SOUTH AFRICA: FISHING AND FRESH FISH PRODUCTS ONBOARD

Ingosstrakh's P&I Correspondent for South Africa P&I Associates (Pty) Ltd reports on recent news concerning fishing off the vessels' sides, which is not uncommon practice for seafarer, though illegal in absence of special fishing permit.

Recently, Department of Fisheries and Forestry (DAFF) have appointed inspectors who attend on vessels to check whether there is any illegal fish on board.

As reported, three seafarers were faced with arrest and prosecution recently under the Marine Living Resources Act No. 18 of 1988. Under the act, the fine can be as much as 2 million rand or up to 5 years imprisonment.

The DAFF inspectors have also informed that ALL ships calling at South African ports were also required to disclose whether they have fish products on board and where those fish products were obtained. If the master fails to make such disclosure and they find fresh fish products on board, they can detain and fine the vessel. The fine is up to 2 million rand or 5 years imprisonment.

Thus, it is highly recommended for Insureds to abstain from fishing in South African waters without a permit and to follow prescriton regarding disclosure of fresh fish products on board and its origin.

The above does not look like a serious issue at first look, however it is possible that costly consequences such as arrest of master, detention of vessel and subsequent financial losses due to vessel's delay will arise due to breach of local legislation.

INTERTANKO AND OCIMF: ADVICE ON RECENT FUJAIRAH ATTTACKS

Due to recent attacks against tankers near Fujairah port, INTERTANKO and OCIMF have issued following alert:

- Undertake a new ship and voyage-specific threat risk assessment before entering any region where there has been an incident or the threat has changed.
- After the risk assessment, review the Ship's Security Plan.
- Review section 2 of BMP5, which outlines threats.
- Maintain a full and vigilant bridge watch for ships at anchor.
- Implement deck patrols.
- Implement a waterborne security patrol.
- Maintain a strict communications watch and establish communication with all ships coming close.
- Ensure strict boarding controls are in place.
- Only lower accommodation gangways or ladders when necessary.
- Rig outboard lighting where possible, particularly over the stern and rig/use searchlights if available.

- Report any suspicious activity immediately to both the port and UKMTO +442392222060.
- Monitor relevant VHF and other communication channels.
- Check all fire-fighting equipment is available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken.
- Keep the Automatic Information System (AIS) on. There is no need to complete the field stating the last or next port of call.

Insureds are highly recommended to contact INTERTANKO and OCIMF directly may they need additional information and for reporting on any suspicious activity in region.

Joint War Committee (JWC) has also extended the high-risk area for shipping after the Fujairah tanker attacks. The list now includes Oman, the United Arab emirates and the Persian Gulf west of longitude 58°E.

TURKEY: MEMORANDUM ON THE RECENT REGULATION CHANGES REGARDING THE TURKISH STRAITS AND MARMARA SEA PASSAGES

We refer to recently issued Ingosstrakh's new Circular concerning the amendments in regulations re the Turkish Straits and Marmara Sea passages prepared under assistance of Turkish P&I Correspondent and maritime lawyers Gur Law Firm. The changes brought by these new regulations are the main focus of this Circular and accordingly, the current regulations regarding the tug assistance and salvage services in/around the Turkish Straits, handling of the maritime accidents in the Turkish Straits and Marmara Sea and approach of the Turkish courts and the relevant judicial process in case of collisions and similar accidents are explained in details. Full version of Circular will be sent on to Insureds and will be available on Ingosstrakh's web site soonest.