

# Report for April 2009

1st April 2009 – 30th April 2009

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# Report for April 2009

## Executive Summary

A total of eight actual incidents were reported in April 2009. Of these, two were incidents of piracy and six were incidents of armed robbery against ships in Asia. Compared to April 2008, there has been a decrease in the total number of incidents reported in April 2009. In April 2008, 13 incidents comprising eleven actual incidents and two attempted incidents were reported.

Comparing April 2009 and April 2008, the decrease in the number of incidents in April 2009 was mainly in the Category 3 incidents. However, there has been an increase in the number of Category 1 incidents and Category 2 incidents in April 2009.

Notably, all eight incidents reported in April 2009 occurred in the Southeast Asian region. No incident was reported in the South Asian region in April 2009. The details of the eight incidents are described in the Annex. Part 3 of this report features some incidents in greater detail for the purpose of analysis and sharing of good practices.



## Part 1 - Definitions & Methodology Used

### 1.1 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 1 (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 1 (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 1 - Definitions & Methodology Used

### 1.2 Methodology for Classifying Incidents

**1.2.1** 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.



## Part 1 - Definitions & Methodology Used

**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.



## Part 1 - Definitions & Methodology Used

### 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 (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), 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 2 - Analysis of Incidents in April 2009

### 2.1 Number and Significance of Reported Incidents

**2.1.1** A total of eight actual incidents were reported in April 2009. Of these, two were incidents of piracy and six were incidents of armed robbery against ships. No attempted incidents were reported in April 2009. There has been a decrease in the number of incidents in April 2009 compared to April 2008. In April 2008, a total of 13 incidents comprising eleven actual incidents and two attempted incidents were reported. Please see Table 1.

	April 2009	April 2008
Actual	8	11
Attempted	0	2
<b>Total</b>	<b>8</b>	<b>13</b>

Table 1 - Actual and attempted incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

**2.1.2** Of the eight incidents reported in April 2009, one was a Category 1 incident, five were Category 2 incidents and two were Category 3 incidents. Details of the incidents are provided in the Annex. In April 2008, of the 11 incidents reported, three were Category 2 incidents and eight were Category 3 incidents. Comparing the two periods, there has been an increase in the number of Category 1 and Category 2 incidents, but a decrease in the number of Category 3 incidents. Please see Chart 1.

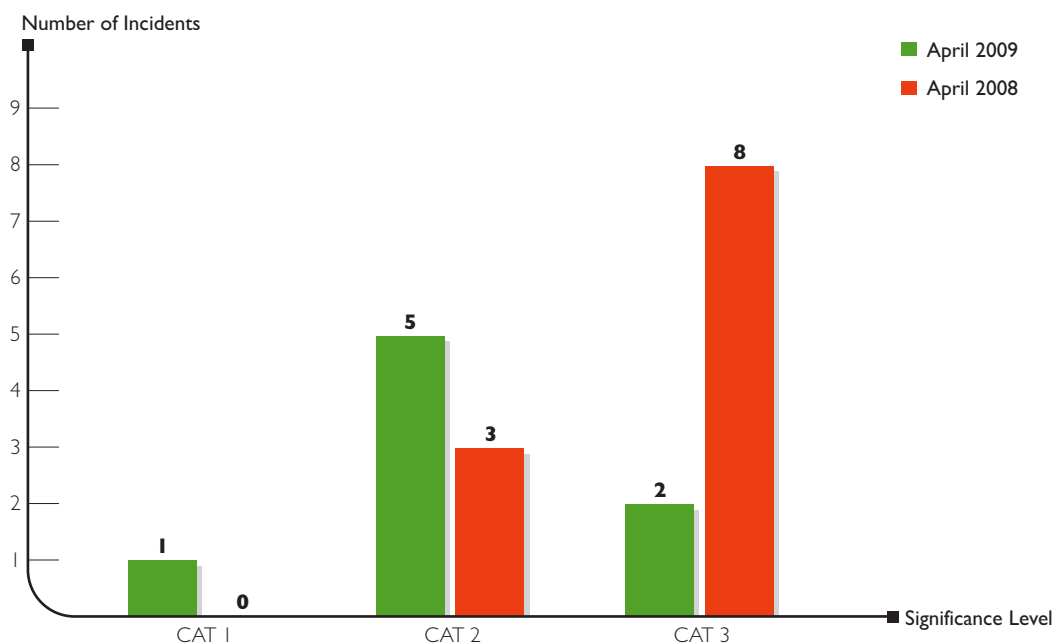


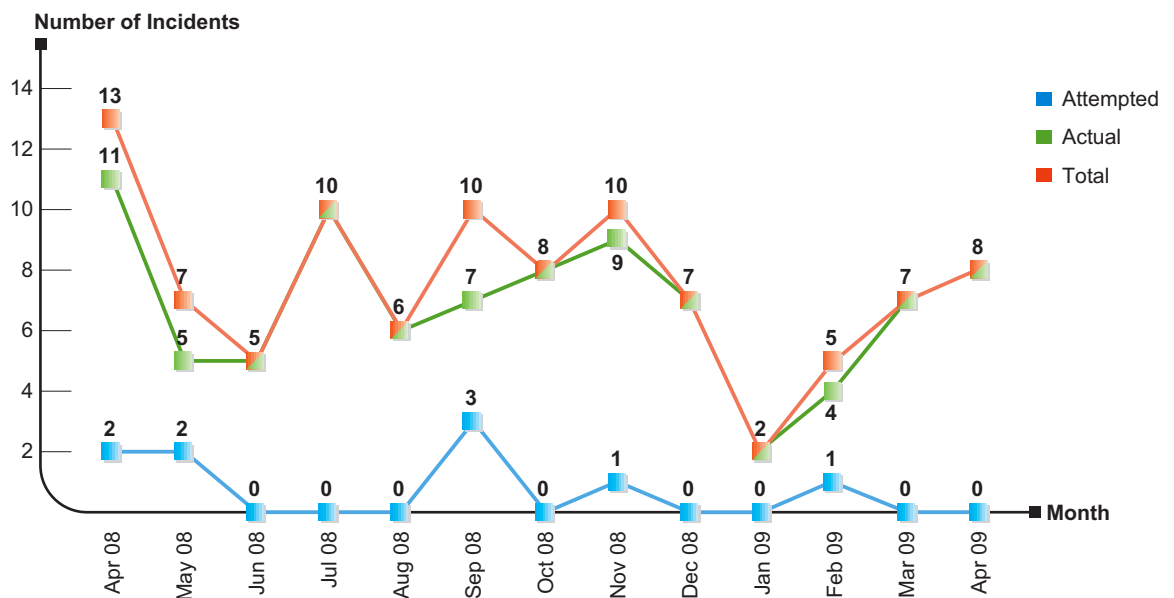
Chart 1 - Significance level of actual incidents in April 2009 and April 2008





## Part 2 - Analysis of Incidents in April 2009

**2.1.3** Graph 1 shows the number of actual and attempted incidents reported between April 2008 and April 2009. During this period, total activity was highest in April 2008, and lowest in January 2009. Notably, the number of reported incidents has increased from two incidents in January 2009 to eight incidents in April 2009. The ReCAAP ISC will continue to monitor the trends and patterns of the number of incidents in the subsequent months.



Graph 1 - Number of incidents from April 2008 to April 2009



## Part 2 - Analysis of Incidents in April 2009

### 2.2 Location and Time of Incidents

**2.2.1** Table 2 shows the location of incidents reported in April 2009 and April 2008. Overall, there has been a decrease in the number of incidents reported in April 2009 compared to April 2008. The decrease was due to a decline in the number of incidents reported in Bangladesh, India and Indonesia. In April 2008, three actual incidents and two attempted incidents were reported in the South Asian region, namely Bangladesh and India. However, no incident was reported in the South Asian region in April 2009. In contrast, there has been an increase in the number of incidents reported in the South China Sea and Malaysia in April 2009 compared to April 2008. Map 1 shows the location of incidents in April 2009.

	April 2009		April 2008	
	Actual	Attempted	Actual	Attempted
<b>South Asia</b>				
■ Bangladesh			2	1
■ India			1	1
<b>Sub-total</b>			<b>3</b>	<b>2</b>
<b>Southeast Asia</b>				
■ Indonesia	2		4	
■ Malaysia	2		1	
■ Philippines	1		1	
■ South China Sea	2		1	
■ Vietnam	1		1	
<b>Sub-total</b>	<b>8</b>		<b>8</b>	
<b>Overall Total</b>	<b>8</b>		<b>11</b>	<b>2</b>

Table 2 - Location of incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

### 2.2.2 Time of Incidents

All eight reported incidents during April 2009 occurred between 1800 hrs to 0600 hrs. This is expected since ships remain most vulnerable during the hours of darkness, and is comparable to April 2008 when nine out of 11 actual incidents occurred during the same time frame.

	1800 hrs to 2359 hrs	0000 hrs to 0559 hrs	0600 hrs to 1159 hrs	1200 hrs to 1759 hrs	Total
April 2009	3	5			8
April 2008	1	8		2	11

Table 3 - Local time of actual incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

### 2.3 Type of Ships

#### 2.3.1 Type of Ships Involved in Incidents during April 2009 and April 2008

Table 4 below shows that tug boats and container ships were involved in a larger number of incidents in April 2009. This is in contrast to April 2008 when tankers were most commonly targeted compared to the other type of ships.

Type of Ships	April 2009	April 2008
Container Ship	2	2
Bulk Carrier	1	1
General Cargo Ship	1	2
Chemical Tanker	1	2
LPG Tanker		1
Oil Tanker		1
Product Tanker		1
Tug Boat	3	1
<b>Total</b>	<b>8</b>	<b>11</b>

Table 4 - Type of ships involved in actual incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

### 2.3.2 Type of Ships Most Commonly Targeted in April 2009

Tug boats and container ships were involved in five out of the eight incidents reported in April 2009. Please see Chart 2. Incidents involving tug boats were more significant incidents and occurred when the tug boats were underway. Of the three incidents involving tug boats in April 2009, one was a Category 1 incident and two were Category 2 incidents. These incidents occurred at approximately 6 nm northwest of Pulau Aur, Malaysia, off the port of Dinh An, Vietnam and 60 nm north of Pulau Anambas, South China Sea. Of the two incidents involving container ships reported in April 2008, one was a Category 2 incident occurred when the container ship was underway at approximately 12 nm northwest of Mangkai Light, Indonesia and the other was a Category 3 incident occurred when the ship was anchored at the Manila Harbour, Philippines.

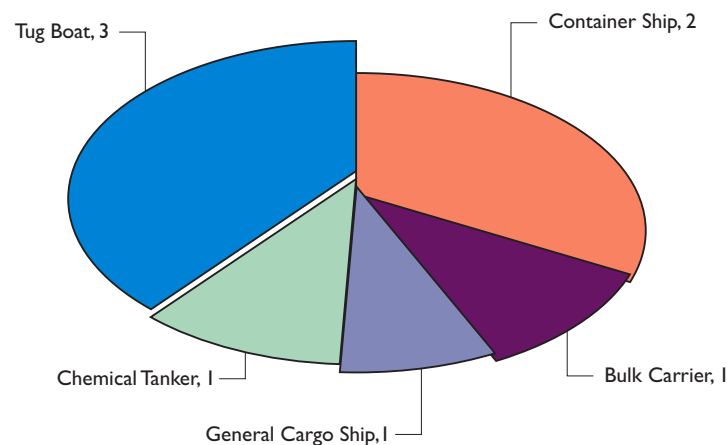


Chart 2 – Type of ships involved in actual incidents in April 2009



## Part 2 - Analysis of Incidents in April 2009

### 2.4 Status of Ships

#### 2.4.1 Status of Ships in April 2009 and April 2008

The ReCAAP ISC notes that there has been an increase in the number of incidents involving ships that were underway compared to incidents involving ships that were anchored and berthed in April 2009 compared to April 2008. Of the eight incidents reported in April 2009, six incidents involved ships that were underway and two involved ships that were anchored. However, in April 2008, seven incidents occurred when the ships were anchored and berthed, and four incidents when the ships were underway.

	April 2009		April 2008	
	Actual	Attempted	Actual	Attempted
Anchored	2		6	2
Berthed			1	
Underway	6		4	
<b>Total</b>	<b>8</b>		<b>11</b>	<b>2</b>

Table 5 - Status of ships during incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

### 2.4.2 Status of Ships and its Significance Level

Of the six incidents which involved ships that were underway in April 2009, one was Category 1 incident and five were Category 2 incidents. In April 2008, of the four incidents which involved ships that were underway, three were Category 2 incidents and one was a Category 3 incident. It appeared that majority of the incidents involving ships that were underway were more significant incidents (mainly Category 2 incidents).

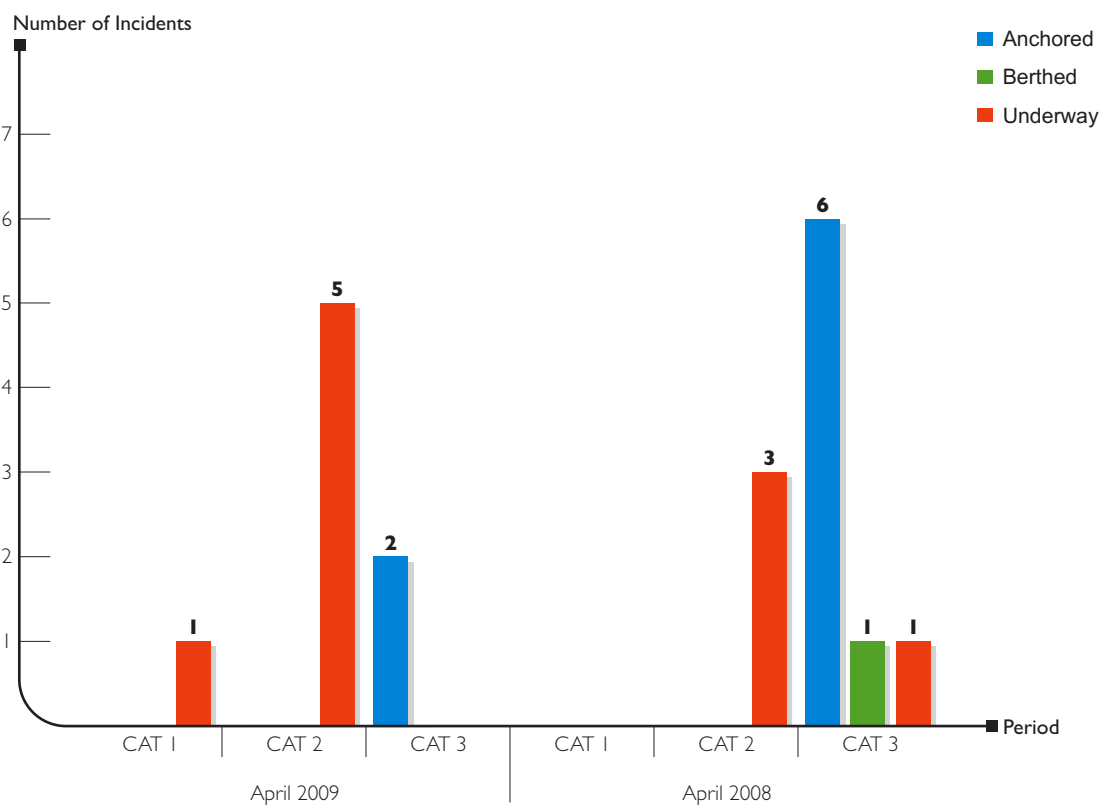


Chart 3 - Status of ships and its significance level during incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

### 2.5 Analysis of Violence Factor

#### 2.5.1 Weapons Used

Chart 4 shows the weapons used in incidents in April 2009 and April 2008. Knives were most commonly used by robbers in incidents during the two periods. No substantive conclusion can be drawn from comparing the weapons used in incidents during the two periods.

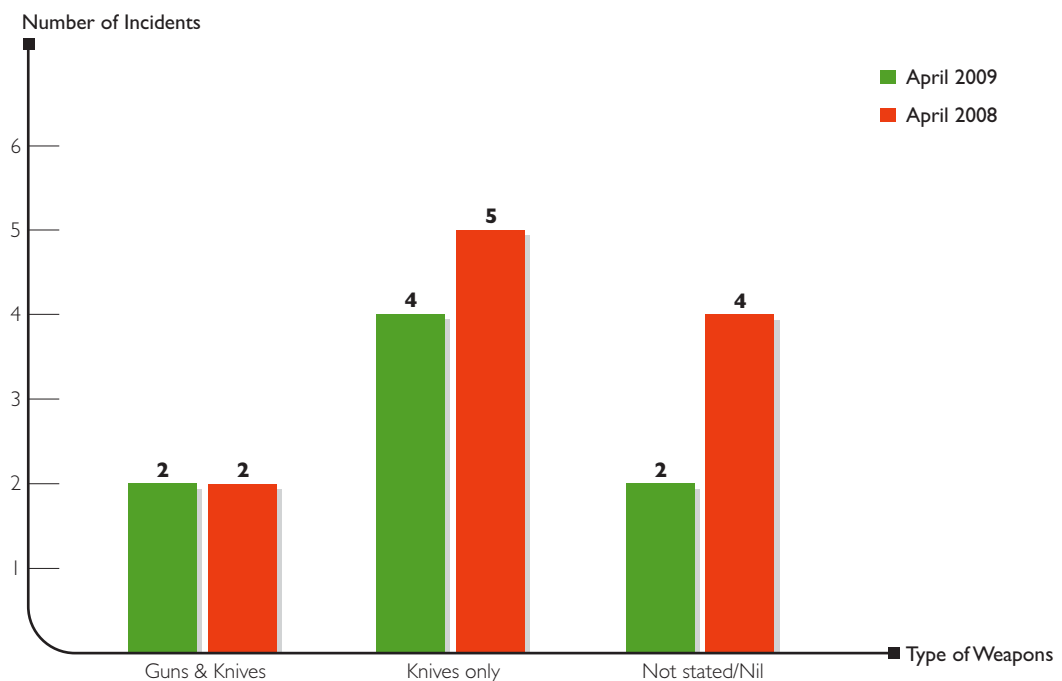


Chart 4 - Weapons used in actual incidents in April 2009 and April 2008





## Part 2 - Analysis of Incidents in April 2009

### 2.5.2 Treatment of Crew

Chart 5 shows the treatment of crew in actual incidents of piracy and armed robbery. Of the eight incidents reported in April 2009, one incident involved the crew being assaulted, one incident involved the crew being discarded, one kidnap incident and two incidents involved the crew being taken hostage. Notably, the absence of information on the treatment of crew in most of the other incidents reported in April 2008 has hampered analysis in this aspect.

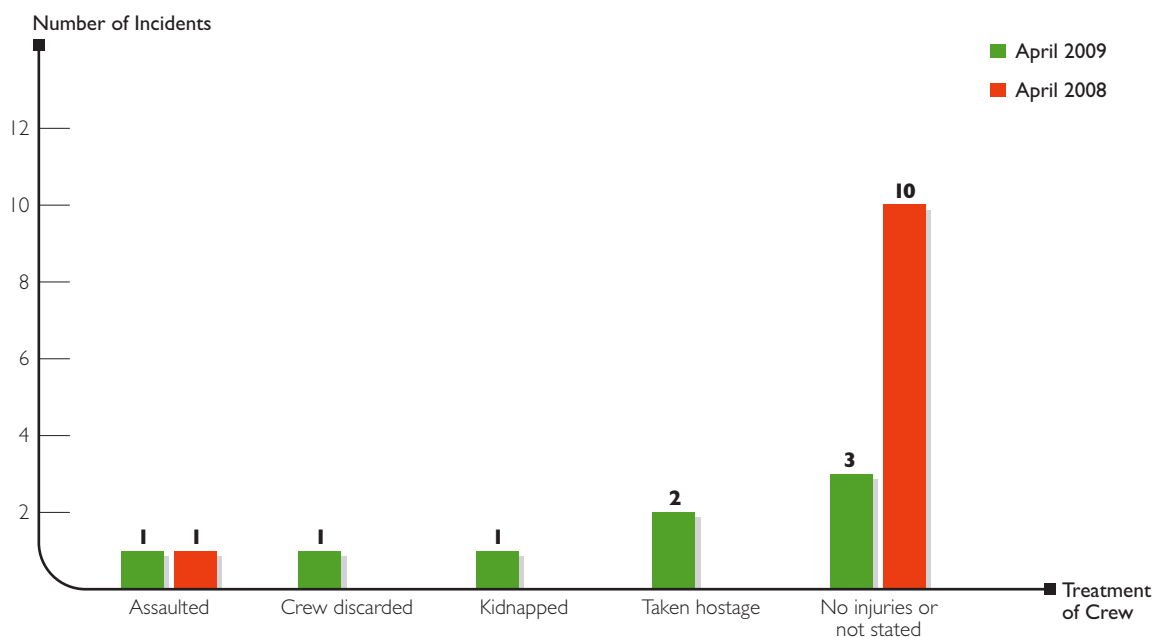


Chart 5 - Treatment of crew in actual incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

### 2.5.3 Number of Pirates/Robbers

Chart 6 shows the number of robbers/pirates involved in actual incidents in April 2009 and April 2008. Majority of the incidents reported during the two periods involved robbers/pirates operating in groups of 1 to 6 men. During April 2009, one incident reported the involvement of 7 to 9 men and another incident involved more than 9 men. Both incidents occurred in the South China Sea.

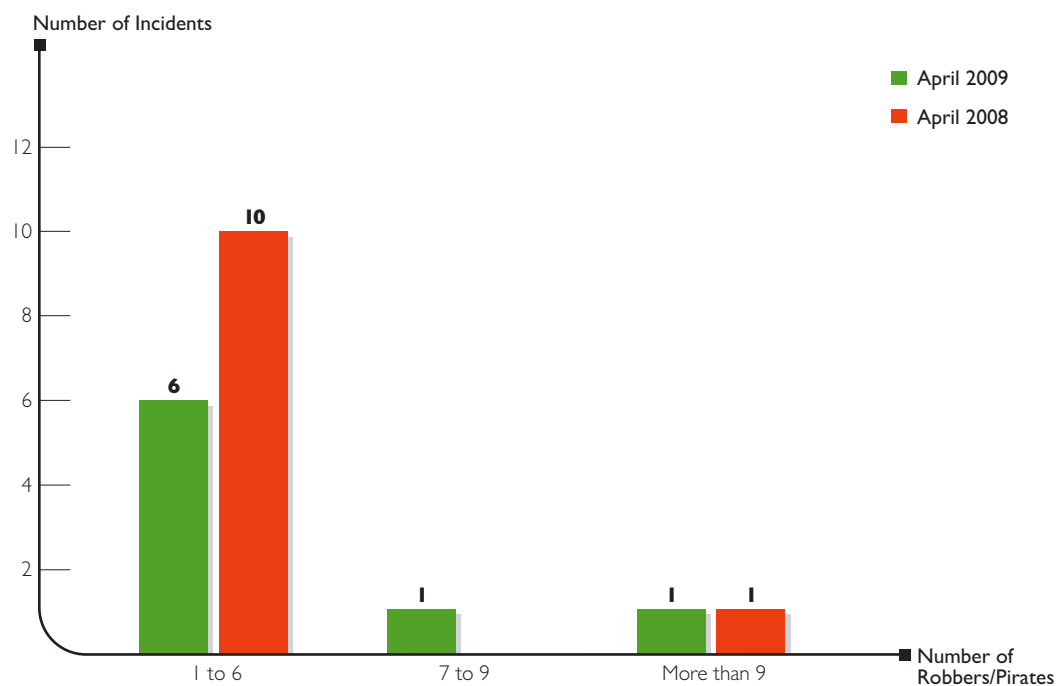


Chart 6 - Number of pirates/robbers involved in actual incidents in April 2009 and April 2008



## Part 2 - Analysis of Incidents in April 2009

### 2.6 Analysis of Economic Factor

#### 2.6.1 Economic Losses

Chart 7 shows the economic loss per actual incident in April 2009 and April 2008. In April 2009, four out of eight incidents (50%) reported the loss of cash/property compared to four out of 11 incidents (36%) reported these losses in April 2008. It appeared that the loss of cash/property has become more apparent in April 2009 compared to April 2008. There was one incident of a ship being hijacked in April 2009. No hijacked incident was reported in April 2008.

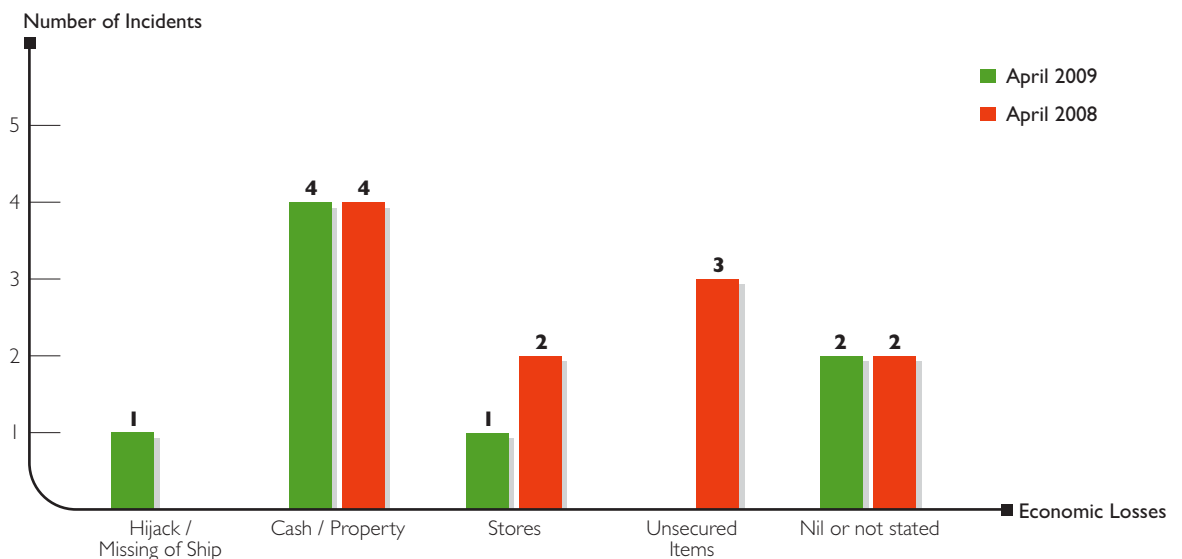


Chart 7 - Reported economic losses in actual incidents in April 2009 and April 2008





**Map 1: Location of Incidents Reported in April 2009**

Legend

Actual (CAT 1)	●
Actual (CAT 2)	●
Actual (CAT 3)	●

## Part 3 - Details of Selected Incidents

### 3.1 Incident of Piracy on board tug boat *Prospaq T1* towing barge *Prospaq B1* in the South China Sea

Name of Ship	: <i>Prospaq T1</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
GT	: 197

Name of Ship	: <i>Prospaq B1</i>
Type of Ship	: Barge
Flag of Ship	: Singapore
GT	: 2459



**3.1.1** On 7 April 2009, the Singapore-registered tug boat, *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.

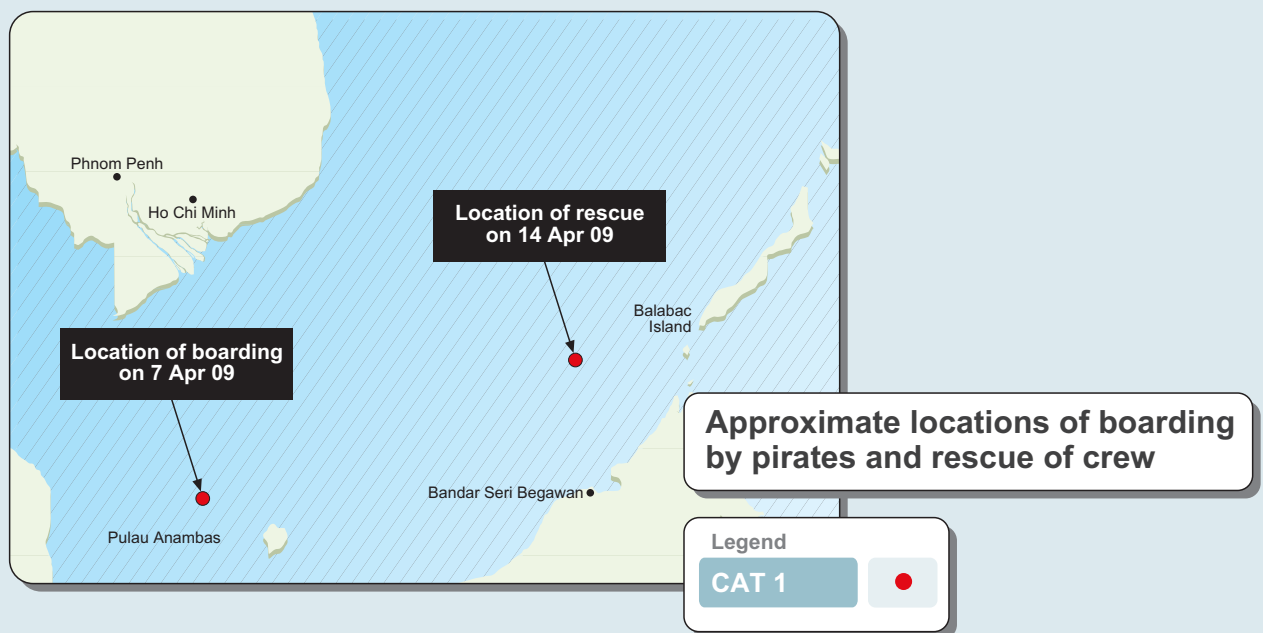
**3.1.2** The pirates armed with two hand guns and knives boarded the tug boat, tied and blindfolded the 10 crew (comprising six Indonesians, three Myanmar nationals and one Malaysian) with masking tapes. The crew was held by the pirates onboard the tug boat for one week. At about 0200 hrs on 13 April 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.



## Part 3 - Details of Selected Incidents

**3.1.3** 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. Refer to map below.

**3.1.4** The crew returned to Singapore on 17 April 2009 and assisted in the investigation of the incident<sup>1</sup>. The whereabouts of the tug boat is not known.



<sup>1</sup>Source: The Public Information Office of the Philippine Coast Guard's press release dated 17 April 2009.



## Part 3 - Details of Selected Incidents

### Follow-up by the ReCAAP Focal Points and the ReCAAP ISC

- 3.1.5** 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 the ReCAAP Focal Point (Philippines) also reported the incident to the ReCAAP ISC.
- 3.1.6** With information from the shipping company and the ReCAAP Focal Points, the ReCAAP ISC raised an Incident Alert to notify the shipping community about the incident. The shipping communities are also advised to be on the lookout for the missing tug boat and barge which may have been re-painted and renamed to conceal her identity. The ReCAAP ISC had posted the Incident Alert on the ReCAAP ISC website at [www.recaap.org](http://www.recaap.org).

### Observation

- 3.1.7** The ReCAAP ISC notes that there has been an increase in the number of incidents involving tug boats reported in the vicinity off Pulau Tioman and the South China Sea. Since January 2009, three incidents involving tug boats had been reported in the vicinity compared to a total of four incidents reported throughout 2008. It appeared that incidents involving tug boats were more significant incidents (either Category 1 or Category 2 incidents).



## Part 3 - Details of Selected Incidents

### Recommendations

- 3.1.8** The ReCAAP ISC advises the masters of tug boat to maintain enhanced vigilance and anti-piracy watches when transiting through the area especially during hours of darkness. Ship masters are encouraged to report incidents immediately to the nearest coastal states so that immediate responses can be undertaken.
- 3.1.9** In addition, the ReCAAP ISC also encourages ship owners and ship operators to report all incidents of piracy and armed robbery against ships in Asia to the ReCAAP Focal Points immediately so that the authorities and adjacent ReCAAP Focal Points can respond appropriately in accordance with their national 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.





## Part 3 - Details of Selected Incidents

### 3.2 Incidents off Pulau Mangkai and Mangkai Light

**3.2.1** Between 21 April 2009 and 23 April 2009, three incidents occurred in close proximity off Pulau Mangkai and Mangkai Light. Occurred on three consecutive days, it is believed that the incidents were carried out by the same group of robbers operating in the vicinity. The ReCAAP ISC has classified all three incidents as Category 2 (moderately significant) incidents. The details of the incidents and their approximate location are shown below.



Approximate location  
of incidents

Legend

CAT 2



## Part 3 - Details of Selected Incidents

### Incident of Piracy on board the *Quds* on 21 April 2009

Name of Ship	: <i>Quds</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Saudi Arabia
IMO Number	: 9203928
GT	: 28981



**3.2.2** On 21 April 2009 at 0100 hrs, the Saudi Arabia-registered chemical tanker, *Quds* was underway at approximately 03° 05.00'N, 105° 17.20'E (about 25 nm northwest off Pulau Mangkai) when 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 of Armed Robbery on board the *Ellen S* on 22 April 2009

Name of Ship	: <i>Ellen S</i>
Type of Ship	: Container ship
Flag of Ship	: Antigua & Barbuda
IMO Number	: 9374117
GT	: 9957



**3.2.3** On 22 April 2009 at 2145 hrs, the Antigua & Barbuda-registered container ship, *Ellen S* was underway at approximately 03° 10.80'N, 105° 28.50'E (about 12 nm northwest of Mangkai Light) when 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. The crew was not injured.



## Part 3 - Details of Selected Incidents

### Incident of Armed Robbery on board the *Sider Lion* on 23 April 2009

Name of Ship	: <i>Sider Lion</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Malta
IMO Number	: 9190004
GT	: 14770



**3.2.4** On 23 April 2009 at about 0405 hrs, the Malta-registered bulk carrier, *Sider Lion* was underway from Durban, South Africa to Nanjing, China. The bulk carrier was at approximately 03° 13'N, 105° 29'E (about 13 nm northwest of Mangkai Light) when 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 pirates stole cash from the ship's safe and took the ship master's camera, mobile phone and his personal belongings. They released the Second Officer before leaving the bulk carrier. Upon release, the Second Officer raised the alarm. The SSAS was also activated and the crew was mustered. All 21 crew were accounted for and there were no reports of injury sustained by the crew or damage to the carrier.

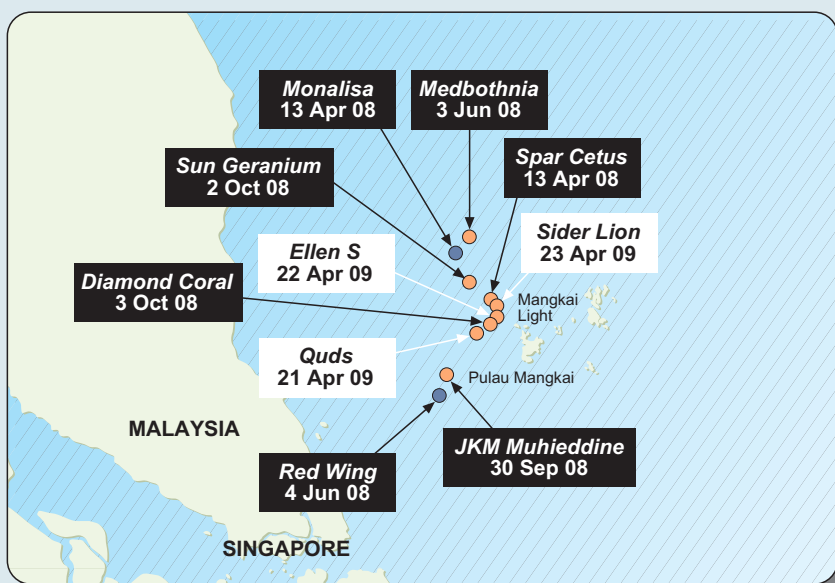
**3.2.5** The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The Singapore's POCC broadcasted the incident through the NAVTEX and SAFETYNET and warned mariners about the incident. The ReCAAP Focal Point (Singapore)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



## Part 3 - Details of Selected Incidents

### Past Incidents

**3.2.6** Between April 2008 and April 2009, a total of 10 incidents were reported in the vicinity off Pulau Mangkai and Mangkai light. Of these, eight were Category 2 (moderately significant) incidents and two were Category 3 (less significant) incidents. In all the incidents, the robbers escaped after taking with them cash, property and the crew's personal belongings. The crew was not injured in all these incidents. Please see map on the approximate location of the said incidents.



Approximate location  
of incidents

Legend

Actual (CAT 2)



Actual (CAT 3)



## Part 3 - Details of Selected Incidents

### Observations

- 3.2.7** The ReCAAP ISC notes some similarities in the modus operandi of robbers operating in the vicinity off Pulau Mangkai and Mangkai Light. Although there is no conclusive evidence, it appears that same groups of pirates/robbers were probably involved in these incidents. The pirates/robbers operated in groups of between five and twelve men and were usually armed with knives or other weapons such as iron bars and axes. They stole cash, property and the crews' laptops, cameras and mobile phones. The ReCAAP ISC notes that while the crew was not injured in these incidents, the robbers inflicted some form of violence on the crew including tying up the crew and holding them hostage. No injuries were reported except for some minor bruises suffered by the crew.
- 3.2.8** Although not conclusive, it appears that there is a pattern regarding the frequency of occurrence of incidents in this area. The ReCAAP ISC observes that incidents seem to occur on consecutive days or more than once within a few days. Two incidents were reported on 13 April 2008, two incidents reported between 3 June 2008 and 4 June 2008, three incidents reported between 30 September 2008 and 3 October 2008, and three incidents between 21 April 2009 and 23 April 2009. The ReCAAP ISC will continue to monitor the situation closely in this region.

### Recommendation

- 3.2.9** Ship masters and crew are advised to maintain vigilance at all times and take necessary precautionary measures when operating in the vicinity. The ReCAAP ISC also encourages ship masters to report all incidents of piracy and armed robbery to the nearest coastal state immediately to enable the authorities to take immediate responses.



## Part 3 - Details of Selected Incidents

### 3.3 Incident of Armed Robbery on board tug boat *Astaka* off Dinh An, Tra Vinh Province, Vietnam

Name of Ship	: Astaka
Type of Ship	: Tug boat
Flag of Ship	: Malaysia
IMO Number	: 9443334
GT	: 334

**3.3.1** The ReCAAP Focal Point (Vietnam) reported an incident of armed robbery on board the Malaysian-registered tug boat, *Astaka* to the ReCAAP ISC. The tug boat with 11 crew on board (comprising seven Malaysians, three Myanmar nationals and one Indonesian) was towing a barge with 11,719 tons of sand. At about 2359 hrs on 6 April 2009, three robbers wearing hoods and armed with guns boarded the tug boat while she was underway at approximately 09° 033'N, 106° 029'E, off the port of Dinh An, Tra Vinh province, Vietnam. Please see map on the approximate location of the incident.



Approximate location  
of incident

Legend

CAT 2



## Part 3 - Details of Selected Incidents

- 3.3.2** 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.
- 3.3.3** 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<sup>2</sup>. 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.

### Past Incidents

- 3.3.4** This is the fifth incident of armed robbery reported in the waters of Vietnam since January 2009. The previous four incidents occurred at the ports and anchorages of Vietnam and were Category 3 incidents. In all these incidents, the robbers operate in small groups of between two to six men each, and stole mainly ship's stores and paint. Majority of the incidents occurred between 2359 hrs and 0500 hrs under the cover of darkness. The robbers were not violent in nature and did not inflict harm on the crew when spotted. The four incidents reported since 2009 involved:
- An oil tanker, *Kakusho I* on 15 January 2009 at the outer anchorage of Vung Tau
  - A bulk carrier, *Bossclip Trader* on 1 February 2009 at Ho Chi Minh City mooring buoys
  - A container ship, *Olympian Racer* on 8 March 2009 at the anchorage of Vung Tau
  - A bulk carrier, *Bulk Voyager* on 30 March 2009 at Ho Chi Minh City mooring buoys

<sup>2</sup>Sources: The VietnamNet Bridge dated 13 and 14 April 2009, and the New Strait Times dated 13 April 2009.



## Part 3 - Details of Selected Incidents

### Initial Investigation Outcome

**3.3.5** The ReCAAP Focal Point (Vietnam) reported that the statements made by the four rescued Malaysian crew revealed that their hands and legs were tied by the robbers. Investigation also revealed that the belongings of the crew were not taken by the robbers. The ReCAAP Focal Point (Vietnam) is currently investigating the incident.

### Recommendation

**3.3.6** Ship masters and crew are advised to maintain vigilance at all times and take necessary precautionary measures when operating in the vicinity as well as at the ports and anchorages of Vietnam. The ReCAAP ISC advises all master of tug boats to be vigilant and take the necessary precautionary measures especially during hours of darkness.





## Part 4 - Observations for April 2009

- 4.1** Overall, the following observations can be made regarding incidents which occurred in April 2009 compared to April 2008:
- a.** There has been a decrease in the total number of incidents reported in April 2009 compared to April 2008. All the incidents reported in April 2009 took place in the Southeast Asian region. No incident was reported in the South Asian region.
  - b.** The decrease in the number of incidents in April 2009 occurred mainly in the Category 3 incidents. However, there has been an increase in the number of Category 1 incidents and Category 2 incidents in April 2009 compared to April 2008.
  - c.** The drop in the number of incidents in April 2009 was most apparent in the ports and anchorages of Bangladesh, India and Indonesia.
  - d.** Tug boats and container ships appeared to be most susceptible to attack compared to the other type of ships in April 2009.
  - e.** Six out of the eight incidents reported in April 2009 involved ships that were underway.
  - f.** Theft of cash and property appeared to be most common in April 2009.



## Annex

### DETAILS OF INCIDENTS IN APRIL 2009

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
1.	<i>Terus Daya 23</i> Tug boat Indonesia 259  Marco Polo 308 Barge	01/04/2009 0510 hrs	02° 30.10'N, 104° 24.20'E  6 nm northwest of Pulau Aur, Malaysia	Underway	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.	ReCAAP Focal Point (Singapore)  Malaysian authorities	CAT 2
2.	<i>Astaka</i> Tug boat Malaysia 9443334 334	06/04/2009 2359 hrs	Off the port of Dinh An, Tra Vinh province, Vietnam	Underway	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 was missing. Among the missing crew were the master, chief mechanic and five other crew members. When the crew smelled something burning in	ReCAAP Focal Point (Vietnam)  The VietnamNet Bridge dated 13 and 14 April 2009  The New Strait Times dated 13 April 2009	CAT 2

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					<p>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.</p> <p>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.</p>		

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### DETAILS OF INCIDENTS IN APRIL 2009

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
3.	<p><i>Prospaq T1</i> Tug boat Singapore 8967797 197</p> <p><i>Prospaq B1</i> Barge Singapore 2459</p>	07/04/2009 2035 hrs	<p>04° 48.43'N, 106° 34.03'E</p> <p>60 nm north of Pulau Anambas, South China Sea</p>	Underway	<p>Twelve pirates boarded the tug boat 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.</p> <p>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</p>	<p>ReCAAP Focal Point (Singapore)</p> <p>ReCAAP Focal Point (Philippines)</p> <p>The Public Information Office of the Philippine Coast Guard's press release dated 17 April 2009</p>	CAT 1

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#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
					<p>a United Kingdom-registered container ship, <i>MV ANL Explorer</i> 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.</p> <p>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. Investigation of the incident is currently ongoing.</p>		

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### DETAILS OF INCIDENTS IN APRIL 2009

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
4.	<i>Olympian Racer</i> Container ship Cyprus 9319557 9910	13/04/2009 0025 hrs	Manila North Harbour, Philippines	Anchored	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.	IMO	CAT 3
5.	<i>Quds</i> Chemical tanker Saudi Arabia 9203928 28981	21/04/2009 0100 hrs	03° 05.00'N, 105° 17.20'E  About 25 nm northwest of Pulau Mangkai, South China Sea	Underway	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.	IMO	CAT 2

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### DETAILS OF INCIDENTS IN APRIL 2009

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
6.	<i>MCP Rotterdam</i> General cargo ship Netherlands 9372004 5272	21/04/2009 0345 hrs	Sandakan Port, Malaysia	Anchored	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.	Malaysian authorities  IMO	CAT 3
7.	<i>Ellen S</i> Container ship Antigua and Barbuda 9374117 9957	22/04/2009 2145 hrs	03° 10.80'N, 105° 28.50'E  About 12 nm northwest of Mangkai Light	Underway	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.	IMO	CAT 2
8.	<i>Sider Lion</i> Bulk carrier Malta 9190004 14770	23/04/2009 0405 hrs	03° 13'N, 105° 29'E  About 13 nm northwest of Mangkai Light	Underway	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	ReCAAP Focal Point (Singapore)	CAT 2

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### DETAILS OF INCIDENTS IN APRIL 2009

#### Actual Incidents

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					<p>stole cash from the ship's safe and took the ship master's camera, mobile phone and his personal belongings. They released the Second Officer before leaving the bulk carrier. Upon release, the Second Officer raised the alarm. The SSAS was also activated and the crew was mustered. All 21 crew were accounted for and there were no reports of injury sustained by the crew or damage to the carrier.</p> <p>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.</p>		