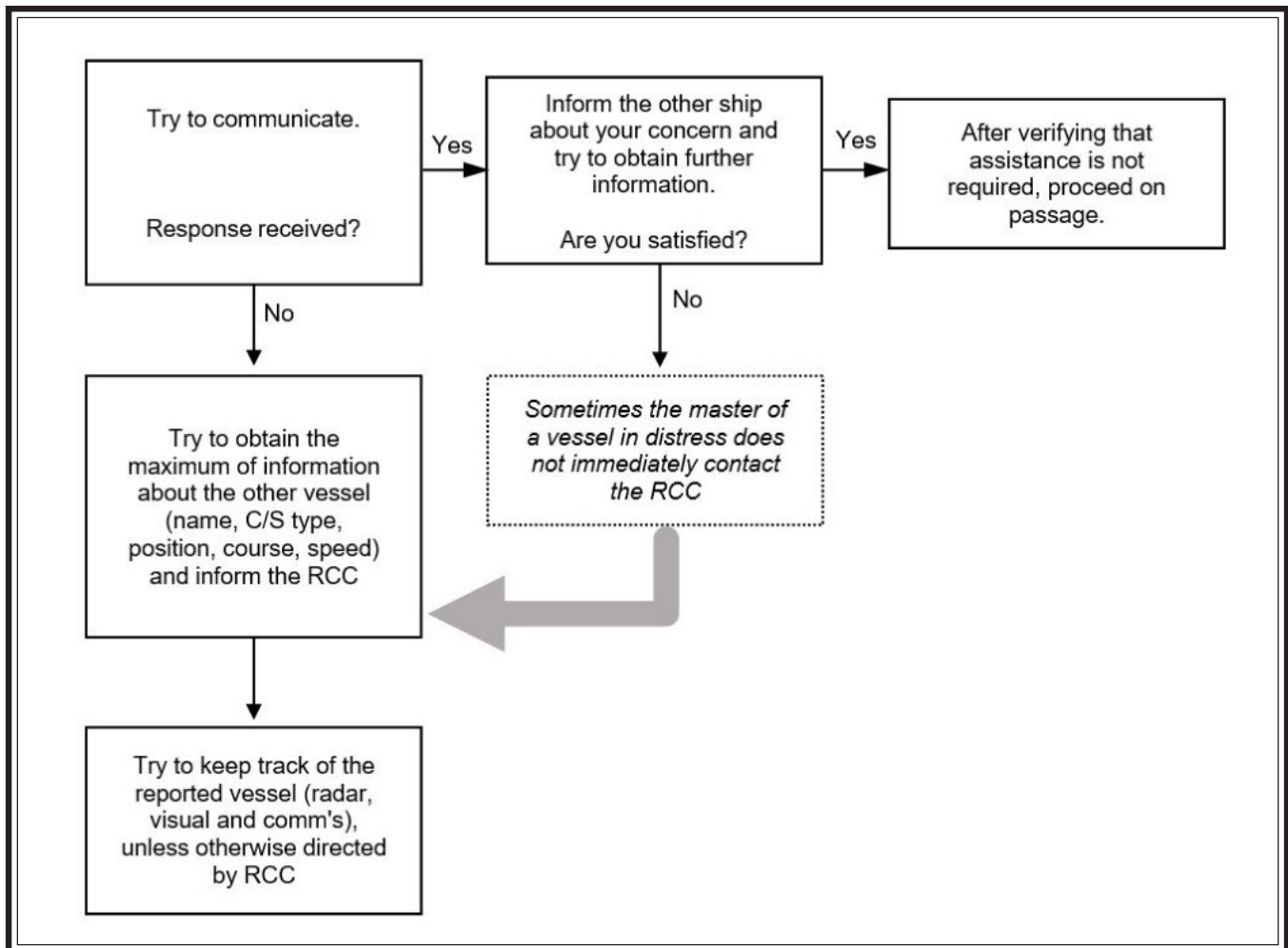
6 The following diagram shows standard procedures for distress/urgency message routing. It is for guidance only, and does not preclude the use of any and all available means of distress alerting.



* To be considered in conjunction with GMDSS Operating guidance for ships in distress situations (MSC.1/Circ.1656).

Operating guidance for ships observing another vessel apparently in danger

1 The following diagram shows suggested procedures for reporting concerns about the safety of another vessel (fire, smoke, adrift, navigating towards a danger, etc.).





International Satellite System for Search and Rescue
Système international de satellites pour les recherches et le sauvetage
Международная Спутниковая Система Поиска и Спасания

CS22/113/F420, F435, F450, F480 (EASA), F485, F501, F510, F540

Montréal, 15th of December 2022

TO: All National/Territorial Administrations, Cospas-Sarsat Mission Control Centers, the International Civil Aviation Organization, the European Union Aviation Safety Agency, the European Organisation for Civil Aviation Equipment, Aircraft Manufacturers, and Cospas-Sarsat Beacon Manufacturers and Ground-Segment Equipment Manufacturers.

SUBJECT: Declaration of the Cospas-Sarsat System at Full Operational Capability for Emergency Locator Transmitters for Distress Tracking (ELT(DT)s) Based on First-Generation Beacon Specifications.

Dear Colleagues:

I am pleased to advise you that the Cospas-Sarsat Council, at its sixty-seventh session (CSC-67), 8 to 29 November 2022, declared the Cospas-Sarsat System at full operational capability (FOC) for the detection and processing of messages from Emergency Locator Transmitters for Distress Tracking (ELT(DT)s) based on first-generation beacon specifications,¹ effective starting from 1 January 2023.

This is a significant achievement for enabling aircraft operators to meet autonomous distress tracking requirements of the International Civil Aviation Organization (ICAO) and the European Union Aviation Safety Agency (EASA). This success is the result of years of hard work and close collaboration among the governments that develop, maintain and operate the ground-segment equipment of the Cospas-Sarsat System, together with the efforts of ground-segment equipment and beacon manufacturers. Close cooperation also occurred with ICAO, EASA and the European Organisation for Civil Aviation Equipment (EUROCAE).

This announcement is the first of two expected with respect to ELT(DT) capability. The Council anticipates being able to make a further announcement of full operational capability for ELT(DT)s based on second-generation beacon specifications in 2023.²

¹ Document C/S T.001, "Specification for Cospas-Sarsat 406 MHz Distress Beacons".

² Document C/S T.018, "Specification for Second-Generation Cospas-Sarsat 406-MHz Distress Beacons".

Administrations and Cospas-Sarsat Mission Control Centers are requested to bring this important development to the attention of rescue coordination centers and other search-and-rescue authorities, given that they could begin receiving Cospas-Sarsat distress-alert messages originating from ELT(DT)s in 2023.

Beacon manufacturers and their customers should note that, starting from 1 January 2023, first-generation beacons coded with an operational ELT(DT) protocol may be used with the System following completion of normal type-approval procedures.

Mission Control Centers and beacon manufacturers also should note that all over-the-air testing of ELT(DT)s based on first-generation beacon specifications using any operational protocols (any protocols other than test protocols) should be avoided after 31 December 2022, to prevent the risk of a false distress alert. Such tests remain possible on an exceptional basis, as advised to the appropriate Mission Control Centers, in accordance with the Cospas-Sarsat data distribution plan.³

We would be pleased to provide you with any further information that you may require.

Yours Sincerely,



Andrey Kuropyatnikov
Council Chair

³ Document C/S A.001, "Cospas-Sarsat Data Distribution Plan (DDP)". See, e.g., sections 3.8 and 4.3.

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1656
28 November 2022

GMDSS OPERATING GUIDANCE FOR SHIPS IN DISTRESS SITUATIONS

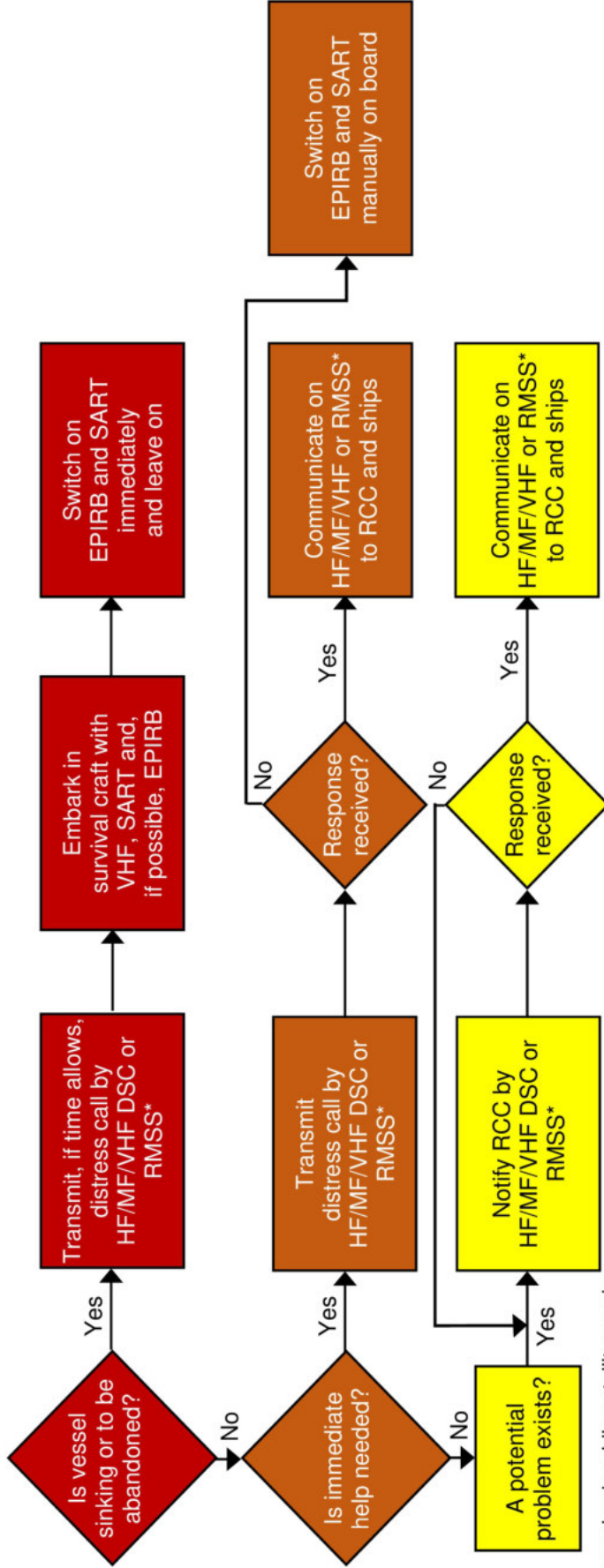
1 The Maritime Safety Committee, at its 106th session (2 to 11 November 2022), approved the revised *GMDSS operating guidance for ships in distress situations*, as set out in the annex, prepared by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), at its ninth session (21 to 30 June 2022).

2 This circular provides guidance concerning the use of appropriate radiocommunication equipment in distress situations, in accordance with chapter IV of the International Convention for the Safety of Life at Sea, 1974. The Guidance in the annex is recommended to be displayed on ships' bridges as an A4 size poster.

3 Member Governments are invited to bring the annexed Guidance to the attention of seafarers and all other parties concerned.

4 This circular becomes effective on 1 January 2024, superseding COM/Circ.108 as from that date.

ANNEX
GMDSS OPERATING GUIDANCE FOR SHIPS IN DISTRESS SITUATIONS



* Recognized mobile satellite service

1. EPIRB should float free and activate automatically if it cannot be taken into survival craft.
2. Where necessary, ships should use any appropriate means to alert other ships.
3. Nothing above is intended to preclude the use of any and all available means of distress alerting, including those listed in COLREG 72, annex IV.

Frequencies for Distress Communications	
Digital selective calling (DSC)	Radiotelephone
VHF	Channel 70
MF	2 182 kHz
HF4	4 207.5 kHz
HF6	6 312.0 kHz
HF8	8 414.5 kHz
HF12	12 577.0 kHz
HF16	16 804.5 kHz
	Channel 16
	2 182 kHz
	4 125 kHz
	6 215 kHz
	8 291 kHz
	12 290 kHz
	16 420 kHz

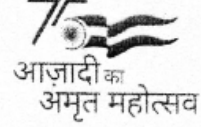
DGS ORDER: 20 OF 2022

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].

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

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

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			

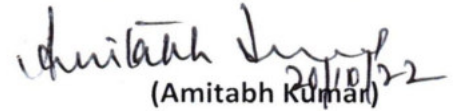
Note – Sea service of seafarers working on such vessels shall be recognized for purpose of their certificate of proficiency or for revalidation of Certificate of Competencies.

- 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.

Developments in COSPAS-SARSAT System

COSPAS-SARSAT System is comprised of 406 MHz distress radio beacons including Emergency Locator Transmitter (ELT) for aviation use, Emergency Position Indicating Radio Beacon (EPIRB) for maritime use and Personal Locator Beacon (PLB) for personal use, which transmit signals during distress situations. The distress signal is received by satellites and then transmitted to Ground receiving stations, called Local Users Terminals (LUTs), who process the satellite downlink signal and generate distress alerts and disseminate to Mission Control Centers (MCCs), which receive alerts produced by LUTs and forward them to Search and Rescue Points of Contact (SPOCs) i.e MRCCs & RCCs.

Different systems of COSPAS-SARSAT



Presently three types of satellites support COSPAS-SARSAT system i.e LEOSAR, GEOSAR & MEOSAR. Satellites in low-altitude Earth orbit (LEO) form the LEOSAR system, Satellites in Geostationary Earth orbit (GEO) form the GEOSAR system, and Satellites in medium-altitude Earth orbit (MEO) form the MEOSAR system. MEOSAR are currently operating with early operational capability (EOC). Once fully operational, the MEOSAR system will provide global coverage and near-real-time beacon detection and independent location.

Migration from LEOSAR to MEOSAR and present status

The International COSPAS-SARSAT Programme initiated the development of the Medium-altitude Earth Orbiting Satellite System for Search and Rescue (MEOSAR system) in 2004. MEOSAR satellites orbit the Earth at an altitude between 19,000 and 23,000 km, a range considered to be medium-altitude Earth orbit. Hence, this component of COSPAS-SARSAT is known as the Medium-altitude Earth Orbit Search and Rescue system or MEOSAR. It complements the existing LEOSAR and GEOSAR systems. Search-and-

Rescue (SAR) repeater-payloads have been placed on the satellites of the Global Navigation Satellite Systems (GNSS) of Europe (Galileo), Russia (GLONASS), the USA (GPS) and China (BDS), also known as (BeiDou).

Early operational capability (EOC) for the MEOSAR system was declared in December 2016 and full operational capability (FOC) of the system is anticipated to be declared in 2023. MEOSAR complements the existing LEOSAR (satellites in low-altitude orbits) and GEOSAR (satellites in geostationary orbit) systems, and gradually is replacing the LEOSAR system as the primary satellite architecture for COSPAS-SARSAT.

Advantages of MEOSAR System

The current LEOSAR and GEOSAR systems that detect and locate distress beacons have shortcomings that MEOSAR overcomes. The GEOSAR system constantly covers the entire Earth except the high-latitude (i.e. polar) regions. Although the GEOSAR system can nearly instantaneously receive beacon distress messages across most of the globe, it cannot locate a beacon unless the location is encoded in the beacon's message from a navigation (GNSS) receiver inside or connected to the beacon. The LEOSAR system can locate a beacon without location information being transmitted in the beacon message (or can confirm the location even if position information is transmitted in the beacon message), but the LEOSAR satellites have a view of only a small part of the Earth at any given time, which at times creates a delay in the distress signal reaching a ground station. While LEOSAR and GEOSAR still provide valuable search-and-rescue capabilities, MEOSAR is a revolution in system architecture.

The MEOSAR system architecture offers the advantages of both the LEOSAR and GEOSAR systems without their limitations by providing reliable reception of distress messages and independent localization of beacons, with near-real-time worldwide coverage. The large number of MEOSAR satellites allows each distress message to be relayed at the same time by several satellites to several ground antennas, improving the likelihood of quick detection and improving the accuracy of the location determination. The MEOSAR system also facilitates other planned enhancements for COSPAS-SARSAT beacons, such as a return-link-service (RLS) transmission to a distress beacon that provides the user with a confirmation that the distress message has been received and the beacon's location determined.

At the beginning of 2013, COSPAS-SARSAT entered a Demonstration and Evaluation (D&E) phase for the MEOSAR system that showed MEOSAR's capabilities and promise for the future. The current phase of MEOSAR Early Operational Capability (EOC), where distress alerts from the MEOSAR system are provided to SAR authorities for operational use, began in December 2016. The EOC phase will be followed by the initial operational capability (IOC) phase, which will provide improved MEOSAR performance. When enough commissioned ground segment (MEOLUTs and MCCs) is available to provide worldwide, near-real-time coverage, the MEOSAR system will be declared at full operational capability (FOC), which is anticipated in 2023.

The MEOSAR system is backward-compatible with all 406-MHz COSPAS-SARSAT beacons that have been supported by the LEOSAR and GEOSAR systems for decades.

- Santosh Kumar, Adh (RP)
SAR Secretariat, CGHQ

Evolution in SAR Technologies

Search and Rescue (SAR) operations are a critical aspect of emergency response and disaster management. The primary objective of SAR is to locate and rescue individuals who are lost, injured or in distress in remote or hazardous environments. The efficiency and effectiveness of SAR operations depend heavily on the availability of advanced technologies that aid in locating and extracting individuals quickly and safely. Recent developments in SAR technologies have made significant contributions to improving the outcome of SAR missions. Recent technologies involved in development of the SAR missions are Unmanned Aerial Vehicle or Drones, Artificial Intelligence and Advanced Communication Technologies.

Unmanned Aerial Vehicle

One of the most significant developments in SAR technology is the widespread use of unmanned aerial vehicles (UAVs) or drones. Drones have become increasingly popular in SAR operations due to their ability to provide high-quality images and video feeds of remote and hazardous environments. These devices are equipped with high-resolution cameras that can capture images of individuals, terrain, and other relevant details. UAVs have proven to be especially useful in areas where access is limited or terrain is challenging to navigate. In addition, drones can operate for extended periods, cover vast areas quickly, and provide real-time data to rescue teams on the ground.

This technology has been instrumental in expediting the search process, increasing the probability of successful rescues. The majority of drones come with excellent cameras that can capture sharp photos even from a distance. This is crucial in search and rescue efforts since every small detail could be crucial. Current drone batteries have the capacity to run a drone for long periods of time. In search and rescue missions, when the drone may need to remain in the air for several hours at a time, is crucial. Several drones have longer flying hours due to having powerful batteries. Ability to quickly scan a broad region, the drone has a much better chance of discovering a missing individual. Drones used for search and rescue usually have a range of several kilometers. They can efficiently and swiftly cover a huge region. Another standard component of search and rescue drones is GPS tracking. This makes it simpler to locate missing persons since it enables rescuers to pinpoint the precise location of the drone. Some drones have obstacle detection technology, which enables them to steer clear of obstacles in their way. This is essential for search and rescue missions where the drone may need to fly into challenging terrain.



Artificial Intelligence (AI)

Another recent development in SAR technology is the use of artificial intelligence (AI) and machine

learning algorithms. These technologies are used to analyze vast amounts of data gathered during SAR missions, such as satellite imagery, sensor data, and communication records. By using AI and machine learning algorithms, rescuers can identify patterns, detect anomalies, and make predictions that can aid in the search process. For instance, these technologies can analyze the communication records of lost individuals to identify their last known location or analyze satellite imagery to identify signs of distress or injury. The use of AI and machine learning has significantly improved the accuracy and speed of SAR operations.

Advanced Communication Technologies

Advanced communication technologies have also contributed to improving SAR operations. New communication technologies, such as satellite phones and emergency beacons, enable rescuers to communicate with individuals in remote areas, track their location, and receive distress signals. These devices have proven invaluable in emergency situations, where timely communication can mean the difference between life and death. Furthermore, advancements in communication technology have made it possible for SAR teams to communicate with each other more effectively, even in areas with limited or no cellular network coverage. The requirements to the Global Maritime Distress and Safety System (GMDSS) have been modernized to contain more generic requirements, independent of specific service providers, and to remove carriage requirements for obsolete systems. Furthermore, the requirements for communication equipment have been moved from SOLAS Chapter III on life-saving appliances to Chapter IV on radio communications. Since the IMO adopted the worldwide system for communication of emergency information in 1988, Inmarsat has been the only approved provider of satellite communication services for the GMDSS. In 2018, the IMO also recognized Iridium as a provider of such services, and the 2020 update of SOLAS replaced provider-specific terms with the more generic “recognized mobile satellite service”.

Advancements in Medical Technology

Advancements in medical technology have improved the outcome of SAR missions. Portable medical devices, such as defibrillators, oxygen cylinders, and first-aid kits, can now be carried by SAR teams to provide immediate medical attention to individuals in distress. In addition, new medical technologies, such as telemedicine, enable doctors to remotely assess and provide medical advice to rescue teams on the ground. These developments have significantly improved the chances of successful rescues by providing essential medical care to individuals in need.

The recent developments in SAR technologies have significantly improved the efficiency and effectiveness of SAR operations. The use of UAVs, AI and machine learning algorithms, advanced communication technologies, and medical technology has revolutionized the way rescuers locate and extract individuals in remote and hazardous environments. These advancements have enabled SAR teams to respond more quickly, accurately, and safely, resulting in more successful rescues and ultimately saving more lives. As technology continues to evolve, we can expect further advancements in SAR technologies, leading to even more efficient and effective SAR operations.

- *Aringhna Mukherjee*
Assistant Commandant, ICGS Anmol

M-SAR CALENDAR ACTIVITIES : 2023

Date	Event	Venue
16-21 Jan 23	MRCC-Ops & SAR Course for Friendly Foreign Countries (FFCs)	Mumbai
24-25 Jan 23	M-SAR workshop and sea exercise (Regional SAREX)	Goa
14-15 Feb 23	M-SAR workshop and sea exercise (Regional SAREX)	Porbandar
28-29 Mar 23	Regional SAREX	Kakinada
17 May 23	M-SAR workshop	Kochi
15-16 Jun 23	M-SAR workshop	Campbell Bay
21-23 Jun 23	18 th M-SAR Refresher Course	CATC Allahabad
22 Jun 23	M-SAR workshop	Goa
12-13 Jul 23	M-SAR workshop	Diglipur
20 Jul 23	M-SAR workshop	Mumbai
09-10 Aug 23	M-SAR workshop	Haldia
09-11 Aug 23	25 th Beacon Exercise	--
22 Aug 23	M-SAR workshop	New Mangalore
24 Aug 23	M-SAR workshop	Daman
07-08 Sep 23	M-SAR workshop	Port Blair
12-13 Sep 23	M-SAR workshop	Paradip
18 Oct 23	M-SAR workshop	Porbandar
19 Oct 23	M-SAR workshop	Vizhinjam
23 Oct 23	M-SAR workshop	Okha
30-31 Oct 23	M-SAR workshop and sea exercise (Regional SAREX)	Paradip
Oct-Nov 23	21 st MNSARB Meeting	TBC
02 Nov 23	M-SAR workshop	Kavaratti
16 Nov 23	M-SAR workshop	Beypore
28-29 Nov 23	M-SAR workshop and sea exercise (Regional SAREX)	Port Blair
13-15 Dec 23	19 th M-SAR Refresher Course	MRCC Chennai

SAR POINT OF CONTACTS (SPOC)

Unit (MRCC/MRSC)	Telephone +91	Fax +91	Others/Ship Earth Stations (SES)
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ARABIAN SEA/ INDIAN OCEAN

MRCC Mumbai	22- 24388065 22- 24383592 MSAR Call 1554 (Toll free)	22- 24316558	AFTN VABBYXYC Inmarsat : C 441907210 FBB : 773933144 (V)/ 783250888 (F) E-mail: mrcc-west@indiancoastguard.nic.in
MRSC Jakhau	2831- 286302 MSAR Call 1554 (Toll free)	2831- 286432 2831-286304	Inmarsat C: 441900444 FBB : 773238483 (V)/ 783250469 (F) E-mail: mrsc-jakhau@indiancoastguard.nic.in cgs-jkh@indiancoastguard.nic.in
MRSC Mundra	2838- 271403 MSAR Call 1554 (Toll free)	2838- 271404	Inmarsat- C : 441901016 FBB : 773233855 (V)/ 783247419 (F) E-mail: mrsc-mundra@indiancoastguard.nic.in cgs-mdr@indiancoastguard.nic.in
MRSC Vadinar	2833- 256560 MSAR Call 1554 (Toll free)	2833- 256560	Inmarsat-C : 441900448 FBB : 773256407 (V)/ 783235175 (F) E-mail: cgs-vdr@indiancoastguard.nic.in mrsc-vadinar@indiancoastguard.nic.in
MRSC Okha	2892-262259 MSAR Call 1554 (Toll free)	2892- 263421	Inmarsat-C : 441923271 FBB : 773933048 (V)/ 783246654 (F) E-mail:cgs-okh@indiancoastguard.nic.in mrsc-okha@indiancoastguard.nic.in
MRSC Porbandar	286- 2242451 MSAR Call 1554 (Toll free)	286-2210559	Inmarsat-C: 441908210 FBB : 773230687 (V)/ 783247400 (F) E-mail: dhq1@indiancoastguard.nic.in mrsc-dhq1@indiancoastguard.nic.in
MRSC Veraval	2876- 241352 MSAR Call 1554 (Toll free)	2876- 241353	Inmarsat-C : 441912210 FBB : 773234250 (V)/ 783260081 (F) E-mail: mrsc-veraval@indiancoastguard.nic.in cgs-vrl@indiancoastguard.nic.in
MRSC Pipavav	2794- 221603 MSAR Call 1554 (Toll free)	2794- 221600	FBB : 773234086 (V)/ 783250475 (F) E-mail: mrsc-pipavav@indiancoastguard.nic.in cgs-ppv@indiancoastguard.nic.in

Unit (MRCC/MRSC)	Telephone +91	Fax +91	Others/Ship Earth Stations (SES)
MRSC Dahanu	2528- 250004 MSAR Call 1554 (Toll free)	2528- 250003	Inmarsat-C : 441901019 FBB : 773150134 (V)/ 783247354 (F) E-mail: mrsc-dahanu@indiancoastguard.nic.in cgs-dah@indiancoastguard.nic.in
MRSC Murud Janjira	2144- 274421 MSAR Call 1554 (Toll free)	2144- 274420	FBB : 773232293 (V)/ 783247368 (F) E-mail: mrsc-mjr@indiancoastguard.nic.in cgs-mjr@indiancoastguard.nic.in
MRSC Ratnagiri	2352- 299230 MSAR Call 1554 (Toll free)	2352- 299231	FBB : 773154330 (V)/ 783247386 (F) E-mail: mrsc-ratnagiri@indiancoastguard.nic.in cgs-rtn@indiancoastguard.nic.in
MRSC Karwar	8382- 263100 MSAR Call 1554 (Toll free)	8382- 263100	Inmarsat-C 441925162 E-mail: mrsc-karwar@indiancoastguard.nic.in cgs-kwr@indiancoastguard.nic.in
MRSC Goa	832-2950274 MSAR Call 1554 (Toll free)	832-2950277	Inmarsat-C: 441907410 FBB : 773152783 (V)/ 783251153 (Fax) E mail: dhq11@indiancoastguard.nic.in mrsc-goa@indiancoastguard.nic.in
MRSC New Mangalore	824- 2405278 MSAR Call 1554 (Toll free)	824- 2405267	Inmarsat-C: 441908310 FBB : 773213830 (V)/ 783238659 (Fax) E-mail: dhq3@indiancoastguard.nic.in mrsc-newmaglore@indiancoastguard.nic.in
MRSC Kochi	484-2218969 MSAR Call 1554 (Toll free)	484 - 2217164	Inmarsat-C : 441907310 FBB : 773231290 (V)/ 783260080 (F) E-mail: dhq4@indiancoastguard.nic.in mrsc-kochi@indiancoastguard.nic.in
MRSC Beypore	495-2417995 MSAR Call 1554 (Toll free)	495 - 2417994	FBB : 773934466 (V)/ 783247381 (F) E-mail: cgs-bpe@indiancoastguard.nic.in mrsc-beypore@indiancoastguard.nic.in
MRSC Vizhinjam	471-2481855 MSAR Call 1554 (Toll free)	471 - 2486484	Inmarsat-C : 441900449 FBB : 773157027 (V)/ 783247417 (F) E-mail: cgsvzm@indiancoastguard.nic.in mrsc-vizhinjam@indiancoastguard.nic.in
MRSC Minicoy	4892- 222477 MSAR Call 1554 (Toll free)	4892- 223232	FBB : 773157566 (V)/ 783259023 (F) E-mail: mrsc-minicoy@indiancoastguard.nic.in cgs-mcy@indiancoastguard.nic.in

Unit (MRCC/MRSC)	Telephone +91	Fax +91	Others/Ship Earth Stations (SES)
MRSC Androth	4893- 232224 MSAR Call 1554 (Toll free)	4893- 232645	FBB : 773234264 (V)/ 78325853 6 (F) E-mail: mrsc-androth@indiancoastguard.nic.in cgs-adr@indiancoastguard.nic.in
MRSC Kavaratti	4896- 263491 MSAR Call 1554 (Toll free)	4896- 263497	Inmarsat-C : 441900453 FBB : 773213243 (V)/ 783231888 (F) E-mail: mrsc-kavaratti@indiancoastguard.nic.in dhq12@indiancoastguard.nic.in

BAY OF BENGAL

Unit (MRCC/MRSC)	Telephone +91	Fax +91	Others/Ship Earth Stations (SES)
MRCC Chennai	44- 25395018 MSAR Call 1554 (Toll free)	44- 23460405	AFTN VOMMYXCG Inmarsat-C : 441922669 FBB : 773154749 (V)/783246626 (Fax) E-mail: mrcc-east@indiancoastguard.nic.in mrccchennai@gmail.com
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Unit (MRCC/MRSC)	Telephone +91	Fax +91	Others/Ship Earth Stations (SES)
MRSC Vishakha- patnam	891-2745806 MSAR Call 1554 (Toll free)	891-2741130	Inmarsat-C : 441907010 FBB : 773152755 (V)/ 783247392 (F) E-mail: dhq6@indiancoastguard.nic.in mrsc-vizag@indiancoastguard.nic.in
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MRSC Puducherry	413- 2257950 MSAR Call 1554 (Toll free)	413- 2257956	Inmarsat-C : 441901355 FBB : 773157742 (V)/ 783246643 (F) E-mail:mrsc-puducherry@indiancoastguard.nic.in cgs-pon@indiancoastguard.nic.in
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Unit (MRCC/MRSC)	Telephone +91	Fax +91	Others/Ship Earth Stations (SES)
MRCC Port Blair	3192- 245530 3192 246081 MSAR Call 1554 (Toll free)	3192- 242948	AFTN VOPBYXCG Inmarsat-C : 441922666 E-mail: mrcc-ptb@indiancoastguard.nic.in
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Coast Guard Headquarters
Search and Rescue Secretariat
National Stadium Complex
New Delhi - 110 001, INDIA

Tel : +91 11-2338 4934, 2338 3999

Fax : +91 11-2338 3196

E-mail : nmsarb@indiancoastguard.nic.in

dte-ops@indiancoastguard.nic.in

www.indiancoastguard.gov.in

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