

OFFICER OF THE WATCH

MARITIME PIRACY MONTHLY REPORT



SEPTEMBER 2013



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INTRODUCTORY NOTES

On a monthly basis the Officer of the Watch Blog publishes a report regarding maritime piracy incidents. The report focuses mainly in vessels of the Merchant Navy (Bulk Carrier, Chemical Tankers, Containerships etc). Although the numbers of maritime piracy incidents have decreased the last few years, still the problem remains and increased vigilance should be shown by crew of vessels travelling through piracy infested waters.

The aim of this report is to highlight piracy related incidents and give background information on what has happened in each one of them. Such information might be useful to persons involved in the maritime industry since it may be used as reference on attack patterns/tactics being followed by pirates.

The information contained in this report has been compiled from data available in the websites of the following organizations:

- ICC Commercial Crime Services (CCS)
- IMO - Global Integrated Shipping Information System
- US Office of Naval Intelligence (ONI)

Active links to the abovementioned websites are being given at the end of this publication along with additional references related to maritime piracy.

For any queries, suggestions or feedback regarding the present publication please contact us by sending a direct message to info@officerofthewatch.com.

This publication was written, developed and prepared by Stavros Kairis, developer of the OOW blog, Mechanical Engineer and Maritime HSSEQ Specialist. More information on the officerofthewatch.com initiative can be found at the end of this document.

Front page cover photo: [European Union Naval Force Somalia Operation Atalanta](#)





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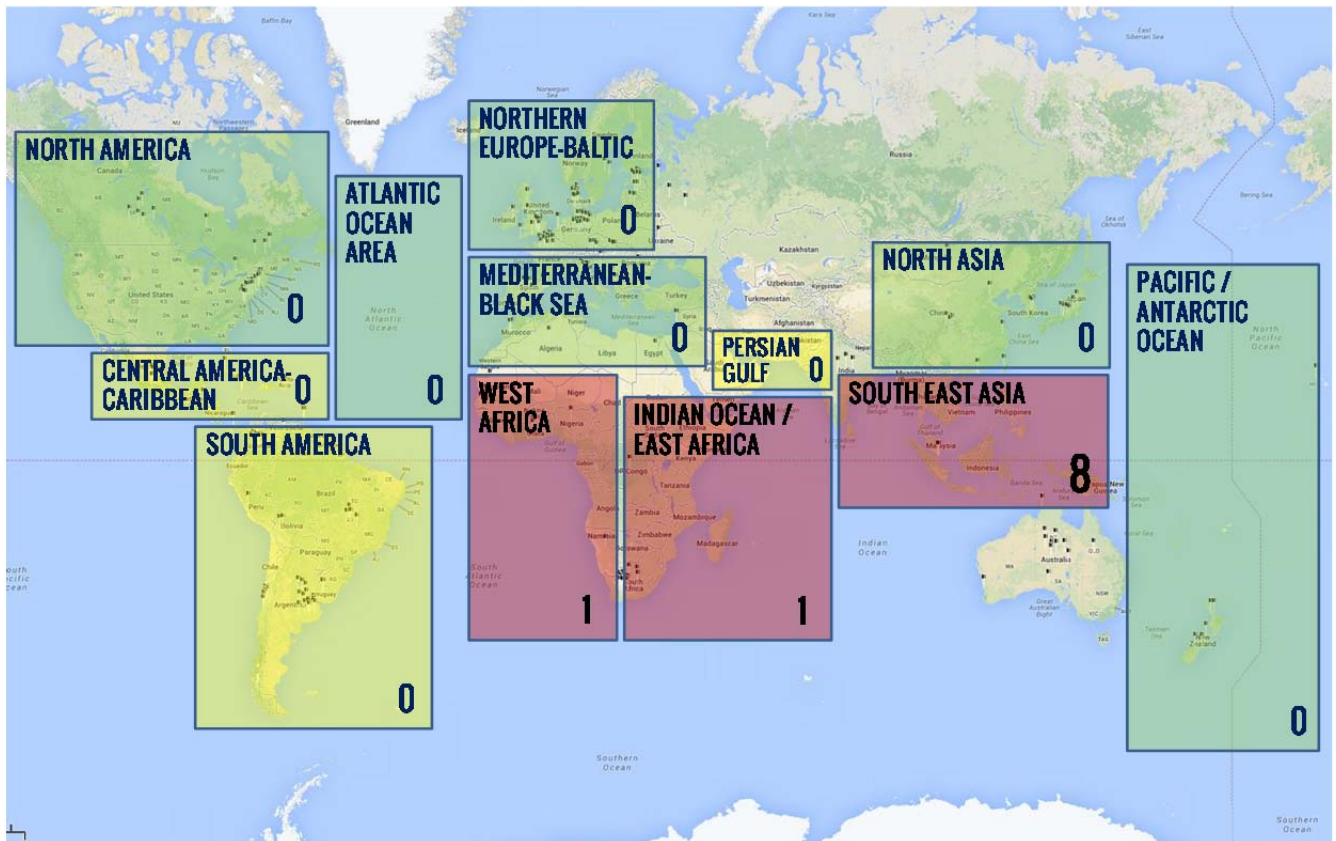
MARITIME PIRACY INCIDENTS OVERVIEW

Up until the date this report is being published the figures of maritime piracy related incidents worldwide, according to IMB Piracy Reporting Centre (last updated on 31 August 2013), are as follows:

- Total Incidents Worldwide: **206**
- Total Hijackings Worldwide: **11**
- Somali related Incidents: **11**
- Nigeria related Incidents: **30**

The above figures were last updated on 22 October 2013. The overview of the piracy related incidents in areas where they occurred during last month is presented below. The regions/areas mentioned below are the same areas that are being mentioned within the US ONI monthly report (North America, West Africa, Persian Gulf etc.).

OOW – Maritime Piracy Monthly Report September 2013	TOTAL INCIDENTS	TYPES OF VESSELS INVOLVED
WEST AFRICA	1	Chemical Tanker (1)
SOUTH EAST ASIA	8	Bulk Carrier (2) / Oil Tanker (3) / Chemical Tanker (2) / Offshore Supply Vessel (1)
INDIAN OCEAN	1	Oil Tanker (1)





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PIRACY & ARMED ROBBERY INCIDENTS DETAILS

#	INCIDENT INFORMATION	INCIDENT NARRATION
1.	Vessel type: Oil Tanker Date: 27.09.2013 – Time: 1440 LT Position: 03° 58.00' N – 098° 45.00' , E, Belawan Anchorage, Indonesia , South East Asia.	Five robbers in a wooden boat approached an anchored tanker. One robber managed to board via the hawse pipe. When the duty seaman noticed the robber, he raised alarm and alerted the crew. The robber subsequently escaped in the waiting boat with his accomplices.
2.	Vessel type: Bulk Carrier Date: 26.09.2013 – Time: 0200 LT Position: Samarinda Anchorage, Indonesia , South East Asia.	Eight robbers armed with knives boarded anchored bulk carrier. They stole ship's stores and departed.
3.	Vessel type: Oil Tanker Date: 23.09.2013 – Time: N/A Position: 01° 07.00' N – 103° 37.00' E, Nipah Anchorage, Indonesia , South East Asia.	Robbers boarded a Marshall Islands-flagged tanker. Three robbers armed with knives boarded the anchored tanker during transfer operations. Duty crewmen challenged the robbers, who threw bolts and nuts and a knife at the crewmen. The duty officer raised the alarm and mustered the crew. A search of the ship was carried out. No robbers were found onboard. The ship's Master requested the mooring Master to inform the local navy to do a search around the vessel.
4.	Vessel type: Offshore Supply Vessel Date: 23.09.2013 – Time: 2115 LT Position: 04° 52.00' N – 104° 05.00' E, approximately 22 nm east-northeast of Pulau Tenggul, Malaysia , South East Asia.	Eight pirates wearing masks armed with a hand gun and long knives in a high speed craft approached and boarded the ship. They took hostage all crew members, tied them up and stole their personal belongings. After about three hours, the pirates left the vessel. Crew managed to free themselves and the Master reported the incident to the owners. Vessel returned to the port of departure where the authorities boarded the vessel for an investigation. Master reports a possibility of a mother vessel in the vicinity.
5.	Vessel type: Oil Tanker Date: 21.09.2013 – Time: 2230 LT Position: 6° 01.00' S – 106° 53.00' E, Jakarta Anchorage, Indonesia , South East Asia.	Duty crew noticed five robbers disembarking the vessel and escaping in a small unlit boat near the stern. The alarm was raised and all crew mustered. Upon searching the vessel it was observed that the robbers had probably gained access during the watch change and had entered the engine room and stolen ship stores.
6.	Vessel type: Bulk Carrier Date: 21.09.2013 – Time: 0230 LT Position: 00° 16.40' S – 117° 41.70' E, Samarinda Anchorage, Indonesia , South	Ten robbers armed with knives and steel bars boarded the ship during cargo operations. They took hostage a duty crewman conducting routine rounds, assaulted him, robbed him of personal





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#	INCIDENT INFORMATION	INCIDENT NARRATION
	East Asia.	belongings, tied him up and then broke into the bosun locker. The duty officer noticed the robbers, raised the alarm and crew mustered. Upon hearing the alarm the robbers escaped in their wooden boat with stolen ship stores. Port Authorities informed by VHF radio.
7.	Vessel type: Chemical Tanker Date: 16.09.2013 – Time: 0310 LT Position: 07° 09.90' S – 112° 40.20' E, Gresik Port, Indonesia, South East Asia.	A robber boarded the ship while the crew was busy connecting the cargo hoses. The robber broke into the paint store and stole ship's stores. Duty crewman noticed the robber and informed the duty officer who raised the alarm and mustered the crew. Upon hearing the alarm, the robber escaped with the stolen stores in a boat.
8.	Vessel type: Chemical Tanker Date: 15.09.2013 – Time: 1744 LT Position: 1° 09.18' N - 103° 34.44' E, Nipah Anchorage, Indonesia, South East Asia.	Duty crew noticed four robbers on the poop deck. Duty officer was informed, alarm raised and crew mustered. Seeing alerted crew the robbers escaped.
9.	Vessel type: Chemical Tanker Date: 04.09.2013 – Time: 1515 LT Position: 4° 11.00' N - 5° 34.00' E, 4nm South of Pennington Oil Terminal, Nigeria, West Africa.	A speed boat approached a chemical tanker underway with intent to board. The 2/O raised the alarm, alerted the crew and made evasive manoeuvres to prevent the boarding. The robbers tried to board the vessel using hooks attached to a rope. The onboard security team fired warning shots at the boat and the robbers retaliated by returning fire. Facing resistance the robbers aborted the attempt to board the vessel.
10.	Vessel type: Oil Tanker Date: 03.09.2013 – Time: 2110 LT Position: 10° 13.98' N - 107° 02.05' E, Vung Tau Cape Anchorage, Vietnam, Indian Ocean.	While at anchor, robbers boarded the vessel at the forecastle after the attention of the duty crew were distracted by a boat which was approaching from the port quarter. The forward store lock was broken and paints were stolen. After noticing the robbers, the alarm was raised and all the crew went forward. The robbers escaped with the stolen items after hearing the alarm.



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ADDITIONAL REFERENCES ON MARITIME PIRACY INFORMATION

For up to date live and accurate information please refer to

1. [ICC Commercial Crime Services \(CCS\)](#)
2. [IMB Piracy News and Figures](#)
3. [IMB Live Piracy Report](#)
4. [IMB Piracy & Armed Robbery Map](#)
5. [IMO Global Integrated Shipping Information System](#)
6. [US Office of Naval Intelligence \(ONI\)](#)

Information and news regarding maritime piracy can also be found in the following websites:

1. [Maritime Piracy-Humanitarian Response to Piracy \(MPHRP\)](#): A pan-industry alliance working together with one aim of assisting seafarers and their families with the humanitarian aspects of a traumatic incident caused by a piracy attack etc. MPHRP offers related training courses and additional information can be found in the publications section of the website.
2. [EU NAVFOR Somalia](#): Website of the the European Union Naval Force (EU NAVFOR) Somalia which was established in response to the rising levels of piracy and armed robbery off the Horn of Africa and in the Western Indian Ocean. The website offers interesting news related to maritime piracy.
3. [Maritime Security Centre Horn of Africa \(MSCHOA\)](#): The Maritime Security Centre – Horn of Africa (MSCHOA) aims to provide a service to mariners in the Gulf of Aden, the Somali Basin and off the Horn of Africa. The website includes many valuable information to registered users such as vessel movements, live advice etc.
4. [NATO Shipping Centre](#): The NATO Shipping Centre (NSC) is the link between NATO naval forces and the merchant shipping community.
5. [Oceans Beyond Piracy](#): Oceans Beyond Piracy (OBP) is a project of the One Earth Future Foundation, a privately funded and independent non-profit organization located in Colorado, USA. OBP is a response to maritime piracy through the mobilization of industry stakeholders, public-private partnerships.
6. [OCEANUSLive](#): Website offering Maritime Situational Awareness for ship and yacht masters, CSOs, DPAs etc. The website also offers an extensive weekly piracy report with valuable information and relevant analysis.
7. [IMO's Piracy and Armed Robbery Against Ships Information Webpage](#)
8. [Save our Seafarers](#): An international, not-for-profit, anti-piracy campaign which was launched in March 2011 by a group of five influential maritime associations.
9. [United Nations National Legislation on Piracy](#)
10. [Security Association for the Maritime Industry \(SAMI\)](#): SAMI is a global organisation representing companies working in the maritime security industry and a focal point for global maritime security matters.
11. [BIMCO GUARDCON](#): Standard contract for the employment of security guards on vessels. This contract has been developed to provide ship owners and private maritime security companies (PMSC) with a clearly worded and comprehensive standard contract to govern the employment and use of security guards, with or without firearms, on board merchant vessels.
12. [Piracy Frequently Asked Questions \(FAQ\) by International Group of P&I Clubs](#)



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TERMS & DEFINITIONS

PIRACY TERMS	DEFINITION
Attempted Boarding	Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat.
Blocking	Hampering safe navigation, docking, or undocking of a vessel as a means of blocking.
Boarding	Unauthorized boarding of a vessel by persons not part of its complement without successfully taking control of the vessel.
Firing Upon	Weapons discharged at or toward a vessel.
Hijacking	Unauthorized seizure and retention of a vessel by persons not part of its complement.
Kidnapping	Unauthorized forcible removal of persons belonging to the vessel from it.
Robbery	Theft from a vessel or from persons aboard the vessel.
Suspicious Approach	All other unexplained close proximity of an unknown vessel.

SHIP TYPES	DEFINITION
Bulk Carrier	A ship which is constructed generally with single deck, top-side and hopper side tanks in cargo spaces, and primarily carries dry cargo in bulk.
Chemical Tanker	An oil tanker engaged in the trade of carrying oil other than crude oil.
Containership	A ship designed exclusively for the carriage of containers in holds and on deck.
Oil Tanker	An oil tanker engaged in the trade of carrying crude oil.



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ABOUT THE OFFICER OF THE WATCH

Officer of the Watch (OOW) is a blog focusing on a variety of themes that are related directly or indirectly to merchant vessels and offshore operations. The aim of the Officer of the Watch is to highlight selected maritime and offshore news and articles in an alternative approach with a more practical and easy to read method, making the blog an important training tool to anyone who seeks knowledge or is involved in the maritime and offshore industry.

OOW was initially developed, during 2011, as a self-learning tool for maritime issues, but slowly took the form of an informative blog. In the process more young professionals willing to participate to the blog's contents and features got involved and thus the OOW Team was formed.

For more information about the officerofthewatch.com blog please refer to the following web pages:

1. [About OOW](#)
2. [Contact Us](#)
3. [Get Involved](#)
4. [OOW How To](#)
5. [OOW Policy](#)

For any queries or feedback regarding the present publication please contact us by sending a direct message to info@officerofthewatch.com.

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