



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

File No.: 28-11/4/2023-NT - DGS

Date: 15.04.2025

DGS ORDER: 02 of 2025

Subject: 'Standard Operating Procedure for Safety and Security for Indian Mechanised Sailing Vessels (2025)' – reg.

Whereas, during the Inter-Ministerial Group of Officers (IMGO) meeting which was held from April 4 to 13, 2017, regarding the armed robbery of the Indian mechanised sailing vessel 'Al Kausar', a decision was made to establish a committee to formulate a comprehensive security and operating plan for the safe operation of Indian sailing vessels on international voyages. The Standard Operating Procedure (SOP) developed in 2018 primarily focused on piracy and armed robbery mitigation.

The previous "Standard Operating Procedure - 2018 (version 0)" was established pursuant to the Directorate General of Shipping Order No. 11 of 2018, dated December 7, 2018, entitled 'Standard Operating Procedure for Operation of Indian Sailing Vessels on International Voyages.'

Whereas due to the evolving maritime security environment, the Ministry of Ports, Shipping and Waterways (MoPSW) constituted a new committee in 2024 comprising of stakeholders involved in the operation, regulation, and security of Mechanised Sailing Vessels (MSVs) to undertake a comprehensive review and update the 2018 SOP.

Whereas the committee meetings and stakeholder consultations were conducted, and the committee recommended the revised SOP which has been titled as "Standard Operating Procedures for Safety & Security of Indian Mechanised Sailing Vessels (2025)".

Whereas the revised SOP has been finalized by the committee and the same has been incorporated into the present order for implementation. The 2025 SOP addresses the current maritime challenges with the aim of enhancing the safety, security and furthermore the preparedness of the MSVs and crew in the evolving global maritime environment.

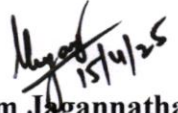
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This SOP supersedes the 2018 version and is applicable from the date of issuance of this order.

The 2025 SOP has been approved by the competent authority and is mandatory to be complied with by all sailing vessels registered under the Merchant Shipping Act, 1958, as amended. Non-compliance of this SOP will result in severe penal action as specified under Part XVI 'Penalties and Procedure' of the Merchant Shipping Act, 1958, as amended.


(Shyam Jagannathan)
Director General of Shipping

Encl: As above.



STANDARD OPERATING PROCEDURES FOR SAFETY & SECURITY OF INDIAN MECHANISED SAILING VESSELS (2025)

सागराः सुपन्थानः सन्तु

DIRECTORATE GENERAL OF SHIPPING
MINISTRY OF PORTS, SHIPPING & WATERWAYS
GOVERNMENT OF INDIA

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

TABLE OF CONTENTS

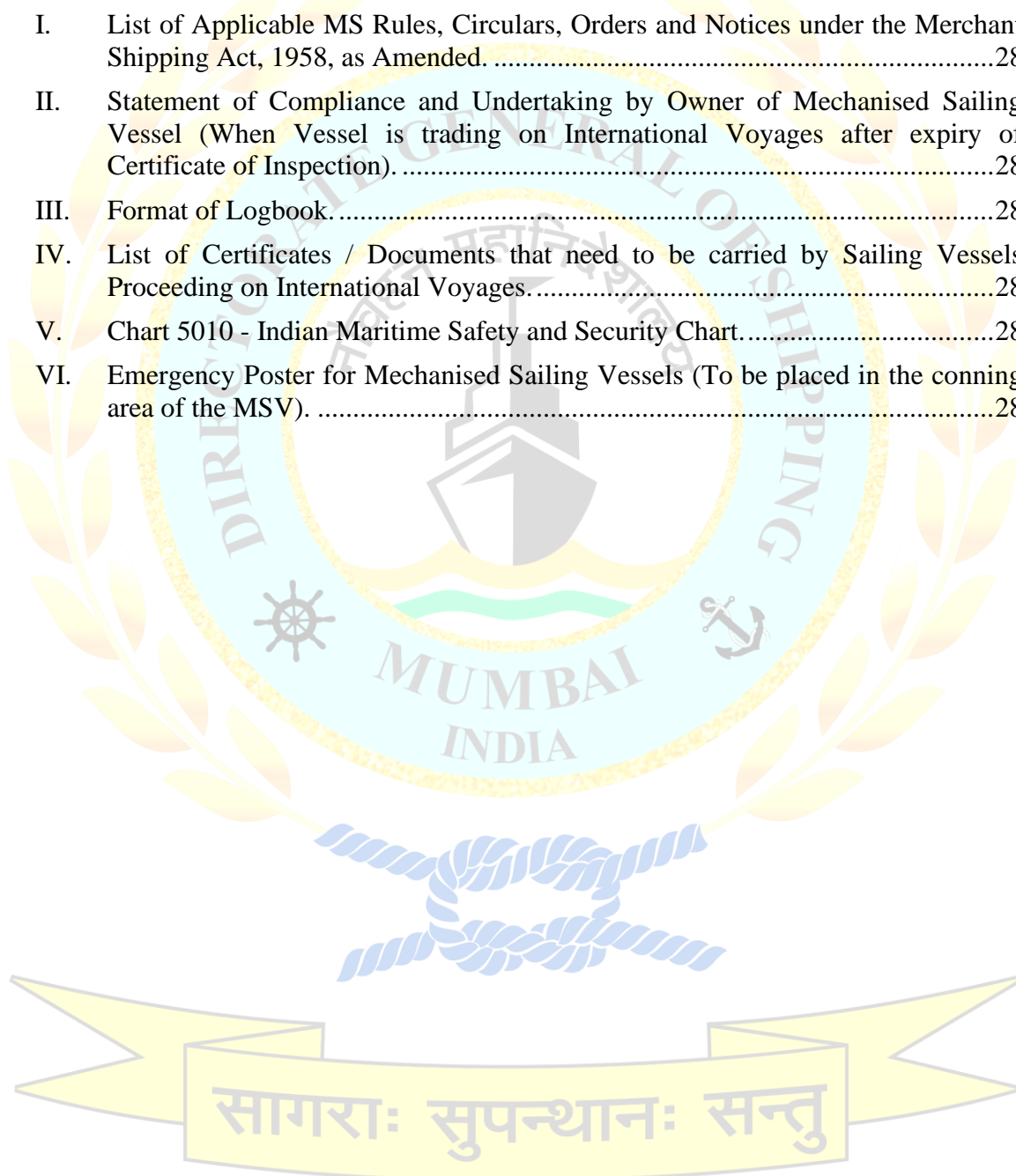
1.	INTRODUCTION	4
1.1.	BACKGROUND	4
1.2.	OBJECTIVE	5
2.	SCOPE & OPERATIONAL RISK ZONES	6
2.1.	SCOPE	6
2.2.	OPERATIONAL RISK ZONES	7
3.	GLOSSARY OF TERMS AND ABBREVIATIONS	8
3.1.	DEFINITIONS	8
3.2.	ABBREVIATIONS	11
4.	STANDARD OPERATING PROCEDURES	12
	GENERAL INSTRUCTIONS	12
4.1.	COMMUNICATION REQUIREMENTS	13
4.1.1.	Position Reports	13
4.1.2.	Pre-Arrival Notification of Security (PANS)	13
4.2.	ACTION TO BE TAKEN BY THE STAKEHOLDERS	15
4.2.1.	Mercantile Marine Department (MMD)	15
4.2.2.	Regional Officer (Sails)	15
4.2.3.	Port Authorities	16
4.2.4.	MSV Owner	16
4.2.5.	Crew of MSV	17
4.2.6.	Sailing Vessel Federations	18
4.2.7.	MMDAC (DGComm Centre)	19
4.3.	PROCEDURES TO BE FOLLOWED IN CASE OF DISTRESS	21
4.4.	PROCEDURES TO BE FOLLOWED DURING A MARITIME SECURITY INCIDENT	22
4.5.	PROCEDURES TO BE FOLLOWED DURING A PIRACY / ARMED ROBBERY ATTACK	23
4.5.1.	MMDAC (DGComm Centre) / IFC-IOR/ MRCC	23
4.5.2.	Owner of MSV	23
4.5.3.	Crew of MSV	24
4.5.4.	Sailing Vessel Federations	25
4.5.5.	Mercantile Marine Department (MMD)	25

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.5.6.	Ministries and Other Agencies.....	25
4.6.	COMMUNICATION PROCEDURES & EQUIPMENT REQUIREMENTS ...	26
4.7.	ADDITIONAL SAFETY MEASURES TO PREVENT PIRACY/ARMED ROBBERY INCIDENTS	27
5.	ANNEXURES	28
I.	List of Applicable MS Rules, Circulars, Orders and Notices under the Merchant Shipping Act, 1958, as Amended.	28
II.	Statement of Compliance and Undertaking by Owner of Mechanised Sailing Vessel (When Vessel is trading on International Voyages after expiry of Certificate of Inspection).	28
III.	Format of Logbook.....	28
IV.	List of Certificates / Documents that need to be carried by Sailing Vessels Proceeding on International Voyages.....	28
V.	Chart 5010 - Indian Maritime Safety and Security Chart.....	28
VI.	Emergency Poster for Mechanised Sailing Vessels (To be placed in the conning area of the MSV).	28



Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

1. INTRODUCTION

1.1. BACKGROUND

1. During an inter-ministerial Group of Officers (IMGO) meeting held from April 4 to 13, 2017, regarding the armed robbery of the Indian mechanised sailing vessel 'Al Kausar', a decision was made to establish a committee to formulate a comprehensive security and operating plan for the safe operation of Indian sailing vessels on international voyages. The Standard Operating Procedure developed in 2018 primarily focused on piracy and armed robbery mitigation. The previous "Standard Operating Procedure - 2018 (version 0)" was established pursuant to the Directorate General of Shipping Order No. 11 of 2018, dated December 7, 2018, entitled 'Standard Operating Procedure for Operation of Indian Sailing Vessels on International Voyages'.
2. In view of the consistently evolving maritime security scenario, the Ministry of Ports, Shipping & Waterways (MoPSW) formed a new committee in 2024 comprising of stakeholders involved in various aspects of Mechanised Sailing Vessels (MSVs) to review and update the same. The revised standard operating procedure is prepared based on the terms of reference of the aforementioned committee.
3. This revision aims to formulate a more robust standard operating procedure aligned with contemporary challenges for safeguarding Indian Flagged MSVs operating worldwide and mitigating potential risks. This new standard operating procedure incorporates relevant elements from the previous version while introducing updated procedures and guidelines to address current maritime security concerns.
4. This document, titled "STANDARD OPERATING PROCEDURES FOR SAFETY & SECURITY OF INDIAN MECHANISED SAILING VESSELS (2025)" hereinafter referred to as "SOP," supersedes the 2018 version and is applicable from the date of issuance of the executive order.
5. The Annexures to this SOP shall be construed as an integral part of this document.

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

1.2. OBJECTIVE

This revised SOP aims to enhance the safety and security of Mechanised Sailing vessels engaged worldwide. The objectives of this SOP are as follows:

1. Establish a comprehensive and up-to-date framework for the safe and secure operation of Mechanised Sailing vessels, addressing current maritime challenges and threats.
2. Provide clear, actionable guidelines for all stakeholders involved in the operation of Mechanised Sailing vessels, which includes vessel owners, operators, Tindal, crew members, and relevant authorities regarding their specific responsibilities in ensuring operational safety and security
3. Outline robust preventive measures and response protocols for potential maritime security threats, with a particular focus on piracy and armed robbery incidents.
4. Specify updated onboard communication equipment and systems requirements to ensure effective and timely communication during emergencies.
5. Define and clarify the permitted operational areas for Mechanised Sailing vessels, considering the latest maritime security assessments.
6. Ensure compliance with current national and international maritime regulations, including the Merchant Shipping Act, 1958, and this SOP.
7. Promote a culture of safety and security awareness among all personnel involved in the operation of Mechanised Sailing vessels.

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सागराः सुपन्थानः सन्तु

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

2. SCOPE & OPERATIONAL RISK ZONES

2.1. SCOPE

1. Sailing Vessel' is defined in accordance with Section 3 (39) of the Merchant Shipping Act, 1958, which states: *“any description of vessel provided with sufficient sail area for navigation under sails alone, whether or not fitted with mechanical means of propulsion and includes a rowing boat or canoe but does not include a pleasure craft”*. **For the purposes of this Standard Operating Procedure (SOP), it's application will be limited to mechanised sailing vessels, commonly referred to as DHOWs and registered in India.**
2. Every mechanised sailing vessel to which this SOP apply shall always carry a copy of the Standard Operating Procedure onboard.
3. Notwithstanding the provisions of Clause 1, this SOP shall not apply to:
 - a) Sailing vessels used for Government non-commercial sailing vessels; or
 - b) Vessels registered under DGS Order 07 of 2016 (Guidelines/instructions for the construction, survey, certification, and operation of pleasure rafts), as amended.
 - c) Rowing boats or canoes.
4. The owner, tindal, and crew of every MSV is subject to this SOP and shall ensure full compliance with all provisions contained herein. Failure to comply with this SOP shall result in penalties as prescribed under the relevant sections of the Merchant Shipping Act, 1958, associated laws and regulations.
5. The competent authority reserves the right to amend, modify, or update this Standard Operating Procedure as deemed necessary to ensure the safety, security and efficient operation of sailing vessels.

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सागराः सुपन्थानः सन्तु

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

2.2. OPERATIONAL RISK ZONES

1. To facilitate the ease of doing business while ensuring the safety and security of MSV's and their seafarers, this SOP adopts a risk-based approach for the identification of Operational Risk Zone(s).
2. An Operational Risk Zone (ORZ) is a designated geographical region where specific risks, such as piracy, armed robbery, or other security threats, may affect the safety, security, and movement of vessels and trade. These zones are identified based on risk assessments to help ensure safe navigation and operations.
3. Now, with the introduction of ORZs, the provision prescribing the "restricted area of operation," as outlined in Section B.2 of the 2018 SOP, is hereby declared redundant and shall be rescinded.
4. MSV's are allowed **to transit through ORZs strictly subject to the implementation of all** appropriate precautionary measures and compliance with the safety and security guidelines issued in this SOP or any future Directives issued by the Directorate General of Shipping.
5. For this SOP, **the following region(s) have been identified as ORZ:**
 - **Off the Coast of Somalia**
6. Any modifications to the existing ORZ's or the introduction of new ORZ's for MSV's, shall be duly notified through executive orders issued by the Directorate General of Shipping.

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सागराः सुपन्थानः सन्तु

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

3. GLOSSARY OF TERMS AND ABBREVIATIONS

3.1. DEFINITIONS

1. 'Armed Robbery' is defined under IMO [Resolution A.1025\(26\)](#) (Annex, paragraph 2.2) on IMO's Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery Against Ships, and determines that armed robbery against ships consists of any of the following acts:

(a) *any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea;*

(b) *any act of inciting or of intentionally facilitating an act described above.*

2. 'BMP' means industry 'Best Management Practices Maritime Security' (BMP). The Best Management Practices consolidates previously published regional Best Management Practices documents into a single, comprehensive publication. It focuses on threat and risk management processes addressing globally applicable threats and mitigations, as well as providing references to external sources for up-to-date regional information

3. 'Information Fusion Centre – Indian Ocean Region' (IFC-IOR) is a 24x7 centre operated by the Indian Navy, with a vision of promoting collaborative maritime safety and security. The Centre was formally notified by the International Maritime Organisation (IMO) in April 2019. The Centre functions by collaborating with various national and international partners as well as International Liaison Officers (ILOs). These officers are from multiple countries and are posted in the centre. IFC-IOR promulgates regular security updates, reports, and analysis of incidents, warnings and advisories in the IOR, on a weekly, monthly, quarterly, half-yearly and yearly basis (<https://ifcior.indiannavy.gov.in/>). The centre has also been designated for reporting incidents and coordinating operations with regard to piracy and armed robbery.

4. 'International Maritime Organization' (IMO) is a specialised agency of the United Nations responsible for regulating shipping. The IMO's primary purpose is to develop and maintain a comprehensive regulatory framework for shipping and its remit today includes safety, sustainability, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping.

5. 'Maritime Operation Centres' (MOCs) are the Operation Centers of Indian Navy and are manned 24X7 to assist any vessel in distress in the Indian Ocean Region. MOC

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

(Delhi) is the Op Centre for Naval Headquarters (NHQ), New Delhi. MOC (Mumbai), MOC (Visakhapatnam), MOC (Kochi) and MOC (Sri Vijaya Puram) are the Operation Centers for Headquarters Western, Eastern, Southern and Andaman & Nicobar Commands respectively. IFC IOR is also manned 24X7 and acts as one of the reporting centers for the region.

6. **‘Maritime Rescue Coordination Centre’ (MRCC)** is operated by the Indian Coast Guard and is responsible for executing /Coordinating Search and Rescue (SAR) missions in the Indian Maritime Search and Rescue Region (ISRR). Director General Indian Coast Guard is the National Maritime SAR Coordinating Authority (NMSARCA). Under NMSARCA, India's ISRR is categorized into three areas, with Maritime Rescue Coordination Centres (MRCCs) located in Mumbai, Chennai, and Port Blair. There are 03 MRCCs (Mumbai, Chennai, Port Blair) and 36 Maritime Rescue Sub Centres (MRSCs). MRCC (Mumbai) is the Indian point of contact for reporting incidents under the ReCAAP agreement.

7. **Mercantile Marine Domain Awareness Centre (MMDAC)** consists of the ‘DGComm Centre’ and LRIT Centre which was established by the Directorate General of Shipping and operates 24/7. The MMDAC (DGComm Centre) is the designated single point of contact for seafarer grievances and contingency reporting in the event of safety, security, or maritime pollution incidents. Additionally, it acts as the liaison between Tindals, sailing vessel owners, sailing vessel federations, and the Indian Maritime Administration (i.e., the Directorate General of Shipping). The MMDAC (DGComm Centre) fulfils the following functions in relation to this SOP: -

1. Incident Reporting: Receiving reports of incidents involving ships/Mechanically Propelled Sailing Vessels (MSVs) in accordance with relevant IMO instruments and Indian regulations.
2. Communication & Assistance: Serving as a point of contact for effective communication and providing necessary assistance to ships, MSVs, and ports on matters related to security concerns.
3. Safety & Security Information: Disseminating safety and security information as per the applicable mandates and regulations.

8. **Operational Risk Zone (ORZ)** is a designated geographical region as specified in this SOP where specific risks, such as piracy, armed robbery, or other security threats, may affect the safety, security, and movement of vessels and trade. These zones are identified based on risk assessments to help ensure safe navigation and operations.

9. **‘Piracy’** is defined as per section 2 sub-section (1) clause (h) of ‘The Maritime Anti – Piracy Act, 2022’ which states that:

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

(i) any illegal act of violence or detention or any act of depredation committed for private ends by any person or by the crew or any passenger of a private ship and directed on the high seas against another ship or any person or property on board such ship;

(ii) any act of voluntary participation in the operation of a ship with knowledge of facts, making it a pirate ship;

(iii) any act of inciting or of intentionally facilitating an act described in sub-clause (i) or sub-clause (ii); or

(iv) any act which is deemed piratical under the international law including customary international law.

For the purposes of this SOP the definition of piracy to be read in consonance with the definition of piracy as stated in Article 101 of the United Nations Convention on the Law of the Sea.

10. ‘Tindal’ as per the MS Act, 1958, as amended, means “the person in command or charge of a sailing vessel”. ‘Command’ and ‘Charge’, when referred to in this SOP, are to be taken from a maritime perspective and not to be confused with the usage in military terms.

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सागराः सुपन्थानः सन्तु

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

3.2. ABBREVIATIONS

1. AIS – Automatic Identification System (Class A)
2. BMP – Best Management Practices Maritime Security.
3. DAT - Distress Alert Transmitter (2nd Generation)
4. DGLL – Directorate General of Lighthouses and Lightships
5. DGS – Directorate General of Shipping
6. EPIRB - Emergency Position Indicating Radio Beacon
7. ETA – Estimated Time of Arrival
8. ILO – International Liaison Officers
9. IMGO - Inter-Ministerial Group of Officers
10. IFC-IOR - Information Fusion Centre – Indian Ocean Region
11. IMO – International Maritime Organisation
12. MHA – Ministry of Home Affairs
13. MOC - Maritime Operations Centre
14. MoPSW – Ministry of Ports, Shipping and Waterways
15. MMDAC - Mercantile Marine Domain Awareness Centre
16. MRCC - Maritime Rescue Coordination Centre, Mumbai
17. MS – Merchant Shipping
18. MSV – Mechanised Sailing Vessel
19. ORZ – Operational Risk Zone
20. RO – Recognised Organisation
21. SOP – Standard Operating Procedures
22. UNCLOS – United Nations Convention on the Law of the Seas
23. UN – United Nations
24. UNPOS - United Nations Political Office for Somalia
25. VTMS - Vessel Traffic Management System

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4. STANDARD OPERATING PROCEDURES

GENERAL INSTRUCTIONS

1. The Merchant Shipping Act, 1958, as amended (hereinafter referred to as "the Act"), contains provisions applicable to sailing vessels. Pursuant to the Act, various Rules, Circulars, Orders, and Notices have been issued that are applicable to Sailing Vessels.
2. A non-exhaustive compilation of the aforementioned Rules, Circulars, Orders, and Notices applicable to Sailing Vessels under the Act is hereby consolidated and annexed hereto as Annexure - I.
3. Every Mechanised Sailing Vessel (MSV) shall be registered with the registrar of sailing vessels in accordance with rules prescribed in the **Merchant Shipping (Sailing Vessels) Rules, 1997**.
4. The code letters indicating the port of registry, name, and official number of the vessel are to be permanently painted in white oil against a black background on both quarters of the sailing vessel near the stern, and the Inspecting authority to which she belongs shall take all steps to ensure that the vessel remains painted under the rules prescribed in M.S. (Sailing Vessels) rules, 1997 (see Rule 7 sub-rules 1, 2, and 3).
5. The marking for the assigned freeboard for the sailing vessel is to be made as prescribed in Schedule III of rule 27 of M.S. (Sailing Vessels) rules, 1997, and any sailing vessel attempting to ply or proceed to sea without freeboard markings or any vessel which has been so loaded as to submerge such markings may be detained.
6. Every sailing vessel other than a coasting vessel shall be equipped with lifesaving and fire appliances prescribed for a class VII and XII under the Indian Merchant Shipping (Life-Saving Appliances) Rules, 1956 and Merchant Shipping (Fire Appliances) Rules, 1956. All MSV's are to be inspected to check compliance with the above requirements annually.
7. Routine communication by MSVs, as specified in this SOP, must be carried out while operating at sea. In the event of an emergency, the procedures outlined in this SOP must be followed.
8. All MSV's shall be guided by DGS Order No. 09 of 2023 on the subject '[Usage of Thuraya, Iridium and other such Satellite Communication in Indian Waters-reg](#)'.

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.1. COMMUNICATION REQUIREMENTS

4.1.1. Position Reports

1. Every MSV engaged in international voyages must keep its AIS (Class A) switched on at all times. This ensures real-time monitoring by the relevant authorities. In such cases, manual reports by MSV's Tindal shall not be required.
2. If the AIS (Class A) equipment is switched off/non-operational, the MSV's Tindal shall manually report the vessel's position and status to the vessel owner via satellite phone (or other available means) every 12 hours. This information shall also be recorded in the official logbook.
3. Additionally, the MSV's Tindal shall manually report every 12 hours or more frequently in the event of any maritime security threat or safety/security-related incident or when transiting through designated ORZ's or on the concerned authorities' request.
4. The manual reporting should contain the following information:
 1. Contact Email of Owner
 2. Mobile number of Owner
 3. Name of Owner
 4. Date & Time of Report
 5. MSV Name
 6. IMO No.
 7. Call Sign
 8. MMSI No.
 9. Identity No./Reg No.
 10. Latitude, Longitude / Port
 11. Speed
 12. Course
 13. Total No. of crew & passengers (and details of crew change in last port – if any)
 14. Type of cargo and quantity
 15. Next destination Port
 16. ETA
 17. Additional Information (if any)

4.1.2. Pre-Arrival Notification of Security (PANS)

1. Pursuant to Section 29 of the Merchant Shipping (Ships and Port Facility Security) Rules, 2024, any vessel intending to enter a port within the jurisdiction of India shall provide the requisite security information no less than ninety-six (96) hours prior to its

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

anticipated arrival. This obligation applies to all ships as defined under the Rules, including MSV's.

2. Accordingly, the PANS should be submitted to the concerned port and the relevant regional authority specified under applicable DGS Circular 96 hours before the vessel's arrival at any Port in India. If the vessel's voyage **is shorter than 96 hours**, the **PANS may be submitted within 2 hours of departure from the last port.**

3. The specific requirements and the format of reporting of PANS are as specified under [MS Notice No. 13 of 2024 dated 03.09.2024](#).

4. Any subsequent amendments to the executive order concerning PANS shall apply to MSV's and must be adhered to accordingly.

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.2. ACTION TO BE TAKEN BY THE STAKEHOLDERS

4.2.1. Mercantile Marine Department (MMD)

1. The jurisdictional Mercantile Marine Department (MMD) is required to verify fitment of AIS, types of communication equipment's, and navigational aids as per rule 34(1) of Sailing Vessel Rules, 1997 and its satisfactory functioning whenever the sailing vessel is presented for inspection. In addition, the jurisdictional MMD shall ensure MSV's are complying with the carriage of additional equipment as specified in this SOP. The MMD surveyor is accordingly required to endorse the certificate of inspection to this effect, mentioning the AIS number in the endorsement. In addition, MMD's are to endorse the carriage and serviceability status of life-saving equipment and special instructions, if any.
2. In the event that a sailing vessel is not registered with the MMD, the registrar of sailing vessels needs to monitor the validity of the certificate of inspection and take necessary action under intimation to the jurisdictional MMD, whenever they note non-compliance from the sailing vessel.
3. All MSV's shall undergo mandatory yearly inspections/seaworthiness and comprehensive hands-on surveys every five years, conducted by authorised MMD surveyors.
4. In cases where an MSV cannot return to India for inspection within three months of the certificate's expiry, provisions shall be made for inspections to be carried out at foreign ports by Recognised Organisations (RO's). The results of all inspections and surveys shall be thoroughly documented and maintained both on the vessel and will be submitted by the MSV owners at the relevant MMD office. Vessel owners and operators are responsible for ensuring timely compliance with these inspection and survey requirements. Failure to comply may result in the suspension or revocation of the vessel's certificate.
5. All MMD's shall maintain comprehensive records of sailing vessel registrations and surveys. The concerned MMD shall update records promptly following each registration or survey event. For surveys conducted at foreign ports, surveyors shall prepare detailed written reports and submit them to the respective MMD office by email within 7 days of the survey.

4.2.2. Regional Officer (Sails)

1. The possession of a valid passport is mandatory for the issuance of a Seaman's Identity Card. The Regional Officer (Sails) shall verify that all applicants possess a valid passport before issuing a Seaman's Identity Card and maintain accurate and up-to-date

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

records of passport numbers and Seaman's Identity Card details for all crew members of MSV's.

2. The Regional Officer (Sails) shall check the validity of inspection certificates for MSV's and verify compliance with regulations using data available on the Directorate General of Shipping website.
3. Any shortcomings or non-adherence to regulations shall be promptly reported by the Regional Officer (Sails) to the concerned MMD for necessary action. Failure to adhere to these provisions may result in the suspension or revocation of the Seaman's Identity Card and/or other appropriate disciplinary actions as determined by the relevant maritime authorities.

4.2.3. Port Authorities

1. Certain Port Officers have been delegated the power of registrars of MSV's have been carrying out the registration of MSV's as per the applicable provision under the MS Act and the executive orders issued thereunder.
2. Port Officers are required to inform MMDAC (DGComm Centre)/ IFC-IOR/MRCC about any missing MSV upon receiving information from the owner or association.
3. No MSV is to be permitted to leave the port if the survey certificate is not valid. In case of any dispute, the jurisdictional MMD is to be informed.
4. Coordination with various agencies like customs and police to take place as regards sealing of communication equipment and non-use of Thuraya phones and with DGLL for tracking of MSV's through VTMS (Vessel Traffic Management System).

4.2.4. MSV Owner

1. The owner of the MSV is required to register their vessel and to paint the particulars of the vessel as per rules prescribed in **Merchant Shipping (Sailing Vessels) Rules, 1997**.
2. As per section 425 of MS Act, 1958 if a sailing vessel is lost, destroyed, becomes a wreck or rendered permanently unfit for service, or sold to, in case of any foreign national, the owner of such MSV will inform the registrar of MSV without any delay and deregister the vessel. The registrar will issue the deletion certificate in such cases after following the due process as prescribed in the rules.

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

3. MS Act, 1958, as amended, under section 421(1) specifies the requirement of issuance of a certificate of inspection to sailing vessels. With reference to section 421(3) of the MS Act, 1958, as amended, regarding the validity of the certificate of inspection, it is clarified that in the event of a sailing vessel not calling an Indian port within 24 months of the issue date of the previous certificate of inspection, then the owner of the sailing vessel would require presenting the vessel for carrying out inspection at a foreign port, failing which the certificate of inspection will be deemed to have expired.
4. In any event, if the annual inspection is not carried out within 12 months of issue date of the previous certificate of inspection due to a sailing vessel being on a voyage outside India, then the owner of the vessel will have to submit a statement of compliance and undertaking to the registrar in the format specified in **Annexure - II**.
5. As stated in the section 'Action to be taken by the Stakeholders: MMD', the registrar of sailing vessels remains responsible for monitoring the validity of the certificate of inspection and taking appropriate action in cases of non-compliance, under intimation to the concerned MMD.
6. The owners of MSV's must sensitise the crew about maritime security advisories issued by DG Shipping and other piracy reporting centres such as IFC-IOR, US MARLO, UKMTO and MSCIO from time to time. Since these are the primary reporting centres in that area, the MSV owners are also advised to keep a watch on such advisories.
7. The owners must maintain communication with their MSV's during international voyages in accordance with the reporting requirements stat in the sub-section titled '**Position Reports**'. The Owner would accordingly need to submit the position report using the following link <https://forms.gle/3HzTQ65sZx5p1Lu16>.
8. The owners are also required to inform MMDAC (DGComm Centre) / IFC-IOR/ MRCC immediately of any suspicious incident like piracy or armed robbery if reported by the crew so that prompt possible action may be taken.
9. The owner of the MSV is required to provide all safety equipment for the crew/vessel, like life jackets, fire extinguishers, etc., for the safety of the vessel and crew. MSV owner to ensure carriage of Distress Alert Transmitters (DATs) (2nd Generation).
10. The owner of the MSV shall further ensure compliance with the Customs Act, 1962, the Emigration Act, 1983, and all applicable statutes thereunder.

4.2.5. Crew of MSV

1. Every Sailing vessel, when plying in international voyages shall adhere to the reporting requirements stated in the sub-section titled '**Position Reports**'.

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

2. The tindal of the MSV shall ensure that the Automatic Identification System (AIS) (Class A) always remains operational and switched on at sea. If the AIS is deactivated due to extenuating circumstances, the tindal shall inform the MMDAC (DGComm Centre) directly, or through the Sailing Vessel Federation or through the MSV owner, providing a valid reason.
3. The tindal shall strictly adhere to maritime security advisories issued periodically by the Directorate General of Shipping to mitigate the risk of piracy or armed robbery incidents.
4. The tindal shall regularly obtain updates on maritime security-sensitive areas through communication with the vessel owner. Such areas shall be avoided when possible or traversed with heightened vigilance if passage is necessary.
5. The tindal and crew of the MSV shall promptly report any observed maritime security threats, including those related to piracy/ armed robbery, to the Sailing Vessel Federation, MMDAC (DGComm Centre)/ IFC-IOR/ MRCC or as soon as practicable.
6. To ensure the safety of the vessel and cargo, the crew of the MSV shall be trained in basic safety procedures, including damage control and firefighting techniques.
7. In the event of uncontrollable damage or fire aboard the MSV, the crew shall contact nearby vessels, including naval ships, for assistance.
8. BMP appropriate to the MSV's capabilities shall be implemented when operating in areas prone to piracy.

4.2.6. Sailing Vessel Federations

1. The Sailing Vessel Federations must maintain comprehensive records of all vessels under their purview. These records shall be reconciled annually with the official records maintained by the Registrar of Sailing Vessels. Following this reconciliation, a detailed report must be submitted to the respective Mercantile Marine Departments (MMDs) and/or Registrars, as per the applicable regulations.
2. The federations are required to conduct meetings of MSV owners and tindal with local maritime administrative agencies to sensitise them about maritime security advisory issued by DG Shipping and incidents of piracy from time to time.
3. MSV Crew training/ sensitisation towards SOP/communication equipment operation to be carried out by the Sailing Vessel Federation from the tindal and crew on a periodic basis.

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4. The federations should also inform owners of vessels regarding the list of documents that need to be carried by MSVs proceeding on international voyages. **(List of documents enclosed as Annexure 1)**
5. In case of any piracy or maritime security incident, they are required to update DG Shipping and MMDAC (DG Comm Centre) with every possible information related to the vessel and crew members.
6. In case of any incident of piracy, they are required to provide support to the families of the crew.

4.2.7. MMDAC (DGComm Centre)

1. The MMDAC (DGComm Centre) is required to update all the contact details related to MSVs proceeding on international voyages. All MMDs/Sailing Vessel Federation are required to send data through e-mail for the MSVs proceeding on international voyages.
2. The MMDAC (DGComm Centre) shall forward incident reports, maritime security advisories, circulars, and guidelines to the designated Sailing Vessel Federation or Association. These documents may include, but are not limited to:
 - a) Advisories issued by the Directorate General of Shipping;
 - b) Relevant information from other stakeholders; and
 - c) Updates from official websites providing regularly updated advice, including current alerts on piracy and maritime security-related incidents.
 - d) Industry 'Best Management Practices' the purpose of which is to assist vessels in avoiding, deterring, or delaying maritime security incidents in areas identified as prone to such occurrences.
3. Upon receipt, the Sailing Vessel Federation or Association shall promptly disseminate these advisories to the respective sailing vessel owners
4. Ship Security Plans and Emergency Response Procedures shall ensure that the tindal and crew members are comprehensively informed of the risks associated with attacks by pirates or armed robbers.
5. It shall be the responsibility of the sailing vessel's owner or tindal (captain) to ensure that all crew members are adequately informed and sensitised regarding these maritime security advisories.

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

6. All parties involved in this communication chain are expected to act in a timely manner to ensure the effective dissemination of critical maritime security information.
7. The MMDAC (DGComm Centre) is required to track shows to the extent possible up to the current position so that any incident of piracy may be countered in time.
8. The MMDAC (DGComm Centre) is required to circulate the information related to piracy/ armed robbery to all concerned authorities at the earliest after receiving that.

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

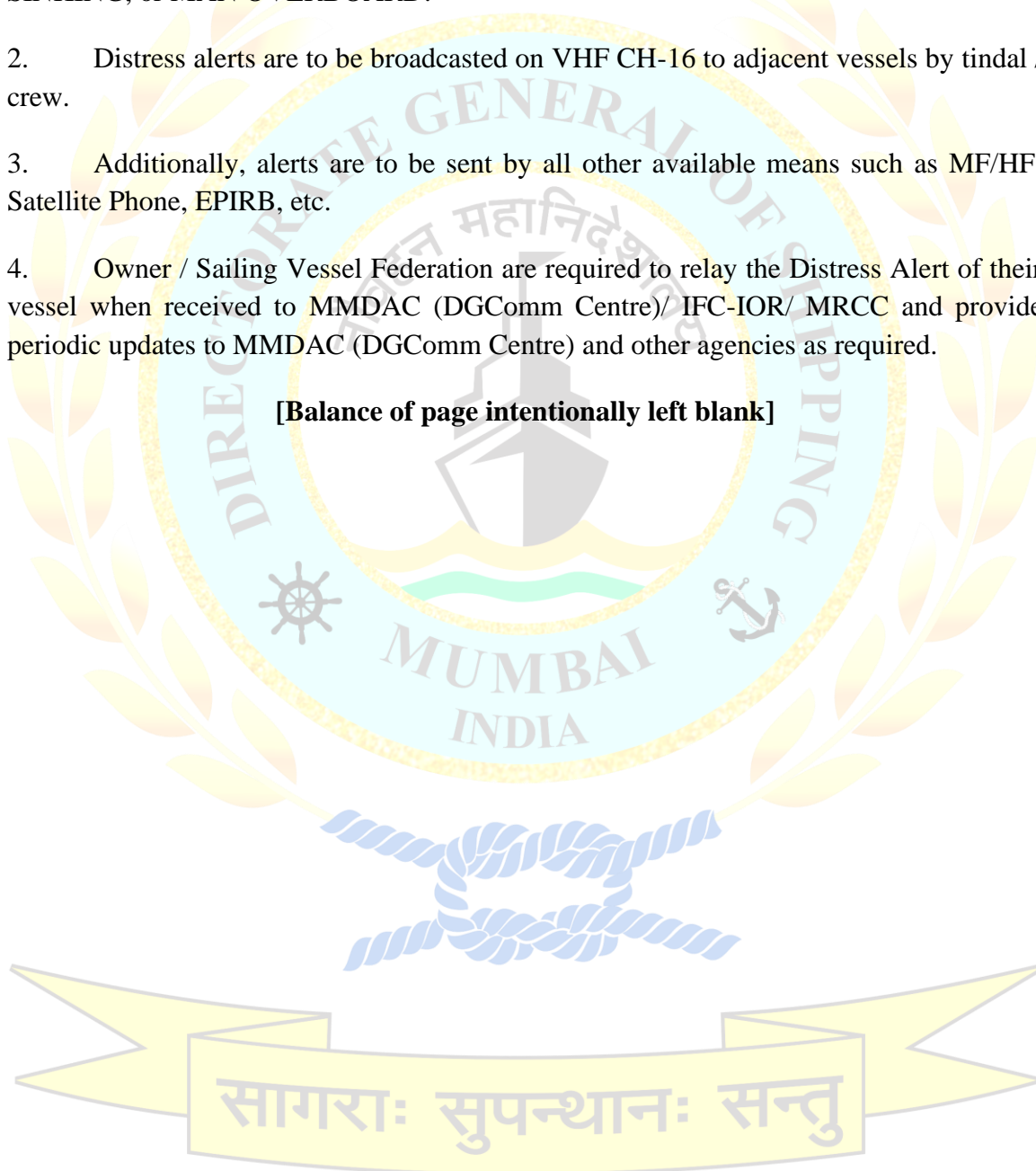
Rev. 1

Date: 15 / 04 / 2025

4.3. PROCEDURES TO BE FOLLOWED IN CASE OF DISTRESS

1. The Distress Alert Transmitter (DAT) (2nd Generation) shall be activated by the Tindal/crew of MSV in the event of FIRE, MEDICAL EMERGENCY, PIRACY, SINKING, or MAN OVERBOARD.
2. Distress alerts are to be broadcasted on VHF CH-16 to adjacent vessels by tindal / crew.
3. Additionally, alerts are to be sent by all other available means such as MF/HF, Satellite Phone, EPIRB, etc.
4. Owner / Sailing Vessel Federation are required to relay the Distress Alert of their vessel when received to MMDAC (DGComm Centre)/ IFC-IOR/ MRCC and provide periodic updates to MMDAC (DGComm Centre) and other agencies as required.

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.4. PROCEDURES TO BE FOLLOWED DURING A MARITIME SECURITY INCIDENT

1. Every Sailing vessel, when plying in ORZ's will adhere to the reporting requirements stated in the sub-section titled '**Position Reports**'.
2. In the event of a maritime security incident occurring anywhere in the world, the following steps should be taken to ensure a coordinated, effective, and timely response:
 - Contact the nearest Indian Navy vessel and/or any other warships (or any Indian Coast Guard Vessel) in vicinity using VHF Channel 16, provide the current location, describe the situation, communicate the intended course of action, and seek further guidance.
 - Inform the owner of the vessel, who can convey the information immediately by phone/WhatsApp to the following centres, which are **manned 24x7** :
 - **IFC-IOR** - Email: ifc-ior.gurugram@navy.gov.in | Tel.: (+91) 124 – 2208385, Mobile/WhatsApp: (+91) 8527599898.
 - **MMDAC (DGComm Centre)** - Email: dgcommcentre-dgs@nic.in | WhatsApp: (+91) 8657549760.
Alternative numbers: (+91) 22 22613606 / (+91) 8657549760 / (+91) 8657549752.
 - **MRCC** is also to be informed if the MSV is located within the Indian Search and Rescue Region (ISRR) - Email: mrcc-west@indiancoastguard.nic.in, | Tel.: (+91) 22 2438 8065, 22 2430 1455, Fax: (+91) 22 2431 6558
 - MMDAC (DGComm Centre) shall promptly relay it to all concerned agencies and stakeholders to ensure a coordinated response and situational awareness.
 - As soon as the situation allows, a first information report should be transmitted by the MSV owners to the MMDAC (DGComm Centre).

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.5. PROCEDURES TO BE FOLLOWED DURING A PIRACY / ARMED ROBBERY ATTACK

Actions required to be carried out by all stakeholders are as follows: -

4.5.1. MMDAC (DGComm Centre) / IFC-IOR/ MRCC

1. The first intimation of piracy/armed robbery is normally received by MMDAC (DGComm Centre)/ IFC-IOR/ MRCC. The first recipient amongst the mentioned agencies will relay the information to the other agencies.
2. The MMDAC will also inform immediately the concerned ministries, security agencies and other applicable stakeholders by the quickest possible means including telephone/email.

4.5.2. Owner of MSV

1. The MSV owner must inform the MMDAC (DGComm Centre)/ IFC-IOR / MRCC immediately of any piracy/armed attack or suspicious incident as soon as he receives communication from the MSV crew. The first recipient amongst the mentioned agencies will relay the information to the other agencies.
2. The owner is also required to inform the port of departure and next port of call, the safety and communication equipment fitted on board, and the quantity of fuel available on board.
3. The MSV owner must also provide the details of the cargo, no. of the crew with their names and passport details along with photographs to MMDAC (DGComm Centre).
4. The MSV owner will inform the families of the crew about the piracy/armed robbery incident once confirmed and appraise them to remain calm and take necessary action in hand for the release of the crew from the custody of the perpetrators..
5. The owner of the MSV is required to provide information regarding the ransom demanded by pirates and the status of negotiations with them to DG Shipping.
6. The owner of the MSV is required to provide information regarding the release of the crew after the hijack and the circumstances under which they were released.
7. The owner of the MSV is responsible for producing the crew of the MSV in front of security agencies and MMD after their release from the hijack for their statements and debriefing.

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.5.3. Crew of MSV

1. The DAT is to be activated indicating a piracy/ armed robbery attack.
2. In the event that a MSV does not have a satellite phone, any such attack information shall be transmitted using the MF/HF Transceiver available onboard. MSVs may establish HF radio contact (if the other vessel is outside of VHF range) with each other to relay emergency messages.
3. If a MSV is suspected to be under a piracy/ armed robbery attack, the vessel shall immediately relay the distress message via MF/HF transceiver to its owners, providing the following details:
 - i. Name of the Sailing Vessel
 - ii. Call Sign
 - iii. Position of the Vessel
 - iv. Any other relevant information
4. Upon receipt of the distress message, the vessel owner shall immediately:
 - i. Convey the message by telephone to MMDAC (DGComm Centre) / IFC-IOR/ MRCC. The first recipient amongst the mentioned agencies will relay the information to the other agencies.
 - ii. Simultaneously when situation permits owners is to send an email to MMDAC (DGComm Centre) with all relevant details of the incident
 - iii. The MMDAC (DGComm Centre) will also inform immediately the concerned ministries, security agencies and other applicable stakeholders by the quickest possible means including telephone/email.
5. MSV will also contact the nearest Indian Navy or Indian Coast Guard vessel and/or coalition warship using VHF Channel 16, provide the current location, describe the situation, communicate the intended course of action, and seek further guidance.
6. The crew of the MSV is required to communicate the current location of the vessel as soon as possible when a threat of piracy/ armed robbery is observed at sea immediately to the Sailing Vessel Federation/ Owner/ MMDAC (DGComm Centre)/ IFC-IOR/ MRCC.
7. The crew members should try to convince pirates to talk to the owner and concerned authorities.
8. The crew members should try to communicate to nearby foreign/Indian authorities about their captive location at every possible opportunity they get. For that, the Tindal of

Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

the vessel should be updated with contact numbers of MMDAC (DGComm Centre), IFC-IOR, MRCC, and Indian embassy near the next port of call, port authorities of the next port of call and other international authorities related to piracy/ armed robbery issues.

4.5.4. Sailing Vessel Federations

1. The sailing vessel federations are required to produce all the records of the vessel and crew to MMD's and other concerned authorities in case of an incident of piracy/ armed robbery.
2. In case of any incident of piracy/ armed robbery, they are required to update MMDAC (DGComm Centre)/ IFC-IOR/ MRCC with every possible information received from crew members and the MSV owner.
3. In case of any incident of piracy/ armed robbery, they are required to provide support to the families of the crew.
4. In case of any incident of piracy/ armed robbery, they are required to coordinate with the owner in negotiation with pirates and same to be updated to the concerned authorities.

4.5.5. Mercantile Marine Department (MMD)

1. The jurisdictional MMD is required to collate data related to the MSV, including contact details of crew and owner/manager, cargo details, voyage details with next port of call, and contact details of crew members' next of kin, after receiving information about an incident of piracy/ armed robbery from MMDAC (DGComm Centre).
2. The jurisdictional MMD is required to maintain continuous communication with the Sailing Vessel Federation/ local agent/ manager/ owner of MSV and/or their crew taken hostage for updates on the incident and to keep the MMDAC (DGComm Centre) and all stakeholders informed.
3. The jurisdictional MMD is required to call the crew of the MSV effected by the piracy/ armed robbery incident for debriefing by security agencies after their release and take their statements for analysing the reason for the piracy/ armed robbery incident.

4.5.6. Ministries and Other Agencies

The actions undertaken by ministries/other agencies/intergovernmental organizations, shall be governed by their respective internal Standard Operating Procedures (SOPs).

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.6. COMMUNICATION PROCEDURES & EQUIPMENT REQUIREMENTS

1. The following Communication Equipment is required to be carried on Mechanised Sailing Vessels:

- (i) VHF at the option of owners for sailing vessels above 200 GT.
- (ii) Ship Security Alert System (SSAS) or DAT 2nd Generation
- (iii) AIS Class-A (Automatic Identification System)
- (iv) EPIRB or DAT 2nd Generation
- (v) NAVTEX receiver or Satellite Phone
- (vi) MF/HF or Satellite Phone

2. The DAT currently installed on these sailing vessels supports the distress function, with available options limited to FIRE, MEDICAL, SINKING, PIRACY, and MAN OVERBOARD. In the event of a distress situation not covered by these options, the tindal has the discretion to select the option that best corresponds to the nature of the distress.

3. All MSV's are required to fit AIS (Class A) within one year of issuance of this SOP or the next Annual inspection, whichever is earlier. All MSV's trading within the coast of India and not calling foreign ports are permitted to operate with an AIS (Class B) equipment.

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Standard Operating Procedures for Safety and Security of Indian Mechanised Sailing Vessels (2025)

Rev. 1

Date: 15 / 04 / 2025

4.7. ADDITIONAL SAFETY MEASURES TO PREVENT PIRACY/ARMED ROBBERY INCIDENTS

1. As additional security measures, an MSV may carry the following security equipment as applicable in Annex-1 of M.S. Notice 19 of 2011.

- (i) General Alarm (to alert all crew members)
- (ii) Search Light (for patrolling/search in dark hours)
- (iii) Whistles (for alerting the crew)

2. If likely to sail/transit through the passage in known piracy/ armed robbery areas, Tindal of MSV should ensure to take the International Recommended Transit Corridor (IRCTC) or similar transit corridors. MSVs which are utilising such convoys are advised to wait at the collection/ starting point and start together with other vessels at the beginning of the convoy.

3. In suspected piracy/ armed robbery areas, the Tindal shall ensure that a continuous watch is maintained by the vessel crew around the MSV. Any suspicious movements shall be immediately reported to the Tindal, who shall take all appropriate safety measures to safeguard the vessel and crew.

4. During dark hours, if any suspicious movement is observed, the vessel crew shall closely monitor the activity. The crew shall:

- Immediately switch on the high-beam torch to illuminate the area.
- Alert all crew members using whistles or other effective means of communication.
- Ensure that the vessel remains in a heightened state of alertness to deter any approaching suspicious boats from attempting unauthorized boarding.

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**Standard Operating Procedures for Safety and Security of
Indian Mechanised Sailing Vessels (2025)**

Rev. 1

Date: 15 / 04 / 2025

5. ANNEXURES

- I. List of Applicable MS Rules, Circulars, Orders and Notices under the Merchant Shipping Act, 1958, as Amended.**
- II. Statement of Compliance and Undertaking by Owner of Mechanised Sailing Vessel (When Vessel is trading on International Voyages after expiry of Certificate of Inspection).**
- III. Format of Logbook.**
- IV. List of Certificates / Documents that need to be carried by Sailing Vessels Proceeding on International Voyages.**
- V. Chart 5010 - Indian Maritime Safety and Security Chart.**
- VI. Emergency Poster for Mechanised Sailing Vessels (To be placed in the conning area of the MSV).**

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ANNEXURE - I**List of applicable MS Rules, Circulars, Orders, Notices under MS Act, for Sailing Vessels**

This list is for informational purposes only and is a non-exhaustive list. The details of the statutes provided herein may be subject to change, including amendments, modifications, or updates in accordance with applicable legal, regulatory, or policy developments.

1. Part XV of the Merchant Shipping Act, 1958, as amended, is applicable to sailing vessels.

1.1. By various notifications certain Sections of the MS Act 1958, as amended, initially framed for vessels other than sailing vessels, have also been made applicable to sailing vessels. These sections are: -

3(9), 3(10), 3(24), 3(36), 23, 24, 25, 45, 46, 63, 64, 65, 66, 67, 68, 69, 71, 109, 110, 161, 162, 163, 165, 166, 167, 290, 334, 336, 337, 338, 339, 340, 341, 342, 343, 357, 358, 359, 360, 361, 362, 364, 365, 366, 367, 368, 369, 382, 383, 385, 388, 389, 443, 444, 445, 446, 448 & 452

1.2. A copy of the Act is available at the Directorate General of Shipping website under the link:

<http://dgshipping.gov.in/Content/MerchantShippingAct.aspx>.

2. The Merchant Shipping (Ships and Port Facility Security) Rules 2024 under the link:

<https://www.dgshipping.gov.in/WriteReadData/userfiles/file/ISPS%20Rules%20Published%20on%2003July2024.pdf> .

3. Merchant Shipping (Sailing Vessels) Rules, 1997 were issued on 19.02.1997 and are applicable to all sailing vessels.

[These rules were in supersession of the Merchant Shipping (Registration of Sailing Vessels) Rules, 1960, the Merchant Shipping (tonnage Measurement of Sailing Vessels) Rules, 1960, The Sailing Vessels (Assignment of Free Board) rules, 1960, The Sailing Vessels (Inspection) Rules, 1962, The Sailing Vessels (Statement of Crew) Rules, 1960 and The Sailing Vessels (Members of Crew) Rules, 1967 (except as respects things done or omitted to be done before such supersession)].

3.1. A copy of the Rules is available from the Directorate General of Shipping website under the link: -

<http://dgshipping.gov.in/Content/MerchantShippingSailingVesselsRules1997.aspx>

Merchant Shipping (Life Saving Appliances) Rules, 1991, as amended, and the Merchant Shipping (Fire Appliances Rules, 1990, as amended. A copy of the Rules from the Directorate General of Shipping website under the link: -

(i) [Merchant Shipping \(Fire Appliances\) Rule, 1990](#)

ANNEXURE - I

List of applicable MS Rules, Circulars, Orders, Notices under MS Act, for Sailing Vessels

[Merchant Shipping \(Fire Appliances\) Amendment Rule, 1994](#)

(ii) [Merchant Shipping \(Life Saving Appliances\) Rules, 1991](#)

[Merchant Shipping \(Life Saving Appliances\) Rules, 1995](#)

4. The following MS Notices / DGS Circulars / DGS Orders are applicable to the sailing vessels:

SR.NO	MS NOTICES/ DGS CIRCULARS/ DGS ORDERS	DATED
1.	Notice to ship owners/ship operators/surveying authorities/ surveyors regarding carriage of communication equipment on board sailing vessels of 100 GT and above	05/07/2002
2.	Loss of sailing vessel due to fire	11/07/2003
3.	Sinking of Sailing Vessel	05/10/2004
4.	Role and functions of Regional Officer (Sails) for regulation of Sailing Vessels - Instructions/Guidelines of Identity Cards - reg.	08/08/2008
5.	Circular on Implementation of ISPS Code requirement on Sailing Vessels	10/10/2008
6.	Extension of date for possessing valid Passport by Crew of Sailing vessels	06/01/2009
7.	Extension of date for possessing valid Passport by Crew of Sailing Vessels	02/04/2009
8.	Recommendations to the Registrars of the Sailing Vessels for Imposing restrictions on mechanically propelled Sailing Vessels plying in foul weather season in their respective regions	07/08/2009
9.	Recommendations to the Registrars of the Sailing Vessels for Imposing restrictions on mechanically propelled Sailing Vessels plying in foul weather season in their respective regions	07/08/2009
10.	Sinking of Mechanized Sailing Vessel (MSV) due to bad weather in February, 2009	07/09/2009
11.	Sinking of Mechanized Sailing Vessel at High seas on 06.6.2009	07/09/2009
12.	Sinking of Mechanized Fishing Vessel in Bay of Bengal on 12.8.2008	07/09/2009

ANNEXURE - I

List of applicable MS Rules, Circulars, Orders, Notices under MS Act, for Sailing Vessels

13.	Extension of date for possessing valid Passport by Crew of Sailing Vessels.	22/09/2009
14.	Circular on implementation of ISPS Circular on implementation of ISPS Code requirement on Sailing vessels	08/09/2009
15.	Partial relaxation in plying of Mechanised Sailing Vessels (MSVs) in certain areas on East Coast of India, during foul weather	17/11/2009
16.	<p>Prohibiting Indian Sailing Vessels (Dhows) to trade in piracy infested areas dated 30.03.2010.</p> <p>This has been superseded by section B.2 'Restricted Area of Operation for Indian Sailing Vessels' of the 'Standard Operating Procedures for Indian Sailing Vessels operating on International Voyages'.</p> <p>This has been superseded by the current Standard Operating Procedure for Safety and Security of Indian Mechanised Sailing Vessels.</p>	<p>30/03/2010</p> <p>07/12/2018</p> <p>2025</p>
17.	Maritime security advisory for mechanized sailing vessels (Dhows) operating around Somalia region	31/03/2010
18.	Andaman & Nicobar Sailing Vessels (SVs) Owner Association Meeting-reg. Plying during notified foul weather season - regarding.	16/09/2011
19.	Revised Requirements of International Ship & Port Facility Security Code Implementation on India vessels addendum	<p>20/05/2011</p> <p>21/10/2011</p>
20.	Sinking of mechanized Sailing Vessel off the coast of Oman.	18/07/2012
21.	Sinking of Mechanized Sailing Vessel	19/07/2012
22.	Testing of AIS on Sailing vessels.	02/05/2013
23.	Maritime Security Advisory to ships/ vessels transiting Gulf of Aden (GoA) on the account of recent piracy incident on Indian Mechanized Sailing Vessel (MSV) on the coast of Somalia region	07/04/2017
24.	Partial Relaxation in plying of Mechanised Sailing Vessels (MSVs) in certain areas on South Coast of India. during foul weather - req.	16/04/2018
25.	Partial Relaxation in plying of Mechanized Sailing Vessels (MSV's) in certain areas on Western Coast of India, during foul weather – reg.	31/05/2018

ANNEXURE - I

List of applicable MS Rules, Circulars, Orders, Notices under MS Act, for Sailing Vessels

26.	<u>Standard Operating Procedures for Indian Sailing Vessels operating on International Voyages:</u> This has been superseded by the current Standard Operating Procedure for Safety and Security of Indian Mechanised Sailing Vessels.	07/12/2018 2025
27.	<u>Issue of Seamen Identity Card (Sails) to crew members of Sailing vessels through Online Module...reg.</u>	19/03/2020
28.	<u>Standard Operating Procedure (SOP) for issuance of Identity Card to Sailing Vessel Crew - reg.</u>	05/08/2020

ANNEXURE - II**STATEMENT OF COMPLIANCE AND UNDERTAKING OF OWNERS**

I/We _____ residing at _____ being the owner of Sailing vessel _____ having permanent place of business at _____ hereby state as follows:-

1. I/We am/are a/the citizen(s) of India. (Copy of passport(s) attached)
2. I/We am/are the sole owner(s) of the sailing vessel

Name: _____, Registration Number : _____

Details of which are as follows:

MAIN DIMENSIONS:

Length	: _____ meters
Breadth	: _____ meters
Depth	: _____ meters
Gross Tonnage	: _____
Net Tonnage	: _____
Date of certificate of Inspection	: _____
Date of expiry of certificate of Inspection	: _____

3. The Sailing vessel is registered in my/our name with the Registrar of Indian Ships, _____. Under Section 421 (3) M.S. Act, 1958, as amended regarding validity of certificate of inspection, I solemnly declare that in the event of a sailing vessel not calling in Indian Port within 24 months of expiry of the certificate of inspection, then I/we the owner of the sailing vessel would present the vessel for carrying out inspection at a foreign port, failing which the certificate of inspection will be deemed to have expired.

Made and subscribed the _____ day of _____ 20_____ by the above named _____ in the presence of Registrar of Indian Ships, _____.

(Signature of Owner)

(Signature of Registrar)



Official Log Book for Mechanised Sailing Vessel

Name of Vessel	Port of Registry	Registration Number

Names of Tindal	ID No.	Passport No.

Name and address of the registered owner

Date and place at which log book opened	Date and place at which logbook closed

Signature / Stamp of the Registrar
(at the time of commencement of the log book)

Signature / Stamp of the Registrar
(at the time of closing of the log book)

NOTE: - Every Sailing Vessel engaged in international voyages is required to maintain and official log book as per Annexure-III of 'Standard Operating Procedure for Indian Sailing Vessels (Operating on International Voyages)' .

CONTENTS

- **SECTION 1**

RECORD OF SEAMEN EMPLOYED IN THE SAILING VESSEL

- **SECTION 2**

VOYAGE DETAILS AND PRE DEPARTURE CHECKS

- **SECTION 3**

NARRATIVE SECTION

NOTE

PAGE NUMBERS – These are numbered by section and are to be entered upon starting each page. At this time they are also to be signed by the Tindal and an Crew on the date that the page has been started after ensuring that the previous page has been completed. Additional pages can be printed and inserted as required.

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OFFICIAL LOG of the _____

Date this page started _____
Signature of Tindal _____
Signature of Crew _____

Page 38 of 41

ANNEXURE -IV

LIST OF CERTIFICATE / DOCUMENTS REQUIRED TO BE CARRIED **BY SAILING VESSEL ON INTERNATIONAL VOYAGES**

1. Certificate of Registration.
2. Valid Certificate of Inspection.
3. Insurance documents for crew.
4. List of equipment's and safety equipment's to be present on board with location.
5. List of contact details of the following organizations: -
 - 5.1. MMDAC (DGComm Centre),
 - 5.2. MRCC,
 - 5.3. IFC-IOR,
 - 5.4. Indian Embassy/Consulate/High Commission of the country linked to next port of call,
 - 5.5. Port authorities of next port of call and
 - 5.6. Other International authorities related to piracy/armed robbery issues.
6. Manuals and user instructions related to all communication and navigational equipment's fitted on board sailing vessel.
7. Log book as in the format specified in Annexure III.
8. Crew related documents:
 - 8.1. Valid Seaman Identity Card
 - 8.2. Valid Passport
9. Ship Security Plan & Emergency Response Procedure.

ANNEXURE - V**Indian Maritime Safety and Security Chart (5010)**

The **Indian Maritime Safety and Security Chart (5010)** provides a comprehensive overview of the maritime security framework within the Indian Ocean and the adjacent regions. It outlines key organizations, agencies, and operational structures responsible for ensuring maritime safety, security, and law enforcement.

Key Information in the Chart:

1. **Governing Authorities** – Highlights the roles of agencies such as the Indian Navy, Indian Coast Guard, Directorate General of Shipping, and other maritime enforcement bodies including IFC-IOR in safeguarding national security and compliance with maritime laws.
2. **Security Framework** – Showcases mechanisms for surveillance, coastal security, and response coordination, including intelligence-sharing structures, maritime domain awareness initiatives, and emergency response protocols.
3. **Search and Rescue (SAR) Operations** – Displays designated SAR regions, coordination centers, and emergency contact points to facilitate prompt response to maritime distress situations.

The chart is produced by the National Hydrographic Organisation and is available at the following link:

<https://hydrobharat.gov.in/wp-content/uploads/2019/07/5010.pdf>

The printed colour version of the chart in legible font has to be carried on the Mechanised Sailing Vessel and is to be used for reference.

PROCEDURES TO BE FOLLOWED DURING A MARITIME SECURITY INCIDENT

1. Contact the nearest Indian Navy vessel and/or any other warships (or any Indian Coast Guard Vessel) in vicinity using VHF Channel 16, provide the current location, describe the situation, communicate the intended course of action, and seek further guidance.
2. Inform the owner of the vessel, who can convey the information immediately by phone/WhatsApp to the following centres, which are manned 24x7.
3. MRCC is to be informed if the MSV is located within the Indian Search and Rescue Region (ISRR).

Routine communication should be as per **Section 4.1 of Standard Operating Procedures – Indian Mechanised Sailing Vessels (2025)**.

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MRCC

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