

# Report for October 2009

1st October 2009 – 31st October 2009

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# Report for October 2009

## Executive Summary

In October 2009, a total of eight incidents of armed robbery against ships were reported in Asia. Of these, six were actual incidents and two were attempted incidents. The details of the incidents are described in the Annex.

Of the eight incidents reported in October 2009, four incidents were reported to the coastal States and/or the flag States, one incident reported to the ReCAAP Focal Point by the ship operator and one incident reported to the ReCAAP ISC by the ship agent based in Singapore. The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately, and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. Part 2 of this report shows the flow diagram on the processes involved in “reporting incidents of piracy and armed robbery against ships in Asia”.



## 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 onboard such ship;
    - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
  - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
  - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**Armed Robbery**, in accordance with the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A922(22), 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 onboard such ship, in a place within a Contracting Party’s jurisdiction over such offences;
  - (b) any act of voluntary participation in the operation of a ship with knowledge of facts making it a ship for armed robbery against ships;
  - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).



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

### 1.4 Note on Maps Used to Depict Location of Incidents

The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.



## Part 2 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

- 2.1** The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 2009 to 5 June 2009) reviewed MSC/Circ.622/Rev.1 on “Recommendations to governments for preventing and suppressing piracy and armed robbery against ships” and MSC/Circ.623/Rev.3 on “Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships”.

### MSC Circulars on preventing and suppressing piracy and armed robbery against ships

- 2.2** In the revised MSC circulars<sup>1</sup>, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.
- 2.3** The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordinating Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 1.

<sup>1</sup>The MSC.1/Circ.1333 and MSC.1/Circ.1334 replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.



## Part 2 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

### Reporting of Incidents

- 2.4** Of the eight incidents reported in October 2009, four incidents were reported to the coastal States and/or flag States, and two incidents reported to the ReCAAP ISC and the ReCAAP Focal Point. The ReCAAP ISC encourages ship masters, ship owners and ship operators to report all incidents immediately to the relevant agencies as stipulated in Diagram 1.

### Recommendation

- 2.5** Multi-channel reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis in deriving trends and patterns, and production of value-added reports for sharing with ship masters, ship owners, ship operators and the maritime community at large.







## Part 2 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

### Contact Details of ReCAAP Focal Points / Contact Point

| Country & Agency In Charged  | Point of Contact   |                                    |
|--|--|------------------------------------|
|  | Phone Number   | Fax Number                         |
| <b>People's Republic of Bangladesh</b><br>Department of Shipping<br>Email: dosdgd@bttb.net.bd  | +88-02-9554206   | +88-02-7168363                     |
| <b>Brunei Darussalam</b><br>Royal Brunei Police Force<br>Police State Control Centre<br>Email: operations@police.gov.bn                  | +67-3242-2444<br>+67-3242-2888   | +67-3242-6290                      |
| <b>Kingdom of Cambodia</b><br>Merchant Marine Department<br>Email: mmd@online.com.kh   | +85-5-2388-1846  | +85-5-2388-2968                    |
| <b>People's Republic of China</b><br>China Maritime Search and Rescue Centre (Beijing)<br>Email: cnmrcc@msa.gov.cn                       | +86-10-6529-2218<br>+86-10-6529-2219<br>+86-10-6529-2221                       | +86-10-6529-2245                   |
|  | Maritime Rescue Coordination Centre (Hong Kong)<br>Email: hkmrcc@mardep.gov.hk | +85-2-2233-7999<br>+85-2-2233-7998 |
| <b>Republic of India</b><br>MRCC (Mumbai)<br>Coast Guard Region (West)<br>Mumbai - India<br>Email: icgmrcc_mumbai@mtnl.net.in            | +91-22-2437-6133   | +91-22-2433-3727                   |
| <b>Japan</b><br>Japan Coast Guard (JCG) Ops Centre<br>Email: op@kaiho.mlit.go.jp   | +81-3-3591-9812<br>+81-3-3591-6361   | +81-3-3581-2853                    |
| <b>Republic of Korea</b><br>Ministry of Land, Transport and<br>Maritime Affairs (MLTM)<br>Operations Centre<br>Email: piracy@gicom.go.kr | +82-2-2110-8864<br>+82-2-2110-8865<br>+82-2-2110-8866<br>+82-2-2110-8867       | +82-2-503-7333                     |

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



## Part 2 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

### Contact Details of ReCAAP Focal Points / Contact Point

| Country & Agency In Charged  | Point of Contact                                     |                                    |
|--|--|------------------------------------|
|  | Phone Number   | Fax Number                         |
| <b>Lao People's Democratic Republic</b><br>Department of Foreign Relations<br>Ministry of Public Security<br>Email: keomps@yahoo.com                                 | +85-6-2121-2505                                      | +85-6-2121-2505<br>+85-6-2121-2547 |
| <b>Union of Myanmar</b><br>MRCC Ayeyarwaddy (Myanmar Navy)<br>Email: mrcc.yangon@mptmail.com.mm  | +95-313-1642   | +95-1-202-4117                     |
| <b>Kingdom of Norway</b><br>Norwegian Maritime Directorate<br>Email: morten.alsaker.lossius@sjofartsdir.no   | +47-5274-5130<br>+47-5274-5000                       | +47-5274-5001                      |
| <b>Republic of the Philippines</b><br>Philippine Coast Guard<br>PCG Action Centre-MRCC (Manila)<br>PCG Hot Text<br>Email: cg2@coastguard.gov.ph<br>pcg_cg2@yahoo.com | +63-2-527-8481<br>+63-2-527-3877<br>+63-917-724-3682 | +63-2-527-3877                     |
| <b>Republic of Singapore</b><br>Maritime Port Authority of Singapore<br>Port Operations Control Centre (POCC)<br>Email: pocc@mpa.gov.sg                              | +65-6325-2493  | +65-6224-5776                      |
| <b>Democratic Socialist Republic of Sri Lanka</b><br>Sri Lanka Navy Operations Centre<br>Email: nhqsoo@navy.lk   | +94-1-1244-5368                                      | +94-1-1244-9718                    |
| <b>Kingdom of Thailand</b><br>Royal Thai Navy Operations Centre<br>Email: nidint@navy.mi.th  | +66-2475-4643  | +66-2466-1382                      |
| <b>Socialist Republic of Viet Nam</b><br>Vietnam Marine Police<br>Email: phonghqtsb@vnn.vn   | +84-4-3355-4378                                      | +84-4-3355-4363                    |

Correct as at 18 November 2009

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



## Part 3 - Analysis of Incidents in October 2009

### 3.1 Number and Significance of Reported Incidents

**3.1.1** In October 2009, a total of eight incidents of armed robbery against ships were reported in Asia. Of these, six were actual incidents and two were attempted incidents. Compared to October 2008, there has been a decrease in the number of actual incidents reported in October 2009. In October 2008, a total of eight actual incidents were reported. No attempted incident was reported in October 2008. Please see Table 2 below.

|              | October 2008 | October 2009 |
|--------------|--------------|--------------|
| Actual       | 8            | 6            |
| Attempted    | 0            | 2            |
| <b>Total</b> | <b>8</b>     | <b>8</b>     |

Table 2 - Actual and attempted incidents in October 2008 and October 2009

**3.1.2** Of the six actual incidents reported in October 2009, two were Category 2 incidents and four were Category 3 incidents. In October 2008, of the eight actual incidents, five were Category 2 incidents and three were Category 3 incidents. Comparing the two periods, there has been a decrease in the number of Category 2 incidents but a slight increase in the number of Category 3 incidents. No Category 1 incident was reported during the two periods. Please see Table 3.

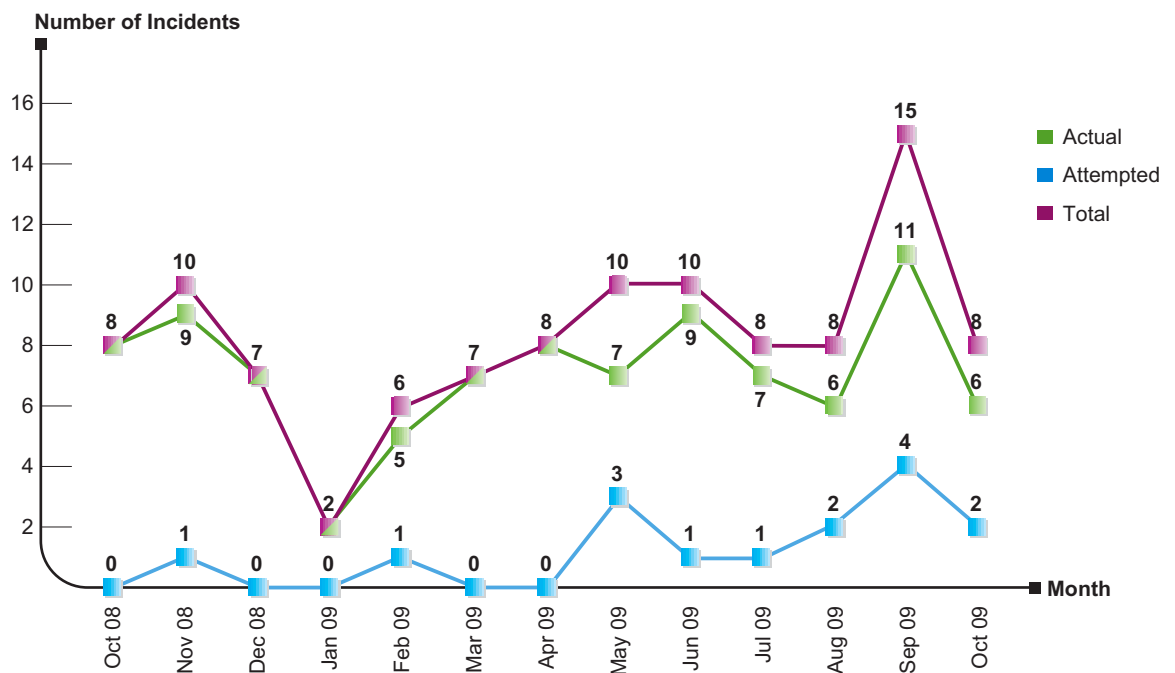
| Significance Level                  | October 2008 | October 2009 |
|-------------------------------------|--------------|--------------|
| Category 2 (Moderately Significant) | 5            | 2            |
| Category 3 (Less Significant)       | 3            | 4            |
| <b>Total</b>                        | <b>8</b>     | <b>6</b>     |

Table 3 - Significance level of actual incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

**3.1.3** Graph 1 shows the number of actual and attempted incidents reported between October 2008 and October 2009. During this period, total activity was highest in September 2009.



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



## Part 3 - Analysis of Incidents in October 2009

### 3.2 Location and Time of Incidents

**3.2.1** Table 4 shows the location of incidents reported in October 2009 and October 2008. There has been a decrease in the number of actual incidents reported in October 2009 compared to October 2008. The decrease was most apparent in the Straits of Malacca and Singapore. No incident was reported in the Straits of Malacca and Singapore in October 2009 compared to October 2008 when two incidents were reported off Batu Berhenti. However, there has been an increase in the number of incidents reported at the anchorages of Chittagong, Bangladesh in October 2009 compared to October 2008. Two actual incidents and one attempted incident were reported in October 2009 compared to no incident reported there in October 2008. Details of the incidents are described in Part 4 of this report. Map 1 shows the location of all incidents reported in October 2009.

|                                  | October 2008 | October 2009 |           |
|----------------------------------|--------------|--------------|-----------|
|                                  | Actual       | Actual       | Attempted |
| <b>South Asia</b>                |              |              |           |
| ■ Bangladesh                     |              | 2            | 1         |
| <b>Sub-total</b>                 |              | <b>2</b>     | <b>1</b>  |
| <b>Southeast Asia</b>            |              |              |           |
| ■ Indonesia                      | 1            | 1            |           |
| ■ Malaysia                       | 2            | 1            |           |
| ■ Philippines                    |              | 1            |           |
| ■ South China Sea                | 1            |              | 1         |
| ■ Straits of Malacca & Singapore | 2            |              |           |
| ■ Vietnam                        | 2            | 1            |           |
| <b>Sub-total</b>                 | <b>8</b>     | <b>4</b>     | <b>1</b>  |
| <b>Overall Total</b>             | <b>8</b>     | <b>6</b>     | <b>2</b>  |

Table 4 - Location of incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

**3.2.2** Three out of the six actual incidents reported in October 2009 occurred during hours of darkness between 0001 hrs and 0559 hrs. The robbers normally attacked ships during hours of darkness to avoid detection by crew and authorities. All the eight actual incidents reported in October 2008 occurred between 0001 hrs and 0559 hrs.

|              | 1800 hrs to<br>2359 hrs | 0001 hrs to<br>0559 hrs | Total |
|--------------|-------------------------|-------------------------|-------|
| October 2008 |                         | 8                       | 8     |
| October 2009 | 3                       | 3                       | 6     |

Table 5 - Local time of actual incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

### 3.3 Type of Ships Most Frequently Involved in Incidents

**3.3.1** There is no specific type of ship that was targeted in October 2009. See Table 6. Of the eight incidents reported in October 2009, three incidents involved container ships, two involved bulk carriers, one involved a fishing boat, one involved a product tanker and one involved a tug boat. This is in contrast to October 2008 when container ships were most frequently involved in incidents compared to other type of ships. Of the eight incidents reported in October 2008, three incidents involved container ships and the remaining five incidents involved a chemical tanker, a LPG tanker, a tanker, a general cargo ship and a tug boat.

**3.3.2** There is no indication that a particular type of ship was being targeted as incidents involving ships while at anchor/berth were mostly opportunistic in nature. Robbers tend to board ships with crew who was less vigilant. All six incidents involving container ships in October 2009 and October 2008 occurred while the ships were anchored or berthed. Ship masters are therefore advised to enhance the frequency of patrols carried out by crew, ensure sufficient watch-keepers when ship is at anchor/berth, and maintain constant vigilance to detect suspicious boats coming alongside the ship while underway.

| Type of Ships        | October 2008 | October 2009 |
|----------------------|--------------|--------------|
| Bulk Carrier         |              | 2            |
| Chemical Tanker      | 1            |              |
| Container Ship       | 3            | 3            |
| Fishing Boat/Trawler |              | 1            |
| General Cargo Ship   | 1            |              |
| LPG Tanker           | 1            |              |
| Product Tanker       |              | 1            |
| Tanker (Unspecified) | 1            |              |
| Tug Boat             | 1            | 1            |
| <b>Total</b>         | <b>8</b>     | <b>8</b>     |

Table 6 - Type of ships involved in incidents in October 2008 and October 2009





## Part 3 - Analysis of Incidents in October 2009

### 3.4 Status of Ships and its Significance Level

**3.4.1** Of the eight incidents reported in October 2009, six involved ships that were anchored or berthed, and two involved ships that were underway. In October 2008, half of the incidents involved ships that were anchored or berthed and the other half involved ships that were underway. Table 7 shows the status of ships during incidents reported in October 2009 and October 2008.

|                  | October 2008 | October 2009 |           |
|------------------|--------------|--------------|-----------|
|                  | Actual       | Actual       | Attempted |
| Anchored/Berthed | 4            | 5            | 1         |
| Underway         | 4            | 1            | 1         |
| <b>Total</b>     | <b>8</b>     | <b>6</b>     | <b>2</b>  |

Table 7 - Status of ships during incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

**3.4.2** Chart 1 shows the status of ships and its significance level for incidents reported in October 2009 and October 2008. In October 2009, five of the six actual incidents involved ships that were anchored or berthed, and one incident involved a ship that was underway. Of the five incidents involving ships that were anchored or berthed, one was a Category 2 incident and four were Category 3 incidents. The only incident that involved the ship while underway was a Category 2 incident. In October 2008, of the eight actual incidents, four incidents involved ships that were anchored or berthed, and four involved ships that were underway. Of the incidents involving ships while at anchor/berth, one was a Category 2 incident and three were Category 3 incidents. All four incidents involving ships while underway were Category 2 incidents. The ReCAAP ISC notes that incidents involving ships that were anchored or berthed were mostly Category 3 incidents and incidents involving ships while underway were Category 2 incidents.

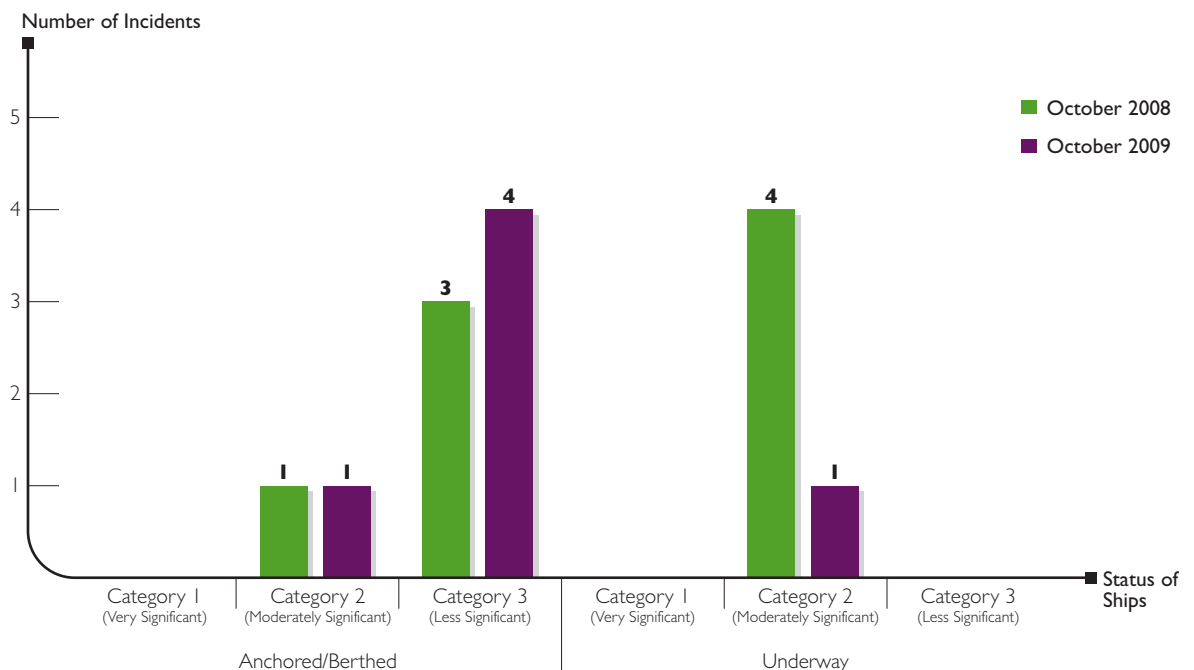


Chart 1 - Status of ships and its significance level for actual incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

### 3.5 Analysis of Violence Factor

#### 3.5.1 Weapons Used

Chart 2 shows the weapons used in actual incidents in October 2009 and October 2008. No substantial conclusion can be drawn from these two periods. This was due to the absence of information on the weapon carried by the robbers in a number of incidents. The ReCAAP ISC encourages ship master, ship owner and ship operator to provide detailed description of the pirates and robbers, and the weapons they carried.

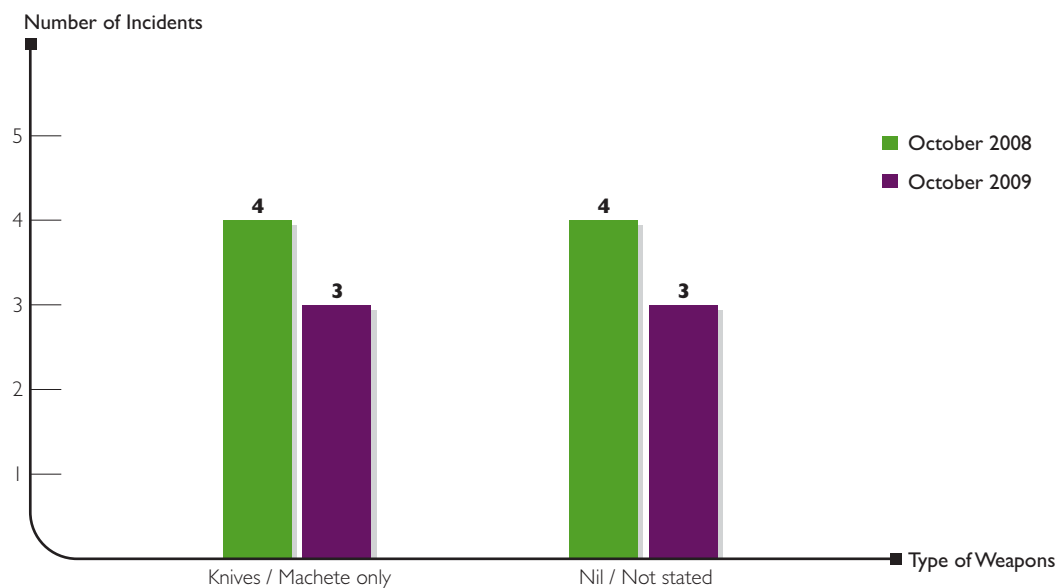


Chart 2 - Weapons used in actual incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

### 3.5.2 Treatment of Crew

Chart 3 shows the treatment of crew in actual incidents reported in October 2009 and October 2008. There was one incident in October 2009 which involved the crew being taken hostage. The incident involved bulk carrier, *Serasih* on 14 October 2009 at the anchorage of Chittagong, Bangladesh when the duty crew was held hostage by robbers with long knives. The crew was subsequently released when the robbers escaped with the ship's mooring ropes and stores.

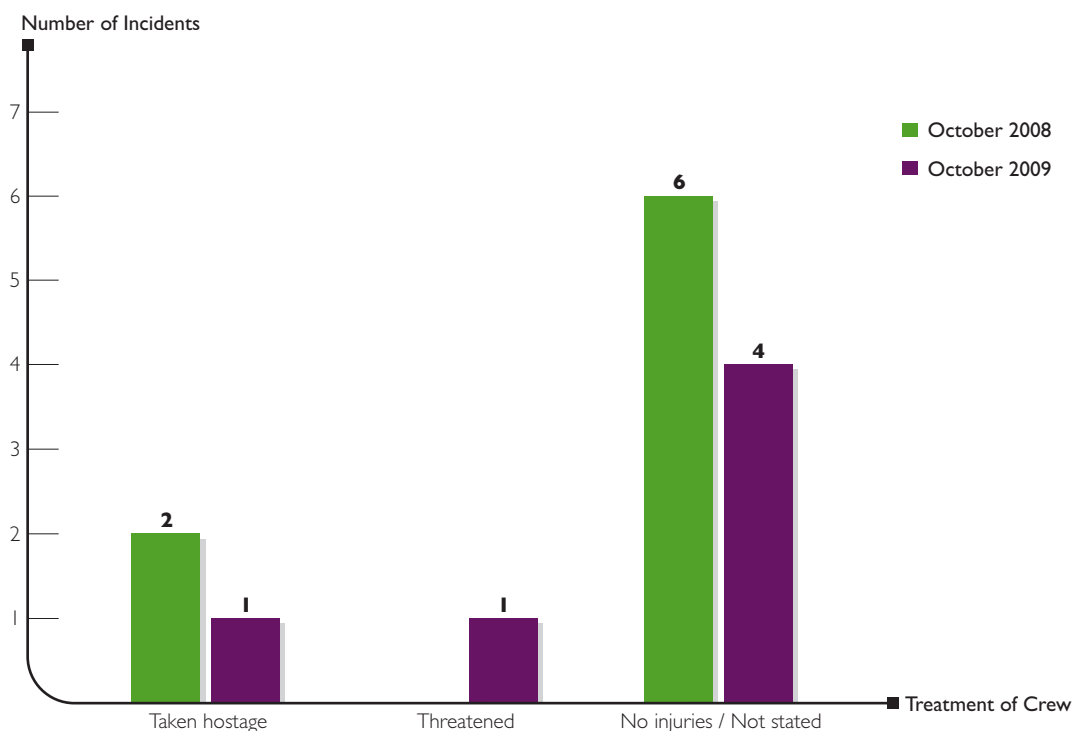


Chart 3 - Treatment of crew in actual incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

### 3.5.3 Number of Pirates/Robbers

Chart 4 shows the number of pirates/robbers in actual incidents reported in October 2009 and October 2008. In both periods, the pirates/robbers usually operate in groups of between 1 to 6 men. There was only one incident in October 2009 which involved a total of 15 robbers.

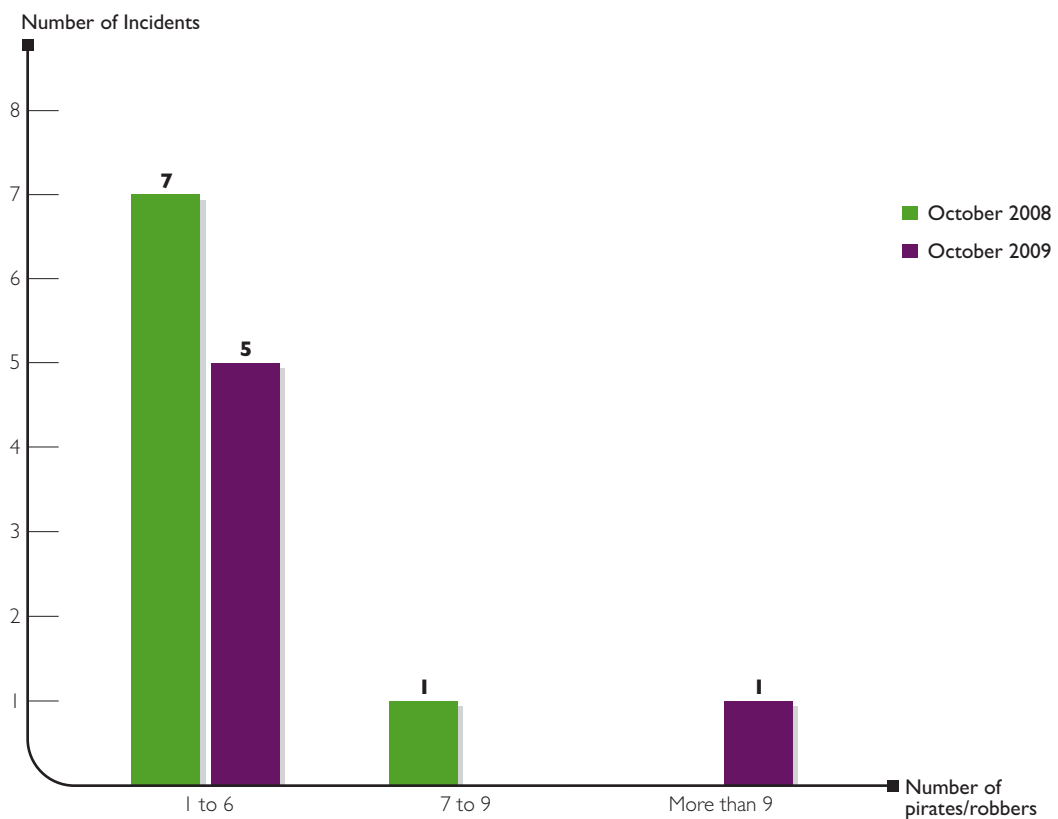


Chart 4 - Number of pirates/robbers in actual incidents in October 2008 and October 2009



## Part 3 - Analysis of Incidents in October 2009

### 3.6 Analysis of Economic Factor

#### 3.6.1 Economic Losses

Chart 5 shows the economic loss per actual incident in October 2009 and October 2008. In October 2009, stores such as mooring rope were mostly stolen as compared to October 2008, where the loss of cash/property was most prevalent.

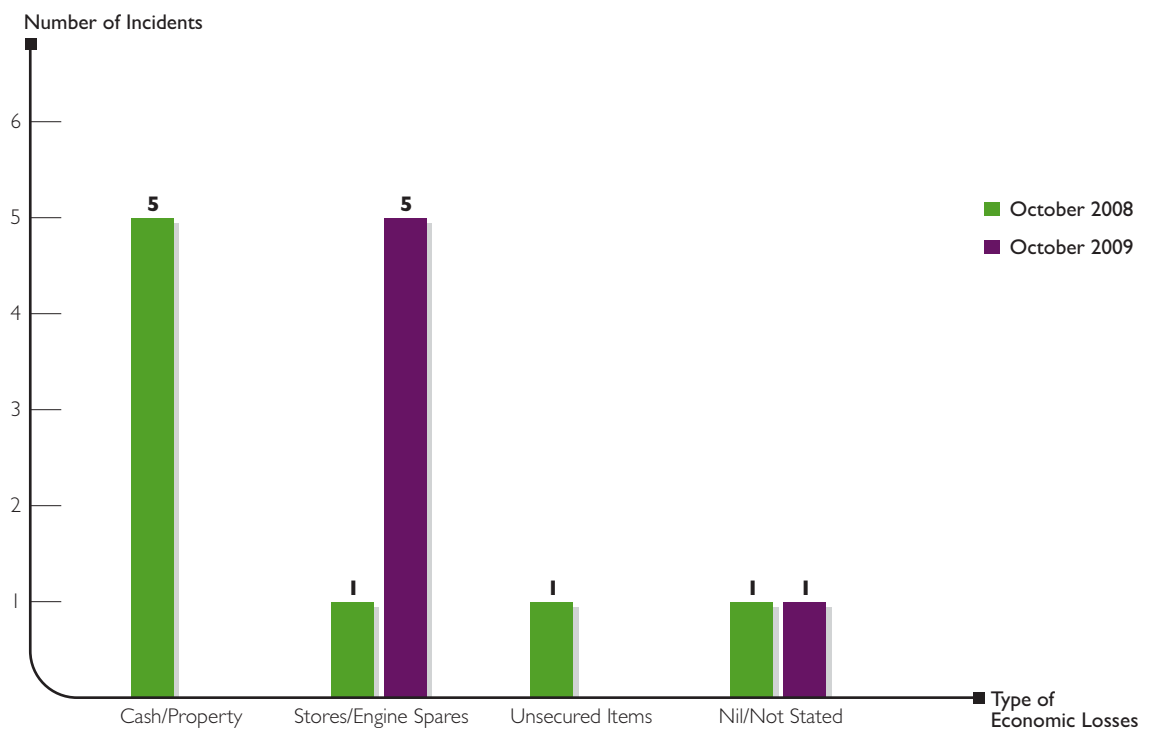


Chart 5 - Reported economic losses in actual incidents in October 2008 and October 2009





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

Legend

|                    |   |
|--------------------|---|
| Incident (CAT 2)   | ● |
| Incident (CAT 3)   | ● |
| Attempted Incident | ★ |

## Part 4 - Details of Selected Incidents

### 4.1 Incident of Armed Robbery onboard *Oocl Taichung* at the Quarantine Anchorage Area, Philippines

|              |                        |
|--------------|------------------------|
| Name of Ship | : <i>Oocl Taichung</i> |
| Type of Ship | : Container ship       |
| Flag of Ship | : Hong Kong            |
| IMO Number   | : 9194505              |
| GT           | : 16705                |



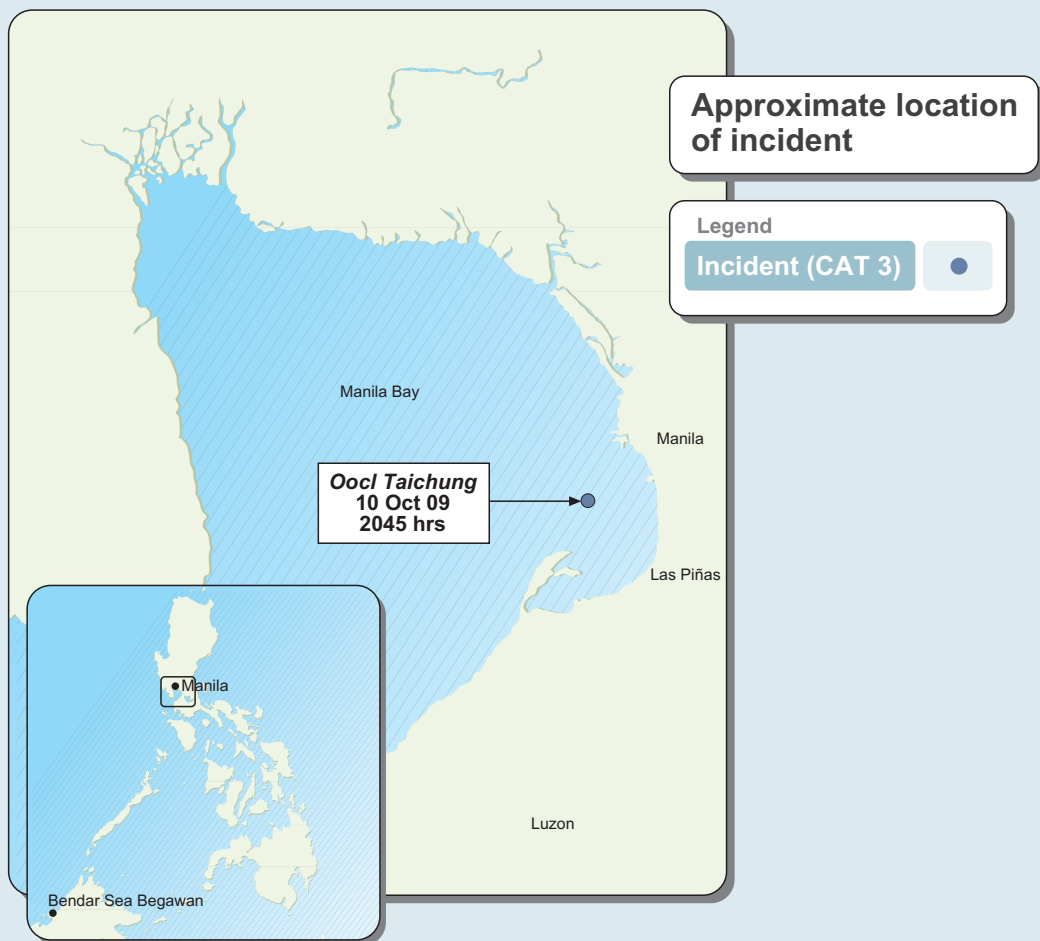
- 4.1.1** At about 2045 hrs (local time) on 10 October 2009, a Hong Kong-registered container ship, *Oocl Taichung* was anchored at 14° 33.18' N, 120° 55.81' E, at the quarantine anchorage area, Port of Manila, Philippines. Please see approximate location in map below. About four to five robbers armed with knives boarded the container ship via the anchor chain from a wooden motorised boat. The incident was reported to the ReCAAP ISC by the ReCAAP Focal Point (Philippines) and the ReCAAP Contact Point (Hong Kong).
- 4.1.2** The duty crew heard some noises at the pilot ladder area at the starboard side of the forecastle of the ship. He reported the incident to the duty officer who immediately sounded the alarm and the whistle. All crew was mustered. The crew armed with steel pipes for self defence, moved towards the forecastle of the ship. Noting that they have been detected, the robbers jumped overboard and escaped in their boat, taking with them two sets of breathing apparatus, four spare bottles for the breathing apparatus and a 150 m long welding machine cable.
- 4.1.3** The ship master reported the incident to the Port State Control Centre Manila under the Philippine Coast Guard (PCG). The PCG dispatched a patrol craft immediately to intercept the robbers whose boat was seen speeding towards Las Piñas City. The patrol craft continued to patrol the area to locate the boat and the robbers.





# Report for October 2009

## Part 4 - Details of Selected Incidents



## Part 4 - Details of Selected Incidents

### Observations

- 4.1.4** Worth commending were the alertness and quick responses demonstrated by the duty crew and the duty officer in raising the alarm and mustering all crew. The immediate reporting of the incident by the ship master to the authorities enabled the authorities to respond immediately by dispatching a patrol boat to the incident area.
- 4.1.5** This incident demonstrated the swift action by the authorities and the law enforcement agency in responding to incident reported to them. Based in Hong Kong, the ship owner also reported the incident to the ReCAAP Contact Point (Hong Kong). This reinforced the IMO's recommended procedures of ship master to report incident to the nearest coastal RCC immediately, and ship owner to report to the ReCAAP Focal Point.
- 4.1.6** The ReCAAP ISC was informed about the incident by two sources, the ReCAAP Focal Point (Philippines) and the ReCAAP Contact Point (Hong Kong). Multi-sources reporting enabled the ReCAAP ISC to provide an accurate and comprehensive analysis and classification of the incident.

### Recommendation

- 4.1.7** Ship master and crew are advised to maintain vigilance at all times especially during hours of darkness with sufficient duty crew and watch keepers deployed on the ship's deck while the ship was anchored or berthed. The ReCAAP ISC strongly encourages ship master to report all actual and attempted incidents to the coastal States immediately. As demonstrated in this incident, prompt reporting had enabled the authorities to dispatch a patrol boat to the location of the incident.



## Part 4 - Details of Selected Incidents

### 4.2 Incident of Armed Robbery onboard *Lantana* southwest of Tanjung Ayam, Malaysia

|              |                  |
|--------------|------------------|
| Name of Ship | : <i>Lantana</i> |
| Type of Ship | : Product tanker |
| Flag of Ship | : Singapore      |
| IMO Number   | : 9110444        |
| GT           | : 4629           |

- 4.2.1** At about 0355 hrs (local time) on 13 October 2009, a Singapore-registered product tanker, *Lantana* was anchored at position 01° 17' N, 104° 10.50' E, approximately 3.6 nm southwest of Tanjung Ayam, Malaysia awaiting instructions from her company when the navigation watch officers sighted a small boat alongside the starboard side of the tanker. The small boat was covered with a green canopy with six men onboard. Two of the men boarded the product tanker at the poop deck.
- 4.2.2** The watch officers activated the general alarm and mustered all crew. Upon hearing the alarm, the robbers left the tanker and escaped in their boat. The crew was not injured and nothing was stolen.
- 4.2.3** The ship company reported the incident to the Singapore's Port Operation Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore). The POCC initiated a broadcast about the incident to warn ships in the vicinity and reported the incident to the ReCAAP ISC.

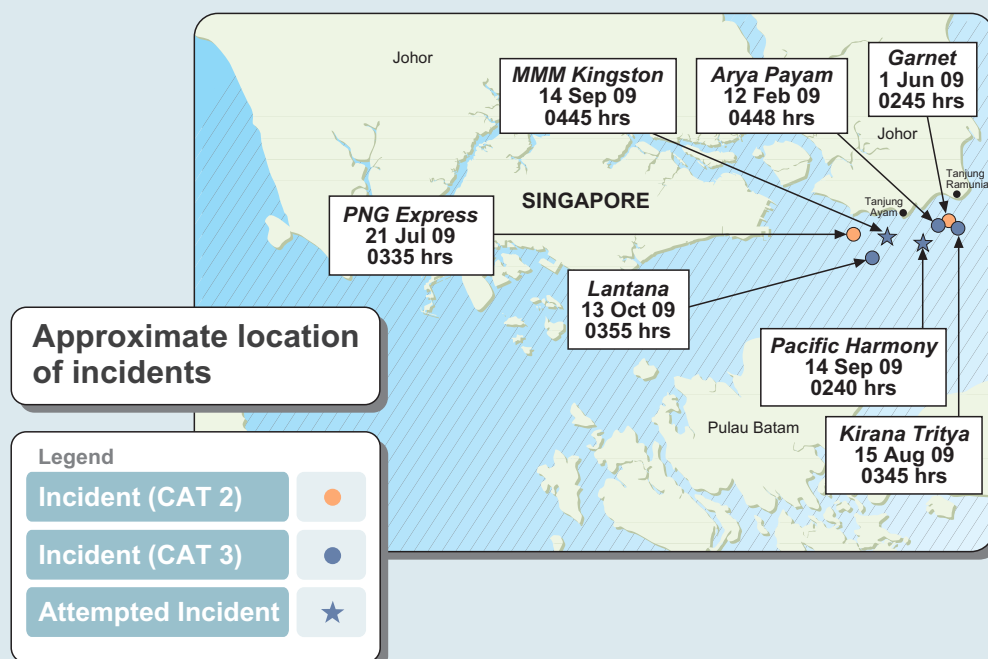


## Part 4 - Details of Selected Incidents

### Past Incidents

**4.2.4** Since January 2009, this is the seventh incident reported in the vicinity off Tanjung Ayam and Tanjung Ramunia, south Johor, Malaysia. Of the seven incidents, two were Category 2 (moderately significant) incidents, three were Category 3 (less significant) incidents and two were attempted incidents. All seven incidents occurred while the ships were anchored in the vicinity. Please see map below on the approximate location of the incidents.

**4.2.5** The ReCAAP ISC commends the ship master and crew of *Lantana* for their vigilance and implementation of anti-piracy measures, such as activating the alarm and mustering the crew, which successfully foiled the plan of the robbers.



## Part 4 - Details of Selected Incidents

### Recommendation

- 4.2.6** Ship master and crew are advised to exercise high vigilance and adopt precautionary measures when anchored in the vicinity in view of the high level of activities carried out by opportunistic robbers.



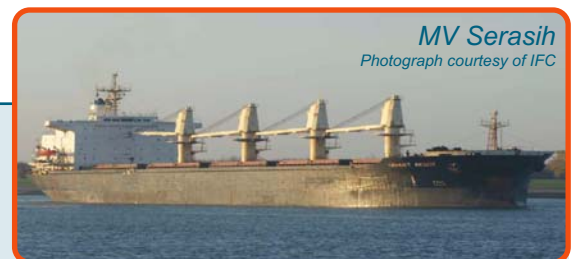
## Part 4 - Details of Selected Incidents

### 4.3 Incidents at the Anchorages of Chittagong, Bangladesh

**4.3.1** In October 2009, three incidents comprising two actual incidents and one attempted incident were reported at the anchorages of Chittagong, Bangladesh. Of the two actual incidents, one was a Category 2 incident and the other was a Category 3 incident. Please see map on the approximate location of the incidents. The details of the incidents are described below.

#### Incident of Armed Robbery onboard *MV Serasih*

|                     |                            |
|---------------------|----------------------------|
| <b>Name of Ship</b> | <b>: <i>MV Serasih</i></b> |
| <b>Type of Ship</b> | <b>: Bulk Carrier</b>      |
| <b>Flag of Ship</b> | <b>: Panama</b>            |
| <b>IMO Number</b>   | <b>: 8324397</b>           |
| <b>GT</b>           | <b>: 25980</b>             |



**4.3.2** At about 0410 hrs (local time) on 14 October 2009, the Panama-registered bulk carrier *MV Serasih* was anchored at position 22° 10.2' N, 091° 47.4' E at Chittagong 'C' anchorage when 15 robbers in a motor boat approached the stern of the bulk carrier. Ten of them armed with long knives boarded the ship. They held the duty security watch keeper hostage, switched off his hand-held radio, and threatened him with a knife. The robbers gained access into the steering gear compartment by breaking the welded plate with hammers. They stole mooring ropes and ship's stores including five oxygen and two acetylene bottles, and escaped in their motor boat. They did not harm the crew and the duty security watch keeper.

**4.3.3** The incident was reported to the Chittagong port authority who relayed the information to the Bangladesh Coast Guard. The ship agent based in Singapore reported the incident to the ReCAAP ISC.



## Part 4 - Details of Selected Incidents

**4.3.4** This is the second time the *MV Serasih* was attacked at the anchorage of Chittagong within a month. The first attack occurred on 22 September 2009. Five armed robbers boarded the ship while at anchor via the stern. The duty seaman doing his routine check was suspicious and went to investigate. He encountered the robbers who threatened him with knives. The duty seaman managed to escape, raised the alarm and mustered the crew. The robbers jumped overboard and escaped. Upon investigation, it was discovered that the robbers entered the steering flat by cutting through the welded flatbar on the rope hatch. They took with them ropes and some ship's stores.

### Incident of Armed Robbery onboard *MV Hansa Stralsund*

|                     |                                    |
|---------------------|------------------------------------|
| <b>Name of Ship</b> | <b>: <i>MV Hansa Stralsund</i></b> |
| <b>Type of Ship</b> | <b>: Container ship</b>            |
| <b>Flag of Ship</b> | <b>: Liberia</b>                   |
| <b>IMO Number</b>   | <b>: 9063990</b>                   |
| <b>GT</b>           | <b>: 9603</b>                      |



**4.3.5** At about 2115 hrs (local time) on 19 October 2009, the Liberian-registered container ship *MV Hansa Stralsund* was anchored at position 22° 10.7' N, 091° 43.3' E at the outer anchorage of Chittagong. An unknown number of robbers in three small engine-driven wooden boats approached the ship from her stern. They boarded the ship from the poop deck and stole three coils of ropes.

**4.3.6** The incident was reported to the Chittagong port authority and the Bangladesh Coast Guard who boarded the ship to investigate. The crew did not suffer any injuries.



## Part 4 - Details of Selected Incidents

### Attempted Incident involving *MV Livanita*

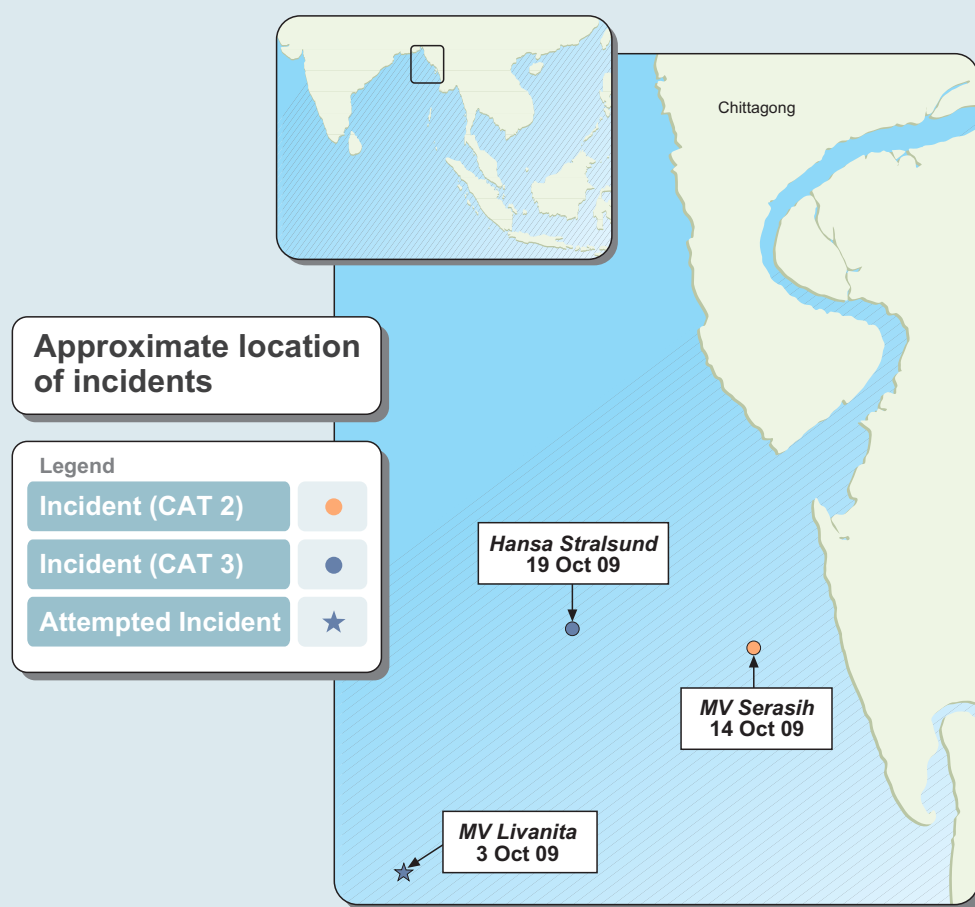
|              |                      |
|--------------|----------------------|
| Name of Ship | : <i>MV Livanita</i> |
| Type of Ship | : Bulk carrier       |
| Flag of Ship | : Norway             |
| IMO Number   | : 9146558            |
| GT           | : 26044              |

- 4.3.7** The ReCAAP Focal Point (Norway) and the ReCAAP Focal Point (Bangladesh) reported an attempted incident involving the Norwegian-registered bulk carrier *MV Livanita* to the ReCAAP ISC. At about 2230 hrs (local time) on 3 October 2009, the bulk carrier was preparing to anchor at the outer anchorage 'A' of Chittagong when the duty officer and crew on piracy watch noticed 10 robbers attempting to board the bulk carrier at the poop deck from an unlit wooden boat. The crew raised the alarm and the robber fled in their wooden boat.





## Part 4 - Details of Selected Incidents



## Part 4 - Details of Selected Incidents

### Past Incidents

**4.3.8** Since January 2009, a total of 16 incidents comprising 13 actual incidents (four Category 2 and nine Category 3 incidents) and three attempted incidents were reported at the anchorages of Chittagong. Most of these incidents occurred during September 2009 and October 2009, with six incidents reported in September 2009 and three incidents in October 2009.

### Observations of Incidents occurred during September-October 2009

**4.3.9** All incidents occurred while the ships were at anchor. No specific ships were targeted as the robbers were mainly opportunistic in nature. Bulk carriers and container ships at the anchorages were most frequently involved. Of the nine incidents reported during September-October 2009, five involved bulk carriers, three involved container ships and one involved a tanker.

**4.3.10** Knives and machetes were commonly used by the robbers to cut ropes and other items found onboard the ships. On some occasions, knives were used to threaten the crew when the robbers were detected. No injuries to the crew were reported.

**4.3.11** The ReCAAP ISC noted that there has been an increase in the number of robbers involved in the incidents reported during September-October 2009 compared to the same period in 2008 where generally 1 to 6 robbers were involved in most incidents. Of the nine incidents reported during the period September-October 2009, a total of four incidents involved more than 9 robbers, two incidents involved 7 to 9 robbers and three incidents involved 1 to 6 robbers

**4.3.12** The loss of ship's stores, mainly mooring ropes was observed throughout the period September-October 2009, similar to the trend observed during the same period in 2008.



## Part 4 - Details of Selected Incidents

### Recommendations

- 4.3.13** The ReCAAP ISC observes that there has been an increase in the number of incidents reported at the port and anchorages of Chittagong, and hence, advises all ship masters and crew to exercise vigilance and adopt precautionary measures when anchored in the vicinity especially during hours of darkness and times of poor visibility.
- 4.3.14** The ReCAAP ISC encourages ship masters to report all incidents to the port authority of Chittagong immediately so that the relevant authorities may respond to the incident.



## Part 4 - Details of Selected Incidents

### 4.4 Arrest of Robbers Involving in Incident off Pulau Batam on 26 October 2009

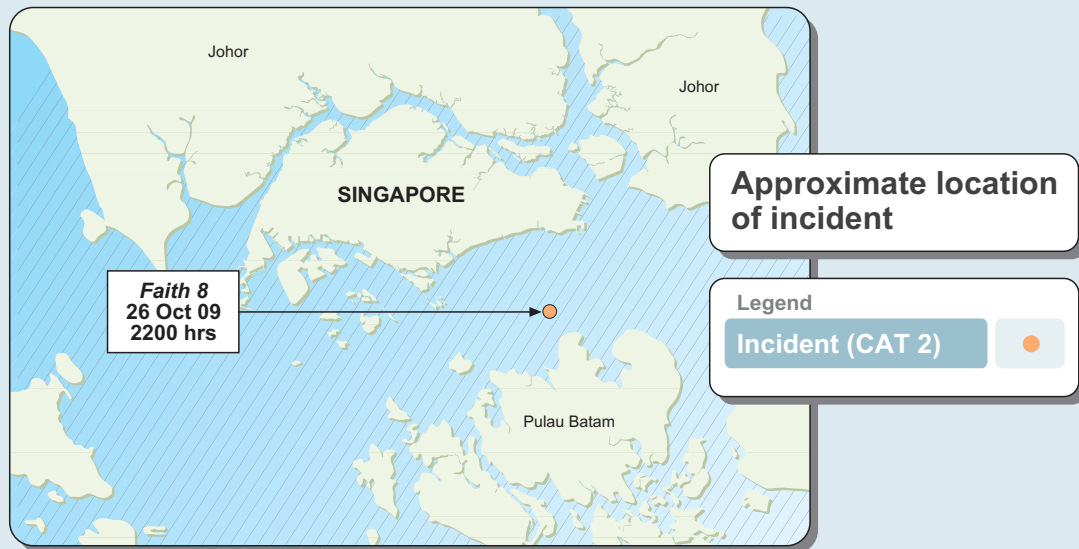
|              |                  |
|--------------|------------------|
| Name of Ship | : <i>Faith 8</i> |
| Type of Ship | : Tug boat       |
| Flag of Ship | : Belize         |
| GT           | : 97             |

**4.4.1** The Indonesian Marine Police informed the ReCAAP ISC about the arrest of four robbers who were involved in an incident of robbery onboard a Belize-registered tug boat, *Faith 8*. At about 2200 hrs (local time) on 26 October 2009, tug boat *Faith 8* was towing barge *TK Namthong 39* when four men in a small wooden boat approached the tug boat. Please see map below on the approximate location of the incident.

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



## Part 4 - Details of Selected Incidents



**4.4.3** The Indonesian Marine Police arrived at the location of the incident, and fired a warning shot in the air when the robbers attempted to escape. They surrendered subsequently. The Indonesian Marine Police seized the robbers' wooden boat, grapnel with a rope attached at one end, knives and some stolen ropes. The robbers are currently held for investigation by the police in Pulau Batam.

Wooden boat used by the robbers



Items seized by the police



*All photographs courtesy of Indonesian Marine Police*



## Part 4 - Details of Selected Incidents

### Observation

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**4.4.4** The dispatch of the patrol boat to the location of the incident demonstrated the responsiveness of the Indonesian Marine Police when the incident was reported to them. Also commendable was the fisherman who reported the incident to the authorities. These had contributed towards the arrest of the robbers and recovery of the stolen items.

### Recommendation

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**4.4.5** Ship masters and crew are strongly encouraged to report all incidents to the nearest coastal State or port authorities immediately so that appropriate action can be taken by the relevant authorities and law enforcement agencies in response to the reported incident by dispatching assistance to the victim ship.



## Part 5 - Observations for October 2009

- 5.1** Overall, the following observations can be made regarding incidents occurred in October 2009 compared to October 2008:
- a.** There has been a decrease in the number of actual incidents reported in October 2009 compared to October 2008. The decrease was most evident at the Straits of Malacca and Singapore where no incident was reported there during October 2009. However, there has been an increase in the number of incidents at the anchorages of Chittagong, Bangladesh.
  - b.** Of the eight incidents reported in October 2009, six involved ships that were anchored or berthed, and two involved ships that were underway. Incidents involving ships while underway was more significant compared to incidents involving ships while at anchor/berth.
  - c.** The pirates/robbers usually operated in groups of between 1 to 6 men and one incident reported involving 15 robbers.
  - d.** No specific type of ship was targeted. Of the eight incidents reported in October 2009, three involved containers ships, two involved bulk carriers, two involved fishing boats and one involved a product tanker.



## Annex

### DETAILS OF INCIDENTS IN OCTOBER 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.  | Oocl<br>Taichung<br>Container<br>ship<br>Hong Kong<br>9194505<br>16705 | 10/10/2009<br>2045 hrs | 14° 33.18' N,<br>120° 55.81' E<br><br>Quarantine<br>Anchorage<br>Area,<br>Philippines | Anchored       | <p>The container ship was anchored at the quarantine anchorage area, Port of Manila, Philippines when about four to five robbers armed with knives boarded the container ship via the anchor chain, from a wooden motorised boat.</p> <p>The duty crew heard some noises at the pilot ladder area at the starboard side of the forecastle of the ship. He reported the incident to the duty officer who immediately sounded the alarm and the whistle. All crew was mustered. The crew armed with steel pipes for self defence, moved towards the forecastle of the ship. Noting that they have been detected, the robbers jumped overboard and escaped in their boat, taking with them two sets of breathing apparatus, four spare bottles for the breathing apparatus and a 150 m long welding machine cable.</p> <p>The ship master reported the incident to the Port State Control Centre Manila under the Philippine Coast Guard (PCG). The PCG dispatched a patrol craft immediately to intercept the robbers whose boat was seen</p> | <p>ReCAAP Focal Point (Philippines)</p> <p>ReCAAP Contact Point (Hong Kong)</p> | CAT 3   |



## Annex

### DETAILS OF INCIDENTS IN OCTOBER 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) |
|-----|--|------------------------|---|----------------|--|--|---|
|     |  |                        |   |                | speeding towards Las Piñas City. The patrol craft continued to patrol the area to locate the boat and the robbers.   |  |   |
| 2.  | <i>Lantana</i><br>Product tanker<br>Singapore<br>9110444<br>4629 | 13/10/2009<br>0355 hrs | 01° 17' N,<br>104° 10.50' E<br><br>Approximately<br>3.6 nm<br>southwest of<br>Tanjung Ayam,<br>Malaysia | Anchored       | <p>The product tanker was anchored at approximately 3.6 nm southwest of Tanjung Ayam, Malaysia awaiting instructions from her company when the navigation watch officers of the product tanker sighted a small boat alongside the starboard side of the tanker. The small boat was covered with a green canopy and had six men onboard. Two of the men boarded the product tanker at the poop deck. The watch officers activated the general alarm and mustered all crew. Upon hearing the alarm, the robbers left the tanker and escaped in their boat. The crew was not injured and nothing was stolen.</p> <p>The ship company reported the incident to the Singapore's Port Operation Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore). The POCC initiated a broadcast about the incident to warn ships in the vicinity and reported the incident to the ReCAAP ISC.</p> | ReCAAP Focal Point (Singapore)<br><br>Ship Company | CAT 3   |

## Annex

### DETAILS OF INCIDENTS IN OCTOBER 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.  | <i>Serasih</i><br>Bulk carrier<br>Panama<br>8324397<br>25980 | 14/10/2009<br>0405 hrs | 22° 10.20' N,<br>091° 47.40' E<br><br>Chittagong 'C'<br>Anchorage,<br>Bangladesh | Anchored       | <p>Fifteen robbers in a motor boat approached the stern of the bulk carrier. Ten of them armed with long knives boarded the ship. They held the duty security watch keeper hostage, switched off his hand-held radio, and threatened him with a knife. The robbers gained access into the steering gear compartment by breaking the welded plate with hammers. They stole mooring ropes and ship's stores including five oxygen and two acetylene bottles, and escaped with the stolen items in their motor boat. They did not harm the crew and the duty security watch keeper.</p> <p>The incident was reported to the Chittagong port authority who relayed the information to the Bangladesh Coast Guard. The Bangladesh Coast Guard who is also the ReCAAP Focal Point for Bangladesh reported the incident to the ReCAAP ISC. The ship agent based in Singapore reported the incident to the ReCAAP ISC.</p> | <p>ReCAAP Focal Point (Bangladesh)</p> <p>Timur Ship Management Pte Ltd</p> | CAT 2   |

## Annex

### DETAILS OF INCIDENTS IN OCTOBER 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>Hansa Stralsund</i><br>Container ship<br>Liberia<br>9063990<br>9603   | 19/10/2009<br>2115 hrs | 22° 10.70' N,<br>091° 43.30' E<br><br>Chittagong<br>outer<br>anchorage,<br>Bangladesh | Anchored       | <p>The container ship was anchored at the outer anchorage of Chittagong when an unknown number of robbers in three small engine driven wooden boats approached the ship from the stern. They boarded the ship from the poop deck and stole three coils of ropes.</p> <p>The incident was reported to the Chittagong port authority and the Bangladesh Coast Guard who boarded the ship to investigate. No injuries to the crew were reported during the incident.</p> | ReCAAP Focal Point (Bangladesh) | CAT 3   |
| 5.  | <i>Ellen S</i><br>Container ship<br>Antigua & Barbuda<br>9374117<br>9957 | 25/10/2009<br>0400 hrs | 20° 38.50' N,<br>106° 52.80' E<br><br>Hai Phong<br>Anchorage,<br>Vietnam              | Anchored       | <p>An unknown number of robbers boarded the container ship from the forecastle. They stole ropes, paints, fire devices and deck stores before escaping. The incident was reported to the Hai Phong Port Control.</p>  | ReCAAP Focal Point (Vietnam)    | CAT 3   |

## Annex

### DETAILS OF INCIDENTS IN OCTOBER 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.  | <p><i>Faith 8</i><br/>Tug boat<br/>Belize<br/>97</p> <p><i>TK Namthong</i><br/>39<br/>Barge</p> | 26/10/2009<br>2200 hrs | <p>01° 13.40' N<br/>103° 58.20' E</p> <p>3.5 nm north of<br/>Pulau Batam</p> | Underway       | <p>The tug boat was towing barge <i>TK Namthong</i> 39 at approximately 3.5 nm north of Pulau Batam, Indonesia when four men in a small wooden boat approached the tug boat.</p> <p>The robbers boarded the tug boat using a grapnel with a rope attached at one end. Two robbers managed to board the tug boat and threatened the crew with a knife and a sabre. A fisherman in the vicinity reported the incident to the Indonesian Marine Police who was patrolling the area during that time.</p> <p>The Indonesian Marine Police arrived at the location of the incident, and fired a warning shot in the air when the robbers attempted to escape. They surrendered subsequently. The Indonesian Marine Police seized the robbers' wooden boat, grapnel with a rope attached at one end, knives and some stolen ropes. The robbers are currently held for investigation by the police in Pulau Batam.</p> | Indonesian Marine Police | CAT 2   |

## Annex

### DETAILS OF INCIDENTS IN OCTOBER 2009

#### Attempted Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT                    | Date Time              | Location of Incident   | Status of Ship | Details of Incidents  | Consequences for Crew, Cargo, Ship Equipment, etc | Reporting Agency  |
|-----|---|------------------------|--|----------------|---|---|---|
| 1.  | <i>Livanita</i><br>Bulk carrier<br>Norway<br>9146558<br>26044 | 03/10/2009<br>2230 hrs | 22° 00' N,<br>091° 40' E<br><br>Chittagong<br>Anchorage 'A',<br>Bangladesh | Anchored       | The bulk carrier was preparing to anchor at the outer anchorage 'A' of Chittagong when the duty officer and crew on piracy watch noticed 10 robbers attempted to board the bulk carrier at the stern from an unlit wooden boat. The crew raised the alarm and the robber fled in their wooden boat. | Nil   | ReCAAP Focal Point (Norway)<br><br>ReCAAP Focal Point (Bangladesh)          |
| 2.  | <i>Win Lai Fa</i><br>Fishing vessel<br>Taiwan                 | 14/10/2009<br>1025 hrs | 06° 29' N,<br>107° 43' E<br><br>South China<br>Sea                         | Underway       | Pirates armed with machine guns in a boat chased the fishing vessel and opened fire at her. The vessel increased speed and enforced anti piracy preventive measures. The vessel managed to evade the pirates, and continued her passage.  | Fishing vessel was fired upon                     | Malaysian Maritime Enforcement Agency<br><br>ReCAAP Focal Point (Singapore) |

## Annex

### DETAILS OF PAST INCIDENTS IN AUGUST 2009 AND SEPTEMBER 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>Koombana Bay</i><br>Bulk carrier<br>Panama<br>9515735<br>17018                      | 18/08/2009<br>0450 hrs | 5° 52.90' S,<br>106° 04.00' E<br><br>Port Merak,<br>Indonesia | Berthed        | Three robbers armed with knives and wrenches boarded the bulk carrier from the seaside while she was at berth. They broke the padlock of the door leading to the steering room and the engine room. One of the crew was hit in the head with a metal wrench while another was threatened at knifepoint. The crew managed to lock themselves in the laundry room and the robbers stole some spare parts of auxiliary generator before escaping. The incident was reported to the port authorities through the local agent. | ReCAAP Contact Point (Hong Kong) | CAT 3   |
| 2.  | <i>Beluga Federation</i><br>General cargo ship<br>Antigua & Barbuda<br>9349289<br>9611 | 26/08/2009<br>0015 hrs | Phu My Port,<br>Vietnam                                       | Berthed        | Whilst berthed, an unknown number of robbers boarded the ship unnoticed. They broke open the forecandle store and stole ship's stores before escaping.  | ReCAAP Focal Point (Vietnam)     | CAT 3   |

## Annex

### DETAILS OF PAST INCIDENTS IN AUGUST 2009 AND SEPTEMBER 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.  | <i>Serasih</i><br>Bulk carrier<br>Panama<br>8324397<br>25980             | 22/09/2009<br>2155 hrs | 22° 14.60' N,<br>091° 43' E<br><br>Chittagong<br>Anchorage,<br>Bangladesh        | Anchored       | Five armed robbers boarded the ship while at anchor via the stern. The duty seaman doing his routine check was suspicious and went to investigate. He encountered the robbers who threatened him with knives. The duty seaman managed to escape, raised the alarm and mustered the crew. The robbers jumped overboard and escaped. Upon investigation, it was discovered that the robbers entered the steering flat by cutting through the welded flatbar on the rope hatch. They took with them ropes and some ship's stores. | ReCAAP Focal Point (Bangladesh)<br><br>Thomes Ship Management Pte Ltd         | CAT 3   |
| 4.  | <i>Kirana Quartya</i><br>Product tanker<br>Singapore<br>9354545<br>13202 | 27/09/2009<br>0002 hrs | 22° 11.22' N,<br>091° 43.20' E<br><br>Chittagong 'B'<br>Anchorage,<br>Bangladesh | Anchored       | Duty crew bosun saw eight robbers boarding the ship from astern. He informed the OOW and other duty crew members immediately via walkie-talkie, and also alerted the other watchmen on deck. The OOW raised the general alarm and announced the presence of robbers onboard the ship via the public addresser. One of the watchmen was threatened with a knife before the robbers jumped overboard and escaped with 270 m of mooring rope.   | ReCAAP Focal Point (Bangladesh)<br><br>Nissho Odyssey Ship Management Pte Ltd | CAT 2   |

## Annex

### DETAILS OF PAST INCIDENTS IN AUGUST 2009 AND SEPTEMBER 2009

#### Attempted Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT                       | Date Time              | Location of Incident   | Status of Ship | Details of Incidents   | Consequences for Crew, Cargo, Ship Equipment, etc | Reporting Agency                |
|-----|--|------------------------|--|----------------|--|---|---------------------------------|
| 1.  | <i>DD Vigilant</i><br>Bulk carrier<br>Panama<br>9357432<br>16993 | 28/09/2009<br>2030 hrs | 22° 14.20' N,<br>091° 44.20' E<br><br>Chittagong 'B'<br>Anchorage,<br>Bangladesh | Anchored       | Eight robbers in a fishing boat attempted to board the ship while at anchor. The duty A/B spotted them and raised the alarm. The robbers jumped overboard and escaped in the fishing boat when noted that the crew had been alerted. | Nil   | ReCAAP Focal Point (Bangladesh) |