

GLOBALPANDI

Circular for P & I Clubs

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Correspondents for:

Britannia, British Marine, Charterers P&I Club, GARD, ITIC, Navigators, Nordisk Defence Club (Through Sabatino Pizzolante), North of England P&I Club, Raets Club, Shipowners P&I Club, Skuld, South of England, Steamship Mutual, The American Club, The London P&I Club, West of England and Through Transport Club (TTC).

Armed robbery at anchorage area off Puerto La Cruz/Barcelona

Armed robbery to ships anchoring off Puerto La Cruz/Barcelona city is certainly an increasing problem in the last months, although this is not a new issue taking into account that some isolated incidents were reported in the past. Unfortunately, due to the domestic economic situation, lack of surveillance by the coast guard and the failure by the authorities to implement corrective measures such incidents are growing in number affecting tankers and container vessels alike, particularly when the vessel is instructed by the authorities to anchor in the Bahia de Pozuelos, closed to the area of Puerto La Cruz. There have been reported cases of thieves climbing on board the vessels at anchor, more easily in the case of containers vessels, in order to open the containers as well as to rob the crew members; in line with this crews have been beaten and even wounded with knife and weapons.

Vessels calling at the different marine terminals in Puerto La Cruz area can be directed to anchor in Jose bay (Barcelona city), Guanta bay or Bahia de Pozuelos and Pertigalete bay. In all cases anchoring in the former is dangerous, for which reason vessels are currently advised to anchor in the Bahia de Pozuelos where the authorities have offered proper surveillance following several meetings with the maritime community to discuss this problem and to look for concrete actions to solve it.

Having said the above, the following recommendations are suggested:

1. Avoiding the anchoring in the proximities of the port, trying if necessary to adjust the itinerary to directly berth for operations.

2. Anchoring if needed in the Bahia de Pozuelos where authorities have offered to carry out the necessary surveillance.
3. Implement overnight security rounds to detect intruders in the proximities of the ship.
4. Immediate notification of any unusual or suspicious move or event to ship agents and Harbour Master, using also light and sound signals to warn about its proximity, informing to the authorities on VHF radio channel 16.

Should you need any assistance or further information regarding the topic stated above, please feel free to contact:

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