



ANGLO-EASTERN GROUP
QHSE MANAGEMENT
M.V. PAITON II
PIRACY / THEFT PRECAUTIONS

No.:D/30

Date:20 JULY 12

Revision: 1

Prep: Master

Appr: Suptd

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Action: Laminate and Log

**[To be used in known / suspect areas and logged each watch in
 Deck Log Book.]**

Items marked in bold & Italics are critical items identified in risk assessment NAV23 for the operation and should be given priority while using the checklist. If the operation involves deviation from normal conditions then a new risk assessment has to be carried out and recorded.

01	Maintain a vigilant visual, radar, VHF, and security watch.	<input type="checkbox"/>
02	In areas where communication with shore authority is available, maintain continuous watch on the requisite channel. Report suspicious movement to RCC for that area.	<input type="checkbox"/>
03	Deck watch to be on continuous, random patrol of open decks and external accommodation house, with patrol in regular pre-arranged walkie-talkie communication with bridge. (Every 15 minutes)	<input type="checkbox"/>
04	<i>Strengthen night watches on deck and bridge.¹</i>	<input type="checkbox"/>
05	<i>Pirates often observe a vessel before attempting to board. A well patrolled vessel with a strong complement on deck may well deter the pirates.</i>	<input type="checkbox"/>
06	<i>Effectively seal off means of access to accommodation house and machinery spaces.²</i>	<input type="checkbox"/>
07	Remove all portable/pilferable material from deck.	<input type="checkbox"/>
08	<i>All entrances to holds, voids, stools, deck stores etc., to be locked.</i>	<input type="checkbox"/>
09	All personnel to be made aware of the pre-arranged emergency warning signals.	<input type="checkbox"/>
10	<i>Illuminate deck and overside, particularly at the bow and stern. Such additional lighting should not obscure navigation lights or interfere with safe navigation of the vessel.</i>	<input type="checkbox"/>
11	Ensure no ropes/ ladders are hanging overside.	<input type="checkbox"/>
12	Provide powerful torches to deck patrol to sweep the waters randomly all around vessel and a whistle to summon assistance, when at anchor / port.	<input type="checkbox"/>
13	Search lights and Aldis lamp(s) to be used to sweep waters around vessel. (Especially when at anchor).	<input type="checkbox"/>
14	<i>Deck -water line charged and hoses rigged overside from the vessel. If it is possible, rig water spray over the poop, it may help to deter boarders.</i>	<input type="checkbox"/>
15	Establish a secure area, or areas, in which women and children can be mustered, and to which personnel can retreat, in the event the vessel should be boarded by a large number of armed robbers. A line of escape should be planned, in case of necessity.	<input type="checkbox"/>
16	In known dangerous anchorages, it may be prudent to not anchor but keep vessel under way at a safe distance.	<input type="checkbox"/>
17	Fit Hawse pipe covers whenever the anchor is lowered.	<input type="checkbox"/>
18	At anchorage, restrict access to vessel. Haul up gangway, accommodation ladder, etc., except for use. In port restrict access through one entrance only and maintain a continuous security watch at that point. Do not over rely on shore watchmen. Liaise with PFSO and other shore authorities.	<input type="checkbox"/>
19	If pirates board, sound the prearranged signal. Activate Ship security alert ³ . It may be helpful to leave the General Alarms on continuously in some types of incident, as the noise is distracting and may help to deflect the pirates from their purpose.	<input type="checkbox"/>



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20	If suspicious craft are detected near the vessel, sound general alarm on ships bell and whistle to alert the crew and other vessels. Man the fire hoses. [At least 7.5 Kg/cm ² pressure on fire line, more if possible, not more than two or three hoses open simultaneously.] If under way, take avoiding action as best can be done under the navigational circumstances. Master to use his discretion to activate the ship security alert if required.	<input type="checkbox"/>
21	<i>Before entering suspect areas, carry out a 'piracy' exercise to ensure all personnel understand exactly what procedures to follow.</i>	<input type="checkbox"/>
22	Hold a general meeting (s) and discuss with all personnel what to do if raiders do succeed in boarding. Armed raiders in some areas have no compunction in maiming, even killing, in order to get their way. All personnel are to be clearly informed that although boarding of raiders should be avoided or prevented, we wish to have live crew members, not dead heroes. Therefore do not confront / resist pirates.	<input type="checkbox"/>

ENSURE THAT SECURITY MATTERS DO NOT JEOPARDISE SAFETY AT ANY TIME.

NOTE 1: It may be necessary to supplement the patrols with engine and catering staff.

NOTE 2: Securing all accommodation and machinery working spaces to prevent entry must not prevent vessel personnel from escaping out, in the event of fire. Simple bolt arrangements, fitted inside all doors, are probably best. Doors should **NEVER BE PADLOCKED** on outside, as this will prevent vessel staff from escaping in necessity. It may be beneficial to restrict passage from main deck to aft, in some vessels, by fitting steel cage barriers/ nets etc.- so that unauthorized persons cannot come into the accommodation.

NOTE 3: On ships not fitted with Ship Security Alert System, Alert shore authorities and other ships in the vicinity. (Piracy / armed robbery attack is now a category of distress message for all classes of DSC equipment. INMARSAT has added a piracy message to the INMARSAT-C menu for the GMDSS).