

# MONTHLY

REPORT



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REPORT FOR  
M A Y  
2015

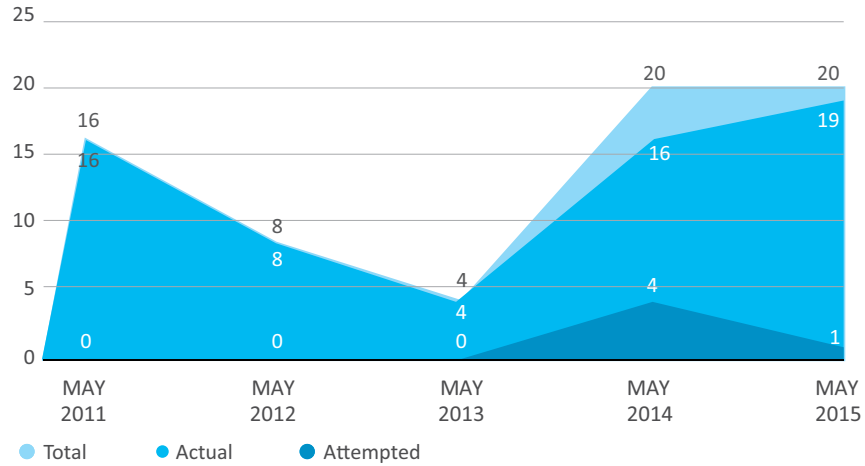
Piracy and Armed  
Robbery against  
Ships in Asia

ReC AAP  
Information Sharing Centre

**OVERVIEW**

In May 2015, a total of 20 incidents were reported in Asia, of which two were acts of piracy and 18 were incidents of robbery onboard ship. Graph 1 shows the number of incidents reported in May 2015 compared to the same period in the past four years (2011-2014).

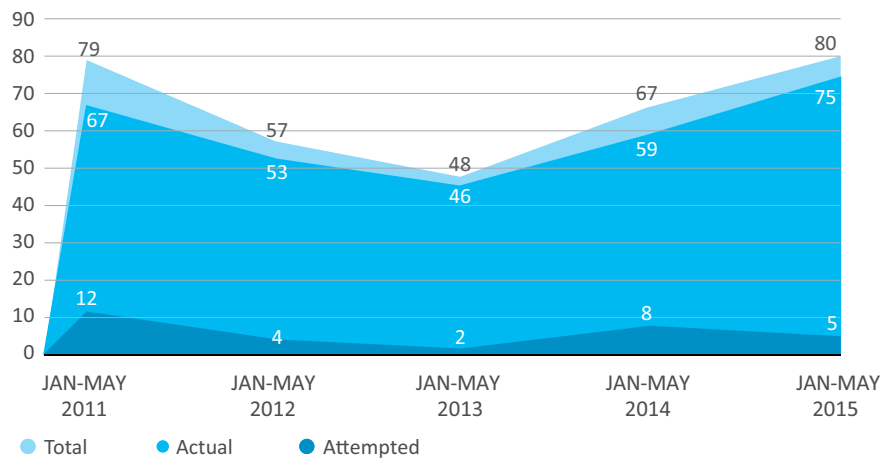
**Graph 1 – Number of incidents (May of 2011-2015)**



**INCIDENTS REPORTED DURING JANUARY – MAY 2015**

From January 2015 till May 2015, a total of 80 incidents had been reported, comprising 75 actual incidents and five attempted incidents. Please see Graph 2. This accounts for an increase of 19% in the number of incidents compared to the same period in 2014. Notably, January-May 2015 recorded the highest number of actual incidents among the five-year reporting period, indicating that more incidents had occurred in 2015; and these were mostly incidents reported in the Straits of Malacca and Singapore (SOMS). More details are available in this report.

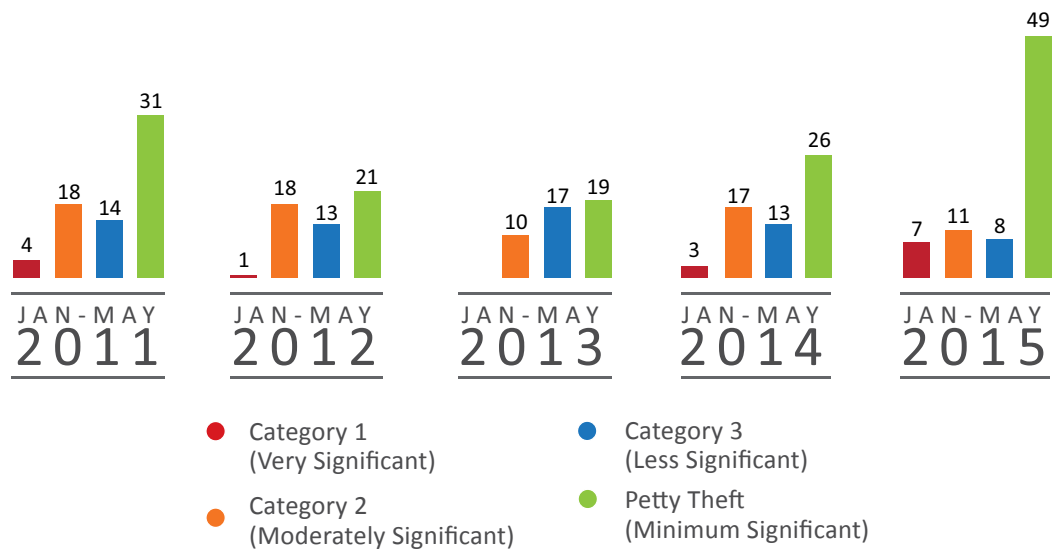
**Graph 2 – Number of incidents (January-May of 2011-2015)**



## SEVERITY OF INCIDENTS

Of the 80 incidents reported during January-May 2015, five were attempted incidents, seven were Category 1 incidents, 11 were Category 2 incidents, eight were Category 3 incidents and 49 were Petty Thefts. Although the reported incidents under Category 2 and Category 3 have decreased compared to the last four years, the number of Category 1 and petty theft incidents have increased; and these were incidents involving siphoning of ship fuel/oil (Category 1) and incidents onboard ships while underway in SOMS (petty theft).

Chart 1 – Significance level of actual incidents (January-May of 2011-2015)



**LOCATION OF INCIDENTS**

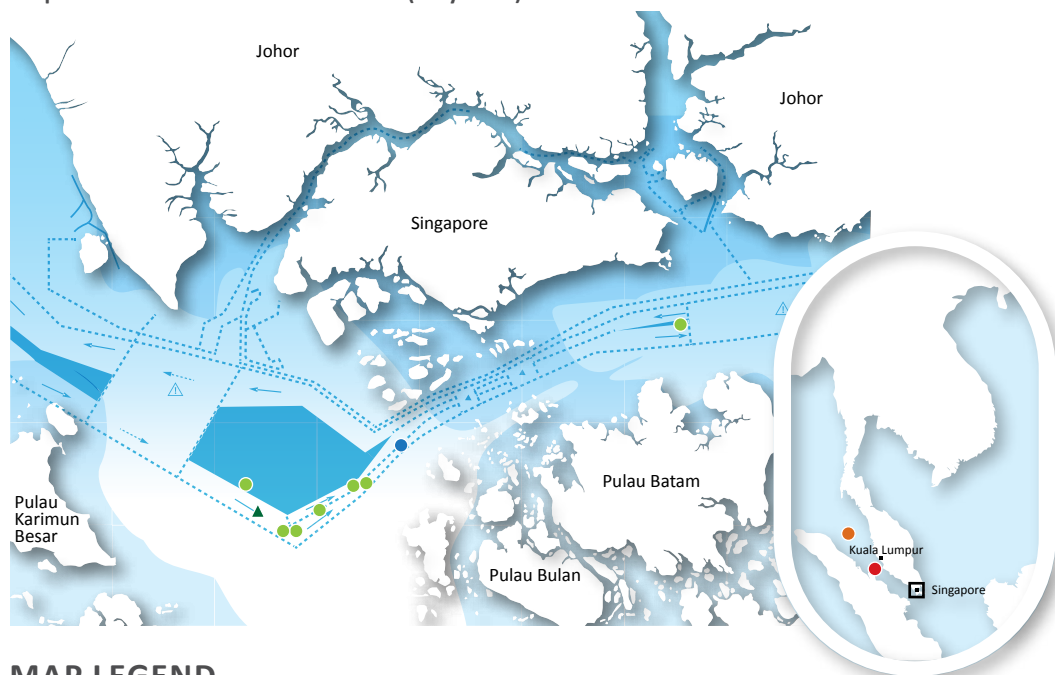
Of the 20 incidents reported in May 2015, 14 incidents occurred onboard ships while underway and six onboard ships at anchor/berth. Refer to Map 4 on the location of the incidents.

**INCIDENTS IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)**

A total of 11 incidents occurred in SOMS; of which 10 were actual incidents and one was an attempted incident. Of these, seven were petty theft incidents. There was a Category 1 incident involving the siphoning of fuel/oil from a Singapore-registered petroleum product tanker, *Ocean Energy* in the Malacca Strait. The other incidents were mostly opportunistic in nature as the perpetrators were targeting ship stores that were movable and easily removed, such as paints, ropes or coils.

Similar to previous trends, majority of the incidents reported in SOMS occurred when the vessels were underway in the eastbound lane of the Traffic Separation Scheme (TSS). Eight of the 11 incidents reported in the eastbound lane of the TSS in May 2015. Please refer to Map 1 below on the approximate location of the 11 incidents occurred in SOMS.

**Map 1 – Location of incidents in SOMS (May 2015)**



**MAP LEGEND**

- Category 1 (Very Significant)
- Category 2 (Moderately Significant)
- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)
- ▲ Attempted

## INCIDENT INVOLVING *OCEAN ENERGY* ON 2 MAY 15

Tanker *Ocean Energy* departed Singapore on 2 May 15 at 0845 hrs for Myanmar. At about 2130 hrs, eight perpetrators armed with guns boarded the vessel while underway in the Straits of Malacca and Singapore. The perpetrators ordered the vessel to anchor at 02° 19.3 .64' N, 101° 40.4' E (off Port Dickson) where a barge came alongside. While the master and crew were locked away, 2,023 metric tonnes of gas oil was discharged to the barge.

The perpetrators left the vessel at about 0430 hrs on 3 May 15, after damaging the ship's communication equipment and took away the ship's Iridium phone, the crew's cash and mobile phones. The vessel managed to contact the Company Security Officer (CSO) at about 0553 hrs to report the incident. The ship returned to its home port and all crew was reported safe and not injured. This was the second case in the Malacca Strait since January 2015.

### *Ocean Energy*



VHF1 handset removed



VDR unit with Memory Stick removed

*Photographs courtesy of shipping company*

Map 2 – Approximate locations of boarding and siphoning involving *Ocean Energy*



## INCIDENTS IN THE SOUTH CHINA SEA

Of the two piracy incidents reported in South China Sea, one was a petty theft incident and the other a Category 1 (siphoning) incident onboard Malaysia-registered product tanker *Oriental Glory*.

### INCIDENT INVOLVING *ORIENTAL GLORY* ON 15 MAY 15

*Oriental Glory* departed Labuan, East Malaysia for Tanjung Manis, Sarawak, East Malaysia when six fishing boats surrounded *Oriental Glory* at 03° 34.50' N, 110° 39.08' E (approximately 60 nm northwest of Bruit Island, Malaysia). About 30 perpetrators boarded *Oriental Glory* and took the tanker to another location at 05° 22.02' N, 109° 33.06' E (approximately 188 nm northwest of Bruit Island, Malaysia) and siphoned off 2,500 metric tonnes of ship fuel/oil. All crew was safe and the vessel is proceeding to Tanjung Manis for further investigation. More information is being gathered about this incident in the meantime. *Oriental Glory* was known to have been boarded in July 2014 where the same amount of fuel (2,500 metric tonnes) was stolen.

Map 3 – Approximate locations of boarding and siphoning involving *Oriental Glory*



## CONCLUSION

The number of reported incidents in May 2015 has increased by 19% compared to April 2015. Of concern was the continued occurrence of siphoning incidents with two cases reported in May 2015; onboard *Ocean Energy* and *Oriental Glory*, and the increase in incidents onboard ships while underway in the SOMS. The ReCAAP ISC reiterates its advices to all vessels to exercise enhance vigilance while transiting the area and to make timely report of all incidents to the nearest coastal State. The ReCAAP ISC further encourages relevant enforcement authorities to increase maritime patrols and surveillance and undertake immediate actions to apprehend all perpetrators, including petty theft robbers as well as syndicates responsible for the siphoning incidents.

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# REPORT FOR MAY 2015

## Location of Incidents in May 2015



Map 4 – Location of Incidents in May 2015

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
<b>AUSTRALIA</b>		
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
<b>BANGLADESH</b>		
Department of Shipping <i>Email: info@dos.gov.bd</i>	+88-02-9554206	+88-02-7168363
<b>BRUNEI</b>		
National Maritime Coordination Centre Brunei <i>Email: p2mk@jpm.gov.bn</i>	+673-2233751	+673-2233753
<b>CAMBODIA</b>		
Merchant Marine Department <i>Email: mmd@online.com.kh</i>	+85-5-2386-4110	+85-5-2386-4110
<b>CHINA</b>		
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
<b>DENMARK</b>		
Danish Maritime Authority (DMA) <i>Email: ReCAAP-FP-DK@dma.dk</i>	+45-9137-6000	+45-9137-6001
<b>INDIA</b>		
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
<b>JAPAN</b>		
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
<b>REPUBLIC OF KOREA</b>		
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
<b>LAOS</b>		
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
<b>MYANMAR</b>		
MRCC Ayeyarwaddy (Myanmar Navy) <i>Email: mrcc.yangon@mptmail.com.mm</i>	+95-313-1650	+95-1202-417
<b>NETHERLANDS</b>		
Dutch Coastguard Maritime Information Centre (MIK-NL) <i>Email: mik-nl@kustwacht.nl</i>	+31-223-658-382	+31-223-658-358
<b>NORWAY</b>		
Norwegian Maritime Authority <i>Email: morten.alsaker.lossius@sjofartsdir.no</i>	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>PHILIPPINES</b>		
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
<b>SINGAPORE</b>		
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
<b>SRI LANKA</b>		
Sri Lanka Navy Operations Centre <i>Email: nhqsoo@navy.lk</i> <i>nhqhydrographer@navy.lk</i> <i>nhqndno@navy.lk</i>	+94-11-244 5368	+94-11-244 9718
<b>THAILAND</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) <i>Email: miscdutyofficer@misc.go.th</i>	+66-2475-5432	+66-2475-4577
<b>UNITED KINGDOM</b>		
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
<b>UNITED STATES</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) <i>Email: rccalameda@uscg.mil</i>	+1-510-437-3701	+1-510-409-9437
<b>VIETNAM</b>		
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

**List of Abbreviations**

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

<b>A/B</b>	Able Seaman
<b>ADF</b>	Automotive Diesel Fuel
<b>CE</b>	Chief Engineer
<b>CPA</b>	Chittagong Port Authority
<b>GMDSS</b>	Global Maritime Distress and Safety System
<b>ICG</b>	Indian Coast Guard
<b>IFC</b>	Information Fusion Centre
<b>JCG</b>	Japan Coast Guard
<b>MDO</b>	Marine Diesel Oil
<b>MGO</b>	Marine Gas Oil
<b>MMEA</b>	Malaysian Maritime Enforcement Agency
<b>MOGAS</b>	Motor Gasoline
<b>MSTF</b>	Maritime Security Task Force
<b>OOW</b>	Officer-on-Watch
<b>O/S</b>	Ordinary Seamen
<b>PCG</b>	Philippine Coast Guard
<b>PNP</b>	Philippine National Police
<b>POCC</b>	Port Operations Control Centre
<b>RMN</b>	Royal Malaysian Navy
<b>RSN</b>	Republic of Singapore Navy
<b>RTN</b>	Royal Thai Navy
<b>SCBA</b>	Self Contained Breathing Apparatus
<b>SCS</b>	South China Sea
<b>Singapore PCG</b>	Singapore Police Coast Guard
<b>SOMS</b>	Straits of Malacca & Singapore
<b>SSAS</b>	Ship Security Alert System
<b>SSSA</b>	Sabah and Sarawak Shipowners' Association
<b>TNI-AL</b>	Indonesian Navy
<b>TSS</b>	Traffic Separation Scheme
<b>VTIS</b>	Vessel Traffic Information System
<b>VTMS</b>	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>Sicilia</i> Container ship Liberia 21018 9430935	01/05/15 0400 hrs	14° 35.70' N, 120° 50.50' E  Approximately 6 nm off Manila North anchorage area, Philippines	While at anchor, the duty watchmen noticed that the paint and bosun store rooms of the vessel were opened and the padlocks were broken. The duty watchmen thereafter noticed a small wooden boat on the port side of the vessel with two persons onboard. They informed the master and Chief Officer immediately. The master contacted VTMS Manila while the Chief Officer, together with the duty watchmen, conducted a search onboard the vessel but no perpetrators were found. Stores including immersion suits, fire hose nozzle jet, fire extinguisher and paint were stolen. The Coast Guard Station Port State Control Manila despatched a patrol craft to intercept the perpetrators but no presence of any suspicious motorbanca or watercraft was sighted.  <b>[ReCAAP Focal Point (Philippines)]</b>
2	<i>Ocean Energy</i> Product tanker Singapore 4832 9589580	02/05/15 2130 hrs	02° 14' N, 101° 56' E  SOMS	While en route from Singapore to Myanmar, eight perpetrators armed with guns boarded the vessel. The perpetrators ordered the vessel to anchor off Port Dickson (02° 19.3 .64' N, 101° 40.4' E) where a barge then came alongside. Whilst the master and crew were locked away, 2,023 metric tonnes of gas oil was discharged to the barge.  The perpetrators left the vessel at about 0430 hrs on 3 May 15, after damaging the ship's communication equipment and took away the ship's Iridium phone, the crew's cash and mobile phones. The vessel only managed to contact the CSO at about 0553 hrs to report the incident. The vessel returned to its home port and all crew was reported safe and not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
3	<i>Maritime Champion</i> Bulk carrier Singapore 18873 9527881	04/05/15 0403 hrs	01° 05.40' N, 103° 43.60' E  SOMS	While underway, the crew sighted four perpetrators in the engine room of the bulk carrier. The alarm was raised and the master assembled the crew. A search onboard the vessel was conducted but no perpetrators were found. Nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
4	<i>Saga Journey</i> General cargo ship Hong Kong, China 29758 9363637	06/05/15 1730 hrs	01° 17.40' N, 104° 01.20' E  Eastern Anchorage Bravo, Singapore	While at anchor, an unknown number of perpetrators boarded the general cargo ship, stole engine spares and escaped.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
5	<i>Alpha</i> LPG tanker Hong Kong, China 46632 9290270	08/05/15 0355 hrs	01° 02.66' N, 103° 39.03' E  SOMS	While underway, seven perpetrators were sighted in the engine room of the LPG tanker. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
6	<i>Saga Journey</i> General cargo ship Hong Kong, China 29758 9363637	08/05/15 0800 hrs	06° 46.60' N, 108° 29.20' E  SCS	While enroute from Singapore to Xiamen, China, the Third Engineer found some engine spares missing and reported to the master.  <b>[ReCAAP Focal Point (Singapore)]</b>
7	<i>Tiger West</i> Bulk carrier Hong Kong, China 41114 9619866	09/05/15 0156 hrs	01° 07.46' N, 103° 45.48' E  SOMS	While underway, two perpetrators armed with long knives were sighted on the aft deck of the bulk carrier. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
8	<i>Milos Warrior</i> Bulk carrier Panama 92944 9579793	09/05/15 0312 hrs	01° 05.28' N, 103° 42.78' E  SOMS	While en route to Singapore, five perpetrators were sighted in the engine room of the bulk carrier. The alarm was raised and the perpetrators escaped immediately. A search onboard the vessel was conducted but no perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
9	<i>Nord Seoul</i> Bulk carrier Singapore 22683 9544736	11/05/15 1230 hrs	10° 12.79' N, 107° 04.54' E  Phu My anchorage, Vietnam	While at anchor, the master of the bulk carrier found the padlocks to deck store 1 and 2 broken and some ship stores were missing. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found.  <b>[ReCAAP Focal Point (Singapore)]</b>
10	<i>MTT Tawau</i> Container ship Malaysia 10743 9126869	13/05/15 0336 hrs	01° 03.72' N, 103° 40.83' E  SOMS	While underway, four perpetrators boarded the vessel. The master raised the alarm immediately and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
11	<i>Overseas Milos</i> Product tanker Marshall Islands 30031 9470258	15/05/15 0300 hrs	Berth No.5, Kandla Port, India	While at berth, an unknown number of perpetrators boarded the product tanker during cargo operations, stole ship stores and escaped. The duty crew later discovered the bosun store padlock was broken and some fire hoses and nozzles were missing.  <b>[ReCAAP Focal Point (India)]</b>
12	<i>Oriental Glory</i> Product tanker Malaysia 2223 9072587	15/05/15 0600 hrs	03° 34.50' N, 110° 39.08' E  SCS	While enroute from Labuan, East Malaysia to Tanjung Manis, Sarawak, East Malaysia, six fishing boats surrounded the product tanker. About 30 perpetrators boarded and took the tanker to approximately 188 nm northwest of Bruit Island, Malaysia (05° 22.02' N, 109° 33.06' E) and siphoned off 2,500 metric tonnes of ship fuel/oil. The crew was safe and the vessel subsequently proceeded to Tanjung Manis for further investigation.  <b>[IFC]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
13	<i>BBC Moonstone</i> General cargo ship Antigua & Barbuda 12838 9563732	16/05/15 0525 hrs	08° 19.30' N, 108° 51.80' E  SCS	While underway, an unknown number of perpetrators boarded the general cargo ship via the aft from a craft. The Chief Officer heard some noise and immediately switched on the deck light. He also sent look-out watchmen to the aft and called the master. The deck watchmen sighted one boat moving away from the stern of the vessel. It was discovered that the padlocks to the ship's engine stores with entrance from the aft were found missing and the doors were opened. Electric tools and breathing apparatus were stolen.  <b>[ReCAAP Focal Point (Vietnam)]</b>
14	<i>Epic Sasa 2</i> Tug boat Malaysia 342 9458705  <i>POE Giant 19</i> Barge Singapore	16/05/15 2150 hrs	01° 15.25' N, 104° 02.81' E  SOMS	While the tug boat towing barge was en route to Pasir Gudang, Malaysia, two perpetrators were sighted onboard the barge, which was empty without any cargo. The master raised the alarm immediately and saw a sampan (wooden boat) moving away from the barge. Nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
15	<i>Jin Ei</i> Tanker Panama 160007 9302023	18/05/15 0630 hrs	01° 04.70' N, 103° 37.60' E  SOMS	While underway, four perpetrators were sighted disembarking from the tanker onto a small boat which moved southward. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
16	<i>Petro Alpha</i> Chemical tanker Republic of Korea 5680 9554822	19/05/15 0610 hrs	04° 08' N, 099° 54' E  SOMS	While underway, seven perpetrators armed with knives and machetes boarded the chemical tanker, stole cash and escaped. One of the crew reportedly suffered a minor leg injury.  <b>[ReCAAP Focal Point (Republic of Korea)]</b>
17	<i>Maersk Tacoma</i> Product tanker Singapore 29445 9708617	20/05/15 0630 hrs	01° 43' N, 101° 29' E  Dumai inner anchorage, Indonesia	While at anchor, the door from E/R casing was found open with its padlock damaged. Two boxes with main engine spare parts and several other tools/spare parts cabinets were found open. However, nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
18	<i>Okyalos</i> Bulk carrier Cyprus 39026 9145059	22/05/15 0255 hrs	01° 02.60' N, 103° 39.71' E  SOMS	While underway to Singapore, one perpetrator was sighted onboard the bulk carrier. About 30 min later, the master updated that two perpetrators were sighted running on deck. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
19	<i>Balsa</i> Container ship Marshall Islands 26412 9603611	22/05/15 0630 hrs	10° 11' N, 107° 03' E  Buoy No. 0, Vung Tau, Vietnam	While at anchor, an unknown number of perpetrators boarded the container ship, stole paint stores and escaped.  <b>[ReCAAP Focal Point (Vietnam)]</b>

### Attempted Incident

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
20	<i>Ocean Ruby</i> Bulk carrier Hong Kong, China 51209 9498705	06/05/15 0445 hrs	01° 03.60' N, 103° 37.20' E  SOMS	While underway, the crew sighted two perpetrators trying to board the bulk carrier from a boat. The alarm was raised and the two perpetrators escaped immediately in their boat. A search onboard the vessel was conducted but no intruders were found. Nothing was stolen and the vessel continued her voyage.

**[ReCAAP Focal Point (Singapore)]**