

Report for APRIL 2014

1 April 2014 - 30 April 2014

Piracy and Armed Robbery against Ships in Asia

Brief extracts from the report may be reproduced for non-commercial use provided the source is acknowledged. Request for extensive reproduction should be made to ReCAAP Information Sharing Centre (ISC), who owns the copyright of this document

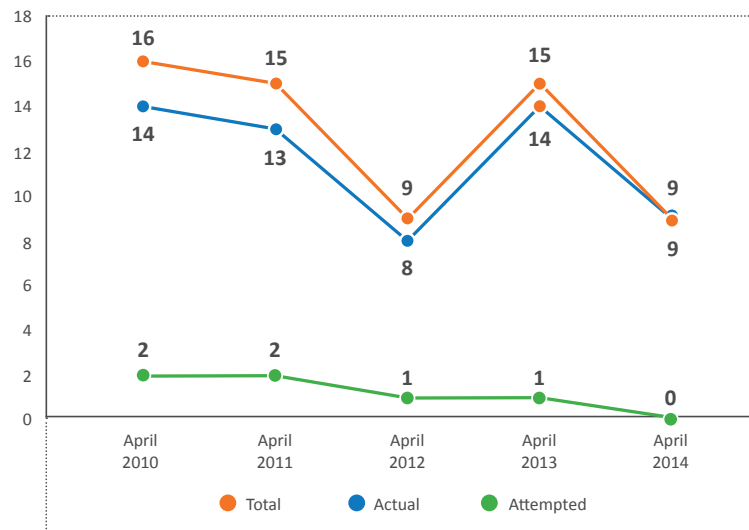


Executive Summary

Number of incidents

A total of nine incidents were reported in April 2014, of which, five were incidents of piracy and four were incidents of armed robbery against ships. All five incidents of piracy occurred in the South China Sea.

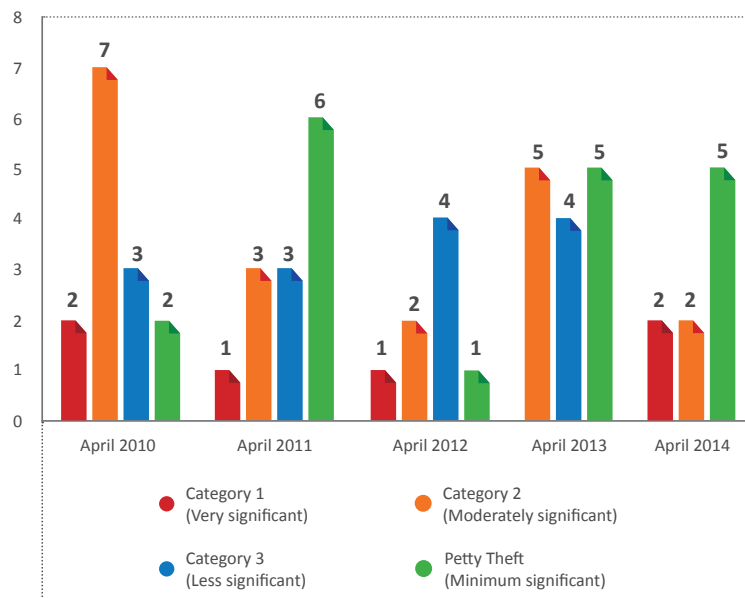
Graph 1 - Number of incidents (April of 2010-2014)



Significance level

Of the nine incidents, the more significant incidents included two cases of siphoning of marine gas oil/ marine diesel oil from oil tankers and one incident of robbery of scrap metal from a barge. The majority were petty thefts.

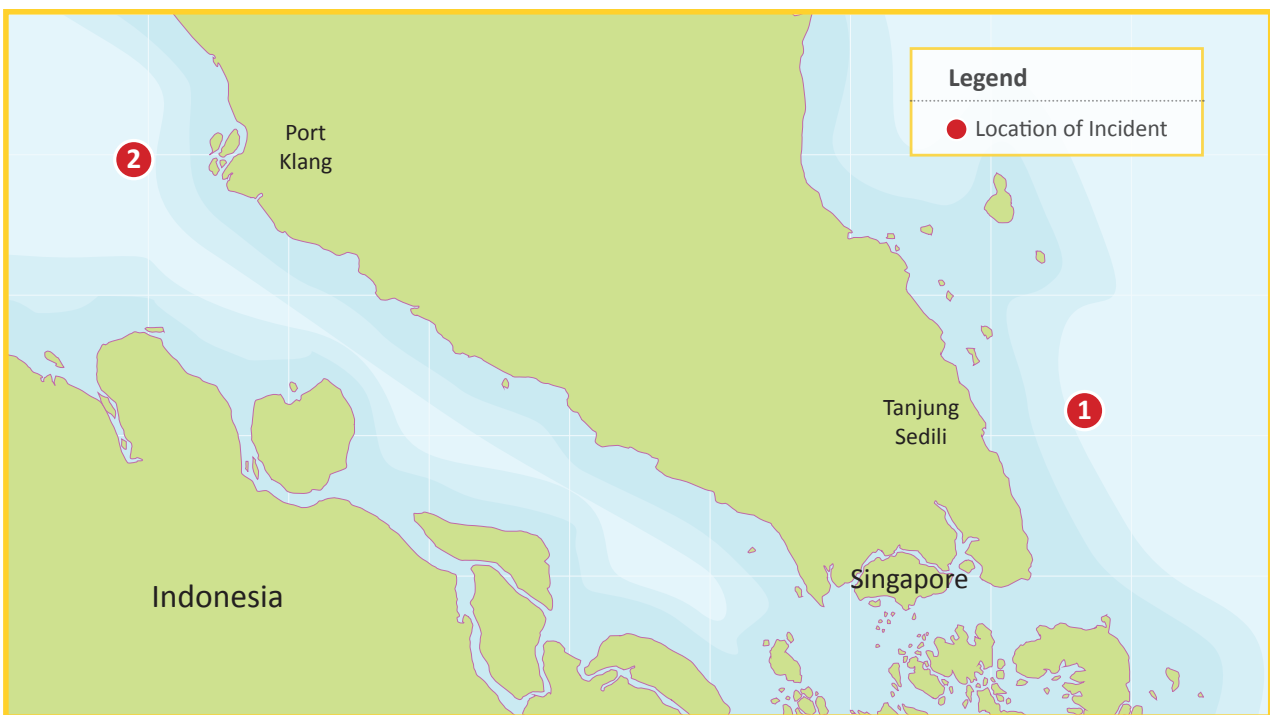
Chart 1 - Significance level of incidents (April of 2010-2014)



Incidents involving siphoning of Marine Gas Oil (MGO)/Marine Diesel Oil

Two incidents involving siphoning of MGO were reported in April 2014 within an interval of one week. The incidents, being the first two reported in 2014 involved **MT Sri Phangnga** on 17 Apr 14 and **MT Naniwa Maru No.1** on 22 Apr 14. In 2013, two incidents involving siphoning of MGO were reported in the entire year.

Map 1 – Location of siphoning incidents in April 2014



1 *Sri Phangnga*, Oil Tanker
17 Apr14 - 2010 hrs

2 *Naniwa Maru No. 1*, Oil Tanker
22 Apr 14 - 0055 hrs

Executive Summary



Foot prints of robbers



Siphoning in progress



Painting over ship's name



Cabin ransacked

Photographs courtesy of shipping company

On 17 Apr 14 at or about 2010 hrs, Thailand-registered oil tanker **MT Sri Phangnga** was approximately 18 nm off Tanjung Sedili, Malaysia in the South China Sea when 16 pirates armed with a shotgun, a handgun and knives boarded the ship. The ship was forced to anchor and a small-sized tanker came alongside. About 450,000 litres of MGO was discharged from **MT Sri Phangnga**. The pirates escaped after taking the crew's personal belongings, ship equipment, destroyed the ship's communication power line and painted over the ship's name and company logo on the side of the tanker. The crew was not injured.



MT Naniwa Maru No. 1

(Photograph courtesy of shipping company)

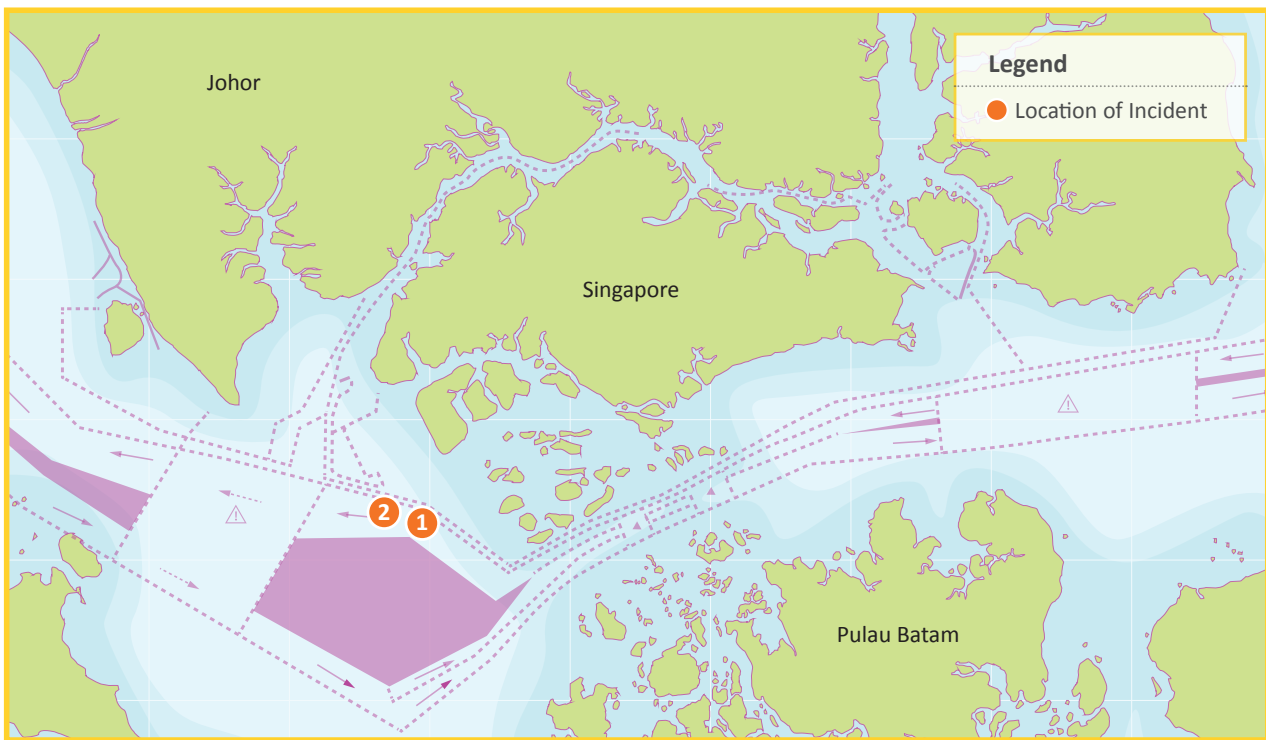
The second incident occurred on 22 Apr 14 near Port Klang, Malaysia. At or about 0055 hrs (local time), two vessels came alongside a Saint Kitts and Nevis-registered oil tanker, **MT Naniwa Maru No. 1** which was loaded with 4,344 metric tonnes of MGO. Five robbers boarded the ship, held the crew hostage while siphoned about 2,500 metric tonnes of oil from the tanker, and escaped with the master, chief officer and chief engineer (all Indonesians) together with their personal belongings and travel documents. The other crew was safe. The Malaysian authorities are investigating the incident.

Incident involving discharging of scrap metal from barge

On 7 Apr 14 at about 0550 hrs (local time), a Malaysian-registered tug boat **Budget 18** towing barge **Budget 28** was underway in the westbound lane of TSS when 10 robbers boarded the barge, stole about 10 ton of scrap metal.

This is the second incident of similar nature which occurred in the vicinity in 2014. On 23 Feb 14 at or about 1350 hrs (local time), **Smooth 1** towed by **Juara** was boarded by 20 robbers from four boats. The robbers unloaded an unknown amount of scrap metal from the barge and escaped.

Map 2 - Location of incidents involving **Budget 18** (April 2014) and **Juara** (February 2014)



1 Juara & Smooth 1, Tug boat & barge
23 Feb 14 - 1350 hrs

2 Budget 18 & Budget 28, Tug boat & barge
7 Apr 14 - 0550 hrs

Conclusion

Overall, the situation reported in April 2014 has improved with a decrease in the number of incidents compared to the same period in past four years (2010-2013). However, relatively more significant incidents involving siphoning of marine gas oil/marine diesel oil, and robbery of scrap metal onboard barge were reported in April 2014. In these incidents, the pirates/robbers appeared to be well organized and has good knowledge of the victim ship. The common motivation was the lucrative proceeds from the sale of the stolen oil and scrap metal in underground markets. With the high prices of oil and scrap metal, the demand for them at a lower price in the underground market will continue to exist. There would be “no seller” if there is “no buyer”.

Identifying the perpetrators remains a big challenge to the authorities. Therefore, the ReCAAP ISC encourages regional authorities to maximize the effectiveness of seaborne and shore-based operations through fusion of intelligence, and joint operations among relevant participating government agencies. Timely reporting of all incidents is essential to enable the authorities to respond immediately and high probability of apprehension of the perpetrators. On the part of the ship owners, the ReCAAP ISC advocates stringent enforcement of information confidentiality regarding the vessels’ sailing routes, the type and amount of oil carried onboard the tankers, and conduct of background checks on hired crew.

Map 3 – Location of Incidents in April 2014



1 *Pacific Galaxy*, Tanker
2 Apr 14 - 0005 hrs

2 *Ridgebury John B*, Oil Tanker
5 Apr 14 - 0100-0400 hrs

3 *Budget 18 & Budget 28*,
Tug Boat and barge
7 Apr 14 - 0550 hrs

4 *Sri Phangnga*, Oil Tanker
17 Apr 14 - 2010 hrs

5 *New Sailing 2*, General Cargo Ship
19 Apr 14 - 0030 hrs

6 *SN Federica*, Product Tanker
20 Apr 14 - 0307 hrs

7 *Naniwa Maru No. 1*, Oil Tanker
22 Apr 14 - 0150 hrs

8 *Njord Thyra*, Tanker
30 Apr 14 - 0150 hrs

9 *Zhongji No.1*, Tanker
30 Apr 14 - 0150 hrs

Appendices

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)	+61-2-6275-6000	+61-2-6275-6275
E-mail: AMIFC@customs.gov.au		
Bangladesh		
Department of Shipping	+88-02-9554206	+88-02-7168363
E-mail: info@dos.gov.bd		
Brunei		
National Maritime Coordination Centre (NMCC)	+67-3223-3751	+67-3223-3753
Email: P2MK@jpm.gov.bn	+67-3717-6322	
Cambodia		
Merchant Marine Department	+85-5-2386-4110	+85-5-2386-4110
E-mail: mmd@online.com.kh		
China		
China Maritime Search and Rescue Centre (Beijing)	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Email: cnmrcc@mot.gov.cn		
Maritime Rescue Coordination Centre (Hong Kong)	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Email: hkmrcc@mardep.gov.hk		
Denmark		
Danish Maritime Authority (DMA)	+45-9137-6000	+45-9137-6001
Email: ReCAAP-FP-DK@dma.dk		
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in		

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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 Oceans and Fisheries Operations Centre Email: piracy@gicomsgo.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
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+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

Appendices

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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
Sri Lanka		
Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqhydrographer@navy.lk nhqdno@navy.lk	+94-11-244 5368 (Hotline)	+94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
National Maritime Information Centre Ops Centre Email: nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Vietnam		
Vietnam Coast Guard Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 20 March 2014

Description of incidents

Actual incidents

● Category 1 (Very Significant) ● Category 2 (Moderately 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	Pacific Galaxy Tanker Panama 9397793 59671	02/04/14 0005 hrs	01° 24' N, 104° 43' E Approximately 19 nm east of Horsburgh Lighthouse (South China Sea)	While at anchor, the duty A/B noticed four pirates had boarded the tanker from the stern and were near the stern mooring winches. The duty A/B informed the bridge immediately and the alarm was raised. Upon hearing the alarm, the pirates jumped overboard and escaped. The crew was mustered and a search of the vessel was conducted. The crew was not injured and nothing was stolen from the vessel. <i>[ReCAAP Focal Point (Singapore)]</i>
2	Ridgebury John B Oil tanker Marshall Islands 9349631 28063	05/04/14 0100-0400 hrs	01° 25' N, 104° 38' E Approximately 15 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, pirates boarded the oil tanker. The pirates stole spare parts for auxiliary engines and two sets of firemen outfit before they escaped. <i>[IMO]</i>
3	Budget 18 Tug boat Malaysia 9480320 141 Budget 28 Barge Malaysia	07/04/14 0550 hrs	01° 11.23' N, 103° 39.19' E Singapore Straits, Westbound lane, TSS (Straits of Malacca & Singapore)	While underway, 10 robbers boarded the barge that was towed by the tug boat. The robbers stole approximately 10 tons of scrap metal before they left the barge at or about 0640 hrs (local time). The crew was not injured. The Singapore Port Operations Control Centre (POCC) informed the Republic of Singapore Navy (RSN) and also initiated a VHF broadcast to alert mariners. <i>[ReCAAP Focal Point (Singapore)]</i>
4	Sri Phangnga Oil tanker Thailand 8712257 929	17/04/14 2010 hrs	01° 59.80' N, 104° 25.40' E Approximately 18 nm off Tanjung Sedili, Malaysia (South China Sea)	While underway, 16 pirates armed with a shotgun, a handgun and swords boarded the oil tanker. The oil tanker was en route from Singapore to Koh Kong, Cambodia, carrying a cargo of approximately 1.9 million litres of MOGAS. The master and crew were forced to anchor and thereafter, a small-sized tanker came alongside the oil tanker. The robbers then siphoned approximately 450,000 litres of MOGAS from <i>Sri Phangnga</i> to their tanker. The robbers also stole personal belongings of the crew and ship equipment including GPS, VHF and walkie talkies. It was reported that the robbers damaged the windlass hydraulic control pipes, M/E compressed air pipes, communication power line system; and painted over the ship name and company logo on the vessel before they escaped at or about 0240 hrs (local time). The crew managed to repair the damaged system temporarily and proceeded to Cambodia. <i>Sri Phangnga</i> arrived safely in Cambodia on 20 Apr 14. The master suffered minor injuries but the rest of the crew was not injured. <i>[ReCAAP Focal Point (Thailand)]</i>

Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5	New Sailing 2 General cargo ship Panama 9071167 5542	19/04/14 0030 hrs	03° 55' N, 098° 46' E Belawan anchorage, Indonesia	<p>While at anchor, five robbers armed with knives boarded the general cargo ship. They took the duty crew hostage on the forecandle and stole his personal belongings. The incident was noticed by another duty crew near the stern who informed the bridge. The alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped immediately in their wooden boat. The duty crew who was taken hostage suffered minor injuries.</p> <p><i>[IMO]</i></p>
6	SN Federica Product tanker Italy 9256248 40763	20/04/14 0307 hrs	01° 26' N, 104° 38' E Approximately 12.5 nm from Pulau Bintan, Indonesia (South China Sea)	<p>While at anchor, the duty A/B noticed two pirates on the poop deck and informed the OOW, who raised the alarm and the crew mustered. A search of the vessel was conducted and the lock to the steering gear room was found to be broken. Ship stores were missing from the equipment room store and spare parts were lying in the boiler platform. The crew was not injured. The incident was reported to the Singapore POCC, who informed the Singapore Police Coast Guard (PCG), Maritime Security Task Force (MSTF) of RSN, Putra Jaya and Jakarta MRCC. The Singapore POCC also initiated a broadcast to alert mariners on the incidents.</p> <p><i>[ReCAAP Focal Point (Singapore)]</i></p>
7	Naniwa Maru No. 1 Oil tanker St Kitts & Nevis 9058907 3238	22/04/14 0055 hrs	02° 59' N, 100° 54.90' E Near Port Klang, Malaysia (Straits of Malacca & Singapore)	<p>On 21 Apr 14 at or about 0620 hrs (local time), Naniwa Maru No. 1 departed Singapore for the port of Yangon, Myanmar with 4,344 metric tonnes of Marine Diesel Oil onboard. On 22 Apr 14, the shipping company based in Singapore reported to the ReCAAP ISC that two vessels came alongside Naniwa Maru No. 1. Upon receipt of the information, the ReCAAP ISC immediately alerted the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>Subsequently, the shipping company updated the ReCAAP ISC that five robbers appeared at the bridge, held the crew while they siphoned about 2,500 metric tonnes of Marine Diesel Oil and escaped. The company also reported that the master, chief officer and chief engineer (all Indonesians) were taken by the robbers, together with their personal belongings and travel documents. The rest of the crew was left onboard Naniwa Maru No. 1 without any injury. The shipping company reported that of the two vessels which came alongside Naniwa Maru No. 1, one of them was of a Mongolian flag, with a black and white hull, and shelter at the poop deck.</p> <p>The MMEA boarded Naniwa Maru No. 1 and is working closely with the Indonesian Marine Police and authorities to establish where the two vessels were heading towards; and to locate the three missing crew. Investigation is ongoing.</p> <p><i>[Shipping company]</i></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8	Njord Thyra Tanker Singapore 9304588 30068	30/04/14 0150 hrs	22° 08.60' N, 091° 41.60' E Chittagong anchorage, Bangladesh	While at anchor, the deck patrol sighted two robbers on the aft upper deck of the tanker. The alarm was raised immediately. A search was conducted and the deck hatch to the steering gear room was discovered to be opened. Mooring ropes and gas bottles were found missing. The crew was not injured. <i>[ReCAAP Focal Point (Singapore)]</i>
9	Zhongji No. 1 Chemical tanker Hong Kong, China 9379818 29578	30/04/14 0500 hrs	01° 24.40' N, 104° 41.20' E Approximately 17 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, three robbers boarded the chemical tanker. Upon noticing the robbers, the alarm was raised. Upon hearing the alarm, the robbers escaped immediately with stolen ship auxiliary generator spares. <i>[ReCAAP Contact Point (Hong Kong)]</i>



ReCAAP Information Sharing Centre

456, Alexandra Road, #11-02 Singapore 119962

Tel No.: +65 6376 3091

Fax No.: +65 6376 3066

Website: www.recaap.org