

**MARITIME CRIME  
INVESTIGATION DEPARTMENT**  
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## PIRACY / SEA ROBBERY INCIDENT QUESTIONNAIRE REPORT

### SHIP CHARACTERISTICS

1.	<b>NAME :</b>	MT ORKIM VICTORY
2.	<b>PREVIOUS NAME/ FLAG:</b> (If any)	MT NUR QAMARINA/MALAYSIA
3.	<b>IMO NUMBER :</b>	9420095
4.	<b>MMSI NUMBER :</b>	533044600
5.	<b>CALL SIGN :</b>	9MI06
6.	<b>PORT OF REGISTRY &amp; FLAG OF SHIP :</b>	PORT KLANG/ MALAYSIA
7.	<b>TYPE OF SHIP :</b>	OIL PRODUCT TANKER
8.	<b>HULL:</b>	DOUBLE HULL
9.	<b>LENGTH X BREADTH OF SHIP :</b>	118X17.6M
10.	<b>GROSS TONNAGE/ DEADWEIGHT :</b>	5036/7119
11.	<b>NUMBER OF CREW / NATIONALITY :</b>	8 MALAYSIAN, 7 INDONESIAN & 3 MYANMARS  Master: Johan Marcus Deniel Thenu (Ind)
12.	<b>OWNER:</b> (Name/ Contact Details/ Email/ Phone Number)	EMERALD UPLINE SDN. BHD. (Malaysian Company)
13.	<b>SHIP MANAGERS / OPERATORS :</b> (Name/ Contact Details/ Email/ Phone Number)	ORKIM SHIP MANAGEMENT SDN BHD (Malaysian Company)
14.	<b>SHIPPING AGENT:</b> (Name/ Contact Details/ Email/ Phone Number)	ORKIM SHIP MANAGEMENT SDN BHD (Malaysian Company)
15.	<b>LAST PORT OF CALL:</b> (Port/ Terminal/ Date)	SG UDANG, MELAKA/ 3 JUN 15
16.	<b>NEXT PORT OF CALL:</b> (Port/ Terminal/ Date)	KUANTAN PORT/ 4 JUN 15

## SHP'S CONDITION AND SURROUNDING

17.	<b>DATE AND TIME</b> (UTC & Local):	4 JUN 15 @ 16:10 UTC / 0010H
18.	<b>TYPE OF ATTACK :</b> (Attempted / Boarded)	BOARDED
19.	<b>POSITION</b> (Lat / Long):  (Note: Position for Boarded, Hijacked, Cargo Transferred & Etc)	<b>Boarded:</b> No Specific Record  <b>Cargoes Siphoned:</b> 02° 13.48' N 104° 21.95' E  <b>Released:</b> 02° 16.27' N 104° 26.43' E  <b>Others:</b> N/A
20.	<b>STATUS OF SHIP :</b> (Steaming / Floating / Anchoring)	STEAMING
21.	<b>SPEED OF SHIP :</b>	12 KNOT
22.	<b>SHIP'S FREEBOARD :</b>	2.0 M ABOVE WATER
23.	<b>SECURITY ONBOARD</b> (If Any) :	NO
24.	<b>CITADEL / SAFE ROOM :</b> (Yes / No)	NO
25.	<b>SHIP'S SECURITY LEVEL : (1 / 2 / 3)</b>	1
26.	<b>VISIBILITY :</b> (Good / Moderate / Poor)	MODERATE
27.	<b>WIND SPEED :</b>	6.3 KNOT
28.	<b>WAVE HEIGHT :</b>	05-1.0 M
29.	<b>NEAREST LANDMARK :</b>	PULAU AUR, Malaysia
30.	<b>NEAREST STATE / COUNTRY :</b>	JOHOR/MALAYSIA
31.	<b>MOON SIGHTED :</b>	
32.	<b>PIRACY PREVENTIVE MEASURE:</b>	ANTY-PIRACY WATCH (FROM 1900H-0700H)

**DETAILS OF ATTACKERS/ PERPETRATORS**

33.	<b>TYPE OF BOAT:</b>	SPEED BOAT
34.	<b>NO. OF BOAT :</b>	1
35.	<b>DESCRIPTION OF BOAT INCLUDING NUMBER OF ENGINE(S) FITTED :</b>	N/A NO CREWS ABLE TO DESCRIBE THE BOAT
36.	<b>DIRECTION OF APPROACH :</b>	FROM S E
37.	<b>COMMUNICATIONS EQUIPMENT CARRIED / USED (IE: Mobile Phone, Satellite Phone, Radio Etc)</b>	MOBILE
38.	<b>METHOD USED FOR BOARDING IF BOARDED :</b>	UNKNOWN
39.	<b>NO. OF ATTACKER(S) :</b>	MORE THAN 8 PERSONS
40.	<b>DESCRIPTION OF ATTACKER(S) :</b>	WEARING MASK, T-SHIRT, BARE FOOTED
41.	<b>NATIONALITY / LANGUAGE SPOKEN :</b>	LIKE INDONESIAN WITH RIAU, BATAM & JAWANIS ACCENTS' (AS DESCRIBE BY MASTER)
42.	<b>ATTACKER(S) KILLED :</b>	NONE
	<b>ATTACKER(S) INJURED :</b>	NONE
43.	<b>WEAPONS USED :</b>	2 HAN GUNS & 1 MACHETE
44.	<b>STOLEN CARGO / PROPERTY (IF ANY)</b>	
	<b>CARGO OWNER :</b>	PETRONAS DAGANGAN BERHAD
	<b>LAST DATE CARGO LOADED / OFFLOADED :</b>	<b>LOADED:</b> 2 JUN 15
		<b>OFFLOAD:</b> 4 JUN 15
	<b>LAST POSITION CARGO LOADED / OFFLOADED :</b>	SG UDANG
	<b>STOLEN CARGO &amp; QUANTITY :</b>	770 MT OF AUTOMOTIVE DIESEL OIL (ADO)
	<b>TOTAL LOST VALUE IN CURRENCY :</b>	RM 2,020,667.00

	<b>DESCRIPTION OF VESSEL USED BY ATTACKER TO LOAD CARGO FROM VICTIM VESSEL (IF ANY) :</b>	1 MOTOR TANKER (100M/ 2000GRT) WHITE SUPERSTRUCTURE BLACK HULL. APPROX. 100 MTR LENGT/ 2,000 GRT
	<b>LOCATIONS FOR CARGOES SIPHONED</b>	<b>02° 13.48' N</b> <b>104° 21.95' E</b>
	<b>OTHER STOLEN PROPERTY / VALUE :</b>	CREW PERSONAL BELONGING TOTAL VALUE APPROX. RM 92,000.00
45.	<b>VIOLENCE USED :</b>	INTIMIDATION USING PISTOL & PARANG
46.	<b>CREW(S) KILLED :</b>	NONE
	<b>CREW(S) INJURED :</b>	NONE
	<b>CREW(S) MISSING / KIDNAPPED :</b>	NONE
	<b>CREW(S) ASSAULTED :</b>	YES
47.	<b>LENGTH OF ATTACK:</b>	7 HOURS

#### ACTIONS TAKEN

48.	<b>ACTION TAKEN BY VICTIM(S):</b>	SURRENDER
49.	<b>DID THE SHIP SET THE SHIP SECURITY ALERT SYSTEM (SSAS):</b> (If No, Mention Why)	YES (BUT AFRAID TO PUSH THE BUTTON)
50.	<b>ESCAPE DIRECTION FOR THE PERPETRATOR / HEADING MARK:</b>	THE TANKER HEADING TO PULAU MATAK, ANAMBAS, INDONESIA
51.	<b>PHOTOS / VIDEOS TAKEN :</b>	NONE

#### MMEA'S ACTION

52.	<b>REGION/ DISTRICT</b>	HQ, SOUTHERN AND EASTERN REGION
53.	<b>ASSETS DEPLOYED</b>	1 HELO, 3 SHIPS AND 5 BOATS TO TRACK/ SEARCH THE TANKER USED FOF SIPHONING AS PER EARLY DESCRIBE BY THE MASTER.

## **ADDITIONAL INFORMATION**

ALL COMMUNICATION HAD BEEN BROKEN/ DEMAGED EXCEPT PC (SEND EMAIL)  
MASTER AND 2 OTHER INDONESIAN CREW JUST JOINT MT ORKIM VICTORY FOR TWO WEEKS.  
THIS FIRST CASES INVOLVED ORKIM SHIP MANAGEMENT SDN BHD FLEET'S.