



Safe Waters

NEWSLETTER

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



The contours of Maritime Safety and Security have been redrawn with increased awareness among seafarers and the maritime administration world over. The importance of preventive measures like safety inspections, drills, availability of appropriate communications and life saving equipment, has contributed effectively in reducing the distress incidents at sea. However, the absence of viable / cost effective mechanism to cover a large number of small fishing crafts operating within Indian waters has denied the assurance of safety of lives onboard such crafts. Though measures have been initiated towards addressing this issue, there is an urgent need to inculcate safety consciousness in the fishers through regular community interaction and feedback.

On the request of Indian Coast Guard, ISRO's Ahmedabad-based Space Application Centre and Faridabad-based VXL Technologies Ltd have jointly developed a low-cost GPS (Global Positioning System) transmitter-based fisheries alert system for use by fishermen at sea. The Indian Coast Guard has been closely associated with the development and trials of the low cost Distress Alert Transmitter (DAT). An initial lot of 85 DATs has been distributed to fishermen through Coast Guard Regions/ DHQs/ Stations. The Space Application Centre (SAC), Ahmedabad in consultation with Coast Guard has decided to distribute a total of 1,000 DATs free of cost to the fishermen. The free distribution is expected to generate awareness, interest and willingness amongst state fisheries department/ fishing boat owners to buy the equipment as a "Must Carry" safety device for use by fishermen whenever they are in distress at sea.

The Airport Authority of India is planning to conduct an SAR Exercise / workshop at Kolkata in coordination with Indian Coast Guard in end 2008. Coast Guard will deploy its assets for smooth conduct of SAR Exercise, I wish the AAI success in their endeavour

The MSAR telephone number has been reinstated as four digit number "1554" category-I under metered scheme. Efforts are at hand to make the MSAR number toll free for the use of mariners and fishermen.

(RF Contractor)
Vice Admiral
Chairman

National Maritime Search & Rescue Board

New Delhi
01 Nov 08

The rising importance of the Indian Ocean Region due to globalisation and its effect on maritime transportation has seen an increase in merchant ships movement in the ISRR. The efforts made by the merchant ships, fishing boat and the other resource agencies have resulted in rescue of many lives in critical situations through coordination by MRCCs.

The Seventh meeting of the National Search and Rescue Board was held at Goa on 08 May 08 and highlighted the importance of coordinated efforts for providing effective search and rescue for the mariners and fishers in distress at sea.



P Rajesh
Deputy Commandant
Asst Director (SAR)

CONTENTS

VII th NMSARB Meeting	... 3
SAR News	... 4
Flood Relief	... 11
Medical Evacuation	... 12

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The Seventh meeting of the National Search and Rescue Board was held at Goa on 08 May 08. The meeting commenced with the inaugural address by the Chairman, Vice Admiral RF Contractor, AVSM, NM, Director General Indian Coast Guard (DGICG), followed by an overview of SAR activities 2007-08 by Asst Director (SAR), CGHQ and presentation by P Jayamani, Head of Department, SAC, ISRO Ahmedabad on Low Cost Distress Alert Transmitter (DAT) system developed by ISRO for the fishermen.



*Chairman, NMSAR Board reviewing the
VIIth NMSAR Board Proceedings*

The Chairman, in his inaugural address highlighted the importance of coordinated efforts for providing effective search and rescue for ships and persons in distress at sea. He appreciated the efforts made by the merchant ships, fishing boats and the other resource agencies which resulted in rescuing many lives in critical situations through coordinated efforts.



NMSAR Board reviewing SAR Report 2007-2008

The Chairman also alerted the members on the rising importance of the Indian Ocean Region due to globalisation and its effect on maritime transportation, considerable increase in the traffic of merchant ship in the ISRR. He also stated that increase in tourism activities in the coastal area have placed additional responsibilities on the SAR coordinators and elicited cooperation from the members, especially the Coastal State Governments to coordinate SAR operation with the respective MRCCs/ MRSCs.



Representative of M/S Scanscot Shipping Service receiving SAR Award from Chairman, NMSARB

The AD(SAR) apprised members of the efforts made by the Indian Coast Guard for SAR in the year 2007-08. He stated that 339 lives were saved, which included 153 lives saved in coordination with the merchant ships and fishing boats. Also, 27 medical evacuations were carried out in the ISRR. The SAR report presentation was followed by the presentation of "SAR Award" by the DGICG to MV Scan Brasil for her promptness in responding to the distress alert of MV Gerudu Empire in 16 Oct 07, thereby significantly contributing in saving 12 lives. The award was received by Mr. Jayaram Hegde, representative of M/S Scanscot Shipping Service, on behalf of the ship's owners.

"The ESSAR SAR Award" for the best Coast Guard SAR unit for the year 2007 was presented to Indian Coast Guard Ship Kasturba Gandhi by Captain Jonathan P Lobo, Head of Quality and Safety, M/s Essar Shipping Limited, for Search and Rescue of eight crew from MT Abdul Kalam Azad on 07 Jul 08 in extreme adverse

weather conditions and for carrying out Medical Evacuation from MV Nova Sea.



Commanding Officer ICGS Kasturba Gandhi receiving ESSAR SAR Award from Captain Jonathan P Lobo, Head of Quality and Safety, M/s Essar Shipping Limited

SAR NEWS

Assistance to MV Sao Bien-09

At about 2230 h on 28 Apr 08, Maritime Rescue Coordinating Centre Chennai received an e-mail from M/s Sea Star Joint Stock intimating about cargo vessel 'MV Sao Bien-09' drifting in position 345 n miles SW of Chennai due to engine failure since 27 Apr 08. Indian Coast Guard was requested for immediate assistance. On receipt of information ICG Dornier from 744 Sqn (CG), Chennai was launched at about 0440 h on 29 Apr 08 to search and locate the adrift ship.



"MV Sao Bien-09"

Assistance to Sri Lankan "Fishing Boat Sithumina-02"

At about 0615 h ICG Dornier established communication with the ship and ascertained that fishing nets were fouled in the propeller leading to failure of engine. Indian Coast Guard Ships Sagar and Vivek were kept standby at Chennai and Vishakhapatnam respectively, for immediate assistance. On PM 30 Apr 08, the local agent of the vessel confirmed arrangement of tugs from Chennai/Kakinada for towing assistance.

On 01 May 08, due to non availability of divers and tugs, the owner of the vessel requested Coast Guard for assistance and agreed to pay the capitation charges. The vessel was 222 nautical miles SSW of Vishakhapatnam. A severe cyclonic storm was also persisting in Bay of Bengal at that time lying 160 nautical miles East of the vessel's adrift position.



"Towing assistance to MV Sao Bien-09"

ICGS Sagar was sailed with despatch from Chennai at about 2330 h on 01 May 08 to provide assistance to MV Sao Bein-09 and effected R/V at about 2200 h on 02 May 08, in position 210 n miles SSW of Vishakhapatnam. The distressed vessel was taken under tow at about 2250 h for Kakinada. On 04 May 08, the master of the vessel requested to escort the vessel to Vishakhapatnam for undertaking defect rectification of the engine. ICGS Sagar was diverted to Vishakhapatnam and the disabled ship was anchored at outer anchorage at about 1530 h on 05 May 08.

At about 2315 h on 30 Apr 08, MRCC (Chennai) received a fax message from Dy High Commission Sri Lanka, Chennai intimating about Sri Lankan fishing boat 'Sithumina-02' alongwith 05 crew is in distress, in position 82 n miles East of Chennai. ICG Dornier from 744 Sqn (CG) Chennai was launched at about 0600 h on 01 May 08 to locate the distressed boat. ICG Dorniersighted the boat in position 90 n miles NE of Chennai at about 0800 h. The boat was reportedly adrift due to engine failure and was in need of towing assistance. Indian Coast Guard Ship Kittur Chennamma operating in area was diverted to provide necessary assistance.



"Rescued Survivors of Sri Lankan Fishing Boat Sithumina-02"

At about 1200 h on 02 May 08, ICGS Kittur Chennamma effected R/V with distressed boat, in position 145 n miles NE of Chennai Lt. The boat alongwith 05 crew was taken under tow. Due to heavy swell and strong winds, the tow parted and all strong points of the boat were uprooted. The master of the boat reported heavy flooding in the engine room. The boat was abandoned and all the 05 crew were taken onboard and brought to Chennai at 1735 h on 03 May 08.

Rescue of Fishermen off Port Blair

At about 0800 h on 02 May 08, the Maritime Rescue Coordinating Centre, Port Blair received information regarding MV Kalighat sighting a dinghy with four fishermen adrift due to engine failure, in position 02 n miles East of Ross island and require immediate assistance. On receipt of information an ICG helicopter was launched at about 0920 h for rescue operation. The ICG helicopter located the distressed dinghy and rescued one fisherman who required

immediate medical assistance. The remaining three fishermen were rescued by DSS Tug Angad and the dinghy was towed to Port Blair harbour.

Assistance to MV MSC Denisse

The Maritime Rescue Coordination Centre, Mumbai received an intimation at 1915 h on 15 May 08 from the owners of M/S MSC Ship Management (Hong Kong) Limited about flooding onboard MV MSC Denisse in position 126 NM West of Mumbai.



"MSC Denisse"

Indian Coast Guard Ship Vijaya on patrol was diverted to provide assistance and Indian Coast Guard Ship Subhadra Kumari Chauhan was also sailed out at 0015 h on 16 May 08 for providing assistance. Maritime Rescue Coordination Centre Mumbai also promulgated an International SafetyNet Message to mariners transiting in area. Indian Coast Guard Ship Vijaya established communication with the vessel at 2240 h on 15 May 08 and berthed alongside MV MSC Denisse to transfer technical team and damage control team with equipments to control the flooding.

The Coast Guard technical team on embarking the ship commenced pumping out of the ingressed water with the help of submersible pumps and the water level receded. The Coast Guard team then identified the source of ingress of sea water and the water ingress was arrested by 0445 h on 16 May 08.

The vessel owner M/S MSC Ship Management (Hong Kong) Limited profoundly thanked the Coast Guard for the timely assistance provided.

Assistance to Barge AI Murtuza

At about 1400 h on 05 Jun 08, the Maritime Rescue Coordination Centre, Mumbai received an intimation from the Superintendent of Police, Ratnagiri that a barge AI Murtuza with 08 crew had sunk at about 1930 h on 04 Jun 08, one mile off the coast between Hurne Bandar and Murud Village in Maharashtra.



"Assistance to AI Murtuza"

The barge with eight crew onboard was reported to be transporting sand from Chiplun Ketki (Dhabol) to Mumbai. One crew reached ashore, and two others were rescued by barge Dolphin on passage from Dabhol to Mumbai on PM 05 Jun 08. A helo sortie was planned by Coast Guard with first light on 06 Jun 08 but could not be undertaken due to heavy rains. At about 1350 h, a CG Dornier from Daman was deployed to locate the survivors and reported nil sighting of any survivors. A Navarea warning was issued through Naval Hydrographic Office for all vessels operating in the vicinity.

On 06 Jun 08, local police intimated recovery of one body. A Naval Seaking helicopter launched later on the day at about 1820 h on 06 Jun 08, also did not sight any survivors. On 07 Jun 08, one more body was recovered from Murud Janjira seashore by the local police. Further efforts by Coast Guard and Navy to locate survivors were futile. Two crew remained missing, when the SAR operation was called off by MRCC Mumbai after the stipulated lapse of time.

Assistance to Fishing Boat Sri Murugan Thunai

At about 1800 h on 09 Jun 08, Coast Guard Station Puducherry received an intimation from Deputy Director Fisheries, Puducherry regarding missing of fishing boat Sri Murugan Thunai that had ventured for fishing off Puducherry. On receipt of the information Coast Guard Station Puducherry established communication with the owner and confirmed that the boat was drifting in position eight nautical miles East of Puducherry due to engine breakdown. At about 0545 h on 10 Jun 08, ICG helo from Coast Guard Air Station Chennai was deployed to search and locate the fishing boat. ICG helo located the fishing boat in position 16 nautical miles East of Puducherry. Subsequently Interceptor Boat C-137 was sailed from Puducherry at 1115 h on 10 Jun 08 and the boat reached the area at about 1305 h. All four crew were rescued by C-137 and the boat was taken under tow to Puducherry.

Assistance to Fisherman off Tuticorin

At about 0951h on 17 Jun 08, Indian Coast Guard Ship Naiki Devi on anti piracy patrol off Tuticorin anchorage, sighted an adrift man at sea. The person was totally exhausted and was struggling to remain afloat. The ship immediately manoeuvred towards the adrift person. Adrift person was rescued at 1006 h on 17 Jun 08 in position 4.2 nautical miles South East Pandian Light.



"Rescued Fisherman"

The person did not sustain any physical injury and was immediately provided with primary medical treatment. ICGS Naiki Devi returned Tuticorin at 1045h on 17 Jun 08.

Investigation revealed that the rescued person along with two fellow fishermen had ventured into sea in a vallam on 17 Jun 08. At about 0600 h while he was navigating the boat he fell overboard while his fellowmen remained asleep. He could not climb into the boat and drifted away.



"Ship Staff imparting First Aid to Rescued Fisherman"

Towing Assistance - MV Nazish

On 28 Jul 08, Maritime Rescue Coordination Centre, Port Blair received an email from M/s India Transport Travel(Private) Limited, Port Blair intimating that MV Nazish was drifting in position 400 Nautical miles South East of Paradip due to main engine break down.

On receipt of the information ISN was activated and NAVAREA-VIII coordinator was requested to promulgate NAVAREA message to mariners transiting in area. Due to unavailability of a suitable Coast Guard SAR unit, RHQ(A&N) requested Headquarters Andaman and Nicobar Command (HQANC) to deploy a suitable unit to assist the vessel.

The vessel owner meanwhile reported that sister vessel ITT Tiger, which had sailed from Port Blair on

25 Jul 08, was maintaining station three miles from the vessel and standing by to assist in any eventuality. Coast Guard closely monitored the situation.



"MV Nazish towed by INS Rana"

The HQANC expressed inability to undertake towing operation of MV Nazish due to non availability of a suitable platform. ICGS Sagar at Chennai was sailed from Chennai to provide assistance and concurrently IHQMoD (N) was also requested to deploy suitable ship to provide necessary assistance.

After IHQMoD (N) issued directives to Headquarters Eastern Naval Command to deploy a suitable ship, INS Rana was diverted to provide assistance and tow the ship to Port Blair.

At about 0100 h on 31 Jul 08, INS Rana effected R/V with MV Nazish in position 335 nautical miles North of East Island. The boarding team of INS Rana embarked the vessel to assess the situation. Tow was connected up by 0630 h on 31 Jul 08 and towing commenced. The sister vessel MV ITT Tiger was requested to remain in the vicinity. INS Rana alongwith MV Nazish reached Port Blair at 1830 h on 02 Aug 08.

Drifting at Sea – MV Andaman Fortune

On 01 Aug 08, Maritime Rescue Coordination Centre, Port Blair received an intimation regarding MV Andaman Fortune drifting in position three Nautical miles South of Sir Hugh Rose Lt due to propulsion failure. On receipt of information ICGS Ganga Devi was sailed with despatch at 1155 h to render towing assistance. ICGS Ganga Devi effected R/V with MV Andaman Fortune at 1450 h. Towing operation commenced at 1615 h amidst rough seas and huge swell. MV Andaman Fortune was towed to Port Blair and anchored off Phoenix Bay at 2300 h on 01 Aug 08.

Assistance to Trawler Skipper-III



"Fishing Trawler Skipper-III"

On 09 Aug 08 at 1010 h, Maritime Rescue Coordination Centre, Chennai received an intimation from DG Communication Centre regarding Fishing Trawler Skipper-III with 17 Indian crew drifting in position 79 nautical miles South of Dolphin Lt due to engine failure. The Central Institute of Fisheries Nautical & Engg Training Unit (CIFNET) vessel was proceeding to Kochi from Visakhapatnam for Dry Docking when it was rendered not under command and required assistance.

On receipt of information, ICGS Varad was sailed with despatch at 1750 h from Visakhapatnam to render assistance. Meanwhile, at about 1945 h, OSV Malaviya-18 reported to MRCC Chennai regarding drifting of Skipper-III and maintaining station within half a nautical mile of the distressed vessel together with another vessel MV John Major-At 0710 h on 10 Aug 08, ICGS Varad effected R/V with Skipper-III. The ship experienced sea state 6/7 with wind up to 52 knots and swell 4-5 meters. Visibility was about one mile, reducing to 200 meter in rain. Initial efforts to connect up towing gear failed due to the prevailing extreme weather. However, ICGS Varad persevered and connected up at 1210 h. Thereafter, OSV Malaviya-18 and MV John Major-4 were relieved of SAR duties.



"Fishing Trawler Skipper-III as seen by ICG Dornier"

While under tow, at about 1630 h, the master reported water ingress due to development of holes below the engine room and intimated his intention to abandon the vessel for saving the life of crew. At about 1828 h, the 17 crew abandoned the vessel into two life rafts in position 83 nautical miles South East of Visakhapatnam. All the 17 crew were rescued by ICGS Varad despite the prevailing extreme weather condition. ICGS Varad arrived Visakhapatnam at 0800 h on 11 Aug 08 with the rescued survivors.

Assistance to MV YM Longevity

On 20 Aug 08 at about 1930 h, Maritime Rescue Coordination Centre, Mumbai received an intimation from M/s Yang Ming Line India Pvt Ltd Mumbai, local agent of MV YM Longevity intimating that MV YM Longevity was adrift in position 74 nautical miles South West of Cape Comorin due to total power failure. They requested towing assistance from the Coast Guard.

On receipt of the information MRCC Mumbai transmitted International SafetyNet (ISN) Message to vessels transiting in area for rendering assistance and advised the



"MV YM Longevity"

local agents to make necessary arrangements to tow the vessel to nearest port to avoid any eventuality. On 21 Aug 08, an ICG Dornier was deployed from 0855 to 1310 h to locate the adrift vessel. At 1010 h, ICG Dornier located MV YM Longevity in position 66 nautical miles South of Cape Comorin. The aircraft established communication with the master and confirmed that no assistance was required from ICG or vessels in vicinity. At about 1700 h on 21 Aug 08, the local agent of M/s Yang Ming Line India Pvt Ltd, Mumbai intimated that the ship having repaired one of her generators and started main engine had resumed voyage to Colombo.

On 21 Aug 08, at about 0100 h, the local agent of M/s Yang Ming Line India Pvt Ltd, Mumbai intimated that MV YM Longevity had again lost power and drifting in position 140 miles nautical miles west of Colombo. MRCC Mumbai promulgated an International SafetyNet (ISN) message to vessels transiting in area to render assistance. On 22 Aug 2008, at about 1600 h, the local agent of M/s Yang Ming Line India Pvt Ltd intimated that MV YM Longevity is in Sri Lankan SRR required no further assistance from the Indian Coast Guard. The tug Bay Princess arranged by Owner departed Galle, Sri Lanka at 0615 h on 22 Aug 08 for rendering assistance and RV MV YM Longevity at 0145 h on 25 Aug 08. The tug Bay Prince and MV YM Longevity arrived Colombo on 25 Aug 08.

SAR for Air Force MIG 29

At about 1220 h on 01 Sep 08, Indian Coast Guard Station Vadinar received an urgent message from ATC Jamnagar regarding ditching of Indian Air Force MIG 29 ex Jamnagar in position 5.7 nautical miles Northwest of Vadinar Jetty. On receipt of information ICGS C-132 and C-135 were sailed with despatch from Vadinar and Okha respectively for Search and Rescue. In addition, IC-110 was sailed from Vadinar to augment the search efforts.



"Floating Debris of MIG 29"

At about 1315 h, Air Force Station Jamnagar intimated about the rescue of the pilot by their helicopter and requested assistance to locate the wreckage/debris. Coast Guard Dornier CG 760 ex CGAE Porbandar on routine EEZ surveillance was diverted to area. At about 1600 h, CG Dornier located the debris and vectored the CG surface units to the position.



"Recovered Debris of MIG 29"

The combined efforts of the CG units resulted in recovery of substantial debris that were handed over to the Air Force team on 03 Sep 08.

Evacuation of Fishermen off Vishakhapatnam

On 18 Sep 08, at about 0930 h MRSC Vizag received a request from Joint Director Fisheries, Vizag for evacuation of six crew from adrift fishing boat (VPT 537) in position 20 Nautical miles South West of Vishakhapatnam. The fishing boat had ventured into sea

on 14 Sep 08 and requested for SAR assistance after developing technical snag on 18 Sep 08.

On receipt of information, MRSC Visakhapatnam launched a Coast Guard Helo at 1245 h and rescued 02 crew at 1500 h. Due to technical snag, the CG helo could not be deployed further and Naval assistance was requested to evacuate the remaining crew. At about 1800 h the Naval helo was deployed and accomplished evacuation of the remaining 04 crew. The rescued crew were handed over to the Joint Director Fisheries, Vishakhapatnam at 1815 h on 18 Sep 08.

Assistance to Sri Lankan Fishing Boat South Lanka

On 03 Oct 08, at about 1200 h, MRCC Port Blair received a fax message from Sri Lanka Deputy High Commission at Chennai regarding Sri Lankan fishing vessel South Lanka with seven crew drifting due to engine failure in position 240 nautical miles West of East Island Light (Andaman Group) since 0900 h on 03 Oct 08.

On receipt of information, Coast Guard Ship Bhikhaji Cama was deployed from Port Blair to render assistance. An International SafetyNet Message was also promulgated to mariners transiting area for rendering assistance to the boat.



"Sri Lankan Fishing Boat South Lanka"

On 04 Oct 08, at 1040 h, a ICG Dornier from Port Blair was deployed to locate the adrift fishing boat. The Dornier located the adrift Sri Lankan fishing boat at about 1215 h, in position 215 nautical miles West of East Island Light. The location was promptly

communicated to Indian Coast Guard Ship Bhikhaji Cama. At about 1915 h on 04 Oct 08, Indian Coast Guard Ship Bhikhaji Cama sighted the drifting boat and provided logistic support and first aid to the crew. All seven crew were in healthy state. A technical team of Coast Guard Ship Bhikhaji Cama attempted to repair the defective clutch plate mechanism. However, the defect could not be rectified due to non-availability of spares. Therefore, the fishing boat was taken under tow by Indian Coast Guard Ship Bhikhaji Cama and brought to Port Blair harbour on 07 Oct 08.

Assistance Adrift Fishing Boat Parvati

At 1950 h on 23 Oct 08, MRSC(K) received a request from District Collector Trichur regarding SAR assistance to a fishing boat with five crew adrift off Kodungllur (16 n miles North of Kochi) due engine problem. Helo CG 815 was tasked at 0730 hrs on 24 Oct 08 from Kochi. The distressed boat 'Parvati' was sighted by the helo. One ACD was winched-on to the distressed boat and the engine rectified with the assistance of fishermen from two other fishing boats operating in area. The helo returned to Kochi on completion.

FLOOD RELIEF OPERATIONS

West Bengal

Coast Guard District Headquarters No.8 (West Bengal) received a request on 21 Jun 2008 from the local civil administration for flood relief assistance after incessant rains resulted in floods in East Midinapur District.



"Coast Guard Relief Team on Site"

The following day, a Coast Guard team comprising of 01 officer and 12 enrolled personnel arrived at a relief camp set up at BDO office, Bhagwanpur. Survey of three villages by the Coast Guard team confirmed that people are marooned for over 4-5 days.

The Coast Guard relief team distributed approximately 4-5 Quintals of food material, medicines and plastic sheets in the affected area.



"Loading of Relief Material"

On 22 Jun 08, The CG relief team shifted base camp to Narghat. A Coast Guard Gemini along with two mechanized country boats provided by the local administration. About 20 Quintals relief materials were distributed to the local panchayats at Bhagwanpur and Nagaroot. A ICG Helo CG 810 was also positioned at Haldia for augmenting relief operations.



"Ferry of Relief Material to affected area"

MEDEVAC/CASEVAC

Assistance to MV Al Manara

At about 2350 h on 02 May 08, Maritime Rescue Sub-Centre Porbandar, received a distress alert from 'MV Al Manara' in position 09 nautical miles South South West of Gopinath light. On receipt of distress alert when MRSC Porbandar contacted the vessel it was ascertained that 'MV AL Manara' was being towed by another vessel RKS Sindbad. The tow parted due to rough seas and the vessel was rendered adrift.



"Assistance to Al Manara"

At about 0725 h on 03 May 08, an ICG helicopter was launched from Porbandar for rescue of 03 crew from the distressed vessel. The crew were winched up from MV Al Manara by the CG helicopter and disembarked to RKS Sindbad at 1050 h on 03 May 08.

Medevac from MV Great Tribune

At about 0700 h on 21 May 08, Maritime Rescue Coordination Centre Mumbai received an e-mail from a Panamanian vessel "MV Great Tribune" bound for Ras Tanura requesting urgent Medevac of the 3rd Engineer suffering from Appendicitis. The vessel reported being in position 148 nautical miles West of Surtkal Light and heading towards New Mangalore.

ICGS Anniebesant was directed to sail with despatch from New Mangalore and affected R/V with



"Disembarking of patient from MV Great Tribune"

MV Great Tribune at 1330 h in position 20.5 nautical miles South West of Surtkal Lt. The patient was safely evacuated and brought to New Mangalore at 1530 h.



"Deployment of ships Gemini for MEDEVAC"

Casualty Evacuation of three Injured Police Personnel from Gunukurai Village

On 29 May 08, the Headquarters Eastern Naval Command, Visakhapatnam received a request from the Collector, Visakhapatnam for urgent assistance of helo for casualty evacuation of three police personnel from Gunukurai village of GK Veedhi Mandal, which lies 64 n miles landward from Visakhapatnam.

The casualty being critical and the area being

naxalite infested, Headquarters Eastern Naval Command requested for assistance of one Coast Guard helo for operation in buddy system for the safety of naval aircrew and aircraft. The sortie was conducted from 1230 h to 1430 h on 29 May 08 along in formation with Naval. The casualty, who eventually expired was evacuated by the Naval helo to INS Dega.

MV Matsushima

On 12 Aug 08 at about 2355 h Maritime Rescue Sub Centre Kochi received a telefax message from a Panamanian flag ship MV Matsushima requesting medical evacuation of a crew who had suffered a stroke while on duty in bridge and his right consequently paralysis of half of his body. The vessel was on passage from Bedi Port to Singapore. The vessel headed towards Kochi for affecting Medical Evacuation off Kochi at about 0530 h on 13 Aug 08.

On receipt of the message, MRSC (Kochi) contacted the local agent and advised to take necessary Customs/Immigration clearance of the patient, approach port control for Tug and medical services/hospitalisation.

CPT Tug Balwaan proceeded for Medical evacuation and evacuated the patient off Kochi fairway buoy on 13 Aug 08 at 0845 h.

Medevac request from MV Hansa Century

On 31 Aug 08 at about 0435 h, ICGS Vijaya whilst entering Mumbai harbour ex deployment monitored MV Hansa Century requesting JNPT control for medical assistance on MMB channel 13. The Chief Engineer had reportedly suffered a heart attack. The vessel was anchored in position 245 Prongs Lt 14.4.

On receipt of information, ICGS Vijaya expeditiously made good the distance of 11 nautical miles and reached in the vicinity of the vessel at about 0545 h on 31 Aug 08. A medical team comprising the ships medical officer promptly embarked the vessel for medical assistance. It was ascertained that the patient



"MV Hansa Century"

had sudden loss of consciousness, breathing and pulse at about 0330 h. The patient was administered medicine by the ship's crew. The Medical Officer's attempt to resuscitate the patient by CPR and emergency drugs did not yield any result. The Chief Engineer was declared dead at about 0618 h on 31 Aug 08.

Medevac from MT Stresa

On 02 Sep 08, at about 1215 h MRSC Goa received a request from M/s Interocean Shipping (India) Pvt Ltd for urgent medical evacuation of an injured crew aboard MT Stresa who had fallen on deck and sustained a serious head injury. The vessel was in position 102 nautical miles South West of Grandi Lt.



"ICG Helo onboard MT Stresa"

On receipt of information, MRSC Goa advised the

master to close to 10 nautical miles off Goa for coordination of medical evacuation. CG Helo 816 from Goa was deployed to evacuate the patient at 1725 h and completed medical evacuation at 1807 h on 02 Sep 08 in position 10 nautical miles West of Grandi Lt.



"Patient handed over to Local Agents"

The injured crew was handed over to the local agents, M/S Inter Ocean Shipping (India) Pvt Ltd and admitted in Salgaonkar Medical Research Centre Chicalm for further treatment.

Medevac from MV Marfret Marajo



"Patient handed over to Local Agents"

On 02 Oct 08, at about 1330 h, MRCC Port Blair received a request from Master MV Marfret Marajo for urgent medical evacuation of an injured crew who had broken his neck and also suffered a serious knee injury that was bleeding profusely. The ship was 44 nautical miles South East of Indira Point.



"Patient at GB Pant Hospital"

On receipt of information, MRCC Port Blair advised the Master to close Campbell Bay for medical evacuation. The patient was evacuated by a boat arranged by Coast Guard District Headquarters at Campbell Bay at 1630 h. A CG Dornier ex Port Blair evacuated the patient to Port Blair at 1900 h on 02 Sep 08. The injured crew was handed over to the local agents M/s JM Baxi and company, Port Blair and admitted in GB Pant Hospital for further treatment.

Towing Assistance to MV Royal Pisces



"Tow line connected to MV Royal Pisces"

On 24 Oct 08, at about 0930 h, MRCC Port Blair received a request from vessel owners M/S SKS Logistics Ltd, Mumbai intimating that MV Royal Pisces on passage from Campbell Bay required urgent assistance due to engine failure in position 143 nautical miles East of Car Nicobar Island.



"MV Royal Pisces under tow by ICGS Varad"

On receipt of the information, MRCC Port Blair diverted ICGS Varad at 1030 h on 24 Oct 08, for rendering assistance. ICGS Varad reached the area at about 1700 h on 24 Oct 08. A technical team was embarked onboard MV Royal Pisces by ships helo to assess the nature of defect and to provide necessary assistance. The technical team assessed the defect as main engine and CPP failure.

At about 2300 h on 24 Oct 08, the distressed vessel was taken under tow by ICGS Varad. ICGS Varad along with MV Royal Pisces reached Port Blair at 1500 h on 27 Oct 08.

Manoverboard MV Sea Melody

At about 0605 h on 27 Oct 08, a crew member of MV Sea Melody at Mumbai anchorage sighted a partly submerged body in orange overalls in position 87 nautical miles North West of Prongs Lt that disappeared before a tug could initiate further action. The crew of MV Sea Melody was mustered and it was ascertained that the ships 27 year old oiler, Mr.Sikandar Mustaque Rajapkar is missing. The oiler was last sighted after engine room watch at 0555 h, helo was launched for search and rescue by ONGC at 0700 h on 27 Oct 08 for 30 minutes.

The master of MV Sea Melody intimated MRCC Mumbai about the incident at 1335 h on 27 Oct 08. On receipt of information, MRCC Mumbai promulgated

Navarea warning to vessel transiting in area to render assistance. At about 1610 h ICGS Vijaya was diverted to render assistance. ICGS Vijaya carried out search till PM 28 Oct 08. On AM 29 Oct 08 ICGS Sagar also conducted search in probable area. One crew boat and five OSVs carried out search up to 10 nautical miles south east of the manover board position. However, no survivor/body was sighted.

DG SHIPPING NT BRANCH CIRCULAR NO. NT/ISPS/SECURITY/NO. 02/2008

Advise to Ships

Advise to all ships including harbour craft and offshore supply vessels immediately report as per prescribed format all incidents/attempts of piracy and armed/un-armed robbery to the nearest Marine Rescue Co-ordination (MRCC), local agents and Port Authority with a copy to DG Commcentre immediately when such incidents occur on the Indian coast with a description of the craft involved in the incident and any other relevant information.

Advise to Port Authorities

- Issue a VHF warning to all approaching ships and ships within their respective port limits at least once in every four hours and a record kept of the same to keep effective anti-piracy watch at all times.
- Obtain a written statement from Masters of all outbound ships stating that there has been no case of piracy/armed robbery or theft during the vessel's stay in port and if there has been any such incident, obtain the Master's report with details of the incident, to whom it was reported and other relevant information.
- Direct ship agents advice to all inbound ships to follow laid down procedures and upon receipt of a report from a ship to immediately file a first information report with the nearest police station.



Safe Waters

An Indian Coast Guard Publication

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For Search and Rescue Incident

CALL 1554

AT SEA : INMARSAT 'C' Code 43 (TOLL FREE)

