



Safe Waters

NEWSLETTER

On Maritime Safety and Security

BIANNUAL

Vol VIII Issue 1

April 2008



NATIONAL MARITIME
SEARCH AND RESCUE BOARD



A Publication of the Indian Coast Guard



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



1. With the changing economic and maritime environment and the consequent exponential increase in shipping traffic around the Indian Search and Rescue Region (ISRR), the need for an efficient framework for maritime Safety and Security assumes great importance. The Indian Coast Guard has been progressively moving towards achieving an effective SAR regime with the whole hearted support of the resource agencies.
2. The enthusiastic response elicited during the National Search and Rescue Exercise conducted at Port Blair during Nov 2007 and International Maritime Search and Rescue Conference-2008 (IMSARCON-2008) held at New Delhi during Mar 08 from the member organisations amply demonstrates that the issue of Maritime Search and Rescue is being accorded the high priority, it deserves. Active participation of international delegates and National Search and Rescue Board (NMSARB) members paved the way for regional cooperation to ensure safety of life at sea.
3. The declarations adopted during the International Maritime Search and Rescue Conference (IMSARCON-2008) will surely build professional linkages on "Maritime Search and Rescue Operations" amongst our friendly maritime countries. It will also facilitate seamless exchange of information and sharing of operational concepts adopted when responding to Search and Rescue incidents at sea to provide safer seas through cooperation.

(RF Contractor)
Vice Admiral
Chairman

New Delhi
07 May 08

National Maritime Search & Rescue Board

The recent months have witnessed an exponential increase in fostering cooperation and relations between IOR countries for carrying out efficient and effective Search and Rescue operations in our area of responsibility. Conduct of International Maritime Search and Rescue Conference (IMSARCON-2008) in March 2008 was a step towards providing a platform for all international participants and international organisations dealing with SAR i.e., IMO, COSPAS-SARSAT, ICAO, etc. to share their experiences for providing safer seas to seafarers. The support from all national and international agencies for the conduct of international conference was overwhelming. Active participation of IOR countries during the conference paved the way for seamless exchange of information in future for ensuring safety of life at sea during any SAR incidents.



P Rajesh
Deputy Commandant
Asst Director (Ops)

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SAREX - 07

The Indian Coast Guard is the National Maritime Search and Rescue Coordinating Authority for executing / coordinating SAR missions in the Indian Maritime Search and Rescue Region (SRR). The Coast Guard



Chairman, NMSAR Board reviewing the National SAR exercise off Port Blair

SAR response involves multi-mission stations located in all maritime states. Director General Coast Guard is the National Maritime SAR Coordinating Authority (NMSARCA). Conduct of a National level Search and Rescue exercise every alternate year is a part of NMSAR activity to utilize the resources of NMSAR Board member agencies for responding to any SAR incident. The national level Maritime Search and



Rescue Operation underway during the National SAR Exercise



The NMSAR Board observing the exercise

Rescue exercise (SAREX-07) was held at Port Blair on 15-16 Nov 07 as decided during the VI NMSAR Board Meeting held at New Delhi on 20 Apr 2007.

Motor Tug Energy

Maritime Rescue Coordination Centre, Mumbai [MRCC(MB)] received a telephonic message from Headquarters, Western Naval Command, Mumbai on 11 Oct 2007, regarding a distress message received from MV Glenn Freedom off Cannanore. It was ascertained that the distressed vessel was a Panama flagged Motor Tug Energy (Scheduled to change her name to MV Glenn Freedom). The vessel was adrift and not under command due to machinery break down. ICGS Annie Besant on patrol was diverted and a technical team from ICGS Annie Besant boarded the vessel. The team reported that the machinery state was very poor and the ship was taken under tow by ICGS Annie Besant and brought to New Mangalore for repairs.

Tug Boat ASL Pronto

On 20 Oct 2007, Maritime Rescue Coordination Centre, Chennai [MRCC(CH)], received an EPIRB alert off Kakinada. MRCC Chennai ascertained the details of the distressed vessel and intimated to ICGS Kakinada for SAR coordination. It was ascertained that the

Singapore registered Tug, ASL Pronto with seven Singaporean crew onboard was operating off Yanam. On 20 Oct 2007, the crew of the distressed tug noticed continuous flooding in the engine room. The flooding could not be stopped by the crew and they abandoned the vessel. They were rescued by the vessel Cyrus and DN 10 operating in the vicinity. The vessel was listing 45 degree to port and sank off Yanam, Kakinada in 3.7 mtrs of depth on 20 Oct 2007.

MSV Lakshdweep

On 05 Nov 2007, Indian Coast Guard Station Kavaratti received information from the Directorate of Port, Shipping and Aviation, UT of Lakshadweep, Kavaratti regarding missing of MSV Lakshadweep with seven crew onboard since 05 Nov 2007. MSV Lakshadweep sailed from New Mangalore on 03 Nov 2007 and was expected to arrive Kalpeni island on 05 Nov 2007. The vessel did not reach her next port of call and was reported to be missing. The Indian Coast Guard Dornier CG 764 launched from 747 Sqn (Kochi) on 06 Nov 2007 carried out extensive search in the area to locate the missing vessel. However, the vessel could not be sighted. Meanwhile, ICGS Kasturba Gandhi sailed from New Mangalore on 06 Nov 2007 to search, locate and render assistance to the missing vessel. The Indian Coast Guard Dornier CG 764 was again launched from 747 Sqn (Kochi) on 07 Nov 2007 for Sea-Air coordinated search. The CG Dornier established communication with ICGS Kasturba Gandhi and Kavaratti/Kalpeni Port Control. However, the ship did not sight the missing vessel.

Fisherman Overboard from Country Vallam

On 06 Nov 2007, the Coast Guard Station Mandapam received information from AD fisheries Ramnad regarding one fisherman missing from a country vallam. It was ascertained that 04 fishermen went for fishing from Mandapam PM 05 Nov 2007. While recovering the fishing net on AM 06 Nov 2007 one fisherman fell overboard off Appativu island (20

miles SW of Mandapam) and was reported missing. The Indian Coast Guard Hovercraft H-181 was sailed from Mandapam on 07 Nov 2007 for SAR operation. The body of the missing fisherman was meanwhile recovered from the seashore off Valaitivu island on 07 Nov 2007 and the SAR operation was terminated.

Missing Fishermen off South Sentinel Island

On 01 Dec 2007, the District Control Room, South Andaman requested the Maritime Rescue Coordination Centre (Port Blair) to search and locate one dinghy with 02 crew which left for fishing from the North Sentinel Island and was overdue since 1100 hrs on 30 Nov 2007. A Coast Guard Dornier and helo were launched at about 0700 hrs and 1025 hrs respectively on 02 Dec 2007 to search and locate the missing dinghy and fishermen off Sentinel Island. ICG Dornier was launched again at 0800 hrs on 04 Dec 2007 to search and locate the dinghy one nautical mile south of South Sentinel Island. ICGS Akkadevi on routine patrol was diverted and rescued the two fishermen and brought them to Port Blair on 04 Dec 2007. The fishermen were subsequently handed over to the Assistant Director, Fisheries, Port Blair.

MT Khadijah

On 21 Dec 2007, Maritime Rescue Coordination Centre [MRCC (Port Blair)] received an e-mail message from M/s Pt. Transamudra Usaha Sejahtera, Indonesia intimating that one Indonesian vessel 'MT Khadijah' with 23 Indonesian crew onboard was adrift due to engine failure in position 055 Keating Pt Lt 78. ISN was activated by MRCC (Port Blair) requesting vessels transiting the area for rendering necessary assistance. On 22 Dec 2007, CG Dornier was launched and located the vessel in position 064 Keating Pt Lt 61. It was ascertained that all the crew were in healthy state with adequate quantity of fresh water, fuel and logistics available onboard. The adrift vessel was in contact with the agent and was expecting tug assistance from Malaysia. Notice was given to the owner of the vessel



"MV Khadijah"

on 22 Dec 2007 under section 356 (J) of Indian Merchant Shipping Act 1958 to prevent grounding of the vessel and prevent damage to the marine environment from oil pollution. Local agent of the vessel intimated that a small ship 'MV Surya Indah II' from Indonesia departed on 24 Dec 2007 from North Indonesia and was expected to arrive area on 25 Dec 2007 for assistance. However, on 24 Dec 2007 it was appreciated that with the current drift the vessel was likely to ground in shallow waters and thereby posed a threat to environment in the area. As no tug was arranged by the agent to tow the vessel to safety and 'MV Surya Indah II' was considered incapable to tow the vessel, ICGS Vajra was directed to provide necessary assistance. On 26 Dec 2007, ICGS Vajra took MT Khadijah under tow to Port Blair and handed over to Port Blair pilot for safe berthing.

MSV Robert Vijay

Maritime Rescue Coordination Sub Centre at New Mangalore received an e-mail from MT Al Kwaithiah intimating the rescue of 05 crew ex MSV Robert Vijay in position 21 miles East of Androth Island on 07 Jan 08 and requested for disembarking the rescued crew. ICGS Kasturba Gandhi was diverted to R/V MT Al Kuwaithiah and embark the rescued crew. It was ascertained that the vessel Robert Vijay developed crack in the hull on the port side near the engine room about

2 feet below water line. The crew noticed the ingress of water on 06 Jan 08 and there after started pumping out water with the help of bilge pump, however, after one hour of running, the pump malfunctioned and stopped. As the water was gushing in with high speed, the crew could not stop the flooding and abandoned the vessel, which sank 21 miles East of Androth Island.

MV Song

On 08 Jan 08, Maritime Rescue Coordination Centre at Mumbai, received an e-mail from 'MT Abdul Hamid' intimating about 'MV Song' adrift in position 101 miles West of Prongs Lt due fuel starvation. ICGS Sangram operating in area was diverted to the reported position to monitor the situation and render necessary assistance. On 09 Jan 08, ICGS Sangram effected R/V with 'MV Song' in position 104 miles west of Prongs Lt and it was ascertained that the vessel have no fresh provisions and had shortage of potable water. ICGS Sangram transferred fresh provisions and potable water for two days. It was ascertained that, whilst the vessel was on passage to Bhavnagar, it stopped in position 150 miles West of Prongs Lt on 01 Jan 08 due to fuel starvation. The vessel was directed by owner M/s Glomar supplies Ltd Lithuania to enter Mumbai for fuelling. The ship restarted and cruised till 05 Jan 08 and thereafter was adrift in position 104 miles west of Prongs Lt view fuel starvation. On 09 Jan 08, Tug Vijay departed Mumbai to R/V the distressed vessel MV Song and provided fuel and provisions. ICGS Sangram departed the area as no further assistance was required. MV Song arrived Alang, Bhavnagar safely on 12 Jan 08.

MSV Safina Al Meraj

ICGS Bepore received a message from AD fisheries Calicut intimating about MSV Safina Al Meraj adrift in position 74 miles west of Bepore Lt on 09 Jan 08, due fuel starvation since 08 Jan 08. ICGS Kasturba Gandhi operating in the area was diverted to monitor the situation and for rendering necessary assistance. On

09 Jan 08, ICGS Kasturba Gandhi located MSV Safina Al Meraj in position 94 miles west of Bepore Lt. It was ascertained from the owner of the vessel that fuel and assistance had been dispatched and no further assistance was required from Coast Guard. ICGS Kasturba Gandhi departed area on 09 Jan 08. The vessel arrived Bepore on 11 Jan 08.

MSV Jeehenti

On 10 Jan 08, ICGS Okha received a telephonic message from Master of Singapore vessel MV Front Duchess intimating that 05 of the 10 crew had been rescued from distressed Indian vessel MSV Jeehenti in position 139 miles west of Mitha Port Lt (in Pak SRR). MSV Jeehenti had departed Porbandar on 01 Jan 08 for Muscat alongwith 10 crew. The vessel sank off Karachi on 03 Jan 08. The Master along with 04 crew were rescued by MV Front Duches on 09 Jan 08. The remaining 05 crew were reported to be floating on a make shift raft of drums. The information was passed to MRCC Pakistan by MRCC Mumbai as the distressed position was in Pak SRR. Pakistan Maritime Security Agency (PMSA) aircraft Defender was deployed to locate the vessel. However, PMSA reported that no survivors were sighted.

MV Sirius Leader

On 11 Jan 2008, Maritime Rescue Coordination



"MV Sirius Leader"

Sub Centre Kochi received a message from the Master of MV Sirius Leader intimating that one crew member was over board in position 515 miles West of Kochi. MRCC Mumbai activated International Safety Net (ISN) message to mariners transiting through area. It was ascertained from the Master of the vessel over telephone that the individual was last seen onboard on 10 Jan 08. Despite extensive search in area, the missing crew/body could not be located. On 13 Jan 08, Master MV Sirius Leader intimated that search operation had been terminated and the vessel had resumed voyage to Suez.

Fishing Boat Sitara

On 23 Jan 08, Maritime Rescue Sub Centre (MRSC) Goa received information regarding fishing boat 'Sitara' adrift in position 11 miles North West of Goa due to engine failure. ICGS C-133 was sailed from Goa and on locating the fishing boat alongwith crew, towed her to Vasco fishing jetty.

Dhow Al-Bilal

On 02 Feb 08, Maritime Rescue Sub Centre (Porbandar) received information from Secretary National Fish Workers Forum, Gujarat that dhow Al-Bilal had developed engine malfunction in position 146 Gwadar Lt 83 (240 nm inside Pak waters). The Forum requested Indian Coast Guard to bring the vessel to Indian waters. However, as the position was in Pak SRR, the information was relayed to MRCC (Pakistan) by MRCC (MB). MRCC Pakistan directed Karachi Radio to broadcast a message over Navtex requesting all ships to keep a sharp look out and render assistance to the distressed vessel. It was ascertained that the dhow Al-Bilal developed Main Engine gear box failure on 02 Feb 08 and also sustained sea water ingress due to heavy seas. A Russian flag vessel 'MV Sinariu' (V-20A4) on passage in area rendered assistance to the dhow and rescued all the 11 crew in position 146 Gwadar Lt 83. Subsequently, dhow Al-Bilal sank in the same position. 'MV Sinariu' along with rescued crew arrived

safely Port Jabal Ali in Dubai on 04 Feb 08.

Fishing Boat 'Jal Laxmi'

On 02 Feb 08, Maritime Rescue Sub Centre (MRSC) Porbandar received a fax message from Fisheries Association Porbandar intimating about fishing boat 'Jal Laxmi' having sustained engine breakdown off Okha and requesting Coast Guard assistance. It was ascertained that the boat alongwith 05 crew had departed Okha on 28 Jan 08 for fishing. ICGS Vighraha operating in area was diverted to provide necessary assistance and intercepted the boat on 03 Feb 08 in position about 36 nautical miles NW of Dwarka Light. The boat was anchored since 03 Feb 08 due to engine break down. It had no potable water or food onboard. The distressed boat 'Jal Laxmi' was taken under tow to Porbandar.

Dhow Al Sama

On 03 Feb 08, Coast Guard District HQs-1 received information from the owner of dhow 'AL Sama' regarding sinking of the boat due to flooding and requested Coast Guard for assistance. ICGS Vighraha present in area was diverted to provide necessary assistance to the distressed vessel. However, the owner subsequently reported that the Dhow sank in position 168- Dwarka Lt. 14.7 due to excessive flooding and all the 07 crew were rescued by another Dhow 'Sayyed Kadri'.

Missing Dinghy

On 04 Feb 08, MRCC(A&N) received information from Gram Pradhan of Gupta Pada (Jolly Buoy), Port Blair intimating about missing of one Dinghy with two crew onboard since 03 Feb 08. It was ascertained that prior heading for Jolly Buoy on 03 Feb 08, the Dinghy was sighted by fellow fishermen in position 2 nm East of North Sentinel Island. ICG Dornier was tasked on 05 Feb 08 to locate the missing Dinghy. ICGS Kanaklata Barua in area was also diverted for Sea-Air coordinated search. On 05 Feb 08, Gram Pradhan

Gupta Pada intimated that the missing Dinghy alongwith crew returned harbour safely and the SAR case was closed.

Sea Life-3



Sea Life-3 as seen by the Coast Guard Dornier

MRCC(MB) received a fax message from Sri Lankan High Commission regarding Srilankan Fishing Vessel Sea Life-3 adrift in position 234 nautical miles west of Sandy point on 10 Apr 08. Indian Coast Guard Ship Bhikhaiji Cama was sailed with dispatch PM 10 Apr 08 from Port Blair to render assistance and reached the area at 1445 h on 11 Apr 08. Indian Coast Guard Dornier from 745 SQN (CG) was launched at 1330 h on 11 Apr 08 and carried out extensive sea-air coordinated search in the area. However, the boat could not be located. International Safety Net message (ISN) was activated and NAVAREA message was issued to search and locate the distressed boat. Efforts by ship to contact the boat on the HF frequency used by Srilankan fishing boats were also not successful. However, the Srilankan fisheries authorities when contacted on the same frequency, intimated that the boat had established communication with them at 1000 h on 10 Apr 08 but not reported its position. IN Dornier from INS Utkrosh was launched at 0630 h on 12 Apr 08 for sea-air coordinated search in the area. However, the boat could not be located. At about 0935 hrs on 12 Apr 08 Colombo radio intimated the position of

the boat as 374 nautical miles west of Sandy Point Lt (south of Little Andaman and 140 nautical miles West of the initial reported position). On receipt of the position update, ICGS Vajra and Bhikhaiji Cama were directed to proceed to the area and CG Dornier was also launched at 1335 h on 12 Apr 08.

The Dornier sighted the boat in position 380 nautical miles west of Sandy Pt and subsequently ICGS Bhikhaiji Cama effected R/V at 2205 h on 12 Apr 08. Upon investigation it was intimated that fishing boat engine was defective and needed repairs. Technical team of Indian Coast Guard Ship Bhikhaiji Cama carried out repairs of defective engine and the boat was made fully operational. Indian Coast Guard Ship Vajra was directed to escort the boat to Chennai. However, the master of the boat informed that the boat was capable of undertaking the passage to Mirissa, (near Dondra Head) Sri Lanka as the engine was now repaired. Also fuel/water would last for another 07 days. Nevertheless, ICGS Vajra replenished fresh and dry rations for another 05 days prior detaching the boat for passage to Sri Lanka.

MEDICAL EVACUATION

Sailing Yatch Gigo-II

On 26 Sep 2007, Coast Guard Maritime Rescue Coordination Centre Mumbai [MRCC(MB)] received a message from MRCC Roma that there had been no communication with sailing Yacht Gigo-II (with two crew onboard) since 24 Sep 2007. It was on passage from Maldives to the Red Sea. MRCC (MB) made all out efforts to contact the yacht and activated International Safety Net (ISN) on 26 Sep 2007 requesting vessels transiting through the area to provide necessary assistance. On 04 Oct 2007, MRCC Roma intimated that Tug Alphonse Letzer (Call sign - ORLC, Flag - Belgium) had rescued the two crew from life raft on 03 Oct 2007 and the tug was proceeding to Kakinada with the survivors. The survivors viz, Mr Mori Pierpaolo (Italian, 34 years) and Mrs Belozersky Libi (Israeli 27 years) were reported to

be in stable condition. The Consulate of Israel requested Coast Guard assistance for evacuation of survivors of Yacht Gigo-II off Kochi. On 06 Oct 2007, Indian Coast Guard Ship Savitribai Phule sailed from New Mangalore, effected R/V with Tug Alphonse Letzer off Kochi Light and took the survivors onboard. Indian Coast Guard Ship Savitribai Phule entered Kochi harbour alongwith the survivors on 07 Oct 2007 and handed them over to immigration officials for completion of immigration formalities.

MV Universal Brave



"MV Universal Brave"

On 05 Dec 2007, M/s GAC Shipping (India) Pvt Ltd requested the Maritime Rescue Coordination Centre (Mumbai) for Medical evacuation of one Filipino crew vomiting blood onboard MV Universal Brave in position 335 nautical miles west off Mumbai. The vessel headed for Mumbai and arrived 17 nautical miles southwest of Prongs Light at 0500 hrs on 06 Dec 2007. The CG helo 812 ex 842 Sqn(CG), Mumbai evacuated the patient. He was subsequently handed over to a local agent at 0830 hrs on 06 Dec 2007 for further medical assistance.

MV African Pal

On 15 Jan 08, Maritime Rescue Coordinating Centre, Mumbai [MRCC(MB)] received a fax message from M/s James Mackintosh & Co Pvt Ltd, Mumbai requesting for medical evacuation of 3rd engineer named Mr Tohyeb Tonchew of Bulgarian nationality

from 'MV African Pal' about 340 miles SW of Mumbai. ICGS Meera Behn was sailed on 16 Jan 08 from Mumbai for necessary assistance. On 16 Jan 08, ICGS Meera Behn effected R/V with the vessel in position 150 miles SW of Mumbai and the patient was embarked onboard. ICGS Meera Behn entered Mumbai alongwith the patient on 17 Jan 08. The patient was handed over to local agent for further medical treatment.

MT Astro Cassiopeia

On 04 Feb 08, MRCC(MB) received a fax message from JRCC (Piraeus) intimating about one crew member from 'MT Astro Cassiopeia' (Flag- Greek) on passage from Iran to China requiring immediate medical evacuation. The vessel was in position 272 Aguada Lt 275 at the time of reporting of the incident. It was ascertained that the patient was suffering from acute stomach pain and required immediate evacuation. The vessel was directed by MRCC (MB) to head towards Mormugao at maximum speed for Medical Evacuation. Indian Coast Guard Helo CG 803 was launched from Mormugao on 05 Feb 08 and evacuated the patient in position 10 miles West of Goa. Subsequently, the patient was handed over to the local agent, M/s GAC Shipping (I) Pvt Vasco, Goa on 05 Feb 08. The patient was admitted to Solgaokar Medical Research Centre, Vasco.

ANTI - PIRACY

Bulk Carrier off Kakinada Port

Three robbers boarded the bulk carrier was anchored at Kakinada anchorage through stern using grappling hooks at about 0130 Hrs on 10 Oct 2007. The duty crew spotted them and informed the watch officer who raised the alarm and mustered the crew members. The robbers stole the ship's stores and escaped. There were no damage to the ship and no injuries were suffered by the crew members. Ship reported the incident to IMB(PRC) which in turn informed the port authorities. No report was made by the ship directly to either the port authorities or the Coast Guard.

Product Tanker off Kandla Port

Robbers boarded a product tanker on 18 Oct 07, which was anchored at the outer Tuna Buoy off Kandla port in position approximately 22 49 N, 070 04.5E and broke into the crew's smoking room. They stole some of the ship's property. It was a case of actual CAT-3 piracy incident.

MV Southern Zebra off Kolkatta Port

The ReCAAP Focal Point (India) and the ReCAAP Focal Point (Japan) reported to the Information Sharing Centre (ISC) an incident on board the *Southern Zebra*, a Panama-registered chemical tanker. The tanker was anchored at position 21 40'N, 088 01'E, Sagar Roads, Kolkata.

At about 0130hrs on 04 Nov 2007, some crew members who were on security watch at the stern spotted six robbers armed with knives on the deck of the ship. They informed the duty officer who mustered all crew members on the navigation deck, raised the general alarm and activated the ship's anti-piracy measures. The duty officer also reported the incident to the harbour pilots.

Having been detected, the robbers jumped into the waters, and escaped with a mooring rope in a small boat. There were no injuries to the crew members.

MV Thiajin off Tuticorin

At about 0940 h on 20 Feb 08, ICGS Aruna Asaf Ali, whilst on Anti Piracy Patrol off Tuticorin received a VHF call from Port Control Tuticorin intimating that there was a piratical attack onboard 'MV Thiajin' by local fishermen at 0930 h.

On receipt of message ICGS Aruna Asaf Ali on patrol established communication with 'MV Thianjin' at about 1000 hrs. It was ascertained from the Master that two attempts of thefts were made by 03 local fishing boats and total of 18 and 10 fishermen embarked in first and second attempts respectively. The fishermen were unable to take away ships items due to alertness of ships crew.

ICGS Aruna Asaf Ali arrived in area and sighted 'MV Thianjin' in position 4.2 miles West of Pandyan Lt. On sighting Indian Coast Guard ship, two boats increased their speed and proceeded towards shallow waters. The third boat alongwith 07 crew was apprehended after hot pursuit. The crew of the apprehended boat confirmed having boarded MV Thiajin for stealing ships stores.

ICGS Aruna Asaf Ali established contact with CISF harbour patrol and handed over the boat alongwith crew at 1120 h on 20 Feb 08.

INTERNATIONAL COOPERATION

Sandesh-07



Fire fighting display by ICGS Sangram

ICGS Sangram proceeded for overseas Deployment to Hong Kong, RoK and Singapore from 03-28 Dec 07 and carried out third Indo-Korea Coast Guard joint exercise on various maritime aspects such as SAR, pollution response, VBSS and communication procedures.



Joint exercise ICG-KCG

Repatriation of Myanmar Fishermen

ICGS Samar, ICGS Vajra and ICGS Bhikhaji Cama were deployed overseas to Myanmar from



Myanmarese fishermen onboard ICGS Samar

PM 08 Dec 07 to 14 Dec 07 to undertake repatriation of 219 Myanmarese and 04 Indian fishermen.

Dosti-IX

ICG Vijaya with an integral helo, Meera Behn and CG dornier participated in Indo - Male Joint exercises 'Dosti IX' at Male from 25 to 29 Dec 07. During the joint exercises, ICG units demonstrated oil spill response operation and SAR evolution including a Life Raft drop by Dornier.



DGICG & DG MNDF reviewing exercise

A joint diving exercise was carried out by Indian Coast Guard and MNDF CG divers off Gallu Falhu area in the Male Atoll on 28 Dec 07 to locate and



Divers simulating seizure of contraband

salvage the suspected contraband ditched by a dhoni on the run.

Paigam-08

ICGS Vajra sailed out from Port Blair on 11 Mar 08 for Overseas Deployment to Singapore, Thailand and Malaysia and carried out interaction/exercises with the maritime law enforcement agencies. The ship visited Singapore from 14-17 Mar 08, Thailand (Bangkok) from 20-23 Mar 08, and Malaysia from 27-30 Mar 08.



Discussion with Thai Navy

INTERNATIONAL MARITIME SEARCH AND RESCUE CONFERENCE - 2008 (IMSARCON - 2008)

India acceded to the Search and Rescue Convention in 2001. The accession provided the much needed impetus for regional and international cooperation in SAR operations. The Indian Coast Guard is designated as a Nodal agency for maritime Search and Rescue in Indian Search and Rescue Region (ISRR) under the Convention.



Inaugural address by Hon'ble Raksha Mantri

With this as the backdrop the Indian Coast Guard conducted a two day conference on "International Maritime Search and Rescue" on 11-12 March 2008 at Vigyan Bhavan, New Delhi. The conference provided an excellent platform to all the participating SAR agencies and related national and international organisations to interact seamlessly and evolve a synergized approach to ensure safer searoutes for shippers and stakeholders.

In continuing pursuit of the Indian Coast Guard motto "We protect", the Conference was aimed at promoting a measure of awareness amongst seafarers and policy makers on the importance the Coast Guard attaches to safety of life and property at sea. The paper presentations by experts from other countries and international organisations followed by the ensuing discussions evoked keen response and interactions between participants.



DGICG delivering the opening address

Given India's strategic location it is imperative that India plays a lead role in the Indian Ocean Region. Consequently, the Indian Coast Guard has been playing a vital role in ensuring "Safety of Life at Sea" not only in the Indian Search and Rescue Region (ISRR) but also in adjoining Search and Rescue Regions whenever requested for assistance by the concerned countries. Close cooperation with our littoral neighbours is implicit to efficient coordination of Maritime Search and Rescue (SAR).

The Indian Coast Guard's interaction has been formally institutionalised with Maldives, Japan and South Korea. Further, a working relationship has been established with Bangladesh, Sri Lanka, United States of America, Malaysia, Philippines, Thailand, Seychelles, Mauritius, Vietnam and Singapore.



DGICG with Regional Commanders & NMSAR Board members



Delegates from various Maritime fields

The conference was inaugurated by Shri AK Antony, Hon'ble Raksha Mantri at 0740 hrs on 11 March 2008 at Hall No.5, Vigyan Bhavan, New Delhi. During the inaugural session, the opening address was delivered by VAdm RF Contractor, AVSM NM, Director General, Indian Coast Guard followed by a special address by Shri MM Pallam Raju, Hon'ble Raksha Rajya Mantri. Shri AK Antony, Hon'ble Raksha Mantri delivered the inaugural address.

The Conference was spread over five sessions. Mr. Graham Mapplebeck, Head of Facilitation Section of the International Maritime Organisation (IMO), Mr. Daniel Levesque, Head of Cospas-Sarsat and Dr Max Meijia Jr from World Maritime University (WMU) were amongst the important speakers. Overall, 22 international delegates from IOR/other countries including China and Pakistan and organisations dealing with Search and Rescue attended the conference. In addition, representatives from all National Maritime Search and Rescue Board (NMSARB), ISRO, VSSC, Ports and Coastal States attended the Conference.

The Conference enhanced the bonds of friendship amongst the IOR countries and provided the platform to build professional linkages on "Maritime Search and Rescue Operations". It also led to ensuring seamless exchange of information and sharing of operational concepts for responding to Search and Rescue incidents at sea.

Conference Declaration

The following declaration was adopted by all participants at the International Conference on Maritime Search and Rescue organised by the Indian Coast Guard on 11-12 March 2008 at New Delhi, India.

The 2008 New Delhi Conference on Maritime Search and Rescue

RECALLING the provisions of the United Nations Convention on the Law of the Sea(1982) obliging every coastal State to cooperate with neighbouring States, if so required, by way of mutual regional arrangements to promote the establishment, operation and maintenance of an adequate and effective Search and Rescue service.

RECALLING FURTHER the provisions of the International Convention on Maritime Search and Rescue(1979) recommending neighboring States to enter into agreements regarding the pooling of resources, establishment of common operating procedures, conduct of joint training and exercises, regular checks of inter-state communication channels, liaison visits by rescue co-ordination center personnel and the exchange of search and rescue information.

RECOGNISING maritime safety as a common trans-boundary challenge to Search and Rescue organisations in the Indian Ocean region.



Deliberation on Maritime Law

RECOGNISING FURTHER the continuing challenges to coastal States in the Indian Ocean region in implementing the provisions of the International Convention on Maritime Search and Rescue.

RECOGNISING ALSO that vessels under twelve meters are not covered by any international safety legislation RECOGNISING BESIDES the immense potential for enhanced capacity building and mutual cooperation assistance between coastal States in the Region.

URGES the coastal States in the Indian Ocean region and other friendly coastal states to adopt a shared commitment to improving maritime safety.

URGES FURTHER the coastal States in the Indian Ocean region and other friendly coastal states to:

- (a) promote greater cooperation in addressing and enforcing maritime safety initiatives.
- (b) promote seamless exchange of Search and Rescue information and experience.
- (c) encourage sharing of information about weather and impending disasters including tsunami, cyclones and earthquakes.
- (d) encourage participation of vessels under flag in established ship reporting systems.

(e) establish and promote mutual professional relationships at all levels of the search and rescue services.

(f) adopt and exercise common operating procedures for responding to contingencies at sea.

(g) promote sharing of expertise on technological measures for maritime Search and Rescue.

(h) consider equipping of vessels less than twelve meters in length with low cost distress alerting device such as beacon developed by India.

INVITES FURTHER the attendant IMO representative, to apprise the Secretary General of the IMO about this conference and the agreed recommendations.

LOW COST DISTRESS ALERT TRANSMITTER FOR FISHERMEN

The 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. Indian Space Research Organisation (ISRO) handed over emergency alert transmitters to the fishing community along the Tamil Nadu coast. A formal handing over function was held at the Coast Guard premises. State Fisheries Minister K.P.P. Samy handed over five transmitters, each costing about Rs.10,000, free of cost to fishermen. R.R. Navalgund, director of ISRO's Ahmedabad-based Space Application Centre, and Inspector General Rajendra Singh, Commander, Coast Guard Region (East) were present on the occasion.

The transmitter developed by ISRO has a battery life of 24-48 hours after activation. It is fitted to the fishing boat and, on activation, gives the boat's coordinates under the global positioning system (GPS) to the Coast Guard Maritime Rescue Coordination





COMCG (East) handing over DAT to Tamilnadu Fisheries Minister

Centre at Chennai. Distress alerts will be picked up and received by INSAT 3A satellite and relayed to the reception centre at the Maritime Rescue Co-ordination Centre at Chennai. Situations like medical emergency, fire on board, sinking or capture of boats can be reported to authorities on shore for immediate action.

The transmitter operates through a DRT transponder and can send out continuous alerts for 24 hours once every 5 minutes on an average while staff at the rescue centres track the boat as it appears on a GIS map on their computer screens.

Each transmitter costing below Rs 10,000 with an omni-directional antenna, has a lithium battery life of 24 to 48 hours after activation and will give its identification number and GPS position of the boat to the Coast Guard.

Technical Details

- The transmitter is meant for emergency message communication for fishermen, going deep into sea
- Operates through DRT Transponder of INSAT-3A in the frequency band of 402.65 to 402.85 Mhz
- Transmit power – 5w
- Quadrafilar antenna, having hemispherical coverage, suitable for operation from fishing boat
- BPSK modulation

- Forward Error Correction channel coding (RS)
- Data validation through Cyclic Redundancy Code (CRC)
- Transmission Protocol; Once activated, transmits in random mode, every 1 minute for 5 minutes and then once every 5 minutes
- Floatable, Suitable for marine environment
- Reception from INSAT 3A through 2.4m antenna on extended C-band
- Displays time of activation, Boat ID and Type of emergency and position of boat (in terms of Lat and Long) along with Audio Alarm at receiver end; Also displays locations on map (GIS)



Tamilnadu Fisheries Minister handing over DAT to fishermen

Features

- Low cost and affordable to fishermen
- In-built GPS to give Position and Time information
- Transmits type of emergency, like fire, Boat sinking, Man Overboard, Medical Help on manual activation
- Transmission lasts for 24 Hrs with Every 5 minutes average duration
- Uses Omni directional Antenna, Suitable for Fishing fleet
- Uses Lithium Primary Battery (7.2 V/3.2 AH)
- Floatable



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)

