



Vessel : Demerara	Defect ID : 123	NCR # : 6/2024	Is NCR ? : Yes
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Defect Details

DATE: 1st MARCH 2024
 LOCATION: AT GROVE (INNER ANCHORAGE), GEORGETOWN, GUYANA
 LOCAL TIME UTC -4
 ISPS LEVEL 1

After completion of cargo operation at Ramsburg Terminal, Georgetown Guyana on 1st March 2024 vessel cast-off 1624lt hrs and dropped Anchor 1724lt hrs at Grove Anchorage Bosun and duty AB was kept on aft station during this passage from Berth to Anchor for security rounds.

After Dropping Anchor checked & confirmed all stores were padlocked and Accommodation doors closed/Locked from inside. Security Boat was alongside on Starboard side, from sunset to sunrise officer was accompanied with duty watchman.

On 11th March 2024 16:00lt, 3rd Engineer went to Chemical store to remove grease bucket for general purpose use and found some grease and oil buckets missing as per inventory. Padlock was in place.

Upon investigation via camera recording, it was found on 1st March 2024 at 1957lt hrs boat came alongside on portside through dark/shadow sector spreading 2m from hull, deck lights provided create dark/ shadow sectors around the vessel.

At 1736lt hrs rounds taken by Bosun and OS2 to re-check if all padlocks are in intact condition and confirmed all in place, mooring rope secured and tight on bits. All accommodation doors closed from inside.

At 19:30lt security boat alongside starboard side. Additional round taken by Bosun around accommodation. Reported- all doors and padlock closed.

At 19 57lt hrs boat came alongside 19 58lt hrs 4 robbers onboard on port bow . They climbed on board ,entered and hide behind spare anchor kept on space provided in front of Forecastle deck, this area is having shadow sectors, lights are mounted on forecastle deck plate edge thus this space under forecastle deck is dark/ shadow sector

2014 hrs they dis-embark and 2015 hrs boat away.

Bridge activity as per camera recording

1957 Boat Alongside

1958 Robbers Onboard

1959 3rd Off on bridge

2000 AB on Bridge

2001 Chief officer off watch

2005 Master on Bridge

2007 Cadet Off watch

2014 Robbers Dis-Embarked

2015 Boat Away

Please check online webcam log 02nd March 2024 from 0500 -0600 AM AS PER WEBCAM TIME (IST).

Root cause:

- Not proper lookout by crew
- Not proper lookout by security guard
- Not sufficient lights on deck.

Preventive measures:

- Security meeting with all crew. Remainder security duties and action.
- During Guyana call increase security patrol, keep sharp extra lookout and round the vessel
- Keep all doors locked
- Additional light to be order

Items missing:

- EPONA Z68 – 20LITERS
- BARELF CH 100- 40 LITERS
- NEPTUNA 2TSUPER SPORT - 20LITERS
- TRANSELF B80W90 - 20LITERS
- VISGA 68 – 60 LITERS
- BARELF SM 68 - 20LITERS
- BARELF SM 46 - 40LITERS
- MULTIPLEX S2A – 18 KG
- BIO ADHESIVE PLUS -30 KG
- BIO MULTIS EP 2 – 18KG
- CERAN XM 220 – 140KG

Latest Robbery attacks in Georgetown, Guyana as per local Pilot information:

- One Vessel reported after robbery attack missing paint from paint store
- 2nd Vessel reported after robbery attack missing rescue boat engine

Requisition Code :

Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Deck
Secondary :	Lack of Situational Awareness	Inspector External :		Office Dept :	Operations

		Inspection Date :			
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Applicable Dates

Date Raised : 13-Mar-2024	ETC : 20-Mar-2024	Date Completed : 16-Mar-2024
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Other Details

Priority : Normal	Assigned By : Vessel	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 28/Mar/2024

Causes

Root cause - Wrong procedures followed by vessel by not taking regular safety rounds & also security petrol boat assigned from terminal had failed to maintain a strict anti piracy watches by not patrolling around vessel as well security boat was made fast to the vessel on starboard side.
 Deck rounds were not made by duty watchman during the hours of darkness while vessel was at anchor, so vessel failed to implement security measures as per SSP guidelines - Marsec level 1.
 Security petrol boats were provided by the terminal however prior to incident petrol boat was made fast to the vessel on her starboard side main deck and pirate boats approached the vessel on portside forward.
 Duty watchman were told to remain standby only in aft part of the vessel and keep a sharp lookout for approaching boats (if any) from the stern.
 Ineffective look out were maintained by duty officer from bridge.

Corrective Action

1. Security meeting was held immediately and all staff were made aware of SSP guidelines for maintaining watches while at anchor/in port.
2. Security training carried out for all personnel.
3. Regular deck rounds were made compulsory whenever vessel arrived at anchorage or in port.
4. All the stores doors must be kept closed by means of heavy pad locks and also look for opportunity to secure the stores door by means of bolting arrangements and the key spanner for these bolts must be kept in possession of Security officer/Bridge.

Preventive Action

1. Vessel must implement all security measures as per SSP guidelines.
2. Regular deck rounds to be implemented with immediate effect whenever vessel arrive at anchorage or at berth.
3. Fleetwide circular sent out to all vessels and all ships were reminded to comply with SSP/BMP5 guidelines for implementing security measures.
4. Carried out SSA to identify the gaps.

CONTRIBUTING FACTORS

Descriptions

Piracy

Root Causes- Job Factor

Inadequate Work Standards

Root Causes- Management Factors

Inadequate Monitoring / Supervision

Inadequate Training

Root Causes- Personal Factor

Improper Assessment

Lack of Knowledge

Situational Awareness

Direct Causes- Unsafe Acts
Failure to Follow Rules and Regulations
Job Factors
Inadequate Supervision
Inadequate Work Standards
Incorrect or Insufficient or Unclear Instructions Given
Personal Factors
Lack of Knowledge
Substandard Acts
Failure to follow procedure
Failure to Use prescribed checklist/ Procedure or Work Permit
Substandard Conditions
Inadequate or Excessive Lighting

Follow Up

On	By	Follow Up	
20/Mar/2024	Nawin Khaware	Please upload all the statements taken from bridge watchofficers & ABs. Upload copy of deck logbook since arrival until departure from Groove anchorage. Upload all bridge checklist since arrival until departure, copy of movement book, Security training record also to be uploaded. Carry out one Ship security assessment and upload one copy here after it's reviewed and signed by CSO.	
20/Mar/2024	Valerios Jose Fernandes Staff Code - 10353 - 3/OFF	CHECKLISTS,REPORTS & CREW STATEMENTS, DECK LOG BOOK ENTRIES & ISPS LEVEL- 2 TRAINING AS SSP GUIDE	Link1 Link2 Link3 Link4 Link5 Link6 Link7 Link8 Link9 Link10 Link11
18/Mar/2024	Valerios Jose Fernandes Staff Code - 10353 - 3/OFF	AWAITING OFFICE ACTION for this job has been changed to No	

Before & After Pictures

Before	After
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