

OFFICER OF THE WATCH

MARITIME PIRACY
MONTHLY REPORT



OCTOBER 2013



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MARITIME PIRACY MONTHLY REPORT FOR OCTOBER 2013

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 Nikos Kairis, Naval Architect & Marine Engineer involved in ships' repairs, new-buildings and merchant ships inspections, and Maria Papadopoulou, undergraduate student of Maritime Studies. More information on the officerofthewatch.com initiative can be found at the end of this document.

The Officer of the Watch Blog would like to thank the following organizations/companies for their feedback/contributions to this month's Maritime Piracy Report:



EU NAVFOR. The European Union Naval Force Somalia (EU-NAVFOR-ATALANTA), is a current military operation undertaken by the European Union Naval Force. It is part of a larger global action by the EU to prevent and combat acts of piracy off the coast of Somalia. The mission launched with a focus on protecting Somalia-bound vessels and shipments belonging to the **African Union Mission to Somalia (AMISOM) and the World Food Programme (WFP)**, as well as select other vulnerable shipments.



Suritec. The Company was established in 2001 by a group of professionals with the goal of applying our background and expertise in knowledge management and intelligence to develop software and other technology solutions. Suritec's present clients range from government departments, parastatals, commercial companies in the mining and retail sector to specialized crime and risk prevention consultancies. Suritec issues **monthly Maritime Piracy Reports** summarizing events related to maritime piracy. We would like to thank **Suritec** and Mrs. Lydelle Joubert for their kind permission to include part of their report in the OOW Monthly Maritime Piracy Report.





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INDUSTRY FEEDBACK

For this month's report we contacted EU NAVFOR in order to have their brief feedback on a set of piracy related questions regarding EU NAVFOR's experience and operational developments. We would like to thank EU NAVFOR and Mr. Timo Marcus Lange, EU NAVFOR Media Operations Officer, for their time and their feedback which is presented below.

Do you believe that the situation in the area will change considerably after the termination of operation Atalanta (December 2014)?

The EU Naval Force mandate has been extended several times. In March 2012, the EU Member states extended the mandate for two years until December 2014. This speaks for the considerable commitment by the contribution nations to the counter piracy Operation Atalanta.

Military forces alone cannot solve the piracy problem, the solution lies at land, where the EU is supporting the Somali authorities through the "Comprehensive Approach. EU NAVFOR is one part of the EU's "Comprehensive Approach". Together with [EUCAP Nestor](#) a civilian EU mission and the EU Training Mission Somalia ([EUTM Somalia](#)) form a coherent, integrated package supporting the EU's Strategic Framework for the Horn of Africa

While considerable efforts to fight piracy are made by the Somali Federal Government, the situation in Somalia has not sufficiently changed.

When looking at the latest piracy activities on our facts & figures website, we reported 7 piracy activities in recent weeks, including three attacks on merchant vessels. Due to self-protection measures in place on the merchant vessels, those attacks were thankfully unsuccessful.

The EU Naval Force was able to [disrupt one pirate action group in the beginning of November](#).

As the Operation Commander, Rear Admiral Bob Tarrant, said then, "Somali pirates still have the intent and capability to get out to sea to attack ships and take crews for ransom. Naval counter piracy forces and the maritime shipping industry must remain vigilant so that these pirates do not succeed."

Whether the EU's counter piracy Operation Atalanta is extended, will be a political decision by the Council of the European Union.





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How useful has been the presence of the EU NAVFOR in enhancing the skills and the operational experience of the Somali Coast Guard?

The EU Naval Force does conduct training while at port visits with states in the region, most frequently with Djibouti, the Seychelles, Kenya and Tanzania. These training sessions are part of Local Maritime Capability Building (LMCB) that the European Union is conducting within the framework of Operation Atalanta. LMCB is to provide the basis for further cooperation and to build up the capacity of security forces of regional partners in the fight against piracy, supporting further training provided by EUCAP Nestor. On several occasions this year, the EU Naval Force provided EUCAP Nestor with “floating classrooms”, most recently off the coast of Berbera, Somaliland.

The presence of PCASPs onboard vessels in HRAs is now common practice for many vessels. Has this practice altered the pirates operational behaviour?

The presence of private armed security has proven an effective self-protection measure. The use, or not, of armed Private Maritime Security Contractors onboard merchant vessels is a matter for individual ship operators to decide following their own voyage risk assessment and approval of respective Flag States.



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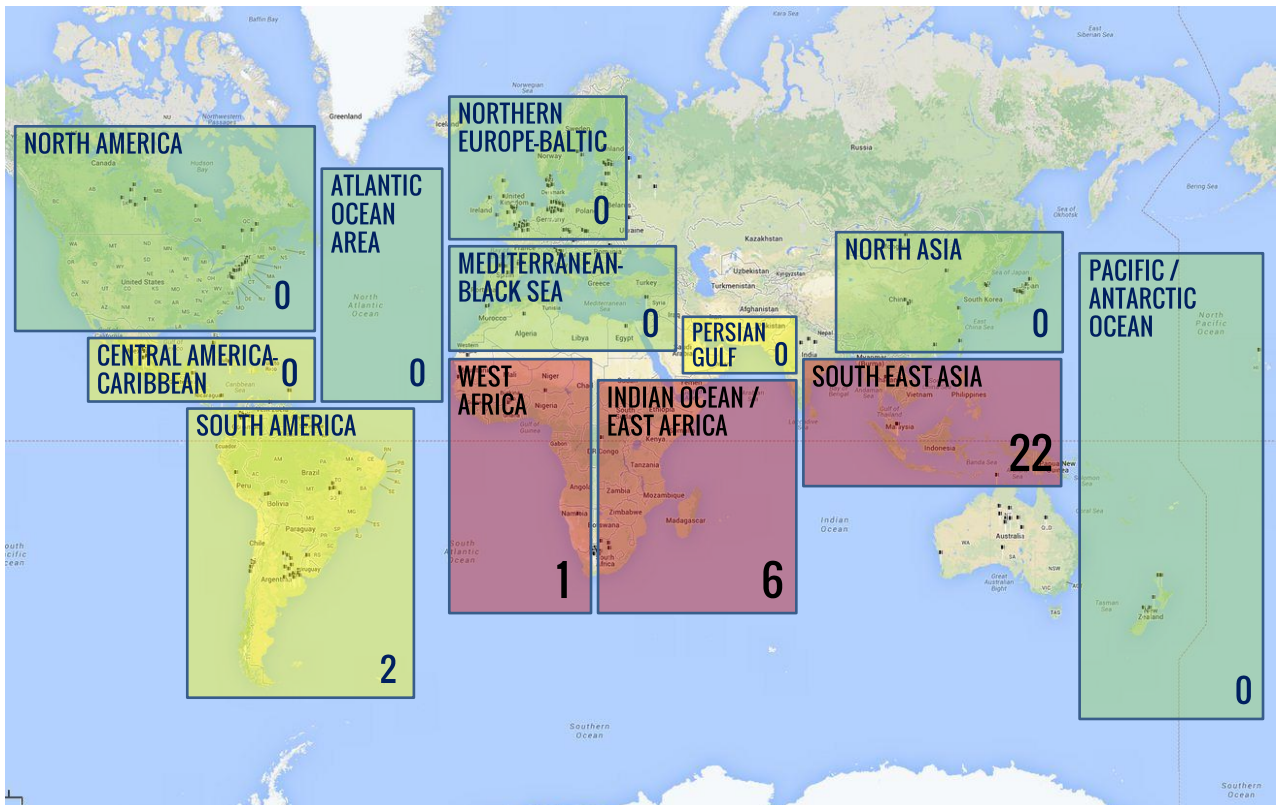
MARITIME PIRACY INCIDENTS OVERVIEW

Up until the date this report is being published the figures of maritime piracy related incidents worldwide are as follows:

- Worldwide Incidents: **206** reported incidents including **11 hijackings**.
- Somali related incidents: **11** reported incidents including **2 hijacking**.
- Nigeria related incidents: **30** reported incidents including **2 hijacking**.

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 October 2013	TOTAL INCIDENTS	TYPES OF VESSELS INVOLVED
WEST AFRICA	1	Oil Tanker (1)
SOUTH EAST ASIA	22	Oil Tanker (11), Products Tanker (1), Chemical Tanker (2), Tug (2), Bulk Carrier (2), Small Craft (1), Barge Carrier (1), Containership (2)
INDIAN OCEAN / EAST AFRICA	6	Oil Tanker (4), LPG Tanker (1), Containership (1)
SOUTH AMERICA	2	LPG Tanker (1), Bulk Carrier (1)





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Attacks East Africa and the HRZ (source: [Suritec](#))



Incidents in West Africa – October 2013 (source: [Suritec](#))



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Incidents Southeast Asia – October 2013 (source: [Suritec](#))



Incidents in South America (source: [Suritec](#))



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PIRACY & ARMED ROBBERY INCIDENTS DETAILS

#	INCIDENT INFORMATION	INCIDENT NARRATION
1.	Vessel type: Oil Tanker Flag: Panama GRT: 11534 Date: 30/10/2013 – Time: 0345 LT Position: Kandla Anchorage, India, Indian Ocean, 1° 21.20' N - 104° 24.30' E.	During routine rounds duty A/B on board the tanker noticed two robbers boarding the vessel near the mid-ship store. He immediately informed the OOW who raised the alarm and crew mustered. Seeing the alerted crew the robbers escaped with stolen ship's stores. A total of five robbers were seen escaping on the boat. Kandla port authority relayed incident to coast guard.
2.	Vessel type: Oil Tanker Flag: Singapore GRT: 5076 Date: 30/10/2013 – Time: 0345 LT Position: Horsburgh Light House, Singapore, South China Sea, 1° 21.20' N - 104° 24.30' E.	Five robbers armed with guns and long knives boarded an asphalt tanker underway unnoticed. They took hostage the OOW and duty A/B and tied up their hands. The robbers took the OOW to his cabin and stole personal belongings and cash and then targeted and stole belongings from four other crew cabins before escaping.
3.	Vessel type: Containership Flag: N/A GRT: N/A Date: 28/10/2013 – Time: N/A Position: Bangladesh, Chittagong Anchorage, 21° 50' N - 091° 38' E.	Duty crewman noticed five to six robbers at the poop deck while conducting routine rounds. He immediately informed bridge and the alarm was raised. Upon hearing the alarm, the robbers jumped overboard and escaped with ship's stores in their unlit boat.
4.	Vessel type: Product Tanker Flag: Thailand GRT: 1358 Date: 27/10/2013 – Time: 0152 LT Position: South China Sea, 3° 40.41' N - 103° 54.07' E.	While underway, two speed boats suspiciously approached the vessel. Upon noticing the speed boats, the crew immediately raised the alarm. OOW increased the speed of the vessel and conducted evasive manoeuvres. The speed boats did not pursue the vessel and went away.
5.	Vessel type: Oil Tanker Flag: Denmark GRT: 23246 Date: 23/10/2013 – Time: 0025 LT Position: Gresik Inner Anchorage Surabaya, Indonesia, South China Sea, 7° 06.00' S - 112° 40.00' E.	While at anchor, the robbers boarded the vessel. The roving patrol shouted at the robbers upon seeing them. The robbers immediately escaped in a small boat.
6.	Vessel type: LPG Tanker Flag: Thailand GRT: 3499 Date: 22/10/2013 – Time: 1545 LT Position: Kandla Port anchorage, India, Indian Ocean.	While at anchor, robbers boarded the vessel from its starboard bow. Upon discovering the robbers, the emergency alarm was raised and the crew tried to expel the robbers. The robbers threatened the crew with a knife before escaping.
7.	Vessel type: Chemical Tanker Flag: India	An anchored chemical tanker was boarded by robbers unnoticed. Duty crew on routine rounds





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#	INCIDENT INFORMATION	INCIDENT NARRATION
	GRT: 8625 Date: 22/10/2013 – Time: 0450 LT Position: Belawan Anchorage, Indonesia, South China Sea, 3° 47.00' N - 98° 46.00' E.	noticed the midship store lock broken and ship's stores stolen. Port authorities were informed.
8.	Vessel type: LPG Tanker Flag: Singapore GRT: 7732 Date: 22/10/2013 – Time: 0400 LT Position: Belawan Anchorage, Dominican Republic, South America (C), 18° 24.10' N - 70° 01.40' W.	Two robbers boarded a LPG tanker moored to buoys. Alert duty crew noticed the robbers lowering the rescue boat's engine. Alarm sounded and the robbers immediately left the engine and escaped. The crew got hold of the line used to lower the engine and retrieved it. Further inspection revealed a few items from the rescue boat were missing. Local agent and mooring master informed.
9.	Vessel type: Oil Tanker Flag: Cayman Islands (UK) GRT: 26329 Date: 22/10/2013 – Time: 0330 LT Position: Dumai Inner Anchorage, Indonesia, South China Sea, 1° 42.80' N - 101° 26.40' E.	Four robbers armed with long knives boarded an anchored chemical tanker via the stern. Alert deck watch crew noticed the robbers and raised the alarm resulting in the robbers escaping empty-handed. All crew safe. Local agent informed.
10.	Vessel type: Tug Flag: 21/10/2013 GRT: 493 Date: 21/10/2013 – Time: 0300 LT Position: Approximately 11.7 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia, South China Sea.	While at anchor, robbers boarded the vessel and were discovered by the Master at the mess room. The robbers threatened him with an iron lance but immediately escaped with their stolen items after the Master raised the alarm.
11.	Vessel type: Oil Tanker Flag: LISCR GRT: 80637 Date: 20/10/2013 – Time: 0630 LT Position: Visakhapatnam Anchorage, India, Indian Ocean, 17° 36.10' N - 83° 26.20' E.	Three robbers boarded an anchored tanker, stole ship's stores and escaped when spotted by the duty crew.
12.	Vessel type: Bulk Carrier Flag: Isle of Man (UK) GRT: 32400 Date: 19/10/2013 – Time: 0415 LT Position: Muara Berau Anchorage, Samarinda, Indonesia, South China Sea, 0° 14.63' S - 117° 33.38' E.	Six robbers armed with long knives boarded an anchored bulk carrier via the anchor chain. The robbers took hostage two duty watchmen, tied them up and stole their personal belongings. After 45 minutes, the 2/O on routine deck rounds noticed the robbers and raised the alarm. Seeing the crew alertness the robbers escaped with stolen ship's stores.
13.	Vessel type: Oil Tanker	Three robbers in a boat approached and boarded



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#	INCIDENT INFORMATION	INCIDENT NARRATION
	Flag: LISCR GRT: 28794 Date: 19/10/2013 – Time: 0330 LT Position: Tanjung Berakit, Pulau Bintan, Indonesia, South China Sea, 1° 25.00' N - 104° 34.50' E.	an anchored tanker. Duty crew noticed the robbers in the engine room, raised the alarm and crew mustered. Upon hearing the alarm, the robbers escaped empty handed in their boat. MPA Singapore informed.
14.	Vessel type: Bulk Carrier Flag: Philippines GRT: 11697 Date: 19/10/2013 – Time: 0300 LT Position: Georgetown, Guyana, South America (C), 6° 48.80' N - 58° 10.20' W.	Four robbers armed with knives boarded an anchored bulk carrier. They threatened the duty crew on the forecastle deck, slapped him and forced him to open the forecastle store. As per routine procedure the duty officer called the deck watch keeper and when no response received he raised the alarm. Seeing the alerted crew members the robbers escaped with stolen items in one boat waiting for them. Port authority contacted but no response received.
15.	Vessel type: Small Craft Flag: Panama GRT: 498 Date: 17/10/2013 – Time: 2020 LT Position: Approximately 1.45 nm North of Pulau Nongsa (Batam), Indonesia, Panama, South China Sea, 1° 13.79' N - 104° 04.62' E.	While underway, robbers from two small crafts boarded the astern of the barge that was being towed and stole the emergency towing wire.
16.	Vessel type: Containership Flag: Singapore GRT: 20902 Date: 15/10/2013 – Time: 2050 LT Position: Berth No.5, Beira Port, Mozambique, Indian Ocean, 19° 49.00' S - 34° 50.00' E.	Three robbers armed with knives approached a berthed ship in a small wooden boat. One of the robbers boarded the ship and was noticed. Alarm raised and crew mustered. The robber jumped overboard with some ship's stores and escaped in their boat. Port authority was informed.
17.	Vessel type: Oil Tanker Flag: Hong Kong, China GRT: 29593 Date: 15/10/2013 – Time: 1300 LT Position: 400 nm East of Mogadishu, Somalia, East Africa, 1° 48.00' N - 52° 19.30' E.	While underway, two trawlers approached the ship from the port and starboard sides and continued to follow the ship for some time. Skiffs were seen being launched by the closest suspected trawler from its stern.
18.	Vessel type: Tug Flag: N/A GRT: 81 Date: 13/10/2013 – Time: 0040 LT Position: Approximately 4.20nm southwest from Eastern Buoy, inside the	While underway, Barge Lingco 1813 which was being towed by Tugboat Magna 1 was boarded by robbers. The robbers escaped after shouted at by the crew. The presence of the robbers was noticed after the Singapore Navy sighted some unknown small crafts alongside the barge. It was then



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#	INCIDENT INFORMATION	INCIDENT NARRATION
	Eastbound Lane, Singapore, Malacca Strait.	reported to the POCC which in turn contacted the tugboat through the VTIS.
19.	Vessel type: Chemical Tanker Flag: Denmark GRT: 24066 Date: 12/10/2013 – Time: 2000 LT Position: Jakarta Tanker Anchorage, Indonesia, South China Sea.	Three robbers in a small boat approached and boarded an anchored tanker. Alert duty crew noticed the robbers and shouted at them. Robbers escaped empty handed in their boat.
20.	Vessel type: Barge Carrier Flag: Saint Barthélemy (France) GRT: 5844 Date: 12/10/2013 – Time: 0235 LT Position: Eastbound lane of the Singapore Strait (TSS), Singapore, Malacca Strait, 1° 14.00' N - 103° 59.00' E.	While underway, robbers boarded the barge while being towed by a tugboat on route to Lampung, Indonesia. After being noticed by the crew in the tugboat, the robbers escaped onboard a small boat and took with them a stern railing, emergency tow line and a Norwegian buoy.
21.	Vessel type: Oil Tanker Flag: Hong Kong GRT: 156651 Date: 11/10/2013 – Time: 0920 UTC Position: Around 230nm East of Hobyo, Somalia, East Africa, 4° 39.00' N - 52° 19.00' E.	Pirates in two skiffs approached the tanker underway. OOW raised alarm, sounded ship's whistle, increased speed and crew mustered. The on board armed security team took their position and fired warning rocket flares as the skiffs closed to a distance of 3nm and then 2nm. The skiffs ignored the warning flares and continued their approach. As one skiff closed to a distance of 400m and the armed team fired a warning shot. This was also ignored by the pirates who continued to approach. When a second warning shot was fired at a distance of 250meters the skiff stopped and returned fire with an automatic weapon. The armed team retaliated resulting in the skiffs aborting the attack and moving away.
22.	Vessel type: Oil Tanker Flag: Thailand GRT: 964 Date: 10/10/2013 – Time: 0530 LT Position: Off Pulau Aur, Malaysia, South China Sea, 2° 16.00' N - 104° 48.00' E.	A speed boat approached the tanker underway and about nine pirates wearing masks and armed with guns boarded the tanker. The tanker was hijacked, all crew members taken hostage and all communication equipment destroyed. The pirates stole the ship's cargo, cash, crew personal belongings and cash, portable communication equipment and disembarked on 15.10.2013. The Master managed to contact the owners and informed them of the incident. No injuries to crew.
23.	Vessel type: Bulk Carrier Flag: Hong Kong GRT: 33036 Date: 10/10/2013 – Time: 0315 LT	Five robbers armed with A long knives boarded a bulk carrier at anchor. One crew was held hostage while they broke into a storage and took some ship's stores. OOW alerted, alarm raised and crew



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#	INCIDENT INFORMATION	INCIDENT NARRATION
	Position: Muara Berau Anchorage, Samarinda, Indonesia, South China Sea, 0° 15.30' S - 117° 41.30' E.	proceeded towards forecandle. On seeing alert crew, the robbers jumped overboard and escaped. No injuries to crew.
24.	Vessel type: Containership Flag: Singapore GRT: 10752 Date: 09/10/2013 – Time: 2050 LT Position: Hooghly River off Haldia, India, Indian Ocean, 22° 02.50' N - 88° 12.80' E.	While at anchor, robbers boarded the ship and took with them one full coil of mooring rope. The robbers were uncoiling a second coil of mooring rope when they were discovered. The robbers immediately cut the rope at the water level and escaped with about a half-coil of the second mooring rope.
25.	Vessel type: Oil Tanker Flag: Panama GRT: 26938 Date: 07/10/2013 – Time: 0345 LT Position: Karimun Transshipment Anchorage, Indonesia, South China Sea, 1° 05.50' N - 103° 28.20' E.	While at berth and carrying out ship-to-ship (STS) operations, robbers approached the vessel in a high-speed craft and boarded the vessel at the poop deck side. Upon noticing the robbers, the crew raised the alarm and were mustered. Upon hearing the alarm and spotting the crew, all robbers jumped overboard and escaped into their unlit craft.
26.	Vessel type: Oil Tanker Flag: Bahamas GRT: 65830 Date: 07/10/2013 – Time: 0342 LT Position: Karimun Transshipment area, Indonesia, South China Sea.	A product tanker was boarded while performing a STS operation by four robbers armed with knives while one remained in a boat. A different group of robbers were discovered on board the other STS tanker and alarm was raised. The robbers were spotted by the crew and escaped without taking anything.
27.	Vessel type: Oil Tanker Flag: Marshall Islands GRT: 160279 Date: 06/10/2013 – Time: 0410 LT Position: Nipah Anchorage, Indonesia, South China Sea, 1° 08.00' N - 103° 35.00' E.	Six robbers in black attire were seen on board an anchored tanker trying to find a way into the accommodation. Alert D/O raised the alarm and sounded ship's whistle. On hearing the alarm, the robbers jumped overboard and escaped in their wooden boat with an orange canopy. Vessels in the vicinity alerted via VHF. Crew mustered, head count taken and a search carried out.
28.	Vessel type: Oil Tanker Flag: LISCR GRT: 28433 Date: 06/10/2013 – Time: 0242 LT Position: Nipah Anchorage, Indonesia, South China Sea.	Duty crew on board an anchored tanker, preparing for STS operations, noticed some suspicious boats near aft of the vessel. As he approached closer he found portable ladders rigged along the shipside and some robbers attempting to board. He immediately alerted the OOW, raised the alarm and all crew proceeded towards the poop deck. On seeing the alert crew, the robbers aborted their attempt to board and moved away. All other vessels nearby were alerted.
29.	Vessel type: Oil Tanker	Four robbers armed with long knives boarded an



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#	INCIDENT INFORMATION	INCIDENT NARRATION
	<p>Flag: LISCR GRT: 62254 Date: 05/10/2013 – Time: 0048 LT Position: Santan Anchorage, Indonesia, South China Sea, 0° 06.00' S - 117° 32.00' E.</p>	<p>anchored tanker awaiting cargo operations. Duty crew noticed movements at the forecandle, informed bridge and proceeded towards the forecandle to investigate. Duty officer raised the alarm and crew mustered. Upon reaching the forecandle the robbers threatened the crew with long knives and escaped and the crew were able to retrieve some of the stores which the robbers were trying to steal. Port authorities informed but no respond received. The incident was reported to the local police via ship's agent.</p>
30.	<p>Vessel type: Oil Tanker Flag: Malta GRT: 11261 Date: 03/10/2013 – Time: 0745 LT Position: Bonny Outer Anchorage, Nigeria, West Africa, 4° 12.00' N - 6° 56.00' E.</p>	<p>While at anchor, the duty A/B on board the tanker informed the bridge that one skiff with six robbers was approaching the tanker. As the skiff approached, the alarm was raised, and all crew entered into citadel. The robbers boarded the tanker as their accomplices fired upon the tanker. Bonny Signal Station informed. After a while when there are no noise heard, the crew came out of the citadel, inspected the tanker and found the robbers had left the tanker. The tanker sustained damage due to the gunfire from the robbers. Nothing was stolen and no injuries to crew. Later, a navy patrol boat arrived at location.</p>
31.	<p>Vessel type: Oil Tanker Flag: UK GRT: 11590 Date: 01/10/2013 – Time: 0355 LT Position: Batam Anchorage, Indonesia, South China Sea,.</p>	<p>Four robbers in a wooden boat approached and boarded an anchored chemical tanker. Alert duty crew noticed the robbers, raised the alarm and all crew mustered. Seeing the crew alertness, the robbers threatened the duty crew with a long knife and escaped in their wooden boat. Nothing was reported stolen.</p>





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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. [IMO's Piracy and Armed Robbery Against Ships Information Webpage](#)
7. [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.
8. [United Nations National Legislation on Piracy](#)
9. [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.
10. [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.
11. [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](#)

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