

Real-time, secure information-sharing for the maritime community in High Risk Areas - Enhancing Security and Safety for Seafarers

Global Piracy & Robbery At Sea Incidents
throughout February 2013



Piracy & Robbery At Sea

February 2013



OCEANUSLive.org

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Horn of Africa & Indian Ocean Region

Somali pirates usually attack ships in the northern Somali coast in the Gulf of Aden and southern Red Sea in the Bab El Mandeb TSS. The pirates fire automatic weapons and Rocket Propelled Grenades (RPG) at merchant vessels in an attempt to board and hijack them. Once the attack is successful and the vessel hijacked, they would sail the vessel towards the Somali coast and thereafter demand a ransom for the release of the vessel and crew.

Horn of Africa and Indian Ocean Region - February 2013

The instance of Somali piracy incidents continues to be at a low level as counter and anti-piracy measures are better enforced by naval units, shipping and maritime security sectors.



Table 1 - Incidents in Horn of Africa / Indian Ocean Region

Serial	Date	Name	Flag & Type	Location & Incident
1	5 Feb	UNK	UNK	Suspect - Red Sea
2	18 Feb	Alba Star	Panama Cargo Ship	E of Eyl, Somalia (Attack; Suspect pirates detained)
3	20 Feb	NA	NA	Area of Concern (PAG Activity)
4	22 Feb	UNK	UNK	Suspect - Gulf of Oman
5	22 Feb	UNK	Cargo Ship	SE of Muscat, Oman (Attack)
6	25 Feb	Alam Bakti	Singapore Tanker	Approach - N Jazireh, Ye Forur Island, Iran (3 skiffs 40mins chase)
7	25 Feb	UNK	UNK	Suspect - N of Masirah Island (Skiff with weapons seen)

In table 1, serial 1, a merchant vessel initially reported, on VHF Channel 16, an attack in the Red Sea and requested assistance. A naval coalition warship was tasked to investigate, culminating in a NATO aircraft being sent to the scene.

NATO Shipping Centre later declared that UKMTO had contacted the vessel in question and determined that the vessel was safe. The incident was actually not considered to have been an attack and, although skiffs had come in close proximity, there was no hostile intent. The master of the merchant vessel had acted correctly in informing the relevant authorities when concerns were first realised.

Attack, Disrupt, Detain.

Serial 2 - HNLMS De Ruyter, on 19 February, stopped the activities of a group of suspected pirates approximately 120 nautical miles east of Eyl off the coast of Somalia. Nine suspected pirates were apprehended and taken on board of the De Ruyter.

The Dutch frigate that is deployed with the European Union Naval Force (EU NAVFOR) Somalia – Operation Atalanta, was tasked this morning to find a suspected pirate group that was reported by a Panama flagged merchant vessel, Alba Star, off the coast of Somalia. The helicopter of De Ruyter located two high powered skiffs. As the helicopter approached, material was thrown overboard and the two skiffs split up in an attempt to escape. The first skiff was stopped by assets of the Dutch frigate. The second skiff was located and stopped with support of the helicopter from the EU Naval Force flagship ESPS Mendez Nunez.

The nine suspectpirates were later landed in Seychelles to face trial.



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New Northernmost Incident?

The recent and widely reported reduction in piracy widely reported in the maritime media, and the popular media, claims few incidents have occurred in the last few months. So, a late report in February submitted via ReCAAP ISC, the piracy watchdog in Asia, may raise concern if not a few eyebrows.

Serial 6, on 25 February, Singapore-flagged oil tanker, Alam Bakti, underway in the Persian Gulf, approaching TSS Tonb-Forur, North of Jazireh, Ye Forur Island, Iran. was pursued by three suspected pirate

skiffs for about 40 minutes and closed to within 50 metres of the vessel. The Master mustered the crew in the citadel and increased the vessel's speed, in accordance with BMP4. At around 2200 LT, the suspected pirates eventually abandoned their pursuit of vessel due to the evasive manoeuvres undertaken.



Routine Regional Maritime Activity



The potential danger of attack by suspected pirates has not disappeared, despite the much publicised reduction in piracy off the Somali coast into the Indian Ocean Region.

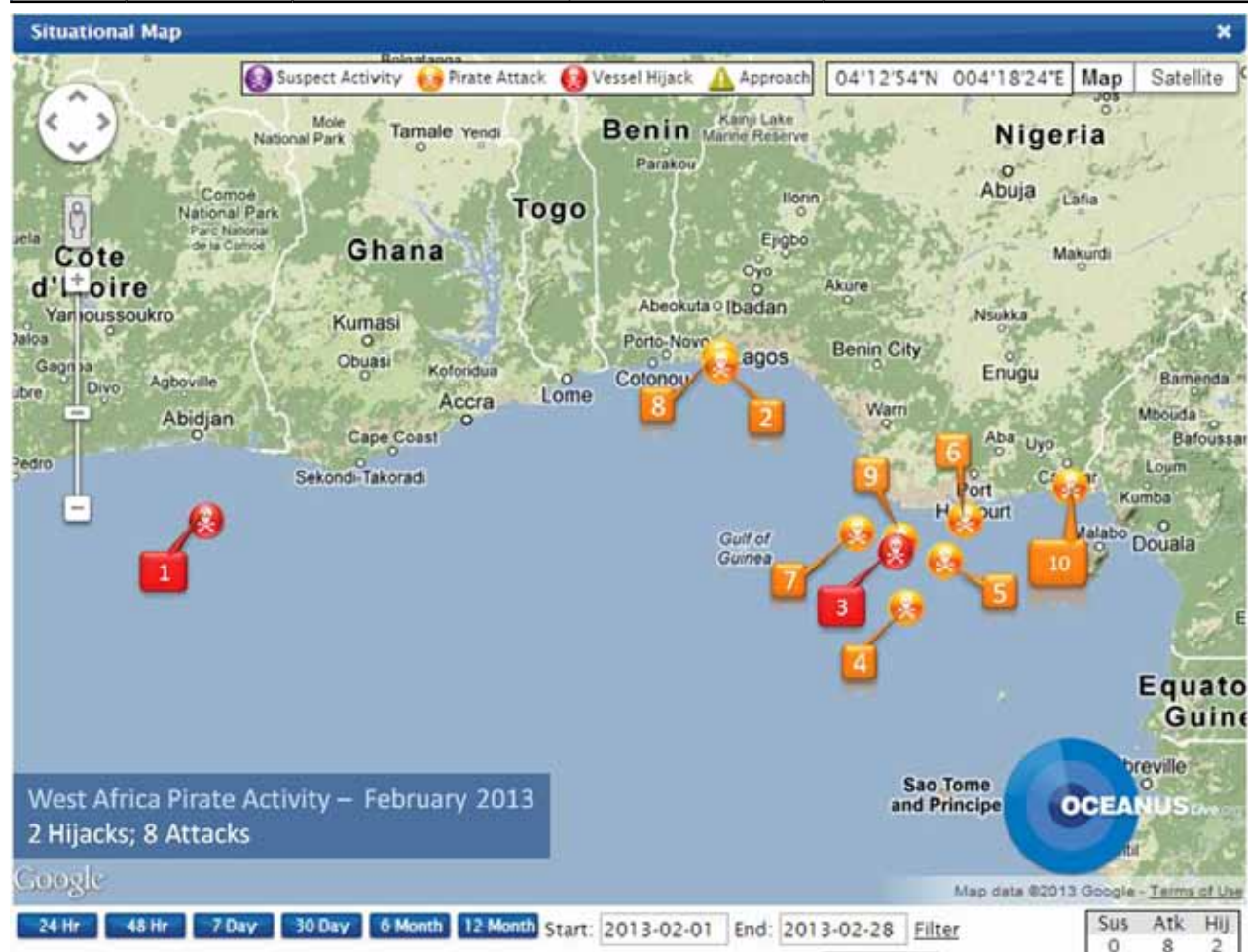
Many of the military authorities operating in the region continue to state that the shipping industry should not let down their guard as the reduction in piracy may easily return. Masters should not become complacent and vigilance and adherence to Best Management Practice should be maintained.

West Africa

The pirates' zone of action now spreads from the Cameroonian Peninsula up to the Ivory Coast. Incidents of piracy (petroleum cargo theft, hijacking of vessels, kidnapping of crew) have dramatically increased over the last few months in this area.

West Africa - Gulf of Guinea

Serial	Date	Name	Flag/Type	Location/Incident
1	3 Feb	Gascogne	Luxembourg Oil Tanker	S of Abidjan Port, Ivory Coast (Hijack w/ 17 crew)
2	4 Feb	Pyxis Delta	Marshall Islands Chemical Tanker	Lagos anchorage, Nigeria (Attack during STS ops; 1 crew killed)
3	7 Feb	Armada Tugas 1	Liberia OSV	SSE Brass, Nigeria (Hijack w/ 17 crew Mothership/(Robbery/Released)
4	7Feb	Esther C	UK General Cargo Ship	SSW of Brass, Nigeria (Attack; Robbery; 2 crew kidnapped)
5	10 Feb	Walvis 7	St Vin & Grenadines OSV	Off Port Harcourt, Nigeria (Attack; 2 crew kidnapped)
6	11 Feb	Safmarine Sahel	Hong Kong General Cargo Ship	S Coast, Nigeria (Attempt Boarding; weapons fired)
7	17 Feb	Armada Tuah 101	Malaysia OSV	WSW Brass, Nigeria (Attack; 6 crew kidnapped)
8	17 Feb	African Joy	Hong Kong Bulk Carrier	Berth #2, Apapa, Lagos, Nigeria (Robbery)
9	22 Feb	Kota Bahagia	Singapore General Cargo Ship	SSW Brass, Nigeria (Attack, several attempts; crew to citadel)
10	25 Feb	Fakoship	Passenger Ferry	Ibaka Channel, Calabar River, Nigeria (Boarding, Robbery; Official kidnapped)
NS	6 Feb	Unnamed	Tug/barge	River Forcados, Bayelsa, Nigeria (Attack; 4 killed, 2 soldiers injured & 3 pirates seriously injured)



Hijack in West Africa

French-owned tanker with 17 crew members that went missing off Ivory Coast over the weekend 1 - 3



February was confirmed by port officials from the port of Abidjan, Ivory Coast, to have been hijacked.

MT Gascoigne was in fact hijacked by pirates whilst in international waters.

Ivory Coast authorities said the Gascoigne had been chartered by South Korean petroleum transporter SK Shipping, according to a Reuters report. The vessel had loaded 3,000 tonnes of diesel fuel in Abidjan on January 30 but had already off loaded a portion of its cargo when it was seized on Sunday, the report states.

The International Maritime Bureau and the tanker's owners on the Monday said the vessel had been hijacked by Nigerian pirates.

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Asia Region

Piracy in Asia covers an area encompassing the Bay of Bengal, South China Seas, Malacca and Singapore Straits, touching Philippines, Vietnam, Indonesia, India, Bangladesh, Myanmar, Malaysia and Thailand. The majority of incidents in recent months are based on gasoil theft through criminal syndicates.

Southeast Asia - February 2013

Recent reports show an improvement in the maritime security situation in Asia with a reduction in incidents over the last few months, however, additional information has come to light to indicate that more incidents occurred than was at first reported.

Serial	Date	Name	Flag/Type	Location/Incident
1	1 Feb	Gas Marathon	Marshall Islands Gas Carrier	Vung Tau anchorage, Vietnam (Board & Robbery)
2	2 Feb	Fairchem Stallion	Panama Chemical Tanker	Belawan anchorage, Indonesia (Attempted boarding)
3	4 Feb	Wehr Blankenese	Marshall Islands Container Ship	Port of Ho Chi Minh, Vietnam (Robbery)
4	6 Feb	Ince Inebolu	Turkey Bulk Carrier	Adang Bay anchorage, Indonesia (Robbery; crew attacked)
5	12 Feb	Torm Garonne	Denmark Chemical Tanker	Balikpapan anchorage, Indonesia (Robbery)
6	12 Feb	Stargate	Liberia Bulk Carrier	Dumai anchorage, Indonesia (Attempted robbery)
7	13 Feb	Forward Fortune	Panama Tanker	Nipah anchorage, Singapore Straits (Robbery)
8	14 Feb	Selma	Antigua & Barbuda Container Ship	Haiphong anchorage, Vietnam (Robbery)
9	14 Feb	Atlantic Latvia	Liberia Chemical Tanker	Cochin anchorage, India (Robbery)
10	15 Feb	Kiran America	Malta Bulk Carrier	Chittagong anchorage, Bangladesh (Failed Robbery; Crew Threatened)
11	18 Feb	Star Osprey	Panama Chemical Tanker	Dumai Inner anchorage, Indonesia (Failed Robbery)
12	18 Feb	Jasmine Express	HK China Product Tanker	Chittagong anchorage 'C', Bangladesh (Robbery)
13	18 Feb	APL Bahrain	Liberia Container Ship	ENE Pulau Penjantan, Indonesia (Attempted Robbery)
14	20 Feb	Eships Prelude	Marshall Islands Chemical Tanker	Balikpapan anchorage, Indonesia (Robbery)
15	20 Feb	CS Solaris	Bahamas Bulk Carrier	Gresik area, Surabaya. Indonesia (Robbery)
16	20 Feb	Red Rum	Singapore LPG Tanker	Teluk Semangka anchorage, Indonesia (Robbery)
17	27 Feb	Stolt Rindo	Panama Chemical Tanker	Dumai Quarantine anchorage, Indonesia (Robbery)

January saw an increase in incidents and is again seen in February. January saw 14 incidents in total in the Southeast Asia region, whilst February saw that figure increase to 17 following late reports from flag states.

No hijacks occurred during February but the majority of incidents were robberies with crew threatened in few cases. Attempted boardings and robberies were relatively low-level.

Indonesia saw the majority of incidents occurring within anchorages and ports with increasing incidents seen in Vietnam.

Pirate Attack

One incident was classified as a piracy attempt. Serial 13, APL Bahrain, a Liberia-flagged container ship, while underway, the duty officer onboard the container ship noticed two masked pirates on the bridge wing attempting to enter the bridge.

The alarm was raised and the crew mustered on bridge. Seeing that crew had been alerted, and unable to enter the locked bridge, the pirates escaped.



Petty theft, aided and abetted

A Marshall Islands-flagged container ship, **Wehr Blankenese**, (Serial 3) whilst the crew were involved in cargo operations and the gangway watch on the starboard side at 2015 Local Time in position 10:47.38N - 106:43.29E, Port of Ho Chi Minh, Vietnam, was boarded by robbers who broke the padlock on the paint store and stole 14 drums of paint.

A petty theft on face value, but it is believed that a small boat was alongside on the port side bow during the darkness. The robbers were possibly assisted by local workers onboard the vessel at the time. No further details were made available.



South America - February 2013

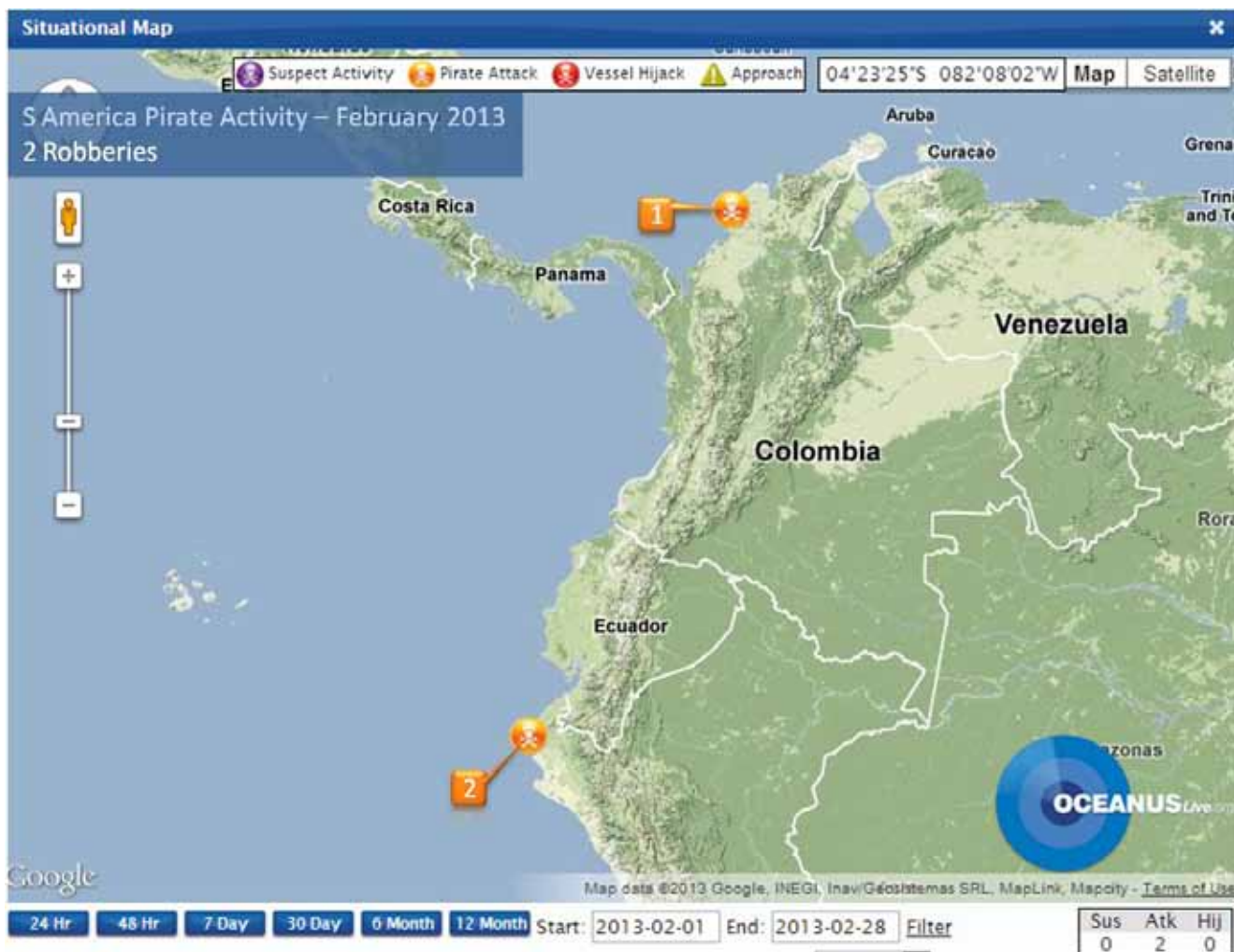
South America has seen a drop in the number of incidents for the month with two incidents recorded, one below that of January. The incidents, once more, however, occurred in Colombia and Peru anchorages.

Serial	Date	Name	Flag/Type	Location/Incident
1	24 Feb	Fortunato	Singapore LPG Tanker	Cartagena 'A' anchorage, Colombia (Board & Robbery; AB tied up)
2	27 Feb	Overseas Ambermar	Marshall Islands Tanker	Talara anchorage, Peru (Attempted boarding)

Although only two incidents were reported for the South Americas, there have been reported incidents involving smaller leisure craft.

19 Feb - Lagoon 470 Moontide was boarded by three armed men at about 0200 while the yacht was at anchor in Caleta de Campos, Mexico during a stopover en route from Zihua to Mazanillo.

The two people onboard were awakened by banging on the saloon door. "Three young men ransacked the boat looking for cash. I gave them what I had, and they went through the boat taking my navigation computer, a cell phone, cameras and booze," said the owner. Source: Noonsite..



23 Feb - A dinghy engine (15HP Yamaha) was stolen on Isla Pedro Gonzalez anchorage, Las Perlas, Panama.

The yacht in question had not been negligent: the dinghy was up on the davit, with a cable securing the engine and a lock. Yet, just after the moon had set, about 0500, the noise of a panga outboard was heard. Nothing was thought of it. On lowering the dinghy at about 1000, it was noticed that the engine had gone. The cable had not been severed, but the lock had been cut and the engine was gone.

Security guards on Pedro Gonzalez are not available until 0700, subsequently, the incident was not seen.

Source: Noonsite

Pirate Attack

Singapore-flagged LPG tanker, Fortunato (pictured), whilst at anchor at Cartagena 'A' anchorage in Colombia was boarded.

Four robbers boarded via the anchor chain and hawse pipe. The robbers caught and tied up the duty A/B who had sighted and shouted at them. The robbers broke into the forecastle store and escaped with ship's property.



Miscellaneous

February was a busy period for the prosecution of suspect pirates. Mauritius began the acceptance of suspects for trial; two Somalis appealed 10-year jail sentences handed down in Japan; Seychelles sentenced four pirates to long-term prison, and also accepted a further nine suspects from the Dutch navy (pictured).

Following the signing of an MoU over a year ago between Seychelles and the UK governments, UK minister, Alistair Burt officially opened the Regional Anti-Piracy Prosecution & Intelligence Coordination Centre (RAPPICC) in the Seychelles. The RAPPICC will bring together experts from around the world to share intelligence and information which will help to tackle the king-pins and financiers of piracy.



The Dalhousie Marine Piracy Project highlighted the deep concern that is the increasing evidence that children and youth are being recruited by piracy gangs with little recognition among those responsible for addressing piracy.

In the West African region, February witnessed an increase in kidnapping of crew from ships. Three sailors were reported kidnapped from the UK-flagged vessel Esther C - 2 Russian and 1 Romanian sailors.

Crew from a Nigeria-flagged vessel, Walvis 7, were reported kidnapped. The Master, from Honduras, and Chief Engineer, from Ukraine, remain unaccounted.

The Armada Tuah 101 was boarded and six foreign crew members were kidnapped; reported as one Russian, three Ukrainians and two Indian sailors. The sailors were reported released by pirates a couple of weeks later.

However, tragically, one Filipino crewman was fatally shot by a Nigerian pirate aboard the chemical tanker, Pyxis Delta.

February 2012 saw the Enrica Lexie incident where Italian Marines were detained on charge of murder of an Indian fisherman off the west coast of India. There were 44 piracy and armed robbery at sea incidents:

Horn of Africa/IOR - 3 hijacks, 22 attacks; West Africa - 1 hijack, 6 attacks; Asia 10 attacks/boarding.

Definitions

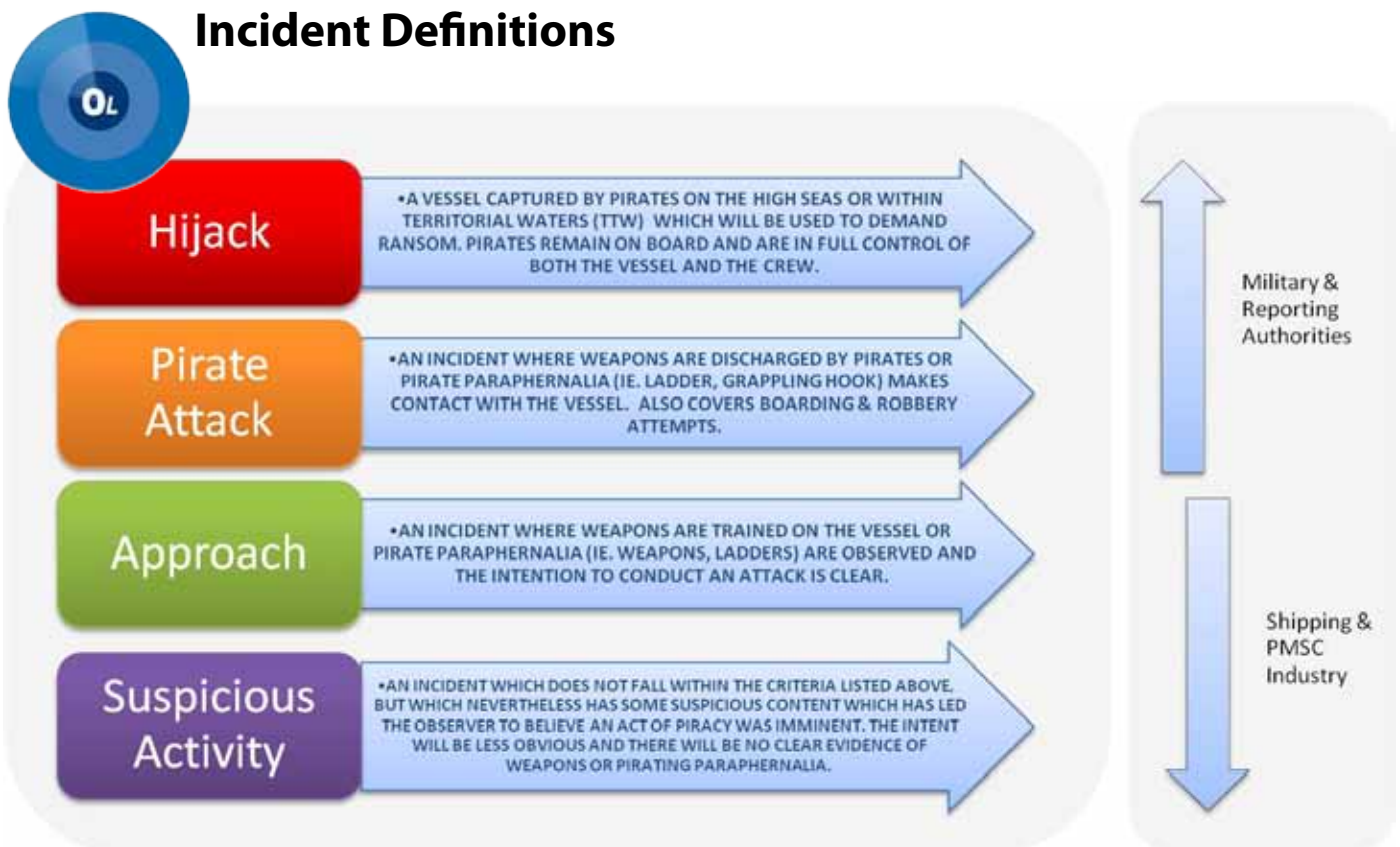
Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner's consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following prerequisites:
 - Incident meets the criteria to be considered as an act of armed robbery against ships, and
 - Incident is categorised as a Category 3 incident, and
 - The robbers who boarded the vessel were not armed or no reports that they were armed, and
 - The crew of the vessel was not harmed or no reports that the crew was harmed.

Incident Definitions



Acknowledgements

OCEANUSLive endeavours to provide reporting of piracy and armed robbery at sea 'P&ARAS' incidents in an effort to increase situational awareness and subsequently enhance Maritime Domain Awareness.

International Maritime Bureau (IMB) Piracy Reporting Centre;

International Maritime Organisation (IMO);

UKMTO;

NATO Shipping Centre (NSC);

Op Oceanshield (on Twitter/Facebook);

ReCAAP ISC;

EU Naval Force (EUNAVFOR);

C-Level Maritime Risk;

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