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外航組合員各位

ベネズエラ、Puerto La cruz、Port of Jose、Guanta Bay の錨地における武装強盗の件

ベネズエラのコレスポンデント VENEPANDI C.A.より、同国首都カラカスの東約250kmに位置する Puerto La cruz、Port of Jose、Guanta Bay で錨泊中の本船に対する武装強盗が多発しているとの情報を受領しましたのでご参考に供します。

強盗は拳銃やライフル銃で武装しており、多くの場合、夜間に漁船などの小船で錨泊中の本船に接近し、錨鎖をよじ登って侵入することです。殆どは電子機器や現金狙いですが、本船丸々誘拐する場合もあり、また乗組員に発見しづらいバッグなどを置き去りにすることで本船が麻薬売買に利用される危険についても警告されています。

対策としては本船乗組員による周辺警戒を厳にすることになりますが、同地での沖待ちは10日間にも及ぶこともあり、民間の警備会社を雇うことも可能となっています。

詳細につきましては添付現地コレポンからの書状をご参照いただき、また実際の寄港に際しては現地代理店に最新の状況をご確認いただくようお願いいたします。

各船舶の安全航行と事故防止を祈念いたします。

以上

日本船主責任相互保険組合

ロスプリベンション推進部

Tel: +81 3 3662 7229

Fax: +81 3 3662 7107

E-mail: lossprevention-dpt@piclub.or.jp

Website: <https://www.piclub.or.jp>

添付：VENEPANDI C.A.からの Circular - 025 (2016年10月21日付)



The P&I Correspondent in Venezuela

Caracas, 21st October 2016

Venepandi´s Circular - 025 – Robbery on board anchored vessels increasing at Puerto la Cruz Bay

Recently we´ve registered a new increase of cases of robbery and pilferage on board anchored vessels overnight with persons armed with guns and rifles.

At Puerto La cruz, port of Jose and Guanta Bay anchor designated areas, we´ve recorded an increase of cases of robbery and pilferage on board anchored vessels. These recent incidents happens exclusively overnight with small boats (mostly like fishing boats) approaching vessels. The armed robbers get on board by climbing the anchor chain armed with guns and even larger rifles and granades showing even the will to kidnap an entire ship if notice is given to the authorities. Most of the items they mainly look for are electronic devices and money in cash. However, there is a risk associated with drug trafficking as the crew may find it har to determine is any bag or similar was leaved on board. The people that get on board in order to conduct a robbery or pilferage are usually under the the effect of narcotics and may be willing to hurt or kill any crewmember who reject with their request for which is advised, in case of robbery on board, to provide full cooperation in order to preserve the crew members phisical integrity.

It´s reccomended to all vessels and crews to increase the patrolling on board during staying at anchor (that some times exceeds 10 days) and in case is possible, to hire private security that could stay on board during the ship´s time at anchor and that could assure that none unidentified parties approach any vessel and to ensure the authorities and coast guard attend before any incident takes place.

Should you have any question about this or any other matter, please don´t hesitate on contacting us.

**Carlos Carrasco
Operations Manager**

**Francisco Villanova
President**

Venepandi, C.A.

VENEPANDI C.A.

C.C.C.T, Torre B, Piso 10, Oficina 1001, Av. Ernesto Blohm, Chuao, Caracas, Venezuela P.C.1064

Phones: Master: +58 212 959.3338 / +58 212 959.3352 / +58 212 959.3347

Mobiles: +58 412 222 94 94/ +58 414 2239428