

# Report for FEBRUARY 2015

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1 February 2015 - 28 February 2015

Piracy and Armed Robbery against Ships in Asia

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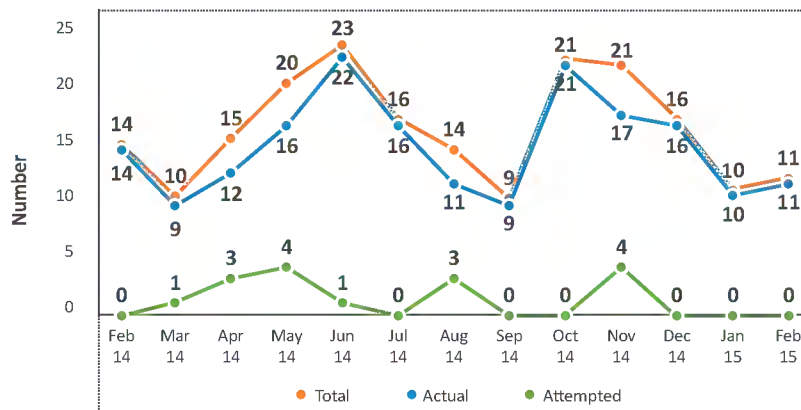


## Report for February 2015

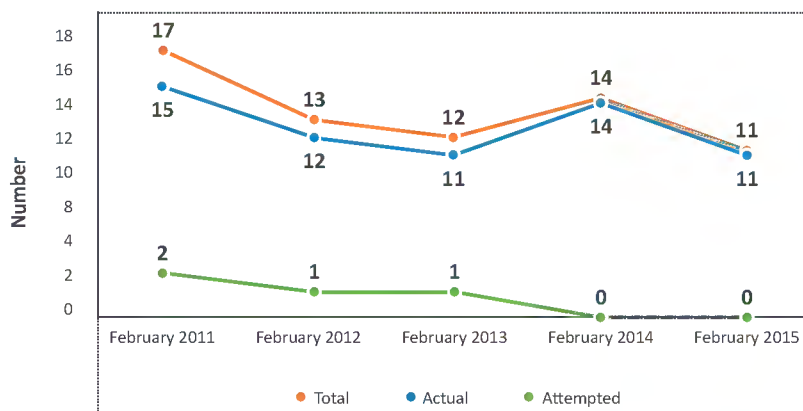
### Incidents of Piracy and Armed Robbery Against Ships in Asia in February 2015

A total of 11 incidents of piracy and armed robbery against ships were reported in Asia in February 2015. Amongst these, one was an incident of piracy and 10 were armed robberies against ships. No attempted incidents were reported in February 2015. Refer to Graph 1 on the number of incidents reported between February 2014 and February 2015.

Graph 1 – Number of incidents by Month (February 2014 to February 2015)



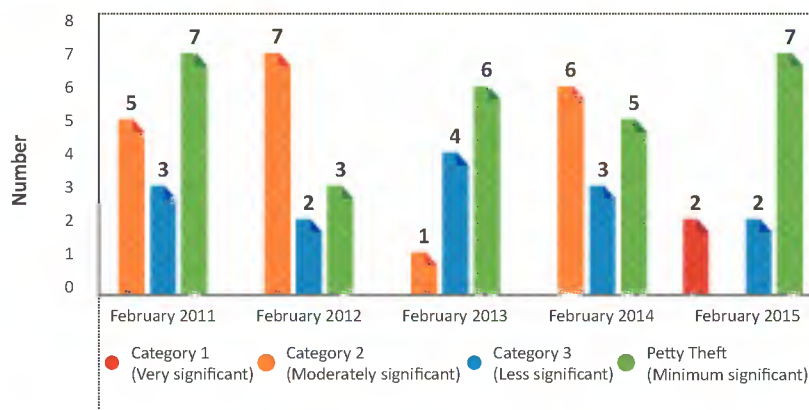
Graph 2 – Number of incidents (February of 2011 to 2015)



Compared to February of 2011-2014, the number of incidents reported in February 2015 is lowest among February of the five-year reporting period. Refer to Graph 2 on the number of incidents reported in February of 2011-2015.

Of the 11 incidents reported in February 2015, two were Category 1 incidents, two were Category 3 incidents and seven were petty theft incidents. No Category 2 incidents were reported in February 2015. Chart 1 shows the significance level of incidents reported during February of 2011-2015.

Chart 1 – Significance Level of incidents (February of 2011-2015)



Two-thirds of the total number of incidents reported in February 2015 were petty theft cases. However, of concern was the occurrence of two Category 1 incidents involving siphoning of ship fuel/oil from product tankers, *Lapin* on 13 Feb 15, and *Phubai Pattra 1* on 20 Feb 15. Details of these incidents are featured in later part of this report.



## Location of Incidents

Of the 11 incidents reported in February 2015, five incidents occurred onboard ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Straits of Malacca and Singapore (SOMS), one onboard ship while underway in the Malacca Strait; four onboard ships anchored at ports and anchorages in Vietnam and one onboard a ship anchored in the South China Sea.

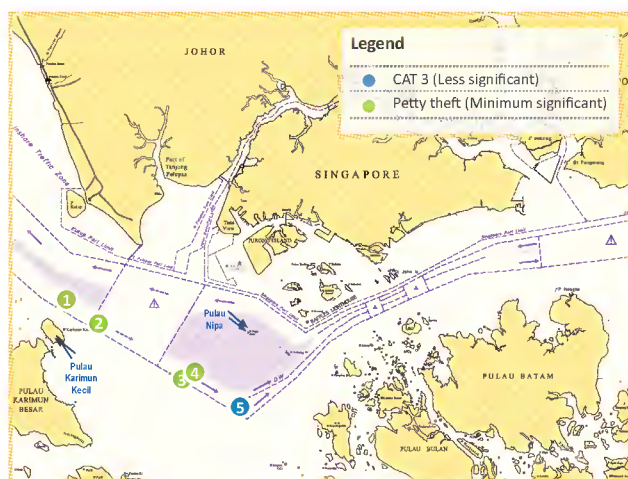
## Ports and Anchorages in Vietnam

Four incidents were reported onboard ships anchored north of Vietnam at Haiphong and Hongai in February 2015, of which one was a Category 3 incident and three were petty thefts. Similar modus operandi was observed in these incidents which involved groups of two to five men who boarded the vessels during hours of darkness (between 2200-0400 hrs). Three of the four incidents reported theft of paint. The close proximity of the incidents and its occurrences within a five day period of 10-14 Feb 15 supports the possibility that the same group of perpetrators might be involved. Notably, in all four incidents, the perpetrators escaped immediately after realising that they had been sighted by the crew. Ship masters and crew are advised to enhance vigilance, increase security watches and sound the alarm when unknown people are sighted in the vicinity or onboard the ships. The ReCAAP ISC also urges the relevant port authorities and enforcement agencies to maintain presence and beef up surveillance in the area to deter potential perpetrators.

## Underway in Straits of Malacca and Singapore (SOMS)

A total of six incidents were reported in SOMS in February 2015, of which one incident occurred in the Malacca Strait and five incidents in the Singapore Strait (SS). Refer to Map 1 on the approximate location of the five incidents reported in the SS.

Map 1 – Location of incidents in SOMS (February 2015)



1 Sunny Eternity, Bulk carrier 16 Feb 15 0515 hrs	2 Amber Beverly, Bulk carrier 21 Feb 15 0515 hrs	3 NYK Daniella, Container ship 25 Feb 15 0305 hrs
4 LBC Earth Bulk carrier 25 Feb 15 0515 hrs	5 Cape Mercury Bulk carrier 25 Feb 15 0610 hrs	

The five incidents in the SS occurred in the eastbound lane of the TSS during 16-25 Feb 15. Of these, four occurred onboard bulk carriers which were boarded predominantly between 0515 hrs and 0610 hrs. Notably, three of the four incidents occurred on the same day (25 Feb 15) within a span of three hours. Nothing was stolen in the first two incidents (*NYK Daniella* and *LBC Earth*) while engine spares were stolen from *Cape Mercury*. Though not substantiated with evidences at this juncture, it is assessed that the same group of perpetrators might be involved in the three incidents.

Reportedly, in four of the five incidents, the perpetrators were sighted in the engine room; thus indicated that the perpetrators were targeting the ships' engine spares. However, due to the vigilance of the crew who raised the alarm, the perpetrators escaped empty-handed immediately in four of the five incidents. The ReCAAP ISC advised masters and crew to exercise due diligence and vigilance during the vulnerable hours while their vessels were underway in the area, and the littoral States to increase its patrols.

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### Incident involving *Lapin* (13 Feb 15)

On 13 Feb 15, while underway to Krabi province, Thailand, unconfirmed number of between six to eight perpetrators armed with pistols and knives boarded the product tanker from a small boat. The perpetrators gathered the crew and took control of the tanker.



Map 2 – Chronology of Events involving *Lapin*



**A** *Lapin* departed Singapore for Krabi 12 Feb 15

**C** Perpetrators anchored *Lapin* 140400H Feb 15

**E** Assistance rendered by Thai authorities to *Lapin* 150900H Feb 15

**B** Perpetrators boarded *Lapin* 131955H Feb 15

**D** Crew of *Lapin* activated SSAS 150900H Feb 15

On 14 Feb 15 at or about 0400 hrs, the perpetrators anchored at approximately 62.7 nm southwest of Port Klang (03° 23.94' N, 100° 22.71' E). Thereafter, an unknown vessel came alongside and siphoned five tons of diesel from the tanker which was laden with 2,000 tons of bunker oil. The perpetrators also destroyed the communication devices; and stole the ship property and crew's belongings. Before they left the vessel, they tied the crew, informed them that an improvised explosive package was left onboard and threatened them not to move.

At or about 0700 hrs on the same day, the crew of *Lapin* managed to free themselves and sailed towards Thailand. They anchored at approximately 14.34 nm west of Ko Tarutao, Thailand and activated the Ship Security Alarm System (SSAS). The master managed to contact the shipping company with the assistance of a passing fishing vessel.

The Royal Thai Navy (RTN) which is the ReCAAP Focal Point (Thailand) boarded *Lapin* at a location north of Ko Tarutao. The RTN reported that a Thai Explosive Ordnance Disposal (EOD) team disarmed the "improvised" explosive package and found only an electric circuit with no explosive or detonator attached. Of concern to the ReCAAP ISC and the authorities was the use of a dummy Improvised Explosive Device by the perpetrators to threaten, confuse and delay the crew from reporting the incident as soon as possible.



Thai authorities disarming "explosive package" and view of the cabin after perpetrators left *Lapin*  
(Photographs courtesy of ReCAAP Focal Point (Thailand))

## Incident involving *Phubai Pattra 1* (20 Feb 15)

Map 3 – Location of boarding of *Phubai Pattra 1*



Another incident of oil siphoning occurred on 20 Feb 15 onboard a Thailand-registered product tanker. While underway, six perpetrators armed with machetes and pistols boarded the product tanker from a small boat. Once boarded, they turned off the navigation and communication systems. One of them seems to be very skillful with the ship equipment. One portable GPS and binocular were seen inside his bag. The perpetrators took control of the vessel, and anchored 15 nm southeast of Pulau Aur. All crew except the captain was confined to the dining hall. Another vessel about 70 m long approached the starboard side and siphoned 980 MT of gasoline.

Before leaving the tanker, the perpetrators broke the CCTV camera recorder, and stole the crew's cash and belongings. The crew was not harmed and the vessel made her way to Siracha, Thailand. Investigation by the Thai authorities is ongoing.

## Recovery of *MT Rehobot* (23 Feb 15)

On 23 Feb 15 at or about 2313 hrs, the Philippine Coast Guard (PCG) which is also the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that *MT Rehobot* was found grounded in Barangay Cabuaya, Mati City, Davao Oriental, Philippines. *MT Rehobot* laden with 1,100 tons of diesel, was boarded by eight masked perpetrators armed with long knives in the vicinity of Lembeh Island, Indonesia on 28 Jan 15 at or about 2330 hrs. All 14 Indonesian crew of the chemical tanker were found in life rafts drifting in the vicinity of Lembeh Island by the Indonesian authorities on 31 Jan 15. *MT Rehobot* was reported missing after that.

Map 4 – Locations of boarding and discovery of *MT Rehobot*





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Initial inspection conducted by the PCG revealed that there were no alterations made to the vessel and no damages caused by the grounding. However, the vessel was ransacked by the locals, navigational equipment missing and cabins were opened. However, the PCG managed to retrieve various equipment looted by the locals but no navigational and communications equipment were recovered. The authorities is towing the vessel to a safer place in Davao City and contacting the owner. Investigation is underway.



IMO number changed



Bridge ransacked



Engine room flooded with water and oil

*(Photographs courtesy of ReCAAP Focal Point (Philippines))*

## Conclusion

The ReCAAP ISC is concerned about the occurrence of ship fuel/oil siphoning incidents in February 2015, and the use of dummy explosives by the perpetrators in the incident onboard *Lapin*, to threaten the crew and possibly, to delay the crew's responsiveness in making timely reports of the incident. Increased presence of enforcement agencies in the region, and sharing of investigation outcome among the enforcement agencies is key to tracking down the perpetrators, and arrest them. The ReCAAP ISC is collaborating with INTERPOL in sharing information to update its database on information related to such incidents to establish linkages and connections.

Vigilant and early detection of a possible boarding is the most effective deterrent, and reduces risk to the crew. It provides the crew an opportunity to sound the alarm, alert other ships and the coastal authorities, and undertake countermeasures and other response procedures.

Map 5 – Location of incidents in February 2015



1 <i>Sara</i> Container ship 10 Feb 15 0350 hrs	2 <i>Anne Kjersti</i> Bulk carrier 12 Feb 15 0254 hrs	3 <i>Lapin</i> Product tanker 13 Feb 15 1955 hrs	4 <i>Cape Franklin</i> Container ship 14 Feb 15 2210 hrs
5 <i>Sunny Eternity</i> Bulk carrier 16 Feb 15 0515 hrs	6 <i>Phubai Pattra 1</i> Product tanker 20 Feb 15 2130 hrs	7 <i>Amber Beverly</i> Bulk carrier 21 Feb 15 0515 hrs	8 <i>Global Mirai</i> Bulk carrier 25 Feb 15 0130 hrs
9 <i>NYK Daniella</i> Container ship 25 Feb 15 0305 hrs	10 <i>LBC Earth</i> Bulk carrier 25 Feb 15 0515 hrs	11 <i>Cape Mercury</i> Bulk carrier 25 Feb 15 0610 hrs	

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Correct as at 2 February 2015

## Information for Readers

### 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.

## Appendix

### Description of Incidents

#### Actual Incidents

● CAT 1 (Very 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	<b>Sara</b> Container ship Antigua & Barbuda 9590 9322243	10/02/15 0350 hrs	20° 52' N, 106° 40' E  Nam Hai Container Terminal, Haiphong, Vietnam	While at berth, the deck watchman on routine rounds sighted two perpetrators near the forward store. He alerted the Chief Officer and the local police onboard the ship. Upon seeing the deck watchman, the perpetrators escaped immediately. Upon investigation, the padlock to the door of the paint room was damaged and open. Ship stores, paint and drums of curing agent were reported missing. The ship agent and port authorities were notified.  [ReCAAP Focal Point (Vietnam)]
2	<b>Anne Kjersti</b> Bulk carrier Singapore 32637 9432361	12/02/15 0254 hrs	20° 41' N, 107° 12' E  Approximately 4 nm south- southeast of Orange Island, Hongai P/S Anchorage, Vietnam	While at anchor, five perpetrators armed with knives boarded the bulk carrier. The OOW noticed some movements on the forecastle and instructed the duty A/B to check. The OOW then directed the aldis lamp towards the perpetrators who escaped in their boat. Upon investigation, it was discovered that some mooring ropes and paint were stolen.  [ReCAAP Focal Point (Vietnam)]



## Appendix

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3	<b>Lapin</b> Product tanker Thailand 1848 7808786	13/02/15 1955 hrs	03° 11' N, 100° 43' E  SOMS	<p>While underway to Krabi province, Thailand, unconfirmed number of between six to eight perpetrators armed with pistols and knives boarded the product tanker from a small boat. The perpetrators gathered the crew and took control of the tanker.</p> <p>On 14 Feb 15 at or about 0400 hrs, the perpetrators anchored at approximately 62.7 nm southwest of Port Klang (03° 23.94' N, 100° 22.71' E). Thereafter, an unknown vessel came alongside and siphoned five tons of diesel from the tanker which was laden with 2,000 tons of bunker oil. The perpetrators also destroyed the communication devices; and stole the ship property and crew's belongings. Before they left the vessel, they tied the crew, informed them that an improvised explosive package was left onboard and threatened them not to move.</p> <p>At or about 0700 hrs on the same day, the crew of <i>Lapin</i> managed to free themselves and sailed towards Thailand. They anchored at approximately 14.34 nm west of Ko Tarutao, Thailand and activated the SSAS. The master managed to contact the shipping company with the assistance of a passing fishing vessel.</p> <p>The RTN which is the ReCAAP Focal Point (Thailand) boarded <i>Lapin</i> at a location north of Ko Tarutao. The RTN reported that a Thai Explosive Ordnance Disposal (EOD) team disarmed the "improvised" explosive package and found only an electric circuit with no explosive or detonator attached.</p> <p><b>[ReCAAP Focal Point (Thailand)]</b></p>
4	<b>Cape Franklin</b> Container ship Marshall Islands 15995 9359301	14/02/15 2210 hrs	20° 36.90' N, 106° 51.30' E  Haiphong OPL Anchorage, southeast of Hon Dau Island, Vietnam	<p>While at anchor, the duty A/B on routine rounds spotted five perpetrators in black jackets on the forecastle deck. He immediately informed the OOW who raised the alarm and mustered the crew. Upon hearing the alarm and realising the crew had been alerted, the robbers escaped in their wooden motor boat. Upon investigation, the door to the paint store was damaged and five cans of paint were stolen.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5	<b>Sunny Eternity</b> Bulk carrier Panama 40925 9658915	16/02/15 0515 hrs	01° 11.10' N, 103° 24.90' E  SOMS	While underway, seven perpetrators were boarded the vessel from the starboard side. The alarm was raised and all crew locked themselves in the accommodation cabins. Noting that the crew had been alerted, the perpetrators escaped. The master reported the incident to the VTIS West who immediately broadcasted the incident and warned vessels in the vicinity. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
6	<b>Phubai Pattra 1</b> Product tanker Thailand 5681 9481386	20/02/15 2145 hrs	02° 08.60' N, 104° 39.30' E  SCS	While underway, six perpetrators armed with machetes and pistols boarded the product tanker from a small boat. Once boarded, they turned off the navigation and communication systems. One of them seems to be very skillful with the ship equipment. One portable GPS and binocular were seen inside his bag. The perpetrators took control of the vessel, and anchored 15 nm southeast of Pulau Aur. All crew except the captain was confined to the dining hall. Another vessel about 70 m long approached the starboard side and siphoned 980 MT of gasoline.  Before leaving the tanker, the perpetrators broke the CCTV camera recorder, and stole the crew's cash and belongings. The crew was not harmed and the vessel made her way to Siracha, Thailand. Investigation by the Thai authorities is ongoing.  [ReCAAP Focal Point (Thailand)]
7	<b>Amber Beverly</b> Bulk carrier Hong Kong, China 32521 9599717	21/02/15 0515 hrs	01° 09.51' N, 103° 27.18' E  SOMS	While underway, the crew spotted two perpetrators in the engine room. The alarm was raised and the crew mustered. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
8	<b>Global Mirai</b> Bulk carrier Panama 58028 9558256	25/02/15 0130 hrs	20° 54' N, 107° 07' E  Off Hongai Anchorage, Vietnam	While at anchor, four perpetrators boarded the bulk carrier. The alarm was raised and the crew mustered at the bridge. Noting that the crew had been alerted, the perpetrators escaped with stores including mooring rope, fire nozzle, hydrant cap etc.  [ReCAAP Focal Point (Japan)]

## Appendix

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9	<b>NYK Daniella</b> Container ship Singapore 27051 9355410	25/02/15 0305 hrs	01° 04.89' N, 103° 34.50' E  SOMS	While underway, the Third Engineer saw three perpetrators in the engine room. He immediately went into the engine control room and reported the incident to the master. The alarm was raised and the crew mustered at the bridge. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
10	<b>LBC Earth</b> Bulk carrier Malta 42744 9644548	25/02/15 0515 hrs	01° 05.36' N, 103° 35' E  SOMS	While underway, the crew spotted three perpetrators in the engine room. The alarm was raised and the crew mustered. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
11	<b>Cape Mercury</b> Bulk carrier Singapore 85722 9150755	25/02/15 0610 hrs	01° 02.30' N, 103° 39.04' E  SOMS	While underway, the crew spotted four perpetrators armed with knives in the engine room. The ship alarm was raised, crew mustered, and a search was conducted onboard the ship. The SSAS was also activated. Upon investigation, several engine spare parts were found missing.  [ReCAAP Focal Point (Singapore)]