



Annual Report

1 January 2009 – 31 December 2009



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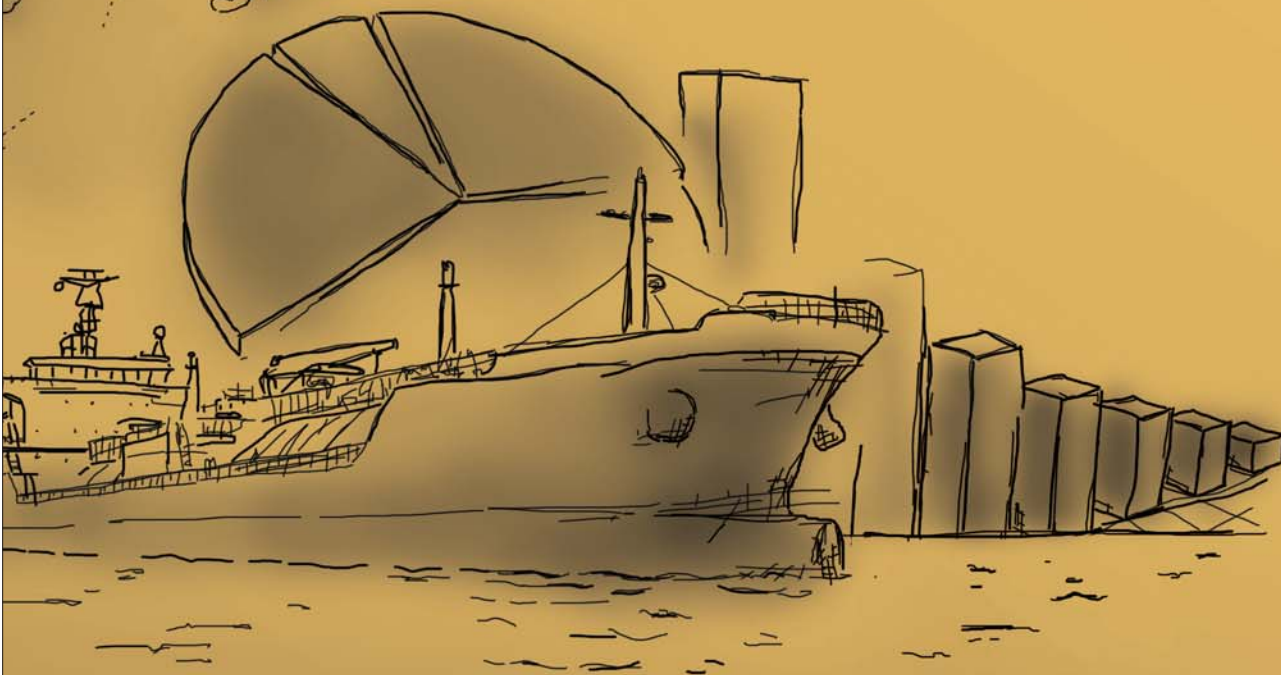
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Executive Summary



Executive Summary

There has been a marginal increase in the total number of incidents of piracy and armed robbery against ships in Asia in 2009 compared to 2008.

A total of 101 piracy and armed robbery incidents against ships were reported in Asia in 2009, of which 81 were actual incidents and 20 were attempted incidents. This was a 5% increase compared to 2008, when 96 incidents were reported, of which 83 were actual incidents and 13 were attempted incidents. In comparison, the number of actual incidents reported in 2009 has decreased compared to 2008, but the number of attempted incidents has increased. The increase in the number of attempted incidents in 2009 could be attributed to the vigilance of crew, and pro-active and evasive measures undertaken by ship masters in preventing boarding by pirates/robbers.

Overall, the increase in the total number of reported incidents was most evident at the port and anchorages of Chittagong, Bangladesh involving ships at anchor/berth and in the South China Sea involving ships while underway. However, there has been an improvement at the ports and anchorages of Indonesia and Vietnam. This accounted for the decrease in the number of less significant (Category 3) incidents in 2009 compared to 2008. The situation in the Straits of Malacca and Singapore has remained fairly consistent in 2008 and 2009.

Incidents involving kidnapping of crew and crew being abandoned were generally less frequent in 2009 compared to 2005. In 2009, there were two incidents of kidnapping and one incident of crew being abandoned compared to 2005 when there were five incidents of kidnapping and two incidents of crew being abandoned.

Notably, the number of incidents involving tug boats has increased since 2006. Tug boats were involved in six incidents in 2006, seven incidents in 2007, 11 incidents in 2008 and 16 incidents in 2009. Incidents involving tug boats while underway were mostly moderately significant (Category 2) incidents which occurred mainly in the Straits of Malacca and Singapore and the South China Sea.

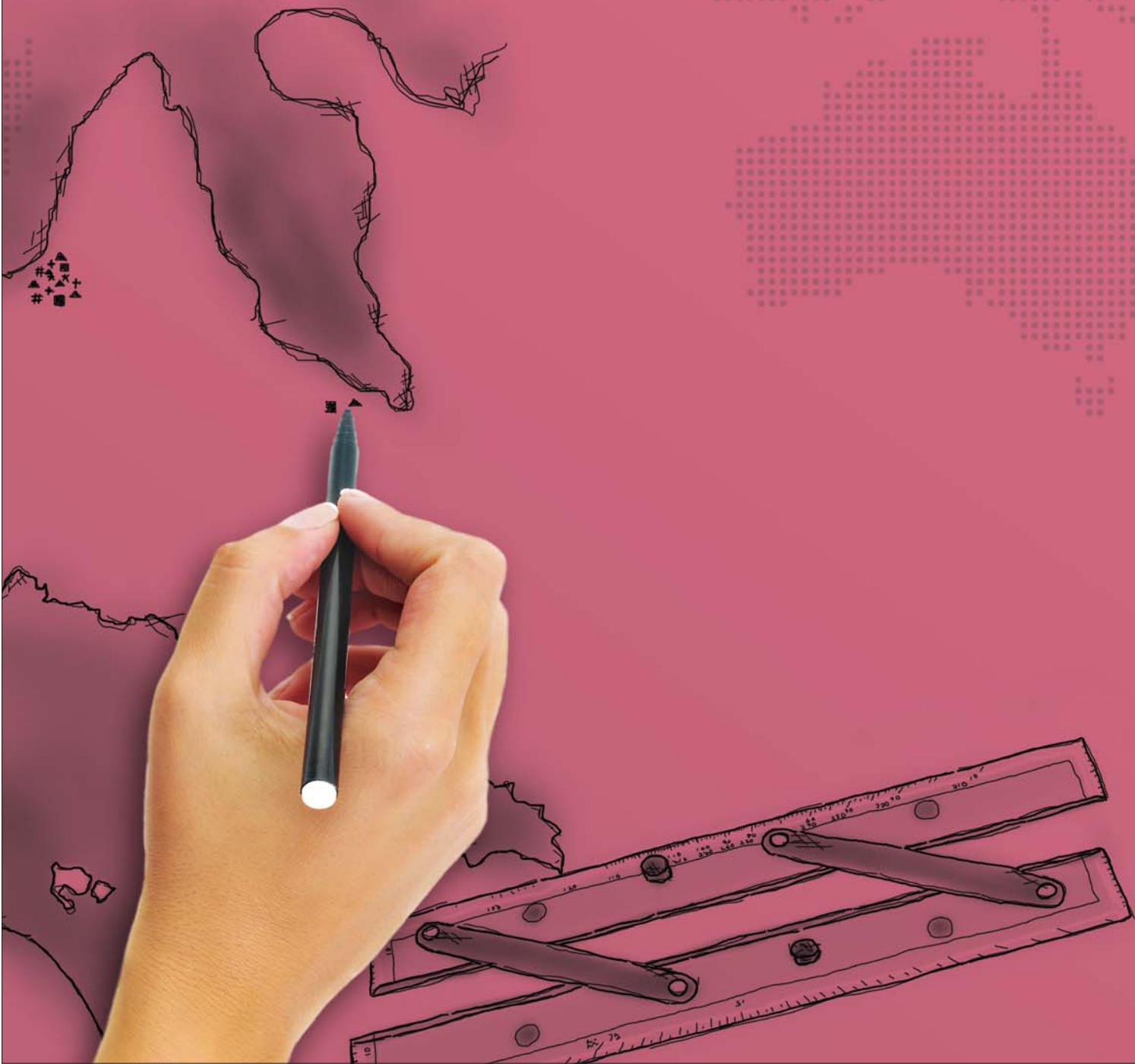
In incidents where losses were reported, incidents involving the loss of cash and properties had increased in 2008 and 2009. Most of the incidents occurred when ships were underway.

Included in this report is the "Report on the Study Trip to Thailand". The main objective of the study trip was to have a better appreciation of the challenges faced by the ReCAAP Focal Point (Thailand) and other related agencies in Thailand in combating piracy and armed robbery against ships.

Part One

Definitions & Methodology Used

- I.1** | **Definitions Adopted by ReCAAP Information Sharing Centre**
- I.2** | **Methodology for Classifying Incidents**
- I.3** | **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 as follows:

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

- 1** "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property 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 Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

- 2** "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property onboard such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

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

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 Maps Used to Depict Location of Incidents

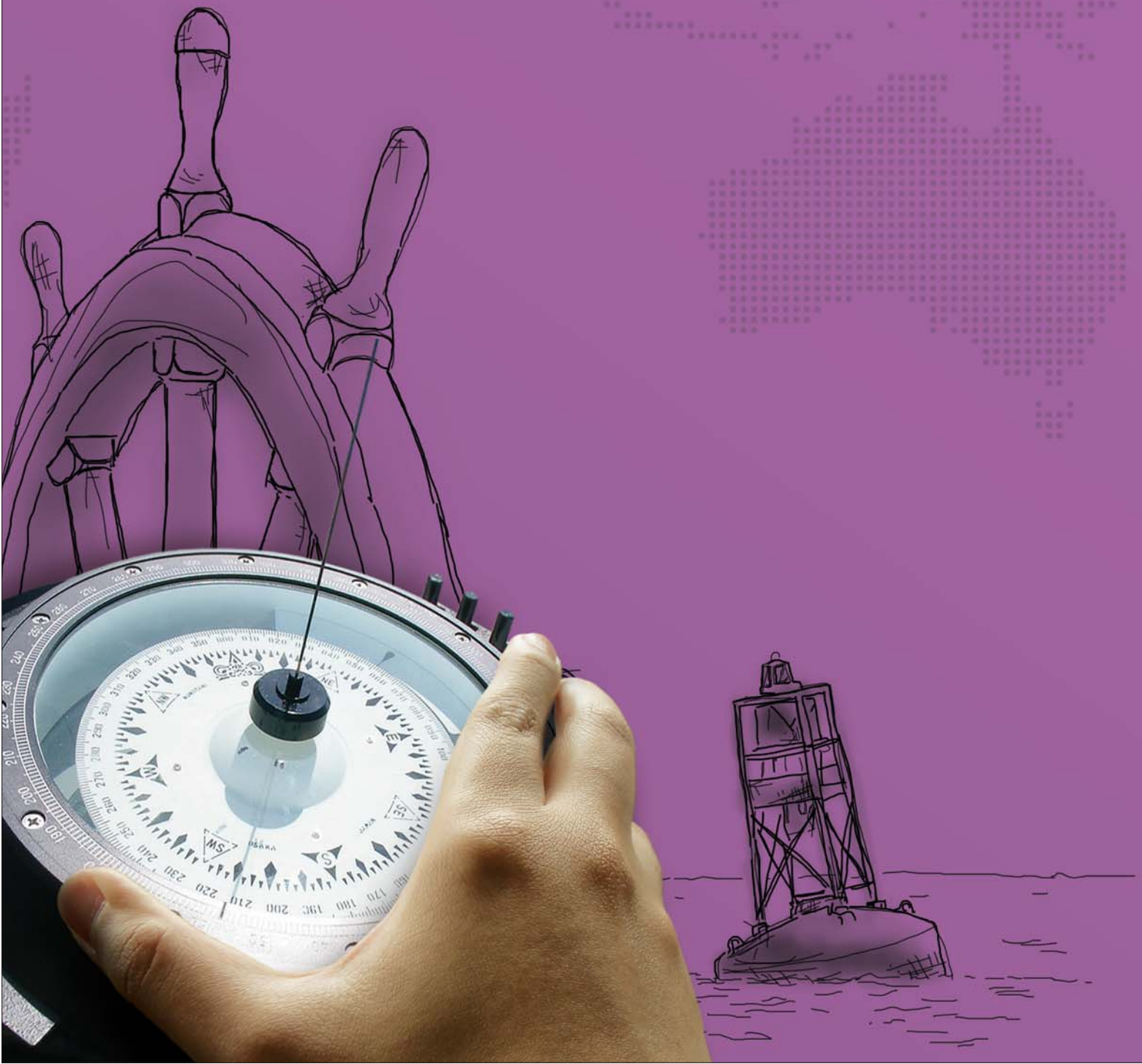
The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP

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

Part Two

Adding Value, Charting Trends

- 2.1 Overall Analysis of Yearly Patterns and Trends
- 2.2 Analysis of Violence Factor
- 2.3 Analysis of Economic Factor



Part Two | Adding Value, Charting Trends

Patterns and Trends of Piracy and Armed Robbery Against Ships in Asia

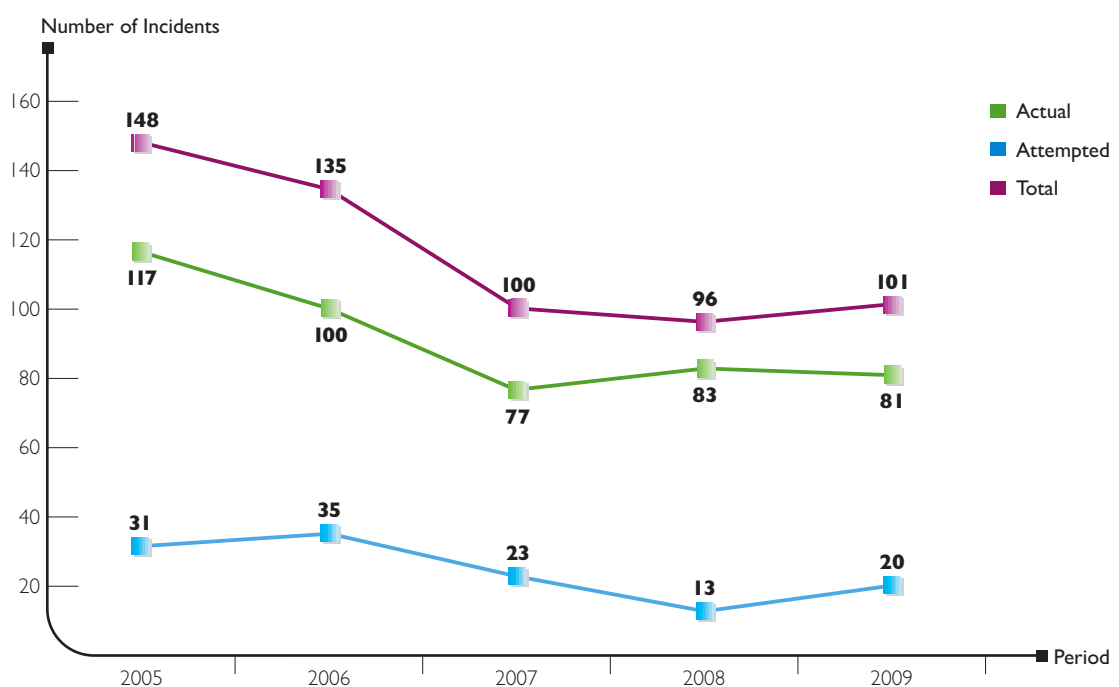
2.1 Overall Analysis of Yearly Patterns and Trends

2.1.1 Number of Reported Incidents

A total of 101 piracy and armed robbery incidents against ships were reported in Asia in 2009, of which 81 were actual incidents and 20 were attempted incidents. The total number of incidents reported in 2009 has increased marginally compared to 2008 where 96 incidents, of which 83 actual incidents and 13 attempted incidents were reported.

The increase in the total number of incidents was due to the increase in the number of attempted incidents, from 13 incidents reported in 2008 to

20 incidents in 2009. However, there has been a decrease in the total number of actual incidents from 83 incidents in 2008 to 81 incidents in 2009. The increase in the number of attempted incidents in 2009 could be attributed to the vigilance of crew, and pro-active and evasive measures undertaken by ship masters in preventing pirates/robbers from boarding the ships. The ReCAAP ISC reiterates the importance of ship masters to continue maintaining vigilance and taking pro-active measures whenever they are approached by suspicious boats and persons.



Graph 1 - Total number of incidents reported (2005-2009)

Part Two | Adding Value, Charting Trends

2.1.2 Significance Level of Actual Incidents

Of the 81 actual incidents reported in 2009, four were Category 1 incidents, 31 were Category 2 incidents and 46 were Category 3 incidents. The number of Category 1 incidents in 2008 and 2009 remained the same. A total of four Category 1 incidents were reported in 2008 and 2009.

However, there has been an increase in the number of Category 2 incidents in 2009 compared to 2008 and 2007. Of the 31 Category 2 incidents in 2009, 22 incidents involved ships while underway, and nine incidents involved ships at anchor/berth. Of the 22 Category 2 incidents involving ships while underway, nine incidents occurred in the South China Sea and five incidents in the Straits of Malacca and Singapore.

The number of Category 3 incidents has been on a decline since 2005. A total of 76 Category 3 incidents were reported in 2005 compared to 46 incidents in 2009. Of the 46 Category 3 incidents in 2009, 44 incidents involved ships at anchor/berth, and two incidents involved ships while underway. The improvement in the situation at the ports and anchorages was most apparent in Belawan, Tanjung Priok and Balikpapan, Indonesia. This could be attributed to the increase in port security and enhanced watch keeping and vigilance by crew when the ships were at anchor/berth. Chart 1 shows the significance level of actual incidents in 2005-2009.

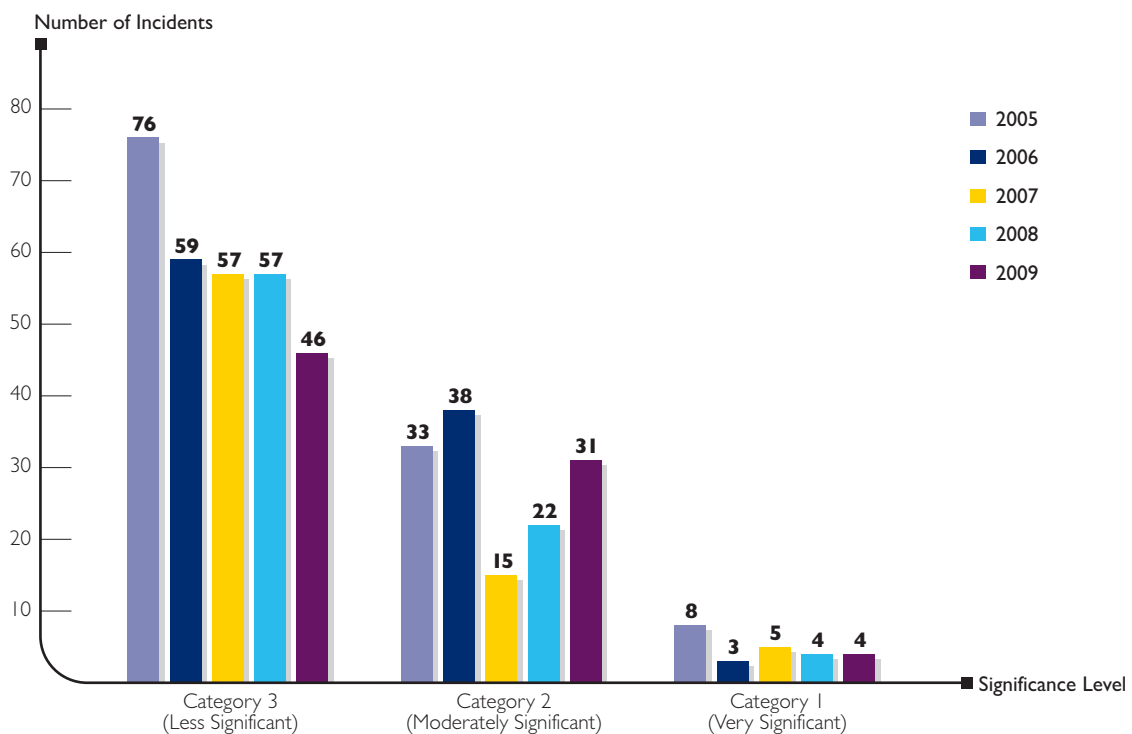


Chart 1 - Significance Level of actual incidents (2005-2009)

2.1.3 Location of Reported Incidents

Compared to the period 2005-2008, the most significant improvement in 2009 occurred at the ports and anchorages of Indonesia and Vietnam. However, there has been an increase in the number of incidents reported at the port and anchorages of Chittagong, Bangladesh and in the

South China Sea. This shift may be attributed to the increase in port security in Indonesia and Vietnam, and greater law enforcement presence in the Straits of Malacca and Singapore. Refer to maps 1-4.

	2005		2006		2007		2008		2009	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China	4		1						1	
Sub-total	4		1						1	
South Asia										
Arabian Sea				1	1	3				
Bangladesh	15	4	30	14	12	1	10	2	14	4
Bay of Bengal		1			1					
India	12	2	3		8		10	1	8	2
Sri Lanka			1			1				
Sub-total	27	7	34	15	22	5	20	3	22	6
Southeast Asia										
Gulf of Thailand	1									
Indonesia	62	10	39	10	33	7	22	1	14	5
Malaysia	2		10	1	7	1	13		12	3
Myanmar									1	
Philippines			3	2	5	1	6	2	4	1
South China Sea	3	6	3		1	5	5	2	11	2
Straits of Malacca and Singapore	8	8	6	7	3	4	6	4	6	3
Thailand			1		1				1	1
Vietnam	10		3		5		11	1	8	
Sub-total	86	24	65	20	55	18	63	10	57	15
Overall Total	117	31	100	35	77	23	83	13	80	21
	148		135		100		96		101	

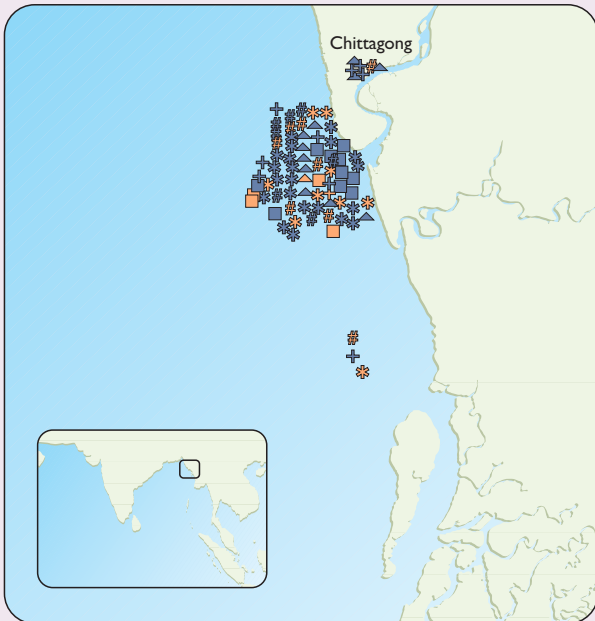
Table 1 - Location of Incidents (2005-2009)

Part Two | Adding Value, Charting Trends

Map 1 - Map of actual incidents at port and anchorages of Chittagong, Bangladesh (2005-2009)

There has been an increase in the number of incidents in 2009 compared to 2007 and 2008. In comparison, the significance level of the incidents in 2009 has also increased. Fourteen incidents (four Category 2 and 10 Category 3) were reported in 2009 compared to 10 incidents (one Category 2 and nine Category 3) reported in 2008 and 12 incidents (one Category 2 and eleven Category 3) reported in 2007. The four Category 2 incidents reported in 2009 involved robbers operated in groups of eight to 15. In three of these incidents, the crew was threatened and in the other incident, the crew was held hostage. The robbers fled after taking with them ships' stores. The ReCAAP ISC recommends increase in surveillance and enforcement by the Bangladeshi authorities at the ports and anchorages of Chittagong.

In comparison, the situation was worse off in 2005-2006 than 2009, with 30 incidents reported in 2006 and 15 incidents reported in 2005. The ReCAAP ISC urges ship masters to report all incidents to the authorities immediately as timely reporting enables the authorities to respond to the incident.



Legend	CAT 1	CAT 2	CAT 3
2005	# 0	# 8	# 7
2006	* 0	* 9	* 21
2007	▲ 0	▲ 1	▲ 11
2008	+	+	+
2009	■ 0	■ 4	■ 10

Map 2 - Map of actual incidents at ports and anchorages of India (2005-2009)

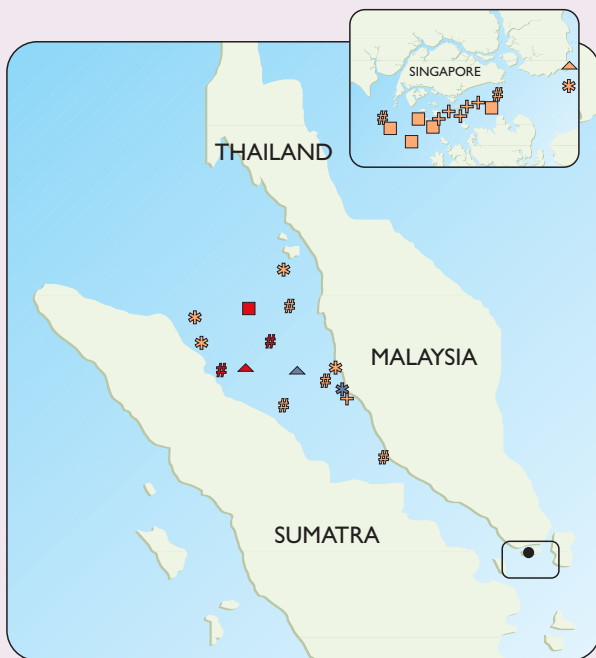
There has been an improvement in the situation at the ports and anchorages of India in 2009 compared to 2008. The number of incidents reported during 2005-2007 fluctuated. In 2009, eight incidents were reported compared to 10 incidents reported in 2008. Notably, most of the incidents were Category 3 incidents which are petty theft in nature. The improvement in the situation at the ports and anchorages of India can be attributed to enhanced joint patrols carried out by law enforcement agencies, the successful community interaction programmes implemented by the Indian Coast Guard to educate the coastal population on the ill-effects of piracy and armed robbery, and the adoption of best management practices by ship masters.



Legend	CAT 1	CAT 2	CAT 3
2005	# 0	# 0	# 12
2006	* 0	* 0	* 3
2007	▲ 0	▲ 1	▲ 7
2008	+	+	+
2009	■ 0	■ 1	■ 7

Map 3 - Map of actual incidents involving ships while underway in the Straits of Malacca and Singapore

Between 2005 and 2007, 13 of the 17 incidents were reported in the Malacca Straits while the other four incidents were reported in the Singapore Straits. However, in 2008 and 2009, two of the 12 incidents were reported in the Malacca Straits, while the other 10 incidents were reported in the Philip Channel and off Batu Behenti along the Traffic Separation Scheme (TSS). The ReCAAP ISC encourages continued enforcement and surveillance efforts to be carried out by the authorities in this region.

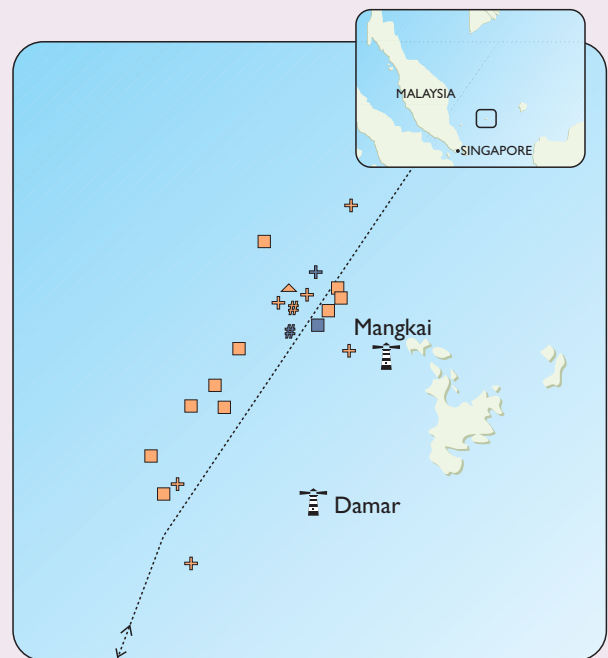


Legend	CAT 1	CAT 2	CAT 3
2005	# 2	# 6	# 0
2006	* 0	* 5	* 1
2007	▲ 1	▲ 1	▲ 1
2008	+ 0	+ 6	+ 0
2009	■ 1	■ 5	■ 0

Map 4 - Map of actual incidents off Pulau Mangkai and Pulau Damar in the South China Sea (2005-2009)

Between 2005 and 2007, a total of three incidents (two Category 2 and one Category 3 incidents) were reported. However, there has been a substantial increase in the number of incidents reported in 2008 and 2009. In 2008, seven incidents (six Category 2 and one Category 3) were reported, and in 2009, 11 incidents (10 Category 2 and one Category 3) were reported.

The ReCAAP ISC recommends enhanced enforcement and surveillance efforts by the authorities operating in the area.



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

Part Two | Adding Value, Charting Trends

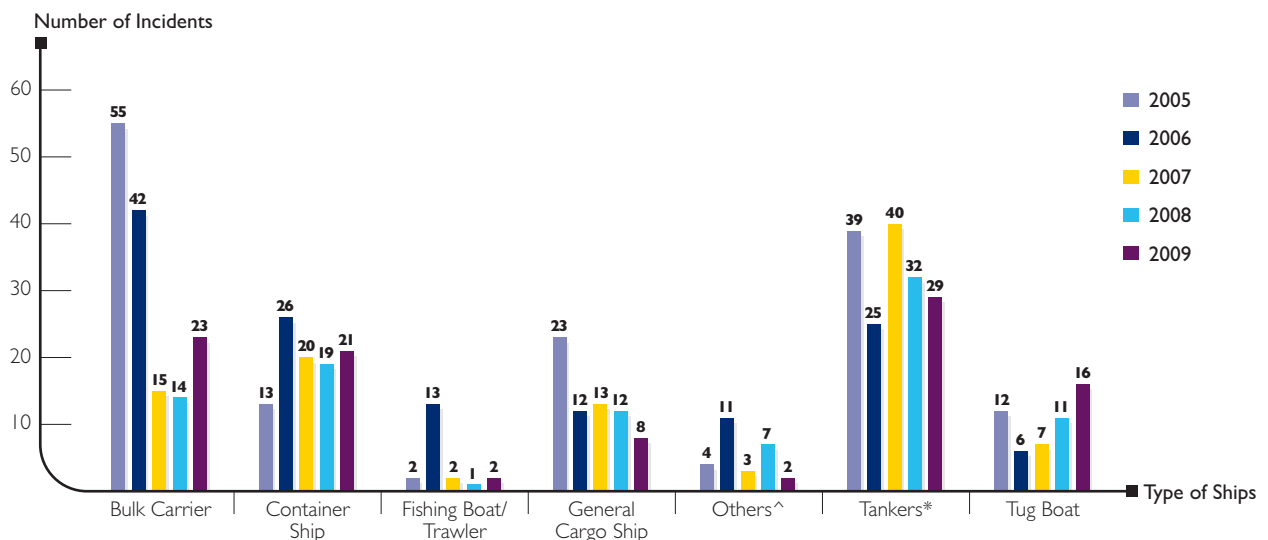
2.1.4 Type of Ships

Chart 2 shows the type of ships involved in actual and attempted incidents reported between 2005 and 2009.

Tankers remained to be most commonly involved in incidents reported in 2007, 2008 and 2009. This is in contrast to 2005 and 2006 where bulk carriers were most frequently involved.

In 2009, 24 of the 29 incidents involving tankers at anchor/berth occurred mostly at ports and anchorages of India, Indonesia and Malaysia. Most were Category 3 incidents. Of the five incidents involving tankers while underway, three occurred in the South China Sea, one off Pulau Mangkai, Indonesia and one was an attempted incident in the Philip Channel, Straits of Malacca and Singapore.

Notably, the number of incidents involving tug boats has increased since 2006. Relatively slow in speed when in towing operations and with a low freeboard, tug boats were involved in 12 incidents in 2005, six incidents in 2006, seven incidents in 2007, 11 incidents in 2008 and 16 incidents in 2009. Of the 16 incidents involving tug boats in 2009, 13 occurred while the tug boats were underway, of which six incidents occurred in the Straits of Malacca and Singapore, four incidents in the South China Sea, two incidents in the vicinity off Pulau Aur, Malaysia and one incident off Can Tho, Vietnam. Of the 13 incidents, two were Category 1 incident, 10 were Category 2 incidents and one was a Category 3 incident.



* Tankers include chemical tanker, LNG & LPG tanker, oil tanker, product tanker and tanker (unspecified).

^ Others include cable-layer vessel, diving support vessel, passenger ship, research support vessel, ro-ro cargo ship, special purpose ship, supply vessel, vehicle carrier, VLCC and yacht.

Chart 2 - Type of ships involved (2005-2009)

2.1.5 Status of Ships

Chart 3 below shows the status of ships at the time of actual incidents in 2005-2009. There has been an increase in the number of incidents involving ships while underway. In 2009, 27 of 81 (33%) actual incidents involved ships while underway compared to 24 of 83 (29%) in 2008, 15 of 77 (19%) in 2007, 29 of 100 (29%) in 2006 and 29 of 117 (25%) in 2005.

Of the 27 incidents involving ships while underway in 2009, 11 incidents occurred in the South China Sea and six incidents in the Straits of Malacca and Singapore.

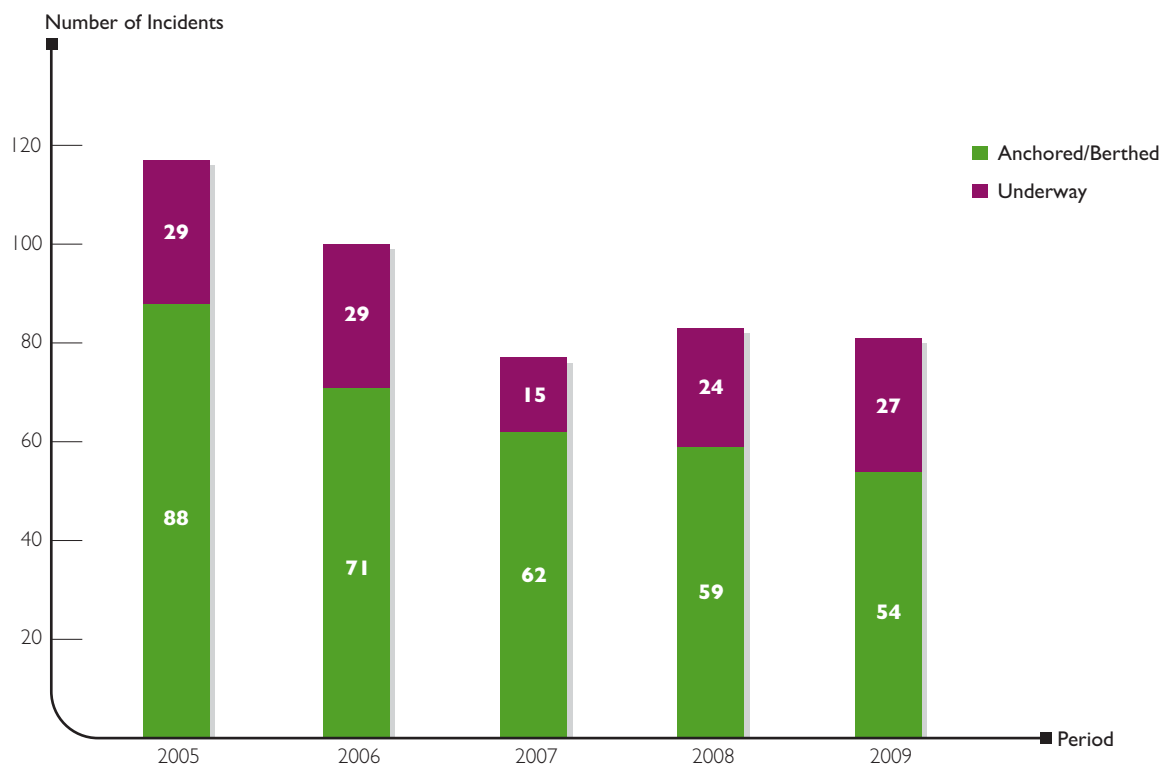


Chart 3 - Status of ships in actual incidents (2005-2009)

Part Two | Adding Value, Charting Trends

Chart 4 below shows the significance level of actual incidents in relation to the status of ships in 2005-2009. The ReCAAP ISC notes that incidents involving ships while underway have generally been more significant. The attackers were generally more organised, determined and relatively greater in numbers. In 2009, 25 of the 81 actual incidents involving ships underway were Category 1 and Category 2 incidents.

In contrast, majority of the incidents involving ships at anchor/berth have generally been less significant. In 2009, of the 54 incidents involving ships at anchor/berth, 44 were Category 3 incidents.

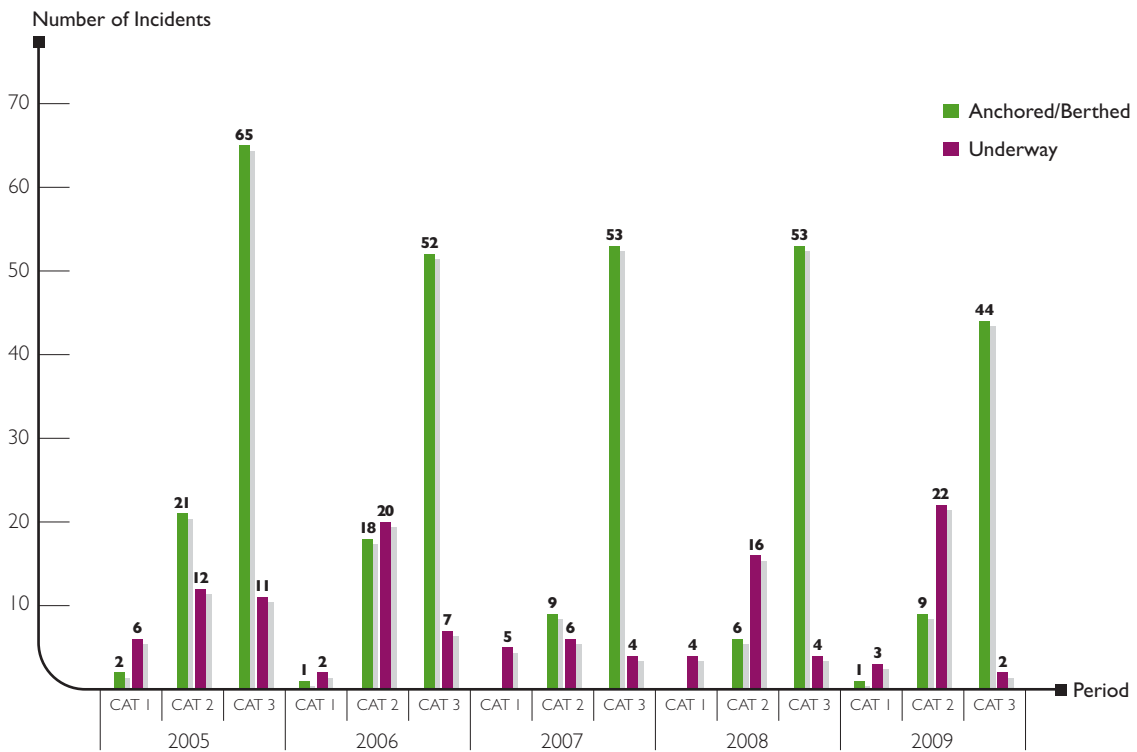


Chart 4 - Status of ships and significance level in actual incidents (2005-2009)

2.2 Analysis of Violence Factor

2.2.1 Weapons Used

Chart 5 shows the type of weapons used by pirates/robbers in actual incidents in 2005-2009. Based on the reports of incidents between 2005 and 2009 where the types of weapon used were stated, most pirates/robbers were armed with knives, commonly used as a tool to cut mooring ropes and unsecured items onboard ship, and in some incidents used to threaten crew to surrender their cash and personal belongings. In 2009, nine

of the 81 actual incidents involved pirates/robbers armed with guns. Seven of the nine incidents involved tug boats.

The ReCAAP ISC encourages ship masters, in their reporting of the incidents to the authorities to state the type of weapons carried by the pirates/robbers. This is to facilitate analysis of the incident and investigation by the authorities.

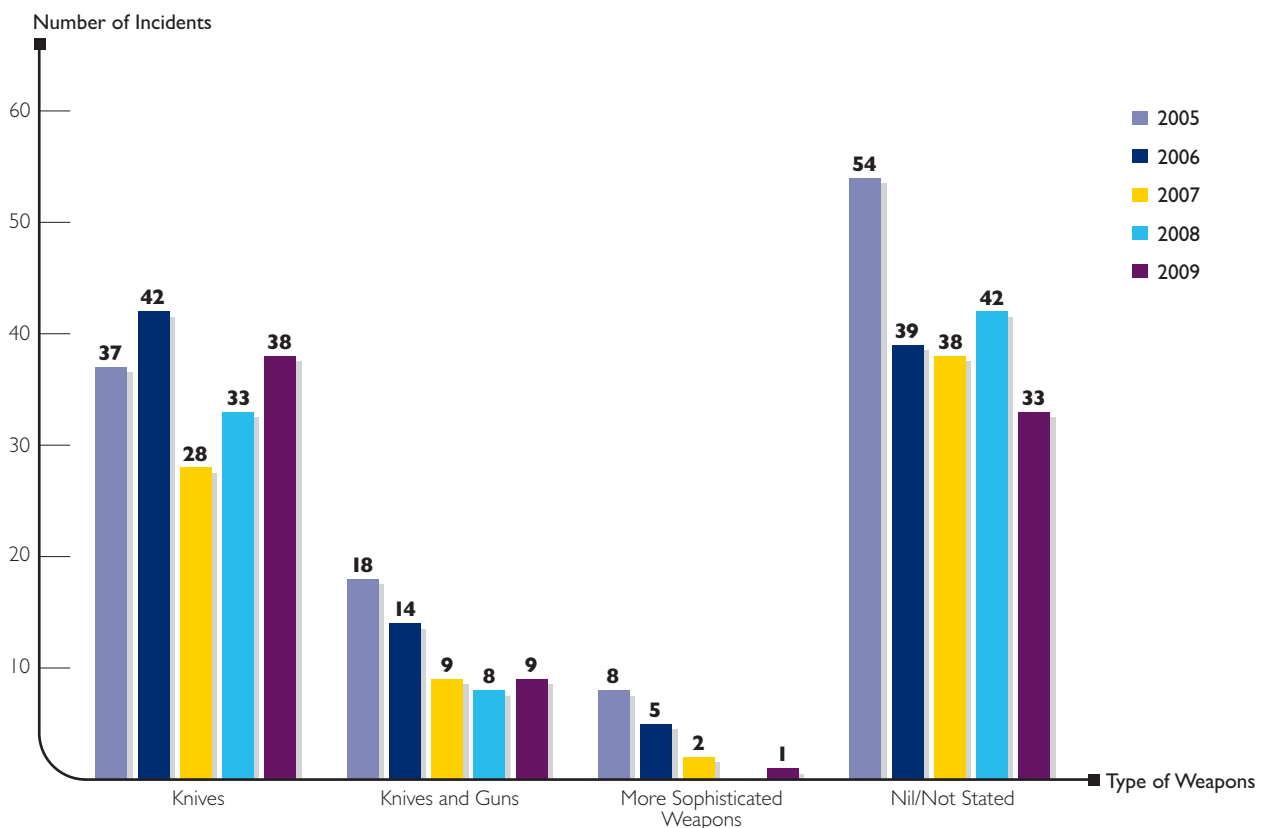


Chart 5 - Weapons used in actual incidents (2005-2009)

Part Two | Adding Value, Charting Trends

2.2.2 Treatment of Crew

Chart 6 shows the treatment of crew in actual incidents between 2005 and 2009.

Incidents of kidnapping and crew being abandoned or left ashore have been relatively less frequent in 2009 compared to 2005. In 2005, there were five incidents of kidnapping and two incidents of crew being abandoned.

In 2009, there were two incidents of kidnapping and one incident of crew being abandoned. These were:

- Incident of kidnapping onboard tug boat, *MLC Nancy 5* in the Straits of Malacca and Singapore on 19 February 2009 where the ship master and Chief Engineer were kidnapped. Both were released on 23 February 2009.
- Incident of kidnapping onboard tug boat, *Marinero* at Siocon Bay, Zamboanga Del Norte, Philippines on 21 November 2009 where the ship master, Chief Mate and Chief Engineer were kidnapped. They were eventually released on 18 December 2009.
- Incident of hijacking of tug boat, *Prospaq T1* at 60 nm north of Pulau Anambas, South China Sea on 7 April 2009 by 12 pirates who held the crew hostage onboard the tug boat for a week before abandoned them by putting them on an inflatable life raft without any provisions. The crew was eventually rescued by a container ship. The whereabouts of the tug boat was still not known at this juncture.

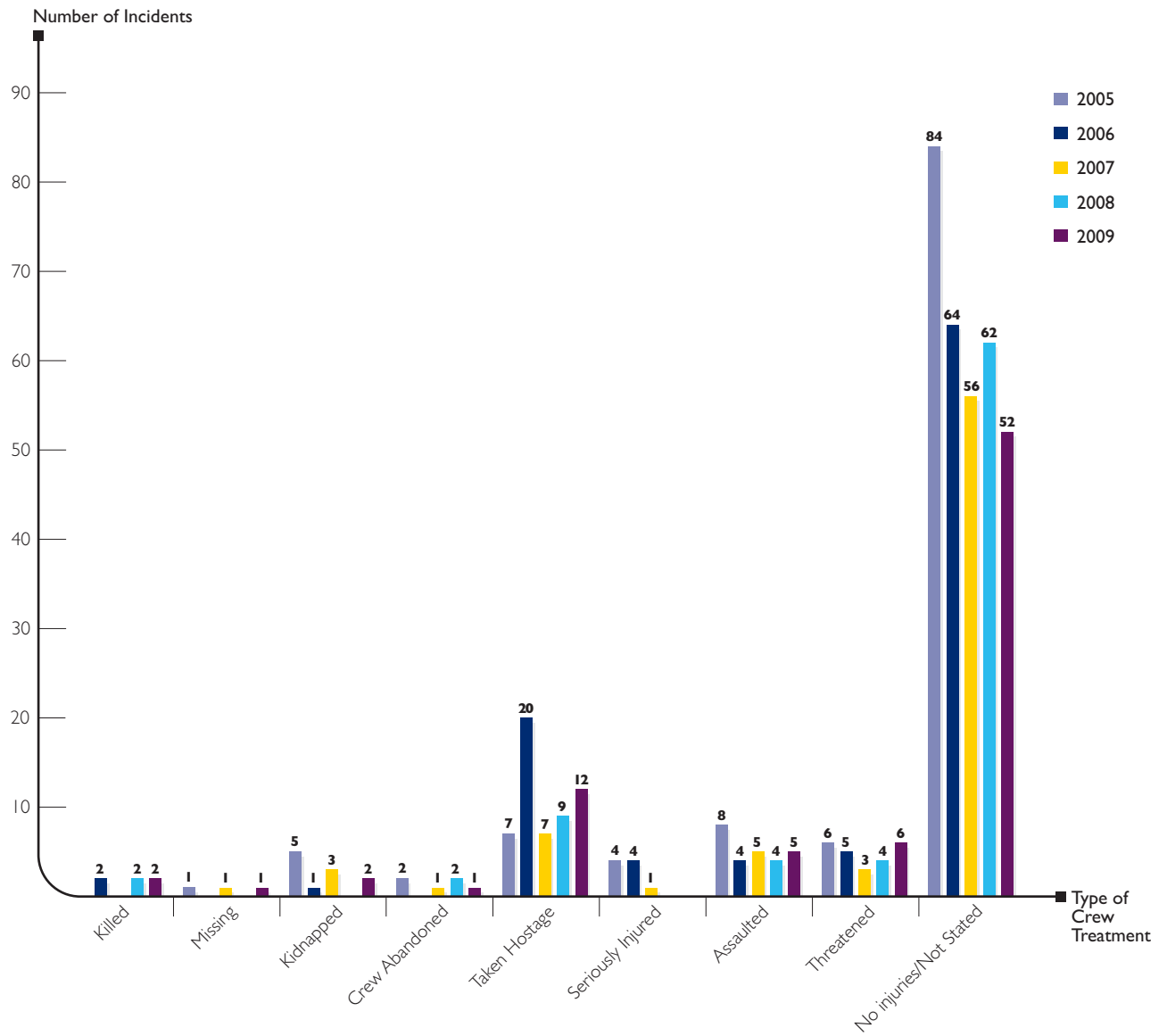


Chart 6 - Treatment of crew in actual incidents (2005-2009)

Part Two | Adding Value, Charting Trends

2.2.3 Number of Pirates/Robbers

Chart 7 shows the number of pirates/robbers in actual incidents reported between 2005 and 2009. Majority of the incidents reported during the period 2005-2009 involved pirates/robbers operating in groups of 1 to 6. In comparison, the number of incidents involving pirates/robbers operating in groups of 7 to 9 in 2009 has increased.

Of the six incidents involving more than 9 pirates/robbers, three incidents involved ships while underway. The other three incidents involving ships at anchor and all occurred at the anchorage of Chittagong, Bangladesh. The incidents were:

- Twelve pirates involved in the kidnapping of the ship master and Chief Engineer of tug boat, *MLC Nancy 5* on 19 February 2009. Details in para 2.2.2.
- Twelve pirates hijacked tug boat, *Prospaq T1* while underway at 60 nm north of Pulau Anambas on 7 April 2009. Details in para 2.2.2.
- Ten robbers boarded bulk carrier, *Florinda* while underway at approximately 9 nm northwest of Pulau Mangkai on 16 November 2009. They threatened the watch officers at the bridge, ordered the officers to bring them to the Captain's cabin where they threatened the Captain, tied him and escaped with cash and the crew's belongings.
- Ten robbers boarded bulk carrier, *Serasih* at Chittagong Anchorage via the stern on 22 September 2009. The robbers threatened the duty seaman with knives. The duty seaman managed to escape, raised the alarm and the crew mustered. The robbers jumped overboard and escaped with stolen ropes and ship's stores.
- For a second time within a month, bulk carrier *Serasih* was approached by 15 robbers at Chittagong Anchorage on 14 October 2009. Ten men armed with knives boarded the carrier, and held the watch keeper hostage, switched off his hand-held radio and threatened him with a knife. The robbers gained access into the steering gear compartment by breaking the welded plate with hammers. They stole mooring ropes and ship's stores including five oxygen and two acetylene bottles, and escaped with the stolen items in their motor boat.
- Twelve robbers boarded bulk carrier, *Jin Hui* via its stern at Chittagong Anchorage on 15 September 2009. They stole two mooring ropes and one zinc plate.

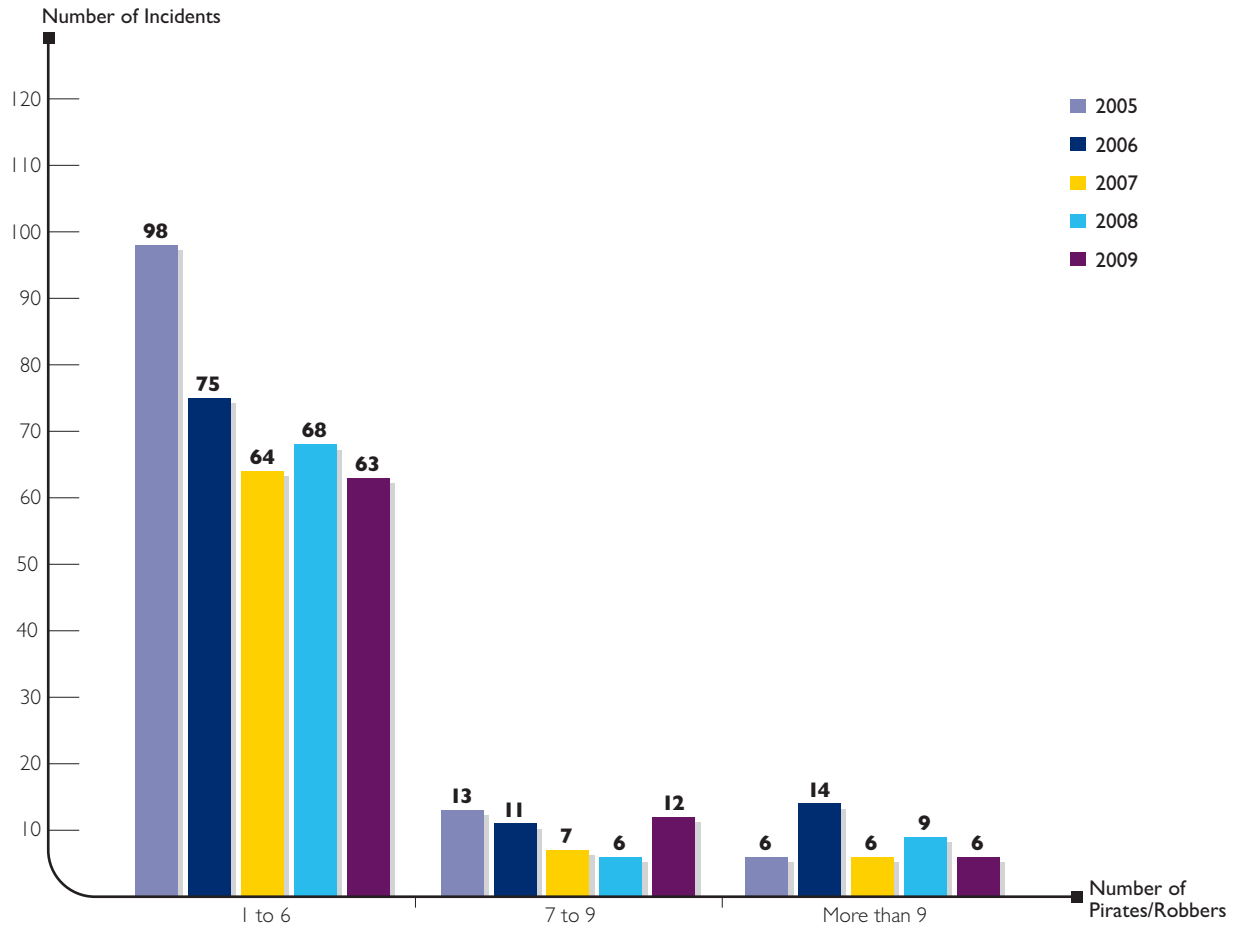


Chart 7 - Number of pirates/robbers in actual incidents (2005-2009)

Part Two | Adding Value, Charting Trends

2.3 Analysis of Economic Factor

2.3.1 Economic Losses

Chart 8 shows the reported economic losses in actual incidents during the period 2005-2009.

There was only one incident of hijacking of ship in 2009 compared to the past four years (2005-2008).

Throughout the five-year period, majority of the incidents involved the loss of engine spares and

ship stores. However, there has been an upward trend in the number of incidents involving the loss of cash and property in 2009 compared to the past four years. In 2009, 22 of 81 actual incidents involved the loss of cash and property compared to 20 of 83 incidents in 2008, five of the 77 incidents in 2007, 17 of 100 incidents in 2006 and nine of 117 incidents in 2005.

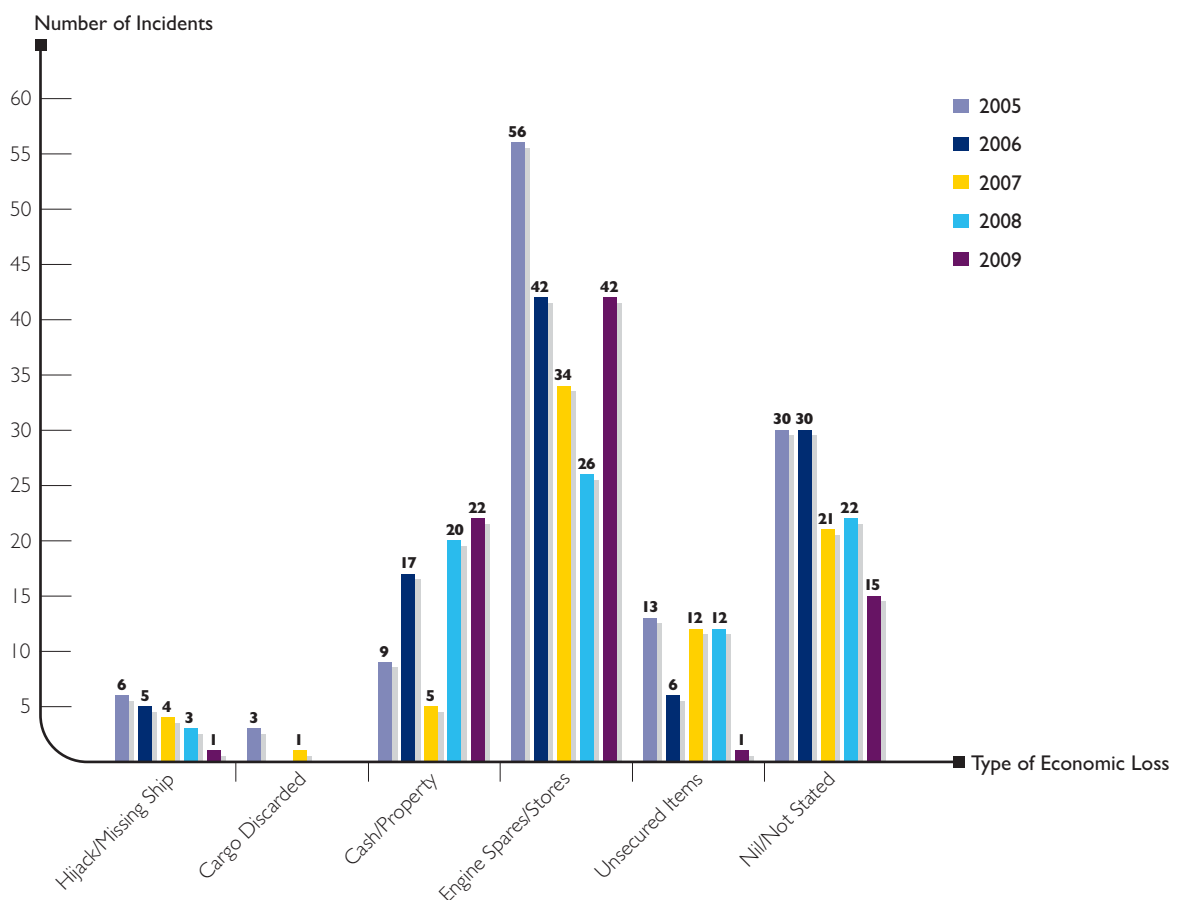


Chart 8 - Reported economic losses in actual incidents (2005-2009)

Map 5 - Location of Incidents (January to December 2009)



Part Three

Case Studies

- 3.1** Sharing of Good Practices, Recommendations and Value-added by the ReCAAP ISC
- 3.2** Case Study 1
- 3.3** Case Study 2
- 3.4** Case Study 3
- 3.5** Case Study 4
- 3.6** Case Study 5
- 3.7** Case Study 6
- 3.8** Case Study 7



Part Three | Case Studies

3.1 Sharing of Good Practices, Recommendations and Value-added by the ReCAAP ISC

The roles of the ReCAAP Information Sharing Centre (ISC) are to provide a better understanding of the piracy and armed robbery against ships situation in Asia, enhance the capability of the ReCAAP Focal Points in response to incidents of piracy and armed robbery, and encourage timely reporting of incidents to the Rescue Coordinating Centre (RCC), coastal or port State authorities and the ReCAAP Focal Points.

The ReCAAP ISC encourages timely reporting of all incidents by ship master, ship owner and ship operator to the relevant agencies, as stipulated in the IMO's MSC Circulars 1333 and 1334 on preventing and suppressing acts of piracy and armed robbery against ships. The reporting procedures as reflected in Part 5 of this report are:

- Ship master to report all incidents of piracy and armed robbery against ships to the RCC of the coastal States, and coastal or port State authorities immediately.
- For incidents of piracy and armed robbery against ships that occurred in Asia, ship owners and ship operators are to report them to the ReCAAP Focal Points/Contact Point.

The ReCAAP ISC encourages multi-channel and timely reporting.

The ReCAAP ISC recommends that ship masters, crew, ship owners and operators adopt the following:

- Be updated on the risk areas, trends of incidents and Incident Alerts issued by the ReCAAP ISC.
- Maintain enhanced watch keeping and vigilance at all time.
- Adopt piracy/robbery countermeasures such as raising alarm signals, mustering of crew, and other measures put forward in the countermeasure boarding plan.
- Report all incidents to the authorities and to include in the report: details of the identity and location of the ship at the time of the attack, injuries to the crew, damages of the ship, items stolen, number and description of the pirates/robbers including the language they spoke, attire, distinguished features (when possible), their modus operandi and other evidences such as photographs taken that may aid investigation by the authorities.

Part Three | Case Studies

The ReCAAP adds value by:

- Analysing incidents based on their significance levels and identifying patterns and trends.
- Verifying incidents with the authorities through the ReCAAP Focal Points.
- Where possible, incorporating in the ReCAAP ISC reports the outcome of investigation reported by the ReCAAP Focal Points.
- Conducting capacity building workshops for all ReCAAP Focal Points/Contact Point so as to enhance their reporting procedures, establish inter-ministries and inter-agencies cooperation, and engage their local commercial shipping entities.
- Highlighting case studies to share good practices and preventive measures, and propose recommendations, to be published in the ReCAAP ISC periodical reports.

This Annual Report highlights seven incidents that occurred in 2009 as case studies which are worthy of greater elaboration for purpose of sharing of good practices, preventive measures and recommendations.

Each case study is elaborated under the categories of good practices and value added by the ReCAAP ISC.

3.2 Case Study I

Good practices / Value add:

- Timely reporting by ship master to coastal State
- Effectiveness in inter-agency cooperation
- Quick response by enforcement agencies
- ReCAAP ISC issued Incident Alert

3.2.1 Incident of Armed Robbery onboard general cargo ship, *Santa Suria* at Chittagong Port Anchorage 'B', Bangladesh on 25 December 2009

Name of Ship	<i>Santa Suria</i>
Type of Ship	General cargo ship
Flag of Ship	Malaysia
IMO Number	7610220
GT	10889

On 25 December 2009 at about 0229 hrs (local time), *Santa Suria* was anchored at position 22° 12.70' N, 091° 46.30' E at Chittagong port anchorage 'B' when six robbers armed with small knives boarded the ship from a small wooden boat. The robbers stole two lube oil drums and two empty drums. The ship master reported the incident immediately to the Chittagong Port Authority who informed the Bangladesh Coast

Guard. A speed boat on patrol was dispatched immediately to the incident area. The coast guard intercepted the robbers and apprehended four of them. Two other robbers escaped by jumping into the water. The stolen items were recovered and returned to the ship master. The ReCAAP Focal Point (Bangladesh) reported the incident to the ReCAAP ISC.

Part Three | Case Studies

3.2 Case Study I



Photographs courtesy of ReCAAP Focal Point (Bangladesh)

3.2.1.1 Good Practices

The ReCAAP ISC commends the ship master of *Santa Suria* for timely reporting of the incident to the port authorities. This enabled the port authorities to activate the Bangladesh Coast Guard who immediately dispatched a speed boat on patrol to the incident area. The prompt

response by the port authorities and the quick action by the coast guard demonstrated the effectiveness of inter-agency cooperation between the Chittagong Port Authority and the Bangladesh Coast Guard.

3.2.1.2 Recommendation

The ReCAAP ISC encourages immediate reporting of all incidents to the authorities. This enables the authorities to activate the law enforcement agencies who dispatch their asset

to the incident area. Timely flow of information contributes towards the apprehension of the culprits and recovery of the stolen items as demonstrated in this incident.

3.3 Case Study 2

Good practices / Value add:

- Enhanced watch keeping and vigilance by crew
- Effectiveness in inter-agency cooperation
- Quick response by enforcement agencies
- ReCAAP ISC issued Incident Alert

3.3.1 Attempted Incident involving tug boat, *Tropical Star* at Chittagong Port Anchorage 'B', Bangladesh on 8 December 2009

Name of Ship <i>Tropical Star</i>
Type of Ship Tug boat
Flag of Ship Belize
IMO Number 7047590
GT 290

At about 0440 hrs (local time) on 8 December 2009, *Tropical Star* was anchored at the Chittagong Port outer anchorage 'B' when robbers attempted to board the tug boat from a powered-driven wooden boat. The Officer-on-Watch onboard the tug boat sighted the robbers and contacted

the Chittagong Port Authority immediately for assistance. The Chittagong Port Authority informed the Bangladesh Coast Guard who dispatched a patrol boat to the incident area. Realising the approaching of the patrol boat, the robbers escaped in their boat.

Part Three | Case Studies

3.3 Case Study 2

3.3.1.1 Good Practices

The ReCAAP ISC commends the Officer-on-Watch for his vigilance and timely reporting of the incident to the port authorities. This enabled the port authorities to activate the Bangladesh Coast Guard who dispatched a patrol boat to the incident area immediately.

The quick response by the port authorities and the prompt action by the coast guard demonstrated the effectiveness in inter-agencies cooperation between the Chittagong Port Authority and the Bangladesh Coast Guard.

3.3.1.2 Recommendation

The ReCAAP ISC strongly encourages ship master to report all incidents to the port authorities or the nearest coastal State immediately. Immediate

reporting permits the authorities to activate the law enforcement agencies, and prevent boarding by the robbers as demonstrated in this incident.

3.4 Case Study 3

Good practices / Value add:

- Enhanced watch keeping and vigilance by crew
- Crew adopted piracy/robbery countermeasures
- Focal Point promulgated NAVTEX broadcast to urge all ships in the vicinity to maintain anti-piracy watch
- ReCAAP ISC issued Incident Alert

3.4.1 Attempted Incident involving product tanker, *Gulf Coral* in the Phillip Channel, Straits of Malacca and Singapore on 28 December 2009

Name of Ship

Gulf Coral

Type of Ship

Product tanker

Flag of Ship

Bahamas

IMO Number

41113411

GT

42446

At about 2030 hrs (local time) on 28 December 2009, *Gulf Coral* was underway in the Straits of Malacca and Singapore at position 01° 04.7' N, 103° 38.5' E (in the Phillip Channel) when five to six unlit small boats, approximately 7 to 8 m in length approached the tanker's bow on both

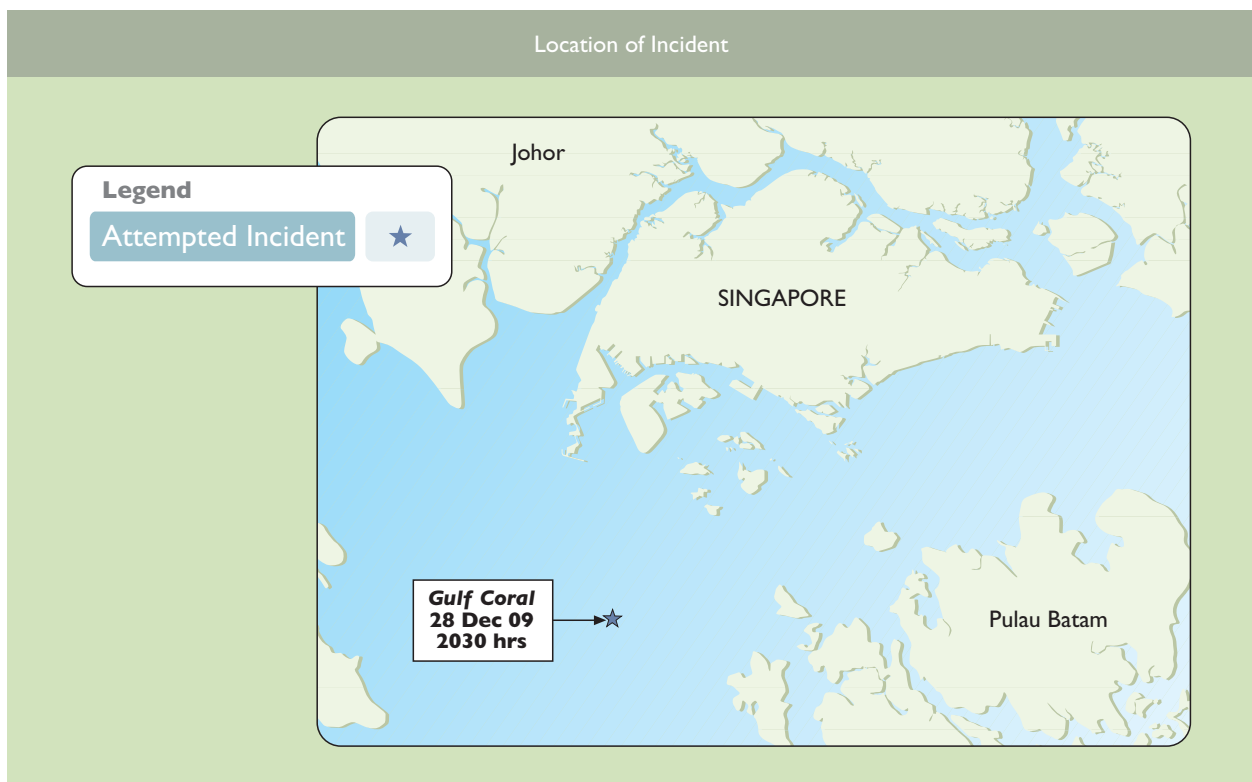
sides. At intervals between three to four minutes, the boats approached the tanker from the starboard bow, crossed to the port bow and chased along the bow for about two to three minutes. The robbers also attempted to board the tanker but were not successful.

Part Three | Case Studies

3.4 Case Study 3

On detecting the boats, the ship's crew activated the ship security alarm and general alarm and made announcement through the public address system to alert the other crew. The master mustered the crew on the bridge and implemented anti-piracy measures. He maneuvered the ship to evade the attackers, continued shining the search lights and flashing the Aldis lamp and sounded the ship's whistle. In addition, the fire hoses were prepared and the deck lights were switched on. The boats aborted the attempt to board the tanker after 30 minutes.

The ship master reported the incident to the Singapore's Port Operation Control Centre (POCC) who promulgated a NAVTEX broadcast to urge all ships in the vicinity to maintain anti-piracy watch. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC and all ReCAAP Focal Points.



3.4 Case Study 3

3.4.1.1 Good Practices

The ReCAAP Information Sharing Centre commends the ship master and crew of *Gulf Coral* for their alertness and vigilance in detecting

the small boats early and implementing piracy countermeasures which successfully prevented the robbers from boarding the ship.

3.4.1.2 Recommendation

The ReCAAP ISC advises ship masters to be alert and take precautionary measures when operating in the area during hours of darkness. When underway, ship master should monitor all maritime safety information broadcasts for the area, maintain radar and visual watch for

boats trailing the ship, and remain in the main channel of the Traffic Separation Scheme (TSS). Early detection of approaching boats is the best deterrent and reduces risk to the crew, as demonstrated in this incident.

Part Three | Case Studies

3.5 Case Study 4

Good practices / Value add:

- Enhanced watch keeping and vigilance by crew
- Crew adopted piracy/robbery countermeasures
- Follow-up by shipping company with photographs

3.5.1 Incident of Armed Robbery onboard *Salviceroy* off Nipa Transit Anchorage, Straits of Malacca and Singapore on 22 June 2009



Name of Ship
Salviceroy

Type of Ship
Tug boat

Flag of Ship
Singapore

IMO Number
9351830

GT
2658

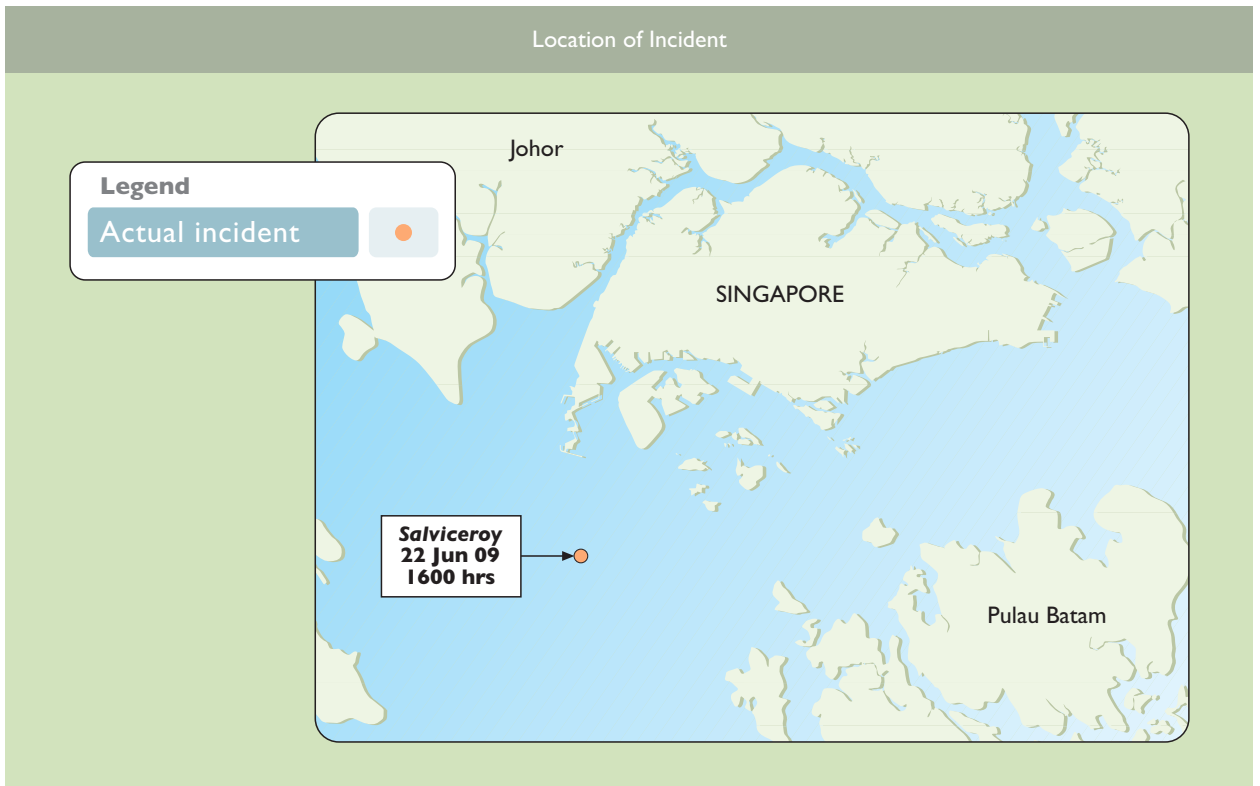
Photograph courtesy of the ship company

On 22 June 2009 at about 1600 hrs (local time), *Salviceroy* was towing a South Korean-registered barge *HDB 1006* (Hyum Dai Barge 1006) in the Straits of Malacca and Singapore at position 01° 08.0'N, 103° 35.8' E (off Nipa transit anchorage) when seven robbers in a wooden boat of approximately 8 m long came alongside the portside of *Salviceroy*. Three robbers armed with automatic assault rifle and handguns boarded the tug boat.

The crew of *Salviceroy* immediately went into the accommodation areas and locked all access routes to and from the deck. They remained

inside the accommodation area and sounded the alarm. The robbers attempted to enter the accommodation area but failed. They left the tug boat in their wooden boat after 10 minutes. The wooden boat was seen heading southwards. The robbers did not fire their weapons, the crew was not injured and no damage was inflicted on *Salviceroy*. The ship master reported the incident to Singapore VTIS and the local agent. The Indonesian Search and Rescue Agency, BASARNAS (Baden Search and Rescue Nasional) has been notified about the incident. See photograph of the wooden boat moving away from *Salviceroy*.

3.5 Case Study 4



Robbers fled in their wooden boat

Photograph courtesy of the ship company

Part Three | Case Studies

3.5 Case Study 4

3.5.1.1 Good Practices

The ReCAAP ISC commends the ship master for reporting the incident to the coastal State and the flag State. The quick reaction by the ship master and crew in making their way to the accommodation area, locked themselves inside, sounded the alarm and locked all the access

routes to/from the deck was commendable. The provision of photograph on the robbers and boat used by them assisted the authorities in their investigation, and the seafarers able to visualize the robbers and boat used by them.

3.5.1.2 Recommendation

When underway, ship master should maintain radar and visual watch for boat that may be trailing the ship at a similar speed with a course parallel or following the ship. Early detection of a possible attack is the most effective deterrent. However, in the event that the robbers boarded the ship, the ReCAAP ISC strongly encourages ship master

to report the incident to the nearest coastal State immediately. The crew should subsequently adopt piracy/robbery countermeasures such as raising all alarm signals, mustering themselves, locking all access routes to the deck and accommodation areas, and other measures put forward in the countermeasures boarding plan.

3.6 Case Study 5

Good practices / Value add:

- Timely reporting by ship master to coastal State
- Multi-channel reporting (by two Focal Points)
- Follow-up by Focal Point with photograph
- Focal Point promulgated NAVTEX broadcast to urge all ships in the vicinity to maintain anti-piracy watch

3.6.1 Incident of Piracy onboard general cargo ship, *White Tokio* in the South China Sea on 28 June 2009



Name of Ship
White Tokio

Type of Ship
General Cargo Ship

Flag of Ship
Panama

IMO Number
9445241

GT
7514

Photograph courtesy of ReCAAP Focal Point (Japan)

Between 0115 hrs to 0130 hrs (local time) on 28 June 2009, the general cargo ship was at position 01° 57.18' N, 104° 47.83' E in the South China Sea (approximately 34 nm south of Pulau Aur, Malaysia) when six pirates armed with knives boarded the ship from a boat.

The pirates entered the bridge of the ship where the second officer and third officer were on watch. They tied the wrists of the second officer and

third officer, and then proceeded to the ship master's cabin, pried open the cabin door with a steel bar and demanded money from him. The robbers tied the wrist of the ship master, and then fled in their boat which was tied to the railing of the aft deck of the ship by rope. The robbers took with them cash, two wrist watches, one mobile phone and two GMDSS transceivers. No crew was injured in the incident. The general cargo ship continued her journey to Niigata, Japan.

Part Three | Case Studies

3.6 Case Study 5

The ship master reported the incident to the Singapore's Port Operation Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore). The Singapore's 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 notified.

Upon arrival at the port of Niigata on 8 July 2009, the authorities including the Japan Coast Guard went onboard the ship to investigate. The Japan Coast Guard who is also the ReCAAP Focal Point (Japan) also reported the incident to the ReCAAP ISC. See photograph on the damages caused by the robbers.

3.6.1.1 Good Practices

The ship master reported the incident to the Focal Point immediately. Investigation was carried out by the coast guard who is also the ReCAAP Focal Point when the ship arrived at its destination. The incident was reported by two Focal Points,

one provided the investigation outcome of the incident accompanied by photographs on the damages, and the other broadcasted the incident on NAVTEX.

3.6.1.2 Recommendation

The ReCAAP ISC encourages multi-channels reporting as this facilitates data verification,

information collation and analysis by the ReCAAP ISC.



Damages to the cabin door

Photograph courtesy of ReCAAP Focal Point (Japan)

3.7 Case Study 6

Good practices / Value add:

- Timely reporting by ship owner to Focal Point
- Multi-channel reporting (by two Focal Points)
- Focal Point promulgated NAVTEX broadcast to urge all ships in the vicinity to maintain anti-piracy watch
- ReCAAP ISC issued Incident Alert

3.7.1 Incident of Piracy onboard tug boat *Prospaq T1* in the South China Sea on 7 April 2009



Name of Ship
Prospaq T1

Type of Ship
Tug boat

Flag of Ship
Singapore

GT
197

Photograph courtesy of the company

On 7 April 2009, *Prospaq T1* towing an empty barge, *Prospaq B1* was enroute to Vietnam when 12 pirates boarded the tug boat from a motor boat with twin outboard motors at approximately 04° 48.43' N, 106° 34.03' E (about 60 nm north

of Pulau Anambas) in the South China Sea. The ReCAAP Focal Point (Philippines) and ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC.

Part Three | Case Studies

3.7 Case Study 6

The pirates armed with two hand guns and knives boarded the tug boat, 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. At about 0200 hrs (local time) on 13 April 2009, the pirates released the crew and put them on an inflatable life raft without any provisions. The pirates took control of the tug boat towing the barge, and proceeded towards an unknown location.

At 2117 hrs (local time) on 14 April 2009, the crew was found drifting onboard the life raft at approximately 25 nm southwest of Balabac Island, Palawan, Philippines by a United Kingdom-registered container ship, *MVANL Explorer* when she was on transit to the port of Manila, Philippines. The crew arrived in Manila and subsequently returned to Singapore on 17 April 2009 to assist in the investigation of the incident.

3.7.1.1 Good Practices

The ReCAAP ISC commends the shipping company for reporting the incident to the ReCAAP Focal Point immediately. Information

3.7.1.2 Recommendation

The ReCAAP ISC encourages ReCAAP Focal Points to report incident to all Focal Points so that adjacent ReCAAP Focal Points can respond appropriately in accordance with their national

The shipping company of *Prospaq T1* reported the incident to the Singapore's Port Operations Control Centre (POCC) who 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 Philippine Coast Guard (PCG) who is also the ReCAAP Focal Point (Philippines) also reported the incident to the ReCAAP ISC.

The ReCAAP ISC raised an Incident Alert to notify the shipping community about the incident. The whereabouts of the tug boat was still not known at this juncture. The shipping community was advised to be on the lookout for the missing tug boat and barge which may have been repainted and renamed.

from two Focal Points and verification with the relevant authorities enabled the ReCAAP ISC to issue an Incident Alert.

jurisdiction and policies. Immediate reporting also enables the ReCAAP ISC to post an Incident Alert about the incident on its website to warn mariners operating in the vicinity.

3.8 Case Study 7

Good practices / Value add:

- Timely reporting by ship owner to Focal Point
- Crew adopted piracy countermeasures
- Focal Point promulgated NAVTEX broadcast to urge all ships in the vicinity to maintain anti-piracy watch
- ReCAAP ISC issued Incident Alert
- Detailed description of the robbers and their boat by ship master

3.8.1 Incident of Piracy onboard LPG tanker, *Sigloo Discovery* in the South China Sea on 27 June 2009



Name of Ship
Sigloo Discovery

Type of Ship
LPG tanker

Flag of Ship
Singapore

IMO Number
8511964

GT
7954

Photograph courtesy of the IFC

At about 0040 hrs (local time) on 27 June 2009, *Sigloo Discovery* was underway at position 02° 47.1' N, 105° 07.6' E in the South China Sea (approximately 15.2 nm northwest of Pulau Damar, Indonesia) when six men armed with crowbars, batons and a butcher knife boarded the LPG tanker and entered the bridge of the

ship. The bridge was manned by the ship master, second officer and duty AB. The men tied the ship master, second officer and duty AB with raffia strings and took away a laptop, two mobile phones, a wrist watch and cash. They fled in their wooden boat thereafter. The entire episode lasted approximately 20 minutes.

Part Three | Case Studies

3.8 Case Study 7

The men were suspected to have had climbed onto *Sigloo Discovery* via a rope tied between the stern of *Sigloo Discovery* and their wooden boat. The wooden boat used by the armed men was approximately 8 metres long and shaped like a long canoe. The men were described to be lean with tanned/dark complexion. They were about 1.63 metres tall except for two of them who were slightly taller. They dressed in football jerseys, shorts and track pants. Only one man wore mask. The language used by the men was suspected to be Bahasa with minimal English used.

The crew did not suffer any injury. After the men left the ship, the ship master activated the ship's

security alert system (SSAS) and general alarm. All crew was mustered and accounted for. A broadcast was made via *Sigloo Discovery*'s automatic identification system (AIS) to alert all vessels in the vicinity.

The ship company reported the incident to Singapore's Port Operation Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore) who in turn reported the incident to the ReCAAP ISC. This enables the ReCAAP ISC to raise an Incident Alert to warn mariners about the incident.

3.8 Case Study 7

3.8.1.1 Good Practices

The ReCAAP ISC commends the ship master for his follow-up actions in activating the SSAS and broadcasting the incident via the AIS to alert all vessels in the vicinity.

The reporting of the incident by the shipping company to the ReCAAP Focal Point as well

as detailed description of the robbers, namely their physical appearance, the language they spoke, their attire and the boat used were useful information to share with the mariners, and follow-up for investigation by the authorities.

3.8.1.2 Recommendation

The ReCAAP ISC reiterates that report to the authorities should include details of the incidents as well as the description of the pirates/robbers including the language they spoke, attire,

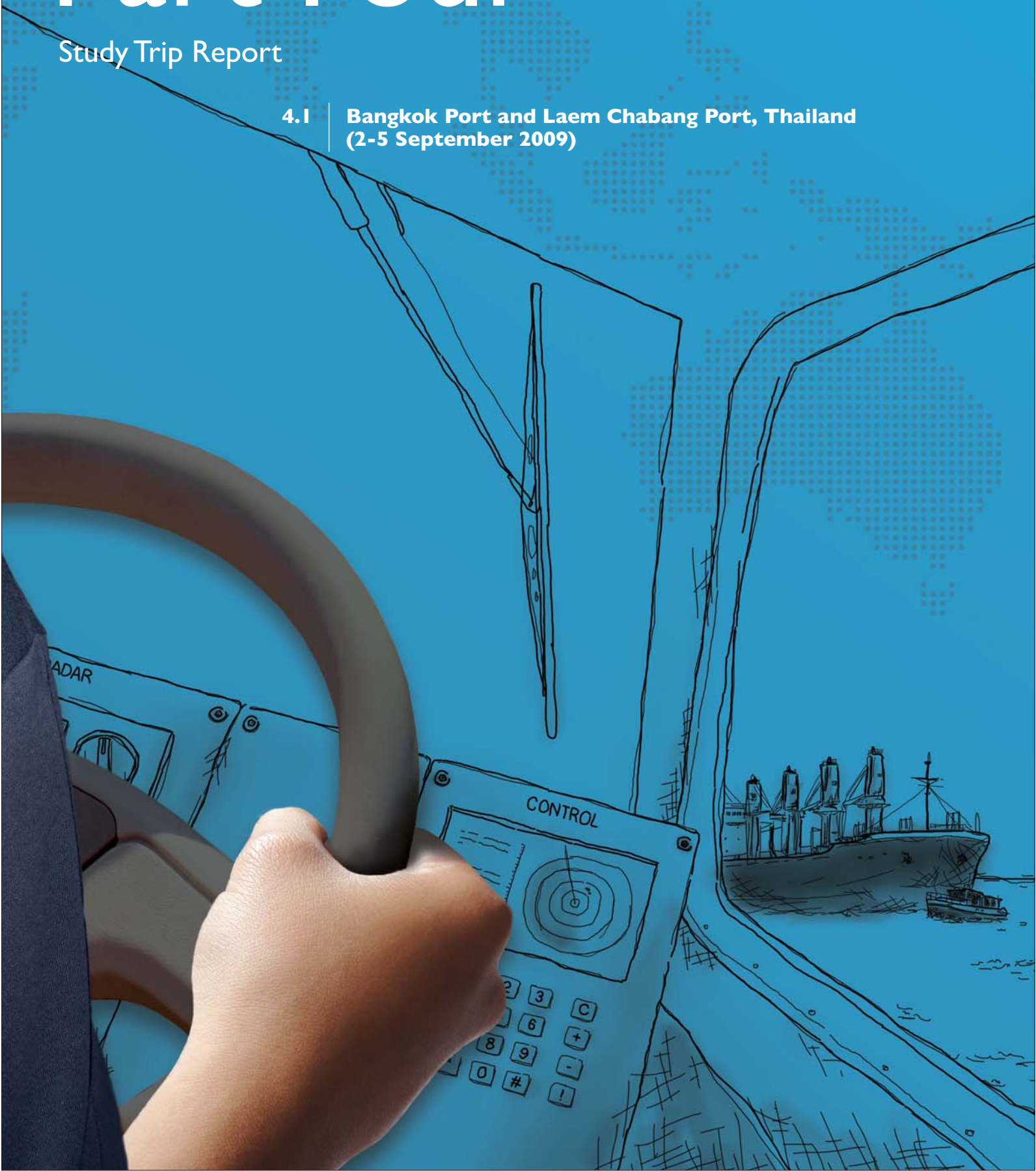
distinguished features (when possible), their modus operandi and other evidences such as photographs taken that may aid investigation by the authorities.



Part Four

Study Trip Report

4.1 | **Bangkok Port and Laem Chabang Port, Thailand
(2-5 September 2009)**



Part Four | Study Trip Report

4.1 Bangkok Port and Laem Chabang, Thailand (2-5 September 2009)

A study trip to Bangkok Port and Laem Chabang Port, Thailand was conducted from 2 to 5 September 2009 as part of the ReCAAP ISC's effort in understanding the measures undertaken by Thailand's law enforcement agencies in addressing the issue of piracy and armed robbery against ships.

During the visit, the ReCAAP ISC team met personnel from Thailand's Ministry of Foreign

Affairs, Royal Thai Navy, who is also the ReCAAP Focal Point (Thailand), Royal Thai Marine Police, National Coordinating Centre for Combating Terrorism and Transnational Crime (NCC-CTTC), the Marine Department of the Ministry of Transport and the Port Authority of Thailand (PAT).

4.1.1 Overview of the Bangkok Port and Laem Chabang Port

Under the purview of Port Authority of Thailand (PAT) there are five major ports, the Bangkok Port, Laem Chabang Port, Chieng Saen Port,

Chieng Khong Port and Ranong Port. Of these, Bangkok Port and Laem Chabang Port are the two bigger ones.

Map of the Bangkok Port and Laem Chabang Port



Part Four | Study Trip Report

Bangkok Port is the first state-owned port in Thailand and is located on the northern part of the Chao Praya River, standing on a plot of land of about 900 acres while Laem Chabang Port is Thailand's main international port, located in Chonburi Province with an area of 2,536 acres.

The smaller ports such as the Chieng Khong Port is located in Chiang Rai province, which facilitates trade among Thailand, China, Laos and Myanmar and the Ranong Port is situated in Ranong Province, which facilitates trade among South Asia, Africa and Europe.

River cruise along Chao Praya River hosted by PAT



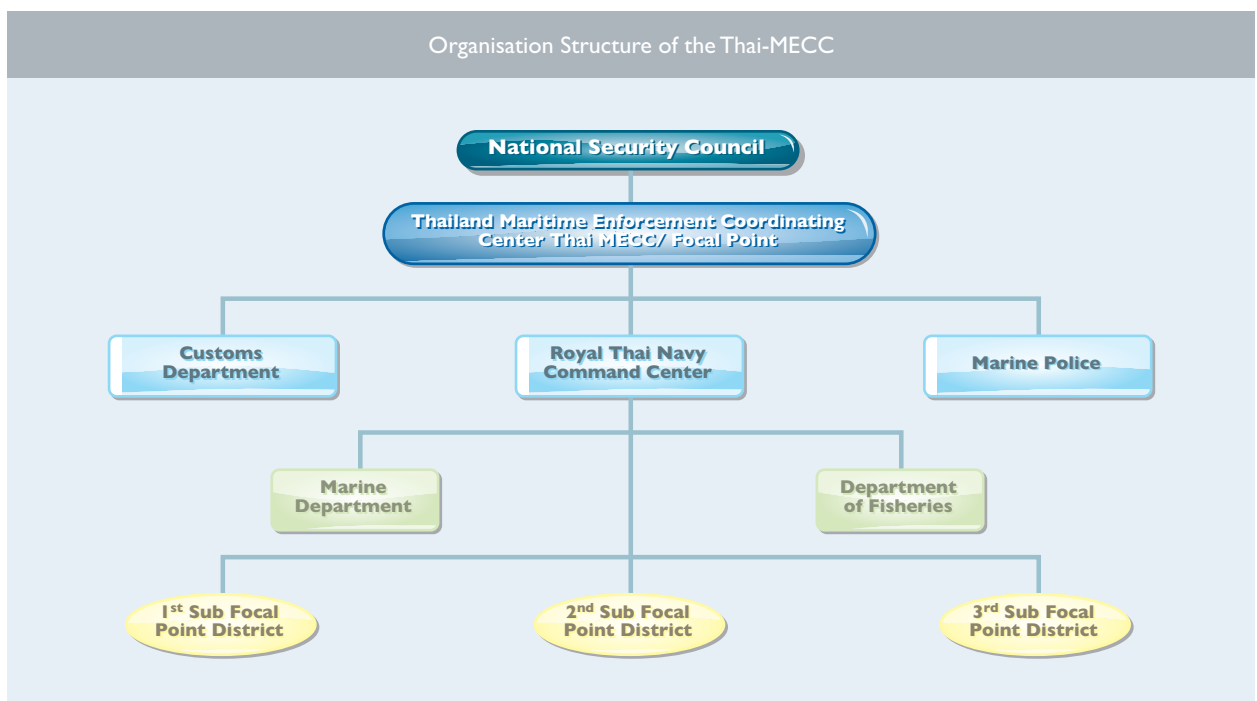
4.1.2 Measures by the Law Enforcement Agencies of Thailand in Combatting Armed Robbery Against Ships

As 95% of the import and export activities in Thailand are conducted via the sea-route, the law enforcement agencies of Thailand are concerted in their efforts in enhancing maritime security. Hence, the Thai authorities have spent

a considerable amount of effort in enhancing maritime security in the ports of Thailand as well as its surrounding waters, which explains the low occurrence of armed robbery against ships in the country.

On a national level, the Thailand Maritime Enforcement Coordinating Center (Thai-MECC) was established in 1997 to serve as the national focal point on maritime security-related issues. The Thai-MECC reports directly to the National Security Council and there are five main organisations under the Thai-MECC, namely the Royal Thai Navy, the Royal Thai Marine Police, the Customs Department, the Marine Department and the Department of Fisheries. Under the Royal Thai Navy's Command Center, it is further divided into three sub-focal point districts, where each sub-focal point has its own Area of Operations (AO). The AO of the 1st Focal Point¹

which is the First Naval Area Command covers the Eastern Gulf of Thailand, the AO of the 2nd Focal Point which is the Second Naval Area Command covers the Western Gulf of Thailand, and the 3rd Focal Point which is the Third Naval Area Command covers the Andaman Sea. The establishment of the Thai-MECC enables inter-agencies cooperation and information sharing among the various maritime authorities to better tackle maritime-security related issues, which includes armed robbery against ships. The organisation structure of the Thai-MECC is as follows:



¹ This refers to the focal point of the naval area command.

Part Four | Study Trip Report

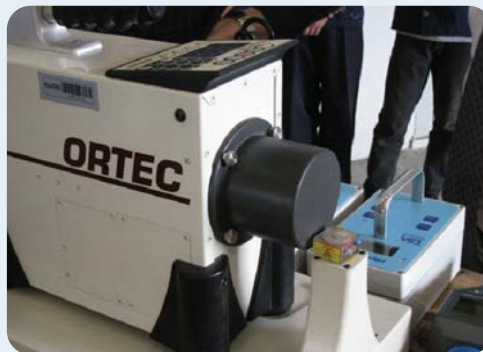
Security measures are put in place in ports such as the coordinated patrols along the Chao Praya River in Bangkok Port. The patrol boats of the Royal Thai Navy, the Royal Thai Marine Police and the Customs & Immigration Division are in charge of a specific area along the Chao Praya River. The coordinated patrols not only deter the robbers from committing crimes at sea but also ensure that the agency in charge will be able to provide prompt assistance to the victim ships in their respective areas. In addition, ships that are entering into Bangkok Port have to communicate to the port officers three days before arrival at the pilot station. Hence the Automated Identification System (AIS) in place will allow authorities to identify and prevent unauthorised ships from entering the port.

In addition to the physical presence of the law enforcement agencies at ports, the Vessel Traffic Management and Information System

(VTMIS) also provide related maritime activity support to ship and port security. The VTMIS, which include several system components such as AIS, Radio Direction Finder (RDF), Long Range Identification and Tracking (LRIT) system etc., enables early controlling and tracking of vessels entering the main port and all vessels' movement in 'sensitive' areas. The VTMIS enables information sharing and close cooperation with the Royal Thai Navy and the Royal Thai Marine Police for tracking of suspicious vessels, which are not authorised to be in Thailand's waters.

Furthermore the Laem Chabang Port has facilities such as the Container Inspection Terminal, the Central Alarm Station and the Secondary Inspection Station. The facilities available ensure that any acts of smuggling illegal goods and dangerous nuclear materials could be detected and prevented.

Several system components of the VTMIS



Left:
 Demonstration of using
 Personal Radiation Detector
 (PRD) to inspect containers

Right:
 Demonstration of the High
 Purity Germanium-Based
 RIID (ORTEC) to detect illicit
 nuclear materials

Thailand, with the above described measures in place, is well positioned to combat any acts of piracy and armed robbery against ships that

occurred in their ports and surrounding waters; and on a larger scale, terrorism that may arise from the sea.

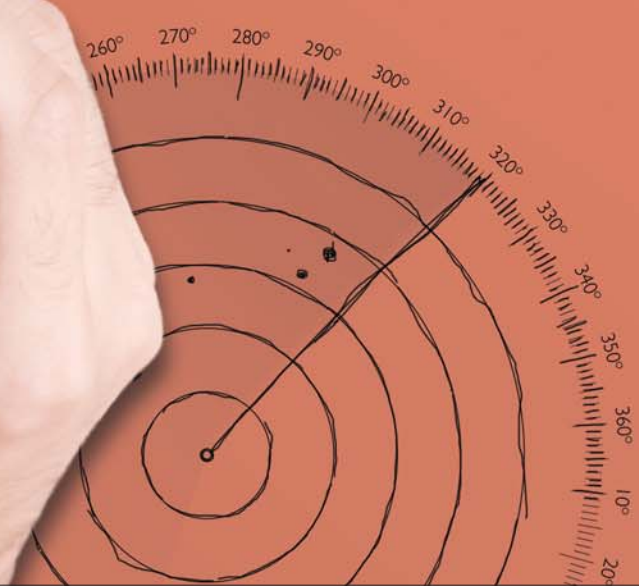
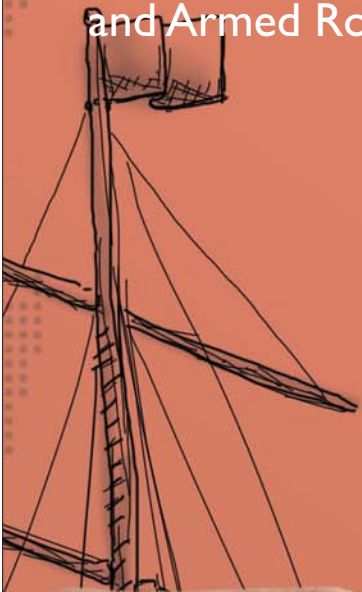
Bird's Eye View of the Laem Chabang Port





Part Five

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



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

5.1 Maritime Safety Committee (MSC) 85th Session

The Maritime Safety Committee (MSC) at its eighty-five session (26 November 2008 to 5 December 2008) directed the Correspondence Group for piracy and armed robbery to review and update MSC/Circular 622 Rev.1 on “Recommendations to governments on preventing and suppressing piracy and armed robbery against ships” and MSC/Circular 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”.

The review, among others, include the incorporation of a proposal submitted by the ReCAAP Contracting Parties and the ReCAAP ISC to the MSC eighty-five session an addendum on the enhanced information reporting process for incidents of piracy and armed robbery against ships in Asia.

5.2 Maritime Safety Committee (MSC) 86th Session

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”.

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

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

In the revised MSC circulars², 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.

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed

robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. 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 2.

5.4 Recommendation

Multi-channel 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.

² The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

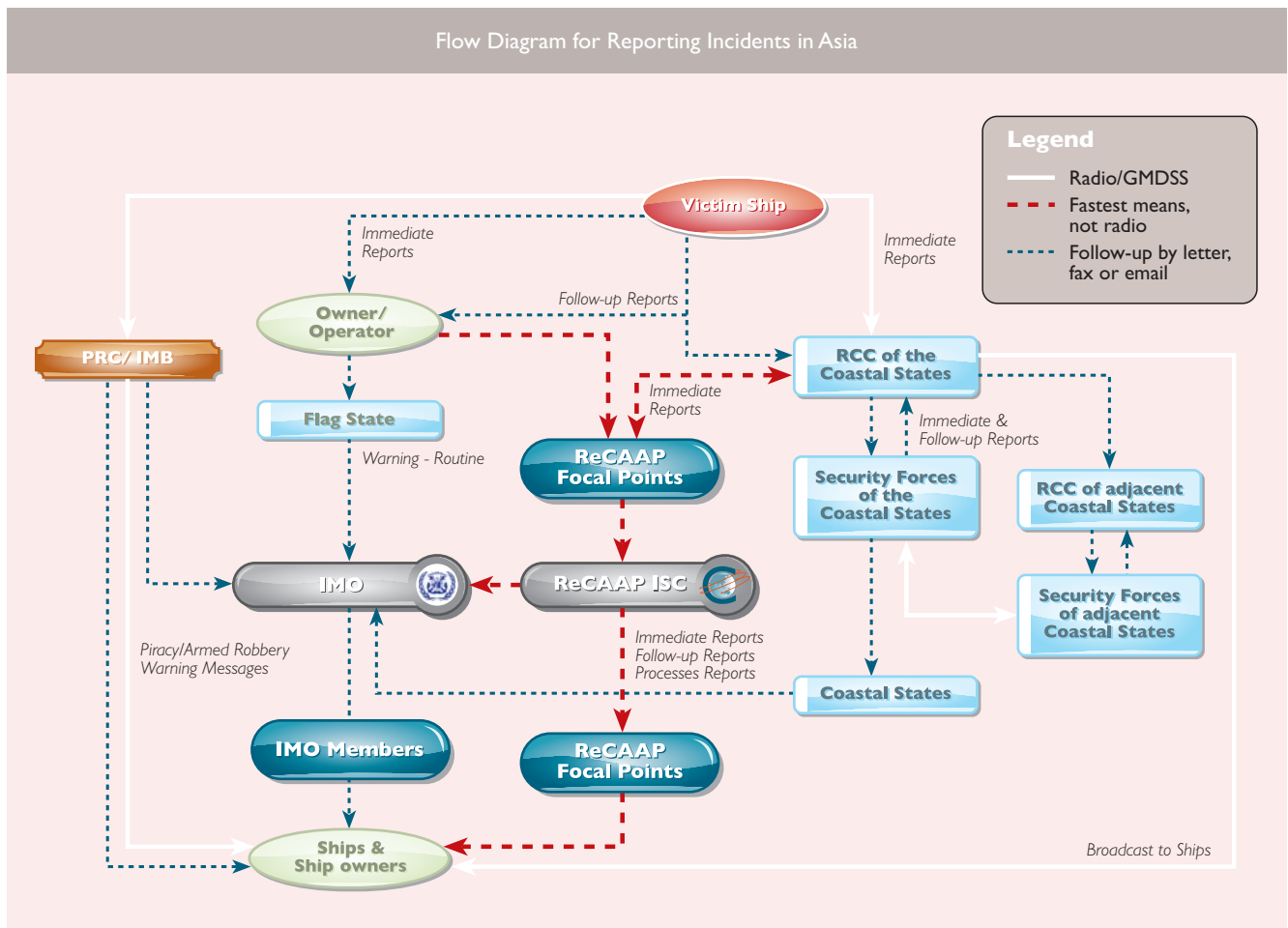


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

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.

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

5.5 Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgbdb@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam Royal Brunei Police Force Email: mahran.ahmad@police.gov.bn	+673-277-0548 (ext: 202)	+673-277-0549
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
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	+852-2233-7999 +852-2233-7998
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
	Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomms.go.kr	+82-2-2110-8864 to 67	+82-2-503-7333

Table 2 - Contact Details of ReCAAP Focal Points / Contact Point

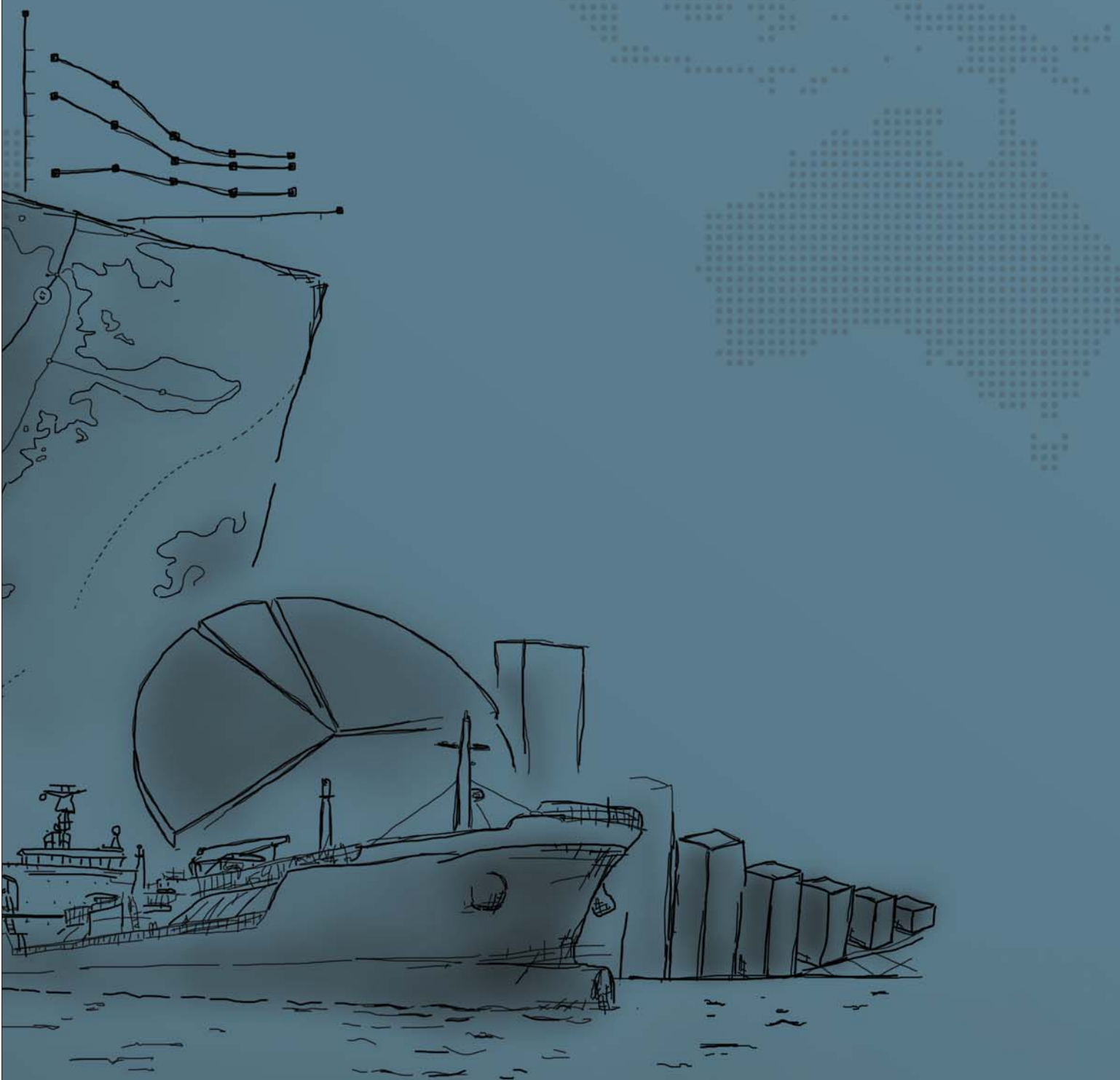
Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+856-2121-2505	+856-2121-2505 +856-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1642	+95-1202-4117
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +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 vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 11 January 2010

Table 2 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)

Appendix

Summary of Incidents (January 2009 to December 2009)



Appendix | Summary of Incidents (January 2009 to December 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.

Appendix | **Summary of Incidents** (January 2009 to December 2009)

February 2009

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.

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 tug boat whilst towing a barge 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 ship 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 attacked 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 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 are 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.



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

March 2009

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

The body of the yacht's owner was discovered by fishermen at about 10 nm north of Satun's Lipe Island. The three robbers were later tried in a Thai court and sentenced to 25 years and eight months imprisonment.

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.

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 ship master of the tug boat and another crew were maintaining watch at the bridge at that time. The ship 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 ship master 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 ship 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.

March 2009

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 Singapore's Port Operations Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore) initiated a broadcast of the incident on NAVTEX and SAFETYNET 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 pirates, 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 ship 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 of 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.

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

April 2009

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. 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 inflatable 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 onboard 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.

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 were 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.

April 2009

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 bulk 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 robbers 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 ship. 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 bulk carrier.

The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) who 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 tow 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.

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

May 2009

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 ship 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 ship 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.

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.

May 2009

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) who 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 was also 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 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.

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

June 2009

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 ship with hook and line. The robbers threatened the crew with sharp knives and stole four aft mooring ropes from drums. 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, *Salviceroy* 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's Vessel Traffic Information System (VTIS) and the local agent. The Baden SAR Nasional (BASARNAS) was also duly informed.

Incident of piracy involving Vietnam-registered 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.

June 2009

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 of piracy 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 speed boat. 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 of piracy 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.

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 pirates boarded the ship from a boat.

The pirates held two crew members hostage and demanded money from the ship master. The ship master gave money to the pirates, 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's Port Operations Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore). The Singapore's 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.

Appendix | **Summary of Incidents** (January 2009 to December 2009)

June 2009

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 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.

The robbery was discovered thereafter 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.

July 2009

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

The tug boat towing a barge loaded with oil rig equipment was underway to Singapore from Batu Ampar, Indonesia when 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 were not harmed.

The ship master contacted another Singapore-registered tug boat, *Taihei* which was in the vicinity to convey the report of the attack to Singapore's Vessel Traffic Information System (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.

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

The tug boat towing a barge loaded with granite was underway to Singapore from Lumut, West Malaysia when 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 the ship and fled in their speed boat. The six crew were not harmed.

The ship master reported the incident to Singapore's Vessel Traffic Information System (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 informed.

Appendix | **Summary of Incidents** (January 2009 to December 2009)

July 2009

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 and 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 alarm, took evasive manoeuvres and alerted the crew. The ship master fired three rocket flares. The pirates eventually aborted the attempt.

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 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 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 ship master had activated a distress alert requesting for assistance. When fighting off the pirates, the ship master sustained a cut on his leg by one of the pirates who was equipped with a parang. The ship master and the crew had also injured one of the pirates. The ship master was in stable condition and all the crew was not injured.

The ship 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 Operations 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's 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 is presumed that the robbery occurred sometime between midnight and early morning of 12 August 2009.

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

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.

Incident involving bulk carrier, *Koombana Bay* on 18 August 2009 at Port Merak, Indonesia

Three robbers armed with knives and wrenches boarded the bulk carrier from the seaside while she was at berth. They broke the padlock of the door leading to the steering room and the engine room. One of the crew was hit in the head with a metal wrench while another was threatened at knifepoint. The crew managed to lock themselves in the laundry room and the robbers stole some spare parts of auxiliary generator before escaping. The incident was reported to the port authorities through the local agent.

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 general cargo ship, *Beluga Federation* on 26 August 2009 at Phu My Port, Vietnam

Whilst berthed, an unknown number of robbers boarded the ship unnoticed. They broke open the forecastle store and stole ship's stores before escaping.

August 2009

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 Operations 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 through 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.

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 they noticed the crew had been alerted.

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

September 2009

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

Some number of robbers armed with long knives boarded a 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 ship's stores. The 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 attempted to board the tanker from the poop deck using a stick with hook. 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 Operations 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 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.

The Singapore's Port Operations Control Centre 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.

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 and saw the robbers. The robbers threatened him and told him not to alert the crew. The duty AB reported to the bridge after the robbers left the container ship in a small wooden boat. The duty Chief Officer reported two mooring ropes were 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 were not injured.

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 Police Coast Guard (PCG), the MRCC Putra Jaya, Malaysia and the Baden SAR Nasional (BASARNAS), Indonesia.

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

September 2009

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 ship's equipment.

Incident of piracy 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 ship master. While the pirates were waiting next to the ship master's door, they seized the Chief Engineer and tied up his hands. The pirates rushed inside the ship master's cabin once it was opened. They threatened the ship 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 bulk carrier, *Serasih* on 22 September 2009 at Chittagong Anchorage, Bangladesh

Five armed robbers boarded the ship while at anchor via the stern. The duty seaman doing his routine check was suspicious and went to investigate. He encountered the robbers who threatened him with knives. The duty seaman managed to escape, raised the alarm and mustered the crew. The robbers jumped overboard and escaped. Upon investigation, it was discovered that the robbers entered the steering flat by cutting through the welded flatbar on the rope hatch. They took with them ropes and some ship's stores.

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.

September 2009

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 Bangladesh Coast Guard, who dispatched a patrol boat to the location of the incident.

Incident involving product tanker, *Kirana Quartya* on 27 September 2009 at Chittagong 'B' Anchorage, Bangladesh

Duty crew bosun saw eight robbers boarding the ship from astern. He informed the OOW and other duty crew members immediately via walkie talkie, and also alerted the other watchmen on deck. The OOW raised the general alarm and announced the presence of robbers onboard the ship via the public addresser. One of the watchmen was threatened with a knife before the robbers jumped overboard and escaped with 270 m of mooring rope.

Incident involving bulk carrier, *DD Vigilant* on 28 September 2009 at Chittagong 'B' Anchorage, Bangladesh

Eight robbers in a fishing boat attempted to board the ship while at anchor. The duty AB spotted them and raised the alarm. The robbers jumped overboard and escaped in the fishing boat when they noticed the crew had been alerted.

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.

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

October 2009

Incident involving bulk carrier, *Livanita* on 3 October 2009 at Chittagong 'A' Anchorage, Bangladesh

The bulk carrier was preparing to anchor at the outer anchorage 'A' of Chittagong when the duty officer and crew on piracy watch noticed 10 robbers attempted to board the bulk carrier at the stern from an unlit wooden boat. The crew raised the alarm and the robber fled in their wooden boat.

Incident involving container ship, *OOCL Taichung* on 10 October 2009 at Quarantine Anchorage Area, Philippines

The container ship was anchored at the quarantine anchorage area, Port of Manila, Philippines when about four to five robbers armed with knives boarded the container ship via the anchor chain, from a wooden motorised boat.

The duty crew heard some noises at the pilot ladder area at the starboard side of the forecastle of the ship. He reported the incident to the duty officer who immediately sounded the alarm and the whistle. All crew was mustered. The crew armed with steel pipes for self defence, moved towards the forecastle of the ship. Noting that they have been detected, the robbers jumped overboard and escaped in their boat, taking with them two sets of breathing apparatus, four spare bottles for the breathing apparatus and a 150 m long welding machine cable.

The ship master reported the incident to the Port State Control Centre Manila under the Philippine Coast Guard (PCG). The PCG dispatched a patrol craft immediately to intercept the robbers whose boat was seen speeding towards Las Piñas City. The patrol craft continued to patrol the area to locate the boat and the robbers.

Incident involving tug boat, *Intan T3501* on 12 October 2009 enroute from Singapore to Kuantan, Malaysia

While the tug towing a barge was underway, robbers stole ship's stores and property and escaped.

Incident involving product tanker, *Lantana* on 13 October 2009 at approximately 3.6 nm southwest of Tanjung Ayam, Malaysia

The product tanker was anchored at approximately 3.6 nm southwest of Tanjung Ayam, Malaysia awaiting instructions from her company when the navigation watch officers of the product tanker sighted a small boat alongside the starboard side of the tanker. The small boat was covered with a green canopy and had six men onboard. Two of the men boarded the product tanker at the poop deck. The watch officers activated the general alarm and mustered all crew. Upon hearing the alarm, the robbers left the tanker and escaped in their boat. The crew was not injured and nothing was stolen.



October 2009

Incident involving product tanker, *Lantana* on 13 October 2009 at approximately 3.6 nm southwest of Tanjung Ayam, Malaysia (cont'd)

The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore). The POCC initiated a broadcast about the incident to warn ships in the vicinity and reported the incident to the ReCAAP ISC.

Incident involving bulk carrier, *Serasih* on 14 October 2009 at Chittagong 'C' Anchorage, Bangladesh

Fifteen robbers in a motor boat approached the stern of the bulk carrier. Ten of them armed with long knives boarded the ship. They held the duty security watch keeper hostage, switched off his hand-held radio, and threatened him with a knife. The robbers gained access into the steering gear compartment by breaking the welded plate with hammers. They stole mooring ropes and ship's stores including five oxygen and two acetylene bottles, and escaped with the stolen items in their motor boat. They did not harm the crew and the duty security watch keeper.

The incident was reported to the Chittagong port authority who relayed the information to the Bangladesh Coast Guard. The ReCAAP Focal Point (Bangladesh) reported the incident to the ReCAAP ISC. The ship agent based in Singapore also reported the incident to the ReCAAP ISC.

Incident involving fishing vessel, *Win Lai Fa* on 14 October 2009 in South China Sea

Pirates armed with machine guns in a boat chased the fishing vessel and opened fire at her. The vessel increased speed and enforced anti-piracy preventive measures. The vessel managed to evade the pirates, and continued her passage.

Incident involving container ship, *Hansa Stralsund* on 19 October 2009 at Chittagong Outer Anchorage, Bangladesh

The container ship was anchored at the outer anchorage of Chittagong when an unknown number of robbers in three small engine driven wooden boats approached the ship from the stern. They boarded the ship from the poop deck and stole three coils of ropes.

The incident was reported to the Chittagong Port Authority and the Bangladesh Coast Guard who boarded the ship to investigate. No injuries to the crew were reported during the incident.

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

October 2009

Incident involving container ship, *Ellen S* on 25 October 2009 at Hai Phong Anchorage, Vietnam

An unknown number of robbers boarded the container ship from the forecastle. They stole ropes, paints, fire devices and deck stores before escaping. The incident was reported to the Hai Phong Port Control.

Incident involving tug boat, *Faith 8* on 26 October 2009 at approximately 3.5 nm north of Pualu Batam, Straits of Malacca and Singapore

The tug boat was towing a barge at approximately 3.5 nm north of Pulau Batam, Indonesia when four men in a small wooden boat approached the tug boat.

The robbers boarded the tug boat using a grapnel with a rope attached at one end. Two robbers managed to board the tug boat and threatened the crew with a knife and a sabre. A fisherman in the vicinity reported the incident to the Indonesian Marine Police who was patrolling the area during that time.

The Indonesian Marine Police arrived at the location of the incident, and fired a warning shot in the air when the robbers attempted to escape. They surrendered subsequently. The Indonesian Marine Police seized the robbers' wooden boat, grapnel with a rope attached at one end, knives and some stolen ropes.

November 2009

Incident involving bulk carrier, *Tequila Sunrise* on 5 November 2009 at Ciwandan Anchorage, Indonesia

Four robbers boarded the bulk carrier while at anchor. They threatened one of the crew, held him hostage and brought him to the engine room. The AB at the engine room was also threatened. The robbers tied up the crew and the AB with a rubber line. They took some engine spare parts from the engine room and escaped in a boat.

Incident involving chemical tanker, *Nornan* on 6 November 2009 at Chennai Anchorage, India

About three to four robbers approached the chemical tanker in a small boat and attempted to board the ship by using a rope. Upon sighting the robbers, the watch keeper raised the alarm. The robbers aborted their attempt and escaped in their small boat. The ship master reported the incident to the Chennai Port Control, who dispatched a police patrol boat to conduct a search for the robbers.

November 2009

Incident involving bulk carrier, *Florinda* on 17 November 2009 at approximately 9 nm northwest of Pulau Mangkai, Indonesia

Ten robbers armed with knives boarded the ship. They threatened the watch officers at the bridge, ordered them to go to the Captain's cabin and warned them not to sound the alarm. At the Captain's cabin, the robbers threatened the Captain, tied him and stole his cash and belongings before escaping.

Incident involving chemical tanker, *High Energy* on 19 November 2009 at approximately 9 nm northwest of Pulau Mangkai, Indonesia

Seven robbers armed with knives (about 30 cm long) and machetes (about 70 cm long) boarded the tanker from a small fishing boat.

The robbers boarded the tanker from the port side, went to the bridge, but realised that all doors were locked. They saw a crew on the bridge, tied him and asked him to open the door to the bridge. At this time, the alarm was raised, the crew was mustered and a 'mayday' message was announced to ships via VHF. On hearing the alarm, the robbers jumped overboard and escaped in their fishing boat. None of the crew was injured.

The ship master reported the incident to the Company Security Officer (CSO). The Japan Coast Guard (JCG) who is also the ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC.

Incident involving chemical tanker, *Gulf Jumeirah* on 21 November 2009 at Balikpapan Outer Anchorage, Indonesia

Three robbers boarded the tanker while at anchor, using hooks attached to ropes. They stole ship's stores and escaped in a small boat. Local authorities were informed.

Incident involving tug boat, *Marinero* on 21 November 2009 at Siocon Bay, Zamboanga Del Norte, Philippines

Nine robbers armed with firearms boarded the tug boat from three motor boats.

The robbers took the tug boat's Global Positioning System (GPS) equipment, handheld radio, VHF marine-based radio, the crew's mobile phones and some of the ship's provisions. They also abducted the master of the tug boat, the Chief Mate and the Chief Engineer. After the robbers left the tug boat, the remaining 11 crew immediately weighed anchor and left the area. With a mobile phone they had managed to keep and conceal from the robbers, the crew reported the incident to Cebu Barge and Tug Corporation, Cebu, Philippines.



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

November 2009

Incident involving tug boat, *Marinero* on 21 November 2009 at Siocon Bay, Zamboanga Del Norte, Philippines (cont'd)

The Cebu Barge and Tug Corporation in turn reported the incident to the Philippine Coast Guard District Central Eastern Visayas (CGDCEV) in Cebu who alerted the Philippine Coast Guard Command Centre in Manila. The Philippine Coast Guard Command Centre activated the Philippine Coast Guard District South Western Mindanao (CGDSWM) and the adjoining districts. Together with the Armed Forces of the Philippines (AFP) and Philippine National Police (PNP), a joint operation in pursuit of the perpetrators was conducted. The Philippine Navy (PN) and the Philippine Coast Guard (PCG) dispatched three naval patrol gun boats and a search and rescue vessel respectively.

The CGDSWM also issued a Notice to Mariners (NOTAMs) to advise commercial vessels transiting the vicinity to adopt precautionary measures and to report all suspicious vessels' movements to the authorities. The abducted crew was eventually released on 18 December 2009.

Incident involving oil tanker, *LR2 Poseidon* on 21 November 2009 at Balongan Anchorage, Indonesia

The anti piracy watch keeper was on his round at the poop deck when he noticed a hook stuck on the port side of the railing. He investigated and discovered a robber trying to board the oil tanker with a knife in his mouth. The watch keeper immediately informed bridge, raised the general alarm and mustered the crew. On hearing the alarm, the robber escaped in an unlit boat, which was about 3 m in length and looked like a small dingy with outboard engine, with two other robbers onboard. The robbers were noticed to be fair and one of them was wearing a white T-shirt.

Incident involving bulk carrier, *Spar Cetus* on 28 November 2009 at East of Ceram Islands, Indonesia

A white speed boat without any markings (sailed at speed of 20-25 knots) approached the bulk carrier. Four person dressed in black attire were onboard the speed boat.

The ship master raised the emergency alarm immediately, sounded the ship's horn continuously, mustered all crew and activated the fire hoses. He also maneuvered the bulk carrier several times to evade the speed boat. The speed boat made two attempts to get closer but gave up after 25 min. There was no VHF contact between the speed boat and *Spar Cetus*, the bulk carrier throughout the entire episode.

December 2009

Incident involving oil tanker, *Wafrah* on 8 December 2009 at Balongan Anchorage, Indonesia

Four robbers boarded the oil tanker from the poop deck. They were spotted by the duty watchman who immediately informed the bridge duty officer. The alarm was raised and the crew mustered. The robbers noticed the crew was alerted and escaped in a waiting boat.

Incident involving tug boat, *Tropical Star* on 8 December 2009 at Chittagong Port Outer Anchorage 'B', Bangladesh

The tug boat was anchored at the Chittagong Port outer anchorage 'B' when some robbers attempted to board the tug boat from a powered driven wooden boat. The OOW onboard sighted the robbers and contacted the Chittagong Port Authority immediately for assistance. The Chittagong Port Authority informed the Bangladesh Coast Guard who dispatched a patrol boat to the incident area. The robbers escaped in their boat when they saw the approaching patrol boat.

Incident involving general cargo ship, *Gallant Pescadores* on 11 December 2009 at approximately 11.3 nm east of Butung, Indonesia

Four robbers armed with a gun and a spear attempted to board the general cargo ship. However, the robbers were unsuccessful in their attempt due to the evasive manoeuvres made by the ship.

Incident involving oil tanker, *Havilder Abdul Hamid PVC* on 17 December 2009 at 12 nm off Kochi Light, India

Two robbers boarded the oil tanker from a mechanised country boat through the anchor chain. They broke the forecandle peak store and stole one coil of 18 mm polypropylene rope and one mooring hawser. The crew noticed and chased the robbers who escaped by jumping into the water. The incident was reported to the Kochi Port Control on VHF radio.

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

December 2009

Incident involving tug boat, *Tempest* on 20 December 2009 at 2 nm south of Tanjung Ayam, Malaysia

The duty oiler was on his way to the engine room when he saw four robbers armed with long knives and steel pipes who grabbed him to the aft deck. The robbers took the duty oiler hostage but the duty AB on deck saw them coming out to the deck and informed the duty officer on the bridge via VHF radio. The duty officer alerted the crew. Noticing that the crew has been alerted, the robbers escaped in a wooden boat waiting nearby with another two robbers onboard. No crew was injured and the robbers had stolen some ship's stores from the engine room. The entire episode lasted between 10 to 15 min.

Incident involving container ship, *MSC Calcutta* on 22 December 2009 at Belawan Anchorage, Indonesia

Five robbers armed with knives boarded the container ship unnoticed while she was anchored at Belawan anchorage. They tied up the hands and feet of the duty AB and stole properties and stores before escaping. The alarm was raised and the crew was alerted. The incident was reported to the coastal authorities.

Incident involving container ship, *MOL Acclaim* on 24 December 2009 at 10 nm off Sattahip, Thailand

The container ship was underway at 10 nm off Sattahip, Thailand when one small boat closed in on her. The robbers onboard the boat fired at the container ship when the boat was 50 m away from the ship. The ship master took evasive actions and the boat eventually aborted the attempt. There were no injuries to the crew but the shooting had caused four bullet marks on side board and one bullet hole on bridge door.

Incident involving general cargo ship, *Santa Suria* on 25 December 2009 at Chittagong 'B' Anchorage, Bangladesh

Six robbers armed with small knives boarded the general cargo ship while it was anchored at Chittagong port anchorage 'B'. The robbers used a small wooden boat to approach the vessel and managed to steal two lube oil drums and two empty drums. The incident was immediately reported by the ship master to the Chittagong Port Authority which informed Bangladesh Coast Guard. As a result of prompt reporting, a Coast Guard speed boat intercepted the robbers and apprehended four of them. Two robbers managed to escape by jumping into water. Two drums of lube oil and two empty drums stolen from the ship were recovered and handed back to the ship.

December 2009

Incident involving product tanker, *Gulf Coral* on 28 December 2009 in Phillip Channel, Straits of Malacca and Singapore

The product tanker was underway when about 5 to 6 small unlit boats of approximately 7 to 8 m in length approached the tanker's bow on both sides. One by one at intervals of 3 to 4 min, one boat approached the vessel from starboard bow then crossed to port bow and chased along the bow for about 2 to 3 min. A couple of suspects from the boat tried to board the vessel unsuccessfully.

The ship security alarm and general alarm was activated followed by announcement through the public address system to alert the crew. The crew was mustered on the bridge and immediately put into action anti-piracy measures: the master maneuvered the ship to evade the boats, continuous shining of search lights and flashing of Aldis lamp accompanied by sounding of ship's horn were carried out, fire hoses which were already rigged around the ship's quarter and poop deck were charged up by starting the fire pump from the bridge, forward facing deck lights were switched on. The authority in charge of the Vessel Traffic Information System (VTIS) was informed on VHF channel 73 about the attempt. After 30 min of failing to board the tanker, the boats aborted the attack.

Upon receipt of the information from the ship master, the Port Operation Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore) promulgated a NAVTEX broadcast to warn all vessels in the vicinity of Phillip Channel, Straits of Malacca and Singapore to maintain a good anti-piracy watch when passing through the area.

Incident involving chemical tanker, *Gulf Elan* on 30 December 2009 at Nansha Anchorage, China

The duty AB onboard the chemical tanker was doing his rounds when he noticed a robber on the forecastle. He informed the duty officer on the bridge who raised the alarm and alerted the crew. Upon inspection, it was discovered that ship's stores were stolen. The local authorities were informed and they boarded the chemical tanker for investigation.

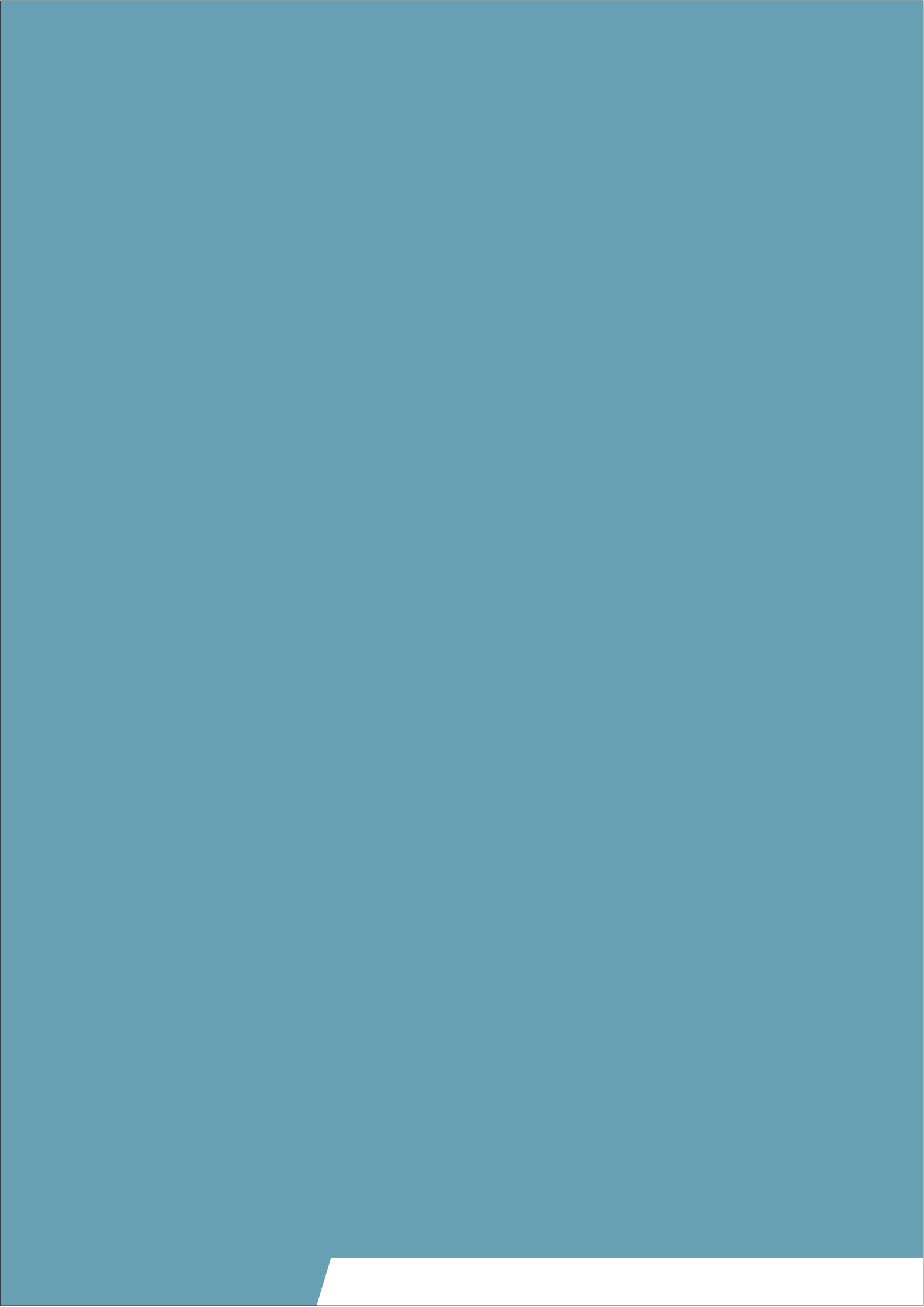
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Organisation (IMO), the Information Fusion Centre (IFC), the commercial entities (such as ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations.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





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