



REPORT FOR AUGUST 2013

1 August 2013 - 31 August 2013

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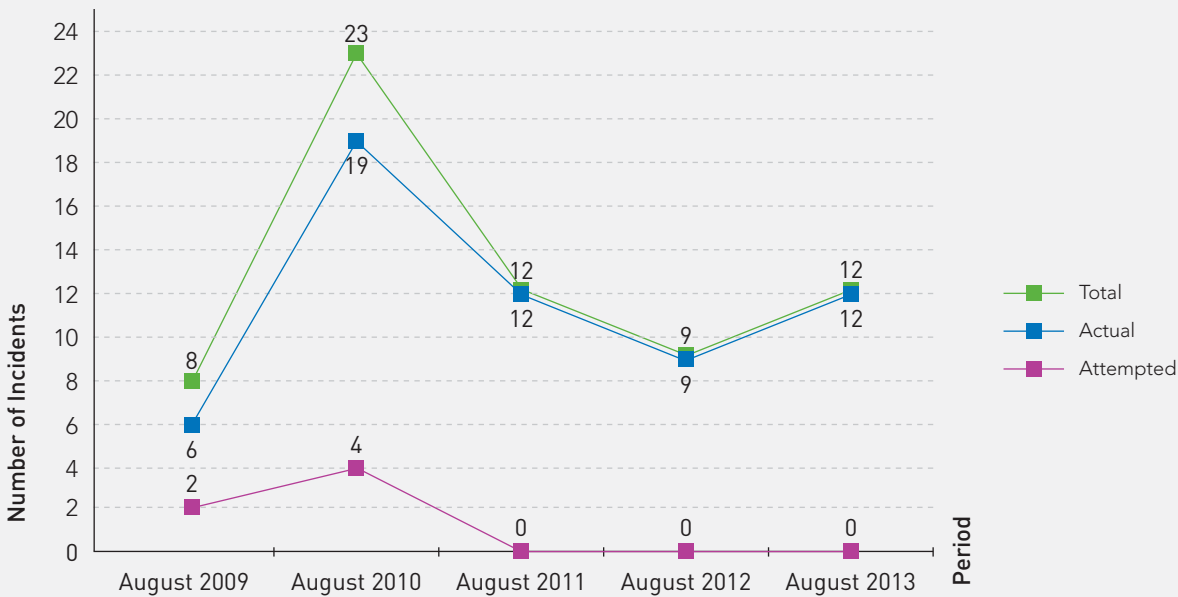


→ Situation Update →

Executive Summary

A total of 12 incidents of robbery against ships were reported in August 2013. No piracy incident was reported¹. All were actual incidents. See Graph 1 below showing the number of incidents

reported during the five-year reporting period (2009-2013). The number of incidents reported in August over the past three years (2011-2013) has been fairly consistent.



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

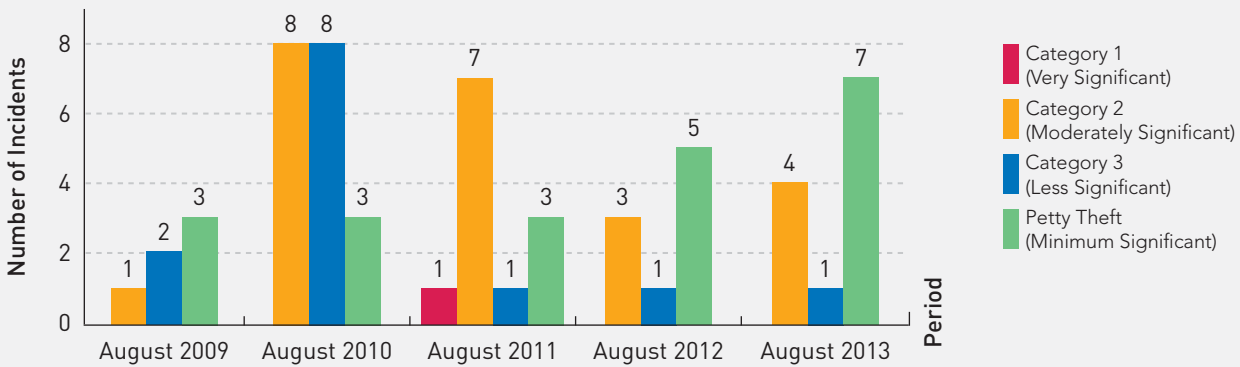


Chart 1 - Significance level of incidents (August of 2009-2013)

Significance Level of Incidents

Of the 12 actual incidents reported in August 2013, four were Category 2 (moderately significant) incidents, one was a Category 3 (less significant) incident and seven were petty theft (minimum significant) incidents. The incidents reported in the past two years (August of 2012 and 2013) had been less severe compared to August of 2010 and 2011. In August 2010, no Category 1 incident was

reported, but close to 50% of the total incidents were Category 2 incidents. The situation was worse in August 2011 with reports of one Category 1 incident and seven Category 2 incidents. Notably, the level of severity of incidents decreased in August 2012 and 2013 with an average of about one-third of the total number of incidents were Category 2.

¹ Refer to ReCAAP ISC website at <https://doc.recaap.org/dm/atom/library/37f9ad004d016c0192f2ba744bb8897a/document/b2c7f7004fa0f2c2a866ef46da7e0efd/media?errorPage=true&resolve=false> for the definitions of piracy and armed robbery against ships as adopted by the ReCAAP ISC.



Location of Incidents

The 12 incidents reported in August 2013 occurred in Indonesia (5), Bangladesh (4), Malaysia (1), the Straits of Malacca and Singapore (1) and Vietnam

(1). Refer to Map 1 for the approximate location of incidents reported in August 2013.

Incidents at Ports and Anchorages

A total of four incidents were reported at Chittagong anchorage, Bangladesh in August 2013. Of these, one was a Category 2 incident, one was a Category 3 incident and two were petty theft incidents.

The other Category 3 and petty theft incidents involved container ships while anchored at Chittagong anchorage from 10 to 29 Aug 13. The first incident occurred on 10 Aug 13 when three robbers in a small wooden boat boarded *Kota Harta* and stole a life ring. The second incident occurred on 16 Aug 13 when robbers armed with knives boarded *Henriette Schulte* and stole ship stores. The third incident occurred on 29 Aug 13 when seven robbers boarded *Violetta* from a boat but did not steal anything due to the alertness of the crew.

The Category 2 incident involved product tanker, *St. Michaelis* on 4 Aug 13 when seven robbers armed with long knives boarded the vessel from a boat via the aft. The alarm was subsequently raised and the crew locked themselves inside the accommodation. The robbers later escaped with the ship property. The incident was reported to the Bangladesh Coast Guard who conducted a search and investigation onboard *St. Michaelis*.

A total of five incidents were reported in Indonesia, of these, four occurred at the ports and anchorages at Samarinda (2), Belawan (1) and Nipa (1).

Attempted Hijack of Oil Product Tanker, *Moresby 9*



Photograph courtesy of shipping agent

On 17 Aug 13 at or about 2045hrs, the Honduras-registered oil product tanker, *Moresby 9* (above) was anchored at approximately 1.83 nm southeast of Tanjung Ramunia, Malaysia when 10 masked robbers armed with long knives boarded the vessel from two speed boats. The Chief Officer spotted the speed boats and activated the SSAS. One of the crew managed to alert other vessels anchored nearby via the vessel's radio. The robbers threatened, gathered and tied the crew, including the master, in the mess room.

the port side of the bridge with cash and the crew's personal belongings such as mobile phones, laptops and watch. In their escape, the robbers left behind their knives. The MMEA personnel boarded the vessel, ordered the crew to assemble at the bow of the ship and dropped anchor.

The robbers then ordered the master to go up to the bridge to steer the vessel to Tompok Utara. After a few minutes of sailing, eight of the robbers went to the main deck and left the product tanker. The remaining two robbers then commanded the master to sail to Pulau Lima instead. After less than seven minutes, the two robbers upon seeing a Malaysian Maritime Enforcement Agency (MMEA) patrol vessel approaching *Moresby 9*, escaped via

The timely arrival of the MMEA patrol vessel had foiled the plan of the robbers to hijack the tanker. This was attributed to the timely reporting made by the Singapore-based ship agent to the ReCAAP ISC when he received inputs that the tanker had been boarded at Eastern OPL by robbers who intended to hijack the tanker. The ReCAAP ISC immediately informed the MMEA Southern Command (based in Johor), the Singapore Port and Operation Control Centre (POCC) which is the Focal Point (Singapore), the Republic of Singapore Navy (RSN) and the Information Fusion Centre (IFC). The MMEA despatched a patrol vessel to the location and the RSN also sent a patrol boat towards the area. The ReCAAP ISC commends the MMEA for their timely response, the agent for reporting the incident immediately to the ReCAAP ISC. The successful outcome of this incident reinforced the need for crew to be vigilant and ensure timely reporting. It also testified to the excellent cooperation between the ReCAAP ISC with MMEA, and the good inter-agencies coordination among the authorities in Singapore and its maritime partners.



Observations by the ReCAAP ISC

Compared to August 2012, the number of incidents reported in August 2013 has increased. However, the incidents in August 2013 were relatively less severe compared to August of 2010-2012. Of the 12 incidents reported in August 2013, 10 involved vessels when at anchor. It has been observed that several vessels had been negligent and did not

enforce security measures when the vessels were at ports and anchorages.

The situation at the ports and anchorages in Indonesia remains a concern, with five out of 10 incidents occurred there although majority were petty theft incidents.

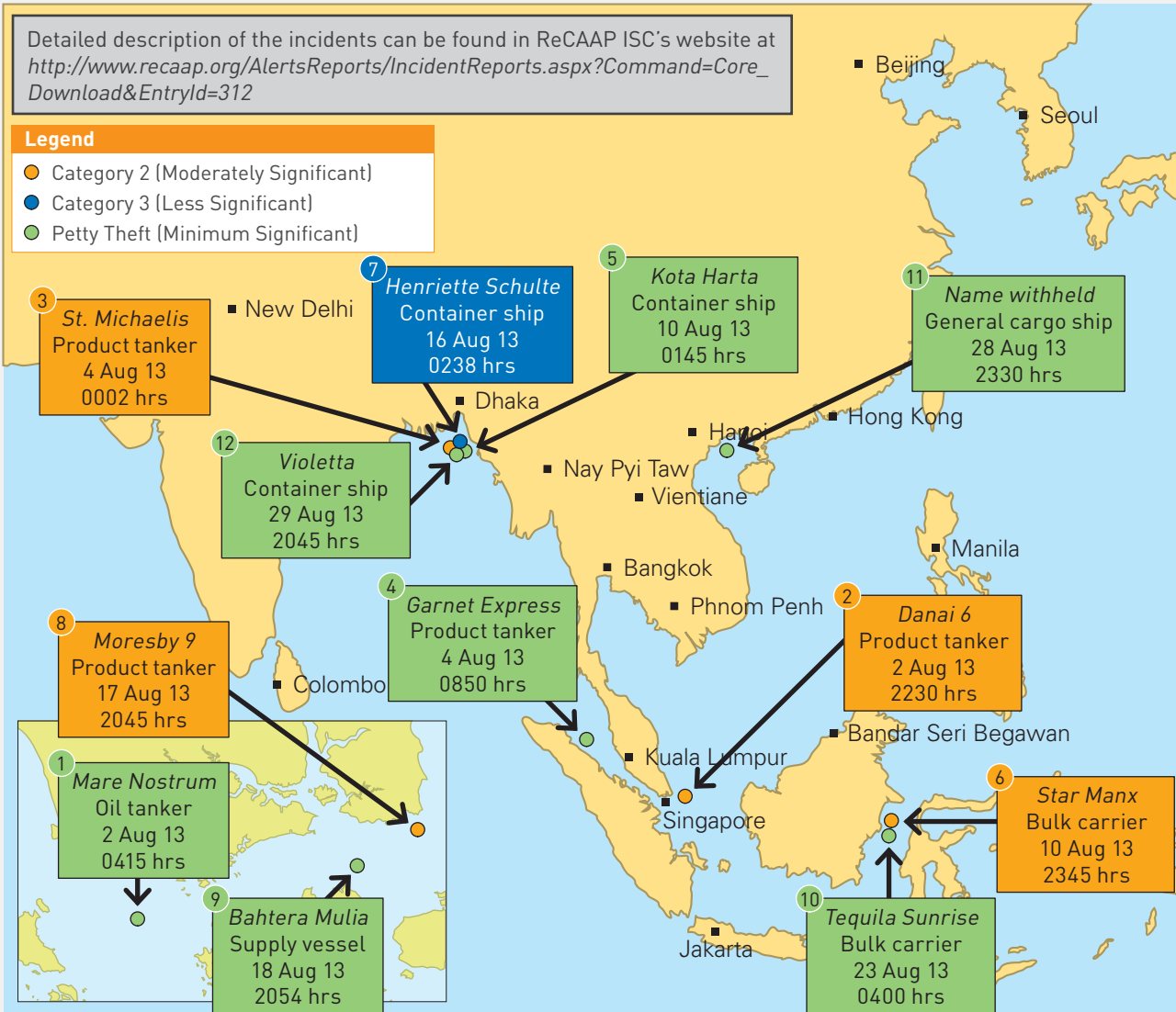
Conclusion

The ReCAAP ISC commends MMEA's prompt and immediate assistance to *Moresby 9* which we assessed had influenced the robbers' decision to abandon the original plan to hijack the tanker. Worth mentioning were the alertness of the crew in activating the SSAS and timely reporting to nearby vessels anchored in the area; as well as the immediate reporting made by the ship agent to the ReCAAP ISC and the well-established ReCAAP ISC's network for information sharing and operational level coordination with the MMEA, ReCAAP Focal Points and relevant

enforcement agencies. All had in one way or another, contributed towards the successful outcome of foiling the robbers' plan.

To combat incidents reported at ports and anchorages, ship masters and crew are strongly encouraged to exercise vigilance and employ necessary security measures onboard their vessels while anchored, especially during hours of darkness, and the relevant authorities to increase presence and surveillance.

Location of Incidents



Map 1 - Location of incidents in August 2013



Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Border Protection Command Australian Maritime Security Operations Centre (AMSOC) E-mail: nscops@customs.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: dosdgbdb@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Cambodia		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
China		
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
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
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
Japan		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Ocean and Fisheries Operations Centre Email: piracy@gicomso.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
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Netherlands Coastguard Centre Email: sjaco.pas@kustwacht.nl	+31-223-542-300 +31-223-658-315	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Philippines		
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
Singapore		
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
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Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqhydrographer@navy.lk	+94-11-221 2509	+94-11-244 1454
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
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Vietnam		
Vietnam Marine Police Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 31 August 2013