

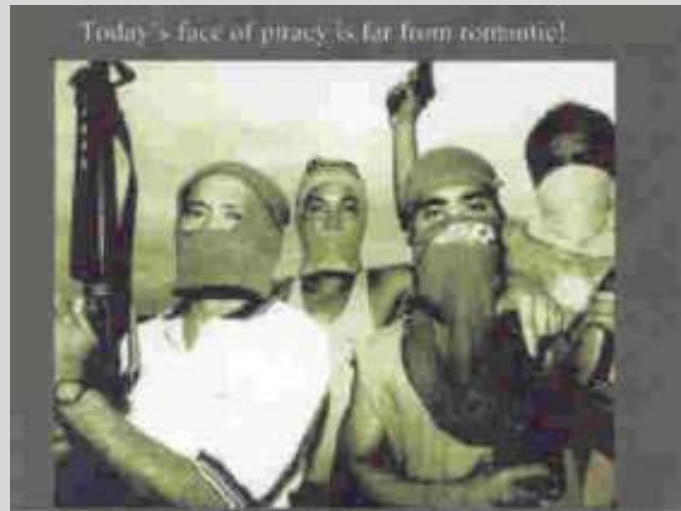


Piracy and Robbery Against Ships in South East Asia

Stephen Foster

Today's face of piracy is far from romantic

- They steal, maim, take hostages and kill innocent sailors
- Endanger navigation by leaving uncontrolled vessels underway






United Nations Convention of Law of the Sea (UNCLOS)

Defines piracy as violence on the high seas beyond any state's 12 nautical mile maritime territory





The International Maritime Bureau (IMB) defines piracy as:

“any act of boarding where attempting to board any ship with intent to commit theft or any other crime and with the intent or capacity to use force in the furtherance of that act”





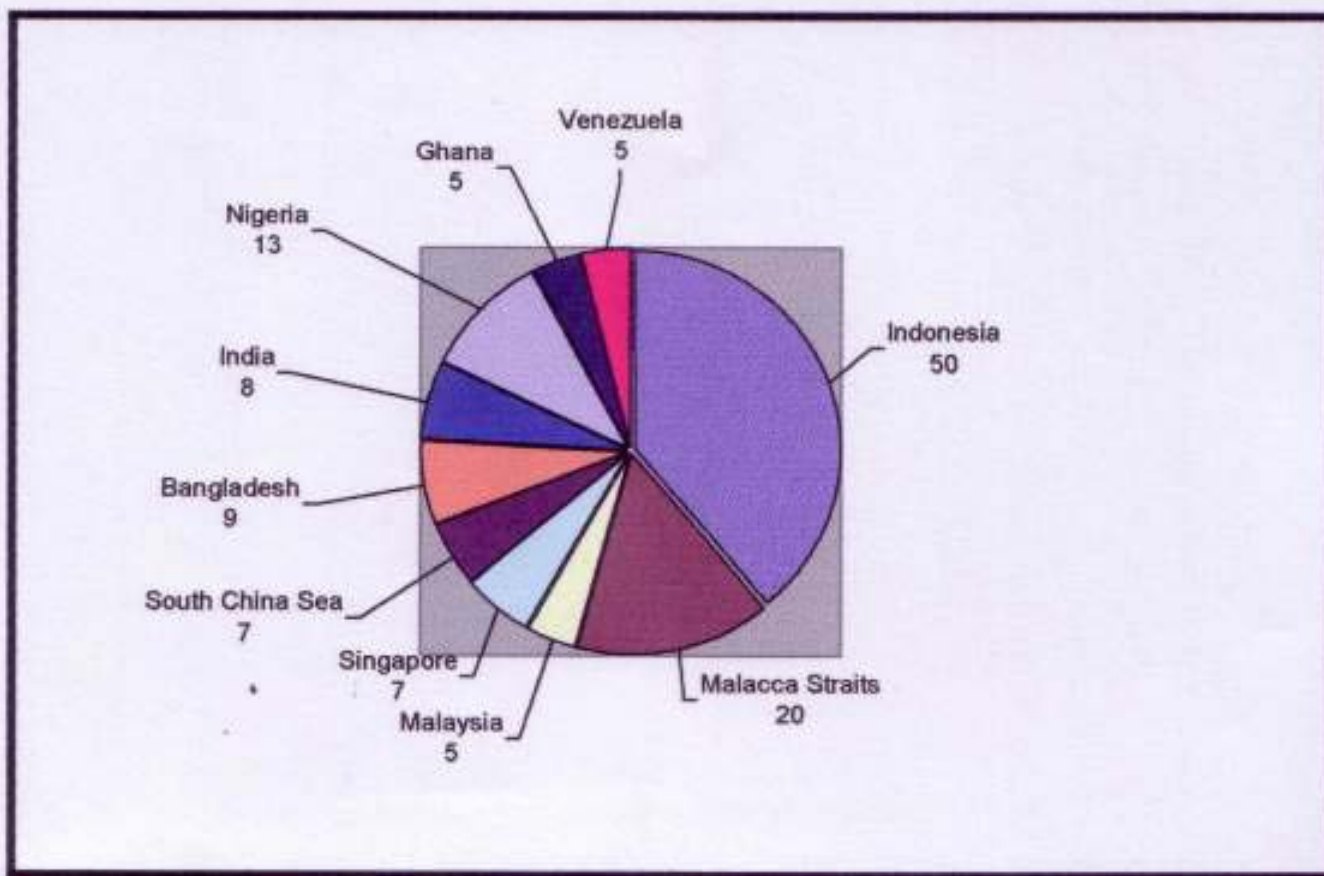
South East Asia

- Most robberies at sea occur within the 12 mile limit
- Such instances not legally classified as piracy but “sea robbery”, which the naval forces of the countries concerned should tackle



IMB figures – 1 Jan to 30 June 2004

CHART A : The following ten areas shared more than two third of the total reported incidents, i.e., 129 from a total of 182 incidents for the period.





South East Asia – 1 Jan to 30 June 2004

Actual attacks

- Boarding – 56
- Hijacking – 7

Attempted attacks

- Fired upon – 7
- Attempted - 22





Types of Attack

- Attacks at anchorage
- Attacks when vessels are underway
- Attacks to steal the entire vessel and cargo





Types of Robbers and Pirates

- Thieves
- Determined robbers / gangs
- Crime syndicates





Target Vessels

- Fishing boats
- Yachts
- Tugs and barges
- Self propelled vessels





Targets

- Humans for ransom
- Hulls for scrap
- Rice and sugar
- Palm oil
- Steel, aluminium ingots etc
- Consumer goods including paper and wood products



SHIPPING TIMES

asia1.com.sg/

SINGAPORE MONDAY, JULY 26, 2004

Pirate killings hit record high



30 killings reported in six months, while number of attacks falls worldwide

(KUALA LUMPUR) Pirates killed more seafarers worldwide in the first six months of this year, sinking efforts to curb lawlessness in shipping lanes, a maritime group said.

Thirty killings were reported globally from January through June 2004, compared to 16 during the same months last year, the British-based International Maritime Bureau said in a report released by its piracy watch centre in Kuala Lumpur.

But while killings increased, the total number of pirate attacks worldwide fell to 182 so far this year from 234 in the first half of 2003, helped by decreasing attacks in places such as India and the Gulf of Aden.

But Indonesia alone suffered 90 pirate attacks, the most of any country.

That figure did not include another 20 attacks in the Straits of Malacca.

Commenting on the rising reports of violence against seamen, IMB director Captain F Mukundan said in the report: "Law enforcement agencies should thus increase their presence in these hot spots to prevent the loss of lives and injuries."

The casualty figures were the highest for the half of any year since at least 1993, the IMB report said.

Fifteen deaths occurred in Nigerian waters, 11 pirates armed with automatic weapons launched 13 attacks this year on commercial ships plying the coast passenger ferries.

"The increased fatalities and the number of deaths are linked to law and problems ashore," he said. "The (Nigeria) authorities are under pressure and unable to respond quickly to attacks at sea."

Most of the other fatalities were in Indonesia, Bangladesh and the Philippines. Indonesian navy and Singapore coast guard began their first joint naval patrol in the Straits of Malacca, which 50,000 ships travel through every day.

"Only time will tell whether or not these patrols will prove effective," said Choong, head of the piracy watch centre. "Countries involved must take long-term commitments before the situation in the waters can improve significantly." Other piracy-prone nations include Ghana and Venezuela, which each suffered 10 attacks. Brazil, Colombia, Philippines, Thailand and Vietnam reported three attacks each. — AP

New initiative: Malaysian special forces conducting an anti-piracy exercise in the Straits of Malacca recently. The IMB wants security agencies to increase their presence in piracy-prone areas



Recent Incidents

Malacca Straits

- 5/1/04 – Product tanker “Cherry 201” attacked and hijacked
- 2/2/04 – Malayan fishing boat attacked by pirates
- 11/6/04 – Indonesian product tanker “Permatang” attacked and hijacked

Indonesia

- 9/2/04 – Tug “Singsing Mariner” and barge “Kapuas 68” hijacked by armed pirates





Tugs and Barges – why are more disappearing?

- Lower free board on tugs
- Spend more time at anchorage
- Fleeting problems when barge left unattended
- Crew often local and suspect or give information away
- Move slower when towing
- Strip for valuables and easy to dispose of



Tracking Systems

- ShipLoc
- International Vessel Tracking System
- Purple Finder
- Ocean Alert SSAS
- Meridian MVN
- Insight USA

Most Web based systems
Linked to Inmarsat - GPS



Secure Ship





Recent Developments

- Fear that the Malacca Straits with its high level of piracy will jeopardize security of littoral states
- Recent launch of maritime patrol agreement between Indonesia, Malaysia and Singapore





International Ship and Port Facility Code (ISPS Code)


ISPS Code

- Ship security
- Port facility security
- Coordination

Ship security

- Each ship must have security officer
- An alarm system
- A method of identifying all on board
- Other precautions





Fears – piracy will lead to possible terrorism threat

- The use of ships to carry weapons and other dangerous goods
- Ships targeted as terrorist attack
- Use of ships to disrupt shipping lanes or port facilities





Case Study

<i>Tug</i>	:	<i>“Singsing Mariner”</i>
<i>Barge</i>	:	<i>“Kapuas 68”</i>
<i>Voyage</i>	:	<i>Satui, South Kalimantan Butterworth, Malaysia</i>
<i>Cargo</i>	:	<i>3,000 metric tons Crude Palm Oil (CPO) in bulk</i>
<i>Invoice Value:</i>		<i>US\$1,500,000</i>
<i>Incident</i>	:	<i>Tug and barge taken by pirates on 9th February 2004.</i>



Tug and Barge







Case Study

Initial Notification

- 29/1/04 - *Consignments loaded onboard tanker barge “Kapas 68” at Satui, South Kalimantan*
- 16/2/04 - *Early evening Brokers receive notification that vessel hijacked and Insurer notified*
- 17/2/04 - *CTC Services appointed by Insurer*
 - *contact established with IMB*
 - *full details of tug and barge passed to IMB*
 - *cargo insurers put up reward of US\$30,000.00*
 - *IMB special Alert and Broadcast issued late in the evening of 17/2/04*



IMB ALERT AND BROADCAST

IMB ALERT

Please provide the following:

- 1) Certificate of Registry etc.
- 2) Crew list
- 3) Full detailed report of the incident
- 4) Ship's detailed description & particulars including previous names if any. Any peculiarity etc.
- 5) Ship's Original EMBOSSED name // or any current name that is embossed.
- 6) Ships photographs & sketch/diagram if any.
- 7) Ship's colour.
- 8) Funnel - any embossed emblem or alphabet / colour.
- 9) If there is cargo onboard - Copies of Bill of Lading of Cargo.
- 10) Any change of crew recently? Background of crew? Cargo demand in which country? Any other information.
- 11) Signed letter from owners/managers that the vessel is missing etc.
- 12) Any other useful information.
- 13) Send / E-mail the photograph / sketch / diagram of the missing ship ASAP.

Do you want to include a reward in the IMB Special Alert for the successful recovery of the vessel/cargo? The reward often encourage informants/contacts in providing valuable information leading to the recovery of the vessel/cargo.

- 1) Cost of IMB Special Alert to ports, Maritime Authorities, Informants/Contacts etc in the region - BPS(Starting)1,800.00. The US Navy will also be notified.

Please fax us the remittance advice slip for the above amount of BPS1,800.00 in order for us to commence work/action. The above applies only for the IMB Alert inclusive of the communication expenses/charges.

Other investigation charges (if instructed) and communication expenses are not included.

Head Office IMB London Account :

A/c Name: ICC - INTERNATIONAL MARITIME BUREAU

Bankers: National Westminster Bank Plc.
37 High Street North
PO Box 7003, East Ham,
London E6 1SD
United Kingdom

Bank Sorting Code: 60 - 07 - 18

Sterling A/C No: 2304 3199 US Dollar A/C No: 01 663 768





International Maritime Bureau



IMB
Piracy Reporting
Centre

PIRACY REPORTING CENTRE

P.O. BOX 12559, 50782 Kuala Lumpur, Malaysia

TEL: +603 2078 5763, 2031 8014 FAX: +603 2078 5769, TELEX: MA 31680, E-Mail: imb@imr-cc.org.uk

Ref no: INDK/IM-A/2004

Date: 18.02.2004

IMB SPECIAL ALERT

**MISSING TUG - SING SING MARINER
BARGE - KAPUAS 68**

REWARD UP TO USD 30,000

A REWARD OF UP TO USD 30,000 IS BEING OFFERED FOR INFORMATION LEADING TO THE LOCATION OF THE STOLEN CARGO OF CRUDE PALM OIL (CPO). PRO-RATA IF PARTIAL CARGO LOCATED

THE ICC-INTERNATIONAL MARITIME BUREAU was established in 1981 to act as a focal point in the fight against all types of maritime fraud, mispractice and piracy. The United Nations (UN) International Maritime Organization (IMO) in its resolution A/504 (XII) adopted on 20 November 1991, has among other things urged all governments, interests and organizations to exchange of information and provide appropriate co-operation with the IMB. The IMB also has an observer status with the International Criminal Police Organization (ICPO - INTERPOL.)

The Tug *Singsing Mariner* and Barge *Kapuas 68* departed Satui, Kalimantan on 29.1.2004 bound for Butterworth, Malaysia with 3,000 mt of palm oil. Owners last contacted the tug on the 12.02.2004 at 1500 hrs. Thereafter, they lost contact with the tug and barge. It is feared they may have been hijacked. The fate of the five crew, tug and barge are still unknown.

DESCRIPTION

- | | |
|---|---|
| <p>A) MOTOR TUGBOAT : SING SING MARINER
 PORT OF REGISTRATION : PONTIANAK
 GRT : 91 MT
 NRT : 54 MT
 BREADTH : 6.90 M
 ENGINE : CATERPILLAR 2 X 470</p> | <p>EMBOSSSED NAME : SING SING MARINER
 FLAG : INDONESIA
 YEAR/COUNTRY OF BUILT: 1993/INDONESIA
 LOA : 21.31M
 DRAFT : 2.86M</p> |
| <p>B) COLOUR : SUPERSTRUCTURE/ACCOMMODATION : WHITE
 DECK : GREEN
 FUNNEL : WHITE</p> | <p>HULL : BLACK
 BELOW LOAD LINE: BLACK</p> |
| <p>1. A) BARGE : KAPUAS 68
 FLAG : INDONESIA
 YEAR/COUNTRY OF BUILT : 1997
 NRT : 383
 BREADTH : 18.29M</p> | <p>EX.NAME : KAPUAS 168
 PORT OF REGISTRATION : PONTIANAK
 GRT : 1274
 LOA : 64.37M
 DRAFT : 4.27 M</p> |
| <p>B) COLOUR : DECK : GREEN</p> | <p>HULL : BLUE</p> |

By now the tug / barge may have changed her name, flag and possibly they may have been repainted. A sketch of the tug is attached.

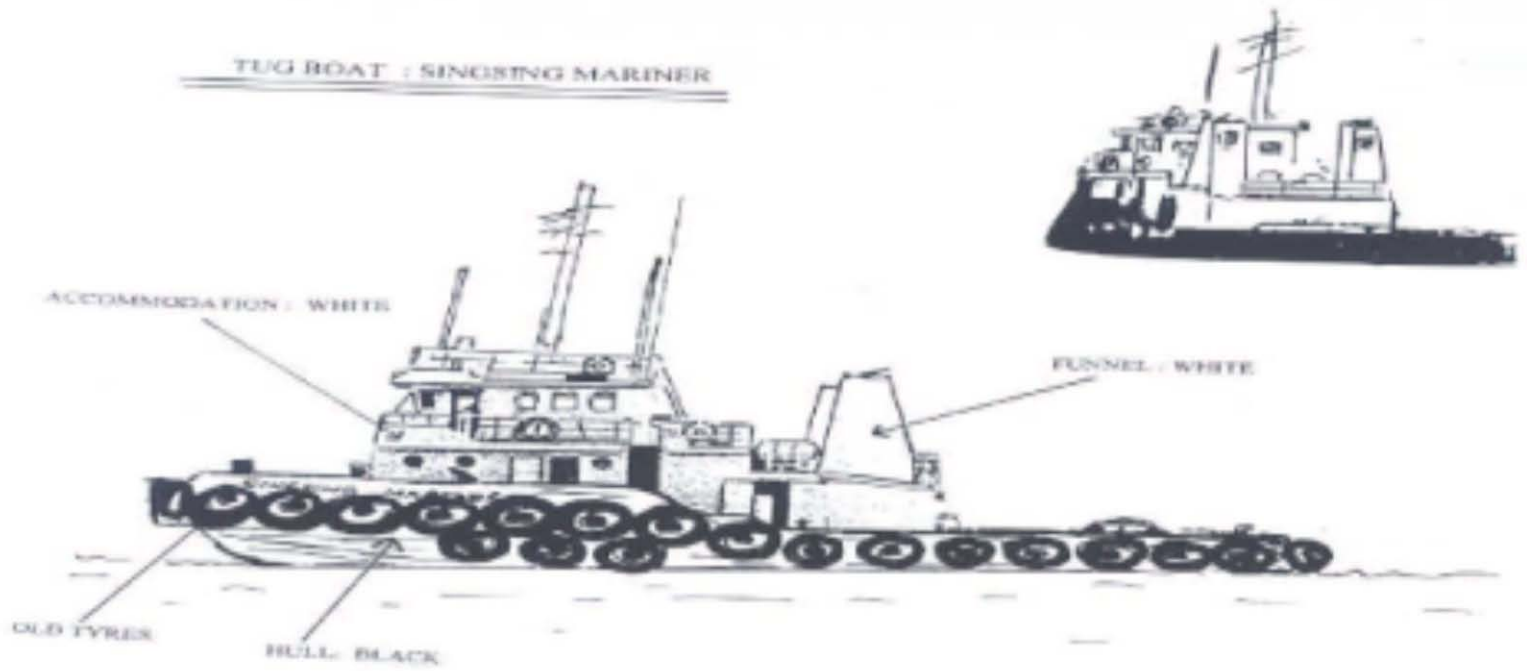
Any person, port authority, customs, traders, govt. enforcement agencies with information about the tug/ barge are requested to urgently contact:

PIRACY REPORTING CENTRE
ICC-INTERNATIONAL MARITIME BUREAU (REGIONAL OFFICE)
P.O. BOX 12559, 50782 Kuala Lumpur, Malaysia.
Telephone : 603 2078 5763 Fax: 603 2078 5769 Telex: MA 31680
Telephone (603 2031 0014 (24 Hours) E-Mail: imb@imr-cc.org.uk

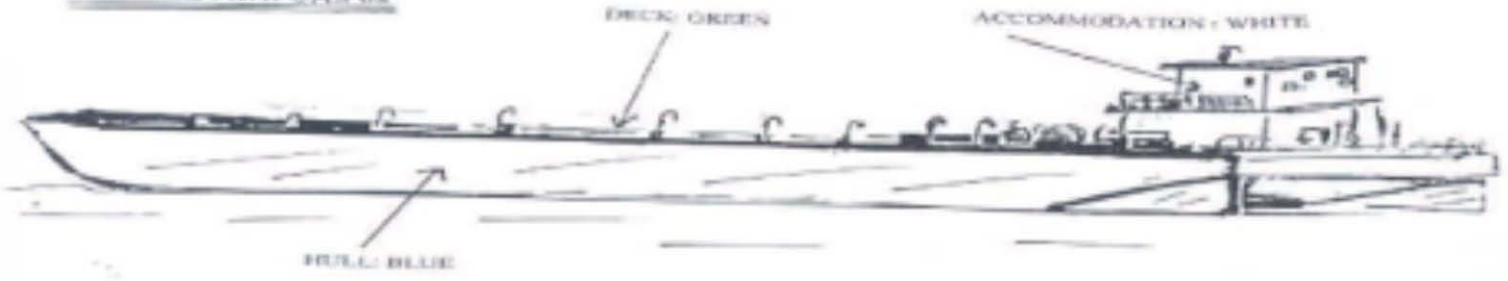




TUG BOAT : SINGING MARINER

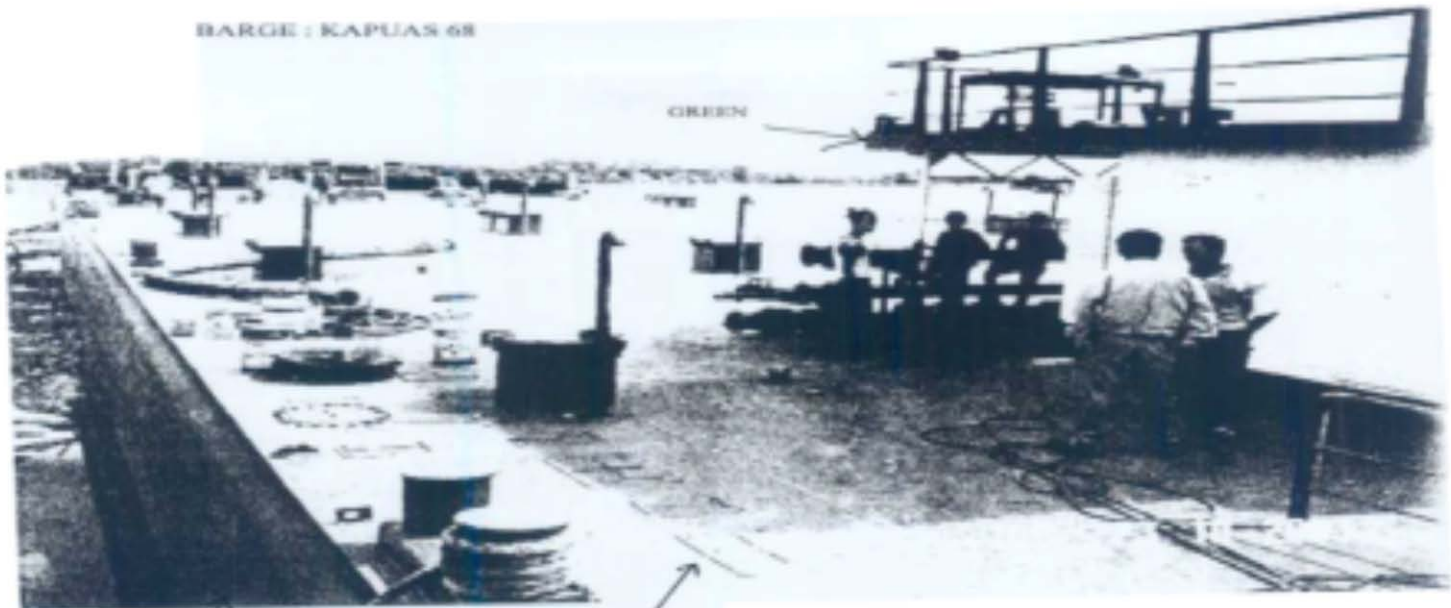


BARGE : KAPUAS 68



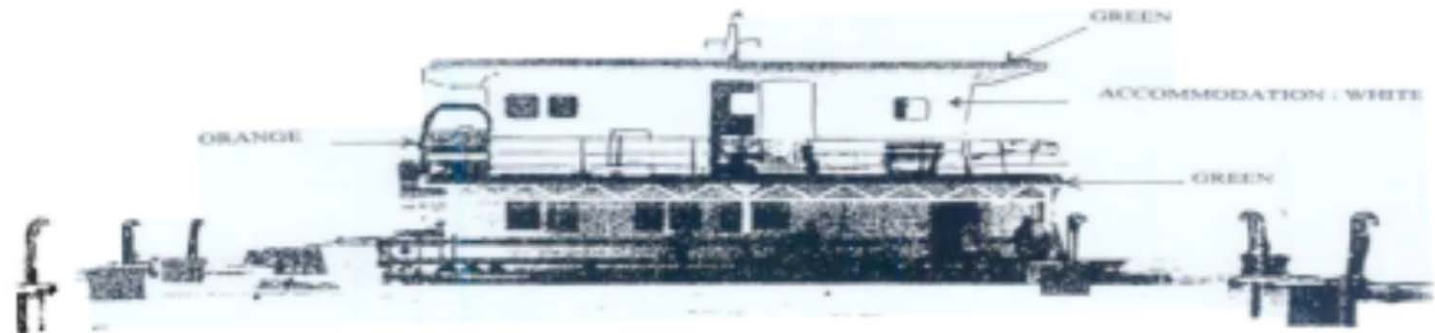


BARGE : KAPUAS 68



HULL : BLUE

DECK: GREEN



DECK: GREEN

ACCOMMODATION : WHITE





Events Leading up to Loss

- 9/2/04 - *Tug and barge boarded by pirate. 5 crew from barge and 5 out of 10 crew from tug (excluding master) transferred to wooden vessel (between Bintan Island and Linga Island)*
- 10/2/04 - *5 crew taken from tug landed at Tanjung Pinang.*
- 11/2/04 - *5 crew taken from barge cast ashore at Menasak Island and found local people.*
- 12/2/04 - *Wooden vessel grounded near Menasak Island, Police notified by local and pirates subsequently arrested.*
- 13/2/04 - *IMB receive notification of pirate attack from Third Parties (unable to act on information)*
- 14/2/04 - *IMB receive official notification of pirates attack from tug/barge owners and authorities notified.*





Location of Tug and Barge

- 14/3/04 - *Shipowner receives information that tug and barge located at Tubsakee district, Prachuabkirikar District, Southern Thailand - Tug and barge re-named “Tyson” and “Tyson V”*
- 17/3/04 - *Received information that less than 200mt of solidified CPO remaining on board.*
- 18/3/04 - *Tug and barge being towed to Sattship Marine Police Station near Bangkok*
- 24/3/04 - *Cargo surveyor allowed to attend on board*
- 17/4/04 - *Tug and barge allowed to leave Thailand bound for Pontianak for repairs*
- 29/4/04 - *Remaining solidified cargo sold for minimal salvage*





Recent Unconfirmed Quote Published In Marine E-Newsletter

“The ICC International Maritime Bureau (IMB) has denied allegations by the Indonesian navy that it has been exaggerating reports of piracy in the Malacca Strait. AN IMB spokesman said, “**We get millions of complaints like this every day**”.

Thank You

