

# QUARTERLY REPORT

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia  
Information Sharing | Capacity Building | Cooperative Arrangements

2010 JANUARY to MARCH

Dec

Sep

Jun

Mar



Re  AAP  
Information Sharing Centre



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# EXECUTIVE SUMMARY

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## Executive Summary

A total of 25 incidents of piracy and armed robbery against ships (comprising 20 actual incidents and five attempted incidents) were reported in Asia during January-March 2010. Among the 20 actual incidents, one was an incident of piracy occurred in the South China Sea and 19 were incidents of armed robbery against ships, mostly occurred at ports and anchorages. Of the 20 actual incidents, one was a Category 1 (very significant) incident, two were Category 2 (moderately significant) incidents and 17 were Category 3 (less significant) incidents.

Compared against January-March of 2007-2009, there was an increase in the total number of incidents reported during January-March 2010. The increase was mainly the Category 3 (less significant) incidents, most of which occurred at the ports and anchorages of Indonesia. Overall, the following observations can be made for incidents reported during January-March 2010 compared against January-March 2006-2009:

- ▶ There was a decrease in the number of incidents involving pirates/robbers armed with guns during January-March 2010. However, incidents involving the use of knives had been on a rise and knives were commonly used to cut mooring ropes and other unsecured items onboard ships.
- ▶ Incidents occurred during January-March 2010 were generally less violent compared to those during the same period in the previous years. There was no incident involving crew being assaulted, killed and seriously injured during January-March 2010.
- ▶ Majority of the incidents reported during January-March 2010 involved the theft of ship stores and engine spares. There was an incident involved hijacking of tug boat, *Asta*.

# PART ONE

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## Definitions & Methodology Used

- ▶ 1.1 Definitions Adopted by ReCAAP Information Sharing Centre
- ▶ 1.2 Methodology for Classifying Incidents
- ▶ 1.3 Note on Sources of Information
- ▶ 1.4 Note on Maps Used to Depict Location of Incidents



## PART ONE

## Definitions & Methodology Used

### I.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

- ▶ **1** “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 Against Ships*, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

- ▶ **2** “Armed robbery against ships” means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property onboard such ship, within a State’s internal waters, archipelagic waters and territorial sea;
  - (b) any act of inciting or of intentionally facilitating an act described above.

## 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.



### 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.

## 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 - Maritime Security Task Force (IFC-MSTF), 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 TWO

## Analysis of Incidents for January to March 2010

- ▶ 2.1 Overall Analysis of Quarterly Patterns and Trends
- ▶ 2.2 Analysis of Violence Factor
- ▶ 2.3 Analysis of Economic Factor



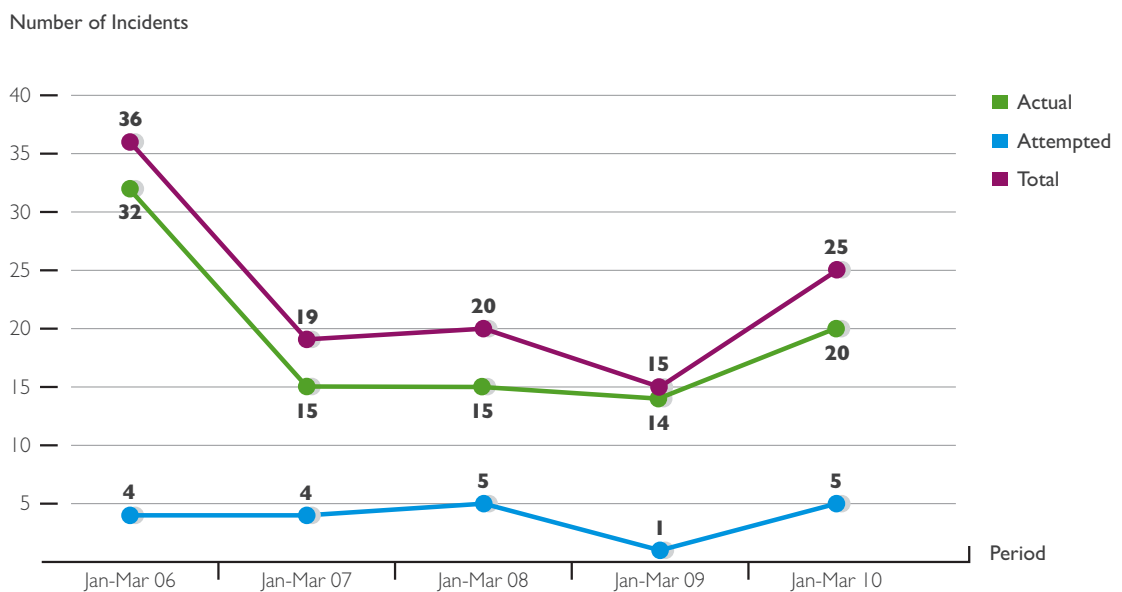
**PART TWO**

## Analysis of Incidents for January to March 2010

### 2.1 Overall Analysis of Quarterly Patterns and Trends

#### 2.1.1 Number and Location of Reported Incidents

Graph 1 below shows the number of incidents reported during January-March 2010 compared against the same period in 2006-2009. The highest number of incident was reported during January-March 2006 where a total of 36 incidents were reported compared to 19 incidents reported during the same period in 2007, 20 incidents in 2008, 15 incidents in 2009 and 25 incidents in 2010.



Graph 1 - Total number of incidents reported from January to March (2006-2010)

## Analysis of Incidents for January to March 2010

Compared to January-March 2009, the increase in the number of reported incidents during January-March 2010 was most evident at the ports and anchorages, and areas around Bangladesh, India, Indonesia and Malaysia. See Table 1 below. Refer to Map 1 for location of incidents reported during January-March 2010. The analysis of incidents by locations is described in Part Three of this report.

	Jan-Mar 06		Jan-Mar 07		Jan-Mar 08		Jan-Mar 09		Jan-Mar 10	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>South Asia</b>										
Arabian Sea			1	2						
Bangladesh	8	1	2		3		1		2	
Bay of Bengal			1						1	
India			1		6		2		4	
Sri Lanka										
<b>Sub-total</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>9</b>		<b>3</b>		<b>7</b>	
<b>Southeast Asia</b>										
Indonesia	15	3	7	1	3	1	1		4	4
Malaysia	6		1		1		1		4	
Philippines	1				1	1	1	1	1	
Thailand	1						1			
Vietnam	1		1		1		4		3	
Gulf of Thailand										
South China Sea			1			1	1		1	
Straits of Malacca and Singapore				1		2	2			1
<b>Sub-total</b>	<b>24</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>13</b>	<b>5</b>
<b>Overall Total</b>	<b>32</b>	<b>4</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>20</b>	<b>5</b>

Table 1 - Location of incidents reported from January to March (2006-2010)

Map 1: Location of incidents reported during January-March 2010



## Analysis of Incidents for January to March 2010

### 2.1.2 Significance Level of Reported Incidents

Chart 1 shows the significance level of incidents reported during January-March of 2006-2010. Although there has been an increase in the total number of incidents reported during January-March 2010 compared against the same period in 2007-2009, the overall significance level of incidents has decreased.

Of the 20 actual incidents reported during January-March 2010, one was a Category 1 incident, two were Category 2 incidents and 17 were Category 3 incidents. In comparison against the same period in 2007-2009, the number of Category 3 incidents in 2010 was highest, while the number of Category 1 incident was lowest. A total of 17 Category 3 incidents were reported during January-March 2010 compared to 14 Category 3 incidents during the same period in 2007, 13 Category 3 incidents in 2008 and nine Category 3 incidents in 2009. This may be attributed to increasing number of seafarers who were more forthcoming in reporting incidents to the authorities.

One Category 1 incident was reported during January-March of 2010 compared to two Category 1 incidents reported during the same period in 2009. The number of Category 1 incidents has remained at one incident during January-March of 2007 and 2008. No Category 1 incident was reported during January-March 2006.

A total of two Category 2 incidents were reported during January-March 2010 compared with three Category 2 incidents during the same period in 2009 and one Category 2 incident in 2008. No Category 2 incidents were reported during January-March 2007. The number of Category 2 incidents was highest during January-March 2006. A total of 11 Category 2 incidents were reported during January-March 2006, and most of these incidents occurred off Sabah, Malaysia and East Kalimantan, Indonesia.

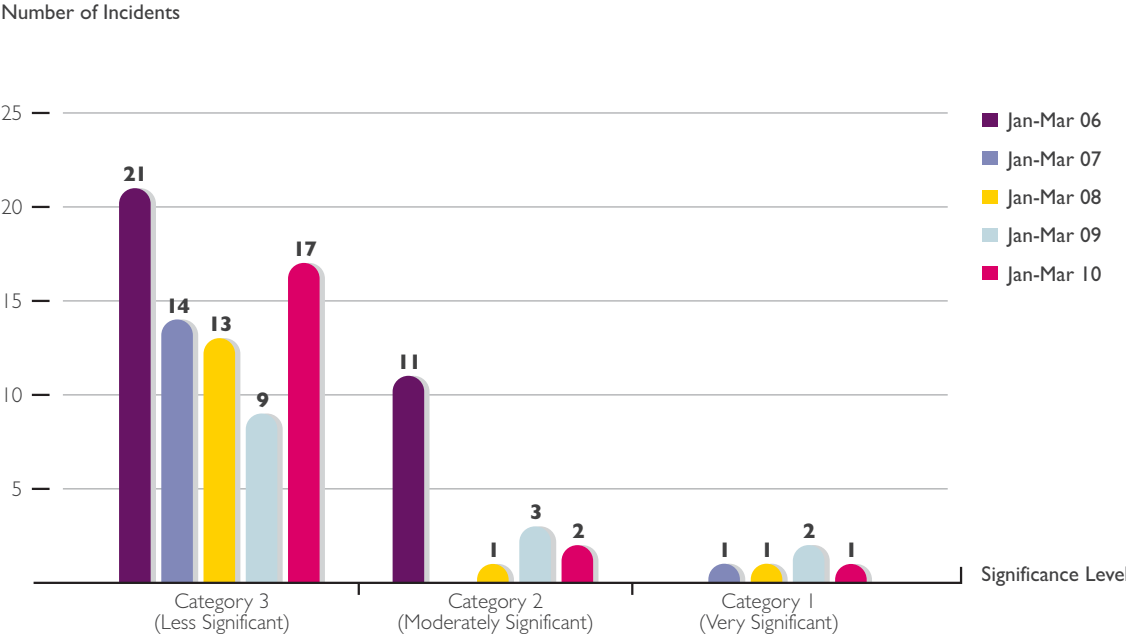


Chart 1 - Significance level of actual incidents from January to March (2006-2010)

## Analysis of Incidents for January to March 2010

### 2.1.3 Type of Ships

During January-March 2010, tankers (comprising chemical tanker, product tanker, oil tanker, LPG tanker and tanker in general) were most commonly involved in incidents compared to other type of ships. Ten out of the 25 incidents reported during January-March 2010 involved tankers. Of the 10 incidents, nine occurred while the tankers were anchored or berthed. Tankers were also most frequently involved in incidents reported during January-March of 2007 and 2008.

In contrast, bulk carriers were most frequently involved in incidents during January-March 2009. Five out of 15 incidents involving bulk carriers occurred at ports and anchorages in Bangladesh, Vietnam and Indonesia.

Container ships were most frequently involved in incidents during January-March 2006 compared to other type of ships. Ten out of the 36 incidents reported during this period involved container ships, and most of them occurred at ports and anchorages in Bangladesh and Indonesia.

Based on the patterns for the past five years (January-March of 2006-2010), no specific type of ships appeared to be targeted by pirates and robbers. The ReCAAP ISC notes that the type of ships involved in an incident depends on the location where the incident occurred, and the facilities catered for the type of ships that are commonly anchored at that location. Table 2 below shows the type of ships involved in incidents during January-March of 2006-2010.



	Jan-Mar 06	Jan-Mar 07	Jan-Mar 08	Jan-Mar 09	Jan-Mar 10
Bulk Carrier	6	3	4	4	5
Chemical Tanker	3	1	4	2	4
Container Ship	10	3	2	3	3
Fishing Boat/Trawler	4			1	1
General Cargo Ship	4	2	4		3
LPG Tanker					1
Oil Tanker (including VLCC)		2	3	1	2
Passenger Ship			1		
Pipe Carrier					1
Product Tanker	1	1			1
Ro-ro Cargo Ship	1				
Tanker	1	4			2
Tug Boat	1	2	2	3	2
Vehicle Carrier		1			
Yacht	5			1	
<b>Total</b>	<b>36</b>	<b>19</b>	<b>20</b>	<b>15</b>	<b>25</b>

Table 2 - Type of ships involved in incidents from January to March (2006-2010)

## Analysis of Incidents for January to March 2010

### 2.1.4 Status of Ships

The proportion of the total number of incidents involving ships at anchor and at berth has increased over the past five years from 64% during January-March 2006 to 76% during the same period in 2010. Ship masters and crew are advised to enhance watch keeping and exercise vigilance when their ships are anchored/berthed at ports and anchorages. Table 3 shows the status of ships during January-March of 2006-2010.

Status of Ship	Jan-Mar 06	Jan-Mar 07	Jan-Mar 08	Jan-Mar 09	Jan-Mar 10
At Anchor/Berth	23	13	12	10	19
Underway	13	6	8	5	6
Proportion of Anchor/Berth over total number of incidents	64%	68%	60%	67%	76%
<b>Total</b>	<b>36</b>	<b>19</b>	<b>20</b>	<b>15</b>	<b>25</b>

Table 3 - Status of ships during incidents from January to March (2006-2010)

Generally, incidents involving ships at anchor and at berth were less significant (Category 3) incidents carried out by robbers who were opportunistic in nature and less violent. Items stolen were mostly unsecured items such as mooring ropes, life rafts, ship stores and engine spares. Upon detected, the robbers were prepared to escape even empty-handed. During January-March 2010, 15 out of the 16 incidents involving ships at anchor and at berth were less significant (Category 3) incidents. Chart 2 shows the status of ships versus its significance level.

In contrast, incidents involving ships while underway were mostly either very significant (Category 1) incident or more significant (Category 2) incidents involving pirates/robbers who were better organised and stole mainly cash, personal property and the ship's communications equipment. They were more inclined to resort to violence by threatening the crew, or tied them up. Of the four incidents involving ships while underway, one was a very significant (Category 1) incident, one was a moderately significant (Category 2) incident and two were less significant (Category 3) incidents.

The Category 1 incident involved the hijack of tug boat, *Asta* off Pulau Tioman, Malaysia on 6 February 2010 where the Chief Engineer was kidnapped and the crew abandoned.

Number of Incidents

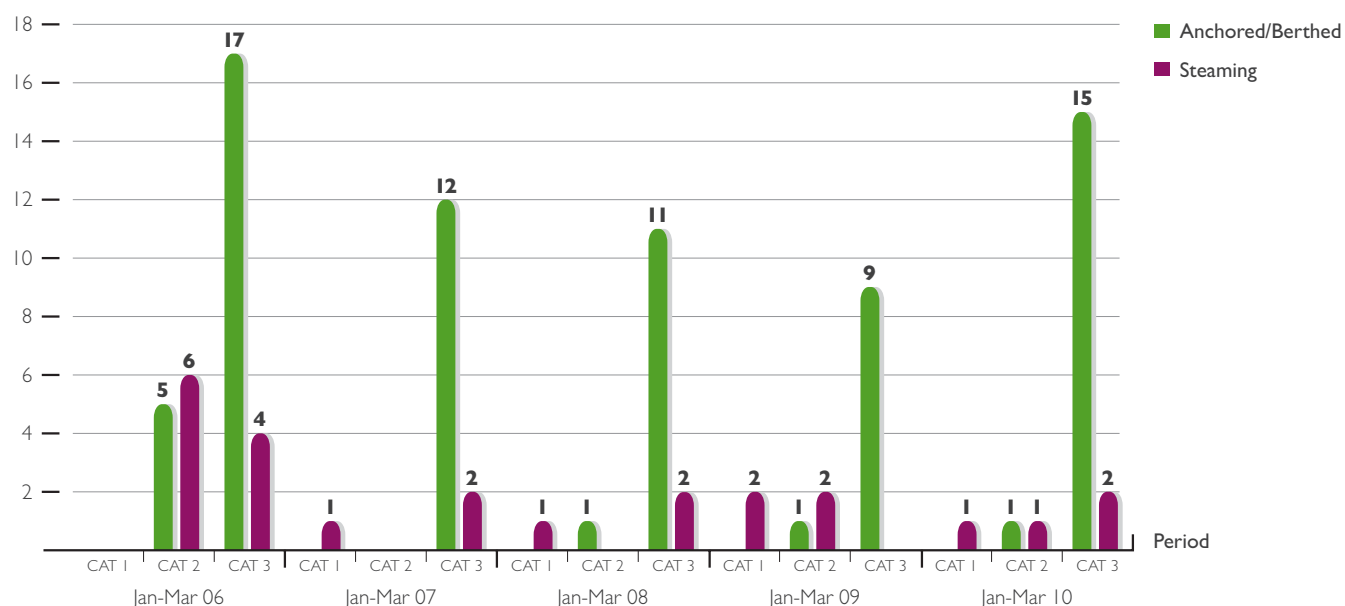


Chart 2 - Status of ship versus its significance level from January to March (2006-2010)

## Analysis of Incidents for January to March 2010

### 2.2 Analysis of Violence Factor

#### 2.2.1 Weapons Used

There has been a decrease in the number of incidents involving pirates/robbers armed with guns during January-March 2010, compared to the same period of 2006-2009. However, incidents involving the use of knives have been on a rise as knives were commonly used to cut mooring ropes and other unsecured items onboard ships. Of the 20 incidents reported during January-March 2010, one incident involved robbers armed with sophisticated weapon (believed to be an AK-47), one incident involved robbers armed with guns, and eight incidents involved robbers armed with knives. No information was available for the other 10 incidents.

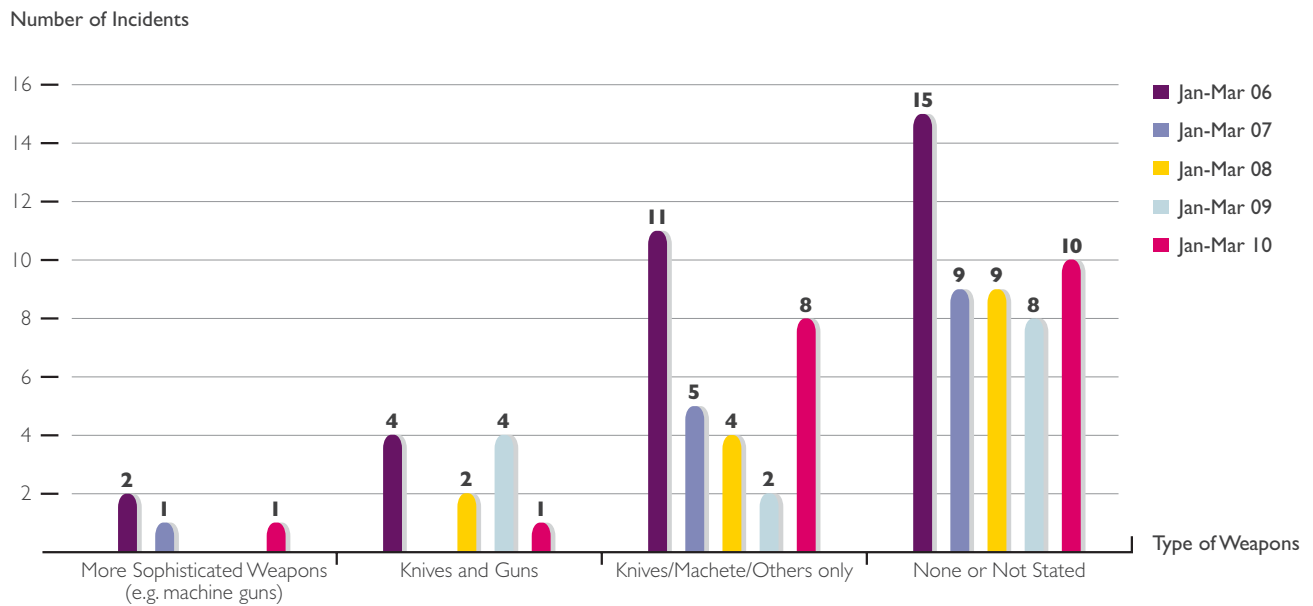


Chart 3 - Type of weapons used in actual incidents from January to March (2006-2010)

### 2.2.2 Treatment of Crew

Of the 20 actual incidents reported between January 2010 and March 2010, there was one incident involving the abandon of crew, one incident involving the crew being threatened, and two incidents involving the crew being held hostage. The incidents were:

- ▶ The crew of tug boat, *Asta* was abandoned in the South China Sea after the boat was hijacked on 6 February 2010, and the Chief Engineer taken hostage;
- ▶ The duty oiler of container ship, *Theodor Storm* was threatened when five robbers armed with knives boarded the container ship while at anchor off Tanjung Ayam, Malaysia on 13 February 2010;
- ▶ The crew of container ship, *Sanya* was tied with ropes when four robbers armed with iron rods boarded the container ship while at anchor at Koja Container Terminal, Tanjung Priok, Indonesia on 4 January 2010; and
- ▶ The watchman of chemical tanker, *SP Athens* was threatened with knives and tied up in the engine room when robbers boarded the chemical tanker while at anchor southwest of Tanjung Ayam, Malaysia on 11 March 2010.

There was no incident involving crew being assaulted, killed and seriously injured during January-March 2010 compared to the same period in previous years. Incidents involving crew being held hostage were more prevalent during January-March 2006.

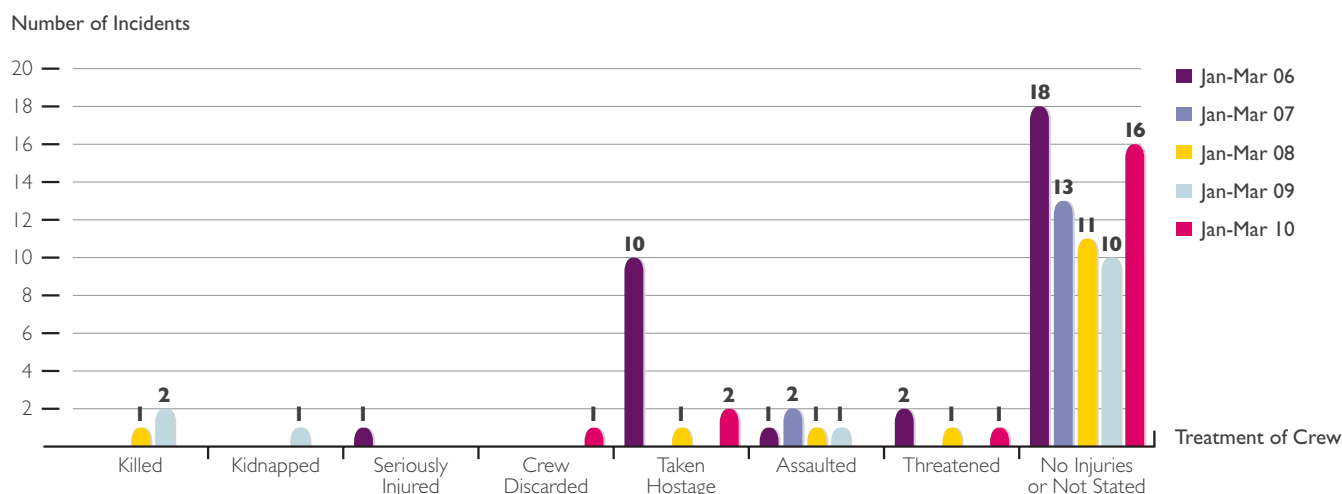


Chart 4 - Treatment of crew in actual incidents from January to March (2006-2010)

## Analysis of Incidents for January to March 2010

### 2.2.3 Number of Robbers/Pirates

Majority of the incidents reported during the five reporting periods involved between 1 to 6 robbers.

During January-March 2010, 18 out of 20 actual incidents involved 1 to 6 robbers; one incident involved eight robbers, and one incident involved 10 robbers. Incidents involving more than 9 robbers were reported throughout January-March of 2007-2010, with one incident reported during each of the period of January-March of 2007-2010. During January-March 2006, there were three incidents involving groups of more than 9 robbers.

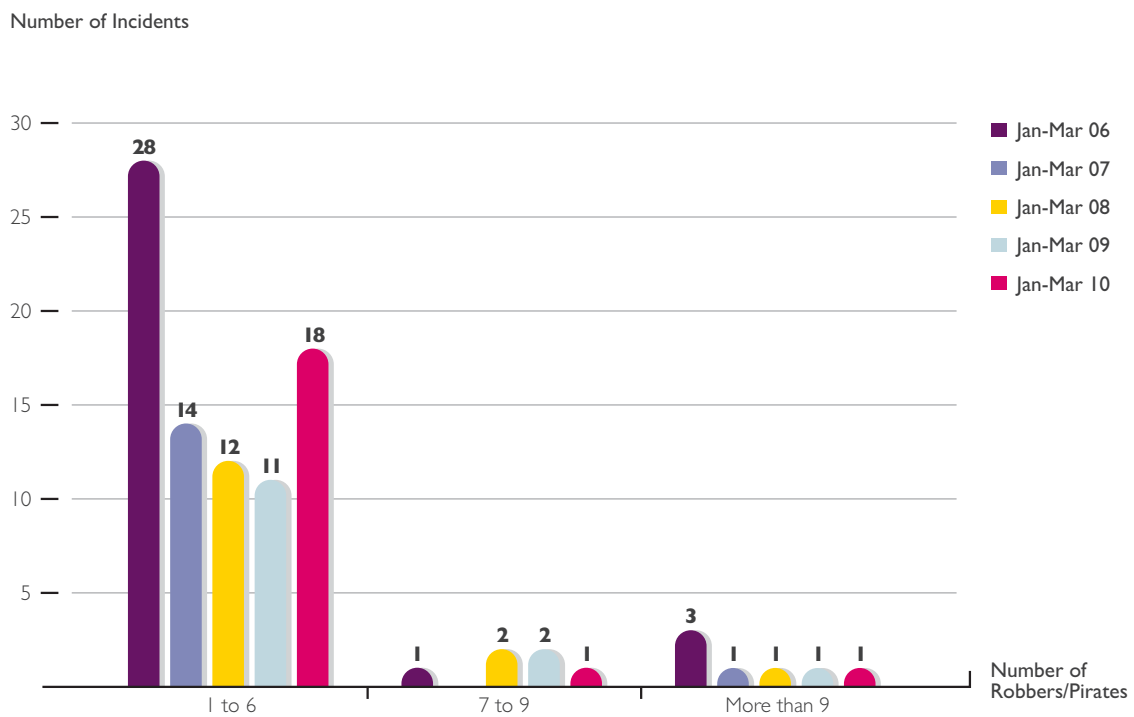


Chart 5 - Number of robbers/pirates in actual incidents from January to March (2006-2010)

### 2.3 Analysis of Economic Factor

Of incidents where losses were reported, 11 out of the 20 actual incidents reported during January-March 2010 involved the theft of ship stores and engine spares, and one incident involving hijacking of ship. Incidents involving the theft of ship stores and engine spares appeared to be most common throughout the five reporting periods. Incidents involving hijacking of ship occurred during January-March of 2006, 2007 and 2010.

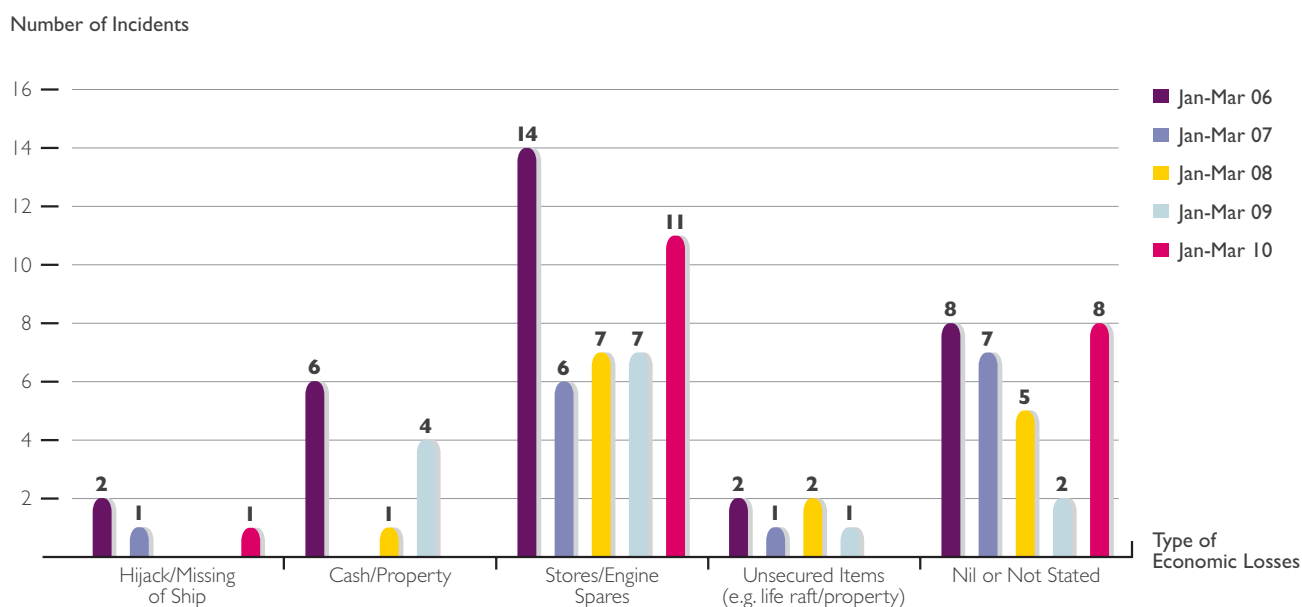


Chart 6 - Type of economic losses in actual incidents from January to March (2006-2010)

# PART THREE

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## Analysis by Selected Locations

- ▶ 3.1 Incidents of Robbery at the Port of Chittagong, Bangladesh
- ▶ 3.2 Situation at Ports and Anchorages in Indonesia





**PART THREE**

## Analysis by Selected Locations

### 3.1 Incidents of Robbery at the Port of Chittagong, Bangladesh

#### Background

##### 3.1.1

The predominant threat to shipping in Bangladesh is armed robbery against ships at the port of Chittagong, Bangladesh. Although attacks at berth have also occurred, the primary focus has been the outer anchorages due to the heavy traffic density and distance from shore, making it difficult for law enforcement agencies to respond on time. The concentration of fishing boats at the anchorage areas also provides an opportunity for robbers to wait for the right opportunity to board vessels berthed in the area and made easy escapes by mingling among the fishing boats.

#### Situation Update

##### 3.1.2

The situation at the port of Chittagong during January-March 2010 has remained fairly consistent compared with the same period of 2009, but improved significantly compared against the same period of 2006-2008. During January-March 2010, two incidents of armed robbery were reported at the port of Chittagong compared to one incident reported there during the same period in 2009, three incidents in 2008, two incidents in 2007 and nine incidents in 2006. See map below. Of the two incidents reported during January-March 2010, one involving bulk carrier, *Laura Bulker* at Chittagong 'A' Anchorage on 19 March 2010 and the other involving chemical tanker, *Bluegreen Tiger* at River Mooring No. 4 on 5 March 2010.

##### 3.1.3

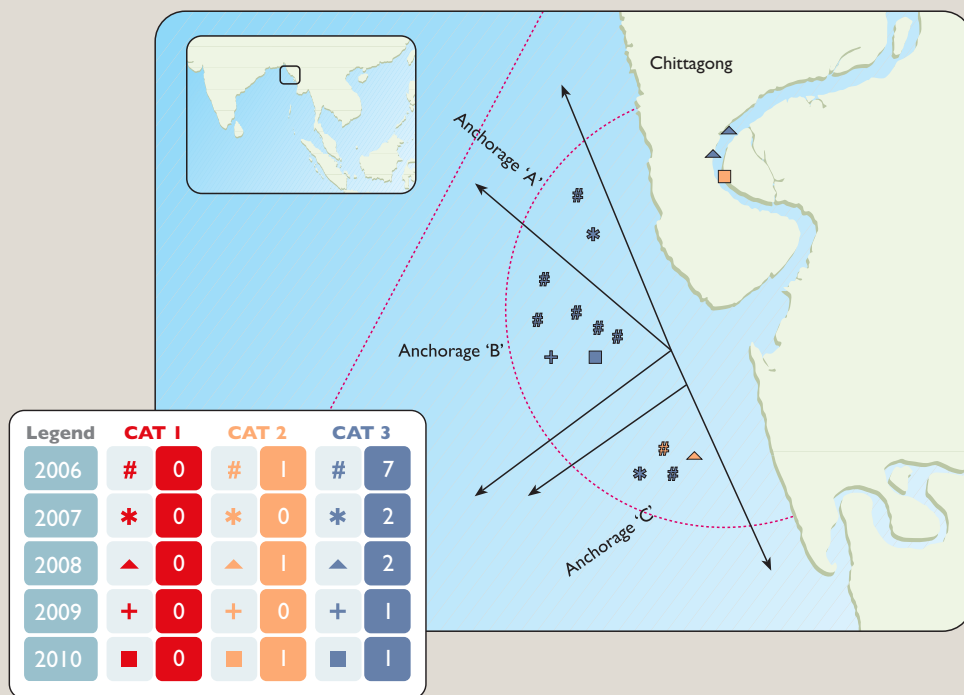
The incident involving *Laura Bulker* at Chittagong 'A' Anchorage was a typical Category 3 (less significant) incident of petty theft where four robbers armed with knives boarded the forecastle area of the carrier from an engine-operated wooden boat, and escaped, taking with them an aluminum ladder. Most of the incidents reported at the port of Chittagong were petty theft incidents carried out by opportunistic robbers involving less than five robbers who stole mooring ropes and other unsecured items onboard ships. However, the incident involving *Bluegreen Tiger* on 5 March 2010 was a Category 2 (moderately significant) incident. Ten robbers armed with knives boarded the chemical tanker via its stern from two small engine-operated boats. They stole four coils of rope and two life buoys before escaping.

## Analysis by Selected Locations

### 3.1.4

Both incidents were reported to the port authorities, and the robbers had escaped when the Bangladesh Coast Guard arrived at the location of the incident.

Significance level of incidents reported during January to March (2006-2010)



## **Recommendations**

### **3.1.5**

The ReCAAP ISC encourages ship master to report promptly all incidents to the nearest coastal State and port authorities so that law enforcement agencies can be alerted to deal with the culprits and render assistance to the victim ships. Calling for quick responses by law enforcement agencies, the ReCAAP ISC advocates close inter-agency cooperation and information sharing when incidents are reported.

### **3.1.6**

The ReCAAP ISC urges vessels calling at the port of Chittagong to maintain anti-piracy measures and be vigilant at all times. Typically, robbers attempted to board ships while anchored and berthed in the outer anchorages via small wooden boats. Piracy watches should maintain enhanced vigilance, surveillance and provide sufficient lighting while in the area.

## Analysis by Selected Locations

### 3.2 Situation at Ports and Anchorages in Indonesia

#### 3.2.1

A total of eight incidents of armed robbery against ships were reported during January-March 2010 at ports and anchorages of Indonesia. Of these, three incidents occurred off East Kalimantan (at Balikpapan, Pulau Laut and Adang Bay), three incidents off Java (Ciwandan anchorage, Tanjung Priok port and Gresik port), one incident at Dumai port and one incident off Irian Jaya.

#### 3.2.2

There was a surge in the number of incidents reported during January-March 2010 compared with January-March 2009. The ReCAAP ISC notes that there has been a downward trend in the number of incidents reported in Indonesia since January-March 2006 till January-March 2009. A total of 18 incidents were reported during January-March 2006, eight incidents during the same period in 2007, four incidents in 2008 and one incident in 2009. Please see Graph 2 below.



Graph 2 - Total number of incidents reported at ports and anchorages in Indonesia from January to March (2006-2010)

### 3.2.3

The increase in the number of incidents reported during January-March 2010 could suggest that ship masters, ship owners and ship operators were more forthcoming in reporting incidents to the nearest coastal State and flag State.

### Location of Incidents

#### 3.2.4

Overall, a total of 39 incidents comprising 30 actual incidents and 9 attempted incidents were reported in 14 locations throughout Indonesia during the period of January-March of 2006-2010. The chart below shows the number of actual incidents by locations during the five reporting periods.

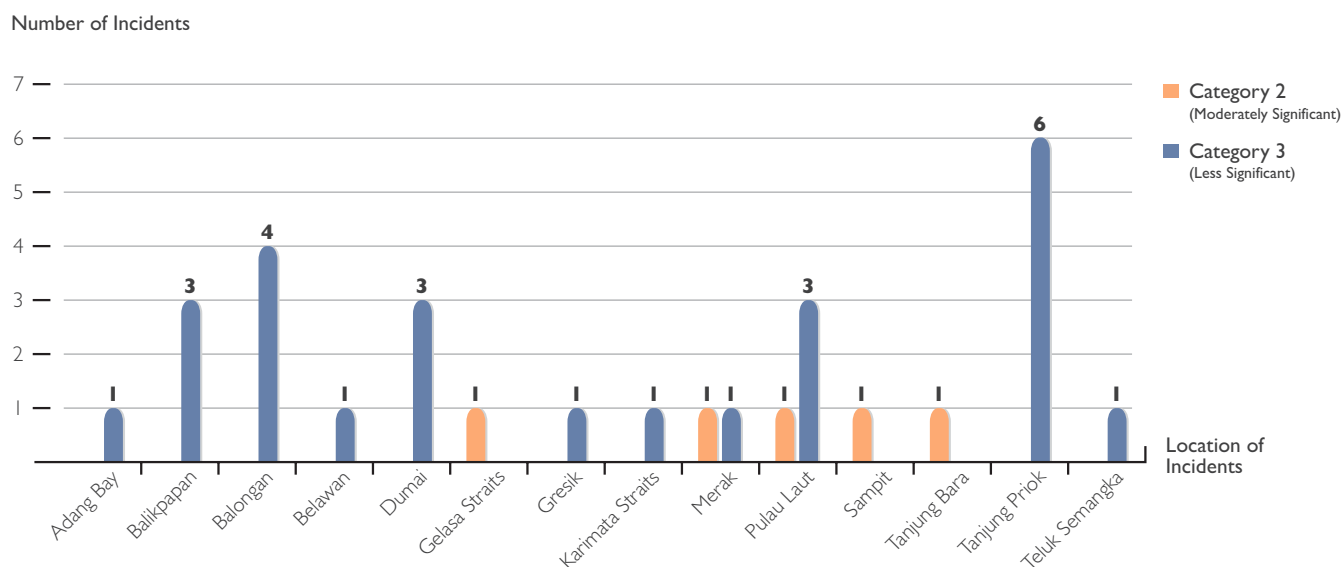
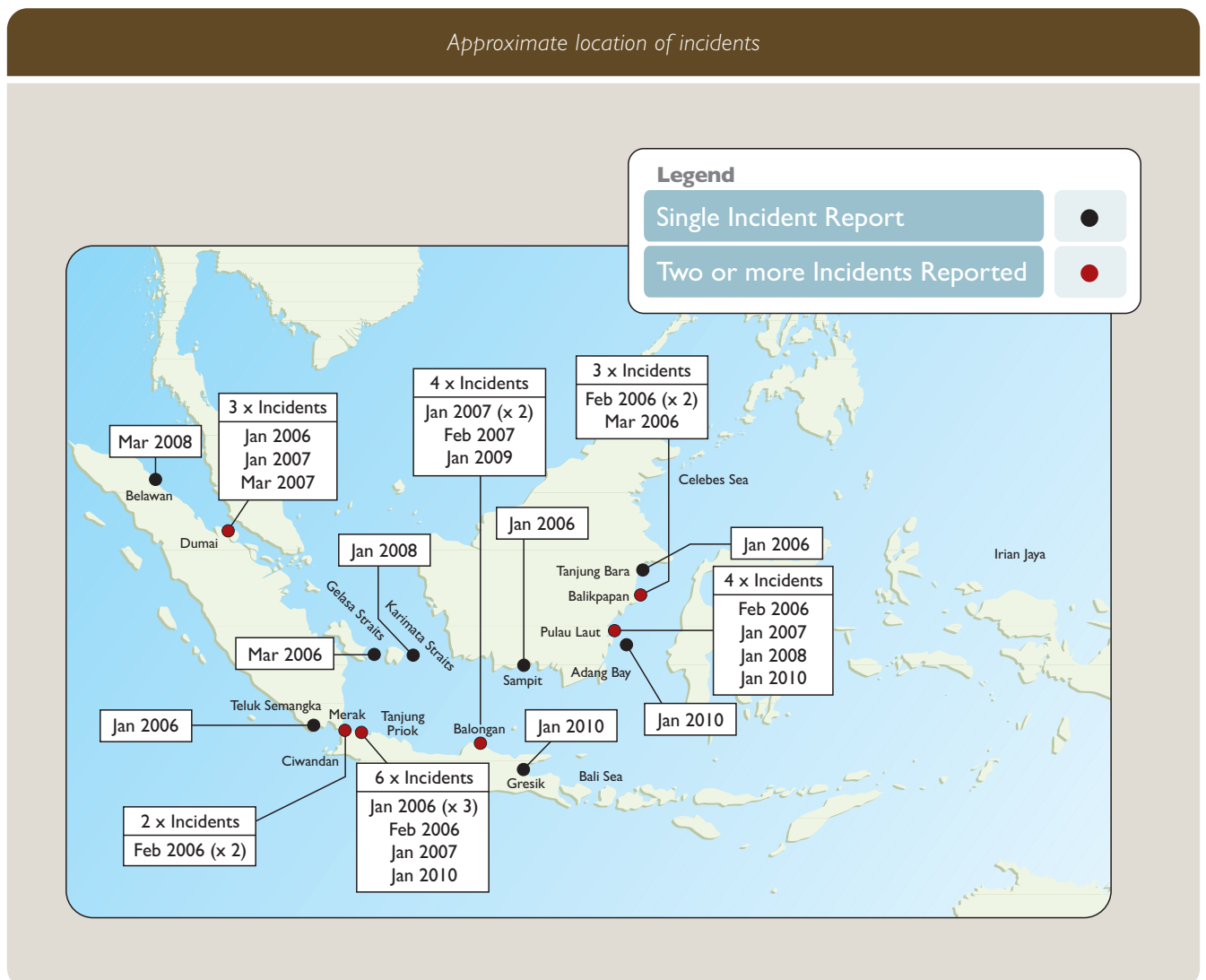


Chart 7 - Locations of actual incidents throughout Indonesia from January to March (2006-2010)

## Analysis by Selected Locations

### 3.2.5

In comparison, the highest number of activities was reported at Tanjung Priok with a total of six incidents, followed by Balongan (four incidents), Pulau Laut (four incidents), Balikpapan (three incidents) and Dumai (three incidents). See map below on the location of these incidents reported during January-March of 2006-2010.



### 3.2.6

The situation in Balongan has showed marked improvement during January-March 2010 compared to the same period in 2006-2009. No incident was reported at the port and anchorages of Balongan in January-March 2010. However, incidents still occurred at the ports and anchorages in Tanjung Priok, Balikpapan, Dumai and Pulau Laut during January-March 2010.

### 3.2.7

From the patterns, there is no indication that certain type of ship was targeted at specific locations as the incidents appeared to be opportunistic in nature perpetrated by different group of robbers. However, the ReCAAP ISC notes that the bulk of activities were reported at the ports and anchorages off Java and East Kalimantan during January-March 2010.

## Recommendations

### 3.2.8

The ReCAAP ISC encourages ship masters to exercise vigilance when their ships are anchored, especially during hours of darkness. Early detection of attempted boarding is the best deterrent. This was demonstrated in three attempted incidents reported during January-March 2010 when the robbers escaped without boarding after they were sighted by the crew who raised the alarm and alerted the other crew. The three incidents occurred at Ciwandan anchorage (involving *Pac Alnath*) on 29 January 2010, Balikpapan anchorage (involving *Blue Jasper*) on 7 February 2010 and Dumai Port (involving *Overseas Mykonos*) on 30 March 2010.

### 3.2.9

Ship masters are urged to report all incidents immediately to the nearest coastal State and flag State so that the authorities can render assistance by dispatching vessels on patrol in the vicinity to the location of the incident.

# PART FOUR

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## Details of Selected Incidents

- ▶ 4.1 Incidents of Armed Robbery onboard ships in the vicinity of Tanjung Ayam, Malaysia





**PART FOUR****Details of Selected Incidents****4.1 Incidents of Armed Robbery onboard ships in the vicinity of Tanjung Ayam, Malaysia****4.1.1**

Two incidents of armed robbery onboard ships occurred off Tanjung Ayam, Malaysia in close proximity to each other within a period of two weeks. The incidents occurred while the ships were at anchor.

**Incident of armed robbery onboard chemical tanker, *SP Athens* on 11 March 2010**


Name of Ship <b><i>SP Athens</i></b>
Type of Ship <b>Chemical tanker</b>
Flag of Ship <b>Marshall Islands</b>
IMO Number <b>9498975</b>
GT <b>5256</b>

**4.1.2**

On 11 March 2010, a Marshall Islands-registered chemical tanker, *SP Athens* was anchored at 1° 17.8' N, 104° 10.7' E (approximately 2.6 nm southwest of Tanjung Ayam, Malaysia) at about 0330 hrs (local time) when an unknown number of robbers armed with knives boarded the chemical tanker on the astern and entered the engine's store room. The robbers threatened the duty engine watchman with knives, tied him up in the engine room, and stole some engine spare parts before leaving the ship at about 0350 hrs (local time). The watchman was later discovered in the engine room at about 0400 hrs (local time) during the handing over of watch. The bridge was notified, and a search of the ship was conducted to locate any robbers onboard. No suspicious personnel were found.

## Details of Selected Incidents

### Incident of armed robbery onboard tanker, *Hesnes* on 20 March 2010

 <p>Photograph courtesy of IFC-MSTF</p>	Name of Ship <b><i>Hesnes</i></b>
	Type of Ship <b>Tanker</b>
	Flag of Ship <b>Malta</b>
	IMO Number <b>8907187</b>
	GT <b>38792</b>

#### 4.1.3

On 20 March 2010, a Malta-registered tanker, *Hesnes* was anchored at 1° 18.9' N, 104° 14.6' E (southwest of Tanjung Ayam, Malaysia) at about 0550 hrs (local time) when five robbers armed with knives boarded the tanker. One of the crew sighted the robbers, alerted the other crew and raised the emergency alarm. Upon hearing the alarm, the robbers escaped in a small craft. The crew was not injured and nothing was stolen.

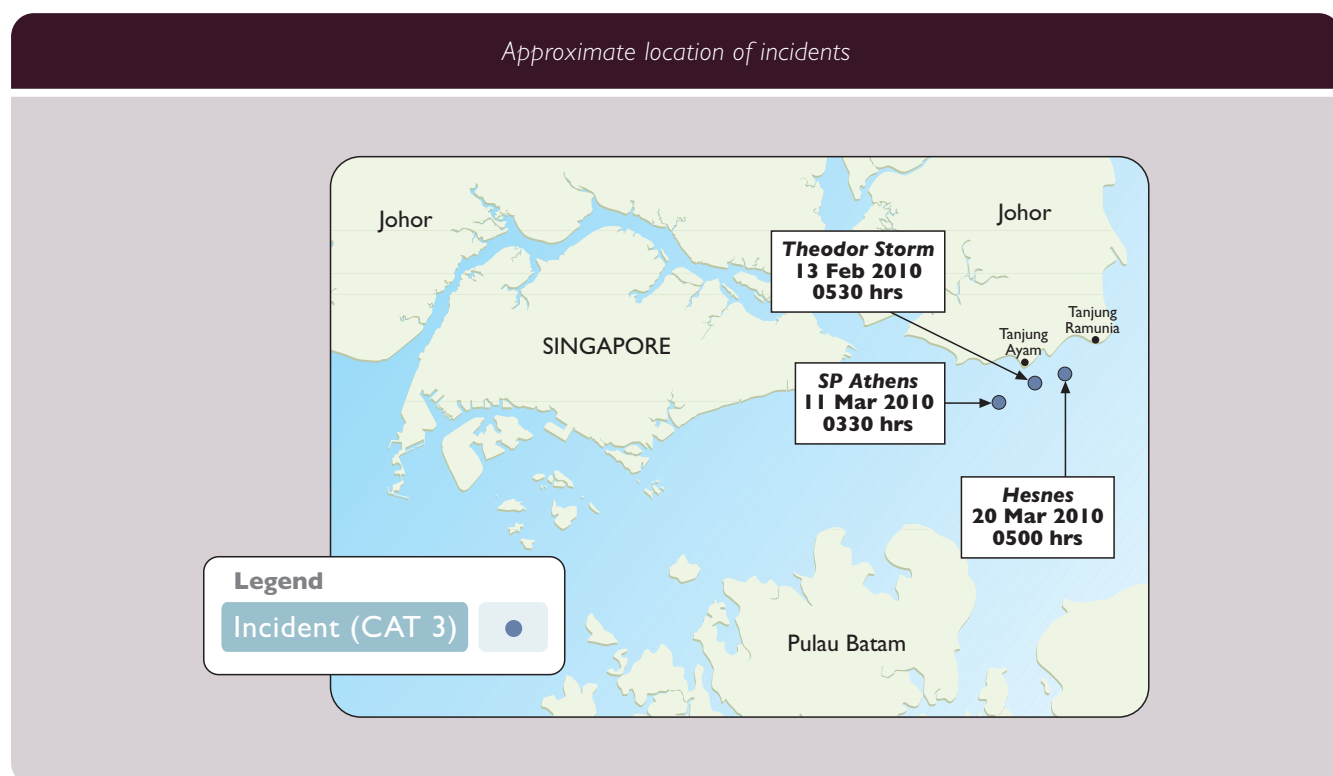
#### 4.1.4

The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) and the Information Fusion Centre-Maritime Security Task Force (IFC-MSTF). The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC. The IFC-MSTF also reported the incident to the ReCAAP ISC.

## Past Incidents

### 4.1.5

The incidents involving *SP Athens* and *Hesnes* were the second and third incident reported in the vicinity off Tanjung Ayam, Malaysia since January 2010. The first incident occurred on 13 February 2010 involving *Theodor Storm*. Please see map below on the location of the incidents.



## Recommendation

### 4.1.6

The ReCAAP ISC recommends that ship masters and crew maintain anti-piracy watches and remain vigilant while their ships are at anchor off Tanjung Ayam especially during hours of darkness. Ship masters are encouraged to report all incidents of armed robbery against their ships to the nearest coastal State immediately to enable the authorities to take appropriate actions, assist the ship master and follow-up with investigation of the incident.

# PART FIVE

## News Snippets

- ▶ 5.1 Thirteenth Member Signed the Djibouti Code of Conduct
- ▶ 5.2 Philippine Coast Guard Law of 2009
- ▶ 5.3 Indonesia Enhances Patrol in the Straits of Malacca to Prevent Piracy
- ▶ 5.4 New Executive Chief of BAKORKAMLA
- ▶ 5.5 Malaysia in Talks with Indonesia and Thailand to Overcome Threats Against Fishermen
- ▶ 5.6 Event Up and Coming: Piracy and Sea Robbery Conference 2010



**PART FIVE****News Snippets****5.1 Thirteenth Member Signed the Djibouti Code of Conduct****5.1.1**

On 10 March 2010, the Kingdom of Saudi Arabia signed the Code of Conduct on the Suppression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (Djibouti Code of Conduct or DCoC), making her the 13th country to be member of the DCoC. The 12 countries who had signed the DCoC comprises: Comoros, Djibouti, Egypt, Ethiopia, Kenya, Madagascar, Maldives, Seychelles, Somalia, Sudan, United Republic of Tanzania and Yemen.

**5.1.2**

The DCoC based on the ReCAAP model, was adopted by a regional meeting on maritime security, piracy and armed robbery against ships for Western Indian Ocean, Gulf of Aden and Red Sea States, held in January 2009. Signatories to the Code have undertaken to review their national legislation to ensure they have laws in place to criminalise piracy and armed robbery against ships and adequate provisions for the exercise of jurisdiction, conduct of investigations and prosecution of alleged offenders. The Code also provides for the sharing of piracy information, through information sharing centres to be established in Sana'a in Yemen, Mombasa in Kenya and Dar es Salaam in the United Republic of Tanzania, and a training centre to be established in Djibouti.

Source: [http://www.imo.org/Newsroom/mainframe.asp?topic\\_id=1859&doc\\_id=12603](http://www.imo.org/Newsroom/mainframe.asp?topic_id=1859&doc_id=12603)

**5.2 Philippine Coast Guard Law of 2009****5.2.1**

On 12 February 2010, Her Excellency President Gloria Macapagal-Arroyo signed Republic Act No. 9993, an act establishing the Philippine Coast Guard (PCG) as an armed and uniformed service attached to the Department of Transportation and Communications (DOTC). This act formalised the PCG as the 3rd armed force of the Republic of the Philippines after the Armed Forces of the Philippines (AFP) and the Philippine National Police (PNP).

## News Snippets

### 5.2.2

Under the new Law, the Philippine Coast Guard has the following core functional areas; Maritime Search and Rescue (MARSAR), Maritime Safety (MARSAF), Marine Environmental Protection (MARPOL) and Maritime Security (MARSEC). The Law also institutionalised the existence of the Philippine Coast Guard Auxiliary (PCGA).

### 5.2.3

With the enactment of Republic Act No. 9993, the Philippine Coast Guard envisions to serve the nation with even more zest by ensuring safe, clean, and secure maritime environment.

Source: <http://www.coastguard.gov.ph/>

## 5.3 Indonesia Enhances Patrol in the Straits of Malacca to Prevent Piracy

### 5.3.1

Indonesia's Defence Minister, Purnomo Yusgiantoro reported that the Indonesia's Navy had conducted more frequent patrols in the Strait of Malacca to prevent piracy. In addition, he mentioned that the military district commanders in Sumatra had stepped up their alertness against piracy in the strait. His response is in reaction to an advisory issued by the Singapore Navy on maritime threats in the Strait of Malacca.

Source: <http://www.bernama.com/bernama/v5/newsworld.php?id=483120>

## 5.4 New Executive Chief of BAKORKAMLA

### 5.4.1

The Coordinating Minister for Politics, Law and Security Djoko Suyanto presided over the turn over of the Executive Chief of BAKORKAMLA from Vice Admiral Budhi Hardjo to Vice Admiral Y Didik Heru Purnomo, at the BAKORKAMLA Office on 6 April 2010. In his remarks, Djoko Suyanto asked BAKORKAMLA to immediately synergise all institutions that are mandated to secure Indonesian's maritime resources for the economic benefits of the country.

Source: Batari, Friederich. "Bakorkamla Diminta Sinergikan Institusi Pengamanan Laut." Jurnal Nasional 7 April 2010.

## 5.5 Malaysia in Talks with Indonesia and Thailand to Overcome Threats Against Fishermen

### 5.5.1

Malaysia's Defence Minister, Datuk Seri Dr Ahmad Zahid Hamidi mentioned that Malaysia holds regular talks with the governments of Indonesia and Malaysia to tackle threats against Malaysian fishermen in the Strait of Malacca. He added that cooperation with Malaysia's neighbours was constantly being re-evaluated to ensure the safety of the Strait of Malacca and the seas off Sabah and Sarawak. This is to ensure that fishermen from Malaysia and the region can earn a livelihood without fear.

Source: <http://www.bernama.com/bernama/v5/newsworld.php?id=482366>

## 5.6 Event Up and Coming: Piracy and Sea Robbery Conference 2010

### 5.6.1

The ReCAAP Information Sharing Centre together with BIMCO will jointly conduct the Piracy and Sea Robbery Conference 2010 on 29 April 2010 during the Singapore Maritime Week. The aim of the Piracy and Sea Robbery Conference is to get an overview on the perspectives and responses towards piracy and armed robbery against ships from various stakeholders including governments, international organisations, shipping associations, ship owners and operators, maritime industries, seafarers and like-minded individuals. The different perspectives shared during the conference will provide common understanding which help to foster closer cooperation among each other in addressing the challenges of combating piracy and sea robbery.

### 5.6.2

The details of the conference are as follows:

Date : 29 April 2010  
Time : 0900 hrs to 1300 hrs  
Venue : The Merchant Court Ballroom B, Lobby Level  
Swissôtel Merchant Court  
20, Merchant Road (Near Clarke Quay)  
Singapore 058281

For those who are interested to attend the conference, please email [sinead@petrospot.com](mailto:sinead@petrospot.com).

# PART SIX

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

- ▶ 6.1 Maritime Safety Committee (MSC) 86th Session
- ▶ 6.2 MSC Circulars on Preventing and Suppressing Piracy and Armed Robbery Against Ships
- ▶ 6.3 Recommendation





**PART SIX**

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

### 6.1 Maritime Safety Committee (MSC) 86th Session

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”.

### 6.2 MSC Circulars on Preventing and Suppressing Piracy and Armed Robbery Against Ships

#### 6.2.1

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.

#### 6.2.2

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 4.

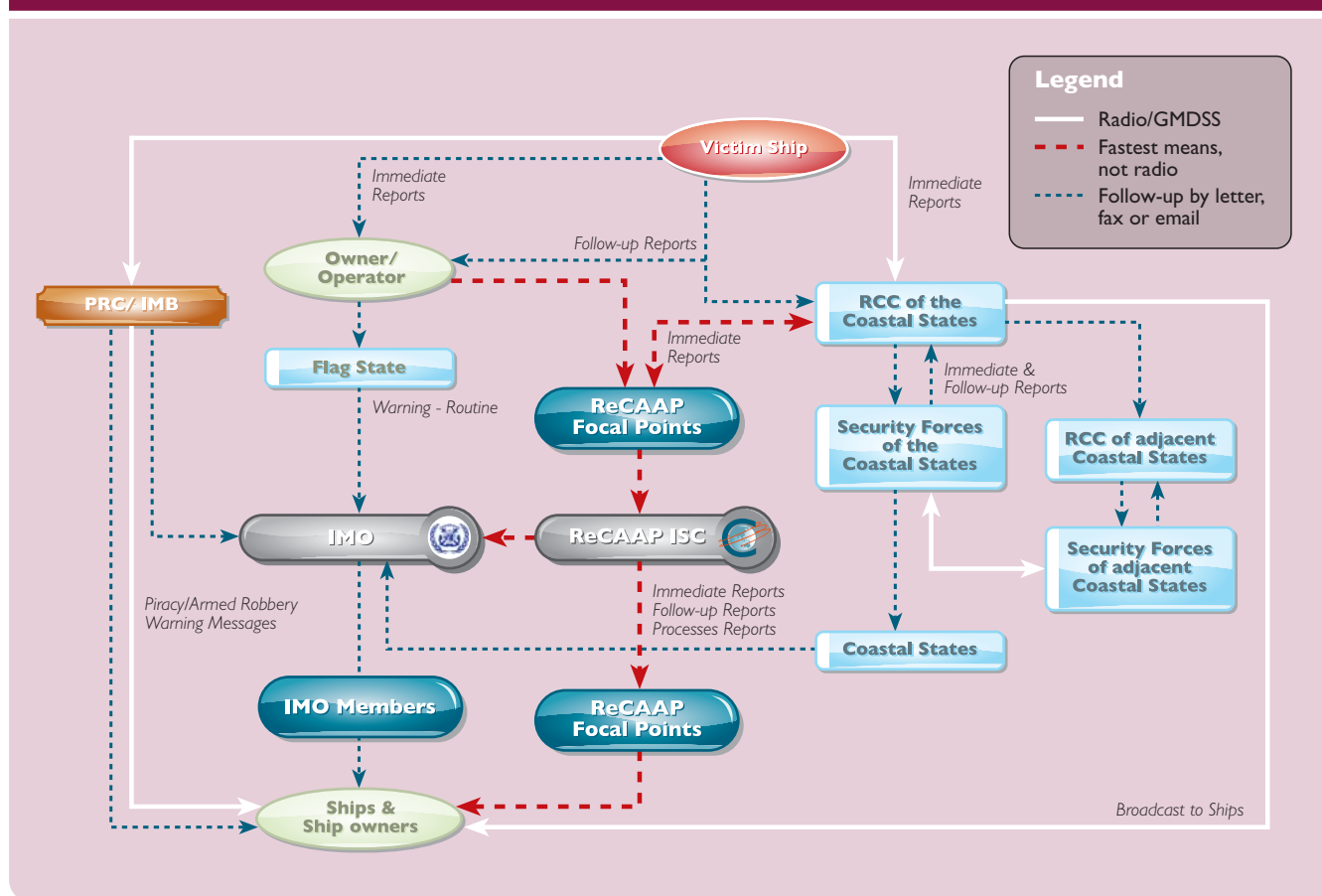
<sup>1</sup> The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

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

### 6.3 Recommendation

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.

Diagram 1 - Flow Diagram for Reporting Incidents in Asia



## Notes

- ▶ **1** The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
- ▶ **2** The 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 for incidents already in practice.

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

Table 4 - 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: dosdgbdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b> National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3871-4440 +67-3717-6322	+67-3245-5916
<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	+85-2-2541-7714
<b>Republic of India</b> MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133 +91-22-2438-8065	+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@gicom.s.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

Table 4 - Contact Details of ReCAAP Focal Points/Contact Point (cont'd)

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	+95-313-1650	+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	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
<b>Republic of Singapore</b> Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +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	+94-1-1244-5368	+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: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 7 April 2010

# APPENDIX

Details of Incidents for January to March 2010



## Appendix

### Details of Incidents for January to March 2010

#### Actual Incidents

Legend	<span style="color: red;">■</span> CAT 1 (Very Significant)	<span style="color: orange;">■</span> CAT 2 (Moderately Significant)	<span style="color: blue;">■</span> CAT 3 (Less Significant)
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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
<span style="color: blue;">■</span> 1.	<i>Sanya</i> Container ship Singapore 9178393 16705	04/01/2010 0200 hrs	06° 05.86' S, 106° 54.15' E  Koja Container Terminal, Tanjung Priok, Indonesia	Four robbers boarded the ship from the stern and entered the engine room by breaking the padlock on the door of the steering gear room while at berth. They tied one of the crew with ropes, hit his back with an iron rod, and escaped with the ship's stores. Police officers from Tanjung Priok boarded the ship and found two pieces of brown cardboard, one piece of broken padlock, one compressor hose, ropes and electric cables.  [IMO]
<span style="color: blue;">■</span> 2.	<i>Bow Sagami</i> Chemical tanker Panama 9379911 19420	09/01/2010 0400 hrs	Petrokimia Terminal, Gresik Port, Indonesia	Robbers armed with knives boarded the chemical tanker while at berth. It was believed that the robbers boarded the tanker while the crew was busy with tank stripping operations during the final stages of cargo discharging. The robbers escaped with some ship's stores. The pilot and port control were informed.  [IMO]
<span style="color: blue;">■</span> 3.	<i>MSC Kiwi</i> Container ship United Kingdom 9162605 24836	12/01/2010 0205 hrs	10° 15' N, 107° 0.4' E  Near Vung Tau Anchorage, Vietnam	Three robbers boarded the container ship while underway near the Vung Tau anchorage. The robbers proceeded to the forward store and stole some ship's stores. The crew discovered the robbers onboard and raised the alarm. The robbers jumped overboard and escaped. The port control was informed via the ship's agent.  [ReCAAP Focal Point (Vietnam)]

## Appendix

### Details of Incidents for January to March 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	<i>PFS Narayana</i> Bulk carrier India 8130667 28330	13/01/2010 0415 hrs	01° 21.4' S, 116° 59.3' E  Near North Pulau Laut Coal Terminal, Indonesia	Robbers boarded the bulk carrier while she was anchored. Upon investigation, it was discovered that the robbers had stolen paints and the mooring hawser. The ship master reported the incident to the Company Security Officer (CSO). The Indian Coast Guard (ICG) who is also the ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.  [ReCAAP Focal Point (India)]
5.	<i>Seaways Valour</i> General cargo ship India 8801345 11998	16/01/2010 0230 hrs	07° 42.95' N, 122° 06.51' E  9.2 nm off Kochi Light, India	Five robbers approached the general cargo ship in a speed boat while she was anchored. One of the robbers boarded the ship through the starboard side abreast of no. 2 hatch and attempted to open the door of the paint store. The watch keepers immediately raised the alarm when they noticed the robber and rushed towards the robber. The robber jumped overboard and escaped empty-handed. The ship master reported to the Kochi Port Control and Company Security Officer (CSO) immediately. Upon receiving the information, the Indian Coast Guard investigated the incident.  [ReCAAP Focal Point (India)]
6.	<i>Berlin</i> Bulk carrier Liberia 9516387 39737	18/01/2010 2030 hrs	Adang Bay, Indonesia	An unknown number of robbers boarded the carrier while she was anchored. The duty crew raised the alarm and the robbers escaped with some ship's stores.  [IMO]



## Details of Incidents for January to March 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.	<i>British Holly</i> Oil tanker Isle of Man 9266865 58070	21/01/2010 1400 hrs	14° 33.74'N, 120° 55.24' E  Manila Bay Anchorage, Philippines	<p>The duty crew noticed some wet footprints on the main deck. On inspection, he discovered that one of the ship's inflatable life raft of six person capacity and two immersion suits were missing.</p> <p>The ship master immediately reported the incident to the Vessel Traffic Management System (VTMS) Manila, Philippine Ports Authority (PPA) who contacted the Philippine Coast Guard Action Centre (PCGAC) for assistance. The PCGAC directed the Philippine Coast Guard's Port State Control Centre Manila (PSCCM) to investigate the incident. The PSCCM dispatched a patrol craft to the incident area at about 1445 hrs (local time) on 21 January 2010. Through the ship master, the PSCCM personnel gathered that the robbers boarded the tanker at the starboard side using a grapnel hook between 1100 hrs (local time) and 1300 hrs (local time). The PSCCM personnel advised the ship master to be more vigilant and take necessary precautionary measures while at anchor.</p> <p>Due to the time lag between the occurrence of the incident and the time of reporting of the incident to the authorities, the robbers already left when the patrol craft arrived at the location of the incident. <i>British Holly</i> departed for its next port of call at about 2200 hrs (local time) on 21 January 2010.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

## Appendix

### Details of Incidents for January to March 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.	<i>Osprey Explorer</i> Pipe carrier Panama 8416906 3517	22/01/2010 0140 hrs	17° 00' N, 082° 18' E  Kakinada Anchorage, India	<p>Three robbers in a fishing boat approached the vessel from the stern while at anchor. One of the robbers boarded the vessel through the port mooring hole and began lowering the rope into his fishing boat. The duty watchman saw the robber, notified the bridge officer, secured the rope and raised the alarm. The robber upon discovering that he had been detected, jumped overboard and escaped in a fishing boat. Nothing was stolen and no injuries were reported.</p> <p>[ReCAAP Focal Point (India)]</p>
9.	<i>Asta</i> Tug boat Singapore 296 9522984  <i>Callista</i> Barge Singapore 5299	06/02/2010 0130 hrs	02° 09.0' N, 104° 01.0' E  Off Pulau Tioman, Malaysia	<p>The tug boat towing a barge departed Singapore for Cambodia on 5 February 2010. At about 0130 hrs (local time) on 6 February 2010, the ship Agent reported lost communications with the tug boat off Pulau Tioman, Malaysia. The tug boat has reportedly deviated from its planned course and was tracked to be heading northeasterly in the South China Sea. There was no cargo onboard the barge.</p> <p>Five sightings of the barge, <i>Callista</i> were subsequently received from passing ships from 12 to 17 February 2010. Through information exchange among ReCAAP ISC, the Malaysian authorities, the Information Fusion Centre-Maritime Security Task Force (IFC-MSTF) and the ReCAAP Focal Point (Singapore), the <i>Callista</i> was located on 17 February 2010 at 1310 hrs (local time), and recovered. It was assessed that the tug boat, <i>Asta</i> was heading north-northeasterly towards the Natunas Island.</p> <p>On 17 February 2010, the Malaysian authorities informed the ReCAAP ISC that a Royal Malaysian Navy (RMN)</p>

## Details of Incidents for January to March 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
				<p>vessel spotted a life raft off the Adraiser Reef and rescued 11 crew who were believed to be the crew of <i>Asta</i>. The Chief Engineer of <i>Asta</i> was not among those who were rescued. According to the rescued crew, the barge was boarded by eight robbers dressed in dark clothes when their vessels were about 3 nm south-east of Pulau Tioman at about 0115 hrs (local time) on 6 February 2010.</p> <p>On 25 February 2010, the ReCAAP ISC received an update from the Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point (Philippines) that <i>Asta</i> (renamed <i>Roxy-I</i>) has been positively identified in the municipality of Loreto, Dinagat Province, Philippines. The PCG reported that they received information from the Philippine National Police that a tug boat named <i>Roxy-I</i> (with the same IMO Number as <i>Asta</i>) was found.</p> <p>The ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that the Chief Engineer managed to escape from the robbers and reported the incident to the local police. As a result, seven robbers were arrested. The Chief Engineer was put under custody of the Indonesian Consulate in Davao City, Philippines, while the seven alleged robbers were detained in General Santos City jail pending trial for kidnapping and illegal detention. Meanwhile, verification and investigation are underway on an earlier report about the alleged purchase of <i>Asta</i> by a local company.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Philippines), Malaysian authorities, RMN and IFC-MSTF]</p>

## Appendix

### Details of Incidents for January to March 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10.	<p><i>Topniche 7</i> Tug boat Singapore 9183453 250</p> <p><i>Rapid 3312</i> Deck crane barge Singapore 4380</p>	10/02/2010 1137 hrs	<p>20° 24.61' N, 092° 15.56' E</p> <p>Off the coast of Myanmar, Bay of Bengal</p>	<p>Two intruders in a boat named <i>Mayer Duai</i> boarded the flat-top deck crane barge, which was being towed by a tug boat while underway off the coast of Myanmar, Bay of Bengal. The barge loaded with clinkers departed Malaysia for the port of Chittagong, Bangladesh. The robbers left the barge after taking with them a canvas and some ropes.</p> <p>At about 1300 hrs (local time), the ship owner reported that <i>Mayer Duai</i> continued to shadow the barge at approximately 0.4 nm away. The owner instructed the tug boat and barge to continue their journey to the port of Chittagong. At about 1520 hrs (local time), the owner reported that <i>Mayer Duai</i> had given up the chase. The 10 crew onboard the tug boat was not harmed.</p> <p>The ship owner reported the incident to Singapore's Port Operations Control Centre (POCC), who in turn contacted the MRCC of Myanmar and MRCC of Bangladesh to request for assistance. The ship owner also reported the incident to the ReCAAP Focal Point (Bangladesh) which informed the Bangladesh Coast Guard and Bangladesh Navy who reportedly dispatched patrol boats to assist the tug boat immediately. The ReCAAP Focal Point (Bangladesh) and Singapore's POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC.</p> <p>[ReCAAP Focal Point (Bangladesh) and ReCAAP Focal Point (Singapore)]</p>

## Details of Incidents for January to March 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.	<i>Theodor Storm</i> Container ship Liberia 9248679 28270	13/02/2010 0530 hrs	01° 18.4' N, 104° 12.48' E  South of Tanjung Ayam, Malaysia	<p>The duty oiler at Engine Control Room reported to the duty officer on bridge that five robbers armed with knives boarded the ship while at anchor. The robbers threatened the duty oiler and searched for ship stores. The duty officer activated the general alarm and mustered all crew. The Chief Engineer; Chief Officer and Second Engineer, with the support of the crew entered the engine room to investigate. A search was conducted but no suspicious objects or personnel onboard the ship was found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
12.	<i>Prospect</i> LPG tanker Singapore 9387762 47266	14/02/2010 0745 hrs	17° 37.7' N, 083° 21.6' E  Vishakhapatnam Anchorage, India	<p>Three robbers came in a fishing boat and boarded the vessel from the stern using ropes and a hook while at anchor. The officer-on-watch sighted the robbers, raised the alarm and called the duty personnel on patrol to the poop deck. The robbers, upon realising that they had been detected, fled in a fishing boat, taking with them one fire hose and four deck scupper plugs.</p> <p>The ship master reported the incident to the Vishakhapatnam port control via VHF. The authorities dispatched a speed boat with armed personnel onboard to the incident area. The Indian Coast Guard (ICG) which is also the ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.</p> <p>[ReCAAP Focal Point (India)]</p>

## Appendix

### Details of Incidents for January to March 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
13.	<i>Sampurna Swarajya</i> Product tanker India 9176656 21827	14/02/2010 0835 hrs	Vishakhapatnam Anchorage, India	Two robbers boarded the tanker from a fishing boat. An alarm was raised and upon investigation it was discovered that the two robbers had boarded the vessel and the third one was trying to board. The robbers fled when the alarm was raised. Nothing was stolen from the tanker. The ship master reported the incident to the Vishakhapatnam port control.  [ReCAAP Focal Point (India)]
14.	<i>Iolcos Celebrity</i> Bulk carrier Panama 8005276 35629	24/02/2010 0240 hrs	Vung Tau Anchorage, Vietnam	Three robbers boarded the bulk carrier while at anchor using ropes with hooks via the anchor. They were spotted while attempting to break into the forecandle store and the duty crew reported it to the officer of the watch who sounded the alarm and the ship's whistle. The robbers jumped overboard and escaped in a wooden boat. Nothing was reported stolen and no one was injured in the incident.  [IMO]
15.	<i>Bluegreen Tiger</i> Chemical tanker Marshall Islands 9514494 5083	05/03/2010 2305 hrs	22° 11.8' N, 091° 44.1' E  River mooring 4, Bangladesh	Ten robbers in two small engine-operated wooden boats boarded the chemical tanker from the stern while she was anchored. The robbers were armed with knives. They stole four coils of rope and two life buoys before escaping. No crew was injured in the incident. Upon receipt of the information, the Bangladesh Coast Guard patrol boat proceeded to the incident area but the robbers had already escaped. The Bangladesh Coast Guard and law enforcement agencies are currently investigating the incident.  [ReCAAP Focal Point (Bangladesh)]

## Details of Incidents for January to March 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16.	<i>Intrepid</i> Bulk carrier Malta 9324629 30046	08/03/2010 0230 hrs	10° 15' N, 107° 04' E  Vung Tau Anchorage, Vietnam	Three robbers armed with knives boarded the bulk carrier while at anchor using grapnel hooks. The robbers entered the steering room and stole three drums of greases. Upon detection by the crew, the robbers escaped in their boat. No crew was injured during the incident. The local authorities are currently investigating the incident.  [ReCAAP Focal Point (Vietnam)]
17.	<i>SP Athens</i> Chemical tanker Marshall Islands 9498975 5256	11/03/2010 0330 hrs	1° 17.8' N, 104° 10.7' E  Approximately 2.6 nm southwest of Tanjung Ayam, Malaysia	An unknown number of robbers armed with knives boarded the chemical tanker while at anchor. The robbers boarded the tanker via the aft and entered the store of the engine room. They threatened the watchman with knives, tied him up in the engine room, and stole some engine spare parts before leaving the ship at about 0350 hrs (local time). The watchman was discovered in the engine room at about 0400 hrs (local time) during the handing over of watch. The bridge was notified, and a search of the ship was conducted to locate any robbers onboard. No suspicious personnel were found and the crew was not harmed.  [ReCAAP Focal Point (Singapore)]
18.	<i>Laura Bulker</i> Bulk carrier Singapore 9379662 19825	19/03/2010 0300 hrs	22° 15' N, 091° 44' E  Chittagong 'A' Anchorage, Bangladesh	Four robbers armed with knives boarded the forecandle area of the bulk carrier from an engine-operated wooden boat while at anchor. They stole one aluminum ladder before escaping. The incident was reported to the Chittagong Port Authority who in turn informed the Bangladesh Coast Guard. The Bangladesh Coast Guard subsequently dispatched speed boats to the incident area.  [ReCAAP Focal Point (Bangladesh)]

## Appendix

### Details of Incidents for January to March 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
19.	Hesnes Tanker Malta 8907187 38792	20/03/2010 0500 hrs	01° 18.9' N, 104° 14.6' E  Southeast of Tanjung Ayam, Malaysia	<p>Five robbers armed with knives boarded the tanker while at anchor. The crew sighted the robbers, alerted the other crew and raised the emergency alarm. Upon hearing the alarm, the robbers escaped in a small craft. The crew was not injured and nothing was stolen.</p> <p>The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) and the Information Fusion Centre-Maritime Security Task Force (IFC-MSTF). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), and the IFC-MSTF reported the incident to the ReCAAP ISC.</p> <p>[ReCAAP Focal Point (Singapore) and IFC-MSTF]</p>
20.	<i>Lian Man Tsai</i> & <i>Man Yi Feng</i> Fishing vessels Taiwan	23/03/2010 1701 hrs	05° 16' N, 106° 30' E  South China Sea	<p>Armed pirates in a 15 m long, white hull boat chased and fired upon the fishing vessels while underway in the South China Sea. The two fishing boats suffered around 30 shots fired by the pirates. The vessels increased speed and managed to evade the pirates.</p> <p>[IMO]</p>



## Details of Incidents for January to March 2010

### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Treasure Sunshine</i> General cargo ship Singapore 9544865 6522	03/01/2010 0900 hrs	01° 39.4' N, 132° 45.3' E  North of Irian Jaya, Indonesia	<p>The crew noticed three fishing boats at about 7 nm away. After passing abeam of the fishing boats, 10 speed boats appeared from behind the fishing boats and attempted to approach the general cargo ship from the port side, starboard side and stern. The ship master sounded the ship's whistle continuously and mustered the crew on deck. The ship manoeuvred in a zigzag manner to shake off the robbers. The robbers aborted the chase after 20 min. The crew was not injured.</p> <p>The ship master reported that more than 10 persons were onboard the speed boats and they were dressed in casual attire. The robbers did not appear to be armed. The ship master reported the incident to the ship company who in turn, reported the incident to Singapore's Port Operations and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2.	<i>Alina XXIII</i> Tanker Indonesia 9006904 53772	22/01/2010 2344 hrs	01° 14.56' N, 104° 05.19' E  Approximately 2.8 nm southwest of Eastern Buoy, Straits of Malacca & Singapore	<p>The tanker was transiting the Traffic Separation Scheme (TSS) in the Singapore Strait from west to east when robbers in a small vessel attempted to board the tanker. The master took evasive manoeuvres to prevent the boarding by the robbers. The robbers eventually aborted the attempt. The master reported to VTIS East of the attempt.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

## Appendix

### Details of Incidents for January to March 2010

#### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	<i>Pac Alnath</i> General cargo ship Singapore 9265926 20471	29/01/2010 0300 hrs	06° 00' S, 105° 56' E  Ciwandan Anchorage, Indonesia	Four robbers approached the ship in a speedboat while she was anchored off the anchorage of Ciwandan. One of the robbers attempted to board the ship via the port quarter using a hook attached to a rope. The deck watchman spotted the robber and raised the alarm. The robber escaped via the rope. Local authorities were notified.  [IMO]
4.	<i>Blue Jasper</i> Oil tanker Singapore 9395379 56355	07/02/2010 0750 hrs	4 miles, 110° from No. 1 Buoy, Balikpapan Anchorage, Indonesia	The ship's crew spotted a wooden boat on the starboard side of the oil tanker while at anchor. He alerted the duty AB when he saw the boat increased its speed and sailed towards the oil tanker. The duty AB spotted a man holding a hook with line on the wooden boat, and suspected that the hook might be used as a tool to board the vessel. As such, the duty AB shouted at the man and told him to leave. The boat sailed away, and the ship's crew sighted approximately five other people who came out of a canvas cover on the wooden boat. The ship master reported the incident to the company, the agent and the port authority.  [ReCAAP Focal Point (Singapore) and Ship company]
5.	<i>Overseas Mykonos</i> Chemical tanker Marshall Islands 9435894 29433	30/03/2010 0030 hrs	01° 41' N, 101° 27' E  Dumai Port, Indonesia	Seven robbers attempted to board the vessel via a rope from a boat. They were spotted by the duty watchman who informed the officer-on-watch. The officer raised the alarm. The robbers aborted their attempt and fled in their boat. Nothing was stolen.  [IMO]





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Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia

NOL Building, 456 Alexandra Road, #11-02, Singapore 119962

T: +65 6376 3063 • F: +65 6376 3066 • E: [info@recaap.org](mailto:info@recaap.org) • W: [www.recaap.org](http://www.recaap.org)