

# **Piracy & Robbery At Sea**

**October 2012**



**Information,  
Security,  
Safety;  
Shared.**







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## Foreword

### *By Michael G Frodl of* **C-Level Maritime Risks**

We have been kindly asked by OCEANUSLive to look at the October statistics report for piracy and armed robbery.

We were put together by a mutual acquaintance, just over a month ago, after we had begun beating the bushes for more reliable reporting of piracy. We were directed to the OCEANUSLive team and we exchanged some polite notes.

We have been troubled by how the traditional sources of piracy reporting had been leading people to believe that Somali piracy had dropped off over 90% since a year ago, all the while people we were working with in underwriting in London, as well as in the private security industry were at a loss to explain the full drop. Not to mention our friends in some of the navies involved.

We were ultimately able to establish that the real drop has been more like 2/3rds, due

1) DIRECTLY to a combination of a) smarter use of intel by the navies and more aggressive interceptions, b) greater numbers of private armed guards on ships, and c) more respect by merchant vessels for BMP4, and due

2) INDIRECTLY to the chilling effect the "triad" as we call it has had on people who lend to Somali pirates to launch new missions.

That last 1/3rd was where the reporting systems broke down. We had to conclude that only about 1 out of 4 or even 5 reports were getting filed, processed and finally relayed back out to the navigating public, for many reasons.

Such cases have led to a chilling effect on filing piracy reports. Armed guards now increasingly shy away from having the

ship master file a report where their weapons are fired, for fear of leaving a self-incriminating paper trail, in case the incident leads to someone being killed by ricochet or the incident being confused with another shooting where the other ship's team did not file a report. More calls are being made to CSOs by SATphone and fewer reports are being filed into the piracy reporting centres.

EU NAVFOR decried this problem in February, and then BIMCO and NATO also noted it by late summer - both went a step further and implored ships to file reports, not just with their CSOs, but also UKMTO and IMB.

By late October, the head of IMB in London also joined in to decry this growing problem - he did so at the Hanson Wade conference on Combating Piracy held in London. And a NATO representative at the same conference seconded his complaint.

Given this increasing "Fog of war" without a real war (it's more a concerted multi-lateral, multi-national attempt to repress piracy through public and private coordination), the failure for the partners to share information has worried us. The addition of armed guards to ships is now leading to a growing problem of under reporting.

So after we had some time to get back to the leads OCEANUSLive provided us with, and we also independently stumbled across their latest report on October piracy in the NW IOR as posted via Twitter, we realized we had been introduced to one amazing service and a very timely and unique project - right service at the right time with the right idea and a very good delivery on the idea. We now carry links to OCEANUSLive in our weekly reports.

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## Summary

### *October Oil*

West Africa grabbed the piracy front pages in October. Hijack for oil cargo is one aspect, but October saw the kidnap of seven expats on a supply ship, although the remaining nine Nigerian crew were left alone. Asia saw a repeat of the September figures in the amount of incidents with 15 in total and one suspect incident to add to the count. East Africa continued to see low activity, but did include a hijacking that was later rescued. South America, as occurred in September, had a single incident.

A fishing vessel was hijacked only 2 nautical miles off the Somali coast in October as suspected pirates began to be reported sighted as far North off the Iranian coast and far down to the south in the Mozambique Channel and even east of Madagascar. Naval forces were able to disrupt PAGs, including the hijacked fishing vessel.

Attacks aimed at the theft of oil cargo continued to be the main danger in the Gulf of Guinea. As the Nigerian Navy increased presence in the region, hijacks have occurred off Togo, and for the first time, the Ivory Coast. The kidnap of seven expats from supply ship Bourbon Liberty 249 southwest of Brass, Nigeria, whilst leaving the Nigerian nationals to sail to a safe port,

is a change to the usual methodology. Hopefully, this is not an upcoming trend.

In Asia, 15 incidents again took place with another hijack, but with a difference. MT Arowana United was due to bunker a vessel but was hijacked whilst at Labuan anchorage in Malaysia. The pirates stole the 650,000 litre of fuel cargo, robbed the 8 crew, inflicting minor injuries, and vandalised navigation equipment to avoid being located. The vessel and crew were recovered two weeks later. The theft of fuel cargo, also seen during September, is along similar lines to that of West African piracy.

South America saw one robbery incident in Cartagena, Colombia.

### *Numbers:*

HoA/IOR – 3 Incidents

W Africa – 6 Incidents

Asia – 15 Incidents

S America – 1 Incident

Situational mapping in the following pages indicate the approximated positions of recorded incidents, wherever possible. (Note: NS = Not Shown).

The maps used in this report are for illustrative purposes only. They are not necessarily to scale, and do not imply the opinion on the part of OCEANUSLive concerning the status of any country or territory, or the delimitation of frontiers or boundaries.







## Horn of Africa/IOR



Fig 1: Horn of Africa/Indian Ocean Region

### HoA/IOR Piracy and Robbery At Sea – October 2012

Serial	Date	Vessel Name	Flag/Type	Location (Type of Incident)
1	5 Oct			Suspicious Activity – PAG sighted
2	5 Oct	Henry Hudson Bridge	Panama Container Ship	Suez anchorage, Egypt (Robbery)
3	5 Oct			Suspicious Activity – Possible Mothership
4	8 Oct			Suspicious Activity - FV trailed tanker
5	8 Oct	Annou Max	Marshall Island Bulk Carrier	Approach – Suspected mothership. Evasive manoeuvres
6	9 Oct			Suspicious Activity – Suspicious skiff (7-8 POB)
7	9 Oct			Suspicious Activity – Suspicious skiff (6 POB)
8	10 Oct	FV Izurdia	Spanish Fishing Vesse;	East of Mogadishu (Pirate attack/disrupted)
9	10 Oct	Uzava	Marshall Islands Chemical Tanker	Approach – skiff aborted after evasive manoeuvres
10	17 Oct			Suspicious Activity – Skiff Pursued Tanker. Evasive manoeuvres
11	19 Oct	Bohar	Fishing Vessel	NE of Eyl, Somalia (Hijacked/Rescued)
12	19 Oct			Suspicious Activity – PAG sighted/approach
13	22 Oct			Suspicious Activity – off Iran
14	22 Oct			Suspicious Activity - suspicious dhow
15	30 Oct			Suspicious Activity - 2 skiffs chased bulk carrier
NS	17 Oct			Suspicious Activity – Skiff chased tanker 300nm ESE of Salalah, Oman



## West Africa

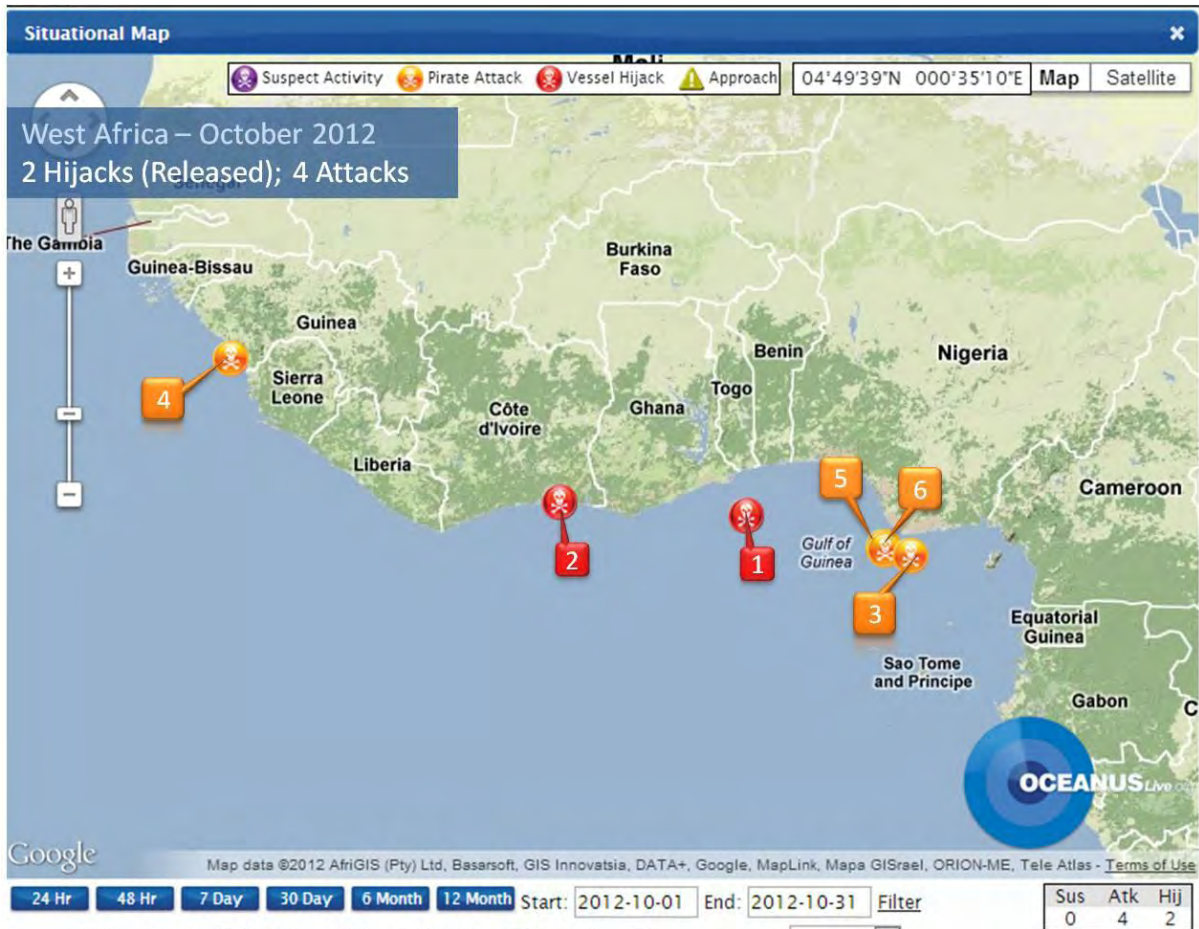


Fig 2: West Africa

### West Africa Piracy and Robbery At Sea – October 2012

Serial	Date	Vessel Name	Flag/Type	Location (Type of Incident)
1	4 Oct	Wappen Von Hamburg	Liberia Chemical Tanker	S of Lome, Togo (Hijacked/Released 5 Oct)
2	6 Oct	Orfeas	Bahamas Tanker	Off Abidjan, Ivory Coast (Hijacked/Released 8 Oct)
3	15 Oct	Bourbon Liberty 249	Luxembourg Supply Ship	S of Brass, Nigeria (Attack/Kidnap 7 crew)
4	16 Oct	Marciana	Malta General Cargo Ship	Conakry Roads, Guinea (Robbery)
5	24 Oct	Lamnalco Falcon	Cyprus Tug	SW of Brass, Nigeria (Attempt)
6	24 Oct	Baco-Liner 2	Liberia Barge Carrier	Niger Estuary, Port Harcourt, Nigeria (Robbery)







## Southeast Asia



Fig 3: South East Asia

### South East Asia Piracy and Robbery At Sea – October 2012

Serial	Date	Vessel Name	Flag/Type	Location (Type of Incident)
1	5 Oct	Ken Spirit	Panama Bulk Carrier	Muara Berau anchorage, Samarinda, Indonesia (Robbery)
2	8 Oct	Valisia	St Kitts & Nevis Tug	Chittagong Inner anchorage, Bangladesh (Robbery)
3	12 Oct	Ever Joy	Singapore Tanker	SE Pulau Mungging, Malaysia (Robbery/Crew tied up)
4	13 Oct	Samjin	Marshall Islands Bulk Carrier	Chittagong anchorage 'A', Bangladesh (Robbery)
5	15 Oct	AAL Bangkok	Singapore General Container Ship	Kabil Citranusa Port, Batam, Indonesia (Robbery)
6	16 Oct	Bulk Neptune	Panama Bulk Carrier	Muara Berau anchorage, Samarinda, Indonesia (Robbery/AB assaulted)
7	17 Oct	Salvage Champion	St Vincent & Grenada Rescue/Standby Ship	E of Pulau Napur, Indonesia (Robbery)
8	18 Oct	Hub III	Malaysia Tug (Barge)	Off Pulau Bintan, Indonesia (Robbery/Crew tied up)
9	18 Oct	Hub I	Malaysia Tug (Barge)	Tanjung Datu, Sarawak, Malaysia (Robbery)





10	19 Oct	Arowana United	MalaysiaProduct Tanker	Labuan anchorage, Malaysia (Hijack/Released)
11	19 Oct	Northia	Marshall Islands Tanker	Karimin anchorage, Indonesia (Robbery)
12	20 Oct	Pearl River Bridge	Hong Kong Container Ship	Belawan anchorage, Indonesia (Robbery)
13	21 Oct	Pearl River Bridge	Hong Kong Container Ship	Suspicious - Belawan Int'l Container Terminal, Indonesia (Attempted Robbery)
14	27 Oct	MSC London	Liberia Container Ship	Belawan anchorage, Indonesia (Failed Robbery/Duty crew tied up)
15	27 Oct	Gloris Mermaid	Bahamas Bulk Carrier	Belawan anchorage, Indonesia (Robbery – Duty crew belongings)
16	27 Oct	Medi Imabari	Panama Bulk Carrier	Taboneo anchorage, Banjarmasin, Indonesia (Robbery)







## South America



Fig 4. – South America

### South America Piracy and Robbery At Sea – October 2012

Serial	Date	Vessel Name	Flag/Type	Location (Type of Incident)
1	8 Oct	Faruk Kaan	Marshall Island Multi-Purpose Ship	Cartagena anchorage, Colombia (Robbery)



## Miscellaneous

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**TWO reports featured** in a recent [Weekly Piracy Activity Newsletter](#) that indicated approaches reported in October. Why are they being emphasised? Both feature the reports of merchant vessels being approached by a suspected mothership and suspicious skiffs in areas where little pirate activity has been witnessed for some time. One approach was in the Mozambique Channel and the other East of Madagascar in the Indian Ocean. The significance is that this would indicate PAGs are once again operating farther to the South and Southeast of Somalia. The reports have not featured on any of the usual regional military authority assessments, however, it is worthy of note to ensure vessels remain vigilant despite the recently reported drop in pirate activity.







## Acknowledgements

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International Maritime Bureau (IMB) Piracy Reporting Centre;  
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NATO Shipping Centre (NSC);  
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ReCAAP ISC;  
EU Naval Force (EUNAVFOR);  
Somalia Report;  
OCEANUSLive Crowdsourced Information.

OCEANUSLive endeavours to provide reporting of piracy and robbery at sea incidents in an effort to increase situational awareness, and subsequently Maritime Domain Awareness.

OCEANUSLive does not replace reporting processes already in place by regional, maritime and military authorities. It is supplementary enabling other organisations, authorities and relevant commercial entities (such as ship owners, ship operators, ship agents, MARSEC firms, etc.) and other publicly available sources to input additional data where possible.

OCEANUSLive does not, in general, conduct analysis on patterns and trends, nor make recommendations. Information is provided to enable interested parties to conduct in-house analysis. No responsibility is accepted for the accuracy of reports gained through sources.



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