



# **Search and Rescue Obligations & responsibilities**

*Third Workshop with Ship Operators*

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*Presenters: Ally Sanau, William Aubasi, Ernest Legumana and  
Macpherson Wauo*

# Outline



- ▶ Ship position report
- ▶ Obligation of Assistance
- ▶ Examples of SAR cases
- ▶ SAR Operation
- ▶ SAR obligations & Responsibilities - Mass Rescue Operations (MRO)

# Ship Position Report

## ❑ Obligations in Shipping (Non-Convention Vessel Safety) Regulations 2006

- Section 113: radio reporting twice a day – it is an offence to not report as required.
- All Ships to maintain 24/7 on HF Channel 6215.00 khz.
- Reporting by radio is not fully adapted and not fully implemented by shipping companies and masters.

## ❑ Why ship report?

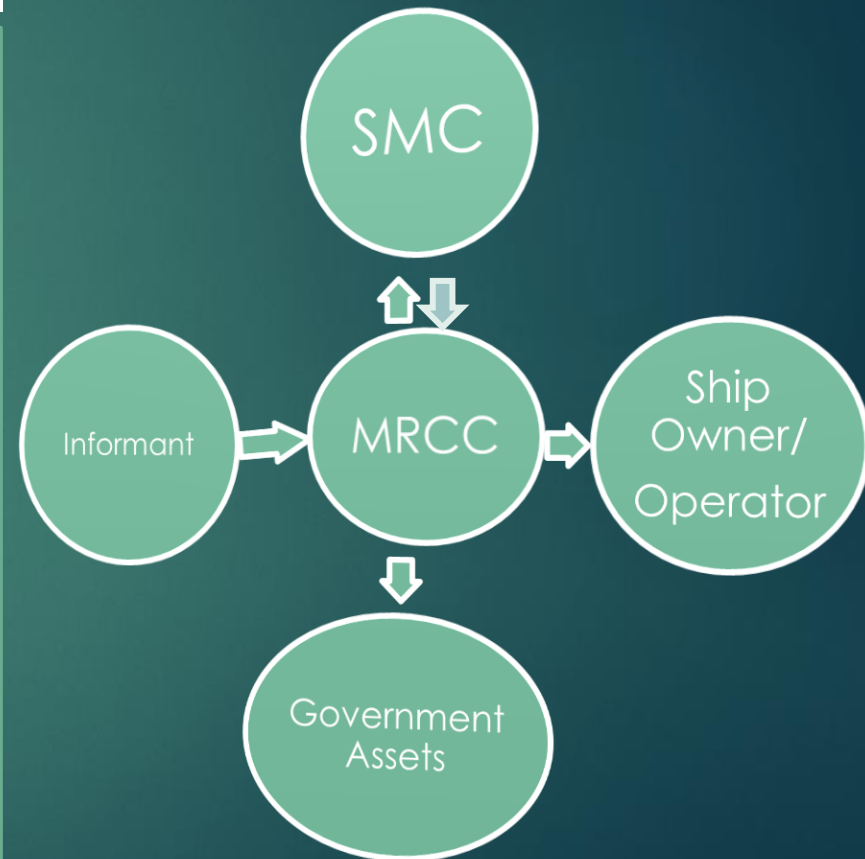
- Effective response to Search & Rescue Operations.
- Reduce the response time to provide assistance.
- Public and Organizations planning.



# Obligation of Assistance

## OUR OBLIGATION - SIMA

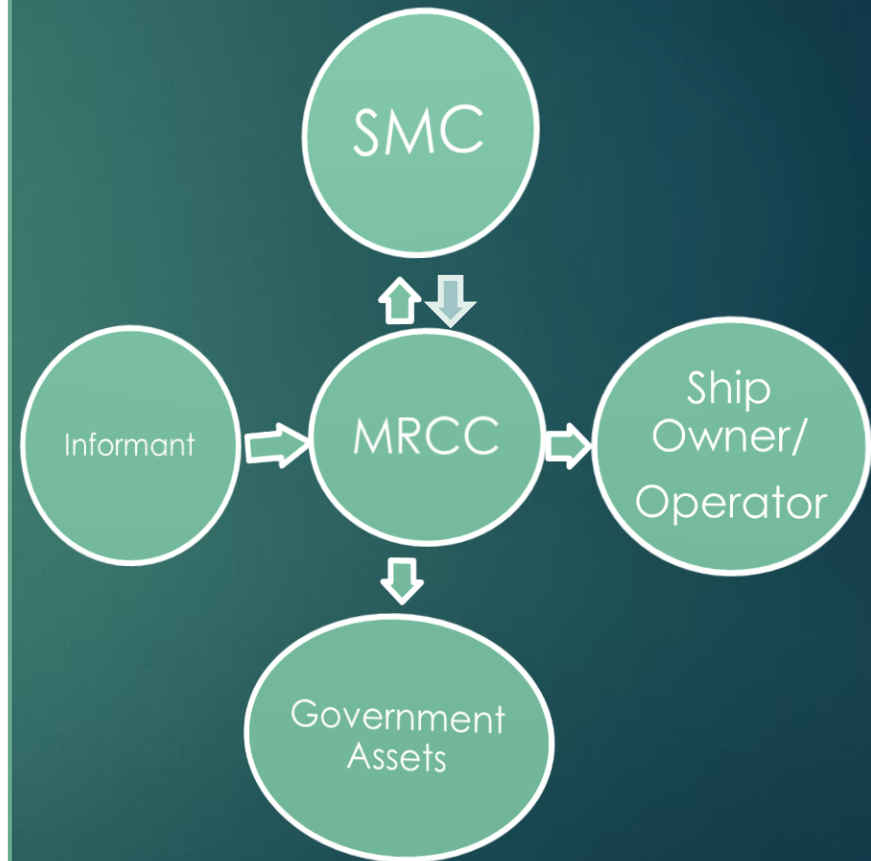
- Coordination of SAR Operations (ops) for Any reported Maritime Incidents.
- SAR ops Quality Management System (QMS).
- SAR Ops Phases – **Distress, Alert** and **Uncertainty**.
- Priority - **Save Lives** and **protect environment**.



# Obligation of Assistance

## YOUR OBLIGATION – AS SHIP OPERATORS

- ❑ **Under Long standing Traditions of the sea and various provisions of International laws.**
  - ✓ Masters of ships are obligated to assist others in distress at sea whenever they can safely do so.
  - ✓ Initial Actions by assisting vessels are stated in IAMSAR Manual Vol III 2022 edition/Section 6
- ❑ **Other Provisions of International Law**
  - ✓ Annex 12 to the convention on international civil aviation.
  - ✓ International convention on Maritime Search and Rescue.
  - ✓ Regulation V/33 of SOLAS 1974 (Appendix A)
- ❑ **Incorporated in the shipping Act 1998 as amended.**
  - ✓ Part IV( Section 71)(1)(2)(3)(4)
  - ✓ Part X (section 184)(1)(2)(3)(4)



# Examples of SAR Cases

## 1. Pelican 96 on fire

MRCC Received Mayday call. Fire on vessel.

Inform SMC.

MRCC coordinate SAR Op in Alert Phase.

Reach out to FRANJTI Shipping, OCEAN JOY assistance

Pelican 96 fortunately arrived safely at Auki.

## 2. Solomon Prestige 1 drifting

- ▶ MRCC received phone call from Master, engine failure.
- ▶ Maintain contact via HF Radio and report no passengers onboard.
- ▶ Alert Phase.
- ▶ MRCC coordinate with Owner to arrange salvage.
- ▶ Agreement with Tug Aphros Owner.
- ▶ Solomon Prestige 1 towed to Point Cruz.

# SAR operation



## ▶ Distress Phase

- Imminent danger to life.
- MAYDAY RELAY broadcast.
- Rerouting of vessels as per Obligations in Shipping (Non-Convention Vessel Safety) Regulations 2006 section 118 (1).
- Asset deployed for assistance as per directions from MRCC.
- Provide technical assistance for SAR parties.
- **Costs met by Solomon Islands to save persons in distress only.**

## ▶ Alert Phase

- No imminent and doubt exist as to safety of aircraft or Marine vessel or persons at sea.
- PANPAN message broadcast.
- Rerouting of vessels as per Obligations in Shipping (Non-Convention Vessel Safety) Regulations 2006 section 118 (1).
- Alert SAR Facilities to render assistance.
- **Private resource render assistance with owner meeting cost.**

## ▶ Uncertainty Phase

- MRCC to investigate and coordinate with informant and Police the shift to Distress or Alert if needed.

# SAR obligations & Responsibilities

## Mass Rescue Operations

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Mass Rescue Operation(MRO) is a Search and Rescue Operation that involves large number of people in distress.

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Such that normal capabilities of SAR Authority are inadequate and depends on other entities.

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MRO requires involvement and support of various participants (Police, NRH, NDMO, maritime operators, etc.)

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Request can be made to neighboring countries under the Technical Agreement for Cooepration (TAfC) on SAR.

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Request for assistance by ship operators is on a case-by-case basis and has no framework to facilitate arrangements.

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**SIMA IS NOW PROPOSING TO HAVE AN AGREEMENT BETWEEN SIMA AND SHIP OPERATORS ON SAR OBLIGATIONS AND RESPONSIBILITIES** (provision of assets, costs, coordination, etc).





# TAGIO TUMAS

E [contact@sima.gov.sb](mailto:contact@sima.gov.sb)

P (677) 21 535

PO Box 1932, Honiara  
Solomon Islands

[www.sima.gov.sb](http://www.sima.gov.sb)