



भारत सरकार/ GOVERNMENT OF INDIA  
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
नौवहन महानिदेशालय, मुंबई  
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

**DIRECTORATE GENERAL OF SHIPPING  
STANDARD OPERATING PROCEDURES  
TO HANDLE MARINE CASUALTY  
2021**

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## **1. Introduction**

Indian waters, including the EEZ serves as one of the busiest shipping routes in the world. A large number of vessels, of different types, ages, nationalities, laden with wide range of cargoes, some of which are hazardous in nature, traverse the area 24x7 daily. In addition, the domestic coastal ships, offshore vessels, fishing vessels, inland vessels, etc. add to the existing global traffic in the area. It may also be noted that around 95% of India's foreign trade by volume and about 70% by value is sea-borne. All this poses a multi-fold risk in Indian waters, which is not only due to high traffic density but also due to the increasingly complex nature of ships and the cargoes in the area. Hence it becomes imperative, that in case of any marine casualty swift and appropriate action is taken to ensure damage and/or loss to life, property and environment due to the casualty is minimised.

The SOP entailed below are concise and clear instructions which need to be followed under the circumstances to ensure that all stakeholders are informed in due time and loss due to the casualty is minimised.

## **2. Background**

Section 358 of Merchant Shipping Act, 1958 as amended, defines a 'shipping casualty' as, when on or near the coasts of India, any ship is lost, abandoned, stranded or materially damaged; or on or near the coasts of India, any ship causes loss or material damage to any other ship; or any loss of life ensues by reason of any casualty happening to or on board any ship on or near the coasts of India; or in any place, any such loss, abandonment, stranding, material damage or casualty as above mentioned occurs to or on board any Indian ship, and any competent witness thereof is found in India; or any Indian ship is lost or is supposed to have been lost, and any evidence is obtainable in India as to the circumstances under which she proceeded to sea or was last heard of.

The casualty investigation code defines 'marine casualty' as an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship i.e death of, or serious injury to, a person; or loss of a person from a ship; or loss, presumed loss or abandonment of a ship; or material damage to a ship; or stranding or disabling of a ship, or the involvement of a ship in a collision; or material damage to marine

infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships. However, a marine casualty does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

Hence, one of the most important aspect in any marine casualty is the place of occurrence of the marine casualty, as action required would vary depending upon the place of occurrence of the casualty. This SOP identifies different jurisdictions under difference circumstances depending upon the place of occurrence of the casualty, and identifies specific actions which are required to be taken under those circumstances.

This SOP identifies ‘marine casualty’ basis if it has happened on ‘Indian Flag vessels’ or ‘Foreign Flag vessel’; and if it was in ‘Indian waters’ or ‘Outside Indian water’; and if the casualty was accidental or non-accidental. For ease of understanding, Please refer to Section 4 for the flow charts.

Section 5 of the SOP lists the action required to be taken at ‘DG Comm Centre’ under different conditions and also entails officer responsible for specific actions where necessary. There after sections lists actions required to be taken by the specific officers.

### **3. Receipt of information regarding Casualty**

‘DG Comm Centre’ is manned 24x7 and is the first point of contact in case of any marine casualty involving ‘Indian vessel’ or ‘any vessel in Indian waters’ or ‘any Indian national’. Casualty information may be received from different sources such as Ship owner, Ship Manager, RPSL, Agent, Master, Crew, Port Authorities, Foreign Flag Administration, Families of crew, and other Public Authorities such as Navy, Coast Guard, Customs.

## 4. Flow Charts

### 4.1 To determine the required action:

Below flow chart represents action to be taken in case of a casualty under different circumstances such as flag of the vessel, place where the casualty has occurred and the type of the casualty.

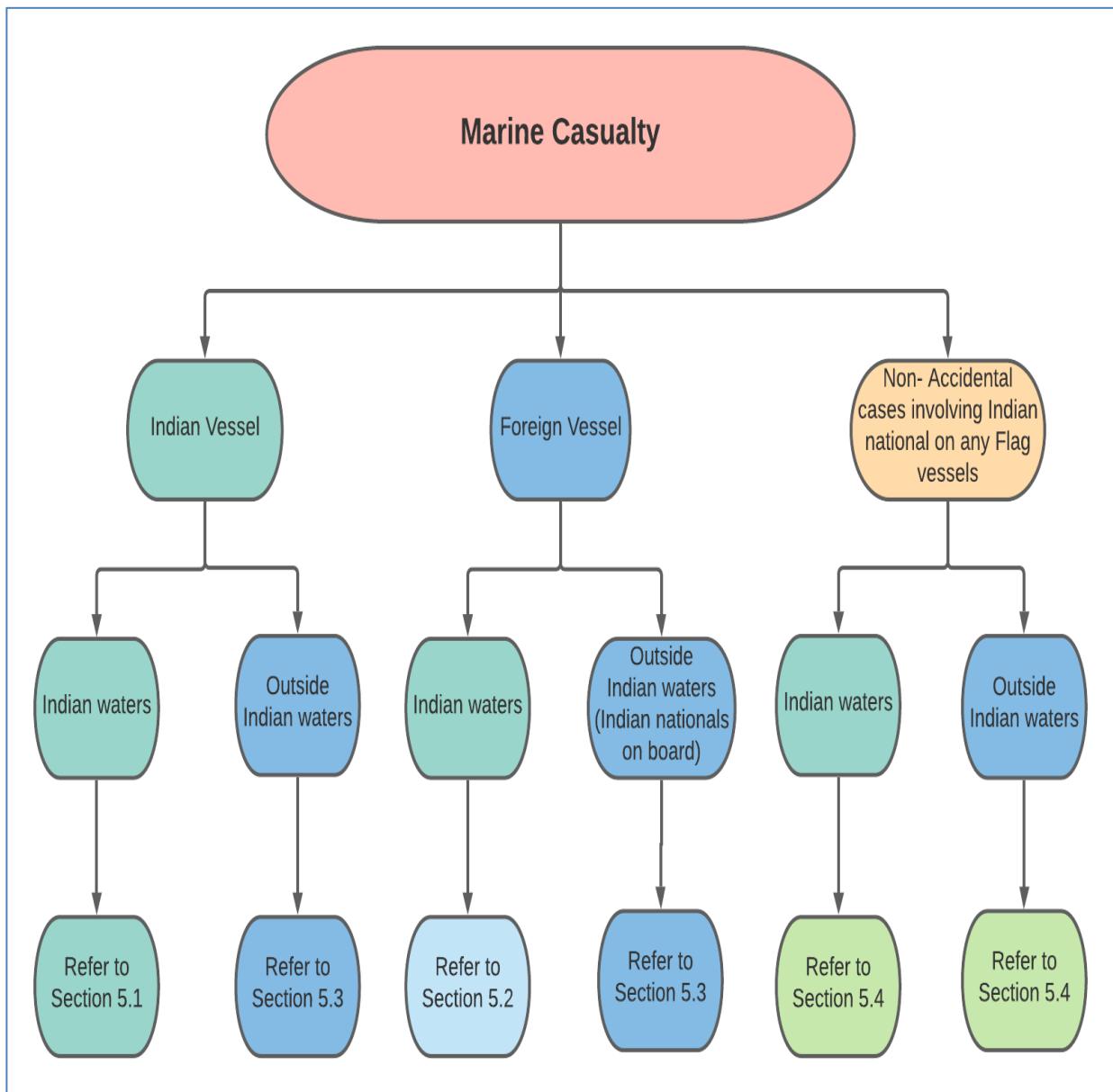


Figure 1 - Flow chart to determine action required

## 4.2 To illustrate the flow of communication

The flow chart shows the different stakeholders who need to be communicated with under different circumstances of the casualty. Actual contact would be determined as per the applicable section of this SOP.

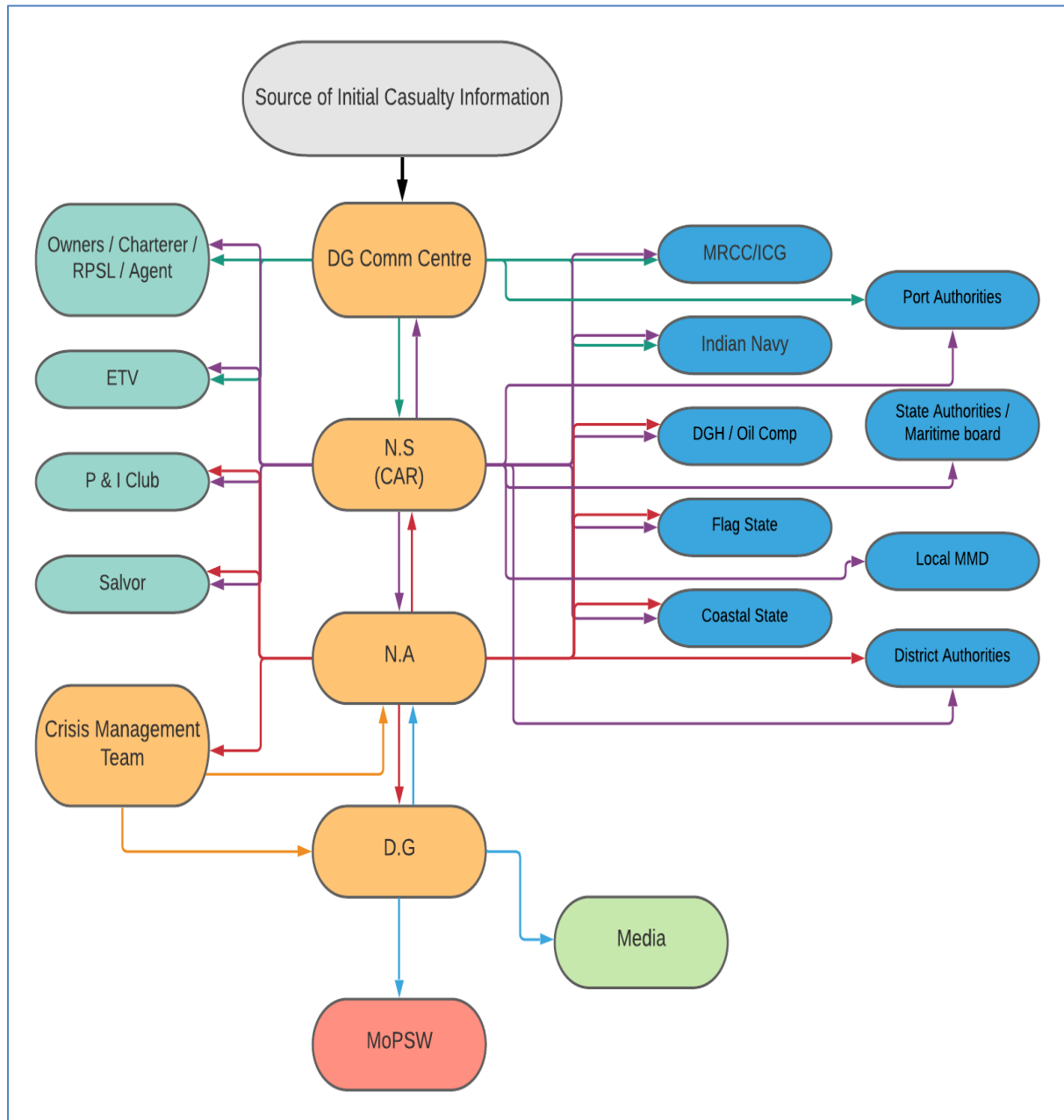


Figure 2 - Flow chart to show communication flow

## **5. Action of D.G Comm Centre and/or L.R.I.T**

### **5.1 In case of casualty involving ‘Indian Flag vessel(s) in Indian waters’**

- 5.1.1 Inform N.A and N.S (Casualty & Response) by phone.
- 5.1.2 Send ‘first information report’ for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the ‘**online casualty module**’ and also to complete the details of the incident, and sent back the dully completed form to ‘DG Comm Centre’ by email. [email ID – [dgcommcentre-dgs@nic.in](mailto:dgcommcentre-dgs@nic.in)]
- 5.1.3 Intimate the nearest MRCC.
- 5.1.4 Under the directions of N.S (Casualty and Response), mobilise ETV and/or keep at strategic location as required by the circumstances.
- 5.1.5 Port Authority (if nearby or within Port limits) to be informed to mobilise resources for rendering assistance if possible.
- 5.1.6 Identify vessels nearby the casualty and forward to the MRCC, for requesting the vessels to render assistance as required.
- 5.1.7 Owners and Charterers to be informed of the status and ask them to mobilise resources for rendering assistance.
- 5.1.8 Inform maritime board/ state authorities regarding the incident and request then to provide assistance if possible.
- 5.1.9 To confirm with MRCC as applicable, Navigation Warning through NHO or ISN (International Safety Net) through Coast Guard has been issued.
- 5.1.10 Govt. Authorities (as applicable) to be notified of the developing situation as per Contact and Escalation matrix, which is attached as Annex 1.
- 5.1.11 To coordinate with jurisdictional MMD’s and all concerned sources to obtain regular updates and status of the casualty.
- 5.1.12 To gather all relevant details from the Owners / Charterers / Agents etc.



- 5.1.13 Draft SITREP and forward to N.S (Casualty and Response) for further processing.
- 5.1.14 In case of Oil/Chemical pollution coordinate with relevant Authorities including ICG, Port Authorities and all concerned to take immediate action to minimise pollution.
- 5.1.15 Under directions of N.S (Casualty and Response), issue Notice under Sections 356(J) and/or 356(K) of the Merchant Shipping Act 1958 as amended, to all concerned (owner, charterers, agents, master, etc). Refer to Annex 3 and 4 for the format of the notice.
- 5.1.16 In case of oil pollution incident, which is likely to impact neighbouring countries, under the directions of N.S (Casualty and Response) and with approval of Director General of Shipping, inform the authorities of the neighbouring countries regarding the incident.
- 5.1.17 Under directions of N.S (Casualty and Response), as applicable issue instructions to P.O of the jurisdictional MMD to conduct 'Preliminary Inquiry' (P.I) into the incident as per section 359 of the Merchant Shipping Act 1958 as amended.
- 5.1.18 To contact Collectorate's office or the S.P's office in case any help is needed from local administration for performing required functions at the site.
- 5.1.19 To keep log of all activities including transmission and receipt of messages in chronological order with time stamps, so as to be able to re-create incident using the data logged.
- 5.1.20 To have the companies update the incident status / information on the 'online casualty reporting module' including the subsequent updates.
- 5.1.21 Update and close the incident in 'online casualty reporting module'
- 5.1.22 All message pertaining to incident to be forwarded to N.S (Casualty and Response) and N.A
- 5.1.23 To report to and take instructions from N.S (Casualty and Response) at all times

## 5.2 In case of casualty involving ‘Foreign Flag vessel in Indian waters’

- 5.2.1 Inform N.A and N.S (Casualty & Response) by phone.
- 5.2.2 Send ‘first information report’ for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the ‘**online casualty module**’ and also to complete the details of the incident, and sent back the dully completed form to ‘DG Comm Centre’ by email. [email ID – [dgcommcentre-dgs@nic.in](mailto:dgcommcentre-dgs@nic.in)]
- 5.2.3 Intimate the nearest MRCC.
- 5.2.4 Under the directions of N.S (Casualty and Response), mobilise ETV and/or keep at strategic location as required by the circumstances.
- 5.2.5 Port Authority (if nearby or within Port limits) to be informed to mobilise resources for rendering assistance if possible.
- 5.2.6 Using RPSL Module of DGS e-governance, ascertain if there are any Indian nationals on board vessel.
- 5.2.7 Identify vessels nearby the casualty and forward to the MRCC, for requesting the vessels to render assistance as required.
- 5.2.8 Owners, Charterers, RPSL, Agents to be informed of the status and ask them to mobilise resources for rendering assistance.
- 5.2.9 Inform maritime board/ state authorities regarding the incident and request then to provide assistance if possible.
- 5.2.10 To confirm with MRCC as applicable, Navigation Warning through NHO or ISN (International Safety Net) through Coast Guard has been issued.
- 5.2.11 Govt. Authorities (as applicable) to be notified of the developing situation as per Contact and Escalation matrix, which is attached as Annex 1.
- 5.2.12 To coordinate with jurisdictional MMD’s and all concerned sources to obtain regular updates and status of the casualty

- 5.2.13 To gather all relevant details from the Owners / Charterers / Agents, RPSL, etc.
- 5.2.14 Draft SITREP and forward to N.S (Casualty and Response) for further processing.
- 5.2.15 In case of Oil/Chemical pollution coordinate with relevant Authorities including ICG, Port Authorities and all concerned to take immediate action to minimise pollution.
- 5.2.16 Under directions of N.S (Casualty and Response), intimate Flag State of the vessel regarding the casualty.
- 5.2.17 Under directions of N.S (Casualty and Response), issue Notice under Sections 356(J) and/or 356(K) of the Merchant Shipping Act 1958 as amended, to all concerned (owner, charterers, agents, master, etc). Refer to Annex 3 and 4 for the format of the notice.
- 5.2.18 In case of oil pollution incident, which is likely to impact neighbouring countries, under the directions of N.S (Casualty and Response) and with approval of Director General of Shipping, inform the authorities of the neighbouring countries regarding the incident.
- 5.2.19 Under directions of N.S (Casualty and Response), as applicable issue instructions to P.O of the jurisdictional MMD to conduct 'Preliminary Inquiry' (P.I) into the incident as per section 359 of the Merchant Shipping Act 1958 as amended.
- 5.2.20 To contact Collectorate's office or the S.P's office in case any help is needed from local administration for performing required functions at the site.
- 5.2.21 To keep log of all activities including transmission and receipt of messages in chronological order with time stamps, so as to be able to re-create incident using the data logged.
- 5.2.22 To have the companies update the incident status / information on the 'online casualty reporting module' including the subsequent updates.
- 5.2.23 Update and close the incident in 'online casualty reporting module'
- 5.2.24 All message pertaining to incident to be forwarded to N.S (Casualty and Response) and N.A
- 5.2.25 To report to and take instructions from N.S (Casualty and Response) at all times.

### **5.3 In case of casualty of Indian Flag vessel outside Indian waters or Foreign Flag vessel with Indian national(s) outside Indian waters**

- 5.3.1 Inform N.A and N.S (Casualty & Response) by phone.
- 5.3.2 Send 'first information report' for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the '**online casualty module**' and also to complete the details of the incident, and sent back the dully completed form to 'DG Comm Centre' by email. [email ID – [dgcommcentre-dgs@nic.in](mailto:dgcommcentre-dgs@nic.in)]
- 5.3.3 Using RPSL Module of DGS e-governance, ascertain if there are any Indian nationals on board vessel.
- 5.3.4 To gather all relevant details from the Owners / Charterers / Agents/ RPSL, etc.
- 5.3.5 Under the directions of N.S (Casualty and Response), contact the Coastal State as applicable, informing regarding the incident and requesting to render assistance as required.
- 5.3.6 Under the directions of N.S (Casualty and Response), contact the Indian High Commission/ Indian Embassy/ Indian Consulate as applicable, informing regarding the incident and requesting to render assistance as required.
- 5.3.7 In case of Foreign Flag vessel with Indian nationals on board, under the directions of N.S (Casualty and Response), contact the Flag State, informing regarding the incident and requesting to mobilise resources for providing necessary assistance and coordinating with other stakeholders in this regard.
- 5.3.8 Under the directions of N.S (Casualty and Response), as applicable contact the Flag State and/or Coastal State informing them that India being the substantially interested state, as per the IMO's Casualty Investigation Code, reserves its right to be part of the safety investigation, and also request for the final draft of the investigation report for comments.
- 5.3.9 To keep log of all activities including transmission and receipt of messages in chronological order with time stamps, so as to be able to re-create incident using the logged data.

- 5.3.10 To have the companies update the incident status / information on the 'online casualty reporting module' including the subsequent updates.
- 5.3.11 Update and close the incident in 'online casualty reporting module'
- 5.3.12 All message pertaining to incident to be forwarded to N.S (Casualty and Response) and N.A
- 5.3.13 To report to and take instructions from N.S (Casualty and Response) at all time

## **5.4 In case of death of an Indian national due sickness or other non – accidental causes**

- 5.4.1 Send ‘first information report’ for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the ‘**online casualty module**’ and also to complete the details of the incident, and sent back the dully completed form to ‘DG Comm Centre’ by email. [email ID – [dgcommcentre-dgs@nic.in](mailto:dgcommcentre-dgs@nic.in)]
- 5.4.2 Inform DDG (Crew), about the incident by Phone.
- 5.4.3 In case of a foreign flag vessel, confirm from the DGS e-governance module the name of the RPSL.
- 5.4.4 In case of occurrence happening on Indian Flag vessels, to confirm instructions from DDG (Crew), and issue notice to the concerned Shipping Master to conduct an inquiry as per Section 452 of the Merchant Shipping Act, 1958, as amended.
- 5.4.5 In case of occurrence happening on foreign flag vessel, to confirm instructions from DDG (Crew), and issue a letter to the concerned Flag State to conduct investigation into the incident.
- 5.4.6 In case of the occurrence happening in Indian waters, inform the local Authorities as applicable for necessary assistance and for the required formalities.
- 5.4.7 In case of occurrence happening in foreign waters, contact the Indian High Commission/ Indian Embassy/ Indian Consulate as applicable, informing regarding the incident and requesting to render assistance as required, and also request to conduct a fact- finding inquiry into the incident.
- 5.4.8 Send all correspondence received to DDG (Crew) and copy same to N.A and N.S (Casualty and Response)

## **6. Crisis Management Team**

Crisis Management Team is headed by D.G(S) and comprises of Nautical Advisor (NA), Chief Surveyor (CS), additional D.G, Chief Ship Surveyor (CSS), NS (Casualty and Response) and DDG (Crew).

- 6.1 Additional resources as deemed necessary by the D.G(S) may be included in the 'crisis management team'. Such as a suitable member from the IRS and/or any other organization as deemed necessary.
- 6.2 To provide technical assistance
- 6.3 To provide advise in regard to the casualty for minimising the damage to life, property and environment.
- 6.4 Assist in coordinating with Authorities and External parties as required
- 6.5 To provide regular updated to MoPSW
- 6.6 To interact with Media

## 7. Annex 1:

**High-Level Committee consisting of DGS, DG-DGH and JS, MoD, held on 22 May 2021 @ 19:00 hrs to improve coordination amongst different Govt.**

**Authorities during response to Storm / Cyclone warnings.**

### **CONTACT POINTS AND ESCALATION LEVELS:**

#### 1. Directorate General of Shipping –

1.	Control Room	D.G Comm Center	022 – 22614646 8657549760 8657549752	<a href="mailto:dgcommcentre-dgs@nic.in">dgcommcentre-dgs@nic.in</a>
2.	First Escalation	Capt. Vikram Singh Manhas	9888890826	<a href="mailto:vikram.manhas@gov.in">vikram.manhas@gov.in</a>
3.	Second Escalation	Capt. K.P Jayakumar	9518788735	<a href="mailto:na-dgs@nic.in">na-dgs@nic.in</a>

#### 2. Indian Navy –

##### 2.1 Head Quarters:

1.	Control Room	MoC Delhi	011 - 21411563	<a href="mailto:dno@navy.gov.in">dno@navy.gov.in</a>
2.	First Escalation	Capt. M.B Dongre	9930640873	<a href="mailto:muralidhardongre@gmail.com">muralidhardongre@gmail.com</a>
3.	Second Escalation	Cmde Alok Ananda	8527088900 011 – 23010100 011 – 23010198 011 – 23011253	<a href="mailto:dno@navy.gov.in">dno@navy.gov.in</a>



### 3. Indian Coast Guard –

#### 3.1 Head Quarters:

1.	Control Room	Ops Centre	011 - 23384934 011 - 23383999	<a href="mailto:dte-ops@indiancoastguard.nic.in">dte-ops@indiancoastguard.nic.in</a>
2.	First Escalation	Duty Staff Officer	011-23384934	<a href="mailto:dte-ops@indiancoastguard.nic.in">dte-ops@indiancoastguard.nic.in</a>
3.	Second Escalation	Comdt Ashok K Bhama	9444409160	<a href="mailto:dte-ops@indiancoastguard.nic.in">dte-ops@indiancoastguard.nic.in</a>

#### 3.2 MRCC Mumbai

1.	Control Room	MRCC	022-24383592	<a href="mailto:mrc-west@indiancoastguard.nic.in">mrc-west@indiancoastguard.nic.in</a>
2.	First Escalation	Comdt S Samale	9497034845	<a href="mailto:mrc-west@indiancoastguard.nic.in">mrc-west@indiancoastguard.nic.in</a>
3.	Second Escalation	DIG T Ashish	8900922220	<a href="mailto:ops-west@indiancoastguard.nic.in">ops-west@indiancoastguard.nic.in</a>

#### 3.3 MRCC Chennai

1.	Control Room	MRCC Chennai	044-25395018	<a href="mailto:mrc-east@indiancoastguard.nic.in">mrc-east@indiancoastguard.nic.in</a>
2.	First Escalation	Comdt BS Kothari, TM	9625557132	<a href="mailto:mrc-east@indiancoastguard.nic.in">mrc-east@indiancoastguard.nic.in</a>
3.	Second Escalation	DIG CD Mohapatra	9650960285	<a href="mailto:ops-east@indiancoastguard.nic.in">ops-east@indiancoastguard.nic.in</a>

### 3.4 MRCC Port Blair

1.	Control Room	MRCC Port Blair	03192-245530 03192-235612	<a href="mailto:mrc-ptb@indiancoastguard.nic.in">mrc-ptb@indiancoastguard.nic.in</a>
2.	First Escalation	Comdt Vivek Sharma	8500635385	<a href="mailto:mrc-ptb@indiancoastguard.nic.in">mrc-ptb@indiancoastguard.nic.in</a>
3.	Second Escalation	DIG Ashish Sinha	9437007536	<a href="mailto:ops-an@indiancoastguard.nic.in">ops-an@indiancoastguard.nic.in</a>

### 4. Directorate General of Hydrocarbons –

1.	Control Room	DGH Control Room	0120-2472000 9821233677	<a href="mailto:cto.dg@dghindia.gov.in">cto.dg@dghindia.gov.in</a>
2.	First Escalation	Mr. D D Roy	9711596835	<a href="mailto:deo.roy@dghindia.gov.in">deo.roy@dghindia.gov.in</a>
3.	Second Escalation	Mr. Anand Gupta	9428331098	<a href="mailto:adgdevelopment@dghindia.gov.in">adgdevelopment@dghindia.gov.in</a>

## 5. ONGC –

### 5.1 West Coast -

1.	Control Room	Vasudhara Control Room	022-26275900 022-26562710	<a href="mailto:vasudhara_vcr@ongc.co.in">vasudhara_vcr@ongc.co.in</a>
2.	First Escalation	R Sundar Iyer Head Offshore Safety	8332996910	<a href="mailto:iyer_sundarr@ongc.co.in">iyer_sundarr@ongc.co.in</a>
3.	Second Escalation	K S Pandey	9868282232 9324398026	<a href="mailto:pandey_ks@ongc.co.in">pandey_ks@ongc.co.in</a>

### 5.2 East Coast -

1.	Control Room	Radio Room Kakinada	0884- 2373004/2373006	<a href="mailto:radiokkd@ongc.co.in">radiokkd@ongc.co.in</a>
2.	First Escalation	P Suresh Babu	9490168104	<a href="mailto:babu_polisetty@ongc.co.in">babu_polisetty@ongc.co.in</a>
3.	Second Escalation	Arvind Morbale	9491069007	<a href="mailto:morbale_a@ongc.co.in">morbale_a@ongc.co.in</a>

## 8. Annex 2

ANNEXURE-1	
FIRST REPORT OF MARINE CASUALTY/ INCIDENT	
To be completed and faxed/ e-mailed to DG Commcentre at the earliest but within 24 hrs. positively <a href="mailto:dgcommcentre-dgs@nic.in">dgcommcentre-dgs@nic.in</a> Tel: +91 22 2261 0606, 2261 4646, Fax: +91 22 2261 3636.	
<b>SHIP/ OWNERS/ CREW DATA</b>	
Name of ship & call-sign	
IMO no.	
Flag	
Official no.	
Registration no. (MSW/ SV)	
Year built/ rebuilt/ conversion	
Classification Society, if applicable	
Type of ship	
GRT	
Summer deadweight	
Loaded/ light condition	
Draft F & A in metres	
Freeboard in metres	
Cargo type & quantity (mention very serious casualty)	
Bunkers: (HFO/ DO/ LO) in metric tonnes	
Name & full style of owners	
Name & full style of Hull & Machinery Underwriters	
Name & full style of P & IC Nb (IG or Non IG Group)	
Whether owned/ leased/ chartered	
Recruitment agency full style & RPS Licence no.	
Master's name & Nationality	
Total crew with nationality (Attach crew list)	
In service/last voyage/ laid up	
<b>SHIPPING CASUALTY DATA</b>	
Last port/ departure date, Next port/ ETA	
Place of casualty: Indian Coast/ EEZ/ Overseas	
Date & time of Casualty	
Location (Latitude Longitude), from nearest landmark	
Port/Sea/Ocean name	
Nature of casualty/ incident & brief details*	
If SAR / Salvage services required, if applicable	
Extent of oil pollution, if applicable	
Weather conditions prevailing (sea, swell, wind, temp, ice etc)	
Tidal current prevailing (LT, H T, rate, +ve/-ve surges etc)	
<b>DETAILS OF SEAFARERS/ PASSENGERS/ SUPERNUMERARIES/ INVOLVED</b>	
No. of deaths/ injuries	
Name/ Nationality of persons involved**	
Date of birth and age	
Rank & date of joining	
P & V other insurance cover for persons applicable	
CDC/ Passport no.	
COC no. & date of issue (if applicable)	
Type of CBA/ Articles of agreement	
Name & full style of next of kin**	
Name of appointed Investigation Officer (if applicable)	
Name & designation of person reporting casualty	
COC no. & date of issue (if applicable)	
Type of CBA/ Articles of agreement	
Name & full style of next of kin**	
Name of appointed Investigation Officer (if applicable)	
Name & designation of person reporting casualty	
Note: * Additional sheet may be used for detailed information	
** If Indian persons involved, full details of persons & next of kin to be furnished.	

**9. Annex 3**

F. No. \_\_\_\_\_

Dated: \_\_\_\_\_

**NOTICE UNDER SECTION 356(J) OF MERCHANT SHIPPING ACT, 1958**

**Sub.:**

Whereas, the vessel \_\_\_\_\_, Official No. \_\_\_\_\_, IMO No. \_\_\_\_\_, Flag \_\_\_\_\_, Owned by \_\_\_\_\_, Address \_\_\_\_\_, which is \_\_\_\_\_, in position Lat \_\_\_\_\_ long \_\_\_\_\_, and is approximately bearing \_\_\_\_\_ deg X \_\_\_\_\_ nm from the \_\_\_\_\_.

And whereas, there is possibility of the escape of oil from the grounded vessel which may cause pollution to Indian waters and Coastline;

Now therefore, under provisions of Section 356(J) of Merchant Shipping Act, 1958, I am directed to inform that the Master, Owner, Agent, Charterer, Managers, and Operator of the vessel are required to take all necessary steps required to prevent pollution of the Indian waters and coastline due to \_\_\_\_\_ of the vessel. The action should include steps for the following:

1. Action for preventing the escape of oil from the vessel;
2. Action for removal of oil from the vessel;
3. Action for removal of the vessel;
4. Action for removal of oil slicks on the surface of sea, if it were to occur; and
5. Action to disperse the oil slicks on the surface of sea, if it were to occur.

This Directorate and the jurisdictional MMD needs to be informed of the actions taken in the matter immediately and regular updates needs to be provided to all concerned Authorities.

This is issued with approval of the \_\_\_\_\_.

Yours faithfully,

(\_\_\_\_\_)

\_\_\_\_\_

**To,**

Master, Owner, Charterer, Agent, Manager, and Operator of the vessel \_\_\_\_\_

**Copy to:**

All concerned Authorities

**10. Annex 4**

F. No. \_\_\_\_\_

Dated: \_\_\_\_\_

**NOTICE UNDER SECTION 356(K) OF MERCHANT SHIPPING ACT, 1958**

**Sub.:**

Whereas, on \_\_\_\_\_, notice under section 356(J) of Merchant Shipping Act (MSA), 1958 was issued to the Master, Owner, Agent, Charterer, Managers, and Operator of the vessel \_\_\_\_\_, Official No. \_\_\_\_\_, IMO No. \_\_\_\_\_, Flag \_\_\_\_\_, Owned by \_\_\_\_\_, Address \_\_\_\_\_, which is \_\_\_\_\_, in position Lat \_\_\_\_\_ long \_\_\_\_\_, and is approximately bearing \_\_\_\_\_ deg X \_\_\_\_\_ nm from the \_\_\_\_\_.

And whereas, it is noted that the aforesaid parties have failed to comply with the above-mentioned order issued under 356(J) of Merchant Shipping Act, 1958.

Now therefore, any expenditure or liability incurred by the Government, for carrying out of directives issued under abovementioned notices issued on \_\_\_\_\_ under 356(J) of Merchant Shipping Act, 1958, shall be a debt due to the Central Government by the person or persons on whom the notice was served and may be recovered from that person, or as the case may be, from all or any of those persons and shall be a charge upon all or any tanker, ship other than a tanker, mobile off-shore installation or off-shore installation of any other type owned by that person or persons which may be detained by the Government until the amount is paid.

This is issued with approval of the \_\_\_\_\_

Yours faithfully,

(\_\_\_\_\_)

\_\_\_\_\_

**To,**

Master, Owner, Charterer, Agent, Manager, and Operator of the vessel \_\_\_\_\_

**Copy to:**

All concerned Authorities