

# Report for July 2009

1st July 2009 – 31st July 2009

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## Executive Summary

In July 2009, eight incidents of armed robbery against ships were reported in Asia. Of the eight incidents, seven were actual incidents and one was an attempted incident.

Compared to July 2008, there has been a decrease in the total number of incidents reported in July 2009. The decrease was most apparent in the ports and anchorages of Indonesia and Vietnam, and all were Category 3 incidents. However, there has been a slight increase in the number of Category 2 incidents involving tug boats engaged in towing operations in the Straits of Malacca and Singapore in July 2009. The details of incidents reported in July 2009 are described in the Annex.

In the event of an incident of piracy and armed robbery against ship, the ReCAAP ISC encourages ship master to report the incident to the RCC of the coastal States immediately; and ship owner and ship operator to report the incident to the ReCAAP Focal Points where applicable.

The ReCAAP ISC includes under Part 2 of this report the flow diagram for reporting incidents of piracy and armed robbery against ships in Asia as reflected under Appendix 2 to the newly promulgated Maritime Safety Committee (MSC) Circulars, namely MSC.1/Circ.1333 on "Recommendations to governments for preventing and suppressing piracy and armed robbery against ships" and MSC.1/Circ.1334 on "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships"<sup>1</sup>.

Part 4 of this report features some incidents reported in July 2009 in greater detail for the purpose of sharing of good practices.

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



## 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 A.922 (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

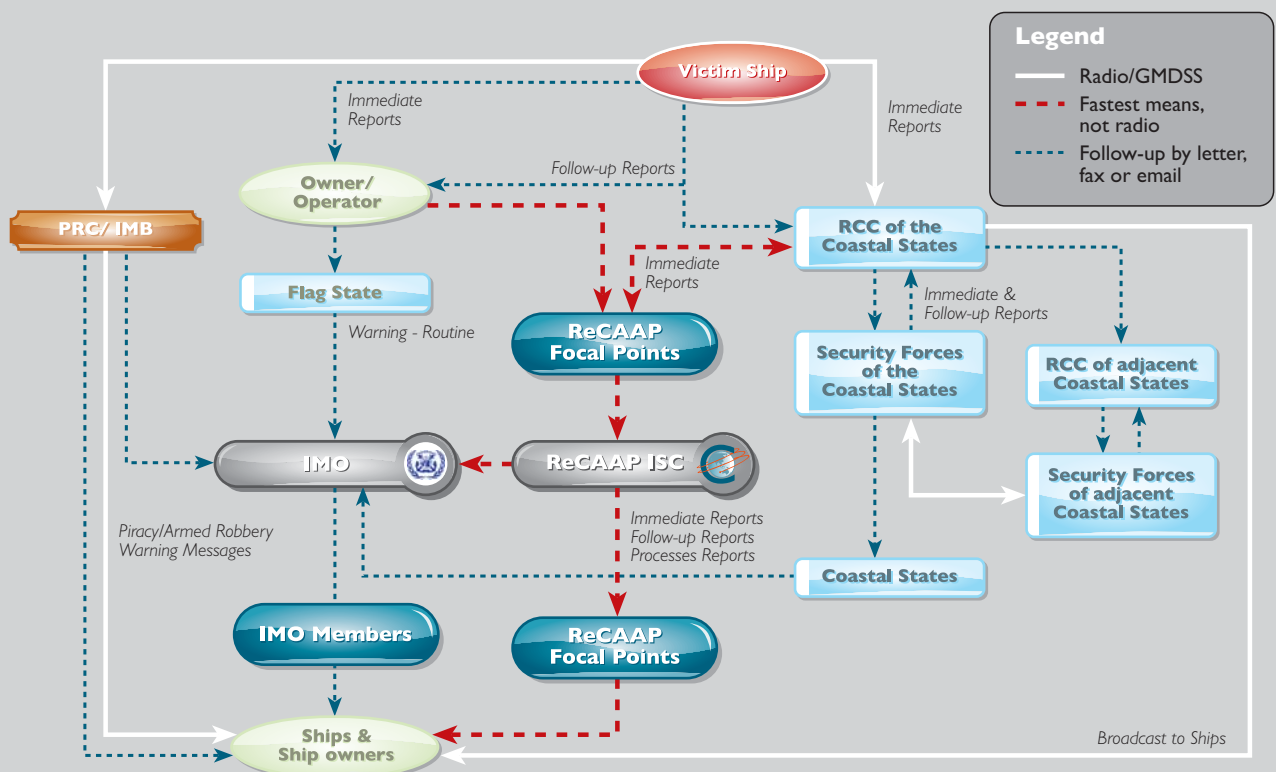
- 2.1** The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 2009 to 5 June 2009) reviewed MSC/Circ.622/Rev.1 on “Recommendations to governments for preventing and suppressing piracy and armed robbery against ships” and MSC/Circ.623/Rev.3 on “Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships”. The MSC at its eighty-sixth session approved the revision and promulgated MSC.1/Circ.1333 and MSC.1/Circ.1334 which replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

### Key Changes

- 2.2** In the revised MSC circulars, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The newly promulgated circulars also include a revised flow diagram for reporting incidents in Asia which was reflected under Appendix 2 to MSC.1/Circ.1333 and MSC.1/Circ.1334. Diagram 1 shows the flow diagram.
- 2.3** Under the revised 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 are to report the incidents to the ReCAAP Focal Points, where applicable. The latest contact details of the ReCAAP Focal Points / Contact Point are shown in Table 1.



## Part 2 - Maritime Safety Committee (MSC) Circulars on preventing and suppressing acts of piracy and armed robbery against ships



### Notes

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





## 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> Department of Shipping Email: dosdgd@bdtb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b> Royal Brunei Police Force Police State Control Centre Email: operations@police.gov.bn	+67-3242-2444 +67-3242-2888	+67-3242-6290
<b>Kingdom of Cambodia</b> Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
<b>People's Republic of China</b> 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
<b>Republic of India</b> 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
<b>Japan</b> Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b> Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

Table 1 - Contacts 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> Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>Union of Myanmar</b> MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1642	+95-1-202-4117
<b>Republic of the Philippines</b> 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
<b>Republic of Singapore</b> 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
<b>Democratic Socialist Republic of Sri Lanka</b> Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk	+94-1-1242-1151/5 +94-1-1463-2155	+94-1-1244-1454 +94-1-1244-9718
<b>Kingdom of Thailand</b> Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-4643	+66-2466-1382
<b>Socialist Republic of Viet Nam</b> Vietnam Marine Police Email: phonghqtsb@vnn.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 3 August 2009

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



## Part 3 - Analysis of Incidents in July 2009

### 3.1 Number and Significance of Reported Incidents

**3.1.1** A total of eight incidents of armed robbery against ships were reported in July 2009, of which seven were actual incidents and one was an attempted incident. There has been a decrease in the total number of incidents reported in July 2009 compared to July 2008. In July 2008, 10 actual incidents were reported. No attempted incident was reported in July 2008. Please see Table 2.

	July 2008	July 2009
Actual	10	7
Attempted	0	1
<b>Total</b>	<b>10</b>	<b>8</b>

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



## Part 3 - Analysis of Incidents in July 2009

**3.1.2** Overall, there has been a decrease in the number of actual incidents in July 2009 compared to July 2008. The decrease occurred mainly in the Category 3 incidents. Four Category 3 incidents were reported in July 2009 compared to eight Category 3 incidents in July 2008. However, there has been a slight increase in the number of Category 2 incidents in July 2009 compared to the same period in 2008. Three Category 2 incidents were reported in July 2009 compared to two Category 2 incidents reported in July 2008. No Category 1 incidents were reported in July 2009 and July 2008. Please see Chart 1.

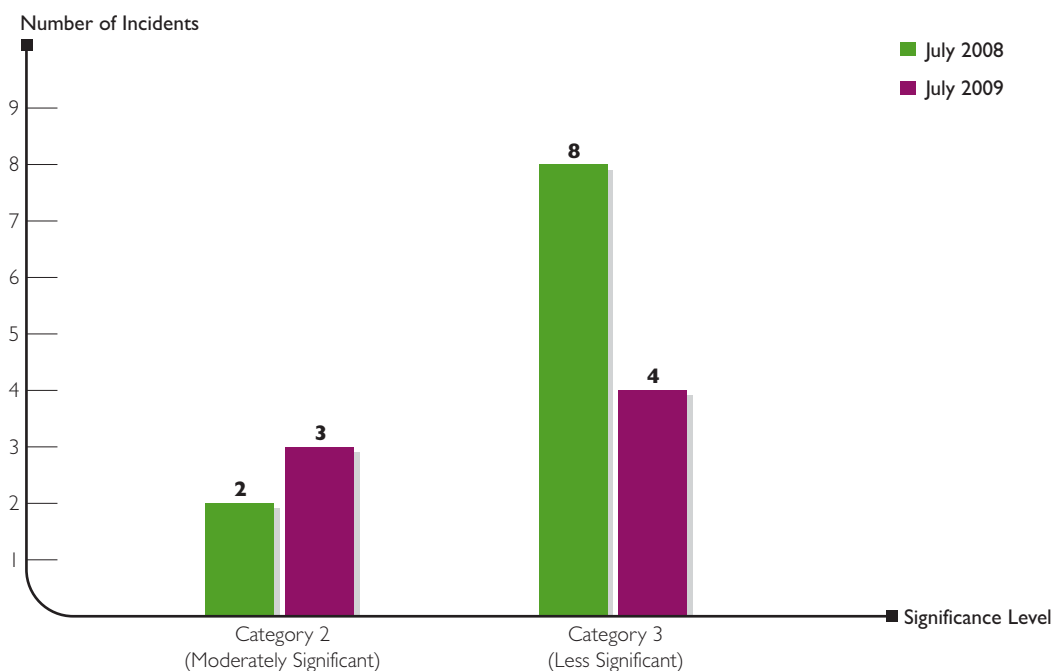
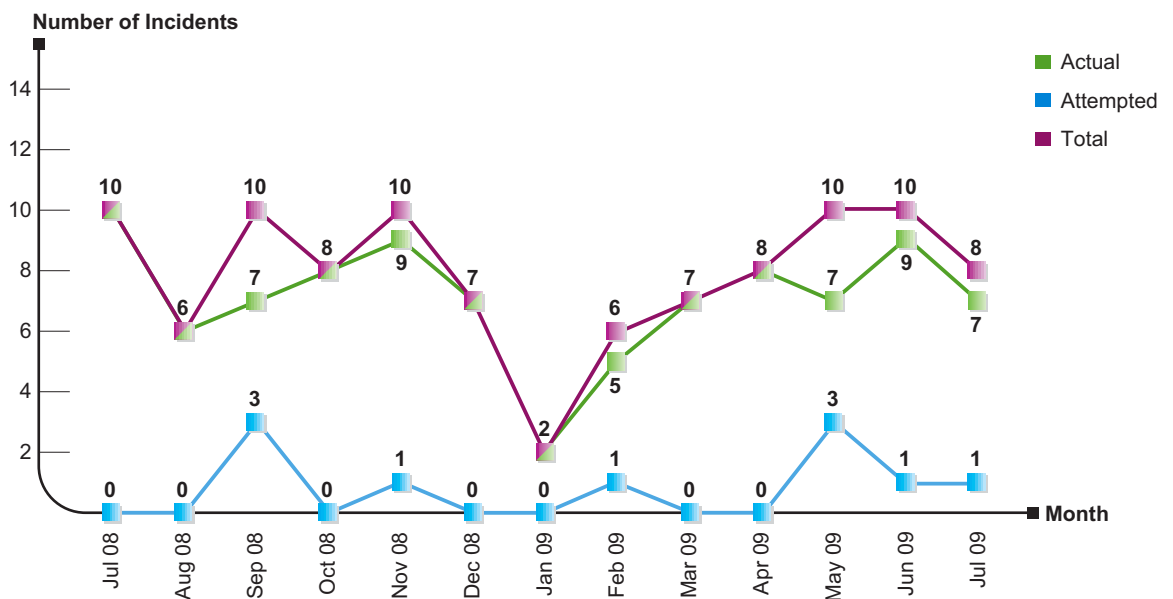


Chart 1 - Significance level of actual incidents in July 2008 and July 2009



## Part 3 - Analysis of Incidents in July 2009

**3.1.3** Graph 1 shows the number of actual and attempted incidents reported between July 2008 and July 2009. During this period, high activity levels were reported in July 2008, September 2008, November 2008, May 2009 and June 2009; each reported a total of 10 incidents. The ReCAAP ISC notes that the number of incidents reported has shown an upward trend during the first six months of 2009. However, the number of reported incidents began to decline in July 2009. The ReCAAP ISC will continue to monitor the pattern of the activity levels in the subsequent months.



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



## Part 3 - Analysis of Incidents in July 2009

### 3.2 Location and Time of Incidents

**3.2.1** Table 3 shows the location of incidents reported in July 2008 and July 2009. The decrease in the number of incidents in July 2009 was most apparent at the ports and anchorages of Indonesia and Vietnam. One incident was reported at the anchorage of Bontang, Indonesia in July 2009 compared to three incidents reported at the anchorages of Belawan and Tanjung Priok, Indonesia in July 2008. In Vietnam, one incident was reported at the outer anchorage of Vung Tau in July 2009 compared to four incidents reported at the anchorages of Vung Tau, Nha Be River, Ho Chi Minh and Go Dau Port in July 2008. However, there has been a slight increase in the number of incidents reported in the Straits of Malacca and Singapore in July 2009 compared to the same period in 2008. Two incidents were reported in the Straits of Malacca and Singapore in July 2009 compared to none reported in July 2008. Details of the incidents in the Straits of Malacca and Singapore are described in Part 4 of this report. Map 1 shows the location of all incidents reported in July 2009.

	July 2008	July 2009	
	Actual	Actual	Attempted
<b>South Asia</b>			
Bangladesh	1	2	
<b>Sub-total</b>	<b>1</b>	<b>2</b>	
<b>Southeast Asia</b>			
Indonesia	3	1	
Malaysia		1	
Philippines	2		
South China Sea			1
Straits of Malacca & Singapore		2	
Vietnam	4	1	
<b>Sub-total</b>	<b>9</b>	<b>5</b>	<b>1</b>
<b>Overall Total</b>	<b>10</b>	<b>7</b>	<b>1</b>

Table 3 - Location of incidents in July 2008 and July 2009



## Part 3 - Analysis of Incidents in July 2009

**3.2.2** All seven actual incidents reported in July 2009 occurred between 1800 hrs and 0559 hrs. In July 2008, nine out of the 10 reported incidents occurred between 1800 hrs and 0559 hrs. The ReCAAP notes that ships are most vulnerable during this time frame.

	1800 hrs to 2359 hrs	0001 hrs to 0559 hrs	0600 hrs to 1159 hrs	Total
July 2008	3	6	1	10
July 2009	1	6		7

*Table 4 - Local time of actual incidents in July 2008 and July 2009*



## Part 3 - Analysis of Incidents in July 2009

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

**3.3.1** Table 5 shows that container ships were involved in relatively more incidents in July 2009 compared to other type of ships. Of the eight incidents reported in July 2009, three incidents involved container ships, two incidents involved tug boats and the remaining three incidents involved a bulk carrier, a chemical tanker and a tanker. Of the three incidents involving container ships, two incidents occurred while the ships were anchored at the anchorage of Chittagong, Bangladesh and the outer anchorage of Vung Tau, Vietnam. The other incident involved a container ship while underway at 75 nm off Miri, Sarawak, South China Sea. The two incidents involving tug boats occurred while the boats were underway in the Straits of Malacca and Singapore. In July 2008, tankers were involved in five out of the 10 incidents reported. However, there was no report of incident involving tug boat in July 2008.

Type of Ships	July 2008	July 2009
Bulk Carrier	2	1
Container Ship	2	3
General Cargo Ship	1	
Chemical Tanker	2	1
LPG Tanker	1	
Tanker (Unspecified)	2	1
Tug Boat		2
<b>Total</b>	<b>10</b>	<b>8</b>

Table 5 - Type of ships involved in incidents in July 2008 and July 2009





## Part 3 - Analysis of Incidents in July 2009

### 3.4 Status of Ships and its Significance Level

**3.4.1** The ReCAAP ISC notes that in July 2009, five out of eight incidents involved ships that were anchored or berthed compared to July 2008 where all 10 incidents involved ships that were anchored. Table 6 shows the status of ships during incidents reported in July 2009 and July 2008.

	July 2008	July 2009	
	Actual	Actual	Attempted
Anchored	10	4	
Berthed		1	
Underway		2	1
<b>Total</b>	<b>10</b>	<b>7</b>	<b>1</b>

*Table 6 - Status of ships during incidents in July 2008 and July 2009*



## Part 3 - Analysis of Incidents in July 2009

**3.4.2** Chart 2 shows the status of ships and its significance level for incidents reported in July 2009 and July 2008. In July 2009, of the five incidents involving ships that were anchored or berthed, one was a Category 2 incident and four were Category 3 incidents. The two incidents involving ships while underway were Category 2 incidents. In July 2008, of the 10 incidents involving ships that were anchored, two were Category 2 incidents and eight were Category 3 incidents. The ReCAAP ISC observes that incidents involving ships that were anchored or berthed are mainly Category 3 incidents while incidents involving ships that were underway are likely to be Category 2 incidents.

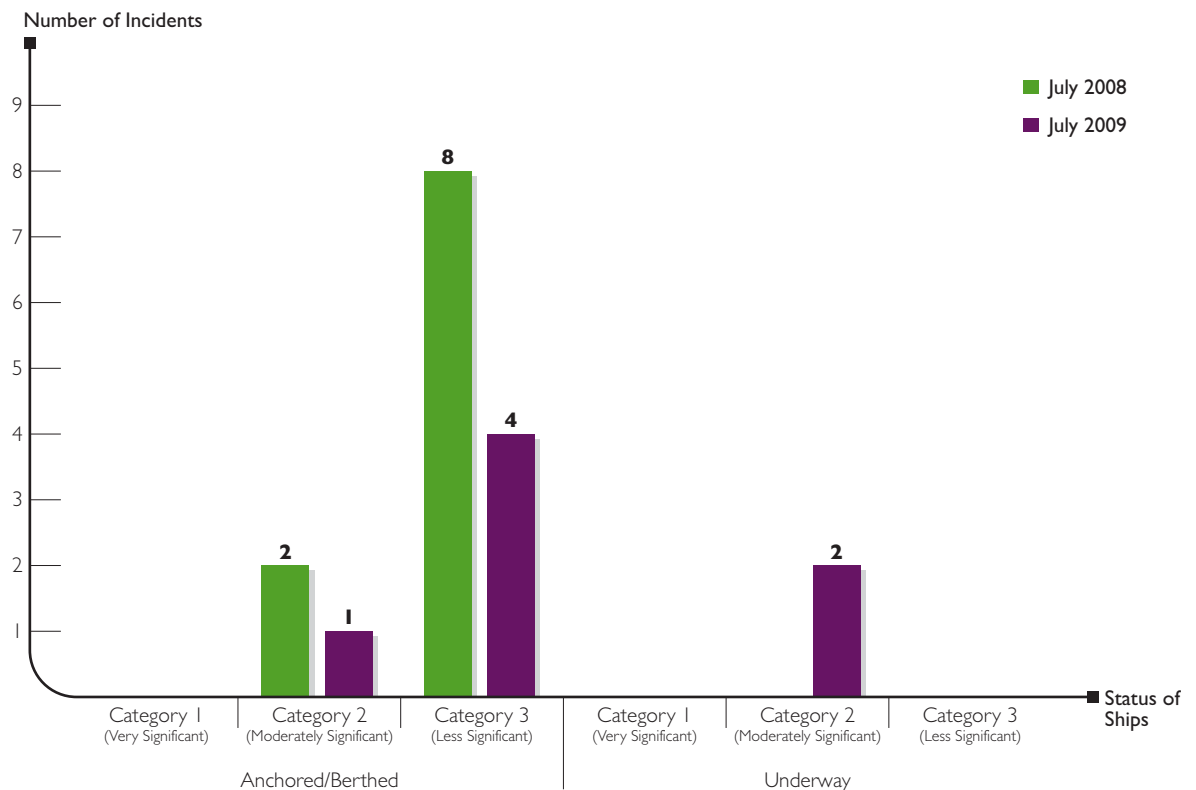


Chart 2 - Status of ships and its significance level for incidents in July 2008 and July 2009



## Part 3 - Analysis of Incidents in July 2009

### 3.5 Analysis of Violence Factor

#### 3.5.1 Weapons Used

Chart 3 shows the weapons used in actual incidents in July 2009 and July 2008. In July 2009, three out of seven actual incidents (43%) reported robbers armed with knives compared to four out of 10 actual incidents (40%) reported in July 2008. There were no reports of robbers armed with guns during the two reporting periods.

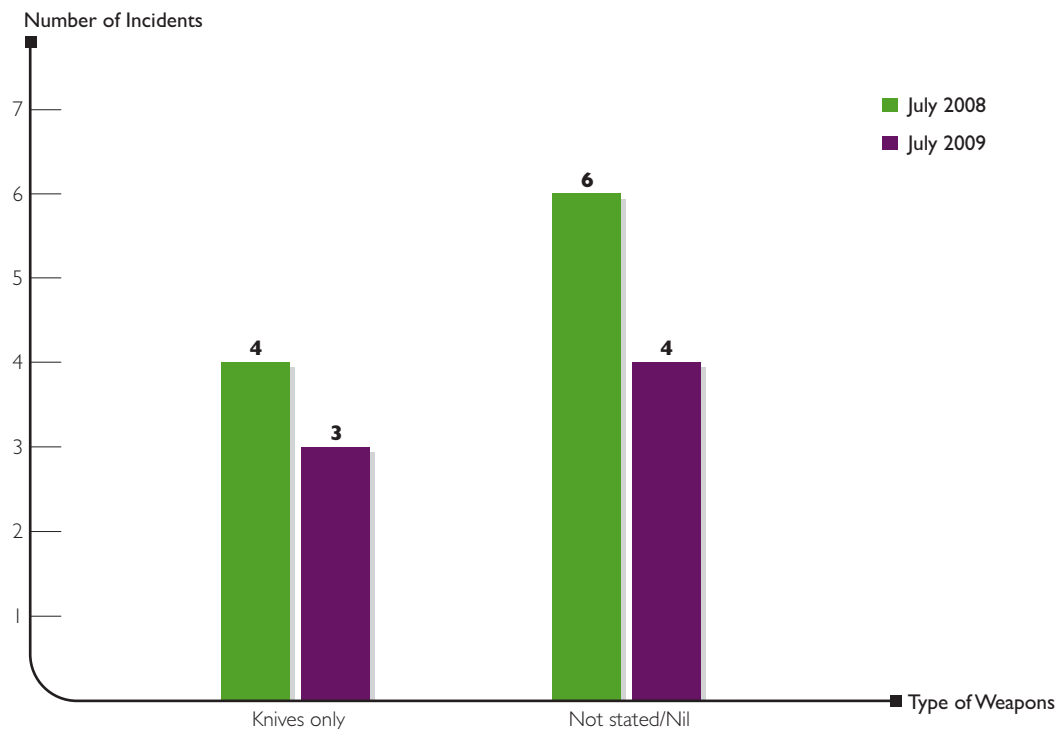


Chart 3 - Weapons used in actual incidents in July 2008 and July 2009



## Part 3 - Analysis of Incidents in July 2009

### 3.5.2 Treatment of Crew

Majority of the incidents reported during July 2009 and July 2008 indicated that either there were no injuries suffered by the crew or there was no information on the treatment of crew. In July 2009, there was one incident of the ship master and crew being tied and held up in a room. Subsequently, they were rescued by the police. The ReCAAP ISC encourages ship masters, ship owners and ship operators in their reporting of an incident to the coastal State, port authorities and ReCAAP Focal Points to also report the treatment of crew during the incident. This enables the ReCAAP ISC to categorise the incidents more accurately for analysis purposes. Chart 4 shows the treatment of crew in actual incidents reported in July 2009 and July 2008.

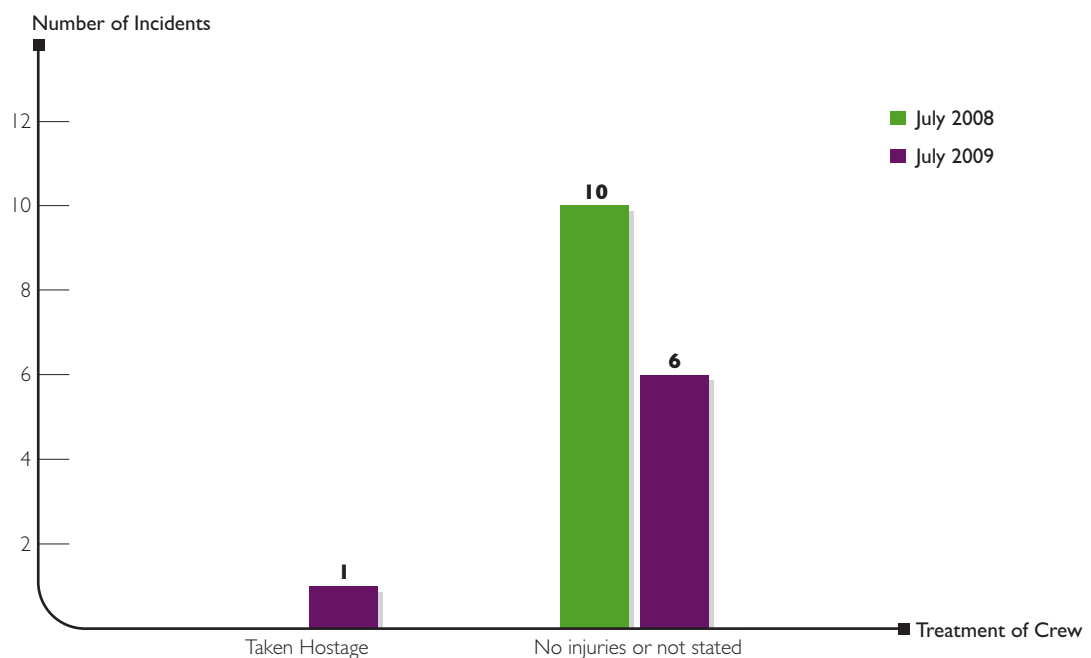


Chart 4 - Treatment of crew in actual incidents in July 2008 and July 2009



## Part 3 - Analysis of Incidents in July 2009

### 3.5.3 Number of Robbers

Chart 5 shows the number of robbers involved in actual incidents in July 2009 and July 2008. All incidents that occurred in July 2009 involved robbers operating in groups of one to six men. In July 2008, there were two incidents which involved more than nine robbers. The incidents involved 16 men who boarded *MV Gaz Millennium* at the anchorage of Manila on 13 July 2008, and 12 men boarded *MV Victoria Strait* at the outer breakwater anchorage area of Manila on 22 July 2008.

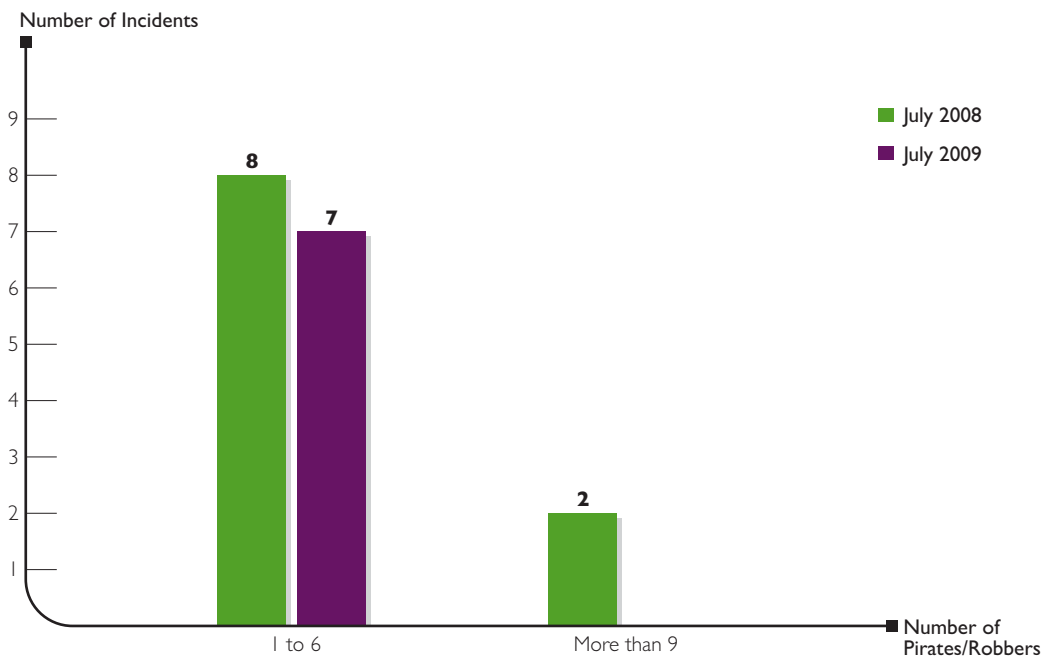


Chart 5 - Number of pirates/robbers involved in actual incidents in July 2008 and July 2009



## Part 3 - Analysis of Incidents in July 2009

### 3.6 Analysis of Economic Factor

#### 3.6.1 Economic Losses

Chart 6 shows the economic loss per actual incident in July 2009 and July 2008. In July 2009, three incidents reported the loss of cash and property, and four incidents reported the loss of ship stores. Of the three incidents that reported the loss of cash and property in July 2009, two incidents occurred while the ships were underway in the Straits of Malacca and Singapore and one incident occurred while the ship was anchored at about 2.7 nm south of Tanjung Setapa, Malaysia. All three were Category 2 incidents. The four incidents that reported the loss of ship stores occurred at anchorages in Bangladesh, Indonesia and Vietnam. The ReCAAP ISC observes that the loss of cash and property occurred mainly in incidents involving ships while underway. In July 2008, of the 10 incidents, six incidents reported the loss of ship stores and other unsecured items.

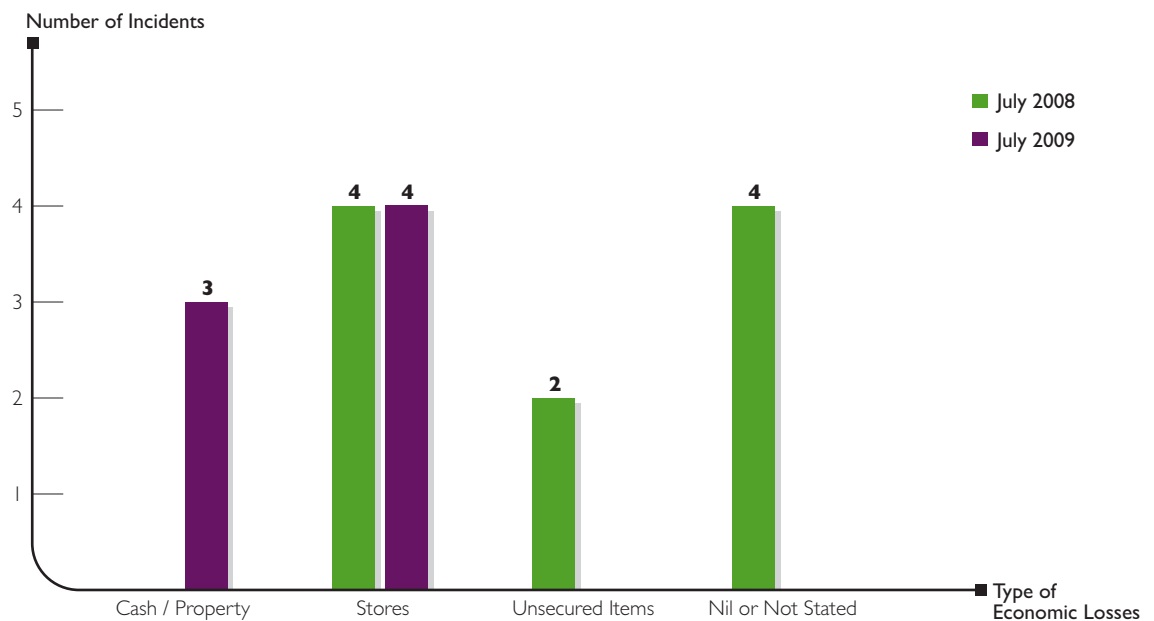


Chart 6 - Reported economic losses in actual incidents in July 2008 and July 2009





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

**Legend**

Actual (CAT 2)	●
Actual (CAT 3)	●
Attempted	★

## Part 4 - Details of Selected Incidents

### 4.1 Incidents of Armed Robbery in the Straits of Malacca and Singapore

**4.1.1** Two incidents of armed robbery against ships were reported in the Straits of Malacca and Singapore on 12 July 2009. The ReCAAP ISC notes similarities in the modus operandi of robbers involved in these two incidents. Although there is no conclusive evidence, it appeared that the same group of robbers was involved. The details of the incidents are described below.

#### Incident of Armed Robbery onboard *Kenryo* on 12 July 2009

<b>Name of Ship</b>	: <i>Kenryo</i>
<b>Type of Ship</b>	: Tug boat
<b>Flag of Ship</b>	: Singapore
<b>IMO Number</b>	: 9511624
<b>GT</b>	: 370



**4.1.2** On 12 July 2009, a Singapore-registered tug boat, *Kenryo* towing barge *Al Jabber* 35 loaded with oil rig equipment was underway to Singapore from Batu Ampar, Indonesia. At about 0200 hrs (local time) on 12 July 2009, the tug boat was at position 01° 09.90' N, 103° 46.0' E (east of Raffles Lighthouse, Straits of Malacca and Singapore) when five robbers boarded the tug boat from a speed boat.

**4.1.3** Four of the five robbers were wearing masks and armed with parangs. They took away the crew's mobile phones, cash and other valuables, and damaged the communication equipment onboard *Kenryo* before escaping in their speed boat. The 12 crew comprising all Indonesians were not harmed.

**4.1.4** The master of *Kenryo* contacted another Singapore-registered tug boat, *Taihei* which was in the vicinity to convey the report of the attack to Singapore VTIS. The Singapore's Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast warning mariners about the incident and reported the incident to the ReCAAP ISC.





## Part 4 - Details of Selected Incidents

### Incident of Armed Robbery onboard *Weihai 5* on 12 July 2009

Name of Ship	: <i>Weihai 5</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO Number	: 9126546
GT	: 106

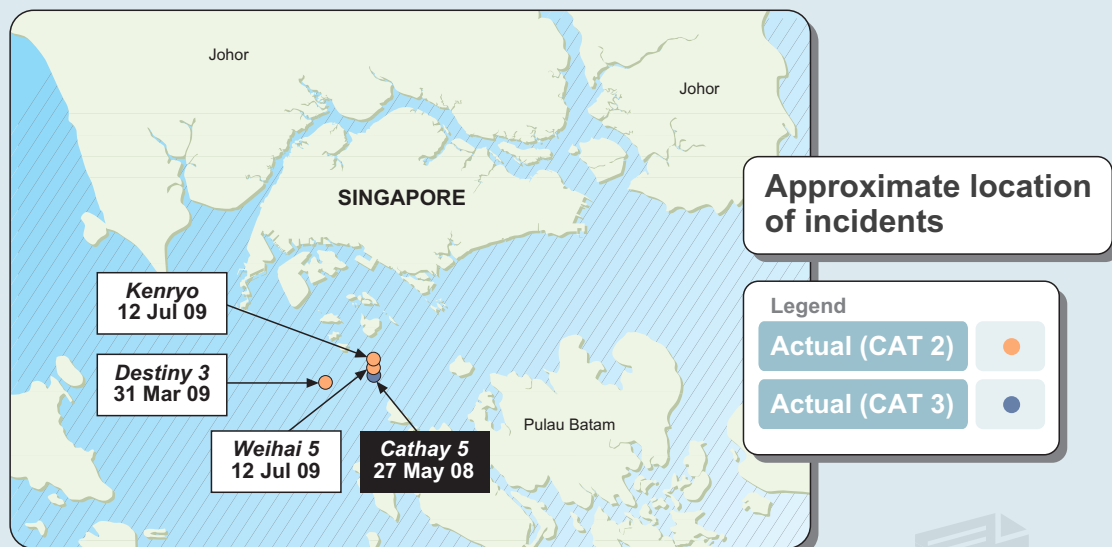
- 4.1.5** A second incident involving another Singapore-registered tug boat, *Weihai 5* towing barge *Jovan 1* loaded with granite was reported in close proximity to *Kenryo* on the same day, 12 July 2009. The *Weihai 5* was underway to Singapore from Lumut, West Malaysia when at about 0225 hrs (local time), five robbers boarded the tug boat from their speed boat at position 01° 08.29' N, 103° 46.81' E (northeast of Helen Mar Reef in the east bound lane of the Straits of Malacca and Singapore).
- 4.1.6** Four of the five robbers were wearing masks and armed with parangs. The robbers took away the crew's mobile phones, cash and other valuables. They damaged the communication equipment on board *Weihai 5* and fled in their speed boat. The six crew comprising all Indonesians were not harmed.
- 4.1.7** The master of *Weihai 5* reported the incident to Singapore VTIS via VHF radio. The Singapore's Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast warning mariners about the incident and reported the incident to the ReCAAP ISC. The Baden SAR Nasional (BASARNAS), Indonesia was also informed.



## Part 4 - Details of Selected Incidents

### Past Incidents

- 4.1.8** Between January 2009 and July 2009, three incidents of armed robbery were reported to have occurred in the east bound lane of the Straits of Malacca and Singapore. All three incidents involved tug boats towing barges while underway in the strait. The first incident occurred on 31 March 2009 involving tug boat, *Destiny 3* off Takong Lights, Straits of Malacca and Singapore. At about 2235 hrs, the Malaysian-registered tug boat, *Destiny 3* towing *Dynaroy No 3* was underway to Sarawak, East Malaysia from Singapore when seven men armed with knives, shotgun and pistol boarded the tug boat. The robbers took away the ship's certificates and crew's personal belongings. The crew was not injured.
- 4.1.9** During the period January-July 2008, only one incident of armed robbery was reported off Helen Mar Reef in the Straits of Malacca and Singapore. Please see map. The incident occurred on 27 May 2008 at 0315 hrs involving tug boat, *Cathay 5*. The Singapore-registered tug boat, *Cathay 5* towing barge *CSF 2301* loaded with sand was underway to Singapore from Lumut when four robbers armed with small knives and parangs boarded the tug boat. The robbers fled after taking away the crew's cash and mobile phones. The crew was not injured.



## Part 4 - Details of Selected Incidents

### Observation

**4.1.10** The ReCAAP ISC observes that the modus operandi of the robbers in the incidents involving *Kenryo* and *Weihai 5* was similar. The two incidents occurred in close proximity to each other and within half an hour interval on the same day. In both incidents, four of the five robbers were wearing masks and armed with parangs. They took away mobile phones, cash and other valuables from the crew, destroyed the communication equipment onboard the tug boats and fled in their speed boats. Given the similarities in the modus operandi of the robbers, the time and location of the incidents, the ReCAAP ISC believes that the same group of robbers was involved.

### Recommendations

**4.1.11** Ship masters and crew are advised to maintain enhanced vigilance and anti-piracy watches when transiting the area especially during hours of darkness. They are strongly encouraged to report all incidents of armed robbery to the RCC of the coastal State or port authorities, whichever appropriate, immediately after an actual or attempted attack. This enables the authorities to respond to the incident as soon as possible and adjacent ReCAAP Focal Points to provide assistance as they deemed appropriate.

**4.1.12** The ReCAAP ISC encourages ship owner and ship operator to report all incidents to the ReCAAP Focal Points immediately. Immediate reporting enables the ReCAAP ISC to post an Incident Alert about the incident on its website to warn mariners operating in the vicinity.



## Part 4 - Details of Selected Incidents

### 4.2 Incident of Armed Robbery onboard the *PNG Express* at south of Tanjung Setapa, Malaysia

Name of Ship	: <i>PNG Express</i>
Type of Ship	: Tanker
Flag of Ship	: Honduras
IMO Number	: 7724643
GT	: 1,490

*PNG Express*  
Photograph courtesy of IFC



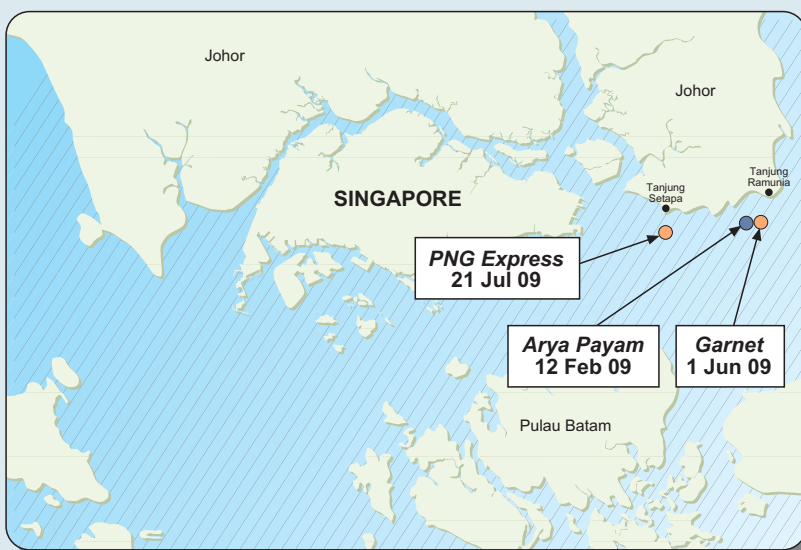
- 4.2.1** On 21 July 2009 at 0030 hrs, a Honduras-registered tanker, *PNG Express* was anchored at position 01° 17.94' N, 104° 09.24' E (approximately 2.7 nm south of Tanjung Setapa, Johor, Malaysia) when six robbers armed with long knives came alongside the tanker in a boat.
- 4.2.2** It was reported by the Bernama News that the robbers boarded the tanker, tied up the ship's master and crew and took their cash and valuables. The report mentioned that the Malaysian Marine Police who was patrolling in the area, acted on a tip-off, boarded the tanker. The Malaysian Marine Police arrested five of the robbers, but one of them managed to escape by jumping into the sea during a scuffle with the police. The ship master and 15 crew were found in a room with their hands tied.
- 4.2.3** The suspects, aged between 17 and 41, were held for further investigation. The police seized four machetes, four face masks, passports, cash, a laptop, binoculars and five mobile phones from the robbers. The initial investigation did not rule out the possibility that the robbers were involved in several other past incidents reported in the vicinity. The report also mentioned that the suspects can face up to 20 years' imprisonment if convicted of gang robbery.



## Part 4 - Details of Selected Incidents

### Past Incidents

**4.2.4** This is the third incident reported off Southern Johor between January 2009 and July 2009. The other two incidents occurred off Tanjung Ramunia. The first incident involved a Cyprus-registered bulk carrier, *Arya Payam* on 12 February 2009. Five robbers in a wooden boat approached the bulk carrier while at anchor. One of the robbers boarded the ship and attempted to steal the ship's stores. The duty crew saw the robber and informed the crew on the bridge who raised the alarm, sounded the ship's horn and informed ships in the vicinity via VHF radio. The robber jumped overboard and escaped empty-handed. The second incident involved another bulk carrier, *Garnet* on 1 June 2009. About seven or eight robbers armed with knives boarded the bulk carrier while at anchor. The robbers entered the ship's engine room, tied up the duty oiler, took away some engine spare parts and escaped. All incidents occurred while the ships were anchored. No incidents were reported off Southern Johor during the period January-July 2008. Please see map.



Approximate location  
of incidents

Legend

Actual (CAT 2)



Actual (CAT 3)



## Part 4 - Details of Selected Incidents

### Observations

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- 4.2.5** The attacks are likely to be opportunistic in nature as there was no evidence to suggest that the robbers specifically targeted certain type of ships as bulk carrier and tanker have been attacked.
- 4.2.6** The quick action by the Malaysian Marine Police in responding to the incident by dispatching its patrol boats to the incident area was commendable. This has resulted in the arrest of the robbers and recovery of the stolen items.

### Recommendations

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- 4.2.7** The ReCAAP ISC notes that robbers boarded ships that were anchored in this vicinity for trans-loading, bunkering, waiting for pilot or designated time to enter port. With increasing activities in the area, ship masters are encouraged to exercise vigilance and maintain surveillance when their ships were anchored in the area, particularly during hours of darkness.
- 4.2.8** Ship masters are advised to report all incidents to the nearest coastal States and/or port authorities immediately so that follow-up actions can be taken.



## Part 4 - Details of Selected Incidents

### 4.3 Incidents of Armed Robbery at Chittagong Anchorage, Bangladesh

4.3.1 Two incidents of armed robbery against ships were reported at the anchorage of Chittagong, Bangladesh on 6 July 2009 and 7 July 2009. The details of these incidents are described below.

#### Incident of Armed Robbery onboard the *OEL Freedom* on 6 July 2009

Name of Ship	: <i>OEL Freedom</i>
Type of Ship	: Container ship
Flag of Ship	: Singapore
IMO Number	: 8510362
GT	: 10,676



4.3.2 The ReCAAP Focal Point (Bangladesh) reported to the ReCAAP ISC an incident of armed robbery onboard a Singapore-registered container ship, *OEL Freedom*. At about 0140 hrs (local time) on 6 July 2009, the container ship was anchored at 22° 11' N, 91° 46' E (Chittagong anchorage, Bangladesh) when the crew discovered that the lock to the ship's store was broken.

4.3.3 A check by the crew revealed that four mooring ropes and five gas bottles were missing. The crew reported the incident to the Chittagong Port Authority and Bangladesh Coast Guard. The Bangladesh Coast Guard dispatched a patrol boat to the incident area but the robbers had escaped.

#### Past Incident

4.3.4 This is the second time the *OEL Freedom* was attacked at the anchorage of Chittagong. The first attack occurred on 13 July 2007 at about 0025 hrs (local time) when six robbers armed with long knives boarded *OEL Freedom* from a 12-foot long wooden boat. The 3rd Officer who was on duty at that time saw the robbers and immediately alerted the ship master who raised the general alarm. All six robbers fled in their wooden boat. A half coil of the ship's mooring rope was taken away by the robbers. The crew was not injured.





## Part 4 - Details of Selected Incidents

### Incident of Armed Robbery onboard the *W-O Moin* on 7 July 2009

Name of Ship	: <i>W-O Moin</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Gibraltar
IMO Number	: 9183477
GT	: 9,419



**4.3.5** The ReCAAP Focal Point (Bangladesh) reported to the ReCAAP ISC an incident onboard *W-O Moin*, a Gibraltar-registered chemical tanker at the anchorage of Chittagong on 7 July 2009. At about 0355 hrs, an unknown number of robbers came alongside the chemical tanker in a small engine wooden boat. The robbers boarded the tanker and stole one mooring rope. The ship master reported the incident to the Chittagong Port Authority who in turn informed the Bangladesh Coast Guard. A patrol boat was dispatched to the incident area.

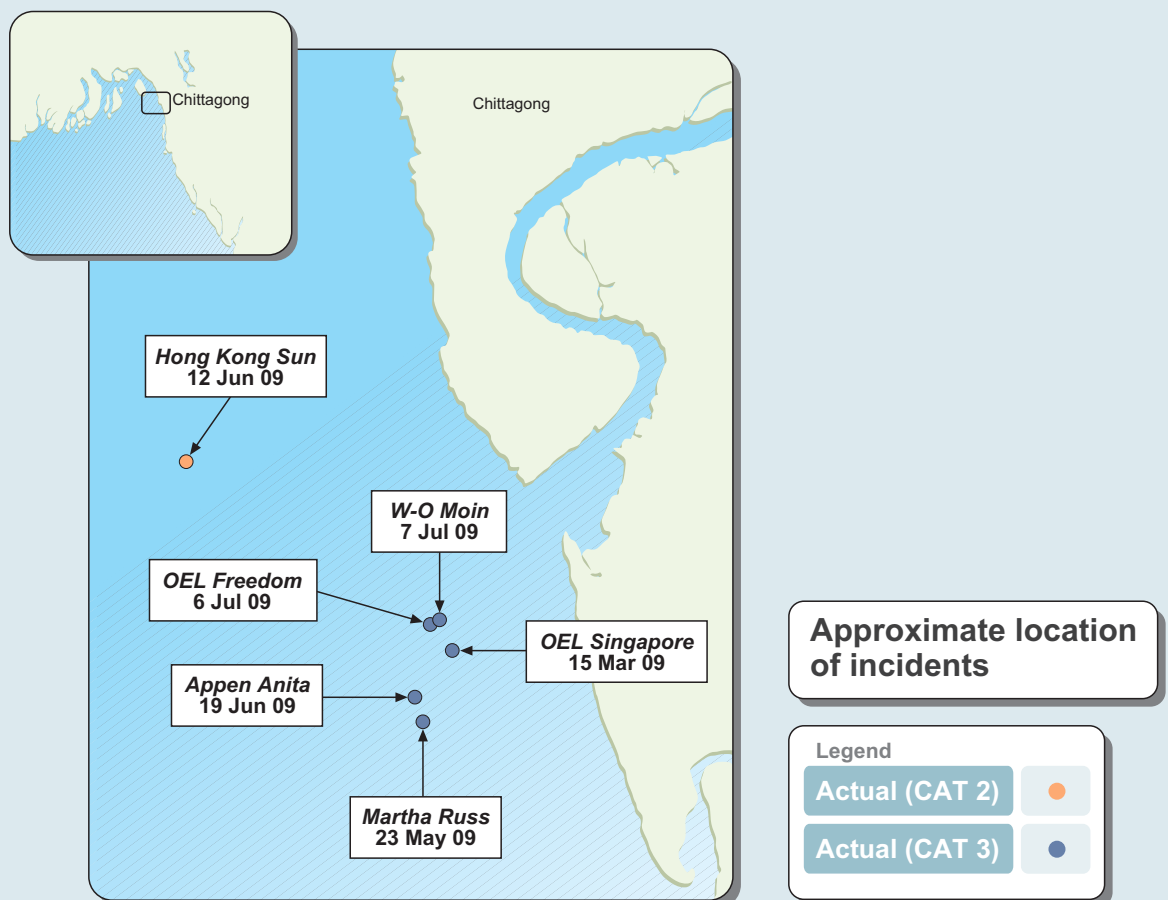




## Part 4 - Details of Selected Incidents

### Observations

**4.3.6** Between January 2009 and July 2009, a total of six incidents were reported at and approaching the Chittagong anchorage, Bangladesh. Out of the six incidents, one was a Category 2 incident involving a bulk carrier while approaching the anchorage of Chittagong and five were Category 3 incidents at the anchorage. Four out of the six incidents involved container ships, one involved a bulk carrier and one a chemical tanker. Please see map below.



## Part 4 - Details of Selected Incidents

**4.3.7** The ReCAAP ISC notes that most of the incidents occurred during hours of darkness when the crew was resting. The robbers were observed to operate in small groups of one to six men, and usually armed with knives which are commonly used to cut mooring ropes. In most of the incidents, they stole ship stores, mooring ropes and other unsecured items onboard the ships. The robberies were opportunistic in nature as robbers targeted ships which appeared vulnerable and easy target for them to board and make a quick grab of the items onboard.

### **Recommendations**

**4.3.8** Ship masters and crew are advised to maintain enhanced vigilance at all times and take necessary precautionary measures when their ships are at berth or anchorage during hours of darkness. The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery to the RCC of the coastal State or port authorities immediately so that the authorities can respond by dispatching patrol boat to the incident area to assist the victim ship.



## Part 5 - Observations for July 2009

- 5.1** Overall, the following observations can be made regarding incidents which occurred in July 2009 compared to July 2008:
- a.** There has been a decrease in the total number of incidents reported in July 2009 compared to July 2008. The decrease was most apparent in the ports and anchorages of Indonesia and Vietnam.
  - b.** The decrease in the number of incidents in July 2009 was due to the decline in the number of Category 3 (less significant) incidents. However, there has been an increase in the number of Category 2 (moderately significant) incidents.
  - c.** Five out of seven actual incidents reported in July 2009 involved ships that were anchored or berthed and the remaining two incidents involved ships that were underway.
  - d.** Incidents involving ships while underway are mainly Category 2 incidents and incidents involving ships at anchor are likely to be Category 3 incidents.
  - e.** Majority of the incidents involved robbers operating in groups of one to six men.
  - f.** Incidents reported loss of cash and property occurred mainly to ships while underway, and incidents reported loss of ship stores and unsecured items occurred when ships were at anchorages.



## Annex

### DETAILS OF INCIDENTS IN JULY 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>OEL Freedom</i> Container ship Singapore 8510362 10676	06/07/2009 0140 hrs	22° 11' N, 091° 46' E  Chittagong Anchorage, Bangladesh	Anchored	The crew discovered that the lock to the ship's store was broken and further check by the crew revealed that four mooring ropes and five gas bottles were missing. The crew reported the incident to the Chittagong Port Authority and Bangladesh Coast Guard. The Bangladesh Coast Guard dispatched a patrol boat to the incident area but the robbers had escaped.	ReCAAP Focal Point (Bangladesh)	CAT 3
2.	<i>Kamishima</i> Bulk carrier Panama 9057018 53935	06/07/2009 1910 hrs	00° 01' N, 117° 36' E  Bontang Anchorage, Indonesia	Anchored	Robbers boarded the ship via the anchor chain and through the hawse pipe cover. It was believed that the robbers opened the hawse pipe cover and stole the forward life raft. Investigation revealed that the robbers dragged the life raft to the starboard bow and threw it overboard. The incident was believed to have occurred between 1830 hrs and 1900 hrs.  The robbery was discovered at about 1910 hrs when the roving guard on watch discovered the forward life raft was stolen and the starboard hawse pipe cover opened.	NYK Ship Management Pte Ltd  IMO	CAT 3

## Annex

### DETAILS OF INCIDENTS IN JULY 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>He informed the duty officer and ship master immediately. The ship master mustered the crew and conducted a thorough investigation and checked the ship's surroundings for any suspicious boat in the vicinity.</p> <p>The ship master tightened the security measures onboard the ship to prevent recurrence of the incident and reminded all duty officers &amp; watch keepers to be more vigilant and avoid complacency.</p>		
3.	W-O Moin Chemical tanker Gibraltar 9183477 9419	07/07/2009 0355 hrs	22° 11' N, 091° 46' E  Chittagong Anchorage, Bangladesh	Berthed	An unknown number of robbers came alongside the chemical tanker in a small engine wooden boat. The robbers boarded the tanker and stole one mooring rope. The ship master reported the incident to the Chittagong Port Authority who informed the Bangladesh Coast Guard and a patrol boat was dispatched to the incident area.	ReCAAP Focal Point (Bangladesh)	CAT 3

## Annex

### DETAILS OF INCIDENTS IN JULY 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>Kenryo</i> Tug boat Singapore 9511624 370	12/07/2009 0200 hrs	01° 09.90' N, 103° 46.0' E  East of Raffles Lighthouse, Straits of Malacca & Singapore	Underway	<p>Five robbers boarded the tug boat from a speed boat. Four of the five robbers were wearing masks and armed with parangs. The robbers took away the crew's mobile phones, cash and other valuables. They damaged the communication equipment onboard the ship and fled in their speed boat. The 12 crew comprising all Indonesians were not harmed.</p> <p>The tug boat towing a barge loaded with oil rig equipment was underway to Singapore from Batu Ampar, Indonesia.</p> <p>The master of <i>Kenryo</i> contacted another Singapore-registered tug boat, <i>Taihei</i> which was in the vicinity to convey the report of the attack to Singapore VTIS. The Singapore's Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast warning mariners about the incident and reported the incident to the ReCAAP ISC.</p>	ReCAAP Focal Point (Singapore)	CAT 2

## Annex

### DETAILS OF INCIDENTS IN JULY 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)
5.	<i>Weihai 5</i> Tug boat Singapore 9126546 106	12/07/2009 0225 hrs	01° 08.29' N, 103° 46.81' E  Northeast of Helen Mar Reef, Straits of Malacca & Singapore	Underway	<p>Five robbers boarded the tug boat from their speed boat. Four of the five robbers were wearing masks and armed with parangs. The robbers took away the crew's mobile phones, cash and other valuables. They damaged the communication equipment onboard <i>Weihai 5</i> and fled in their speed boat. The six crew comprising all Indonesians were not harmed.</p> <p>The tug boat towing a barge loaded with granite was underway to Singapore from Lumut, West Malaysia.</p> <p>The master of <i>Weihai 5</i> reported the incident to Singapore VTIS via VHF radio. The Singapore's Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast warning mariners about the incident and reported the incident to the ReCAAP ISC. The Baden SAR Nasional (BASARNAS), Indonesia was also formed.</p>	ReCAAP Focal Point (Singapore)	CAT 2

## Annex

### DETAILS OF INCIDENTS IN JULY 2009

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
6.	<i>Dagmar</i> Container ship Antigua and Barbuda 9064695 5684	12/07/2009 0330 hrs	10° 16.2' N, 107° 04.6' E  Vung Tau Outer Anchorage, Vietnam	Anchored	Robbers boarded the ship while at anchor. They stole the ship's stores and properties and escaped.	IMO	CAT 3
7.	<i>PNG Express</i> Tanker Honduras 7724643 1490	21/07/2009 0335 hrs	2.7 nm south of Tanjung Setapa, Malaysia	Anchored	<p>Six robbers armed with long knives came alongside the tanker in a boat.</p> <p>It was reported by the Bernama News that the robbers boarded the tanker, tied up the ship's master and crew and took their cash and valuables. The Malaysian Marine Police who was patrolling in the area, acted on a tip-off, boarded the tanker. The Malaysian Marine Police arrested five of the robbers, but one of them managed to escape by jumping into the sea during a scuffle with the police. The ship master and 15 crew were found in a room with their hands tied.</p> <p>The suspects, aged between 17 and 41, were held for further investigation. The police</p>	<p>Bernama dated 21 July 2009</p> <p>Lianhe Zaobao dated 23 July 2009</p> <p>The Business Times dated 23 July 2009</p>	CAT 2



## Annex

### DETAILS OF INCIDENTS IN JULY 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)
					seized four machetes, four face masks, passports, cash, a laptop, binoculars and five mobile phones from the robbers. The initial investigation did not rule out the possibility that the robbers were involved in several other past incidents reported in the vicinity. The report also mentioned that the suspects can face up to 20 years' imprisonment if convicted of gang robbery.		

## Annex

### DETAILS OF INCIDENTS IN JULY 2009

#### Attempted Incident

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>Baltic Strait</i> Container ship Liberia 9363144 18102	28/07/2009 2157 hrs	04° 39.2' N, 112° 45' E  75 nm off Miri, Sarawak, South China Sea	Underway	Twelve pirates, in a seven-metre long, unlit boat approached the container ship while underway. They pursued the ship and tried to get alongside. The 3rd officer raised alarm, took evasive manoeuvres, alerted the crew. The ship master fired three rocket flares. The pirates eventually aborted the attempt.	Nil	IMO