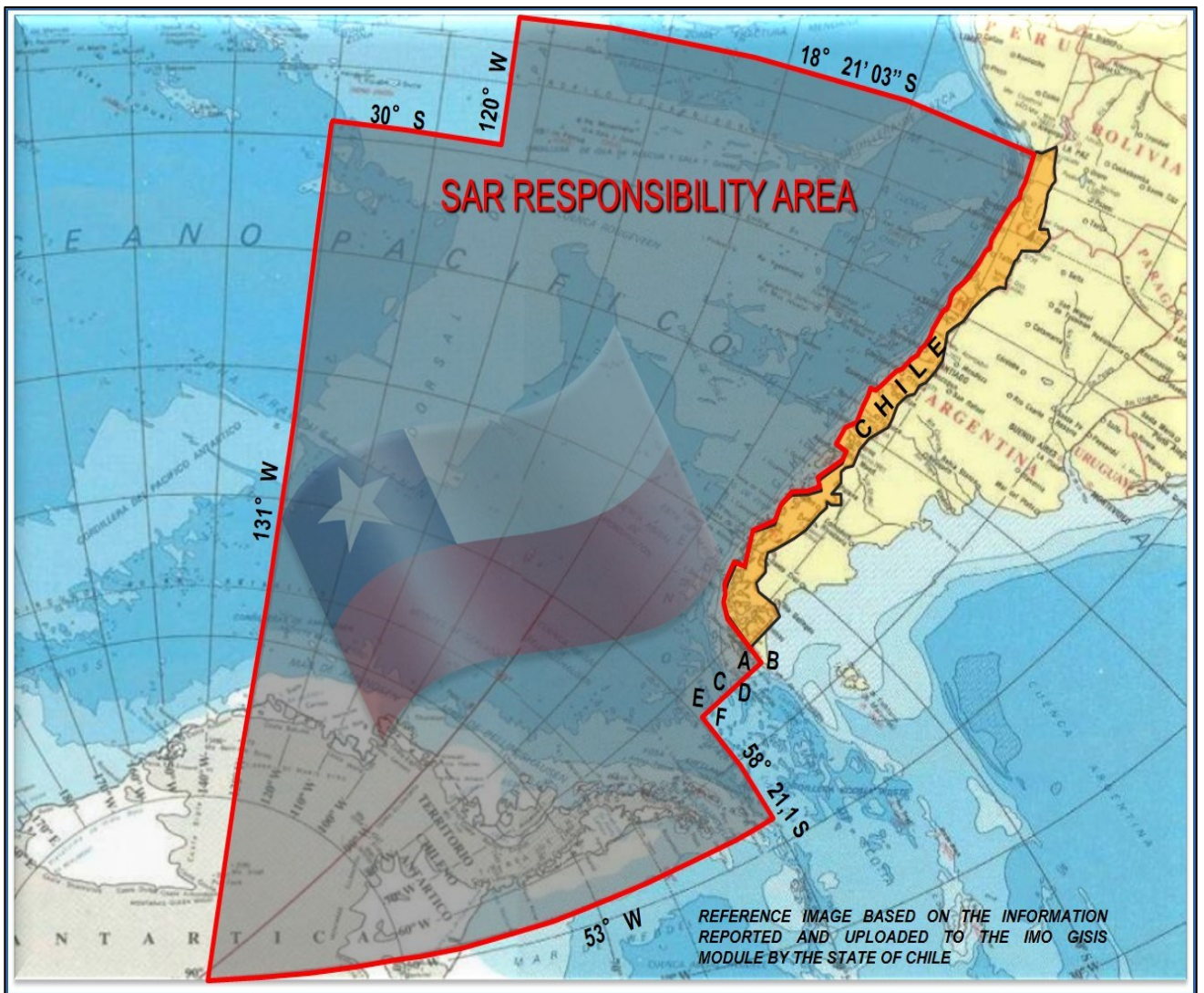


CHILREP

SHIP REPORTING SYSTEM



General Directorate of the Maritime Territory and Merchant Marine

Directorate of Maritime Safety, Security and Operations

Maritime Search and Rescue Service (MRCC CHILE)

CHILREP – SHIP REPORTING SYSTEM

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FOREWORD

The Ship Reporting System (CHILREP) has been established in accordance with the International Convention on Maritime Search and Rescue, 1979 (SAR Convention), which came into force on June 22, 1985.

The abovementioned Convention requires signatories to provide, amongst other actions, maritime search and rescue (SAR) facilities for prescribed areas, and recommends the establishment of a ship reporting system. Chile ratified the Convention in October 7, 1981, and established **the Ship Reporting System (CHILREP)** and has accepted SAR responsibility for the area by Executive Decree (Navy) N°550 from December 9, 1983 accepting the search and rescue commitment and obligation in the maritime area of its responsibility.

The Maritime Search and Rescue Coordination Center, which is part of the Chilean Navy together with the National Maritime responsibility area, were established by Executive Decree N°1.190 from December 29, 1976.

CHILREP is operated 24/7 by personnel of the Maritime Search and Rescue Service (MRCC CHILE), hereinafter referred to as "Service", under the Directorate of Safety and Maritime Operations (DIRSOMAR), the latter as technical body of the General Directorate of the Maritime Territory and Merchant Marine (DIRECTEMAR), which is the **National Maritime Authority**.

Along the more than 4,000 kilometers of coastline that Chile has, in addition to the National Coordinating Center (MRCC CHILE), there are 5 Maritime Search and Rescue Coordination Centers (MRCC) and 11 Sub-centers (MRSC) which are equipped with maritime communications systems and facilities to carry out search and rescue operations. The area of responsibility also includes the Drake Passage and an area extending into the Antarctic, which is covered in the summer months by the Combined Antarctic Naval Patrol, which continues to operate in that area, in order to support ships requiring assistance or in combating oil spills.

CHILREP is a "positive" voluntary system that is, if contact with a vessel is lost and no report is received (arrival in port or departure from the national SAR area), the Maritime Search and Rescue Coordination Centre or Sub-Centre shall initiate inquiries and adopt procedures to determine whether the vessel is safe or not.

Notwithstanding that participation in the system is voluntary, domestic regulations provide that all 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 12:00 Z and 24:00 Z. Under other conditions, the system considers a daily report between 12:00 Z and 16:00 Z.

Chilean flagged vessels must report their position at 12:00 Z and 24:00 Z daily.

In the case of any queries, the Maritime Search and Rescue Service - MRCC CHILE contact information as follows:

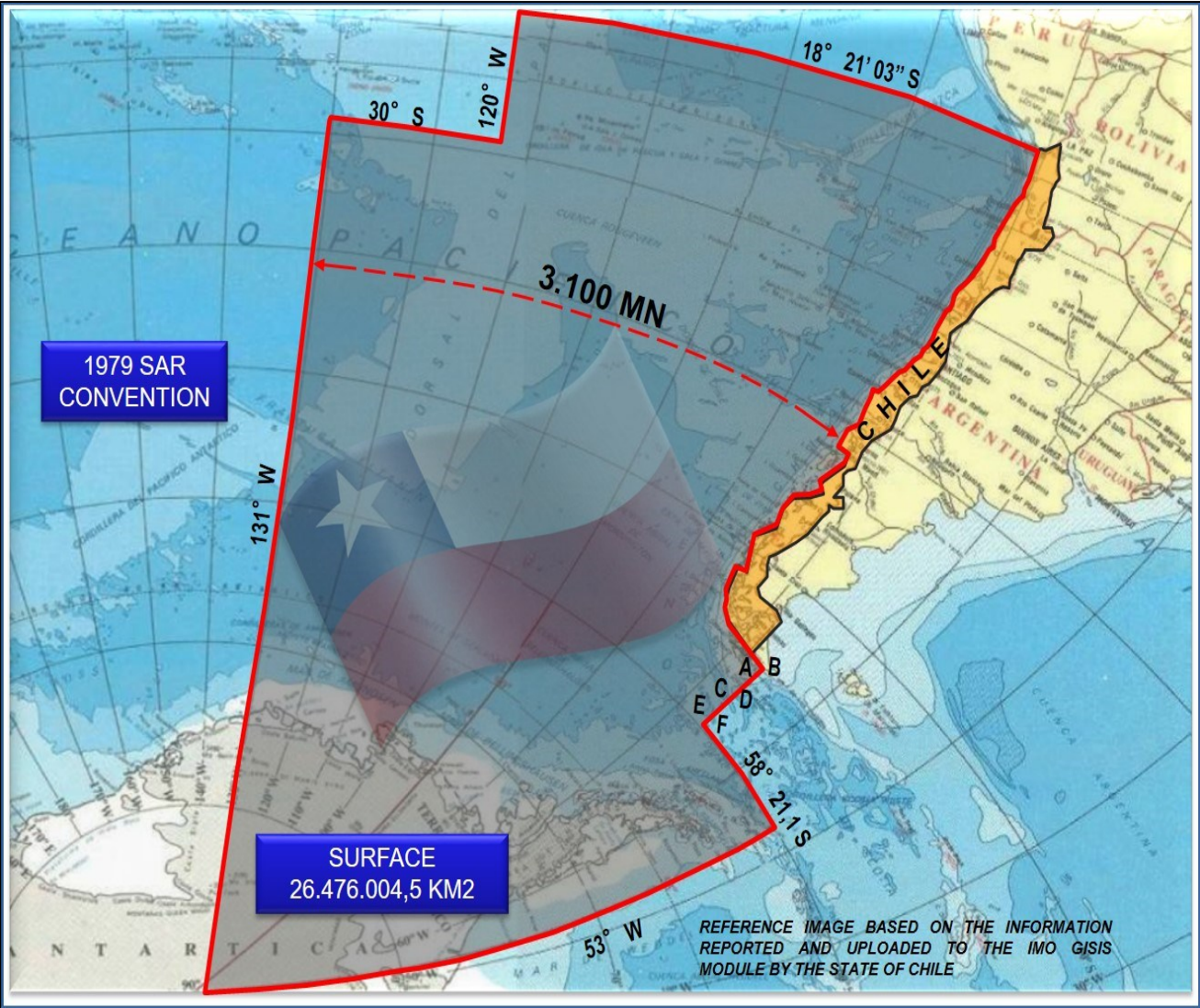
- E-mail : mcccchile@directemar.cl.
- Phone : 56 32 2208639 / 56 32 2208637 / 56 32 2208638.
- Mobile : +56 9 5638 3803 (Whatsapp)
- Twitter : @mcccchile

Masters of foreign flagged vessels navigating in the Chilean SAR area are invited to use the Ship Reporting System (CHILREP). The system will reduce the time lapse between the loss of contact and the commencement of a search and rescue operation, and it will deal with any event that causes or is likely to cause pollution of the marine environment.

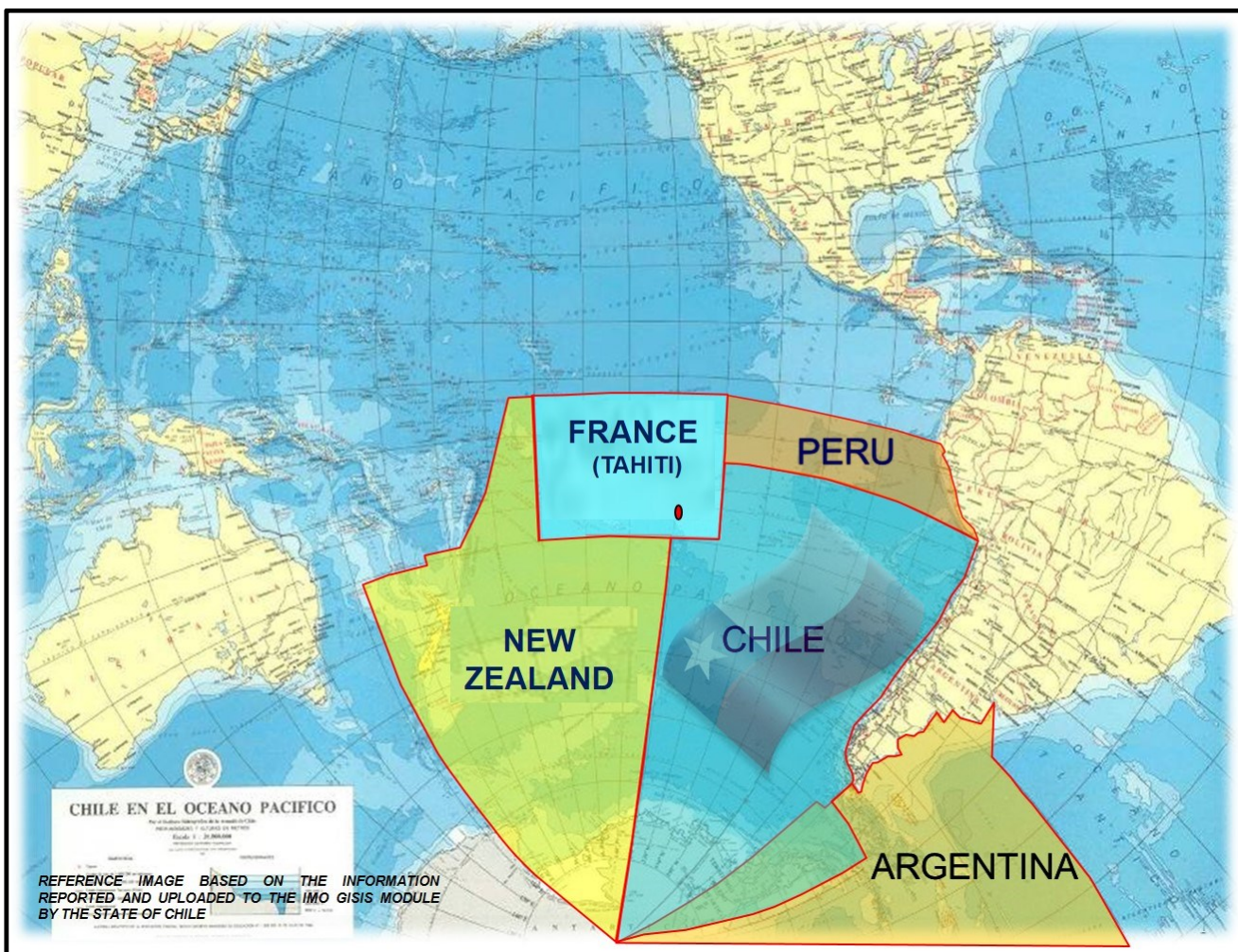
**DIRECTOR OF THE MARITIME SAFETY,
SECURITY AND OPERATIONS**

D I R S O M A R

SAR RESPONSIBILITY AREA AND CHILREP AREA



SAR AREAS BORDERING THE CHILEAN SAR RESPONSIBILITY AREA



1.0 FUNCTIONS OF THE MARITIME SEARCH AND RESCUE SERVICE – MRCC CHILE

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

The main function of this Service is the coordination of the maritime search and rescue operations within the Chilean area of responsibility (SAR AREA), as indicated on page 7.

Search and rescue facilities are available to all seafarers whether they are sportsmen, commercial fishermen or professional seamen who make up the world’s merchant fleets.

Personnel with considerable marine qualifications, experience and expertise in search and rescue procedures operate the Service round-the-clock.

Communications are the key element of any search and rescue planning and coordination. The Service is well equipped with a global coverage network, which is based on the procedures and protocols of the Global Maritime Distress and Safety System (GMDSS), regulated by the International Convention for the Safety of Life at Sea (SOLAS).

2.0 CHILREP GENERAL INSTRUCTIONS

2.1 Introduction

CHILREP, established under SAR and SOLAS Convention, is used to facilitate, obtain or exchange information through reports. Thus, the data obtained apply to many purposes, such as search and rescue, maritime traffic services, meteorological forecasts and prevention of marine pollution. Its objectives are to:

- a) reduce the interval between the loss of contact with a ship and the commencement of search and rescue operations when no distress signal has been received;
- b) reduce the search area for a rescue operation;
- c) maintain updated information on vessels available in the area in the event of a SAR operation.

The coverage of CHILREP and Chile’s maritime SAR are identical.

CHILREP is a positive notification system, that is, if an expected report is not received and information is not available through other automatic systems (AIS, LRIT, etc.), inquiries will be initiated to know the location of the ship. Ships near

the last known position are likely to be alerted, in order to activate protocols relating to a SAR operation.

Likewise, failure to receive a notification may result in the search being focused in a wrong area, resulting in not finding survivors.

2.2 CHILREP main features and reports

When entering the CHILREP area, vessels should issue their reports to MRCC Chile as follows:

- **Sailing Plan (SP):**
Before leaving a Chilean port or upon entering the CHILREP area.
- **Position Reports (PR):**
At least once a day, between 12:00 Z and 16:00 Z.
- **Deviation Report (DR):**
When the ship's position varies significantly from initial sailing plan, when the route is modified or if the Master decides so.
- **Final Report (FR):**
When leaving the CHILREP area.
- **Dangerous Goods Report (DG):**
When an incident takes place involving the loss or likely loss overboard of packaged dangerous goods, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, into the sea.
- **Harmful Substances Report (HS):**
When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL 73/78) or noxious liquid substances in bulk (Annex II of MARPOL 73/78).
- **Marine Pollutants Report (MP):**
In the case of loss overboard of marine pollutants in package form, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, identified in the International Maritime Dangerous Goods Code as marine pollutants.

3.0 FORMAT COMPONENTS OF CHILREP

The following list shows all the components of the CHILREP format reports. The full list of components should not be included when sending reports. Master should include those components shown in the examples for each type of report; others may be

included at the Master's discretion or when relevant to the type of report being sent (See Appendix "C").

This format complies with IMO resolution A.851 (20) approved on November 27, 1997.

- A.- Vessel's name and call sign.
- B.- Date/Time of Position (UTC). A four-digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC, state time zone used.
- C.- Position (latitude and longitude).
- D.- Geographical position (optional, to be used when sailing near the coast or inland waters).
- E.- True course (a three digit group).
- F.- Speed (speed in knots).
- 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.- State whether pilot is on board.
- K.- Date/Time and point of exit from CHILREP system (point of exit 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, e.g.: Rhumb Line "RL", Coastal or Great Circle "GC"). In the case of coastal shipping, state estimated date and time, in a six-digit group.
- M.- Coast radio/maritime communications stations monitored (include INMARSAT and DSC number, if fitted).
- N.- Date/Time of next report (Reports between 1200Z and 1600Z).
- O.- Draught.
- P.- Cargo (brief indication).
- *Q.- Defects or other limitations.

*R.- Pollution (Reports of any pollution seen).

S.- Weather conditions in the area (optional).

T.- Ship's agents.

U.- Ship size and type.

V.- Medical personnel on board (Sailing Plan only).

W.- Total number of persons on board.

*X.- Remarks.

* Harmful substances, Marine pollution and Dangerous Goods refer Appendix A.

4.0 TYPES OF REPORTS

4.1 Sailing Plan (CHILREP SP)

A sailing plan report (SP) is sent to the communications stations prior, or as close as possible to the time of departure from a port within the CHILREP area or upon entering into the CHILREP area.

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

4.1.1 Example of SP on entering CHILREP area:

Format	Example
CHILREP SP	CHILREP SP
A.- Vessel's name and call sign	A.- NEW PRIDE / 3FRJ
F.- Speed	F.- 14
G.- Name of last port of call	G.- AUCKLAND
H.- Date / Time and point of entry into CHILREP system	H.- 280930Z 3320S 13100W
K.- Date / Time and point of exit from CHILREP system	K.- VALPARAISO 042000Z
L.- Route	L.- GC.

M.- Coast radio/maritime communications stations monitored (INMARSAT and DSC number, if fitted)	M.- CBV, INMARSAT 764905652 - 435562410
N.- Date / Time of next port	N.- 281400Z
V.- Medical personnel on board	V.- NO
X.- Remarks	X.- NO

Message Transmitted:

CHILREP SP A. NEW PRIDE/3FRJ F. 14 G. AUKLAND H. 280930Z 3320S
13100W K. VALPARAISO 042000Z L. GC M. CBV, INMARSAT 764905652 –
435562410 N. 281400Z V. NO X. NO

- 4.1.2 Example of SP issued on departure from a port within CHILREP area to a port outside CHILREP area.
(It should be issued prior to sailing or as close as possible to the time of departure).

Format	Example
CHILREP SP	CHILREP SP
A.- Vessel's time and call sign	A.- SPL ATACAMA / CBAV
F.- Speed	F.- 16
H.- Date / Time and departure port	H.- 161300Z ANTOFAGASTA
I.- Date / Time and next destination	I.- 181500Z CALLAO
K.- Date / Time and pint of exit from CHILREP area	K.- 171400Z 1821S 07510
L.- Route	L.- RL
M.- Coast radio/maritime communications stations monitored (INMARSAT and DSC number, if fitted)	M.- CBA
N.- Date / Time of next Report	N.- 171500Z
V.- Medical personnel on board	V.- No
X.- Remarks	X.- No

Message transmitted:

CHILREP SP A. SPL ATACAMA / CBAV F. 16 H. 161300Z ANTOFAGASTA.
CALLAO 181500Z K. 171430Z 1821S07510W L. RL M. CBA N. 171500Z V. NO
X. NO

4.1.3 Example of SP issued on departure from a port within the CHILREP area.
(It should be issued prior or as close as possible to the time of departure)

Format	Example
CHILREP SP	CHILREP SP
A.- Vessel's name and call sign	A.- TRINIDAD I/CA5511
F.- Speed	F.- 15
H.- Date / Time and departure port	H.- 141600Z TALCAHUANO
J.- State whether pilot is on board	J.- Yes
K.- Date / Time and next port of arrival	K.- 172300Z PUNTA ARENAS
L.- Route	L.- Coastal, inland waters
M.- Coast radio / maritime communications stations monitored	M.- CBT, CBP, CBM
N.- Date / Time of next report	N.- 152400Z
V.- Medical personnel on board	V.- Yes
X.- Remarks	X.- No

Message transmitted:

CHILREP SP A. TRINIDAD I/CA5511 F. 15 H. 141200Z TALCAHUANO J. YES
K. PUNTA ARENAS 172300Z L. COSTERA-AGUAS INTERIORES M. CBT,
CBP, CBM N.152400Z V.SÍ X.NO

4.1.4 Example of SP issued when transiting CHILREP area, from and to
Port not in CHILREP area.

Format	Example
CHILREP SP	CHILREP SP
A.- Vessel's name and call sign	A.- MAJESTIC SKY/9V2983
F.- Speed	F.- 16

G.- Name of last port of arrival	G.- BUENOS AIRES
H.- Date / Time (UTC) and point of entry into CHILREP area	H.- 150230Z 5630S 06716W
I.- Next port and estimated time of arrival	I.- AUCKLAND 301600Z
K.- Date / Time and point of exit from CHILREP system	K.- 212300Z 5400S 12000W
L.- Route	L.- RL until entering CHILREP, then GC
M.- Coast radio / maritime communications stations monitored	M.- CBM, CBV
N.- Date / Time of next report	N.- 151200Z
V.- Medical personnel on board	V.- NO

Message transmitted:

CHILREP SP A. MAJESTIC SKY/9V2983 F. 16 G. BUENOS AIRES H. 150230Z 5630S 06716W I. AUCKLAND 301600Z K. 212300Z 5500S 12000W L. RL UNTIL ENTERING CHILREP, THEN GC M. CBM, CBV, ZLB N. 151600Z V. NO

4.2 Position Report (CHILREP PR)

A position report (PR) should be issued every day at 1200Z and at 1600Z 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 modify the nominated daily reporting time, such modification should be informed in the PR sent before modifying.

Format	Example
CHILREP PR	CHILREP PR
A.- Vessel's name and call sign	A.- MAJESTIC SKY/9V2983
B.- Date / Time of position (UTC)	B.- 141200Z
C.- Position	C.- 4230S 07715W
E.- Course	E.- 180
F.- Speed	F.- 14

X.- Remarks (e.g., change of reporting time or revised ETA) X.- NO

Message transmitted:

CHILREP PR A. MAJESTIC SKY/9V2983 B. 141200Z C. 4230S/07715W E. 180 F. 14 X. NO

4.3 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 (DR) must be sent.

Example DR:

Format	Example
CHILREP DR	CHILREP DR.
A.- Vessel's name and call sign	A.- MAJESTIC SKY/9V2983
B.- Date / Time of position	B.- 071700Z
C.- Position	C.- 4730S 07710W
F.- Speed	F.- 08
I.- Destination and ETA	I.- TALCAHUANO 092330Z
X.- Remarks (include deviation reason, e.g., 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. MAJESTIC SKY/9V2983 B. 071700Z C. 4730S/07710W F.18 I. TALCAHUANO 092330Z X. REDUCED SPEED DUE TO HEAVY WEATHER.

4.4 Final Report (CHILREP FR)

The final report (FR) is sent on entering the port of destination (arrival to port) or when leaving the area covered by the system.

When a FR is intended to be sent after departing from the service area, it should be sent as soon as possible.

4.4.1 Example of FR on arrival at a port in CHILREP area:

Format	Example
CHILREP FR	CHILREP FR
A.- Vessel's name and call sign	A.- ANTOFAGASTA/CBAZ
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. ANTOFAGASTA/CBAZ K. 181315Z ARICA X. FINAL REPORT.

4.4.2 Example of FR, vessel leaving CHILREP area:

Format	Example
CHILREP FR	CHILREP FR
A.- Vessel's name and call sign	A.- QUEEN ELIZABETH/GBTT
K.- Date / Time and point of exit from the system	K.- 110430Z 1821S 08745W
X.- Remarks (must include the words Final Report)	X.- FINAL REPORT

Message transmitted:

CHILREP FR. A. QUEEN ELIZABETH/GBTT K. 110430Z 1821S 08745W
X. FINAL REPORT.

5.0 METHODS OF PASSING REPORTS

Reports may be transmitted either at port or at sea. They may be sent directly by e-mail to the Maritime Search and Rescue Center – MRCC CHILE (mrccchile@directemar.cl) or transmitted to the national maritime mobile Service through the maritime radio stations network.

Details regarding schedules and frequencies of maritime radio stations may be verified in “Appendix B” to this document or in the List for Coastal Radio Stations of the International Telecommunication Union – UIT List IV (Maritime Mobile Access and Retrieval System).

6.0 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 leaving the CHILREP

area. If a ship is unable to pass a position report due to some technical problem or inconvenience, all attempts should be made to pass through other ships, port or shore authority using any alternate means of communication.

7.0 NOTES ON PROCEDURES

7.1 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: October 17, 2019, 1200 LMT, transmitted as 171600Z (+4).

7.2 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.

7.3 Intended Route

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

7.4 Speed

Anticipated average speed vessel will make until next report time.

7.5 Course

True anticipated course until next reporting time using the 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 does not apply, appropriate clarification should be made.

7.6 Radio Stations Monitored

List the stations with which the vessel normally makes contact for communication. If the ship is equipped with e-mail, satellite link or Digital Selective Call, the corresponding address and/or number must be included.

7.7 Severe weather

Vessels planning to sail in areas of severe weather conditions or experiencing such conditions are urged to report their position to the Service at more frequent intervals.

7.8 Geographical Position

When used, give well-known names or landmarks of the references used.

7.9 Weather Conditions in the Area

This is optional but recommended. Include the following when reporting:

Pressure (HP), four digits. E. g.: 1024.

Wind direction and force in knots. E.g.: 220-18.

Air and water temperature when available (°C) if available, e.g.: 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)

A.1.1 Primary reports should contain items A, B, C (o D), M, Q, R, S, T, U and X 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 consigner
5. Types of packages including identification marks. Specify whether portable tank or tank vehicle or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the 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.

A.1.2 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. Specify whether portable tank or tank vehicle or whether vehicle or freight container or

other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.

6. An estimate of the quantity and likely condition of the goods.

A.1.3 Particulars not immediately available should be inserted in a supplementary message or messages.

A.2 Harmful Substances Reports (CHILREP HS)

A.2.1 In the case of actual discharge primary HS reports should contain items A, B, C (or D), E, F, L, M, N, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge item P 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, when known, or consignee or consignor.
 5. Quantity.
- Q
1. Condition of the ship, where appropriate.
 2. Ability to transfer cargo/ballast/fuel.
- R
1. Type of 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, when known, or consignee or consignor.
 5. An estimate of the quantity of the substances.
 6. Whether lost substances floated or sank.
 7. Whether lost is continuing.

8. Cause of loss.
 9. Estimate of the 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, e-mail address 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 the movement of the ship.
2. Assistance or rescue efforts which have been requested or which have been provided by others.
 3. The master of an assisting or rescuing ship should report the particulars of the action undertaken or planned.

A.2.2 After the transmission of the information referred to above in the initial report, as much information as possible which is considered essential for the protection of the marine environment, according to the event, should be reported in a supplementary report as soon as possible. That information should include items, P, Q, R, S and X.

A.2.3 The master of any ship engaged in or requested to engage in an operation to render assistance or undertake a rescue operation should report, where possible, items A, B, C (or D), E, F, L, M, N, P, Q, R, S, T, U and X of the standard reporting format. The master should also report the coastal State (Chile) on developments.

The Captain shall also keep the Coastal State (Chile) informed of developments.

A.3 Marine Pollutants Report (CHILREP MP)

A.3.1. In the case of actual discharge, primary MP reports should contain items, A, B, C (or D), M, Q, R, S, T, U and X of the standard reporting format. In the case of probable discharge (see A.4), item P should also be included. Details for P, Q, R, T and X should be as follows:

- P 1. Current 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. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
 6. An estimate of the quantity and likely condition of the goods.
- Q
1. Condition of the ship, where appropriate.
 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. Name of manufacturers of goods when known, or consignee or consignor.
 5. Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the 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, e-mail address 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 the movement of the ship.
 2. Assistance or rescue efforts, which have been requested or provided by others.

3. The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.
- A.3.2 After transmitting the above information in the initial report, as much information as possible considered to be essential for the protection of the marine environment should be reported. Such information should include items P, Q, R, S and X.
 - A.3.3 The master of any ship engaged in or requested to engage in an operation to render assistance or undertake rescue should report, where possible, items A, B, C (or D), M, P, Q, R, S, T, U, X of the standard reporting format. The master should also keep the coastal State informed of developments.

A.4 Probability of discharge

- A.4.1 The probability of a discharge resulting from damage to the ship or its equipment is reason enough to issue a report. In judging whether there is such a probability and whether the report should be made, the following factors, among others, should be taken into account:
 - .1 the nature of the damage, failure or damage to the ship, its machinery or equipment; and
 - .2 sea and wind state and also traffic density in the area at the time and place of the incident.
- 3.4.2 It is recognized that it would be impossible to provide precise definitions of all types of events that may involve a discharge that would justify the obligation to report. However, as a general guideline the master of the ship should transmit a report in the event of:
 - .1 damage, malfunction or breakdown affecting the safety of ships; examples of such incidents are collision, grounding, fire, explosion, structural failure, flooding, cargo shifting; and
 - .2 malfunction or breakdown affecting the equipment or machinery undermining the safety of navigation; examples of such incidents are failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipborne navigational aids.

APPENDIX "B"

TABLE WITH IDENTIFICATION, CHANNELS, FREQUENCIES AND MARITIME RADIO STATIONS OF THE NATIONAL MARITIME MOBILE SERVICE

I.- MAIN MARITIME RADIO STATION:

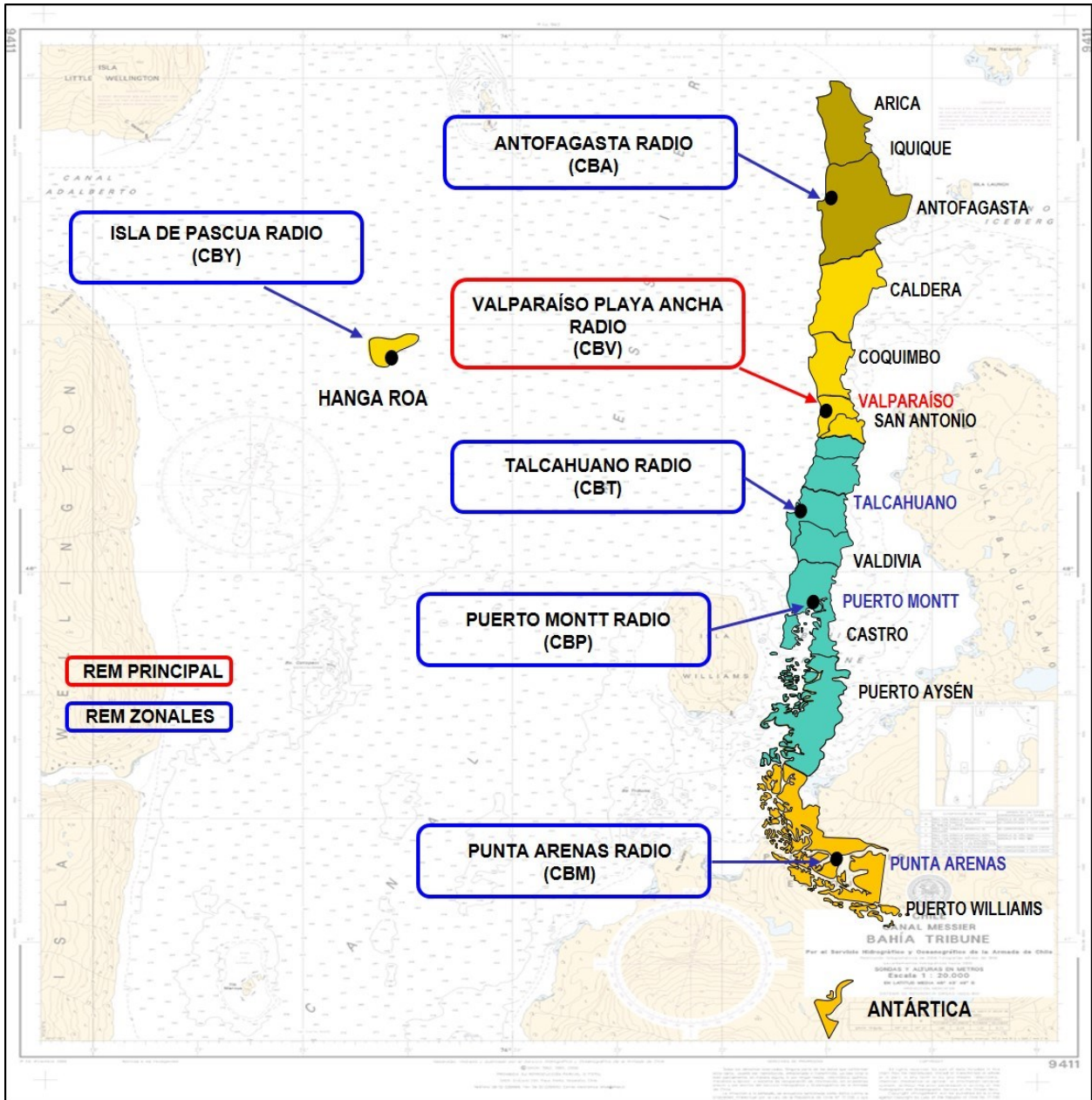
IDENTIFICATION	CHANNELS / FREQUENCIES (H24)	
	BAND VHF	BAND MF / HF
<p style="text-align: center;">VALPARAÍSO PLAYA ANCHA RADIO (CBV)</p> <p style="text-align: center;">MMSI 007251860</p> <p style="text-align: center;">LAT: 33°01'13" SOUTH LONG: 071°38'33" WESTE</p> <p style="text-align: center;">E-mail: cbvradio@directemar.cl</p>	<p>C-16 C-10 C-27 C-83 C-70 (DSC)</p>	<p>2.187,5 Khz (DSC) 4.207,5 Khz (DSC) 6.312,0 Khz (DSC) 8.414,5 Khz (DSC) 12.577,0 Khz (DSC) 16.804,5 Khz (DSC) 2.182 Khz C-421 C-606 C-821 12.359 Khz 16.537 Khz C-2221 2.738 Khz 4.357 Khz 4.228 Khz (Radio facsímil difusión) 8.677 Khz (Radio facsímil difusión) 17.146,5 Khz (Radio facsímil difusión)</p>

II.- ZONE MARITIME RADIO STATIONS:

IDENTIFICATION	CHANNELS / FREQUENCIES (H24)	
	BANDA VHF	BANDA MF / HF
<p style="text-align: center;">ANTOFAGASTA RADIO (CBA)</p> <p style="text-align: center;">MMSI 007250050</p> <p style="text-align: center;">LAT: 23°39'10" SOUTH LONG: 070°24'08" WESTE</p> <p style="text-align: center;">E-mail: cbaradio@directemar.cl</p>	<p>C-16 C-10 C-83 C-70 (DSC)</p>	<p>2.187,5 Khz (DSC) 4.207,5 Khz (DSC) 2.182 Khz C-421 2.738 Khz 4.357 Khz</p>

IDENTIFICATION	CHANNELS / FREQUENCIES (H24)	
ISLA DE PASCUA RADIO (CBY) MMSI 007250100 LAT: 27°11'02" SOUTH LONG: 109°25'42" WESTE E-mail: cbyradio@directemar.cl	BAND VHF C-16 C-10 C-27 C-70 (DSC)	BAND MF / HF 2.187,5 Khz (DSC) 4.207,5 Khz (DSC) 2.182 Khz C-421 2.738 Khz 4.357 Khz
TALCAHUANO RADIO (CBT) MMSI 007250170 LAT: 36°41'30" SOUTH LONG: 073°06'30" WESTE E-mail: cbtradio@directemar.cl	BAND VHF C-16 C-10 C-27 C-70 (DSC)	BAND MF / HF 2.187,5 Khz (DSC) 4.207,5 Khz (DSC) 2.182 Khz C-421 2.738 Khz 4.357 Khz
PUERTO MONTT RADIO (CBP) MMSI 007250230 LAT: 41°28'44" SOUTH LONG: 072°57'40" WESTE E-mail: cbpradio@directemar.cl	BAND VHF C-16 C-10 C-27 C-70 (DSC)	BAND MF / HF 2.187,5 Khz (DSC) 4.207,5 Khz (DSC) 2.182 Khz C-421 2.738 Khz 4.146 Khz
MAGALLANES RADIO (CBM) MMSI 007250380 LAT: 53°09'55" SOUTH LONG: 070°54'16" WESTE E-mail: cbmradio@directemar.cl	BAND VHF C-16 C-10 C-27 C-83 C-70 (DSC)	BAND MF / HF 2.187,5 Khz (DSC) 4.207,5 Khz (DSC) 8.414,5 Khz (DSC) 2.182 Khz C-421 C-606 C-821 12.359 Khz 2.738 Khz 4.146 Khz 4.322 Khz 4.322 Khz 8.696 Khz

NATIONAL MARITIME MOBILE SERVICE RADIO STATIONS NETWORK



APPENDIX “C”

CHILREP REPORTS CHECK LIST

-	SP	PR	FR	DR	DESCRIPTION
A	1	1	1	1	Vessel's name and call sign
B		1		1	Date and Time of position (UTC)
C		1		1	Position (latitude / longitude)
D					Position with geographic reference (optional, when near the coast)
E		1		3	Course
F	1	1		3	Speed
G	2				Last port of call (when entering from overseas)
H	1				Date / time and point of entry into CHILREP area or Chilean port of departure
I	2			1	Next overseas destination and ETA
J	4				Whether pilot on board
K	1		1	3	Date / Time and exit point from the CHILREP area or next Chilean port
L	1			3	Ruta (RL, GC o costera)
M	1			3	Maritime Radio Stations monitored
N	1			3	Date / Time of next report
V	1				Medical personnel on board
X			1	3	Remarks

- 1** : Mandatory.
- 2** : This information is only required when entering or departing the CHILREP area.
- 3** : Only include if affected by deviation.
- 4** : Notification of pilot is required when route considers inland waters navigation.

General Directorate of the Maritime Territory and Merchant Marine

Directorate of Maritime Safety, Security and
Operations

Maritime Search and Rescue Coordination Center
(MRCC CHILE)

CHILREP –Ship Reporting System