

# 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 SEPTEMBER

Dec

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# Contents

EXECUTIVE SUMMARY 02

PART ONE 04

Definitions & Methodology Used

PART TWO 08

Analysis of Incidents for January to September 2010

PART THREE 26

Analysis of Selected Locations

PART FOUR 34

Details of Selected Incidents

PART FIVE 44

News Snippets

PART SIX 50

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

APPENDIX 56

# EXECUTIVE SUMMARY

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## Executive Summary

For the period January-September 2010, a total of 118 incidents of piracy and armed robbery against ships were reported in the Asian region. Of these, 24 were incidents of piracy, and 94 were incidents of armed robbery against ships.

Of the 118 incidents, 97 were actual incidents and 21 were attempted incidents. Most of the actual incidents were Category 2 (moderately significant) and Category 3 (less significant) incidents. Majority of the Category 2 incidents involved ships while underway in the South China Sea, while majority of the Category 3 incidents involved ships at anchor/berth at ports and anchorages in Bangladesh, Indonesia and Vietnam.

The number of Category 1 (very significant) incidents has remained fairly consistent throughout the period of January-September of 2006-2010. Of the three Category 1 incidents reported during January-September 2010, all were hijacking incidents involving tug boats. Two of the incidents involving tug boats, *Asta* and *Atlantic 3* were subsequently found in the Philippines, and their crew was rescued by the Malaysian and Vietnamese authorities respectively. In the case of *Asta*, the Philippine National Police arrested the robbers who are now on trial in the Philippines. Tug boat *Asta* was released to its owner and arrived in Singapore on 13 Aug 10. As for the hijacking of tug boat, *PU 2007*, the quick response from the Malaysian authorities and the presence of other law enforcement agencies in the area was believed to be one of the factors which compelled the robbers to abandon the tug boat and escaped. The outcome of the hijacking incidents demonstrated good information sharing and timely reporting of incident by the ship master and ship owners as well as inter-agency cooperation and responses by the authorities in locating the vessels and rescue the crew.

In comparison, the actual incidents reported during January-September 2010 were relatively more violent compared to the same period in 2006-2009. About one-third of the actual incidents (32 of 97) involved crew being threatened and held hostage. In addition, about half of the incidents involved pirates/robbers armed with knives/machetes, 18% (17 of 97 actual incidents) involved pirates/robbers armed with guns and 23% (22 of 97 actual incidents) involved groups of more than 7 pirates/robbers.

The details of the incidents reported during January-September 2010 are described in the Appendix.

# 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
- ▶ 1.5 Note on Timing 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 (INFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the Republic of Singapore Navy (RSN)'s Maritime Security Task Force - Information Fusion Centre (MSTF-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.

## 1.5 Note on Timing of Incidents

The timings of all incidents reflected in this report are expressed in local time.

# PART TWO

## Analysis of Incidents for January to September 2010

- ▶ 2.1 Analysis of Incidents Reported in September of 2006-2010
- ▶ 2.2 Analysis of Quarterly Patterns and Trends (January-September of 2006-2010)
- ▶ 2.3 Analysis of Violence Factor
- ▶ 2.4 Analysis of Economic Factor



**PART TWO**

## Analysis of Incidents for January to September 2010

### 2.1 Analysis of Incidents Reported in September of 2006-2010

#### 2.1.1 Number of Reported Incidents

Table 1 below shows the number of actual and attempted incidents reported in September of 2006-2010. A total of 13 incidents comprising 11 actual incidents and two attempted incidents were reported in September 2010. The ReCAAP ISC notes that the same number of actual incidents was reported during September 2009. However, there has been a decrease in the number of attempted incidents reported in September 2010 compared to the same period in 2009. A total of 15 incidents comprising 11 actual incidents and four attempted incidents were reported in September 2009. With the exception of September 2009, September 2010 reported the highest number of incidents compared to the same period in 2006-2008.

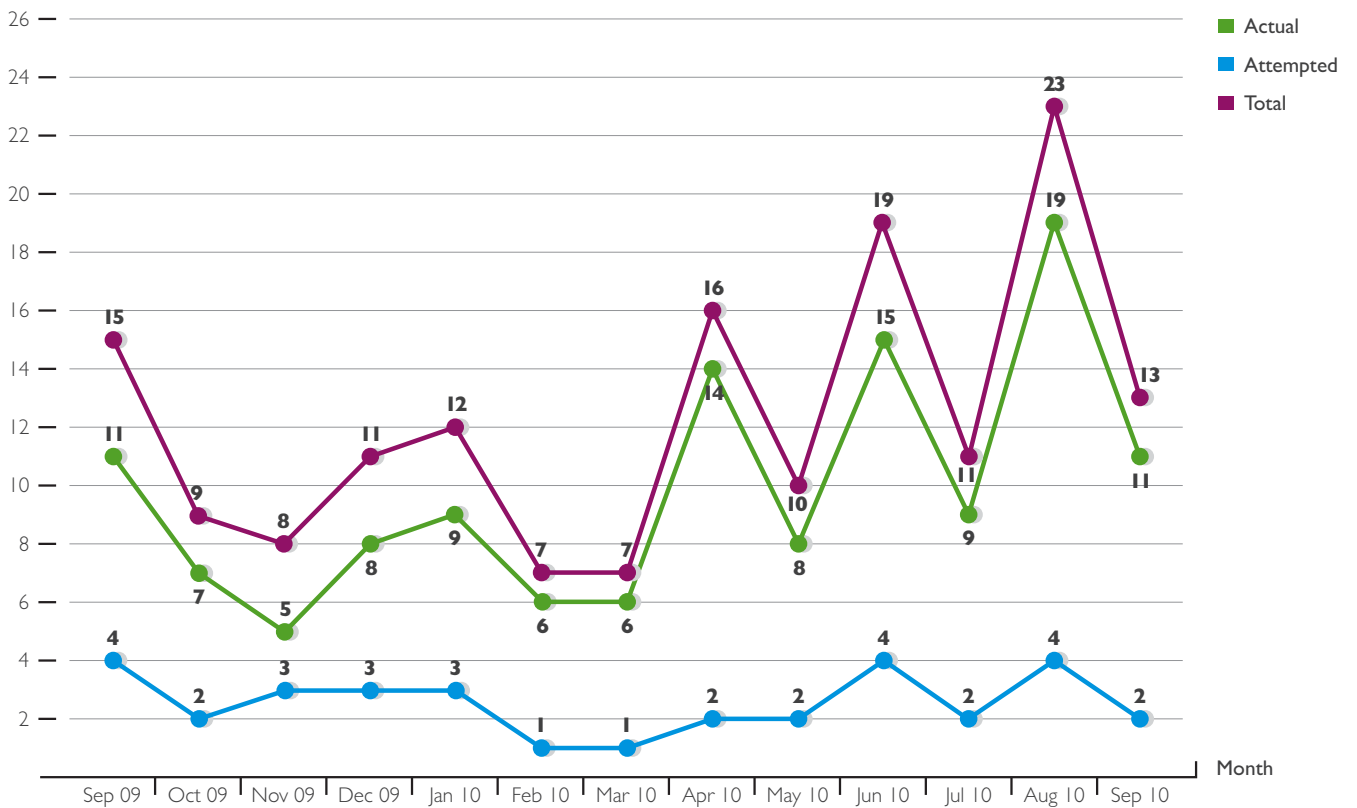
	September 2006	September 2007	September 2008	September 2009	September 2010
Actual	7	6	7	11	11
Attempted	4	1	3	4	2
Total	11	7	10	15	13

Table 1 - Actual and attempted incidents in September of 2006-2010

## Analysis of Incidents for January to September 2010

Graph 1 shows the number of actual and attempted incidents reported between September 2009 and September 2010. During this period, total activity was highest in August 2010 with 23 reported incidents; and lowest in February 2010 and March 2010 with seven incidents reported each month.

Number of Incidents



Graph 1 - Number of incidents reported from September 2009 to September 2010

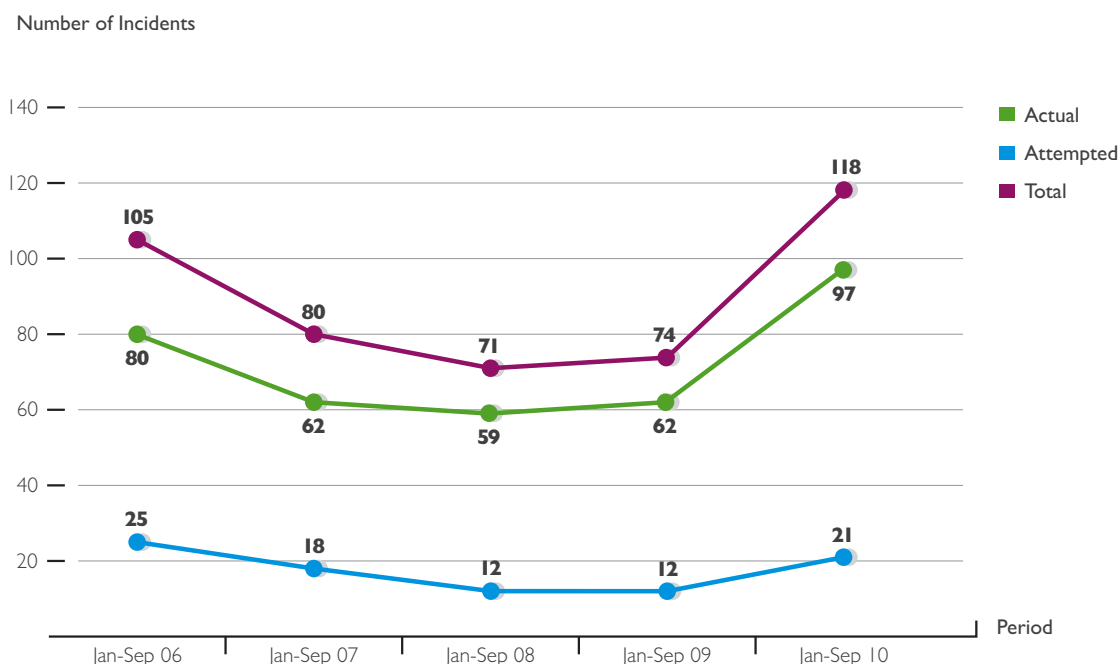
## 2.2 Analysis of Quarterly Patterns and Trends (January-September of 2006-2010)

### Number, Significance and Location of Reported Incidents

There has been an increase in the total number of incidents reported during January-September 2010 compared to the same period in 2006-2009. The increase was mainly in the Category 2 incidents which occurred mostly in the South China Sea and Category 3 incidents occurred at the ports and anchorages in Bangladesh, Indonesia and Vietnam. However, the number of Category 1 incidents has remained fairly consistent throughout January-September of 2006-2010.

#### 2.2.1 Number of Reported Incidents

During January-September 2010, a total of 118 incidents comprising 97 incidents and 21 attempted incidents were reported. The total number of incidents reported during January-September 2010 was highest among the five reporting periods of January-September of 2006-2010. Graph 2 below shows the number of incidents reported during January-September of 2006-2010.



Graph 2 - Total number of incidents reported during January-September of 2006-2010

## Analysis of Incidents for January to September 2010

### 2.2.2 Significance Level of Reported Incidents

Chart 1 shows the significance level of actual incidents reported during January-September of 2006-2010. During January-September 2010, three Category 1 incidents, 41 Category 2 incidents and 53 Category 3 incidents were reported. The three Category 1 incidents involved the hijacking of tug boats *Asta* on 6 Feb 10, *PU 2007* on 19 Apr 10 and *Atlantic 3* on 27 Apr 10. Comparing against the same period in 2006-2009, the number of Category 1 incidents has remained fairly consistent.

On the contrary, the number of Category 2 incidents has been on an upward trend since January-September 2007. From 12 Category 2 incidents reported during January-September 2007 and January-September 2008 to 25 Category 2 incidents during January-September 2009 and further escalated to 41 incidents during January-September 2010. Of the 41 Category 2 incidents, more than half occurred off Pulau Anambas and in the South China Sea.

The number of Category 3 incidents reported during January-September 2010 was highest with 53 reported incidents compared to 34 incidents during the same period in 2009, 43 incidents in 2008, 45 incidents in 2007 and 46 incidents in 2006. Of the 53 Category 3 incidents reported during January-September 2010, 45 incidents occurred at ports and anchorages, mostly in Bangladesh, Indonesia and Vietnam.

Number of Incidents

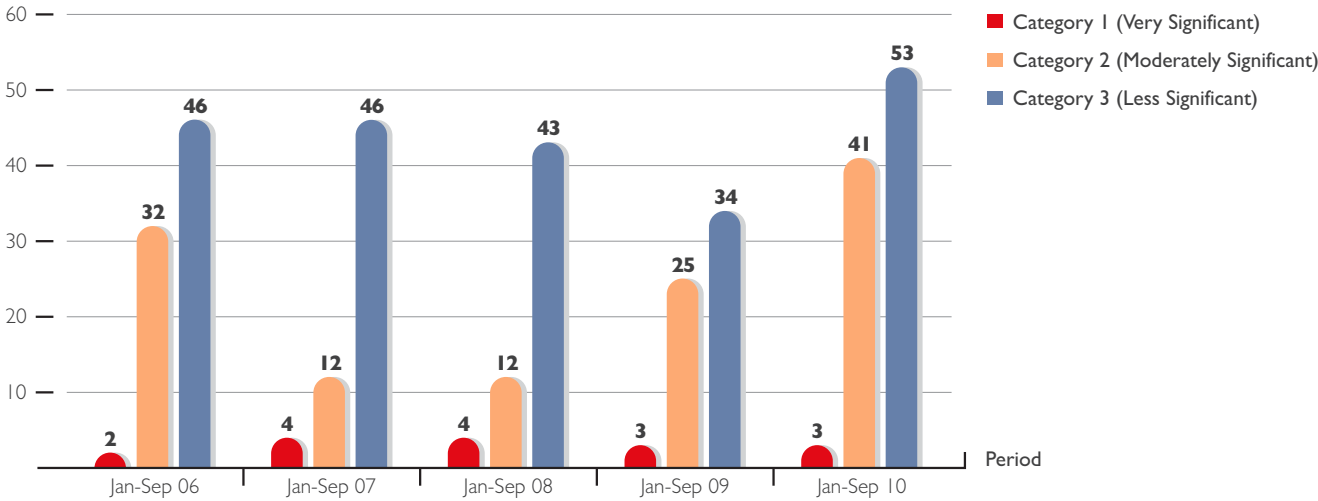


Chart 1 - Significance level of incidents during January-September of 2006-2010

## Analysis of Incidents for January to September 2010

### 2.2.3 Location of Reported Incidents

Overall there has been an increase in the number of incidents reported during January-September 2010 compared to the same period in 2006-2009. The increase was most apparent in Bangladesh, Indonesia, South China Sea and Vietnam. Table 2 shows the location of incidents reported during January-September 2010 compared with the same period in 2006-2009. Map 1 shows the location of the incidents reported during January-September 2010.

	Jan-Sep 2006		Jan-Sep 2007		Jan-Sep 2008		Jan-Sep 2009		Jan-Sep 2010	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China	1								1	
<b>Sub-total</b>	<b>1</b>								<b>1</b>	
<b>South Asia</b>										
Arabian Sea			1	3						
Bangladesh	24	12	11	1	7	2	11	2	18	2
Bay of Bengal			1						1	
India	2		5		10	1	7	1	5	
Sri Lanka				1						
<b>Sub-total</b>	<b>26</b>	<b>12</b>	<b>18</b>	<b>5</b>	<b>17</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>24</b>	<b>2</b>
<b>Southeast Asia</b>										
Gulf of Thailand									1	
Indonesia	29	10	28	6	18	1	8	2	23	9
Malaysia	9	1	7	1	6		10	3	14	
Myanmar							1			
Philippines	2		1	1	5	1	2	1	4	
Singapore									1	
South China Sea	3		1	3	4	2	10	1	17	7
Straits of Malacca and Singapore	6	2	2	2	2	4	5	2	2	3
Thailand	1		1				1			
Vietnam	3		4		7	1	7		10	
<b>Sub-total</b>	<b>53</b>	<b>13</b>	<b>44</b>	<b>13</b>	<b>42</b>	<b>9</b>	<b>44</b>	<b>9</b>	<b>72</b>	<b>19</b>
<b>Overall Total</b>	<b>80</b>	<b>25</b>	<b>62</b>	<b>18</b>	<b>59</b>	<b>12</b>	<b>62</b>	<b>12</b>	<b>97</b>	<b>21</b>

Table 2 - Location of incidents reported during January-September of 2006-2010



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



## Analysis of Incidents for January to September 2010

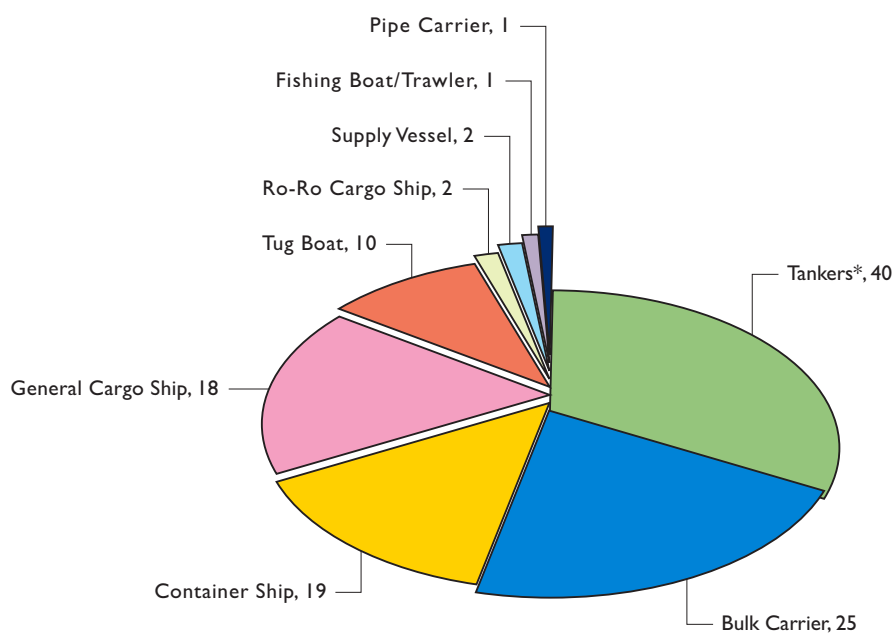
### 2.2.4 Type of Ships

Table 3 shows the type of ships involved in incidents reported during January-September of 2006-2010.

Type of Ships	Jan-Sep 06	Jan-Sep 07	Jan-Sep 08	Jan-Sep 09	Jan-Sep 10
Bulk Carrier	30	12	10	18	25
Chemical Tanker	8	11	12	11	16
Container Ship	22	13	14	16	19
Fishing Boat/Trawler	12	2	1	1	1
General Cargo Ship	9	9	9	6	18
LNG Tanker		1			1
LPG Tanker		1	4	2	3
Oil Tanker (including VLCC)		4	4	2	9
Passenger Ship			2		
Pipe Carrier					1
Product Tanker	3	7	2	2	8
Research Support Vessel			1		
Ro-Ro Cargo Ship	1				2
Special Purpose Ship	2				
Supply Vessel			1	1	2
Tanker	5	12	3	3	3
Tug Boat	6	5	7	11	10
Vehicle Carrier	1	1	1		
Yacht	6	2		1	
<b>Total</b>	<b>105</b>	<b>80</b>	<b>71</b>	<b>74</b>	<b>118</b>

Table 3 - Type of ships involved in incidents during January-September of 2006-2010

During January-September 2010, tankers (comprising chemical tanker, LNG tanker, LPG tanker, oil tanker and product tanker) were more frequently involved in incidents than other type of ships. Of the 118 incidents, 40 incidents involved tankers. Tankers were also more frequently involved in incidents during January-September 2007-2009. However, during January-September 2006, bulk carriers were attacked more frequently. Although tankers were noted to be more frequently attacked than other type of ships, there is no evidence to suggest that tankers were specifically targeted. From the items stolen and the modus operandi of the pirates/robbers, most of the incidents were opportunistic in nature.



\*Tankers include Chemical Tanker, LNG Tanker, LPG Tanker, Oil Tanker and Product Tanker

Chart 2 - Type of ships involved in incidents during January-September of 2006-2010

## Analysis of Incidents for January to September 2010

### 2.2.5 Status of Ships

Table 4 shows the status of ships at the time of the incidents. Of the 118 incidents reported during January-September 2010, 67 incidents occurred when ships were anchored and berthed; and 51 incidents occurred while ships were underway. This is consistent with the general observation that majority of incidents occurred when ships were anchored or berthed. However, the ReCAAP ISC notes that the number of incidents involving ships while underway has increased. Of the total number of incidents, 43% (51 of 118) involved ships while underway during January-September 2010 compared to 35% (26 of 74) during the same period in 2009, 35% (25 of 71) in 2008, 28% (22 of 80) in 2007 and 36% (38 of 105) in 2006.

Status of Ship		Jan-Sep 06	Jan-Sep 07	Jan-Sep 08	Jan-Sep 09	Jan-Sep 10
Actual Incidents	Anchored/Berthed	52	51	42	40	61
	Underway	28	11	17	22	36
Attempted Incidents	Anchored/Berthed	15	7	4	8	6
	Underway	10	11	8	4	15
Total		105	80	71	74	118

Table 4 - Status of ships during incidents reported during January-September of 2006-2010

Incidents that occurred while ships were anchored and berthed were usually Category 3 incidents. Of the 61 actual incidents involving ships at anchor and berth during January-September 2010, 45 were Category 3 incidents. In contrast, incidents involving ships while underway were relatively more severe and are usually Category 2 or Category 1 incidents. Of the 36 actual incidents involving ships while underway, three were Category 1 incidents, 25 were Category 2 incidents and eight were Category 3 incidents. Chart 3 shows the status of ships involved in actual incidents versus its significance level.

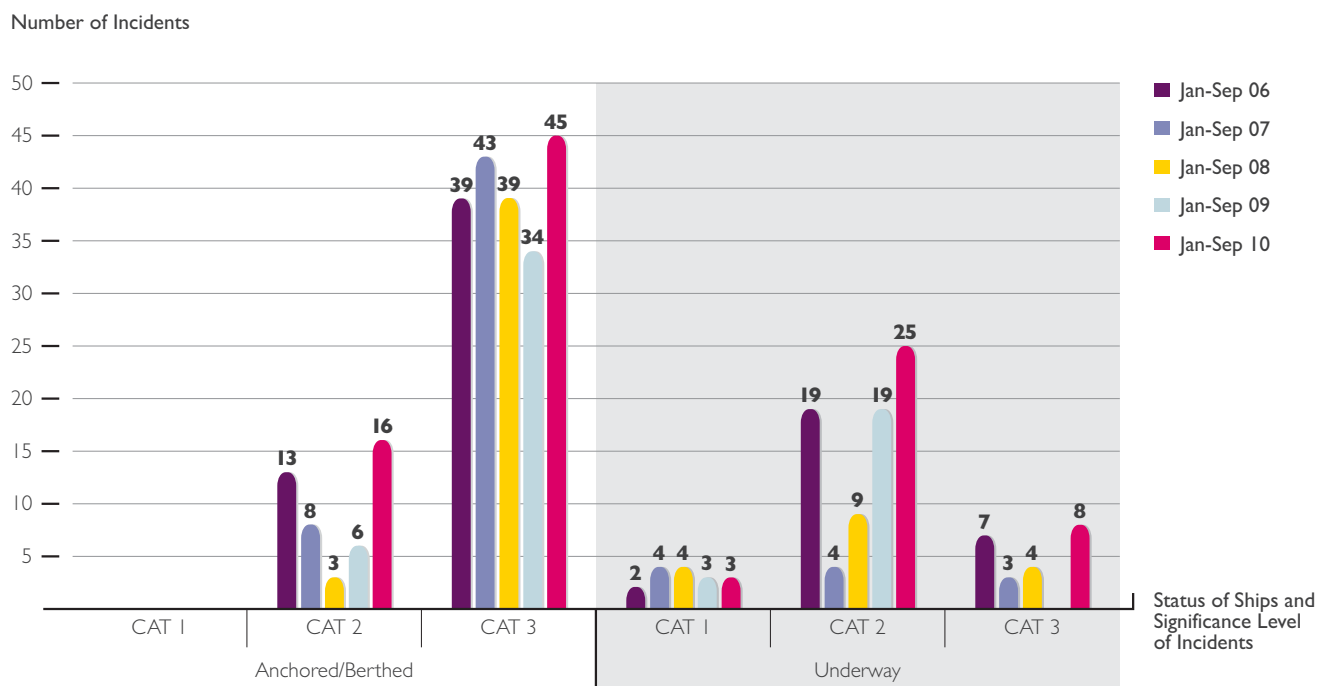


Chart 3 - Status of ship vs significance level of actual incidents reported during January-September of 2006-2010

## Analysis of Incidents for January to September 2010

### 2.3 Analysis of Violence Factor

#### 2.3.1 Weapons Used

Chart 4 shows the weapons used by pirates/robbers in actual incidents reported during January-September of 2006-2010. Over the five-year period, the pirates/robbers predominantly were armed with knives/machetes/others (such as steel pipes, crowbars etc.). Notably, there has been an increase in the number of incidents involving the use of knives/machetes by pirates/robbers. During January-September 2010, a total of 49 incidents involved pirates/robbers armed with knives/machetes/others, the highest number compared against the same period in 2006-2009. The number of incidents involving pirates/robbers who were armed with guns and knives has also increased significantly during January-September 2010 compared to the same period in 2006-2009. A total of 17 incidents involving pirates/robbers armed with guns and knives were reported during January-September 2010.

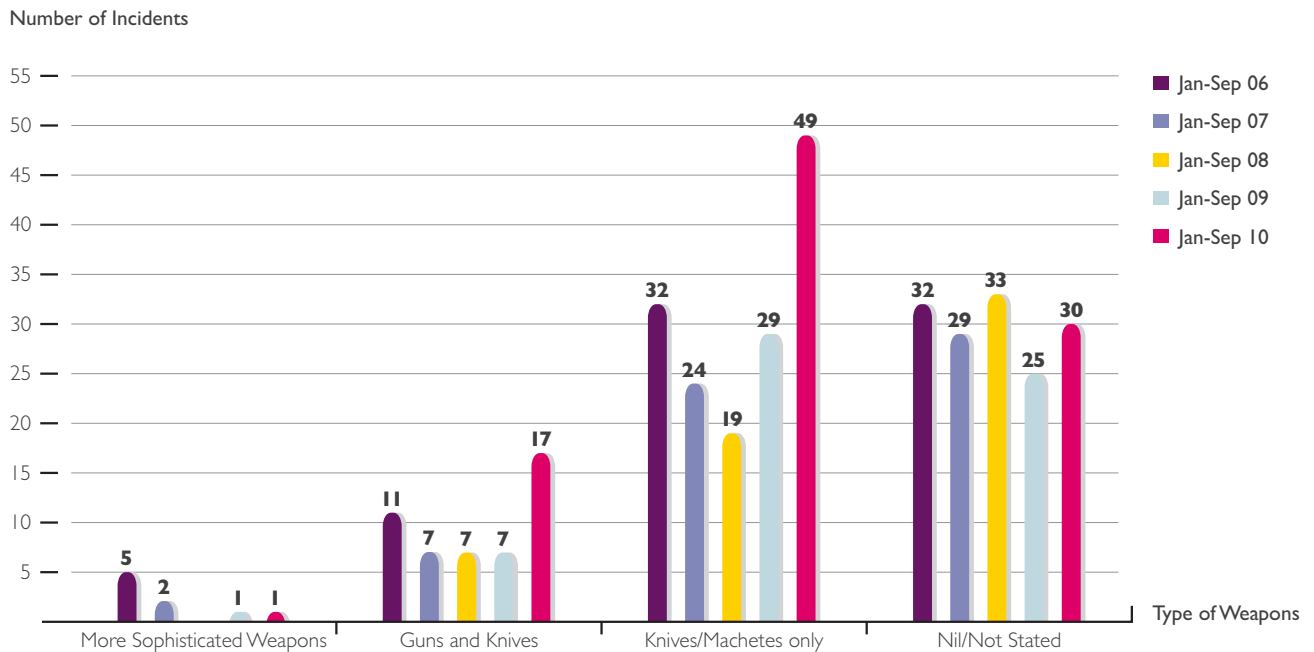


Chart 4 - Type of weapons used in actual incidents during January-September of 2006-2010

### 2.3.2 Treatment of Crew

Chart 5 shows the treatment of crew in actual incidents reported during January-September of 2006-2010. During January-September 2010, there was one incident of crew being kidnapped cum crew abandoned, one incident of crew abandoned, four incidents of crew being assaulted, 25 incidents of crew taken hostage and six incidents of crew being threatened.

Number of Incidents

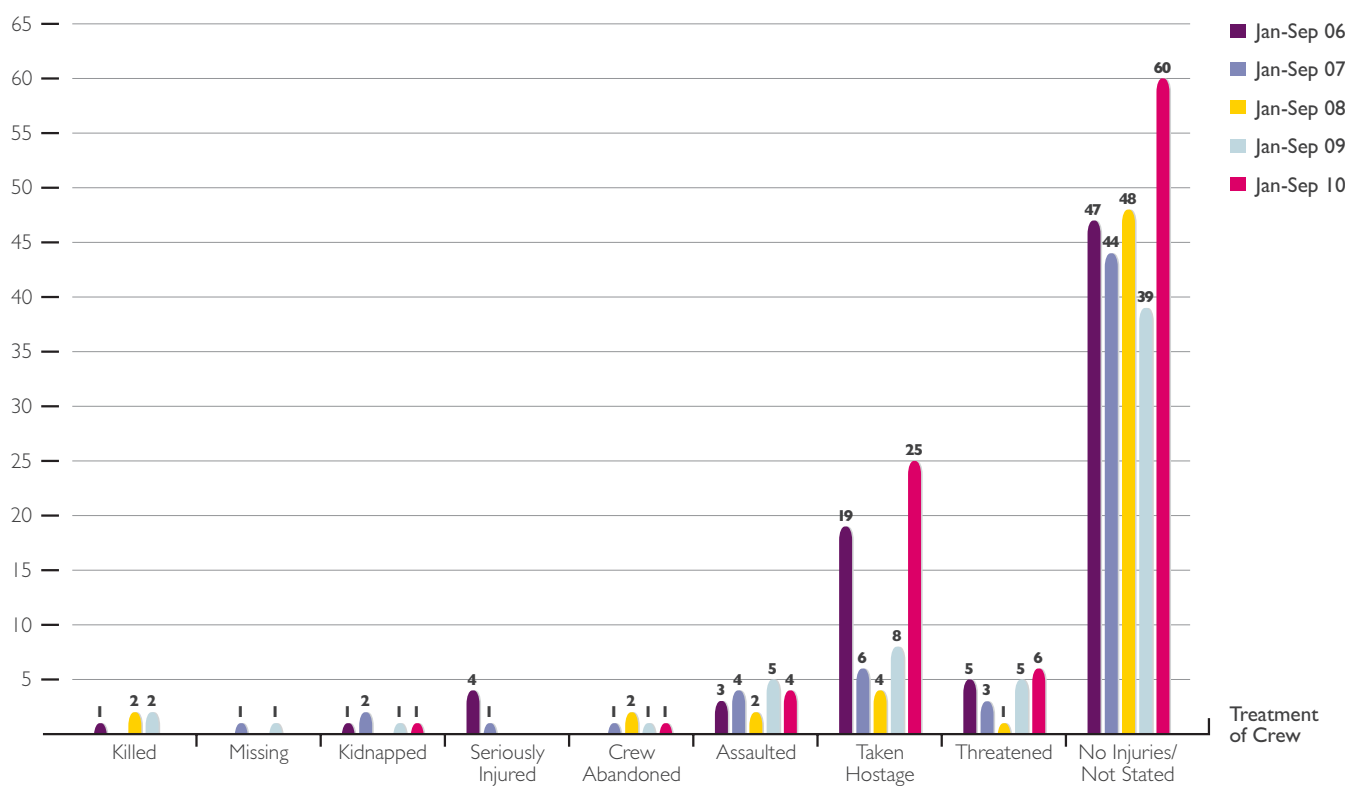


Chart 5 - Treatment of crew in actual incidents during January-September of 2006-2010

## Analysis of Incidents for January to September 2010

### 2.3.3 Number of Pirates/Robbers

Chart 6 shows the number of pirates/robbers involved in actual incidents reported during January-September of 2006-2010. During the five reporting periods, majority of the incidents involved robbers operating in groups of 1 to 6.

The ReCAAP ISC notes that the number of incidents involving 7 to 9 pirates/robbers has increased over the five-year reporting periods. During January-September of 2010, of the 97 actual incidents, 12 incidents involved pirates/robbers operating in groups of 7 to 9 men and 10 incidents involved pirates/robbers in groups of more than 9. Incidents involving pirates/robbers operating in groups of more than 9 are:

- ▶ Ten robbers boarded chemical tanker, *Bluegreen Tiger* from the stern on 5 Mar 10 while she was anchored at River Mooring 4, Bangladesh;
- ▶ About 10 armed robbers boarded the tug boat, *Greenville 16* on 17 Apr 10 while she was underway off Pulau Aur, Malaysia;
- ▶ About 15 masked pirates armed with revolvers, parangs (long knives) and knives boarded tug boat, *PU 2007* on 19 Apr 10 while she was underway in the South China Sea;
- ▶ More than 15 robbers armed with long knives boarded container ship, *Kota Ratna* on 22 May 10 while she was anchored off Chittagong Port, Bangladesh;
- ▶ Approximately 10 robbers boarded container ship, *MCC Melaka* on 26 May 10 while she was anchored at Chittagong Anchorage, Bangladesh;
- ▶ About 12 pirates armed with knives boarded container ship, *Iller Trader* on 13 Jun 10 while she was underway in the South China Sea;
- ▶ About 25 robbers armed with knives and stones boarded general cargo ship, *Jindal Varuna* on 4 Sep 10 while she was anchored at Chittagong Anchorage, Bangladesh;
- ▶ About 12 robbers armed with knives boarded container ship, *Vision* on 10 Sep 10 while she was anchored at Chittagong Anchorage, Bangladesh;
- ▶ About 20 robbers armed with long knives boarded container ship, *Malte Rainbow* on 18 Sep 10 while she was anchored at Hai Phong Roads, Vietnam; and
- ▶ About 12 robbers armed with knives boarded tug boat, *Surya Ratna 7*, towing barge, *Surya Makmur 7* on 30 Sep 10 while she was underway off Selat Berhala, Indonesia.



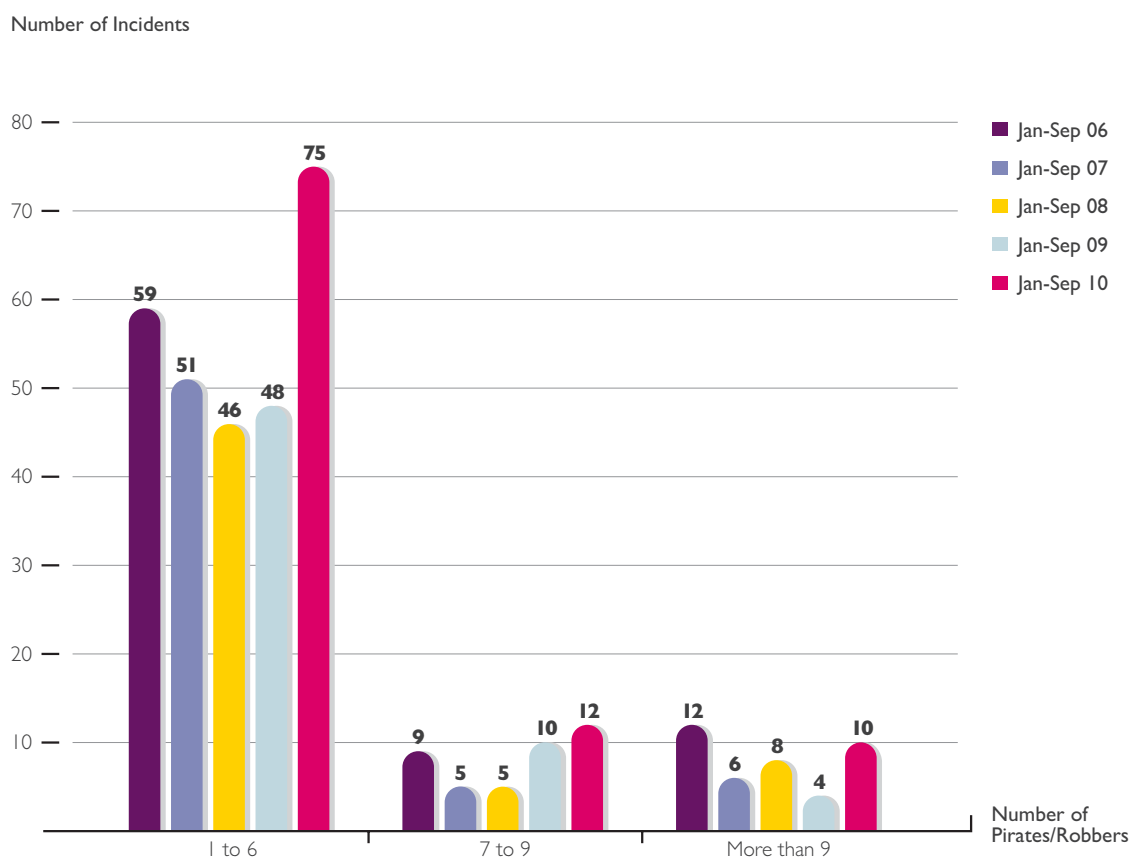


Chart 6 - Number of pirates/robbers in actual incidents during January-September of 2006-2010

## Analysis of Incidents for January to September 2010

### 2.4 Analysis of Economic Factor

#### 2.4.1 Economic Losses

Chart 7 shows the economic loss per actual incident during January-September of 2006-2010. During the five reporting periods, majority of the incidents reported loss of stores, including mooring ropes, drums of oil etc., and engine spares. However, there was an increasing trend of pirates/robbers targeting cash and crew properties, namely mobile phones, cameras and laptops. More than half of the incidents that reported loss of cash/property occurred in the vicinity of Pulau Mangkai, Pulau Damar, Indonesia and in the South China Sea.

Number of Incidents

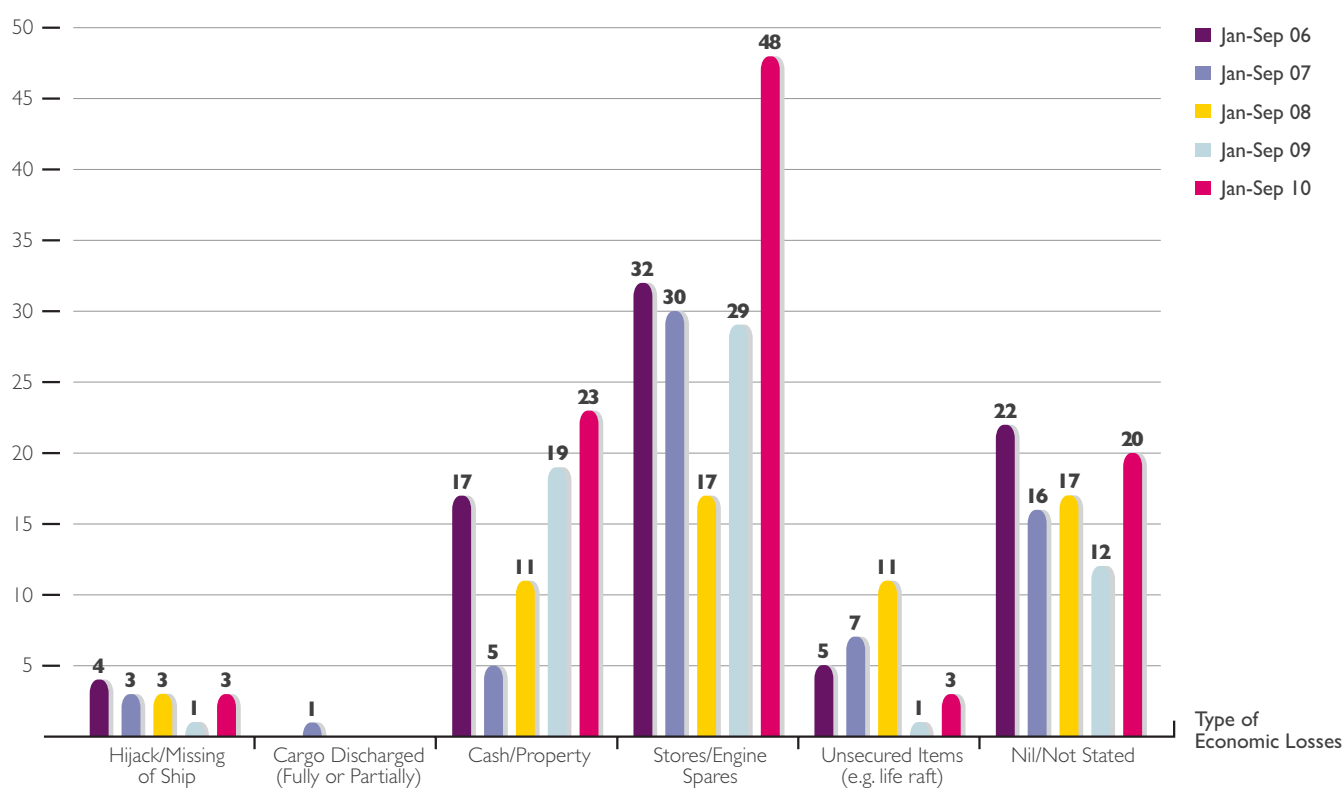


Chart 7 - Type of economic losses in actual incidents during January-September of 2006-2010

# PART THREE

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## Analysis of Selected Locations

- ▶ 3.1 Incidents of Armed Robbery onboard Ships in Manila Bay, Philippines



**PART THREE**

## Analysis of Selected Locations

### 3.1 Incidents of Armed Robbery onboard Ships in Manila Bay, Philippines

#### 3.1.1

A total of three incidents occurred in the Manila Bay anchorage area, Philippines during January-September 2010. The incidents occurred while the ships were at anchor. The most recent incident involved container ship, *Mell Serapong* on 4 Sep 10, as described below:

**Incident of armed robbery onboard container ship, *Mell Serapong* on 4 Sep 10 at or about 0225 hrs**

 <p><i>Photograph courtesy of Ian Johnston (Digital-Seas)</i></p>	Name of Ship <b><i>Mell Serapong</i></b>
	Type of Ship <b>Container ship</b>
	Flag of Ship <b>Liberia</b>
	IMO Number <b>9373917</b>
	GT <b>9957</b>

#### 3.1.2

On 4 Sep 10, the Liberia-registered container ship, *Mell Serapong* was anchored at approximately 1.5 nm off breakwater, South Harbour, Manila Bay (14° 33' N, 120° 56' E) when at or about 0225 hrs, five robbers armed with a gun and knives boarded the ship from a wooden motorboat. A watchman at the bosun store room at the forecandle deck saw the robbers. He immediately ran away to evade them but slipped and fell on the deck. Two robbers caught him and tied him with nylon ropes.

## Analysis of Selected Locations

### 3.1.3

The robbers escaped with a six-person capacity inflatable life-raft, 14 pieces of jet/spray nozzle coupling (52 mm), four pieces of chemical/gas protection suit, three sets of scuba, 14 pieces of spanner for hydrant cap, 10 pieces of hydrant caps, three pieces of grinding machine, a drilling machine, one electrical extension cable, and six pieces of air cylinders. The watchman managed to untie himself after 15 min and immediately informed the Officer of the Watch (OOW) of the incident. The ship alarm was sounded and crew mustered.

### 3.1.4

The ship master reported the incident to the Philippine Navy, VTMS Manila and Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point (Philippines). The PCG despatched a patrol boat to the location of the incident, but the robbers had left.

### 3.1.5

The ReCAAP Focal Point (Philippines) reported the incident to the ReCAAP ISC.

## Past Incidents

### 3.1.6

The incident involving *Mell Serapong* was the third incident that occurred in the Manila Bay anchorage since January 2010. The first incident occurred on 21 Jan 10 involving *British Holly* and the second incident occurred on 12 Aug 10 involving *Pontremoli*. In all three incidents, the robbers managed to escape with six-person capacity inflatable life-rafts in addition to other unsecured items found onboard the ships.

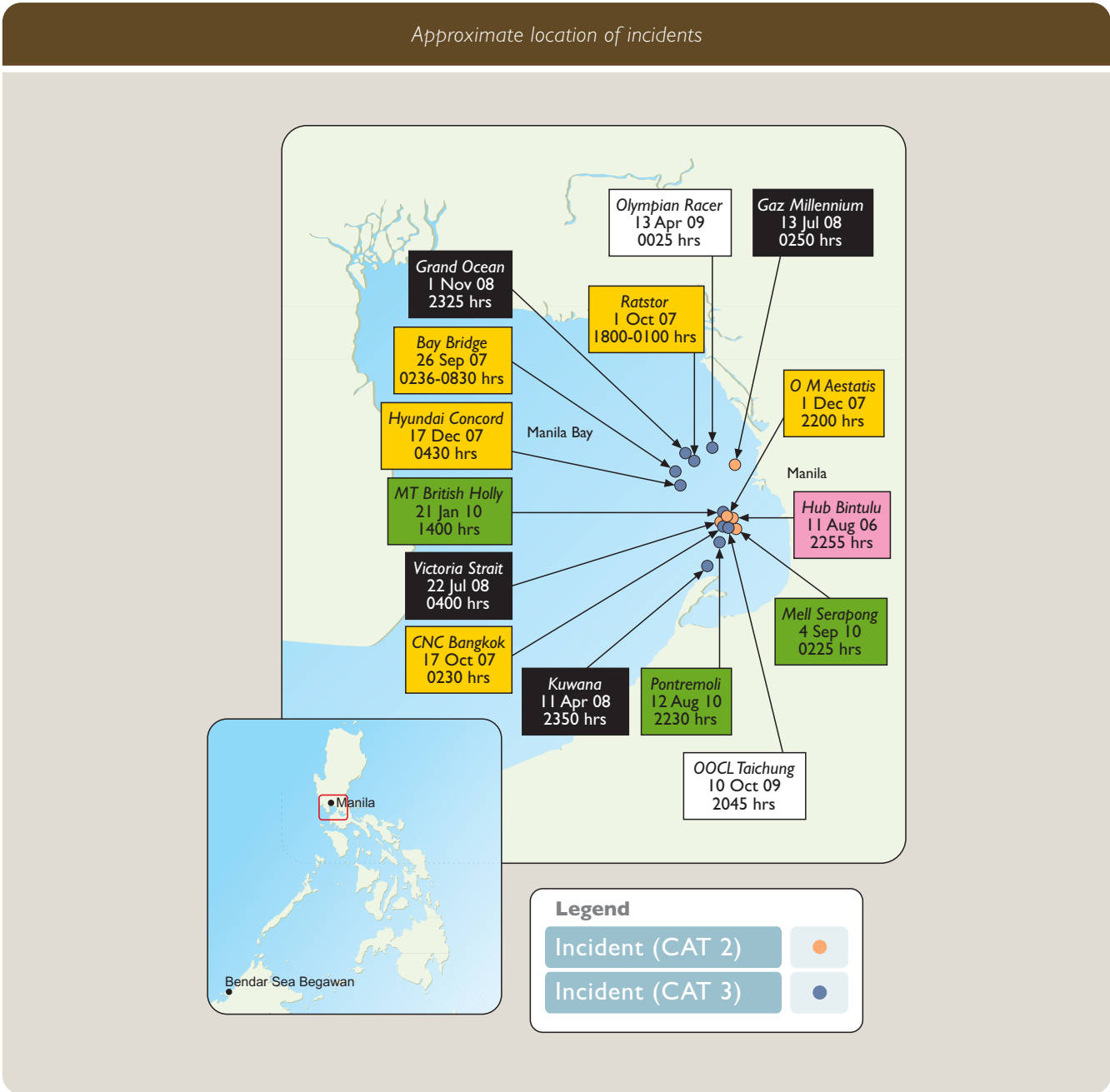
### 3.1.7

To date, a total of 15 incidents have occurred in the Manila Bay anchorage area since 2006; with one incident reported in 2006, five incidents in 2007, four incidents in 2008 and two incidents in 2009. Please see Table 5 and map below.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Jan-Sep	Oct	Nov	Dec	Total
2006								1		1				1
2007									1	1	2		2	5
2008				1			2			3		1		4
2009				1						1	1			2
2010	1							1	1	3				3

Table 5 - Number of incidents in the Manila Bay anchorage area

# Analysis of Selected Locations





## Observations on Incidents Occurred in Manila Bay

### 3.1.8

Detailed analysis of the 15 incidents reported since 2006 till September 2010 indicates the following modus operandi of the robbers:

- (a) All incidents occurred while the ships were anchored while waiting for berthing at the Port of Manila.
- (b) Groups of six robbers were involved in 11 of the 15 incidents. Two other incidents involved groups of between seven and nine robbers, and two incidents involved more than nine robbers.
- (c) The robbers usually approached the victim ship in one or two traditional motorboats. In 10 of the 15 reported incidents, the robbers boarded the ship by climbing the forward anchor chain and at times aided by a grapnel hook.
- (d) With the exception of the incident involving *British Holly* on 21 Jan 10 at 1400 hrs, the other 14 incidents occurred during hours of darkness between 1800 hrs and 0430 hrs. The robbers were usually armed with knives/machetes which were used to cut rope/cable as well as rope which hold the inflatable life-rafts. Three of the incidents involved robbers armed with gun and knives.
- (e) Eight of the 15 incidents reported the loss of six-person capacity inflatable life-rafts and other ship's stores that can be found in the forecastle store and bosun room. Five of the incidents reported the loss of other unsecured items and ship's stores and two incidents reported that nothing was stolen from the ship

## Analysis of Selected Locations

### Actions by the Authorities

#### 3.1.9

Of concern to the authorities was the quantity of ship's equipment (e.g. life-raft, fire fighting suit, etc.) and stores that were taken from *Mell Serapong*.

#### 3.1.10

In response to the situation in Manila Bay, the PCG intensified security patrols in the area. On 11 Sep 10, working on information of an imminent attack, the PCG despatched two fast patrol boats to South Harbour, Manila Bay to step up surveillance in the area. The patrol took into custody one traditional motorboat, *M/Bca Paglaum* and five persons onboard the boat when the five men could not justify their presence in the restricted area and did not have statutory documents for the boat. The five men were later released due to lack of evidence that they have committed any illegal acts, and the motorboat was later released on 21 Sep 10 after the owner presented the necessary statutory documents and the PCG could not find any other infractions committed at that point of time.

#### 3.1.11

The PCG will continue to maintain presence by conducting regular patrols in the Manila Bay area.



Traditional motor boat *M/Bca Paglaum*

Photograph courtesy of Philippine Coast Guard

## **Recommendations**

### **3.1.12**

The ReCAAP ISC recommends that ship masters and crew maintain anti-piracy watches and remain vigilant while their ships are anchored in Manila Bay especially during hours of darkness.

### **3.1.13**

Ship masters are encouraged to report all incidents of armed robbery against their ships to the Philippine Coast Guard Command Center at telephone numbers +63-2-527-3877, +63-2-527-8481 to 89 (local 6136 and 6137) and Port State Control Centre Manila at telephone numbers +63-2-489-5320 and +63-2-489-5895 as soon as possible to enable the authorities to take appropriate actions, assist the victim ship and follow-up with investigation of the incident.

# PART FOUR

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## Details of Selected Incidents

- ▶ 4.1 Incidents Reported off Pulau Merundung, Indonesia
- ▶ 4.2 Update on Hijacking Incidents involving *Asta* and *Atlantic 3*



**PART FOUR****Details of Selected Incidents****4.1 Incidents Reported off Pulau Merundung, Indonesia****4.1.1**

In September 2010, a total of two incidents (one actual incident and one attempted incident) of armed robbery against ships were reported off Pulau Merundung, northwest of Kalimantan, Indonesia. Both incidents occurred while the vessels were underway. The incidents are described below.

**Attempted Incident onboard *Semua Selamat* on 9 Sep 10 at or about 2110 hrs**

Name of Ship <b><i>Semua Selamat</i></b>
Type of Ship <b>Product tanker</b>
Flag of Ship <b>Malaysia</b>
GT <b>5182</b>

**4.1.2**

On 9 Sep 10 at or about 2110 hrs, the Malaysia-registered product tanker *Semua Selamat* was underway at approximately 3.7 nm south of Pulau Merundung (2° 0.5' N, 109° 4.4' E) when the duty crew on anti-piracy watch noticed a hook hanging from the poop deck railing. One robber armed with a knife was seen attempting to board the vessel. The crew informed the bridge, raised the alarm and mustered the crew. Noting that they had been noticed, the robbers aborted the boarding and escaped in a waiting boat. The crew was not injured and nothing was stolen.

## Details of Selected Incidents

Incident onboard *Cheer Leader* on 10 Sep 10 at or about 2330 hrs

<p><i>Photograph courtesy of IHS Fairplay</i></p> 	<p>Name of Ship <b><i>Cheer Leader</i></b></p> <hr/> <p>Type of Ship <b>Ro-Ro cargo ship</b></p> <hr/> <p>Flag of Ship <b>Panama</b></p> <hr/> <p>GT <b>10168</b></p>
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### 4.1.3

On 10 Sep 10 at or about 2330 hrs, the Panama-registered Ro-Ro cargo ship *Cheer Leader* was underway at approximately 8.3 nm south of Pulau Merundung (1° 55' N, 109° 05' E) when six robbers boarded the vessel. They tied up the master and quartermaster and escaped with cash and the crew's personal belongings. The crew was not injured.

### 4.1.4

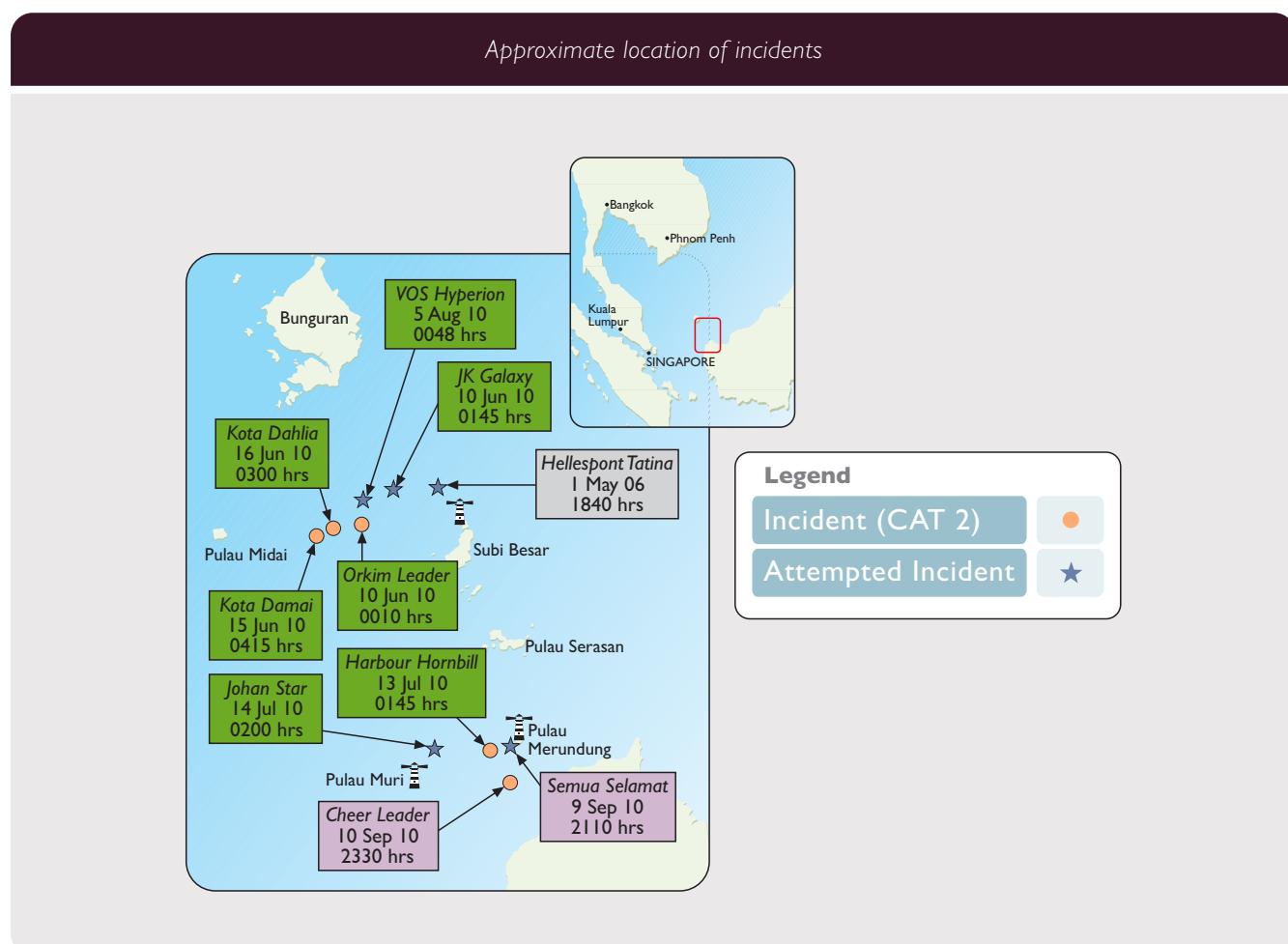
The ship operator reported the incident to ReCAAP Focal Point (Japan) and the ReCAAP ISC.

## Past Incidents

### 4.1.5

The ReCAAP ISC notes that the two incidents occurred on consecutive days; 9 Sep 10 and 10 Sep 10, similar to two earlier incidents reported in the same vicinity involving *Harbour Hornbill* on 13 Jul 10 and *Johan Star* on 14 Jul 10. It appears that there has been a shift in the incidents from the waters northwest of Subi Besar to this area. A total of five incidents comprising three actual incidents and two attempted incidents had been reported off Subi Besar in June 2010 and August 2010. Previously, no incidents were reported in the vicinity except for one attempted incident which occurred on 1 May 06 involving Marshall Island-registered tanker *Hellespont Tatina*. Refer to map below.

Approximate location of incidents



## Details of Selected Incidents

### Observations on Incidents

#### 4.1.6

Although not conclusive, detailed analysis of the four incidents off Pulau Merunding, Indonesia indicates the following modus operandi of the robbers:

- (a) All incidents occurred while the vessels were underway in proximity to the islands.
- (b) The incidents reported in July 2010 involved groups of 7-9 robbers, while the incidents reported in September 2010 involved 1-6 robbers. The consecutive days of attack and the matching number of robbers involved indicated that the same group of robbers were likely to be involved in the incidents in July 2010 and September 2010.
- (c) All the attacks occurred under the cover of darkness between 2100 hrs and 0200 hrs.

Date	Name of Vessel	Time of Incident
13 Jul 10	<i>Harbour Hornbill</i>	0145 hrs
14 Jul 10	<i>Johan Star</i>	0200 hrs
9 Sep 10	<i>Semua Selamat</i>	2110 hrs
10 Sep 10	<i>Cheer Leader</i>	2330 hrs

- (d) The robbers were usually armed with knives which were used to threaten the crew. However, in two of the four incidents, the type of weapon used was not reported. The robbers boarded the vessels from the quarters (probably approaching from aft being the blind sector) using rope with hook.
- (e) In the incident involving *Harbour Hornbill* and *Cheer Leader*, the robbers entered the bridge, tied the duty officer/crew on the bridge, held them hostage and forced them to surrender all cash and valuables. The incidents reported loss of cash, personal belongings and ship's stores.
- (f) The crew was not injured.
- (h) The ReCAAP ISC believes that the robbers were opportunistic in nature as they did not target particular type of ship. Of the four incidents, two incidents involved general cargo vessels, one incident involved product tanker and one incident involved Ro-Ro cargo ship.



## **Recommendations to Ship Owners/Operators and Ship Master/Crew**

### **4.1.7**

The ReCAAP ISC recommends that vessels transiting off northwest Kalimantan adopt adequate anti-boarding measures, especially at the quarters. Enhanced watch-keeping is recommended in the aft sector and other blind sectors to enable early detection of pirates/robbers. ALL ROUND VIGILANCE is highly recommended. Vessels may utilise CCTV cameras and night vision devices to monitor activities on the poop deck from the watch-keeping post. Doors and hatches leading into internal compartments should be locked/secured (from the inside) to control unauthorised access from the open deck (where applicable).

### **4.1.8**

Early detection of a possible boarding is the most effective deterrent measure. In addition the crew should adopt anti-piracy/sea robbery measures as stipulated in the guidebook on Industry Best Management Practices.

### **4.1.9**

The ReCAAP Information Sharing Centre strongly urges ship masters to report immediately all incidents of piracy and armed robbery against ships to the coastal State's Rescue Coordination Centre (RCC). The report should include description of the type of craft used by the pirates/robbers, the direction the craft was heading towards, the presence of a mother ship (if any), the number of pirates/robbers involved, their physical appearance and language spoken. While the master reports the incident to the RCC, ship owners and operators are encouraged to report the incidents to the ReCAAP Focal Points.

## Details of Selected Incidents

### 4.2 Update on Hijacking Incidents involving *Asta* and *Atlantic 3*

Hijacked tug boat, *Asta* returned to owner on 13 Aug 10

 <p>Photograph courtesy of MSTF-IFC</p>	Name of Ship <b>Asta</b>
	Type of Ship <b>Tug boat</b>
	Flag of Ship <b>Singapore</b>
	IMO Number <b>9522984</b>
	GT <b>296</b>

#### 4.2.1

The Singapore-registered tug boat *Asta* towing barge *Callista* was enroute to Cambodia on 6 Feb 10 when she was hijacked off Pulau Tioman, Malaysia. On 25 Feb 10, tug boat *Asta* was recovered by Philippine authorities in Dinagat Province, Philippine and the seven robbers taken into custody and remanded in General Santos City jail.

#### 4.2.2

On 5 Aug 10, the Regional Trial Court Branch 35 of the 11th Judicial Court of the Republic of the Philippines, issued a court order releasing tug boat *Asta* to its rightful owner; subject to the condition that should *Asta*'s presence be deemed necessary for the successful prosecution of the case filed against the seven robbers, it shall be made available at the soonest possible opportunity.

## Updates

### 4.2.3

While tug boat *Asta* was returned to its rightful owner and arrived in Singapore on 13 Aug 10, the saga of the robbers is far from over. In a press statement carried by the Philippine Daily Inquirer on 30 Aug 10, the Chief City Prosecutor, General Santos City requested the Office of the Chief State Prosecutor of the Department of Justice (DOJ) to take cognizance of the case since the City Prosecutor do not have the wherewithal to successfully prosecute the case considering that it involved nationals and authorities from Philippines, Indonesia and Malaysia.

### 4.2.4

The Chief City Prosecutor added that “the nature of the case requires the resources and intervention of the national government. It requires the intervention of the Department of Foreign Affairs to make the proper representations in those countries to get their interest in the prosecution of the case”.

## Details of Selected Incidents

Hijacked tug boat, *Atlantic 3* and barge, *Atlantic 5* still under custody of Philippine Coast Guard

	Name of Ship <b><i>Atlantic 3</i></b>
	Type of Ship <b>Tug boat</b>
	Flag of Ship <b>Malaysia</b>
	IMO Number <b>9476628</b>
	GT <b>299</b>

### 4.2.5

The Malaysian-registered tug boat *Atlantic 3* towing barge *Atlantic 5* was enroute from Tanjung Ayam, Johor, Malaysia to Kintap, south Kalimantan, Indonesia when she was hijacked approximately 11 nm east of Pulau Bintan, Indonesia on 27 Apr 10 at or about 1130 hrs. On 19 May 10, the Philippine Coast Guard recovered the two vessels while docked at Kingford Marine Works Industry Pier, Tambler, General Santos City.

## Updates

### 4.2.6

The Coast Guard Station General Santos City (CGS Gensan) on 9 Jul 10 upon order from the City Prosecutor Office, Department of Justice, General Santos City, released the Filipino crew of *Atlantic 3* who upon investigation, found not involved in the hijacking.

### 4.2.7

However, the City Prosecutor Office has not released *Atlantic 3* and barge *Atlantic 5* to its rightful owner because both are material evidence in the prosecution of two other Filipino nationals who were suspected to have prior knowledge and involvement in the hijacking of the tug boat and barge. *Atlantic 3* and *Atlantic 5* remain under the custody of CGS Gensan.

# PART FIVE

## News Snippets

- ▶ 5.1 ReCAAP Focal Point Senior Officers' Meeting (FPSOM) 3/10
- ▶ 5.2 The ReCAAP ISC Signed MoU on Cooperative Agreement with the Asian Shipowners' Forum (ASF)
- ▶ 5.3 Streamlining of Malaysia's Marine and Maritime Agencies
- ▶ 5.4 Japan Extends Somalia Anti-Piracy Mission
- ▶ 5.5 Singapore and Republic of Korea Boost Maritime Ties with MoU
- ▶ 5.6 Security in Malacca Straits should not be Internationalised



PART FIVE

## News Snippets

### 5.1 ReCAAP Focal Point Senior Officers' Meeting (FPSOM) 3/10

Jointly organised by the ReCAAP ISC, Ministry of Foreign Affairs (Thailand) and the Royal Thai Navy (RTN), the meeting was held on 25-27 Aug 10 at the Millennium Resort Patong Hotel, Phuket, Thailand. The aim of the meeting was to share best practices and the experiences of ReCAAP Focal Points on piracy and armed robbery countermeasures, and to establish rapport and facilitate networking among senior officers from the ReCAAP Focal Points with key focus in sharing of inter-agency information exchange processes. A total of 22 officers from various ReCAAP Focal Points including representatives from the shipping industry attended the meeting. The participants shared experience through case studies and discussions.



Participants at the Meeting

*Photograph courtesy of ReCAAP ISC (Singapore)*

## News Snippets

### 5.2 The ReCAAP ISC Signed MoU on Cooperative Agreement with the Asian Shipowners' Forum (ASF)

During the ReCAAP FPSOM 3/10, Mr Yoshihisa Endo, the Executive Director of ReCAAP ISC and Mr Yuichi Sonoda, Secretary-General of Asian Shipowners' Forum (ASF) signed a Memorandum of Understanding (MoU). The MoU records the mutual understanding on joint co-operation in the area of information sharing and mutual support; and future collaboration, among others.



Mr Yoshihisa Endo, Executive Director, ReCAAP ISC (left) and Mr Yuichi Sonoda, Secretary-General, ASF (right)

*Photograph courtesy of ReCAAP ISC (Singapore)*



## 5.3 Streamlining of Malaysia's Marine and Maritime Agencies

### 5.3.1

Datuk Ahmad Maslan, Malaysia's Deputy Minister in the Prime Minister's Department, informed that Malaysia is currently looking to streamline the functions of the various marine and maritime agencies. Currently, there are overlapping functions among the 11 departments and agencies that patrolled the waters off Malaysia. Among the agencies were the Malaysian Maritime Enforcement Agency (MMEA), Marine Operation Force, Royal Malaysian Navy, Malaysia Royal Custom and the departments of marine and fishery.

### 5.3.2

Datuk Ahmad added that the Malaysian Government is "looking for the most suitable formula to turn MMEA as a single agency" to take charge of monitoring the country's maritime zone. He also revealed that the details of the streamlining should be finalised by October 2011.

### 5.3.3

The report also mentioned future developments of the MMEA, including a new MMEA training centre that would be ready by early 2011; acquisition of additional manpower and assets, namely vessels, boats and aircrafts; and an ongoing campaign to attract younger generation Malaysians to join the agency. Datuk Ahmad also pointed out the need to recruit more non-Malays to join the MMEA as "the country (Malaysia) needs people from all of walks of life and races to safeguard it from any form of adversity".

<http://thestar.com.my/metro/story.asp?file=/2010/7/8/southneast/6597480&sec=southneast>

## News Snippets

### 5.4 Japan Extends Somalia Anti-Piracy Mission

#### 5.4.1

Japan had decided to extend the Maritime Self-Defense Force (MSDF)'s anti-piracy mission off Somalia by one year. The MSDF's anti-piracy mission off Somalia was originally due to end on 23 Jul 10. The ruling Democratic Party of Japan (DPJ) had earlier opposed the anti-piracy law when it was still an opposition party. However, the DPJ had now changed its stance on the grounds that the mission is an international contribution.

#### 5.4.2

Under the anti-piracy law, MSDF vessels are allowed to open fire on pirate boats should the pirates, despite warning shots, close in on commercial ships. However, MSDF personnel are still not allowed to harm pirates except in extreme circumstances such as self-defense. The law also enabled the MSDF to provide protection to foreign-flagged commercial vessels.

[http://news.xinhuanet.com/english2010/world/2010-07/16/c\\_111962337.htm](http://news.xinhuanet.com/english2010/world/2010-07/16/c_111962337.htm)

### 5.5 Singapore and Republic of Korea Boost Maritime Ties with MoU

The Maritime and Port Authority of Singapore (MPA) and the Republic of Korea's Ministry of Land, Transport and Maritime Affairs (MLTM) signed a Memorandum of Understanding (MoU), which agreed to have closer collaboration on issues like safety of navigation and marine environment protection. The MoU also paves the way for more exchanges in maritime technical expertise through forums, workshops and seminars between the two states.

[http://www.sgmaritime.com/Singlenews.aspx?DirID=121&rec\\_code=636786](http://www.sgmaritime.com/Singlenews.aspx?DirID=121&rec_code=636786)

## **5.6 Security in Malacca Straits should not be Internationalised**

Dian Wirengjurit, Director for Intra Regional Cooperation for America and Europe at the Indonesian Foreign Ministry, remarked that though there is global interest in the straits due to its crucial role as transportation route for trade, security affairs in the Malacca Straits should not be internationalised. He added that the three countries sharing border in the straits have agreed to settle the problem by themselves. However, the three countries also agreed that some issues pertaining to the straits such as navigation, search and rescue effort, radar procurement etc. could be internationalised.

[http://news.xinhuanet.com/english2010/world/2010-09/21/c\\_13523409.htm](http://news.xinhuanet.com/english2010/world/2010-09/21/c_13523409.htm)

# 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) Circulars on Preventing and Suppressing Piracy and Armed Robbery Against Ships
- ▶ 6.2 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) Circulars on Preventing and Suppressing Piracy and Armed Robbery Against Ships

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 09 to 5 Jun 09) 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”.

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.

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 6.

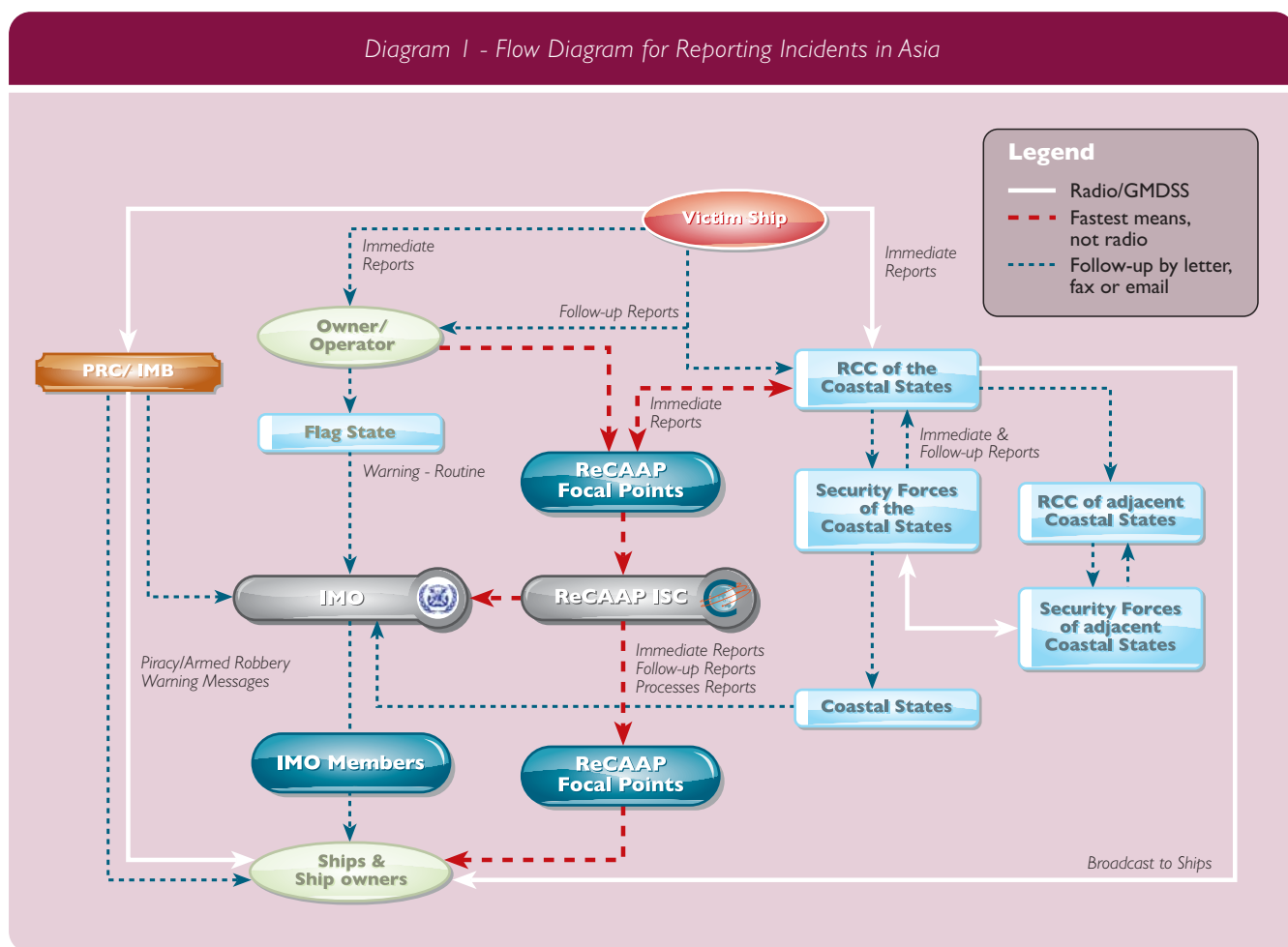
<sup>1</sup> The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

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

### 6.2 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 6 - 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: dosdgdbd@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 6 - 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	+95-1-202-417
<b>Kingdom of the Netherlands</b> Nautical Affairs and Operations Netherlands Coast Guard Email: jan.ricken@kustwacht.nl	+31-223-658-315	+31-223-658-303
<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 nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
<b>Kingdom of Thailand</b> Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-3246	+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 5 October 2010

# APPENDIX

Details of Incidents for January to September 2010



## Appendix

### Details of Incidents for January to September 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 September 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>Crane Island</i> Bulk carrier Panama 9478482 20242	15/01/2010 0300 hrs	05° 31' S, 105° 18' E  Tarahan Anchorage, Indonesia	Whilst at anchor, the duty crew noticed four robbers armed with long knives onboard the bulk carrier. The robbers stole some engine spare parts before they escaped. The crew was not injured.  [ReCAAP Focal Point (Japan)]
6.	<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)]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.	<i>Berlin</i> Bulk carrier Liberia 9516387 39737	18/01/2010 2030 hrs	Adang Bay, Indonesia	<p>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.</p> <p>[IMO]</p>
8.	<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 despatched a patrol craft to the incident area at about 1445 hrs on 21 Jan 10. 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 and 1300 hrs. 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 had 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 on 21 Jan 10.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9.	<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><b>[ReCAAP Focal Point (India)]</b></p>
10.	<p><i>Asta</i> Tug boat Singapore 296 9522984</p> <p><i>Callista</i> Barge Singapore 5299</p>	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 Feb 10. At about 0130 hrs on 6 Feb 10, 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 Feb 10. Through information exchange among ReCAAP ISC, the Malaysian authorities, the Maritime Security Task Force - Information Fusion Centre (MSTF-IFC) and the ReCAAP Focal Point (Singapore), the <i>Callista</i> was located on 17 Feb 10 at 1310 hrs, and was recovered. It was assessed that the tug boat, <i>Asta</i> was heading north-northeasterly towards the Natunas Island.</p> <p>On 17 Feb 10, the Malaysian authorities informed the ReCAAP ISC that a Royal Malaysian Navy (RMN) vessel</p>

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10.				<p>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 southeast of Pulau Tioman at about 0115 hrs on 6 Feb 10.</p> <p>On 25 Feb 10, 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, the 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>On 5 Aug 10, the Regional Trial Court Branch 35 of the 11th Judicial Court of the Republic of the Philippines, issued a court order releasing tug boat <i>Asta</i> to its rightful owner; subject to the condition that should</p>

## Appendix

### Details of Incidents for January to September 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>Asta's</i> presence be deemed necessary for the successful prosecution of the case filed against the seven robbers, it shall be made available at the soonest possible opportunity. Tug boat <i>Asta</i> arrived in Singapore on 13 Aug 10.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Philippines), Malaysian authorities, MSTF-IFC]</b></p>
11.	<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, 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, 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 despatched patrol boats to assist the tug boat immediately. The ReCAAP Focal Point (Bangladesh) and Singapore's</p>



## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.				<p>POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC.</p> <p><b>[ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Singapore)]</b></p>
12.	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>
13.	<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><b>[ReCAAP Focal Point (India)]</b></p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14.	<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)]
15.	<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]
16.	<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 conducted an investigation on the incident.  [ReCAAP Focal Point (Bangladesh)]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
■ 17.	<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 conducted an investigation on the incident.  [ReCAAP Focal Point (Vietnam)]
■ 18.	<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. The watchman was discovered in the engine room at about 0400 hrs 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)]
■ 19.	<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 September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
20.	<i>Hesnes</i> 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 Maritime Security Task Force - Information Fusion Centre (MSTF-IFC). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), and the MSTF-IFC reported the incident to the ReCAAP ISC.</p> <p><b>[ReCAAP Focal Point (Singapore) and MSTF-IFC]</b></p>
21.	<i>Lian Man Tsai &amp; Man Yi Feng</i> Fishing vessels Chinese Taipei	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><b>[IMO]</b></p>
22.	<i>Tirta Samudra XVII</i> Chemical tanker Indonesia 8620466 2623	03/04/2010 0230 hrs	10° 38.06' N, 106° 46.07' E  Hiep Phuoc, Vietnam	<p>Whilst berthed, three robbers armed with knives, climbed and boarded the chemical tanker by using grapnel and ropes. The Second Officer saw and approached the robbers. The robbers took the Second Officer's walkie talkie and held him hostage. They subsequently released the Second Officer after 5 min and fled in their boat, taking with them three tins of paint (60 litres each). The Second Officer was injured and sent to hospital for medical treatment.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
23.	<i>Sagittarius</i> Container ship Liberia 9122473 16803	07/04/2010 0400 hrs	22° 14' N, 091° 49' E  Chittagong Port, Bangladesh	<p>Whilst berthed, three robbers armed with long knives boarded the ship and stole the ship's stores. The shore watchman saw the robbers on the aft deck. Noting that they had been detected, the robbers escaped.</p> <p>[IMO]</p>
24.	<i>Theresa Libra</i> Chemical tanker Singapore 9348510 11254	07/04/2010 2300 hrs	2° 44.2' N, 105° 16.3' E  6 nm west of Pulau Damar, Indonesia	<p>While underway, eight men armed with knives boarded the chemical tanker, held hostage the engineer who was on the deck and entered the accommodation area. On reaching the bridge, they threatened the crew with knives and held the master hostage. The robbers then proceeded to raid the cabin of the master and officers, and took away cash and valuables. They continued to hold the master hostage until they escaped in their boat which was alongside the poop deck (aft). The entire episode was over in 20 min.</p> <p>The robbers were casually dressed, spoke English with a local accent and were aggressive throughout the period when they were onboard the tanker. The master reported the incident to the vessel's company and initiated a VHF broadcast. The crew was not injured.</p> <p>The company reported the incident to Singapore's POCC who in turn reported the incident to the ReCAAP ISC. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast to warn mariners about the incident and reported the incident to the MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), Singapore Police Coast Guard and Republic of Singapore Navy (RSN).</p> <p>[ReCAAP Focal Point (Singapore), shipping company]</p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
25.	<i>Star Ypsilon</i> Bulk carrier Marshall Islands 8914257 77529	09/04/2010 0200 hrs	3° 19.1' N, 105° 28.9' E  20 nm northwest of Pulau Jemaja, South China Sea	Seven men armed with guns and long knives boarded the bulk carrier while underway and stole the ship's cash box and two mobile phones. The crew raised the alarm and informed the relevant authorities about the incident. The crew was not injured. The Singapore POCC initiated a NAVTEX broadcast and informed the relevant agencies about the incident.  [ReCAAP Focal Point (Singapore)]
26.	<i>South Sea</i> Oil tanker Liberia 9286657 78845	10/04/2010 0515 hrs	01° 28' S, 116° 48' E  Lawi-Lawi Anchorage, Balikpapan, Indonesia	Whilst at anchor, an unknown number of robbers boarded the tanker via the hawse pipe cover after breaking it open. They proceeded to the forecandle and stole the ship's equipment after breaking the lock on the booby hatch.  [IMO]
27.	<i>Greenville 16</i> Tug boat Singapore 9131280 223  <i>Maritime Lady</i> Barge Singapore	17/04/2010 0430 hrs	02° 32.95' N, 104° 45.15' E  Approximately 14 nm northeast of Pulau Aur, Malaysia	Whilst towing an empty barge from Batam, Indonesia to Kuantan, Malaysia, eight to ten armed men in a small speed boat boarded the tug boat. The robbers, armed with machetes and knives, demanded that the crew cooperate with them and proceeded to ransack the tug boat. The robbers stole two binoculars, three portable VHF radios, two GMDSS VHF radios, three notebooks, 14 mobile phones, three portable hard disks and cash. The episode lasted for an hour and the crew was not injured.  [ReCAAP Focal Point (Singapore), shipping company]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
28.	<i>Semua Gembira</i> Product tanker Malaysia 9494917 5182	17/04/2010 0600 hrs	01° 18.42' N, 104° 12.07' E  1.4 nm south of Tanjung Ayam, Malaysia	<p>Whilst at anchor, six robbers armed with swords and parangs boarded the product tanker. They tied up the greaser in the engine room and stole the ship's spare parts. The crew was not injured.</p> <p>The Singapore POCC, which is also the ReCAAP Focal Point (Singapore), informed MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), Singapore Police Coast Guard and Republic of Singapore Navy (RSN). A NAVTEX broadcast was also issued to warn ships of the location and time of the incident.</p> <p><b>[ReCAAP Focal Point (Singapore), shipping company]</b></p>
29.	<i>PU 2007</i> Tug boat Singapore IMO 244  <i>PU 3316</i> Barge	19/04/2010 2328 hrs	4° 25.51' N, 104° 18.92' E  Approximately 57 nm northeast of Kuantan, Malaysia (South China Sea)	<p>The tug boat, towing a barge, activated the SSAS alert on 19 Apr 10 at about 2328 hrs while underway. Suspected that the tug boat had been hijacked, the ship owner reported the incident to Singapore's Port Operation and Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), and the ReCAAP ISC. The ReCAAP ISC immediately alerted the maritime authorities in the region and all ReCAAP Focal Points about the missing vessels.</p> <p>The ship owner reported that the tug boat had deviated from its planned course and was heading easterly.</p> <p>Upon notification, the ReCAAP ISC immediately alerted the maritime authorities in the region and all ReCAAP Focal Points about the missing vessels. In particular, the Malaysian authorities and the authorities of Brunei, Philippines and Indonesia were also alerted to lookout for the missing tug boat and barge.</p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29.				<p>Responding to the alert, the Malaysian authorities despatched its ship and aircraft to the last known position of the missing vessels. At about 1525 hrs on 20 Apr 10, the Malaysian authorities positively identified the barge located at approximately 105 nm east-northeast off Kuantan, Malaysia while the tug boat was seen about 91 nm east-northeast of Kuantan and heading easterly at about 3.8 knots. The Malaysian authorities activated the Sarawak and Sabah Regional Commanders to look out for the tug boat. The tug boat was assessed to be in the vicinity of Pulau Mangkai and Pulau Siantan (Anambas area).</p> <p>Alerted by the ReCAAP ISC about the possible locations of the tug boat, the Indonesian authorities deployed assets to locate the missing vessel.</p> <p>On 21 Apr 10, the barge that was set adrift was recovered along with its cargo onboard by the Malaysian authorities and handed over to the owner. The owner had deployed another tug boat to tow the barge to Thailand.</p> <p>On 22 Apr 10 at about 0400 hrs, tug boat <i>PU 2007</i> transmitted position reports when she was about 6 nm north of Horsburgh Lighthouse. Apparently, the pirates had abandoned <i>PU 2007</i> after taking with them cash, laptop and the crew's mobile phones. The master and crew managed to free themselves and bring the tug boat back to Singapore.</p> <p>On receiving the position reports, the Singapore's POCC relayed the information to the Republic of Singapore Navy (RSN), Singapore's Police Coast Guard (PCG), MRCC Putra Jaya and the shipping company.</p>



## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29.				<p>The RSN despatched a vessel to the location of <i>PU 2007</i>. At about 0600 hrs on 22 Apr 10, the RSN vessel confirmed visual sighting of <i>PU 2007</i> whose name had been painted over and renamed <i>Mega 1</i>. At about 0715 hrs, the RSN reported that the RSN patrol vessel had linked up with the master of <i>PU 2007</i>, and the patrol vessel escorted <i>PU 2007</i> to Singapore Port Limits.</p> <p>[ReCAAP Focal Point (Singapore), shipping company]</p>
30.	<p><i>Kurobe</i> General cargo ship Panama 9392171 20069</p>	<p>20/04/2010 0345 hrs</p>	<p>06° 02.4' S, 106° 54.1' E</p> <p>Tanjung Priok Anchorage, Indonesia</p>	<p>Whilst at anchor, four robbers, believed to be Indonesians armed with knives and guns boarded the general cargo ship from the starboard ramp. The duty AB noticed the robbers and raised the emergency alarm. Upon hearing the alarm, the robbers escaped. Engine spare parts were later found missing. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>
31.	<p><i>Linden Pride</i> LPG tanker Panama 9206396 46021</p>	<p>22/04/2010 0308 hrs</p>	<p>10° 13.7' N, 107° 05.0' E</p> <p>Vung Tau Anchorage, Vietnam</p>	<p>Two robbers armed with guns approached the tanker from astern and boarded from the life boat deck. The duty watch man sighted the robbers from the bridge deck, raised the alarm and sounded the ship's horn. The robbers stole 30 drums of paint and escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Vietnam), shipping company]</p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
32.	<i>LPG Linda</i> LPG tanker Singapore 9351854 2861	25/04/2010 0450 hrs	01° 18.5' N, 104° 13.9' E  2.6 nm southeast of Tanjung Ayam, Malaysia	<p>Whilst at anchor, six robbers armed with long knives boarded the LPG tanker via the engine room and tied the duty fitter. The duty fitter managed to free himself and informed the bridge immediately. The alarm was sounded and the crew mustered. The crew conducted a search of the vessel but the robbers had already escaped. The crew found out that the steering gear room had been opened, and the padlock and locker damaged. However, nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
33.	<i>Atlantic 3</i> Tug boat Malaysia 9476628 299  <i>Atlantic 5</i> Barge	27/04/2010 1726 hrs	1° 12.38' N, 104° 45.92' E  11 nm east of Pulau Bintan, Indonesia	<p>The tug boat towing a barge departed Tanjung Ayam, Johor, Malaysia for Kintap, South Kalimantan, Indonesia after replenishment of fresh water. At about 1726 hrs on 27 Apr 10, the shipping company lost contact with the tug boat and the last known position of the tug boat and barge was at approximately 11 nm east of Pulau Bintan, Indonesia.</p> <p>The vessels were scheduled to transit through Pulau Bintan, Indonesia between midnight of 27 Apr 10 and the morning of 28 Apr 10. The shipping company reported the incident to the Singapore's Port Operations and Control Centre (POCC) and the ReCAAP ISC on 29 Apr 10. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) initiated a broadcast on NAVTEX about the missing tug boat and barge, and asked vessels to report sighting of <i>Atlantic 3</i> and <i>Atlantic 5</i> to POCC and MRCC Putra Jaya.</p> <p>The ReCAAP ISC had also alerted the maritime authorities in the region, including the Malaysian and</p>

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33.				<p>Indonesian authorities and the Philippine Coast Guard (PCG) about the missing vessels.</p> <p>On 3 May 10, a Vietnamese vessel while returning from the Spratly Islands to Vietnam spotted the life-raft carrying the abandoned crew of <i>Atlantic 3</i>. The crew was rescued and brought to Vung Tau Anchorage, Vietnam onboard <i>MV Truong Sa 06</i> on 8 May 10. The crew was in a state of fatigue but was overall doing well. Interview with the crew revealed that seven robbers armed with knives and possibly gun had boarded the tug boat. Upon boarding, the robbers switched off the lights, tied the crew and confined them in the mess room. The ship master explained that he had no chance to activate the SSAS after the robbers boarded the tug boat. Between 0100 hrs and 0200 hrs on 2 May 10, the robbers brought the crew (two-by-two) out from the room and demanded for their money. After getting what they wanted, the crew was forced to board a life-raft. Subsequently, the <i>Atlantic 3</i> sailed northeasterly towards the Philippines.</p> <p>The ReCAAP ISC informed the BAKORKAMLA, the ReCAAP Focal Points in the region, particularly the ReCAAP Focal Point (Philippines) and ReCAAP Focal Point (Brunei), and the MSTF-IFC about the last known position of <i>Atlantic 3</i> and its assessed direction.</p> <p>On 19 May 10, the PCG reported to the ReCAAP ISC that a tug boat, <i>Marlin VIII</i> and barge, <i>Marlin IX</i> matching the description of <i>Atlantic 3</i> and <i>Atlantic 5</i>, had entered Sarangani Bay, Sarangani Province in the morning. The personnel of the Coast Guard Station General Santos boarded and inspected the vessels at</p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33.				<p>about 1200 hrs and confirmed the identity of the vessels to be <i>Atlantic 3</i> and <i>Atlantic 5</i>, which were docked at Kingford Marine Works Industry Pier, Tambler, General Santos City. The authorities arrested the personnel cutting away the welded names of the tug boat and barge using gas torches. The PCG took the vessels into custody and conducted investigation of the incident.</p> <p>Further investigation indicated that the vessels are registered in Honduras under the name, <i>Marlin VIII</i>. It was also revealed that a businessman residing in General Santos City had allegedly bought the tug boat and barge. The businessman had even produced a "Builder's Certificate for the New Vessel Built at Singapore", and issued by President Marine (Pte) Ltd. With this information, the ReCAAP ISC verified with the General Manager of President Marine (Pte) Ltd based in Singapore on the businessman's claim. However, the Singapore company confirmed that they did not build a tug boat named <i>Marlin VIII</i> and the certificate issued was not from his company.</p> <p>The Coast Guard Station General Santos City (CGS Gensan) on 9 Jul 10 upon order from the City Prosecutor Office, Department of Justice, General Santos City, released the Filipino crew of <i>Atlantic 3</i> who upon investigation, found not involved in the hijacking.</p> <p>However, the City Prosecutor Office has not released <i>Atlantic 3</i> and barge <i>Atlantic 5</i> to its rightful owner because both are material evidence in the prosecution of two other Filipino nationals who were suspected to have prior knowledge and involvement in the hijacking</p>

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33.				<p>of tug boat and barge. <i>Atlantic 3</i> and <i>Atlantic 5</i> remain under the custody of CGS Gensan.</p> <p><b>[ReCAAP Focal Point (Singapore), Malaysian and Indonesian authorities, shipping company]</b></p>
34.	<p><i>PU 2402</i> Tug boat Singapore 9280548 255</p> <p><i>PU 3309</i> Barge Singapore</p>	27/04/2010 2138 hrs	<p>04° 44.16' N, 103° 58.06' E</p> <p>Approximately 78 nm off Kuantan, Malaysia (South China Sea)</p>	<p>The tug boat, <i>PU 2402</i> towing Singapore-registered barge, <i>PU 3309</i> laden with coal, had departed Sungai Serongga, South Kalimantan on 12 Apr 10 for Mahachai, Thailand. While underway, the tug boat activated her SSAS at approximately 78 nm off Kuantan, Malaysia.</p> <p>Seven pirates in a small boat came along the port side of the tug boat. Six of them boarded the tug boat while one man armed with parang (long knife) waited in the small boat. The pirates threatened the ship master with a pistol. The ship master activated the ship's SSAS, but was disabled by the pirates. All nine crew was led to the ship master's cabin with their hands tied. One by one, the crew was threatened by the pirates with machetes demanding for their cash and valuables. The pirates left the tug boat after taking with them cash, laptops, computers and the crew's mobile phones. The entire episode was over in about 30 min. The ship master managed to free himself and untie the rest of the crew.</p> <p>When the SSAS was activated, the Company Security Officer (CSO) of the shipping company attempted to establish contact with <i>PU 2402</i> but failed. He reported the incident to the Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore), and the ReCAAP ISC. The ReCAAP Focal Point (Singapore) submitted an Incident</p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
34.				<p>Report to the ReCAAP ISC and all the ReCAAP Focal Points, and informed the Republic of Singapore Navy (RSN) and the MRCC Putra Jaya about the incident.</p> <p>The ReCAAP ISC reported the incident to the Malaysian authorities who responded immediately by despatching their vessels to the last assessed position of <i>PU 2402</i>.</p> <p>The Malaysian authorities patrol vessel intercepted and boarded <i>PU 2402</i> at approximately 14.5 nm northeast of Pulau Tenggol at about 0125 hrs on 28 Apr 10. The crew was safe and the robbers had already left the tug boat. The tug boat was subsequently escorted to Dungun, Terengganu for investigation. The CSO managed to establish contact with the ship master of <i>PU 2402</i> at about 0251 hrs on 28 Apr 10 through another of their tug boat, <i>PU 2406</i> which was in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore), Malaysian Authorities]</b></p>
35.	<p><i>APL Experience</i> Container ship Panama 9333838 54098</p>	<p>29/04/2010 0148 hrs</p>	<p>10° 13.6' N, 107° 07.7' E</p> <p>Vung Tau Anchorage, Vietnam</p>	<p>Whilst at anchor, two robbers in a fishing boat boarded the container ship. Upon discovering the robbers onboard, the general alarm was activated and the crew mustered. The robbers escaped and the padlock to the aft rope store/steering gear was later discovered to be broken. The crew conducted a check and found one drum of lubricant oil and six drums of grease were stolen.</p> <p><b>[ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Japan)]</b></p>

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
36.	<i>Santa Suria II</i> General cargo ship Malaysia 7628291 10598	01/05/2010 0440 hrs	22° 10' N, 091° 44' E  Near river mooring 10, Bangladesh	<p>Whilst at anchor, an unknown number of robbers boarded the general cargo ship and stole a mooring rope before they escaped. The incident was reported to the Chittagong Port Authority and the Bangladesh Coast Guard, who despatched a patrol boat to the location within 10 min, but was not able to find the boat and the robbers. After further search, the Bangladesh Coast Guard recovered some stolen goods, apparently left behind by the robbers.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
37.	<i>Sinar Busan</i> Chemical tanker Singapore 9346483 7687	02/05/2010 0130 hrs	06° 2.6' S, 105° 55' E  Anchorage of Port Anyer, Indonesia	<p>Six robbers in a small, green-coloured and oval-shaped powered boat came alongside the tanker. Four masked robbers armed with knives boarded the chemical tanker using ropes with grapnel/hooks while the others waited in the boat. The robbers threatened the watch keepers who were doing their rounds at the starboard side poop deck. The robbers held the watch keepers hostage, and forced them to open the weather tight door at the poop deck leading to the engine room. One of the robbers stood guard over the watch keepers while the other three entered the engine room. About 15 min later, the three robbers returned to the poop deck from the engine room with two white sacks, believed to contain the loot, and escaped via the powered boat at about 0145 hrs.</p> <p>After the robbers left the chemical tanker, the watch keepers reported the incident to the Second Officer who was on bridge watch. The ship master reported the incident to the Indonesian authorities, the Singapore's Port Operation Control Centre (POCC) and the ReCAAP ISC.</p> <p><b>[ReCAAP Focal Point (Singapore), shipping company]</b></p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
38.	<i>GSL Africa</i> Container ship Liberia 9473626 27300	08/05/2010 0120 hrs	03° 16' N, 105° 25' E  Approximately 20 nm off Pulau Mangkai, Indonesia (South China Sea)	Whilst underway, eight pirates armed with long knives boarded the container ship. They gained control of the bridge, stole ship's and crew property and left the ship. There were no injuries to the crew and no damage to the ship.  [IMO]
39.	<i>Performer</i> Bulk carrier Liberia 8107555 20616	10/05/2010 0355 hrs	01° 17.84' N, 104° 09' E  Southeast of Tanjung Ayam, Malaysia	Whilst at anchor, a crew member in the engine room reported to the bridge the presence of six to seven robbers armed with knives in the engine room of the bulk carrier. The master despatched some crew to the engine room to investigate. After a search of the engine room, no robbers were sighted. The master ordered a thorough search of the vessel, but the robbers were not found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore), MSTF-IFC]
40.	<i>Lanpan 16</i> Tug boat Singapore 9412555 472  <i>JMC 2510</i> Barge United States of America	15/05/2010 2015 hrs	01° 15.4' N, 104° 10.9' E  Singapore Strait VTIS East, Straits of Malacca and Singapore	While underway towing an empty barge, the crew of the tug boat spotted a suspicious small boat which was moving towards the barge. The crew directed the search light at the boat and sounded the horn. There were other vessels on their voyages in the vicinity.  A check on the equipment onboard the barge discovered that the following items were missing:  1) Emergency towing rope 12"x 50 M - 1 piece 2) Wire Pennant/Wire Bradle 44mm x 18 M - 3 pieces 3) Norwegian Buoy - 1 piece 4) Chaffin chain 3,6 M - 2 pieces



## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
40.				<p>5) Delta Plate - 1 piece 6) Shackle 55 T - 3 pieces 7) Shackle 35 T - 3 pieces 8) Mooring Rope 9" x 100 M - 2 pieces</p> <p>The master reported the incident to the owner who reported the incident to Singapore's POCC, which is also the ReCAAP Focal Point (Singapore).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
41.	<p><i>Capstone</i> Bulk carrier Panama 9209128 39996</p>	<p>19/05/2010 0100 hrs</p>	<p>03° 43' S, 114° 28' E</p> <p>Off T. Selatan, South Kalimantan, Indonesia</p>	<p>Whilst at anchor, the duty crew noticed the storeroom had been broken into and detected the presence of five robbers on a small boat near the vessel. The master subsequently notified the authorities via the VHF. The local authorities arrived on the scene and arrested the robbers.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
42.	<p><i>Kota Ratna</i> Container ship Singapore 9167447 9422</p>	<p>22/05/2010 2310 hrs</p>	<p>22° 09.9' N, 091° 44.8' E</p> <p>Approximately 13.1 nm from Port of Chittagong, Bangladesh</p>	<p>While the container ship was maneuvering to anchor at the anchorage, more than 15 robbers with long knives boarded the vessel and went to the aft mooring station and the steering gear room. When the alarm was sounded, the robbers left the vessel with the following stolen items:</p> <ol style="list-style-type: none"> <li>1) Mooring rope - 6 pieces</li> <li>2) Wire remote of talk back microphone - 2 sets</li> <li>3) Reefer connection cable - 1 set</li> <li>4) Grease XHP/222 - 3 pails</li> <li>5) Grease 375NC - 2 pails</li> <li>6) Grease arma798 - 4 pails</li> <li>7) Life buoy - 4 pieces</li> </ol>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
42.				<p>8) Fire hose(set) - 3 sets (hose, nozzle, cap hydrant, coupling spanner)            9) Fire hose - 2 pieces            10) Heaving line - 2 pieces</p> <p>The incident was reported to the Chittagong Port Control who informed the Bangladesh Coast Guard.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Bangladesh)]</b></p>
43.	<i>MCC Melaka</i> Container ship Liberia 9123532 16281	26/05/2010 0130 hrs	22° 13' N, 091° 48' E  Chittagong Anchorage, Bangladesh	<p>Whilst at anchor, approximately ten robbers boarded the container ship from a wooden boat. Upon sighting the robbers, the duty crew raised the alarm. The robbers escaped with stolen stores when the alarm was sounded.</p> <p><b>[ReCAAP Focal Point (Bangladesh), IMO]</b></p>
44.	<i>Thuleland</i> General cargo ship United Kingdom 7519270 22157	04/06/2010 0315 hrs	12° 17.3' N, 100° 45.7' E  Approximately 21 nm off Satahip, Thailand (Gulf of Thailand)	<p>Whilst underway, two pirates approached the general cargo ship in a speed boat and boarded the vessel. The crew found one boat tied up to the aft bollard. The rope was immediately cut and the boat drifted away. The alarm was raised, crew mustered and fire hoses were activated. The pirates were found and detained by the crew. Thereafter, another boat hooked itself onto a pad eye on the hull. The detained pirates were allowed to climb onto the boat and leave the ship.</p> <p><b>[IMO]</b></p>

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
45.	<i>Orkim Leader</i> Product tanker Malaysia 9546837 5081	10/06/2010 0010 hrs	3° 04.60' N, 108° 23.50' E  Approximately 27.6 nm west of Subi Besar, Indonesia (South China Sea)	<p>The product tanker was boarded by six armed pirates while underway. The pirates armed with long knives, machetes, crowbar and wire boarded the ship, and stole property belonging to the crew and ship. The crew was not injured, and the tanker continued its journey to Singapore.</p> <p>The master reported the incident to Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The Singapore POCC initiated a NAVTEX broadcast to alert vessels transiting through the area informed MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the Singapore Police Coast Guard and the Republic of Singapore Navy (RSN) about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
46.	<i>Trans Pacific</i> Bulk carrier Panama 8506517 17599	12/06/2010 2200 hrs	3° 49.8' N, 105° 46.87' E  Approximately 45 nm north off Pulau Mangkai, Indonesia (South China Sea)	<p>The bulk carrier was underway when eight pirates armed with long knives boarded the vessel from a speed boat. The pirates wore shorts and T-shirts, and one of them was wearing a mask. After boarding the bulk carrier, the pirates rounded up nine of the crew in the wheel house and tied them before taking the master and six other crew to their cabins and ransacked their personal belongings. About 1 hr 20 min later, the pirates escaped in their speed boat taking with them the crew's personal belongings (mainly cash, laptops and mobile phones). The crew was not injured and the vessel continued its journey to Singapore.</p> <p>The master reported the incident to MRCC (China) which alerted MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), Bangkok RCC (Thailand) and Singapore's</p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
46.				<p>Port Operation and Control Centre (POCC). The Singapore's POCC verified the incident with the agent and ship master; and reported the incident to all ReCAAP Focal Points.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
47.	<p><i>Iller Trader</i> Container ship Cyprus 9308584 9981</p>	<p>12/06/2010 0400 hrs</p>	<p>3° 21.3' N, 105° 48.2' E</p> <p>Approximately 20 nm northeast of Pulau Mangkai, Indonesia (South China Sea)</p>	<p>About 12 pirates armed with knives boarded the ship from a speed boat. The pirates entered the bridge, held the duty officer hostage and proceeded to the captain's cabin to steal cash and properties before escaping. The vessel activated the SSAS alert.</p> <p><b>[IMO]</b></p>
48.	<p><i>Ai Ding Hu</i> Product tanker China 9214642 38381</p>	<p>13/06/2010 2335 hrs</p>	<p>3° 13.50' N, 105° 29.40' E</p> <p>Approximately 10 nm northwest of Pulau Mangkai, Indonesia</p>	<p>The product tanker was underway when six robbers armed with long knives boarded the vessel from a high speed fishing boat. The robbers escaped after taking some cash. The crew was not injured.</p> <p>The master reported the incident to Singapore's Port Operation and Control Centre (POCC). The POCC initiated a NAVTEX broadcast to alert vessels transiting through the area and informed MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia) about the incident.</p> <p><b>[ReCAAP Focal Point (China), ReCAAP Focal Point (Singapore)]</b></p>

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
49.	<i>Kota Damai</i> Container ship Singapore 9353931 6245	15/06/2010 0415 hrs	2° 59.50' N, 108° 11.00' E  Approximately 40 nm west of Pulau Subi Besar, Indonesia (South China Sea)	<p>Eight pirates boarded the container ship from the starboard quarter using hook with rope. They were armed with knives and wore black shirts, black trousers and winter caps. The ship master who was at the bridge at the time of the incident reported that one of the anti-piracy watch officers was restrained by the pirates. The pirates stole one night vision binocular, cash and the crew's personal items such as mobile phone, gold necklace, gold ring, watch and mobile phone. The pirates were onboard the ship for about 23 min before escaping in their speed boat. The crew was not injured and the vessel continued its voyage.</p> <p>After the pirates left the ship, the master and crew raised the general alarm and activated the SSAS alert. Upon alerted, the ship owner and manager reported the incident to Singapore's Port Operation and Control Centre (POCC).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
50.	<i>SP Athens</i> Chemical tanker Marshall Islands 9498975 5256	15/06/2010 0430 hrs	22° 12' N, 091° 45' E  Chittagong 'A' Anchorage, Bangladesh	<p>The chemical tanker was anchored at Chittagong Anchorage when the duty anti-piracy watch onboard the chemical tanker spotted six robbers on the aft deck. The duty watch immediately entered the accommodation space, locked all doors and informed the duty officer who raised the alarm. Alerted by the alarm, the robbers escaped with two mooring ropes measured about 400 m long.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
51.	<i>Warnow Sun</i> General cargo ship Liberia 9509633 22000	16/06/2010 0100 hrs	38° 56.8' N, 121° 43.3' E  Dalian Anchorage, China	Whilst at anchor, the crew onboard the general cargo ship sighted a suspected robber on the forecandle deck. Noticing the alerted crew, the robber escaped. The incident was reported to the Dalian port authorities and an enhanced look-out was put in place.  [IMO]
52.	<i>Kota Dahlia</i> Container ship Singapore 9408449 6245	16/06/2010 0300 hrs	3° 1.90' N, 108° 15.75' E Approximately 35 nm west of Pulau Subi Besar, Indonesia (South China Sea)	Six pirates armed with long knives boarded the vessel via the starboard quarter from a speed boat using a hook with rope. They proceeded to the cabins of the master and the purser. Both were restrained by the pirates. The pirates stole cash and laptops, and escaped in their speed boat. The crew was not injured and the vessel continued its voyage to Singapore. The ship owner and manager reported the incident to the ReCAAP Focal Point (Singapore).  [ReCAAP Focal Point (Singapore)]
53.	Tanker China	16/06/2010 2100 hrs	Off Pulau Lima, Malaysia	While the tanker was underway, nine robbers armed with parangs boarded the vessel using ropes. The robbers threatened the crew with parangs and demanded the crew to surrender their belongings. The robbers took cash, jewellery, watches, mobile phones and laptops before escaping. The robbers were later arrested by the Indonesian authorities.  [Indonesian authorities]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
54.	<i>BM Adventure</i> General cargo ship Panama 7431246 11978	20/06/2010 0215 hrs	17° 01.60' N, 082° 24.20' E  Kakinada Anchorage, India	Whilst at anchor, a robber boarded the general cargo ship using a rope. Two mooring ropes were stolen from the forecastle deck. The master reported the incident to the Kakinada Port authorities.  [ReCAAP Focal Point (India)]
55.	<i>Orto</i> Ro-Ro cargo ship Panama 9162394 8649	20/06/2010 0330 hrs	22° 12.9' N, 091° 43.1' E  Chittagong Anchorage, Bangladesh	The roll-on roll-off cargo ship was anchored when eight robbers armed with knives boarded the ship during anchoring operations at Chittagong Anchorage. The duty crew detected the robbers on deck and immediately raised the emergency alarm. The crew was mustered and the ship's whistle was sounded continuously. Upon hearing the whistle, the robbers escaped with three mooring ropes.  [ReCAAP Focal Point (Japan)]
56.	<i>Sunny Dream</i> Chemical tanker Panama 9511117 7771	26/06/2010 0230 hrs	22° 13.8' N, 091° 44' E  Chittagong Anchorage, Bangladesh	The chemical tanker was on anchoring operations when five armed robbers from two wooden boats boarded the chemical tanker. The crew spotted the robbers armed with knives and guns on deck. The alarm was immediately raised and the crew mustered. Having alerted, the robbers escaped with one piece of mooring rope.  [ReCAAP Focal Point (Japan)]

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
57.	<i>Britoil 62</i> Tug boat Singapore 9352444 497	28/06/2010 1150 hrs	1° 6.23' N, 103° 44.69' E  Off Pulau Takong Kecil Lighthouse, Straits of Malacca & Singapore	While the tug boat was underway, a rubberised boat with five men onboard came alongside the vessel. The men onboard were armed with guns and were wearing fatigue military uniforms. They signaled for the crew to stop the vessel but the crew ignored them. Subsequently, three of the men managed to board the tug boat while the others waited in the boat. The three men went to the bridge and speaking in broken English, demanded for two containers of fuel oil. The men left the tug boat after taking two containers of fuel oil. The entire episode lasted about 20 min. The crew was not injured. The Malaysian authorities and Indonesian authorities were informed about the incident.  [MSTF-IFC]
58.	<i>Bahia</i> Bulk carrier Hong Kong, China 9294496 40014	29/06/2010 0402 hrs	10° 15' N, 107° 02' E  Vung Tau Anchorage, Vietnam	The bulk carrier was at anchor when two robbers armed with steel pipes boarded the vessel. The duty watch conducting anti-piracy measures detected that the bosun store had been broken into. The crew raised the alarm and the robbers escaped with ship stores.  [IMO]



## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
59.	<i>Noemi</i> Oil tanker Marshall Islands 9286023 41526	08/07/2010 0010 hrs	01° 19.50' N, 104° 15.60' E  2 nm southwest of Tanjung Ramunia, Malaysia	Whilst anchored near the Johor port limit, the deck patrol on the oil tanker observed a small motor boat moving away from the stern of the tanker. The duty officer informed the bridge and upon checking the vessel, the fire station door was found open and ship's equipment stolen. The ship master reported the incident to the Johor Port Control.  [IMO]
60.	<i>Sun Venus</i> Chemical tanker Panama 9159294 4356	11/07/2010 0100 hrs	10° 14' N, 107° 05.7' E  Vung Tau Anchorage, Vietnam	Six robbers boarded the ship while at anchor. The crew was alerted and they drove the robbers away. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Vietnam)]
61.	<i>Harbour Hornbill</i> General cargo ship Malaysia 9150638 4044	13/07/2010 0145 hrs	01° 59' N, 109° 00' E  Approximately 8 nm southwest of Pulau Merundung, northwest of Kalimantan, Indonesia	Eight robbers armed with knives and pistols boarded the ship from a speed boat. The robbers gained access onto the bridge, held the Second Officer and duty watchman hostage and tied them up. They threatened the Second Officer and asked him to escort them to the master's cabin. After forcing open the door to the master's cabin, the robbers threatened the master with knives and demanded cash, personal belongings, and ship's stores. The robbers escaped with the stolen items. The crew was not injured.  The master immediately reported the incident to the Malaysian Police when the vessel arrived at Kuching port, and the MSTF-IFC who in turn reported the incident to the ReCAAP ISC and ReCAAP Focal Point (Singapore).  [MSTF-IFC]

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
62.	<i>Vergina</i> Bulk carrier Panama 8323094 23625	13/07/2010 0230 hrs	22° 13' N, 091° 48' E  Chittagong Anchorage, Bangladesh	Whilst anchored, four robbers armed with knives boarded the bulk carrier using ropes via the stern. The duty seaman detected the robbers and notified the watch officer who raised the alarm. The robbers escaped without taking anything. The crew was not injured.  [IMO]
63.	<i>AS Poseidon</i> Container ship Marshall Islands 9193719 23722	18/07/2010 0100- 0600 hrs	03° 55' N, 098° 46' E  Off Belawan Port, Indonesia	Whilst anchored, an unknown number of robbers boarded the container ship undetected and broke into the paint locker. The robbers stole some ship's stores. The crew discovered the theft in the morning.  [IMO]
64.	<i>Martha</i> Bulk carrier Malta 9039054 79694	18/07/2010 0400 hrs	01° 25.3' N, 104° 24.7' E  Approximately 5.6 nm north of Horsburgh Lighthouse, Malaysia	Five robbers boarded the vessel via the hawse pipe. Armed with knives and guns, they gained access into the engine room after dismantling the protection plate on the hawse pipe. The robbers tied the two oilers who had finished their handing and taking over of duty in the engine control room. The robbers proceeded to search the vessel but escaped empty-handed via the poop deck using ropes when they heard the Officer-on-Watch (OOW) called the engine control room. Nothing was stolen.  The ship master broadcasted the incident to other vessels and reported the incident to the Singapore's Port Operation Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC also informed the Republic of Singapore Navy (RSN) and Singapore's Police Coast Guard about the incident.  [ReCAAP Focal Point (Singapore)]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
65.	<i>Cape Cosmos</i> Bulk carrier Cyprus 7926021 73016	22/07/2010 0330 hrs	01° 23.51' N, 104° 30.98' E  Approximately 7.6 nm northeast of Horsburgh Lighthouse, Singapore	Five men armed with revolver and knife boarded the bulk carrier using ropes. The duty officer onboard the bulk carrier noticed the robbers and sounded the general alarm. The robbers escaped in their speed boat. The crew was not injured and nothing was stolen.  The Singapore POCC reported the incident to the ReCAAP ISC, the RSN and Singapore's Police Coast Guard.  [ReCAAP Focal Point (Singapore)]
66.	<i>Altair Trader</i> Oil tanker Isle of Man 9294331 160216	31/07/2010 0145 hrs	13° 44' N, 121° 01' E  Batangas Anchorage, Philippines	Whilst anchored, three robbers in a motor banca approached the tanker. One of the robbers boarded the forecandle of the ship by climbing through the anchor chain and passing through the hawse pipe. The robber broke into the bosun store and stole one flashlight. Upon detection by the crew, the robber escaped in the motor banca. A gunshot was heard when the robbers escaped. The incident was reported to the Philippine Port Authority, Philippine National Police Maritime Group, Philippine Coast Guard and Bureau of Customs.  [ReCAAP Focal Point (Philippines)]
67.	<i>Pioneer Sky</i> Bulk carrier Malta 8026177 46545	31/07/2010 0400 hrs	01° 21.4' N, 104° 20.1' E  Approximately 2 nm east of Pulau Mungging, Malaysia	While the bulk carrier was at anchor, three robbers boarded the vessel from a small speed boat. Armed with knives, the robbers tied up the duty oiler and stole engine spares. The oiler reportedly sustained some chest injuries during the incident.  The master reported the incident to Singapore VTIS via the VHF. The Singapore's POCC initiated a broadcast via NAVTEX to alert mariners transiting

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
67.				through the area and also reported the incident to the ReCAAP ISC, the RSN, Singapore's Police Coast Guard, MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia).  [ReCAAP Focal Point (Singapore)]
68.	<i>PFS Keshava</i> Bulk carrier Panama 7822378 19854	02/08/2010 2340 hrs	22° 09.11' N, 91° 43.64' E  Chittagong 'C' Anchorage, Bangladesh	While at anchor, robbers armed with long knives boarded the ship. The ship master reported the incident to the Bangladesh Coast Guard who despatched a patrol boat to the location of the incident. Four mooring ropes were recovered, but the robbers had escaped. The crew was not injured.  [ReCAAP Focal Point (Bangladesh)]
69.	<i>Nordbaltic</i> Container ship Isle of Man 9241475 25407	03/08/2010 0215 hrs	20° 39.7' N, 107° 15.4' E  Southeast of Cailan Pilot Station, Vietnam	While at anchor, an unknown number of robbers boarded the vessel using ropes and hooks. They broke into the forward store and stole ship stores and property. The robbers jumped overboard and escaped when spotted by the crew. The port authorities were informed about the incident.  [IMO]
70.	<i>Hiryu</i> Oil tanker Saint Kitts & Nevis 8920763 137025	04/08/2010 0347 hrs	01° 21.71' N, 104° 20.44' E  Approximately 2.5 nm east of Pulau Mungging, Malaysia	While at anchor, three robbers suspected to be armed with guns, boarded the vessel. The crew raised the alarm and searched for the robbers who later escaped in a boat. The crew was not injured and nothing was stolen.  The master reported the incident to Singapore's Port Operation Control Centre (POCC) who initiated a broadcast to alert mariners and informed MRCC Putra

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
70.				Jaya (Malaysia), BASARNAS (Indonesia), the Singapore Police Coast Guard (PCG) and the Republic of Singapore Navy (RSN) about the incident.  [ReCAAP Focal Point (Singapore)]
71.	Sur Bulk carrier Liberia 8406901 16775	05/08/2010 0050 hrs	02° 51' N, 105° 22' E  Approximately 6.5 nm north of Pulau Damar, Indonesia	While underway, five robbers armed with knives boarded the bulk carrier. They held the Second Officer, duty crew and Chief Engineer hostage, and escaped with cash, crew's personal belongings and ship stores.  [IMO]
72.	Ocean Crown Bulk carrier Cyprus 9317107 30057	07/08/2010 2000 hrs	21° 52' N, 091° 49' E  Kutubdia Anchorage, Bangladesh	Two robbers armed with knives approached and boarded the vessel while at anchor from an engine driven wooden boat. One watchman sustained minor hand injury and was evacuated for medical treatment by a Bangladesh naval vessel which responded to the incident while patrolling in the area. The incident was reported to the Chittagong Port Authority and the Bangladesh Coast Guard. Nothing was stolen.  [ReCAAP Focal Point (Bangladesh)]
73.	Genmar Gulf Oil tanker Marshall Islands 8919154 81135	10/08/2010 0330 hrs	01° 19.4' N, 104° 14.7' E  Approximately 2.4 nm southwest of Tanjung Ramunia, Malaysia	Five robbers armed with pistols and knives, boarded the vessel and entered the engine room while the vessel was at anchor. They tied up the duty motorman and stole some engine spares. The Watch Engineer found the motorman and informed the bridge who raised the alarm. The port control was informed and the Malaysian authorities boarded the vessel for investigation.  [IMO]

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
74.	<i>BBC Rosario</i> General cargo ship Cyprus 9337224 9620	12/08/2010 1851 hrs	01° 42.86' N, 101° 27.58' E  Dumai Port Inner Anchorage, Indonesia	Two robbers armed with knives boarded vessel while at anchor. The robbers threatened the duty watchmen with knives. The duty officer raised the alarm and contacted the port authorities. The robbers escaped empty-handed.  [IMO]
75.	<i>Pontremoli</i> Container ship Liberia 9334519 28270	12/08/2010 2230 hrs	14° 36.3' N, 120° 52.6' E  Quarantine Anchorage No. 8, Manila Bay, Philippines	An unknown number of robbers in a motorised banca boarded the vessel while at anchor. The watchman during his safety and security round, saw a suspicious person at the forward forecandle. He reported to the duty OOW who instructed the watchman to go to the accommodation area and wait for support from the crew. The crew was assembled and a search of the vessel was conducted. One life raft located at the portside forecandle was missing. The investigation also revealed that the robbers had attempted to break the padlocks of the forecandle stores.  The Third Officer reported the incident to the Philippine Coast Guard (PCG) Port State Control (PSC) unit, VTMS Manila and Manila Pilot Station via VHF. Upon receipt of the report, a Coast Guard patrol boat was immediately despatched to the location of the incident. They conducted searches in the vicinity and approaches but were unable to locate the robbers.  [ReCAAP Focal Point (Philippines)]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
76.	<i>Hong Kong Star</i> Bulk carrier St Vincent & The Grenadines 8025290 24597	15/08/2010 0345 hrs	22° 15.15' N, 091° 41.73' E  Chittagong 'A' Anchorage, Bangladesh	<p>While underway, four robbers armed with knives, boarded the bulk carrier from a single engine driven wooden boat. The robbers stole and escaped with four mooring ropes. The crew was not injured.</p> <p>The master reported the incident to the Chittagong Port Authority (CPA) more than an hour after the incident. The CPA immediately relayed the information to Bangladesh Coast Guard, who despatched a patrol boat to the location of the incident. Due to the time lag, the robbers had escaped when the patrol boat arrived at the location.</p> <p>When asked about the delay in reporting the incident, the master explained that the incident occurred while the vessel was preparing for anchoring, and it was only after the change of shift that the duty watchman who took over discovered that the mooring ropes were missing.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
77.	<i>Stolt Botan</i> Chemical tanker Liberia 9156553 6415	16/08/2010 0145 hrs	03° 15.0' N, 105° 00.0' E  Approximately 19 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	<p>While underway, about six pirates armed with knives boarded the chemical tanker via the poop deck. The master raised the alarm, mustered the crew and announced over the public address system about the incident. The pirates escaped empty-handed. The shipping company reported the incident to the ReCAAP Focal Point (Singapore) and the ReCAAP ISC.</p> <p><b>[ReCAAP Focal Point (Singapore), shipping company]</b></p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
78.	<i>Bet Fighter</i> Bulk carrier Isle of Man 9004839 90991	17/08/2010 0250 hrs	3° 05.8' N, 105° 07' E  Approximately 28 nm west of Pulau Mangkai, Indonesia (South China Sea)	While underway, six pirates armed with long knives, boarded the bulk carrier. The pirates entered the bridge and tied up the Second Officer and other crew before breaking into the master's cabin and threatening him with knives. The master was tied up and the pirates escaped with the ship's cash, stores and crew's personal belongings.  [MSTF-IFC]
79.	<i>Chem Orchid</i> Product tanker Republic of Korea 8705606 18044	17/08/2010 0340 hrs	03° 17' N, 105° 29' E  Approximately 12.6 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	Six pirates armed with automatic guns and long knives approached the starboard quarter of the vessel from a small speed boat. They boarded the vessel, proceeded to the ship's bridge, tied up the master and Second Officer, and stole cash and personal belongings. The pirates escaped in the speed boat 15 min later, taking with them the stolen items. The master reported the incident to nearby vessels via VHF radio (channel 16) and the shipping company.  [ReCAAP Focal Point (Republic of Korea)]
80.	<i>Vinalines Star</i> Bulk carrier Vietnam 9052329 15884	18/08/2010 0350 hrs	3° 05' N, 105° 24' E  Approximately 11.7 nm west of Pulau Mangkai, Indonesia	While underway, six robbers armed with long knives and small crowbars, boarded the bulk carrier via the aft starboard quarter. The robbers entered the bridge, tied up the duty officer and a crew. They brought the crew to the master's cabin and other crew's cabins, and stole cash and their personal belongings. The master was held hostage until the robbers left the vessel. The crew was not injured.  [MSTF-IFC]



## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
81.	<i>Umm Al Amad</i> LNG tanker Marshall Islands 9360829 136685	21/08/2010 2300 hrs	03° 11' N, 105° 22' E  Approximately 14.3 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	While underway, six pirates armed with long knives, boarded the LNG tanker. The pirates took two of the crew as hostages, stole ship and crew's cash before escaping in a small boat. The crew was not injured.  [ReCAAP Focal Point (Japan)]
82.	<i>Kirana Tritya</i> Product tanker Singapore 9279678 13203	23/08/2010 2330 hrs	22° 16' N, 091° 48' E  Chittagong Port, Bangladesh	While at berth, six robbers armed with long knives boarded the vessel from a small wooden boat. Two of the robbers boarded the vessel via the mooring deck astern. The duty crew sighted the robbers and alerted the OOW as well as the other duty crew and watchman. The OOW raised the alarm and announced via the public addresser about the presence of the robbers. The robbers escaped and jumped overboard with 40-50 m of mooring rope cut from the aft end of the rope securing the tanker to the mooring buoy and shore bollard. The robbers were dressed in underwear only. They were thin, about 160-168 cm tall and were aggressive. The attack lasted for about 10 mins. The crew was not injured. The master reported the incident to the Chittagong Port Control, and the shipping company. The shipping company reported the incident to Singapore POCC.  [ReCAAP Focal Point (Singapore), shipping company]

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
83.	<i>High Force</i> Product tanker Panama 9403346 31433	29/08/2010 0245 hrs	01° 16' S, 116° 50' E  Balikpapan Anchorage, Indonesia	Due to heavy rain, the crew on patrol on the deck went inside the vessel while at berth. When the crew resumed patrol, they discovered that two ropes were missing.  [ReCAAP Focal Point (Japan), ReCAAP Contact Point (Hong Kong)]
84.	<i>Ideal Bulker</i> Bulk carrier Hong Kong 9085572 16721	30/08/2010 0254 hrs	02° 59.7' N, 105° 12.2' E  Approximately 24.3 nm southwest of Pulau Mangkai, Indonesia (South China Sea)	The bulk carrier was underway when six pirates in a small craft boarded the vessel from the stern. The pirates armed with long knives, took control of the bridge; and tied up the bridge duty crew and anti-piracy watch with ropes. The pirates then forced the engineer to bring them to the master's cabin, where they attempted to enter the cabin. The master raised the alarm and escaped through the porthole. The crew was mustered and they approached the master's cabin. Upon seeing the crew being alerted, the pirates escaped with two binoculars and two sets of hand-held radio stolen from the bridge.  The master suffered injuries while escaping through the porthole and the engineer suffered head injuries when the pirates hit him with the handle of the knife. The master reported the incident to the Hong Kong MRCC.  [ReCAAP Contact Point (Hong Kong)]
85.	<i>Yangtze Spring</i> Oil tanker Hong Kong 9376749 156702	30/08/2010 2330 hrs	03° 3.8' N, 105° 21.6' E  Approximately 14 nm west of Pulau Mangkai, Indonesia (South China Sea)	While underway at speed 14.6 kts, six pirates boarded the vessel from its port side. Armed with guns and long knives, the pirates proceeded to the bridge and held the duty officer and the AB hostage. One of the pirates stayed on the bridge to watch over the Third Officer while two others went to the other parts of the tanker. The pirates took the AB to the master's cabin and forced the master to surrender all cash and valuables. The

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
85.				<p>pirates also ransacked the Chief Engineer's cabin. The anti-piracy crew on patrol sighted the pirate's boat and raised alarm. The crew took anti-piracy measures and surrounded the pirates who tied the master and Chief Engineer to the guard rail before escaping with cash, notebook computer, mobile phones, cameras and the crew's clothes. The crew reported sighting of one mother boat and one high speed craft (wooden boat with two outboard motors). Three of the crew sustained some injuries.</p> <p>The master reported the incident to the Hong Kong MRCC, Beijing Search and Rescue Centre and the RSN's Maritime Security Task Force - Information Fusion Centre (MSTF-IFC). The ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore) and the MSTF-IFC reported the incident to the ReCAAP ISC.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Contact Point (Hong Kong), MSTF-IFC]</b></p>
86.	<i>Magic</i> Bulk carrier Liberia 9403073 32379	31/08/2010 0300 hrs	03° 13' S, 116° 23' E  Tanjung Pemancangan Anchorage, Indonesia	<p>While at anchor, the alarm for the forecastle watertight doors was activated on the bulk carrier, indicating that they had been opened. An investigation was carried out and it revealed that the forecastle store was broken into. Ship's stores and properties were stolen from the vessel. The whole incident went unnoticed by the crew.</p> <p><b>[IMO]</b></p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
87.	<i>La Paz</i> Oil tanker Panama 9031650 158475	01/09/2010 0100 hrs	03° 14.3' N, 105° 19.6' E  Approximately 18.7 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	While underway, six pirates armed with pistols, long knives and iron rods boarded the oil tanker. They tied up three of the crew including the master while the Second Officer suffered an injury to his neck. The pirates stole cash and personal belongings of the crew such as laptop, hand-held radio and mobile phones. They escaped 20 min later.  [ReCAAP Focal Point (Republic of Korea)]
88.	<i>Celosia</i> Chemical tanker Hong Kong 9161900 4751	01/09/2010 2200 hrs	03° 08.89' N, 105° 25.2' E  Approximately 10.6 nm northwest of Pulau Mangkai, Indonesia	While underway, about four robbers boarded the chemical tanker. The crew noticed one of the robbers at the alleyway ports. He informed the OOW on the bridge immediately. The OOW raised the alarm and the crew was mustered on the bridge. The master ordered that all deck lights be switched and sounded the ship's whistle. Upon noticing the crew being alerted, the robbers escaped empty-handed.  [ReCAAP Contact Point (Hong Kong)]
89.	<i>Jindal Varuna</i> General cargo ship India 9411458 4422	04/09/2010 0001 hrs	22° 10' N, 091° 44.9' E  Chittagong 'B' Anchorage, Bangladesh	While at anchor, about 25 robbers approached the vessel in two engine driven wooden boats and boarded the vessel from the stern. The robbers armed with knives and stone, threw stones at the watchman and threatened him with knives. The robbers stole three mooring ropes, one empty drum and one cargo light before escaping.  The incident was reported to the Chittagong Port Authority and the Bangladesh Coast Guard, who despatched a patrol boat to the location of the incident. However, the robbers had escaped.  [ReCAAP Focal Point (Bangladesh)]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
90.	<i>Mell Serapong</i> General cargo ship Liberia 9373917 9957	04/09/2010 0225 hrs	14° 33.01' N, 120° 56.05' E  1.5 nm off breakwater, South Harbour Manila Bay, Philippines	<p>While at anchor, five robbers armed with a gun and knives boarded the general cargo ship from a wooden motorboat. A watchman at the bosun store room at the forecastle deck saw the robbers. He immediately ran away to evade them but slipped and fell on the deck. Two robbers caught him and tied him with nylon ropes.</p> <p>The robbers escaped with a six-person capacity inflatable life-raft, 14 pieces of jet/spray nozzle coupling (52 mm), four pieces of chemical/gas protection suit, three sets of scuba, 14 pieces of spanner for hydrant cap, 10 pieces of hydrant caps, three pieces of grinding machine, a drilling machine, one electrical extension cable, and six pieces of air cylinders. The watchman managed to untie himself after 15 min and immediately informed the Officer of the Watch (OOW) of the incident. The ship alarm was sounded and crew mustered.</p> <p>The ship master reported the incident to the Philippine Navy, VTMS Manila and Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point (Philippines). The PCG despatched a patrol boat to the location of the incident, but the robbers had left. The ReCAAP Focal Point (Philippines) reported the incident to ReCAAP ISC.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
91.	<i>Chemroad Luna</i> Chemical tanker Panama 9228320 20043	05/09/2010 0305 hrs	2° 14.2' N, 105° 17.2' E  Approximately 30 nm south of Pulau Damar, Indonesia (South China Sea)	While underway, four pirates armed with long knives boarded the chemical tanker. The pirates took three of the crew as hostages and stole ship's cash before escaping.  [ReCAAP Focal Point (Japan)]
92.	<i>Vision</i> Container ship Singapore 9332717 9957	10/09/2010 0413 hrs	22° 9' N, 091° 44' E  Chittagong 'C' Anchorage, Bangladesh	While at anchor, 12 robbers boarded the vessel via the stern from two engine driven wooden boats. The robbers, who were armed with knives, stole one drum of lubricant oil and one mooring rope. The incident was reported to the Chittagong Port Authority and the Bangladesh Coast Guard, who despatched a patrol boat to the location of the incident. However, the robbers had escaped.  [ReCAAP Focal Point (Bangladesh)]
93.	<i>Cheer Leader</i> Ro-Ro cargo ship Panama 8131049 10168	10/09/2010 2330 hrs	1° 55' N, 109° 05' E  Approximately 8.7 nm south of Pulau Merunding, northwest of Kalimantan, Indonesia	Six robbers boarded the ro-ro cargo ship while she was underway. They tied up the master and quartermaster and escaped with cash and the crew's personal belongings. The crew was not injured.  The ship operator reported the incident to ReCAAP Focal Point (Japan) and ReCAAP ISC.  [ReCAAP Focal Point (Japan)]

## Details of Incidents for January to September 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
94.	<i>Maren S</i> Container ship Antigua & Barbuda 9306251 9957	12/09/2010 2300 hrs	22° 09.45' N, 091° 45' E  Chittagong Anchorage, Bangladesh	While at anchor, three robbers armed with long knives boarded the container ship. They threatened the Duty Officer. The alarm was raised, crew alerted and the Bangladesh Coast Guard was informed. The robbers escaped with ship stores.  [IMO]
95.	<i>Malte Rainbow</i> Container ship Antigua & Barbuda 9306263 9957	18/09/2010 0430 hrs	20° 38.6' N, 106° 52.3' E  Hai Phong Roads, Vietnam	While at anchor, about 20 armed robbers armed with long knives approached the container ship in two small boats and boarded from the forecastle deck. The duty crew noticed the robbers on the forecastle deck and informed the Chief Mate, who instructed him to secure all access points around the accommodation. The alarm was raised and the crew mustered. The robbers escaped with ship stores.  [ReCAAP Focal Point (Vietnam)]
96.	<i>BM Adventure</i> General cargo ship Kiribati 7431246 11978	24/09/2010 2210 hrs	22° 10.9' N, 091° 40.7' E  Chittagong Anchorage, Bangladesh	During anchoring operations, four robbers in a boat boarded the general cargo ship from astern. They stole ropes from the winch drums and broke the lock of the poop deck locker. They were noticed by the duty AB who raised the alarm. Upon realising the crew was alerted, the robbers escaped with stolen stores.  [IMO]

## Appendix

### Details of Incidents for January to September 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
97.	<i>Surya Ratna 7</i> Tug boat Singapore 9399181 265  <i>Surya Makmur 7</i> Barge	30/09/2010 0730 hrs	00° 53.02' N, 104° 18.46' E  Off Selat Berhala, Indonesia	While underway, twelve robbers armed with knives boarded the tug boat, which was towing a barge from Palembang to Lumut. The master reported that the armed robbers tried to enter the crew accommodation but was unsuccessful. The armed robbers then disembarked the tug boat and boarded the barge where they stole ship stores such as lifebuoy light and mooring ropes before escaping. The incident was reported to the Indonesian authorities, who despatched two Indonesian Navy boats to the location of the incident.  [ReCAAP Focal Point (Singapore)]



## Details of Incidents for January to September 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><b>[ReCAAP Focal Point (Singapore)]</b></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><b>[ReCAAP Focal Point (Singapore)]</b></p>

## Appendix

### Details of Incidents for January to September 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 speed boat 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), shipping 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]

## Details of Incidents for January to September 2010

### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.	<i>Theresa Jupiter</i> Chemical tanker Singapore 7908861 10791	04/04/2010 0215 hrs	04° 10' N, 120° 41' E  South of Tawi Tawi, Philippines (Celebes Sea)	The chemical tanker was underway when she was chased by a number of skiffs for approximately 30 min. Anti-piracy measures were enforced and the tanker engaged in evasive manoeuvres and evaded boarding until the skiffs aborted the chase. The vessel continued on with its passage and no injuries were reported.  [IMO]
7.	<i>Star Providence</i> General cargo ship Panama 8317289 27226	10/04/2010 2236 hrs	3° 13' S, 116° 16' E  Tanjung Pemancigan, Indonesia	While at anchor, the duty AB observed a boat close to the port anchor chain and a robber trying to board the general cargo ship by climbing the anchor chain. The duty AB shouted and informed the bridge. The alarm and vessel whistle were sounded while the crew was mustered. Upon hearing the alarm, the robber escaped in his boat.  [ReCAAP Focal Point (Norway)]
8.	<i>PU 2417</i> Tug boat Singapore 9570527 288  <i>PU 3314</i> Barge Singapore	01/05/2010 2120 hrs	03° 38.51' N, 103° 45.01' E  Approximately 36 nm off Kuantan, South China Sea	The tug boat, towing a barge loaded with coal, departed Bengkulu, South Sumatra, Indonesia for Mahachai, Thailand. While underway, an unknown number of pirates attempted to board the tug boat. They made several attempts to board the tug boat, but the crew managed to prevent the boarding. The master reported the incident to the authorities and a Royal Malaysian Navy ship arrived on the location of the incident at about 2320 hrs. The crew was not injured, and the tug boat continued her voyage to Thailand.  [ReCAAP Focal Point (Singapore)]

## Appendix

### Details of Incidents for January to September 2010

#### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9.	<i>Star Sea Rainbow</i> Bulk carrier Hong Kong, China 9172961 24953	09/05/2010 0045 hrs	03° 22.3' N, 105° 27.2' E  Approximately 20 nm northwest of Pulau Mangkai, South China Sea	<p>Whilst underway, six pirates in an unlit small wooden boat approached the bulk carrier at her starboard quarter and attempted to board the vessel. The duty crew noticed the boat and raised the alarm. The ship's whistle was sounded, deck lights switched on and crew mustered. Upon seeing that the crew had been alerted, the pirates aborted the attempt to board.</p> <p><b>[ReCAAP Focal Point (Japan), ReCAAP Contact Point (Hong Kong)]</b></p>
10.	<i>JK Galaxy</i> General cargo ship Republic of Korea 9562855 11481	10/06/2010 0145 hrs	3° 12.80' N, 108° 30.10' E  Approximately 23 nm northwest of Subi Besar, Indonesia (South China Sea)	<p>The general cargo ship was underway when a small speed boat was seen approaching the ship. The crew noticed the boat when it was at a distance of about 2 nm away. They raised the alarm and the pirates gave up their chase after about 25 min. The ship continued with its journey.</p> <p>The master reported the incident to Singapore's Port Operation and Control Centre (POCC). The Singapore POCC initiated a NAVTEX broadcast to alert marines transiting through the area and informed MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the Singapore Police Coast Guard and Republic of Singapore Navy (RSN) about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## Details of Incidents for January to September 2010

### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.	<i>Joy Chemist</i> Chemical tanker Panama 9415038 5376	28/06/2010 2320 hrs	1° 03' N, 103° 33' E  Off Pulau Karimun, Straits of Malacca & Singapore	The chemical tanker was underway when two speed boats approached the vessel on both the starboard and port sides. The vessel raised the alarm and search lights were directed at the speed boats. As the ship's whistle sounded, evasive manoeuvres were undertaken and the speed boats aborted the pursuit.  [IMO]
12.	<i>Kota Ratna</i> Container ship Singapore 9167447 9422	25/06/2010 0230 hrs	22° 10' N, 91° 44.9' E  Chittagong 'C' Anchorage, Bangladesh	The container ship was anchored when one wooden boat with three persons onboard approached the ship and tried to climb onboard. The master reported the incident to the Chittagong Port Authority and the Bangladesh Coast Guard seeking for assistance. The Bangladesh Coast Guard responded immediately by sending a patrol boat to the vessel. The wooden boat escaped before the patrol boat reached their location. The crew was not injured and nothing was stolen from the ship.  [ReCAAP Focal Point (Bangladesh)]
13.	<i>Kasugta</i> Chemical tanker Marshall Islands 9286542 11580	28/06/2010 0330 hrs	22° 13.5' N, 91° 43.7' E  Chittagong 'B' Anchorage, Bangladesh	The chemical tanker was anchored when two wooden boats with unknown number of persons onboard approached the ship and tried to climb onboard. The master reported the incident to the Bangladesh Coast Guard for assistance. The Bangladesh Coast Guard immediately responded by sending a patrol boat to the location of the vessel. Seeing the patrol boat approaching the two wooden boats escaped. The Bangladesh Coast Guard Patrol Boat chased after the wooden boats and fired warning shots to stop one of the fleeing wooden boats. The persons abandoned the wooden boat near Patenga Beach and escaped. The crew was not injured, and nothing was stolen from the ship.  [ReCAAP Focal Point (Bangladesh)]

## Appendix

### Details of Incidents for January to September 2010

#### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14.	<i>Johan Star</i> General cargo ship Malaysia 7707437 5148	14/07/2010 0200 hrs	01° 58' N, 108° 43' E  Approximately 5 nm northeast of Pulau Muri, northwest Kalimantan, Indonesia	Nine robbers attempted to board the ship by securing a line to it. The watchman saw the robbers, raised the alarm and the duty officer took evasive manoeuvres to prevent the boarding. Finally, the robbers aborted their attempt and escaped. The incident was reported to the Indonesian Marine Police.  [IMO]
15.	<i>Bourbon Liberty 226</i> Supply vessel Luxembourg 9562362 1733	18/07/2010 1317 hrs	03° 03' S, 107° 18' E  Approximately 2.7 nm west of Kasenga, east of Pulau Bangka, Indonesia	Three masked robbers in a small high speed boat approached the tug boat while she was underway in the Gelasa Strait, Indonesia. The Second Officer raised the alarm and informed the master. Evasive manoeuvres were taken and the robbers were held back at about 20 m from the tug boat. They continued to follow the tug boat. Water hoses were activated and the robbers aborted the attempt upon getting sprayed.  [IMO]
16.	<i>VOS Hyperion</i> Supply vessel Singapore 9552240 1678	05/08/2010 0048 hrs	3° 09.10' N, 108° 24.35' E  Approximately 27.8 nm northwest of Pulau Subi Besar, Indonesia (South China Sea)	The supply vessel was underway when the master spotted an unlit small speed boat approaching the vessel from the forward starboard quarter. The vessel carried out evasive manoeuvring and switched on the fore and aft search lights to indicate that the crew was aware of being trailed by the speed boat. After a while, the speed boat gave up the chase. The crew was not injured.  The shipping company reported the incident to the ReCAAP ISC; and the Singapore's Port Operation Control Centre (POCC) initiated a NAVTEX broadcast

## Details of Incidents for January to September 2010

### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16.				to alert mariners about the incident and to adopt precautionary measures transiting through the vicinity.  [Shipping company]
17.	<i>Great Perseus</i> Bulk carrier Panama 9490600 89603	12/08/2010 1920 hrs	1° 26' N, 106° 49' E  Approximately 16 nm north of the DumDum islands (South China Sea)	While underway, four small boats approached and attempted to board the bulk carrier. The duty crew noticed the four boats with three to four pirates onboard each boat. The alarm was raised, ship's whistle sounded, deck lights switched on and the crew mustered. The pirates aborted the attempted boarding after 30 min.  [ReCAAP Focal Point (Japan)]
18.	<i>Futami</i> General cargo ship Panama 8412546 12963	18/08/2010 0455 hrs	3° 23' N, 100° 30' E  Approximately 30 nm southwest of Tanjung Suah, Malaysia (Straits of Malacca & Singapore)	While underway, an unknown number of robbers onboard a boat approached and attempted to board the general cargo ship. The ship's whistle was sounded, deck lights switched on and the vessel carried out evasive manoeuvring. The boat reduced speed and aborted the attempted boarding after 25 min.  [ReCAAP Focal Point (Japan)]
19.	<i>Muroran</i> General cargo ship Panama 9043243 10646	20/08/2010 0420 hrs	5° 12.8' N, 106° 32.6' E  Approximately 92 nm northwest of Pulau Sekatung (South China Sea)	While underway, about 12 pirates in three boats, that is 7 or 9 m long, approached and attempted to board the general cargo ship. The vessel increased speed and the ship's whistle was sounded. The vessel managed to outrun the boats after 40 min.  [ReCAAP Focal Point (Japan)]

## Appendix

### Details of Incidents for January to September 2010

#### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
20.	<i>Kota Hening</i> Container ship Singapore 9278909 13497	05/09/2010 1940 hrs	06° 07.7' N, 112° 26.4' E  Approximately 140 nm northwest of Miri, Sarawak, Malaysia (South China Sea)	<p>While underway, the Chief Officer detected on the vessel's radar that two speed boats was approaching the vessel from the port and starboard quarters. The duty AB on the bridge wing confirmed the presence of the speed boats about 50 m away. He reported that there were about 4 to 5 men on each boat.</p> <p>The Chief Officer switched on the deck and overside lightings immediately; and activated the alarm. All crew were mustered on the bridge. The master subsequently made evasive manoeuvres and the two speed boats aborted their attempts after a few minutes. There was no report of damage to the vessel and all crew were safe.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
21.	<i>Semua Selamat</i> Product tanker Malaysia 9417127 5182	09/09/2010 2110 hrs	02° 00.53' N, 109° 04.39' E  Approximately 3.5 nm southwest of Pulau Merunding, northwest of Kalimantan, Indonesia	<p>While underway, the duty crew on anti piracy watch onboard the product tanker noticed a hook hanging from the poop deck railing. One robber armed with a knife was seen attempting to board the vessel. The crew informed the bridge, raised the alarm and mustered the crew. Noting that they had been noticed, the robbers aborted the boarding and escaped in a waiting boat. The crew was not injured and nothing was stolen.</p> <p><b>[IMO]</b></p>











ReCAAP  
Information Sharing Centre

Dec \_\_\_\_\_

Jun \_\_\_\_\_

Mar \_\_\_\_\_

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

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