

# Report for November 2009

1st November 2009 – 30th November 2009

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## Executive Summary

In November 2009, a total of eight incidents of armed robbery against ships were reported in the Asian region. Of these, five were actual incidents and three were attempted incidents. Overall, there has been a decrease in the number of incidents reported in November 2009 compared to November 2008. The drop in the number of reported incidents was most apparent in the Straits of Malacca and Singapore, and Malaysia. The detail of the incidents reported in November 2009 are described in the Annex.

Of the eight incidents reported in November 2009, six incidents were reported to the ReCAAP ISC by the ReCAAP Focal Points, one incident was reported directly to the ReCAAP ISC and one incident was reported by the IMO. The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately, and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Some of the ReCAAP Focal Points are also the RCCs of the ReCAAP Contracting Parties. Part 2 of this report shows the flow diagram on the processes involved in “reporting incidents of piracy and armed robbery against ships in Asia”.



## Part 1 - Definitions & Methodology Used

### 1.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

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

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

**Armed Robbery**, in accordance with the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A922(22), is defined in Article 1 (Definitions) of the ReCAAP as:

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



## Part 1 - Definitions & Methodology Used

### 1.2 Methodology for Classifying Incidents

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

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



## Part 1 - Definitions & Methodology Used

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

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

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



## Part 1 - Definitions & Methodology Used

### 1.3 Note on Sources of Information

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the Information Fusion Centre (IFC), the commercial entities (such as ship owners, ship operators, ship agents, etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.

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

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



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

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

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

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

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



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

### Reporting of Incidents

- 2.4** Of the eight incidents reported in November 2009, six incidents were reported by the ReCAAP Focal Points to the ReCAAP ISC. Of these, five incidents were reported by the ship owners/operators to the ReCAAP Focal Points and one incident was reported by the ship owner/operator to the coastal States who in turn, reported the incident to the ReCAAP Focal Point. The ReCAAP ISC encourages ship masters, ship owners and ship operators to report all incidents immediately to the relevant agencies as stipulated in Diagram 1.

### Recommendation

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





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

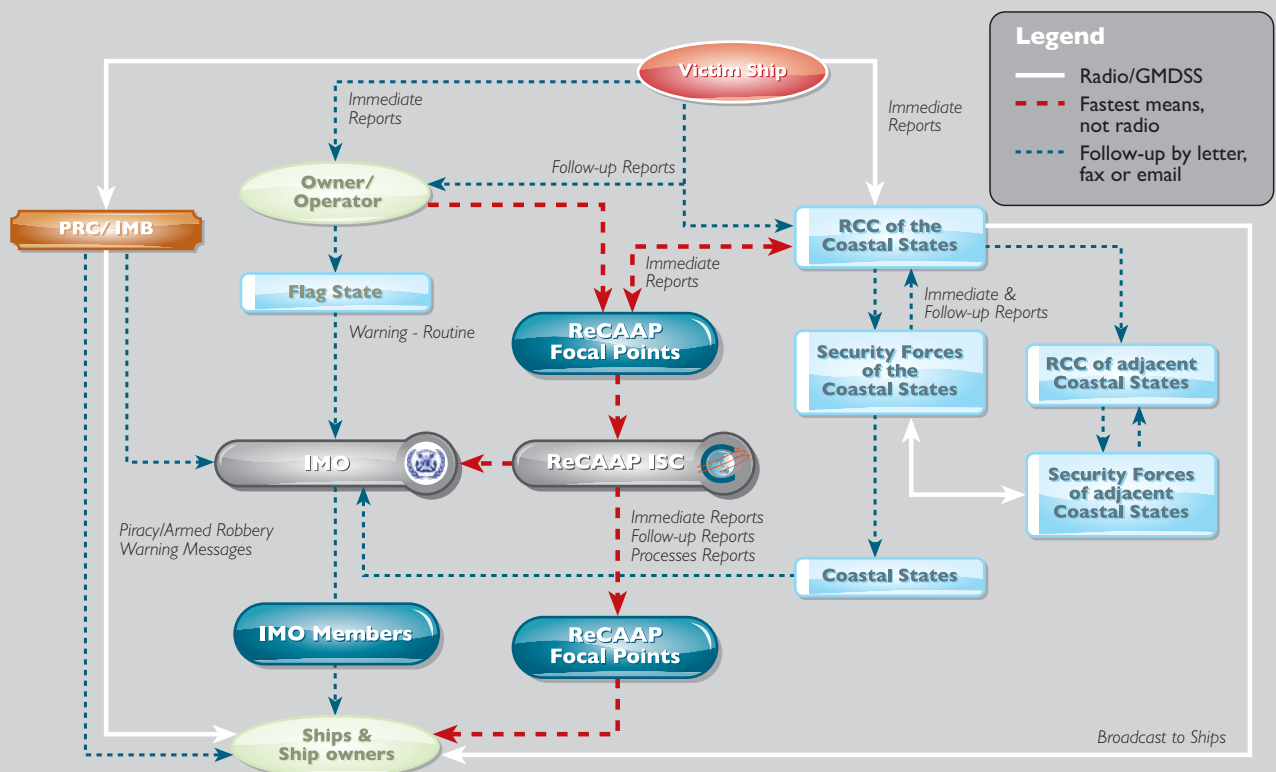


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

### Notes

- (1) The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points disseminate information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
- (2) The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
- (3) The incident reporting process in Asia does not change other reporting processes that are 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@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b> Royal Brunei Marine Police Email: mahran.ahmad@police.gov.bn	+67-3277-0548 Ext 202	+67-3277-0549
<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
<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@gicomsgo.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
<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>Kingdom of Norway</b> Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>Republic of the Philippines</b> Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-8481 to 89 (local 6136 and 6137) +63-2-527-3877 +63-917-724-3682	+63-2-527-3877
<b>Republic of Singapore</b> Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6325-2493	+65-6224-5776
<b>Democratic Socialist Republic of Sri Lanka</b> Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk	+94-1-1244-5368	+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 1 December 2009

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



## Part 3 - Analysis of Incidents in November 2009

### 3.1 Number and Significance of Reported Incidents

**3.1.1** In November 2009, a total of eight incidents of armed robbery against ships were reported in Asia. Of these, five were actual incidents and three were attempted incidents. Compared to November 2008, the total number of incidents has decreased, mainly due to the drop in the number of actual incidents. In November 2008, a total of ten incidents were reported, of which nine were actual incidents and one was an attempted incident. Please see Table 2 below.

	November 2008	November 2009
Actual	9	5
Attempted	1	3
<b>Total</b>	<b>10</b>	<b>8</b>

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

**3.1.2** Of the five actual incidents reported in November 2009, one was a Category 1 incident, two were Category 2 incidents and two were Category 3 incidents. In November 2008, of the nine actual incidents, four were Category 2 incidents and five were Category 3 incidents. There was no Category 1 incident reported in November 2008. Comparing the two periods, there has been a decrease in the number of Category 2 incidents and Category 3 incidents. Please see Table 3.

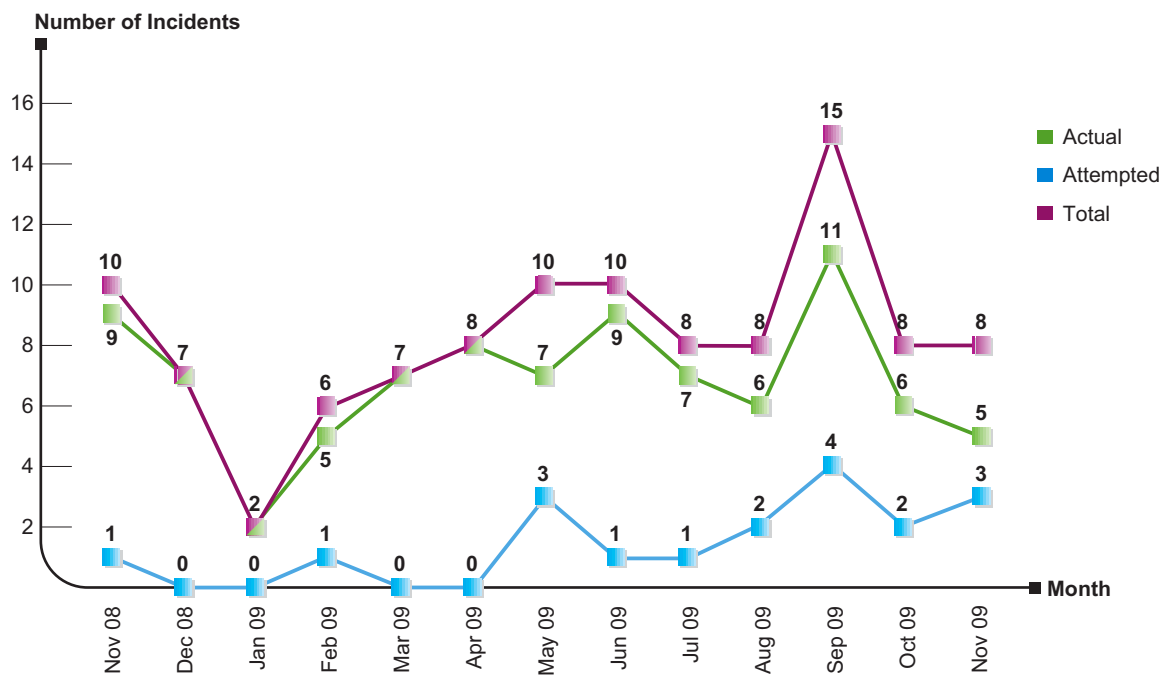
Significance Level	November 2008	November 2009
Category 1 (Very Significant)		1
Category 2 (Moderately Significant)	4	2
Category 3 (Less Significant)	5	2
<b>Total</b>	<b>9</b>	<b>5</b>

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



## Part 3 - Analysis of Incidents in November 2009

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



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



## Part 3 - Analysis of Incidents in November 2009

### 3.2 Location of Incidents

**3.2.1** Table 4 shows the location of incidents reported in November 2009 and November 2008. There has been a decrease in the number of actual incidents reported in November 2009 compared to November 2008. The decrease was most apparent in the Straits of Malacca and Singapore, and Malaysia. No incident was reported in the Straits of Malacca and Singapore, and Malaysia in November 2009 compared to November 2008 when two incidents were reported in the Straits of Malacca and Singapore and two incidents reported in Malaysia. However, there has been an increase in the number of incidents reported in Indonesia in November 2009 compared to November 2008. Six incidents comprising four actual incidents and two attempted incidents were reported in Indonesia in November 2009 compared to two actual incidents reported there in November 2008. Of the four actual incidents, two incidents involved ships while underway off Pulau Mangkai, and two other incidents involving ships while at anchor at the anchorage of Ciwandan and Balikpapan. Map 1 shows the location of all incidents reported in November 2009.

	November 2008		November 2009	
	Actual	Attempted	Actual	Attempted
<b>South Asia</b>				
■ Bangladesh	1			
■ India				1
<b>Sub-total</b>	<b>1</b>			<b>1</b>
<b>Southeast Asia</b>				
■ Indonesia	2		4	2
■ Malaysia	2			
■ Philippines	1	1	1	
■ Straits of Malacca & Singapore	2			
■ Vietnam	1			
<b>Sub-total</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>2</b>
<b>Overall Total</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>3</b>

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



## Part 3 - Analysis of Incidents in November 2009

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

**3.3.1** In November 2009, bulk carriers and chemical tankers appeared to be more commonly involved in incidents compared to other type of ships. Of the eight incidents reported in November 2009, three incidents involved bulk carriers, three incidents involved chemical tankers and the remaining two incidents involved a tug boat and an oil tanker. This is in contrast to November 2008 when no specific type of ship was more frequently involved than other type of ships. Please see Table 5.

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

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



## Part 3 - Analysis of Incidents in November 2009

### 3.4 Status of Ships Involved in Actual Incidents and its Significance Level

**3.4.1** Of the five actual incidents reported in November 2009, three incidents involved ships that were anchored, and two incidents involved ships that were underway. There is no indication that a particular type of ship was being targeted more frequently while at anchor compared to underway. The ReCAAP ISC believes that incidents involving ships while at anchor/berth were mostly opportunistic in nature, and robbers tend to board ships with crew who were less vigilant. Ship masters are therefore advised to enhance the frequency of patrols carried out by crew and ensure sufficient watch-keepers when ship is at anchor/berth. For ships while underway, ship masters are advised to maintain constant vigilance to detect suspicious boats approaching their ships.

Status of Ship	Actual Incidents		Attempted Incidents	
	Anchored/Berthed	Underway	Anchored/Berthed	Underway
November 2008	7	2		1
November 2009	3	2	2	1

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





## Part 3 - Analysis of Incidents in November 2009

**3.4.2** Chart 1 shows the status of ships and its significance level. In November 2009, of the three incidents involving ships that were anchored/berthed, one was a Category 1 incident, one was a Category 2 incident and one was a Category 3 incident. Of the two incidents involving ships while underway, one was a Category 2 incident and the other was a Category 3 incident. In November 2008, of the nine actual incidents, seven incidents involved ships that were anchored/berthed, and two involved ships that were underway. Of the seven incidents involving ships that were anchored/berthed, two were Category 2 incidents and five were Category 3 incidents, and the other two incidents involving ships while underway were Category 2 incidents. The ReCAAP ISC notes that in contrast to November 2008, incidents involving ships that were anchored/berthed in November 2009 were relatively more severe in nature.

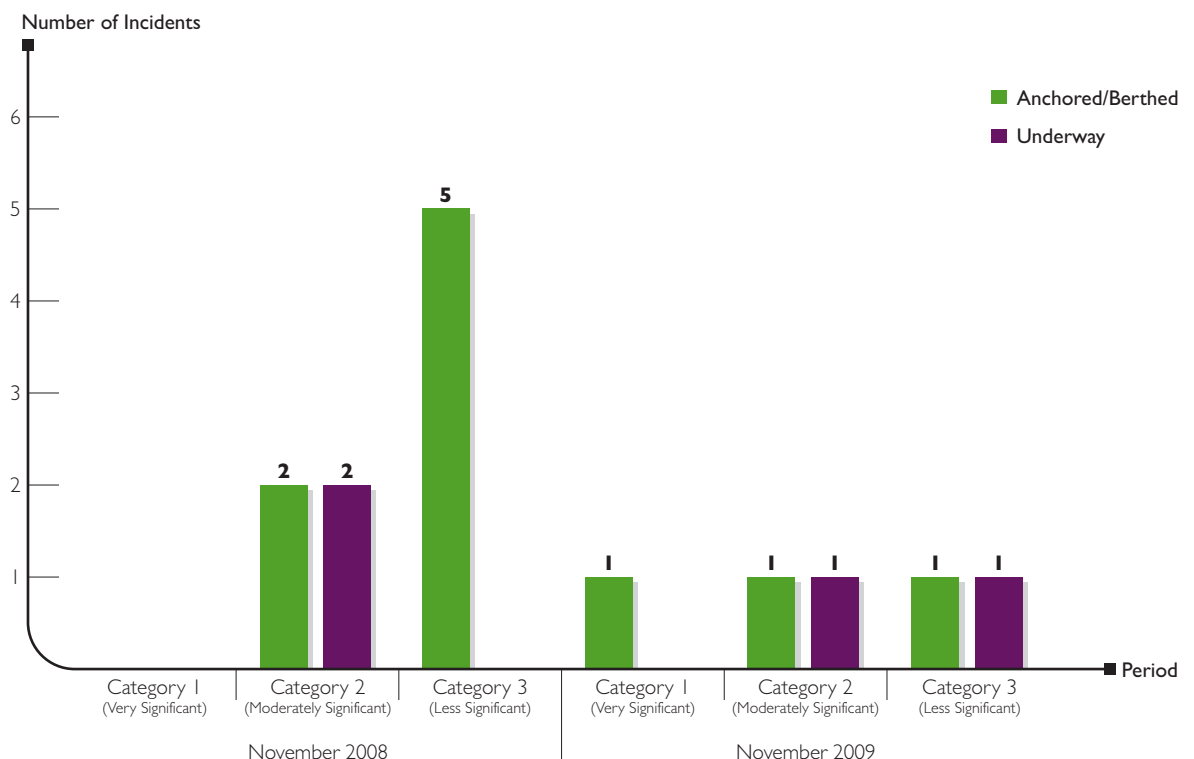


Chart 1 - Status of ships and its significance level for actual incidents in November 2008 and November 2009



## Part 3 - Analysis of Incidents in November 2009

### 3.5 Analysis of Violence Factor

#### 3.5.1 Weapons Used

Chart 2 shows the weapons used during the actual incidents in November 2009 and November 2008. The ReCAAP ISC notes that in most of the incidents reported in November 2009 and November 2008, the robbers were only armed with knives, except for the incidents on 21 November 2009 and 22 November 2008 when the robbers armed with firearms and knives. On 21 November 2009, nine robbers armed with guns and knives boarded tug boat, *Marinero* while she was anchored in Siocon Bay, Zamboanga Del Norte, Philippines. On 22 November 2008, five robbers armed with guns and knives boarded a product tanker while she was anchored south of Tanjung Ayam.

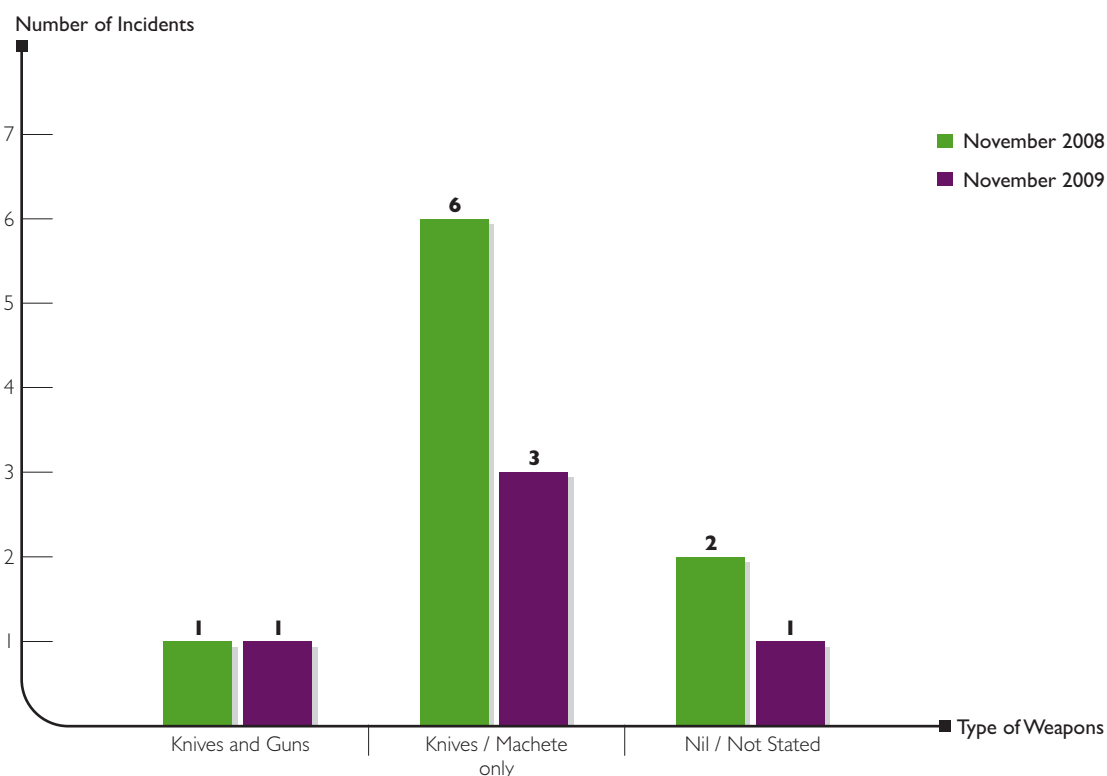


Chart 2 - Weapons used in actual incidents in November 2008 and November 2009



## Part 3 - Analysis of Incidents in November 2009

### 3.5.2 Treatment of Crew

Chart 3 shows the treatment of crew in actual incidents reported in November 2009 and November 2008. In November 2009, there were one incident of crew being kidnapped and two incidents of crew being taken hostage compared to November 2008 when there were two incidents of crew being taken hostage and three incidents of crew being threatened.

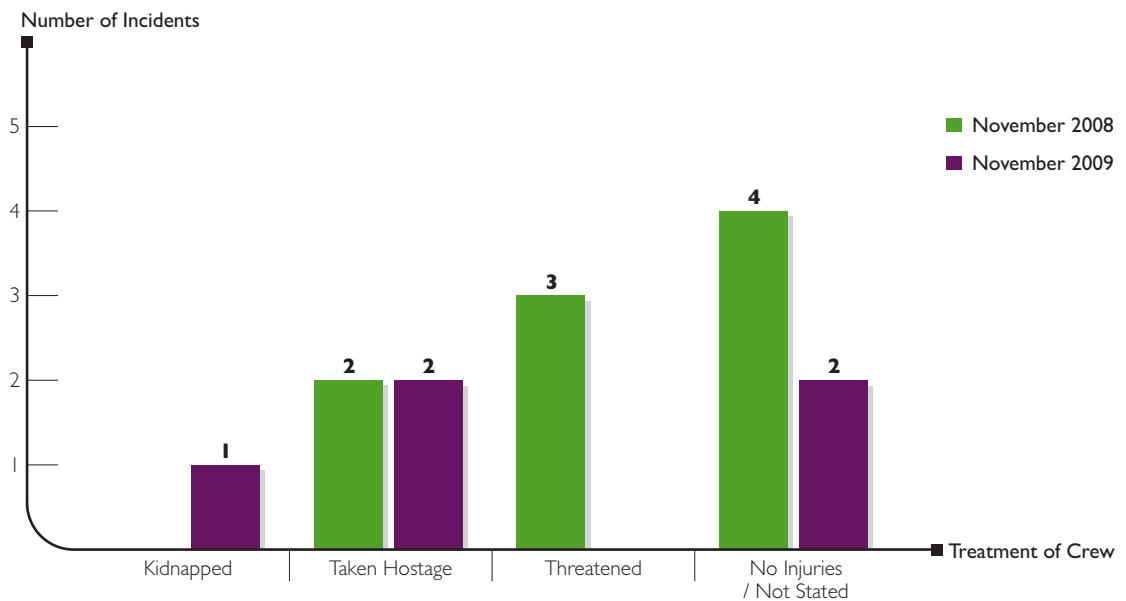


Chart 3 - Treatment of crew in actual incidents in November 2008 and November 2009



## Part 3 - Analysis of Incidents in November 2009

### 3.5.3 Number of Pirates/Robbers

Chart 4 shows the number of pirates/robbers in actual incidents reported in November 2009 and November 2008. In November 2009, groups of more than 7 robbers were reported in three actual incidents, of which two incidents were reported off Pulau Mangkai, Indonesia and one incident of kidnapping at Siocon Bay, Zamboanga Del Norte, Philippines. All the nine actual incidents reported in November 2008 involved between 1 to 6 robbers.

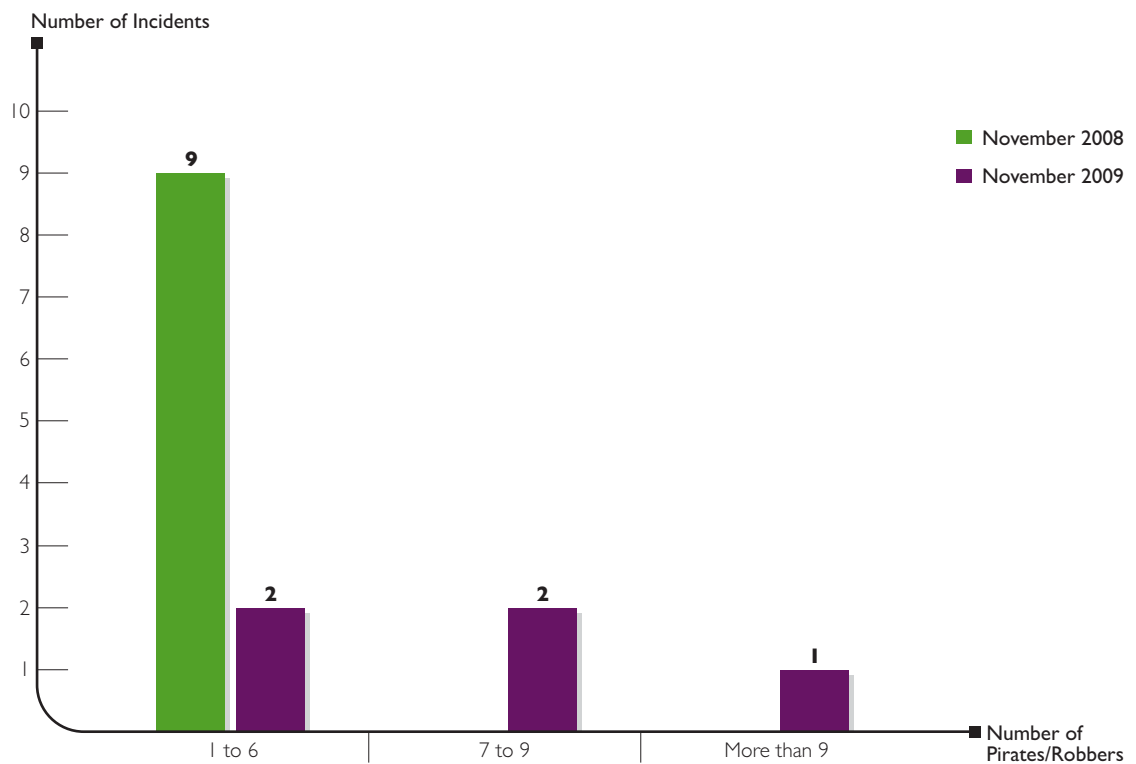


Chart 4 - Number of pirates/robbers in actual incidents in November 2008 and November 2009



## Part 3 - Analysis of Incidents in November 2009

### 3.6 Analysis of Economic Factor

#### 3.6.1 Economic Losses

Chart 5 shows the economic loss per actual incident in November 2009 and November 2008. In November 2009, two of the five incidents involved the loss of cash/property and another two incidents involved the loss of ship's stores. In November 2008, four out of nine incidents involved the loss of ship's store, and three incidents involved the loss of cash/property.

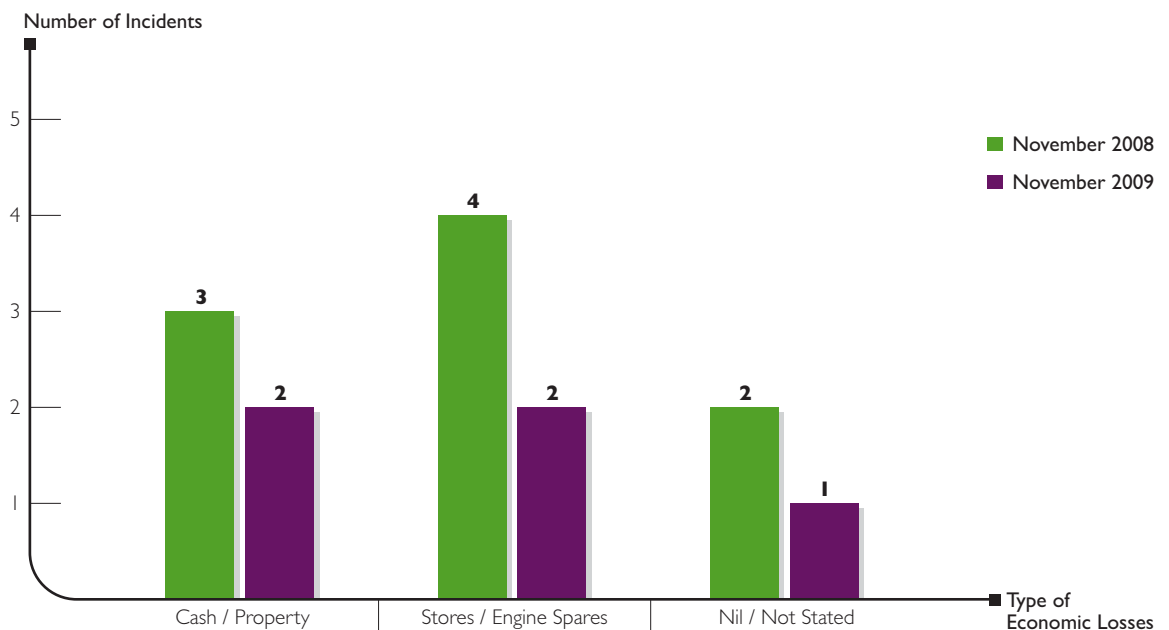


Chart 5 - Reported economic losses in actual incidents in November 2008 and November 2009





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

**Legend**

Incident (CAT 1)	●
Incident (CAT 2)	●
Incident (CAT 3)	●
Attempted Incident	★

## Part 4 - Details of Selected Incidents

### 4.1 Kidnapping of crew onboard tug boat *Marinero* towing barge *Salvmar-II*, at Siocon Bay, Zamboanga Del Norte, Philippines

Name of ship : *Marinero*  
Type of ship : Tug Boat  
Flag of ship : Philippines  
Local registered number : CEB100506  
GT : 62



Name of ship : *Salvmar-II*  
Type of ship : Barge  
Flag of ship : Philippines  
Local registered number : CEB1000503  
GT : 788



**4.1.1** On 21 November 2009 at about 2100 hrs (local time), a Philippine-registered tug boat, *Marinero* towing barge, *Salvmar-II* were anchored and taking shelter at position 07° 42.95' N, 122° 06.51' E (Siocon Bay, Zamboanga Del Norte, Philippines) when nine robbers armed with firearms boarded the tug boat from three motor boats.

**4.1.2** The robbers took the tug boat's Global Positioning System (GPS) equipment, handheld radio, VHF marine-based radio, the crew's mobile phones and some of the ship's provisions. They also abducted the Master of the tug boat, the Chief Mate and the Chief Engineer. After the robbers left the tug boat, the remaining 11 crew immediately weighed anchor and left the area. With a mobile phone they had managed to keep and conceal from the robbers, the crew reported the incident to Cebu Barge and Tug Corporation, Cebu, Philippines.



## Part 4 - Details of Selected Incidents

- 4.1.3** The Cebu Barge and Tug Corporation in turn reported the incident to the Philippine Coast Guard District Central Eastern Visayas (CGDCEV) in Cebu who alerted the Philippine Coast Guard Command Centre in Manila. The Philippine Coast Guard Command Centre activated the Philippine Coast Guard District South Western Mindanao (CGDSWM) and the adjoining districts. Together with the Armed Forces of the Philippines (AFP) and Philippine National Police (PNP), a joint operation in pursuit of the perpetrators was conducted. The Philippine Navy (PN) and the Philippine Coast Guard (PCG) dispatched three naval patrol gun boats and a search and rescue vessel respectively.
- 4.1.4** The CGDSWM also issued a Notice to Mariners (NOTAMs) to advise commercial vessels transiting the vicinity to adopt precautionary measures and to report all suspicious vessels' movements to the authorities.
- 4.1.5** The Philippine Coast Guard who is also the ReCAAP Focal Point (Philippines) reported the incident to the ReCAAP ISC.

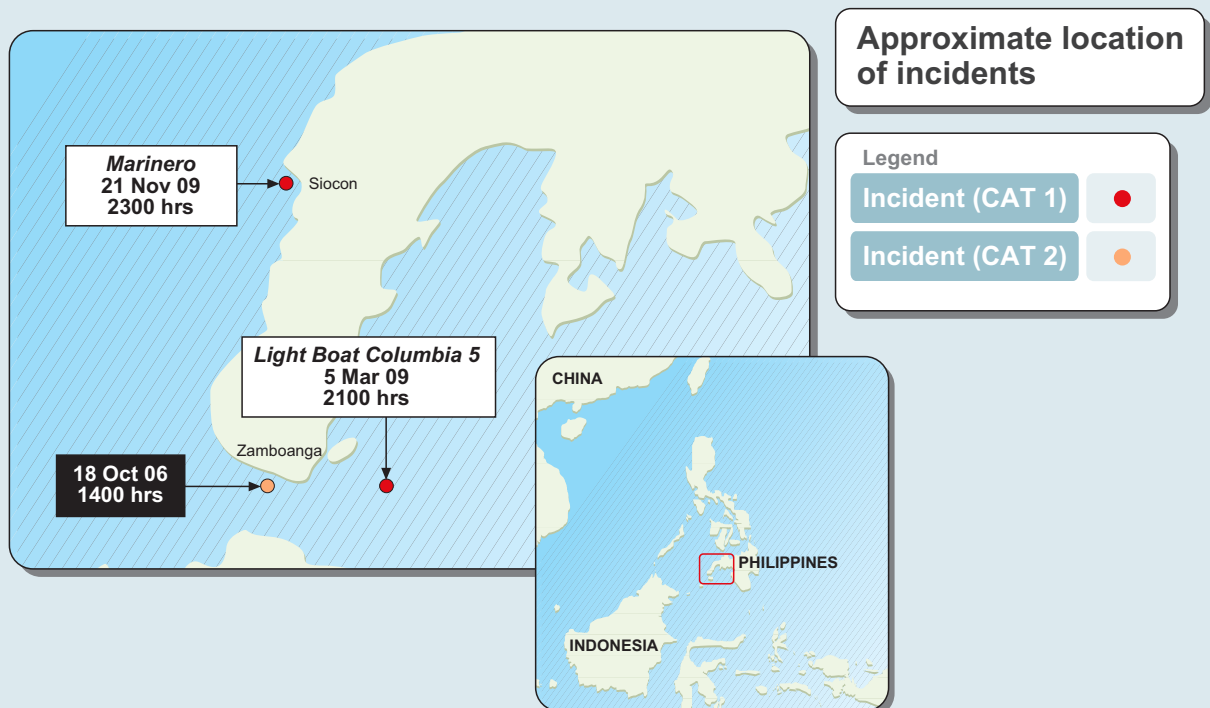




## Part 4 - Details of Selected Incidents

### Past Incidents in the Vicinity

**4.1.6** This is the third incident reported in the Zamboanga Peninsula since 2006. The first incident occurred on 18 October 2006 involving a group of fishing vessels engaged in fishing operation off Ticala, San Pablo, Zamboanga. An unknown number of armed robbers attacked the fishing vessels, and four fishermen were reportedly killed during the shootout. The second incident occurred on 5 March 2009 involving a Philippines-registered fishing trawler, *Light Boat Columbia 5* at Lanhill Sibago Fishing Ground, Zamboanga City. Some armed robbers boarded the fishing trawler while she was underway, killed three members of the crew and kidnapped two others. The robbers also took with them one GPS equipment, one microphone and 10 pieces of super light bulbs. To date, the whereabouts of the two kidnapped crew is still unknown. Please see map below on the approximate location of the incidents.



## Part 4 - Details of Selected Incidents

### Recommendations

- 4.1.7** The ReCAAP ISC advises ship masters and crew to exercise vigilance at all times and adopt the necessary security precautionary measures when transiting the Zamboanga peninsula area.
- 4.1.8** Ship masters, owners and operators are encouraged to report all incidents of piracy and armed robbery in the vicinity to the Philippine Coast Guard Command Centre immediately. The contact numbers of the Philippine Coast Guard Command Centre are as stated below. This enables the law enforcement agencies to investigate the incident and, where possible assist ships involved in the incident, as well as issue NOTAMs to advise commercial vessels transiting the vicinity to adopt precautionary measures and report all suspicious vessels' movements to the authorities.

Philippines Coast Guard Command Centre

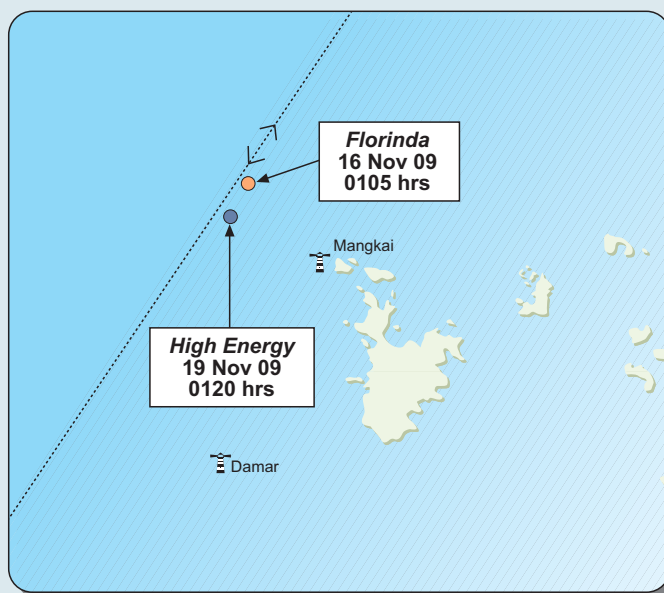
+63-2-527-3877  
+63-2-527-8481 to 89  
(local 6136 and 6137)



## Part 4 - Details of Selected Incidents

### 4.2 Incidents of Armed Robbery off Pulau Mangkai, Indonesia

**4.2.1** Between 16 November 2009 and 19 November 2009, two incidents occurred in close proximity with each other in the vicinity north-west of Pulau Mangkai, Indonesia. Please see map below. The details of the incidents are described below.



Approximate location  
of incidents

Legend

Incident (CAT 2)



Incident (CAT 3)



## Part 4 - Details of Selected Incidents

### Incident of armed robbery onboard *Florinda* on 16 November 2009

<b>Name of Ship</b>	: <i>Florinda</i>
<b>Type of Ship</b>	: Bulk Carrier
<b>Flag of Ship</b>	: Panama
<b>IMO</b>	: 9423499
<b>GT</b>	: 32415

**4.2.2** On 16 November 2009 at 0105 hrs (local time), a Panama-registered bulk carrier *Florinda* was underway to China from Singapore when 10 robbers armed with knives boarded the ship at position 03° 12.40' N, 105° 29.10' E (about 10 nm northwest of Mangkai Light, Indonesia). They threatened the watch officers at the bridge, ordered them to go to the captain's cabin and warned them not to sound the alarm. At the captain's cabin, the robbers threatened the captain, tied him and stole his cash and belongings before escaping.

**4.2.3** The Japan Coast Guard (JCG) which is also the ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC.



## Part 4 - Details of Selected Incidents

### Incident of Armed Robbery onboard *High Energy* on 19 November 2009

<b>Name of Ship</b>	<b>: <i>High Energy</i></b>
<b>Type of Ship</b>	<b>: Tanker</b>
<b>Flag of Ship</b>	<b>: Panama</b>
<b>IMO</b>	<b>: 9282510</b>
<b>GT</b>	<b>: 28245</b>

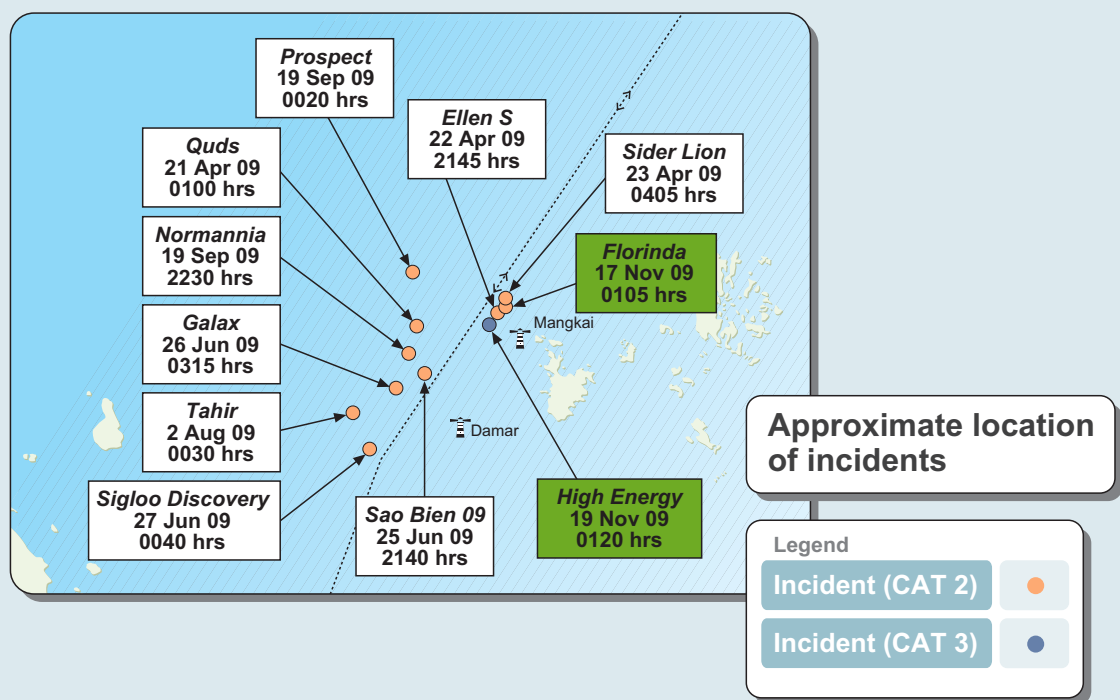
- 4.2.4** On 19 November 2009 at about 0120 hrs (local time), a Panama-registered tanker *High Energy* was underway to Singapore from Kawasaki, Japan when seven robbers armed with knives (about 30 cm long) and machetes (about 70 cm long) boarded the tanker from a small fishing boat at position 03° 09.70' N, 105° 27.0' E (approximately 9 nm northwest of Pulau Mangkai, Indonesia).
- 4.2.5** The robbers boarded the tanker from the port side, went to the bridge, but realised that all doors were locked. They saw a crew on the bridge, tied him and asked him to open the door to the bridge. At this time, the alarm was raised, the crew was mustered and a 'mayday' message was announced to ships via VHF. On hearing the alarm, the robbers jumped overboard and escaped in their fishing boat. None of the crew was injured. The ship has 23 crew onboard comprising nationals from Philippines (14), Myanmar (7), South Korea (1) and Japan (1).
- 4.2.6** The ship master reported the incident to the Company Security Officer (CSO). The JCG which is also the ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC.



## Part 4 - Details of Selected Incidents

### Past Incidents

**4.2.7** Since January 2009 till November 2009, a total of 11 actual incidents were reported in the vicinity off Pulau Mangkai and Pulau Damar in the South China Sea. Of these, 10 were Category 2 (moderately significant) incidents and one was a Category 3 (less significant) incident. In all the incidents, the robbers escaped after taking with them cash, property and the crew's personal belongings. The crew was not injured in all the incidents. Please see map on the approximate location of past incidents.



## Part 4 - Details of Selected Incidents

### Observations

- 4.2.8** The ReCAAP ISC notes some similarities in the modus operandi of robbers operating in the vicinity off Pulau Mangkai and Pulau Damar. The pirates/robbers operated in groups of between five and twelve men and were usually armed with knives or other weapons such as iron bars and axes. They stole cash, property and the crews' belongings. The ReCAAP ISC notes that while the crew was not injured in these incidents, the robbers tied the crew or held them hostage to demand cash and the crew's personal belongings in some of the incidents.
- 4.2.9** Notably, most of the incidents reported in 2008 and 2009 seem to occur on consecutive days or more than once within a few days. The ReCAAP ISC notes that the occurrence of the recent two incidents involving *Florida* and *High Energy* conforms to this pattern. In 2008, two incidents were reported on 13 April 2008, two incidents between 3 June 2008 and 4 June 2008, and three incidents between 30 September 2008 and 3 October 2008. It appears that the pattern continued in 2009 when three incidents were reported between 21 April 2009 and 23 April 2009, three incidents between 25 June 2009 and 27 June 2009, two incidents on 19 September 2009 and two incidents between 16 November 2009 and 19 November 2009.
- 4.2.10** Although there is no conclusive evidence, it appears that the same group of pirates/robbers was involved in incidents that occurred on consecutive days or on the same day. The ReCAAP ISC believes that the pirates/robbers operated during certain time window in this area where they attacked one ship after another, stole sufficient cash and valuables before returning to shore. This made the authorities' effort in tracking them down a more challenging task as most incidents were only reported to the authorities several days after the incident had occurred.



## Part 4 - Details of Selected Incidents

### Recommendation

- 4.2.11** The ReCAAP ISC encourages ship masters and crew to maintain vigilance at all times and take necessary measures when transiting the area. Timely reporting of an incident permits the authorities to respond quickly by providing assistance to the victim ships. The ReCAAP ISC proposes some form of joint cooperation among the neighbouring countries in coordinated patrols and surveillance effort in the region.



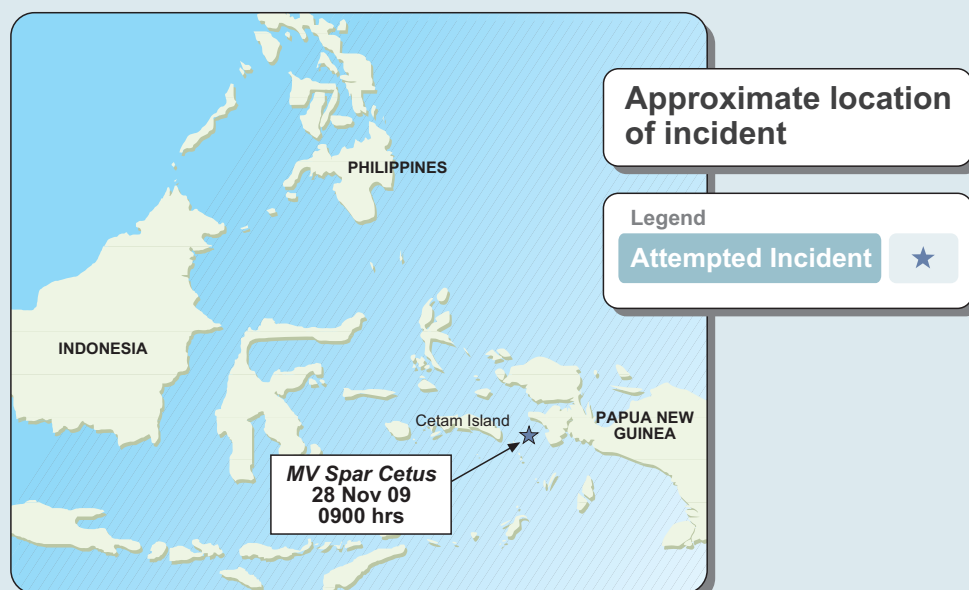


## Part 4 - Details of Selected Incidents

### 4.3 Attempted Robbery involving *MV Spar Cetus*

Name of Ship	: <i>MV Spar Cetus</i>
Type of Ship	: Bulk Carrier
Flag of Ship	: Norway
GT	: 25,982
IMO	: 9154608

**4.3.1** The ReCAAP Focal Point (Norway) reported to the ReCAAP ISC an attempted incident involving *MV Spar Cetus*, a Norway-registered bulk carrier. On 28 November 2008 at about 0900 hrs (local time), *MV Spar Cetus* was underway at position 03° 42.0' S, 132° 00' E (east of Ceram Island, Indonesia) when a white speed boat without any markings (sailed at speed of 20-25 knots) approached the bulk carrier. Four person dressed in black attire were onboard the speed boat. Please see map on the approximate location of the incident.



## Part 4 - Details of Selected Incidents

- 4.3.2** The ship master immediately raised the emergency alarm, sounded the ship's horn continuously, mustered all crew and activated the fire hoses. He also maneuvered the bulk carrier several times to evade the speed boat. The speed boat made two attempts to get closer but gave up after 25 min. There was no VHF contact between the speed boat and *MV Spar Cetus* throughout the entire episode. Please see photograph of the speed boat taken by a crew of *MV Spar Cetus*.

Photo of the white speed boat used by robbers



Photograph courtesy of ReCAAP Focal Point (Norway)

### Past incident involving *MV Spar Cetus*

- 4.3.3** This is the second incident in which *MV Spar Cetus* was attacked. On 13 April 2008, *MV Spar Cetus* was underway at position 03° 13' N, 105° 26' E (off Pulau, Mangkai, Anambas Islands, Indonesia) when 12 robbers armed with guns, swords and iron bars boarded the bulk carrier from a speed boat. The robbers took the crew's cash, personal belongings and some ship's property before escaping in their speed boat. Some of the crew suffered minor bruises during the incident.



## Part 4 - Details of Selected Incidents

### Observation

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**4.3.4** The actions taken by the ship master during the incident on 28 November 2009 were commendable as he had adopted the necessary measures to prevent boarding by the robbers.

### Recommendation

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**4.3.5** Ship master and crew are advised to exercise vigilance and maintain constant watch to deter boarding by robbers as early detection of a possible attack is the most effective deterrent in reducing risk to the crew.



## Part 5 - Observations for November 2009

- 5.1** Overall, the following observations can be made regarding incidents occurred in November 2009 compared to November 2008:
- a.** There has been a decrease in the number of actual incidents reported in November 2009 compared to November 2008. The decrease was most evident in the Straits of Malacca and Singapore, and Malaysia. However, there has been an increase in the number of incidents in the anchorages and archipelagic waters of Indonesia.
  - b.** Overall, there has been a decrease in the number of Category 2 incidents and Category 3 incidents.
  - c.** Incidents which occurred when ships were anchored/berthed appeared to be more significant. This deviates from the usual trend where such incidents were mainly less significant in nature. Of the five actual incidents reported in November 2009, three involved ships that were anchored or berthed, and two involved ships that were underway. Of the three incidents involving ships that were anchored or berthed, one was a Category 1 incident, one was a Category 2 incident and one was Category 3 incident. For the two incidents that involved the ships while underway, one was a Category 2 incident, the other was a Category 3 incident.
  - d.** Bulk carriers and chemical tankers were involved in more incidents in November 2009 compared to other type of ships.
  - e.** In November 2009, three incidents involved pirates/robbers operating in groups of more than 7 men, compared to November 2008 when all the incidents involved pirates/robbers operating in groups of between 1 to 6.



## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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>Tequila Sunrise</i> Bulk carrier Marshall Islands 19800	05/11/2009 0320 hrs	Ciwandan Anchorage, Indonesia	Anchored	Four robbers boarded the bulk carrier while at anchor. They threatened one of the crew, held him hostage and brought him to the engine room. The AB at the engine room was also threatened. The robbers tied up the crew and the AB with a rubber line. They took some engine spare parts from the engine room and escaped in a boat. The Indonesian authorities are currently investigating the incident.	Indonesian authorities	CAT 2
2.	<i>Florinda</i> Bulk carrier Panama 9423499 32415	17/11/2009 0105 hrs	03° 12.4' N, 105° 29.1' E  Approximately 9 nm northwest of Pulau Mangkai, Indonesia	Underway	Ten robbers armed with knives boarded the ship. They threatened the watch officers at the bridge, ordered them to go to the captain's cabin and warned them not to sound the alarm. At the captain's cabin, the robbers threatened the captain, tied him and stole his cash and belongings before escaping.	ReCAAP Focal Point (Japan)	CAT 2

## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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>High Energy</i> Chemical tanker Panama 9282510 28245	19/11/2009 0120 hrs	03° 09.7' N, 105° 27.0' E  Approximately 9 nm northwest of Pulau Mangkai, Indonesia	Underway	<p>Seven robbers armed with knives (about 30 cm long) and machetes (about 70 cm long) boarded the tanker from a small fishing boat</p> <p>The robbers boarded the tanker from the port side, went to the bridge, but realised that all doors were locked. They saw a crew on the bridge, tied him and asked him to open the door to the bridge. At this time, the alarm was raised, the crew was mustered and a 'mayday' message was announced to ships via VHF. On hearing the alarm, the robbers jumped overboard and escaped in their fishing boat. None of the crew was injured. The ship has 23 crew onboard comprising nationals from Philippines (14), Myanmar (7), South Korea (1) and Japan (1).</p> <p>The ship master reported the incident to the Company Security Officer (CSO). The Japan Coast Guard (JCG) which is also the ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC.</p>	<p>ReCAAP Focal Point (Japan)</p> <p>Ship company</p>	CAT 3

## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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>Gulf Jumeirah</i> Chemical tanker Bahamas 9381823 29508	21/11/2009 0130 hrs	01° 21.4' S, 116° 59.3' E  Balikpapan Outer Anchorage, Indonesia	Anchored	Three robbers boarded the tanker while at anchor, using hooks attached to ropes. They stole ship's stores and escaped in a small boat. Local authorities were informed.	IMO	CAT 3
5.	<i>Marinero</i> Tug boat Philippines 62  <i>Salvmar-II</i> Barge	21/11/2009 2100 hrs	07° 42.95' N, 122° 06.51' E  Siocon Bay, Zamboanga Del Norte, Philippines	Anchored	Nine robbers armed with firearms boarded the tug boat from three motor boats.  The robbers took the tug boat's Global Positioning System (GPS) equipment, handheld radio, VHF marine-based radio, the crew's mobile phones and some of the ship's provisions. They also abducted the Master of the tug boat, the Chief Mate and the Chief Engineer. After the robbers left the tug boat, the remaining 11 crew immediately weighed anchor and left the area. With a mobile phone they had managed to keep and conceal from the robbers, the crew reported the incident to Cebu Barge and Tug Corporation, Cebu, Philippines.	ReCAAP Focal Point (Philippines)	CAT 1

## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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 Cebu Barge and Tug Corporation in turn reported the incident to the Philippine Coast Guard District Central Eastern Visayas (CGDCEV) in Cebu who alerted the Philippine Coast Guard Command Centre in Manila. The Philippine Coast Guard Command Centre activated the Philippine Coast Guard District South Western Mindanao (CGDSWM) and the adjoining districts. Together with the Armed Forces of the Philippines (AFP) and Philippine National Police (PNP), a joint operation in pursuit of the perpetrators was conducted. The Philippine Navy (PN) and the Philippine Coast Guard (PCG) dispatched three naval patrol gun boats and a search and rescue vessel respectively.</p> <p>The CGDSWM also issued a Notice to Mariners (NOTAMs) to advise commercial vessels transiting the vicinity to adopt precautionary measures and to report all suspicious vessels' movements to the authorities.</p>		



## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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>Nornan</i> Chemical tanker Panama 8006866 26450	06/11/2009 0200 hrs	13° 04.9' N, 080° 21.5' E  Chennai Anchorage, India	Anchored	About three to four robbers approached the chemical tanker in a small boat and attempted to board the ship by using a rope. Upon sighting the robbers, the watch keeper raised the alarm. The robbers aborted their attempt and escaped in their small boat. The master reported the incident to the Chennai Port Control, who dispatched a police patrol boat to conduct a search for the robbers.	Nil	ReCAAP Focal Point (India)
2.	<i>LR2 Poseidon</i> Oil tanker Hong Kong 9378632 59172	21/11/2009 0120 hrs	06° 13' S, 108° 31' E  Balongan Anchorage, Indonesia	Anchored	The anti piracy watch keeper was on his round at the poop deck when he noticed a hook stuck on the port side of the railing. He investigated and discovered a robber trying to board the oil tanker with a knife in his mouth. The watch keeper immediately informed bridge, raised the general alarm and mustered the crew. On hearing the alarm, the robber escaped in an unlit boat, which was about 3 m in length and looked like a small dingy with outboard engine, with two other robbers onboard.	Nil	ReCAAP Contact Point (Hong Kong)

## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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>Spar Cetus</i> Bulk carrier Norway 9154608 25982	28/11/2009 0900 hrs	03° 42' S, 132° 00' E  East of Ceram Islands, Indonesia	Underway	<p>A white speed boat without any markings, (sailed at speed of 20-25 knots) approached the bulk carrier. Four person dressed in black attire were onboard the speed boat.</p> <p>The Master immediately raised the emergency alarm, sounded the ship's horn continuously, mustered all crew and activated the fire hoses. He also maneuvered the bulk carrier several times to evade the speed boat. The speed boat made two attempts to get closer but gave up after 25 min. There was no VHF contact between the speed boat and <i>MV Spar Cetus</i>, the bulk carrier throughout the entire episode.</p>	Nil	ReCAAP Focal Point (Norway)

## Annex

### DETAILS OF PAST INCIDENTS IN OCTOBER 2009

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
1.	<p><i>Intan T3501</i> Tug boat Singapore 9424338 441</p> <p><i>Kreuz 331</i> Barge Singapore 4953</p>	12/10/2009	Enroute from Singapore to Kuantan, Malaysia	Underway	While the tug towing barge, <i>Kreuz 331</i> was underway, robbers stole ship's stores and property and escaped.	<p>ReCAAP Focal Point (Singapore)</p> <p>IMO</p>	CAT 3