



FMS.08.16.1000

Incident Investigation Report

Created by: QA

Approved by: Head of Fleet Management

Issued by: QA

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Revision No.: 2

Issued Date: 05/06/2012

Incident – Title ROBBERY INCIDENT AT HALDIA, INDIA ANCHORAGE (THE SANDHEADS)

Vessel Name / IMO number: BW YANGTZE

Date of the Incident: 29th JANUARY 2013

Date of the Report: 3rd FEBRUARY 2013

Executive Summary: ROBBERY INCIDENT AT HALDIA, INDIA ANCHORAGE (SAND HEADS)

Vessel arrived at the anchorage (the Sandheads) on 27th January 2013 and dropped her anchor at 1442hrs L/T to wait for berthing schedule. Vessel raised MARSEC Level 2 in conformance to the port Security Level 2. Prior vessels arrival at the anchorage, Shipboard Management (SMT) meeting was carried out and was discussed including Port Security Level as well as Ship's MARSEC Level 2 to be implemented. Watchmen posted one forepart and one aft part of the vessel plus duty officer on the bridge. On January 28, 2013 at 2200h vessel received berthing instructions by Email from SAGAR VTIS to proceed to pilot station at 0900h L/T of Jan. 29, 2013. Master gave instructions to the duty officer for vessels preparations to give one hour notice at 0330hrs in order to start heave-up anchor at 0415h L/T. Master also instructed duty officer to prepare starboard accommodation ladder on deck level to avoid delays for easy Pilot boarding and risk of preparation while vessel is underway in the channel. Vessel's freeboard is 14.0 meters.

At 2205h L/T, duty officer gave instruction to duty watchmen to swing out starboard accommodation ladder to be ready at deck level as well as pilot ladder to be ready for deployment at deck level.

At 0030h, Duty officer called master that robbers are onboard as reported by duty watchman at poop deck. Raised alarm, crew mustered and robbers escaped with 3 mooring ropes by jumping overboard. Master initiated to report by VHF Ch. 16 & 68 to SAGAR VTIS regarding the situation who in turn inform Indian Coast Guard for assistance. Master called CSO Capt. Clint Bout and Indian coast Guard by Telephone. Incident Reported to IMB Kuala Lumpur (Piracy Reporting Center) as well as the Flag State (Singapore). On January 30, 2013 at 1115h L/T 2 Indian Coast Guard Officers came onboard for investigation while vessel is at berth HOJ-3 jetty.

Investigation Team:

Name	Position	Role
LUBAS, VENANCIO B. JR.	MASTER	Lead Investigator
ESPARAS, NOEL T.	CH. OFFICER	Investigator
GHANEKAR, ANAND	CH. ENGR.	Support
STOICA, IONUT	2 ND ENGINEER	Support
		Support

Investigation Limitations:

Vessel is at anchor. Watchmen posted one at the fore part and one at the aft part to monitor vessels deck and the surrounding. Visibility was about 6 nautical miles but occasionally reduced due to existing fog. Several fishing boats seen during daylight in the vicinity and at night is visible as well as on Radar screen. Change over watch between 2000-2400hrs & 0001-0400 done both officers and duty deck watchmen. Watch man aft reported that 3 fishing boats approach the vessel (one on port quarter, one on starboard quarter and one at aft all doing routine of catching fish about 100 meters away. One fishing boat attracted the attention of aft duty watchman (this maybe served as decoy). At 0030h L/T Jan. 29, 2013 duty watchman saw 3 robbers onboard aft poop deck (2 lowering the mooring ropes and one as look out armed with knife and hand gun. When they saw him approaching they threatened him with a knife and a gun in order not to approach. Reported to the duty officer on the bridge, master, alarm was raised and crew mustered.

Method of boarding not known as there is no traces of equipments used for boarding considering ship freeboard



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is 14.0 meters. Fishing boat height is another factor used for easy boarding as fishing boat size seen during daylight are considerable high.

It is also noted that during daylight, fishing boats been doing their fishing routine as close as about 200 meters from the vessel's anchored position.

Information based from the statement of duty watchman as he is the one who witness and saw the 3 robbers onboard at aft poop deck.

Investigation Methodology:

Sequence of events:	
27/01/13 1100h	Shipboard Management Meeting (SMT) carried out Security issues discussed
27/01/13 1442h	Vessel arrived and dropped her anchor, waiting for berthing schedule.
28/01/13 2200h	Vessel received instruction from SAGAR VTIS of berthing instructions by Email
	Master inform the bridge duty officer for vessel's proceeding preparations.
28/01/13 2205h	Duty Officer instructed duty watchmen to prepare starboard gangway on deck level
28/01/13 2225h	Starboard gangway and Pilot ladder ready at deck level.
29/01/13 0030h	Robbers seen by aft duty watchman at poop deck lowering mooring ropes/Emergency alarm sounded.
29/01/13 0035h	Crew mustered in alleyway upper deck internal accommodation/ Robbers are armed.
29/01/13 0036h	Master initiated report to SAGAR VTIS VHF Ch. 16 & 68 Giving information & asking assistance
29/01/13 0042h	Master called Haldia Port Control on Ch. 16 asking assistance since robbers is still in vicinity but in turn advise to contact SAGAR VTIS.
29/01/13 0050h	SAGAR VTIS again contacted by master. Instructed to call Indian coast guard : Raj Kiran" on VHF Ch. 16.
29/01/13 0055h	Vessel again called coast Guard "Raj Kiran" but was not acknowledge./Crew stand down
29/01/13 0110h	Master called Haldia Coast Guard by Telephone giving all information. Also called BW Maritime CSO by telephone reporting the incident.
29/01/13 0226h	Master reported the incident to IMB Kuala Lumpur (Piracy Reporting Center)
30/01/13 1115h	2 Indian Coast Guard Officers onboard for investigation.
30/01/13 1750h	Incident reported to Flag (Singapore)



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Investigation Analysis

Vessel is at MARSEC Level 2 (posted one watchman each fore and aft of the vessel) to guard the vessels deck and the surrounding water. Fishing boats in the vicinity seen when vessel dropped her anchor catching fish with nets sometimes approaching nearby attracting attention then proceed with their fishing routine.

Loose mooring ropes laid on deck 6 coils at Forecastle and 5 coils at poop deck in preparation for mooring at Haldia port. These mooring ropes attract the attention and serve as invitation of the robbers to plan their attack.

Robbers normally attack at the time of change over of watches.

Root Causes

- Mooring ropes as visible from distance will attract attention and invites robbers to plan their attack.
- Loose mooring ropes are left laid on deck not properly secured on a bitts or drums. Easy to lower into the sea.
- Insufficient watch men on their station.
- No advance information given by Local agent of robbers operating the area
- Lack of port security although Security Level 2 was declared by the port as advise by local agent.
- No documented risk assessment prepared by SMT for anti-piracy measures and preparation of starboard gangway.

Corrective Actions:

	Action	Responsibility	Due Date
1	Loose mooring ropes should properly secured in drums or in store rooms	Ch. Off./Bosun	31/01/13
2	Additional look out/watchmen are to be posted when in MARSEC level 2	Master	31/01/13
3	Duty officer/Watchman should ask additional assistance when feel that the situation is uncontrolled.	Duty Officer	31/01/13
4	Documented Risk assessment has to be done prior arrival at MARSEC 2	Master/SMT	31/01/13
5			
6			
7			
8			

03/02/13

 BW YANGTZE
 POR: SINGAPORE CS: 9VNH7
 IMO: 9393096
 GRT: 43797 NRT: 21967
 ENG PWR: 12240KW

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