

Quarterly Report

1 January 2009 – 30 September 2009



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Summary of Incidents (January 2009 to September 2009)

Executive Summary



Executive Summary

A total of 69 incidents of piracy and armed robbery against ships were reported in the Asian region during the period January-September 2009. Of these, 58 were actual incidents and 11 were attempted incidents. Of the 58 actual incidents, 11 were incidents of piracy, mostly occurred in the South China Sea and 47 were incidents of armed robbery.

Overall, there has been a decline in the number of incidents reported during January-September 2009 compared to the same period in 2008, 2007, 2006 and 2005. The drop in the number of incidents is most apparent in the ports and anchorages of Indonesia, most of which were Category 3 (less significant) incidents. There has also been an improvement in the situation off Pulau Tioman, Malaysia. No incident was reported there since May 2009. The Malaysian Maritime Enforcement Agency (MMEA) has stepped up surveillance and maritime presence in the vicinity. Five suspected sea robbers were reportedly arrested by the MMEA in an early morning operation in southern Malaysia on 5 October 2009.

However, there has been an increase in incidents in the South China Sea, most of which were Category 2 (moderately significant) incidents.

The number of Category 1 (very significant) incidents has remained fairly consistent during the periods January-September 2009, 2008 and 2007.

Included in Part 2 of this report is the International Maritime Organisation (IMO)'s reporting procedure for incidents of piracy and armed robbery against ships in Asia. A flow diagram on the reporting procedure is shown in Diagram 1. The flow diagram is featured in the newly promulgated MSC/Circular 1333 on "Recommendations to governments on preventing and suppressing piracy and armed robbery against ships"; and MSC/Circular 1334 on "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships". The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordinating Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 1.

Part One

Definitions & Methodology Used

- 1.1** | **Definitions Adopted by ReCAAP Information Sharing Centre**
- 1.2** | **Methodology for Classifying Incidents**
- 1.3** | **Note on Sources of Information**
- 1.4** | **Note on Maps Used to Depict Location of Incidents**



Part One | Definitions & Methodology Used

I.1 Definitions Adopted by ReCAAP Information Sharing Centre

The definitions of piracy and armed robbery against ships adopted by the ReCAAP Information Sharing Centre (ISC) are in accordance with the ReCAAP Agreement, wherein:

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

- 1** For the purpose of this Agreement, “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 onboard 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, in accordance with the Code of Practice for the Investigation of the Crime of Piracy and Armed Robbery against Ships of International Maritime Organisation (IMO) Assembly Resolution A922(22), is defined in Article I (Definitions) of the ReCAAP as:

- 2** For the purpose of this Agreement, “armed robbery against ships” means any of the following acts:
 - (a)** any illegal act of violence or detention, or any act of depredation, committed for private ends and directed against a ship, or against persons or property onboard such ship, in a place within a Contracting Party’s jurisdiction over such offences;
 - (b)** any act of voluntary participation in the operation of a ship with knowledge of facts making it a ship for armed robbery against ships;
 - (c)** any act of inciting or of intentionally facilitating an act described in subparagraph **(a)** or **(b)**.

Part One | Definitions & Methodology Used

I.2 Methodology for Classifying Incidents

I.2.1

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors - the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

a Violence Factor. This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

- (1) Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
- (2) Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

b Economic Factor. This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

1.2.2

Using these indicators, the ReCAAP ISC classifies all incidents into one of the three categories to determine their overall significance.

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant

1.2.3

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

1.3 Note on Sources of Information

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (INFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the Information Fusion Centre

(IFC), the commercial entities (such as ship owners, ship operators, ship agents, etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.

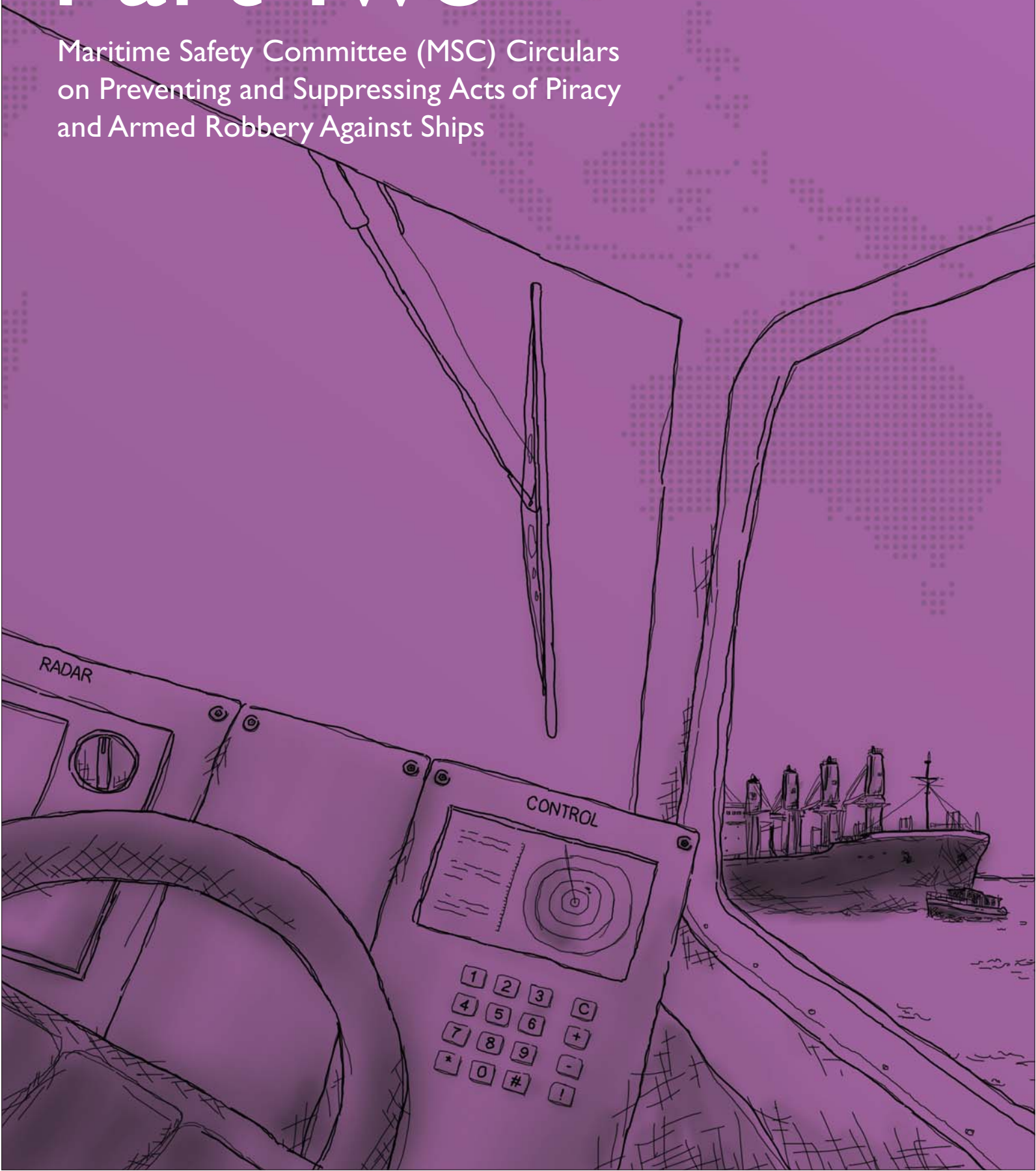
1.4 Note on Maps Used to Depict Location of Incidents

The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP

ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.

■ ■ Part Two

Maritime Safety Committee (MSC) Circulars
on Preventing and Suppressing Acts of Piracy
and Armed Robbery Against Ships



Part Two | Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

2.1

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 2009 to 5 June 2009) reviewed MSC/Circ.622/Rev.1 on “Recommendations to governments for preventing and suppressing piracy and armed robbery against

ships” and MSC/Circ.623/Rev.3 on “Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships”.

MSC circulars on preventing and suppressing piracy and armed robbery against ships

2.2

In the revised MSC circulars¹, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow

diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

2.3

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordinating Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. The ReCAAP Focal Points are

governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 1.

2.4

Multi-channels reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which

facilitate data verification, information collation and comprehensive analysis in deriving trends and patterns, and production of value-added reports for sharing with ship masters, ship owners, ship operators and the maritime community at large.

¹ The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

Maritime Safety Committee (MSC) Circulars Part Two | on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

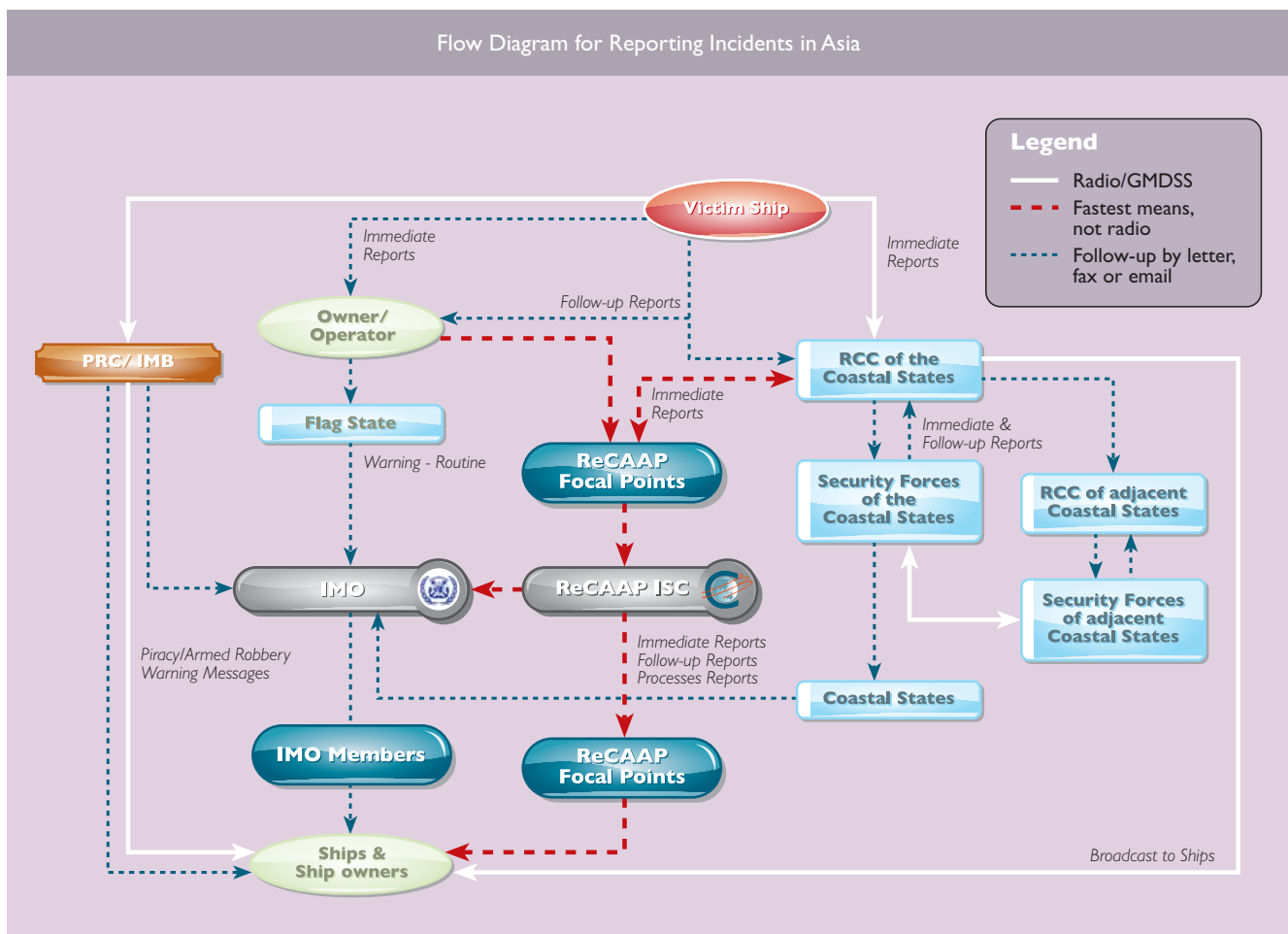


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes

- 1 The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
- 2 The “ReCAAP Focal Points” are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
- 3 The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam Royal Brunei Police Force Police State Control Centre Email: operations@police.gov.bn	+67-3242-2444 +67-3242-2888	+67-3242-6290
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133	+91-22-2433-3727

Table 1 - Contact Details of ReCAAP Focal Points / Contact Point

Part Two | Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomsgo.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1642	+95-1-202-4117
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001

Table 1 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: pcg_cg2@yahoo.com	+63-2-527-3877 +63-91-7724-5126 (Text Hotline)	+63-2-527-3877
Republic of Singapore Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6325-2493	+65-6224-5776
Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-4643	+66-2466-1382
Socialist Republic of Viet Nam Vietnam Marine Police Email: phongqhqtcsb@vnn.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 9 October 2009

Table 1 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)

Part Three

Quarterly Report

- 3.1 Analysis of Incidents for July-September 2009
- 3.2 Overall Analysis of Quarterly Patterns and Trends
- 3.3 Analysis of Violence Factor
- 3.4 Analysis of Economic Factor



Part Three | Quarterly Report

3.1 Analysis of Incidents for July-September 2009

3.1.1 Number of Reported Incidents

A total of 26 incidents were reported during the period July-September 2009. Of these, eight incidents were reported in July 2009, six incidents in August 2009 and 12 incidents in

September 2009. The number of incidents reported was highest in September 2009. Please refer to Table 2 below.

	Jul 09	Aug 09	Sep 09	Jul-Sep 09
Actual	7	4	9	20
Attempted	1	2	3	6
Total	8	6	12	26

Table 2 - Actual and attempted incidents (July 2009, August 2009 and September 2009)

Among the first three quarters of 2009, the number of incidents reported was highest during

April-June 2009 and lowest during January-March 2009. Refer to Table 3 below.

	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09
Actual	14	24	20
Attempted	1	4	6
Total	15	28	26

Table 3 - Actual and attempted incidents (January-March 2009, April-June 2009 and July-September 2009)

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3.1.2 Significance Level of Actual Incidents

Of the 20 actual incidents reported during the period July-September 2009, eight were Category 2 incidents and 12 were Category 3

incidents. There was no Category 1 incident reported during July-September 2009. Please refer to Table 4 below.

	Jul 09	Aug 09	Sep 09	Jul-Sep 09
Category 1 (Very Significant)	0	0	0	0
Category 2 (Moderately Significant)	3	1	4	8
Category 3 (Less Significant)	4	3	5	12
Total	7	4	9	20

Table 4 - Significance level of actual incidents (July 2009, August 2009 and September 2009)

Although the number of incidents reported during January-March 2009 was lowest among the three quarters, the incidents were relatively more significant. Of the 14 incidents reported during January-March 2009, two were Category 1

incidents and three were Category 2 incidents. During April-June 2009, of the 24 incidents, one was a Category 1 incident and 13 were Category 2 incidents. No Category 1 incident was reported during July-September 2009.

	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09
Category 1 (Very Significant)	2	1	0
Category 2 (Moderately Significant)	3	13	8
Category 3 (Less Significant)	9	10	12
Total	14	24	20

Table 5 - Significance level of actual incidents (January-March 2009, April-June 2009 and July-September 2009)

3.1.3 Location of Incidents

Table 6 shows the location of incidents reported between July 2009 and September 2009. There was an increase in the number of reported incidents in September 2009 compared to August 2009 and July 2009. The increase was most

apparent in Bangladesh with a total of three incidents reported at the port and anchorages of Chittagong in September 2009 compared to no incident was reported in August 2009 and two incidents were reported in July 2009.

	Jul 09		Aug 09		Sep 09		Jul-Sep 09	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia								
■ Bangladesh	2				3		5	
■ India			1	1	2		3	1
Sub-total	2		1	1	5		8	1
Total	2		2		5		9	
Southeast Asia								
■ Indonesia	1		1		2		4	
■ Malaysia	1		1			2	2	2
■ South China Sea		1	1		2		3	1
■ Straits of Malacca and Singapore	2			1		1	2	2
■ Vietnam	1						1	
Sub-total	5	1	3	1	4	3	12	5
Total	6		4		7		17	
	7	1	4	2	9	3	20	6
Overall Total	8		6		12		26	

Table 6 - Location of incidents
(July 2009, August 2009 and September 2009)

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Table 7 shows the location of incidents reported during January-March 2009, April-June 2009 and July-September 2009. Incidents remain relatively more prevalent in the Southeast Asia region than South Asian region. Between January-September 2009, 51 incidents were reported in the Southeast Asian region compared to 18 incidents in the South Asian region. Of the 51 incidents reported in the Southeast Asian region, 13 incidents occurred in

Malaysia (off Tanjung Ayam and Pulau Tioman), and 11 incidents occurred in the South China Sea. Most of these incidents occurred during the period April-June 2009, and were Category 2 incidents. In South Asian region, 10 of the 18 incidents occurred at the port and anchorages of Chittagong, Bangladesh. Most of these incidents occurred during the period July-September 2009, and were Category 3 incidents. Please refer to Map 1.

	Jan-Mar 09		Apr-Jun 09		Jul-Sep 09		Jan-Sep 09	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia								
■ Bangladesh	1		3	1	5		9	1
■ India	2		2		3	1	7	1
Sub-total	3		5	1	8	1	16	2
Total	3		6		9		18	
Southeast Asia								
■ Indonesia	1		2	2	4		7	2
■ Malaysia	1		7	1	2	2	10	3
■ Myanmar			1				1	
■ Philippines	1	1	1				2	1
■ South China Sea	1		6		3	1	10	1
■ Straits of Malacca and Singapore	2		1		2	2	5	2
■ Thailand	1						1	
■ Vietnam	4		1		1		6	
Sub-total	11	1	19	3	12	5	42	9
Total	12		22		17		51	
Overall Total	15		28		26		69	

Table 7 - Location of incidents
(January-March 2009, April-June 2009 and July-September 2009)

3.1.4 Status of Ships

Of the 26 incidents reported between July 2009 and September 2009, 19 incidents occurred when the ships were anchored or berthed, and seven incidents when the ships were underway. Table 8 shows the status of ships for the periods January-March 2009, April-June 2009 and July-September 2009. Except for April-June 2009, the trend of incidents occurred mostly when ships were anchored or berthed has been observed throughout January-March 2009 and July-September 2009. About 73% of

the total number of incidents reported during July-September 2009 involved ships that were anchored or berthed compared to 67% during January-March 2009. However, during April-June 2009, 50% of the total number of incidents occurred when ships were anchored or berthed and 50% when the ships were underway. Incidents involving ships while underway during April-June 2009 occurred mainly in the South China Sea.

	Jan-Mar 09		Apr-Jun 09		Jul-Sep 09	
	Anchored/Berthed	Underway	Anchored/Berthed	Underway	Anchored/Berthed	Underway
South Asia						
■ Bangladesh	1		3	1	5	
■ India	2		2		4	
Sub-total	3		5	1	9	
Total	3		6		9	
Southeast Asia						
■ Indonesia	1		2	2	4	
■ Malaysia	1		5	3	4	
■ Myanmar			1			
■ Philippines		2	1			
■ South China Sea		1		6		4
■ Straits of Malacca and Singapore		2		1	1	3
■ Thailand	1					
■ Vietnam	4			1	1	
Sub-total	7	5	9	13	10	7
Total	12		22		17	
Overall Total	10	5	14	14	19	7

Table 8 - Status of ships during actual and attempted incidents (January-March 2009, April-June 2009 and July-September 2009)

Part Three | Quarterly Report

3.2 Overall Analysis of Quarterly Patterns and Trends

3.2.1 Number of Reported Incidents

Overall, there has been a decline in the number of reported incidents between January 2009 and September 2009 compared to the same period in 2008, 2007, 2006 and 2005. A total of 69 incidents were reported during January-

September 2009 compared to 71 incidents during the same period in 2008, 80 incidents in 2007, 105 incidents in 2006 and 118 incidents in 2005. Please see Chart 1 below.

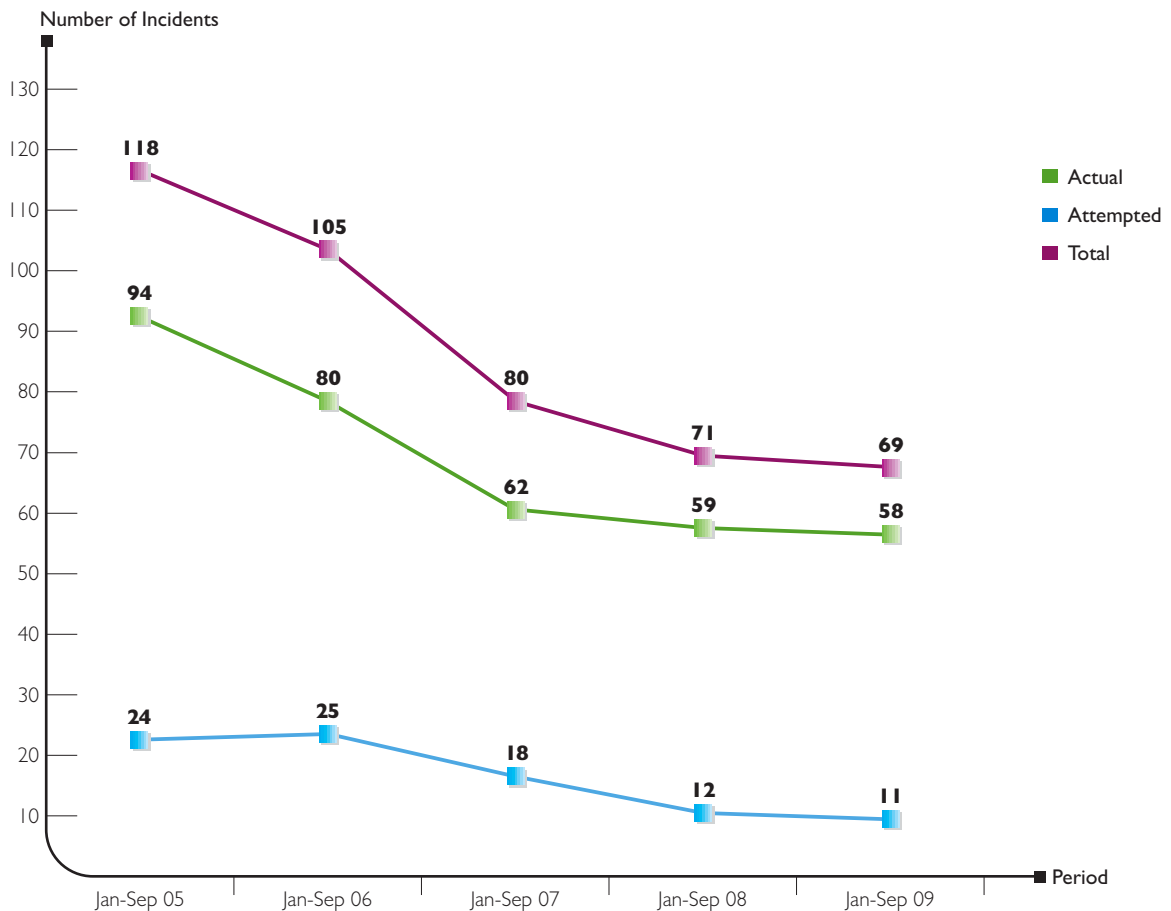


Chart 1 - Actual and attempted incidents (January-September of 2005-2009)

3.2.2 Location of Reported Incidents

Table 9 shows the location of incidents reported during January-September 2005-2009. Overall, there has been a decline in the number of incidents during January-September 2009 compared to the same period in 2008, 2007, 2006 and 2005. The decrease was most apparent in Indonesia. A total of nine incidents were reported at the ports and anchorages of Indonesia during January-September 2009 compared to 21

incidents reported there during the same period in 2008. However, the ReCAAP ISC notes that there has been an increase in the number of incidents reported in Malaysia, the South China Sea and the Straits of Malacca and Singapore. The ReCAAP ISC recommends the need for continual monitoring and enforcement in these areas. Please refer to Maps 2 to 5.

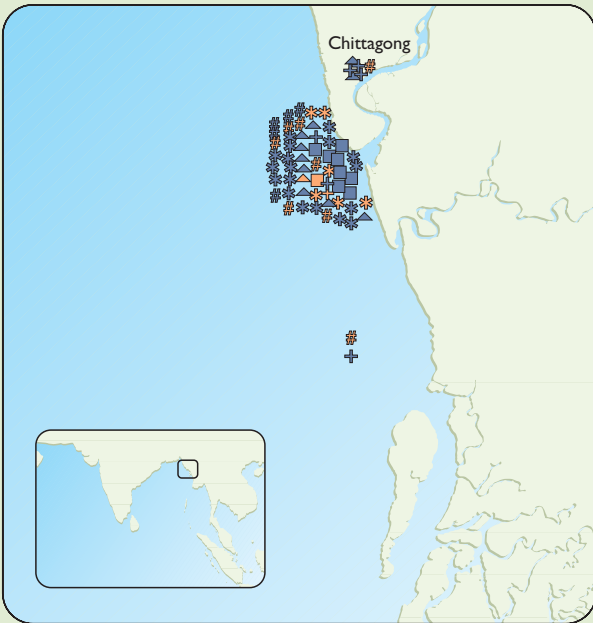
	Jan-Sep 05		Jan-Sep 06		Jan-Sep 07		Jan-Sep 08		Jan-Sep 09	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China	2		1							
Sub-total	2		1							
South Asia										
Arabian Sea					1	3				
Bangladesh	13	4	24	12	11	1	7	2	9	1
Bay of Bengal		1			1					
India	10	1	2		5		10	1	7	1
Sri Lanka						1				
Sub-total	23	6	26	12	18	5	17	3	16	2
Southeast Asia										
Gulf of Thailand	1									
Indonesia	47	7	29	10	28	6	20	1	7	2
Malaysia	2		9	1	7	1	5		10	3
Myanmar									1	
Philippines			2		1	1	5	1	2	1
South China Sea	3	4	3		1	3	3	2	10	1
Straits of Malacca and Singapore	7	7	6	2	2	2	2	4	5	2
Thailand			1		1				1	
Vietnam	9		3		4		7	1	6	
Sub-total	69	18	53	13	44	13	42	9	42	9
Total	94	24	80	25	62	18	59	12	58	11
Overall Total	118		105		80		71		69	

Table 9 - Location of incidents reported (January-September of 2005-2009)

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Map 2 - Map of actual incidents at port and anchorages of Chittagong, Bangladesh during the period January-September of 2005-2009

There has been a slight increase in the number of actual incidents at the port and anchorages of Chittagong during January to September 2009 as compared to the same period in 2008. Nine incidents (one Category 2 and eight Category 3 incidents) were reported during January to September 2009 compared to seven incidents (one Category 2 and six Category 3 incidents) during the same period in 2008. In comparison, there were 11 incidents (one Category 2 and 10 Category 3 incidents) reported during January-September 2007, 24 incidents (six Category 2 and 18 Category 3 incidents) during the same period in 2006 and 13 incidents (eight Category 2 and five Category 3 incidents) in 2005. Most of the incidents occurred while the ships were anchored at the port and anchorages of Chittagong.



Legend	CAT 1	CAT 2	CAT 3
2005	# 0	# 8	# 5
2006	* 0	* 6	* 18
2007	▲ 0	▲ 1	▲ 10
2008	+ 0	+ 1	+ 6
2009	■ 0	■ 1	■ 8

Map 3 - Map of actual incidents at ports and anchorages of India during the period January-September 2005-2009

There has been an improvement in the situation at the ports and anchorages of India. A total of seven incidents (one Category 2 and six Category 3 incidents) were reported during January-September 2009 compared to 10 incidents (all Category 3 incidents) during January-September 2008. During January-September 2007 and January-September 2006, five incidents (one Category 2 and four Category 3 incidents), and two Category 3 incidents were reported respectively. A total of 10 incidents, all Category 3 incidents were reported during January-September 2005. The improvement in the situation is attributed to the enhanced coastal and port security measures undertaken by the law enforcement agencies and port authorities.



Legend	CAT 1	CAT 2	CAT 3
2005	# 0	# 0	# 10
2006	* 0	* 0	* 2
2007	▲ 0	▲ 1	▲ 4
2008	+ 0	+ 0	+ 10
2009	■ 0	■ 1	■ 6

Map 4 - Map of actual incidents at port and anchorages of Belawan, Indonesia during the period January-September of 2005-2009

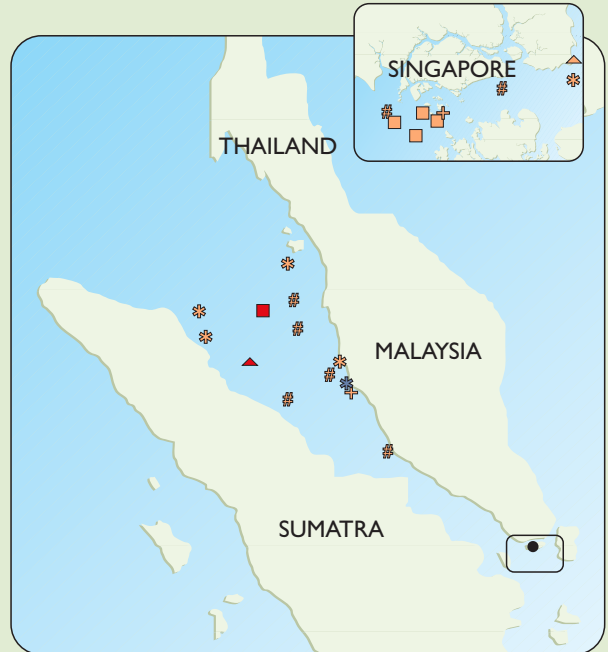
There has been a significant improvement in the situation at the port and anchorages of Belawan during January-September 2009 compared to the same period in 2008 and 2007. Two incidents (one Category 2 and one Category 3 incidents) were reported during January-September 2009 compared to six incidents (one Category 2 and five Category 3 incidents) reported during the same period in 2008. During January-September 2007, six incidents (two Category 2 and four Category 3 incidents) were reported compared to two Category 3 incidents reported during the same period in 2006 and four Category 3 incidents in 2005. All incidents occurred while the ships were anchored or berthed at the port and anchorages of Belawan.



Legend	CAT 1	CAT 2	CAT 3
2005	# 0	# 0	# 4
2006	* 0	* 0	* 2
2007	▲ 0	▲ 2	▲ 4
2008	+ 0	+ 1	+ 5
2009	■ 0	■ 1	■ 1

Map 5 - Map of actual incidents involving ships while underway in the Straits of Malacca and Singapore during the period January-September of 2005-2009

There has been an increase in the number of incidents reported in the Straits of Malacca and Singapore during January-September 2009 compared to the same period in 2008 and 2007. Five incidents (one Category 1 and four Category 2 incidents) were reported during January-September 2009, compared to two Category 2 incidents reported during January-September 2008 and two incidents (one Category 1 and one Category 2 incidents) during the same period in 2007. During the same period in 2006, six incidents (five Category 2 and one Category 3 incidents) were reported. The highest number of incidents occurred during January-September 2005 when seven Category 2 incidents were reported. Continual enforcement and surveillance in the Straits of Malacca and Singapore are encouraged.



Legend	CAT 1	CAT 2	CAT 3
2005	# 0	# 7	# 0
2006	* 0	* 5	* 1
2007	▲ 1	▲ 1	▲ 0
2008	+ 0	+ 2	+ 0
2009	■ 1	■ 4	■ 0

Part Three | Quarterly Report

3.2.3 Significance Level of Actual Incidents

A total of 58 actual incidents were reported between January 2009 and September 2009, of which three were Category 1 incidents, 24 were Category 2 incidents and 31 were Category 3 incidents. During the same period in 2008, 59 incidents were reported, of which four were Category 1 incidents, 12 were Category 2 incidents and 43 were Category 3 incidents. Comparing these two periods, there has been an increase in the number of Category 2 incidents, but a decline in the number of Category 3 and Category 1 incidents. Notably, the number of Category 3

incidents during January-September 2009 was lowest among the five reporting periods. However, there has been an increase in the number of Category 2 incidents occurred in the South China Sea, off Tanjung Ayam, off Pulau Tioman, Malaysia and the Straits of Malacca and Singapore.

The ReCAAP ISC will continue to monitor the significance level of incidents reported in the subsequent months of 2009. Chart 2 shows the significance level of incidents reported.

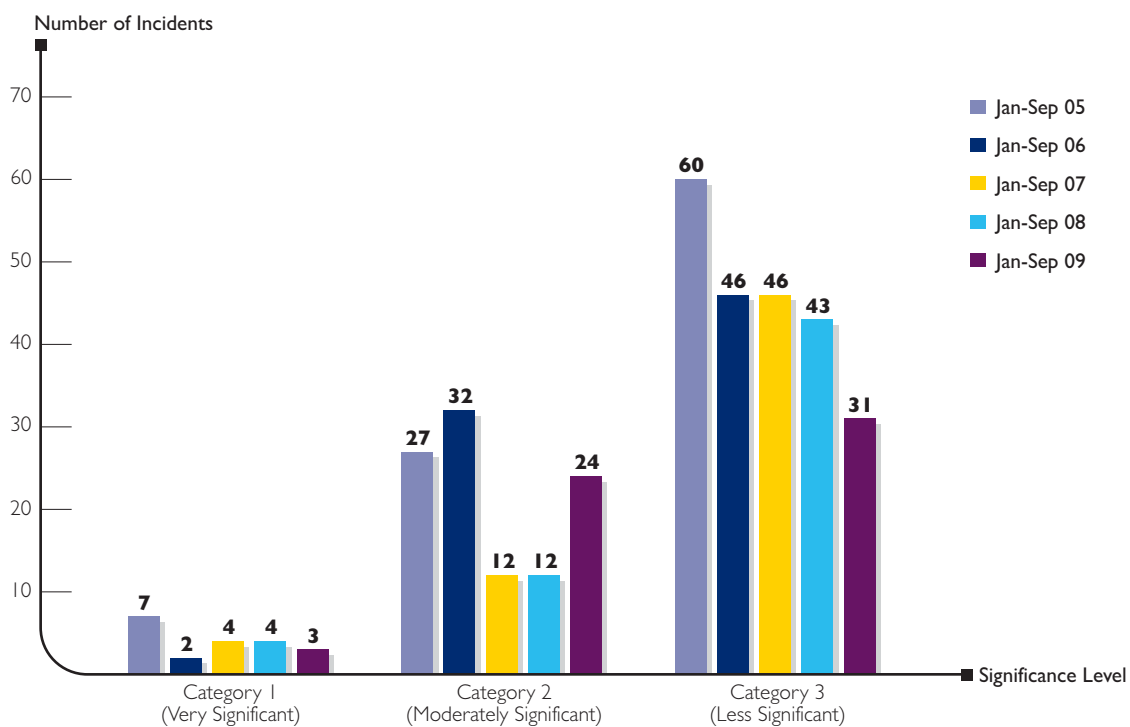
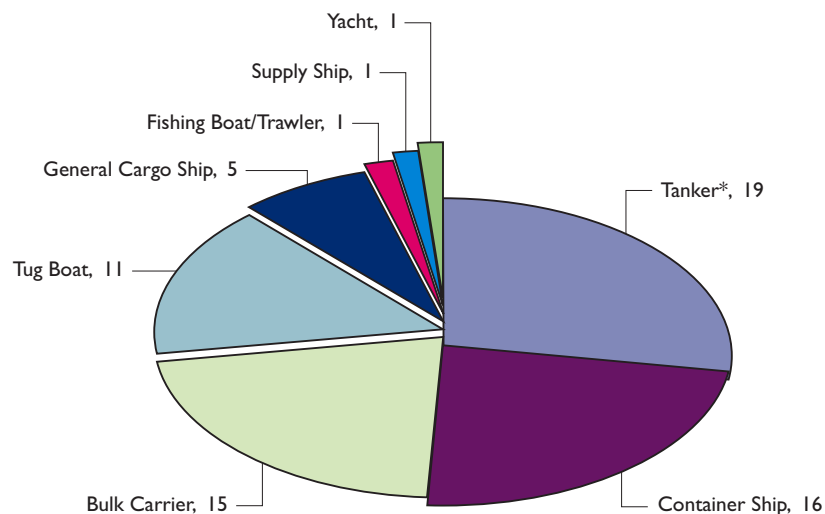


Chart 2 - Significance level of incidents reported (January-September of 2005-2009)

3.2.4 Type of Ships

Between January 2009 and September 2009, tankers were involved in more incidents compared to other type of ships. Please see Chart 3. Of the 69 incidents, 19 incidents involved tankers, 16 incidents involved container ships, 15 incidents involved bulk carriers, 11 incidents involved tug boats and eight incidents involved general cargo ships, fishing boat, supply ship and yacht. Sixteen of the 19 incidents involving tankers

occurred at ports and anchorages (namely ports of Kakinada and Kochi in India, port of Sandakan in Malaysia, port of Chittagong in Bangladesh, ports of Balongan, Belawan and Jakarta in Indonesia and port of Vung Tau in Vietnam). All were Category 3 incidents. The other three incidents occurred while the tankers were underway in the South China Sea, and were Category 2 incidents.



*Tankers include chemical tanker; product tanker; LPG tanker and oil tanker

Chart 3 - Type of ships involved in reported incidents (January-September 2009)

Tankers were also most commonly involved in incidents reported during the period January-September of 2008 and 2007. However, during

the period January-September 2006 and January-September 2005, bulk carriers were involved in more incidents compared to other type of ships.

Part Three | Quarterly Report

3.2.5 Status of Ships

Chart 4 below shows the status of ships at the time of actual incidents. The ReCAAP ISC observes that majority of the incidents occurred when ships were anchored or berthed. It is observed that 61% of the total number of incidents involved ships while at anchor/berth during January-September 2009 compared to

71%, 82%, 65% and 70% for the same period in 2008, 2007, 2006 and 2005 respectively. The ReCAAP ISC notes that there is a drop in the number of incidents involving ships that were anchored or berthed during January-September 2009 compared to the same period in the past four years.

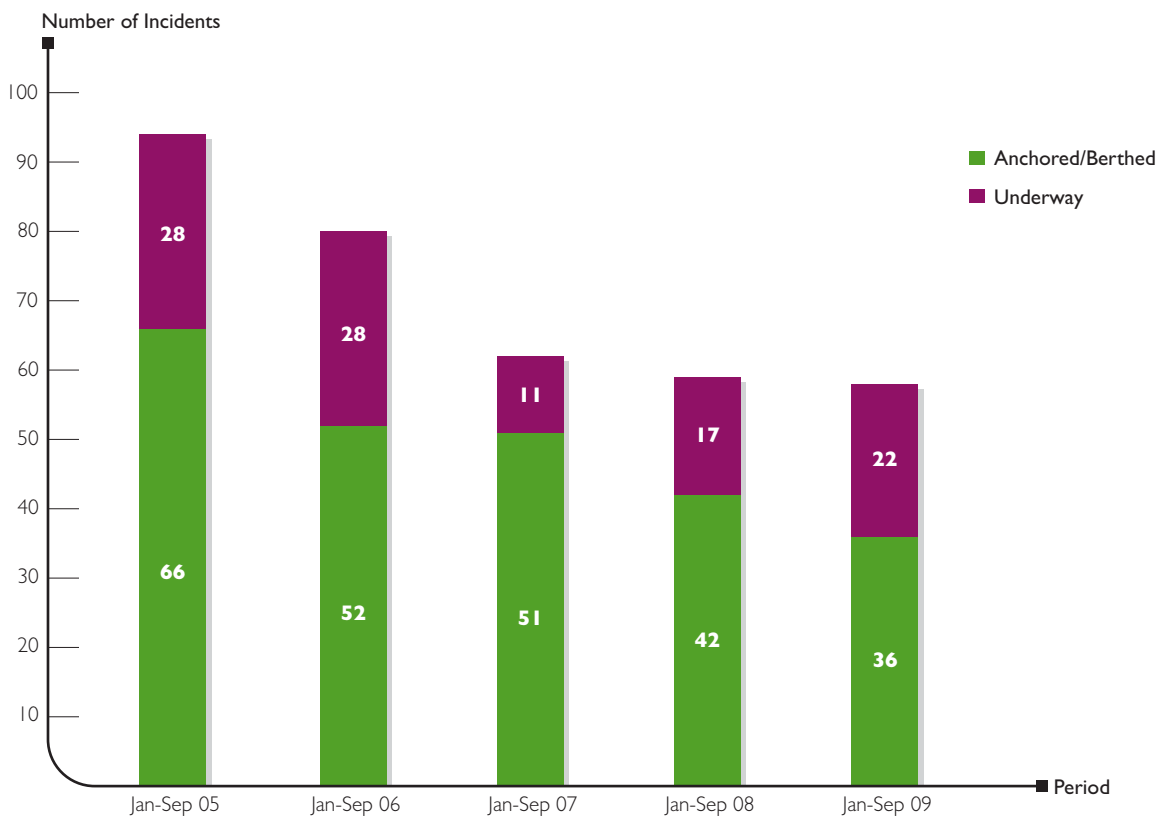


Chart 4 - Status of ships at the time of actual incidents (January-September of 2005-2009)

Chart 5 shows the status of ships and its significance level at the time of the incidents during January-September of 2005-2009. Incidents involving ships while underway have generally been more significant, and are either Category 1 or Category 2 incidents. Of the 22 incidents involving ships while underway during January-September 2009, three were Category 1 incidents and 19 were Category 2 incidents. For the same period in 2008, 13 of the 17 incidents (76%)

involving ships while underway were either Category 1 or Category 2 incidents. During 2007, eight of the 11 incidents (73%) involving ships while underway were either Category 1 or Category 2 incidents, during the period in 2006, 21 of 28 incidents (75%) were either Category 1 or Category 2 incidents and during the period in 2005, 17 of 28 incidents (61%) were either Category 1 or Category 2 incidents.

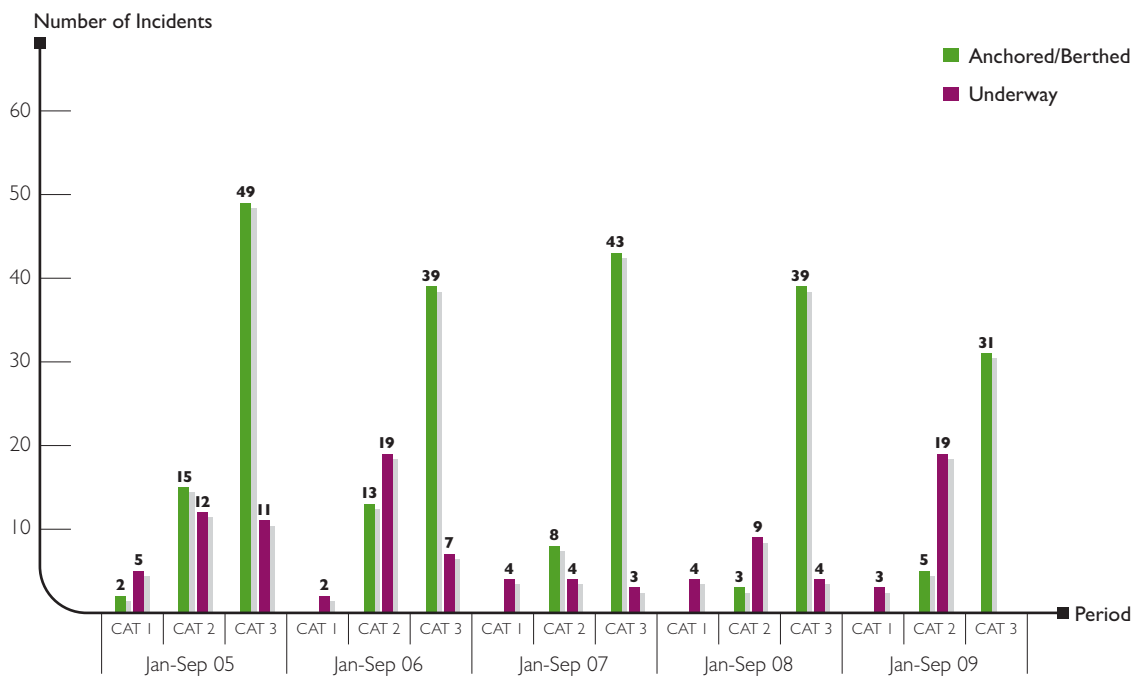


Chart 5 - Status of ships and its significance level at the time of actual incidents (January-September of 2005-2009)

Part Three | Quarterly Report

3.3 Analysis of Violence Factor

3.3.1 Weapons Used

Chart 6 shows the type of weapons used by pirates/robbers in actual incidents. Pirates/robbers were most commonly armed with knives in all five reporting periods. Between January 2009 and September 2009, seven incidents involving pirates/robbers armed with guns and knives were reported. Of these, two incidents occurred in the Straits of Malacca and Singapore, two incidents in the South China Sea and three incidents southwest of Pulau Aur, Malaysia, Philippines and Vietnam. The ReCAAP ISC notes that six out of these seven incidents involved tug boats. For the same period in 2008 and 2007, seven incidents of pirates/robbers armed with guns and knives were reported. However during the periods January-September of 2006 and 2005, 11 incidents and 15 incidents involving pirates/robbers armed with guns and knives were reported respectively. The ReCAAP ISC notes that the use of guns and knives in incidents during

January-September 2009 appeared to be less prevalent compared with the same period in 2006 and 2005.

The large number of incidents where weapons used are 'not stated' or 'nil' has hampered the analysis on this area. The ReCAAP ISC encourages ship masters to report the type of weapons used by pirates/robbers when reporting the incidents to the authorities. The ReCAAP ISC notes that there has been an increase in the number of incidents with reporting on weapons used by the pirates/robbers during January-September 2009 compared to same period in past four years. A total of 34 out of 58 incidents (59%) mentioned the type of weapons carried by the pirates/robbers compared to January-September 2008 when 26 out of 59 (44%) incidents mentioned the type of weapons carried by the pirates/robbers.

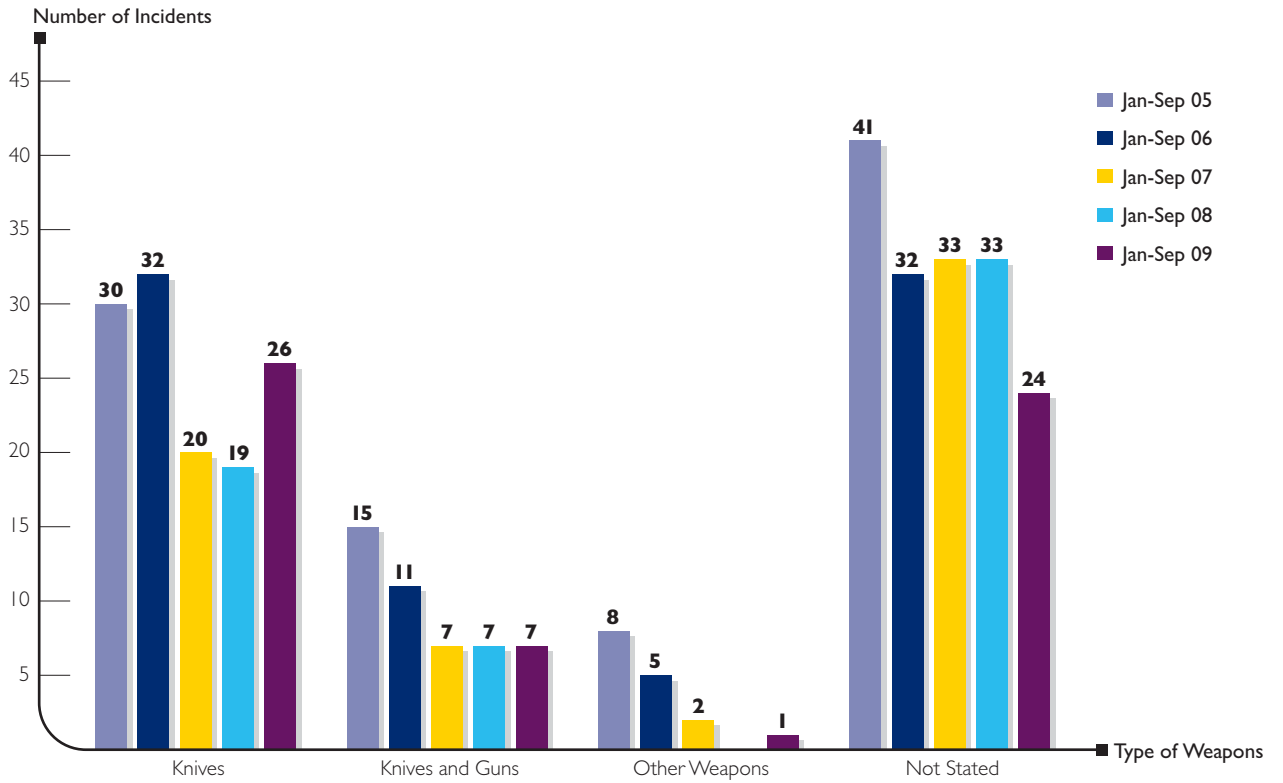


Chart 6 - Type of weapons used by robbers in actual incidents (January-September of 2005-2009)

Part Three | Quarterly Report

3.3.2 Treatment of Crew

Chart 7 shows the treatment of crew in actual incidents of piracy and armed robbery. There were three Category I incidents reported during January-September 2009, and the incidents involved crew being killed when fishing trawler, *Light Boat Columbia 5* was underway off Philippines, the ship master and Chief Engineer being kidnapped when tug boat *MLC Nancy 5* was underway in the Straits of Malacca and Singapore, and crew being thrown overboard when tug boat, *Prospaq TI* was hijacked in the South China Sea.

During the same period in 2008, there were two incidents of crew being killed, two incidents of crew being thrown overboard and four incidents of crew being held hostage. More serious injuries were suffered by seafarers during the same period in 2006 and 2005 when there were incidents involving crew being kidnapped, taken hostage, seriously injured and assaulted.

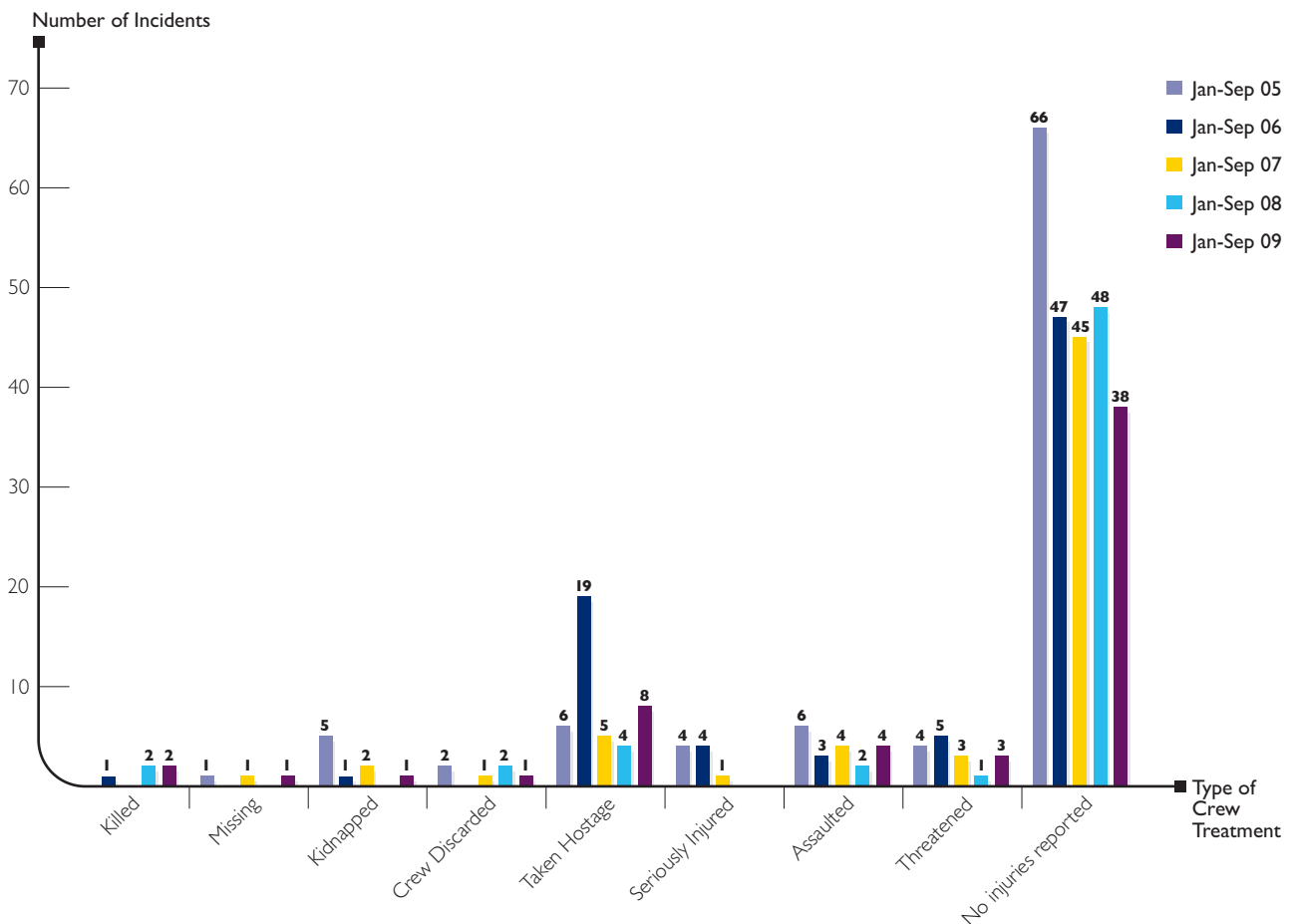


Chart 7 - Type of crew treatment in actual incidents (January-September of 2005-2009)

3.3.3 Number of Pirates/Robbers

Chart 8 shows the number of pirates/robbers involved in actual incidents. Majority of the incidents reported during the five reporting periods involved between 1 to 6 pirates/robbers.

During the period January-September 2009, 79% of the total number of incidents involved between 1 to 6 pirates/robbers. There were three incidents where groups of more than 9 robbers were reported. These incidents occurred:

- In the Straits of Malacca and Singapore, off Penang involving *MLC Nancy 5* on 19 February 2009.
- 60 nm north of Pulau Anambas, South China Sea involving *Prospaq T1* on 7 April 2009.
- Chittagong Anchorage, Bangladesh involving *Jin Hui* on 15 September 2009.

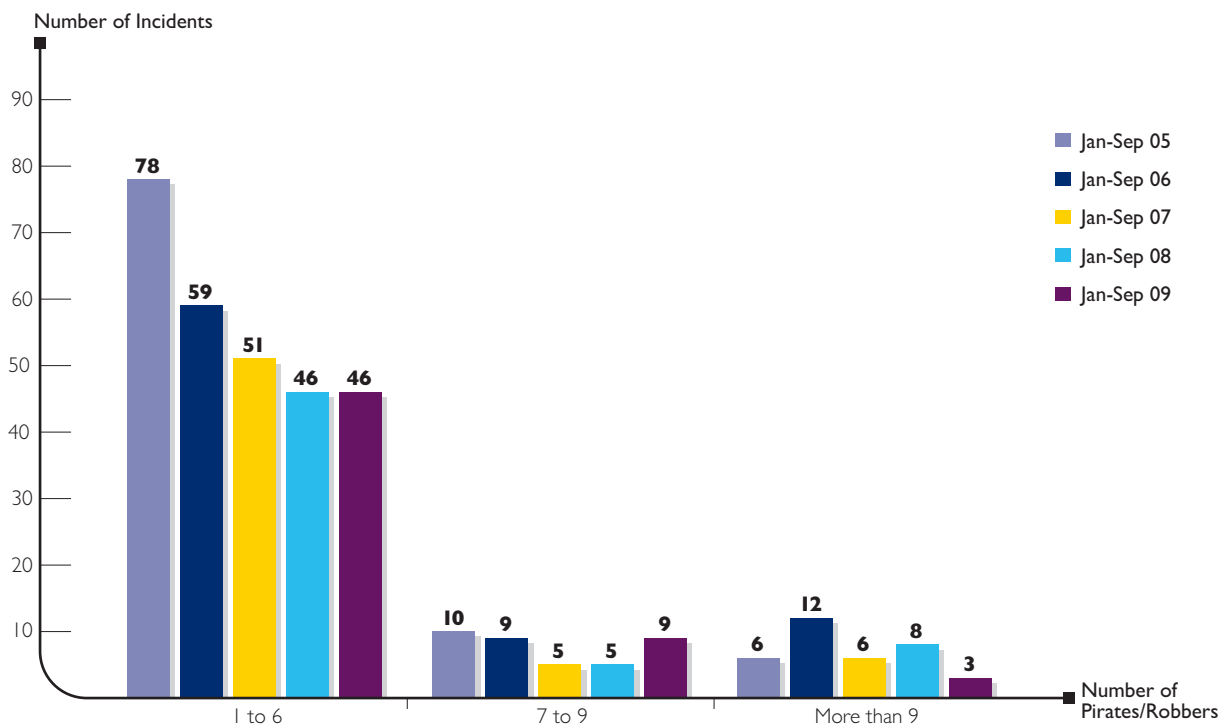


Chart 8 - Number of pirates/robbers involved in actual incidents (January-September of 2005-2009)

Part Three | Quarterly Report

3.4 Analysis of Economic Factor

Chart 9 shows the economic loss per actual incident reported. Between January 2009 and September 2009, about half of the total number of reported incidents involved the loss of engine stores and ship stores. The ReCAAP

ISC notes that there has been an increase in the number of incidents involving the loss of cash and personal properties during the period January-September 2009 compared to the same period in 2008, 2007, 2006 and 2005.

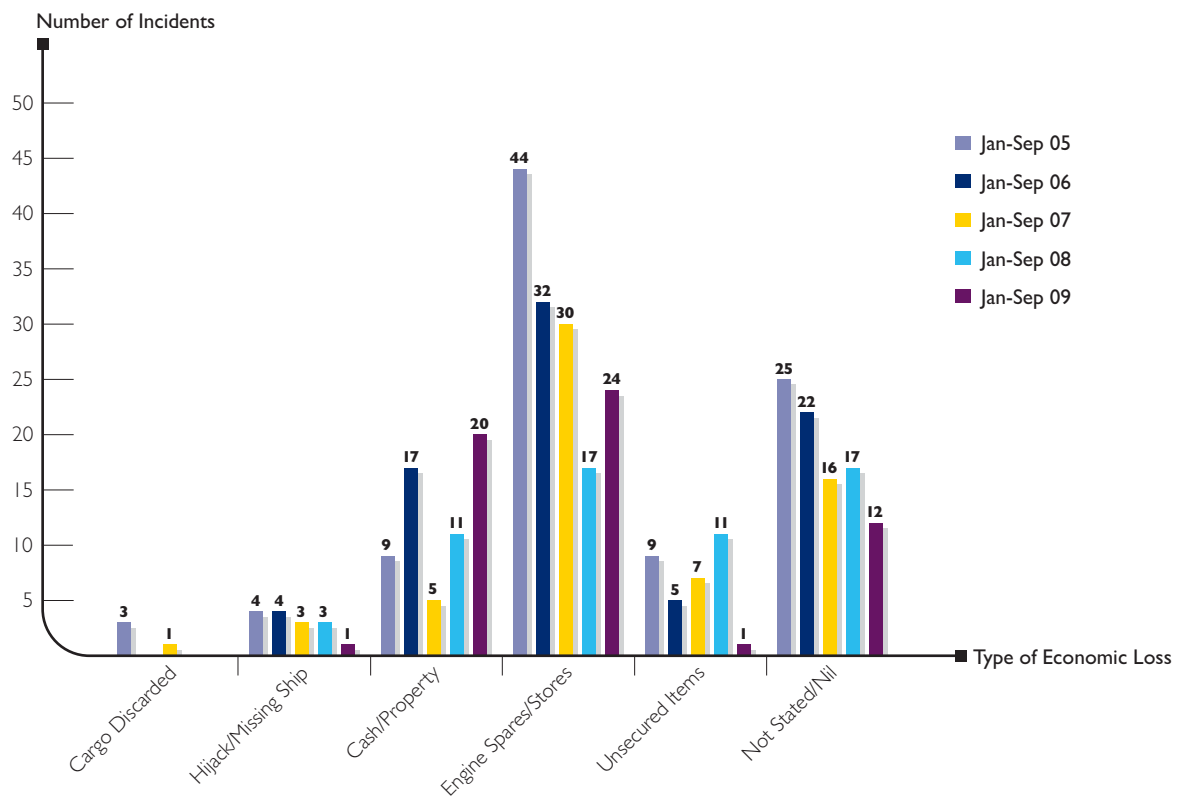


Chart 9 - Reported economic loss (January-September of 2005-2009)

Map 1 - Location of Incidents Reported from January to September 2009



Part Four

Details of Selected Incidents

- 4.1 **Attempted Incidents occurred South of Tanjung Ayam, Malaysia on 14 September 2009**
- 4.2 **Piracy Incident onboard *Prospect* off Anambas Island, South China Sea**
- 4.3 **Modus Operandi of Pirates/Robbers off Pulau Tioman and the South China Sea**



Part Four | Details of Selected Incidents

4.1 Attempted Incidents occurred South of Tanjung Ayam, Malaysia on 14 September 2009

4.1.1

Two attempted incidents occurred within an interval of two hours and in close proximity with each other south of Tanjung Ayam, Malaysia on 14 September 2009. Although there is no

conclusive evidence as yet, it appears that the same group of robbers was involved in the two incidents. The details of the two incidents are described as follows:

Attempted Incident involving *Pacific Harmony*



Name of Ship
Pacific Harmony

Type of Ship
Tanker

Flag of Ship
Panama

IMO Number
9209300

GT
41832

Photograph courtesy of IFC

Part Four | Details of Selected Incidents

4.1.2

At about 0240 hrs on 14 September 2009, a Panama-registered tanker, *Pacific Harmony* was anchored at position 01° 18.5' N, 104° 13.8' E (approximately 2.4 nm southeast of Tanjung Ayam) when five robbers attempted to board the tanker from a boat. The duty crew raised the alarm when he sighted two men using a stick

with hook attempted to board the tanker from the poop deck. The duty crew alerted all crew through the public address system. On hearing the alarm, the men aborted the boarding, jumped into the water and fled in their boat. The crew was not injured.

4.1.3

The ship master reported the incident to the Singapore's Vessel Traffic Information System (VTIS) and the Port Operation Control Centre (POCC) via VHF. The Singapore's POCC, who is also the ReCAAP Focal Point (Singapore), initiated a broadcast about the incident on

the NAVTEX to warn ships in the vicinity, and reported the incident to the ReCAAP ISC, the Singapore's Police Coast Guard (PCG), the MRCC Putra Jaya, Malaysia and Baden SAR Nasional (BASARNAS), Indonesia.

Attempted Incident involving *MMM Kingston*



Name of Ship
MMM Kingston

Type of Ship
Chemical tanker

Flag of Ship
Malaysia

IMO Number
8919972

GT
4355

Photograph courtesy of IFC

4.1.4

Approximately about two hours later at 0445 hrs, six men armed with long knives attempted to board a Malaysia-registered chemical tanker, *MMM Kingston* from a speed boat. The chemical tanker was anchored at position 01° 18.3' N, 104° 12.56' E (approximately 2 nm south of Tanjung Ayam) when two men attempted to board the tanker from the port quarter using hook while the other four men

waited in the speed boat. The duty crew sighted the men, ran into the accommodation and informed the duty officer. The duty officer raised the alarm, sounded the fog horn and mustered all crew. Noting that the crew has been alerted, the men aborted the boarding, jumped overboard and fled in their speed boat. The crew was not injured.

4.1.5

The Singapore's POCC initiated a broadcast about the incident on the NAVTEX to warn

ships in the vicinity and reported the incident to the ReCAAP ISC.

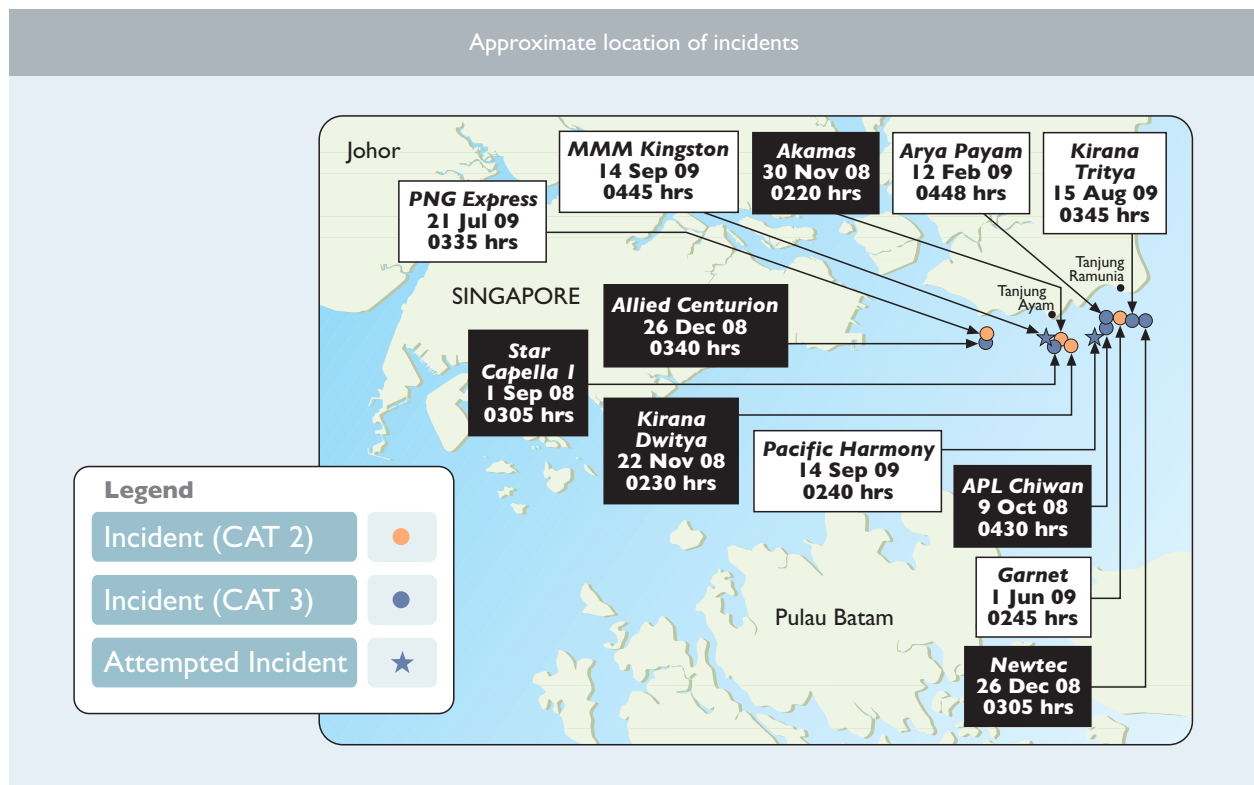
Part Four | Details of Selected Incidents

Past Incidents

4.1.6

Between September 2008 and September 2009, 12 incidents have been reported in the vicinity off Tanjung Ayam and Tanjung Ramunia, south Johor, Malaysia. Of the 12 incidents, four were

Category 2 (moderately significant) incidents, six were Category 3 (less significant) incidents and two were attempted incidents. Please see map on the location of these incidents.



Modus Operandi of the Robbers

4.1.7

All 12 incidents occurred when the ships were anchored in the vicinity off Tanjung Ayam and Tanjung Ramunia. The incidents occurred during hours of darkness between 0001 hrs to 0559 hrs to avoid detection by crew and authorities. The ReCAAP ISC notes some similarities in the modus operandi of the robbers involving in the 12 incidents in the following areas:

- a Number of Robbers.** Most of the incidents involved robbers operating in groups of three to six men. Only one incident involved eight robbers.
- b Weapons Used.** In incidents where weapons used were reported, majority of the robbers were armed with knives. Of the 12 incidents, six incidents reported that the robbers were armed with knives. One incident reported that the robbers were armed with knives and pistols. There is no report on the weapons carried by the robbers in the other six incidents.
- c Treatment of Crew.** In most of the incidents, the robbers did not harm the crew. Of the 12 incidents, four incidents reported that the crew was tied up by the robbers, and one incident reported that the crew was hit in the head by the robbers. No injuries were sustained by the crew in the other seven incidents.
- d Economic Loss.** Majority of the incidents reported loss of engine spares, stores, cash and personal belongings. Of the 12 incidents, five incidents reported the loss of engine spares, stores and unsecured items; and two incidents reported the loss of cash and personal belongings. The two incidents that reported loss of cash and personal belongings occurred onboard *Akamas* on 30 November 2008 where the robbers took the Third Engineer's gold rings, and in the incident onboard *PNG Express* on 21 July 2009, the robbers stole the crew's cash and valuables.
- e Type of Ship.** The ReCAAP ISC believes that the robbers did not target to attack specific ship, but they were opportunistic in nature. Of the 12 incidents, tankers were involved in six incidents, bulk carriers involved in four incidents; and the remaining two incidents involved a container ship and a diving support vessel.

Part Four | Details of Selected Incidents

Action by Authorities

4.1.8

The Malaysian Maritime Enforcement Agency (MMEA) has stepped up surveillance and conduct regular boat patrols in the area. The ReCAAP ISC advises ship masters to report

all incidents, including attempted incidents, to the Rescue Coordination Centre (RCC) of the coastal State so that the authorities may take immediate action in responding to the incidents.

Recommendations

4.1.9

Ship masters and crew are advised to maintain vigilance and adopt precautionary measures when anchoring in the vicinity. Early detection of boarding by suspicious personnel is the best deterrent and reduces risk to the crew, as demonstrated in the incidents involving *Pacific Harmony* and *MMM Kingston*. The ReCAAP ISC

commends the ship masters and crew of *Pacific Harmony* and *MMM Kingston* for their vigilance and implementation of anti-piracy measures, such as sounding the fog horn, mustering of crew and alerting of crew through the public address system, which successfully prevented the robbers from boarding their vessels.

4.1.10

The ReCAAP ISC encourages ship owner and ship operator to report all incidents to the ReCAAP Focal Points. This enables the Focal Point to share information about the incident with the

other Focal Points, and the ReCAAP ISC to issue an Incident Alert to the shipping companies and the maritime community.

4.2 Piracy Incident onboard *Prospect* off Anambas Island, South China Sea

Name of Ship <i>Prospect</i>
Type of Ship LPG tanker
Flag of Ship Singapore
IMO Number 9387762
GT 47266

4.2.1

At about 0020 hrs on 19 September 2009, a Singapore-registered LPG tanker, *Prospect* was underway in the South China Sea when six pirates boarded the tanker at position 03° 20.01' N, 105° 19.50' E, off Anambas island. Please see map on approximate location of boarding. The

pirates armed with knives and machetes were sighted at the navigation bridge. They hit the duty officer on his head and forced him to bring them to the cabins of the Captain and Chief Officer, and demanded cash and their personal effects.

4.2.2

The crew activated the ship security alert. Apart from the duty officer who suffered some bruises, the other crew was not injured. The ship

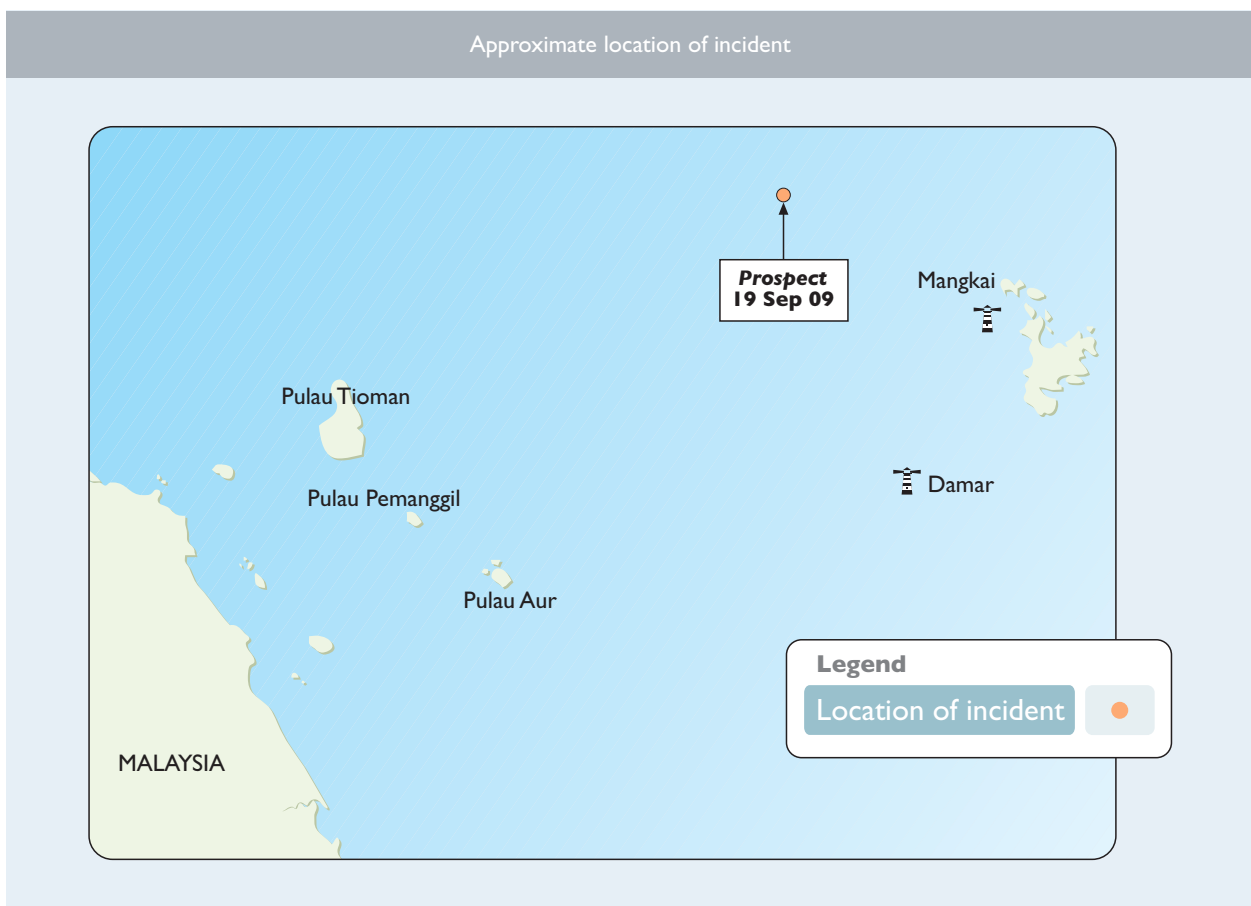
was carrying a full complement of 21 crews consisting of 11 Indian nationals, nine Filipinos and one Sri Lankan.

Part Four | Details of Selected Incidents

4.2.3

The shipping company reported the incident to Singapore's Port Operations Control Centre (POCC) who initiated a broadcast about the incident on NAVTEX to warn ships in the vicinity. The Singapore's POCC who is also the ReCAAP

Focal Point (Singapore) reported the incident to the ReCAAP ISC, all ReCAAP Focal Points, the Singapore Police Coast Guard, the MRCC Putra Jaya, Malaysia and the Baden SAR Nasional (BASARNAS), Indonesia.



Past Incidents

4.2.4

A total of five incidents were reported in the South China Sea throughout 2008. However, for the first nine months of 2009, there were already 10 incidents reported in the South China Sea.

Of the 10 incidents, one was a Category 1 incident and nine were Category 2 incidents. All incidents occurred when the ships were underway.

Recommendations

4.2.5

Ship masters are encouraged to report piracy and armed robbery incidents to the nearest RCC, coastal or port State authorities, whichever appropriate immediately after an actual or attempted attack. This is to facilitate follow-up

action and investigation by the law enforcement agencies in response to the incident, issue of precautionary warning to ships operating in the vicinity and to be on lookout for suspicious boats.

4.2.6

The ReCAAP ISC advises ship masters to be alert and take precautionary measures when operating in high risk area during hours of darkness. When underway, ship master should monitor all

maritime safety information broadcasts for the area, and maintain radar and visual watch for speed boat trailing the ship.

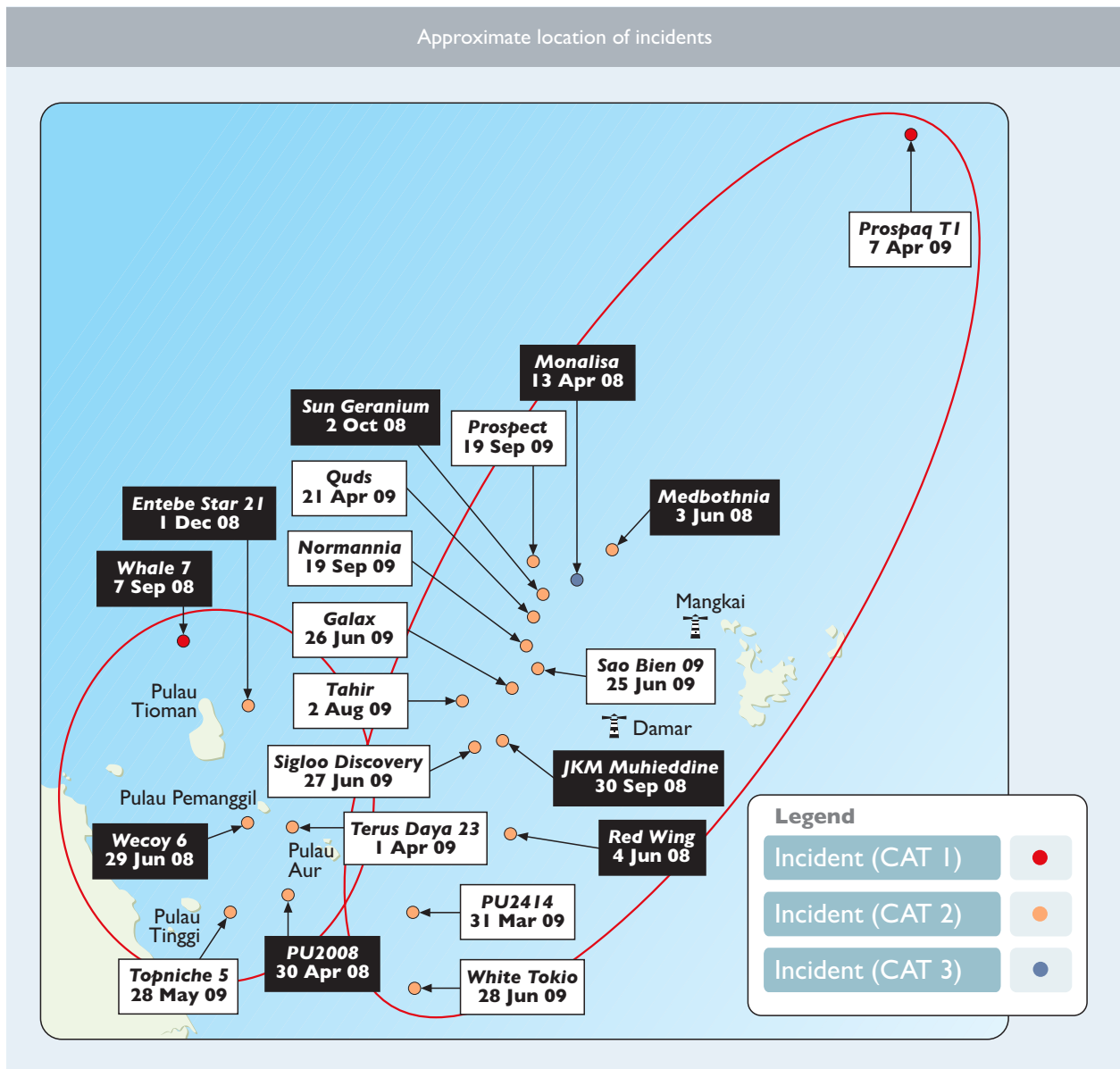
Part Four | Details of Selected Incidents

4.3 Modus Operandi of Pirates/Robbers off Pulau Tioman and the South China Sea

4.3.1

In 2008, four incidents were reported off Pulau Tioman, Malaysia and five incidents in the South China Sea. For the first nine months of 2009,

two incidents were reported off Pulau Tioman and 10 incidents in the South China Sea. Please see location of incidents.



4.3.2

The modus operandi of the pirates/robbers operating off Pulau Tioman and in the South China Sea during the period January 2008 to September 2009 is tabulated as follows:

	Off Pulau Tioman	South China Sea
Number of Robbers/Pirates	All except one incident involved groups of five to ten men. The hijacking of tug boat, <i>Whale 7</i> on 7 September 2009 involved 15 robbers.	All except one incident involved groups of five to eight men. The hijacking of tug boat, <i>Prospaq T1</i> on 7 April 2009 involved 12 pirates.
Type of Weapon Used	Robbers were commonly armed with knives. Two of the six incidents involved robbers armed with guns and knives.	Pirates were commonly armed with knives. Two of the 15 incidents involved pirates armed with guns and knives.
Treatment of Crew	No injury was reported, except for one incident where the crew was abandoned on Pulau Tioman (<i>Whale 7</i>).	Pirates appeared to be more violent. Seven incidents reported crew being held hostage to demand cash and personal belongings, and three incidents reported that the crew were assaulted. There was one incident of crew being abandoned (<i>Prospaq T1</i>).
Economic Loss	Five of the six incidents reported loss of cash and crew's personal belongings. One incident involved the ship being hijacked (<i>Whale 7</i>).	A total of 14 out of 15 incidents reported loss of cash and crew's personal belongings. One incident involved the ship being hijacked (<i>Prospaq T1</i>).
Type of Ship	All six incidents involved tug boats. Tug boats were targeted as they are slow moving and have low free board.	Opportunistic in nature as no specific ship was targeted. Of the 15 incidents reported, six incidents involved tankers, three involved tug boats, two involved bulk carriers, two involved container ships and two involved general cargo ships.
Status of Ship	Underway	Underway

Table 10 - The modus operandi of the pirates/robbers operating off Pulau Tioman and in the South China Sea (January 2008 - September 2009)

Part Four | Details of Selected Incidents

Observations

4.3.3

No incident has been reported off Pulau Tioman since May 2009. This is attributed to the surveillance efforts carried out by the MMEA and relevant agencies in maintaining maritime presence in the vicinity. The Xinhua news agency reported that the MMEA has arrested a gang of suspected sea robbers in an early morning operation in

southern Malaysia on 4 October 2009. The MMEA reportedly intercepted a suspicious fishing boat, and detained six fishermen with suspicious identification documents and two air rifles onboard the fishing boat. Upon convicted under the country's Firearms Act, the six men would be given a jail term of seven years, or fine, or both.²

4.3.4

The ReCAAP ISC notes that most of the incidents in the South China Sea occurred on consecutive days of certain months of the year, namely April, June and September. In 2008, the five incidents occurred on 13 April 2008, 3 June 2008 and 4 June 2008, 30 September 2008

and 2 October 2008. Similar patterns were observed in 2009 when the 10 incidents occurred on 31 March 2009, 7 April 2009, 21 April 2009, 25 June 2009, 26 June 2009 and 27 June 2009, 28 June 2009, 2 August 2009, and 19 September 2009 (two incidents).

4.3.5

Incidents occurred in the South China Sea appeared to be more violent than incidents off Pulau Tioman. Based on the location of incidents in the South China Sea, most of the incidents

occurred along the recommended transit lane. In view of the vast area in the South China Sea, it is possible that the pirates' boats are launched from mother ships.

² The Xinhua news agency dated 5 October 2009.

4.3.6

Although there is no conclusive evidence as yet, it appears that different groups of pirates/robbers

might be involved in the incidents off Pulau Tioman and in the South China Sea.

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Part Five

Observations for January 2009 to September 2009



Part Five | Observations for January 2009 to September 2009

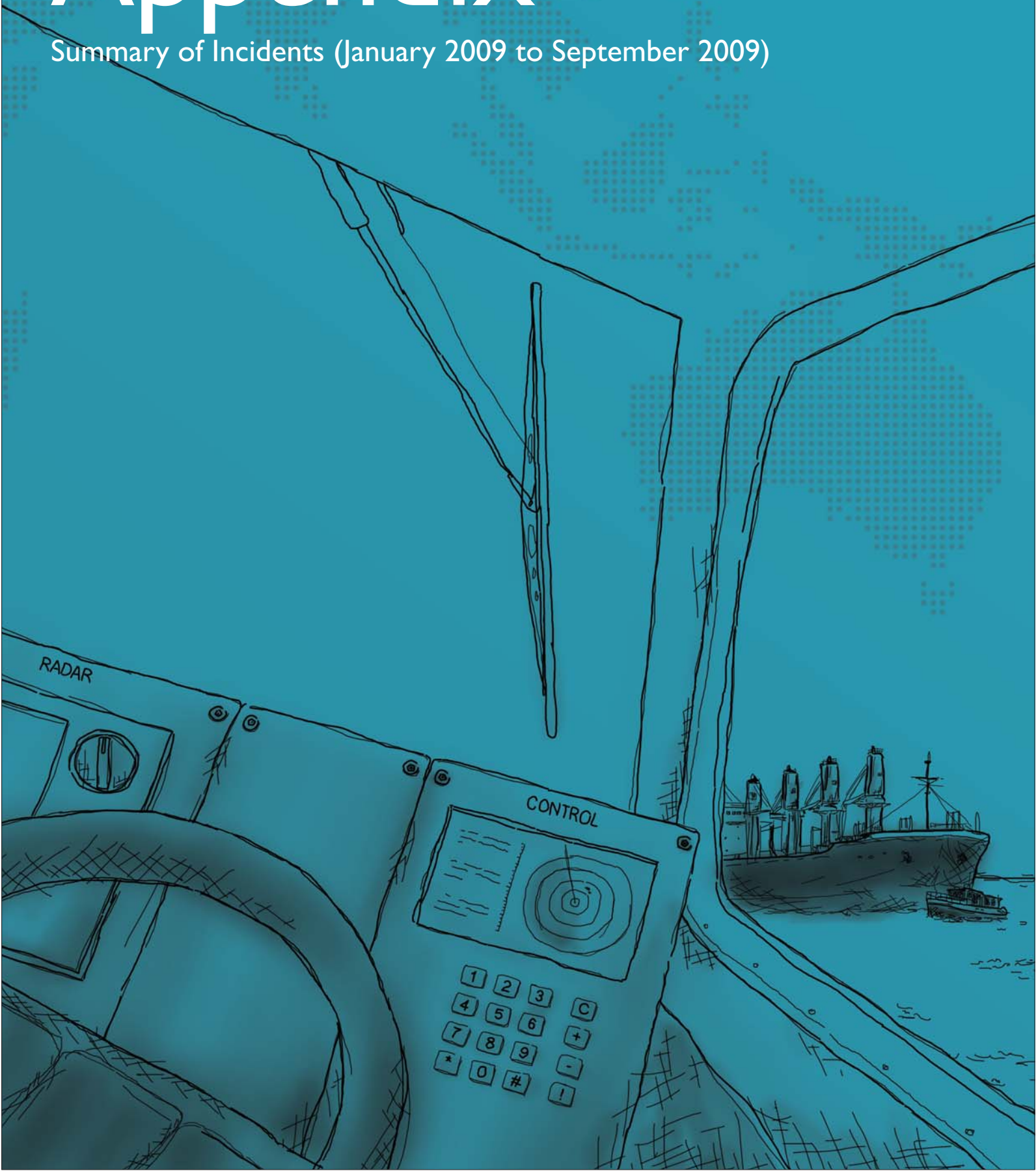
5.1

Overall, the following observations can be made regarding incidents which occurred during the period January-September 2009 compared to the same period in 2008, 2007, 2006 and 2005:

- a** Overall, there has been a decline in the number of reported incidents between January 2009 and September 2009 compared to the same period in 2008, 2007, 2006 and 2005.
- b** The decline in the number of incidents was most apparent in Indonesia during January-September 2009 compared to the same period in 2008, 2007, 2006 and 2005. However, there has been an increase in the number of incidents reported in Bangladesh, Malaysia, the South China Sea and the Straits of Malacca and Singapore compared to the same period in 2008.
- c** The greatest decline in the number of incidents occurred in the Category 3 (less significant) incidents, mostly occurred at the ports and anchorages. However, the number of Category 2 (moderately significant) incidents has increased during January-September 2009 compared to the same period in 2008. This was due to the increase in activities in the South China Sea, off Tanjung Ayam, Malaysia and the Straits of Malacca and Singapore. The number of Category 1 (very significant) incidents has remained fairly consistent during January-September 2009, 2008 and 2007.
- d** Overall, tankers appeared to be most susceptible to attack compared to the other type of ships during the period January-September 2009. Most of the incidents occurred when the ships were anchored or berthed.
- e** Majority of the incidents occurred while the ships were at anchor/berth, and these were mainly Category 3 incidents.
- f** The use of knives by robbers/pirates continued to be most prevalent during the period January-September 2009 and throughout the same period in 2008, 2007, 2006 and 2005. However, the use of guns and knives was most prevalent during the period January-September 2005.
- g** Theft of cash and ship stores appeared to be most common during January-September 2009.

Appendix

Summary of Incidents (January 2009 to September 2009)



Appendix | Summary of Incidents (January 2009 to September 2009)

Legend

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)
 ■ Attempted

January 2009

Incident involving tanker, *Kakusho I* on 15 January 2009 at Vung Tau Outer Anchorage, Vietnam

Two robbers boarded the tanker while at anchor. The duty crew noticed the robbers and raised the alarm. He sounded the ship's whistle and mustered the crew. Upon hearing the alarm, the robbers jumped into the water and escaped with the ship's store in their small boat. There was no report of injury sustained by the crew.

Incident involving chemical tanker, *Elka Athina* on 29 January 2009 at Balongan Anchorage, Indonesia

Four robbers boarded the ship and tried to enter the accommodation quarters but were noticed by the duty crew who raised the alarm. Upon hearing the alarm, the robbers jumped into their boat and escaped. The ship master broadcasted a security alert message to all ships in the vicinity.

February 2009

Incident involving bulk carrier, *Bossclip Trader* on 1 February 2009 at Ho Chi Minh City mooring buoys, Vietnam

Robbers boarded the bulk carrier when it was moored to mooring buoys. They stole the ship's stores, opened the hose pipe cover and escaped through the hose pipe. The incident was later reported to the authorities.

Incident involving bulk carrier, *Port Shanghai* on 9 February 2009 at Eastern side of Bengal, India

Robbers boarded the bulk carrier via the forecandle before escaping with the ship's stores, which included one mooring line eye, two steel plates and some canvas covers. The local agent of the carrier reported the incident at the local marine police station.

Incident involving bulk carrier, *Arya Payam* on 12 February 2009 off Tanjung Bulat, Malaysia

Five robbers in a wooden boat approached the bulk carrier while at anchor. One of the robbers boarded the ship and attempted to steal the ship's stores. The duty crew noticed the robber and informed the bridge who raised the alarm, sounded the ship's horn and informed ships in the vicinity via VHF. The robber jumped overboard and escaped empty handed with his accomplices.

Appendix | Summary of Incidents (January 2009 to September 2009)

February 2009

Kidnap of ship master and Chief Engineer from tug boat, *MLC Nancy 5* on 19 February 2009 near Penang, Straits of Malacca and Singapore

The *MLC Nancy 5* whilst towing a barge the *Miclyn 3316*, was boarded by 12 armed men from a small boat. Besides taking away the shipboard communications equipment and personal effects, they also abducted the master and Chief Engineer.

The Second Officer with the remaining crew made their way to Penang to seek assistance from the nearest Coastal State authorities. The master and Chief Engineer, who were both Indonesians, were later released on 23 February 2009.

Incident involving chemical tanker, *Janesia Asphalt 1* on 22 February 2009 at Kakinada Anchorage, India

Robbers in two small boats approached the tanker while at anchor. They boarded the ship, stole the ship's stores and escaped.

Incident involving container ship, *Ocean Trust* on 24 February 2009 at 19 nm west of Pola Pt Milbuk, South Cotabato, Philippines

The ship was perpetrated by unidentified persons from two motorboats. They fired a home-made rocket propelled grenade (RPG) targeting the bridge of the ship.

The Philippine Coast Guard boarded the ship to investigate. Upon the arrival of the ship in Manila, the Coast Guard station also advised the company representatives to immediately file a marine protest. Five of the bridge windows were shattered, the master's king posts were damaged and the port side cargo light was broken.

March 2009

Incident involving fishing trawler, *Light Boat Columbia 5* on 5 March 2009 at Lanhil, Sibago Fishing Ground, Zamboanga City, Philippines

Armed robbers boarded the fishing trawler while she was underway at Sibago Fishing Ground. They killed three crew and kidnapped two others. The robbers also took away one GPS, one microphone and ten pieces of super light bulbs.

The incident was reported to the Philippine Coast Guard and a Search and Rescue operation was conducted



March 2009

Incident involving fishing trawler, *Light Boat Columbia 5* on 5 March 2009 at Lanhil, Sibago Fishing Ground, Zamboanga City, Philippines (cont'd)

to locate the missing crew. The Philippine Coast Guard, Maritime Police and the Marines had intensified patrols in the area following the attack. The authorities managed to recover the fishing trawler thereafter but it had been stripped off all important parts. The bodies of the three crew were later recovered. To date, the kidnapped crew members were still missing.

Incident involving container ship, *Olympian Racer* on 8 March 2009 at Vung Tau Anchorage, Vietnam

Robbers boarded the ship unnoticed and gained access into the paint locker. The crew noticed a boat leaving from the side of the ship. Upon checking, it was discovered that the entrance to paint locker was broke open and the ship's stores missing.

Incident involving container ship, *OEL Singapore* on 15 March 2009 at Chittagong Anchorage, Bangladesh

Robbers boarded the ship, broke the rope locker and stole the ship's stores.

Incident involving yacht, *Mr Bean* on 24 March 2009 at Koh Tong, Ta-ru-tao Islands, Thailand

A British couple in their private-owned yacht was mooring off Koh Tong, Ta-ru-tao Islands when three robbers armed with hammers boarded the yacht to steal a rubber dinghy. The yacht owner noticed the robbers and tried to stop them. In keeping him quiet, the robbers slit his throat and subsequently threw his body overboard.

The robbers then instructed the owner's wife to sail the yacht to shore. Thereafter, they tied her up, locked her in the cabin and left the yacht in a rubber dinghy. The owner's wife managed to free herself and navigated the yacht to seek help from fishing boats nearby. The fishermen proceeded to inform the authorities and thereafter, rangers from the Ta-ru-tao Islands National Park arrived at the scene to provide assistance. Based on the information provided by her on the direction the robbers fled, the Thai Marine Police pursued the culprits and apprehended them.

The body of the yacht's owner was discovered by fishermen at about 10 nm north of Satun's Lipe Island.

Incident involving bulk carrier, *Bulk Voyager* on 30 March 2009 at Ho Chi Minh Port, Vietnam

Six robbers armed with knives boarded the carrier via her bow from a wooden boat. The alarm was raised and the robbers escaped with some items stolen from the ship. The incident was reported to the local authorities and the police boarded the carrier for investigation.

Appendix | Summary of Incidents (January 2009 to September 2009)

March 2009

Incident of piracy involving tug boat, *PU2414* on 31 March 2009 off Pulau Aur

The tug boat with nine crew onboard was underway from Koh Kong, Cambodia to Singapore. The tug boat was about 13 nm southeast of Pulau Aur in the South China Sea when a crew on the upper deck saw a small light brown speed boat about 5 m long approaching the tug boat at a high speed. The speed boat came alongside on the port quarter of the tug boat. Six masked men armed with parangs and pistol boarded the tug boat while one of them waited in the speed boat.

The crew saw the speed boat, ran towards the bridge of the tug boat, activated the general alarm and alerted the crew. The master of the tug boat and another crew were maintaining watch at the bridge at that time. The master managed to activate the SSAS on the bridge before one of the armed men pointed a knife at his neck. Another crew at the helm was threatened with a knife while the other men left the bridge to tie up the crew and assemble them in the mess room. The men asked the crew for cash before proceeding to their cabins to search for more cash and valuables. One of the crew was hit in the face when he refused to show them where the cash was kept.

The master of the tug boat was brought from the bridge to his cabin where two men demanded that he handed over the crew's salaries and cash. He was also asked if there were any office representatives onboard the tug boat. The men ransacked the cabin and took the cash they found. The master was hit in the stomach twice before he was told to assemble with the other crew in the mess room. The men took away the crew's laptops, mobile phones, cash, digital cameras and their personal belongings including their passports, shoes and clothings. They also took the cargo documents including the vessel's port clearance. Before leaving the tug boat, the men damaged the cables of the communication equipment.

Incident involving tug boat, *Destiny 3* on 31 March 2009 off Takong Light, Straits of Malacca and Singapore

The tug boat was en route from Singapore to Sarawak, Malaysia when she was boarded by seven men armed with knives, shotgun and pistol off Takong Light, in the Straits of Malacca and Singapore.

There was no report on the mode of boarding by the robbers. The armed men took the ship's certificates and crew's personal belongings before leaving the ship. The crew was not injured. The ship master reported the incident immediately to Singapore's Vessel Traffic Information System (VTIS) on VHF Channel 14. The Port Operations Control Centre (POCC) Singapore initiated a broadcast of the incident on NAVTEX and safety net to warn ships in the vicinity.

April 2009

Incident involving tug boat, *Terus Daya 23* on 1 April 2009 at 6 nm northwest of Pulau Aur, Malaysia

Five robbers, with masks and armed with knives boarded the tug boat while underway. They threatened the crew but did not harm them. They left with the crew's personal belongings such as phones and cash.

Incident involving tug boat, *Astaka* on 6 April 2009 off the port of Dinh An, Tra Vinh province, Vietnam

Three robbers wearing hoods and armed with guns boarded the tug boat while she was underway. The robbers held four crew hostage, tied their hands and locked them in the master's cabin. Subsequently, the crew managed to free themselves and discovered that the other seven crew were missing. Among the missing crew were the master, Chief Mechanic and five other crew members. When the crew smelled something burning in the cabin, they abandoned the tug boat and reached ashore in a life raft after two hours at sea. The crew was rescued and under investigation by the Vietnam authorities.

The National Committee for Air and Sea Rescue conducted a search operation for the missing crew and barge. A salvage boat and helicopter from the National Committee for Rescue and Salvage had been scanning the waters off Tra Vinh, Kien Giang, Bac Lieu and Ca Mau provinces for the drifting barge and missing crew. The tug boat was later found in the coastal waters off Can Tho, and the barge with the cargo of sand onboard off the island of Con Dao.

Hijack of tug boat, *Prospaq T1* on 7 April 2009 off Pulau Anambas, South China Sea

Twelve pirates in a motor boat with twin outboard motors, boarded the tug boat which was towing a barge, *Prospaq B1*. The pirates armed with two hand guns and knives tied and blindfolded the 10 crew (comprising six Indonesians, three Myanmar nationals and one Malaysian) with masking tapes. The crew was held by the pirates onboard the tug boat for one week. On 13 April 2009, the pirates released the crew and put them on an inflated life raft without any provisions. The pirates took control of the tug boat towing the barge, and proceeded towards an unknown location.

On 14 April 2009, the crew was found drifting aboard the life raft at approximately 25 nm southwest of Balabac Island, Palawan by a United Kingdom-registered container ship, *MV ANL Explorer* when she was on transit to the port of Manila. The crew was hungry and exhausted. Upon arrival at the port of Manila, the Philippine Coast Guard Medical Services examined the crew and found them to be in normal condition except for a few of them with jellyfish stings and abrasions.

The crew returned to Singapore on 17 April 2009 and assisted in the investigation of the incident. The whereabouts of the tug boat is still not known at this juncture.

Appendix | Summary of Incidents (January 2009 to September 2009)

April 2009

Incident involving container ship, *Olympian Racer* on 13 April 2009 at Manila North Harbour, Philippines

While waiting for pilot, the crew on routine round noticed robbers on the forecastle of the ship. The alarm was raised and crew mustered. The crew proceeded to the forecastle of the ship to prevent any theft. Upon realising the crew was alerted, the robbers jumped overboard and escaped with the ship's properties.

Incident involving general cargo ship, *MCP Rotterdam* on 21 April 2009 at Sandakan Port, Malaysia

While at berth, two robbers boarded the ship from a small boat during heavy rain. The alarm was raised and crew mustered. The robbers then escaped in their boat. An inspection of the ship showed that three container seals were tampered with but nothing was stolen.

Incident involving chemical tanker, *Quds* on 21 April 2009 at approximately 25 nm northwest of Pulau Mangkai, South China Sea

Eight pirates armed with knives boarded the tanker. The pirates held the crew hostage, stole their cash, personal belongings before fleeing. None of the crew was injured.

Incident involving container ship, *Ellen S* on 22 April 2009 at approximately 12 nm northwest of Mangkai Light

Five robbers armed with long knives in a boat boarded the container ship. The robbers attacked the ship master, stole cash from the ship and escaped. No injuries to crew were reported.

Incident involving bulk carrier, *Sider Lion* on 23 April 2009 at approximately 13 nm northwest of Mangkai Light

Six robbers armed with knives boarded the carrier. The robbers entered the Second Officer's cabin and held him hostage before proceeding to the ship master's cabin to demand money from him. The pirates stole cash from the ship's safe and took the ship master's camera, mobile phone and his personal belongings. They released the Second Officer before leaving the bulk carrier. Upon release, the Second Officer raised the alarm. The SSAS was also activated and the crew was mustered. All 21 crew were accounted for and there were no reports of injury sustained by the crew or damage to the carrier.

The master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The Singapore's POCC broadcasted the incident through the NAVTEX and SAFETYNET and warned mariners about the incident. The ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC and informed the MRCC Putra Jaya and RCC Jakarta about the incident.

May 2009

Incident involving chemical tanker, *JBU Opal* on 3 May 2009 at Sandakan Port, Malaysia

The robbers used a rope to climb onto the tanker. They broke the lock to the paint store of the tanker and stole some ship's stores. The crew discovered that 33 drums of paint were missing from the store in the morning.

Incidents involving chemical tankers, *JBU Opal* and *Yue You 601* on 3 May 2009 at Sandakan Port, Malaysia

Both tankers were tied alongside the Karamunting palm oil terminal, Sandakan when four robbers in a small fishing boat fitted with outboard motor approached the tankers. Two robbers boarded the *JBU Opal* and another two robbers boarded the *Yue You 601* using hook attached to a rope. The crew saw the robbers on the forecastle deck and approached them. The robbers escaped in their fishing boat. The agent of *Yue You 601* reported the incident to the police who went onboard the ships to investigate.

Incident involving product tanker, *MT United Ambassador* on 4 May 2009 at Kochi Anchorage, India

Three robbers boarded the tanker when she was anchored at Kochi Anchorage, approximately 8.5 nm southwest of Cochin Light. The master reported that while the forward anchoring team was returning to their accommodation, they noticed three unidentified men onboard the tanker. It was believed that the robbers boarded the tanker from the starboard side of the bow of the ship using hook and rope.

The robbers stole one mooring rope and escaped in their small boat. The master commented that the robbery was carried out so swiftly that the crew did not have sufficient time to react. There was no report of injury to the crew or any damage to the ship. The local police and port authorities are investigating the incident and the tanker had enhanced its security measures onboard the ship.

Incident involving general cargo ship, *Chitral* on 5 May 2009 at Chittagong Anchorage, Bangladesh

Robbers in a boat approached the ship and attempted to board via the anchor cable. The crew was alerted and the robbers aborted the attempt and escaped.

Incident involving supply ship, *Pacific Copper* on 17 May 2009 at 3.8 nm east of Pulau Tenggol, Malaysia

The ship was underway and towing a barge from Kemaman Supply Base at Terengganu towards an offshore location. About five or six robbers came alongside the ship in a blue boat about 5 m long and attempted to board the ship.

The duty officer of the watch alerted the crew by sounding the general alarm. The shipboard fire fighting system was also activated to repel the boarding attempt. The robbers eventually aborted their attempt to board. The crew was not injured.

Appendix | Summary of Incidents (January 2009 to September 2009)

May 2009

Incident involving product tanker, *MT Challenge Paragon* on 23 May 2009 at Jakarta Anchorage, Indonesia

Two robbers in a small boat attempted to board the tanker using hook and rope. While climbing up the ship's rail, the robbers noticed that the ship's watch men were alerted. The robbers jumped back into the waiting boat and moved away. The crew was not injured and nothing was stolen.

Incident involving container ship, *Martha Russ* on 23 May 2009 at Chittagong Anchorage, Bangladesh

After dropping anchor, the crew spotted eight armed robbers on the poop deck. The alarm was raised and the crew mustered. The robbers stole the ship's stores before escaping. The port control of Chittagong Anchorage and the coast guard were notified.

Incident involving container ship, *Sinar Bangka* on 28 May 2009 at Yangon Anchorage, Myanmar

Two robbers boarded the container ship. The duty crew spotted the robbers and raised the alarm. The robbers jumped overboard and escaped in a small wooden boat with two other accomplices. Nothing was stolen.

Incident involving tug boat, *Topniche 5* on 28 May 2009 at approximately 19.5 nm southwest of Pulau Aur, Malaysia

The tug boat towing a barge departed Koh Kong, Cambodia for Singapore. While she was underway, five robbers armed with guns and knives, boarded the tug boat when she was about 19.5 nm southwest of Pulau Aur. The robbers stole cash and the crew's personal belongings which included mobile phones, laptops, watches, computer accessories, portable radio sets and binoculars before escaping. The crew did not suffer any injuries.

The ship's agent reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The Singapore's POCC initiated a navigational broadcast on the NAVTEX to warn mariners operating in the region about the incident. The MRCC Putra Jaya has also been informed.

June 2009

Incident involving bulk carrier, *Garnet on* 1 June 2009 at South of Tanjung Ramunia, Malaysia

The bulk carrier was anchored at south of Tanjung Ramunia, Malaysia when about seven or eight robbers armed with knives, boarded the ship. The armed robbers boarded the ship from her stern, entered the engine



June 2009

Incident involving bulk carrier, *Garnet on* / June 2009 at South of Tanjung Ramunia, Malaysia (cont'd)

room and tied up the duty oiler, who was in the engine spare parts' store room. The robbers took some engine spare parts and escaped.

The duty oiler managed to free himself and reported the incident to the ship master. There was no report of injury to the crew. The ship master reported the incident to the Singapore's VTIS and the local agent in Singapore. The Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore) initiated a navigational broadcast on VHF and NAVTEX to warn mariners operating in the area about the incident. The MRCC Putra Jaya was also informed.

Incident involving bulk carrier, *Hong Kong Sun* on 12 June 2009 at Chittagong Anchorage, Bangladesh

The bulk carrier was underway when eight robbers approached it in an unlit black coloured wooden boat. Four of the robbers boarded the bulk carrier with hook and line. The robbers threatened the crew with sharp knives and stole four aft mooring ropes. After the incident, the ship master doubled the number of watchmen and also deployed shore watchmen at the anchorage.

Incident involving container ship, *Appen Anita* on 19 June 2009 at Chittagong Anchorage, Bangladesh

Four robbers armed with small knives approached the container ship in an engine-driven small wooden boat. They stole ropes and escaped. The incident was reported to the Chittagong Port Authority. Upon receiving the report, the Bangladesh Coast Guard proceeded to the location of the incident.

Incident involving tug boat, *Salvicero* on 22 June 2009 off Nipa Transit Anchorage, Straits of Malacca and Singapore

The tug boat towing a barge was off Nipa Transit Anchorage when seven robbers approached the portside of the tug boat in a small wooden boat of approximately 8 m long.

Three of the robbers armed with automatic rifle and handguns, boarded the tug boat. The crew immediately went into the accommodation areas and locked all access points to/from the deck. The crew remained inside the accommodation areas and sounded the alarm. The robbers attempted to enter the accommodation areas but failed after trying for about 10 min. Subsequently, the robbers left the tug boat in their wooden boat which was seen heading southwards. The tug boat was not damaged during the incident and the crew was not injured.

The ship master reported the incident to the Singapore VTIS and the local agent. The Baden SAR Nasional (BASARNAS) has also been duly informed.

Appendix | Summary of Incidents (January 2009 to September 2009)

June 2009

Incident involving general cargo ship, *Sao Bien 09* on 25 June 2009 off Pulau Mangkai, South China Sea

Five pirates armed with long knives boarded a general cargo ship while underway. They stole cash and personal belongings of the crew and escaped in a small boat.

Incident involving bulk carrier, *Navios Aldebaran* on 25 June 2009 at Balikpapan outer anchorage, Indonesia

Two robbers in a small boat attempted to board the bulk carrier while at anchor. The crew was alerted, raised the alarm, sounded the whistle and mustered the other crew. The robbers aborted the attempt and escaped. The pilot station was informed.

Incident involving container ship, *Galax* on 26 June 2009 off Pulau Mangkai, South China Sea

The container ship was underway from Singapore to Fangcheng, China when eight pirates armed with heavy long knives approached the ship in a black wooden speedboat. The pirates boarded the container ship using a ladder, and held hostage the Second Officer and the AB on watch. They took away cash from the ship's safe, one mobile phone and two parkas, and fled in their black wooden speed boat. The entire episode lasted 15 min.

Incident involving LPG tanker, *Sigloo Discovery* on 27 June 2009 off Pulau Damar, South China Sea

The LPG tanker was underway off Pulau Damar, Indonesia when six men armed with crowbars, batons and a butcher knife boarded the tanker and entered the bridge of the ship. The bridge was manned by the ship master, Second Officer and a duty AB at the time of incident.

The armed men tied the ship master, Second Officer and the duty AB with raffia strings and took a laptop, two mobile phones, a wrist watch and cash. They fled in their wooden boat thereafter. The entire episode took approximately 20 min.

After the men had left the ship, the ship master activated the ship's security alert system (SSAS) and the general alarm. All crew was mustered and accounted for. A broadcast was made via the tanker's automatic identification system (AIS) to alert all vessels in the vicinity.

June 2009

Incident involving general cargo ship, *White Tokio* on 28 June 2009 off Pulau Aur, South China Sea

The general cargo ship was underway towards Niigata, Japan from Lumut, Malaysia with a cargo of loaded limestone in bulk. The ship was approximately 34 nm south of Pulau Aur when six robbers boarded the ship from a boat.

The robbers held two Indonesian crew members hostage and demanded money from the ship master. The ship master gave money to the robbers, who released them and escaped in their boat. No one was injured and the general cargo ship continued her journey to Japan.

The ship master reported the incident to the Singapore POCC, which is also the ReCAAP Focal Point for Singapore. The Singapore POCC initiated a broadcast on NAVTEX to warn mariners to maintain anti-piracy watch when passing through the area. The MRCC Putra Jaya was also informed.

Incident involving chemical tanker, *Atlantic Eagle* on 29 June 2009 alongside Cochin Oil Terminal, India

While the chemical tanker was discharging cargo, the duty officer noticed some movement on the forecastle deck. He alerted the deck watch keeper who sighted three robbers. The deck watch keeper challenged them and reported the incident to the duty officer on walkie talkie. Upon noticing that the crew had been alerted, the robbers jumped overboard and escaped in their small craft with 18 drums of paint and one coil of 10 mm rope. The three robbers were believed to have boarded the chemical tanker from sea side via grapnel hook.

July 2009

Incident involving container ship, *OEL Freedom* on 6 July 2009 at Chittagong Anchorage, Bangladesh

The crew discovered that the lock to the ship's store was broken and further check by the crew revealed that four mooring ropes and five gas bottles were missing. The crew reported the incident to the Chittagong Port Authority and Bangladesh Coast Guard who dispatched a patrol boat to the location of the incident.

Incident involving bulk carrier, *Kamishima* on 6 July 2009 at Bontang Anchorage, Indonesia

Robbers boarded the ship via the anchor chain and through the hawse pipe cover. It was believed that the robbers opened the hawse pipe cover and stole the forward life raft. Investigation revealed that the robbers dragged the life raft to the starboard bow and threw it overboard.



Appendix | Summary of Incidents (January 2009 to September 2009)

July 2009

Incident involving bulk carrier, *Kamishima* on 6 July 2009 at Bontang Anchorage, Indonesia (cont'd)

The robbery was discovered at about 1910 hrs when the roving guard on watch discovered the forward life raft was stolen and the starboard hawse pipe cover opened. He informed the duty officer and ship master immediately. The ship master mustered the crew and conducted a thorough investigation and checked the ship's surroundings for any suspicious boat in the vicinity.

The ship master tightened the security measures onboard the ship to prevent recurrence of the incident and reminded all duty officers and watch keepers to be more vigilant and avoid complacency.

Incident involving chemical tanker, *W-O Moin* on 7 July 2009 at Chittagong Anchorage, Bangladesh

An unknown number of robbers came alongside the chemical tanker in a small engine wooden boat. The robbers boarded the tanker and stole one mooring rope. The ship master reported the incident to the Chittagong Port Authority who informed the Bangladesh Coast Guard and a patrol boat was dispatched to the incident area.

Incident involving tug boat, *Kenryo* on 12 July 2009 at East of Raffles Lighthouse, Straits of Malacca and Singapore

Five robbers boarded the tug boat from a speed boat. Four of the five robbers were wearing masks and armed with parangs. The robbers took away the crew's mobile phones, cash and other valuables. They damaged the communication equipment onboard the ship and fled in their speed boat. The 12 crew comprising all Indonesians were not harmed.

The tug boat towing a barge loaded with oil rig equipment was underway to Singapore from Batu Ampar, Indonesia.

The master of *Kenryo* contacted another Singapore-registered tug boat, *Taihei* which was in the vicinity to convey the report of the attack to Singapore VTIS. The Singapore's Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast warning mariners about the incident and reported the incident to the ReCAAP ISC.

July 2009

Incident involving tug boat, *Weihai 5* on 12 July 2009 at Northeast of Helen Mar Reef, Straits of Malacca and Singapore

Five robbers boarded the tug boat from their speed boat. Four of the five robbers were wearing masks and armed with parangs. The robbers took away the crew's mobile phones, cash and other valuables. They damaged the communication equipment onboard *Weihai 5* and fled in their speed boat. The six crew comprising all Indonesians were not harmed.

The tug boat towing a barge loaded with granite was underway to Singapore from Lumut, West Malaysia.

The master of *Weihai 5* reported the incident to Singapore VTIS via VHF radio. The Singapore's Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast warning mariners about the incident and reported the incident to the ReCAAP ISC. The Baden SAR Nasional (BASARNAS), Indonesia was also formed.

Incident involving container ship, *Dagmar* on 12 July 2009 at Vung Tau Outer Anchorage, Vietnam

Robbers boarded the ship while at anchor. They stole the ship's stores and properties and escaped.

Incident involving tanker, *PNG Express* on 21 July 2009 at 2.7 nm south of Tanjung Setapa, Malaysia

Six robbers armed with long knives came alongside the tanker in a boat.

It was reported by the Bernama News that the robbers boarded the tanker, tied up the ship's master and crew and took their cash and valuables. The Malaysian Marine Police who was patrolling in the area, acted on a tip-off, boarded the tanker. The Malaysian Marine Police arrested five of the robbers, but one of them managed to escape by jumping into the sea during a scuffle with the police. The ship master and 15 crew were found in a room with their hands tied.

The suspects, aged between 17 and 41, were held for further investigation. The police seized four machetes, four face masks, passports, cash, a laptop, binoculars and five mobile phones from the robbers. The initial investigation did not rule out the possibility that the robbers were involved in several other past incidents reported in the vicinity. The report also mentioned that the suspects can face up to 20 years' imprisonment if convicted of gang robbery.

Incident involving container ship, *Baltic Strait* on 28 July 2009 at 75 nm off Miri, Sarawak, South China Sea

Twelve pirates, in a 7 m long, unlit boat approached the container ship while underway. They pursued the ship and tried to get alongside. The Third Officer raised the alarm, took evasive manoeuvres and alerted the crew. The ship master fired three rocket flares. The pirates eventually aborted the attempt.

Appendix | Summary of Incidents (January 2009 to September 2009)

August 2009

Incident involving tug boat, *Tahir* on 2 August 2009 at approximately 18.2 nm northwest of Pulau Damar, South China Sea

A small boat with five pirates approached the tug boat on her port side at about 100 m away. The pirates were armed with machetes, hammers, iron rods and parang. The entire crew of *Tahir* mustered at the navigational bridge and locked all access to the bridge.

The pirates boarded the tug boat, approached the bridge and attempted to break the glass window at the port side of the tug boat using hammers and iron rods. They managed to break the glass window at about half an hour later. The crew who were armed with axe for self-defence managed to repel the armed pirates from the tug boat. The pirates left the tug boat after observing that the master had activated a distress alert requesting for assistance. When fighting off the pirates, the master sustained a cut on his leg by one of the pirates who was equipped with a parang. The master and the crew had also injured one of the pirates. The master was in stable condition and all the 10 Indonesian crew were not injured.

The master reported the incident to the owner of the tug boat using the INMARSAT phone onboard the boat. The owner in turn reported the incident to Singapore's Port Operation Control Centre (POCC) who initiated a broadcast to alert ships and mariners operating in the vicinity about the incident, and notified Singapore's Police Coast Guard (PCG), the MRCC of Vietnam, MRCC Putra Jaya, Malaysia and the National SAR Agency, Indonesia. The Singapore POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC who published an Incident Alert to warn ships operating in the vicinity about the incident.

Incident involving bulk carrier, *Summer Fortune* on 12 August 2009 at Haldia Port, India

The Second Engineer went to look for some spares in the spares locker in the engine room when he saw scattered empty boxes. Some diesel generator spares were found missing. It was presumed that the robbery occurred sometime between midnight and early morning of 12 August 2009.

Incident involving tanker, *Kirana Tritya* on 15 August 2009 at approximately 2.8 nm from Tanjung Ramunia, Malaysia

Three robbers boarded the tanker from the starboard side. The robbers climbed onboard the tanker from a small wooden speed boat. The crew on duty sighted the robbers and informed the duty officer on the bridge and the other crew on the deck immediately. The general alarm was raised and all crew was mustered on the navigation bridge. The robbers escaped in their wooden boat without taking any items with them. The crew was not injured.

August 2009

Incident involving chemical tanker, *Tigris* on 24 August 2009 at Kakinada Anchorage, India

The ship master reported to the Kakinada port control that there were numerous fishing boats in the vicinity and operating close to the tanker. At about 0515 hrs, the ship master reported that six robbers on a fishing boat approached the tanker. Two of the robbers attempted to board the tanker from the starboard side using hooks. The duty officer raised the alarm and all crew was mustered. The robbers aborted the attempt.

The duty officer reported the incident to the Kakinada port control who dispatched a patrol boat to the anchorage area to look out for any suspicious activities. A formal complaint has been lodged with the Marine Police.

Incident involving bulk carrier, *Darling River* on 29 August 2009 at Port Ciwandan, Indonesia

Four robbers armed with knives boarded the bulk carrier from a boat. The ship master raised the alarm and mustered the crew. The crew searched the ship and found a padlock damaged. Nothing was stolen and the crew was not injured. The ship master reported the incident to the coastal State and the flag State.

Incident involving tug boat, *Tsavliris Unity* and bulk carrier, *Good Luck* on 30 August 2009 at about 2.5 nm west of Pulau Nipa, Straits of Malacca and Singapore

A small craft appeared to be a zodiac type rubber boat approached *Tsavliris Unity* from a northerly direction. Five robbers armed with two machine guns, personal handguns, hooks and VHF radio sets attempted to board *Tsavliris Unity*. The crew raised the alarm and prepared the fire hoses to repel the robbers. On hearing the alarm, the robbers aborted the attempt.

After failing to board *Tsavliris Unity*, the robbers attempted to board *Good Luck*. The master of *Good Luck* raised the alarm and reported the incident to the Singapore's Port Operation Control Centre (POCC) and the flag State. On hearing the alarm, the robbers aborted the boarding and fled in a north-easterly direction.

The Singapore's POCC initiated a broadcast to warn mariners about the incident and to maintain anti-piracy watch when passing the area. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC and all ReCAAP Focal Points.

Appendix | Summary of Incidents (January 2009 to September 2009)

September 2009

Incident involving container ship, *Sanne* on 9 September 2009 at Chittagong Anchorage, Bangladesh

The ship's watch keeper saw three robbers onboard and sounded the alarm. The robbers jumped overboard and escaped when noticed that the crew had been alerted.

Incident involving container ship, *Maersk Aberdeen* on 13 September 2009 at Belawan Anchorage, Indonesia

Some number of robbers armed with long knives boarded the container ship while at anchor. The duty watch keeper sighted the robbers and informed the duty officer who raised the ship's alarm and mustered the crew. On investigation, the crew saw the forecastle door open and a rope ladder rigged. The robbers had broken into the forecastle store and escaped with the ship's stores. There crew was not injured. The ship master reported the incident to the port authority.

Incident involving tanker, *Pacific Harmony* on 14 September 2009 at approximately 2.4 nm southeast of Tanjung Ayam, Malaysia

Five robbers attempted to board the tanker from a boat. The duty crew raised the alarm when he sighted two men using a stick with hook attempted to board the tanker from the poop deck. The duty crew alerted all crew through the public address system. On hearing the alarm, the men aborted the boarding, jumped into the water and fled in their boat. The crew was not injured.

The ship master reported the incident to the Singapore's Vessel Traffic Information System (VTIS) and the Port Operation Control Centre (POCC) via VHF. The Singapore's POCC, who is also the ReCAAP Focal Point (Singapore), initiated a broadcast about the incident on the NAVTEX to warn ships in the vicinity, and reported the incident to the ReCAAP ISC, the Singapore's Police Coast Guard (PCG), the MRCC Putra Jaya, Malaysia and Baden SAR Nasional (BASARNAS), Indonesia.

Incident involving chemical tanker, *MMM Kingston* on 14 September 2009 at approximately 2 nm south of Tanjung Ayam, Malaysia

Two men attempted to board the tanker from the port quarter using hook while another four men waited in the speed boat. The duty crew sighted the men, ran into the accommodation and informed the duty officer. The duty officer raised the alarm, sounded the fog horn and mustered all crew. Noting that the crew has been alerted, the men aborted the boarding, jumped overboard and fled in their speed boat. The crew was not injured.

The Singapore's POCC initiated a broadcast about the incident on the NAVTEX to warn ships in the vicinity and reported the incident to the ReCAAP ISC.

September 2009

Incident involving bulk carrier, *Jin Hui* on 15 September 2009 at Chittagong 'C' anchorage, Bangladesh

Twelve robbers boarded the bulk carrier via its stern from an engine driven boat. The robbers stole two mooring ropes and one zinc plate. The coast guard dispatched a patrol boat to the location of the incident immediately.

Incident involving container ship, *Kota Ratu* on 18 September 2009 at approximately 3.1 nm off Sagar Light, India

Six robbers armed with knives climbed onboard the anchored container ship from the starboard quarter using hooks with rope. The duty AB came onto the starboard side saw the six robbers. The robbers threatened him and told him not to alert the crew. The duty AB reported the incident to the bridge after the robbers left the container ship in a small wooden boat. The duty Chief Officer reported two mooring ropes are missing from the poop deck. The ship master reported the incident to Sagar VTMS, the local agent and the local authority of India.

Incident involving LPG tanker, *Prospect* on 19 September 2009 off Anambas Island, South China Sea

Six pirates armed with knives and machetes were sighted at the navigation bridge. They hit the duty officer on his head and forced him to bring them to the cabins of the Captain and Chief Officer, and demanded cash and their personal effects.

The crew activated the ship security alert. Apart from the duty officer who suffered some bruises, the other crew was not injured. The ship was carrying a full complement of 21 crews consisting of 11 Indian nationals, nine Filipinos and one Sri Lankan.

The shipping company reported the incident to Singapore's Port Operations Control Centre (POCC) who initiated a broadcast about the incident on NAVTEX to warn ships in the vicinity. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC, all the ReCAAP Focal Points, the Singapore Coast Guard, the MRCC Putra Jaya, Malaysia and the Baden SAR Nasional (BASARNAS), Indonesia.

Incident involving chemical tanker, *Atlantic Jupiter* on 19 September 2009 at Belawan Outer Anchorage, Indonesia

Three robbers armed with long knives boarded an anchored chemical tanker via the forecabin by using a rope and hook. The robbers threatened the forward duty AB, who raised the alarm and retreated into the accommodation. The crew was mustered and they went forward to check. Upon seeing the crew, the robbers jumped overboard and escaped with the ship's equipment.

Appendix | Summary of Incidents (January 2009 to September 2009)

September 2009

Incident involving bulk carrier, *Normannia* on 19 September 2009 at approximately 18 nm northwest of Pulau Damar, South China Sea

Eight pirates armed with long knives and crowbars boarded a bulk carrier while underway. They broke into the Second Officer's cabin, tied up his hands and threatened him with a long knife at his throat. They forced the Second Officer to call the master. While the pirates were waiting next to the master's door, they seized the Chief Engineer and tied up his hands. The pirates rushed inside the master's cabin once it was opened. They threatened the master with long knives and crowbars and demanded money. The pirates escaped in a long wooden skiff with the ship's cash and crew personal belongings. The Chief Engineer and Second Officer managed to free themselves and raised the alarm. The crew was not injured.

Incident involving general cargo ship, *MV Hoyanger* on 26 September 2009 at approximately 55 nm northwest of Blanlancang, Straits of Malacca and Singapore

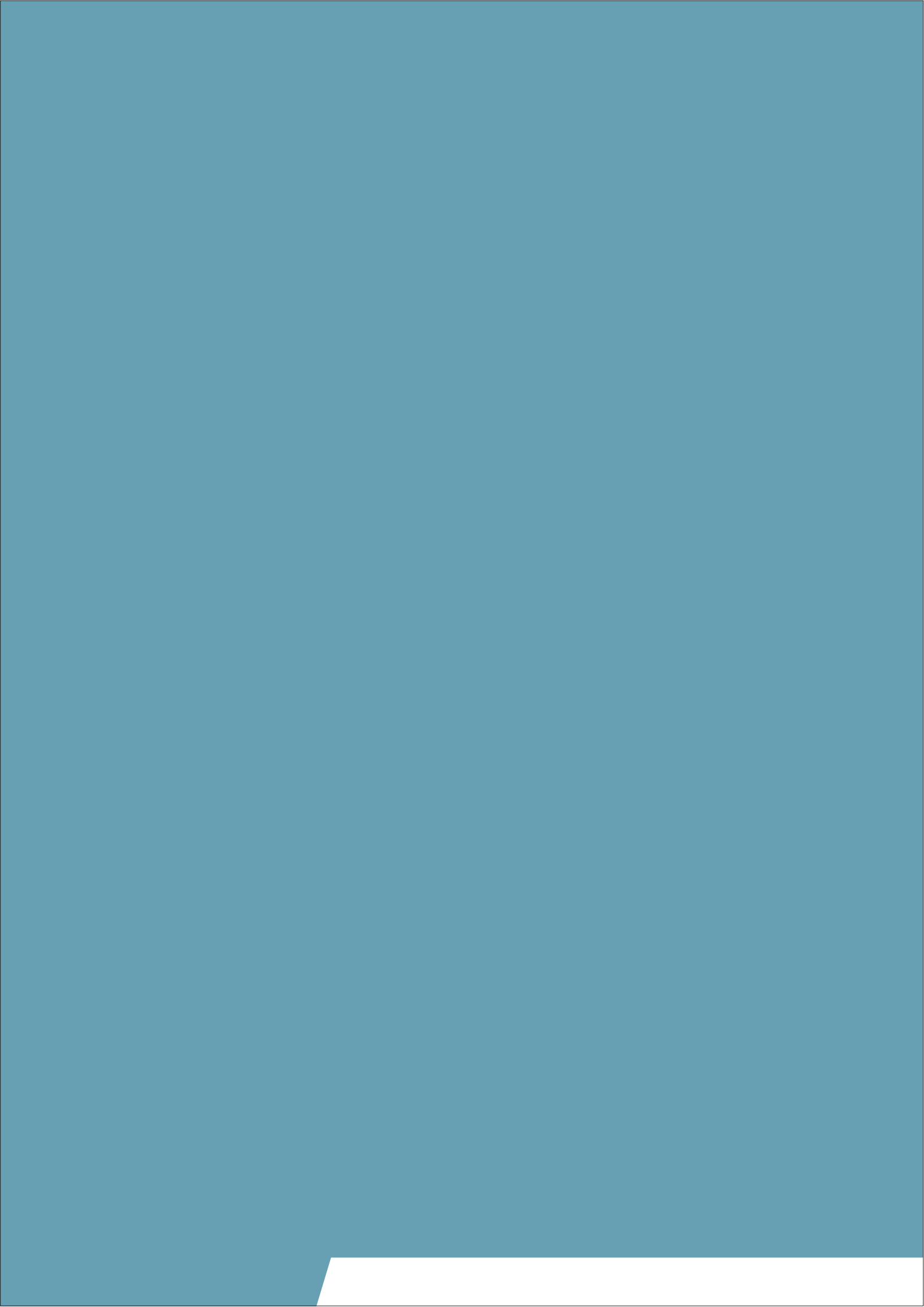
Three speed boats, with about four to five men onboard, approached the ship on her port beam while she was underway. The captain ordered the crew to be on the deck so that the pirates know that the crew is aware of their presence. The speed boats turned back to where they came from, but a few minutes later, the crew noticed a bigger boat which looks like a trawler (about at least 20 m in length), at about 5 nm on her port bow trying to intercept the ship. The captain immediately instructed the Chief Engineer to increase her speed to maximum. The chase went on for about an hour and the pirates abandoned the attempt when they could not catch up with the ship.

Incident involving container ship, *Wehr Elbe* on 27 September 2009 at Chittagong Anchorage, Bangladesh

The duty officer saw two robbers with machetes onboard the ship. He alerted the crew, who managed to disarm and apprehend the robbers. The robbers however managed to break free and escaped. The incident was reported to the Chittagong Port Authority and the Coast Guard, who dispatched a patrol boat to the location of the incident.

Incident involving bulk carrier, *Yasa H. Mulla* on 29 September 2009 at Sagar Anchorage, India

An unknown number of robbers armed with knives boarded a bulk carrier and stole two polypropylene mooring ropes before escaping.





Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia

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