



Safe Waters

NEWSLETTER

On Maritime Safety and Security

BIANNUAL

Vol X Issue 2

October 2010



NATIONAL MARITIME
SEARCH AND RESCUE BOARD



A Publication of the Indian Coast Guard



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



Over the past few decades, sea-borne trade has witnessed tremendous growth, and shipping continues to play a vital role in development of economies, by providing the most effective delivery mechanism, thereby catalyzing the process of integration of global economy. Due to the significant increase in shipping activity, the number of people venturing into sea, and hence the requirement for SAR has increased enormously. However, despite major advances in maritime technology and rescue capabilities, it will be difficult to fully overcome the perils of the sea. Therefore, the most challenging task for the Coast Guard in terms of SAR, will be to anticipate and react to the developing rescue situations at sea, and quickly adopt to the demands that the changing face of shipping presents.

The Indian Coast Guard has been progressively moving towards achieving an effective SAR regime with the wholehearted support of all the resource agencies. The enthusiastic response elicited from all member organisations during the 9th National SAR Board Meeting, indicates that the issue of maritime SAR is being accorded the priority, it deserves. The formation of legal and technical Working Groups will enable us to identify problem areas and resolve many outstanding issues. I am confident that the same momentum will be carried forward, in order to establish a more effective and efficient SAR regime.

It is indeed heartening to note that the IMO has decided to make this year, 2010, the year of the 'Seafarer', acknowledging their contribution, whilst drawing attention to the difficulties faced by those that operate world's shipping fleet. 'Seafarers' are in fact, the lubricant without which the engine of the world simply come to a grinding halt. Despite significant progress on the safety aspects for the commercial shipping under the aegis of IMO, concern still remains in respect of the safety of the large number of mechanised and non-mechanized fishing boat operating in Indian Waters. Participation of all Coastal States/UTs, along with the NGOs representing the fishers/traditional sailors in the annual National Maritime Search and Rescue (NMSAR) Board Meeting, will facilitate in deliberating and resolving many issues concerning safety of small craft operating under the local maritime regime of Coastal States/UTs.

The recent decision of the shipping ministry, in conjunction with the commerce and environment ministries, to frame a policy towards carbon credit points, to firms ferrying goods between domestic ports, will certainly give a boost to coastal shipping. Coastal Shipping, which provides 6% share of India's total domestic cargo movement, will certainly benefit from this.

I wish to inform our members that efforts are on through the Ministry of External Affairs, to demarcate the Indian Search and Rescue Region (ISRR) with neighbouring countries thereby ensuring timely launch of Search and Rescue. Further, the recently concluded Voluntary IMO Member State Audit Scheme (VIMSAS) by IMO, from 13 Sep to 20 Sep 10, applauded the existing SAR regime, and I congratulate all the resource agencies, for their positive contribution. VIMSAS audit recommendations and observations will certainly guide us to define our path for excellence in our National Search and Rescue Capabilities.

VAYAM RAKSHAMAH

(Anil Chopra)
Vice Admiral
Chairman

New Delhi
29 Oct 10

National Maritime Search & Rescue Board

The year 2010 is an auspicious and important year for shipping and in general for seafaring profession. IMO has declared the year 2010, the year of the seafarers. We as SAR service provider in Coast Guard continue to engage with the community building trust with a personal touch.

The 9th NMSAR Board Meeting at New Delhi saw some path breaking decisions like forming of Working Groups for resolving the outstanding issues concerning the safety of men and material at sea. The institution of CG SAR Award for Fisherman in recognition of their efforts will certainly act as motivator for fishers.

Through these columns I express my deepest gratitude to all the resource agencies for whole hearted support being extended. I am convinced that the cooperation will continue to be comprehensive with the professional relationship established over the period. We will continue to keep engagement to make a difference.

Further, I look forward for your feedback and suggestions to improve upon.



B Ranjan
Commandant (JG)
Dy Director (SAR)

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Please send your queries and articles to :

'Safe Waters'

Principal Directorate of Operations
Coast Guard Headquarters, National Stadium Complex
New Delhi - 110 001, INDIA
Tel : +91 11 2338 4934, 2338 4425
Fax : +91 11-2338 3196
E-mail : icg.dops@bol.net.in

Assistance to Fishing Boats

A telephonic message was received at MRCC (Port Blair) at 0500 hrs on 18 May 10 from M/s Meenakshi Fisheries and Trading Company, Port Blair intimating overdue of three vessels namely Lord Ayyappa, White Sapphire and Mermaid. The vessels had departed Pamban Bridge, Tamil Nadu on 11 May 10 to reach Port Blair on 17 May 10.

On receipt of the distress message, ISN was activated by the MRCC (Port Blair). Coast Guard Dornier 762 was launched at 1000 hrs on 18 May 10. The aircraft reported all three boats around 100 miles west of Port Blair. The master of White Sapphire intimated that the vessel departed Kochi 08 May 10 and crossed Pamban Bridge on 11 May 10. These vessels sailed from Puducherry at 1600 hrs on 12 May 10 for Port Blair. The vessels encountered very rough weather on passage and crew got exhausted. Subsequently, the fishing vessel Mermaid became disabled due to leakage in fuel tank and was towed by the vessel Lord Ayyappa. As very less quantity of fuel was left with the vessels, the master required fuel enroute to make good the passage to Port Blair.

ICGS Varad was sailed from Port Blair at 1600 hrs on 18 May 10 for SAR operation. Coast



ICGS Varad escorting Fishing Boats to Port Blair

Guard Dornier 762 was tasked from 1435 hrs on 18 May 10 to ascertain the status of the vessels. The aircraft advised the vessels Lord Ayyappa and White Sapphire to reduce speed to conserve fuel and remained in company, view inclement weather.

CG Dornier was again launched at 0645 hrs on 19 May 10. The master of White Sapphire intimated that fuel was transferred from disabled boat to boat Lord Ayyappa to sustain. The master was advised to monitor fuel and oil leakage and to steer SSEly heading with slow speed to conserve fuel. ICGS Varad intercepted the boats at 1145 hrs on 19 May 10 and provided medical facilities, diesel and ration to boat crew. ICGS Varad escorted all the boats up to Macpherson Strait. Subsequently, all three boats entered Port Blair at 2015 hrs on 19 May 10 safely.

Assistance to Sri Lankan Fishing Boat - Pearl Ishara-3

On 31 May 10, Sri Lanka Deputy High Commission Chennai reported that the fishing boat Pearl Ishara-3 had left Dondra Fishing Harbour, Matara District Sri Lanka on 06 May 10 along with five crew onboard. The fishing boat lost communication with the owner since 23 May 10.



SLFB Pearl Ishara-3 under preparation for Tow

On receipt of the information, CG Dornier was launched ex-Chennai on 01 Jun 10 at 0930 hrs to carry out search and rescue for missing Sri Lankan fishing boat. However, the vessel was not sighted. On 10 Jun 10, Sri Lanka Dy High Commission, Chennai reported that owner of the above fishing boat received a communication from a Mobile phone belonging to one of the crew members onboard fishing boat, stating that boat is adrift in position 181 Gopalpur LT 33.5 NM and requested assistance from Indian Coast Guard.

On receipt of the message CG Dornier was again launched from Chennai at 1545 hrs on 11 Jun 10 for search of the missing Sri Lankan fishing boat. CG Dornier located the missing fishing boat in position 215 Gopalpur LT 40 NM. Subsequently, ICGS Sagar was diverted to render assistance to the fishing boat. ICGS Sagar arrived datum at about 1700 hrs on 11 Jun 10 and took the distressed fishing boat under tow at 1800 hrs.

The preliminary investigation reveals that the fishing boat was adrift since 19 May 10, view engine failure and total power failure, due to sea water ingress while caught in cyclone 'LAILA'.

ICGS Sagar along with Sri Lankan fishing boat on tow arrived off Vishakhapatnam port at 1200 hrs on 12 Jun 10 and handed over the boat along with five crew to DHQ-6 staff off Vizag. Subsequently the fishing boat and crew were handed over to Harbour police on 12 Jun 10.

Assistance to stranded Fishing Boat Al-Azmah

On 13 Jun 10 at 0500 hrs a message was received by Maritime Rescue Sub Centre, Mangalore, from DD fisheries regarding stranded fishing boat Al-Azmah off Ullal Beach, New-

Mangalore with three crew on board due to engine failure. The District administration and Hon'ble Home Minister, Govt. of Karnataka requested Coast Guard for possible SAR assistance for the distressed fishing boat. On receipt of the information the Coastal Security police and fisheries department was contacted for rescue of the fishing boat.

However, due to prevailing heavy weather off New-Mangalore, they were unable to launch any SAR units.

Subsequently ICGS Annie Besant was sailed from New Mangalore at 0900 hrs on 13 Jun 10 and arrived in area at 1030 hrs. The distressed fishing boat was located by CG ship and brought under tow at about 1130 hrs on 13 Jun 10, ICGS Annie Besant along with FB AL-Azmath entered New Mangalore at 1330 hrs on 13 Jun 10 with all crew safely. The crew along with boat was handed over to District administration.



Assistance to stranded Fishing Boat Al-Azmath

Assistance to Annamalai University Boat

At about 1845 hrs on 23 Jun 10, telephonically message was received from Deputy Director of Fisheries, Puducherry regarding one Annamalai University boat (Reg. No.TN-04-MFP387) that departed from Cuddalore port at 0730 hrs on

23 Jun 10 with 13 Research Scholars of Annamalai University for collection of sea water sample. While returning, the boat reported machinery breakdown and was drifting 8.5 NM East of Puducherry light house and sought Coast Guard Assistance.

On receipt of information, ICGS Puducherry tasked C-114 for providing M-SAR assistance to the distressed boat. However, due to inclement weather and high speed of wind, C-114 could not be deputed for M-SAR.

Subsequently, a rescue team of 02 Coast Guard members were embarked on board fishing boat (Regd No. PP-09-M-0054), to provide M-SAR to the distressed boat. The rescue boat departed 2015 hrs on 23 Jun 10 and arrived datum at 2140 hrs on 23 Jun 10. The defect of the distressed boat was rectified by the CG team. The boat was then escorted and brought to Thengathittu fishing Harbour, Puducherry at 2320 hrs on 23 Jun 10 along with 13 Research Scholars of Annamalai University and 02 fishing crew safely.

Fire onboard Taiwanese FB 61 Lontas-231

Defence Adviser of Sri Lanka, in India informed Coast Guard Headquarters regarding fire on board a Taiwanese vessel '61 Lontas-231' in position 280 nm West of Port Blair . Sri Lankan fishing vessel Tharusha-1, which was in the vicinity rescued 10 crew (09 Indonesian, 01 Taiwanese) out of 11 crew. However the Sri Lankan boat developed technical snag and became disabled in inclement weather. Defence Adviser of Sri Lanka in India requested M-SAR assistance from Indian Coast Guard. Coast Guard Regional Headquarters (A&N) was directed to assumed coordination of M-SAR operation.

ICGS Varad on patrol was diverted at 1900 hrs

Drifting of Somali Boat



*Crew of abandoned vessel Glontas-231
being embarked onboard ICGS Varad*

on 01 Jul 10 to search, locate and render assistance to the distressed vessel. The weather in the area was rough with strong wind and large swell. ISN was also activated requesting ships in vicinity for rescuing the one missing crew of the distressed vessel. However, nil response was received from ships transiting in area. NAVAREA VIII coordinator was requested for promulgation of NAVAREA message for safety of navigation.

ICGS Varad arrived at datum, at 0601 hrs on 02 Jul 10 but could not locate the Sri Lankan fishing vessel. No radio contact could also be established with the fishing boat.

Coast Guard Dornier was also launched at 0705 hrs on 02 Jul for sea-air coordinated M-SAR efforts. CG Dornier located and confirmed having established communication with Sri Lankan Fishing vessel Tharusha-1 at 1030 hrs.

ICGS Varad effected R/V at 2340 hrs on 02 Jul 10 and recovered all 10 crew from Sri Lankan fishing vessel Tharusha-1 and also provided essential supply to the Sri Lankan fishing vessel, including repair of the sea water pump. On repairs, the Sri Lankan fishing boat departed for Sri Lanka at 1100 hrs on 03 Jul 10. ICGS Varad entered Port Blair on 04 Jul 10 with the rescued crew of fishing boat.

Indian Coast Guard Station Veraval received information from local fishermen that a fiber boat approx 20 ft in length without cabin was reported to be adrift in position approx 15 nautical miles off Veraval with three to four personnel onboard. The persons were not of Indian Origin and appeared to be very weak. The crew of the fiber boat were requesting for food and water by gestures. The local fisherman provided them with drinking water and some fish, which they ate raw. The fishermen on seeing this got scared and reported the matter to Coast Guard.

On receipt of information, at about 1045 hrs on 02 Jul 10, ICGS Veraval immediately activated local fishermen association along with Marine Police, and State Govt. Agencies. Commanding Officer ICGS Veraval along with his team, one Marine Police personnel and eight local fishermen departed to investigate/render assistance. The adrift boat was approx 20 ft size with an inboard engine. All seven crew members initially appeared to be of African origin, malnourished and weak.

The boat was towed to Veraval Jetty. Preliminary investigation of the boat confirmed no documents/ fishing gear/ weapons or catch onboard. Crew were



Rescue of Somalian crew off Veraval

malnourished and in critical state, totally dehydrated /famished. Crew was lying on deck and was unable to move. First aid was administered with fresh water and ORS solution. Later, one of the survivor revealed that they were all Somali nationals.

Incident was communicated to Collector Veraval and medical assistance was sought on arrival. The survivors were admitted to Government Hospital, Veraval under Police escort. The crew and boat was handed over to Marine Police, Veraval for further investigation.

Upon normalizing of condition of survivors, preliminary investigation revealed that the crew was engaged in fishing off Somalia. At High Sea, on 24 May 10, they were attacked by Somali militants, who manhandled the crew, damaged the inboard engine of the boat, looted all their fishing gears and communication equipment. The crew drifted out at high sea with current and wind using handmade sail of synthetic awnings. They survived on rain water, while eating algae growth on the boat, till rescued on 02 Jul 10.

Flooding onboard MV Khalijia-3

The Maritime Rescue Coordination Centre Mumbai [MRCC (MB)], received an information



MV Khalijia-3

from Quadrant Maritime Pvt Ltd. Mumbai, regarding maritime emergency onboard MV Khalijia-3, because of flooding onboard, within Mumbai port limits, with 22 crew onboard, at 2000 hrs on 18 Jul 10.

It was informed by the local shipping agent, M/S Quadrant Maritime Pvt Ltd that the vessel was placed at anchorage for repairs and had six additional personnel on board, engaged in repairs, when the incident occurred. On receipt of the information, MRCC (MB) established communication with the distressed vessel and MV *Garware-3*, which was operating in vicinity, to provide necessary assistance to the distressed vessel.

At about 2215 hrs on 18 Jul 10, ICGS Subhdra Kumari Chauhan was sailed to assist the vessel in distress. When the Coast Guard ship arrived datum at 2355 hrs on 18 Jul 10, it was established that the distress vessel had got grounded due to uncontrolled flooding.

At about 0200 hrs on 19 Jul 10, all the 22 crew along with six personnel employed for repairs, was rescued by ICGS Subhdra Kumari Chauhan, with the personnel belongings of the crew. ICGS Subhdra Kumari Chauhan arrived Mumbai harbour at 0845 hrs on 19 Jul 10, with all the 28 personnel.

SAR Assistance for FB Jamuna

Maritime Rescue Coordination Centre Port Blair received an information from SHO Diglipur police station regarding missing of two fishermen along with dingy who ventured for fishing from Aerial Bay (Diglipur), A&N Islands at 0500 hrs on 04 Aug 10.

On receipt of information, Coast Guard District Headquarters No.9 (Diglipur) launched a SAR operation by deploying a search party onboard a hired dinghy. ICGS Aruna Asaf Ali on patrol was also diverted at 1305 hrs on 05 Aug 10 to search and

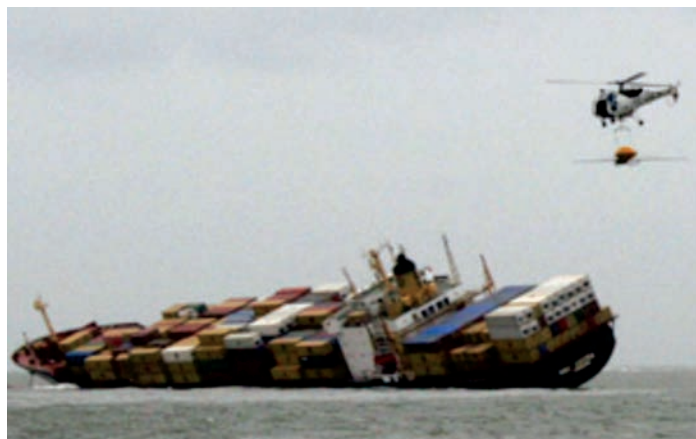
locate the missing fishing boat off Landfall Island (Diglipur). ICGS Aruna Asaf Ali arrived area at 1500 hrs on 05 Aug 10 and commenced search by deploying landing party. Search party ex Diglipur arrived in area at 1800 hrs on 05 Aug 10. Extensive search was carried out by both search parties off Landfall Island. The search was temporarily suspended during midnight of 05/06 Aug 10 due to inclement weather.

ICGS Aruna Asaf Ali commenced coordinated search at 0500 hrs and located missing fishing boat at 0700 hrs on 06 Aug 10 off East Island (Diglipur), A&N Islands. It was observed that the dinghy was stranded on the East Island due to engine failure and rough seas. The fishermen were rescued in a highly dehydrated and exhausted state and were immediately provided first aid/nourishment onboard. The condition of the rescued fishermen was assessed to be stable.

The rescued boat was taken under tow with boarding party embarked. The defective engine was rectified by technical team ex-ICGS Aruna Asaf Ali. ICGS Aruna Asaf Ali with rescued fishermen along with dinghy arrived Diglipur at 1300 hrs and handed over the boat to local authority at 1330 hrs on 06 Aug 10.

Collision of MV MSC Chitra with MV Khalijia in vicinity of Mumbai Harbour

ICGS Kamladevi while leaving Mumbai harbour for EEZ surveillance reported sighting of collision between MV MSC Chitra and MV Khalijia-III at 0940 hrs on 07 Aug 10 in position 1.2 nautical miles east of Prongs Lt. (04 miles SW of Mumbai Harbour). MV MSC Chitra was leaving Mumbai harbour and MV Khalijia was inbound with 02 tugs as stand by. After collision, MV MSC Chitra ran aground in position 18°51.99 N 072°49.03 E (128 Prongs Lt 1.2 nm) in



MSC Chitra listing to Port dangerously

the charted depth of 9-10 metres and listed to 25 deg to Port. MV Khalijia entered harbour 1200 hrs and berthed alongside at MbPT.

There were 37 crew onboard MV MSC Chitra, out of which 33 were evacuated by ICGS Kamladevi and Tug Vamsee-III. The Master, Chief Officer and two crew remained onboard. Both, ICGS Kamladevi and Tug Vamsee-III remained in vicinity of the grounded vessel.



MSC Chitra

The vessel continued to list precariously to port (approx-45 deg), while port side freeboard went underwater. The remaining five crew including the master abandoned the vessel at about 1915 hrs on 07 Aug 10. All crew were rescued by ICGS Kamladevi and Tug Vamsee-III. Kamladevi returned harbour PM 07 Aug and handed over the rescued crew members to the ship's agent.

SAR Assistance for FB Diamond

Maritime Rescue Coordination Sub Centre

Kochi received an information from Asst Director (Fisheries), Vypeen, Ernakulum regarding stranded fishing boat Diamond with seven crew, in approx position 4.5 nautical miles SouthWest of Suratkal light at 1700 hrs on 16 Aug 10.

On receipt of information, MRSC Kochi directed MRSC New Mangalore for SAR coordination. MRSC New Mangalore deployed ICGS Katurba Gandhi for SAR assistance to FB Diamond at 1750 hrs on 16 Aug 10. ICGS Kastruba Gandhi reached the datum at about 1951 hrs and located the stranded fishing boat. The fishing boat after locating was taken under tow by ICGS Kasturba Gandhi despite very rough sea condition and inclement weather in the area. ICGS Kasturba Gandhi reached New Mangalore at 2115 hrs with rescued fishing boat in tow along with all seven crew and handed over to local administration.

SAR Assistance for FB Bhadrakali

Maritime Rescue Sub Centre New Mangalore, received an intimation from Deputy Commissioner Udupi District regarding Fishing Boat Bhadrakali, which ventured to sea for fishing on 10 Aug 10 with seven crew. The boat was stranded in position 60 NM off Malpe on 17 Aug 10 and requested Coast Guard assistance for rescue. Further, it was intimated that, the owner had tried to get the boat with the help of tug from Tebma Shipyard Ltd, Malpe, but the tug returned half way due to rough weather.

On receipt of information, Coast Guard District Headquarters No.3 (Karnataka), deployed ICGS Savitribai Phule at 1400 hrs on 18 Aug 10 to locate and rescue the fishing boat with two local fishermen and two Coastal Security Police personnel from Udupi embarked. Although the sea was extremely rough and it was raining heavily, the Coast Guard Ship Savitribai Phule reached area at 2200 hrs on 18 Aug 10 and located FB Bhadrakali adrift without

power. The boat was adrift since 14 Aug 10 due to seizing of engine. The boat was taken under tow. The ship along with boat and all seven crew entered New Mangalore harbour at 0845 hrs on 19 Aug 10 and handed over to local administration.

Assistance to FB Amar Deep

Maritime Rescue Sub Centre Porbandar received an intimation from local administration regarding emergency onboard Fishing Boat Amar Deep with six crew onboard in position 11 Nautical miles South West of Dwarka Light, at about 1400 hrs on 22 Aug 10.

On receipt of information, MRSC Porbandar requested ICGS Okha to coordinate. ICGS Okha, deployed ICGS Meera Behn at 1500 hrs to locate and render assistance to the fishing boat. ICGS Meera Behn arrived in area and R/V fishing boat at about 1730 hrs on 22 Aug 10. The fishermen reported that the engine room was completely flooded and the engine had submerged due to likely hole in engine room. The power supply was also not available onboard, due to flooding.

ICGS Meera Behn's technical team on inspection reported six feet of water in the boat and carried out de-flooding. Approx 40 tons of water was pumped out by 2020 hrs. On de-flooding, the damage to the hull was located to be in adjacent ice hold (storage space). The hole could not be repaired view space constraints, restricted opening in bottom of hold and inclement weather.

At about 2045 hrs on 22 Aug 10, fishing boat was taken under tow for Okha by ICGS Meera Behn. At about 0200 hrs on 23 Aug 10, while under tow, fishing boat again reported flooding. The de-flooding was started again and while de-flooding was in progress, life jackets were provided to boat crew for safety.

The condition of boat was monitored continuously while under tow, during transit. Subsequently at 1300 hrs on 23 Aug 10 the fishing boat with six rescued crew was brought safely off Okha harbour by ICGS Meera Behn and handed over to local fishing boat for towing inside the harbour.

ICGS Meera Behn along with the distressed boat under tow arrived off Okha harbour Fairway Buoy at 1235 hrs on 23 Aug 10. Subsequently, the boat was handed over to another fishing boat Ex-Okha for towing the distressed boat into Okha harbour.

Whilst the distressed boat was being towed by another fishing boat, FB Amar Deep unfortunately started sinking approximately 2 Nm North of Okha harbour at about 1352 hrs on 23 Aug 10, due to ingress of water in inclement weather. All crew of the distressed boat were rescued and brought safely to Okha on 23 Aug 10. Subsequently, a salvage team under the supervision of Coast Guard and the Fishing boat owner salvaged the boat by PM 24 Aug 10 and beached the ill-fated boat at RK Bandar, within fishing harbour, at Okha.

[Assistance to Fishing Boat Vidwan](#)

Coast Guard Regional Headquarters (West), Mumbai received information from Inspector of Police, Vasai Police Station, Mumbai at 1430 hrs on 24 Aug 10 regarding FB Vidwan, which was stranded due to engine failure with 14 crew, at sea and requested Coast Guard for assistance.

On receipt of the information, Coast Guard Regional Headquarters (West), Mumbai directed ICGS Sangram which was on patrol in adjacent area, for search and providing assistance. ICGS Sangram carried out extensive search in area and located the stranded fishing boat at 1820 hrs in position 110 NM NW off Mumbai.

The fishing boat was adrift since AM 22 Aug 10 view water ingress into the engine room and required assistance. The Coast Guard ship took the boat undertow at 2030 hrs and proceeded towards Vasai fishing harbour to hand over the boat to owner. The ship arrived off Vasai with Fishing boat under tow at 0600 hrs on 25 Aug 10 and handed over the distress boat safely to another fishing boat arranged by owner.

MEDICAL EVACUATION

[MT Dorado](#)

MRCC Mumbai received an e-mail from owner of the vessel regarding medical emergency on board MT Dorado in position (300 Porbandar LT 260 NM) at about 1830 hrs on 21 Apr 10. It was reported that one of the crew had sustained injury resulting in open fracture on right ankle. The master requested Coast Guard assistance for evacuation of the patient.

As it was ascertained that the vessel was in Pakistan Search and Rescue Region (PSRR) and about 110 Nm from Karachi, the master was advised to approach Karachi for necessary assistance. However, the master insisted to approach towards Indian ports, expressing that valuable time will be lost at Karachi in official formalities, as the crew was an Indian national.

Acceding to the humanitarian request of the master, ICGS Sankalp was diverted by Coast Guard Regional Head Quarters (North West) at 0005 hrs on 22 Apr 10 to RV the merchant vessel and provide necessary assistance.

ICGS Sankalp arrived at datum at 0430 hrs on 22 Apr 10 in approximately 61 nm west of Okha. The ships medical team was dispatched to embark onboard the merchant vessel. The ship's Medical

Officer provided the first aid along with primary medication for trauma management. The condition of the patient was monitored by medical officer till he was stable. ICGS Sankalp continued to escort the vessel for further assistance, with ship's medical team on board the merchant ship. The medical team was disembarked when the master was satisfied and the condition of the patient was stable.

Subsequently Coast Guard Interceptor Boat C-132 sailed from Vadinar with medical team onboard and RV the merchant vessel at 1340 hrs on 22 Apr 10. ICGS C-132 evacuated the patient at 1350 hrs. The patient was brought ashore at Okha by C-132 at 1625 hrs on 22 Apr 10.

The patient was shifted by an ambulance from the ship and was admitted in Maheshwari Hospital, Jamnagar for specialist treatment. Captain Mohan V Naik, shipping agent M/S Atlantic reported that the condition of the patient was stable.

MV Nasco Diamond

Maritime Rescue Coordination Centre Mumbai received an information from master of MV Nasco Diamond, regarding medical emergency on board, in position 98 nautical miles South of Marmugao light (Goa) at 1610 hrs on 13 Jul 10. The master requested the Indian Coast Guard for evacuation of the crew.

Coast Guard Interceptor boat C-147 was deployed at 2230 hrs on 13 Jul 10 along with rep of local agent for medical evacuation of the ailing crew from MV Nasco Diamond. ICGS C-147 R/v MV Nasco Diamond at 2330 hrs and attempted to embark patient and caretaker. The caretaker was able to embark onboard ICGS C-147, but the patient could not embark due to heavy seas. ICGS C-147 returned harbour at 0125 hrs on 14 Jul 10.

Subsequently, Coast Guard helicopter 807 was launched by first light on 14 Jul 20 from CGAE Goa.

The ailing crew was evacuated and handed over to local agents M/s Atlantic Shipping Pvt Ltd at 0700 hrs. The crew was admitted in SMRC hospital for treatment.

MV Tarsus

Maritime Rescue Coordination Centre Port Blair received an information from master of MV Tarsus, regarding medical emergency on board, in position 42 NM west of Indra point LT (Nicobar Island) at 1610 hrs on 14 Jul 10. It was informed that the Chief Engineer of the vessel Mr. Mohammad Abbas Abdul Sattar, aged 52 years had sustained a serious leg injury which was getting infected. The master requested the Indian Coast Guard for evacuation of the crew.

On receipt of information, MRCC Port Blair directed vessel to head for Campbell Bay. The local shipping agent was advised to arrange specialized medical attention at Campbell Bay/Port Blair. The vessel arrived Campbell Bay outer anchorage at 2330 hrs on 14 Jul 10. The ailing crew was evacuated by Coast Guard medical team using civil administration boat 'Morning Star' off Campbell Bay, at about 0530 hrs and shifted to Primary Health Centre Campbell Bay. Further the patient was transported to Port Blair by Pawn Hans helicopter at 1000 hrs on 15 Jul 10 for specialised medical treatment.

MT British Confidence



MT British Confidence

At 0945 hrs on 17 Jul 10, MRCC (PB) received a request for Medical evacuation from the master of MT British Confidence. The LPG tanker was enroute from Qatar to Singapore, approximately 114 NM South West of Indra point (Nicobar Island). An Indian seaman name Mr.Vinod Gaikwad, age 27 years, was reportedly suffering from breathlessness following anxiety attacks.

ICGS Varad, on patrol was diverted to effect R/v with the tanker to evacuate the patient. CGDHQ-10 was also directed to coordinate evacuation from Varad at Campbell Bay anchorage. The owners of the vessel were requested for nomination of local agent at Port Blair for liaising and subsequent evacuating of patient to Port Blair for further treatment.

ICGS Varad effected R/V with the vessel at 1730 hrs and evacuated the patient by lowering Gemini. The patient was examined by Medical Officer of ICGS Varad and was assessed to be in stable condition. Subsequently a boarding team from DHQ-10, brought the patient to Campbell Bay and handed over to the Reps of M/S Raj shipping Port Blair, the nominated local agent at 2200 hrs.

The patient was admitted in primary health centre and was brought to Port Blair through DSS passenger vessel for further treatment under the arrangements made by the local agent.

MV Atlantic Sirius

Maritime Rescue Coordination Centre Mumbai received information regarding medical emergency from MV Atlantic Sirius, in approximate position 15.5 nautical miles West of Sunk LT, Mumbai at about 1130 hrs on 09 Sep 10. The master requested Indian Coast Guard to evacuate the injured crew.

On receipt of information Indian Coast Guard

Interceptor Boat C-145 sailed from Mumbai at 0930 hrs on 09 Sep 10 and evacuated patient with one attendant at 1240 hrs. The patient was handed over to boat Sagar Shringar arranged by local agent at 1335 hrs off Ballard Pier for further medical management.

MV Great Ship Aditi

At about 1200 hrs, on 25 Sep 10, MRCC (MB) received an information from M/S Great Ship Global Offshore Services, Mumbai regarding medical emergency on board Singapore flagged vessel MV Great Ship Aditi and requested Coast Guard for evacuation of the patient, approximately 48 NM South West of Porbandar, Gujarat.

On receipt of the information ICGS C-143 was sailed with dispatch along with medical team from Porbandar. ICGS C-143 effected R/V with MV Great Ship Aditi at about 1630 hrs on 25 Sep 10, in position 45 NM South West of Porbandar. The patient from the vessel was embarked on board, using Coast Guard ship's boat.

The medical team provided the initial treatment and the condition of the patient was stabilised. C-143 returned back to Porbandar with patient, at about 1845 hrs and handed over the ailing crew to



MV Great Ship Aditi

local shipping agent (M/s JM Baxi Shipping) for further treatment. The crew was admitted at Thakral Hospital, Porbandar.

MV Maritime Setoshio

On 26 Sep 10, at about 0850 hrs, MRCC (MB) received an information from the master of the vessel MV Maritime Setoshio, in approximate position 80 NM South West of Mumbai, regarding medical emergency on board. It was informed that one of the crew had sustained wounds on the right chest, resulting in continues bleeding. The master requested Indian Coast Guard for immediate evacuation of the patient.

On receipt of the information, ICGS C-145 was sailed immediately and CG helo was also kept stand by for medical evacuation of the patient. ICGS C-145 arrived datum at 1420 hrs on 26 Sep 10, and evacuated the ailing crew.



MV Maritime Setoshio

The evacuated crew was handed over to the local shipping agent M/s Swan Shipping, appointed by the shipping company at 1615 hrs on 26 Sep 10, for further management of medical emergency.

AID TO CIVIL AUTHORITY

Assistance to Rescue of missing persons in Boat mishap near Vasai

Coast Guard Regional Headquarters (W) was intimated by District Magistrate, Thane at 0200 hrs on 12 Jul 10, that a boat carrying 28 devotees returning from Vasai-Utan, capsized off Pachu Bander / Vasai at 1920 hrs on 11 Jul 10. It was reported that 08 person were missing in the mishap.

On receipt of information Coast Guard helicopter ex-842 Sqn (CG), Mumbai was launched at 0745 hrs on 12 Jul 10 as requested by Civil Administration to conjoin with coordinated rescue efforts. Helo carried extensive search in area but nil survivors/bodies was sighted. A diving team ex CCDT (MB) was also mobilized. Salvage of capsized boat was undertaken by hired fishing boats. National Disaster Rescue Force (NDRF) personnel were also mobilized.

Flood Relief - Khambaliya, Jamnagar

Torrential rains in Khambaliya, Jamnagar (Gujarat) resulted in overflow of Singhaj Dam, on 03 Aug 10. The overflowing dam inundated two adjacent villages in Khambaliya. When the situation was beyond the control of district administration, the Sub Divisional Magistrate Khambaliya, requested Coast Guard for assistance in flood relief operations for distribution of food packets to stranded population of the villages on 03 Aug 10.

On receipt of information, a Coast Guard rescue team was dispatched with two Gemini crafts along with rescue/relief material. The CG team arrived at affected area (40 KM South West of Khambaliya, Jamnagar) at 1600 hrs on 03 Aug 10 and immediately undertook relief operations in the flood effected area and evacuated 09 persons including 04 ladies and 04 children from roof tops.

After providing initial assistance and subsequent confirmation from district administration that no further assistance was required, the CG rescue team returned Vadinar at 2345 hrs on 03 Aug 10.

[Assistance for the capsized passenger Boat off Kakdwip Harbour Sagar Island](#)

At 1650 hrs on 15 Sep 10, Superintendent of Police, South 24 Parganas intimated to Coast Guard District Headquarters-8, Haldia (West Bengal) regarding capsizing of a passenger boat at LOT No-8, Fishing Harbour, Kakdwip, Dist South 24 Parganas. The boat was carrying approximately 80 passengers on board, while transiting in inland waters. The traditional boat, approximately 20 mts in length, black in colour had departed Ganga Sagar Island at about 1430 hrs with the pilgrims.

Further, it was ascertained that the passengers were mostly from U.P. and Delhi and were on Bharat darshan. It was also confirmed that out of 80 passengers only 10 passengers, were missing, while the other passengers were rescued/swam across ashore to safety. Initially, with the help of local fishermen, six dead bodies were recovered from the water.

On receipt of the information, ICG ACV H-186 was tasked from Haldia immediately to render assistance. In addition, ICG ACV H-182 deployed at 0600 hrs and 1430 hrs respectively on 16 Sep 10 with the diving team embarked onboard. CG Dornier was tasked at 0820 hrs on 16 Sep 10. Subsequently, ICGS Ramadevi was also pressed in to action from 0630 hrs on 16 Sep 10 to carryout SAR for missing persons.

The Diving operations were carried out from 0740 on 16 Sep 10. Search was also undertaken in and around pontoon jetty area, Kakdwip. Three more dead bodies were recovered by CG diving team.

Further, ICG Hovercraft H-182 was deployed at 0600 hrs on 17 Sep 10, and the dead body of the missing person was recovered by Hovercraft about 3-5 NM South West of the Kakdwip Jetty at about 0730 hrs. Post recovery of the dead body, the state authorities confirmed the accounting of all passengers.

NMSAR BOARD MEETING

The 9th National Maritime Search and Rescue Board meeting (NMSARB) was held on 17 Jun 10 at Vigyan Bhawan Annexe, New Delhi, under the Chairmanship of Vice Admiral Anil Chopra, AVSM, Director General Indian Coast Guard. In his inaugural address, the Chairman highlighted the growing importance of seas around us, especially for a strategically located maritime nation like ours. He expressed his appreciation at the synergy amongst all the resource agencies which was clearly evident during the 4th National Maritime Search and Rescue exercise conducted at Chennai on 26-27 May 2010.

The Chairman further reiterated that the lessons learnt and the best practices evolved should be incorporated, to make the M-SAR response comprehensive and more effective. Notwithstanding, the above the resource agencies needed to be ready and always prepared, 24 x 7 to respond to



Chairman reviews NMSAR Board



DGICG presenting Coast Guard SAR Award for Fishermen-2010

any incident at sea, whether due to an accident or any natural calamity.

Presentation of Indian Coast Guard SAR Award for Merchant Vessel for the year 2009 by the DGICG being the Chairman, NMSARB was to MV Annemieke. This was for saving 13 lives from the sinking dhow Dhananjay off Okha on 17 Dec 09. The award was received by Mr. R Subramanian General Manager (Marketing) as the representative of M/s SAI Maritime & Management (P) Ltd, Mumbai, on behalf of the ship owners.

M/s ESSAR SAR award for the year 2009 was presented to Paradip Port Trust Pilot Launch and Tug, for rescue of 26 crew of MV Black Rose off Paradip on 09 Dec 09 in the dark hours. The award was



Deputy Conservator, Paradip Port Trust receiving M/s ESSAR SAR Award

received by Captain GP Biswal, Deputy Conservator, Paradip Port Trust.

The Indian Coast Guard SAR (ICG SAR) award for fishermen was instituted and the first ICG SAR Award 2009 for, fishermen was awarded jointly to fishing boat “Dharmashasta and Mahalaxmiwara-II” for rescue of 21 crew of fishing boat Balu Prasad, off New Mangalore on 27 Nov 09. The award was received by Mr. Janardhan N Kotian and Mr. Raju K Karkera, the owners of the fishing boats.

INTERNATIONAL COOPERATION

Visits of Chief of Defence Force (CDF), Seychelles

Brigadier Leopold Payet, Chief of Defence Force (CDF), Seychelles visited Coast Guard Headquarters on 13 Apr 10. During the visit, he acknowledged the support of ICG to the Seychelles Coast Guard (SCG) and reiterated the request for further strengthening the cooperation between the two organisations.



Visit of High Level Delegation from Korea Coast Guard

A six member delegation led by Chief Superintendent General Youn Hyuk Soo, Deputy

Commissioner General, Korea Coast Guard (KCG) visited India from 09-15 Aug 2010 for the 5th High Level Meeting with Indian Coast Guard (ICG). The visit was in pursuance of the Memorandum of Understanding (MoU) signed between the two sides on maritime cooperation. The delegation also visited Maritime Coordination Rescue Coordination Centre, Mumbai and Regional Headquarters (West) for discussion on operational issues.



of piracy and armed robbery against ships. The participants discussed engagement with the maritime industry, intergovernmental linkages, sharing of experience and best practices, and the way ahead for the ReCAAP ISC. The meeting also shared the concern over the piracy situation in the Gulf of Aden and off the coast of Somalia, and appreciated the efforts made by the international community in addressing the problem. DIG KS Sheron, TM COS (West) represented Indian Coast Guard at the meeting.

TECHNOLOGY UPDATE

EPIRB : False Alerts and Guard Receiver

The false activation of a 406 Mhz EPIRB which is not immediately detected onboard, will result in RCCs attempting to contact the ship. If contact is not established very quickly, full SAR procedures can often be initiated. This can place a heavy burden on people in SAR organisations, including volunteers. Moreover, there is chance that a false distress alert will coincide with a actual distress situation, resulting in SAR resources being delayed in responding to a real distress. It can result in ships being diverted, and may involve helicopters or long distance flights by fixed-wing aircraft if the position indicated is in mid-ocean.



ReCAAP Focal Point Senior Officers' Meeting 3/10

The Information Sharing Centre (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia (ReCAAP), Ministry of Foreign Affairs (Thailand) and the Royal Thai Navy (RTN) jointly organised the ReCAAP Focal Point Senior Officers' Meeting 3/10 on 25-27 August 2010 in Phuket, Kingdom of Thailand.

Building upon the successful conduct of the previous two meetings held since 2008, the theme for the meeting this year was "Enhancing Operational Cooperation". Meetings for senior officers are part of the ReCAAP ISC's Programme in providing a platform for ReCAAP Focal Points to better understand, deliberate and coordinate measures in preventing and suppressing incidents

A device has been developed which can detect when an EPIRB has been activated. The stand guard EPIRB Guard Receiver is designed to be fitted to a bulkhead in the wheelhouse. If an EPIRB signal is detected, it checks the transmission to see whether the EPIRB belongs to its own ship, or to another ship in the immediate vicinity. It then gives an audible alarm, and at the same time, a visual indication as to whether the EPIRB signal is from own ship or other ship.



If the indication is own ship, the appropriate RCC must be informed immediately of a false alert before unnecessary SAR procedure are commenced.

If the indication is "other ship" then the officer of the watch knows that another vessel's EPIRB has activated and he can prepare to take appropriate action.

NASA, which pioneered the technology used for the satellite-aided search and rescue capability that has saved more than 27,000 lives worldwide since its inception nearly three decades ago, has developed new technology that will more quickly identify the locations of people in distress and reduce the risk of rescuers.

The next-generation search and rescue system, is called the Distress Alerting Satellite System (DASS). NASA, the National Oceanic and Atmospheric Administration (NOAA), the U.S. Air Force, the U.S. Coast Guard and other agencies, are now completing the development and testing of the new system and expect to make it operational in the coming years after a complete constellation of DASS-equipped satellites is launched.

When it goes online, DASS will be able to almost instantaneously detect and locate distress signals generated by 406 MHz beacons installed on aircraft and vessels or carried by individuals, greatly enhancing the international community's ability to rescue people in distress. This improved capability is made possible because the satellite-based instruments used to relay the emergency signals will be installed on the U.S. military's Global Position System (GPS), a constellation of 24 spacecraft operating in mid-Earth orbit (MEO).

Under the current system, which first became operational in the mid-1980s as part of the international COSPAS-SARSAT system, the so-called "repeaters" are placed on NOAA weather satellites operating in low-Earth (LEO) and geostationary orbits. Although it has proven its effectiveness, as evidenced by the number of persons rescued over the system's lifetime, the current capability does have limitations.

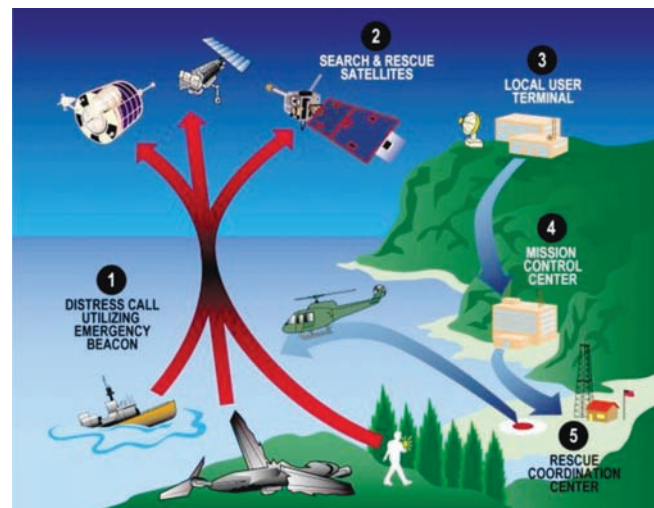
The LEO spacecraft orbit the Earth 14 times a day and use the Doppler effect to help pinpoint the location of the signal. However, a satellite may not be in position to pick up a distress signal the moment a user activates the beacon.

NOAA's geosynchronous weather satellites, on the other hand, orbit above the Earth in a fixed location over the equator. Although they do provide continuous visibility of much of the Earth, they cannot independently locate a beacon unless it contains a navigation receiver that encodes and transmits its position. Emergency beacons are offered both with and without GPS location data. Furthermore, the beacon-to-satellite link can be obstructed by terrain.

The DASS overcomes these limitations. With a mid-Earth orbit search and rescue capability provided by GPS, one emergency signal goes off, and six satellites will be in view. Almost instantly, the system can begin processing the signal to determine its precise location.

The DASS technology will be the future of international satellite-aided search and rescue. The system would be able to identify distress signals faster and with a greater level of precision. In the end, this will save more lives, reduce risk to rescuers, and save money because less time will be spent searching.

The new system with repeaters placed on a constellation of satellites operating in mid-Earth orbit would significantly enhance search and rescue efforts.



The SARSAT system uses NOAA satellites in low-earth and geostationary orbits to detect and locate aviators, mariners, and land-based users in distress. The satellites relay distress signals from emergency beacons to a network of ground stations and ultimately to the U.S. Mission Control Center (USMCC) in Suitland, Maryland. The USMCC processes the distress signal and alerts the appropriate search and rescue authorities to who is in distress and, more importantly, where they are located. (Credit: NOAA)

駐新德里台北經濟文化中心

Taipei Economic And Cultural Center

84, Poorvi Marg, Vasant Vihar, New Delhi-110 057, India

PH: 91-11-4607 7777 FAX: 91-11-2614 6880 E-Mail: ind@mofe.gov.tw

Ref No. TPECON 99/07/12L-3

Representative

13 Jul 2010

Vice Admiral Anil Chopra AVSM
Director General
Indian Coast Guard

Subject: Captain Chen Chin Lai

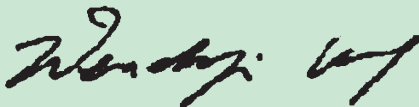
In my capacity as the Representative of the Taipei Economic and Cultural Center (TECC), I have the pleasure to express my deep appreciation for the rescue of Mr. Chen Chin Lai, a Taiwanese national who served as the captain of an India-registered fishing vessel, named Dhara No.3 and had to abandon the ship after an engine room fire incident, in the waters near Andaman and Nicobar Islands, on 30 Jun 2010.

The Officers and the crew of ICGS Varad rescued Captain Chen and his crew on 03 Jul, and through the cooperation from the Chief Secretary of Andaman and Nicobar Administration and the Foreigners Regional Registration Officer, Mr. Chen had been swiftly repatriated back to Taiwan on 08 Jul, now safe and sound with his family.

I would like to thank the selfless act of Indian Coast Guard when a Taiwanese mariner was in desperate need of humanitarian aid.

I take this opportunity to convey to you assurance of my highest consideration.

Sincerely,



Wenchi Ong

C.c: Commandant K Negi
Chief Staff Officer, RHQ, Port Blair, ICG



Safe Waters

An Indian Coast Guard Publication

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

Tel : +91 11-2338 4934, 2338 4425

Fax : +91 11-2338 3196

E-mail : vprotect@bol.net.in

www.indiancoastguard.nic.in

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