



Incident Update

Oil Product Tanker, *Moresby 9*

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Incident Update

Name of vessel : *Moresby 9*
Type of vessel : Oil product tanker
Flag of vessel : Honduras
IMO number : 7705740
GT : 1321

Background

1. On 5 Jul 14, the ReCAAP Information Sharing Centre (ISC) issued an Incident Alert 06/2014 (as attached) following a report from the shipping company that on 4 Jul 14, a Honduras registered oil product tanker *Moresby 9*, carrying MGO was boarded by an unknown number of perpetrators at or about 1938hrs (local time) at 03^o 23.32' N, 105^o 08.90' E (approximately 34 nm from Pulau Anambas). Refer to map next page.

Actions by the ReCAAP ISC

2. On receiving the information from the Information Fusion Centre (IFC), the ReCAAP ISC immediately alerted the ReCAAP Focal Points and the regional maritime authorities in the area. An Incident Alert about the incident was published and disseminated on the same day to inform all vessels about the incident and advise them to exercise enhanced vigilance.

Responses by the regional enforcement agencies

3. Noting that the location of boarding is not within Malaysia territorial waters, the Malaysian Maritime Enforcement Agency (MMEA) informed the ReCAAP ISC that their assets were on standby should the perpetrators moved into their waters.

4. The Indonesian Navy (TNI-AL) reportedly deployed their ships to the location of the incident but was not able to locate *Moresby 9* off Pulau Anambas. The last known position of *Moresby 9* was at 03^o 22.21' N, 105^o 08.09' E (approximately 36 nm from Pulau Anambas).

Actions taken by shipping company

5. On 5 Jul 14, the shipping company managed to establish communication with *Moresby 9*, and instructed her to anchor at 01^o 20' N, 104^o 19.3' E (approximately 3.9 nm southeast of Tanjung Ramunia, Johor).

Inputs from MMEA

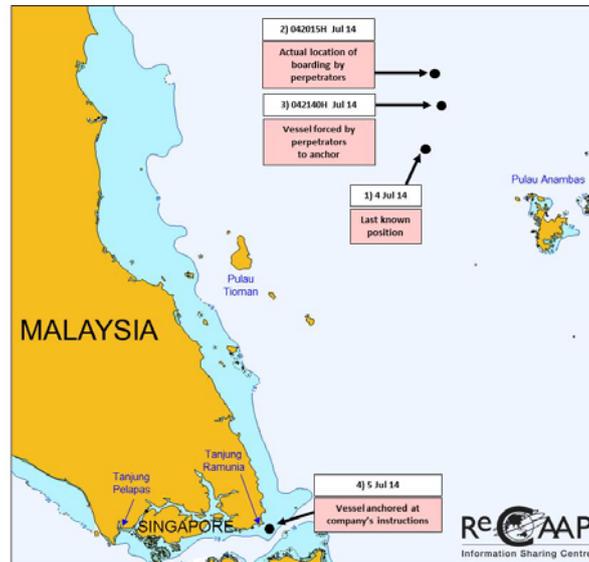
6. The MMEA informed the ReCAAP ISC that while *Moresby 9* was anchored there, a MMEA vessel, *KM TEGAS* boarded the tanker to conduct an inspection and interview of the crew. Initial inputs revealed that on 4 Jul 14 at 0430 hrs, *Moresby 9* departed for Hong Kong after loading 2,562,000 litres (2135 metric tons) of Marine Gas Oil (MGO) via ship-to-ship operation from *MT Ocean Tanker*, a Floating Production Storage and Offloading (FPSO) inside Tanjung Pelepas Port Limit.

7. On the same day, at or about 2015 hrs, while the tanker was underway at position 03^o 45.93 N, 105^o 10.24 E (48.6 nm northwest of Pulau Anambas), an unmarked vessel, approximately 7 meters in length and described as a small fishing boat, came alongside *Moresby 9*. The crew reportedly heard a gunshot and suddenly nine robbers armed with machetes and three pistols were sighted on the deck of *Moresby 9*. Two more shots were fired. The robbers wore headscarves, spoke Bahasa and were estimated to be between 35 to 50 years old. The crew was not injured.

8. The perpetrators gathered the crew at the STBD bridge wing, tied and locked them in the engine control room except for the Chief Officer who was detained at the bridge for navigation purposes. A total of six robbers went to the engine room while three others remained on the bridge. At about 2140 hrs, the tanker was forced to anchor at position 03^o 35.81 N, 105^o 12.53 E (39.4 nm northwest of Pulau Anambas) and the engine was turned off. At this point, the Chief Officer who was at the bridge allegedly noticed an approximately 3000 GT orange motor tanker came alongside *Moresby 9*.

8. The perpetrators forced the Chief Engineer and Bosun to restart the engine and pump; and open the cargo valves. After doing that, both were tied up and locked in the engine control room with the other crew. Subsequently, they heard some sound and believed that the siphoning process was carried out (between 2200 hrs on 4 Jul 14 till 0400 hrs on 5 Jul 14) which was about six hours.

9. At or about 0514 hrs on 5 Jul 14, some of the crew managed to get out from the engine control room through the funnel, and untied the other crew in the room. There was no sighting of the pirates on deck or any vessel alongside *Moresby 9*. Upon checking the cargo, the crew discovered that an estimated of 2,542,000 litres (2118 metric tons) had been siphoned off. The perpetrators had also stolen the ship's navigational and communication equipment, the crew's personal belongings; and damaged the anchor windless and steering systems.



Chronology of activities of *Moresby 9*

Comments by the ReCAAP ISC

10. The modus operandi of this incident was similar to the other siphoning incidents involving tankers occurred during January-June 2014, where the robbers armed with guns and machetes boarded the vessel, tied the crew and locked them in a room and siphoned the fuel/oil to another tanker which came along the vessel.

11. The ReCAAP ISC strongly urges the master to exercise enhanced vigilance and report any suspicious vessels loitering in its vicinity. Prevention is better than cure, and in this case, responsiveness of the enforcement agencies to the location of the incident has been a challenging task as the location is far away from shore. Authorities are urged to cooperate in information sharing and operational responses as and when the situation warrants for it, and intensify the conduct of patrols in areas of concern.

Incident Alert

Incident Report : 06/2014
Name and Type of Ship : *Moresby 9*/tanker
Date/Time of Incident : 4 Jul 14 at or about 1938 hrs (local time)
Location of incident : 03° 23.32' N, 105° 08.90' E

Details of Incident

1. On 4 Jul 14, the shipping company reported to the Information Fusion Centre (IFC) that a Honduras registered product tanker *Moresby 9*, GT 1321 carrying 2200 metric tonne of MGO was boarded by unknown number of perpetrators at or about 1938 hrs (local time) at 03° 23.32' N, 105° 08.90' E (approximately 34 nm from the Indonesian Anambas Islands). The IFC alerted the regional navies and enforcement agencies. The ReCAAP ISC immediately worked with the IFC and alerted the regional maritime authorities in the area, including the Malaysian Maritime Enforcement Agency (MMEA) who responded that their assets were on standby nevertheless, noting that the location of boarding was not within their territorial waters.
2. The Indonesian Navy reportedly deployed their ships to the location of the incident. However, they were not able to locate *Morseby 9* off Anambas. The last known position of *Moresby 9* was at 03° 22.21' N, 105° 08.09' E (approximately 36 nm from Anambas islands).
3. The shipping company managed to establish communications with *Moresby 9* and is currently conducting an investigation of what had occurred onboard the tanker.



Approximate location of boarding

Reported by

Shipping company
IFC

Comments by ReCAAP ISC

4. Notably, *Moresby 9* was owned by the same company of *Naniwa Maru No. 1*, GT 3238 and *Ai Maru*, GT 1007 which were boarded on 22 Apr 14 and 14 Jun 14 respectively. Apparently, *Moresby 9* was boarded in 2013, but siphoning was foiled by the presence of MMEA patrol boat at the location of the incident causing the pirates to escape without siphoning.

5. The ReCAAP ISC advises all vessels to be on vigilance in the vicinity and report all incidents to the nearest coastal state and flag state immediately