



Information Sharing Centre

Half Yearly Report

01 January 2009 – 30 June 2009



Contents

Executive Summary | 02



Part One | 04

Definitions & Methodology Used



Part Two | 08

Half Yearly Report



Part Three | 26

Details of Selected Incidents



Part Four | 44

Observations for January 2009 to June 2009



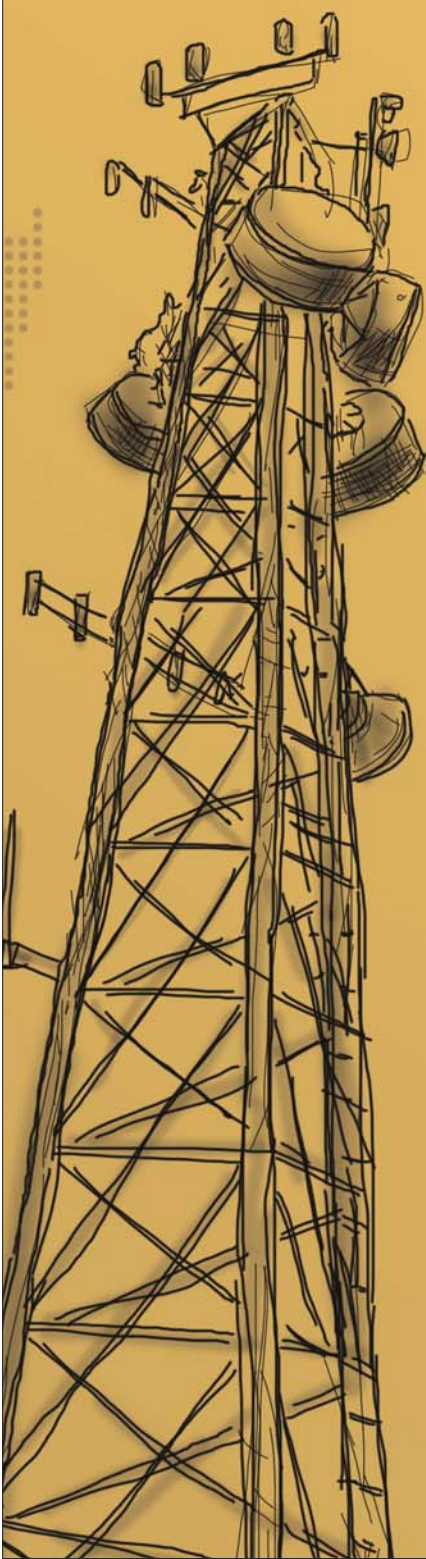
Part Five | 46

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

Appendix | 50

Summary of Incidents (January 2009 to June 2009)

Executive Summary



Executive Summary

Between January 2009 and June 2009, a total of 43 incidents of piracy and armed robbery against ships were reported in the Asian region. Of these, 38 were actual incidents and five were attempted incidents. Of the 38 actual incidents, eight were incidents of piracy and 30 were incidents of armed robbery. Seven incidents of piracy were reported in the South China Sea and one incident reported in the Straits of Malacca and Singapore.

Overall, there has been a decline in the total number of incidents reported during January-June 2009 compared to the same period of 2005-2008. The drop in the number of reported incidents was due to the decline in the number of attempted incidents during January-June 2009. There has been an increase in the number of actual incidents reported during January-June 2009 compared to January-June 2008. The increase was more apparent in the Category 2 (moderately significant) incidents. These were incidents involving ships while underway, mainly tug boats which are slow in speed when in towing operations, with low freeboard and have lesser crew, and hence, more vulnerable to attack.

Notably, the number of incidents reported at ports and anchorages had reduced significantly and these

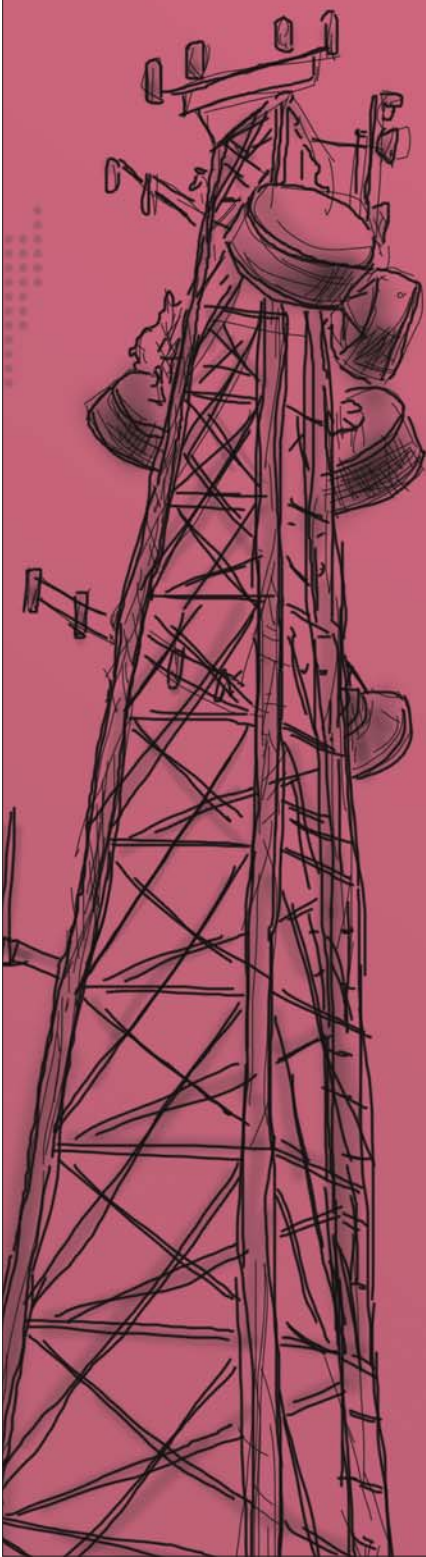
were mostly Category 3 (less significant) incidents. The details of incidents reported during January-June 2009 are described in the Appendix.

Highlighted in this report under Part Five is the revised changes made to 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 key changes, among others, include the ReCAAP ISC's information reporting procedures in Asia which are reflected in Appendix 2 of the newly promulgated MSC/Circular 1333 on "Recommendations to governments on preventing and suppressing piracy and armed robbery against ships" and MSC/Circular 1334 on "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing piracy and armed robbery against ships". The MSC/Circular 1333 and MSC/Circular 1334 replaces the MSC/Circular 622 Rev.1 and MSC/Circular 623 Rev.3 respectively.

Part One

Definitions & Methodology Used

- I.1 **Definitions Adopted by ReCAAP Information Sharing Centre**
- I.2 **Methodology for Classifying Incidents**
- I.3 **Note on Sources of Information**
- I.4 **Note on Maps Used to Depict Location of Incidents**



Part One | Definitions & Methodology Used

I.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

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

- 1** For the purpose of this Agreement, “piracy” means any of the following acts:
- (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery, in accordance with the Code of Practice for the Investigations of Crime of Piracy and Armed Robbery against Ships of International Maritime Organisation (IMO) (MSC/Circ. 984, Article 2.2), is defined in Article I (Definitions) of the ReCAAP as:

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

Part One | Definitions & Methodology Used

I.2 Methodology for Classifying Incidents

I.2.1

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

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

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

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

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

1.2.2

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

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

1.2.3

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

1.3 Note on Sources of Information

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

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

1.4 Note on Maps Used to Depict Location of Incidents

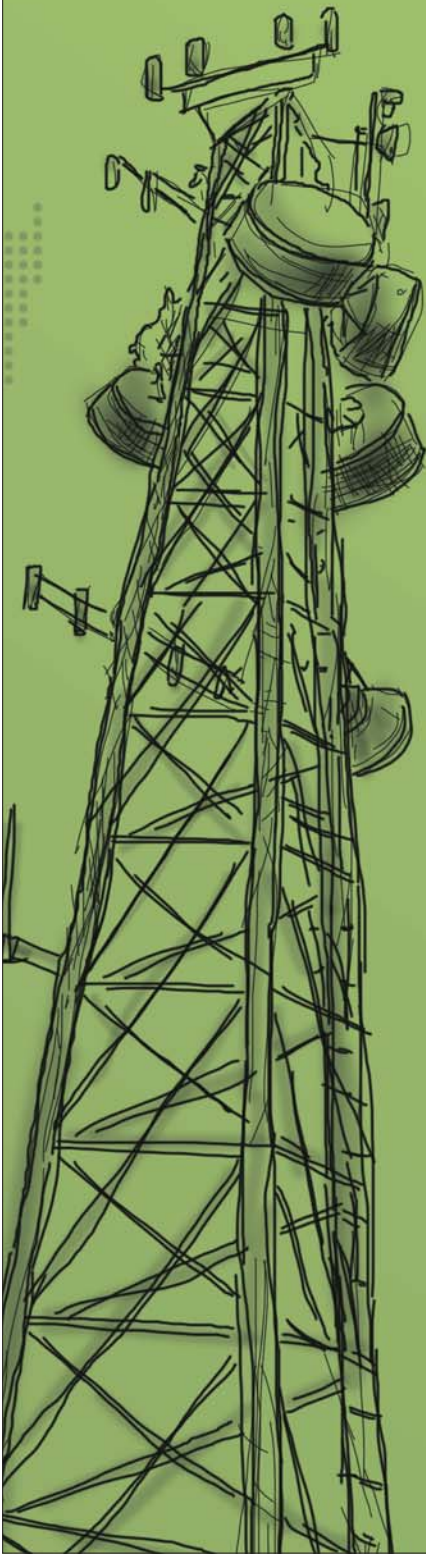
The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP

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

Part Two

Half Yearly Report

- 2.1 Analysis of Incidents for April-June 2009
- 2.2 Overall Analysis of Half Yearly Patterns and Trends
- 2.3 Analysis of Violence Factor
- 2.4 Analysis of Economic Factor



Part Two | Half Yearly Report

2.1 Analysis of Incidents for April-June 2009

2.1.1 Number of Reported Incidents

A total of 15 incidents were reported during the period January-March 2009, and 28 incidents reported during April-June 2009. About 65% of the total number of incidents reported between

January 2009 and June 2009 occurred during the period April-June 2009. Please refer to the table below.

	Apr 09	May 09	Jun 09	Apr-Jun 09	Jan-Mar 09
Actual	8	7	9	24	14
Attempted		3	1	4	1
Total	8	10	10	28	15

Table 1 - Actual and attempted incidents (April-June 2009 and January-March 2009)

2.1.2 Significance Level of Actual Incidents

Of the 14 actual incidents reported during January-March 2009, two were Category 1 incidents, three were Category 2 incidents and nine were Category 3 incidents. During April-June 2009, of the 24 incidents, one was a Category 1 incident, 13 were Category 2 incidents and 10 were Category 3 incidents. Notably, there has been a significant

increase in the number of Category 2 incidents during the 2nd quarter of 2009 (April-June 2009) compared to the 1st quarter (January-March 2009). However, the number of Category 1 and Category 3 incidents has remained fairly consistent throughout the first two quarters of 2009. Please refer to the table below.

	Apr 09	May 09	Jun 09	Apr-Jun 09	Jan-Mar 09
Category 1 (Very Significant)	1			1	2
Category 2 (Moderately Significant)	5	1	7	13	3
Category 3 (Less Significant)	2	6	2	10	9
Total	8	7	9	24	14

Table 2 - Significance level of actual incidents (April-June 2009 and January-March 2009)

Part Two | Half Yearly Report

2.1.3 Location of Incidents

Of the 15 incidents reported between January 2009 and March 2009, three incidents occurred in South Asia and 12 incidents in Southeast Asia. The number of incidents increased to nine incidents in South Asia and 34 incidents in Southeast Asia

as of June 2009. The increase occurred mainly at the port of Chittagong, Bangladesh, off Pulau Aur and at the port of Sandakan, Malaysia and the South China Sea. Table 3 shows the location of these incidents.

	Apr 09		May 09		Jun 09		Apr-Jun 09		Jan-Mar 09	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia										
■ Bangladesh			1	1	2		3	1	1	
■ India			1		1		2		2	
Sub-total			2	1	3		5	1	3	
Total							6		3	
Southeast Asia										
■ Indonesia	2			1		1	2	2	1	
■ Malaysia	2		4	1	1		7	1	1	
■ Myanmar			1				1			
■ Vietnam	1						1		4	
■ South China Sea	2				4		6		1	
■ Straits of Malacca and Singapore					1		1		2	
■ Thailand									1	
■ Philippines	1						1		1	1
Sub-total	8		5	2	6	1	19	3	11	1
Total							22		12	
Overall Total	8		7	3	9	1	24	4	14	1

Table 3 - Location of incidents (April-June 2009 and January-March 2009)

2.1.4 Status of Ships

Table 4 shows the status of ships during actual and attempted incidents for the period January-March 2009 and April-June 2009. Of the 15 incidents reported during January-March 2009, 10 incidents occurred when the ships were anchored/berthed and five incidents occurred when the ships were underway. This general

trend of incidents occurring mostly when ships were anchored/berthed did not prevail in April 2009 and June 2009. During the period April-June 2009, the number of incidents involving ships while underway was the same as those involving ships at anchor/berth.

	Apr 09		May 09		Jun 09		Apr-Jun 09		Jan-Mar 09	
	Anchored/ Berthed	Underway	Anchored Berthed	Underway	Anchored Berthed	Underway	Anchored Berthed	Underway	Anchored Berthed	Underway
South Asia										
■ Bangladesh			2		1	1	3	1	1	
■ India			1		1		2		2	
■ Sub-total			3		2	1	5	1	3	
■ Total							6		3	
Southeast Asia										
■ Indonesia		2	1		1		2	2	1	
■ Malaysia	1	1	3	2	1		5	3	1	
■ Vietnam		1						1	4	
■ South China Sea		2				4		6		1
■ Straits of Malacca and Singapore						1		1		2
■ Philippines	1						1			2
■ Myanmar			1				1			
■ Thailand									1	
■ Sub-total	2	6	5	2	2	5	9	13	7	5
■ Total							22		12	
Overall Total	2	6	8	2	4	6	14	14	10	5

Table 4 - Status of ships during actual and attempted incidents (April-June 2009 and January-March 2009)

Part Two | Half Yearly Report

2.2 Overall Analysis of Half Yearly Patterns and Trends

2.2.1 Number of Reported Incidents

Overall, there has been a decline in the total number of incidents reported between January 2009 and June 2009 compared to the same period of 2005-2008. The drop was due to the decline in the number of attempted incidents.

Notably, the number of actual incidents reported during January-June 2009 has increased compared to the same period in 2008. Please see Chart 1 below.

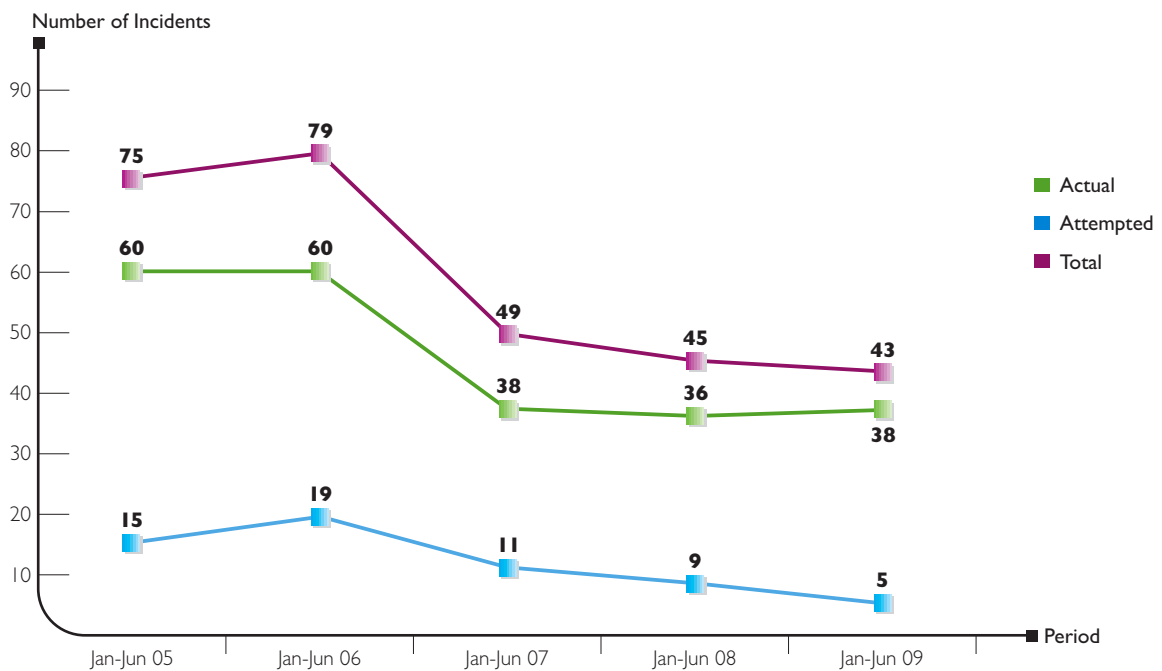


Chart 1 - Actual and attempted incidents (January-June of 2005-2009)

2.2.2 Location of Reported Incidents

Overall, there was a decline in the total number of incidents reported during January-June 2009 compared to the same period of 2005-2008. The decline was most apparent in Bangladesh, India and Indonesia. However, there has been an increase in the number of actual incidents reported off Pulau Aur and at the port of Sandakan, Malaysia, the South China Sea, Straits of Malacca and Singapore, and the ports and anchorages of Vung Tau and Ho Chi Minh, Vietnam. The ReCAAP

ISC recommends continual monitoring and enforcement in these areas. The number of incidents are reflected in Table 5 under the countries where the incidents occurred. Map 1 shows the location of incidents reported during the period January-June 2009. Maps 2 to 5 show the number of incidents reported during January-June 2009 compared to the same period of 2005-2008.

	Jan-Jun 09		Jan-Jun 08		Jan-Jun 07		Jan-Jun 06		Jan-Jun 05	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
■ China							1		1	
Sub-total							1		1	
South Asia										
■ Bangladesh	4	1	6	2	5		16	8	6	1
■ India	4		7	1	3		1		6	1
■ Arabian Sea					1	3				
■ Bay of Bengal					1					1
Sub-total	8	1	13	3	10	3	17	8	12	3
Southeast Asia										
■ Indonesia	3	2	11	1	18	5	23	9	33	4
■ Malaysia	8	1	3		4	1	9	1	2	
■ Philippines	2	1	3	1		1	1			
■ Thailand	1				1		1			
■ Vietnam	5		3		3		2		3	
■ South China Sea	7		2	1	1		3		2	3
■ Straits of Malacca and Singapore	3		1	3	1	1	3	1	6	5
■ Gulf of Thai									1	
■ Myanmar	1									
Sub-total	30	4	23	6	28	8	42	11	47	12
Total	38	5	36	9	38	11	60	19	60	15
Overall Total	43		45		49		79		75	

Table 5 - Location of incidents reported (January-June of 2005-2009)

Part Two | Half Yearly Report

Map 2 - Map of actual incidents at the port of Chittagong, Bangladesh (January-June of 2005-2009)

There has been an improvement in the situation at the port of Chittagong. During January-June 2009, a total of four incidents were reported of which one was a Category 2 incident and three were Category 3 incidents, compared to the same period in 2008 when six incidents were reported (one Category 2 incident and five Category 3 incidents). During January-June 2007, five incidents (all Category 3 incidents) were reported compared to 16 incidents (four Category 2 incidents and 12 Category 3 incidents) reported during January-June 2006 and six incidents (four Category 2 incidents and two Category 3 incidents) reported during the same period in 2005.



Legend	CAT 1	CAT 2	CAT 3
2005	# 0	# 4	# 2
2006	* 0	* 4	* 12
2007	▲ 0	▲ 0	▲ 5
2008	+ 0	+ 1	+ 5
2009	■ 0	■ 1	■ 3

Map 3 - Map of actual incidents at the port of Sandakan, East Malaysia (January-June of 2005-2009)

There has been an increase in the number of incidents reported at the port of Sandakan between January 2009 and June 2009. Four incidents (all Category 3 incidents) were reported during January-June 2009. One Category 3 incident each was reported during the same period in 2005 and 2008. No incidents were reported during January-June of 2006 and 2007. The incidents were normally petty thefts where ship's stores and drums of paint were stolen. The law enforcement agencies are working closely with the Sandakan Port Authority in enhancing their surveillance in the area.



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

Map 4 - Map of actual incidents at the ports and anchorages of Vietnam (January-June of 2005-2009)

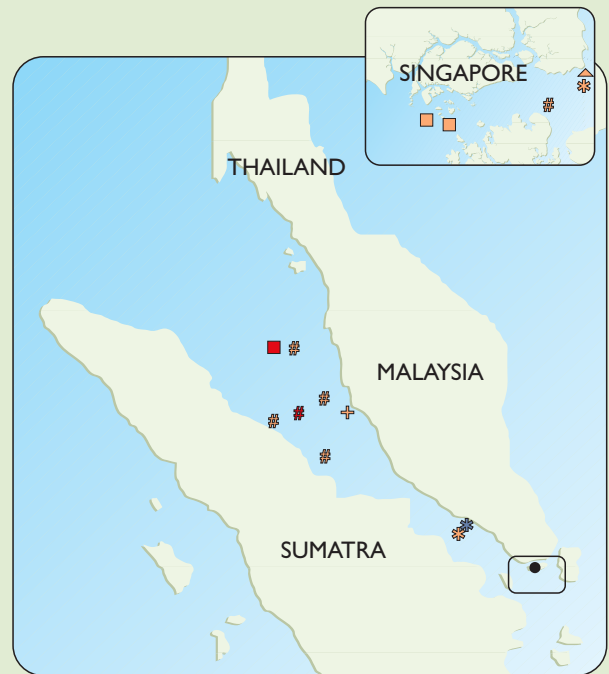
The number of incidents reported at the ports and anchorages of Vietnam during January-June 2009 has increased compared to the corresponding periods in the past four years. Between January 2009 and June 2009, five incidents were reported, of which one was a Category 2 incident and four were Category 3 incidents. The Category 2 incident involving *Astaka* occurred on 6 April 2009 off the port of Dinh An, Tra Vinh province. Three robbers armed with guns boarded the tug boat while underway. For the period January-June of 2005-2008, an average of between two to three incidents were reported during each period. All were Category 3 incidents.



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

Map 5 - Map of actual incidents in the Straits of Malacca and Singapore (January-June of 2005-2009)

There has been a slight increase in the number of incidents reported in the Straits of Malacca and Singapore between January 2009 and June 2009. During this period, three incidents were reported, of which one was a Category 1 incident and two were Category 2 incidents. For the period January-June of 2007 and 2008, one Category 2 incident was reported during each of this period. Most of the incidents reported in the Straits of Malacca and Singapore were Category 2 incidents. During January-June 2006, three incidents were reported, of which two were Category 2 incidents and one was a Category 3 incident. The highest number of incidents was during the period January-June 2005 when one Category 1 and five Category 2 incidents were reported.



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

Part Two | Half Yearly Report

2.2.3 Significance Level of Actual Incidents

A total of 38 actual incidents were reported between January 2009 and June 2009, of which three were Category 1 incidents, 16 were Category 2 incidents and 19 were Category 3 incidents. During the same period in 2008, 36 incidents were reported, of which three were Category 1 incidents, seven were Category 2 incidents and 26 were Category 3 incidents. Comparing the two periods, there was an increase in the number of Category 2 incidents, but a decline in the number of Category 3 incidents.

Notably, the number of Category 3 incidents was lowest compared to the same period of 2005-2008. The number of Category 1 incidents has remained the same during the period January-June of 2008 and 2009.

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

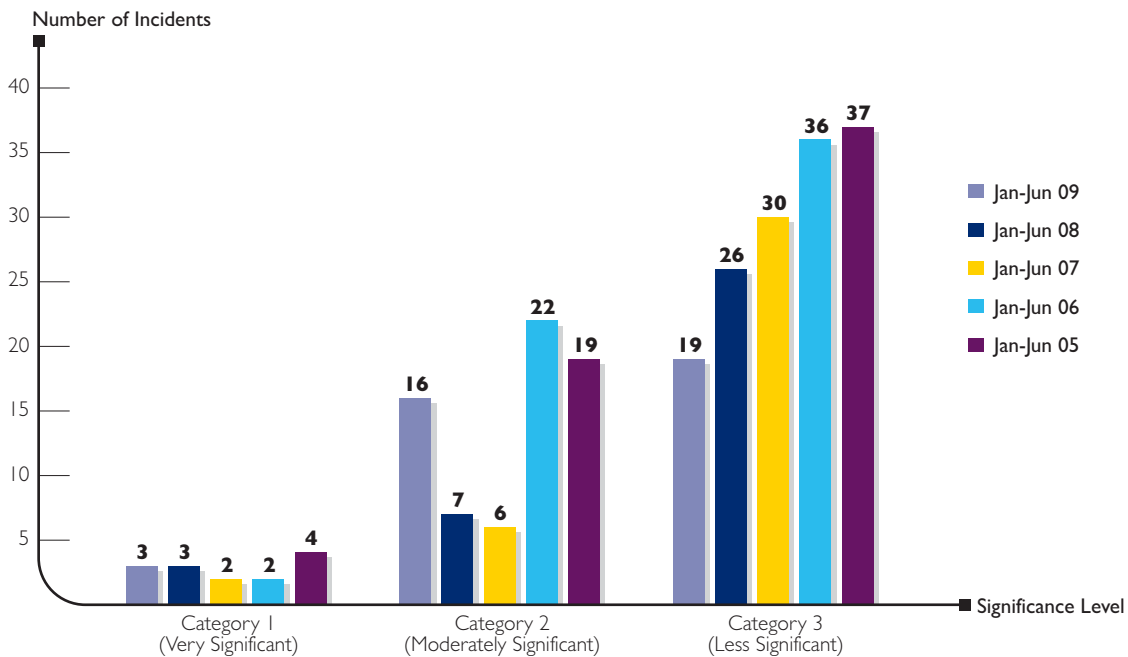
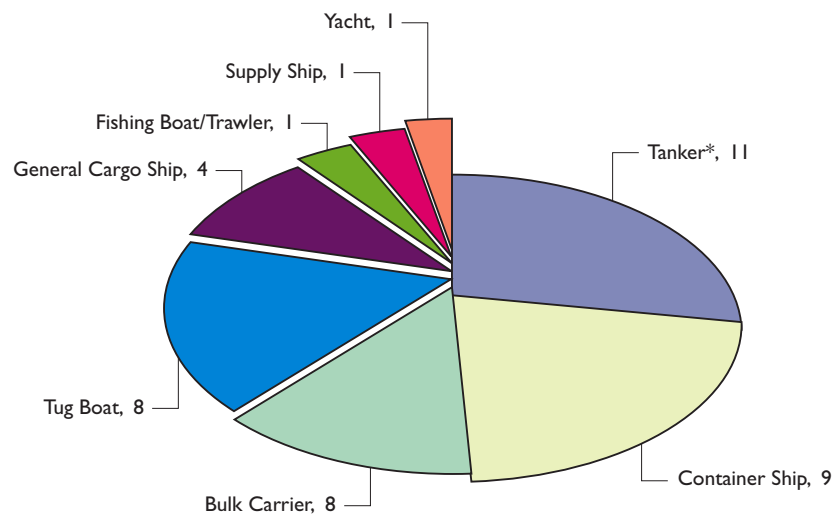


Chart 2 - Significance level of incidents reported (January-June of 2005-2009)

2.2.4 Type of Ships

Between January 2009 and June 2009, tankers were involved in more incidents compared to other type of ships. Please see Chart 3. Of the 43 incidents, 11 incidents involved tankers, nine incidents involved container ships, eight incidents involved bulk carriers and eight incidents involved tug boats. Nine of the 11 incidents involving tankers occurred at the ports and anchorages of Kakinada and Kochi in India,

port and anchorages of Sandakan in East Malaysia, Balongan anchorage and Jakarta anchorage in Indonesia and Vung Tau anchorage in Vietnam. All were Category 3 incidents. There were two incidents involving tankers while underway approximately 25 nm northwest of Mangkai Light, and off Pulau Damar in the South China Sea. Both were Category 2 incidents.



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

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

Part Two | Half Yearly Report

Tankers were also most commonly involved in incidents reported during the period January-June of 2007 and 2008. However, during the period January-June of 2005 and 2006, bulk carriers were involved in more incidents compared to other type of ships.

During the period January-June 2008, incidents involving tankers mostly occurred at the ports and anchorages of Kandla and Kochi, India. During the same period in 2007, incidents involving tankers mostly occurred at the ports and anchorages of Belawan, Dumai and Balongan, Indonesia. All were Category 3 incidents.

Of the 20 incidents involving bulk carriers during January-June 2006, 11 occurred at the ports and anchorages in Indonesia and seven incidents at the ports and anchorages of Chittagong, Bangladesh.

During the period January-June 2005, 10 of the 23 incidents involving bulk carriers occurred in the region between Pulau Laut and Balikpapan in East Kalimantan where ports are known to specialise in bulk cargo.

2.2.5 Status of Ships

Chart 4 below shows the status of ships at the time of actual incidents. The chart shows that majority of the incidents occurred when the ships were anchored or berthed than underway throughout the five reporting periods. The ReCAAP ISC observes that 55% of the total

number of incidents involved ships while at anchor/berth during January-June 2009 compared to 61%, 82%, 62% and 65% for the same period of 2008, 2007, 2006 and 2005 respectively.

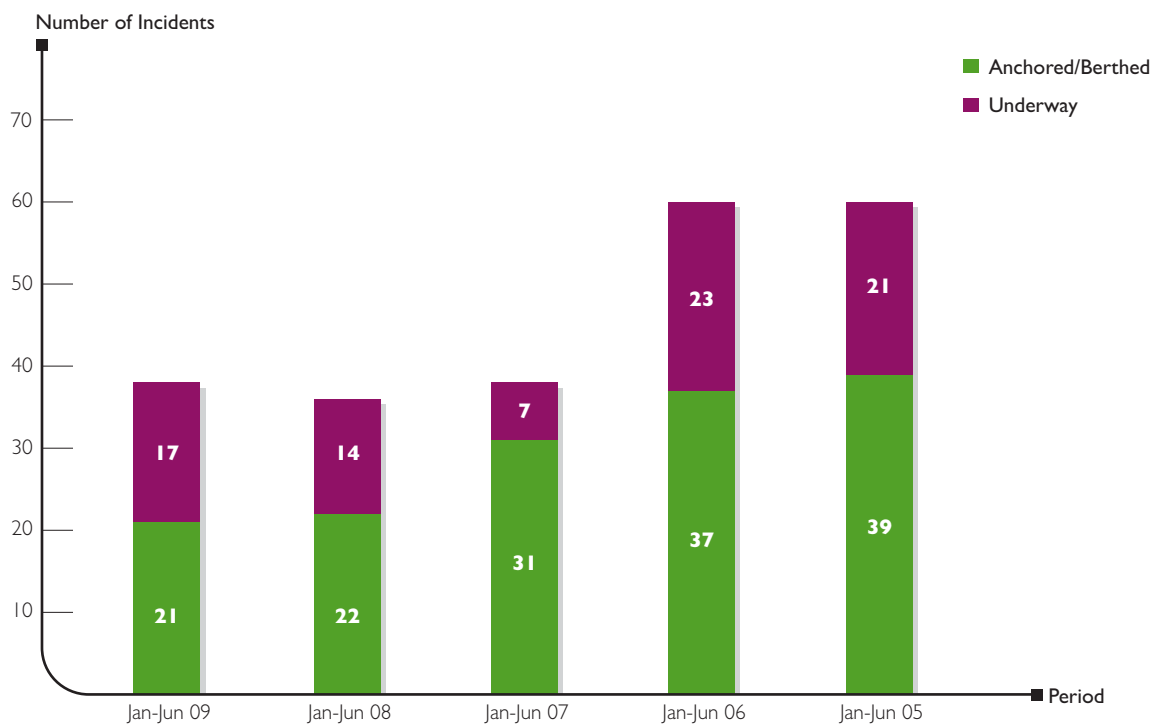


Chart 4 - Status of ships at the time of actual incidents (January-June of 2005-2009)

Part Two | Half Yearly Report

Incidents involving ships while underway have generally been more significant, and mostly either Category 1 or Category 2 incidents. All incidents involving ships while underway during January-June 2009 were either Category 1 or Category 2 incidents. For the period January-June 2008, 64% of the incidents involving ships while

underway were either Category 1 or Category 2 incidents compared to 57%, 70% and 52% for the same period in 2007, 2006 and 2005 respectively. Chart 5 shows the status of ships and its significance level at the time of the incidents during January-June of 2005-2009.

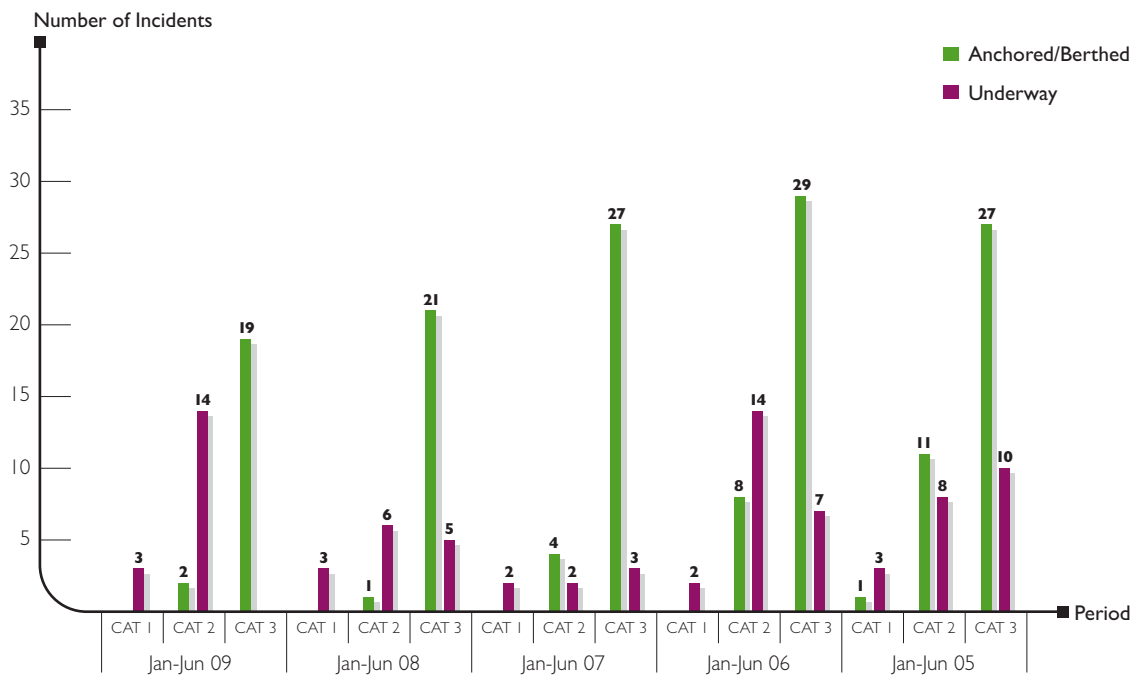


Chart 5 - Status of ships and its significance level at the time of the incidents (January-June of 2005-2009)

2.3 Analysis of Violence Factor

2.3.1 Weapons Used

Chart 6 shows the type of weapons used by robbers in actual incidents. It is noted that most of the robbers were armed with knives which have been commonly used to cut ropes than to harm crew. Between January 2009 and June 2009, seven incidents involving pirates and robbers armed with guns and knives were reported. Of these, two incidents occurred in the Straits of Malacca and Singapore, two in the South China

Sea, one each in Malaysia, Vietnam and Philippines. Six of the seven incidents involved tug boats.

The large number of incidents where weapons used are 'not stated' or 'nil' have hampered the analysis on this area. The ReCAAP ISC encourages ship masters to report the type of weapons used by pirates and robbers when reporting incidents to the authorities.

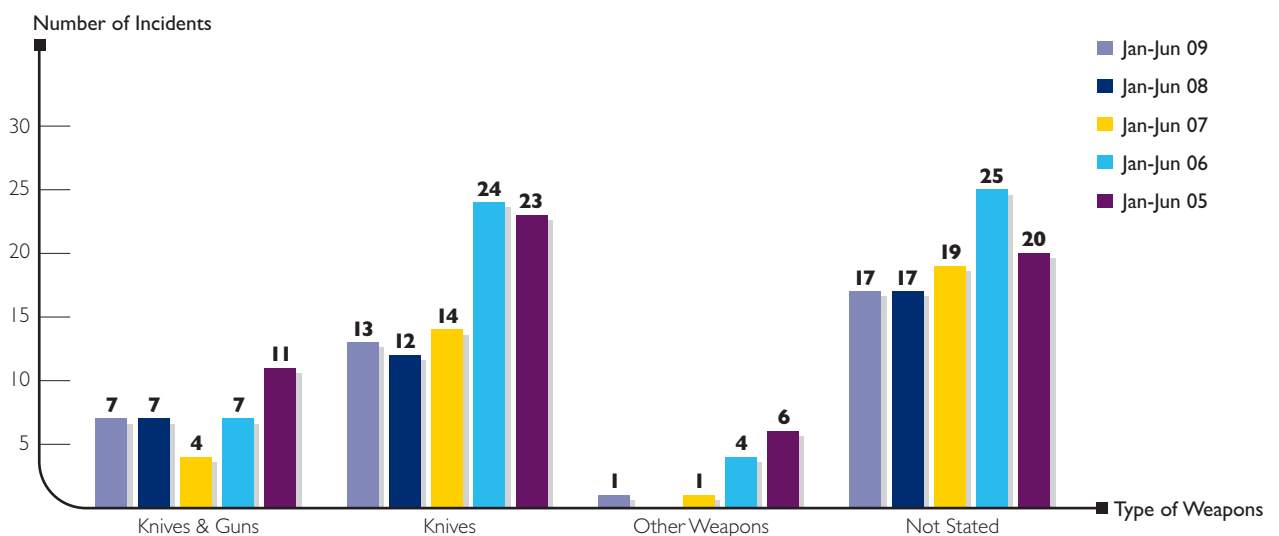


Chart 6 - Type of weapons used by robbers in actual incidents (January-June of 2005-2009)

Part Two | Half Yearly Report

2.3.2 Treatment of Crew

Chart 7 shows the treatment of crew in actual incidents of piracy and armed robbery. During January-June 2009, two incidents of crew being killed, one incident of crew missing, one incident of crew being kidnapped and one incident of crew being discarded (thrown overboard) were reported.

Incidents of crew being killed or missing were also reported during January-June 2006 and 2008. No such incidents were reported during the same period in 2005 and 2007.

There was no kidnapping incidents reported during January-June of 2006-2008. The highest

number of kidnapping incidents was reported during January-June 2005.

The number of incidents involving crew being thrown overboard has remained consistent throughout January-June 2007-2009.

Incidents of crew being held hostage were reported throughout the five reporting periods, of which January-June 2006 reported the highest number of such incidents. A total of 18 incidents of crew being held hostage was reported.

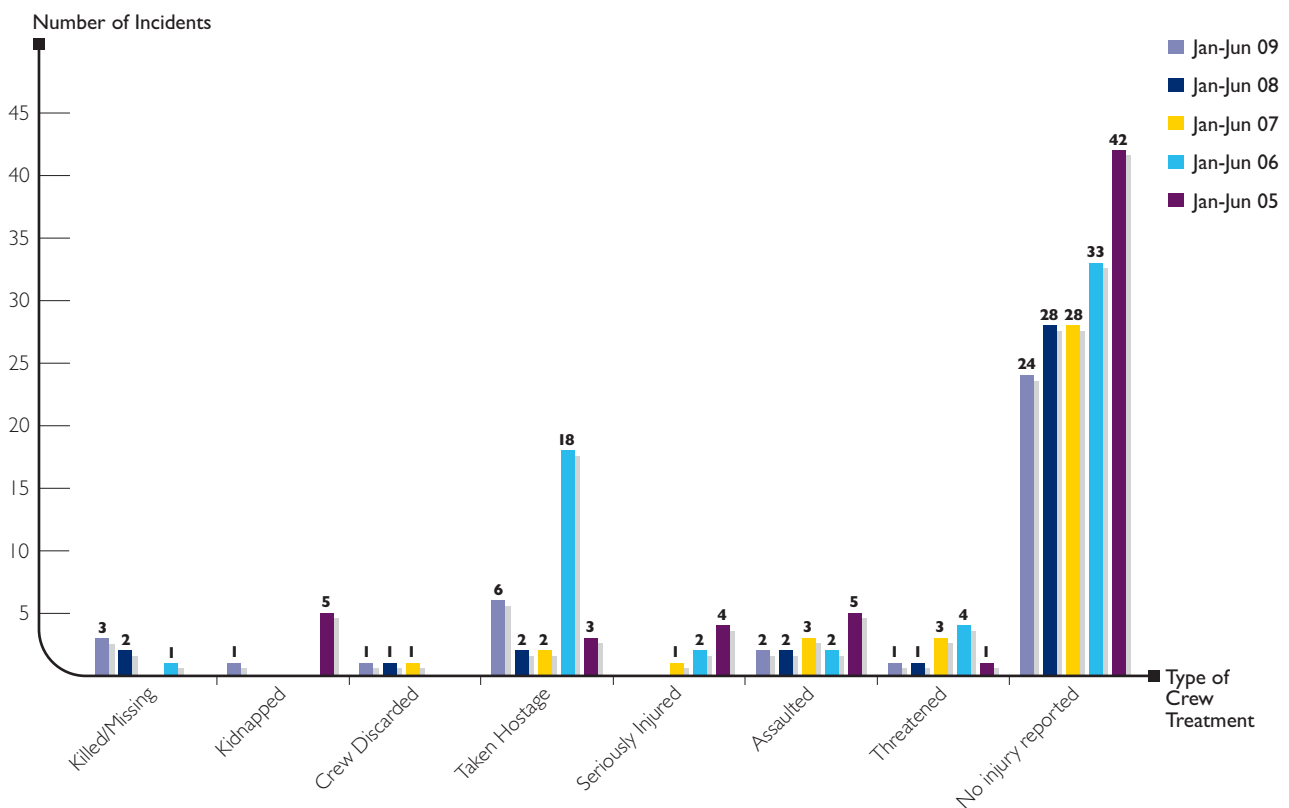


Chart 7 - Type of crew treatment in actual incidents (January-June of 2005-2009)

2.3.3 Number of Pirates/Robbers

Chart 8 below shows the number of pirates and robbers involved in actual incidents. Majority of the incidents during the five reporting periods involved between 1 to 6 pirates/robbers. During the period January-June 2009, 74% of the total number of incidents involved between 1 to 6 pirates/robbers. Two incidents involving more than

9 robbers were reported during January-June 2009. The incidents involved *MLC Nancy 5* in the Straits of Malacca and Singapore and *Prospaq T1* in the South China Sea. Groups of more than 9 robbers were more prevalent in incidents that occurred during the period January-June of 2005 and 2006.

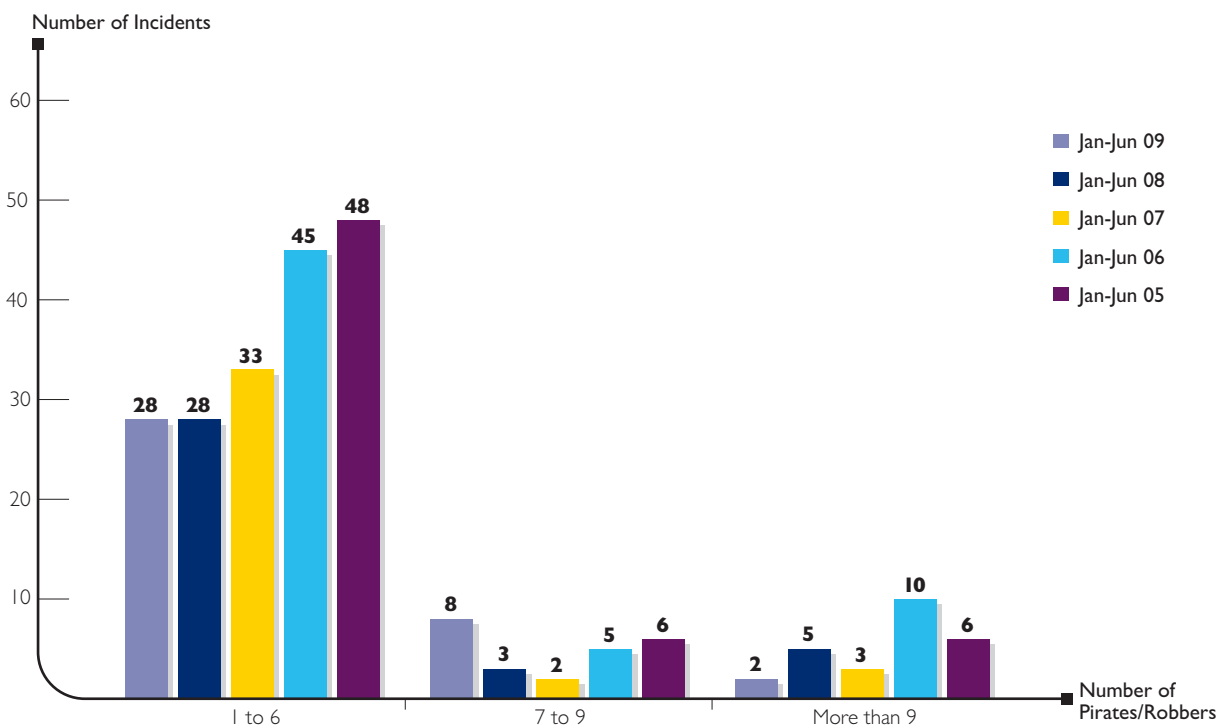


Chart 8 - Number of pirates/robbers involved in actual incidents (January-June of 2005-2009)

Part Two | Half Yearly Report

2.4 Analysis of Economic Factor

The chart below shows the economic loss per actual incident reported. Between January 2009 and June 2009, theft of cash and ship stores appeared to be most common. A total of 28 out of 38 incidents involved theft of cash and ship stores. There was one incident of ship being hijacked during the period January-June 2009.

The incident involved a Singapore-registered tug boat, *Prospaq T1* which was hijacked by 12 pirates on 7 April 2009. The tug boat is still missing and seafarers were advised to report to the authorities and nearest coastal state when sighted the tug boat.

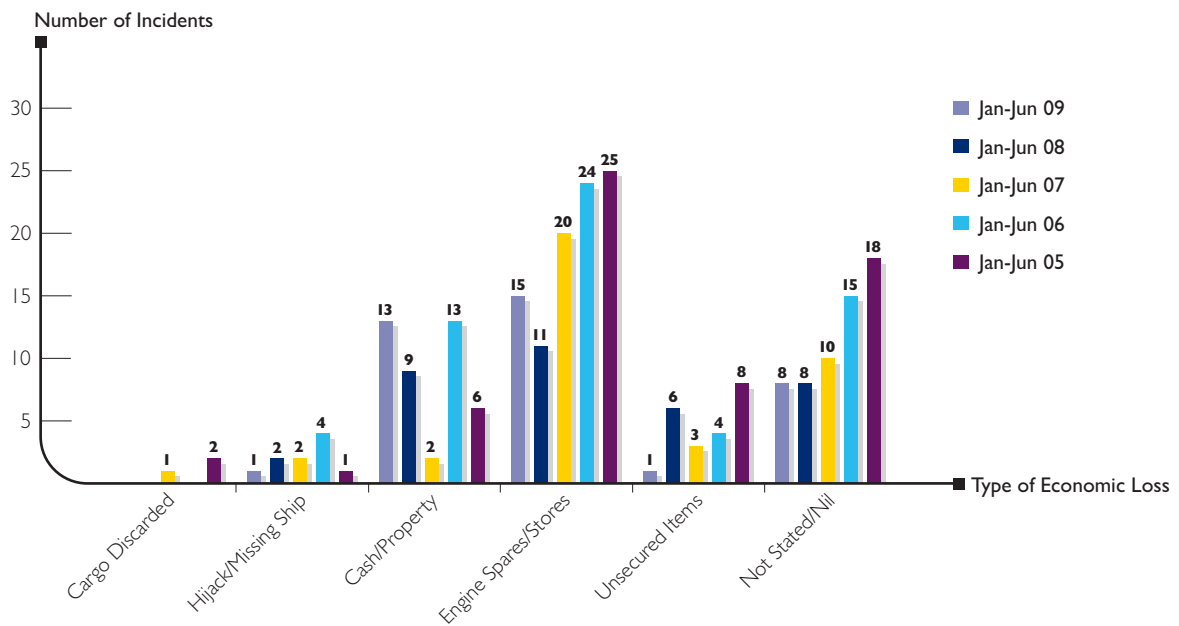


Chart 9 - Reported economic loss (January-June of 2005-2009)

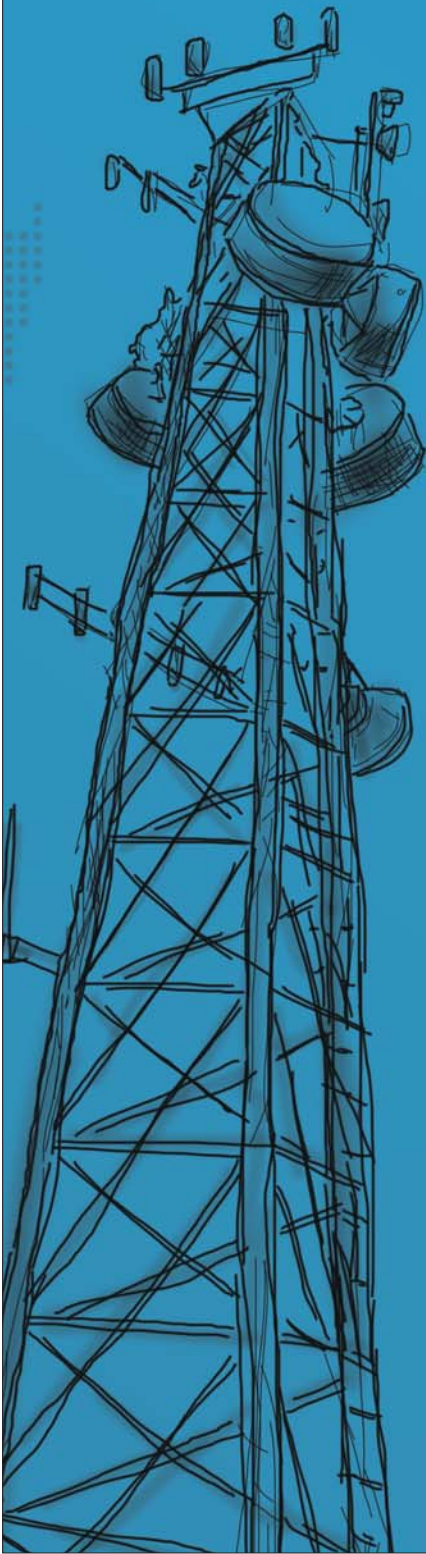
Map 1 - Location of Incidents Reported from January to June 2009



Part Three

Details of Selected Incidents

- 3.1 | **Armed Robbery onboard *Salvicero* off Nipa Transit Anchorage**
- 3.2 | **Piracy Incidents in the South China Sea in June 2009**
- 3.3 | **Incident of Armed Robbery onboard *Atlantic Eagle***



Part Three | Details of Selected Incidents

3.1 Armed Robbery onboard *Salviceroy* off Nipa Transit Anchorage



Name of Ship
Salviceroy

Type of Ship
Tug boat

Flag of Ship
Singapore

IMO Number
9351830

GT
2658

Photograph courtesy of the ship company

3.1.1

On 22 June 2009 at about 1600 hrs (local time), a Singapore-registered tug boat, *Salviceroy* was towing a South Korean-registered barge *HDB 1006* (Hyum Dai Barge 1006) 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 of the robbers armed with automatic assault rifle and handguns boarded the tug boat.

Part Three | Details of Selected Incidents

3.1.2

The crew of *Salvicero* 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 mins. The wooden boat was seen heading southwards. (See photograph of the wooden boat moving away from *Salvicero*.)



Robbers fled in their wooden boat

Photograph courtesy of the ship company

3.1.3

The robbers did not fire the weapons and no damage was inflicted on *Salvicero*. The 22 crew comprising 14 Filipinos, three Indonesians, one Ghanaian, one Dutch, and three Myanmar nationals did not suffer any injuries. 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.

Past Incidents

3.1.4

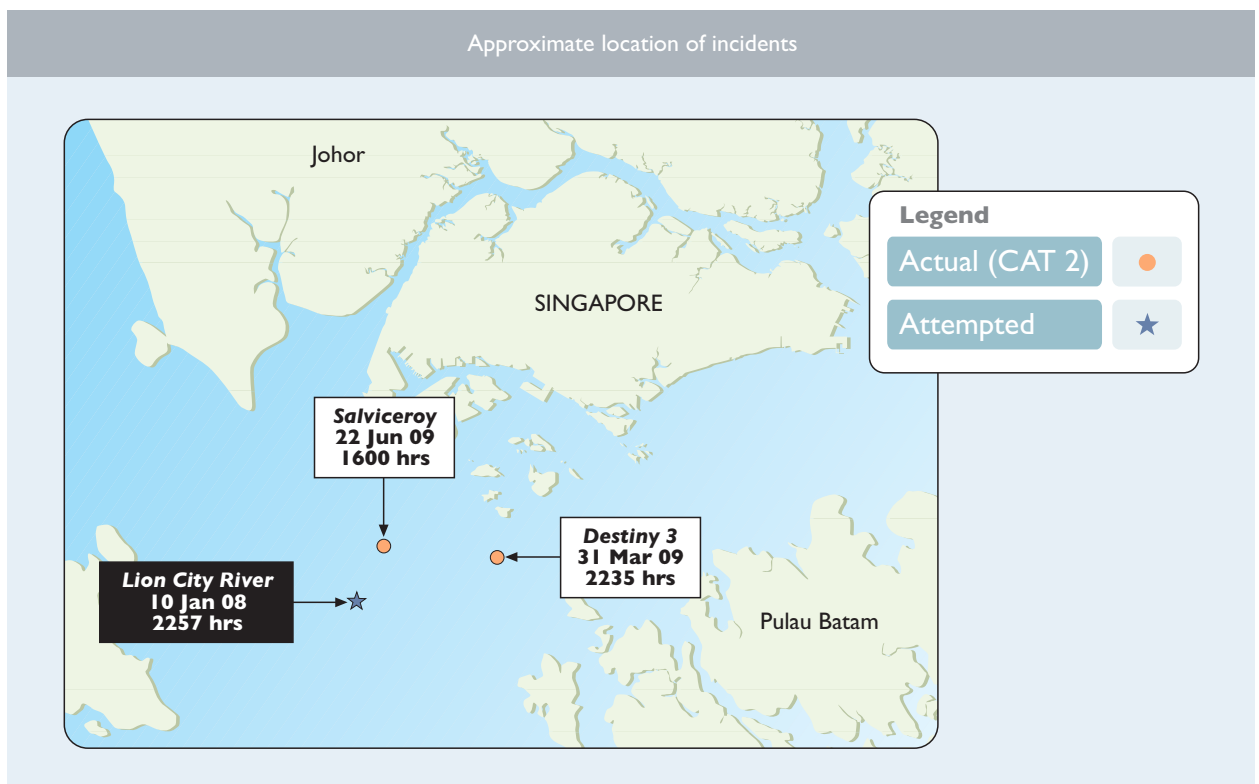
The incident involving *Salvicero* was the second incident occurred in the vicinity since January 2009. The first incident occurred on 31 March 2009, also involved a tug boat, *Destiny 3* towing barge *Dynaroy No. 3* off Takong Light in the

Straits of Malacca and Singapore. Seven robbers armed with knives, shotgun and pistols boarded *Destiny 3*. The robbers stole the ship's certificates and crew's personal belongings.

3.1.5

In 2008, one attempted incident was reported in the same vicinity. The incident involved an oil tanker, the *Lion City River* which was transiting east bound through the Philip Channel on 10 January 2008 when the ship master spotted a small craft with a search light about 1 nm in front of the tanker. The craft attempted to obstruct the passage of the *Lion City River* by steering into her path. The tanker tried to steer away from the craft when a second unlit craft was spotted on

the port side. The crew immediately made an announcement over its public address system, alerted the anti-piracy watch personnel and reported the incident to the Singapore authorities. The crew also switched on the deck lights, blew the ship's whistle and rigged the deck water hose. The two craft aborted the attempt and moved away. Please see map on the location of these incidents.



Part Three | Details of Selected Incidents

Observations

3.1.6

Notably, the incident involving *Salvicero* occurred at 1600 hrs, during daylight hours. This demonstrates the boldness of the robbers who

boarded the ship in broad daylight and openly displayed the automatic rifle and handguns in their hands during boarding.

3.1.7

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.

Recommendation

3.1.8

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 as immediate reporting may allow the authorities to assist the ship master. The crew should subsequently adopt 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 counter-boarding plan.

3.2 Piracy Incidents in the South China Sea in June 2009

3.2.1

Between 25 June 2009 and 28 June 2009, four incidents of piracy occurred on consecutive days in the South China Sea. All the incidents occurred

while the ships were underway. The details of the incidents are described as follows:

Incident onboard *Sao Bien 09* on 25 June 2009

Name of Ship <i>Sao Bien 09</i>
Type of Ship General cargo ship
Flag of Ship Vietnam
IMO Number 9449364
GT 1998

3.2.2

At about 2140 hrs (local time) on 25 June 2009, a Vietnam-registered general cargo ship, *Sao Bien 09* was underway at position 02° 58.3'N, 105° 14.2'E in the South China Sea (approximately 35 nm southwest of Mangkai Light) when five

pirates armed with long knives and batons boarded the ship. They took away cash and personal belongings from the crew, and fled in a small boat. None of the crew was injured.

3.2.3

The ship master reported the incident to the Vietnam Marine Police and Vietnam Maritime Security Center. The Vietnam Marine Police who

is also the ReCAAP Focal Point (Vietnam) reported the incident to the ReCAAP ISC.

Part Three | Details of Selected Incidents

Incident onboard *Galax* on 26 June 2009



Name of Ship
Galax

Type of Ship
Container ship

Flag of Ship
Malta

IMO Number
9165798

GT
15670

Photograph courtesy of the IFC

3.2.4

At about 0315 hrs on 26 June 2009, a Malta-registered container ship, *Galax* was underway from Singapore to Fangcheng, China at position 02° 58'N, 105° 11'E in the South China Sea

(approximately 26 nm south-west of Mangkai Light) when eight pirates armed with long knives came alongside the starboard quarter of the ship in a black wooden speed boat.

3.2.5

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, two parkas, and

fled in their black wooden speed boat. The entire episode lasted 15 minutes. The ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC.

Incident onboard *Sigloo Discovery* 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

3.2.6

At about 0040 hrs (local time) on 27 June 2009, a Singapore-registered LPG tanker, the *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 armed 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 from the time they boarded the LPG tanker.

3.2.7

The men were suspected to have had climbed onto *Sigloo Discovery* via a rope they tied between the stern of *Sigloo Discovery* and their wooden boat. The wooden boat used by the armed men was approximately 8 m long and shaped like a long canoe. The men were described to be lean

with tanned/dark complexion. They were about 1.63 m 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.

Part Three | Details of Selected Incidents

3.2.8

The 28 crew comprising seven Filipinos, four Indonesians, 16 Indian nationals and one Singaporean 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.

3.2.9

The ship company reported the incident to Singapore's Port Operation Control Centre (POCC) which 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.

3.2.10

The ReCAAP ISC notes that the ship master and crew were observant as they provided detailed description of the pirates' appearances, attire and languages used. Such information was useful to the law enforcement agencies in their follow-up

actions and investigation of the incident. The ReCAAP ISC commends the ship master for activating the SSAS and broadcasting the incident via the AIS to alert vessels operating in the vicinity.

Incident onboard *White Tokio* 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)

3.2.11

On 28 June 2009, a Panama-registered general cargo ship, *White Tokio* was underway towards Niigata, Japan from Lumut, Malaysia with a cargo of loaded limestone in bulk. 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.

3.2.12

The pirates entered the bridge of the ship where the second officer and third officer were on watch. The pirates tied the wrists of the second officer and third officer. They proceeded to the ship master's cabin, pried open the cabin door with a steel bar and demanded money from the master. The robbers tied the wrist of the ship

master and 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 | Details of Selected Incidents

3.2.13

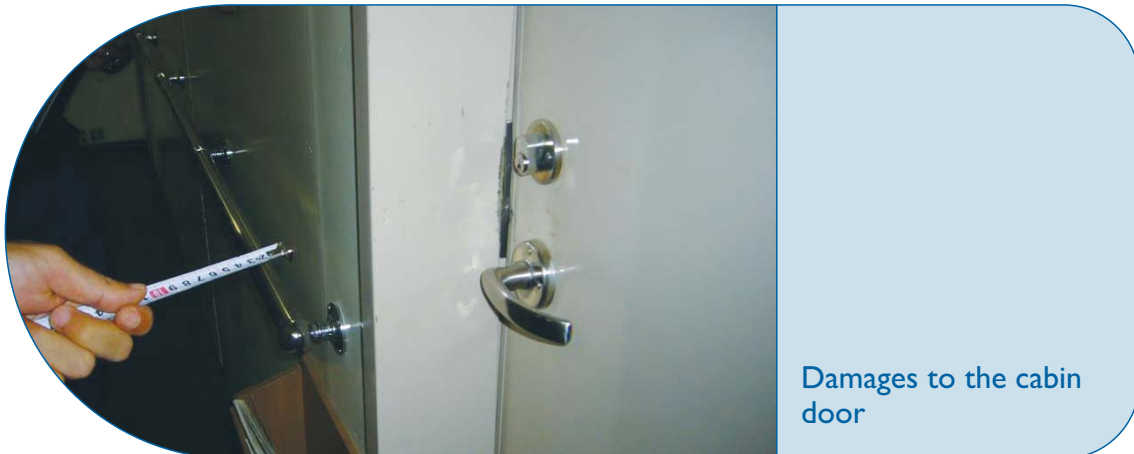
The ship master reported the incident to the Singapore's Port Operation Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The Singapore's POCC initiated

a broadcast on NAVTEX to warn mariners to maintain anti-piracy watch when passing through the area. The MRCC Putra Jaya was also notified.

3.2.14

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 incident. The Japan Coast Guard who is also

the ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC. (See photograph on the damages caused to the cabin door.)



Damages to the cabin door

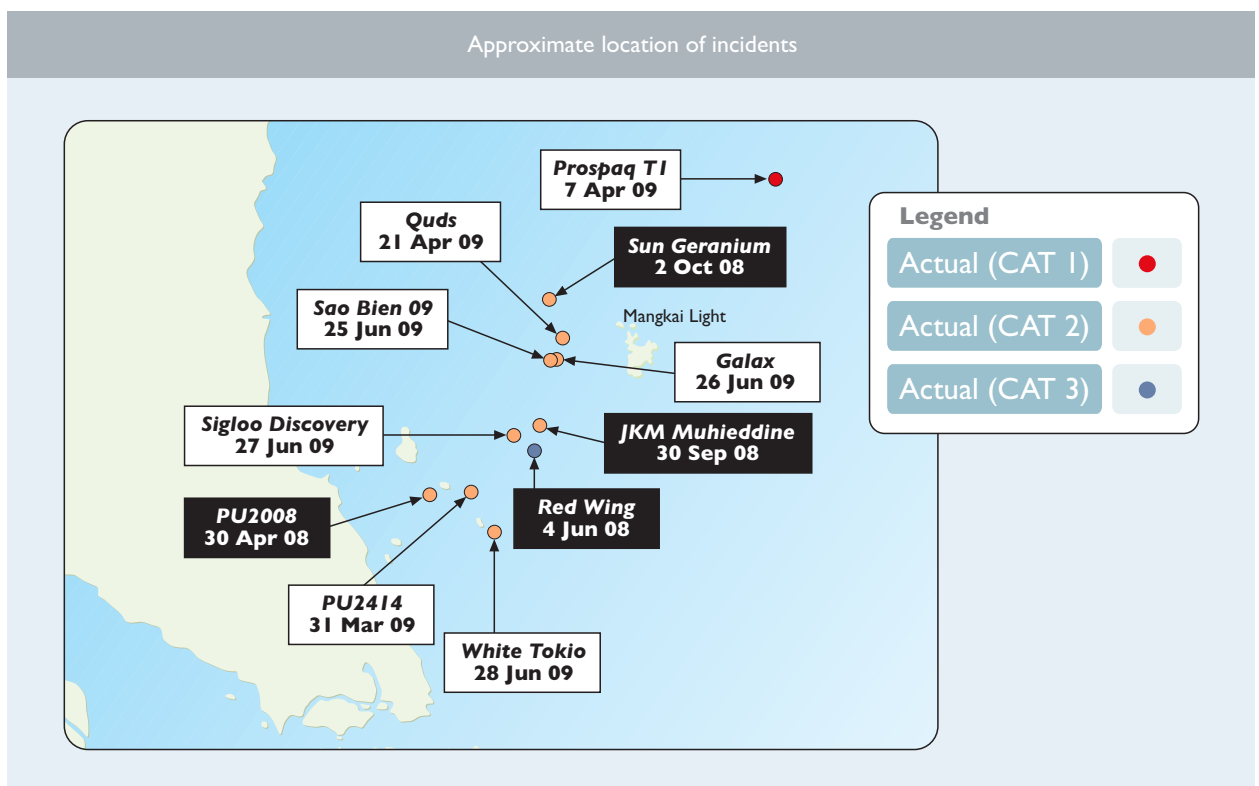
Photograph courtesy of ReCAAP Focal Point (Japan)

Past Incidents between January 2008 and June 2009

3.2.15

A total of 11 incidents were reported between January 2008 and June 2009. The ReCAAP ISC notes that seven incidents had been reported for the first half of 2009 (between January 2009 and

June 2009) compared to four incidents reported for 2008. Please see approximate location of the incidents.



Part Three | Details of Selected Incidents

Observation

3.2.16

The ReCAAP ISC notes that of the four incidents reported in the South China Sea in 2008, one incident occurred in April 2008, one in June 2008, one in September 2008 and one in October 2008. A similar pattern was observed during the first half of 2009 when

three incidents were reported in end March/April 2009, and four incidents on consecutive days between 25 June 2009 and 28 June 2009. The northeast monsoon between November and March probably explained why no attacks were reported during that period in 2008.

Modus Operandi of the Pirates

3.2.17

All incidents occurred while the ships were underway. The pirates came alongside the ships in wooden speed boats and boarded the ships via the stern. In two incidents, the pirates entered the ships through the bridge. Of the 11 incidents, nine were Category 2 incidents and one was a Category 1 and one was a Category 3. It appeared that there are some similarities in the modus operandi of the pirates involved in these incidents.

- **Type of Ships.** Of the 11 incidents, three incidents involved chemical tankers, three incidents involved tug boats and two incidents involved general cargo ships. The other ships involved include bulk carrier, container ship and LPG tanker. It appears that no specific type of ships was targeted.

- **Weapon Used.** The most commonly used weapons are long knives, swords, and iron bars. Two incidents reported the use of guns and knives.

- **Time of Operation.** Ten of the 11 incidents occurred during hours of darkness. Of these, four incidents occurred between 0115 hrs and 0350 hrs, one incident occurred just after midnight around 0040 hrs and five incidents occurred between 2030 hrs and 2330 hrs. One incident occurred at 1700 hrs. In three of the incidents, the pirates escaped with their loot within 15-20 minutes after they had boarded the ships.

■ **Number/Description of Pirates.** Three of the 11 incidents involved eight pirates, and seven incidents involved pirates of group between five and eight. One incident reported the involvement of 12 pirates. Of the 11 incidents, only one incident described the pirates' appearances and attire.

■ **Economic Loss.** All incidents involved the loss of cash and personal belongings (e.g. laptop, mobile phones, wristwatches, clothes, etc.). It appeared that the robbers

during these incidents were more interested in stealing cash and the crew's personal belongings rather than ship's stores, engine spares or unsecured items onboard the ship.

■ **Treatment of the Crew.** Although some incidents reported that their crew was held hostage and tied up by the pirates, and in one incident the AB was hit in the face and the master punched twice in the stomach, no major injuries were suffered.

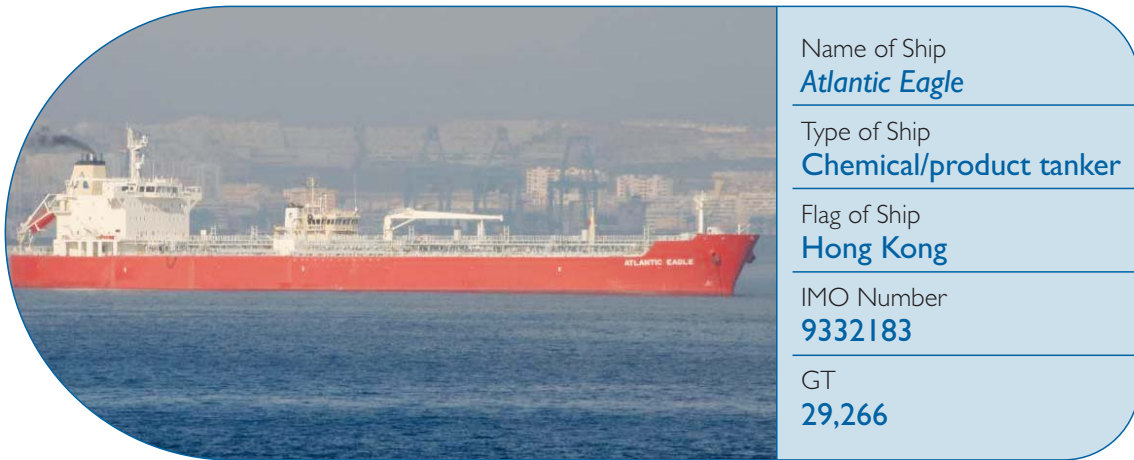
3.2.18

Although not conclusive, the mode of operations in the various incidents suggest that the same gang of pirates/robbers may be involved. The

ReCAAP ISC advocates immediate reporting of all incidents of piracy and armed robbery to the nearest coastal state.

Part Three | Details of Selected Incidents

3.3 Incident of Armed Robbery onboard *Atlantic Eagle*

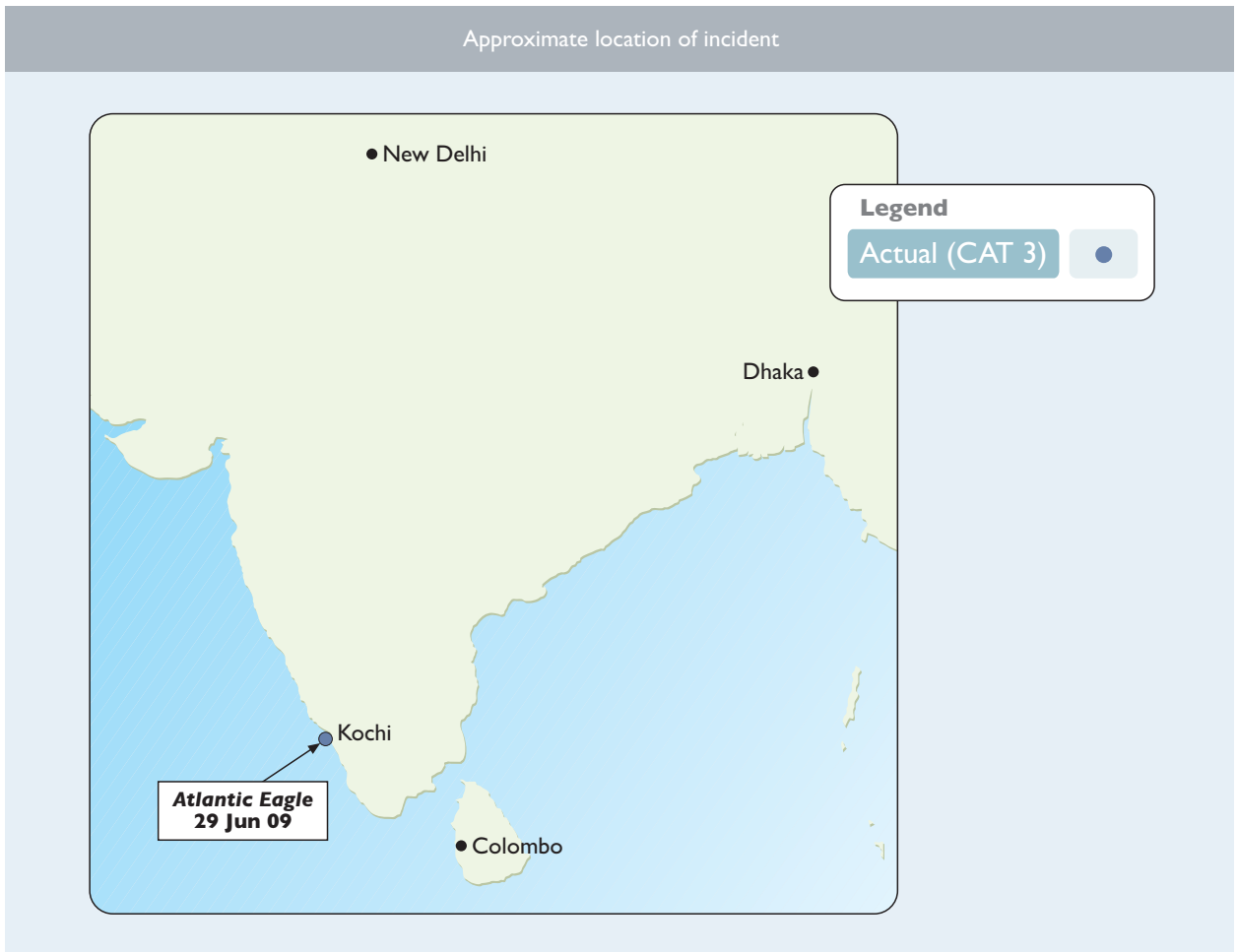


Photograph courtesy of IFC

3.3.1

At 2330 hrs on 29 June 2009, a Hong Kong-registered tanker was discharging cargo alongside the port of Kochi when three robbers

boarded the tanker using grapnel hooks from a small craft in the channel. Please see map on location of incident.



3.3.2

The duty officer noticed some movements on the forecastle deck. As it was raining heavily, he alerted the deck watch keeper who saw the robbers and reported the incident to the duty officer via walkie talkie. The alarm was raised and

the robbers jumped overboard and fled in an awaiting boat. No crew was injured and the ship master reported the incident to the flag state. No report was made to the local port authorities.

Part Three | Details of Selected Incidents

3.3.3

Investigation revealed that the robbers broke the fore peak lock and hatch cover and stole 18 drums of paint and one coil of 10 mm rope.



Left:
Ropes left behind

Right:
Drums of paint left on the deck of the ship

Photographs courtesy of the ship company

Past Incidents

3.3.4

Between January 2005 and June 2009, a total of six incidents of armed robbery have been reported in vicinity of Kochi harbour. Of these, three incidents occurred when the ships were berthed alongside. All were Category 3 incidents.

Amongst the six incidents, four occurred during the monsoon period between June and September and during the hours of darkness. The robbers stole ships' stores and unsecured items onboard the ships.

Observation

3.3.5

The incidents are mainly opportunistic in nature where the robbers took advantage of the reduced visibility during heavy rains. Most of the robbers

were armed with knives which are commonly used to cut ropes. They did not resort to violence, and escaped when detected by the crew.

Recommendations

3.3.6

In the maintenance of good seamanship, loose items are recommended to be stored away and

appropriately secured, thus making it more difficult for robbers to remove them.

3.3.7

The ReCAAP ISC recommends that ship masters and crew maintain anti-piracy watches and remain vigilant while their ships are at anchor or berth especially during the monsoon period and hours of darkness when visibility is poor. Ship masters are encouraged to report all incidents of armed

robbery against their ships to the nearest coastal state immediately so that law enforcement agencies can dispatch assets patrolling in the vicinity to the location of the incident to assist the ship master; and follow-up with investigation of the incident.

....

Part Four

Observations for January 2009 to June 2009



Part Four | Observations for January 2009 to June 2009

4.1

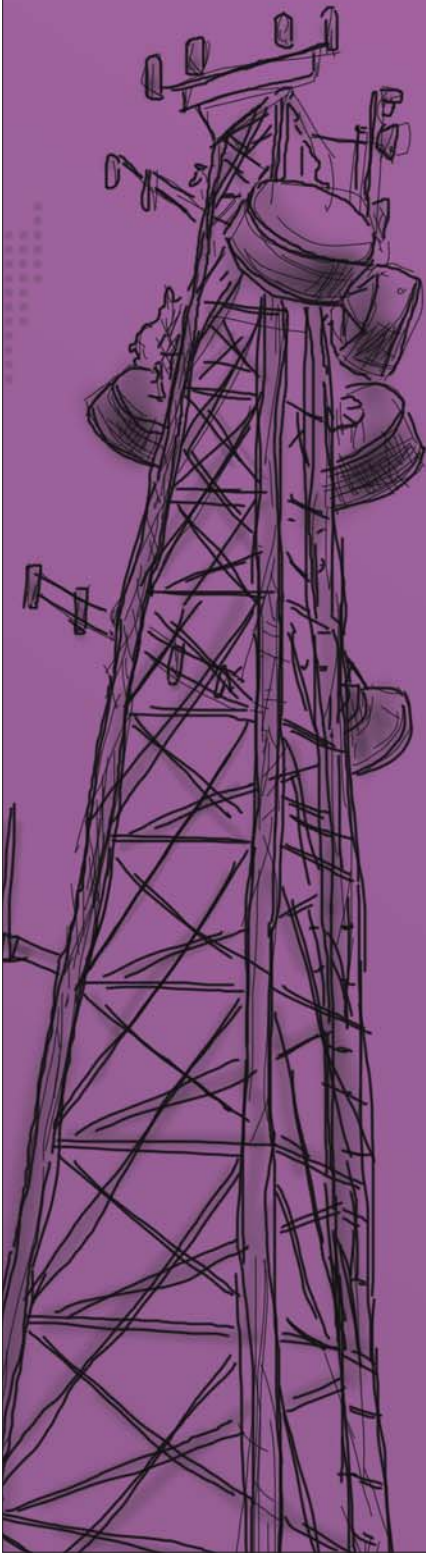
Overall, the following observations can be made regarding incidents which occurred during the period January-June 2009 compared to the same period of 2005-2008:

- a** There has been a decline in the total number of incidents reported during the period January-June 2009 compared to January-June of 2005-2008.
- b** The drop in the number of incidents was most apparent in Bangladesh, India and Indonesia.
- c** There has been an increase in the number of Category 2 (moderately significant) incidents during the period January-June 2009 compared to the corresponding periods of 2007 and 2008. Majority of these incidents occurred while ships were underway in the South China Sea, off Pulau Aur, Malaysia and the Straits of Malacca and Singapore.
- d** The highest number of incidents involving tug boats was reported during January-June 2009 compared to the same period of 2005-2008. Tug boats have been most vulnerable to attack while underway due to its slow in speed in towing operations, low freeboard and lesser crew onboard.
- e** Overall, tankers appeared to be most susceptible to attack compared to the other type of ships during the period January-June 2009. Most of the incidents occurred when the ships were anchored/berthed.
- f** Majority of the incidents occurred while the ships were at anchor/berth, and these were mainly Category 3 (less significant) incidents.
- g** The use of guns and knives appeared to be relatively more prevalent during the period January-June 2009 compared to the same period in 2007 and 2008. However, the use of guns and knives was most prevalent during the period January-June 2005.
- h** Theft of cash and ship stores appeared to be most common during January-June 2009.



Part Five

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



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

5.1

The Maritime Safety Committee (MSC) at its eighty-fifth 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-fifth session an addendum on the enhanced information reporting process for incidents of piracy and armed robbery against ships in Asia.

5.2

The MSC at its eighty-sixth session (27 May 2009 to 5 June 2009) endorsed the inclusion of the proposal in Appendix 2 to the newly promulgated

MSC/Circular 1333 and MSC/Circular 1334 which replaces MSC/Circular 622 Rev.1 and MSC/Circular 623 Rev.3 respectively.

Key Changes

5.3

In the revised MSC circulars, the ReCAAP ISC was recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The Appendix requests ship masters to report all incidents of piracy and armed robbery to the nearest RCC, and further recommends that ship owners and

ship operators report all incidents of piracy and armed robbery against ships to the ReCAAP Focal Points, where applicable. See the flow diagram for reporting incidents in Asia as extracted from Appendix 2 of MSC/Circular 1333 and MSC/Circular 1334.

Revised Changes to Maritime Safety Committee (MSC)

Part Five | Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

Recommendations

5.4

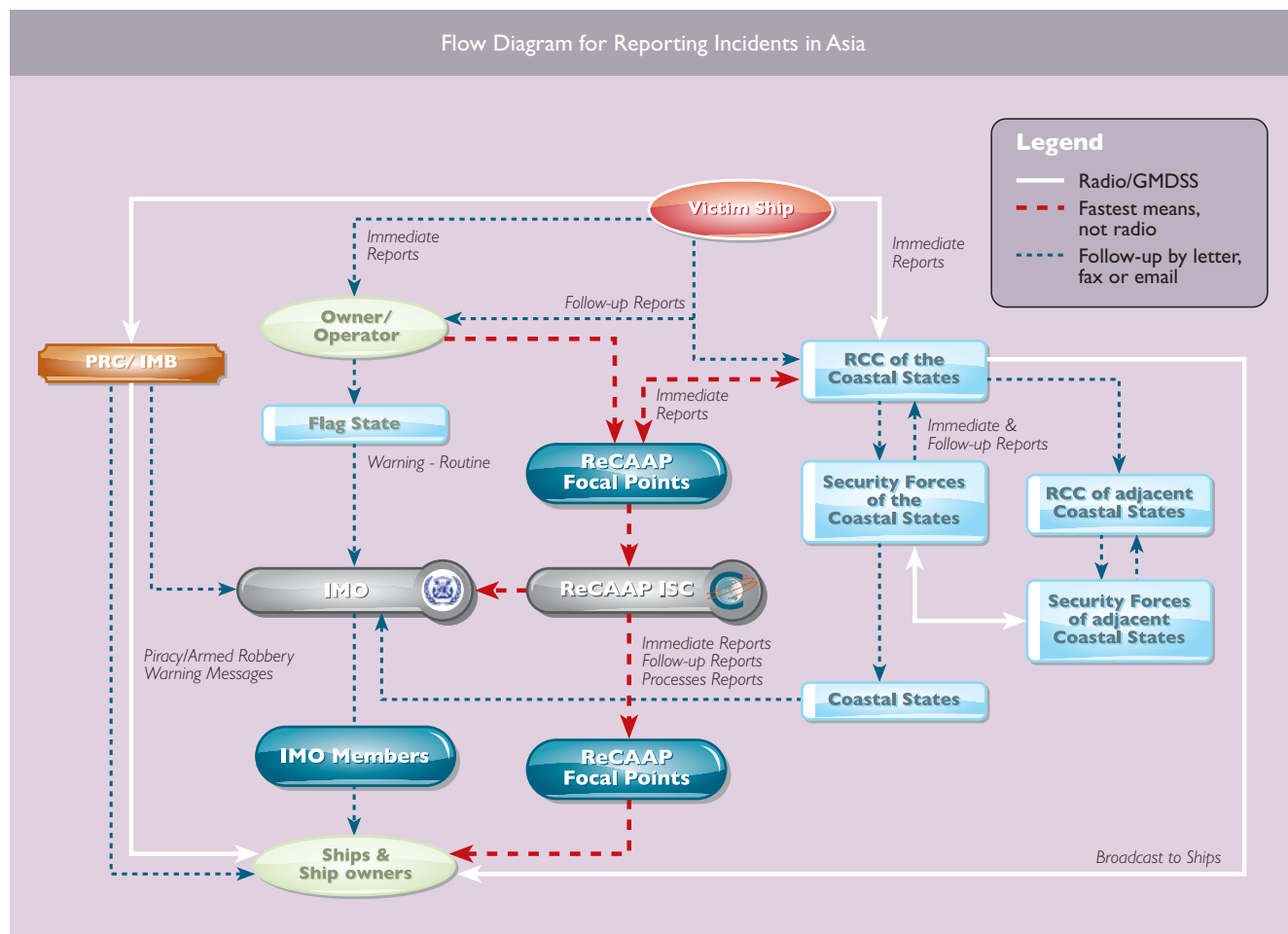
The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery against ships to the nearest RCC, and ship owners

and ship operators to report all incidents to the ReCAAP Focal Points where applicable.

5.5

Multi-channels reporting and timeliness of reports will enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about incidents that have just occurred. In addition, it provides the ReCAAP ISC 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 owners, ship operators and the maritime community at large.

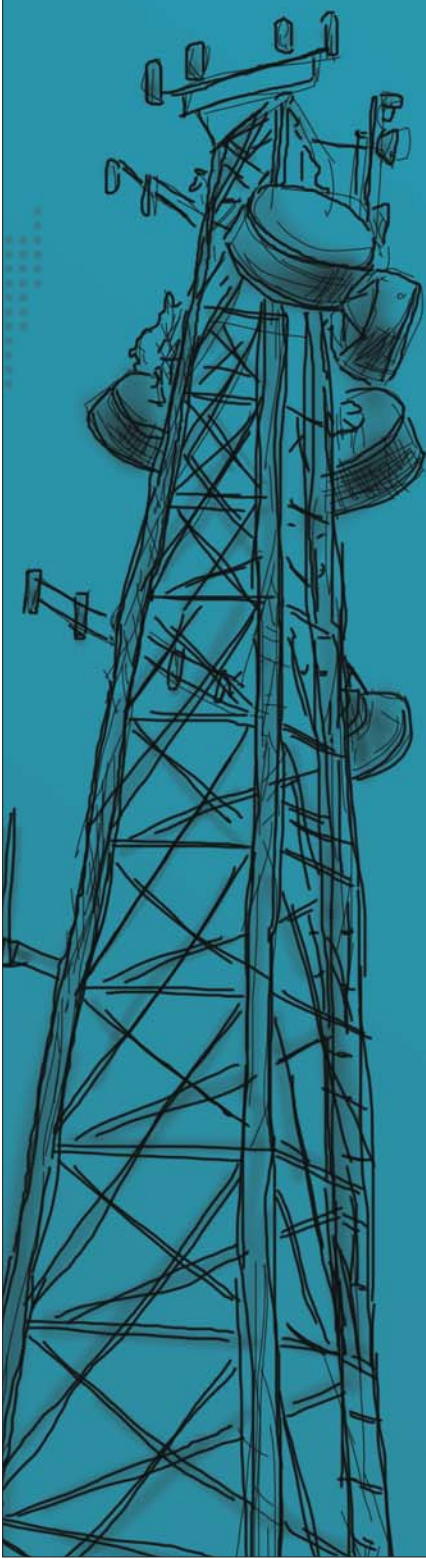


Notes

- 1 In the Asian region, 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 Coastal States (in the context of this addendum) refer only to those who are Contracting Parties to the ReCAAP.
- 3 The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

Appendix

Summary of Incidents (January 2009 to June 2009)



Appendix | Summary of Incidents (January 2009 to June 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 broadcast 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 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 forecastle 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 with the local marine police station on 11 February 2009.

Appendix | Summary of Incidents (January 2009 to June 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 at anchor. One of the robbers boarded the ship and attempted to steal ship's stores. Duty crew noticed the robber and informed bridge who raised the alarm, sounded 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

On 19 February 2009 at about 1430 hrs, *MLC Nancy 5* whilst towing a barge the *Miclyn 3316*, was attacked by 12 armed men in a small boat, approximately 80 nm west of Penang in the Straits of Malacca and Singapore. Besides taking off with the shipboard communications equipment and personal effects, the 12 armed men also abducted the tug boat 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 tug boat 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 at anchor. They boarded the ship, stole ship's stores and escaped.

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

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

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

On 5 March 2009 at 2100 hrs, *Light Boat Columbia 5* was underway at Sibago Fishing Ground when armed robbers boarded the fishing trawler. 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 were still missing.

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

Robbers boarded the ship unnoticed and gained access into the paint locker. The crew noticed a boat leaving from the side of the ship. Upon checking, it was discovered 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 on 24 March 2009. At about 0030 hrs, 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 and locked her in the cabin. At about 0930 hrs, the robbers aborted the yacht and left in a rubber



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

March 2009

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

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

The body of the yacht's owner was discovered on 30 March 2009 by fishermen at about 10 nm north of Satun's Lipe Island.

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

Six robbers armed with knives in a wooden boat boarded the carrier from her bow. The alarm was raised and the robbers escaped with some items 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 on 31 March 2009. At about 2120 hrs, the tug boat was about 13 nm southeast of Pulau Aur in the South China Sea when a crew on the upper deck of the tug boat saw a small light brown speed boat about 5 m long approaching the tug boat at a high speed. The speed boat came along side on the port quarter of the tug boat. Six masked men armed with parangs and pistol boarded the tug boat while one of them waited in the speed boat.

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



March 2009

Incident of piracy involving tug boat, *PU2414* on 31 March 2009 off Pulau Aur (cont'd)

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

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

Destiny 3 towing *Dynaroy No 3* 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. The incident was reported to the ReCAAP ISC by the ReCAAP Focal Point (Singapore).

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

April 2009

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

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

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

April 2009

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 Malaysian crew hostage, tied their hands and locked them in the master's cabin. Subsequently, the crew managed to free themselves and discovered that the other seven crew were missing. Among the missing crew were the master, chief mechanic and five other crew members. When the crew smelled something burning in the cabin, they abandoned the tug boat and reached ashore in a life raft after two hours at sea. The crew was rescued and under investigation by the Vietnam authorities.

The National Committee for Air and Sea Rescue conducted a search operation for the missing crew and barge. A salvage boat and helicopter from the National Committee for Rescue and Salvage had been scanning the waters 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 on board off the island of Con Dao.

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

Twelve pirates boarded the tug boat, which was towing a barge, *Prospaq B1*, from a motor boat with twin outboard motors. 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 0200 hrs on 13 April 2009, the pirates released the crew and put them on an inflated life raft without any provisions. The pirates took control of the tug boat towing the barge, and proceeded towards an unknown location.

At 2117 hrs on 14 April 2009, the crew was found drifting aboard the life raft at approximately 25 nm southwest of Balabac Island, Palawan by a United Kingdom-registered container ship, *MV ANL Explorer* when she was on transit to the port of Manila. The crew was hungry and exhausted. Upon arrival at the port of Manila, the Philippine Coast Guard Medical Services examined the crew and found them to be in normal condition except for a few of them with jellyfish stings and abrasions.

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

April 2009

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

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

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

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

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

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

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

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

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

Six robbers armed with knives boarded the carrier. The robbers entered the Second Officer's cabin and held him hostage before proceeding to the ship master's cabin to demand money from him. The pirates stole cash from the ship's safe and took the ship master's camera, mobile phone and his



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

April 2009

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

personal belongings. They released the Second Officer before leaving the bulk carrier. Upon release, the Second Officer raised the alarm. The SSAS was also activated and the crew was mustered. All 21 crew were accounted for and there were no reports of injury sustained by the crew or damage to the carrier.

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

May 2009

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

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

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

Both tankers were tied alongside the Karamunting palm oil terminal, Sandakan when four robbers in a small fishing boat fitted with outboard motor approached 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 when the crew was alerted. The agent of *Yue You 601* reported the incident to the police who went onboard the ships to investigate.

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.

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

May 2009

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

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

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

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

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

Two robbers boarded the container ship. The duty crew spotted the robbers and raised the alarm. The robbers jumped overboard and escaped in a small wooden boat with two other accomplices. Nothing was stolen. The Myanmar port authorities is currently investigating the incident and patrolling the Yangon River.

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

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

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

June 2009

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

The bulk carrier was anchored at south of Tanjung Ramunia, Malaysia when about seven or eight robbers armed with knives, boarded the ship. The armed robbers boarded the ship from her stern, entered the engine room and tied up the duty oiler, who was in the engine spare parts' store room. The robbers took some engine spare parts and escaped.

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

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

The bulk carrier was underway when eight robbers approached in an unlit black coloured wooden boat. Four of the robbers then boarded the bulk carrier 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 rushed to the ship but the robbers had escaped.

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

Seven robbers in a wooden boat of approximately 8 m long came alongside the portside of *Salvicero*. Three of the robbers reportedly armed with automatic assault rifle and handguns boarded the tug boat at position 01° 08.0'N, 103° 35.8'E (off Nipa transit anchorage).



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

June 2009

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

The crew of *Salvicero* 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. The robbers left the tug boat in their wooden boat after 10 minutes. The wooden boat was seen heading southwards. The robbers did not fire the weapons and no damage was inflicted on the tug boat. The 22 crew comprising 14 Filipinos, three Indonesians, one Ghanaian, one Dutch, and three Myanmar nationals did not suffer any injuries.

The ship master reported the incident to Singapore VTIS and the local agent. The Indonesian Search and Rescue Agency, BASARNAS (Badan Search and Rescue Nasional) has been notified about the incident.

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

Five pirates armed with long knives and batons boarded the ship. They took away cash and personal belongings from the crew, and fled in a small boat. None of the crew was injured.

The ship master reported the incident to the Vietnam Marine Police and Vietnam Maritime Security Center. The Vietnam Marine Police who is also the ReCAAP Focal Point (Vietnam) reported the incident to the ReCAAP ISC.

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 at anchor. The alerted crew raised the alarm, sounded the whistle and the crew mustered. The robbers aborted the attempt and escaped. The pilot station was informed.

June 2009

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

Eight pirates armed with long knives came alongside the starboard quarter of the ship in a black wooden speed boat. The pirates boarded the container ship using a short ladder, and held hostage the second officer and the AB on watch. They took away cash from the ship's safe, one mobile phone, two parkas, and fled in their black wooden speed boat. The whole episode lasted 15 minutes.

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

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 armed 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 from the time they boarded the LPG tanker.

The men were suspected to have had climbed onto *Sigloo Discovery* via a rope they tied between the stern of *Sigloo Discovery* and their wooden boat. The wooden boat used by the armed men was approximately 8 m long and shaped like a long canoe. The men were described to be lean with tanned/dark complexion, no tattoos observed. They were about 1.63 m tall except for two of them who were slightly taller. They dressed mostly 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 28 crew comprising seven Filipinos, four Indonesians, 16 Indian nationals and one Singaporean 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.

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

June 2009

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

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

The pirates entered the bridge of the ship where the second officer and third officer were on watch. The pirates tied the wrists of the second officer and third officer. They proceeded to the ship master's cabin, pried open the cabin door with a steel bar and demanded money from the master. The robbers tied the wrist of the ship master and 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.

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

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

The tanker was discharging cargo alongside the port of Kochi when three robbers boarded the tanker using grapnel hooks from a small craft in the channel. The duty officer noticed some movements on the forecabin deck. As it was raining heavily, he alerted the deck watch keeper who saw the robbers and reported the incident to the duty officer via walkie talkie. The alarm was raised and the robbers jumped overboard and fled in an awaiting boat.

Investigation revealed that the robbers broke the fore peak lock and hatch cover and stole 18 drums of paint and one coil of 10 mm rope. No crew was injured and the ship master reported the incident to the flag state. No report was made to the local port authorities.

Contact of ReCAAP Focal Points / Contact Point

People's Republic of Bangladesh	Phone No	Fax Number	Email
Department of Shipping	+88-02-9554206	+88-02-7168363	dosgdgdbd@bttb.net.bd
Brunei Darussalam	Phone No	Fax Number	Email
Royal Brunei Police Force Police State Control Centre	+67-3242-2444 +67-3242-2888	+67-3242-6290	operations@police.gov.bn
Kingdom of Cambodia	Phone No	Fax Number	Email
Merchant Marine Department	+85-5-2388-1846	+85-5-2388-2968	mmd@online.com.kh
People's Republic of China	Phone No	Fax Number	Email
China Maritime Search and Rescue Centre (Beijing)	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245	cnmrcc@msa.gov.cn
Maritime Rescue Coordination Centre (Hong Kong)	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714	hkmrcc@mardep.gov.hk
Republic of India	Phone No	Fax Number	Email
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India	+91-22-2437-6133	+91-22-2433-3727 +91-22-2431-6558	icgmrcc_mumbai@mtnl.net.in
Japan	Phone No	Fax Number	Email
Japan Coast Guard (JCG) Ops Centre	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853	op@kaiho.mlit.go.jp
Republic of Korea	Phone No	Fax Number	Email
Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2503-7333	piracy@gjcoms.go.kr
Lao People's Democratic Republic	Phone No	Fax Number	Email
Department of Foreign Relations Ministry of Public Security	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547	keomps@yahoo.com
Union of Myanmar	Phone No	Fax Number	Email
MRCC Ayeyarwaddy (Myanmar Navy)	+95-1-202-417	+95-1-572-886	mrcc.yangon@mptmail.com.mm
Republic of the Philippines	Phone No	Fax Number	Email
Philippine Coast Guard PCG Action Centre - MRCC (Manila)	+63-2527-3877 +63-91-7724-5126 (Text Hotline)	+63-2527-3873	pcg_cg2@yahoo.com
Republic of Singapore	Phone No	Fax Number	Email
Maritime Port Authority of Singapore Port Operations Control Centre (POCC)	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776	pocc@mpa.gov.sg
Democratic Socialist Republic of Sri Lanka	Phone No	Fax Number	Email
Sri Lanka Navy Operations Centre	+94-1-1242-1151/5 +94-1-1463-2155	+94-1-1244-1454 +94-1-1244-9718	nhqsoo@navy.lk
Kingdom of Thailand	Phone No	Fax Number	Email
Royal Thai Navy Operations Centre	+66-2475-4643	+66-2466-1382	nidint@navy.mi.th
Socialist Republic of Viet Nam	Phone No	Fax Number	Email
Vietnam Marine Police	+84-4-3355-4378	+84-4-3355-4363	phongqhqtcsb@vnn.vn

Correct as at 20 May 2009



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

NOL Building, 456 Alexandra Road, #11-02, Singapore 119962

T: +65 6376 3063 • F: +65 6376 3066 • E: info@recaap.org • W: www.recaap.org