

# Report for JANUARY 2015

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1 January 2015 - 31 January 2015

Piracy and Armed Robbery against Ships in Asia

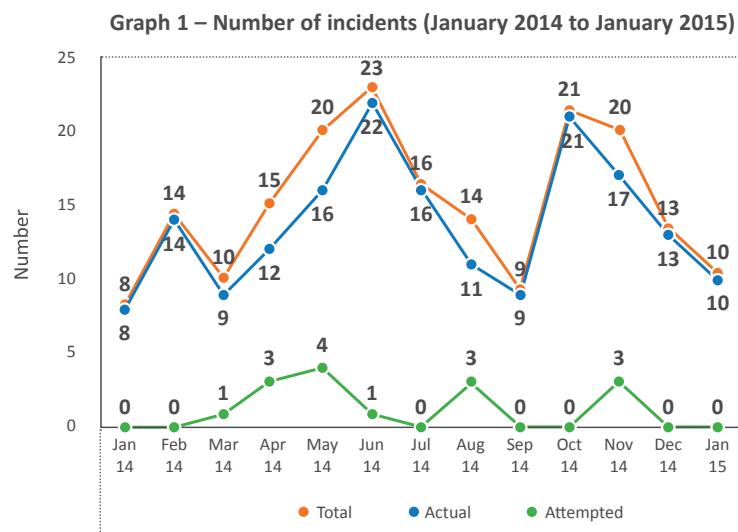
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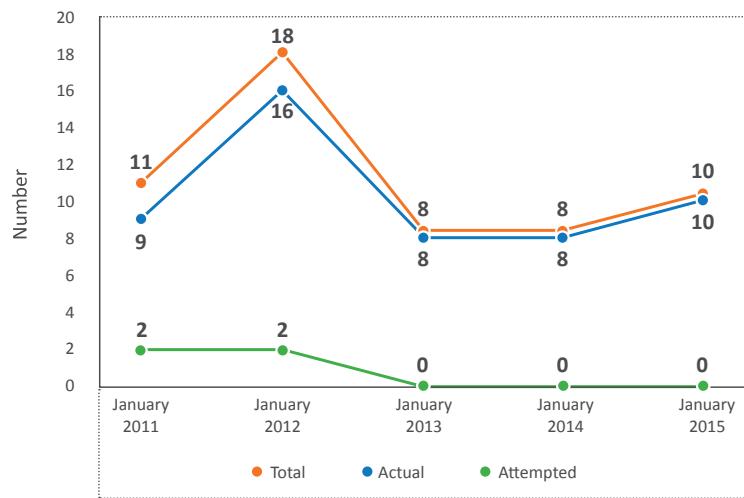
## Report for January 2015

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

A total of 10 incidents of robbery onboard ships were reported in Asia in January 2015. No piracy incidents were reported. There has been a continuous decrease in the number of incidents reported in the past three consecutive months, from 21 incidents in October 2014 to 10 in January 2015. Refer to Graph 1 on the number of incidents reported every month between January 2014 and January 2015.



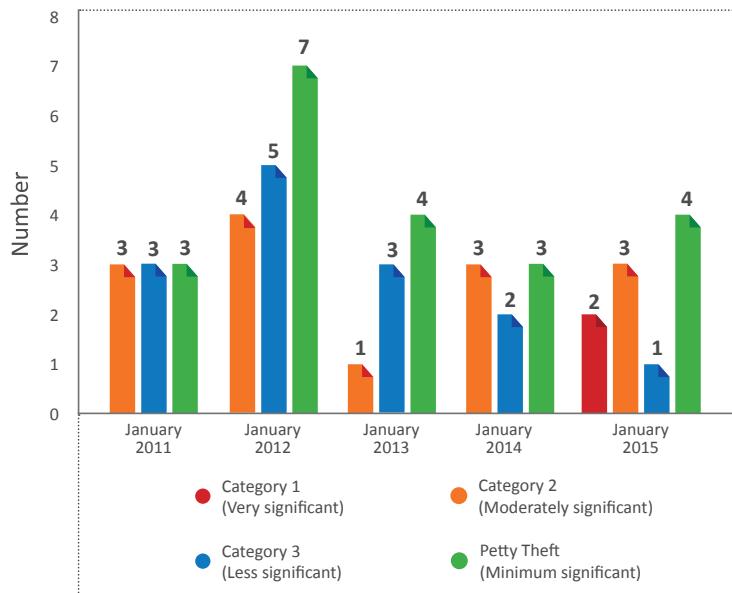
**Graph 2 – Number of incidents (January of 2011 to 2015)**



The number of incidents reported in January 2015 has increased compared to the past two years (January of 2013-2014). Refer to Graph 2 on the number of incidents reported in January of 2011-2015.

Of the 10 incidents reported in January 2015, two were Category 1 (very significant) incidents, three were Category 2 (moderately significant) incidents, one was a Category 3 (less significant) incident and four were petty theft (minimum significant) incidents. In comparison, the incidents reported in January 2015 were relatively more severe because of two Category 1 incidents reported in January 2015 while there was no Category 1 incident throughout the past four years of January (2011-2014). Also except for January 2013, the number of Category 2 incidents was fairly consistent among the five year reporting period. Chart 1 shows the significance level of incidents reported during January of 2011-2015.

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



Both Category 1 incidents occurred onboard chemical tankers carrying fuel. The first incident involved *Sun Birdie*, where the perpetrators boarded the tanker off Malaysia, but were later apprehended by the Malaysian Maritime Enforcement Agency (MMEA). The second incident involved the hijacking of *MT 'Rehobot'* which is still missing at the time of this report. Of the three Category 2 incidents reported in January 2015, two occurred onboard ships while underway in the Straits of Malacca and Singapore (SOMS) and one onboard a ship anchored at Jakarta Port, Indonesia. Of the five Category 3 and petty theft incidents, three occurred onboard ships while underway in SOMS, one onboard a ship anchored at Belawan port, Indonesia and one onboard a ship anchored at Vung Tau port, Vietnam. The incidents involving *Sun Birdie* and *MT 'Rehobot'* are further discussed in later part of this report.

## Report for January 2015

### Situation in the Straits of Malacca and Singapore (SOMS)

Of the five incidents reported in SOMS in January 2015, one incident occurred onboard a tug boat towing barge while underway in the westbound lane of the Traffic Separation Scheme (TSS), and four incidents onboard bulk carriers and container ship while underway in the eastbound lane of the TSS. See Map 1 on the location of these incidents.

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



This is consistent with the trend we noted in 2014 where bigger vessels loaded with cargoes were boarded in the eastbound lane of TSS as they tend to slow down while navigating the bend at the congested straits. They were particularly vulnerable during hours of darkness (0350-0630 hrs).

As per past trends, the theft of scrap metal from barge *Kien San 8* occurred during daylight hours. The perpetrators escaped with stolen scrap metal in two wooden crafts.

## Incident involving *Sun Birdie* (28 Jan 15)

The owner of Malaysian-registered chemical tanker, *Sun Birdie* reported loss of contact to the MMEA on 29 Jan 15 at or about 1150 hrs. The tanker was not contactable since 28 Jan 15 at or about 2200 hrs. Her last known position was at approximately 1 nm south of Tanjung Ayam, Malaysia (01° 19.39' N, 104° 12.35' E) on 29 Jan 15 at or about 0032 hrs. *Sun Birdie* was laden with 700 metric tons of Marine Fuel Oil (MFO) and has a total of 11 crew onboard (comprising eight Myanmar nationals and three Indonesians). Upon receipt of the information from the Information Fusion Centre (IFC), the ReCAAP ISC immediately informed its ReCAAP Focal Points/Contact Point to look out for *Sun Birdie*. The MMEA and Royal Malaysian Navy (RMN) had reportedly deployed vessels to search for *Sun Birdie*. On 29 Jan 15 at or about 2253 hrs, the MMEA successfully recovered *Sun Birdie* at approximately 17.63 nm northeast of Tanjung Penawar, Malaysia (01° 42.03' N, 104° 30.46' E), and arrested seven perpetrators onboard *Sun Birdie*.

Map 2 – Chronological of Events involving *Sun Birdie*



Two other perpetrators jumped overboard and fled, but were picked up by a passing ship, *Challenger Premier* at approximately 12.73 nm east of Tanjung Penawar (01° 30.2' N, 104° 29.5' E), and were handed over to the MMEA. The MMEA operations director, First Admiral Maritime Ibrahim Mohamed reported that they had also recovered four machetes, three toy pistols, a ‘kerambit’ (curved knife) and a hammer believed to have been used by the pirates to threaten the crew. The MMEA had brought the vessel back to Penggerang for further investigation.

Two men in water  
(Photograph courtesy of shipping company)

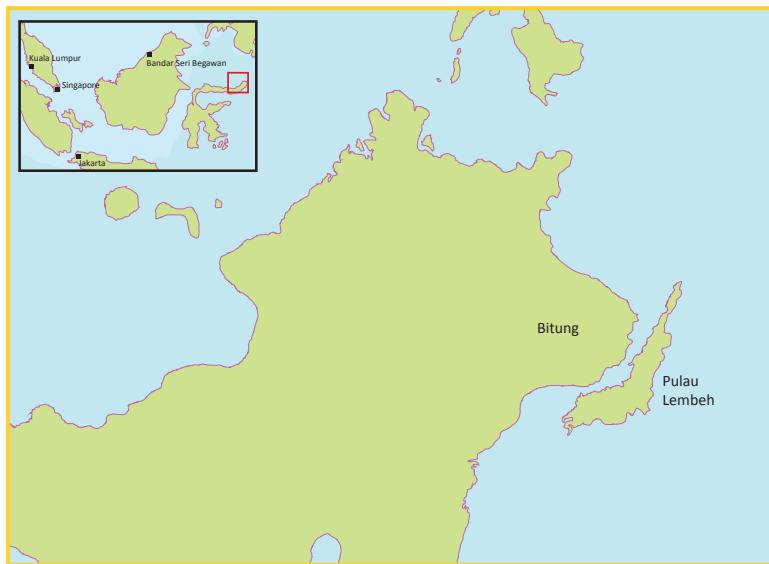


## Report for January 2015

### Incident involving MT 'Rehobot' (28 Jan 15)

On 28 Jan 15 at or about 2330 hrs, after departing Bitung, North Sulawesi, Indonesia, eight masked perpetrators armed with long knives, approached the chemical tanker MT 'Rehobot' from a small motor wooden boat and took control of the vessel in the vicinity of Lembeh Island, Indonesia. MT 'Rehobot' was carrying 1100 tons of diesel. On 31 Jan 15, all 14 Indonesian crew was found in the vicinity of Lembeh Island onboard the ship's life rafts by the Indonesian authority. Till date, the vessel remains missing.

Map 3 – Location of Lembeh Island



### ReCAAP ISC's Comments

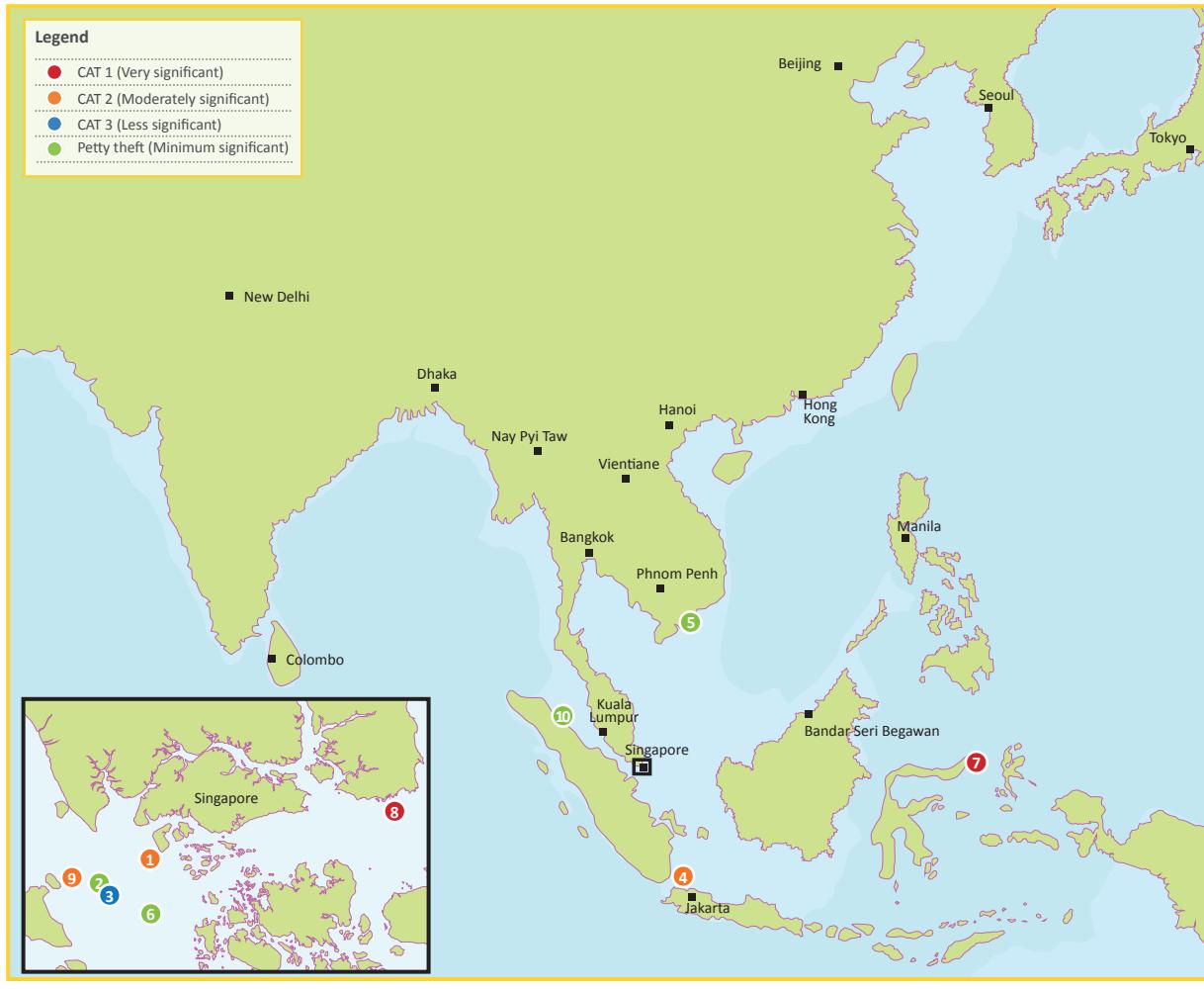
The ReCAAP ISC commends the MMEA for displaying utmost agility and efficiency in recovering the tanker *Sun Birdie* and arresting the perpetrators onboard. From the time the incident was reported to MMEA, the vessel was recovered and perpetrators arrested, all happened within 12 hours. This demonstrated the determination and commitment of the enforcement agency in clamping down illegal maritime activities in this region. This was also attributed to timely reporting of the incident by ship owner to MMEA (nearest coastal State agency) who was able to orchestrate a quick response resulting in the localisation of *Sun Birdie* / arrest of the perpetrators.

## CONCLUSION

While the number of incidents involving siphoning of ship fuel/oil at sea continued, no successful siphoning was reported since November 2014 till January 2015; and this was attributed to timely reporting by the shipping industry, vigilance exercised by master and crew, enhanced enforcement and speedy responses by the authorities. As demonstrated in the incident onboard *Sun Birdie*, timely reporting by the owner and immediate responses by the MMEA resulted in the arrest of the perpetrators and safeguarding the safety of the crew.

As half of the total number of incidents reported in January 2015 occurred onboard bulk carriers, container ships and tug boats towing barges while underway in the TSS of SOMS, this warrants continuous enforcement and surveillance by the littoral States; and exercising of extra vigilance by master and crew.

**Map 4 – Location of incidents in January 2015**



## Contact Details of ReCAAP Focal Points / Contact Point

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Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a>	+66-2475-5432	+66-2475-4577
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National Maritime Information Centre Operations Centre Email: <a href="mailto:nmic-ws@mod.uk">nmic-ws@mod.uk</a>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
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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.

<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>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.

## Appendix

### Description of Incidents

#### Actual Incidents

- CAT 1  
(Very Significant)
- CAT 2  
(Moderately 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>Kien San 1</b> Tug boat Malaysia 192 9218600	08/01/15 1548 hrs	01° 11.60' N, 103° 38.81' E  SOMS	While the tug boat towing barge was underway, Singapore PCG spotted perpetrators onboard the barge. Singapore PCG informed POCC and deployed their patrol craft towards the tug boat and barge. The perpetrators escaped with stolen scrap metal in two wooden crafts when they spotted Singapore PCG's patrol craft approaching.
	<b>Kien San 8</b> Barge			[ReCAAP Focal Point (Singapore)]
②	<b>Mineral Faith</b> Bulk carrier Hong Kong, China 91971 9575668	18/01/15 0632 hrs	01° 07' N, 103° 31.40' E  SOMS	While underway, the crew sighted some footprints onboard the bulk carrier. A search was conducted but no perpetrators were found. One air compressor was found missing.
③	<b>Egret Oasis</b> Bulk carrier Hong Kong, China 41254 9591006	22/01/15 0350 hrs	01° 06' N, 103° 32' E  SOMS	While underway, the bosun spotted five perpetrators armed with knives on the poop deck. He immediately informed the OOW, who raised the alarm and mustered the crew. The perpetrators assaulted some of the crew who went on deck to assist the bosun. The crew retaliated and the bosun was injured in the scuffle. As more crew mustered, the perpetrators escaped in their boat empty-handed.
④	<b>Fujitrans World</b> Vehicle carrier Liberia 27286 9210000	22/01/15 2210 hrs	05° 59.70' S, 106° 54.50' E  Approximately 5 nm off Jakarta Port, Indonesia	While at anchor, four perpetrators armed with knives boarded the vehicle carrier. The perpetrators threatened the crew with their knives and escaped with stolen engine spares.
				[ReCAAP Focal Point (Japan)]

## Appendix

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5	<b>Bulk Atacama</b> Bulk carrier Panama 61384 9683130	25/01/15 0655 hrs	10° 10.69' N, 107° 02.12' E  Buoy No. 0, Vung Tau, Vietnam	While at anchor, the duty crew spotted three perpetrators who had boarded the bulk carrier from a small boat. Realising the crew had been alerted, the perpetrators escaped with stolen paint.  [ReCAAP Focal Point (Vietnam)]
6	<b>APL Denver</b> Container ship Gibraltar (UK) 43071 9345960	28/01/15 0414 hrs	01° 03.20' N, 103° 39.11' E  SOMS	While underway, seven perpetrators were spotted in the container ship's engine room. The alarm was raised and a search was conducted. At about 0500hrs, the master reported to Singapore VTIS that the perpetrators had escaped, nothing was stolen and no further assistance was required.  [ReCAAP Focal Point (Singapore)]
7	<b>MT 'Rehobot'</b> Chemical tanker Indonesia	28/01/15 2330 hrs	Vicinity of Lembeh Island, North Sulawesi, Indonesia	After the chemical tanker had departed Bitung, North Sulawesi, eight masked perpetrators armed with long knives approached the ship from a small motor wooden boat and took control of the vessel in the vicinity of Lembeh Island. MT 'Rehobot' was carrying 1100 tons of diesel.  On 31 Jan 15, all 14 Indonesian crew was found in the vicinity of Lembeh Island onboard the ship's life rafts by the Indonesian authority. Till date, the vessel remains missing.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8	<b><i>Sun Birdie</i></b> Chemical tanker Malaysia 742 9073256	29/01/15 0032 hrs	01° 19.39' N, 104° 12.35' E  Approximately 1 nm south of Tanjung Ayam, Malaysia	<p>The owner of the chemical tanker reported loss of contact to the MMEA on 29 Jan 15 at or about 1150 hrs. The tanker was not contactable since 28 Jan 15 at or about 2200 hrs. Her last known position was at approximately 1 nm south of Tanjung Ayam, Malaysia on 29 Jan 15 at or about 0032 hrs. <i>Sun Birdie</i> was laden with 700 metric tons of MFO and has a total of 11 crew onboard (comprising eight Myanmar nationals and three Indonesians).</p> <p>Upon receipt of the information from IFC, the ReCAAP ISC immediately informed its ReCAAP Focal Points/Contact Point to look out for <i>Sun Birdie</i>. The MMEA and RMN had reportedly deployed vessels to search for <i>Sun Birdie</i>.</p> <p>On 29 Jan 15 at or about 2253 hrs, the MMEA successfully recovered <i>Sun Birdie</i> at approximately 17.63 nm northeast of Tanjung Penawar, Malaysia (01° 42.03' N, 104° 30.46' E) and arrested seven perpetrators onboard <i>Sun Birdie</i>. Two other perpetrators jumped overboard and fled, but were picked up by a passing ship, <i>Challenger Premier</i> at approximately 12.73 nm east of Tanjung Penawar (01° 30.2' N, 104° 29.5' E), and were handed over to the MMEA. The MMEA operations director, First Admiral Maritime Ibrahim Mohamed reported that they had also recovered four machetes, three toy pistols, a 'kerambit' (curved knife) and a hammer believed to have been used by the pirates to threaten the crew. The MMEA had brought the vessel back to Penggerang for further investigation.</p> <p>[MMEA, IFC]</p>
9	<b><i>Global Aquarius</i></b> Bulk carrier Panama 17021 9550436	31/01/15 0512 hrs	01° 09.10' N, 103° 27.06' E  SOMS	<p>While underway, five perpetrators were spotted onboard the bulk carrier, with two small crafts in close vicinity. The Chief Engineer was taken hostage in the engine room and at 0740 hrs, the master reported that the perpetrators had escaped with stolen engine spares.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	<b><i>Name withheld</i></b> Bulk carrier Isle of Man 32376	31/01/15 1530 hrs	03° 55.73' N, 098° 46.45' E  Belawan anchorage, Indonesia	<p>While at anchor, the A/B saw a child on the forecastle deck and immediately reported to the bridge. The Second Officer raised the alarm and the child jumped overboard and swam towards a small boat, where another two men were waiting. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>