



# REPORT FOR OCTOBER 2013

1 October 2013 - 31 October 2013

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Situation Update

Executive Summary

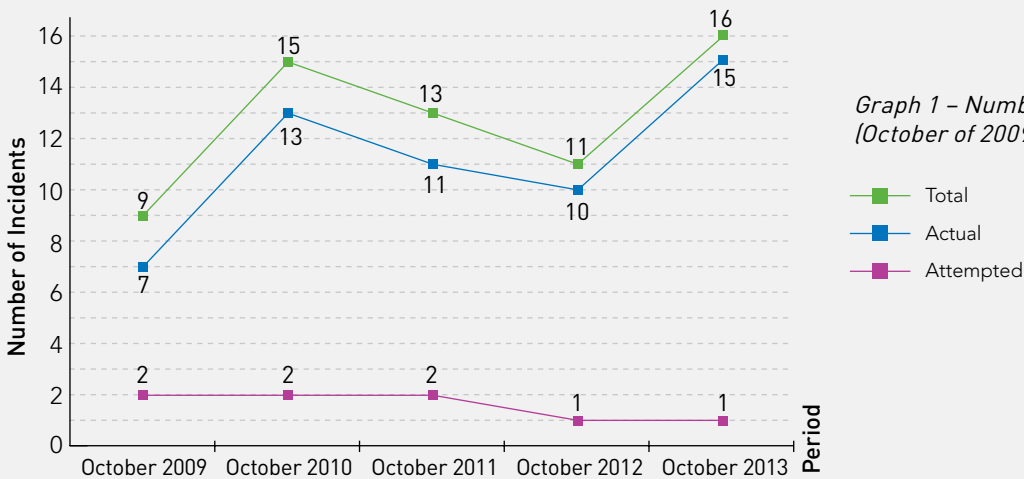
A total of 16 incidents, comprising of 15 actual incidents and one attempted incident, were reported in October 2013. See graph showing the number of incidents reported during the five-year reporting period (2009-2013).

Of the 16 incidents, two were piracy incidents and 14 were robberies against ships<sup>1</sup>. The two piracy incidents occurred in the South China Sea involving product tanker, *Danai 4* on 10 Oct 13, and product tanker *Danai 5* on 27 Oct 13. *Danai 4* was boarded by pirates who took her away to offload the Marine Gas Oil (MGO) she was carrying. Details of the incident are shared as a case study in this report. In the case of *Danai 5*, the pirates failed to board the tanker when the crew noticed two speed boats approaching the tanker and raised the alarm, and the master increased speed and changed direction. The

alertness of the crew has resulted in the pirates aborted their attempt to board *Danai 5*.

Of the 15 actual incidents reported in October 2013, one was a Category 1 (very significant) incident, three were Category 2 (moderately significant) incidents, two were Category 3 (less significant) incidents and nine were petty theft (minimum significant) incidents.

The Category 1 incident involved the siphoning of MGO from oil product tanker, *Danai 4*. The number of Category 2 incidents had decreased compared to same period in past years, while the number of Category 3 incidents had remained fairly consistent throughout the five-year reporting period. About 60% of the incidents reported in October 2013 were petty theft incidents, highest number reported among the same period in the past four years.



Graph 1 - Number of incidents (October of 2009-2013)

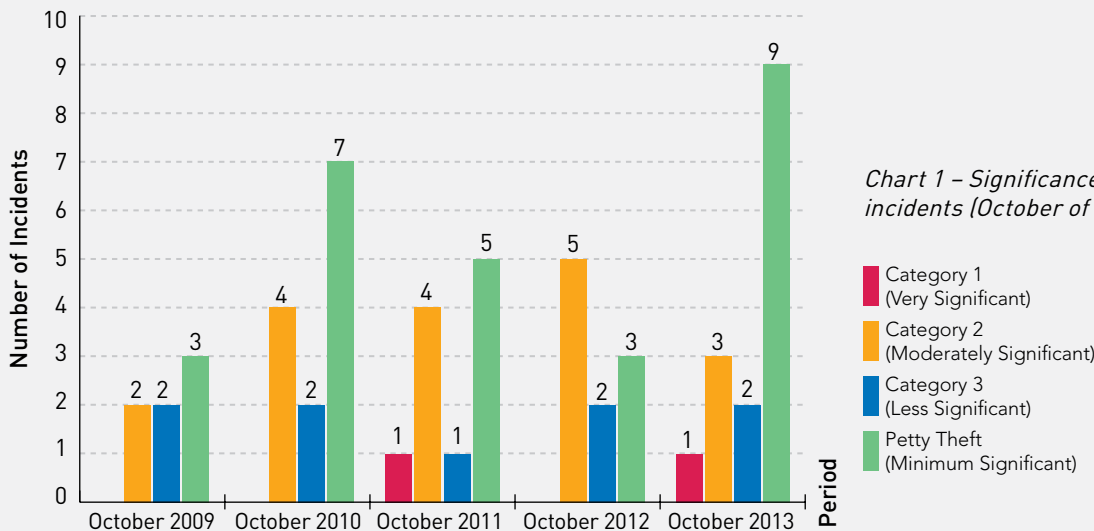


Chart 1 - Significance level of incidents (October of 2009-2013)

<sup>1</sup> Refer to ReCAAP ISC website at [http://www.recaap.org/AlertsReports/IncidentReports.aspx?Command=Core\\_Download&EntryId=290](http://www.recaap.org/AlertsReports/IncidentReports.aspx?Command=Core_Download&EntryId=290) for the definitions of piracy and armed robbery against ships as adopted by the ReCAAP ISC.



## Status of Ships and Location of Incidents

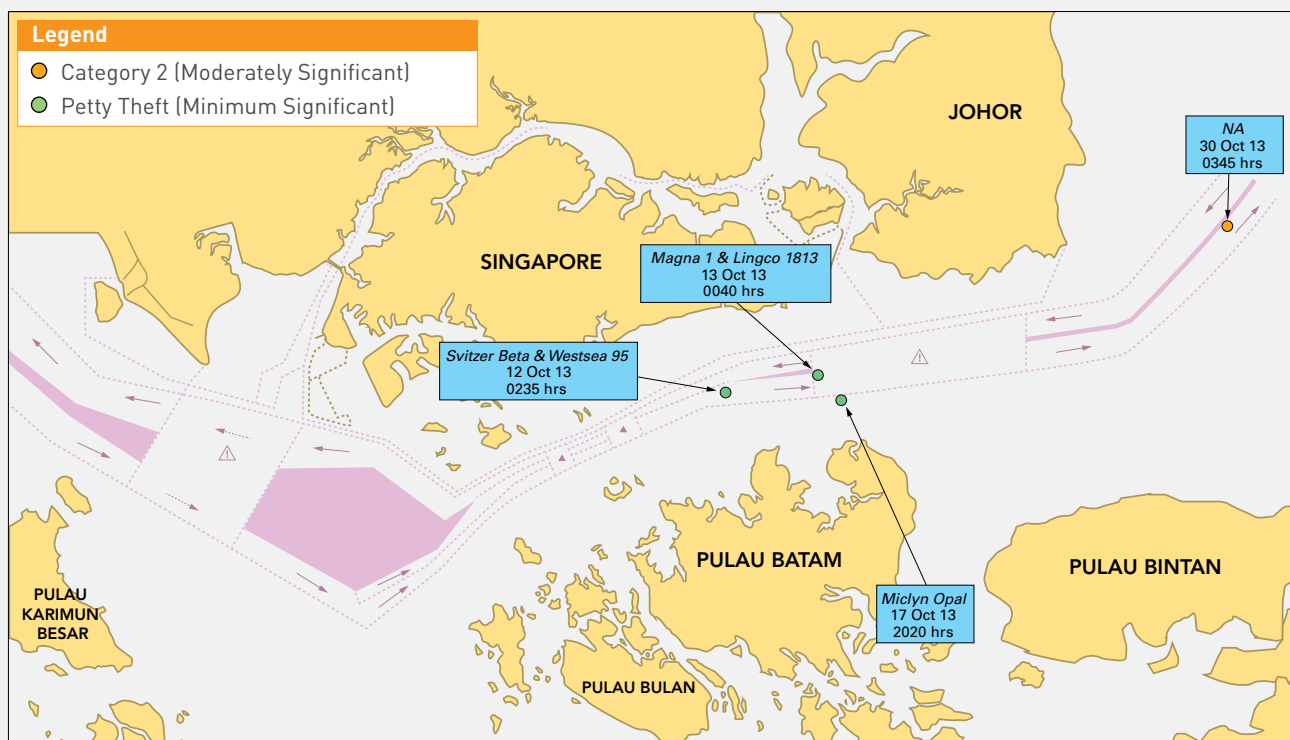
Of the 16 incidents reported in October 2013, 10 incidents occurred onboard vessels at anchor/berth; and six incidents while vessels were

underway. Refer to Map 3 for the approximate location of these incidents.

## Incidents in the Straits of Malacca and Singapore

In October 2013, four incidents were reported in the Straits of Malacca and Singapore. This accounts for four of the eight incidents reported in the straits since January 2013. Of the four incidents reported in the Straits of Malacca and

Singapore in October 2013, one was a Category 2 incident and three were petty thefts. Notably, three of the four incidents involved tug boats towing barges while underway. See map below.



Map 1 – Location of incidents in the Straits of Malacca and Singapore (October 2013)

The Category 2 incident occurred on 30 Oct 13 when five robbers boarded a tanker while underway to China at approximately 1.4 nm north of Horsburgh Lighthouse in the Straits of Malacca and Singapore. The Second Officer spotted the robbers and informed the master who raised the alarm. The robbers tied the Second Engineer, Fourth Engineer and the duty AB, and escaped with the crew's personal belongings.

Notably, the three petty theft incidents occurred within a short interval of six days in close proximity to each other. On 12 Oct 13, tug boat, *Svitzer Beta* was towing barge, *Westsea 95* in the

Eastbound lane of the Traffic Separation Scheme (TSS) when robbers boarded the barge, stole the stores onboard and escaped. On the next day, tug boat, *Magna 1* was towing barge, *Lingco 1813* in the vicinity of Eastern Buoy when two robbers boarded the barge. The robbers escaped empty-handed after the crew shouted at them. Four days later, on 17 Oct 13, two robbers boarded the astern of a barge towed by tug boat, *Miclyn Opal* north of Pulau Batam, Indonesia. They stole the emergency towing wire and escaped in their small crafts. In all four incidents, the crew was not injured.



## Case Study: Siphoning of MGO from oil product tanker, *Danai 4*

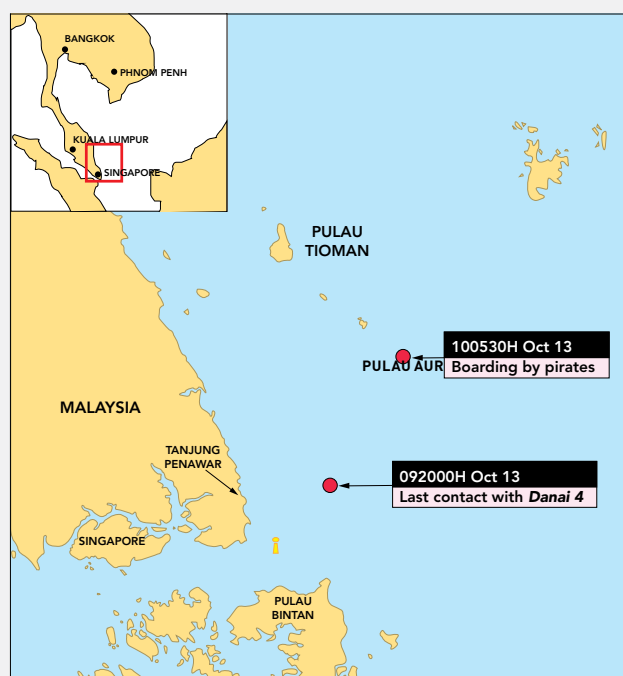


Photograph courtesy of shipping company

On 13 Oct 13, the ReCAAP Focal Point (Thailand) reported to the ReCAAP ISC that the owner of Thailand-registered oil product tanker, *Danai 4* had lost contact with the vessel. *Danai 4*, laden with MGO, departed Singapore on 9 Oct 13 and was scheduled to anchor off Vietnam for transferring of fuel on 12 Oct 13. The owner's last communication with the vessel was on 9 Oct 13 at or about 2000 hrs (local time) at approximately 17.78 nm northeast of Tanjung Penawar, Malaysia (1° 35.48' N, 104° 34.08' E). See map on the right.

The ReCAAP ISC, upon receiving the information, alerted the ReCAAP Focal Points in the region, and urged the regional maritime authorities to locate *Danai 4*. The ReCAAP ISC also promulgated an Incident Alert immediately to inform the maritime community about the missing tanker, and seek assistance from passing vessels to look out and report when spotted *Danai 4*. On 15 Oct 13, the owner of *Danai 4* informed the ReCAAP ISC that the pirates had left the tanker at or about 0745 hrs (local time), and the vessel was returning to port.

Subsequent interview with the crew revealed that about seven to nine masked pirates armed with knives and handguns boarded *Danai 4* from a speed boat on 10 Oct 13 at or about 0530 hrs (local time). At the time of incident, *Danai 4* was underway at approximately 18.72 nm southeast of Pulau Aur, Malaysia. The pirates threatened the crew, gathered them in the mess room and tied the crew's hands with cable ties. The pirates left the vessel on 15 Oct 13 after they had offloaded the MGO from the vessel, damaged the navigation equipment, and stole cash, properties and portable communications equipment.



Map 2 – Location of last contact and boarding by pirates

## Observations by the ReCAAP ISC

While the number of incidents reported in October 2013 had increased compared to October 2012, majority of the incidents in October 2013 were petty theft incidents. The number of Category 2 incidents reported in October 2013 had decreased compared to the same period during 2010-2012, while the number of Category 3 incidents had remained fairly consistent throughout the five-year reporting period.

Incident involving *Danai 4* was the second incident in 2013 that involved pirates/robbers siphoning MGO from oil product tankers. The first incident occurred on 17 Aug 13 when 10 robbers attempted to siphon MGO from *Moresby*

9 when she was anchored off Tanjung Ramunia, Malaysia. Timely reporting by the ship agent and immediate response by the Malaysian Maritime Enforcement Agency (MMEA) resulted in the robbers escaped without siphoning MGO from the tanker.

Seven of the eight incidents involved tug boats towing barges were reported in the Straits of Malacca and Singapore. In these incidents, the robbers approached, boarded the unmanned barge and stole stores found onboard the barge. They avoided confrontation with the crew and escaped immediately when detected by them.



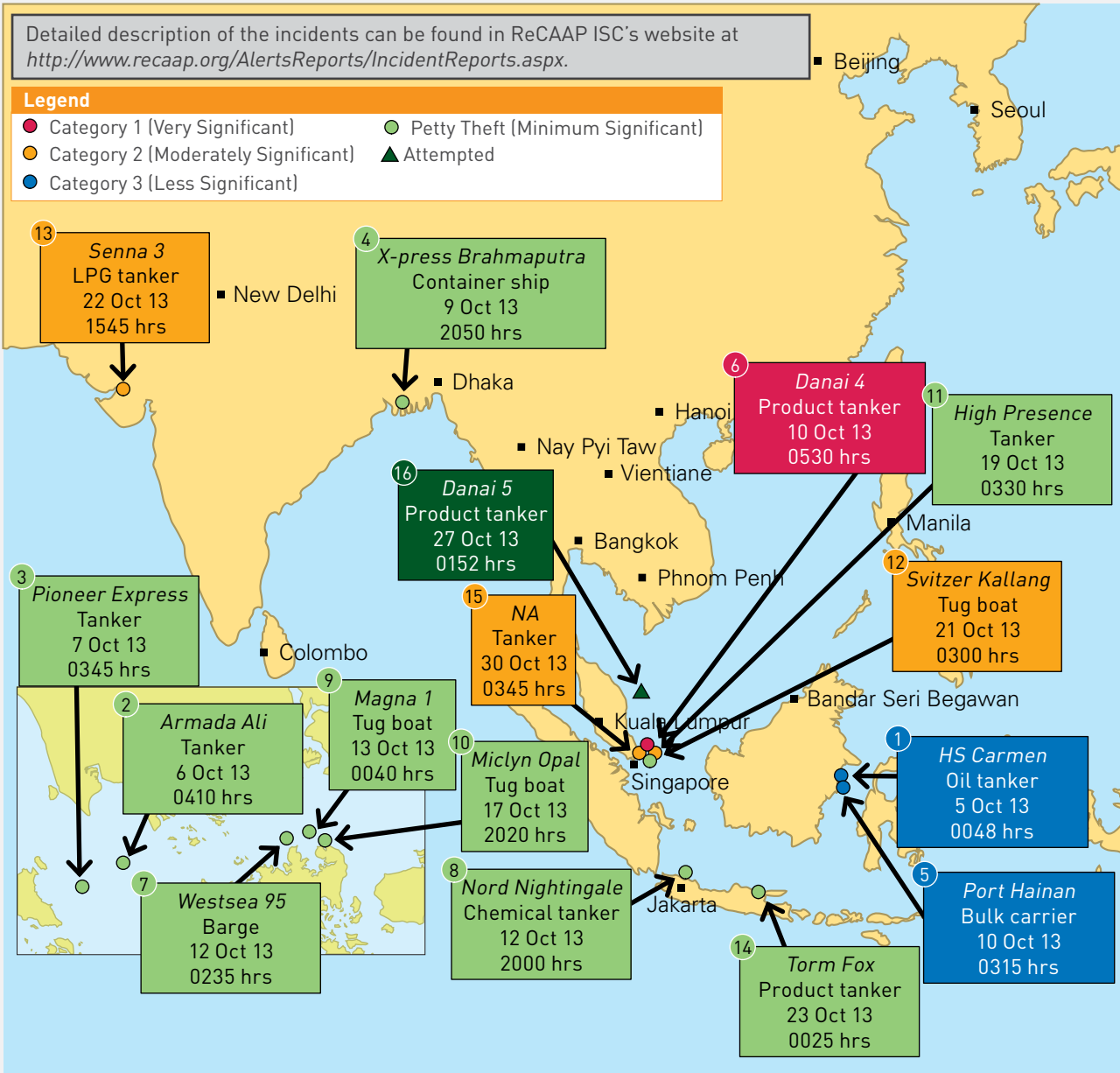
## Conclusion

In view of the situation in the Straits of Malacca and Singapore, the ReCAAP ISC recommends owners of tug boats and barges to consider strengthening security measures on their barges. They can refer to the Tug Boat and Barge (TaB) guide for suggestions on specific security measures to adopt onboard barges. The TaB Guide can be downloaded at ReCAAP ISC's website, [www.recaap.org](http://www.recaap.org).

The ReCAAP ISC urges shipping companies to report all incidents and suspicious activity concerning its vessels to the relevant authorities promptly.

As in the case of *Danai 4*, the time lapse in reporting the loss of communication has made it more challenging to locate the missing vessel and given sufficient time for the pirates to sail the tanker to an area to siphon off the MGO.

Location of Incidents



Map 3 - Location of Incidents in October 2013



## Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Border Protection Command Australian Maritime Security Operations Centre (AMSOC) E-mail: AMIFC@customs.gov.au	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: dosdgbdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
<b>Cambodia</b>		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicom.s.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547



## Contact Details of ReCAAP Focal Points / Contact Point

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Netherlands Coastguard Centre Email: sjaco.pas@kustwacht.nl	+31-223-542-300 +31-223-658-315	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqhydrographer@navy.lk nhqdno@navy.lk	+94-11-244 5368 (Hotline)	+94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Ops Centre Email: nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
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Vietnam Coast Guard Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 12 October 2013