

**JOINT PCG-MARINA MARINE SAFETY INVESTIGATION**  
**ON THE INCIDENT INVOLVING “FBca GEM-VER”**

20 June 2019

Re: Incident involving “FBca GEM-VER”  
and a fishing vessel on  
09 2350H June 2019 at vicinity waters  
of Recto Bank (Reed Bank), WPS  
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**MARINE SAFETY INVESTIGATION REPORT OF AN**  
**INCIDENT INVOLVING “FBca GEM-VER”**

**I. AUTHORITY:**

1. Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code) IMO Resolution MSC.255(84)
2. Section 3(j) of Republic Act No. 9993
3. CITE CG3-0619-089 (PCG directive to conduct Marine Casualty Investigation)
4. Special Order No. 069, MSSC, PCG dated 13 June 2019
5. Executive Order No. 125/As amended
6. MARINA Administrative Order No. 01-19 dated 12 December 2018
7. MARINA Special Order No. 906-19 dated 14 June 2019 (MARINA directive to conduct Marine Safety Investigation)

**II. MATTERS INVESTIGATED**

8. A serious marine casualty involving “FBca GEM-VER” and a Fishing Vessel that resulted to the damage of the former and causing it to be submerged on 092350H June 2019 at vicinity waters of Recto Bank (Reed Bank), West Philippine Sea (WPS).

**III. OBJECTIVE OF THE INVESTIGATION:**

9. In accordance with the Casualty Investigation Code, the purpose of this marine safety investigation shall be to:
  - 9.1 Make appropriate safety recommendations and/or adopt measures to prevent the occurrence of similar marine casualty and incident.
  - 9.2 Not seek to apportion blame or determine liability

#### IV. SHORT DESCRIPTION OF THE INCIDENT:

10. On or about 09 2350H June 2019, a 14.38 GT "FBca GEM-VER" equipped with Ship Radar Reflector, with 22 fishermen on board, registered under the name of its owner, ARLINDA B DELA TORRE with business address at San Roque, San Jose, Occidental Mindoro, and skippered by the B/CAPT JUNEL T INSIGNE, was reportedly hit by another fishing vessel while anchored at Latitude  $11^{\circ} 34.557'$  North, Longitude  $116^{\circ} 49.888'$  East or approximately 140 nautical miles Northwest of Piedras Point, Palawan (see figure 1 below).

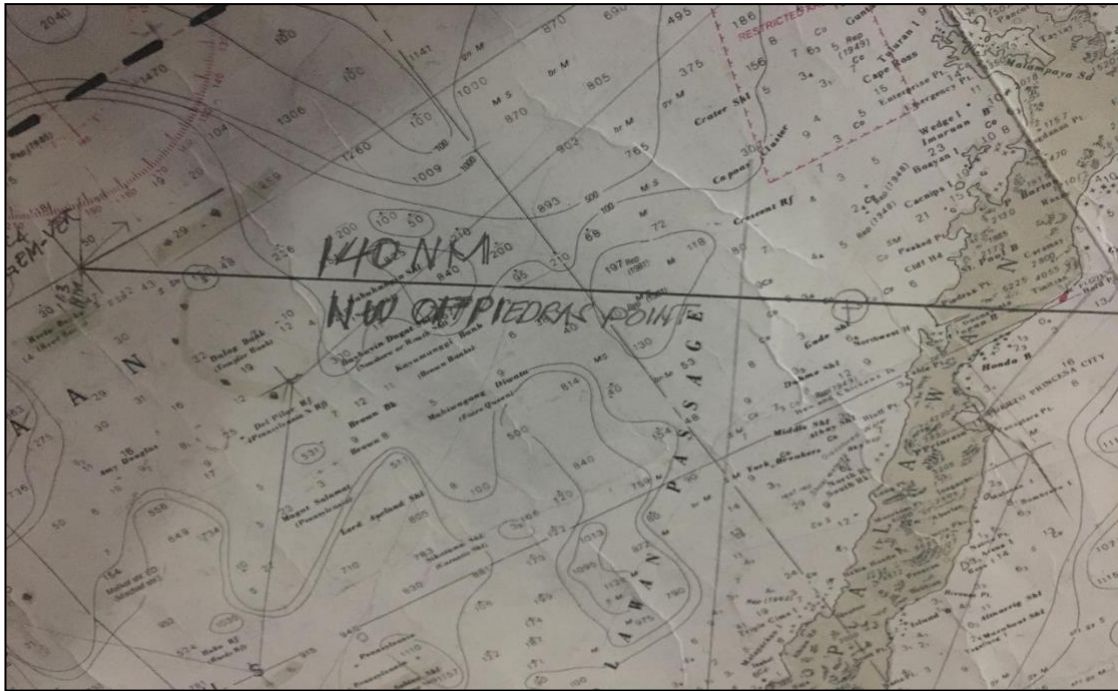


Figure 1: Location of the Incident from Piedras Point, Palawan  
*Plotted from Nautical Chart 4200*

11. The aft portion from the rudder post of the said FBca was severed which caused FBca GEM-VER to be half submerged.
12. The 22 fishermen/crews (22 survivors) were all rescued by Vietnamese Fishing Vessel TG90983TS on or about 100300H June 2019.
13. "FBca GEM-VER" was refloated with the assistance of Philippine registered ships, FBca "AJ-THANKSGIVING" and FBca "M2M".
14. On or about 121400H June 2019, FBca M2M, with the said 22 survivors, towed the ill-fated "FBca GEM-VER" en route to San Jose, Occidental Mindoro. While en route, they were met within the area of Recto Bank by a Philippine Navy (PN) rubber boat where the 22 survivors were placed on board and brought them on board PN Vessel BRP Ramon Alcaraz (PS-16) which subsequently transported the survivors to San Jose, Occidental Mindoro and escorted FBca M2M while towing FBca GEM-VER. Eventually, PS-16 proceeded ahead and arrived at San Jose, Occidental Mindoro ahead of the said FBca. On or about 141000H June 2019, PS-16 with the 22 survivors has arrived at vicinity waters of Ambulong Island, San Jose, Occidental Mindoro.
15. On or about 142000H June 2019, the said survivors arrived at the port of Caminawit, San Jose, Occidental Mindoro on board PN vessel BRP Tausug (LC-295) where they were transferred from PS-16. The same were turned-over to the Coast Guard Station Occidental Mindoro (CGS OCCMIN) on or about 142100H June 2019 for Marine Safety Investigation which was conducted immediately by the PCG Marine Safety Investigation Team (MSIT) until 15 June 2019. The incident was further investigated by the MARINA Investigation/Coordination Team (ICT) on 16-19 June 2019.
16. Post Structural Assessment conducted on FBca "GEM-VER" yielded to the following results:
  - a) Aft side hull on the port side was destroyed with tear left on the hull making the side longitudinal frames visible.
  - b) The stern post of the vessel was destroyed, leaving the keel which initially caused the flooding on the vessel.
  - c) The bulkhead at the stern was destroyed due to the incident which compromised the engine compartment and eventually caused flooding thereat.
  - d) Repairs were made to compartmentalize the stern portion of the vessel to pump out sea water and prevent further ingress of water to refloat the vessel.
  - e) Both port and starboard side hull on the stern contain tear.
  - f) Deck planking was mostly intact except on the stern part.
  - g) The fish (cargo) hold including the bulkheads, frames, and stiffener on midship are intact.
  - h) Electrical installations onboard the vessel were already taken out.
  - i) The vessel's shaft and propeller were already taken out.
  - j) The mast was already taken down.
  - k) 12-volts light bulbs were utilized as lighting onboard.

**V. FACTUAL INFORMATION** (Ref: GISIS MCI MODULE)

17. Images of FBca “GEM-VER” after the incident



FIGURE 2  
Forward Portion

FIGURE 3  
Aft Portion

18. Ship particulars:

18.1	IMO Number/Official Number	Official Number: 04-0000810
18.2	Name of ship	“FBCA GEM-VER”
18.3	Call Sign	N/A
18.4	MMSI Number	N/A
18.5	Flags State	MARINA REGISTERED (PHIL)
18.6	Type of Ship	FISHING VESSEL
18.7	Registered Ship’s Owner	ARLINDA B DELA TORRE
18.8	Ship’s Company	ARLINDA B DELA TORRE
18.9	Business Address	SAN ROQUE, SAN JOSE, OCC. MINDORO
18.10	Construction details	
	18.10.1 Length	19 METERS
	18.10.2 Breadth	1.8 METERS
	18.10.3 Gross Tonnage	14.38
	18.10.4 Net Tonnage	9.77
	18.10.5 Depth	1.70 METERS
	18.10.6 Hull	
	18.10.6.1 Hull Materials	WOOD
	18.10.6.2 Hull Construction	N/A
	18.10.7 Propulsion Type	
	18.10.8 Screw	1
	18.10.9 Engine	1
	18.10.10 Type of bunkers	DIESEL
	18.10.11 Year Built	2000
	18.10.12 Deck	1
18.11	Radar Reflector	1
18.12	Number of crew on ship’s certificate	Per MSMC - 3 (1 boat captain, 1 motorman, 1 engine rating)
	Number of ancillaries	14 fishermen
	Total number of persons allowed onboard	18 (FVSC)

	Actual number of persons onboard	22
18.13	Number of passenger on ship's certificate	N/A

#### 19. Voyage Data:

19.1	Ports of call/Home Port	SAN JOSE, OCCIDENTAL MINDORO
19.2	Port of Origin	SAN ROQUE, SAN JOSE, OCC. MINDORO
19.3	Port of Destination	N/A
19.2	Type of voyage	FISHING
19.3	Type of Cargo	FISH
19.4	Packaged dangerous goods or marine pollutants on board	NO
19.6	Number of passengers on board	N/A
19.7	Number of other person on board	N/A

#### 20. Casualty Data

20.1	Casualty event (loop for more than one casualty)	Allision
20.2	Casualty event severity	Very serious marine casualty due to loss of ship
20.3	Date	09 JUNE 2019
20.4	Time	2350H
20.5	Weather	Fair, Starry Skies, First Quarter Moon
20.6	Sea Condition	Calm
20.7	Visibility	Slightly Clear
20.8	Location Position from the nearest land point (Vicinity)	Approximately 140 nautical miles Northwest of Piedras Point, Palawan
20.9	Position at Recto Bank	
	20.9.1 Latitude	11° 34.557' N
	20.9.2 Longitude	116° 49.888' E
20.10	Place on board	N/A
20.11	Ship operation	ANCHORED
20.12	Under Pilotage	NO
20.13	GMDSS Used	NO
20.14	Lifesaving appliances used	NO
20.15	Ship Abandoned	NO
20.16	VDR/S-VDR Fitted	NO
20.17	VDR/S-VDR information available	NO
20.18	VDR/S-VDR information downloaded	NO
20.19	VDR/S-VDR information useable	NO
20.20	Human erroneous action	By the other fishing vessel <ul style="list-style-type: none"> <li>Compliance to SOLAS and UNCLOS 82 (failure to render assistance)</li> </ul> By FBca GEM-VER

		<ul style="list-style-type: none"> <li>Compliance to Rule V COLREGS 72 (No look-out)</li> </ul>
20.21	Equipment Failure	
	20.21.1 Equipment System	N/A
	20.21.2 Equipment Type	N/A
	20.21.3 Type of equipment failure	N/A
	20.21.4 Operational contributing factors	N/A
	20.21.5 Management contributing factors	N/A
20.22	External agencies	
	20.22.1 System	N/A
	20.22.2 Task affected	N/A
	20.22.3 Description of accident event	N/A
	20.22.4 Operational contributing factors	N/A
	20.22.5 Management contributing factors	N/A

## 21. Consequences

21.1	Number of dead missing crew	NO
21.2	Number of dead or missing passengers	N/A
21.3	Number of other dead or missing persons	NO
21.4	Number of crew seriously injured	NO
21.5	Number of passengers seriously injured	NA
21.6	Total loss of ship	1
21.7	Material Damage to ship	YES
21.8	Breach of hull causing flooding	YES
21.9	Ship unfit to proceed to sea	YES
21.10	Third party damage (including non-ship source pollution)	NO
21.11	Ship Pollution – Oil cargo type & quantity	NO
21.12	Ship Pollution - oil bunkers type & quantity	NO
21.13	Ship pollution – chemicals in bulk pollution category & quantity	NO
21.14	Ship pollution – packaged dangerous goods and marine pollutants type & quantity lost overboard	NO
21.15	Environment effect (Phenomenon)	NO
21.16	Environment effect (Description of event)	NO

## 22. Ship's Documents and other Material Documents

MARKING	PARTICULAR	ISSUING AUTHORITY	DATE OF ISSUE	DATE OF EXPIRATION
Annex-1	Master's Declaration of Safe Departure	Filed by the B/Capt	28 MAY 19 (Filed)	N/A
Annex-2	Certificate of Ownership	MARINA	15 JUN 10	N/A
Annex-3	Certificate of Registry	MARINA	20 SEP 16	14 JUN 20
Annex-4	Minimum Safe Manning Cert	MARINA	14 NOV 18	14 NOV 19
Annex-5	Fishing Vessel Safety Cert	MARINA	08 MAR 19	20 FEB 20

Annex-6	Tonnage Measurement	MARINA	15 JAN 04	N/A
Annex-7	Certificate of Clearance	BFAR	29 MAR 19	ONE (1) MONTH VALIDITY
Annex-8	Gear Registration	BFAR	24 FEB 03	N/A
Annex-9	Commercial Fishing Vessel/ Gear License	BFAR	12 MAR 01	11 MAR 04
Annex-10	B/Capt License/Certificate	MARINA	19 APR 16	N/A
Annex-11	Initial Investigation Report	N/A	N/A	N/A
Annex-12	Supplemental Data	N/A	N/A	N/A
Annex-13	Plotted Chart of the Location of Incident	N/A	N/A	N/A
Annex-14	Sketched Drawing of the alleged colliding vessel	N/A	N/A	N/A
Annex-15	CGS OCCMIN Reports	N/A	N/A	N/A
Annex-16	Sworn Statement of SCCGS OCCMIN	N/A	N/A	N/A
Annex-17	Sworn Statements	N/A	N/A	N/A
Annex-18	Accomplished Questioner by the crew of FBCA GEM-VER	N/A	N/A	N/A

### 23. Ship Manning

NR	NAME	POSITION	CREW DOCUMENTS	YEARS OF EXPERIENCE AT SEA
23.1	Junel Insigne	B/Captain	Boat Captain 3, CMP	31
23.2	Jimmy V Gordiones	B/Engineer	Motorman, no motorman license	30
23.3	Lemuel Gregorio	Ancillary	N/A	
23.4	Jomar V Gordiones	Ancillary	N/A	
23.5	Bannie A Condeza	Ancillary	N/A	
23.6	Cerelo R Escoterio	Ancillary	N/A	
23.7	Edgar D Martinez	Ancillary	N/A	
23.8	Joven M Jacinto	Ancillary	N/A	
23.9	Jemuel N Gregorio	Ancillary	N/A	
23.10	Ramil C Gregorio	Ancillary	N/A	
23.11	Richard D Blaza	Ancillary	N/A	
23.12	Arnel M Gadon	Ancillary	N/A	
23.13	Mark A Roldan	Ancillary	N/A	
23.14	Lim D Gregorio	Ancillary	N/A	
23.15	Reagan D Sta Maria	Ancillary	N/A	
23.16	Justine I Pacaul	Ancillary	N/A	
23.17	Verniel V Agustin	Ancillary	N/A	
23.18	Frederick O Roldan	Ancillary	N/A	
23.19	Melquiades M Tiamson	Ancillary	N/A	
23.20	Antonio G Torres Jr	Ancillary	N/A	
23.21	Jaypee V Gordiones	Ancillary	N/A	
23.22	Jeffrey O Roldan	Ancillary	N/A	

## VI. NARRATIVE

24. The investigation reveals that on or about 092350H June 2019, while anchored at Latitude 11° 34.557' N, Longitude 116° 49.888' E or at approximately 140 nautical miles Northwest of Piedras Point, Palawan, with anchor lights of round white lights displayed fore and aft and white flashing displayed in her mast, "FBca GEM-VER", was hit at the aft portion by a fishing vessel with a strong and sudden impact. After the collision, the aft portion from the rudder post of the said FBca was severed which caused it to be half submerged. The 22 crews onboard were floating in the water while holding/clinging in the fore parts of submerged FBca. According to RICHARD B BLAZA, one of the ancillaries on board, he was the only one awake during the incident because he was about to cook their food and as he verified from his wrist watch, it was 2340H in the evening that he saw a fishing vessel approaching their position. After a while, when he saw that the other fishing vessel was already near their position and about to hit "FBca GEM-VER", he hastily awakened all the crews on board. According to all the crew, they were not able to jump off in the water because the said fishing vessel had already hit the aft portion of their FBca at 2350H with the boom (trawler arm) of the other fishing vessel hitting the freeboard structure of their FBca.
25. According to the B/Captain and crews, the said fishing vessel, which passed by their half-submerged FBca after the collision, has managed to maneuver astern approximately fifty (50) meters away with their fishing lights turned on. After a while, the said fishing vessel immediately turned-off her fishing lights and left them without extending any help. All the 21 surviving crews present during the investigation, who have lengthy experience at sea, have positively identified the vessel which hit FBca GEM-VER as a Chinese fishing vessel based on her structure and shape which is, accordingly, very familiar to them and very different from other fishing vessels operating/fishing in the area. Accordingly, the B/Captain who had 31 years of experience at sea provided a sketch drawing (attached as Annex-19) of the said fishing vessel. The B/Captain and Engineer of FBca GEM-VER both stated that their anchor lights and flashing light at their heights of 9-10 feet are visible within 4-7 NM, the weather is fair with starry skies and quarter moon, the visibility is slightly clear and the sea is calm. That they anchored in the said position, to rest and sleep, from fishing, during day time by hook and line, in the northern part of the Recto Bank. That, usually, they do not assign a look-out during anchoring as they were all getting rest and sleep during night time. That no other fishing boats were visible near their anchoring area, except for one fishing vessel which was about five (5) NM from their position.
26. Reaching for help, the crew Jaypee V Gordiones and Justin Pacaul have paddled on board their small service banca for about five (5) NM to seek help from the nearest fishing vessel. On or about 100200H June 2019, the duo reached a Vietnamese fishing vessel TG90983TS that immediately provided them with assistance. The Vietnamese fishing vessel, with the two (2) surviving crews on board, proceeded immediately to the said submerged FBca "GEM-VER" and subsequently rescued all other 20 surviving crews. The surviving crews were, accordingly, provided with foods by the Vietnamese fishermen, and the B/Captain of FBca "GEM-VER" was permitted to use the radio of the Vietnamese fishing vessel which enabled him to call their sister fishing boat FBca "M2M" and the attention of other Filipino fishermen in the area for help.



27. On or about 101200H June 2019, FBca "AJ THANKSGIVING", a Filipino owned fishing banca skippered by MR RUDY QUINTO, has arrived where the 22 survivors were transferred on board from the Vietnamese fishing vessel. After the transfer, the Vietnamese fishing vessel proceeded back to its former position, while FBca "AJ THANKSGIVING" helped to refloat the submerged FBca "GEM-VER".
28. On or about 101300H June 2019, FBca "GEM-VER" successfully refloated and the survivors remained in the area until 12 June 2019 on board FBca "AJ THANKSGIVING" while waiting for FBca "M2M" from San Jose, Occidental Mindoro.
29. On or about 120600H June 2019, FBca "M2M" has arrived and helped the surviving crews removed the water from the refloated FBca "GEM-VER" using water pump. On or about 121400H June 2019, FBca "M2M" with the 22 survivors on board departed the area while towing the refloated FBca "GEM-VER". While underway en route to San Jose, Occidental Mindoro, they were, accordingly, met by a rubber boat where the 22 survivors were transferred and brought them on board Philippine Navy (PN) vessel BRP RAMON ALCARAZ (PS-16). Accordingly, the said PN vessel with the 22 survivors escorted FBca "M2M" in her towing operation en route to San Jose, Occidental Mindoro, but eventually proceeded ahead of FBca "M2M" to immediately transport the 22 survivors to San Jose, Occidental Mindoro.
30. On or about 141000H June 2019, PS-16 with the 22 survivors has arrived at vicinity waters of Ambulong Island, San Jose, Occidental Mindoro. On or about 142000H June 2019, the said crews arrived at the port of Caminawit, San Jose, Occidental Mindoro on board PN vessel BRP TAUSUG (LC-295) where they were transferred from PS-16. The same were turned-over to the Coast Guard Station Occidental Mindoro (CGS OCCMIN) on or about 142100H June 2019 for Marine Safety Investigation which was conducted immediately by the PCG Marine Safety Investigation Team (MSIT) until 15 June 2019. The incident was further investigated by the MARINA Investigation/Coordination Team (ICT) on 16-19 June 2019
31. According to the owner of FBca "GEM-VER", they failed to inform the Philippine Coast Guard regarding the incident because they already panicked and they only thought of sending FBca "M2M" to the rescue. Accordingly, FBca "M2M" while underway, was able to contact and inform the Philippine Navy based in Puerto Princesa, Palawan regarding the incident.

## **VII. ANALYSIS**

32. Location. The incident transpired at the vicinity waters of Recto bank or 140 Nautical Miles Northwest of Piedras Point, Palawan.
33. Weather Condition. At the time of the incident, the weather is fair with starry skies on a first quarter moon.
34. Visibility and sea condition. The visibility was slightly clear and the sea state was calm.

35. Crew Qualification. The motorman of FBca "GEM-VER" is not licensed by MARINA.

36. Compliance with Certifications. It was revealed that the actual number of crew/fishermen onboard FBca "GEM-VER" exceeded the number of persons allowed onboard as per Fishing Vessel Safety Certificate.

37. Lights and Shapes. Based on the statements of the B/Captain and Engineer, they displayed their anchor lights and white flashing light which is in compliance to Rule 30 of Collision Regulation (COLREG) 72 which states that:

*"(a) A vessel at anchor shall exhibit where it can be best seen;*

*(i) in the fore part, an all-round white light or one ball;*

*(ii) at or near the stern and at a lower level than the light prescribed in subparagraph (i), an all-round white light.*

*(b) A vessel of less than 50 meters in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule."*

However, the investigators cannot determine their compliance with Rule 22 of COLREG "Visibility of lights" relative to the luminous intensity/technical requirement of exhibited lights.

38. Look-out. Richard Blaza, who first saw the incoming fishing vessel, is not designated as a look-out but was only awake to perform his routine duty as cook. By not having or maintaining a designated look-out at the time they were anchored, particularly during night time, no one could signal an alarm of any approaching danger, which is not in compliance with Rule 5 of COLREG 72 which states that *"Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."*

39. Responsibilities between vessels. The fact that the other fishing vessel hit the anchored fishing banca is an indication that they did not perform necessary actions prescribed in Rule 18 (a) to prevent the incident.

*(a) A power-driven vessel underway shall keep out of the way of:*

*(i) a vessel not under command*

*(ii) a vessel restricted in her ability to manoeuvre*

40. Failure to extend assistance. By maneuvering back and stopping approximately 50 meters away from FBca "GEM-VER" with her fishing lights open, the other vessel can be considered to have direct knowledge of the distress situation. However, by failing to extend assistance, the master of the vessel which hit FBca "GEM-VER" did not comply with the following Regulations:

a. Part VII, Article 98(1c) of the United Nation Convention on the Law of the Sea (UNCLOS) 82 also states that:

" 1. Every State shall require the master of a ship flying its flag, in so far as he can do so without serious danger to the ship, the crew or passengers:

- (c) After a collision, to render assistance to the other ship, its crew and its passengers and, where possible, to inform the other ship of the name of her own ship, its port of registry and the nearest port at which it will call”.
- b. Chapter V (Safety of Navigation), Regulation 33 (Distress Situation, Obligation and Procedure) of Safety of Life at Sea (SOLAS) 74 states that:

“the master of a ship at sea which is in position to be able to provide assistance on receiving information from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance... this obligation to provide assistance applies regardless of the nationality or status of such persons or the circumstances in which they are found. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the logbook the reason for failing to proceed to the assistance of the persons in distress, taking into account the recommendation of the organization, to inform the appropriate search and rescue service accordingly...”

41. Based on the description and drawing of the B/Captain, as corroborated by the rest of the survivors, in identifying the other fishing vessel based on their familiarity on the structure and shape, it can be considered that the vessel that hit FBca “GEM-VER” is similar to the Chinese fishing vessels seen fishing in the area. Accordingly, the B/Captain had 31 years of experience at sea while the rest of the survivors have lengthy experience in fishing operation in that area.

However, the identity of the fishing vessel that hit FBca “GEM-VER” remains unknown.

42. Post Structural Assessment. Based on the post structural assessment conducted, FBca “GEM-VER” is considered a total loss.

## **VI. CONCLUSIONS**

43. Based on the coordinates and plotted position, the incident occurred within the Exclusive Economic Zone of the Philippines.

44. In accordance with the definition provided in the “Code of the International Standards and Recommended Practices for Safety Investigation into a Marine Casualty or Marine Incident” and the post structural assessment, the Joint MARINA-PCG Marine Safety Investigating Team concluded that the event is a Very Serious Marine Casualty (VSMC) due to the total loss of ship.

45. FBca “GEM-VER” was found to have the following deficiencies/non-compliances:

- 45.1 Failure to maintain proper look-out
- 45.2 Employing unlicensed Chief Engine Officer.
- 45.3 Carrying persons onboard in excess of the authorized capacity.
- 45.4 Expired BFAR Commercial Fishing Vessel/Gear License
- 45.5 Expired BFAR Certificate of Clearance

46. The “Unidentified Chinese Fishing Vessel” was found to have failed to take appropriate action to avoid the risk of collision and to render assistance to a vessel in distress.

## **VII. SAFETY RECOMMENDATIONS**

47. For MARINA and PCG to continuously remind through public awareness programs fishing vessel owners/operators and crew the applicable regulations for fishing vessels such as COLREG 72, SOLAS 74 and UNCLOS 82;
48. Formulate a policy defining the area of operation and safety standards for fishing vessel.
49. To further enhance the safety of fishing vessels and crew by requiring provision for:
  - a) Navigation and Communication Equipment
  - b) Voyage Data Recorder
  - c) Training and qualification for crew of fishing vessels
50. To pursue the cooperation with the Department of Science and Technology (DOST) the development of home-grown technology to make navigational equipment such as Automatic Identification System (AIS) and Voyage Data Recorder (VDR) affordable for fishing vessels.

## **VIII. NOTIFICATION**

51. Through diplomatic channels, to request the China Maritime Safety Administration as the Flag State of the alleged Chinese fishing vessel to conduct their investigation on the incident.

SO RECOMMENDED:

Marine Safety Investigation – Philippine Coast Guard (PCG) -Maritime Authority Industry (MARINA), 19 June 2019.

**JOINT MARINE SAFETY INVESTIGATION TEAM (JMSIT)**

Philippine Coast Guard:

RAUL J BELESARIO  
CAPT           PCG  
Head, Marine Casualty Investigation  
Service

ALDWIN BRIAN C DESABILLE  
LT                           PCG  
Legal Officer  
Coast Guard Legal Service

Maritime Industry Authority:

JOSE VENANCIO A VERO JR.  
Director  
Maritime Safety Service

VIEN CONSTANTINE C MESINA  
Head, MCIS  
Enforcement Service

CAPT. ENRICO SANTOS  
METSS

ENGR GIELVER M CASTILLO  
Engineer II  
Enforcement Service

ENGR MILBERT DS LORICO  
SOS II  
Maritime Safety Service