

Safe Waters

NEWSLETTER

On Maritime Safety and Security

BIANNUAL

Vol IX Issue 2

October 2009



NATIONAL MARITIME
SEARCH AND RESCUE BOARD



A Publication of the Indian Coast Guard



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



The Safety and Security scenario in the maritime domain has been evolving continuously. The integration of the world economy has increased the dependence on the seas and oceans for trade and commerce for both the developed and developing economies. The strategic geographical location of the Indian peninsula on the main trade route between the east and the west is witnessing a continuous increase in shipping traffic. The implementation of a safety regime under the umbrella of IMO, with proactive approach of the national maritime agencies, and enhanced awareness levels, has certainly reduced the number of incidents for the ships being governed under these provisions. With this, the Indian Coast Guard has also moved a step closer to achieving an effective SAR regime ably supported by all the resource agencies. The resolve and determined approach with priority being accorded towards achieving the common goal of safe seas in the Indian SRR was evident during the VIII National SAR board meeting.

However, concern still remains with respect to the safety of the large number of mechanized and non-mechanized fishing boats operating in Indian waters. Although various measures have been initiated towards addressing the issue, there is an urgent need to inculcate safety consciousness in the boat operators through awareness drives, interaction and establishment of an effective feedback mechanism to further streamline the process. The humane efforts of the fishermen themselves in saving lives at sea cannot be ignored. This was deliberated during the VIII National SAR board meeting and I am pleased to announce the constitution of an ICG Award for the Best SAR efforts by a fishing boat/ fisherman. The maiden award will be presented during the NMSARB meeting in 2010.

The Indian Coast Guard is planning to conduct a National Level Maritime SAR Exercise at Chennai during Feb 2010. Active participation of all the National Search and Rescue Board (NMSARB) members will add to the occasion and strengthen professional bonding further. The exercise will validate the procedures for seamless exchange of information and sharing of operational concepts when responding to Search and Rescue incidents at sea.

I am confident that our combined efforts will ensure safer seas.

VAYAM RAKSHAMAH

(Anil Chopra)
Vice Admiral
Chairman

New Delhi
02 Nov 09

National Maritime Search & Rescue Board

The resurgence of economy world over after the economic recession will invariably witness increase in the volume of shipping traffic in the Indian SRR. It is assured that the Indian Coast Guard is keeping pace by enhancing capabilities commensurate with the ever increasing demand. The missions undertaken and the lives saved during emergencies at sea stand testimony to the concerted efforts of ICG with appreciable support of all resource agencies in the last six months.

The issue of emergency breakdowns, drifting and groundings resulting in SAR situation continues to draw considerable attention of the Coast Guard. The initiative of positioning of Emergency Towing Vessel (ETVs) by the Government for use by DG Shipping and Coast Guard as required is a suitable measure taking into account the considered location of India in maritime world and the ever increasing shipping volume transiting through or destined for South Asia.

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



B Ranjan
Commandant (JG)
Dy Director (SAR)

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SAR NEWS

Assistance to Fishing Boat Somya Chetan

On 07 Jun 09 at about 0010 hrs Maritime Rescue sub Centre(Goa) received an intimation from Police Inspector, Harbour police, Marmugao that fishing boat Somya Chetan with seven crew was adrift due engine breakdown off Goa. The exact position of fishing boat was not known.



Boat under tow by ICG Ship

Coast Guard Ship Kamladevi in area was diverted to assist the disabled fishing boat. At about 1050 hrs ICGS Kamladevi located the fishing boat in position 20 nautical miles North West of Marmugao light. The boat was taken on tow and brought to Marmugao harbour at 1430 hrs, and handed over to the local administration.



"ICGS Kamladevi with FB Somaya Chetan under tow"

Sinking of Mini Trawler – Sai Gita

On 25 Jun 09, at about 0150 hrs, MRSC Vizag received a request from M/s Sagarika Sea Crafts Ltd, Visakhapatnam for search and rescue assistance to sinking Mini Trawler 'Sai Gita' with 09 crew onboard in position 77 nautical miles NE of Visakhapatnam. ICGS Sarang in area was diverted at 0205 h on 25 Jun 09 for SAR operation. The ship arrived datum at 0900 hrs and reported nil contact in the area. Subsequently, CG Helo 804 ex Vizag was launched at 1120 hrs on 25 Jun 09 for SAR mission. MRCC Chennai ascertained that all the nine crew had disembarked into life raft and were rescued by local fishing boats arranged by owner from Bavanapadu village.

SAR of MSVs Khawaja-Al-Kreem & Safina Hussain

On 25 Jun 09, at about 0915 hrs, CGDHQ-1 received a telephonic message from the Secretary, Sailing Vessel Association, Salaya (Gujarat) requesting SAR assistance for two mechanised Indian sailing vessels (Khawaja-AL-Kreem , Regn No. 1254 with 12 crew and Safina Hussain, Regn No. 1256 with 11 crew) drifting in position 27 nautical miles north west of Okha due to engine failure and water ingress in engine room view inclement weather.



"Rescue of crew ex MSV Safina Hussain"

On receipt of information, MRCC (MB) was directed to assume SAR coordination, MRSC Porbandar and ICGS Okha were also simultaneously alerted. ICGS Sangram operating in area was diverted at 0945 hrs for SAR mission. A CG helo ex-Porbandar was promptly launched for search but could not reach datum view inclement weather in area. International SafetyNet (ISN) message was activated for vessel transiting through area to render assistance. Notwithstanding the cyclonic weather conditions ICGS Sangram successfully rescued the 11 crew of MSV Safina Hussain at 1545 hrs when it sank due to excessive flooding. ICGS Sangram continued the search in area for crew of MSV Khawaja-Al-Kreem. Two merchant vessels, MV Kota Harun and MV Mare Caribbean also participated in a co-ordinated search, in response to the ISN message.



"Rescued crew on board ICGS Sangram"

A Coast Guard Dornier from Daman and CG ALH from Porbandar were deployed on 26 Jun 09 to augment the search efforts. Braving the cyclonic weather, the CG ALH carried out search in the low pressure area and sighted the survivors holding on to debris 13 nautical miles west of Okha. The helo vectored ICGS Sangram to the location. ICGS Sangram rescued all the nine crew and provided first aid and food. The twenty rescued crew from both the sailing

vessel MSV Safina Hussain and MSV Khawaja-Al-Kreem were brought to Porbandar and handed over to the local administration at about 1900 hrs on 26 Jun 09.

[Assistance to Police Personnel off Bandra](#)

On 01 Jul 09, the day of inauguration of the Bandra- Worli sea link at about 0700 hrs, Maritime Rescue Coordination Centre Mumbai received a telephone call from Yellow Gate Police Station, Mumbai stating that a police patrol vessel with nine personnel, including four Mumbai police personnel, were in distress near the sea link bridge and requesting Coast Guard for assistance. Coast Guard helo 801 was promptly launched at 0745 h and successfully rescued all stranded personnel from the police launch. The rescued survivors were handed over to the local police at 1000 hrs on 01 Jul 09. It was learnt from the rescued personnel that the boat was returning to base on completion of security coverage of the inaugural ceremony when her propeller was fouled with fishing net. This resulted in engine failure and consequent distress until the Coast Guard reached to their succour.

[Assistance to Sri Lankan fishing boat Dinu Jaya](#)

On 10 Jul 09 at about 1500 hrs, The Dy High Commission of Sri Lanka, Chennai intimated Maritime Rescue Coordination Centre Chennai regarding drifting of Sri Lankan fishing boat 'Dinu Jaya' in position 14 nautical miles south east of Pamban Lt. alongwith 05 crew due to broken shaft. On receipt of the information, Indian Coast Guard Ship Samar in area was diverted at 1545 hrs on 10 Jul 09 to render assistance.

Indian Coast Guard Ship Samar located the boat anchored in position 14 nautical miles south east of



"Rescued Sri Lankan crew of FB Dinu Jaya"

Pamban Lt. at 0640 hrs on 11 Jul 09. Investigation revealed that the boat was drifting since 08 Jul 09 view broken shaft and missing propeller. The



"Rescued crew being handed over to local authorities"

boat was towed to Tuticorin and handed over to fisheries authorities alongwith crew at 2230 hrs on 11 Jul 09.

[Assistance to drowned Personnel - Off Goa](#)

On 16 Jul 09, at about 1350 hrs, Maritime Rescue Sub Centre Goa received a telephone call from Hon'ble Chief Minister Office and IG Police, Goa requesting rescue assistance for three person at

Cabo-de-Rama fort area who fell into the water while fishing from a rock. On receipt of the information, Coast Guard helo was promptly launched at 1410 hrs and the helo successfully rescued one person from at sea. Simultaneously, Naval helo also rescued one more survivor at sea. However it was learnt from the local administration that the third person drowned at sea within 10 -15 minutes of falling at sea and his body recovered by the local police.

Assistance to MV Asian Forest

On 17 Jul 09, at about 1200 hrs, Maritime Rescue Sub Centre (MRSC) New Mangalore received a telephonic message for New Mangalore Port Trust (NMPT) stating that MV Asian Forest was dangerously listing in position 11 nautical miles from Mangalore light and required assistance. The conversation between port control and the listing vessel was monitored by MRSC New Mangalore continuously.



"MV Asian Forest listing dangerously"

Immediately, on receipt of the message, MRSC (NM) diverted Indian Coast Guard Ship Sankalp to render assistance. ICGS Sankalp arrived in area at 1305 hrs and observed that the distressed vessel was listed to starboard side. ICGS Sankalp escorted the



"ICGS Sankalp approaching to rescue MV Asian Forest"

distressed vessel to New Mangalore port and the vessel anchored 06 nautical miles south west of New Mangalore port. When the master confirmed that no further assistance was required ICGS Sankalp was directed to proceed for another mission. Meanwhile MV Asian Forest tried to stabilise the list by flooding its ballast tanks, the vessel listed dangerously by 45 degrees to port.



"ICGS Sankalp recovering survivors from liferaft"

At about 1600 hrs, master decided to abandon the vessel and requested Coast Guard and Port control for assistance. ICGS Sankalp was redirected to proceed at maximum speed to render assistance.

ICGS Sankalp reached the distressed vessel at 1720 hrs and observed that the distressed vessel was listed by 50 degree to port side and the deck was awash. 13 crew of her 18 crew had managed to disembark into the ships life boat and were heading towards Mangalore port. The remaining 05 crew including master of the vessel were rescued by ICGS Sankalp and brought to New Mangalore at 1945 hrs.

Thereafter, MRSC(NM) maintained close liaison with police, district administration and local fishing association until the 13 crew were rescued off old Mangalore port and taken to a local hospital.

MV Asian Forest eventually sank in position 06 nautical miles off New Mangalore at 1340 hrs on 17 Jul 09.

Rescue of Fishing Boat Thank You Jesus

At about 0440 hrs, on 05 Sep 09, Maritime Rescue Coordination Centre Chennai received a distress alert from ISRO Distress Alert Transmitter ID 10114. The Asst Director (Fisheries), Kolachal confirmed that the DAT was fitted on fishing boat "Thank You Jesus" Regn No TN-15/MFB/206 and contact with boat was last established on 04 Sep 09 by the boat operators. It was also confirmed that the



"ICG Ship connecting tow to FB Thank You Jesus "

fishing boat was in distress due to engine failure approximately 09 nautical miles south west of New Mangalore.



"Rescued Crew onboard ICGS Kasturba Gandhi"

On receipt of the information, International Safety Net message was activated by MRCC Mumbai requesting vessels transiting in area to render assistance. Indian Coast Guard Ship Kasturba Gandhi was deployed from New Mangalore at 1130 hrs on 05 Sep 09 for search of the fishing boat. ICGS Kasturba Gandhi reached datum and located the boat at 1320 hrs. The fishing boat had total machinery failure and minor water ingress was leading to flooding in the underwater compartments. The crew were bailing out the water manually as no power was available. The boat was taken under tow by ICGS Kasturba Gandhi and safely brought to New Mangalore by 1930 hrs on 05 Sep 09. The boat along with all eight crew were handed over to the fisheries authority.

Assistance to MV Black Rose

At about 1916 hrs on 09 Sep 09, Maritime Rescue Sub Centre (MRSC) Paradip received information from Paradip port control that the Mongolian registered vessel "MV Black Rose" with 27 crew is sinking 04 nautical miles south west off Paradip, Orissa.

Indian Coast Guard Ship Raziya Sultana sailed immediately at about 2030 hrs on 09 Sep 09 for SAR in coordination with vessels from Paradip Port Trust. 26 Crew were rescued with assistance from Port pilot launch and tugs.



"MV Black Rose"

One crew member, the Chief Engineer, remained missing as he was believed to be trapped inside the sunken vessel. He was later recovered by divers from the machinery compartment of the sunken vessel.



"MV Black Rose after capsized"

MEDICAL EVACUATION

MV Havi Ocean

On 03 May 09, at about 1035 hrs, Maritime Rescue Coordination Centre Chennai received a request from JRCC Stavanger (Norway) regarding medical evacuation of one crew from MV Havi Ocean, who fell down onboard and was bleeding from his ears.



"Shifting of injured crew ex Havi Ocean"

On receipt of information, MRCC Chennai established communication with the master of the vessel and the Regional Medical Officer provided medical advice over radio. The Master informed that condition of the patient was critical. MRSC Kakinada was directed to coordinate for medical evacuation.



"Ships Medical Team imparting first Aid"

The patient was evacuated by a Coast Guard team in presence of Apollo medical team using KSPL tug at 1615 hrs on 03 May 09 and handed over to the local agent M/S JM Bakshi for facilitating further treatment.

Ex LOP Narcondum

On 11 May 09, at about 2100 hrs, Maritime Rescue Coordination Centre Port Blair received a request from Commandant (IRBn), Port Blair regarding medical evacuation of a Sepoy ex LOP Narcondum who was seriously ill due to fever and chest pain. On receipt of information ICGS Akkadevi on routine patrol was diverted for assistance at 2115 hrs on 11 May 09. The patient was evacuated from Narcondum island to Diglipur at 1200 hrs on 12 May 09 and handed over to the local medical team at Diglipur for further treatment.

MV Ocean Trader

On 19 May 09, at about 1205h, Maritime Rescue Coordination Centre Chennai received a request from DG Shipping, Mumbai for medical evacuation of Master of MV Ocean Trader, who had suspected perforation of the stomach (Peritonitis). The position of the vessel at 0600h on 19 May 09 was 180 nautical miles east of Dolphin light (Visakhapatnam). On receipt of information, the vessel was requested to close in to Visakhapatnam at best speed. ICGS Vivek was kept at short notice for evacuation. MRCC Chennai maintained constant communication with the local agent M/s Glory Faith, Visakhapatnam.

MRCC (CH) coordinated the incident and assisted the local agent to hire the twin-engine helo from M/s Heligo Company Visakhapatnam for expeditious Medical evacuation. The chartered helicopter took off from Visakhapatnam at 1530 hrs and evacuated the



"MV Ocean Trader off Vizag"

patient from the vessel MV Ocean Trader at 1605 hrs on 19 May 09, at a distance of 50 nautical miles from Visakhapatnam harbour.

MT Mariann

On 21 May 09, at about 1930 hrs, Indian Coast Guard has received information from Master of MT Mariann in position 97 Miles south of Kochi regarding medical evacuation of one seaman, who was experiencing difficulty in breathing.

On receipt of information, the vessel was requested to close in to Kochi with maximum speed. MRSC Kochi coordinated the medical evacuation and assisted the local agent, M/S Adsteam agencies (Kochi) for hiring of Tug from BPCL and necessary clearances from immigration.

At 2330 hrs, MRSC (Kochi) contacted the vessel on VHF to ascertain the condition of the patient. The ship informed that the condition of the patient was stable. The vessel was advised to close Kochi view unfavorable sea condition and heavy swell. Tug Shiv hired by the local agent departed Kochi on 21 May 09 at about 2345 hrs with a Doctor onboard. Meanwhile, the ship arrived off Kochi at 0015 hrs on

Coast Guard Regional Headquarters accordingly directed Coast Guard District Headquarters-10 to



"MT Mariann"

22 May 09 and around 0330 hrs on 22 May the patient was evacuated. The patient was admitted on evacuation to Gautham Hospital, Kochi for further treatment.



"Injured crew being shifted to shore by tug"

LNG Ogun

On 30 Jun 09, at 0900 hrs, Maritime Rescue Coordination Centre Port Blair received an email from M/S NYK LNG Ship Management (UK) Ltd. requesting medical evacuation of one injured crew with incision of his left hand middle finger.

MRCC Port Blair established communication with the vessel and the master apprised of TMAS Rome advice on seeking surgical opinion at nearest port.

coordinate medical evacuation of the injured crew.

Medical and immigration teams boarded LNG Ogun on arrival at Campbell Bay outer anchorage on 01 Jul 09. The injured crew was evacuated at about 0745 hrs and admitted in PHC at Campbell Bay. The injured crew was airlifted to Port Blair by a Pawan Hans helicopter on 02 Jul 09.



"Casualty shifted to Port Blair through Pawan Hans"

MV Ariston

On 30 Jul 09, at about 1309 hrs, Maritime Rescue Coordination Centre Mumbai received an



"MT LNG Ogun"

email from Master MV Ariston enroute to Paradip requesting urgent medical evacuation of Chief Engineer who was suffering from testicles swelling and severe pain in groin area.

On receipt of information MRCC Mumbai intimated MRCC Chennai and MRSC Paradip for coordination. ICGS Ramadevi on patrol in area was diverted by the Commander Coast Guard District No.7 (Orissa), for medical evacuation. ICGS Ramadevi reached the area and evacuated the patient from MV Ariston at about 1705 hrs and provided first aid. Thereafter, the patient was handed over to local agent M/S Peninsula Marine Agency Pvt Ltd at Paradip harbour at 1830 hrs on 30 Jul 09. The patient was treated at Paradip Port Trust Hospital until his condition was stable.

Assistance to MV Dunedin Star

At 1700 hrs on 09 Aug 09, MRSC Kochi received a request for Medical evacuation from the Master of MV Dunedin Star for his 2nd Engineer, who had suffered a cut on his right hand index finger cut. On receipt of information, ICGS Lakshmi Bai was kept standby at short notice at Kochi harbour. MRSC Kochi contacted the vessel and advised her to close Kochi at her best speed. The local agent was informed to make necessary arrangements of tug/boat/helo. The vessel arrived Kochi fairway buoy at 2130 hrs. Cochin Port Trust Tug Shiv hired by the local agent along with requisite medical team evacuated the patient at 2230 hrs on 09 Aug 09. The patient was admitted in Medical Trust Hospital, Kochi for treatment.

PRACTICAL PROBLEMS IN PROSECUTION OF PIRATES

(An update on the present status for prosecuting the Somalian Pirates)

- by Commandant Donny Michael

It has been widely recognized that the Somalian pirates operate in syndicate with well coordinated business plan of highjacking ships, negotiations through high profile firms, taking ransom money and meeting logistical requirement of the pirates, maintenance of fleet and personnel.



"Graphical presentation showing Attempted Hijackings, Hijackings and Success Rate"

The piratical attacks on the merchant ships plying near Gulf of Aden in the past two years is well known and has drawn attention and action from all the security machinery of the world. One of the several problems surrounding modern-day piracy at sea is the difficulty of prosecuting suspects due to definitional dilemma in accordance to international laws, obsolete or nil provisions in the national legislation and jurisdictional anomalies.

The countries which have captured the pirates feel that it is easier to release the apprehended pirates than

to undertake prosecution. The other sources of difficulty that are experienced by countries which captured the pirates is to the attendance of witnesses. These factors may all play a part, but an overriding consideration in many instances of piracy off Somalia is the lack of political will to take appropriate action.

After the involvement of several maritime nations in the maritime patrol in the Gulf of Aden, the countries that captured the Somali pirates include the UK, US, Canada, France, Spain, Russia, India, Sweden, Denmark and Italy. More than 250 suspects are being held, with the largest number in Kenya. However, the number held in dwarfed by the number of suspects who have been captured but released immediately even on the production of evidences like scaling ladders, heavy weapons and spent cartridges on flimsy grounds of non availability of clinching evidences. Some of the convicted pirates and suspects awaiting trial are held in Kenya, the Seychelles, Yemen, Somaliland, Puntland, the Netherlands, France and the US. Kenya features prominently, because it is with Kenya that the UK, the US and the EU separately reached agreement for the prosecution of suspected pirates, superseding earlier adhoc arrangements, in order to avoid bringing captives to trial in their own countries.

Ten Somali pirates captured by the US in 2006 were convicted in Kenya and sentenced to seven years' imprisonment for their involvement in highjacking an Indian Dhow and their capture by the US Naval Cruiser. Their appeals against conviction were dismissed on May 12, 2009 by the Kenyan High Court and if their appeals succeeded, the outcome would have been totally different.

Many international experts had made several complaints on the Kenyan Judicial system, most

importantly on the judicial process for prosecuting the Somali pirates. The complaint often made about the Kenyan criminal justice system is that it is not simply inefficient but is corrupt, which, earlier this month, was among the considerations that led to US Secretary of State Hillary Clinton's announcement that the US would impose sanctions on individuals in Kenya implicated in corruption. A Barrister specializing in controversial cases has stepped forward to provide pro bono services to over 40 suspected Somali pirates on trial in Kenya, arguing that their human rights could be breached on account of inadequacies in the Kenyan Justice system.

The issue of which jurisdiction should try Somalis arrested as a result of piracy incidents has long been controversial. Somalia itself has not had a stable government since 1991, and thus does not have a functioning court system. International law gives flag states of an attacked ship the right to bring those captured as a result to trial, and the US availed itself of this provision after the Maersk Alabama shoot-out earlier this year. Nevertheless, the US, the UK and the EU have all signed prisoner transfer accords with Kenya, which borders Somalia, in exchange for legal and logistical support.



"Pirates march down gangplank- to Kenyan jail"

Nevertheless, against the background of general difficulties in bringing pirates to trial, and some concern about the present ability of the Kenyan legal system to cope with a further influx of suspect, it is not surprising that the idea has emerged of creating an international piracy tribunal, similar to the International Court at the Hague. Among the main proponent of such an idea are the Netherlands and Russia, which has expressed strong reservations about trying pirates in Kenya, and which recently delivered 29 suspected pirates for trial in Yemen.

The Netherlands Ministry of foreign Affairs hosted an informal workshop at the Hague on July 7 to further their aim. They made a rather vague, hybrid proposal involving what they described variously as “Regional Tribunal” and “International Tribunal” etc. There are many artificial attractions attached for trial in an international court, but a close scrutiny reveals that the idea of prosecuting in international court is impractical as it is not a one off case of genocide, war crimes or crime against humanity. Even if they are prosecuted for crimes against humanity, the logistical arrangement for appointment of judges, counsels for the tribunals and bringing witnesses and evidences take a long time to administer, are very expensive to run, and their trials often last for years.

There has been an increase in number of measures being explored by the United Nations Officer on Drugs and Crime as a result of international security and pressure. Some regional solutions are identified and the one that provide some relief is the catchment area for trials among the African and Arab nations which, on 29 January these years in Djibouti, signed a regional code of conduct for repressing piracy. Early signatories to the regional solution were

Djibouti, Ethiopia (the only non-coastal state), Kenya, Madagascar, the Maldives, the Seychelles, Somalia, Tanzania and Yemen. The code of conduct adopted called for participating nations to review their legislation to be sure that adequate laws were in place to criminalize piracy and related crimes, so that there would be a degree of uniformity of treatment of captured pirates.

Another possibility being explored is to make the Somali-constituted court to sit in another country, as did a Scottish court, when dealing with the Lockerbie air disaster, and for convicted pirates to be housed in jails in Puntland and Somaliland, funded and maintained by UN for that purpose. The United Nations Office on Drugs and Crime is presently exploring this option. Some revision of Somali law would be needed, but there would be clear advantages in encouraging Somalia to help solve its own problems in this way, incidentally avoiding the need for an international court in any guise.

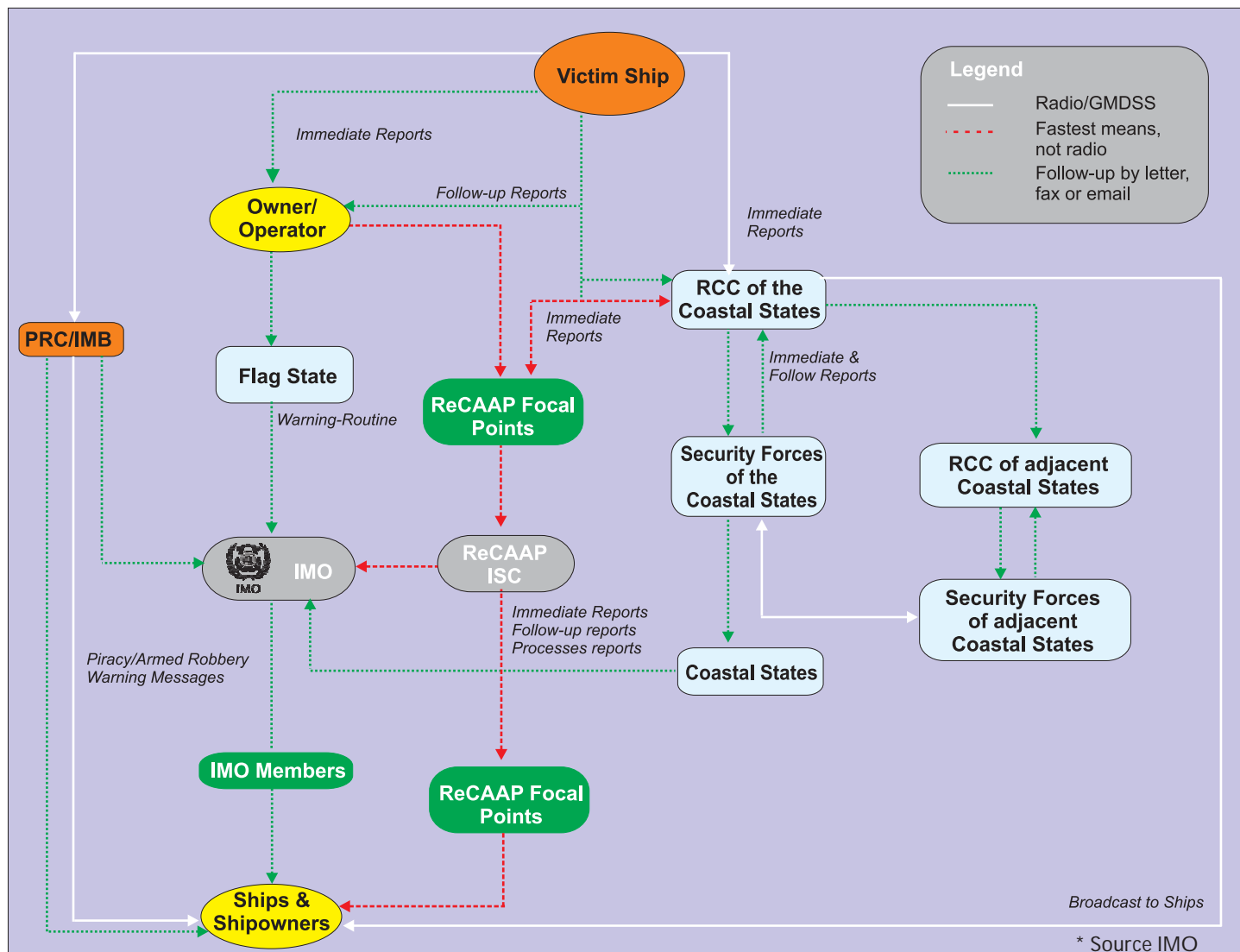


“The United Nations Security Council holds a meeting to discuss the issue of fighting Somali pirates, at the UN Headquarters in New York December 2, 2008”

PIRACY AND ARMED ROBBERY AGAINST SHIPS

The Maritime Safety Committee, at its 86th session (27 May to 05 Jun 2009) has reviewed MSC/Circ. 662/Rev1 (Recommendations of Governments for preventing and suppressing piracy and armed robbery against ships) and MSC/Circ. 623/Rev 3 (Guidance to ship owners and ship operators, ship masters and crew for suppressing acts of piracy and armed robbery against ships) by MSC.1/Circ.1333 and MSC.1/Circ. 1334 respectively.

The flow diagram for reporting incidents of Piracy and Armed Robbery Against Ships in Asia is as shown below.*



Notes :

1. In the Asian region, the RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points (FPs). These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. Coastal States (in the context of this addendum) refer only to those who are Contracting Parties to the ReCAAP.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.



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