

Report for August 2009

1st August 2009 – 31st August 2009

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Executive Summary

In August 2009, a total of six incidents of piracy and armed robbery against ships (four actual and two attempted) were reported in Asia. Of the four actual incidents, one was an incident of piracy which occurred in the South China Sea. The details of the incidents reported in August 2009 are described in the Annex. Part 4 of this report features four incidents that are described in greater details for the purpose of analysis and sharing of good practices.

Of the six incidents reported in August 2009, four incidents were reported to the coastal States and/or the flag States. 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 all incidents to the ReCAAP Focal Points. The contact details of the ReCAAP Focal Points are in Part 2.

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

The Kingdom of Norway Joins the ReCAAP

The Kingdom of Norway has officially become the fifteenth Contracting Party to the ReCAAP on 29 August 2009. The Kingdom of Norway has intrinsic interests in combating piracy and armed robbery against ships in Asia as a significant number of Norwegian ships ply Asian waters. The coming onboard of Norway signifies the importance of fostering close cooperation among States in information sharing and capacity building in combating piracy and armed robbery against ships in Asia. The Kingdom of Norway designates the Norwegian Maritime Directorate (NMD) as the ReCAAP Focal Point (Norway).



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 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 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 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”.

Key Changes

- 2.2** In the revised MSC circulars¹, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the processes involved in reporting incidents of piracy and armed robbery against ships in Asia. Diagram 1 shows the flow diagram.
- 2.3** Under the flow diagram, ship masters are to report all incidents of piracy and armed robbery against ships to the RCC of the coastal States immediately; and ship owners and ship operators to report all 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.

¹The 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 six incidents occurred in August 2009, two incidents were reported to the coastal States by ship masters through the ship agent and the port authorities, another two incidents were reported to the coastal States by the Company Security Officers (CSOs). 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-channels reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, information from alternate sources 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

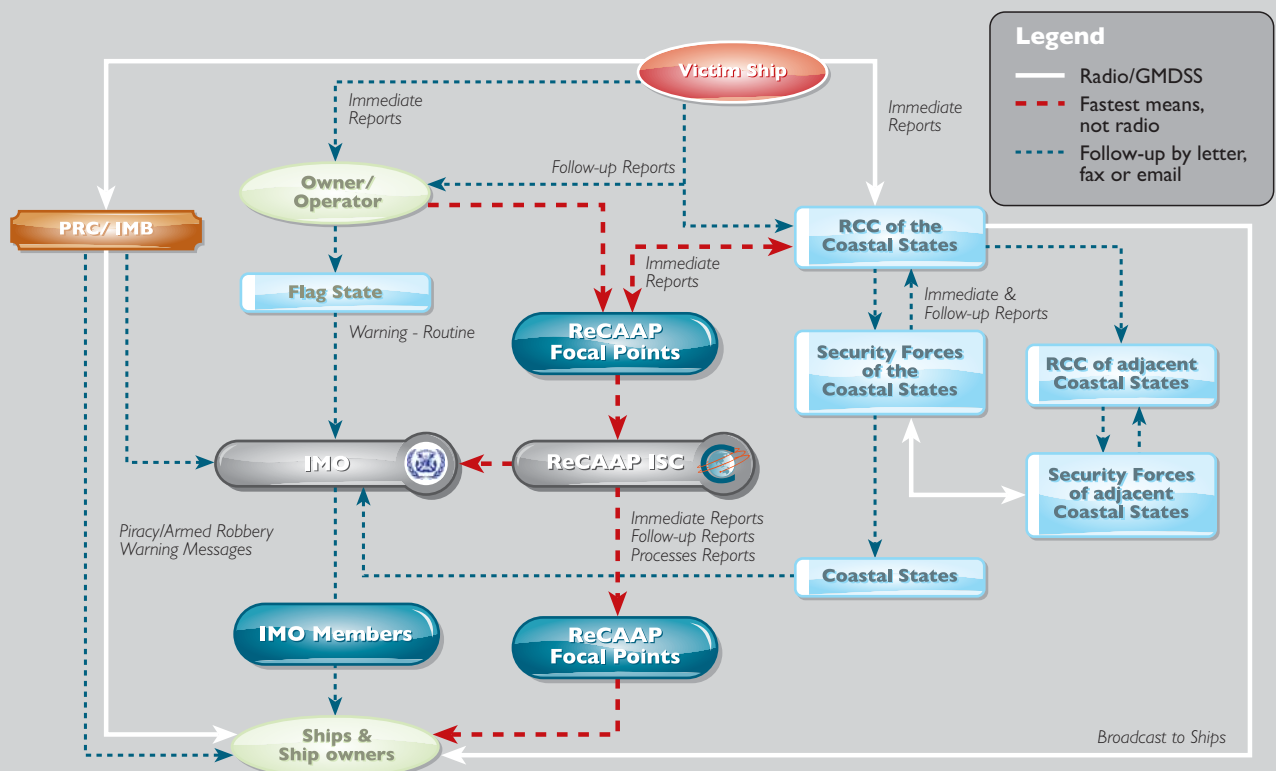


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes

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



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
People's Republic of Bangladesh Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam Royal Brunei Police Force Police State Control Centre Email: operations@police.gov.bn	+67-3242-2444 +67-3242-2888	+67-3242-6290
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
	Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133	+91-22-2433-3727 +91-22-2431-6558
Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicom.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +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
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1642	+95-1-202-4117
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: pcg_cg2@yahoo.com	+63-2-527-3877 +63-91-7724-5126 (Text Hotline)	+63-2-527-3873
Republic of Singapore Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-4643	+66-2466-1382
Socialist Republic of Viet Nam Vietnam Marine Police Email: phonghqtcbsb@vnn.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 8 September 2009

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



Part 3 - Analysis of Incidents in August 2009

3.1 Number and Significance of Reported Incidents

3.1.1 A total of six incidents of piracy and armed robbery against ships (four actual and two attempted) were reported in Asia. Of the four actual incidents, one was an incident of piracy which occurred in the South China Sea. Compared to August 2008, there has been a decrease in the number of actual incidents in August 2009. In August 2008, a total of six actual incidents were reported. Please see Table 2 below.

	August 2008	August 2009
Actual	6	4
Attempted	0	2
Total	6	6

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

3.1.2 Of the four actual incidents reported in August 2009, one was a Category 2 incident and three were Category 3 incidents. All the incidents reported in August 2008 were Category 3 incidents. There was no Category 1 incident reported during August 2009 and August 2008. Please see Table 3.

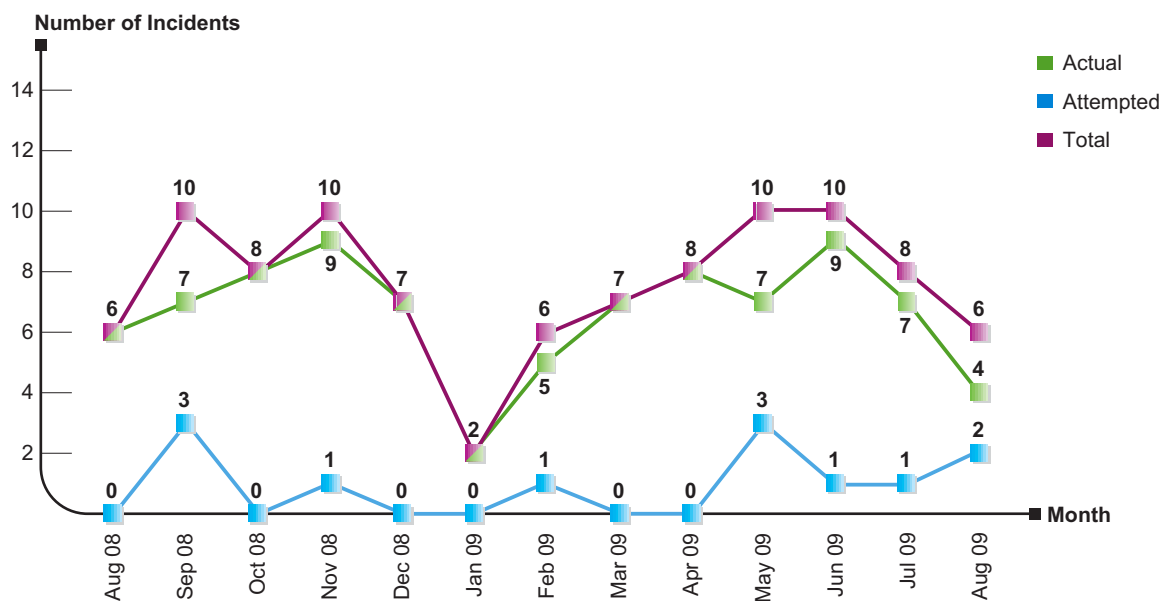
Significance Level	August 2008	August 2009
Category 2 (Moderately Significant)	0	1
Category 3 (Less Significant)	6	3
Total	6	4

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



Part 3 - Analysis of Incidents in August 2009

3.1.3 Graph 1 shows the number of actual and attempted incidents reported between August 2008 and August 2009. There were fluctuations in the number of incidents with the highest number reported in September 2008, November 2008, May 2009 and June 2009. The ReCAAP ISC notes that the number of incidents reported in August 2009 continues to decline, from eight incidents reported in July 2009 to six incidents in August 2009. The ReCAAP ISC will continue to monitor the pattern of the activity levels in the subsequent months.



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



Part 3 - Analysis of Incidents in August 2009

3.2 Location and Time of Incidents

3.2.1 Table 4 shows the location of incidents reported in August 2009 and August 2008. The decrease in the number of actual incidents in August 2009 was most apparent at the ports and anchorages of Indonesia. In August 2009, only one incident was reported at the port of Ciwandan, Indonesia compared to August 2008 when four incidents were reported, namely at the ports and anchorages of Botang, Belawan, Santan and Jakarta, Indonesia. Notably, there was no incident (actual or attempted) reported off Malaysia, in the South China Sea and in the Straits of Malacca and Singapore in August 2008 compared to August 2009 when one incident was reported south of Tanjung Ramunia, Malaysia, one incident northwest of Pulau Damar, South China Sea and an attempted incident in the Straits of Malacca and Singapore. Map 1 shows the location of all incidents reported in August 2009.

	August 2008	August 2009	
	Actual	Actual	Attempted
South Asia			
■ India	2	1	1
Sub-total	2	1	1
Southeast Asia			
■ Indonesia	4	1	
■ Malaysia		1	
■ South China Sea		1	
■ Straits of Malacca & Singapore			1
Sub-total	4	3	1
Overall Total	6	4	2

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



Part 3 - Analysis of Incidents in August 2009

3.2.2 Five out of six incidents reported in August 2009 occurred within the nightfall hours of between 0001 hrs and 0559 hrs. The modus operandi of robbers to strike within the nightfall hours was to avoid detection by the crew and the authorities. Four of the six incidents reported in August 2008 occurred between 0001 hrs and 0559 hrs.

	1800 hrs to 2359 hrs	0001 hrs to 0559 hrs	0600 hrs to 1159 hrs	Total
August 2008	1	4	1	6
August 2009	1	5		6

Table 5 - Local time of incidents in August 2008 and August 2009



Part 3 - Analysis of Incidents in August 2009

3.3 Type of Ships Most Frequently Involved in Incidents

3.3.1 Of the six incidents reported in August 2009, three involved bulk carriers, one involved a chemical tanker, one involved a tanker and one involved a tug boat. The three incidents involving bulk carriers occurred when the ships were anchored or berthed. Table 6 shows the type of ships involved in incidents in August 2009 and August 2008. Of the six incidents reported in August 2008, two incidents involved LPG tankers, the remaining four incidents involved a chemical tanker, a container ship, a product tanker and a vehicle carrier. There is no indication that a specific type of ship was being targeted. The ReCAAP ISC believes that the robbers are opportunistic in nature and attacked ships that are vulnerable. 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	August 2008	August 2009
Bulk Carrier		3
Chemical Tanker	1	1
Container Ship	1	
LPG Tanker	2	
Product Tanker	1	
Tanker (Unspecified)		1
Tug Boat		1
Vehicle Carrier	1	
Total	6	6

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



Part 3 - Analysis of Incidents in August 2009

3.4 Status of Ships and its Significance Level

3.4.1 Of the six incidents reported in August 2009, five involved ships that were anchored or berthed, and one involved ship that was underway. In August 2008, all six incidents involved ships that were anchored or berthed. Table 7 shows the status of ships during incidents reported in August 2009 and August 2008.

	August 2008	July 2009	
	Actual	Actual	Attempted
Anchored/Berthed	6	3	2
Underway		1	
Total	6	4	2

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



Part 3 - Analysis of Incidents in August 2009

3.4.2 Chart 1 shows the status of ships and its significance level for actual incidents reported in August 2009 and August 2008. There is no substantial conclusion on the correlation between the status of ship and its significance level. In August 2009, all the three incidents involving ships that were anchored or berthed were Category 3 incidents, while the incident involving the ship that was underway was a Category 2 incident. All incidents reported in August 2008 were Category 3 incidents.

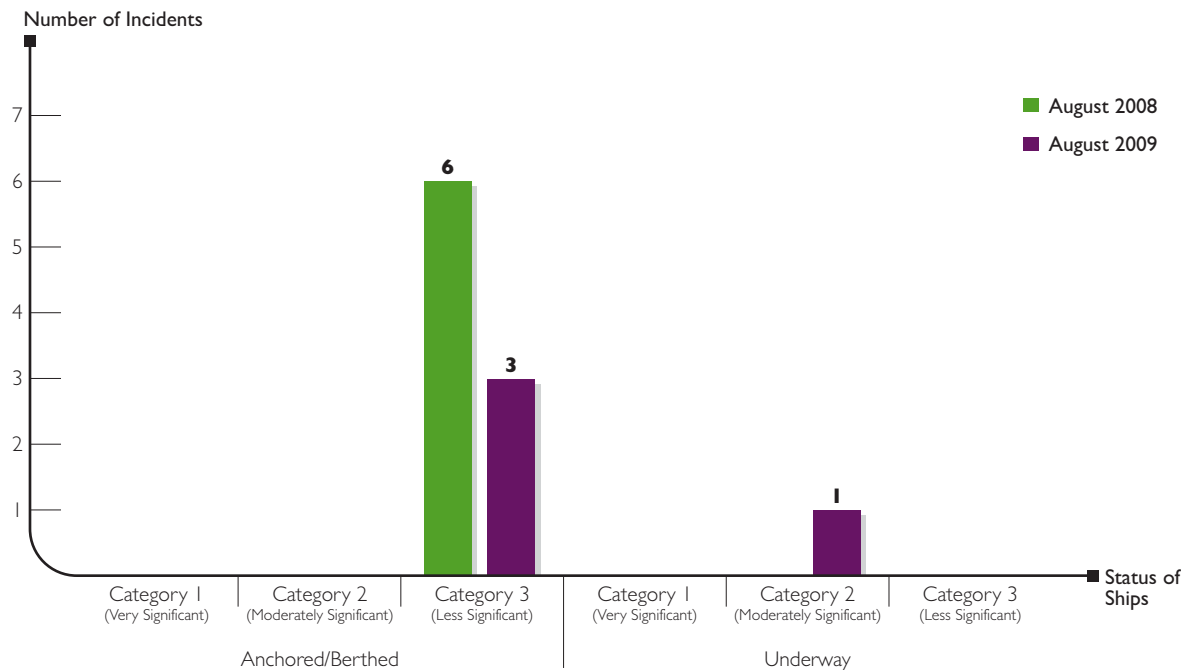


Chart 1 - Status of ships and its significance level for actual incidents in August 2008 and August 2009



Part 3 - Analysis of Incidents in August 2009

3.5 Analysis of Violence Factor

3.5.1 Weapons Used

Chart 2 shows the weapons used in incidents in August 2009 and August 2008. No substantial conclusion can be drawn from the information on the use of weapons by robbers. The large number of incidents where weapons used are 'not stated' have hampered the analysis on this area. The ReCAAP ISC encourages ship masters to report the type of weapons used by pirates and robbers when reporting incidents to the coastal States or authorities.

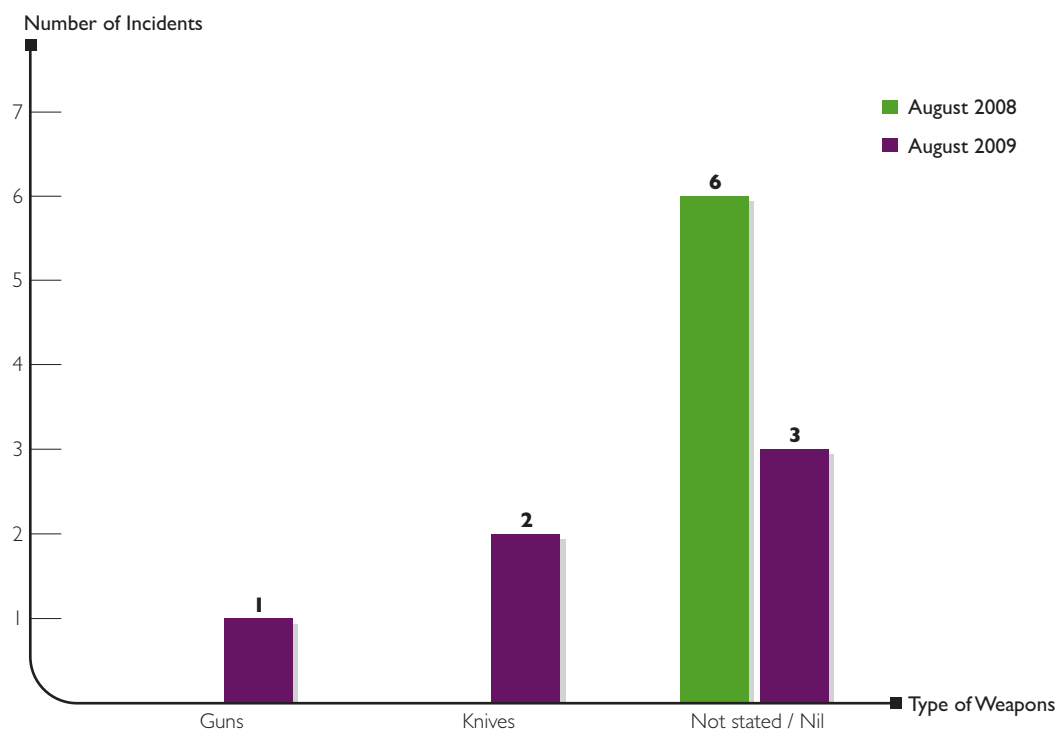


Chart 2 - Weapons used in incidents in August 2008 and August 2009



Part 3 - Analysis of Incidents in August 2009

3.5.2 Treatment of Crew

Chart 3 shows the treatment of crew in actual incidents reported in August 2009 and August 2008. Of the four actual incidents reported in August 2009, there was one incident of assault where the ship master sustained a cut on his leg during the scuffle between the crew and the robbers.

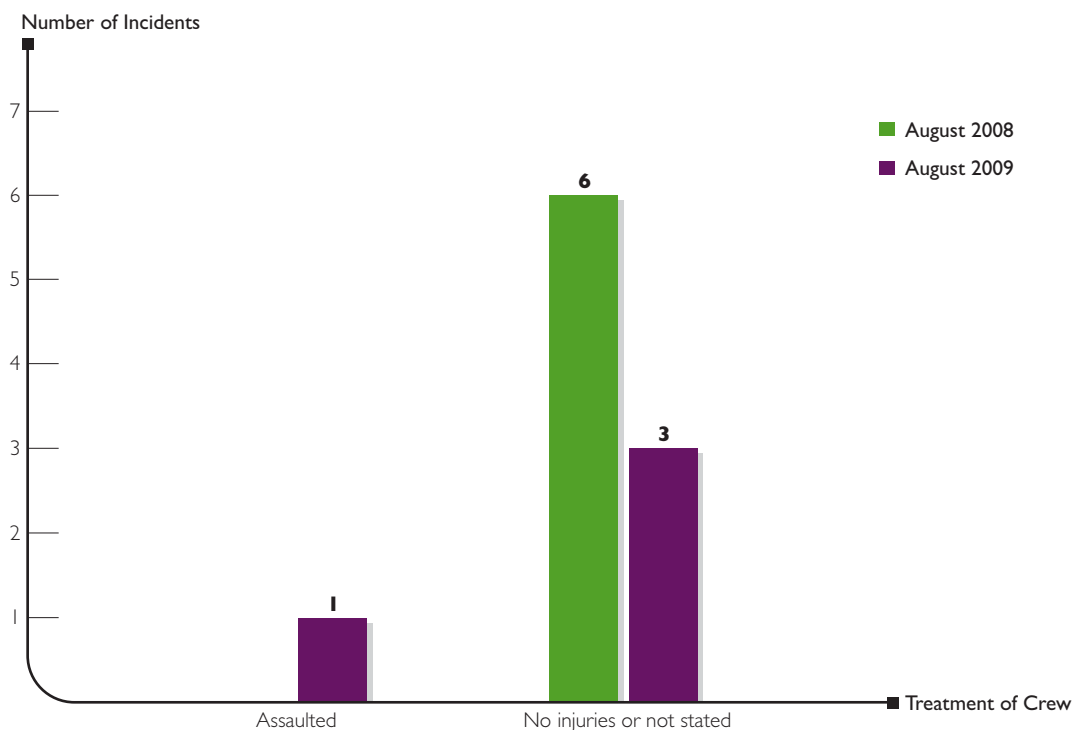


Chart 3 - Treatment of crew in actual incidents in August 2008 and August 2009

3.5.3 Number of Robbers

All incidents reported in August 2009 and August 2008 involved robbers operating in groups of one to six men.



Part 3 - Analysis of Incidents in August 2009

3.6 Analysis of Economic Factor

3.6.1 Economic Losses

Chart 4 shows the economic loss per actual incident in August 2009 and August 2008. In August 2009, there was one incident reported the loss of stores and one incident reported the loss of property, compared to August 2008 when there were three incidents reported the loss of stores and two incidents reported the loss of unsecured items, namely drums of paint and ropes.

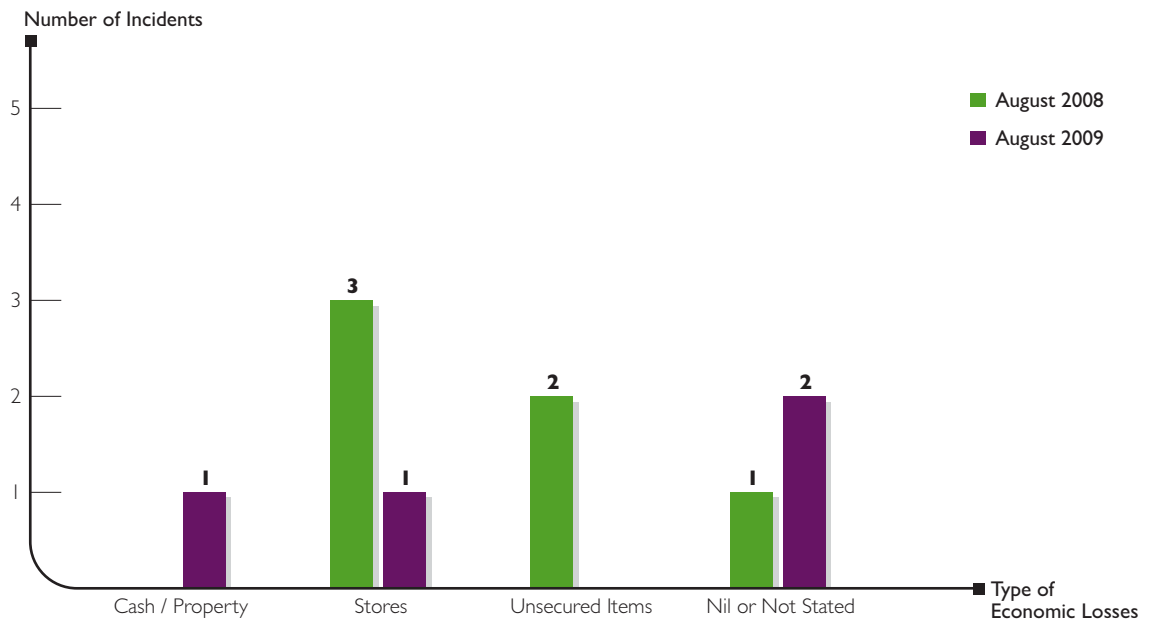


Chart 4 - Reported economic losses in actual incidents in August 2008 and August 2009





Part 4 - Details of Selected Incidents

4.1 Incident of Piracy onboard *Tahir* in the South China Sea

Name of Ship	: <i>Tahir</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO Number	: 9463798
GT	: 249

4.1.1 On 2 August 2009 a Singapore-registered tug boat *Tahir* towing barge *Baran* was underway to Singapore from Vietnam. At about 0030 hrs on 2 August 2009, the tug boat was at position 02° 51.65' N, 105° 06.12' E (approximately 18.2 nm northwest of Pulau Damar) when the crew noticed a small boat with five pirates approaching the tug boat on her port side at about 100 m away.

4.1.2 The pirates were armed with machetes, hammers, iron rods and parang. The entire crew of *Tahir* mustered at the navigational bridge and locked all access to the bridge. The pirates boarded the tug boat, approached the bridge and attempted to break the glass window at the port side of the tug boat using hammers and iron rods. The pirates managed to break the glass window about half an hour later. The crew who were armed with axe for self-defence managed to repel the pirates from the tug boat. The pirates left the tug boat at about 0145 hrs after observing that the master had activated a distress alert requesting for assistance. When fighting off the pirates, the master sustained a cut on his leg by one of the pirates who was equipped with a parang. The master and the crew had also injured one of the pirates. The master was in stable condition and all the 10 Indonesian crew was not injured.

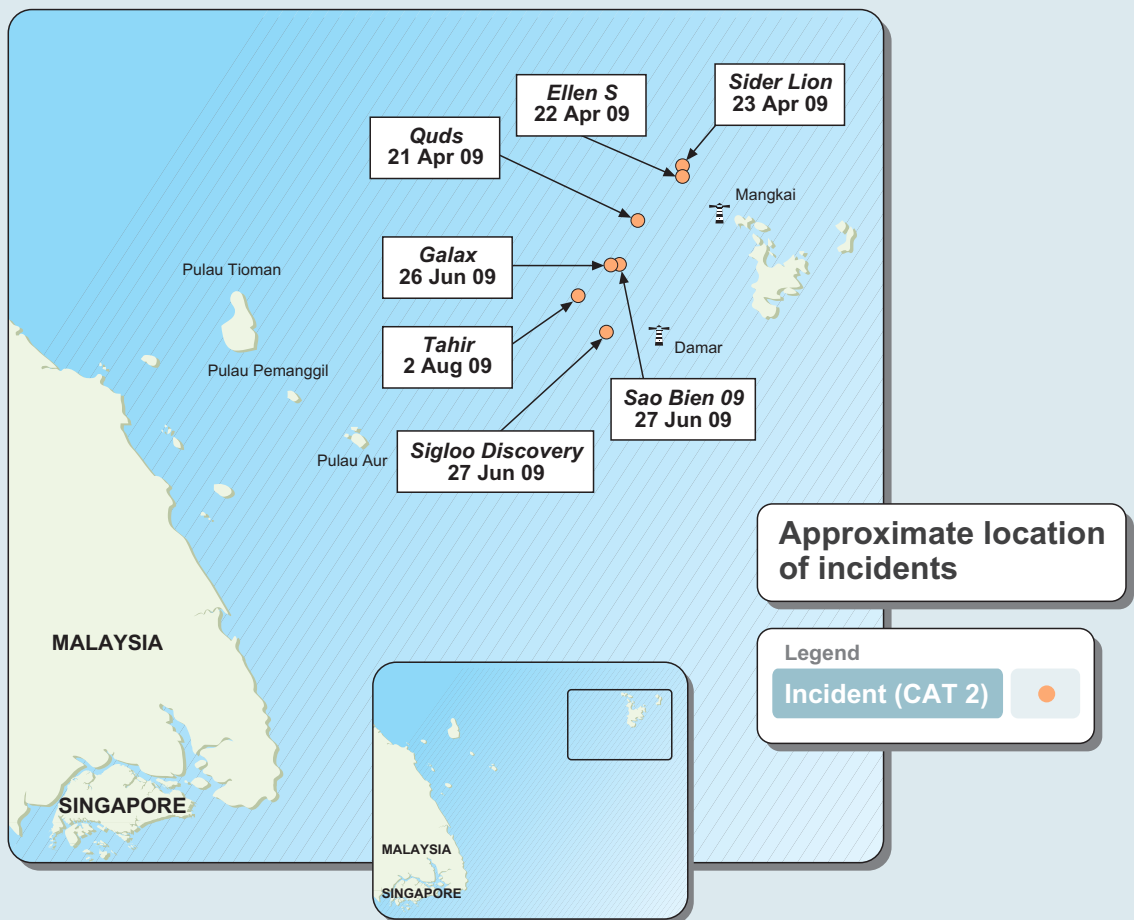
4.1.3 The master reported the incident to the owner of the tug boat using the INMARSAT phone onboard the boat. The owner in turn reported the incident to Singapore's Port Operation Control Centre (POCC) who initiated a broadcast to alert ships and mariners operating in the vicinity about the incident, and notified Singapore's Police Coast Guard (PCG), the MRCC of Vietnam, MRCC Putra Jaya, Malaysia and the National SAR Agency, Indonesia. The Singapore POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC who published an Incident Alert to warn ships operating in the vicinity about the incident. The ReCAAP ISC has classified the incident as a Category 2 (moderately significant) incident.



Part 4 - Details of Selected Incidents

Past Incidents

4.1.4 The incident involving *Tahir* is the seventh incident reported in the South China Sea since January 2009. All were Category 2 (moderately significant) incidents. Please see map below on the location of these incidents.



Part 4 - Details of Selected Incidents

Observations

- 4.1.5** Notably, of the seven incidents reported since January 2009 in the South China Sea, this is the first incident involving a tug boat. The previous six incidents involved container ship, tanker, general cargo ship and bulk carrier. The ReCAAP ISC believes that the robbers were opportunistic in nature and did not target any specific type of ship.
- 4.1.6** The ReCAAP ISC commends the master and crew of *Tahir* for their vigilance and effective anti-piracy measures adopted, which include mustering the crew, locking all access to bridge and activating a distress alert to request for assistance. However, the ReCAAP ISC advises ship master and crew to remain calm and do not retaliate or antagonize the pirates when they managed to board the ship and especially when they are armed.
- 4.1.7** The ReCAAP ISC also commends the ship owner for reporting the incident to Singapore POCC who is also the ReCAAP Focal Point (Singapore). This enhanced reporting procedure was advocated in the IMO's Maritime Safety Committee (MSC) Circulars MSC.1/Circ.1333 and MSC.1/Circ.1334 on "Recommendations to governments for preventing and suppressing piracy and armed robbery against ships" and "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ship" respectively.

Recommendation

- 4.1.8** Ship master and crew are advised to maintain vigilance at all times and take necessary anti-piracy measures when operating in the vicinity. The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery against ships to the RCC of the coastal State immediately after an actual or attempted attack. The report should include details of the identity and location of the ship at the time of the incident, injuries to the crew and damages (if any), number and description of the pirates/robbers, and the items stolen (if any).



Part 4 - Details of Selected Incidents

4.2 Incident of Armed Robbery onboard the *Kirana Tritya* off Tanjung Ramunia, Malaysia

Name of Ship	: <i>Kirana Tritya</i>
Type of Ship	: Tanker
Flag of Ship	: Singapore
IMO Number	: 9279678
GT	: 13203



- 4.2.1** On 15 August 2009 at about 0345 hrs (local time), the Singapore-registered tanker, *Kirana Tritya* was anchored at position 01° 18.9' N, 104° 16.19' E (approximately 2.8 nm south of Tanjung Ramunia, Malaysia) when three robbers boarded the tanker from the starboard side.
- 4.2.2** The robbers climbed onboard the tanker from a small wooden speed boat. The crew on duty sighted the robbers and informed the Duty Officer on the bridge and the other crew on the deck immediately. The general alarm was raised and all crew was mustered on the navigation bridge. The robbers escaped in their wooden boat without taking any items with them. The crew was not injured.
- 4.2.3** The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC who published an Incident Alert to warn ships operating in the vicinity.



Part 4 - Details of Selected Incidents

Past Incidents

4.2.4 This is the fourth incident reported in the vicinity off Tanjung Ramunia and Tanjung Ayam since January 2009. All incidents occurred when the ships were anchored in the area. Please see map below.

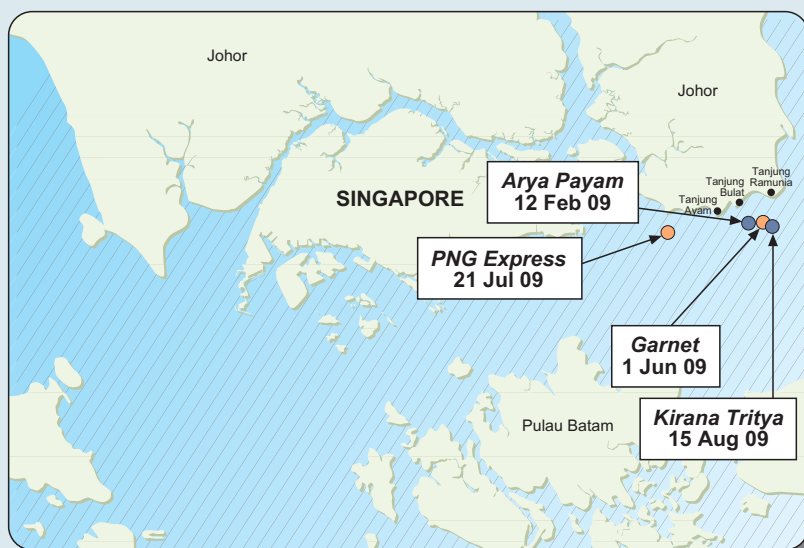
4.2.5 Of the four incidents, two were Category 2 incidents and two were Category 3 incidents. The Category 2 incidents involved bulk carrier, *Garnet* on 1 June 2009 and tanker, *PNG Express* on 21 July 2009. In the incident involving *Garnet*, seven robbers armed with knives boarded the ship from her stern, entered the engine room, tied up the duty oiler and escaped with some engine spare parts. In the incident involving *PNG Express*, six robbers armed with knives boarded the tanker, tied up the ship master and crew and took their cash and valuables. The Category 3 incident involved bulk carrier, *Arya Payam* on 12 February 2009 occurred when five robbers approached the ship while at anchor off Tanjung Bulat, Malaysia. One of the robbers boarded the carrier and attempted to steal the ship's stores when the duty crew sighted him, informed the crew on the bridge who raised the alarm, sounded the ship's horn and informed other ships in the vicinity via VHF. Upon hearing the alarm, the robber jumped overboard and escaped empty-handed with his accomplices.



Part 4 - Details of Selected Incidents

Observation

4.2.6 The ReCAAP ISC notes that vigilance and alertness of the ship master and crew, and implementation of countermeasures such as raising alarm signals, ship's horn, and mustering all crew are some of the effective measures taken by the ship masters as demonstrated in the incidents involving *Kirana Tritya* and *Arya Payam*. Sounding the ship's alarm serves to inform the ship's crew that the ship had been boarded by robbers, and more importantly, signals to the potential attacker that the ship is aware of the attack and is reacting to it.



Approximate location of incidents

Legend

Incident (CAT 2)



Incident (CAT 3)



Part 4 - Details of Selected Incidents

Recommendation

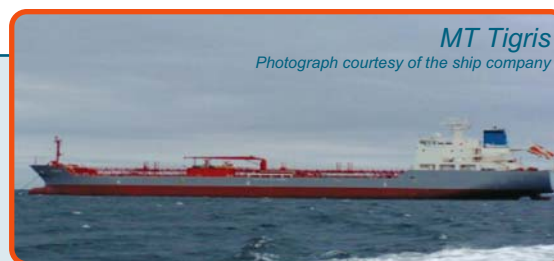
- 4.2.7** Ship master and crew are advised to enhance vigilance and strengthen watch keeping while their ships were anchored in the area. These measures include regular deck patrols by members of the crew focusing on vulnerable areas of the ship such as the stern, the low freeboard areas, the hawse pipe/hole, the anchor chain and chain locker.



Part 4 - Details of Selected Incidents

4.3 Attempted Incident involving the *MT Tigris* at Kakinada Anchorage, India

Name of Ship	: <i>MT Tigris</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Marshall Islands
IMO Number	: 9443841
GT	: 8247



4.3.1 On 24 August 2009 the Marshall Islands-registered chemical tanker, *MT Tigris* laden with edible oil was anchored at position 17° 2.5' N, 82° 23.6' E (Kakinada Anchorage, India).

4.3.2 The ship master reported to the Kakinada port control that there were numerous fishing boats in the vicinity and close to the tanker. At about 0515 hrs on 24 August 2009, the ship master reported that six robbers on a fishing boat approached the tanker. Two of the robbers attempted to board the tanker from the starboard side using hooks. The duty officer raised the alarm and all crew was mustered. The robbers aborted the attempt.

4.3.3 The duty officer reported the incident to the Kakinada port control who dispatched a patrol boat to the anchorage area to look out for any suspicious activities. A formal complaint has been lodged with the Marine Police and investigation was in progress. The ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



Report for August 2009

Part 4 - Details of Selected Incidents



Part 4 - Details of Selected Incidents

Observations

- 4.3.4** The alertness and quick responses demonstrated by the duty crew in raising the alarm and muster all crew has avoided boarding by the robbers.
- 4.3.5** The immediate reporting of the incident by the ship master to the port authorities was commendable. This incident demonstrates the swift action by the law enforcement agency in responding to the reported incident by dispatching a patrol boat to the location of the incident.

Recommendations

- 4.3.6** Ship master and crew are advised to maintain vigilance at all times especially during hours of darkness. Early detection of a possible attack is the most effective deterrent and reduces the risk to the crew.
- 4.3.7** The ReCAAP ISC strongly encourages ship master to report all actual and attempted incidents to the coastal State and the port authorities immediately. Prompt reporting may permit the authorities to dispatch immediate enforcement and patrol boats to the location of the incident.



Part 4 - Details of Selected Incidents

4.4 Attempted Incidents involving *Tsavliris Unity* and *Good Luck* at about 2.5 nm west of Pulau Nipa on 30 August 2009

4.4.1 On 30 August 2009, two incidents of attempted boarding of tug boat *Tsavliris Unity* and bulk carrier *Good Luck* were carried out by the same group of robbers at the Nipa transit anchorage in the Straits of Malacca and Singapore. The details of the incidents are described below.

Name of Ship	: <i>Tsavliris Unity</i>
Type of Ship	: Tug boat
Flag of Ship	: Panama
IMO Number	: 8119019
GT	: 3112

Name of Ship	: <i>Good Luck</i>
Type of Ship	: Bulk Carrier
Flag of Ship	: Cyprus
IMO Number	: 8208000
GT	: 90831



4.4.2 On 30 August 2009, a Cyprus-registered bulk carrier, *Good Luck* escorted by a Panama-registered tug boat, *Tsavliris Unity* were underway in the western approaches of Singapore. At about 1650 hrs (local time) on 30 August 2009, *Good Luck* anchored at position 01° 09.1' N, 103° 36.8' E (approximately 2.5 nm west of Pulau Nipa) with tug boat *Tsavliris Unity* alongside.

4.4.3 At about 1840 hrs (local time) on 30 August 2009, a small craft appeared to be a zodiac type rubber boat approached *Tsavliris Unity* from a northerly direction. Five robbers armed with two machine guns, personal handguns, hooks and VHF radio sets attempted to board *Tsavliris Unity*. The crew raised the alarm and prepared the fire hoses to repel the robbers. On hearing the alarm, the robbers aborted the attempt.



Part 4 - Details of Selected Incidents

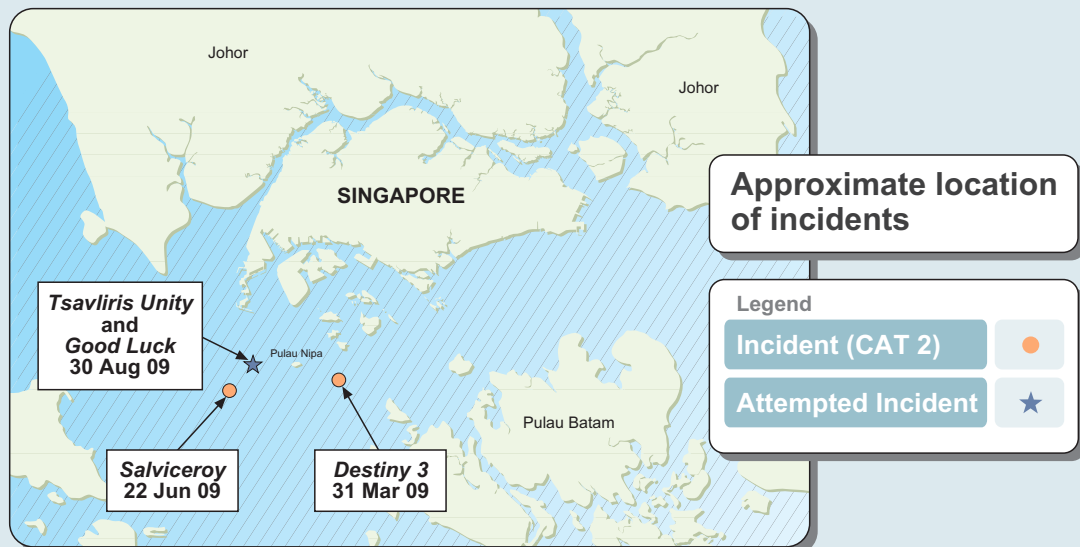
- 4.4.4** After failing to board *Tsavliris Unity*, the robbers attempted to board *Good Luck*. The master of *Good Luck* raised the alarm and reported the incident to the Singapore's Port Operation Control Centre (POCC) and the flag state. On hearing the alarm, the robbers aborted the boarding and fled in a north-easterly direction.
- 4.4.5** The Singapore's POCC initiated a broadcast to warn mariners about the incident and advise ships to maintain anti-piracy watch when passing through the area. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP Information Sharing Centre (ISC) and all ReCAAP Focal Points.



Part 4 - Details of Selected Incidents

Past Incidents in the Vicinity

4.4.6 This is the third incident reported in the vicinity of Pulau Nipa since January 2009. The previous two incidents involving tug boats, *Destiny 3* off Takong Light and *Salvicero*y off Nipa Transit Anchorage on 31 March 2009 and 22 June 2009 respectively. Please see map on the location of the incidents.



4.4.7 The incident involving *Destiny 3* occurred at 2235 hrs on 31 March 2009 when seven robbers armed with knives, shotgun and pistol boarded the tug boat while underway to Sarawak, Malaysia from Singapore. The robbers took away the ship's certificates and crew's personal belongings before leaving the ship. The incident involving *Salvicero*y occurred at 1600 hrs on 22 June 2009 when seven robbers in a wooden boat came alongside the portside of *Salvicero*y. Three of the robbers armed with automatic assault rifle and handguns boarded the tug boat. The crew entered the accommodation area and locked the access routes to and from the deck. They remained inside the accommodation area and sounded the alarm. The robbers attempted to enter the accommodation area but failed. They left the tug boat in their wooden boat after 10 mins. The robbers did not fire the weapons and the crew was not injured in both incidents.



Part 4 - Details of Selected Incidents

Observations

- 4.4.8** The ReCAAP ISC notes that the robbers in all three incidents were armed with guns, and two of the three incidents occurred during daylight hours. Although there is no conclusive evidence as yet, the incidents might involve the same group of robbers.
- 4.4.9** The ReCAAP ISC commends the masters and crew of tug boat, *Tsavliris Unity* and bulk carrier, *Good Luck* for their vigilance and implementation of anti-piracy measures that successfully prevented the robbers from boarding their vessels.

Recommendation

- 4.4.10** Early detection of a possible boarding is the most effective deterrent and reduces the risk to the crew, as demonstrated in the incidents involving *Tsavliris Unity* and *Good Luck*.



Part 5 - Observations for August 2009

- 5.1** Overall, the following observations can be made regarding incidents occurred in August 2009 compared to August 2008:
- a.** There has been a decrease in the number of actual incidents reported in August 2009 compared to August 2008. The decrease was most apparent at the ports and anchorages in Indonesia.
 - b.** The decrease in the number of incidents in August 2009 was due to the decline in the number of Category 3 (less significant) incidents at ports and anchorages.
 - c.** Three of four actual incidents reported in August 2009 involved ships that were anchored or berthed and only one incident occurred when the ship was underway.
 - d.** All incidents involved robbers operating in groups of one to six men.
 - e.** The masters and crew had successfully prevented boarding by the robbers in two of the six incidents reported in August 2009. This was attributed to the master and crew's vigilance and countermeasures adopted, including raising the alarm and alerting its crew.



Annex

DETAILS OF INCIDENTS IN AUGUST 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>Tahir</i> Tug boat Singapore 9463798 249 Baran Barge Singapore	02/08/2009 0030 hrs	02° 51.65' N, 105° 06.12' E Approximately 18.2 nm northwest of Pulau Damar, South China Sea	Underway	<p>A small boat with five pirates approaching the tug boat on her port side at about 100 m away.</p> <p>The pirates were armed with machetes, hammers, iron rods and parang. The entire crew of <i>Tahir</i> mustered at the navigational bridge and locked all access to the bridge. The pirates boarded the tug boat, approached the bridge and attempted to break the glass window at the port side of the tug boat using hammers and iron rods. The pirates managed to break the glass window about half an hour later. The crew who were armed with axe for self-defence managed to repel the pirates from the tug boat. The pirates left the tug boat at about 0145 hrs after observing that the master had activated a distress alert requesting for assistance. When fighting off the pirates, the master sustained a cut on his leg by one of the pirates who was equipped with a parang. The master and the crew had also injured one of the pirates.</p>	ReCAAP Focal Point (Singapore)	CAT 2

Annex

DETAILS OF INCIDENTS IN AUGUST 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)
					<p>The master was in stable condition and all the 10 Indonesian crew was not injured.</p> <p>The master reported the incident to the owner of the tug boat using the INMARSAT phone onboard the boat. The owner in turn reported the incident to Singapore's Port Operation Control Centre (POCC) who initiated a broadcast to alert ships and mariners operating in the vicinity about the incident, and notified Singapore's Police Coast Guard (PCG), the MRCC of Vietnam, MRCC Putra Jaya, Malaysia and the National SAR Agency, Indonesia. The Singapore POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC who published an Incident Alert to warn ships operating in the vicinity about the incident.</p>		

Annex

DETAILS OF INCIDENTS IN AUGUST 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)
2.	<i>Summer Fortune</i> Bulk Carrier Panama 9167368 35885	12/08/2009 Between midnight and early morning	Haldia Port, India	Berthed	The second engineer went to look for some spares in the spares locker in the engine room when he saw scattered empty boxes. Some diesel generator spares were found missing. It is presumed that the robbery occurred sometime between midnight and early morning of 12 August 2009.	ReCAAP Focal Point (India) NYK Ship Management Pte Ltd	CAT 3
3.	<i>Kirana Tritya</i> Tanker Singapore 9279678 13203	15/08/2009 0345 hrs	01° 18.9' N, 104° 16.19' E Approximately 2.8 nm from Tanjung Ramunia, Malaysia	Anchored	Three robbers boarded the tanker from the starboard side. The robbers climbed onboard the tanker from a small wooden speed boat. The crew on duty sighted the robbers and informed the Duty Officer on the bridge and the other crew on the deck immediately. The general alarm was raised and all crew was mustered on the navigation bridge. The robbers escaped in their wooden boat without taking any items with them. The crew was not injured.	ReCAAP Focal Point (Singapore)	CAT 3

Annex

DETAILS OF INCIDENTS IN AUGUST 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>Darling River</i> Bulk carrier Hong Kong 9378008 20418	29/08/2009 0250 hrs	Port Ciwandan, Indonesia	Berthed	Four robbers armed with knives boarded the bulk carrier from a boat. The ship master raised the alarm and mustered the crew. The crew searched the ship and found a padlock damaged. Nothing was stolen and the crew was not injured. The ship master reported the incident to the coastal state and the flag state.	ReCAAP Contact Point (Hong Kong)	CAT 3

Annex

DETAILS OF INCIDENTS IN AUGUST 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>Tigris</i> Chemical tanker Marshall Islands IMO 8247	24/08/2009 0515 hrs	04° 39.2' N, 112° 45' E Kakinada Anchorage, India	Anchored	<p>The ship master reported to the Kakinada port control that there were numerous fishing boats in the vicinity and close to the tanker. At about 0515 hrs on 24 August 2009, the ship master reported that six robbers on a fishing boat approached the tanker. Two of the robbers attempted to board the tanker from the starboard side using hooks. The duty officer raised the alarm and all crew was mustered. The robbers aborted the attempt.</p> <p>The duty officer reported the incident to the Kakinada port control who dispatched a patrol boat to the anchorage area to look out for any suspicious activities. A formal complaint has been lodged with the Marine Police and investigation was in progress.</p>	Nil	ReCAAP Focal Point (India)
2.	<i>Tsavliris Unity</i> Tug boat Panama 8119019 3112	30/08/2009 1845 hrs	01° 09.15' N, 103° 37.05' E About 2.5 nm west of Pulau Nipa	Anchored	A small craft appeared to be a zodiac type rubber boat approached <i>Tsavliris Unity</i> from a northerly direction. Five robbers armed with two machine guns, personal handguns, hooks and VHF radio sets attempted to board <i>Tsavliris Unity</i> . The crew raised the alarm	Nil	ReCAAP Focal Point (Singapore) Ship company

Annex

DETAILS OF INCIDENTS IN AUGUST 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
	<i>Good Luck</i> Bulk carrier Cyprus 8208000 90831				<p>and prepared the fire hoses to repel the robbers. On hearing the alarm, the robbers aborted the attempt.</p> <p>After failing to board <i>Tsavliris Unity</i>, the robbers attempted to board <i>Good Luck</i>. The master of <i>Good Luck</i> raised the alarm and reported the incident to the Singapore's Port Operation Control Centre (POCC) and the flag state. On hearing the alarm, the robbers aborted the boarding and fled in a north-easterly direction.</p> <p>The Singapore's POCC initiated a broadcast to warn mariners about the incident and to maintain anti-piracy watch when passing the area. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP Information Sharing Centre (ISC) and all ReCAAP Focal Points.</p>		