



South African Maritime Safety Authority

Ref: SM 6/5/2/1
SM 1/5/1/59/3

Date: 22 August 2014

Marine Notice No. 20 of 2014

MERCHANT SHIPPING (Maritime Security) Regulations, 2004; “Unlawful Interference with Maritime Transport” – STOWAWAYS. SOLAS – CHAPTER XI – 2 Maritime Security.

TO ALL SHIP OWNERS, MASTERS, AGENTS

Summary

This Notice is a general advisory notice to the industry regarding **stowaways** on board ships specifically departing ports along the West African Coast.

This Notice is to advise Masters of ships departing ports along the coast of West Africa to pay special attention, immediately after sailing from the last port, to carry out a thorough inspection of the ship spaces that may be accessed without clearing the ship gangway security. Particular attention is to be directed to the RUDDER TRUNK SPACE.

Vessels departing from ports of the West Coast of the African Continent bound for South Africa find, upon arrival at the first port of call stowaways in the rudder trunk space of the ship.

It is alleged that these people embark the ship when alongside, especially in ports having river access, with the aid of dugout canoe or small rowed boats.

SOLAS Chapter XI-2: Special Measures to Enhance Maritime Security.

Regulation 1. Definitions.

Security incident means any suspicious act or circumstance threatening the security of the ship, including a mobile offshore drilling unit and high-speed craft, or of a port facility or of any ship/port interface or any ship/ship activity.

Regulation 2. Application.

1. This chapter applies to:

- .1 the following types of ship engaged on international voyages:
 - .1.1 passenger ships, including high- speed passenger craft;
 - .1.2 cargo ships, including high- speed passenger craft, of 500 gross tonnage and upwards; and
 - .1.3 mobile offshore drilling units; and
- .2 port facilities serving such ships engaged on international voyages.

Reading from the **International Ship and Port Facility Security Code** (ISPS Code),

Part B, Item 8 (*Ship Security Assessment*).

8.9 The SSA (Ship Security Assessment) should consider all possible threats, which may include the following types of security incident:

- .4 unauthorized access or use, including presence of stowaways;

Reading also;

9.9 The SSP (Ship Security Plan) should establish the security measures covering all means of access to the ship identified in the SSA. This should include any (*but is not restricted to*):

- .1 access ladders;
- .2 access gangways;
- .3 access ramps;
- .4 access doors, side scuttles, windows and ports;
- .5 mooring lines and anchor chains; and
- .6 cranes and hoisting gear. **Adding:**
- .7 *access to void spaces in particular **the rudder trunking space.***

Quoting from **Part A, Requirement 19.** (*Verification and Certification for Ships.*)

19.1 Verifications.

.1 Each ship to which this Part of the Code applies shall be subject to the verifications specified below:

- .1 an initial verification before the ship is put into service or before the certificate required under section 19.2 is issued for the first time, which shall include a complete verification of its security system and any associated security equipment covered by the relevant provisions of chapter XI-2, of this Part of the Code and of the approved ship security plan. This verification shall ensure that the security system and any associated security equipment of the ship fully complies with the applicable requirements of chapter XI-2 and this Part of the Code, is in satisfactory condition and fit for the service for which the ship is intended.

19.2 Issue and Endorsement of Certificate.

.1 An International Ship Security Certificate shall be issued after the initial or renewal verification in accordance with the provisions of section 19.1.

Application of this Marine Notice.

The Master of any ship departing the last port of call along the West Coast of the African Continent, specifically bound for South Africa or in fact, for any other next port of call, is to apply whatever facilities are available at that port, enabling the ship's Security Officer to conduct a thorough search of the rudder trunk space having external access to this space via the rudder.

Furthermore, at the earliest opportunity, the owner of the any ship operating along this coastline, is to make arrangements for suitable gratings to be welded over this access position, thereby preventing any external human access into the rudder trunk space.

NOTE: This external human access prevention grating shall not, in any way possible, hinder the full operation of the ship's steering mechanism. The ship's Classification Society's approval of this modification will also be recommended.

In addition and at this present time, failure to eliminate the transportation of STOWAWAYS from this coast line, may pose serious health risks and ship safety concerns.

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