

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE OFFICE
FPO SAN FRANCISCO 96651

MSTSOSUBICINST 5500,1B
3 May 1967

MSTSOSUBICBAY INSTRUCTION 5500,1B

From: Commanding Officer, Military Sea Transportation Service Office,
Subic Bay
To: Distribution List

Subj: Ships security instructions for MSTS, SS and contract operated
nucleus ships only

1. Purpose. To provide all masters of MSTS-interest ships calling at Subic Bay, with the necessary guidance on ships security and maximum measures that maybe employed in protecting their ships.

2. Cancellation. MSTSSEA Instruction 5500,1A is cancelled and superseded.

3. Background. The piracy situation in Subic Bay has in the past been a matter of grave concern to this command. However, the activity of the pirates in Subic Bay has decreased due to the extensive use of guards and patrol boats. Masters should insure compliance with this instruction to prevent another outbreak of piratic activity.

4. Information. The bay pirates operate during all hours of the day from native banca boats. The items upon which they seem to concentrate their efforts are mooring lines, electrical supplies, personal properties, high-priced tools, etc. The pirates normally board by using lines or poles with padded hooks or up the anchor chain. During the past year \$50,000 worth of ships equippage have been stolen from MSTS ships at anchor.

5. Special instructions.

a. Masters will take whatever steps necessary to protect their ship, but in no event, REPEAT no event, will masters or crew members resort to the use of FIREARMS in this protection.

b. Masters will rig lights to clearly illuminate:

- (1) Ship's topside
- (2) Ship's sides
- (3) Anchor chain
- (4) Water areas in the immediate vicinity of the ship.

c. Masters will not permit banca boats alongside ship. It is recommended that fire hoses be used to make this order effective.

d. Masters will forbid any crew member from trading or bargaining in any manner with native banca boats.

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6. Action

a. Master may use local Philippine Nationals as guards in protecting their ships. In the past they have proven to be highly effective, and it is strongly recommended that they be utilized. Local agents have been briefed on the necessary procedures in the hiring and the utilization of Philippine Nationals.

b. The Commander U. S. Naval Base Subic Bay has authorized the hiring of civilian guards under the following conditions.

(1) The security guards must be Philippine citizens and not currently serving with or connected with a Philippine local or national law enforcement agency.

(2) The security guards must be registered with and approved by the appropriate local or national law enforcement Philippine agencies.

(3) A local agency check must be made on each security guard and approval granted by COMNAVBASE SUBIC on the same basis as for security guards in the direct hire of the U. S. Government. All guards will be processed by Base Security, Building 206.

(4) The security guards must wear the standard khaki watchman's uniform while on watch and while transiting the Naval Base Subic.

(5) The security guards may not be armed with any firearms other than a 12-gauge shotgun, the ammunition for which may not exceed shot #8 in size. Guards will not be permitted to transit the base with firearms. Firearms will be delivered to the ship by the agent or may be supplied by the ship.

(6) The security guards must be instructed by the shipping agent and indicate in writing their understanding of the following regulations for the use of their firearms.

(a) A security guard may fire his weapon at another PERSON only under the following specific circumstances:

1. To protect the security guard's life or the life of another person where no other means of defense will be effective.

2. To prevent the escape of a person KNOWN to have committed a serious crime (such as armed robbery or murder) and there is no other effective means available to prevent escape.

3. To prevent ACTIVE acts of sabotage, espionage, arson, or other crimes against the MSTS ship and crew after all other available means of preventing such crimes have failed.

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(7) When it becomes necessary for the security guard to fire his weapon at another PERSON, every possible precaution must be taken (a) to limit the EFFECT to wounding rather than killing the offending person(s), and (b) to prevent injury to all other persons who may be within range of the weapon.

(8) In the event it becomes necessary for the security guard to challenge a person(s) on his post, he will challenge "HALT, PARA, WHO IS THERE?" and place himself in the best position to arrest the person(s). If an attempt is made by the person(s) to escape, the security guard will challenge twice again in the same manner, and, if the person(s) does not halt, may fire a shot upward into the air. Under no circumstances is he to fire at the person(s) challenged, unless one or more of the specific circumstances listed in paragraph 6(a) above apply.

C. M. ITTE

Distribution List:

All masters of GAA, TC, CVC, VC, and SC operated vessels
present Subic Bay

Copy to:

COMSTS

COMSTSPAC

COMNAVPHIL

COMSTSFE

COMNAVBASE SUBIC

COMSTSLANT

All local shipping agents

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE
WASHINGTON, D. C. 20390

COMSTSINST 3123.7
M-322
22 September 1966

COMSTS INSTRUCTION 3123.7

From: Commander, Military Sea Transportation Service
To: Distribution List

Subj: Casualty reports by MSTS voyage-chartered, time-chartered and
GAA dry cargo ships (including refrigerated ships); sub-
mission of

1. Purpose. This Instruction requires masters of MSTS voyage-chartered, time-chartered and GAA dry cargo ships to advise cognizant MSTS authorities, by radio, of any casualty which will affect the ship's ability to accomplish its present assignment. This instruction also establishes a uniform procedure and format for submission of casualty reports by subject ships.
2. Background. In order to maintain realistic operating schedules and to render assistance to ships where appropriate or when requested, Commander Military Sea Transportation Service and cognizant MSTS area commands must be aware of material casualties to all types of controlled ships. In many instances, COMSTS and area commands have had to rely upon ships' agents or ships' change reports, as required by the Movement Report System (COMSTS Instruction 3123.5 (effective edition)), for information concerning casualties to MSTS voyage-chartered, time-chartered or GAA dry cargo ships. The casualty report is intended to combine into one message all pertinent facts concerning casualties and promulgate this information to all interested government agencies. Casualty reports required by this instruction are not movement reports and do not replace required change reports; they will not be filed in the movement reports system.

3. Responsibility

a. Operation commanders shall insure that each master is briefed on the submitting of casualty reports as prescribed by this instruction. All MSTS addressees shall be prepared to conduct such briefings when required.

b. Masters shall be responsible for drafting, addressing, and assigning precedence to casualty reports and for their transmission in the manner, format, and at the times prescribed by this instruction. When a ship is under the operation control of the Naval Control of Shipping Organization (NCSORG) for exercise purposes, the master still retains the responsibility for originating casualty reports as prescribed by this instruction.

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c. When Sent - As soon as basic facts are known concerning any casualty as a result of propulsion-plant derangement, machinery failure, stranding, substantial weather damage, collision, fire, or any other casualty of such a nature as to affect the ship's ability to accomplish its present assignment or require extensive repairs. This includes collision with other ships (identify flag) and/or damage to property.

d. Information Required - Message should include sufficient information to give interested parties a good understanding of the casualty, and will contain:

ALFA - Nature of casualty
BRAVO - Extent of damage and/or personnel injury immediately apparent
CHARLIE - Cause, if known
DELTA - Extent to which operation is impaired, Actions, if any, being taken by crew members to correct material failure
ECHO - Ship's position
FOXTROT - Other information as considered appropriate including, when known, method of intended repairs and estimated time of completion.

The first word of the message shall be "CASREP".

SAMPLE MESSAGE

FROM: SS NORTHERN VICTORY (GAA)
TO: COMSTSPE
INFO: COMSTS
CTF THREE SIX
MARAD WASH

BT
UNCLAS
CASREP
ALFA WIPED SHAFT BEARING
BRAVO NO PERSONNEL INJURIES
CHARLIE EXCESSIVE SHAFT VIBRATION
DELTA STOPPED, REPLACING BEARING
ECHO 3226N 15349E
FOXTROT ETC 221600Z. AGENT NOTIFIED
BT

e. Situation Reports - Initial CASREP message will be followed by consecutively numbered situation reports (SITCASREP). It is imperative that SITCASREP message containing amplifying details be submitted at least once every 24 hours, or more frequently if situation so indicates, until the situation is corrected.

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SAMPLE MESSAGE

FROM: SS NORTHERN VICTORY (GAA)
TO: COMSTSFE
INFO: COMSTS
CTF THREE SIX
MARAD WASH

BT

UNCLAS

SITCASFEP-1

SHAFT BEARING REPLACED. PRO IAW SAIL QRD AT REDUCED SPD
12.0 KNOTS, WILL ADVISE RESUME FULL SPEED, AGENT NOTIFIED.

BT

f. Addressees - Message reports required by this instruction shall be addressed to the MSTS area command or subarea command within whose territorial jurisdiction the casualty occurred. Information addressees shall include COMSTS; appropriate naval operational control authority (OGA) (if ship is being routed under the Naval Control of Shipping Organization); and, in the case of GAA ships, U, S, Maritime Administration (MARAD), Washington, D. C. in addition to the above.

g. Classification - CASREP's and SITCASFEP's will be unclassified, in plain text.

h. Precedence - PRIORITY unless circumstances require a higher precedence.

i. Transmission - Communication procedures are outlined in COMSTS Instruction 2110.2 (current edition) (MSTS Communication Manual).

DENYS W. KNOLL
Deputy

Authenticated:

/s/ CHRIS S. CONTROWINSKI
Directives Control