

## **IFC – For Internal Use Only**

IFC FILE: TT 13-04

11 Nov 13

### **TIGER TEAM VISIT – OHC SHIP MANAGEMENT**

#### **Overview**

Following the report that the tanker 'GPT 21' was involved in a suspected hijack incident on 070330LT Nov 13, IFC conducted a Tiger Team Visit (TTV) to OHC Ship Management, which was the management company for GPT 21 on 11 Nov 13.

#### **OHC Ship Management**

Address: 2 Jurong East Street 21, #04-19, IMM Building, Singapore 609601

#### **Company Background**

OHC is a local ship management company which manages 9 ships. 8 of them are Singapore-flagged, except GPT 21 which is a Panama-flagged tanker owned by a Myanmar company, Global Unique Petroleum.

#### **Company Delegates:**

Capt Linus Lee, Managing Director  
Capt. Gurpreet Jolly, HSSE Superintendent

#### **Tiger Team Delegates**

LTC Nicholas Lim (Hd IFC)  
LCDR Mohamad Zirkri (RMN ILO)

#### **Introduction**

1. Hd IFC started the meeting by explaining about the IFC as well as the objectives of the meeting, which was to find out more about the incident involving GPT 21. Capt Linus Lee asked about the difference between IFC and IMB and in particular whether IFC was a commercial company whose services needed to be paid. Hd IFC clarified that IFC was a RSN-initiative and that our interest was to resolve maritime security incidents.
2. CAPT Jolly was introduced as the HSSE Superintendent. He mentioned that he had just boarded the GPT 21 on Fri 8 Nov, whereupon he had interviewed the crew. He then proceeded to share about the incident.

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### Background of Incident

3. With a crew of 12 Myanmarrese (see Annex A), GPT 21 had departed from East OPL<sup>1</sup> at about 0200H after being loaded with MGO – (MGO 500ppm and 5000ppm<sup>2</sup>) and was headed to Yangon. She was transiting along south MS at about 7 knots. It was raining at that time, but the bridge had only 2 crew – 1 AB and the 2<sup>nd</sup> officer. Both crew were fixated on small fishing boats ahead of them, when at about 0330H at 01 deg 20.6N, 103 deg 18.2E (the location is in MTW between P. Pisang and P. Kukup), some 5 pirates boarded the ship.
4. Of the 5 pirates, 1 was described to have been the leader, about 60 years old, fair-skinned and could speak good English, Bahasa (assessed) and Myanmarrese. He was carrying a pistol. The other 4 were between 25-30 years old were dark-skinned, spoke Bahasa (assessed) and carried knives. The leader also carried a satellite phone. The AB was then asked to lead the 4 pirates to the Captain's cabin, while the leader guarded over the 2<sup>nd</sup> Officer. When the Captain came on deck, the others were tied up and led to a spare cabin. The Captain was ordered to steer 310. The leader told the captain to follow his instructions or he will be killed. The leader also told the captain that he was a ship owner. After about 24nm, the captain was told to reverse the ship and to head back to the original location. During this time, the pirates told the bosun to show them how to operate the winches and pumps.
5. Soon, they saw an orange-hulled big tanker. The name of the orange-hulled tanker could not be seen. When GPT 21 was about 5nm from the orange-hulled ship, the captain was moved to the master's room. The next thing the crew knew was that the orange-hulled tanker had come alongside GPT 21 – there was a slight collision and scratching sounds. From 0930H-1530H, the pirates started to unload the MGO – only the 5000ppm MGO. The pirates knew exactly the types of MGO onboard and in which tanks. At about 1600H, the crew heard no more noise and managed to escape. The assessed location of the unloading was **01 deg 23.2N, 103 deg 17.4E (about 2.5nm South of the boarding location)**. The assessed loss of the MGO was S\$3 million. The crew subsequently found that personal effects were also taken, which included laptops, handphones, money etc. In terms of the ship's equipment, the lost items included portable gas detector, VHF marine communications, knives, screw drivers and spanners. When the Captain and crew got to the bridge, they saw that there were 2 ships in the distance along the MS at about 12nm. The MMSI numbers 567030700 and 565413000 were seen<sup>3</sup>. The crew also found orange paint marks on the side of the ship.

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<sup>1</sup> OHC shared that the Myanmar owner was responsible for finding the supplier, and that the ship has loaded in E-OPL for at least 3 times before.

<sup>2</sup> 500 ppm refers to MGO that is more refined and with less Sulphur content, while 5000ppm refers to MGO which has more sulphur content. Indonesia for example uses MGO that are above 3500ppm, while Singapore uses MGO that are less than 10ppm.

<sup>3</sup> IFC's post analysis showed that the 2 ships were BANGSAPHAN (Cargo ship) and OEL Singapore (Container ship) and were not orange-hulled ships.

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**Follow-Up**

6. Given that the incident happened in Malaysian waters, IFC told OHC that it was advisable for them to lodge a report with MMEA, so that investigations can be done.
7. IFC will be checking its database to see if it could pick up vessels in vicinity of the offload location.
8. IFC will share the information with the regional enforcement agencies.

**Annex A**

**CREW DETAILS**

S/N	Name	Appointment	Nationality	Date of Birth
1	Capt Htin Aung	Master	Myanmar	23/09/61
2	Sein Win Maw	Chief Officer		14/01/58
3	Aung Kyaw Oo	2 <sup>nd</sup> Officer		05/01/65
4	Myint Tin	Chief Engineer		17/01/56
5	Hla Myaing	2 <sup>nd</sup> Engineer		06/05/54
6	Soe Min Oo	4 <sup>th</sup> Engineer		10/12/85
7	Aung Hein Paing	Bosun		03/07/88
8	Zaw Lin Naing	AB2		14/02/89
9	Win Maung	SB3		04/05/83
10	Win Aung	Oiler		17/07/74
11	Than Oo	Oiler		19/03/71
12	Ye Lin Aung	OS/Cook		10/08/82