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.

- Indonesia: 50
- Malacca Straits: 20
- Malaysia: 5
- Singapore: 7
- South China Sea: 7
- Bangladesh: 9
- India: 8
- Nigeria: 13
- Ghana: 5
- Venezuela: 5
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
Piracy and Armed Robbery – 1
Jan to 30 June 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 162 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 50 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 Capt. P. Mookutan said in the report: "Law enforcement agencies should thus increase their presence in these hot spots to prevent the loss of lives and injuries."

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.

The casualty figures were the highest for the first half of any year since 1993, the IMB reports.

Fifteen deaths occurred in Nigerian waters, with pirates armed with machine guns launching 13 attacks this year on common ships plying the coastal passenger ferries.

"The increased tension and the number of attacks are linked to lawlessness and problems ashore," he said. "The (Nigerian) authorities are under pressure and unable to respond quickly to attacks at sea."

Most of the other attacks were in Indonesia, Bangladesh and the Philippines. Indonesia and Singapore began their first joint naval patrols to step up attempts to combat piracy and terrorism in straits, which 50,000 vessels travel through every year.

"Only time will tell whether or not these efforts prove effective," said Choong, head of the piracy watch centre.

Countries involved include India and the Pacific nations involved in long-term commitments to help stem the situation, which can improve significantly," Other piracy-plagued nations in Ghana and Yemen which suffered 10 attacks last year were Vietnam, Thailand and the Philippines. The IMB said 100 deaths occurred in these waters in 2003.

AP FILE PHOTO
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
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

Tug : “Singsing Mariner”

Barge : “Kapuas 68”

Voyage : Satui, South Kalimantan
Butterworth, Malaysia

Cargo : 3,000 metric tons Crude Palm Oil (CPO) in bulk

Invoice Value: US$1,500,000

Incident : Tug and barge taken by pirates on 9th February 2004.
Tug and Barge
Case Study

**Initial Notification**

- **29/1/04** - Consignments loaded onboard tanker barge “Kapuas 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

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 if 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 - BPS6/ Sterling/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. This 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
37 High Street North
PO Box 7003, East Ham,
London E6 1SD
United Kingdom

Bank Sorting Code: 80 - 07 - 18
Sterling A/C No: 2204 3199
US Dollar A/C No: 01 663 768
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 "INTERNATIONAL MARITIME BUREAU" WAS ESTABLISHED IN 1986 AS PART OF ITS EFFORTS TO FIGHT AGAINST ALL TYPES OF MARITIME CRIME, INCLUDING PIRACY. THE "INTERPOL" (INTERPOL) WAS ADDED TO THE LIST OF CRIMES TO BE FIGHTED.

The Tug Sing Sing Mariner and Barge Kapuas 68 departed Satui, Kalimantan on 29.1.2004 bound for Batu Kawan, Malaysia with 3,000 m3 of palm oil. Owners last contacted the tug on the 12.02.2004 at 1600 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

A) MOTOR TUGBOAT: SING SING MARINER
   FLAG: INDONESIA
   NOT: 91 MT
   LOA: 21.33 MT
   BREADTH: 6.90 M
   DECK: GREEN
   ENGINE: CATERPILLAR 2 X 470

B) COLOUR: SUPERSTRUCTURE/ACCOMMODATION: WHITE
   BELOW DECK: BLACK
   FUNNEL: WHITE

2. A) BARGE: KAPUAS 68
    FLAG: INDONESIA
    NOT: 34 MT
    LOA: 64.37 MT
    BREADTH: 18.29 M
    DECK: GREEN
    ENGINE: CATERPILLAR 2 X 470

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:

IMB REWARD OFFICE
ICO-INTERNATIONAL MARITIME BUREAU REGIONAL OFFICE
P.O. BOX 12595, 58972 KUALA LUMPUR, MALAYSIA
Telephone: 603 2278 5760
Fax: 603 2278 5769
Telephone: 603 2278 5760
Fax: 603 2278 5769
E-Mail: imbrk@roe-vos.org.uk
## Events Leading up to Loss

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>9/2/04</td>
<td>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)</td>
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<tr>
<td>10/2/04</td>
<td>5 crew taken from tug landed at Tanjung Pinang.</td>
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<tr>
<td>11/2/04</td>
<td>5 crew taken from barge cast ashore at Menasak Island and found local people.</td>
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<tr>
<td>12/2/04</td>
<td>Wooden vessel grounded near Menasak Island, Police notified by local and pirates subsequently arrested.</td>
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<tr>
<td>13/2/04</td>
<td>IMB receive notification of pirate attack from Third Parties (unable to act on information)</td>
</tr>
<tr>
<td>14/2/04</td>
<td>IMB receive official notification of pirates attack from tug/barge owners and authorities notified.</td>
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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
“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