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Foreword.

The Chilean Ship Reporting System (CHILREP) has been established in accordance with the International Convention on Maritime Search and Rescue, 1979 (SAR Convention), which came into effect in June 22, 1985 and requires signatories to the Convention to provide, amongst other actions, marine search and rescue (SAR) facilities for prescribed areas, and also recommends the establishment of a ship reporting system. Chile ratified the Convention in October 7, 1981 and has accepted SAR responsibility for the area shown in the attached general instructions and CHILREP procedures.

The CHILREP is operated by the General Directorate of the Maritime Territory and Merchant Marine (DGTM y MM) which is a Directorate of the Navy. It is a "positive" system that is, if a position or final report is missed, the Maritime Search and Rescue Coordinator Center or Subcenter will initiate checks to establish the Safety of the Vessel. These checks are aimed solely at establishing whether a vessel is safe, and include broadcasts to shipping and communications with owners, agents or charterers. If these checks are unsuccessful, then search actions will be initiated.

Should you need any further information, please do not hesitate to contact the Head of the Maritime Search and Rescue Service, telephone 258091, Telex 230602 DGTM CL and 330461 DGTM CK or Fax 252539.

Chile has an extensive coast where five Maritime Search and Rescue Coordinator Centers (MRCCs) and eleven Subcenters (MRCCs) are located fitted with modern maritime communication systems and facilities to carry out search and rescue operations. The responsibility area also covers the Drake Passage and an area which extends to the Antarctic, where weather conditions are generally adverse. There is an Antarctic Patrol stationed at such area during Summer months in order to assist vessels which may require assistance and to combat oil spills.

Chile also has a LUT (Local Users Terminal) of COSPAS-SARSAT System¹ which receives alerts from radio beacons in 406 MHz and 121.5 MHz.

Participation in this system is voluntary for foreign vessels and it began in December 1, 1991.

¹ International Satellite System for Search and Rescue.

Notwithstanding that participation in the system is voluntary, domestic regulations provide that every foreign vessel bound to a Chilean port must report her arrival at least 24 hours in advance. When foreign vessels navigate inland waters of the Chilean Republic they must report their position at 1200 Z and 2400 Z. In all other conditions, the system considers a daily report between 1200 Z and 1600 Z.

1.0 Functions of the Maritime Search and Rescue Service.

The International Convention for the Safety of Life at Sea requires governments to "...ensure that any necessary arrangements we made for the rescue of persons in distress at sea, around its coasts". The Chilean Government, being put to the Convention established the Maritime Search and Rescue Service in December 1976.

The Maritime Search and Rescue Service depends from the General Directorate of the Maritime Territory and Merchant Marine which is the National Maritime Authority.

The principal function of this Service is the coordination of marine search and rescue activity within the area of Chilean responsibility, which is shown on pages 5 and 7.

The facilities are available to all seafarers whether they are private boating enthusiasts, commercial fishermen or professional seamen of the merchant fleets of the world.

The Service is operated twenty-four hours a day by officers with considerable marine qualifications and experience and specialised knowledge of search and rescue procedures.

Communications are the very heart of all search and rescue co-ordination and the Service is well equipped with a network giving worldwide coverage.

2.0 Chilean Ship Reporting System General Instructions.

2.1 Introduction.

The CHILREP is a ship reporting system established in accordance with the International Convention for the Safety of Life at Sea and the Convention on Maritime Search and Rescue. Its objectives are:

- a) to limit the time between the loss of a vessel and the initiation of search and rescue action, in cases where no distress signal is sent out;
- b) to limit the search area for a rescue action;
- c) to provide up-to-date information on shipping resources available in the area, in the event of a search and rescue incident.

The coverage of SHILREP and the Chilean maritime search and rescue area, as advised to the International Maritime Organization (IMO), are identical.

2.2 Main Features of CHILREP.

On departure from a Chilean port or on entering the CHILREP area a Sailing Plan (SP) is sent to the Communications Station which relays the information to the Service where a computerized plot is maintained for the vessel position. Position Reports (PR) are sent once a day between 1200 Z and 1600 Z so that a report is received every twenty-four hours. Should a vessel at any time be in a position more than two hours steaming from the position that would be predicted from the last SF or FR, then a deviation report (DR) must be sent. Failure to do so will result in the search being concentrated in the wrong area in the event of a missed report, and the possibility that survivors from a stricken ship may not be found. On arrival at the ship's destination or on departure from the CHILREP area a Final Report (FR) is to be sent. CHILREP is a positive reporting system in that, should an expected report become overdue, actions which include worldwide communication checks, the alerting of ships in the vicinity and the launching of search aircraft will be initiated.

Dates and times contained in CHILREP reports are to be in Universal Coordinated Time which is indicated by the suffix "Z".

3.0 CHILREP Format Components.

The following list shows all the CHILREP formal components. The full list of components do not have to be included when sending CHILREP reports. Master should include those components shown in the examples given for each report, others may be included at the Master's discretion or when relevant to the type of report being sent.

The following format complies with IMO Resolution A.648(16) of 31 October 1989.

- A. Vessel's name and call-sign.**
- B. Date/Time of Position (UTC).**
- C. Position (latitude and longitude)**
- D. Geographical position (optional, to be used when sailing near the coast or inland waters).**
- E. Course.**
- F. Speed (vessel's anticipated average speed until next report)**
- G. Name of last port of call (when entering from overseas)**
- H. Date/Time and point of entry into CHILREP system (point of entry is the latitude /longitude at which the vessel is entering the CHILREP area, or the Chilean port from which the vessel is departing).**
- I. Next overseas destination and estimated date and time of arrival.**
- J. Whether pilot is carried on vessel.**
- K. Date/Time and point of entry from CHILREP system (point of exits is the latitude/longitude at which the vessel is leaving the CHILREP area, or the Chilean port the vessel is to arrive).**
- L. Route (vessel's intended track - state Rhumb Line / Coastal / Great Circle).**
- M. Coast radio/maritime communications stations monitored (include INMARSAT and SELCALL number, if fitted).**
- N. Date/Time of next report (Reports between 12:00Z and 16:00Z).**
- O. Draught.**
- P. Cargo (brief indication).**
- Q. Defects or other limitations².**
- R. Pollution (reports of any pollution seen)².**
- S. Weather conditions in area (optional).**
- T. Ship's agents.**
- U. Ship type and size.**
- V. Medical personnel carried (Sailing Plan only).**
- W. Number of persons on board.**
- X. Remarks².**

² Harmful substances, Marine Pollution and Dangerous Goods refer Appendix A.

4.0 Types of Reports.

4.1 Sailing Plan Report (CHILREP SP).

A sailing plan report is sent to the communications stations within twenty-four hours prior or up to two hours after entry into the CHILREP area or departure from a port within the CHILREP area.

The SP contains information necessary to initiate a plot and give an outline of the intended passage.

4.2 Example of SP on Entering CHILREP Area.

Format	Example
CHILREP SP	CHILREP SP
A. Vessel's name and call-sign.	A. MAIPO/ ELDQ4.
F. Speed.	F. 14.
G. Name of last port of call (when entering from overseas).	G. AUCKLAND.
H. Date / Time and point of entry into CHILREP system.	H. 280930Z 3320S 12000W
K. Date/ Time and point of exit from CHILREP system (Chilean Port of arrival).	K. VALPARAISO 042000Z
L. Route.	L. GC
M. Coast radio/maritime communications stations monitored (INMARSAT and SELCALL number, if fitted).	M. CBV, CBT, INMARSAT 1242731
N. Date/Time of next report.	N. 281400Z
V. Medical personnel.	V. NO
X. Remarks.	X. NIL

Message Transmitted: CHILREP SP A MAIPO / ELDQ4 F 14 G AUCKLAND H 280930Z 3320S 12000W K VALPARAISO 042000Z L GC M CBV CBT INMARSAT 1242731 N 281400Z V NO X NIL.

4.3 Example of SP Submitted on Departure from a Port within CHILREP Area to a Port Outside CHILREP Area.

(May be submitted prior to sailing and up to mo hours after departure)

Format	Example
CHILREP SP	CHILREP SP
A. Vessel's name and call-sigh.	A. ACONCAGUA/ CBAC
F. Speed.	F. 16.
H. Date / Time and point of entry into CHILREP system.	H. 161300Z ANTOFAGASTA.
I. Next overseas destination and ETA.	I. CALLAO 181500Z.
K. Date/ Time and point of exit from CHILREP system (Chilean Port of arrival).	K. 171430Z 1821S 07530W.
L. Route.	L. RL.
M. Coast radio/maritime communications stations monitored (INMARSAT and SELCALL number, if fitted).	M. CBA, CBA2
N. Date/Time of next report.	N. 171500Z
V. Medical personnel.	V. NO
X. Remarks.	X. NIL

Message Transmitted: CHILREP SP A ACONCAGUA / CBAC F 16 H 161300Z ANTOFAGASTA I CALLAO 181500Z K 171430Z 1821S 07530W L RL M CBA, CBA2, N 171500Z V NO X NIL.

4.4 Example of SP submitted on departure from and to a Port both within CHILREP Area.

(May be submitted prior to sailing and up to me hours after departure)

Format	Example
CHILREP SP	CHILREP SP
A. Vessel's name and call-sigh.	A. ANAKENA / CBAK
F. Speed.	F. 15
H. Date / Time and point of entry into CHILREP system.	H. 141200Z TALCAHUANO
J. Whether Pilot is carried on vessel.	J. YES
K. Date/ Time and point of exit from CHILREP system (Chilean Port of arrival).	K. PUNTA ARENAS 171300Z
L. Route.	L. Coastal, inland waters
M. Coast radio/maritime communications stations monitored (INMARSAT and SELCALL number, if fitted).	M. CBT, CBP, CBM
N. Date/Time of next report.	N. 151200Z
V. Medical personnel.	V. YES
X. Remarks.	X. NIL
<p>Message Transmitted: CHILREP SP A ANAKENA / CBAK F 15 H 141200Z TALCAHUANO J YES K PUNTA ARENAS 171300Z L COASTAL-INTERNAL WATERS M CBT, CBP, CBM N 151200Z V YES X NIL.</p>	

4.5 Example of SP submitted when transiting CHILREP Area from and to a Port not in CHILREP Area.

Format	Example
CHILREP SP	CHILREP SP
A. Vessel's name and call-sigh.	A. MAIPO / ELDQ4
F. Speed.	F. 16
G. Name of last port of call.	G. BUENOS AIRES
H. Date / Time and point of entry into CHILREP system.	H. 150230Z 5630S 06716W
I. Next overseas destination and ETA.	I. AUCKLAND 301600Z
K. Date/ Time and point of exit from CHILREP system (Chilean Port of arrival).	K. 212300Z 5500S 12000W
L. Route.	L. RL to enter CHILREP then G
M. Coast radio/maritime communications stations monitored (INMARSAT and SELCALL number, if fitted).	M. CBM, CBV, ZLB
N. Date/Time of next report.	N. 151600Z
V. Medical personnel.	V. NO

Message Transmitted: CHILREP SP A MAIPO / ELDQ4 F 16 G BUENOS AIRES H 150230Z 5630S 06716W I AUCKLAND 301600Z K 212300Z 5500S 12000W L RL TO ENTER CHILREP THEN GC M CBM, CBV, ZLB N L51600Z V NO.

4.6 Position Report (CHILREP PR)

Each day between 1200Z and 1600Z a PR should be transmitted to the communications centers. The information contained in the PR will be used to update the plot. The PR must reflect the position, course and speed of the ship at the time of the report. If it is necessary to alter the nominated daily reporting time, the alteration should be shown in the PR sent before the change.

4.7 Example of a PR.

Format	Example
CHILREP PR	CHILREP PR
A. Vessel's name and call-sigh.	A. MAKEDONIA STAR / CBMK
B. Date/time of position (UTC)	B. 141200Z
C. Position	C. 4230S 07715W
E. Course	E. 180
F. Speed.	F. 14
X. Remarks.	X. NIL

Message Transmitted: CHILREP PR A MAKEDONIA STAR / CBMK B 141200Z
C 4230S 07715W E 180 F 14 X NIL.

4.8 Deviation Report (CHILREP DR).

Should a vessel, at any time be in a position more than two hours steaming from the position that would be predicted from the last SP or PR a deviation report must be sent.

4.9 Example of a DR.

Format	Example
CHILREP DR	CHILREP DR
A. Vessel's name and call-sigh.	A. MAKEDONIA STAR / CBMK
B. Date/time of position (UTC)	B. 071700Z
C. Position	C. 4730S 07710W
F. Speed.	F. 8
I. Destination and ETA.	I. TALCAHUANO 092330Z
X. Remarks (include reason for deviation, for example, reduction in speed due to weather, change of route or port of destination, etc.).	X. Reduced speed due to heavy weather.

Message Transmitted: CHILREP DR A MAKEDONIA STAR / CBMK B 071700Z
C 4730S 07710W F 8 I TALCAHUANO 092330Z X
REDUCED SPEED DUE TO HEAVY WEATHER.

4.10 Final Report (CHILREP FR).

The Final Report FR is the information to terminate participation in the system. Accordingly reports should be sent prior to or on arrival at port, or when a ship has departed from the service area of the system.

When a FR is intruded to be sent after departing from the service area, such a report should be sent as; soon as practicable.

4.11 Example of a FR on arrival at a port in CHILREP area.

Format	Example
CHILREP FR	CHILREP FR
A. Vessel's name and call-sigh.	A. ACONCAGUA / CBAC
K. Date / Time and Port of arrival.	K. 181315Z ARICA
X. Remarks (must include the words final report).	X. FINAL REPORT
Message Transmitted: CHILREP FR A ACONCAGUA / CBAC K 181315Z ARICA X FINAL REPORT.	

4.12 Example of FR vessel departing CHILREP area.

Format	Example
CHILREP FR	CHILREP FR
A. Vessel's name and call-sigh.	A. QUEEN ELIZABETH 2 / GBTT
K. Date / Time and Port of exit from CHILREP area.	K. 110430Z 1821S 08745W
X. Remarks (must include the words final report).	X. FINAL REPORT
Message Transmitted: CHILREP FR A QUEEN ELIZABETH 2 / GBTT K 110430Z 1821S 08745W X FINAL REPORT.	

4.13 Method of Passing Reports.

a) In a Chilean Port.

Reports may be transmitted either to the local coast radio station or to a main coastal station by any communications systems used.

Alternatively they may be passed in a written note which is to be sent to the Local Maritime Authority through the vessel's agent.

b) At Sea.

Reports must be transmitted to any main coast stations in times and frequencies indicated in List of Coast Radio Stations (OTT LIST IV) or in other publications which contain these updated data.

5.0 Overdue reports.

To avoid unnecessary search action it is important that ships report at the nominated reporting time each day and send their FINAL REPORT when heaving the CHILREP area. If a ship is unable to pass a position report due to unserviceable radio equipment or illness of the radio officer, all attempts must be made to pass a signal to this effect through another vessel, port or other shore authority, either by VHF or use of emergency transmitter.

6.0 Notes on Procedures.

6.1 Date/Time Group.

Dates and times contained in CHILREP reports are to be in Universal Coordinated Time (UTC) which is indicated by the suffix "Z".

Example: 17 October 1990, 1200 LMT, transmitted as 171600Z (+4)

6.2 Latitude and Longitude.

Latitude is a four digit group expressed in degrees and minutes, and suffixed with "N" for North or "S" for South.

Longitude is a five digit group expressed in degrees and minutes, and suffixed with "E" for East or "W" for West.

Example: 4230S for lat 42° 30'S and 07840W for long 78° 40'W.

6.3 Intended Route.

Indicate Great Circle (GC), Rhumb Line (RL) or coastal with way points being followed, expressed in latitude or longitude. Courses are not required if way, points are mentioned.

6.4 Speed.

Anticipated average speed vessel will make till next report time.

6.5 Course.

True course anticipated until next reporting time using three digit group. When more than one course will be steered enter "various", the Service will interpret this as being the normal courses a vessel will follow on that particular passage. However, if the above assumption does not apply, clarification should be made.

6.6 Radio Stations Monitored.

List stations which the vessel normally works to contact managers, owners, charterers and agents etc. in addition to Chilean maritime communications stations monitored. If the ship is fitted with INMARSAT, or SELCALL, the number should also be included.

6.7 Severe Weather.

Vessels which anticipate passing through areas of severe weather conditions or are experiencing severe weather, are urged to report their position at more frequent intervals to the Service.

6.8 Geographical Position.

When used, give well-known names of landmarks.

6.9 Weather Conditions in the Area.

This is optional but desirable, when reported the following items are recommended.

Pressure (HP), four digits. Eg, : 1024

Wind direction and force in knots. Eg. : 220 – 18

Air and water temperature when available (°C). Eg. : 12 – 6

Dew point expressed in three digits (°C). E g, : 135 (13,5).

APPENDIX A: Detailed Reporting Requirements.

A.1. Dangerous Goods Reports (CHILREP DG).

Primary reports should contain items A, B, C, M, Q, R, S, T, U of the standard reporting format; details for R should be as follows:

R.

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.
5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit.
6. An estimate of the quantity and likely condition of the goods.
7. Whether lost goods floated or sank.
8. Whether loss is continuing.
9. Cause of loss.

If the condition of the ship is such that there is danger of further loss of packaged dangerous goods into the sea, items P and Q of the standard reporting format should be reported; details for P should be as follows:

P.

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.

5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit.
6. An estimate of the quantity and likely condition of the goods.

Particulars not immediately available should be inserted in a supplementary message or messages.

A.2 Harmful Substances Report (CHILREP HS)

In the case of actual discharge primary harmful substances reports should contain items A, B, C, E, F, L, M, N, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, item B should also be included. Details for P, Q, R, T and X should be as follows:

P.

1. Oil or the correct technical name of the noxious liquid substances on board.
2. UN number or numbers.
3. Pollution category (A, B, C or D), for noxious liquid substances.
4. Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor.
5. Quantity.

Q.

1. Condition of the ship as relevant.
2. Ability to transfer cargo-ballast-fuel.

R.

1. Oil or the correct technical name of the noxious liquid discharged into the sea.
2. UN number or numbers.
3. Pollution category (A, B, C or D), for noxious liquid substances.
4. Names of manufacturers of substances, if appropriate, where they are known or consignee or consignor.
5. An estimate of the quantity of the substances.
6. Whether lost substances floated or sank.
7. Whether loss is continuing.
8. Cause of loss.
9. Estimate of movement of the discharge or lost substances, giving current conditions if known.
10. Estimate of the surface area of the spill if possible.

T.

1. Name, address, telex and telephone number of the ship's owner and representative (charterer, manager or operator of the ship or their agent).

X.

1. Actions being taken with regard to the discharge and the movement of the ship.
2. Assistance or salvage efforts which have been requested or which have been provided by others.
3. The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.

Particulars not immediately available should be inserted in a supplementary message or messages.

The master of any ship engaged in, or requested to engage in art operation to render assistance or undertake salvage should report, as far as practicable, items A, B, C, E, F, L, M, N, P, Q, R, S, T, U, X of the standard reporting format.

A.3. Marine Pollutants Reports (CHILREP MP).

In the case of actual discharges, primary marine pollutants reports should contain items A, B, C, M, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, item P should also be included. Details of P, Q, R, T and X should be as follows:

P

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.
5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit.
6. An estimate of the quantity and likely condition of the goods.

Q.

1. Condition of the ship as relevant.
2. Ability to transfer cargo-ballast-fuel.

R.

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.
5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit.
6. An estimate of the quantity and likely condition of the goods.
7. Whether lost goods floated or sank.
8. Whether loss is continuing.
9. Cause of loss.

T.

1. Name, address, telex and telephone number of the ship's owner and representative (charterer, manager or operator of the ship or their agent).

X.

1. Action being taken with regard to the discharge and movement of the ship.
2. Assistance or salvage efforts which have been requested or which have been provided by others.
3. The master of an assisting or salvaging Ship should report the particulars of the action undertaken or planned.

Particulars our immediately available should be inserted in a supplementary message or messages.

The master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, items A, B, C, M, P, Q, R, S, T, U, X of the standard reporting format.

APPENDIX C: Check List for CHILREP Reports.

CHILREP Reports Check List.

	SP	PR	FR	DR	
A	*	*	*	*	Name / callsign.
B		*		*	date/time of position
C		*		*	lat/long of position
E		*		+	Course
F	*	*		+	Speed
G	%%				last port of call, only when entering from overseas.
H	*				date/time and point of entry (lat/long) into CHILREP area or Chilean port of departure.
I	%%			+	next overseas destination and ETA
J	%				whether pilot is carried on vessel.

	SP	PR	FR	DR	
K	*		*	+	date/time and point of exit either the next Chilean port OR lat/long when leaving the CHILREP area.
L	*			+	Route.
M	*			+	Radio Stations monitored/ INMARSAT and SELCALL number (if fitted).
N	*			+	Nominated daily reporting time.
V	*				Medical personnel carried.
X			*	+	Remarks.

* Mandatory.

%% This information is only required when entering or departing the CHILREP area.

+ Include these only if affected by the deviation.

% Notification of pilot is required when route constants inland waters navigation.



