

MONTHLY

REPORT



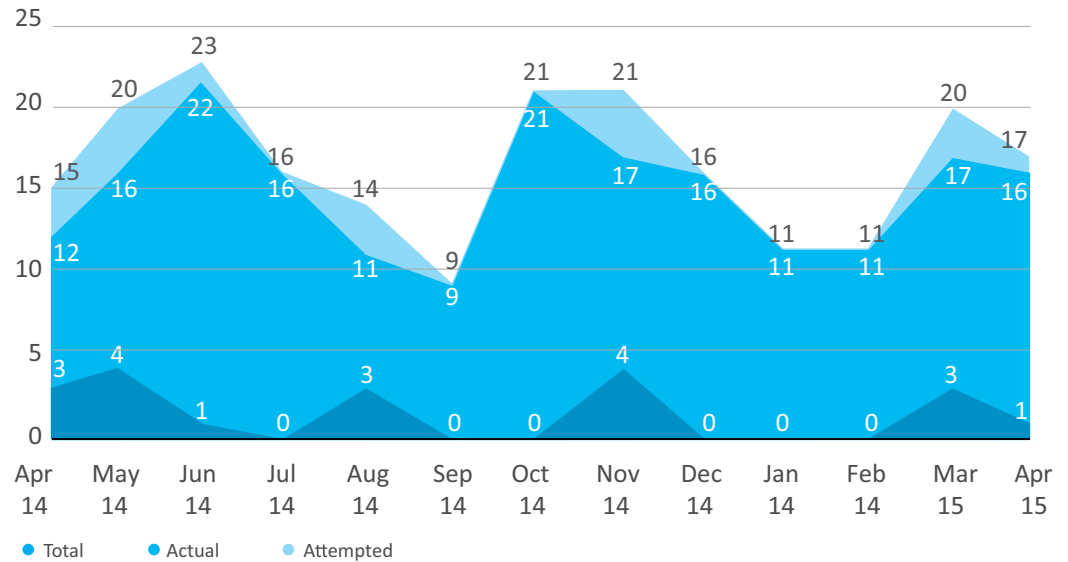
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REPORT FOR APRIL 2015

Piracy and Armed
Robbery against
Ships in Asia

ReC*AAP*
Information Sharing Centre

Graph 1 – Number of incidents (April 2014 to April 2015)



OVERVIEW

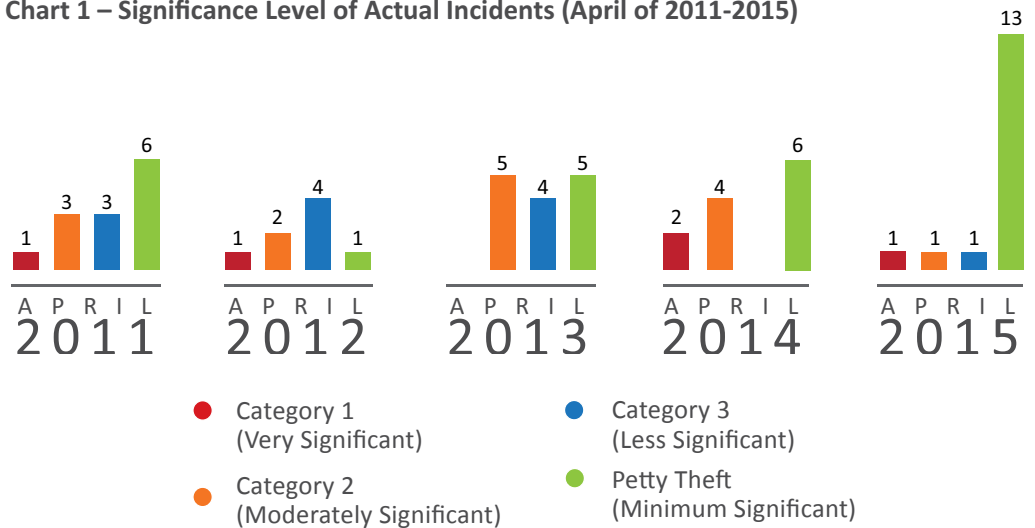
A total of 17 incidents were reported in Asia during April 2015. Refer to Graph 1 on the number of incidents reported between April 2014 and April 2015.

PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 17 incidents reported in April 2015, two were piracy incidents, 14 were armed robbery against ships and one was an attempted incident. The two piracy incidents occurred in the South China Sea; one was a Category 1 case involving the siphoning of ship fuel from *Dongfang Glory* on 1 Apr 15, and the other was a petty theft incident onboard a bulk carrier while underway in the South China Sea.

Of the 14 robberies onboard ships, 10 occurred while the ships were underway in the SOMS, and four onboard ships while anchored/berthed at ports and anchorages in Malaysia, Indonesia and Vietnam.

Chart 1 – Significance Level of Actual Incidents (April of 2011-2015)



SEVERITY OF INCIDENTS

Of the 17 incidents, 13 (76%) were petty theft; most of which occurred onboard vessels while underway in the SOMS.

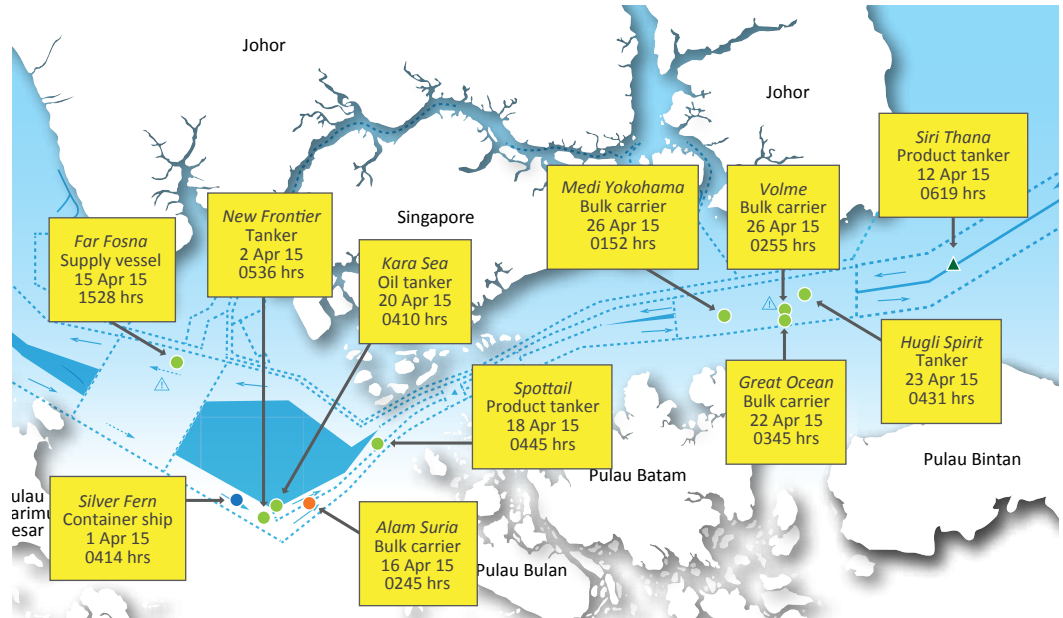
Of concern was the continued occurrence of siphoning of ship fuel/oil incident which has been a Category 1 (very severe) case. There was one Category 2 armed robbery incident occurred onboard a bulk carrier underway in the Singapore Straits involving four perpetrators armed with long knives, tied up the oiler in the engine room while they took away the engine spares. The other incidents (Category 3 and petty theft) occurred onboard vessels in the Singapore Straits and at ports and anchorages in Vung Tau, Vietnam; Sandakan, Sabah, East Malaysia; and off Pulau Bintan, Indonesia. Refer to Map 2 on page 5 for approximate location of incidents reported in April 2015.

INCIDENT OF SIPHONING OF SHIP FUEL/OIL CONTINUES

On 1 Apr 15, 25 perpetrators armed with pistols boarded product tanker, *Dongfang Glory* and reportedly siphoned the ship fuel, stole the crew's personal belongings, and damaged the communication equipment before they escaped. This was the fifth incident of siphoning reported in this region since January 2015.

LOCATION WARRANTS COLLECTIVE EFFORTS

A total of 11 incidents, comprising of 10 actual and one attempted, were reported in the Singapore Strait (SS). Refer to Map 1 on the approximate location of the 11 incidents reported in the SS.



- Category 2 (Moderately Significant)
- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)
- ▲ Attempted

Conforming to previous trends, majority of the incidents reported in SS occurred when the vessels were underway in the eastbound lane of the Traffic Separation Scheme (TSS). Nine of the 11 incidents occurred in the eastbound lane. The two incidents occurred in the westbound lane were an attempted incident involving product tanker, *Siri Thana* on 12 Apr 15 and an incident onboard supply vessel, *Far Fosna* on 15 Apr 15.

Notably, four of the five incidents in the eastern part of the SS, i.e. north of Pulau Batam and Pulau Bintan occurred within an interval of five days (22-26 Apr 15). In these incidents, the perpetrators were sighted in the engine room or steering gear room and escaped empty-handed immediately when the crew raised the alarm.

CONCLUSION

Incidents of siphoning of fuel/oil continue to occur in April 2015, and remains a key concern to the ReCAAP ISC and shipping industry. Early detection is essential in prevention of boarding. Ship masters and crew are advised to deploy extra security watches whenever possible and report any suspicious vessels to the nearest coastal states. The authorities are urged to step up surveillance efforts and response immediately to all reports. The ReCAAP ISC will continue to provide updates of the situation via its periodical reports and incident alerts to the shipping industry; and enhance cooperation with other stakeholders, such as the INTERPOL leveraging on its expertise in organised crime through its extensive network.

The ReCAAP ISC is mindful about the situation in SOMS, where perpetrators boarded ships while underway in the Singapore Straits during hours of darkness. Littoral States are strongly urged to increase presence and surveillance in their respective areas to deter perpetrators from committing such acts. Raising alarm and mustering of crew are effective in compelling the perpetrators to escape immediately as evidenced in the incidents reported.

REPORT FOR APRIL 2015

Location of Incidents in April 2015



Map 2 – Location of Incidents in April 2015

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
AUSTRALIA		
Border Protect on Command Australian Maritime Security Operations Centre (AMSOC) <i>Email: AMIFC@customs.gov.au</i>	+61-2-6275-6000	+61-2-6275-6275
BANGLADESH		
Department of Shipping <i>Email: info@dos.gov.bd</i>	+88-02-9554206	+88-02-7168363
BRUNEI		
National Maritime Coordination Centre Brunei <i>Email: p2mk@jpm.gov.bn</i>	+673-2233751	+673-2233753
CAMBODIA		
Merchant Marine Department <i>Email: mmd@online.com.kh</i>	+85-5-2386-4110	+85-5-2386-4110
CHINA		
China Maritime Search and Rescue Centre (Beijing) <i>Email: cnmrcc@mot.gov.cn</i>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) <i>Email: hkmrcc@mardep.gov.hk</i>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
DENMARK		
Danish Maritime Authority (DMA) <i>Email: ReCAAP-FP-DK@dma.dk</i>	+45-9137-6000	+45-9137-6001
INDIA		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India <i>Email: indsar@vsnl.net</i> <i>icgmrcc_mumbai@mtnl.net.in</i> <i>mrcc-west@indiancoastguard.nic.in</i>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
JAPAN		
Japan Coast Guard (JCG) Ops Centre <i>Email: jcg-op@mlit.go.jp</i>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
REPUBLIC OF KOREA		
Ministry of Oceans and Fisheries Operations Centre <i>Email: piracy@gicom.s.go.kr</i>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
LAOS		
Department of Foreign Relations Ministry of Public Security <i>Email: keomps@yahoo.com</i>	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
MYANMAR		
MRCC Ayeyarwaddy (Myanmar Navy) <i>Email: mrcc.yangon@mptmail.com.mm</i>	+95-313-1650	+95-1202-417
NETHERLANDS		
Dutch Coastguard Maritime Information Centre (MIK-NL) <i>Email: mik-nl@kustwacht.nl</i>	+31-223-658-382	+31-223-658-358
NORWAY		
Norwegian Maritime Authority <i>Email: morten.alsaker.lossius@sjofartsdir.no</i>	+47-5274-5130 +47-5274-5000	+47-5274-5001
PHILIPPINES		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) <i>Email: pcg_cg2@yahoo.com</i> <i>cg2@coastguard.gov.ph</i> <i>isc.cg2@coastguard.gov.ph</i>	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
SINGAPORE		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) <i>Email: pocc@mpa.gov.sg</i>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
SRI LANKA		
Sri Lanka Navy Operations Centre <i>Email: nhqsoo@navy.lk</i> <i>nhqhydrographer@navy.lk</i> <i>nhqano@navy.lk</i>	+94-11-244 5368	+94-11-244 9718
THAILAND		
Royal Thai Navy Maritime Information Sharing Centre (MISC) <i>Email: miscdutyofficer@misc.go.th</i>	+66-2475-5432	+66-2475-4577
UNITED KINGDOM		
National Maritime Information Centre Operations Centre <i>Email: nmic-ws@mod.uk</i>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
UNITED STATES		
USCG Rescue Coordination Center Alameda (RCCAlameda) <i>Email: rccalameda@uscg.mil</i>	+1-510-437-3701	+1-510-409-9437
VIETNAM		
Vietnam Coast Guard <i>Email: vietnamcoastguard@gmail.com</i> <i>vietnamfocalpoint@yahoo.com.vn</i>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 2 February 2015

Appendices Definitions & Methodology in Classifying Incidents

DEFINITIONS

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:

- (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
- (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
- (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:

- (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
- (b) any act of inciting or of intentionally facilitating an act described above.

Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner's consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following pre-requisites:

- Incident meets the criteria to be considered as an act of armed robbery against ships, and
- Incident is categorised as a Category 3 incident, and
- The robbers who boarded the vessel were not armed or no reports that they were armed, and
- The crew of the vessel was not harmed or no reports that the crew was harmed.

Appendices Definitions & Methodology in Classifying Incidents

METHODOLOGY IN CLASSIFYING INCIDENTS

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

(1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

CATEGORY	SIGNIFICANCE OF INCIDENT
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
Petty Theft	Minimum Significant

b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

List of Abbreviations

Below is a list of abbreviations that are commonly used in the reports published by the ReCAAP ISC.

A/B	Able Seaman
ADF	Automotive Diesel Fuel
CE	Chief Engineer
CPA	Chittagong Port Authority
GMDSS	Global Maritime Distress and Safety System
ICG	Indian Coast Guard
IFC	Information Fusion Centre
JCG	Japan Coast Guard
MDO	Marine Diesel Oil
MGO	Marine Gas Oil
MMEA	Malaysian Maritime Enforcement Agency
MOGAS	Motor Gasoline
MSTF	Maritime Security Task Force
OOW	Officer-on-Watch
O/S	Ordinary Seamen
PCG	Philippine Coast Guard
PNP	Philippine National Police
POCC	Port Operations Control Centre
RMN	Royal Malaysian Navy
RSN	Republic of Singapore Navy
RTN	Royal Thai Navy
SCBA	Self Contained Breathing Apparatus
SCS	South China Sea
Singapore PCG	Singapore Police Coast Guard
SOMS	Straits of Malacca & Singapore
SSAS	Ship Security Alert System
SSSA	Sabah and Sarawak Shipowners' Association
TNI-AL	Indonesian Navy
TSS	Traffic Separation Scheme
VTIS	Vessel Traffic Information System
VTMS	Vessel Traffic Management System

Time

The time of incidents indicated in this report is in local time.

Actual Incidents

- Category 1 (Very Significant)
- Category 2 (Moderately Significant)
- Category 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>Silver Fern</i> Container ship Panama 13310 9136591	01/04/15 0414 hrs	01° 04.13' N, 103° 36.55' E SOMS	While underway, five perpetrators armed with knives and some tools boarded the container ship from two small boats. The master mustered crew on the bridge and informed the Indonesian authorities who boarded the vessel and conducted a search. There was no sighting of perpetrators and the crew was not injured. Some engine spares were stolen. [ReCAAP Focal Point (Singapore)]
2	<i>Dongfang Glory</i> Product tanker Malaysia 4347 9554872	01/04/15 2030 hrs	02° 04.76' N, 107° 14.13' E SCS	While underway, about 15-25 perpetrators armed with pistols boarded the product tanker from a speedboat at approximately 62 nm north of Pulau Uwi, Indonesia. The perpetrators stole cargo from the vessel (which reportedly carried 4,000 tonnes of petrol and 1,000 tonnes of diesel at the time) and the crew's personal belongings. The perpetrators reportedly transferred the cargo into another vessel and damaged all communication equipment before they escaped. The crew was safe and the vessel made her way to Labuan, East Malaysia after the incident. [ReCAAP Focal Point (Singapore)]
3	<i>New Frontier</i> Tanker Hong Kong, China 156726 9379727	02/04/15 0536 hrs	01° 03.23' N, 103° 38.83' E SOMS	While underway, three perpetrators were sighted in the engine room. A search of the vessel was later conducted but the perpetrators were not found. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
4	<i>Kota Wisata</i> Container ship Singapore 17125 9071208	03/04/15 0800 hrs	10° 07.40' N, 107° 05.90' E Vung Tau anchorage, Vietnam	While at anchor, the second engineer sighted five perpetrators on the poop deck carrying four buckets of hydraulic oil and two drums of chemical product. Upon seeing the second engineer, the perpetrators threw the stores into the water and jumped overboard. The second engineer informed the bridge immediately and the crew was mustered. A search was conducted and the lock to the steering gear room was found broken. The crew was not injured. [ReCAAP Focal Point (Singapore)]
5	<i>Voge Fantasy</i> General cargo ship Liberia 19354 9117600	03/04/15 1300 hrs	05° 48' N, 118° 05' E Sandakan port berth No. 4, Malaysia	While at berth, two perpetrators boarded the general cargo ship. The alarm was raised and the crew mustered. Upon seeing that the crew has been alerted, the perpetrators escaped with stolen ship property. The local police boarded the ship for investigation. [IMO]
6	<i>Northern Vigour</i> Container ship Portugal 30700 9304708	06/04/15 0030 hrs	10° 16.09' N, 107° 00.29' E Outer buoy, Vung Tau, Vietnam	While at anchor, an unknown number of perpetrators boarded the container ship unnoticed. The paint storage door was damaged and a total of 700 litres of paint was missing. [ReCAAP Focal Point (Vietnam)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
7	<i>Grand Rodosi</i> Vehicle carrier Liberia 27286 9210000	11/04/15 0350 hrs	01° 25' N, 104° 37' E Approximately 12 nm north- northeast of Pulau Bintan, Indonesia	While at anchor, the duty A/B spotted perpetrators on the poop deck and informed the duty officer immediately. The alarm was raised and the crew alerted. Realising that the crew had been alerted, the perpetrators escaped empty-handed. [IMO]
8	<i>Far Fosna</i> Supply vessel Norway 2766 9060364	15/04/15 1528 hrs	01° 12.60' N, 103° 33' E SOMS	While the supply vessel towing an unmanned drillship, <i>Noble Paul Wolff</i> was underway, the crew sighted a few perpetrators boarded the drillship from a sampan. The sampan was later sighted casting off from the drillship. As the length of tow is long, it was not determined if anything had been stolen from the drillship. [ReCAAP Focal Point (Singapore)]
9	<i>Alam Suria</i> Bulk carrier Panama 17986 9561916	16/04/15 0245 hrs	01° 03.90' N, 103° 41.46' E SOMS	While underway, four perpetrators armed with parangs (long knives) boarded the bulk carrier from a boat and tied up the oiler in the engine room. The perpetrators escaped later with four sacks of engine spares. [ReCAAP Focal Point (Singapore)]
10	<i>Spottail</i> Product tanker Marshall Islands 40975 9409479	18/04/15 0445 hrs	01° 07.56' N, 103° 45.52' E SOMS	While underway, a perpetrator was sighted onboard the product tanker. The alarm was raised and noting that the crew had been alerted, the perpetrator jumped overboard and escaped empty-handed in a speed boat. [ReCAAP Focal Point (Singapore)]
11	<i>Kara Sea</i> Oil tanker Singapore 59180 9402328	20/04/15 0410 hrs	01° 04' N, 103° 40' E SOMS	While underway, the engineer and oiler sighted four perpetrators in the engine room. The alarm was raised and a search was conducted. Noting that the crew had been alerted, the perpetrators escaped empty-handed. The crew was not injured. Based on the preliminary investigation, the master reported that the perpetrators could have boarded the vessel either when the vessel was crossing the westbound lane of the TSS or when the pilot disembarked from the vessel. [ReCAAP Focal Point (Singapore)]
12	<i>Xuan Hieu Group 19</i> Bulk carrier Vietnam 9563316	20/04/15 2230 hrs	03° 36.63' N, 104° 18.43' E SCS	While underway, an unknown number of perpetrators boarded the vessel, stole the crew's cash and personal belongings, before escaping. Investigation is ongoing. [ReCAAP Focal Point (Vietnam)]
13	<i>Great Ocean</i> Bulk carrier Hong Kong, China 44543 9592109	22/04/15 0345 hrs	01° 15.30' N, 104° 10.30' E SOMS	While underway, five perpetrators were sighted in the engine room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
14	<i>Hugli Spirit</i> Tanker Bahamas 29242 9283784	23/04/15 0431 hrs	01° 16.85' N, 104° 11.38' E SOMS	While underway, five perpetrators were sighted in the steering gear room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
15	<i>Medi Yokohama</i> Bulk carrier Panama 32370 9660592	26/04/15 0152 hrs	01° 15.55' N, 104° 06.73' E SOMS	While underway, two perpetrators were sighted in the engine room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
16	<i>Volme</i> Bulk carrier Bahamas 29414 9284544	26/04/15 0255 hrs	01° 15.81' N, 104° 10.28' E SOMS	While underway, six perpetrators were sighted in the engine room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]

Attempted Incident

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
17	<i>Siri Thana</i> Product tanker Thailand 3104 8508814	12/04/15 0619 hrs	01° 19' N, 104° 21' E SOMS	While underway, the master sighted a speed boat trying to approach the product tanker. The speed boat subsequently aborted the attempt. [ReCAAP Focal Point (Thailand)]