

Report for **JULY 2014**

1 July 2014 - 31 July 2014

Piracy and Armed Robbery against Ships in Asia

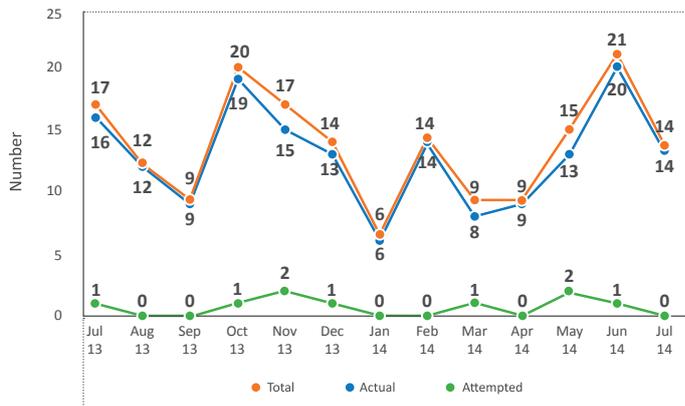
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Report for July 2014

Incidents of Piracy and Armed Robbery Against Ships in Asia in July 2014

Graph 1 - Number of incidents (July 2013 to July 2014)



The number of incidents of piracy and armed robbery against ships in Asia has decreased from 21 incidents reported in June 2014 to 14 incidents in July 2014. Refer to Graph 1 on the number of monthly incidents reported between July 2013 and July 2014.

The ReCAAP ISC observes that the number of incidents fluctuated with a pattern of ups and downs over the one-year period of July 2013 to July 2014. The number of incidents decreased from 17 cases in July 2013 to nine in September 2013 before it increased to 20 in October 2013. This pattern of ups and downs continued in the subsequent months at an interval of four-month period (October 2013 to February 2014, and February 2014 to July 2014).

Refer to Graph 2 on the July-to-July comparison of the number of incidents over the past five years, 2010-2014. Of the 14 incidents reported in July 2014, close to 50% were petty thefts and the rest were armed robbery against ships, including three Category 1 (very significant) incidents. Refer to Chart 1 on the significance level of incidents reported during July of 2010-2014.

The three Category 1 incidents involved siphoning of Marine Gas Oil (MGO) and Marine Fuel Oil (MFO) from product tankers, *Moresby 9* and *Oriental Glory* on 4 Jul 14 and 15 Jul 14 respectively; and an armed robbery onboard product tanker, *Ji Xiang* on 25 Jul 14. The ReCAAP ISC is concerned and mindful of the number of incidents involving siphoning of fuel/oil from product/oil tankers. In response, the ReCAAP ISC had promulgated a Special Report, titled "*Incidents of Siphoning of Fuel/Oil at Sea in Asia*" which collated the modus operandi of pirates/robbers involved in these incidents, highlighted best practices and lessons learned through case studies; and recommended countermeasures to be adopted by ship owners, masters, crew and authorities in tackling with the situation.

Graph 2 - Number of incidents (July of 2010-2014)

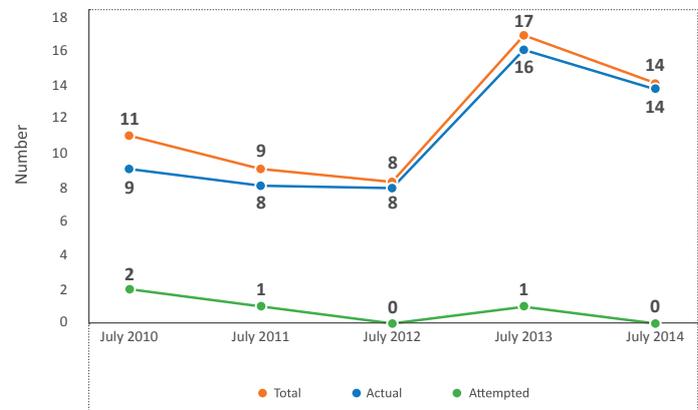
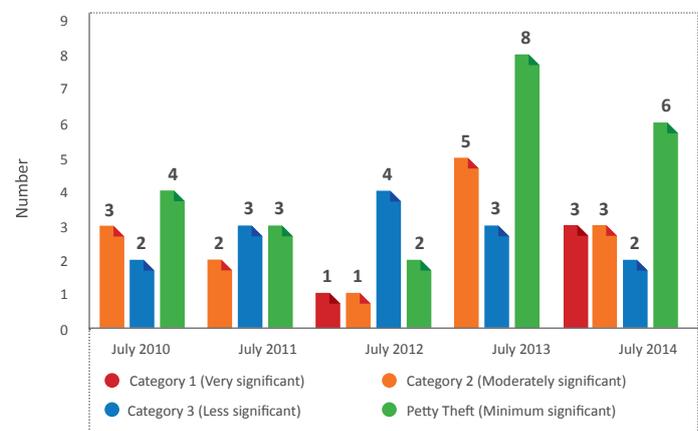


Chart 1 - Significance level of incidents (July of 2010-2014)



Detailed description of incidents reported in July 2014

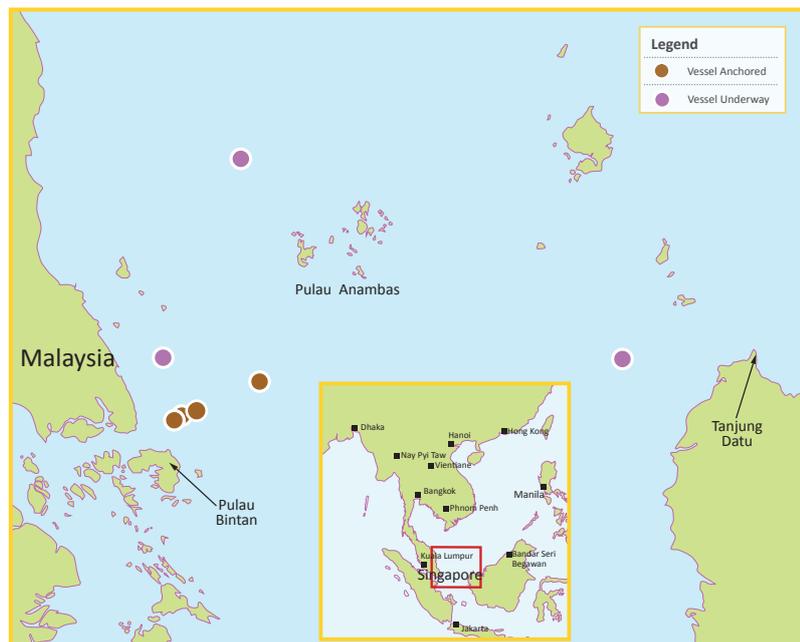
Of the 14 incidents reported in July 2014, seven incidents occurred in the South China Sea (SCS), seven occurred at ports and anchorages in Bangladesh, India, Indonesia, Malaysia and the Philippines. Refer to the Appendix for detailed description of the incidents.

Incidents in the South China Sea

Of the seven incidents reported in the SCS, two were Category 1 incidents, one was a Category 2 (moderately significant) incident, one was a Category 3 (less significant) incident and three were petty thefts (minimum significant). Notably, four of the seven incidents occurred onboard vessels anchored outside port limits in the vicinity north and northeast of Pulau Bintan (see map below).

Among the shipping community, it is common for vessels to anchor outside port limits to avoid paying port dues. By doing so, they were vulnerable to piracy attacks, particularly during hours of darkness. Therefore, the ReCAAP ISC urged masters and crew to exercise enhanced vigilance and implement anti-piracy watch, if they chose to anchor outside areas of jurisdiction.

Map 1 - Incidents reported in the South China Sea (July 2014)



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Case Studies: Incidents of Siphoning of Fuel/Oil

The two incidents of siphoning of fuel/oil occurred in July 2014, involved *Moresby 9* and *Oriental Glory*, and are described below.



Incident onboard *Moresby 9*

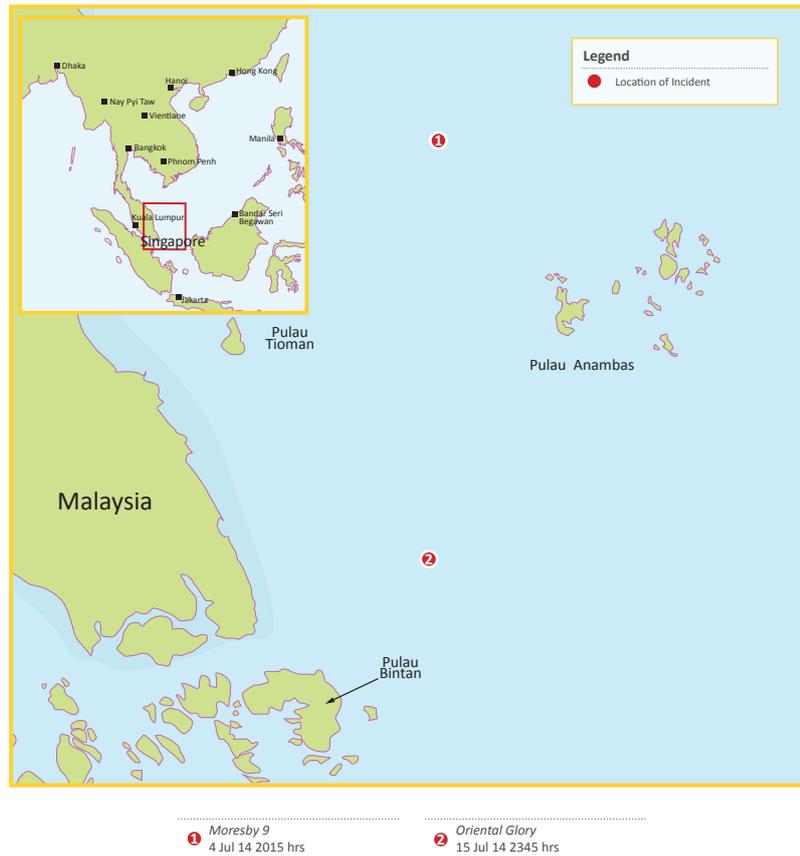
On 4 Jul 14 at or about 0430 hrs, Honduras-registered product tanker *Moresby 9* was underway at approximately 48.6 nm northwest of Pulau Anambas when an unmarked vessel came alongside and the crew suddenly heard a gunshot. Nine pirates armed with machetes and three pistols were sighted on the deck of *Moresby 9*. The pirates gathered the crew at the starboard bridge wing, tied and locked them in the engine control room except the Chief Officer who was detained at the bridge for navigation purposes. At or about about 2140 hrs, the tanker was forced to anchor at approximately 39.4 nm northwest of Pulau Anambas and her engines were turned off. At this point, the Chief Officer who was at the bridge noticed an approximately 3000 GT orange motor tanker came alongside *Moresby 9*. Believing that the siphoning had been completed, some crew managed to escape through the funnel, untied the others and reported to the company. While anchored off southeast of Tanjung Ramunia, Johor, a MMEA vessel, *KM TEGAS* came alongside and its personnel boarded *Moresby 9* to conduct an inspection and interview the crew. Approximately 2,118 metric tons of oil had been siphoned off *Moresby 9*. The crew was not injured.

Incident onboard *Oriental Glory*

The second incident occurred on 16 Jul 14 onboard Malaysia-registered product tanker, *Oriental Glory*. At or about 0551 hrs on 16 Jul 14, the company received a security alert from the vessel, and tried to communicate with the vessel but not able to reach the master. The company reported the incident to the authorities. The Royal Malaysian Navy (RMN) deployed its vessel, *KD Trengganu* and the Indonesian Navy (TNI-AL) also deployed its asset to the location of the incident. However, the pirates had left the vessel.

Initial investigation revealed that 25 pirates boarded *Oriental Glory* from two boats on 15 Jul 14 at or about 2345 hrs when she was anchored at approximately 44.5 nm northeast of Pulau Bintan, Indonesia in the South China Sea. Armed with reportedly pistols and machetes, the pirates siphoned 1,600 metric tonnes of marine fuel oil from *Oriental Glory*, stole cash and the crew's personal belongings, and damaged the anchor windlass and other ship equipment such as the main engine, steering control systems, radar navigation and communication equipment.

Map 2 - Location of *Moresby 9* & *Oriental Glory*



Incident of Armed Robbery onboard *Ji Xiang*

The perpetrators were believed to target the fuel/oil onboard *Ji Xiang*, but was foiled by the presence of the MMEA patrol boat which arrived at the location and pursued the perpetrators who fled towards Pulau Lima. The perpetrators, in their haste to escape from the authorities, left behind two pistols and one machete onboard *Ji Xiang*.

Pending details of what happened onboard *Ji Xiang* as investigation is still ongoing, the Mongolia-registered oil product tanker, *Ji Xiang* anchored approximately 2.78 nm southwest of Pulau Lima, Malaysia, in the vicinity of Pengerang when 10 perpetrators armed with guns and knives boarded the tanker on 25 Jul 14 at or about 2030 hrs. An Indonesian crew was reportedly shot in the neck during the incident. He was sent to a hospital in Kota Tinggi, Johor; and reported to suffer a minor neck injury.

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Map 3 - Approximate Location of Incidents



This incident involving *Ji Xiang* was similar to another incident reported in the same vicinity in 2013 involving *Moresby 9* (the first time she was boarded in 2013). On 17 Aug 13, *Moresby 9* was anchored at eastern OPL, Malaysia when 10 masked robbers boarded the vessel, threatened the crew, tied the master and gathered all crew in the mess room. They ordered the master to sail the tanker to Pulau Lima (probably to siphon the fuel onboard), but abandoned the plan and escaped when an MMEA patrol vessel approached *Moresby 9*. Nothing was reportedly stolen from *Moresby 9* during the incident on 17 Aug 13.

Conclusion

The number of incidents has decreased from the 21 incidents in June 2014 to 14 incidents in July 2014. While close to 50% of the incidents reported in July 2014 were petty thefts, the ReCAAP ISC is concerned and mindful of the two incidents of siphoning of fuel/oil from *Moresby 9* and *Oriental Glory*. However, the ReCAAP ISC commends the MMEA for their timely response towards the incident involving *Ji Xiang*.

The ReCAAP ISC urges crew to exercise enhanced vigilance which is key to prevent boarding. However, should the perpetrators manage to board the vessel, the crew is to remain calm, avoid physical confrontation with the perpetrators; and report the incident to the nearest coastal authority at the first available opportunity. They should also note the physical appearance, attire and other details of the perpetrators, the language/dialect spoken, description of boats they used, etc. all of which are useful to aid in investigation carried out by the authorities. On the same note, the ReCAAP ISC encourages the littoral States to respond in a timely manner to all incidents reported to them, step up surveillance and increase coordinated patrols among inter-governmental enforcement agencies, particularly in areas of concern.

Map 4 - Location of Incidents in July 2014



1 Pacific Dawn, Tanker 2 Jul 14 0330 hrs	4 Concept, Chemical tanker 7 Jul 14 0030 hrs	7 Name withheld, Tanker 9 Jul 14 0300 hrs	11 Oriental Glory, Product tanker 15 Jul 14 2345 hrs	15 Ji Xiang, Product tanker 25 Jul 14 2030 hrs
2 Moresby 9, Product tanker 4 Jul 14 2015 hrs	5 Kmarin Mugunghwa, Bulk carrier 9 Jul 14 0130 hrs	8 C.P. 41, Oil tanker 13 Jul 14 2300 hrs	12 Pacific Silver, Oil tanker 19 Jul 14 0300 hrs	16 Amur River, Container ship 31 Jul 14 2130 hrs
3 Nord Gainer, Tanker 6 Jul 14 2300 hrs	6 Harbour Hornbill, General cargo ship 9 Jul 14 0200 hrs	9 Stella Kosan, LPG tanker 15 Jul 14 0630 hrs	17 Sea Dias, Bulk carrier 25 Jul 14 0315 hrs	

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Correct as at 11 July 2014

Description of incidents

Actual Incidents

● CAT 1 (Very Significant) ● CAT 2 (Moderately Significant) ● CAT 3 (Less Significant) ● Petty theft (Minimum significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Pacific Dawn</i> Tanker Panama 9307140 56172	02/07/14 0330 hrs	01° 28.70' N, 104° 40' E North of Pulau Bintan, Indonesia	<p>While at anchor, two robbers in T-shirts and shorts boarded the tanker. The crew spotted the robbers on the stern and the alarm was raised and crew mustered. The crew sighted a long wooden fishing boat on starboard quarter moving away from the vessel in a southerly direction at about 6 knots. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Moresby 9</i> Product tanker Honduras 7705740 1321	04/07/14 2015 hrs	03° 45.93' N, 105° 10.24' E Approximately 48.6 nm northwest of Pulau Anambas, Indonesia (South China Sea)	<p>While underway, an unmarked vessel came alongside and the crew suddenly heard a gunshot. Nine pirates armed with machetes and three pistols were sighted on the deck of <i>Moresby 9</i>. The pirates gathered the crew at the starboard bridge wing, tied and locked them in the engine control room except the Chief Officer who was detained at the bridge for navigation purposes. At or about about 2140 hrs, the tanker was forced to anchor at approximately 39.4 nm northwest of Pulau Anambas and her engines were turned off. At this point, the Chief Officer who was at the bridge allegedly noticed an approximately 3000 GT orange motor tanker came alongside <i>Moresby 9</i>. The crew was not injured and managed to get out from the engine control room through the funnel. Approximately 2,118 metric tons of oil had been siphoned off <i>Moresby 9</i>. The ReCAAP ISC immediately alerted the regional maritime authorities in the area, including MMEA who responded that their assets were on standby nevertheless, noting that the location of boarding was not within their territorial waters. The TNI-AL also deployed their ships to the location of the incident. However, they were not able to locate the vessel off Anambas. The last known position of the vessel was approximately 36 nm from Anambas islands.</p> <p>On 5 Jul 14, the shipping company managed to establish communications with the vessel and instructed her to anchor at approximately 3.9 nm southeast of Tanjung Ramunia, Johor. MMEA vessel, <i>KM TEGAS</i> boarded the product tanker to conduct an inspection and interview the crew.</p> <p>[ReCAAP Focal Point (Singapore), MMEA]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3	Nord Gainer Tanker Denmark 9448724 30241	06/07/14 2300 hrs	22° 48' N, 070° 01' E Kandla anchorage, India	While at anchor, the duty crew spotted two robbers at the forward section of starboard side main deck. The robbers wore shorts and were barefoot. The duty crew raised the alarm immediately and informed the OOW. The robbers escaped in a small boat with a socket wrench, a hacksaw and a wire cutter. The ICG boarded the vessel for investigation. [ReCAAP Focal Point (India)]
4	Concept Chemical tanker Marshall Islands 9272204 27357	07/07/14 0030 hrs	22° 47' N, 070° 03' E Kandla anchorage, India	While at anchor, the duty crew spotted two robbers at the forward section of starboard side main deck. The duty crew raised the alarm immediately and informed the OOW. Upon hearing the alarm, the robbers jumped overboard and were picked up by a small boat in the vicinity. The door eye of the bosun store used for putting the padlock was later found broken. Items reported stolen were heaving line, rope and stainless steel flanges. The ICG boarded the vessel for investigation. [ReCAAP Focal Point (India)]
5	Kmarin Mugunghwa Bulk carrier Panama 9694995 23247	09/07/14 0130 hrs	01° 26.60' N, 104° 36.79' E North of Pulau Bintan, Indonesia (South China Sea)	While at anchor, five pirates armed with long knives boarded the bulk carrier via the poop deck using a hook attached with rope. The duty crew spotted the pirates and informed the duty officer, who raised the alarm immediately. The crew was mustered and the pirates escaped empty-handed in their small boat. The crew was not injured. [ReCAAP Focal Point (Singapore)]
6	Harbour Hornbill General cargo ship Malaysia 9150638 4044	09/07/14 0200 hrs	01° 59' N, 108° 28' E Approximately 38 nm west-southwest of Pulau Merundung, Indonesia (South China Sea)	While en route from Bintulu, Sarawak to Port Klang, nine pirates armed with machetes and wooden sticks boarded the general cargo ship from a small boat. It was reported that the master suffered serious head injuries during the incident. The pirates later escaped with the crew's personal belongings. The master was treated for his injuries in Kuching, Sarawak and was subsequently discharged. [MMEA]

Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7	Name Withheld Tanker Vietnam 9337303 30042	09/07/14 0300 hrs	01° 27.20' N, 104° 38.50' E Approximately 14 nm north of Pulau Bintan, Indonesia (South China Sea)	While at anchor, six pirates in short pants and blue shirts boarded the tanker at the stern from a wooden boat. Upon sighting the robbers, the alarm was raised and an announcement made over the PA system. The crew was mustered on bridge and a search was conducted but the pirates had already escaped. Nothing was stolen. [ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Singapore)]
8	C. P. 41 Oil tanker Thailand 9186455 2752	13/07/14 2300 hrs	02° 01.09' N, 104° 29.50' E Approximately 23.5 nm south of Pulau Aur, Malaysia (South China Sea)	While en route from Singapore to Song Khla, Thailand, pirates boarded the oil tanker. The OOW noticed a small boat near the tanker and raised the alarm. Seeing that the crew had been alerted, the pirates escaped empty-handed. The MMEA deployed a patrol craft, <i>KM Manjung</i> to the location off Pulau Aur to investigate, but the tanker was not there. No police report was lodged. [ReCAAP Focal Point (Thailand), MMEA]
9	Stella Kosan LPG tanker Singapore 9373591 9175	15/07/14 0630 hrs	01° 29' N, 104° 43.30' E Approximately 21 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, the crew discovered suspicious footprints at the engine workshop and steering room portside deck stores during their security rounds. The footprints revealed the presence of two pirates onboard the vessel. Upon investigation, the crew discovered the lock to the watertight door at the steering room was broken. Stores including five sets of SCBA, flashlights and a grinding tool from the safety lockers and the engine room workshop were missing. The crew was not injured. Three days later, an Indonesian media reported that the TNI-AL in response to the report made by the Singapore maritime authority about this incident, deployed its assets and detained a wooden boat behaving suspiciously. The men and the items found onboard the boat were brought to the TNI-AL naval base in Tanjung Pinang for further investigation. [ReCAAP Focal Point (Singapore), KOMPAS dated 18 Jul 14]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10	Oriental Glory Product tanker Malaysia 9072587 2223	15/07/14 2345 hrs	01° 44.01' N, 105° 07.66' E Approximately 44.5 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>On 16 Jul 14, the shipping company reported that they had lost communication with their product tanker, which was carrying 2,500 metric tonnes of marine fuel oil. The company received a security alert from the vessel at 0551 hrs on the same day. The company then tried to communicate with the vessel but was unsuccessful. On 16 Jul 14 at or about 1300 hrs, RMN vessel <i>KD Trengganu</i> arrived at the location of the incident and boarded the vessel for investigation. It was also reported that the TNI-AL also deployed their asset in response to the incident.</p> <p>Initial investigation revealed that pirates boarded the product tanker on 15 Jul 14 at or about 2345 hrs, siphoned 1,600 metric tonnes of marine fuel oil from the product tanker; and stole cash and the crew's personal belongings, including watch, laptop and perfumes. The pirates also damaged the anchor windlass and other machineries. The pirates subsequently left the vessel on 16 Jul 14 at or about 0350 hrs.</p> <p>[ReCAAP Focal Point (Singapore), SSSA]</p>
11	Pacific Silver Oil tanker Marshall Islands 9184603 56943	19/07/14 0300 hrs	13° 44' N, 121° 02' E Anchorage 'A', Tabangao, Batangas, Phillippines	<p>While at anchor, four robbers boarded the oil tanker via the anchor chain from a fishing boat. Upon noticing the robbers, the duty A/B informed the OOW. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, the robbers jumped overboard and escaped with items including hydrant caps, bottle screw, fire hoses and nozzle.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
12	Sea Dias Bulk carrier Marshall Islands 9535876 33036	25/07/14 0315 hrs	00° 15' S, 117° 34' E Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, three armed robbers boarded the bulk carrier from a small wooden boat. The robbers tied the duty A/B, who later managed to escape and alert the master. Upon realising the crew had been alerted, the robbers escaped with ship property.</p> <p>[ReCAAP Focal Point (United Kingdom)]</p>
13	Ji Xiang Product tanker Mongolia 8403909 1986	25/07/14 2030 hrs	01° 19.54' N, 104° 15.46' E Approximately 2.78 nm southwest of Pulau Lima, Malaysia	<p>While at anchor, 10 robbers armed with guns and knives boarded the product tanker. It was reported that the robbers had discharged their firearms and one of the crew suffered a minor neck injury. The robbers escaped with the ship's property. The crew subsequently made a police report to the Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore), MMEA]</p>

Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14	Amur River Container ship Cyprus 9378943 9940	31/07/14 2130 hrs	Chittagong anchorage, Bangladesh	<p>While at anchor, seven robbers armed with knives in a fishing boat approached and boarded the container ship via the poop deck. The duty crew sighted the robbers, raised the alarm and the crew mustered. Realising the crew had been alerted, the robbers escaped with ship stores. The incident was reported to the Bangladesh Coast Guard, who advised the master to be vigilant and report any suspicious movement. A patrol boat was also deployed to search the area.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>