

## STATEMENT REPORT

NAME : PAULUS MATUALAGA

RANK : MASTER M.T. MORESBY 9

On the dated 17 August 2013 @2045 hrs, I captain Paulus Matualaga of M.T. Moresby 9, related tragedy of Sea Robbery befalls on ship M.T. Moresby 9. At the point of time, Moresby 9 was anchored at position Latitude 01°20'095" N / 104°16'795" E, at Eastern OPL of Malaysia.

At 20.05 hours Singapore's time I was in my cabin, I heard noise outside my cabin therefore I went out to check. When I came out, I was being threatened by a gang of three sea robbers who armed with parangs and all three of them wore face masks commanded me to sit down and they tied my hands and my legs and they later commanded me to the mess room.

At that time, there were about ten (10) sea robbers talking in Indonesian and Malay language all of them are wearing face mask armed with 'Parangs'. According to Secong Engineer, Mr. Soekardi who saw two (2) speed boats which is often used as 'Fishing Boat' came alongside Ship M.T. Moresby 9 in white and grey colour. Chief Officer, Mr. Heri Officer who was at Bridge also saw speed boat coming toward and activated SSAS Alert System. When the sea robbers came onboard, Soekardi and one of Thai crew were at the stern ran and shouted 'Robbers' when they tried to lock the door, but the robbers movements were so fast that they managed to come in ship's alleyway. They opened all rooms and gathered all crew on board at the mess room. At that moment, one of Thai crew alerted our other vessels which anchored nearby through ship's radio and he later switched off.

After that the robbers came up to the bridge room and threaten other crew who were in the room and brought them together with all others crew to mess the room and tied them up. In the mess room there were crew consists of ten (10) Thailand nationality, five (5) Indonesian nationality and one (1) Indian nationality and including me, 17 crew in total. And the robber asked who is captain, of which I claimed that I am captain. He commands me to go up to Bridge room to steer and move the ship. I told the robber I needed an Engineer to activate the engines and a Helmsman of which I pointed at Adung Intharayothin who was told to heave up the anchor and ordered to sail the ship to "Tompok Utara", but after few minutes of sailing, the some of the robbers went down to main deck and left the ship leaving behind two (2) robbers. The remaining 2 robbers commanded us to stop the ship's engine and took us back to the Mess room.

After few minutes in the mess room, they took us back again to bridge and commanded us to divert the ship's direction toward "Pulau Lima" of Malaysia to wait for speed boat to fetch him.

After less than seven (7) minutes they noticed that the Maritime Police of Malaysian boat came towards "Moresby 9" and they escaped through the port-side of the bridge leaving behind some parangs. Thereafter, I saw Maritime Police of Malaysia came along side my ship and ordered all the crew to assemble at the bow of ship, and dropped anchor. At 2211 hours Maritime Police of Malaysia searched the whole ship for any sea robbers aboard the ship.

At 2312 hours the officers of Maritime Police of Malaysia advised me to shift the ship to a safer position where they recorded our statements. On 18 August 2013 at 0048 hours they brought us to lodge a Police Report at Pengarang Police Station. At 0450 hours the police sent us back the ship.

I declared this statement which I made is true.

East OPL, 18<sup>th</sup>. August - 2013-08-19

**MT. MORESBY 9**



Master

PAULUS MATUALAGA/MASTER

**POLIS DIRAJA MALAYSIA**  
**REPOt POLIS**

Balai : PENDERANG  
Daerah : KOTA TINGGI  
Kontinjen : JOHOR  
No Repot : SG RENGIT/000689/13  
Tarikh : 18/08/2013  
Waktu : 0324 AM  
Bahasa Diterima : B. Malaysia

**Butir-butir Penerima Repot**

Nama : EBYUZAI BIN ZAKARIA

No Personel : R186379

Pangkat : KONST/P

Butir-butir Jurubahasa (Jika Ada)

Nama : —

No K/P (Baru) : —

No Polis/Tentera : —

No Paspot : —

Bahasa Asal : —

Alamat : —

**Butir-butir Pengadu**

Nama : PAULUS MATUALAGA

No K/P (Baru) : —

No Polis/Tentera : —

No Paspot : T292318

No Sijil Beranak : —

Jantina : Lelaki

Tarikh Lahir : 29/08/1954

Umur : 58 tahun 11 bulan

Keturunan : Indonesia

Warganegara : Indonesia

Pekerjaan : KAPTEN KAPAL MORESBY 9

Alamat Tempat Tinggal : JL. BULAK RUKEM 7-D/9 SURABAYA INDONESIA

Alamat Ibu/Bapa : —

Alamat Pejabat : CANTER SINGAPORE PTE LTD 192 PANDAN LOOP #01-01 PANTECH BUSINESS HUB  
SINGAPORE 128381

No Tel (Rumah) : —

No Tel (Pejabat) : 6567791234

No Tel (HP) : 6281901509787

**Pengadu Menyatakan:-**

PADA 15/08/2013 SAYA MELABUHKAN KAPAL MT.MORESBY-9 DI POSISI 01 DARJAH 20.095N 104 DARJAH 16.795E DI PERAIRAN PULAU LIMA. PADA 17/08/2013 JAM LEBIH KURANG 2045 HRS SAYA TELAH TIDUR DIBAHAGIAN BILIK KAPTEN KAPAL. KEMUDIAN SAYA TERBANGUN DARI TIDUR KERANA TERDENGAR BUNYI BISING DARI LUAR BILIK. SAYA PUN MEMBUKA PINTU BILIK, TIBA-TIBA SAYA TELAH DIACUKAN DENGAN SEBILAH PARANG. KEMUDIAN TELAH MASUK TIGA LELAKI BERTOPENG MENGARAHKAN SAYA SUPAYA DUDUK. MEREKA TELAH MENGIKAT IBU JARI TANGAN DAN KAKI SAYA MENGGUNAKAN "KABEL TIDE". SAYA DISURUH JALAN TETAPI TIDAK BOLEH KERANA IBU JARI TERIKAT. MEREKA TELAH MEMOTONG "KABEL TIDE" DI IBU JARI KAKI SAYA. SAYA PERGI KE MESS ROOM DAN DAPATI SELURUH KRU KAPAL SAYA SERAMAI 16 ORANG IAITU (5) WARGANEGARA INDONESIA, (1) WARGANEGARA INDIA DAN (10) WARGANEGARA THAILAND BERADA DI SITU DALAM KEADAAN BERIKAT. SALAH SEORANG DARI MEREKA TELAH BERTANYA DIMANA KAPTEN DAN "ENGINEER". SELEPAS ITU SAYA TELAH DIBAWA NAIK KE ATAS ANJUNGAN KAPAL DAN ENGINEER DIBAWA KE BILIK ENJIN DAN KAMI DIARAHKAN SUPAYA MENGGERAKKAN KAPAL KE KAWASAN TOMPOK UTARA. SEMASA KAPAL BERGERAK, MEREKA MEMBAWA SAYA TURUN KE MESS ROOM SEMULA. KEMUDIAN MEREKA MENGARAHKAN SAYA UNTUK NAIK SEMULA KE ANJUNGAN KAPAL UNTUK MENGAWAL SEMULA KAPAL YANG BERGERAK KERANA KAPAL KAMI TELAH BERGESEL SEDIKIT DENGAN KAPAL LAIN YANG SEDANG BERLABUH. SEMASA NAIK SEMULA SAYA TERNAMPAK BEBERAPA ORANG TELAH LARI MENAIKI SEBUAH BOT KECIL. KEMUDIAN SEORANG DARIPADA MEREKA YANG BERSAMA SAYA TELAH MENGARAHKAN SAYA MENGERAKKAN KAPAL MENDEKATI PULAU LIMA. SAYA NAMPAK DIA KELIHATAN GELISAH DAN CUBA TELEFON KAWANNYA YANG LAIN TETAPI TIDAK ADA YANG DATANG. DIA KEMUDIAN LARI KELUAR DARI ANJUNGAN. TIDAK BEBERAPA LAMA KEMUDIAN SAYA DAPATI MEREKA TIDAK KEMBALI, SAYA MEMBERANIKAN DIRI UNTUK MELIHAT SEKELILING DAN DAPATI PIHAK MARITIM TELAH MENGHAMPIRI KAPAL KAMI. SAYA KEMUDIAN TURUN SEMULA KE MESS ROOM DAN MEMBERITAHU KEPADA KRU KAPAL YANG LAIN SUPAYA BERKUMPUL DI HALUAN KAPAL. SAYA DAPATI BEBERAPA KRU KAPAL TELAH MENGALAMI KECEDERAAN RINGAN. PIHAK MARITIM KEMUDIANNYA NAIK KE KAPAL DAN PIHAK MARITIM MENGARAHKAN SAYA SUPAYA MELABUHKAN KAPAL DI POSISI 01 DARJAH 18.963N 104 DARJAH 10.916E. PIHAK MARITIM KEMUDIAN MEMBAWA SAYA KE DARATAN UNTUK MEMBUAT LAPORAN POLIS. BARANG-BARANG YANG HILANG DAN

CALLSIGN : HQSV8  
 GT / NT : 1321.00 / 610.00  
 FLAG : HONDURAS  
 TYPE : OIL TANKER  
 CONTACT PERSON : BERNARD TEO  
 TELEPHONE NO. : 6779 1234  
 CONTACT NO. : 96196559  
 LOCATION : EAST OPL

**FORM 22**  
**IMMIGRATION ACT**  
**( CHAPTER 133)**  
**IMMIGRATION REGULATIONS**  
**CREW LIST**

Regulation 31 (1)

(NOTE: THIS FORM IS TO BE USED FOR CREWLIST ONLY.)

NAME OF VESSEL: MORESBY 9

OWNER: ALOTAU ENTERPRISES S.A.

AGENTS IN SINGAPORE: CANTER SINGAPORE PTE LTD

GROSS TONNAGE OF VESSEL: 1321.00

TYPE OF VESSEL: OIL TANKER

LAST PLACE OF EMBARKATION: SINGAPORE

DATE OF ARRIVAL: 14 / 08 / 2013

NEXT DESTINATION: HONG KONG

DATE OF PROPOSED DEPARTURE: 19 / 08 / 2013 @0800H

NO.	NAME OF CREWMEMBER	S E X	DATE OF BIRTH	NATIONALITY	TRAVEL DOCUMENT NO.	EXPIRY DATE OF TRAVEL DOCUMENT	DUTIES ON BOARD
01	PAULUS MATUALAGA	M	29/08/54	INDONESIAN	T292318	22/05/2014	MASTER
02	HERI SANJAYA	M	26/01/89	INDONESIAN	V525181	20/07/2015	CH.OFF.
03	ARDI BIN PARTARASIM	M	30/06/56	INDONESIAN	U053009	14/10/2014	CH.ENG.
04	SOEKARDI KARSAN MARTOSUWIRYO	M	10/08/55	INDONESIAN	T588682	12/10/2014	2 <sup>ND</sup> ENG.
05	DAVID MEGA ROMARIO SIMORANGKIR	M	24/05/90	INDONESIAN	A4025607	29/10/2017	D/CADET
06	SELVAKUMAR SUDHRAN	M	10/02/92	INDIAN	K4342702	11/03 2023	D/CADET
07	ADUNG INTARAYOTHIN	M	12/01/74	THAI	W 889159	28/04/2015	BOSUN
08	NARIN PREMPRAMOT	M	08/10/78	THAI	O469353	21/11/2017	A.B
09	MANAT SAE-TANG	M	02/07/82	THAI	K808340	08/07/2014	A.B
10	TEERAWAT COTANO	M	09/11/91	THAI	W930441	29/11/2016	A.B
11	CHOWALIT WATCHARIBAMRUNG	M	09/01/66	THAI	Y991510	26/12/2016	A.B
12	NIKHOM PIMVONG	M	05/08/80	THAI	AA1715127	10/06/2018	A.B
13	VICHIEEN LEEDHAISONG	M	30/08/72	THAI	N965800	08/08/2016	OILER
14	SOMKIAT CHAIRIYAPASARN	M	02/20/84	THAI	O297382	03/12/2017	OILER
15	MANOP THUEANARUN	M	12/09/79	THAI	Y985550	18/12/2016	OILER
16	WILLIAM BINSAR UNEDO HUTUARUK	M	19/02/88	INDONESIAN	A0095601	08/04/2016	OILER
17	SOMPRASONG DEEPHAD	M	15/08/89	THAI	Z 391020	02/05/2017	E/CADET



REPUBLICA DE HONDURAS  
REPUBLIC OF HONDURAS

DIRECCIÓN GENERAL DE LA MARINA MERCANTE  
PATENTE DEFINITIVA DE NAVEGACIÓN  
DEFINITIVE CERTIFICATE OF REGISTRY



REGISTRO NUMERO L-1336649  
NUMERO OMI 7705740

RPD 04.01

DGM/DP No. **141**

El Infrascrito, Director General de la Marina Mercante, por medio del presente documento **HACE CONSTAR**: Que los Armadores de la Nave que se describe a continuación, han obtenido la Patente Definitiva siguiente:  
The Undersigned, General Director of the Merchant Marine, by means of this document HEREBY CERTIFY, that the Owners of the under-described vessel have obtained the Definitive Registry as follow:

GENERALIDADES DE LA NAVE

General Ship's Data

ALOTAU ENTERPRISES S.A.

Nombre de la Nave:	MORESBY 9	Armadores:	C/O196 PANDAN LOOP, PANTech INDUSTRIAL
Ship's Name:	STAR VII	Owners:	COMPLEX #02-09 SINGAPORE 128384
Ex Nombre / Ex Name:	BUQUE TANQUERO / TANKER VESSEL	Domicilio:	Address
Tipo de la Nave:		Apoderado Legal:	JOSE ANIBAL PADILLA
Type of Vessel:		Power of Attorney:	
Nacionalidad Actual:	HONDUREÑA	Construido por:	KISHIGAMI SHIPYARD CO. LTD.
Present Nationality:			
Lugar y Fecha de Construcción:	JAPAN 1977	Built by:	
Place and Year Built:			

CARACTERISTICAS PRINCIPALES

Main Particulars

Número de Cubiertas:	1 UNA	Material del Casco:	Hull Material:	Dimensiones:	Tonelaje:
Number of Decks:		Acero:	X	Esloza:	72.00 Mts
Mastiles:	2 DOS	Steel:		Length:	12.00 Mts
Masts:		Madera:		Manga:	5.50 Mts
Chimeneas:	1 UNA	Wood:		Breadth:	5.50 Mts
Funnels:		Fibra de Vidrio:		Puntal:	5.50 Mts
Puentes:	1 UNO	Fiberglass:		Depth:	5.50 Mts
Bridges:		Aluminio:		Calado:	5.50 Mts
		Aluminium:		Draft:	
		Otros:			
		Others:			

SISTEMA DE PROPULSION

Propulsion System: 1 MOTOR AKASAKA DIESEL LTD. 6 CIL. 750 KW  
Núm. Y Clase de Motores:  
Number and Type of Engine:  
Velocidad de la Nave: 12 NUDOS  
Ship's Speed:

SISTEMA DE ESTACION DE RADIO

Radio Station System:  
Clase de Radio:  
Type of Radio:  
Indicativo de Llamada: HQSV-8  
Call Sign Letters:  
Frecuencias:  
Frequencies:

Empresa Responsable de la Operación: ALOTAU ENTERPRISES S.A.

Enterprise responsible for operation

Permiso de Navegación

Núm. 141

Definitive Navigation Permit No.

Registro de Matricula

Núm. L-1336649

Definitive Ship's Register Certificate

Fecha de Emisión: 30 de Noviembre de 2011

Issue Date

Fecha de Expiración: 30 de Noviembre de 2015

Expiration Date

Extendida en Tegucigalpa, M.D.C. a los TREINTA DE NOVIEMBRE  
Issued at Tegucigalpa, M.D.C., Republic of Honduras, C.A.

Original Papel seguridad Azul Ira. Copia: blanca-2da. Copia blanca



Director General de la Marina Mercante  
General Director of the Merchant Marine

