



# Safe Waters

NEWSLETTER

On Maritime Safety and Security

BIANNUAL

Vol VI Issue 2

September 2006



NATIONAL MARITIME  
SEARCH AND RESCUE BOARD



A Publication of the Indian Coast Guard

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



With the changing maritime environment and consequent exponential increase in shipping traffic around the Indian Search & Rescue Region, the requirement for efficient framework for maritime safety & security is

paramount. Indian Coast Guard has been progressively moving towards achieving an effective SAR regime with the whole hearted support of the resource agencies. The enthusiastic response elicited during the V<sup>th</sup> National SAR board meeting from the member organisations prove that the issue of maritime SAR is being accorded the priority, it deserves.

The recent initiative of online registration of EPIRBs by INMCC would not only provide a quick & easy alternative to the mariners but also result in achieving the desired objective of availability of accurate, comprehensive and reliable information to the SAR coordinators for launching a successful response to a distress situation at sea.

A significant development in the field of maritime security is the Regional Cooperation Agreement to Combat Piracy & Armed Robbery Against Ships in Asia (ReCAAP) coming into force from 04 Sep 06. The agreement involving 16 countries of the region including India is the first regional agreement of its kind and would lay the foundation for greater cooperation among the signatories for preventing & suppressing piracy & armed robbery.

  
RF Contractor

Vice Admiral  
Chairman

National Maritime Search & Rescue Board

*Please send your queries and articles to :*

### 'Safe Waters'

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 : vprotect@vsnl.com

## From the Editor's Desk

The recent months have witnessed a large number of incidents of grounding of ships around Indian waters. It raises a serious concern not only regarding seaworthiness of the vessels but also the competency of crew in handling emergencies & bad weather at sea. Though, stringent safeguards are in place to support adherence of safe practices onboard ships, there is a need for greater involvement of ship-management companies in evolving effective strategies towards improving safety of the ship & the crew at sea. The support from all national & international agencies while coordinating rescue response has been exemplary that resulted in accomplishment of the SAR missions.



DR Sharma  
Commandant (JG)  
Dy Director (SAR)

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# FIFTH NATIONAL MARITIME SEARCH AND RESCUE BOARD MEETING, 12 MAY 2006

Vth NMSAR Board Meeting was conducted at Mumbai on 12 May 2006. This was the first meeting of the board conducted outside New Delhi. The meeting witnessed good participation from the members and discussed the issues concerning maritime search and rescue including measures to improve coordination of rescue efforts. During the meeting, the ICG SAR Award



for a Merchant Vessel for prompt SAR response was presented to OSV Mighty Tide for rescue of 10 fishermen from sinking fishing boat Dhanlakshmi off Mumbai on 19 Jan 05. The award was jointly received by Mr. Kapil Garg, BG Exploration and Production India Limited and a representative from M/s Tide Waters Marine International on behalf of the ship. The Essar SAR Award for ICG ship was presented to ICG Ship Chandbibi for SAR response to the survivors of illfated merchant ship MV Faiz on 02 Jun 2005.

# CHANGE OF CHAIRMAN AND MEMBER SECRETARY, NATIONAL SAR BOARD

Vice Admiral RF Contractor, AVSM, NM assumed the chairmanship of National SAR Board upon taking over as Director General Indian Coast Guard on 31 Aug 2006. DIG BS Yadav has taken over as Member Secretary of the Board on assuming the duties of Principal Director (Operations) at Coast Guard Headquarters.

## SAR NEWS

### Rescue of Fisherman off Veraval

ICG Interceptor craft IC-113 while on coastal patrol off Veraval (Gujarat) coast on 04 Apr 06 sighted a person floating in water and shouting for help off Veraval harbour. The dinghy in which he was fishing got toppled and was drifting in the vicinity. The Interceptor craft immediately approached on scene and rescued the fisherman. Thereafter, the ICG craft also recovered the dinghy. The survivor alongwith the dinghy was brought to Veraval harbour and handed over to the next of kin.

### Assistance to Srilankan fishing boat Savanthi

At about 1815 hrs on 25 May 06, MV Asian Jewels while on passage to Vadinar, reported to MRSC (Porbandar) about Srilankan fishing boat Savanthi adrift for last eighteen days in position 270 Nautical miles SW of Porbandar due to loss of propeller. Though the merchant vessel had offered to rescue the crew, the master of the boat refused the offer of towing the boat. As the sea condition was not suitable for towing of the boat, the vessel requested MRSC for necessary assistance. ICG ship Subhadra Kumari Chauhan operating in the area was diverted to render necessary assistance. ICG Dornier aircraft was also launched at 0730 hrs on 26 May 06 for sea air coordinated operation. The ship arrived the area at about 0930 hrs on 26 May 06 and took the boat under tow. The boat was brought to Porbandar and handed over to local police.

## Assistance to grounded vessel MV Ocean Saraya

MV Ocean Saraya, a Panama registered vessel awaiting berthing instructions for embarking cargo of iron ore off Karwar, dragged her anchor and ran aground over the Oyster Rocks at about 0800 hrs on 30 May 06. There were 21 Indian crew onboard, awaiting, evacuation ashore. Due to the inclement weather the ICG helicopters were not cleared by ATC Goa for undertaking the SAR operations in the early hours of 30 May 06. However, the weather subsequently improved for flying operation by 0900 hrs and the helicopters were launched from Goa for evacuating the stranded crew from the ship. 20 personnel were evacuated ashore to Karwar safely by the coast guard and naval helicopters. It was learnt that one crew Mr. Zuale Azeem, 2<sup>nd</sup> Officer jumped over board PM 29 May 06, in panic and was reported missing. An extensive search was carried out for the missing crew, however skeletal remains were recovered after few days.



International Safety Net (ISN) message was activated on 11 Jul 06 requesting vessels transiting the area to render necessary assistance. Two vessels MT Arabiyah and MV Alainca Singapore responding to the ISN were requested by MRCC (Chennai) to carry out search for the distressed vessel in area. However, despite extensive search by the two vessels the distressed vessel was not sighted. Meanwhile, the owner of the vessel, M/s Belden Shipping, Singapore was apprised of the situation. Efforts were also made to contact the vessel through satellite telephone, however, that yielded no results.



## Assistance to MV Glory Moon in Srilankan/Indonesian Search and Rescue Region

On 11 Jul 06, an EPIRB distress alert was received through INMCC (Bangalore) by MRCC (Chennai) from MV Glory Moon in position about 445 NM SSE of Indira point in A&N islands. The Panaman registered vessel was enroute from Porbandar to Indonesia with 30 crew onboard. Though, the position of distress was in Srilankan Search and Rescue Region (SRR), ICG decided to coordinate the SAR assistance due to close proximity as well as non-availability of resources with Srilanka. An

ISN was activated again on 13 & 14 Jul 06 as the distress alert from the EPIRB of the vessel was continuously tracked by INMCC (Bangalore)/MRCC (Chennai). The search for the distressed vessel was continued by MRCC (Chennai) through the merchant ships reporting in response to ISN. Meanwhile, the owner was also advised to arrange air search of the area. On 14 Jul 06 the vessel was located by the aircraft deployed by the owner, about 345 NM south of Indira point. The vessel was reportedly adrift.

The coordination for SAR was thereafter entrusted to MRCC (Port Blair). As the vessel had drifted to Indonesian SRR, ICG also intimated MRCC (Indonesia) about the distress situation. ICG ship Varad was sailed from Port Blair at about 2345 hrs on 15 Jul 06 for SAR assistance. ICG Dornier aircraft was also launched from Port Blair, first light on 15 Jul 06. It was ascertained that the vessel had an incidence of fire on the bridge resulting in breakdown of navigation and communication equipments. Further, the owner had arranged a sister vessel MV Glory Star for assisting the distressed vessel. Constant communication was maintained during the operation by ICG with various parties involved and the

## Rescue of missing fishing boats off Andhra coast

On 04 Aug 06, information was received by Coast Guard District Headquarters at Visakhapatnam from State Fisheries Authorities about eight fishing boats overdue due to inclement weather off Andhra Coast. ICG Ships Vivek and Priyadarshini were sailed from Visakhapatnam PM 04 Aug 06 to provide necessary assistance. An extensive search was carried out in the area and three missing fishing boats were sighted. Fishing boat FVSM 442 along with seven crew onboard were taken under tow by ICG Ship Vivek while fishing boats FVSM 858 and FVSM 850 with seven crew each were taken under tow by ICG Ship Priyadarshini and brought to Visakhapatnam Harbour AM 05 Aug 06. Three sorties were also carried out by IN Helicopter in the area for search of the remaining missing boats. However, all the remaining five boats returned harbour safely.

## Rescue of fishermen off Kerala coast

On 15 Aug 06, information was received by Coast Guard District Headquarters, New Mangalore from port authorities about a fishing boat 'Gift of God' capsized 15 NM West of Kasargod (Kerala). MRSC New Mangalore diverted merchant vessel MV Punita, that was on passage from Haldia to New Mangalore for search and rescue of the fishermen. The vessel reported sighting of a capsized boat and crew afloat in vicinity. All four crew of the fishing boat were rescued and brought to New Mangalore.

## Assistance to grounded vessel MV MAC

At about 1430 hrs on 16 Aug 06 a distress alert was received by MRCC (Port Blair) from unidentified vessel in position 25 nautical miles south of Katchal island in Andaman & Nicobar. As no updates were received after the alert, MRCC (Port Blair) made efforts to ascertain the details of the vessel through database and contacting MRCCs of neighbouring countries i.e. Indonesia, Malaysia and Singapore. However, no details were available. Meanwhile, MV Shakti that sailed from Campbell Bay was diverted for search and rescue assistance. ICG Dornier aircraft was also launched from Port Blair at about 1530 hrs on 17 Aug 06. At about

ICG Dornier aircraft ascertained that the vessel got underway at about 1110 hrs on 15 Jul 06 with adequate propulsion and steerage, under escort of the sister vessel. The successful conduct of the operation provided an opportunity for testing of the systems of coordination and cooperation between the adjacent MRCCs of the neighbouring countries.

## Assistance to grounded fishing vessel Isabel 111

On 16 Jul 06, information was received by MRCC (Mumbai) that fishing vessel Isabel 111 had run aground at about 2030 hrs on 15 Jul 06 off Suheli Par island in Lakshadweep islands. The Seychelles registered vessel with 33 crew onboard was on passage from Oman to Singapore. The Lakshadweep islands administrator was intimated about the situation and requested to render necessary assistance. ICG ship Varuna was also sailed from Kochi at about 1130 hrs on 16 Jul 06 for SAR assistance. ICG Dornier aircraft was launched from Kochi at about 0945 hrs on 16 Jul 06. Lakshadweep administration cargo vessel Cheriyaam was also sailed from Kavaratti with ICG personnel embarked onboard. It was ascertained that the vessel was listing 25 degrees to the starboard (right) and therefore the lifeboat located on port (left) side could not be lowered. The aircraft also sighted all crew abandoning the vessel by jumping into the water with life jackets and swimming ashore. 32 survivors reached Suheli Par island by swimming while one survivor was picked up by an Indian Naval helicopter. The survivors were later airlifted by the helicopter to Kavaratti island and handed over to the local police.



*Aground fishing vessel Isabel 111*

1400 hrs on 17 Aug 06, MV Shakti sighted MV Mac, (flag-Indonesia) aground off Meroe island about 25 nautical miles south of Katchal island. The same was confirmed by ICG Dornier aircraft launched on 18 Aug 06 from Port Blair that reported sighting of approximately 14 persons close to the vessel with three tents rigged ashore. All the 14 crew members were evacuated by IAF helicopter AM 19 Aug 06 .



#### [Rescue of FV Samudra Laxmi](#)

At about 1700 hrs on 16 Aug 2006 ,information was received by ICG District Headquarters at New Mangalore about fishing vessel Samudra Laxmi



reported in distress in position about 1.5 Nautical miles off Mangalore harbour. The vessel

had eight crew onboard. ICG ship Kasturba Gandhi was sailed from New Mangalore at about 1730 hrs on 16 Aug 06 for search and rescue assistance. The ship arrived the area at about 1820 hrs on 16 Aug 06. The weather in the area was extremely bad with strong winds and swell. However, all eight crew were rescued by the ICG ship and taken onboard. The vessel was thereafter taken under tow and brought to New Mangalore.

#### [Asistance to FV Karvil](#)

At about 0730 hrs on 16 Aug 2006, ICG Ship Varuna whilst on patrol intercepted a VHF distress call

from an Indian fishing vessel Karvil experiencing excessive flooding due to underwater hull damage in position about 14 nautical miles west



of Quilon. The vessel had seven crew onboard. The ship immediately approached the vessel for rendering rescue assistance and arrived the area at about 0820 hrs on 16 Aug 06. The damage control party alongwith deflooding equipment was embarked onboard the vessel that brought the flooding under control by temporarily repairing the damaged area. Thereafter, the vessel was towed till three nautical miles off Neendakara harbour and handed over to fishing vessel NK Sons No. 1 at about 1400 hrs on 16 Aug 06, belonging to the same owner.

#### [Assistance to fishing boat RMS Changodi](#)

At about 0845 hrs on 02 Sep 06, ICG ship Naikidevi whilst on patrol sighted one fishing boat – RMS Changodi VOC No. 3419 adrift off Manappad point (Tamilnadu) with five crew onboard. On sighting ICG Ship, the crew waved at the ship to draw attention, as if in distress. ICG ship closed the boat for investigation. On investigation, it was revealed that the boat was disabled due to machinery breakdown since 30 Aug 06 and was without food and water. ICG ship rescued all the five crew and provided them medical, logistic and technical support. However, the boat could not be made operational due to lack of spares and it was decided to tow the boat to Tuticorin. The boat along with all the five crew were towed to Tuticorin and handed over to the local fisheries officials on 02 Sep 06.

#### [Assistance to Jai Chamunda Krupa](#)

On 09 Sep 06, ICG ship C-142 whilst on routine patrol sighted one fishing boat Jai Chamunda Krupa along with four crew onboard adrift due to loss of propeller in position 10 nautical miles off Navibander (Gujarat). The ship approached the disabled boat and took her under tow. The crew was provided food and the boat was brought to Porbandar PM 09 Sep 06.

## Assistance to stranded fishing boats

At about 0820 hrs on 13 Sep 06, information was received from Goa Police by Coast Guard District Headquarters at Goa, about capsizing of two fishing boats off Arambol beach. On receipt of the information, ICG Interceptor Boat C-140 on patrol in area was diverted for rescue assistance. ICG helicopter was also launched at about 0855 hrs on 13 Sep 06 from Goa for coordinated search and rescue operation. ICG Helicopter arrived area at about 0910 hrs on 13 Sep 06. The boats were found to be stranded in rocky area with six crew in each boat frantically waiving for assistance. The Coast Guard diver was lowered from helicopter on one boat with mobile phone for communicating with the other boat for moving to safe waters. The boats were guided towards safe waters with the assistance of the helicopter.

## Assistance to capsized boat Maa Kamla

At about 1725 hrs on 21 Sep 06, information was received by Coast Guard District Headquarters at Haldia(West Bengal) about capsizing of one ferry boat Maa Kamla between Nayachara Island and Kulpi. The vessel was reportedly ferrying personnel from Kulpi to Khajuri. ICG Hovercraft H-186 was immediately sailed from Haldia at 1735 hrs for rendering rescue assistance. The weather in the area was very rough with strong winds and heavy rains resulting in poor visibility. However, the hovercraft arrived the area and rescued 74 personnel including two children floating in water near the incident site. The partially capsized trawler was located and four more survivors trapped in vicinity were also rescued. The rescued personnel were provided first-aid/food and brought to Haldia. It was also ascertained later that eight more survivors had reached ashore by swimming.



## **MEDICAL EVACUATION**

### MV Seabourn Spirit

On 15 Apr 06, a request was received by Maritime Rescue Coordination Centre (Mumbai) from the shipping agents in Mumbai M/s JM Baxi & Co. for medical evacuation of one crew of MV Seabourn Spirit in position 117 nautical miles south of Porbandar. The patient had suffered a heart attack. ICG ship C-141 with medical officer embarked was sailed immediately from Porbandar and effected R/V with MV Seabourn Spirit. The patient was provided the required first aid and brought to Porbandar .

### MV Tiger Spirit

A request was received by Coast Guard District Headquarters at Halida from M/s Bengal Tiger Line India Pvt. Ltd., Kolkata on 01 May 06 for medical evacuation of one Romanian crew onboard MV Tiger Spirit in position 44 nautical miles southeast of Sagar Island(Haldia). The patient was reported to have low blood pressure with severe vomiting. ICG ship Sucheta Kripalani on patrol in the area was diverted for medical evacuation. The ship arrived area PM 01 May 06 and transferred the patient onboard. The patient was brought to Haldia for further treatment.

### MV Europa

A request was received by Maritime Rescue Coordination Centre (Mumbai) from the passenger liner MV Europa, transiting from Kochi to Mumbai on 02 May 06 for medical evacuation of one German crew, Mr Hausdorf Michael who had suffered brain stroke off Agatti island (Lakshadweep Islands). Immediately, ICG



Dornier aircraft was launched from Kochi on 02 May 06. Meanwhile, the vessel was advised to transfer the patient along with a medical attendant to Agatti airport. Thereafter, the patient was airlifted from Agatti island to Kochi for immediate medical treatment.

### RV Professor Kurentsov

On 05 May 06, a request was received by MRCC (Chennai) from M/s Bakshi & Company, Chennai for medical evacuation of one Russian crew member from research vessel Professor Kurentsov in position about 180 nautical miles north east of Port Blair. The patient, Mr Kurochkin Vetary (44 yrs) had injured his right hand that was severely infected. ICG ship Kanaklata Barua was sailed from Port Blair and effected R/V with the vessel AM 06 May 06. The patient was transferred onboard and brought to Port Blair.

### MV Atsuta

On 08 Jul 06 at 1730 hrs, a request was received by Maritime Rescue Coordination Centre (Mumbai) from a Panama registered vessel MV Atsuta regarding medical evacuation of the second engineer of the vessel who had reportedly severed four fingers of his right hand while repairing ships engines in position about 225 nautical miles west of Mormugao. The vessel was advised to approach towards Mormugao (Goa). ICG helicopter was launched from Goa on 09 Jul 06 that evacuated the patient and handed over to the local agents.

## **NATURAL CALAMITY/ DISASTER RELIEF**

### Flood relief assistance in Surat

On 08 Aug 06, a request was received by ICG Air Station Daman from Additional District Magistrate, Valsad for a helicopter for flood relief operation in the District of Surat. The incessant heavy rains along with enormous release of water in river Tapti had resulted into a flood like situation in Surat. ICG Helicopter was launched from Daman at about 0950 hrs on 08 Aug 06. It was observed that about 80% of the city was inundated in water from two feet upto fifteen feet in depth. The helicopter was launched again at about 1425 hrs



and carried out extensive search of the area for any requirement for evacuation of stranded persons. Five persons including two children were evacuated and transferred to safer locations. As the situation worsened, ICG was requested to provide more assets. Accordingly, a total of three helicopters were provided by ICG for rescue and relief operations while one diving team along with gemini boat was also positioned for relief assistance with state administration. The ICG was instrumental in saving 17 lives and air dropping/ distribution of a large number of food packets and other relief materials in the affected areas.

### Flood Relief Operation in Paradip

The Collector of Jagat Singhpur (Orissa) contacted Coast Guard District Headquarters at Paradip (Orissa) PM 31 Aug and sought ICG assistance in view



of the rising level of water in the Hirakud dam as it was intended to release 11 lakh cusecs of water into Mahanadi river. It was feared that the low lying areas adjoining Mahanadi river were likely to get inundated. ICG mobilised its rescue team along with gemini boat to the site for assistance to the civic authority AM 01 Sep 06 and also carried out aerial assessment of flood



situation by Dornier aircraft PM 02 Sep 06. It was observed that areas adjoining Mahanadi river were inundated and the approach roads were completely submerged under water. Meanwhile, ICG Ship Vivek with helicopter was also positioned at Paradip AM 03 Sep 06 for augmenting relief operations. ICG team along with a bowser of potable water was deployed in six villages of Kendrapada district while four medical teams were set up along with essential medicines to prevent outbreak of water borne diseases.

### Assistance to fishing boats in cyclonic weather

On 28 Oct 06, Fisheries Authorities of Tamil Nadu and Pondicherry intimated ICG Regional Headquarters (East) at Chennai about 66 FRP fishing boats missing off Nagapattinam since 26 Oct 06 and four FRP fishing boats missing since 28 Oct 06 due to the prevailing cyclonic weather. ICG deployed ships and aircraft for coordinating necessary assistance. ICG ship Habbah Khatun rescued two fishing boats Ananthpur and Rot FVF with three crew each onboard on 28 Oct 06. One abandoned boat was also located on 29 Oct 06. Fishing boat T Sanjay was also located toppled in water along with three survivors by ICG ship Habbah Khatun. The survivors were taken onboard the ICG ship and were handed over to Nagapattinam fisheries authority. The area was extensively searched by the ICG ships that resulted in safe return of all boats except one to their respective harbours.

## **INTERNATIONAL COOPERATION**

### Visit of Special Advisor to CEO, U.K. MCA

Mr. Scott Russell, Special Advisor to CEO, U.K. MCA visited India from 15-18 May 06 for interaction with ICG. During his interaction, he visited CGHQ, MRCC(CH), MRCC(MB) and PRT (West) and held discussions on the cooperation between the two organisations. The visit strengthened the existing relationship between ICG and U.K., MCA.

### Visit of ICG Ship to Kenya and French Reunion

ICG Ship Sarang visited Mombassa (Kenya) from 02 – 06 Jun 2006 and carried out exercises on Search

& Rescue (SAR) with the local agencies. This was the first interaction between Indian Coast Guard and Kenya SAR coordinating authorities. The ship also visited French Reunion from 11-13 Jun 2006.

### Visit of Project Coordinator, ReCAAP ISC

Lieutenant Colonel (LTC) (NS) Nicholas Teo, Project Coordinator for the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against ships in Asia (ReCAAP) programme at the Singapore Information Sharing Centre (ISC) visited CGHQ on 22 Jun 06 to establish a link up with ICG and update the progress of the ReCAAP as ICG has been designated as the focal point within India. The officer was accompanied by Lt. Cdr Kishida Takeshi, Japan Coast Guard. During the interaction, the schedule of activities for operationalisation/activation of ISC and formation of Governing Council were discussed.

### Joint exercises between Indian Coast Guard and Korea Coast Guard

Korea Coast Guard Ship visited Chennai in end Jun 06 for joint exercises with Indian Coast Guard on issues related to search and rescue, pollution response, maritime law enforcement and disaster management. The exercises were overseen by the Commissioner General Korea Coast Guard at Chennai. He also held high level discussions with Director General Indian Coast Guard at New Delhi. The joint exercises enhanced the interoperability between the two Coast Guards. The high level interactions at New Delhi identified the areas of common interest and explored feasibility of having a mutual agreement on search and rescue, pollution response and other related Coast Guard activities for strengthening the ties between the two



C o a s t  
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## Visit of Japan Coast Guard Training Ship to Kochi

Japan Coast Guard Training ship Kojima visited Kochi port between 23 - 25 Jul 06 as part of their ocean training cruise 2006 programme. During the visit, interaction with CG authorities at Coast Guard Training Centre at Kochi was also organised. The interactions mainly revolved around enhancement of academic



knowledge of the trainees of the two Coast Guards.

## China Rescue and Salvage Conference

Rescue & Salvage Bureau, Ministry of Communication, Peoples Republic of China organised International Rescue & Salvage Conference 2006 at Kunming (China) from 04 Sep to 06 Sep 06. The Conference was attended by a number of delegates from various countries representing governmental & non – governmental organisations. It provided a platform to communicate & share thoughts on the technical development in the field of SAR, Salvage etc. and major operations. It also included a product show related to SAR, life saving, salvage & maritime environment protection. DIG Sharad Mantri from Indian Coast Guard also attended the conference and gave a presentation on the SAR organisation in India & role of Indian Coast Guard in coordinating Maritime SAR.

## IMO Meeting on the Straits of Malacca at Kuala Lumpur

The Second Meeting on the issue of 'Enhancing Safety, Security and Environmental Protection in the Straits of Malacca & Singapore' was organized by IMO from 18-20 Sep 06 at Kuala Lumpur. An Indian delegation led by IG SPS Basra, YSM, PTM, TM. Deputy Director General, ICG and comprising representatives from Ministry of Shipping and Indian Navy participated in the meeting. During the meeting the assistance/contribution by the users states/international community for capacity building of littoral states was discussed. Six projects have been identified and proposed by the littoral

concerning safety of navigation and environment protection in the straits of Malacca and Singapore.

## **ONLINE REGISTRATION OF ELT/PLB/EPIRB**

A website (<http://inmcc.istrac.org>) has been created by Indian Mission Control Centre (INMCC), Bangalore which has commenced web based beacon registration w.e.f 15 Aug 2006. The registration of ELTs/PLBs/EPIRBs is compulsory as per national and international requirements (ICAO/IMO/DG Shipping/DG Civil Aviation). INMCC has standardised the beacon (ELT/EPIRB/PLB) registration format as per the international requirements, and made it available online for the users.

**Procedure for registration** On home page, you will find under login "New User". Go to this and join as new user by providing all the required details. After you finish this, INMCC will receive your profile to authorize you as registered user, and will provide you username and password by email. After receiving the username/password, please change password of your choice using an option provided in the software after log-in.

After registering with INMCC, you can register/deregister your beacon or update the existing information directly using On line Beacon Registration Facility. **Most of the existing users and beacons have been registered and made available online. You may access the information and update the data as appropriate.**

Information contained in the beacon registration database is critical to search and rescue operations and to your personal safety. **It is our responsibility to ensure the details are kept up to date as it will help make life-saving job a lot more easier when you most need it.**

*For any clarification, INMCC may be contacted.*

Telephone : 080-2809-4546

Fax : 080-2837-1857

Email : [nks@istrac.org](mailto:nks@istrac.org), [shrivastave.nk@gmail.com](mailto:shrivastave.nk@gmail.com)

# INTERNATIONAL MANAGEMENT CODE FOR THE SAFE OPERATION OF SHIPS AND FOR POLLUTION PREVENTION (ISM CODE)

The International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) was adopted by the IMO as Resolution A.741 (18), in November 1993. It came into force on 1 July 1998 as SOLAS Chapter IX, "Management for the Safe Operation of Ships". The ISM Code provides an international standard for the safe management and operation of ships and for pollution prevention.

The main principles and objectives of the ISM Code are to provide shipping companies and ship managers to develop their own safety management system (SMS) whilst meeting the provisions of ISM Code. The Code imposes no prescriptive measures and takes a holistic view of a Company and the way in which it operates its ships. The main objective of the ISM Code is to ensure safety at sea, prevention of human injury, loss of life and the avoidance of damage to the environment, in particular to the marine environment. The ISM Code requires owners and operators of ships to set in place a safety Management System (SMS). The introduction of a SMS requires a Company to document its management procedures to ensure that conditions, activities and tasks, both ashore and afloat, affecting safety and environment protection, are planned, organized, executed and checked in accordance with legislative and Company requirements. The mandatory application of the ISM Code will help to ensure following:-

- (a) Compliance with mandatory rules and regulations related to the safe operations of ships and protection of the environment.
- (b) The effective implementation and enforcement thereof by Flag State Administration.

The ISM Code authorizes the Company to define the responsibilities and authority of the Master. Article 5.2 states that the Company should ensure that the safety management system on board ship clearly emphasize Masters' authority. The Company should establish in the SMS that the Master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company's assistance as may be necessary. The Code also emphasizes on the proper and necessary qualifications required for the Master and other crew as per the international standards. It also emphasizes on the communication abilities of the crew.

Article 7 and 8 of the Code deals with the development of plans for shipboard operations and emergency preparedness respectively. It clearly states that the Company should establish procedures for the preparation of plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the ship and the prevention of pollution. Various responsibilities and actions should be defined and assigned to qualified personnel. The Company is also required to establish procedures to identify, describe and respond to potential emergency situations. Proper training and exercises are to be conducted regularly. The SMS should also ensure that the Company organization should respond to any eventuality. The Code also lays importance on the proper maintenance of the ship and equipment.

The Code is applicable to all the vessels registered in India. The Government of India in exercise of the powers conferred by Section 457 of the Merchant Shipping Act 1958 (44 of 1958), made Rules called the Merchant Shipping (Management for the Safe Operation of Ships) Rules, 2000 vide a notification 432 (E) dated 12 May 2000. These Rules are applicable to Indian Ships and to Indian shipping companies operating passenger ships including passenger high speed crafts, of any size and oil tankers, chemical tankers, gas carriers, bulk carriers and high speed crafts of 500 gross tonnage or more. These Rules cover all requirements of the ISM Code. Clause 4 'Safety Management System Requirements' of the Merchant Shipping (Management for the Safe Operation of Ships) Rules, 2000, states that every Company shall develop, implement and maintain a Safety Management System approved by the Government, which in India is the Director General of Shipping, and shall include safety and environment protection policy.

Clause 5 of the Merchant Shipping (Management for the Safe Operation of Ships) Rules, 2000 states that the document of compliance shall be issued by the DG Shipping to a Company after an initial verification of compliance of ISM Code by the Auditor which will be valid for five years subject to annual verification by the Auditors. Clause 8 the Rule describe about a Safety Management Certificate (SMC) which is issued by the DG Shipping on verification to a ship when the Auditor verify and establish and implement Safety Management System on board ship. The authorized Auditors for the ISM Code in India are Indian Register of Shipping (IRS), a classification society and Mercantile Marine Department (MMD). The ships prior entering to Indian ports are checked for compliance of various provisions of the Merchant Shipping Act including ISM Code.

*Compiled by : Comdt IS Chauhan*



## **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@vsnl.com](mailto:vprotect@vsnl.com)

[www.indiancoastguard.nic.in](http://www.indiancoastguard.nic.in)

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