

Circular From UK**Date: 27 April 2016****Stowaways - South Africa**

P&I Associates (Pty) Ltd have recently published an article titled ‘The Age of the Professional Stowaway’, which takes a look at how stowaways affect the current market.

Over the last 15 years, we have witnessed a change in the market which has now seen the arrival of the age of the professional stowaway.

Our concerns were raised at the International Group P&I conference in Amsterdam in 2009, and we advised the conference on the difficulties which ship owners faced in dealing with stowaways once on board ships, their removal from ships and the increased costs that were being incurred by both ship owners and P&I clubs in order to resolve stowaway cases.

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So how in this modern age of shipping are ship owners going to win the stowaway game? The answer is that as soon as the stowaway is able to gain access to the ship the owner is going to lose. To win, ship owners must stay ahead of the game and they must learn to defend their ships from stowaway attacks. Prevention is better than cure. Stop stowaways getting on board is far easier than trying to get them off and is far less expensive.

In this regard, ship owners should consider appointing private security guards to act as the shore gangway watch and to monitor the security on deck.

They should carry out properly coordinated stowaway searches prior to departure. The ship should remain at the port until the search has been completed which must be methodical and systematic.

Other additional measures include the following:

- They must recommend that the owners employ private security to patrol the quayside.
- They must tell the ships security to take their desk to the bottom of the gangway.
- They must not allow anyone on board the ship who does not have a port permit. Every visitor should have ISPS clearance.
- All visitors should surrender their port permit to security and they should collect the same when they leave the ship.
- If they find someone who should not be on board the ship, they should be taken to the bottom of the gangway (not to the ships office) and they must call port security and advise them that the person in their custody at the bottom of the gangway tried to board the ship but they do not have a port permit.

For full text, please find attached document.

Source of Information: UK P&I Club