

# Report for May 2009

1st May 2009 – 31st May 2009

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# Report for May 2009

## Executive Summary

In May 2009, 10 incidents of armed robbery against ships were reported in Asia. Of these, seven were actual incidents and three were attempted incidents. Compared to May 2008, there has been an increase in the total number of incidents reported in May 2009. In May 2008, seven incidents comprising five actual incidents and two attempted incidents were reported.

The increase in the number of actual incidents in May 2009 was due to the increase in Category 3 incidents compared to May 2008. There were one Category 2 incident and six Category 3 incidents reported in May 2009 compared to two Category 1 incidents, one Category 2 incident and two Category 3 incidents reported in May 2008.

Of the 10 incidents reported in Asia, three incidents occurred in South Asia and seven occurred in Southeast Asia. The details of the incidents are described in the Annex. Part 3 of this report features some incidents in greater detail for the purpose of sharing of good practices.



## Part 1 - Definitions & Methodology Used

### 1.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

**Piracy**, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined in Article 1 (Definitions) of the ReCAAP as:

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

**Armed Robbery**, in accordance with the Code of Practice for the Investigations of Crime of Piracy and Armed Robbery against Ships of International Maritime Organisation (IMO) (MSC/Circ. 984, Article 2.2), is defined in Article 1 (Definitions) of the ReCAAP as:

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



## Part 1 - Definitions & Methodology Used

### 1.2 Methodology for Classifying Incidents

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

- a. Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
  - (1) Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
  - (2) Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
  - (3) Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- b. Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.



## Part 1 - Definitions & Methodology Used

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

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

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



## Part 1 - Definitions & Methodology Used

### 1.3 Note on Sources of Information

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the International Chamber of Commerce-International Maritime Bureau (ICC-IMB), and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.

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

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



## Part 2 - Analysis of Incidents in May 2009

### 2.1 Number and Significance of Reported Incidents

**2.1.1** A total of 10 incidents of armed robbery against ships were reported in May 2009. Of these, seven were actual incidents and three were attempted incidents. There has been an increase in the total number of incidents in May 2009 compared to May 2008. In May 2008, a total of seven incidents comprising five actual incidents and two attempted incidents were reported. Please see Table 1.

	May 2009	May 2008
Actual	7	5
Attempted	3	2
<b>Total</b>	<b>10</b>	<b>7</b>

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



## Part 2 - Analysis of Incidents in May 2009

**2.1.2** Overall, there has been an increase in the number of Category 3 incidents in May 2009 compared to May 2008. Of the seven actual incidents reported in May 2009, one was a Category 2 incident and six were Category 3 incidents. No Category 1 incident was reported in May 2009. In May 2008, of the five actual incidents reported, two were Category 1 incidents, one was a Category 2 incident and two were Category 3 incidents. Details of the incidents reported in May 2009 were shown in the Annex. Please see Chart 1.

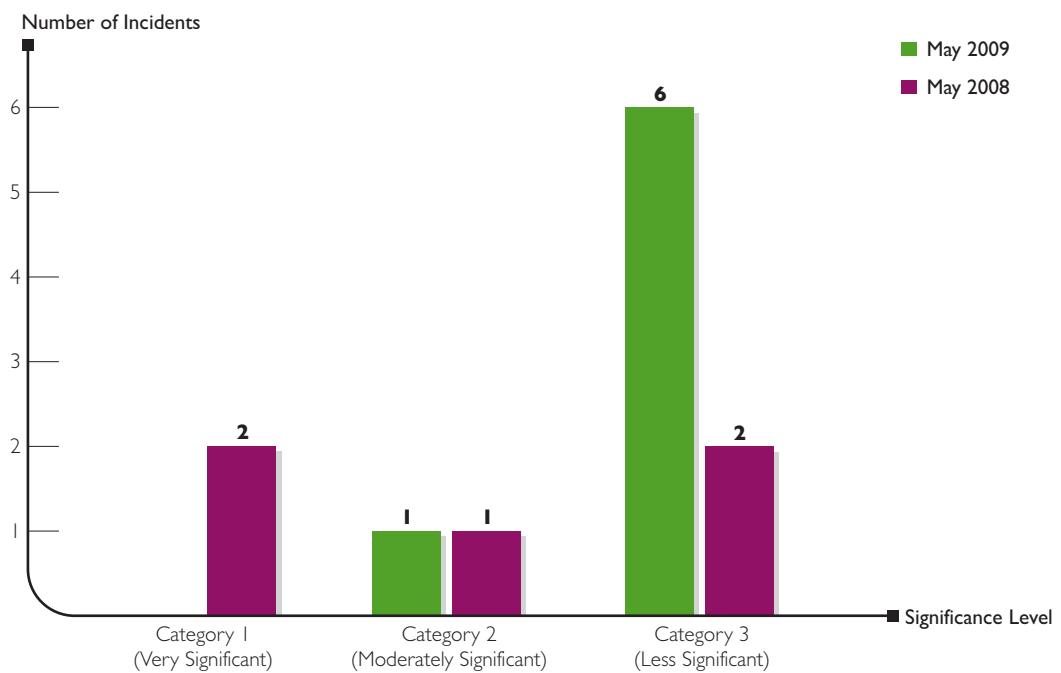


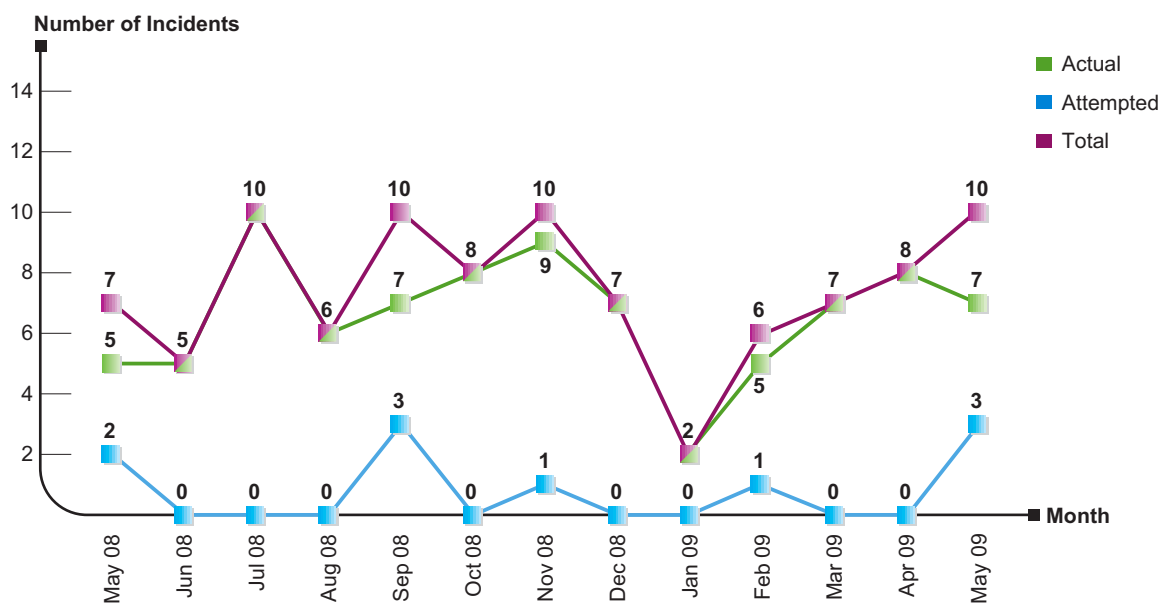
Chart 1 - Significance level of actual incidents in May 2009 and May 2008





## Part 2 - Analysis of Incidents in May 2009

**2.1.3** Graph 1 shows the number of actual and attempted incidents reported between May 2008 and May 2009. During this period, high activity levels were reported in July 2008, September 2008, November 2008 and May 2009, each reported a total of 10 incidents for the month. The ReCAAP ISC notes that the total number of incidents has been on an upward trend since 2009 with two incidents reported in January 2009, six incidents in February 2009, seven incidents in March 2009, eight incidents in April 2009 and 10 incidents in May 2009. The ReCAAP ISC will continue to monitor if the activity level in May 2009 persists in the coming months.



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



## Part 2 - Analysis of Incidents in May 2009

### 2.2 Location and Time of Incidents

**2.2.1** Table 2 shows the location of incidents reported in May 2009 and May 2008. Overall, there has been an increase in the total number of incidents reported in May 2009 compared to May 2008. The increase was more apparent in the ports and anchorages of Malaysia, Bangladesh and India. Of the four actual incidents reported in Malaysia, three occurred when the ships were anchored at the port of Sandakan, East Malaysia and one occurred when the ship was underway southwest of Pulau Aur. No incident was reported in Malaysia in May 2008. In Bangladesh, two incidents comprising one actual incident and one attempted incident were reported at the Chittagong Anchorage in May 2009 compared to one attempted incident reported in May 2008. In India, one actual incident was reported at the Kochi Anchorage in May 2009. No incident was reported in India in May 2008. Map 1 shows the location of all incidents reported in May 2009.

	May 2009		May 2008	
	Actual	Attempted	Actual	Attempted
<b>South Asia</b>				
■ Bangladesh	1	1		1
■ India	1			
<b>Sub-total</b>	<b>2</b>	<b>1</b>		<b>1</b>
<b>Southeast Asia</b>				
■ Indonesia		1	3	
■ Malaysia	4	1		
■ Myanmar	1			
■ Philippines			1	
■ Straits of Malacca & Singapore			1	1
<b>Sub-total</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>1</b>
<b>Overall Total</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>

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



## Part 2 - Analysis of Incidents in May 2009

### 2.2.2 Time of Incidents

Of the seven incidents reported in May 2009, two incidents occurred between 1800 hrs and 2359 hrs, and five occurred between midnight and 0559 hrs. In May 2008, three out of five incidents occurred between midnight and 0559 hrs. This is expected as ships remain most vulnerable during hours of darkness.

	1800 hrs to 2359 hrs	0001 hrs to 0559 hrs	0600 hrs to 1159 hrs	1200 hrs to 1759 hrs	Total
May 2009	2	5			7
May 2008		3		2	5

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



## Part 2 - Analysis of Incidents in May 2009

### 2.3 Type of Ships

#### 2.3.1 Type of Ships Involved in Incidents in May 2009 and May 2008

Table 4 shows that tankers were involved in a larger number of incidents in May 2009 compared to other type of ships. However, no conclusion can be drawn on the type of ships that were most frequently targeted in May 2008.

Type of Ships	May 2009	May 2008
Container Ship	2	2
General Cargo Ship	1	
Chemical Tanker	3	1
Product Tanker	2	
Tanker (Unspecified)		1
Tug Boat	1	1
Fishing Trawler		1
Passenger Craft		1
Supply Ship	1	
<b>Total</b>	<b>10</b>	<b>7</b>

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



## Part 2 - Analysis of Incidents in May 2009

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

Tankers were involved in five out of the ten incidents reported in May 2009. Please see Chart 2. Incidents involving tankers were Category 3 incidents and occurred when the tankers were either anchored or berthed. Of the five incidents that involved tankers, three incidents occurred at the port of Sandakan, East Malaysia, one incident occurred at the Kochi Anchorage, India and an attempted incident at the Jakarta Anchorage, Indonesia.

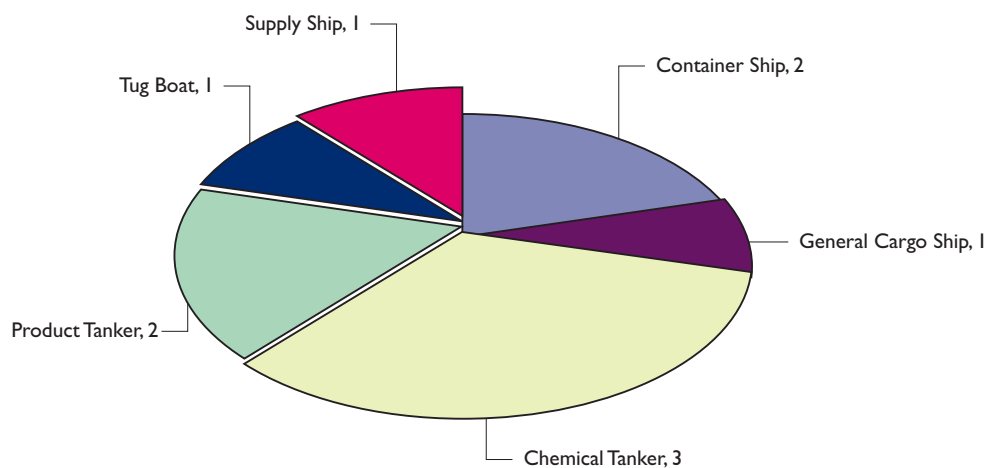


Chart 2 – Type of ships involved in actual incidents in May 2009



## Part 2 - Analysis of Incidents in May 2009

### 2.4 Status of Ships

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

The ReCAAP ISC notes that there has been an increase in the number of incidents involving ships that were either anchored or berthed in May 2009 as compared to May 2008. In May 2009, eight out of 10 incidents involved ships that were either anchored or berthed compared to May 2008 when two out of seven incidents involved ships that were either anchored or berthed. Table 5 shows the status of ships during incidents reported in May 2009 and May 2008.

	May 2009		May 2008	
	Actual	Attempted	Actual	Attempted
Anchored	4	2		1
Berthed	2		1	
Underway	1	1	4	1
<b>Total</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>

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



## Part 2 - Analysis of Incidents in May 2009

### 2.4.2 Status of Ships and its Significance Level

Chart 3 shows the status of ships and its significance level during incidents reported in May 2009 and May 2008. It appeared that incidents involving ships that were either anchored or berthed were less significant incidents compared to incidents involving ships that were underway. In May 2009, all six actual incidents involving ships that were either anchored or berthed were Category 3 incidents. The only one actual incident involving a ship that was underway in May 2009 was a Category 2 incident. In May 2008, of the four incidents involving ships that were underway, two were Category 1 incidents, one was a Category 2 incident and one was a Category 3 incident. The only one incident involving a ship that was berthed in May 2008 was a Category 3 incident.

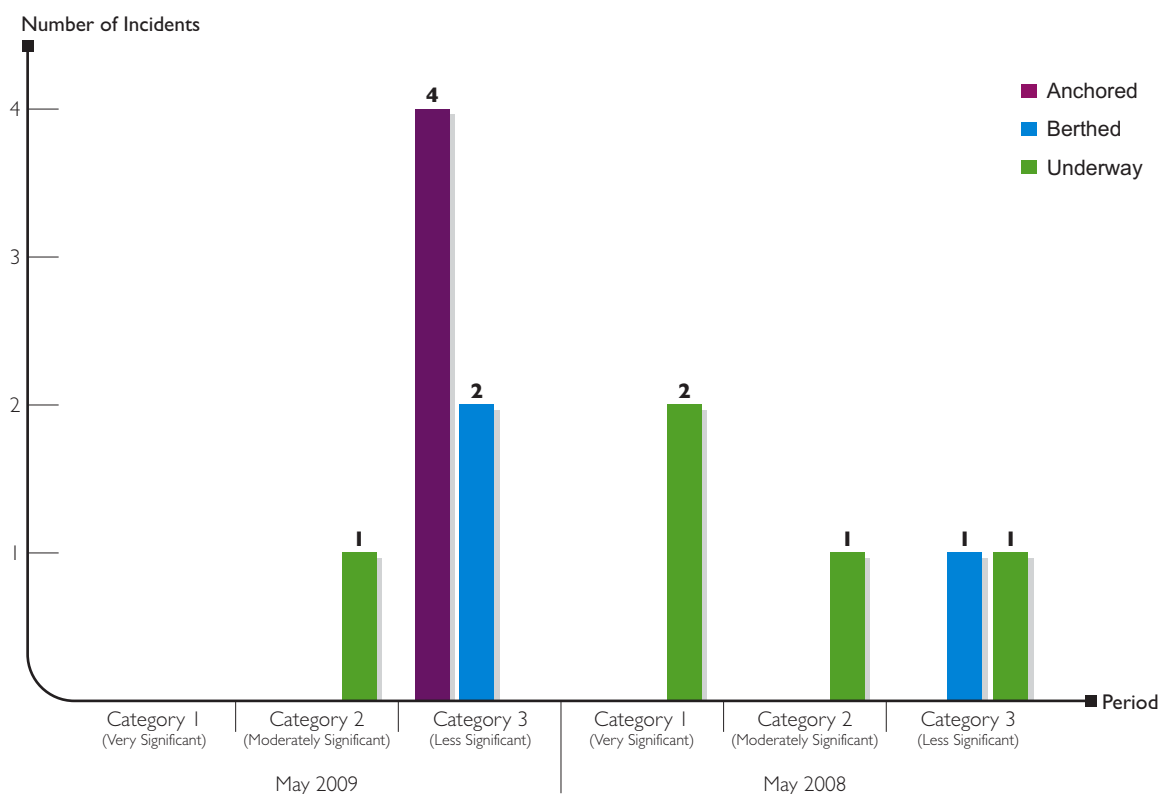


Chart 3 - Status of ships and its significance level during incidents in May 2009 and May 2008



## Part 2 - Analysis of Incidents in May 2009

### 2.5 Analysis of Violence Factor

#### 2.5.1 Weapons Used

Chart 4 shows the weapons used in actual incidents in May 2009 and May 2008. There was one incident in May 2009 which involved the use of guns and knives by robbers compared to two incidents in May 2008 which reported the use of guns and knives. The incidents in May 2009 and May 2008 were:

- Armed robbery on board the tug boat, *Topniche 5* towing a barge boarded by five robbers armed with guns and knives on 28 May 2009. The details of this incident are described in Part 3 of this report.
- Armed robbery on board the passenger boat, *Al Aziz* on 6 May 2008. Twenty robbers armed with automatic rifles boarded the boat between Tapul Island and Jolo, Philippines.
- Hijacking of the tanker, *Blue Ocean 7* east of Kalimantan on 25 May 2008 by 11 men armed with firearms and sharp weapons east of Kalimantan, Indonesia.

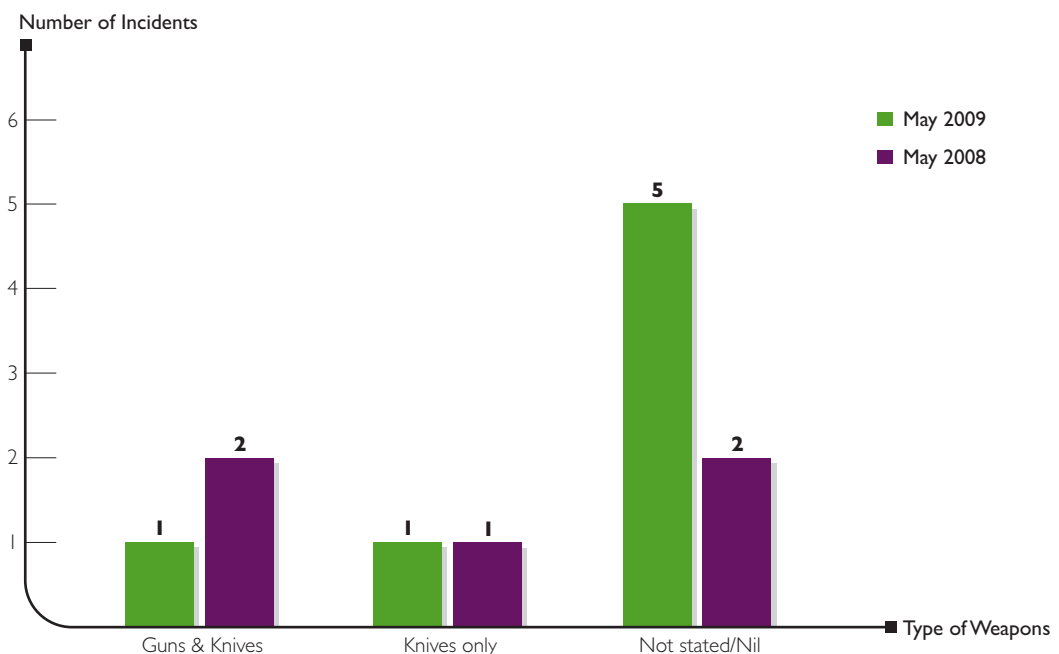


Chart 4 - Weapons used in actual incidents in May 2009 and May 2008





## Part 2 - Analysis of Incidents in May 2009

### 2.5.2 Treatment of Crew

Chart 5 shows the treatment of crew in actual incidents reported in May 2009 and May 2008. Notably, there is no report of injury sustained by crew involved in incidents reported in May 2009. Most of these incidents were opportunistic in nature where the robbers stole ship stores, paint, mooring ropes, cash and crew's personal belongings. They escaped when detected by the crew. In the incident reported on 28 May 2009 involving the container ship, *Sinar Bangka*, the two robbers escaped empty-handed when the duty crew spotted them and raised the alarm. In comparison of incidents reported in May 2008 and May 2009, the ReCAAP ISC notes that incidents reported in May 2008 were relatively more violent in nature with reports of crew being taken hostage, discarded or killed. The incidents were:

- Hijacking of the tanker, *Blue Ocean 7* on 25 May 2008, with the crew being taken hostage.
- Hijacking of fishing trawlers, *KNF 7547* and *KNF 7548* on 2 May 2008, with the crew thrown overboard at a nearby island in Indonesia.
- Armed robbery on board the passenger boat, *Al Aziz* on 6 May 2008 which resulted in four killed and seven injured.

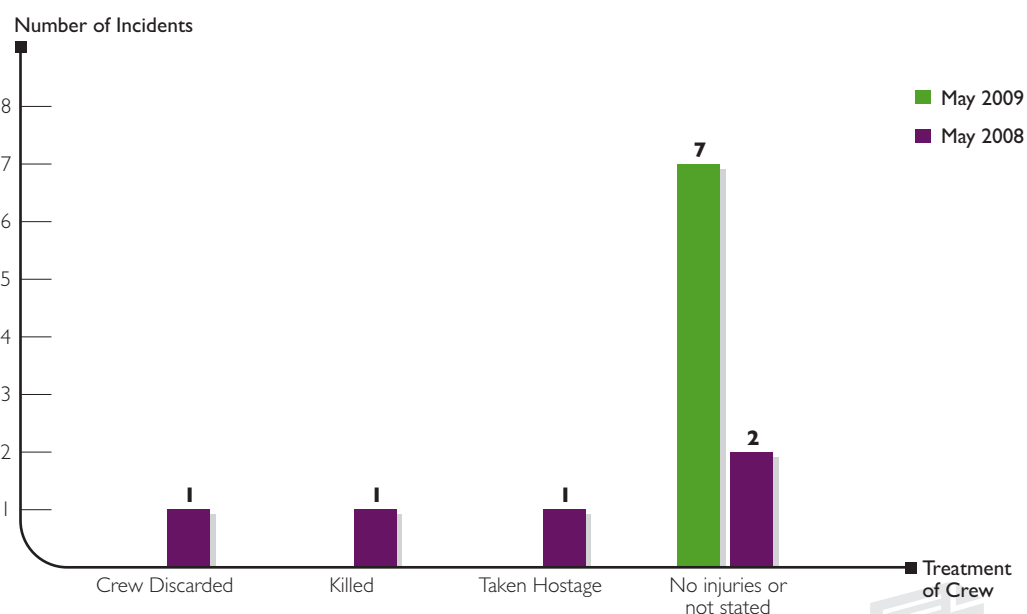


Chart 5 - Treatment of crew in actual incidents in May 2009 and May 2008



## Part 2 - Analysis of Incidents in May 2009

### 2.5.3 Number of Robbers

Chart 6 shows the number of robbers involved in actual incidents in May 2009 and May 2008. Majority of the incidents reported during these two periods involved robbers operating in groups of 1 to 6 men. There was one incident reported in May 2009 which involved eight men. The incident occurred on 23 May 2009 involving the container ship, *Martha Russ* when she was anchored at the Anchorage of Chittagong, Bangladesh. In May 2008, there were two incidents which involved more than nine robbers: 20 men were involved in the armed robbery incident on board the *Al Aziz* and 11 men involved in hijacking of *Blue Ocean 7*.

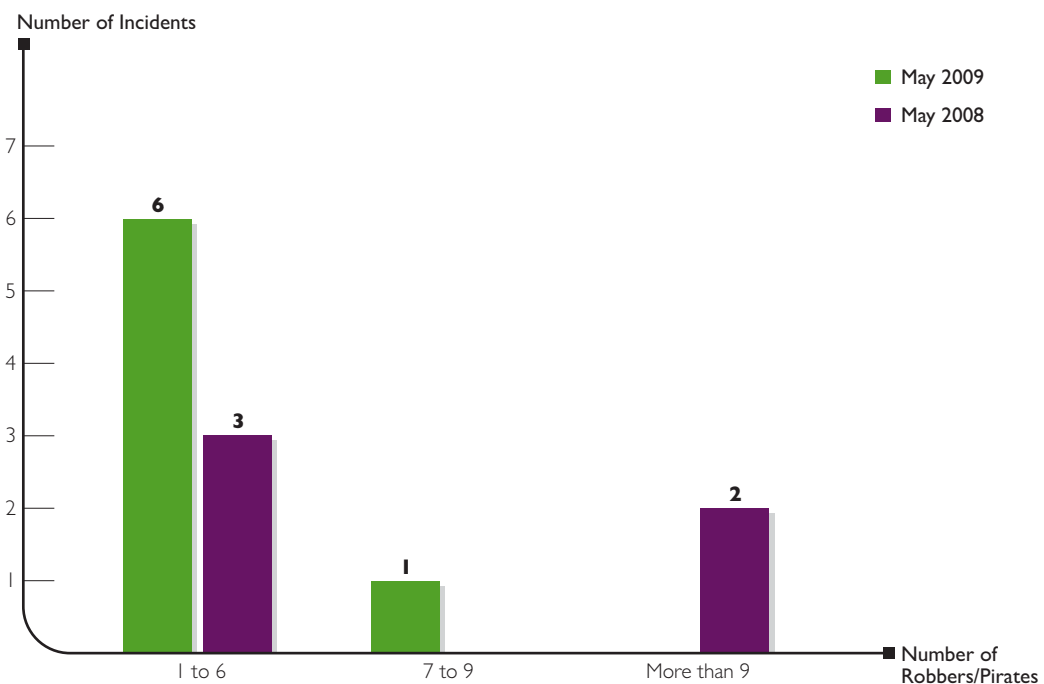


Chart 6 - Number of robbers/pirates involved in actual incidents in May 2009 and May 2008



## Part 2 - Analysis of Incidents in May 2009

### 2.6 Analysis of Economic Factor

#### 2.6.1 Economic Losses

Chart 7 shows the economic loss per actual incident in May 2009 and May 2008. In May 2009, three incidents reported the loss of ship stores and one incident reported the loss of cash and property. Of the three incidents that reported the loss of ship stores in May 2009, one incident occurred at the port of Sandakan, East Malaysia; one incident reported at the Kochi Anchorage, India; and one incident reported at the Chittagong Anchorage, Bangladesh. The incident reported the loss of cash and crew's property occurred when the tug boat, *Topniche 5* was underway southwest of Pulau Aur, Malaysia. In May 2008, the losses involved the missing of two fishing trawlers (*KNF 7547* and *KNF 7548*) and hijacking of the tanker, *Blue Ocean 7*.

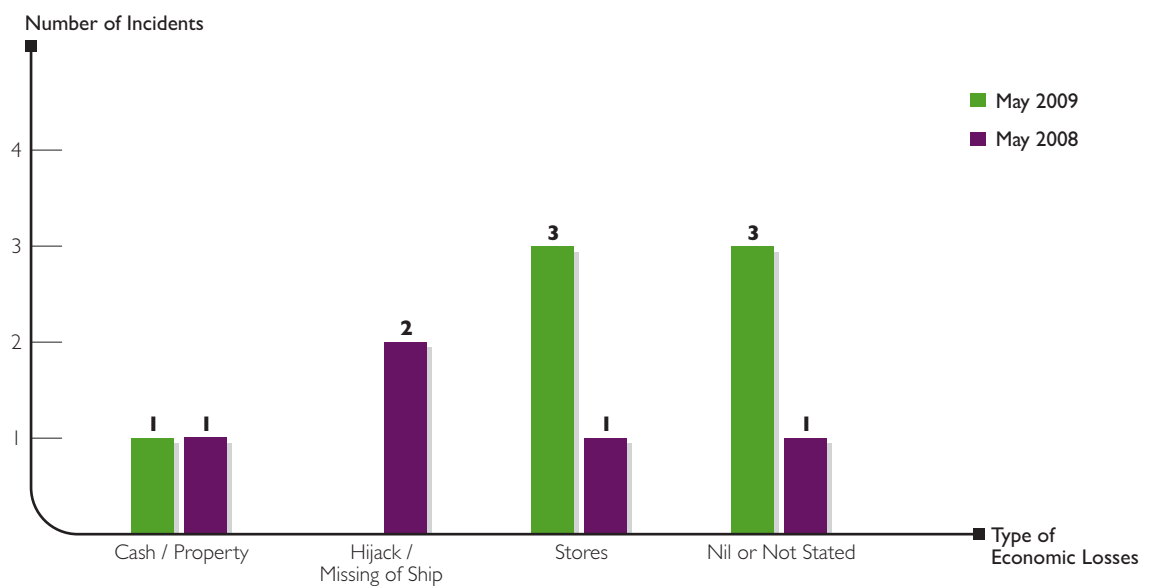


Chart 7 - Reported economic losses in actual incidents in May 2009 and May 2008





## Part 3 - Details of Selected Incidents

### 3.1 Incidents of Armed Robbery at Sandakan Port, East Malaysia

**3.1.1** Three incidents of armed robbery against ships were reported at the Sandakan Port, East Malaysia on 3 May 2009. The ReCAAP ISC notes some similarities in the modus operandi of robbers involved in the incidents. Although there is no conclusive evidence as yet, it appears that the same groups of robbers might be involved in these incidents. The details of the three incidents are below.

#### Incidents of Armed Robbery on board the *JBU Opal* and *Yue You 601* on 3 May 2009

Name of Ship	: <i>JBU Opal</i>
Type of Ship	: Chemical Tanker
Flag of Ship	: Hong Kong
IMO Number	: 9400409
GT	: 11561

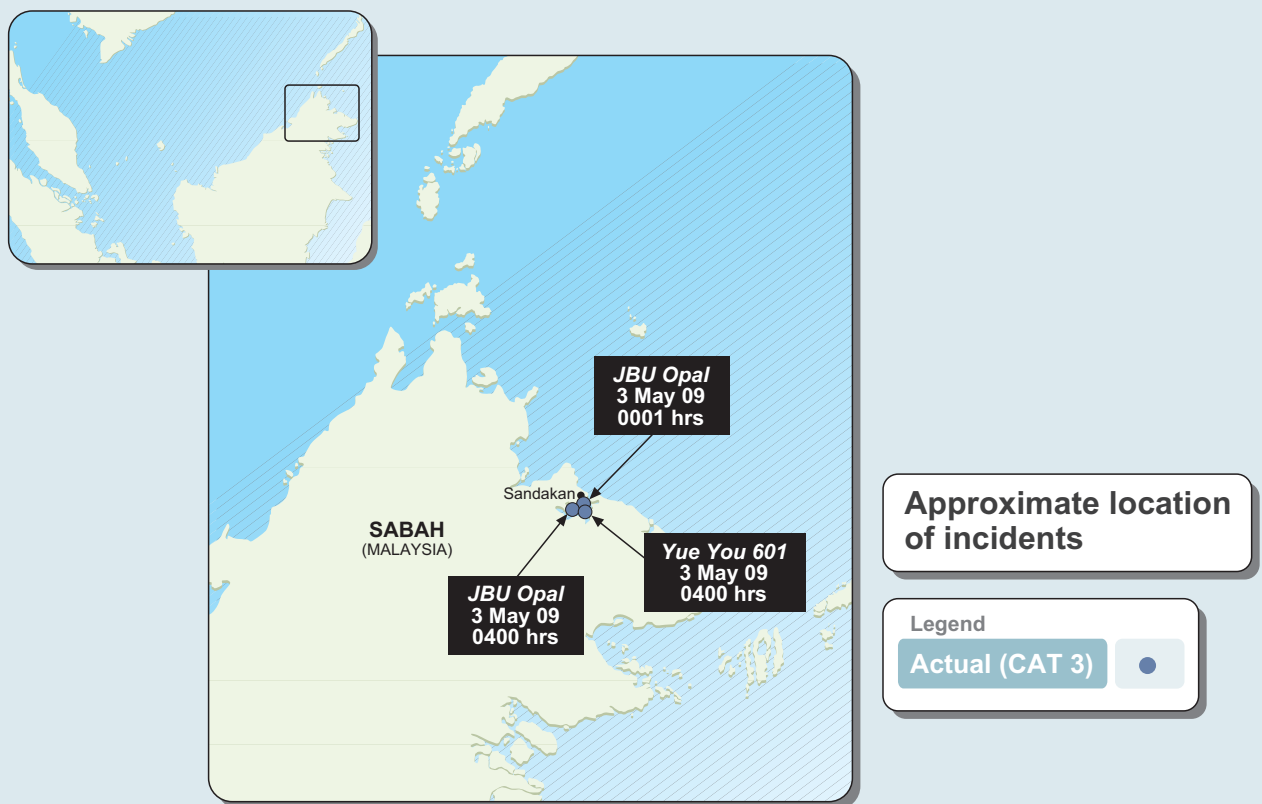
Name of Ship	: <i>Yue You 601</i>
Type of Ship	: Chemical Tanker
Flag of Ship	: China
IMO Number	: 8322973
GT	: 3568

**3.1.2** On the early morning of 3 May 2009, an unknown number of robbers boarded a Hong Kong-registered chemical tanker, the *JBU Opal* that was anchored at the port of Sandakan at 05° 48.70'N, 11.8° 05.90'E. The robbers used a rope to climb onto the tanker. They broke the lock to the paint store of the tanker and stole some ship's stores. The crew discovered that 33 drums of paint were missing from the store in the morning of 3 May 2009. The ReCAAP Contact Point (Hong Kong) reported the incident to the ReCAAP ISC.



## Part 3 - Details of Selected Incidents

**3.1.3** At about 0400 hrs on the same day, both *JBU Opal* and *Yue You 601* were tied alongside the Karamunting palm oil terminal, Sandakan when four robbers in a small fishing boat fitted with outboard motor approached the two tankers. Two robbers boarded the *JBU Opal* and another two boarded the *Yue You 601* using hook attached to a rope. The crew saw the robbers on the forecastle deck and approached them. The robbers escaped in their fishing boat when the crew was alerted. The agent of *Yue You 601* reported the incident to the police who went onboard the ships to investigate. Please see map on the approximate location of the incidents.



## Part 3 - Details of Selected Incidents

### Incidents Reported in Sandakan Port in 2009

- 3.1.4** Between January 2009 and May 2009, four incidents were reported at the port of Sandakan, East Malaysia. Of these, three incidents occurred in May 2009 as described above and one incident occurred in April 2009 involving a Netherlands-registered general cargo ship, the *MCP Rotterdam* on 21 April 2009<sup>1</sup>.
- 3.1.5** The ReCAAP ISC observes that the robbers involving in these incidents operated in groups of one to six men and stole ship stores, ropes and unsecured items on board the ships. They normally operated under the cover of darkness between 0100 hrs and 0600 hrs, and escaped in their boats when they were detected or the crew was alerted. No injuries were sustained by the crew.

<sup>1</sup>This incident was reported in the April 2009 issue of the ReCAAP ISC Report.



## Part 3 - Details of Selected Incidents

### Observation

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**3.1.6** Inputs from the authorities revealed that robberies at the port and anchorages of Sandakan usually involved theft of marine paint and ropes. The robbers normally disguised as fishermen in small boats, opportunistic in nature and targeted ships that were anchored.

### Recommendations

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**3.1.7** Ship master and crew are advised to maintain vigilance at all times. The authorities have advised ship masters to post sentries on the upper deck of the ships while they were anchored, and be on enhanced vigilance at the seaboard side of the ships while at harbour.

**3.1.8** The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery against ships to the nearest coastal state to enable the authorities to respond immediately. Ship owners and operators are encouraged to report all incidents to the ReCAAP Focal Points so that they can broadcast the incident via NAVTEX to warn mariners operating in the vicinity, and the ReCAAP ISC can raise an Incident Alert to notify the shipping community about the incident.





## Part 3 - Details of Selected Incidents

### 3.2 Incident of Armed Robbery on board the *MT United Ambassador* at Kochi Anchorage, India

Name of Ship	: <i>MT United Ambassador</i>
Type of Ship	: Tanker
Flag of Ship	: Greece
IMO Number	: 9307085
GT	: 42010

*MT United Ambassador*  
Photograph courtesy of the Company



- 3.2.1** The Greece-registered tanker, *MT United Ambassador* was anchored at Kochi Anchorage at 9° 54.93'N, 76° 6.47'E, approximately 8.5 nm southwest of Cochin Light when three robbers boarded the tanker at 0250 hrs (local time). The ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.
- 3.2.2** The ship master reported that while the forward anchoring team was returning to their accommodation, they noticed three unidentified men on board the tanker. It was believed that the robbers boarded the tanker from the starboard side of the bow of the ship using hook and rope.
- 3.2.3** The robbers stole one mooring rope and escaped in their small boat. The ship master commented that the robbery was carried out so swiftly that the crew did not have sufficient time to react. There was no report of injury to the crew or any damage to the ship. The local police and port authorities are investigating the incident and the tanker had enhanced its security measures on board the ship.



## Part 3 - Details of Selected Incidents

### Observations

**3.2.4** Between May 2008 and May 2009, a total of three incidents were reported at the Kochi Port, India. The incidents involved the container ship, *MV OEL Dubai* on 20 August 2008 and the general cargo ship, *MV Kinship Prosperity* on 13 September 2008. Notably, all incidents occurred when the ships were anchored and the ReCAAP ISC has classified them as Category 3 (less significant) incidents. Please see map on the approximate location of these incidents.



**3.2.5** In all three incidents, the robbers operated under the cover of darkness as the incidents occurred between 0250 hrs and 0350 hrs. They operated in groups of two to four men and were unarmed. They stole mooring ropes and paint. The ReCAAP ISC notes that the robberies were carried out very swiftly with intention to steal whatever is available and easily accessible on board the ships. Small unlit boats were used by the robbers to approach the anchored ships.



## Part 3 - Details of Selected Incidents

### Recommendation

- 3.2.6** Ship masters and crew are advised to maintain vigilance and watch when their ships are at anchor, particularly during hours of darkness. In addition, ship masters are encouraged to report all incidents of piracy and armed robbery to the nearest coastal state immediately.



## Part 3 - Details of Selected Incidents

### 3.3 Incident of Armed Robbery on board tug boat *Topniche 5* towing barge *Chrisniche 4* off Pulau Aur, Malaysia

Name of Ship	: <i>Topniche 5</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO Number	: 9256547
GT	: 255



- 3.3.1** The *Topniche 5* towing a Singapore-registered barge, the *Chrisniche 4* departed Koh Kong, Cambodia for Singapore on 23 May 2009 at 1600 hrs (local time). At 0200 hrs (local time) on 28 May 2009, five masked robbers armed with guns and knives boarded the Singapore-registered tug boat, *Topniche 5* when she was at position 02° 14.46'N, 104° 14.84'E (approximately 19.5 nm from Pulau Aur). The robbers were of medium-built and dressed in T-shirts and shorts. The ship master reported that the robbers spoke Bahasa and were aggressive. They threatened the crew and asked them not to report the incident to the authorities.
- 3.3.2** The robbers left the tug boat after taking with them the boat's equipment and crew's personal effects including cash, mobile phones, laptops, watches, computer accessories, portable radio sets and binoculars. The robbers escaped in a speed boat within 30 seconds after taking these items. Please see map on the approximate location of the incident.
- 3.3.3** The nine Indonesian crew on board the tug boat were not injured.



## Part 3 - Details of Selected Incidents

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

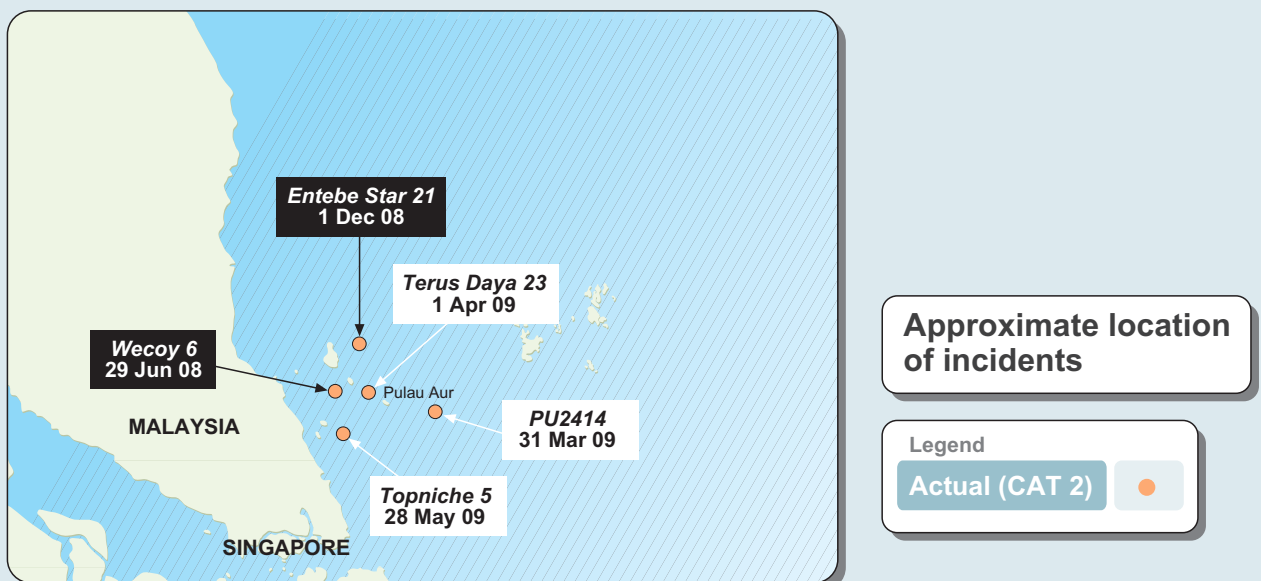
- 3.3.4** The ship's agent reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point for Singapore. The ReCAAP Focal Point (Singapore) in turn reported the incident to the ReCAAP ISC and all the ReCAAP Focal Points. The Singapore's POCC has also initiated a navigational broadcast on the Navtex to warn mariners operating in the region about the incident. The MRCC Putra Jaya has also been informed.
- 3.3.5** The ReCAAP ISC raised an Incident Alert about the incident to notify the shipping community about the incident. The Incident Alert was disseminated to all the ReCAAP Focal Points and posted on the ReCAAP ISC website at [www.recaap.org](http://www.recaap.org).



## Part 3 - Details of Selected Incidents

### Observations

**3.3.6** Between May 2008 and May 2009, a total of five incidents were reported in the vicinity off Pulau Aur. Notably, all five incidents involved tug boats and the ReCAAP ISC has classified them as Category 2 (moderately significant) incidents. Please see map below on the approximate location of these incidents.



**3.3.7** The ReCAAP ISC notes that these incidents occurred between 2100 hrs and 0600 hrs under the cover of darkness when the ships were underway. The robbers were observed to operate in groups of five to ten men and were mostly armed with knives, although in some incidents, they were armed with guns as well. The robbers stole cash, ship equipment and the crew's personal belongings. The ReCAAP ISC observes that there are some similarities in the modus operandi of the robbers involved in these incidents.



## Part 3 - Details of Selected Incidents

### Recommendations

- 3.3.8** Ship masters and crew of tug boats are advised to maintain vigilance at all times and take necessary precautionary measures when operating in the vicinity especially during hours of darkness, and moving at a slow speed.
- 3.3.9** The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery to the nearest coastal state, and ship owner/operator to report to the ReCAAP Focal Points immediately. This would enable the authorities and adjacent ReCAAP Focal Points to respond appropriately in accordance with their national jurisdiction and policies. Immediate reporting will also enable the ReCAAP ISC to post an Incident Alert about the incident on its website to warn mariners operating in the vicinity.



## Part 4 - Observations for May 2009

- 4.1** Overall, the following observations can be made regarding incidents which occurred in May 2009 compared to May 2008:
- a.** There has been an increase in the total number of incidents reported in May 2009 compared to May 2008. The increase was more apparent in the ports and anchorages of Malaysia, Bangladesh and India.
  - b.** The increase in the number of incidents in May 2009 was mainly the Category 3 (less significant) incidents.
  - c.** Tankers appeared to be most susceptible to attack compared to the other type of ships in May 2009.
  - d.** Six out of seven actual incidents reported in May 2009 involved ships that were anchored or berthed. All were Category 3 (less significant) incidents.
  - e.** There was no report on injury sustained by crew in the incidents reported in May 2009. In contrast, incidents reported in May 2008 appeared to be relatively more violent in nature with reports of crew being taken hostage, discarded or killed.
  - f.** Majority of the incidents involved robbers operating in groups of one to six men.
  - g.** Three out of seven incidents reported the loss of ship stores.





## Annex

### DETAILS OF INCIDENTS IN MAY 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>JBU Opal</i> Chemical tanker Hong Kong 9400409 11561	03/05/2009 0001 hrs	05° 48.70'N, 118° 05.90'E  Sandakan Port, Malaysia	Anchored	The robbers used a rope to climb onto the tanker. They broke the lock to the paint store of the tanker and stole some ship's stores. The crew discovered that 33 drums of paint were missing from the store in the morning.	ReCAAP Contact Point (Hong Kong)  Malaysian authorities	CAT 3
2.	<i>JBU Opal</i> Chemical tanker Hong Kong 9400409 11561	03/05/2009 0400 hrs	Karamunting palm oil terminal, Sandakan Port, Malaysia	Berthed	Both tankers were tied alongside the Karamunting palm oil terminal, Sandakan when four robbers in a small fishing boat fitted with outboard motor approached tow tankers. Two robbers boarded the <i>JBU Opal</i> and the another two robbers boarded the <i>Yue You 601</i> using hook attached to a rope. The crew saw the robbers on the forecastle deck and approached them. The robbers escaped in the fishing boat when the crew was alerted. The agent of	Malaysian authorities	CAT 3

## Annex

### DETAILS OF INCIDENTS IN MAY 2009

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
3.	<i>Yue You 601</i> Chemical tanker China 8322973 3568	03/05/2009 0400 hrs	Karamunting palm oil terminal, Sandakan Port, Malaysia	Berthed	<i>Yue You 601</i> reported the incident to the police who went onboard the ships to investigate.	Malaysian authorities	CAT 3
4.	<i>MT United Ambassador</i> Product tanker Greece 9307085 42010	04/05/2009 0250 hrs	09° 54.93'N, 076° 06.47'E  Kochi Anchorage, India	Anchored	Three robbers boarded the tanker when she was anchored at Kochi Anchorage, approximately 8.5 nm southwest of Cochin Light. The ship master reported that while the forward anchoring team was returning to their accommodation, they noticed three unidentified men on board the tanker. It was believed that the robbers boarded the tanker from the starboard side of the bow of the ship using hook and rope.  The robbers stole one mooring rope and escaped in their small boat. The ship master	ReCAAP Focal Point (India)	CAT 3

## Annex

### DETAILS OF INCIDENTS IN MAY 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)
					commented that the robbery was carried out so swiftly that the crew did not have sufficient time to react. There was no report of injury to the crew or any damage to the ship. The local police and port authorities are investigating the incident and the tanker had enhanced its security measures on board the ship.		
5.	<i>Martha Russ</i> Container ship Antigua and Barbuda 9346562 9956	23/05/2009 2054 hrs	Chittagong Anchorage, Bangladesh	Anchored	After dropping anchor, the crew spotted eight armed robbers on the poop deck. The alarm was raised and the crew mustered. The robbers stole the ship's stores before escaping. The port control of Chittagong Anchorage and the coast guard were notified.	ReCAAP Focal Point (Bangladesh)	CAT 3

## Annex

### DETAILS OF INCIDENTS IN MAY 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>Topniche 5</i> Tug boat Singapore 9256547 255	28/05/2009 0200 hrs	02° 14.46'N, 104° 14.84'E  19.5 nm southwest of Pulau Aur, Malaysia	Underway	<p>The tug boat, towing a barge departed Koh Kong, Cambodia for Singapore. While she was underway, five robbers armed with guns and knives, boarded the tug boat when she was about 19.5 nm southwest of Pulau Aur. The robbers stole cash and the crew's personal belongings which included mobile phones, laptops, watches, computer accessories, portable radio sets and binoculars before escaping. The crew did not suffer any injuries.</p> <p>The ship's agent reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The Singapore's POCC initiated a navigational broadcast on the Navtex to warn mariners operating in the region about the incident.</p>	ReCAAP Focal Point (Singapore)	CAT 2

## Annex

### DETAILS OF INCIDENTS IN MAY 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)
					The MRCC Putra Jaya has also been informed.		
7.	<i>Sinar Bangka</i> Container ship Panama 9220304 12563	28/05/2009 2330 hrs	16° 38.88'N, 096° 15.52'E  Yangon Anchorage, Myanmar	Anchored	Two robbers boarded the container ship. The duty crew spotted the robbers and raised the alarm. The robbers jumped overboard and escaped in a small wooden boat with two other accomplices. Nothing was stolen. The Myanmar port authorities is currently investigating the incident and patrolling the Yangon River.	ReCAAP Focal Point (Myanmar)	CAT 3

## Annex

### DETAILS OF INCIDENTS IN MAY 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>Chitral</i> General cargo ship Pakistan 7822110 12395	05/05/2009 1430 hrs	Chittagong Anchorage, Bangladesh	Anchored	Robbers in a boat approached the ship and attempted to board via the anchor cable. The crew was alerted and the robbers aborted the attempt and escaped.	Nil	ReCAAP Focal Point (Bangladesh)
2.	<i>Pacific Copper</i> Supply ship Singapore 9281114 1595	17/05/2009 0435 hrs	04° 46.6'N, 103° 44.2'E  3.8 nm east of Pulau Tenggol, Malaysia	Underway	The ship was underway and towing a barge from Kemaman Supply Base at Terengganu towards an offshore location. About five or six robbers came alongside the ship in a blue boat about 5 metres long and attempted to board the ship.  The duty officer of the watch alerted the crew by sounding the general alarm. The shipboard fire fighting system was also activated to repel the boarding attempt. The robbers eventually aborted their attempt to board. The crew was not injured.	Nil	ReCAAP Focal Point (Singapore)

## Annex

### DETAILS OF INCIDENTS IN MAY 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
3.	<i>MT Challenge Paragon</i> Product tanker Singapore 9403310 28051	23/05/2009 0400 hrs	06° 00.70'S, 106° 53.90'E  Jakarta Anchorage, Indonesia	Anchored	Two robbers in a small boat attempted to board the tanker using hook and rope. While climbing up the ship's rail, the robbers noticed that the ship's watch men were alerted. The robbers jumped back into the waiting boat and moved away. The crew was not injured and nothing was stolen.	Nil	NYK Shipping