

ANNUAL REPORT

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

2010 JANUARY to DECEMBER

Dec

Sep

Jun

Mar

Re  AAP
Information Sharing Centre

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EXECUTIVE SUMMARY



Executive Summary

There has been a marked increase in the total number of incidents of piracy and armed robbery against ships reported in Asia in 2010 compared to 2006-2009. A total of 164 incidents were reported in Asia in 2010, of which 133 were actual incidents and 31 were attempted incidents. This was a 60% increase compared to 2009 when 102 incidents (comprising 82 actual incidents and 20 attempted incidents) were reported.

Overall, the increase in the total number of reported incidents was most apparent in the Arabian Sea, Bangladesh, Indonesia, Malaysia, South China Sea and Vietnam. However, there has been improvement in the situation in India and the Straits of Malacca and Singapore.


Incidents reported in the Southeast Asian region were less violent and adopted a different modus operandi from the pirates/robbers operating in the Arabian Sea. There were three hijacking incidents reported in Southeast Asia in 2010. In all three incidents, the crew had been rescued, ships recovered and the hijackers either abandoned the hijacked vessel (in one of the incidents) or had been apprehended by the authorities. Two-thirds of the incidents involving ships underway occurred in the South China Sea, off Pulau Anambas, Pulau Mangkai and Pulau Subi Besar, Indonesia. Mostly Category 2 incidents in nature, 44% of these incidents involved pirates/robbers operated in group of more than seven, and 25% of the incidents reported pirates/robbers armed with guns and knives. However, there were no reports of the guns being fired. Cash, personal properties and belongings of the crew were mostly stolen.

Incidents involving ships at anchor and berth appeared to be opportunistic in nature, and occurred mostly at ports and anchorages in Bangladesh, Indonesia and Vietnam. About 90% of the incidents reported in 2010 involved robbers operated in small group of one to six. The robbers were usually armed with knives, machetes, steel bars, etc. and mostly interested in stealing ship stores, engine spares and unsecured items onboard the vessels. They did not resort to violence, and escaped when spotted.

Since October 2010, the east African pirates have extended their area of operation farthest away from the coast of Somalia into the eastern Arabian Sea nearer to the west coast of India. A total of 10 incidents (comprising five actual incidents and five attempted incidents) were reported involving east African pirates who adopted similar modus operandi as those operating off the coast of Somalia and in the Gulf of Aden. Two of the 10 incidents in the Arabian Sea reported the use of Rocket Propelled Grenades (RPG) which were used to shoot at victim vessels to force them to stop. Of the 10 vessels, one had been hijacked by the pirates.

PART ONE

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
- 
- The background of the page is a solid teal color. On the left side, there is a vertical chain that extends from the top to the middle of the page, where it connects to an anchor. The anchor is positioned in the lower-left quadrant. In the lower-right quadrant, there is a faint, light-colored network diagram consisting of several circular nodes connected by thin lines, resembling a web or a data structure. The overall aesthetic is clean and professional, with a nautical theme suggested by the chain and anchor.

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 Malaysian and Indonesian authorities, 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 2010

- ▶ 2.1 Number of Reported Incidents (2006-2010)
- ▶ 2.2 Significance Level of Reported Incidents (2006-2010)

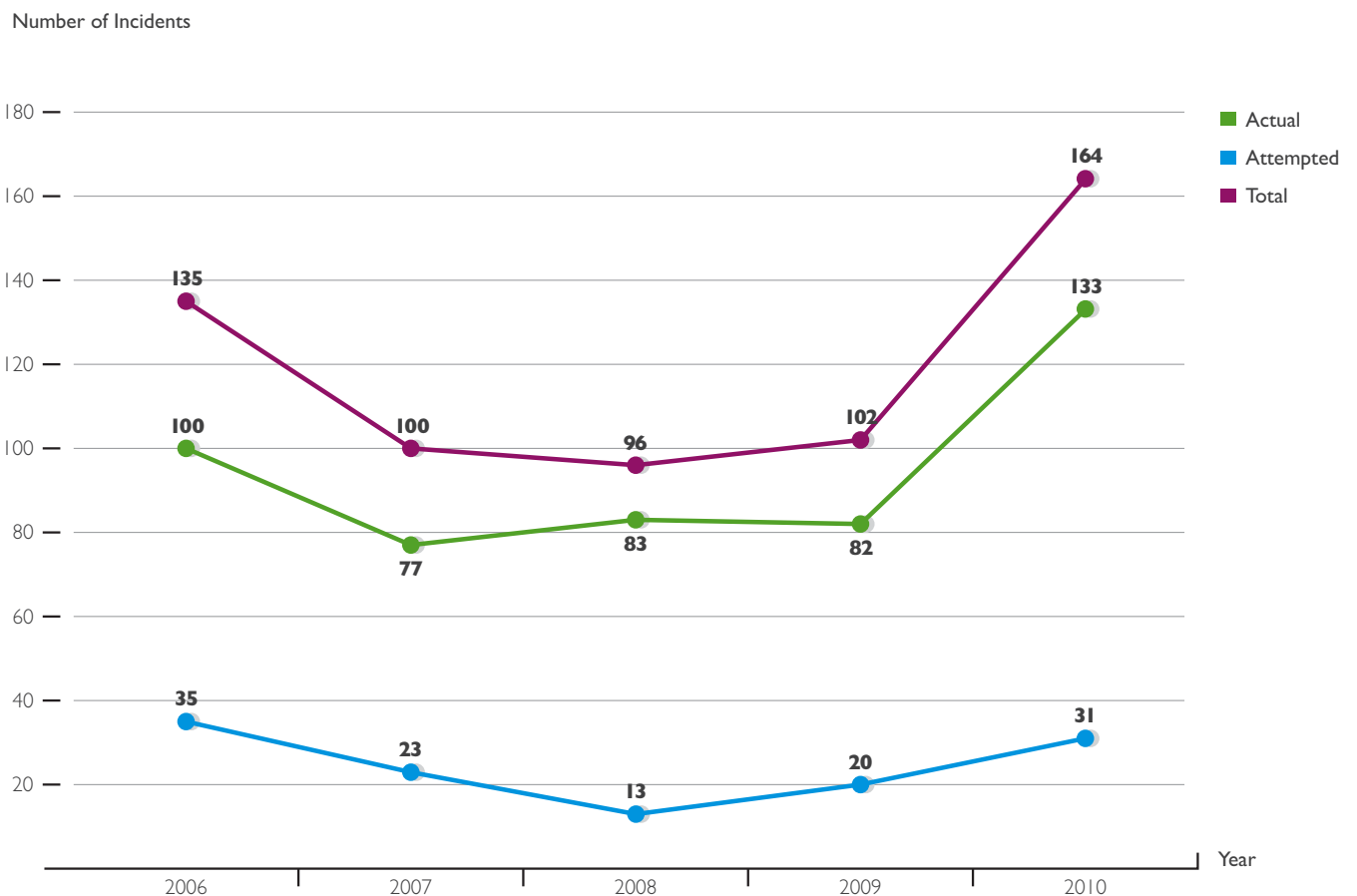


PART TWO

Analysis of Incidents for 2010

2.1 Number of Reported Incidents (2006-2010)

There has been a marked increase in the total number of incidents reported in 2010 compared to the same period during 2006-2009. A total of 164 incidents comprising 133 actual incidents and 31 attempted incidents were reported in 2010. This was a 60% increase in the total number of incidents compared to 2009. The increase was attributed to the number of actual incidents which increased from 82 incidents in 2009 to 133 in 2010, the highest total number of actual incidents reported per year during the five-year period. Graph 1 below shows the number of incidents reported during 2006-2010.



Graph 1 - Total number of incidents reported (2006-2010)

Analysis of Incidents for 2010

2.2 Significance Level of Reported Incidents (2006-2010)

Of the 133 actual incidents reported in 2010, four were Category 1 incidents, 59 were Category 2 incidents and 70 were Category 3 incidents. Map 1 shows the location of all incidents reported in 2010.

Four Category 1 incidents involving the hijacking of vessels were reported in 2010. Of these, three were incidents of hijacking of tug boats in the Southeast Asian region, and one was a hijacking incident occurred in South Asia. In the three hijacking incidents that occurred in the Southeast Asian region, namely *Asta* on 6 Feb 10, *PU 2007* on 19 Apr 10 and *Atlantic 3* on 27 Apr 10, the crew was rescued and the hijacked tug boats were recovered. However, the incident involving the hijacking of bulk carrier, *Jahan Moni* while underway approximately 280 nm west of Kochi, India on 5 Dec 10, was currently being held by the east African pirates in Somalia.

Throughout the five-year period, the number of Category 1 incidents has remained fairly consistent. However, the number of Category 2 incidents and Category 3 incidents had increased. Of the 59 Category 2 incidents reported in 2010, 27 incidents (46%) occurred when the vessels were underway in the South China Sea, off Pulau Anambas, Pulau Mangkai and Pulau Subi Besar, Indonesia. Of the 70 Category 3 incidents reported in 2010, 40 incidents (57%) occurred at the ports and anchorages in Bangladesh, Indonesia and Vietnam. Chart 1 shows the significance level of actual incidents reported during 2006-2010. Refer to map on location of incidents reported in 2010.

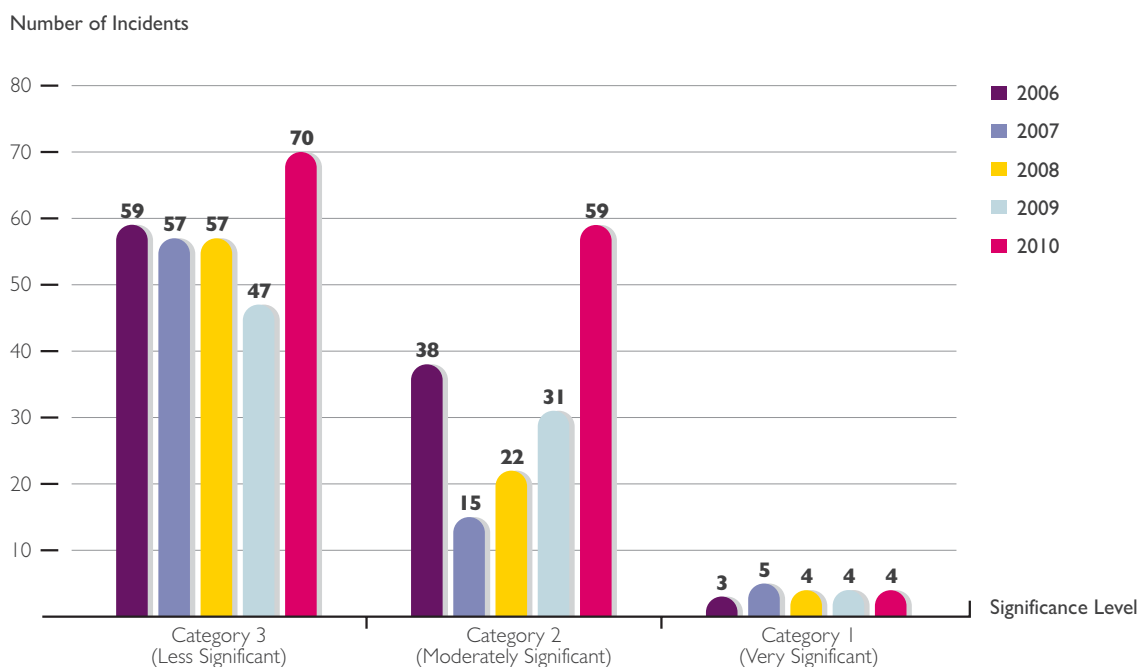


Chart 1 - Significance level of incidents (2006-2010)

Map 1: Location of incidents reported in 2010



PART THREE

The background of the page is a monochromatic, sepia-toned illustration. On the left, a heavy metal chain descends from the top, ending in a large anchor. The anchor is positioned over a cluster of 3D rectangular blocks. To the right of the anchor, a network of white lines connects various circular nodes, resembling a data or communication network. The top of the image shows a wavy line representing water's surface, with small bubbles or droplets scattered below it. The overall aesthetic is industrial and analytical.

Analysis of Incidents by Selected Locations

- ▶ 3.1 Locations of Reported Incidents (2006-2010)
- ▶ 3.2 South Asian Region (2006-2010)
- ▶ 3.3 Southeast Asian Region (2006-2010)

PART THREE

Analysis of Incidents By Selected Locations

3.1 Locations of Reported Incidents (2006-2010)

Table 1 shows the location of incidents reported in 2010 compared to 2006-2009. There has been a marked increase in the number of incidents reported in 2010 compared to 2006-2009. The increase was most apparent in the Arabian Sea, Bangladesh, Indonesia, Malaysia, South China Sea and Vietnam. However, there has been improvement in the situation in India and the Straits of Malacca and Singapore.

	2006		2007		2008		2009		2010	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China	1						1		1	
Sub-total	1						1		1	
South Asia										
Arabian Sea		1	1	3					5	5
Bangladesh	30	14	12	1	10	2	15	4	21	3
Bay of Bengal			1						3	
India	3		8		10	1	8	2	5	2
Sri Lanka	1			1						
Sub-total	34	15	22	5	20	3	23	6	34	10
Southeast Asia										
Gulf of Thailand									1	
Indonesia	39	10	33	7	22	1	14	5	35	10
Malaysia	10	1	7	1	13		12	3	20	
Myanmar							1			
Philippines	3	2	5	1	6	2	4	1	5	
Singapore									2	
South China Sea	3		1	5	5	2	11	2	17	8
Straits of Malacca and Singapore	6	7	3	4	6	4	6	3	4	3
Thailand	1		1				2		1	
Vietnam	3		5		11	1	8		13	
Sub-total	65	20	55	18	63	10	58	14	98	21
Overall Total	100	35	77	23	83	13	82	20	133	31

Table 1 - Location of incidents reported (2006-2010)

Analysis of Incidents By Selected Locations

3.2 South Asian Region (2006-2010)

Overall, the number of incidents reported in the South Asian region in 2010 has increased by 52%, from 29 incidents in 2009 to 44 incidents in 2010. Of these, the most apparent increase took place in the Arabian Sea and at the ports and anchorages in Bangladesh.

Arabian Sea

3.2.1

A total of 10 incidents of piracy (comprising five actual incidents and five attempted incidents) were reported in 2010. Of the five actual incidents, one was a Category 1 incident (*Johan Moni* on 5 Dec 10) and four were Category 2 incidents (*Starlight Venture* on 28 Oct 10, *NYK Altair* on 20 Nov 10, *Norna N* on 24 Nov 10 and *Guru Gobind Singh* on 25 Nov 10). These incidents were believed to be carried out by east African pirates who have been attacking vessels off the Somalian coast and in the Gulf of Aden. This was the first time they ventured farthest away from the Somalian coast and in the Arabian Sea which overlapped India's area of responsibility. See chart and map on the incidents reported in the Arabian Sea during 2006-2010.

Characteristics of Incidents in the Arabian Sea

3.2.2

A detailed analysis of the incidents and the modus operandi of the pirates in the Arabian Sea indicated that these incidents were carried out by east African Pirate Attack Groups (PAGs). The PAGs ventured farthest beyond the African coast using mother ships to support their extended operations in the eastern Arabian Sea. The following trends were observed:

- ▶ All incidents were reported between October and December 2010. Of the 10 incidents, eight incidents (comprising three actual and five attempted incidents) occurred in November 2010, one incident in October 2010 and one incident in December 2010. The high number of incidents during November 2010 was attributed to the good weather conditions in the areas due to the exit of the southwest monsoon and the lull before the onset of the northeast monsoon.
- ▶ The PAGs operated using pirated skiffs/dhows and two hijacked merchant vessels as mother ships. They operated in the busy SLOCs and launched their attacks using two or three fast skiffs/dhows supported by mother ships. *MV Izumi* and *MV Polar* were two of the mother ships used in the incidents reported in the area.
- ▶ Once onboard the victim vessels, the pirates held the crew hostage and used them as human shields against any action by the law enforcement agencies. Attention is drawn here to the importance of a citadel/strong room where the crew could seek shelter when the pirates boarded the vessel. This is also promulgated via the Best Management Practices, Version 3 (BMP3)¹.

¹ Highlighted under paragraph 9.13 (ii) of the BMP Version 3.

Analysis of Incidents By Selected Locations

Violence and Economic Factors

3.2.3

In two of the 10 incidents, the east African pirates were reported to be armed with Rocket Propelled Grenades (RPG) used to shoot at the victim vessels. The two incidents were:

- ▶ Pirates armed with RPG shot at the funnel of Panama-registered container ship, *NYK Altair* while underway at approximately 600 nm northwest of Kochi, India (Arabian Sea) on 20 Nov 10; and
- ▶ Pirates armed with RPG and guns, fired one RPG and several gunshots at Panama-registered chemical tanker, *Norna N* while underway at approximately 400 nm west of Mormugao, India (Arabian Sea) on 24 Nov 10.

3.2.4

In terms of economic losses, minor damages of the hull of the vessels; *NYK Altair*, *Norna N* and *Guru Gobind Singh* due to the shooting were reported. The hijacking of *Jahan Moni* on 5 Dec 10 was the most severe loss reported thus far.

3.2.5

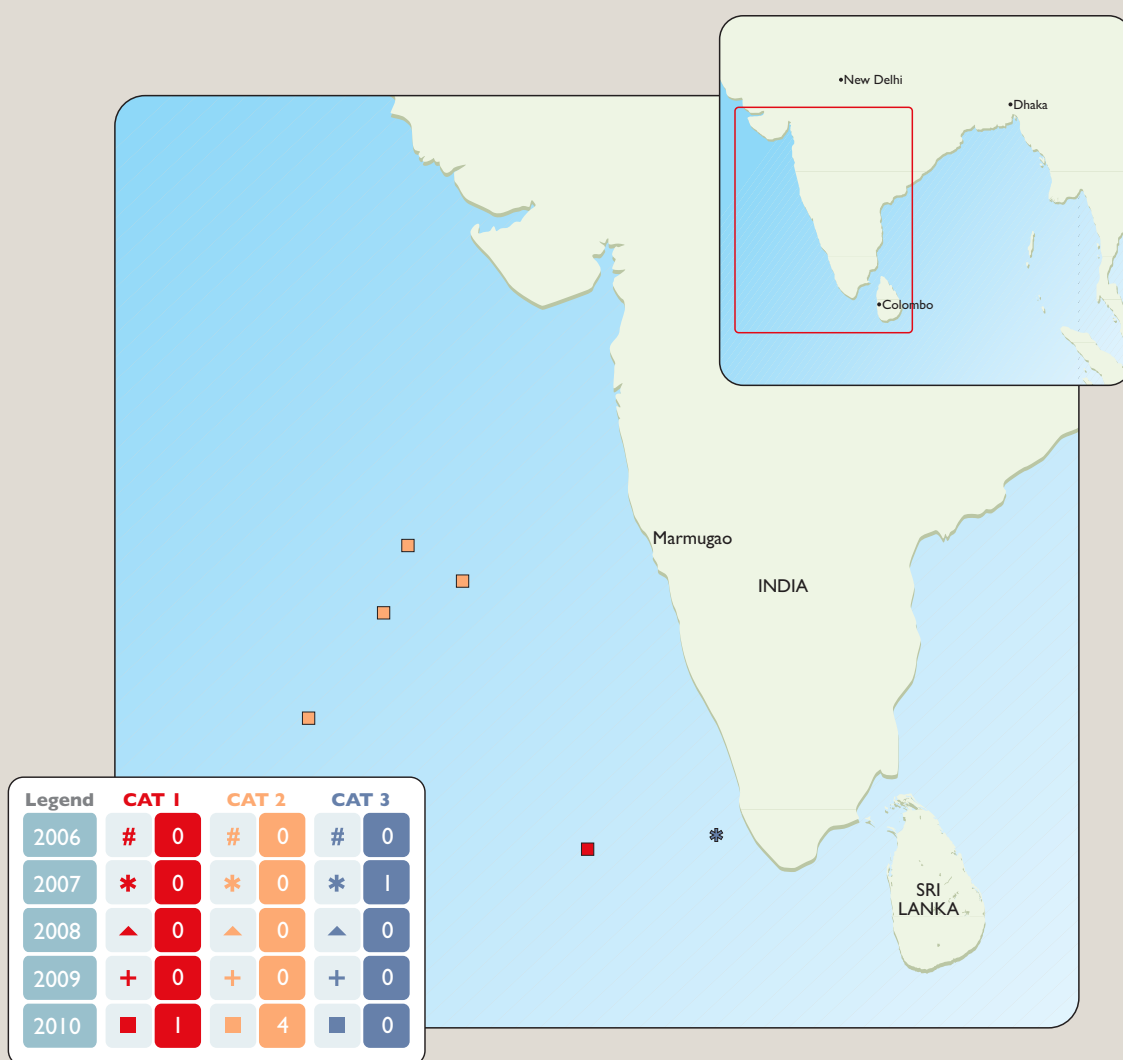
Considering the usage of hijacked vessels by the east African pirates as mother ships to extend their operations farthest from their coast, it is assessed that the pirates are capable of launching further attacks in the near future. Vessels are advised to exercise extreme caution when they noticed any suspicious vessels operating in the vicinity and maintain maximum CPA with her. The ReCAAP ISC advises mariners transiting the area to exercise vigilance at all times and adopt adequate boarding protection measures as described in the BMPs.

Action by the Authorities

3.2.6

The Indian Coast Guard which is also the ReCAAP Focal Point (India) has enhanced patrols in western Exclusive Economic Zone (EEZ) of India. In addition, the Indian Navy has also deployed a multi-ship anti-piracy force in the area (more than 500 nm from Mumbai) to sanitise the eastern Arabian Sea and undertake comprehensive anti-piracy measures.

Map 2 - Actual Incidents in the Arabian Sea (2006-2010)



Analysis of Incidents By Selected Locations

Bangladesh

3.2.7

Overall, there has been an increase in the number of incidents reported at the ports and anchorages in Bangladesh in 2010 compared to 2007-2009. A total of 24 incidents (comprising 21 actual incidents and 3 attempted incidents) were reported in 2010. Among the five-year period, the highest number of incidents was reported in 2006 with a total of 44 incidents (comprising 30 actual incidents and 14 attempted incidents). Refer to map and chart below.

3.2.8

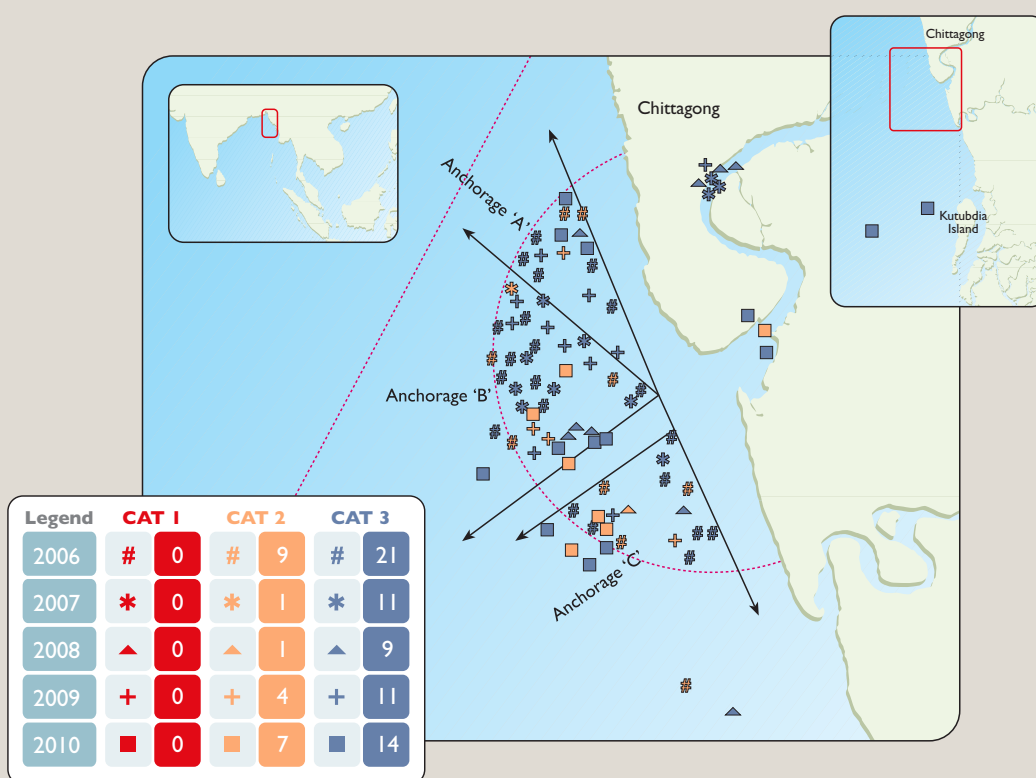
Most of the incidents reported in 2010 occurred at the port and anchorages of Chittagong, except for two incidents which occurred off Kutubdia Island anchorage, namely *Ocean Crown* (7 Aug 10) and *Trust Runner* (21 Nov 10). The ReCAAP ISC notes that there has been an increase in the number of Category 2 incidents in 2010 compared to 2007-2009. Of the 21 actual incidents reported in 2010, seven were Category 2 incidents. Five out of these seven incidents involved more than 10 robbers.

Violence and Economic Factors

3.2.9

Most of the incidents involved robbers armed with knives and machetes who boarded the vessels during hours of darkness, mostly via the poop deck to steal ship stores and mooring ropes. In 14 of the 21 actual incidents (67%), the robbers were armed with knives which have been used to cut mooring ropes. Only one incident reported that the robbers were armed with guns and knives. About two-thirds of the incidents involved robbers operating in small group of one to six. The robbers did not resort to violence and this was evident from 17 of the 21 actual incidents (81%) where the crew did not suffer any injuries. However, in four incidents, the robbers assaulted and threatened the crew after they were spotted.

Map 3 - Incidents at ports and anchorages in Bangladesh (2006-2010)



Analysis of Incidents By Selected Locations

India

3.2.10

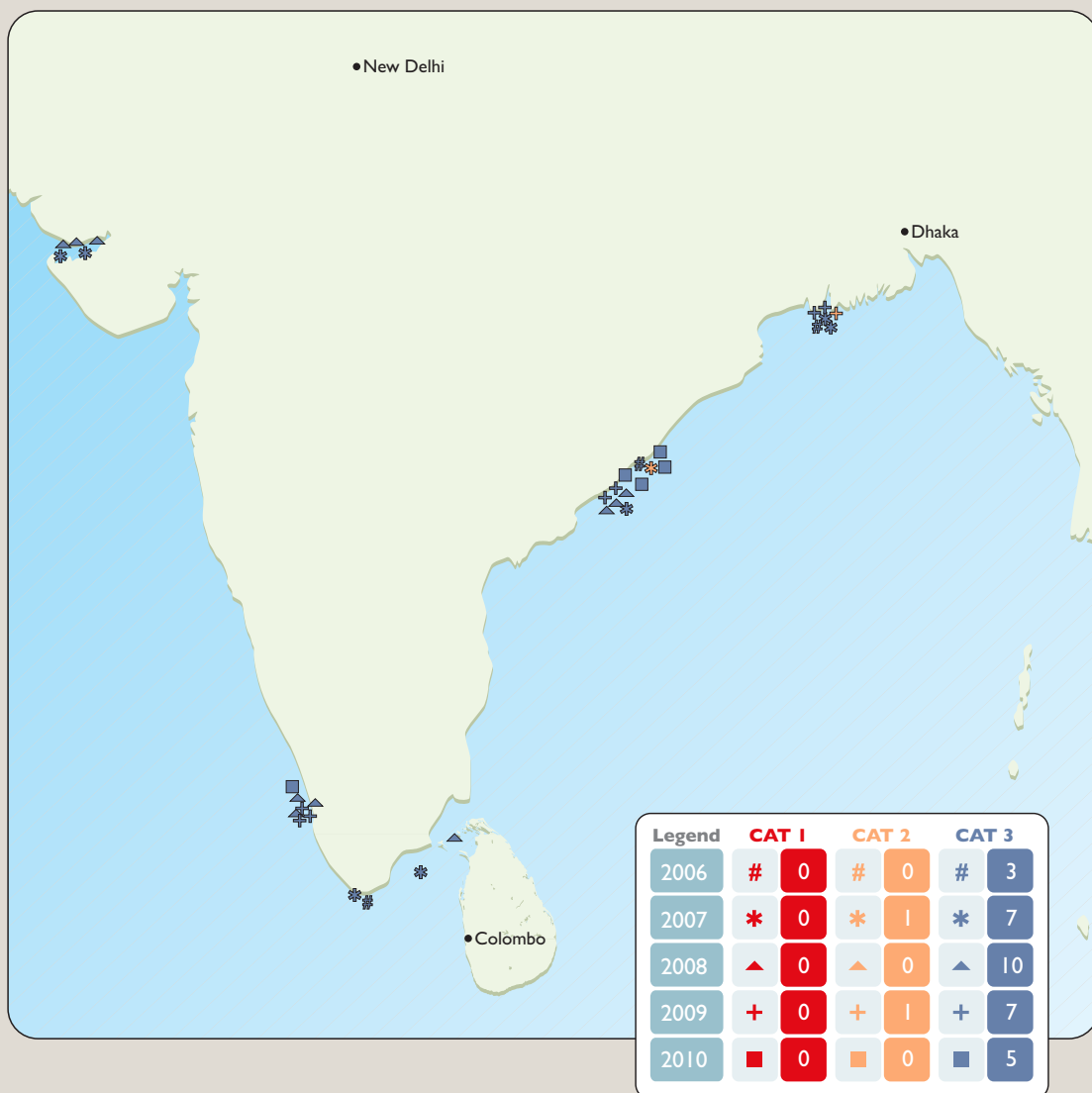
There has been an improvement in the situation at the ports and anchorages in India in 2010 compared to 2007-2009. In 2010, five actual incidents were reported compared to eight incidents in 2009, 10 incidents in 2008 and eight incidents in 2007. See map and chart below. The improved situation was attributed to the concerted efforts carried out by the Indian authorities, including the Indian Coast Guard who enhanced their presence in areas previously reported with high number of incidents of armed robbery. Also the Indian authorities have been campaigning and instilling shared responsibility and awareness among the local population in enhancing security, promulgating civil consciousness and reporting all incidents to the authorities.

Violence and Economic Factors

3.2.11

All incidents reported in 2009 and 2010 involved robbers operated in small groups of one to six. Generally, the robbers were not armed. Of the 34 actual incidents reported between 2006 and 2010, only eight incidents reported robbers armed with knives/machetes. The remaining 26 incidents either had no information on the weapons the robbers carried or the robbers were not armed. The robbers did not resort to violence and this was evident from reports that the crew did not suffer any injuries in 33 out of the 34 incidents. Only one incident involving container ship *Kota Ratu* on 18 Sep 09 reported that the robbers threatened the duty crew who spotted them when they boarded the vessel.

Map 4 - Incidents at ports and anchorages in India (2006-2010)



Analysis of Incidents By Selected Locations

3.3 Southeast Asian Region (2006-2010)

There was an increase in the number of incidents in the Southeast Asian region by 65%, from 72 in 2009 to 119 incidents in 2010. The increases were reported in Indonesia, Malaysia, South China Sea and Vietnam. However, there has been an improvement in the situation in the Straits of Malacca and Singapore.

Indonesia

3.3.1

The number of incidents reported in Indonesia in 2010 increased after an improvement in the situation there in the last two years (2008-2009). In 2010, 35 actual incidents (comprising one Category 1, 16 Category 2 and 18 Category 3 incidents) were reported which was more than double the number of incidents reported in 2009. In 2009, 14 incidents (comprising five Category 2 and nine Category 3 incidents) were reported which was the lowest number of incidents reported over the five-year period.

3.3.2

The increase in the number of incidents off Pulau Anambas, Pulau Mangkai and Pulau Damar accounted for the bulk of the increase in 2010. The number of incidents reported there has been on an upward trend since 2007. It was observed that a new cluster of incidents off Pulau Merundung and Pulau Muri, northwest of Kalimantan has emerged in 2010. In addition, the ports and anchorages of Balikpapan, Dumai, Pulau Laut and Tanjung Priok had also shown an increase in the number of incidents in 2010.

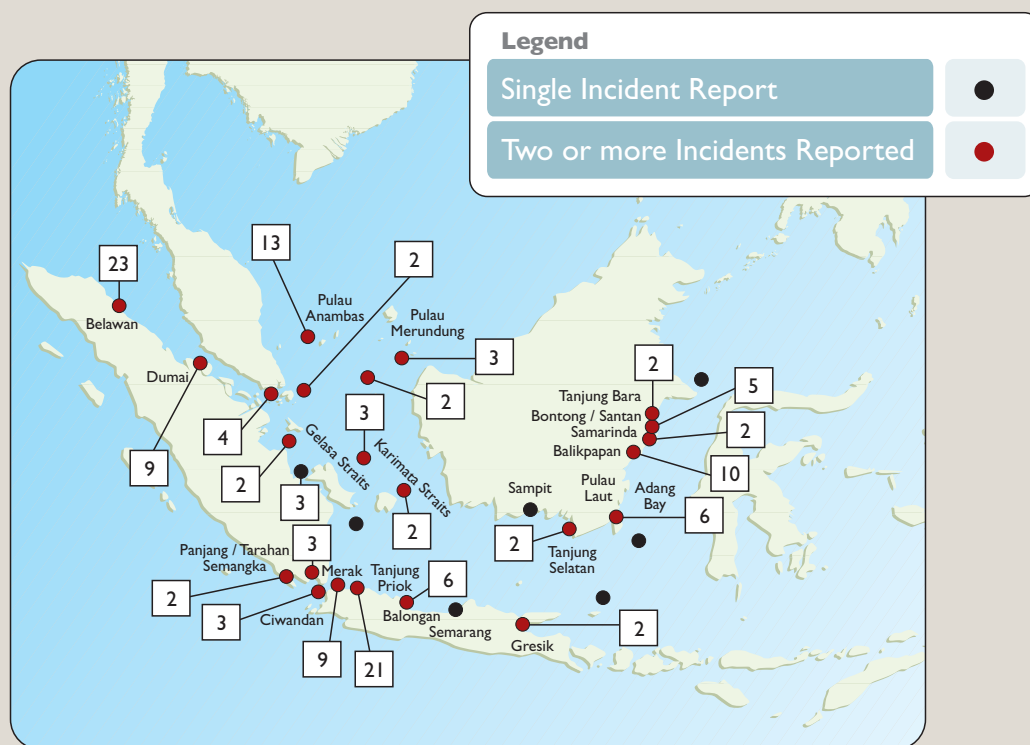
3.3.3

Although the number of incidents has increased in 2010, the ReCAAP ISC noted that there has been an improvement in the situation in other ports and anchorages, namely Belawan, Balongan and Merak.

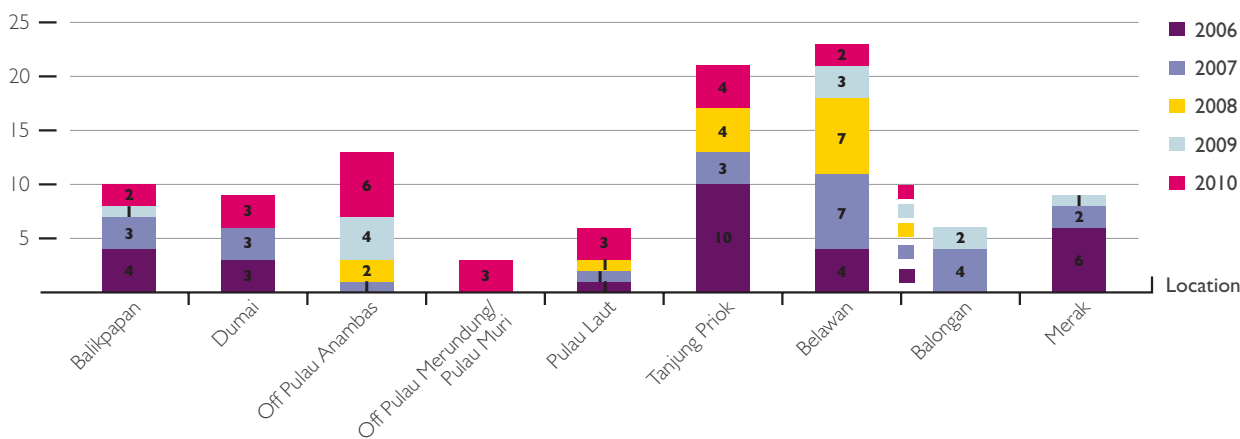
3.3.4

Of the 35 incidents, 18 (51 %) reported loss of stores or engine spares while 12 (34%) reported loss of cash and property. The remaining incidents had no information on the losses suffered or there were no losses. There were also unconfirmed reports on illegal siphoning of fuel from vessels for sale.

Map 5 - Incidents in Indonesia (2006-2010)



Number of Incidents



Analysis of Incidents By Selected Locations

Malaysia

3.3.5

In 2010, 20 actual incidents (one Category 1, 10 Category 2 and nine Category 3 incidents) were reported. This accounted for two-thirds increase in the number of incidents in 2010 compared to 2009 when 12 actual incidents (four Category 2 and eight Category 3 incidents) were reported. The number of incidents reported in 2010 was highest in the five-year period. See map and chart below.

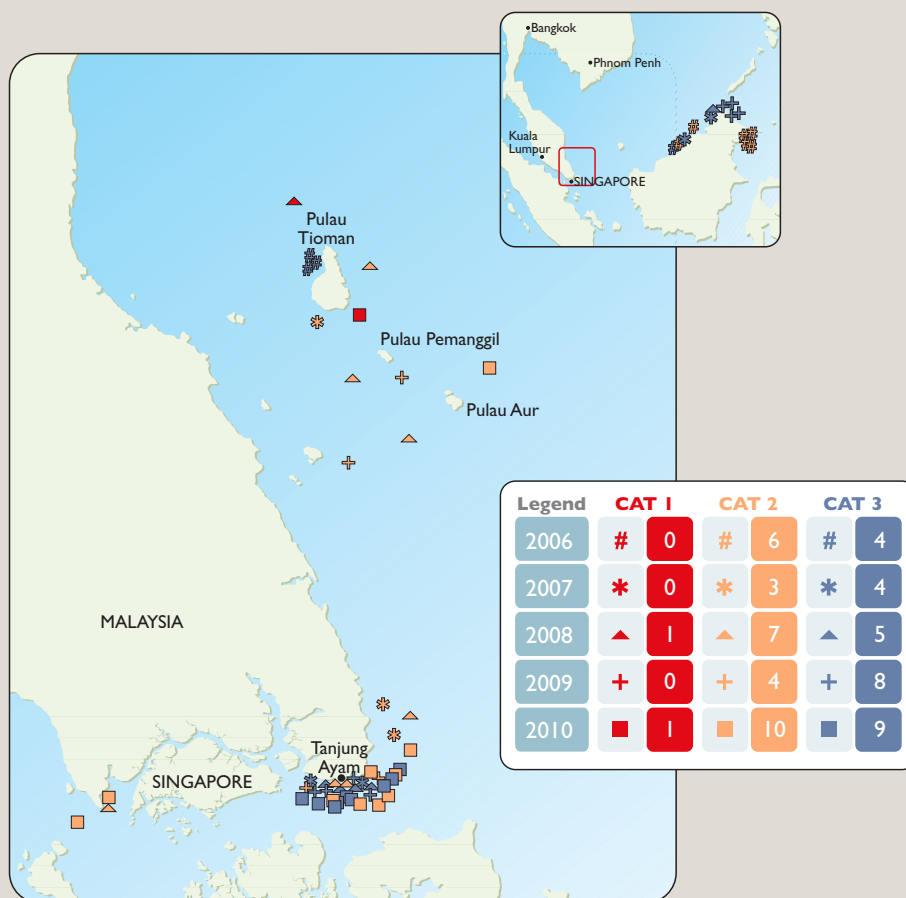
3.3.6

Over the five-year reporting period, there were two Category 1 incidents involving the hijacking of tug boats; namely *Whale 7* in 2008 and *Asta* in 2010. In both incidents, the crew was abandoned by robbers who repainted and renamed the tug boats and brought them to Thailand and Philippines respectively. Due to cooperation and good information exchange among the ReCAAP ISC, the Malaysian authorities, the MSTF-IFC, the ReCAAP Focal Points and the maritime community, the tug boats were recovered, the crew rescued and the robbers apprehended.

3.3.7

Of the 20 incidents, 16 occurred at the anchorage of Tanjung Ayam, South Johor and its vicinity. However, the situation off Pulau Tioman has shown remarkable improvement in the last two years. This was attributed to the increased naval patrols and aerial surveillance efforts by the Malaysian authorities whose presence has likely served as deterrence to robbers operating in the area.

Map 6 - Incidents in Malaysia (2006-2010)



Analysis of Incidents By Selected Locations

South China Sea

3.3.8

In 2010, 17 actual incidents (comprising one Category 1 incident, 14 Category 2 incidents and two Category 3 incidents) were reported in the South China Sea. This was the highest number of incidents reported in the area during the five-year period (2006-2010). In 2006, three actual incidents (comprising two Category 1 and one Category 2 incidents) were reported and in 2007, only one Category 1 incident was reported. This increased to five actual incidents (comprising four Category 2 and one Category 3 incidents) in 2008, and doubled to 11 actual incidents (comprising one Category 1, nine Category 2 and one Category 3 incidents) in 2009.

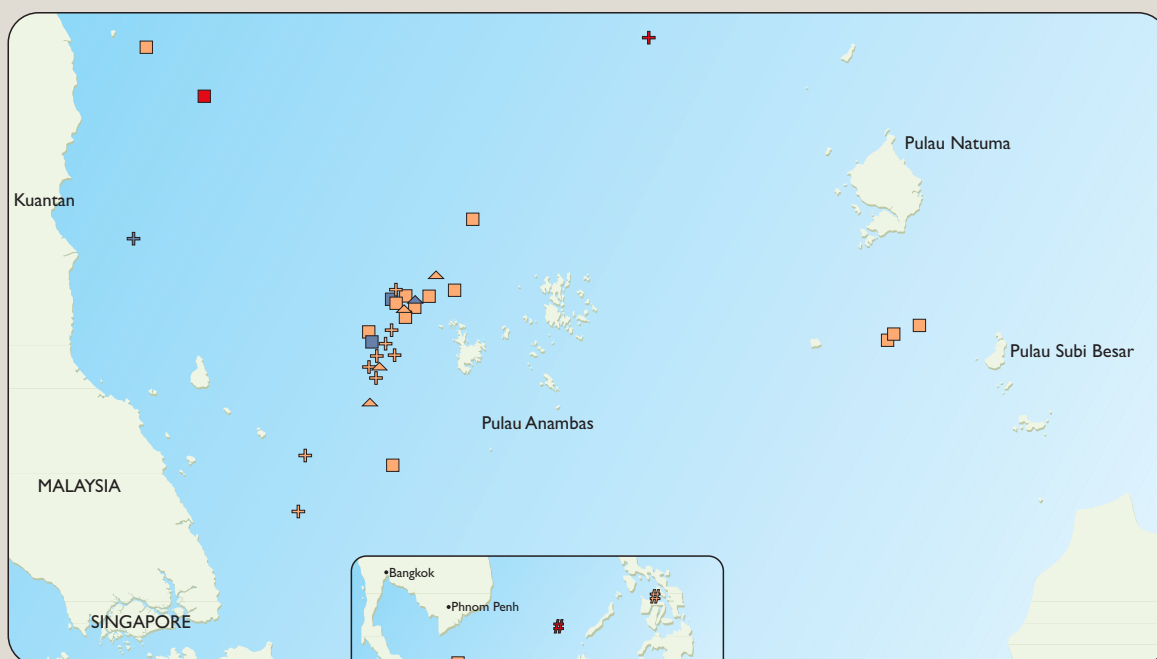
3.3.9

Of the 17 actual incidents reported in 2010, 11 incidents occurred off Pulau Anambas and Pulau Mangkai. Majority of these were Category 2 incidents. The pirates operated in this vicinity were usually armed with either knives/machetes, or guns and knives. After boarding the vessel, the pirates normally held the crew hostage and demanded cash and personal belongings such as mobile phones, laptops etc. from them. As soon as they got what they wanted, they escaped in their speed boats without hurting the crew.

3.3.10

Notably, a new cluster of incidents has emerged off Pulau Subi Besar in 2010. The modus operandi of the pirates in this area was similar to those operating off Pulau Anambas and Pulau Mangkai. The ReCAAP ISC believed that a mother ship was likely used to launch attacks in these areas.

Map 7 - Incidents in South China Sea (2006-2010)



Legend	CAT 1	CAT 2	CAT 3
2006	# 2	# 1	# 0
2007	* 1	* 0	* 0
2008	▲ 0	▲ 4	▲ 1
2009	+ 1	+ 9	+ 1
2010	■ 1	■ 14	■ 2

Analysis of Incidents By Selected Locations

Vietnam

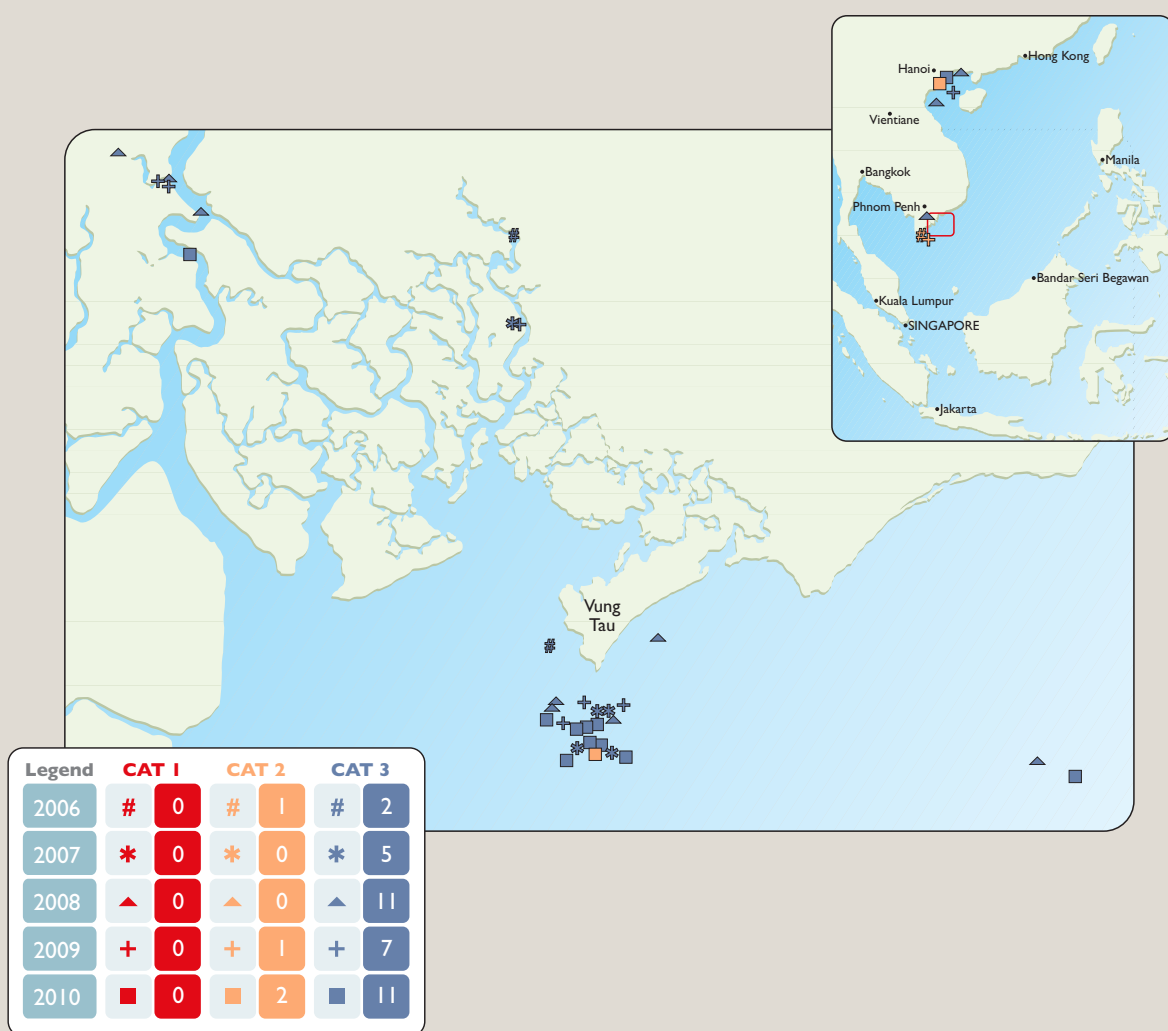
3.3.11

A total of 13 actual incidents were reported in 2010, of which two were Category 2 incidents and 11 were Category 3 incidents. This was the highest number of incidents reported during the five-year period (2006-2010). Refer to map and chart below.

3.3.12

Of the 13 actual incidents reported in 2010, nine occurred at Vung Tau anchorage. The robbers at the Vung Tau anchorage normally came alongside the merchant vessels in small fishing boats during hours of darkness. Using the presence of large number of small fishing boats in the area as cover, the robbers boarded the vessels and escaped after stealing items such as drums of paint, grease, lubricant oil and mooring ropes. The presence of large number of fishing boats in the area makes it challenging for the authorities to locate and apprehend the robbers. To further aggravate the situation was the presence of fishing boats with people coming alongside the vessels to engage in barter trade with seafarers by exchanging fish and vegetables for items such as paint, grease and ropes.

Map 8 - Incidents at ports and anchorages in Vietnam (2006-2010)



Analysis of Incidents By Selected Locations

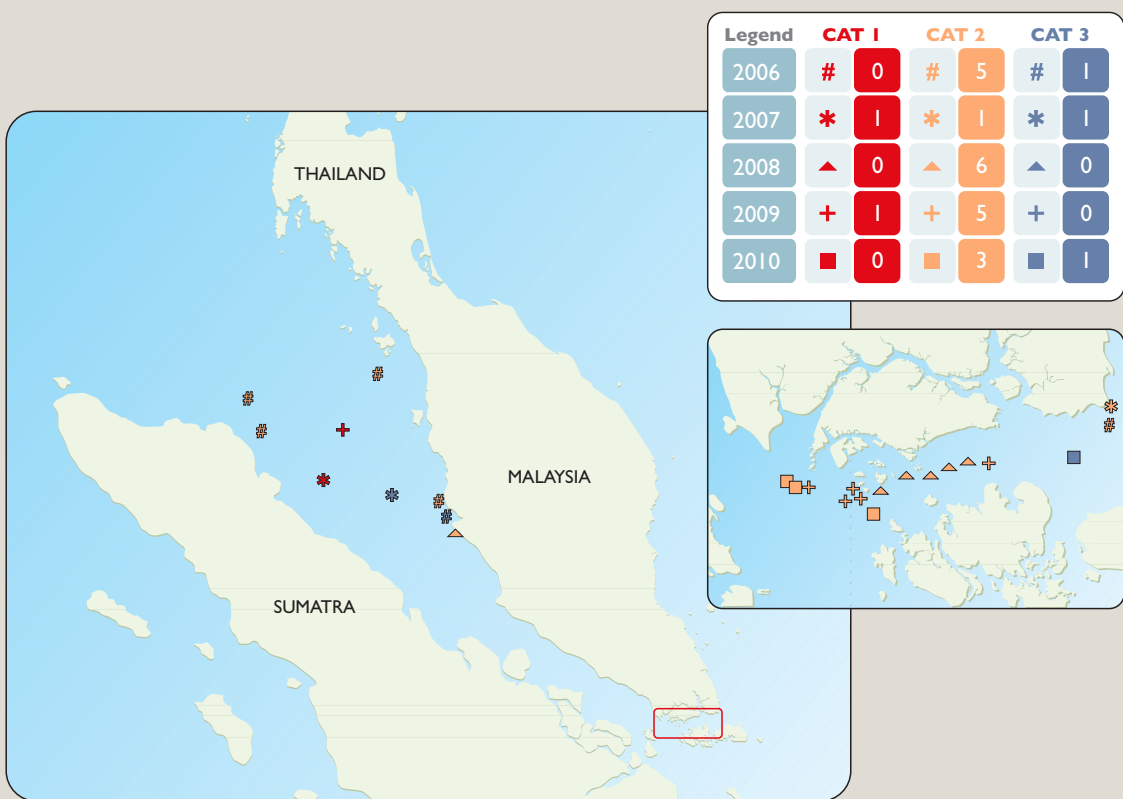
Straits of Malacca and Singapore

With the exception of 2007, there has been a decrease in the number of incidents reported in the Straits of Malacca and Singapore in 2010. Please see chart below. Four actual incidents (comprising three Category 2 and one Category 3 incidents) were reported in 2010 compared to six incidents (comprising one Category 1 and five Category 2 incidents) in 2009. Over the five year period (2006-2010), the lowest number of incidents was reported in 2007 when only three actual incidents (one Category 1, one Category 2 and one Category 3 incidents) were reported.

Since 2008, there has been a shift in the location of incidents in the Straits of Malacca and Singapore where more incidents occurred off Batu Behenti and Nipa Transit anchorage.

The ReCAAP ISC commends the enforcement and surveillance efforts carried out by the littoral States and other authorities in this region. The ReCAAP ISC also encourages the relevant authorities to continue the good work that has seen the situation at the Straits of Malacca and Singapore making drastic improvements in the past few years.

Map 9 - Incidents in the Straits of Malacca and Singapore (2006-2010)



Analysis of Incidents By Selected Locations

Characteristics of Incidents in Southeast Asia (2006-2010)

Incidents involving ships at anchor and at berth

3.3.13

Consistent throughout the five-year period, incidents involving ships anchored and berthed were usually Category 3 incidents. Of the 82 actual incidents involving ships at anchor and berth in 2010, 61 (74%) were Category 3 incidents and 21 (26%) were Category 2 incidents. Notably, the number of Category 2 incidents involving ships at anchor and berth had increased since 2008. In 2008, six Category 2 incidents were reported compared to nine Category 2 incidents in 2009 and 21 Category 2 incidents in 2010. This was due to the increase in the number of robbers involving in incidents at the ports and anchorages in Bangladesh, Malaysia and Vietnam and items stolen from the vessels.

3.3.14

Typically, incidents involving ships at anchor and berth appeared to be opportunistic in nature. About 90% of the incidents reported in 2010 involved robbers operated in small group of one to six. The robbers usually armed with knives, machetes, steel bars, etc. and mostly interested in ship stores, engine spares and unsecured items onboard the vessels. They did not resort to violence and escaped when spotted. Of the 82 incidents reported in 2010, 35 (43%) were armed with knives and machetes, 9 (11%) were armed with guns and knives, and the remaining incidents either had no information or the robbers were not armed. Notably, the number of incidents involving robbers armed with guns and knives was on an upward trend. A total of nine incidents reported in 2010 involved robbers armed with guns and knives compared to one incident in 2009, two incidents in 2008, three incidents in 2007 and six incidents in 2006. Of the 82 incidents, 58 (71%) reported loss of ship stores, engine spares and unsecured items.

Incidents involving ships while underway

3.3.15

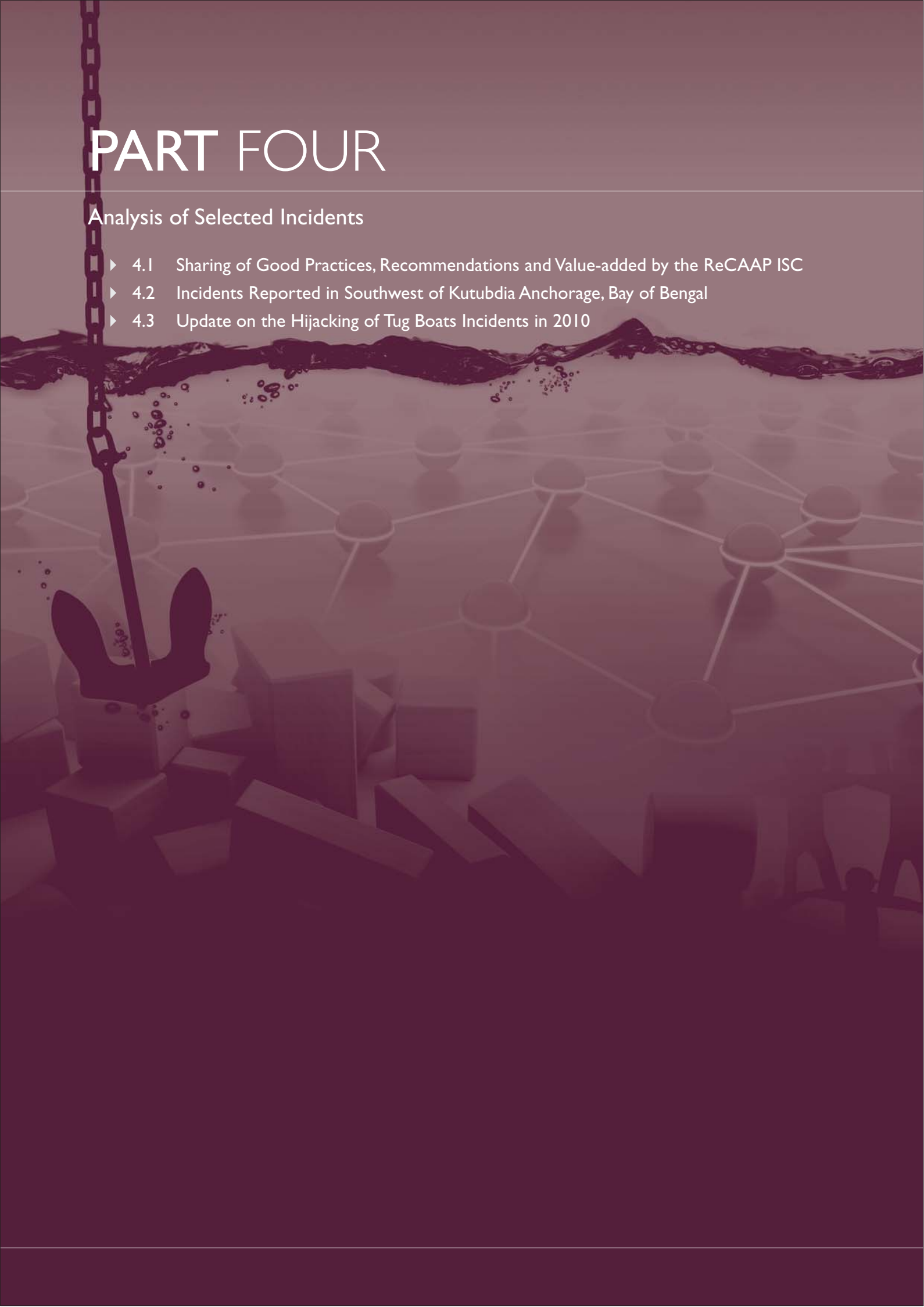
In contrast, incidents involving ships while underway were relatively more severe and mostly Category 2 or Category 1 incidents. Of the 51 actual incidents involving ships while underway, four (8%) incidents were Category 1 incidents, 38 (74%) were Category 2 incidents and nine (18%) were Category 3 incidents. Of these, 32 (63%) incidents involving ships while underway occurred in the South China Sea and off Pulau Anambas, Pulau Mangkai and Pulau Subi Besar, Indonesia.

3.3.16

Incidents involving ships underway involved pirates/robbers operated in larger group of more than seven. Of the 51 incidents, 22 (43%) involved group of more than seven, and 13 (25%) incidents involved pirates/robbers armed with guns and knives. However, there were no reports of the guns being fired. Cash, personal properties and belongings of the crew were most commonly stolen in most of the incidents.

PART FOUR

Analysis of Selected Incidents

- ▶ 4.1 Sharing of Good Practices, Recommendations and Value-added by the ReCAAP ISC
 - ▶ 4.2 Incidents Reported in Southwest of Kutubdia Anchorage, Bay of Bengal
 - ▶ 4.3 Update on the Hijacking of Tug Boats Incidents in 2010
- 

PART FOUR

Analysis of Selected Incidents

4.1 Sharing of Good Practices, Recommendations and Value-added by the ReCAAP ISC

4.1.1

The roles of the ReCAAP ISC is to provide a better understanding of the piracy and armed robbery situation in Asia, enhance the capability of the ReCAAP Focal Points in response to incidents of piracy and armed robbery, and encourage timely reporting of incidents to the Rescue Coordination Centre (RCC), coastal or port State's authorities and the ReCAAP Focal Points.

4.1.2

The ReCAAP ISC encourages timely reporting of all incidents by ship master, ship owner and ship operator to the relevant agencies, as stipulated in the IMO's MSC Circulars 1333 and 1334 on preventing and suppressing acts of piracy and armed robbery against ships. The reporting procedures for incidents as reflected in Diagram 1 below are:

- ▶ Ship master to report all incidents of piracy and armed robbery against ships to the RCC of the coastal States, coastal or port State's authorities immediately.
- ▶ For incidents of piracy and armed robbery against ships that occurred in Asia, ship owners and ship operators are to report them to the ReCAAP Focal Points/Contact Point. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 2.

4.1.3

The ReCAAP ISC encourages multi-channel and timely reporting. 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.

Analysis of Selected Incidents

4.1.4

The ReCAAP ISC recommends that ship masters, crew, ship owners and operator adopt the following:

- ▶ Be updated on the risk areas, trends of incidents and Incident Alerts issued by the ReCAAP ISC.
- ▶ Maintain enhanced watch keeping and vigilance at all time.
- ▶ Adopt piracy countermeasures such as raising alarm signals, mustering of crew, and other measures put forward in the countermeasure boarding plan.
- ▶ Report all incidents to the authorities and to include in the report: details of the identity and location of the ship at the time of the attack, injuries to the crew, damages of the ship, items stolen, number and description of the pirates/robbers including the language they spoke, attire, distinguished features (where possible), their modus operandi and other evidence such as photographs taken that may aid investigation by the authorities.

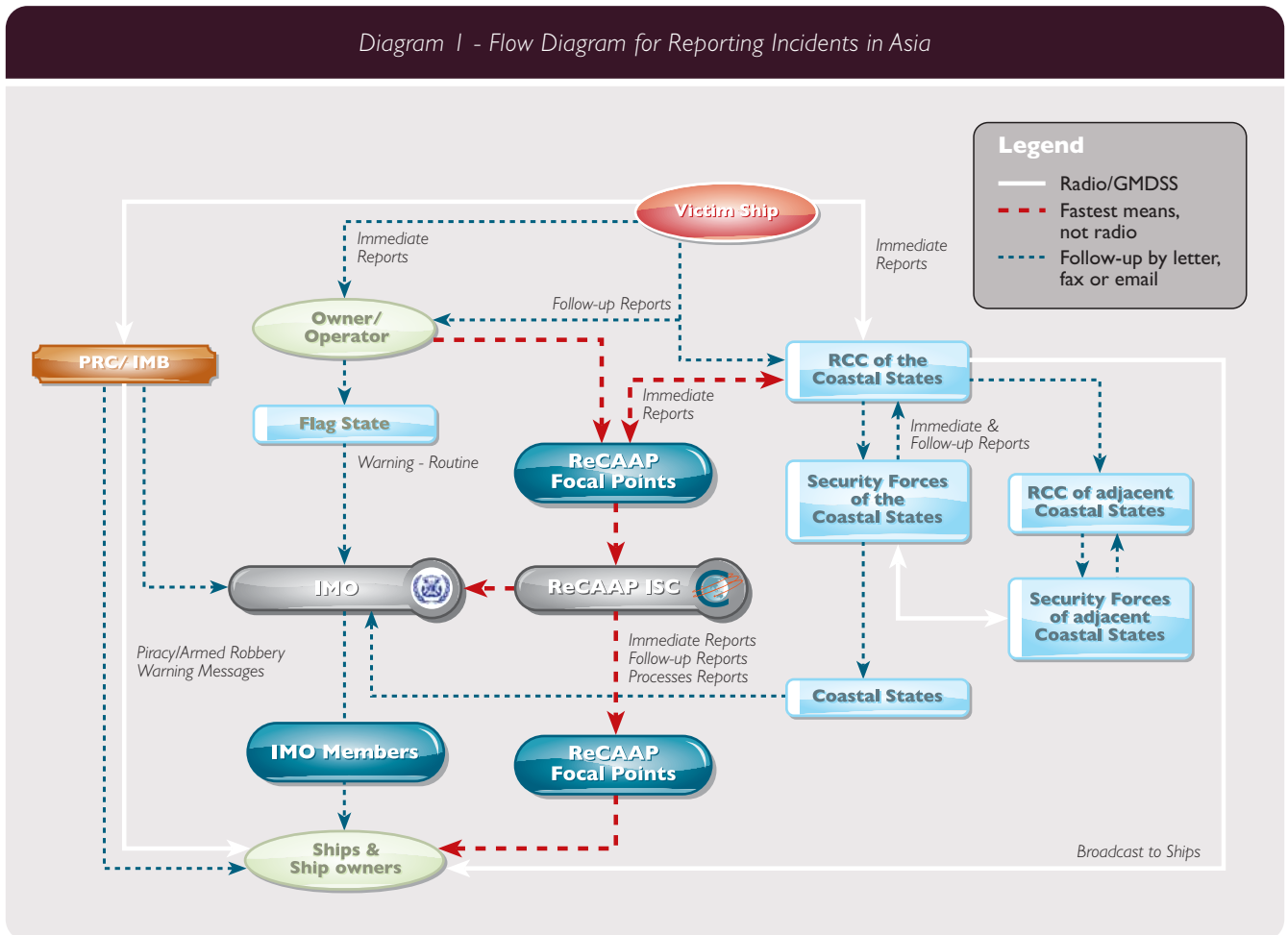
4.1.5

The ReCAAP adds value by:

- ▶ Analysing incidents based on their significance levels, by locations and identifying patterns and trends.
- ▶ Verifying incidents with the authorities through the ReCAAP Focal Points.
- ▶ Incorporating the outcome of investigation reported by the ReCAAP Focal Points, such as follow-up action taken by the law enforcement agencies.
- ▶ Conducting capacity building workshops for all ReCAAP Focal Points/Contact Point so as to enhance their reporting procedures, encourage them to establish inter-ministries and inter-agencies cooperation, and to engage the commercial shipping entities.
- ▶ Highlighting case studies to share best practices and preventive measures, and propose recommendations. The ReCAAP ISC publishes periodical reports which include such case studies for sharing purposes.

Analysis of Selected Incidents

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.

Table 2 - Contact Details of ReCAAP Focal Points/Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgbdb@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
People's Republic of China 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
Kingdom of Denmark Danish Maritime Authority (DMA) Email: eit@dma.dk	+45-39-174-400	+45-39-174-401
Republic of India 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
Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea 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

Analysis of Selected Incidents

Table 2 - Contact Details of ReCAAP Focal Points/Contact Point (cont'd)

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines 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
Republic of Singapore Maritime and 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
Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
Socialist Republic of Viet Nam Vietnam Marine Police Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 5 January 2011

4.2 Incidents Reported in Southwest of Kutubdia Anchorage, Bay of Bengal

4.2.1

During 2010, two incidents of piracy (one Category 2 incident and one Category 3 incident) were reported in the waters southwest of Kutubdia Island, Bay of Bengal. Both incidents occurred while the vessels were underway. The incidents are described below.

Incident onboard *Northwind* on 9 Oct 10 at or about 1845 hrs

Name of Ship <i>Northwind</i>
Type of Ship Tug boat
Flag of Ship Netherlands & Antilles
GT 298

4.2.2

On 9 Oct 10 at or about 1845 hrs, the Netherland Antilles-registered tug boat, *Northwind* was towing an unmanned vessel at approximately 58 nm southwest of Kutubdia island, Bangladesh, Bay of Bengal (21° 6' N, 91° 12' E) when it was boarded by unarmed personnel from a fishing boat. Subsequently, more personnel from six other fishing boats boarded the vessel. The master raised alarm and issued distress alert before firing rocket flares at the suspects who escaped. The crew was not injured and nothing was stolen.

Analysis of Selected Incidents

Incident onboard *SG Victory* on 31 Dec 10 at or about 1030 hrs

Name of Ship SG Victory
Type of Ship Tug boat
Flag of Ship Singapore
GT 261

4.2.3

On 31 Dec 10 at or about 1030 hrs, the Singapore registered tug boat, *SG Victory* was towing barge *AZ Guangzhou* at approximately 35 nm southwest of Kutubdia Island, Bay of Bengal (21° 19.8' N, 91° 33.1' E) when about 40 pirates boarded the barge. They approached in two engine driven wooden boats and used rope and hooks to board the barge which was carrying machineries for power plants. They stole some of the machineries and escaped. The crew was not injured.

4.2.4

The master reported the incident to the ship's agent in Singapore who informed the local agent in Bangladesh. The local agent informed the Bangladesh Coast Guard and Bangladesh Navy immediately. A naval patrol boat which was patrolling nearby was rushed to the location of the incident and apprehended the pirates and confiscated the two boats carrying them. The stolen goods were also recovered.

4.2.5

The incident was reported to ReCAAP ISC by ReCAAP Focal Point (Bangladesh).

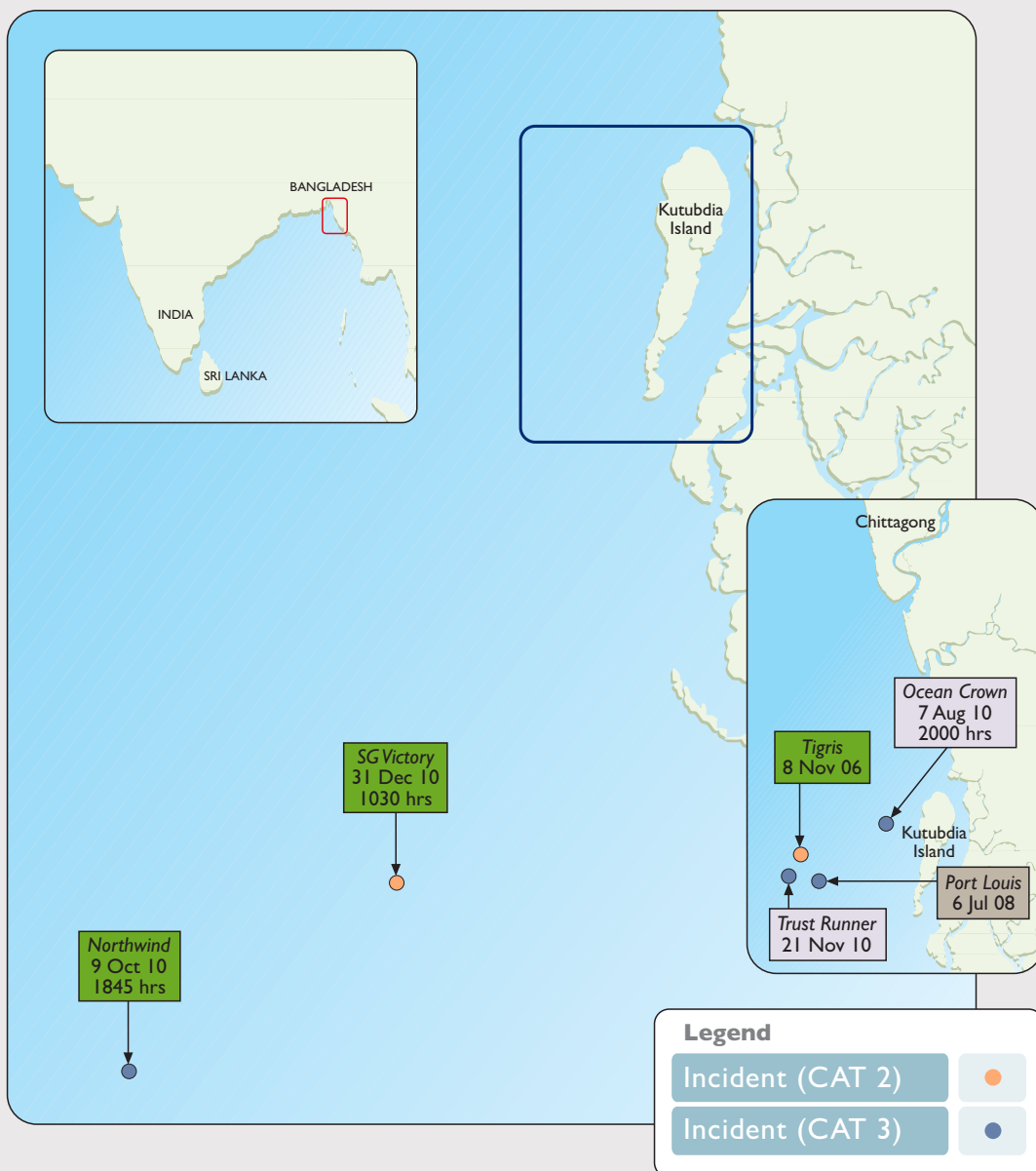
Past Incidents

4.2.6

The ReCAAP ISC notes that these two incidents were a departure from the general trend depicted in the past incidents off Kutubdia anchorage where vessels were mostly attacked while at anchorage. Four incidents have been reported in the area since January 2006, two incidents involving bulk carrier *Ocean Crown* on 7 Oct 10 and oil tanker *Trust Runner* on 21 Nov 10, one incident involving oil products tanker *Port Louis* on 6 Jul 08, and one incident involving bulk carrier *Tigris* on 8 Nov 06 off Kutubdia Island. Refer to Map 10 for approximate location of incidents. No incidents were reported in 2007 and 2009. While the three incidents reported no loss or did not state losses, incident involving *Tigris* on 8 Nov 06 reported loss of stores.

Analysis of Selected Incidents

Map 10 - Approximate Location of Incidents



Observations

4.2.7

Although not conclusive, detailed analysis of the two incidents off Kutubdia Island, Bay of Bengal indicates the following modus operandi of the pirates:

- (a) Both the incidents involved tug boats undertaking towing operations.
- (b) The incidents involved pirates in groups of more than 10, while the incidents involving *SG Victory* on 31 Dec 10 reportedly involved 40 pirates, the incident involving *Northwind* reported pirates from seven fishing boats. This method of attack appeared to aim at outnumbering the crew and over-powering the boarding preventive measures carried out by the crew.
- (c) Both incidents involved unarmed pirates who boarded the towed barge. This was probably attributed to the fact that minimum resistance was expected from a barge which was generally unmanned while being towed by the tug boat.
- (d) While the attack on *Northwind* occurred under the cover of darkness, the attack on *SG Victory* occurred during daylight hours. This depicted the boldness of the pirates.

Date	Name of Vessel	Sunrise Time	Sunset Time	Time of Incident
9 Oct 10	<i>Northwind</i>	0548 hrs	1736 hrs	1845 hrs
31 Dec 10	<i>SG Victory</i>	0631 hrs	1722 hrs	1030 hrs

- (e) Only the incident involving *SG Victory* reported loss of cargo (machineries) from the barge which was later recovered by the Bangladesh Navy. The crew was not injured in both incidents.

Analysis of Selected Incidents

Good Practices

4.2.8

The ReCAAP ISC commends the ship master and agents of *SG Victory* for timely reporting of the incident to the authorities. This enabled the authorities to activate the Bangladesh Navy who immediately dispatched a speed boat on patrol to the incident area. The prompt response by the Navy demonstrated the effectiveness of cooperation between the maritime industry and the authorities.

Recommendation

4.2.9

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). This enables the authorities to activate the law enforcement agencies and despatch their asset to the incident area. Timely flow of information contributes towards the apprehension of the culprits and recovery of the stolen items as demonstrated in the incident involving *SG Victory*. While the master reports the incident to the RCC, ship owners and operators are encouraged to report the incidents to the ReCAAP Focal Points.

4.3 Update on the Hijacking of Tug Boats Incidents in 2010

4.3.1

Three incidents of hijacking of tug boats were reported in Southeast Asia in 2010. All were Category I incidents. Through good information sharing and cooperation among the ReCAAP ISC, the ReCAAP Focal Points, law enforcement agencies including the Malaysian and Indonesian authorities, and the shipping community; the tug boats were recovered, crew rescued and the culprits apprehended. The updates and follow-up of the incidents were described below.

Hijack of *Asta* on 6 Feb 10 off Pulau Tioman, Malaysia

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

4.3.2

The Singapore-registered tug boat *Asta* towing barge *Callista* was enroute to Cambodia on 6 Feb 10 when she was hijacked by eight armed robbers off Pulau Tioman, Malaysia. The robbers subsequently abandoned the crew, except the Chief Engineer, of *Asta* and the barge *Callista* was set adrift. The abandoned crew was eventually spotted and rescued by a Royal Malaysian Navy (RMN) vessel on 17 Feb 10; while on the same day, the barge *Callista* was also sighted and recovered by the owner.

4.3.3

On 25 Feb 10, *Asta* was recovered by the authorities in Dinagat Province, Philippines. The seven Indonesian pirates/robbers involved in the hijack were taken into custody and remanded in General Santos City jail.

Analysis of Selected Incidents

Hijack of *PU 2007* on 19 Apr 10 off Kuantan, Malaysia

	Name of Ship <i>PU 2007</i>
	Type of Ship Tug boat
	Flag of Ship Singapore
	IMO Number 9430349
	GT 244

4.3.4

The Singapore-registered tug boat *PU 2007* towing barge *PU 3316* was heading towards Thailand on 19 Apr 10 when she was hijacked by about 15 pirates off Kuantan, Malaysia. The pirates held the crew hostage in the crew cabin and disengaged the barge by cutting the towline. The pirates stole one laptop, three mobile phones, fuel and cash before they escaped. The barge was later recovered by the Malaysian authorities on 21 Apr 10 and handed over to the owner along with the cargo onboard.

4.3.5

After the pirates had left the tug boat, the master and the crew managed to free themselves and directed the tug boat to Singapore. On 22 Apr 10, *PU 2007* transmitted position reports near Horsburgh Lighthouse and after positive identification by the Republic of Singapore Navy (RSN) patrol vessel, was escorted back to Singapore. The aerial surveillance operation carried out by the Malaysian authorities and naval patrols activated by the Malaysian and Indonesian authorities during the tracking and locating of the tug boat were believed to be one of the factors leading the pirates to abandon the hijacked tug boat.

Hijack of *Atlantic 3* on 27 Apr 10 east of Pulau Bintan, Indonesia

 <p><i>Photograph courtesy of the shipping company</i></p>	Name of Ship <i>Atlantic 3</i>
	Type of Ship Tug boat
	Flag of Ship Malaysia
	IMO Number 9476628
	GT 299

4.3.6

The Malaysia-registered tug boat *Atlantic 3* towing barge *Atlantic 5* was enroute to Kintap, south Kalimantan, Indonesia on 27 Apr 10 when she was hijacked east of Pulau Bintan, Indonesia. The robbers demanded the crew to surrender their money and set them adrift in a life raft. The crew was later spotted and rescued by a Vietnamese vessel on 3 May 10.

4.3.7

On 19 May 10, the Philippine Coast Guard (PCG) recovered the tug boat and barge which was found docked at Kingford Marine Works Industry Pier, Tambler, General Santos City, Philippines. The authorities also arrested the personnel cutting away the welded names of both vessels using gas torches.

Analysis of Selected Incidents

Update on *Asta* and *Atlantic 3*

4.3.8

Asta

In August 2010, *Asta* was released 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 Indonesian robbers, it shall be made available at the soonest possible opportunity. *Asta* eventually arrived in Singapore on 13 Aug 10. As for the prosecution of the robbers, the Chief City Prosecutor had since requested the Office of the Chief State Prosecutor of the Department of Justice (DOJ) to take cognizance of the case as it involved nationals and authorities from Philippines, Indonesia and Malaysia.

4.3.9

Atlantic 3

Upon initial investigation, it was revealed that *Atlantic 3* and *Atlantic 5* were originally manned by five Indonesian and two Filipino nationals. Upon docking, the five Indonesian nationals left the vessels hurriedly and the Filipino crew onboard were taken into custody by the authorities. Upon investigation, the Filipino crew of *Atlantic 3* were found not to have any involvement in the hijacking and were subsequently released. Thereafter, as per court order, the PCG turned over custody, i.e. responsibility and guarding, of both vessels to the owner's representative on 15 Dec 10.

Network of Information Sharing

4.3.10

The successful recovery of tug boats *Asta* and *Atlantic 3*, together with their barges, *Callista* and *Atlantic 5* respectively, highlighted the ReCAAP ISC's excellent information sharing network; as well as the excellent inter-governmental agencies cooperation within the respective countries involved.

4.3.11

Besides sharing information with the ReCAAP Focal Points, the ReCAAP ISC in both incidents also cooperated closely and exchanged information with the MSTF-IFC, the Malaysian and Indonesian authorities and the shipping community. With various inputs gathered from multiple sources, the ReCAAP ISC was able to constantly consolidate all information and provide a timely update of the incident.

4.3.12

In addition, the hijacking incidents also demonstrated the good inter-governmental agencies cooperation between the Malaysian authorities and RMN; PCG, Philippine National Police and Philippine Navy; Vietnam Marine Police and Navy; and Singapore's POCC, Republic of Singapore Navy (RSN) and MSTF-IFC.

4.3.13

This network of information flow through multi-channel reporting and excellent inter-governmental agencies cooperation is evident in bringing a successful closure to all three hijacking incidents. It demonstrated the importance of timely reporting, good information connectivity and the will of the governmental agencies in suppressing piracy and armed robbery against ships in Asia.

4.3.14

The ReCAAP ISC will continue to promote information sharing via its network, confidence building through capacity building activities, and bridging of operational gaps through cooperative arrangements in its efforts in combating piracy and armed robbery against ships in Asia.

PART FIVE

News Snippets

- ▶ 5.1 Joint Anti-Piracy Exercise by the ReCAAP Contracting Parties
 - ▶ 5.2 Piracy and Sea Robbery Conference 2011
 - ▶ 5.3 The Kingdom of the Netherlands and the Kingdom of Denmark joined the ReCAAP Network
- 

PART FIVE

News Snippets

5.1 Joint Anti-Piracy Exercise by the ReCAAP Contracting Parties

5.1.1

In an effort to strengthen the coordination of joint efforts and information flow, the ReCAAP ISC along with the Indian Coast Guard (ICG), Philippine Coast Guard (PCG), Japan Coast Guard (JCG) and Korean Coast Guard (KCG) participated in a joint anti-piracy exercise conducted from 21 Nov 10 to 10 Dec 10. The exercise was aimed at enhancing coordination among law enforcement agencies and information flow among participating Contracting Parties.

5.1.2

The exercise was planned to coincide with the visit of ICG ship, *Vishwast* to the ports of Subic (Philippines), Kobe (Japan) and Jeju (Korea). The first phase of the exercise was conducted from 21 Nov 10 to 24 Nov 10 at Subic where *PCG SARV 3502* and *ICG Vishwast* carried out coordinated anti-piracy boarding exercises followed with Search and Rescue exercises. The second phase of the exercise was conducted at Kobe from 28 Nov 10 to 3 Dec 10. There was a professional demonstration of anti-piracy operational capabilities by two participating agencies represented by *JCG Settu*, *JCG Tosa*, *JCG helicopter Bell 212*, *ICG Vishwast* and *ICG helicopter*. Phase three of the exercise was conducted at Jeju from 7 Dec 10 to 10 Dec 10 involving information flow among the participating units namely *KCG patrol vessel 3002*, *ICG Vishwast*, Korean Coast Guard, ReCAAP Focal Point (Korea) and ReCAAP Focal Point (India).



JCG Tosa (pirated merchant vessel)

Photograph courtesy of the ReCAAP ISC

News Snippets



Boarding team approaching pirated vessel



Boarding in progress



Demonstration on apprehension of pirates

Photographs courtesy of the ReCAAP ISC

5.1.3

This was the first time the ReCAAP ISC participated in a joint exercise conducted at sea by its three ReCAAP Contracting Parties and their organisations. The exercise provided a good opportunity for the ReCAAP ISC to have an insight into the mechanism of information flow among the Contracting Parties and their organisations in an operation at sea, and gain first-hand experience of the challenges faced by law enforcement agencies in dealing with such a situation at sea.

5.2 Piracy and Sea Robbery Conference 2011

5.2.1

The ReCAAP ISC is organising a Piracy and Sea Robbery Conference on 14 Apr 11 during the Singapore Maritime Week 2011, scheduled from 11-15 Apr 11. The aim of the conference is to provide a platform for exchange of views on issues pertaining to piracy and sea robbery in the region and to foster better understanding and cooperation amongst stakeholders including governments, industry leaders, shipping associations, ship owners and operators, seafarers and like-minded individuals.

The highlight of the conference includes a workshop on sharing of BMPs conducted by the NATO Shipping Centre and IMO.

5.3 The Kingdom of the Netherlands and the Kingdom of Denmark joined the ReCAAP Network

In 2010, the number of Contracting Parties to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) stands as 17, including the Kingdom of the Netherlands and the Kingdom of Denmark who became Contracting Parties to the ReCAAP on 3 Jul 10 and 20 Nov 10 respectively. With these two new members onboard the ReCAAP network, there is a total of three States outside Asia who are now members to the ReCAAP².

² The Kingdom of Norway became a Contracting Party of the ReCAAP Agreement on 29 Aug 09.

APPENDIX

Details of Incidents for January to December 2010



Appendix

Details of Incidents for January to December 2010

Actual Incidents

Legend	■ CAT 1 (Very Significant)	■ CAT 2 (Moderately Significant)	■ 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
■ 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]
■ 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]
■ 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 December 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 December 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>

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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>[ReCAAP Focal Point (India)]</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>

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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>

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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>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Philippines), Malaysian authorities, MSTF-IFC]</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>

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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>[ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (India)]</p>

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14.	<i>Sampurna Swarajya</i> Product tanker India 9176656 21827	14/02/2010 0835 hrs	Vishakhapatnam Anchorage, India	<p>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.</p> <p>[ReCAAP Focal Point (India)]</p>
15.	<i>Iolcos Celebrity</i> Bulk carrier Panama 8005276 35629	24/02/2010 0240 hrs	Vung Tau Anchorage, Vietnam	<p>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.</p> <p>[IMO]</p>
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	<p>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.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

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■ 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)]

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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>[ReCAAP Focal Point (Singapore) and MSTF-IFC]</p>
21.	<i>Lian Man Tsai & 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>[IMO]</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>[ReCAAP Focal Point (Vietnam)]</p>

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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>

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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]

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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>[ReCAAP Focal Point (Singapore), shipping company]</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>

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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>

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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 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>

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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>[ReCAAP Focal Point (Singapore)]</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>

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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, demanding 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>

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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. 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 of tug boat and barge.</p>

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33.				<p>The PCG has, per court order, turned over the custody of <i>Atlantic 3</i> and <i>Atlantic 5</i> to the owner's representative on 15 Dec 10.</p> <p>[ReCAAP Focal Point (Singapore), Malaysian and Indonesian authorities, shipping company]</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> activated her SSAS while underway at position 04° 44.16' N, 103° 58.06' E. <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.</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>

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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>[ReCAAP Focal Point (Singapore), Malaysian authorities]</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>[ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Japan)]</p>

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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>[ReCAAP Focal Point (Bangladesh)]</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>[ReCAAP Focal Point (Singapore), shipping company]</p>

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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

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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>[ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (Japan)]</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"> 1) Mooring rope - 6 pieces 2) Wire remote of talk back microphone - 2 sets 3) Reefer connection cable - 1 set 4) Grease XHP/222 - 3 pails 5) Grease 375NC - 2 pails 6) Grease arma798 - 4 pails 7) Life buoy - 4 pieces

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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>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Bangladesh)]</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>[ReCAAP Focal Point (Bangladesh), IMO]</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>[IMO]</p>

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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>[ReCAAP Focal Point (Singapore)]</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>

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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>[ReCAAP Focal Point (Singapore)]</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>[IMO]</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>[ReCAAP Focal Point (China), ReCAAP Focal Point (Singapore)]</p>

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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 and watch. 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 ship 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>[ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (Bangladesh)]</p>

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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]

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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)]

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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 signalled 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. The Malaysian authorities thereafter instructed their Southern Command to investigate 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]

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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]

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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 dismounting 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)]

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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 forecastle 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

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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

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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]

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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 forecastle. 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 forecastle was missing. The investigation also revealed that the robbers had attempted to break the padlocks of the forecastle 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)]

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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>[ReCAAP Focal Point (Bangladesh)]</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>[ReCAAP Focal Point (Singapore), shipping company]</p>

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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]

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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 spoke Bangla and 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]

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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

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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>[ReCAAP Focal Point (Singapore), ReCAAP Contact Point (Hong Kong), MSTF-IFC]</p>
86.	<p><i>Magic</i> Bulk carrier Liberia 9403073 32379</p>	<p>31/08/2010 0300 hrs</p>	<p>03° 13' S, 116° 23' E</p> <p>Tanjung Pemancingan Anchorage, Indonesia</p>	<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>[IMO]</p>

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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)]

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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, 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 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.</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>[ReCAAP Focal Point (Philippines)]</p>

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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)]

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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>Star Island H</i> Bulk carrier Panama 8114364 13564	20/09/2010 1900 hrs	Dolphin No. 1-6, Bangkok, Thailand	While mooring at the dolphin, an unknown number of robbers boarded the vehicle carrier. Upon noticing that the forecastle store's padlock was broken, the duty AB informed the Second Officer, who raised the alarm. The crew was mustered and a search was conducted but the robbers had already escaped with ship's property. [IMO]

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97.	<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]
98.	<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)]
99.	<i>Tatiana Schulte</i> Container ship Germany 9294173 28592	03/10/2010 0430 hrs	01° 22.16' N, 104° 21.01' E Approximately 3.13 nm east of Pulau Mungging, Malaysia	While at anchor, an unknown number of robbers boarded the container ship. Upon noticing that the store rooms had been broken into, the duty AB raised the alarm. The crew was mustered and a search was conducted but the robbers had escaped with stolen property. [IMO]

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100.	<i>Wilhelm E</i> Container ship Liberia 9112806 14844	08/10/2010 0000 hrs	10° 13' N, 107° 04' E Ho Chi Minh Anchorage, Vietnam	An unknown number of robbers approached and boarded the container ship in a small fishing boat. Upon realising that the crew had noticed them, the robbers escaped with fire nozzles, fire hydrant caps and ropes. [ReCAAP Focal Point (Vietnam)]
101.	<i>Northwind</i> Tug boat Netherlands Antilles 9577472 250	09/10/2010 1845 hrs	21° 06' N, 091° 12' E Approximately 58 nm southwest of Kutubdia Island, Bay of Bengal	While the tug boat was underway towing an unmanned vessel, an unknown number of pirates in seven fishing boats boarded the vessel. The master raised the alarm and issued a distress call before firing rocket flares at the pirates. The master attempted to contact the Bangladesh Coast Guard but was unsuccessful. No injuries were reported and nothing was stolen. [ReCAAP Focal Point (Netherlands)]
102.	<i>Maren S</i> Container ship Antigua & Barbuda 9306251 9957	11/10/2010 1245 hrs	22° 11' N, 091° 44' E Chittagong Anchorage, Bangladesh	Three robbers in a wooden boat boarded the container ship while at anchor. The robbers entered the forward store and stole a mooring rope. The incident was reported to the Chittagong Port Authority and Bangladesh Coast Guard, who despatched a patrol boat to the location of the incident, but the robbers had escaped. [ReCAAP Focal Point (Bangladesh)]
103.	<i>Kiel</i> Product tanker Singapore 9555199 4568	12/10/2010 0000- 0400 hrs	01° 18.3' N, 104° 12.1' E South of Tanjung Ayam, Malaysia	While at anchor, the crew of the product tanker discovered the padlock of the FFA locker was tampered and ship stores such as firefighting equipment were stolen. The crew was not aware of boarding by any persons, and only discovered the items were stolen from the vessel sometime later. [ReCAAP Focal Point (Singapore)]

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104.	<i>Eagle Corona</i> Oil tanker Singapore 9042453 52504	15/10/2010 0250 hrs	02° 06.17' S, 108° 45.6' E Approximately 26 nm south of Pulau Karimata, Karimata Straits, Indonesia	<p>While the oil tanker was underway, the master heard persistent knocking on his cabin door. He called the duty officer on the bridge to enquire on the knocking at his door. The duty officer informed that everything was fine but the master instructed him to verify. Shortly after, the banging became louder and it was apparent that someone was trying to break into the master's cabin. The master opened the door and saw six pirates who were armed with long knives. The Chief Engineer and two Third Engineers were also tied up. The pirates tied up the master's hands, entered his cabin and stole his personal effects and money.</p> <p>Upon instructions from the master, the duty officer went to investigate the banging on the master's cabin and saw the pirates in the alleyway. He immediately ran back to the bridge and raised the general alarm. The duty officer also transmitted a security message on VHF Ch. 16. The pirates then brought the master to the poop deck, where the pirates escaped by jumping over the ship's side. The episode lasted about 10 min.</p> <p>There was no report of damage to the vessel and all crew were safe, except a Third Engineer who had a minor cut on his neck. Some of the crew's personal effects and money were also stolen. The master conducted a thorough search of the vessel and it was found that the B deck aft door had been forced open. The master also enforced anti-piracy patrol and deployment of more fire hoses after the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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105.	<i>Ribbon</i> Bulk carrier Italy 9163295 38864	16/10/2010 2005 hrs	00° 01.20' S, 117° 36.26' E Bontang Roads, Indonesia	Two robbers boarded the bulk carrier while at anchor. The duty crew noticed that the forward store's padlock was broken and raised the alarm. Upon hearing the alarm, the robbers jumped overboard and escaped with ship stores. [IMO]
106.	<i>Livanita</i> Bulk carrier Norway 9146558 26044	16/10/2010 0300 hrs	06° 02' S, 106° 54' E Tanjung Priok Anchorage, Indonesia	Four robbers boarded the bulk carrier while at anchor. The robbers entered the engine store by breaking the padlock and stole engines parts. A watchman noticed the robbers, raised the alarm and the crew was mustered. However, the robbers had escaped. [IMO]
107.	<i>Santa Suria II</i> General cargo ship Malaysia 7628291 10598	18/10/2010 0230 hrs	Silo Jetty, Chittagong Port, Bangladesh	Ten robbers in a black coloured boat approached the general cargo ship during cargo operations. Four of the robbers armed with long knives boarded the ship and threatened the stevedores and watchman who shouted and blew their whistles. The duty officer alerted the armed police near the gate who ran towards the vessel. The robbers escaped with ship stores in their boat. The port control and Bangladesh Coast Guard was informed. The Bangladesh Coast Guard investigated the incident. [IMO]
108.	<i>Alpine Maya</i> Chemical tanker Hong Kong 9387932 29733	20/10/2010 0100 hrs	Indopalm Berth No. 1, Dumai Port, Indonesia	Three robbers armed with knives boarded the chemical tanker while at anchor. They tied up a motorman and threatened him with a knife to his neck to open the steering gear room. The duty watchman raised the alarm when he noticed that the motorman was tied up. The crew was mustered and a search was conducted but

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108.				<p>the robbers had escaped with ship stores. The master informed the local agent and local security guards about the incident.</p> <p>[IMO]</p>
109.	<p><i>Atlantic Innovator</i> Product tanker Panama 9367712 26900</p>	<p>20/10/2010 0400 hrs</p>	<p>1° 24' N, 104° 34' E</p> <p>Approximately 10.55 nm northeast of Horsburgh Lighthouse, Singapore</p>	<p>While at anchor, the Second Mate on patrol found that the door to the store was opened and there were footmarks on the floor. He activated the alarm and the crew was mustered to search for any robbers on the ship but was unsuccessful. Several engine parts were found to be missing.</p> <p>[ReCAAP Focal Point (Japan)]</p>
110.	<p><i>Surya Putra 5</i> Tug boat Singapore 9376581 264</p>	<p>24/10/2010 1620 hrs</p>	<p>01° 01.4' S, 104° 29.40' E</p> <p>Approximately 8 nm east of Selat Berhala, Indonesia</p>	<p>While underway, two boats with 11 robbers armed with knives and parangs came alongside and boarded the tug boat. The robbers demanded Marine Gas Oil (MGO) from the crew and threatened them when they expressed reluctance to give in as they may not have enough fuel left to reach their destination Palembang, Indonesia. Later, the robbers prevailed and escaped in their boats taking with them three drums of MGO. The crew was not injured. No personal belonging of the crew was stolen. The robbers were reported to have spoken Bahasa.</p> <p>The ship manager reported the incident to the ReCAAP ISC and Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore), shipping company]</p>

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111.	<i>Starlight Venture</i> Crude oil tanker Hong Kong 9297539 161045	28/10/2010 0030 hrs	13° 16' N, 068° 59' E Approximately 340 nm west of Mangalore, India	<p>While underway, two small crafts with an unknown number of pirates onboard approached the tanker from the starboard quarter. Armed with guns, the pirates fired at the vessel. The ship took evasive measures, increased speed to 16 knots, and finally managed to shake off the pirates. The crew was not injured. A total of 50 bullet marks were found on the accommodation doors and foremast light fixtures were broken.</p> <p>The Indian Coast Guard which is also the ReCAAP Focal Point (India) despatched an aircraft to the area to locate the pirates' crafts.</p> <p>[ReCAAP Focal Point (China), ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (India)]</p>
112.	<i>Libre</i> Bulk carrier Panama 9235854 29885	02/11/2010 0420 hrs	03° 47' N, 98° 42' E Belawan Port, Indonesia	<p>While at berth, three robbers armed with knives boarded the bulk carrier. The duty crew noticed the robbers and approached them. The robbers threatened the duty crew, threw a life raft overboard and escaped. The alarm was raised and the crew mustered.</p> <p>[ReCAAP Focal Point (Japan)]</p>
113.	<i>Mell Seletar</i> Container ship Antigua & Barbuda 9428229 7545	02/11/2010 1830 hrs	14° 33' N, 120° 56' E 2.3 nm off Breakwater, South Harbour, Manila, Philippines	<p>While at anchor, five robbers approached and boarded the container ship from a motorised banca. One of the crew noticed the robbers and informed the master. The master sounded the emergency alarm immediately and reported the incident to the Philippine Coast Guard (PCG) who is also the ReCAAP Focal Point (Philippines) via the VHF radio. Upon realising that they had been detected, the robbers jumped overboard and escaped in their motorised banca.</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
113.				<p>Upon receipt of the report, the PCG despatched a patrol boat to the location of the incident and conducted a search in the vicinity but was unable to locate the robbers.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
114.	<p><i>Mineral Hokkaido</i> Bulk carrier Panama 9384954 90423</p>	<p>06/11/2010 1953 hrs</p>	<p>01° 01' N, 106° 41' E</p> <p>Approximately 5.6 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia</p>	<p>While underway, six robbers armed with long knives boarded the bulk carrier from a small boat. The robbers entered the bridge, threatened and tied up the crew. The robbers stole cash, a laptop, digital camera and mobile phones before they escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>
115.	<p><i>NCC Haiel</i> Chemical tanker Panama 9335068 29575</p>	<p>07/11/2010 0140 hrs</p>	<p>01° 42' N, 101° 27' E</p> <p>Off Dumai Port, Indonesia</p>	<p>Whilst at anchor, two robbers boarded the tanker. The duty crew spotted the robbers and raised the alarm. The robbers jumped overboard and escaped. The master reported the incident to the port authority.</p> <p>[IMO]</p>
116.	<p><i>Brazil Star</i> Bulk carrier Liberia 8204638 100912</p>	<p>16/11/2010 0205 hrs</p>	<p>01° 01' N, 106° 40' E</p> <p>Approximately 6.67 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia</p>	<p>While underway, eight robbers armed with long knives boarded the bulk carrier. The robbers stole ship's cash and crew's personal belongings before they escaped.</p> <p>[IMO]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
117.	<i>Nautica Kluang</i> Product tanker Malaysia 9048926 1699	16/11/2010 0435 hrs	02° 00' N, 108° 45' E Approximately 8.49 nm northeast of Pulau Muri, northwest of Kalimantan, Indonesia	<p>While underway, six robbers armed with knives boarded the product tanker. They entered the mess room and held the AB hostage. The robbers then entered the master's cabin, held him hostage and stole ship's cash and the master's personal belongings.</p> <p>The robbers then proceeded to the poop deck with the master and AB; and tied them to the winch before they escaped. The master and AB managed to free themselves after the robbers had escaped.</p> <p>[IMO]</p>
118.	<i>Valente Angel</i> Bulk carrier Panama 9445124 16960	16/11/2010 1015 hrs	07° 08' S, 112° 39' E Berth No. 5, Gresik Port, Indonesia	<p>While at berth, two robbers armed with knives boarded the bulk carrier, while two other robbers waited in a small boat. The robbers stole ship stores from the forecabin and the duty watch noticed the robbers. The alarm was raised immediately and the robbers escaped with the stolen stores.</p> <p>[IMO]</p>
119.	<i>Star Mary</i> Product tanker Mongolia 7929542 257	17/11/2010 0301 hrs	01° 17' N, 103° 33' E Approximately 3 nm south of Tanjung Pelepas, Malaysia	<p>While at anchor, six masked men boarded the product tanker from two fibre speed boats. The robbers, armed with parangs (long knives), knives and two pistols, tied the crew with nylon string. They also kicked the Cargo Officer numerous times and he suffered minor injuries. The master also suffered minor injuries during the incident. Two shots were fired by the robbers but no one was injured during the firing.</p> <p>The robbers stole cash, mobile phones, computer, watch, digital camera and walkie talkie. The robbers spoke in Bahasa and English. The Cargo Officer reported the</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
119.				incident to the Singapore Police Force while the local agent reported to the Singapore POCC, who is also the ReCAAP Focal Point (Singapore). [ReCAAP Focal Point (Singapore)]
120.	<i>NYK Altair</i> Container ship Panama 9468308 105900	20/11/2010 0851 hrs	12° 23' N, 066° 19' E Approximately 600 nm northwest of Kochi, India (Arabian Sea)	While underway, the container ship was attacked by pirates armed with RPG launcher. Four RPGs were launched at the vessel, one of them struck the funnel of the vessel. The vessel took evasive actions and after about 30 min, the pirates aborted the chase. The crew was not injured. [ReCAAP Focal Point (Japan)]
121.	<i>Trust Runner</i> Oil tanker Marshall Islands 8913631 28223	21/11/2010	21° 50' N, 091° 39' E Kutubdia Anchorage, Bangladesh	While at anchor, one robber attempted to board the oil tanker using a rope from the poop deck. The crew detected the robber and informed the bridge, who raised the alarm. The robber jumped into the water and escaped. [IMO]
122.	<i>Norna N</i> Chemical tanker Panama 8006866 26450	24/11/2010 0805 hrs	15° 05' N, 067° 05' E Approximately 400 nm west of Mormugao, India (Arabian Sea)	While underway, the chemical tanker detected a blue and white skiff with Yamaha OBM being launched from a dhow/fishing vessel. The skiff with six pirates approached the vessel and fired gunshots. They made three to four attempts to board the vessel using an iron ladder and a grapnel anchor but were not successful due to the evasive manoeuvring by the vessel. The pirates fired one RPG and several gunshots but were unable to board the vessel. Finally they escaped in the skiff and was seen moving towards the mother ship.

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
122.				The crew was not injured. No damage to the vessel was observed. [ReCAAP Focal Point (India)]
123.	<i>Guru Gobind Singh</i> Oil tanker India 9070151 80130	25/11/2010 1640 hrs	14° 52' N, 068° 00' E Approximately 336 nm west of Mormugao, India (Arabian Sea)	While underway, a small skiff with about seven pirates onboard approached the oil tanker from stern. Realising the threat, the master immediately raised the general alarm and took action in accordance with the industry's BMP including increasing speed and carrying out zigzag manoeuvres. Armed with guns, the pirates approached the vessel from starboard quarter and fired at the vessel causing some bullet scars on the hull. The ship master immediately manoeuvred to take the pirate skiff on the windward side thus making it roll vigorously, compelling the pirates to reduce speed and finally move away from the tanker towards the mother ship which was seen on the starboard beam at a speed of 8.9 knots. The crew was not injured. [ReCAAP Focal Point (India)]
124.	<i>Jahan Moni</i> General cargo ship Bangladesh 9102954 25600	05/12/2010 1536 hrs	8° 11.22' N, 071° 44.09' E Approximately 280 nm from Kochi, India (Arabian Sea)	While underway, pirates in an unknown number of boats chased the general cargo ship. The master engaged evasive maneuvers and reported the incident to the shipping agent as well as UKMTO. The shipping agent in turn reported the incident to MRCC India and authorities in Bangladesh. The pirates managed to board and hijack the vessel after two hours. [ReCAAP Focal Point (Bangladesh)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
125.	AOMTI 301 Tug boat Singapore 9531674 165 Sinobest 2505 Barge Singapore	08/12/2010 0428 hrs	01° 12.15' N, 103° 33.40' E Approximately 4.3 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca and Singapore)	<p>While underway, 10 robbers armed with pistols and parangs (long knives) boarded the tug boat from a speed boat. The tug boat towing a barge was underway from Port Klang to Singapore at the time of the incident. The robbers took away the crew's cash and personal belongings before escaping. The crew was not injured.</p> <p>The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on VHF and NAVTEX to alert mariners operating the vicinity, and informed the MRCC of Jakarta and Putrajaya about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
126.	Oshairij Container ship Qatar 9416018 9955	09/12/2010 0005 hrs	10° 14.52' N, 107° 04.81' E Vung Tau Anchorage, Vietnam	<p>While at anchor, the duty AB onboard the container ship noticed four robbers on the forecastle. The duty officer was informed, the alarm raised and the crew mustered. The robbers then escaped in two waiting boats. Upon inspection, it was discovered that the paint store had been broken into and ship stores were taken.</p> <p>[IMO]</p>
127.	Forest Harmony Bulk carrier Panama 9357896 39895	13/12/2010 0026 hrs	10° 14' N, 107° 29' E Vung Tau Outer Anchorage, Vietnam	<p>While at anchor, the crew noticed four robbers on the bulk carrier and activated the alarm. Realising they have been detected, the robbers escaped with 25 paint cans. Upon investigation, the robbers appeared to have sneaked onto the vessel from the stern via a rope.</p> <p>[ReCAAP Focal Point (Japan)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
128.	<i>Cougar</i> Container ship Liberia 9014080 17156	14/12/2010 0300 hrs	06° 00.7' S, 106° 54.2' E Tanjung Priok Anchorage, Indonesia	While at anchor, five robbers armed with long knives boarded the container ship. They took the duty watchman hostage and threatened him with knives. Three of the robbers entered the crew accommodation and stole property from the safety locker before the robbers escaped in a waiting speed boat. [IMO]
129.	<i>Surya Wira I</i> Tug boat Indonesia 9183233 104 <i>Surya Nawa 9</i> Barge	23/12/2010 0340 hrs	01° 11.29' N, 103° 34.47' E Approximately 5.6 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca and Singapore)	While underway, eight robbers armed with pistol and parang (long knives) boarded the tug boat from a speed boat. The tug boat, towing a barge laden with coal, was underway from south of Tanjung Pelepas anchorage to Kuching, east Malaysia at the time of the incident. The robbers took away the crew's belongings including cash, a laptop and ten mobile phones before escaping. One crew member sustained minor abrasion on his hand. The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on VHF and NAVTEX to alert mariners operating the vicinity, and informed RCC Jakarta and MRCC Putrajaya about the incident. [ReCAAP Focal Point (Singapore)]
130.	<i>Forward Bright</i> Oil tanker Hong Kong 9332834 59164	26/12/2010 0415 hrs	01° 19.38' N, 104° 14.22' E Approximately 2.4 nm southeast of Tanjung Ayam, Malaysia	While at berth, five armed robbers, of which two of them were armed with long knives, boarded the oil tanker. The robbers threatened the crew by placing their knives on the neck and stomach of the crew. The robbers stole machinery spares before they escaped. After the robbers had escaped, the alarm was raised, crew mustered and a search was conducted on the

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
130.				<p>vessel. The master also thereafter increased the frequency of security rounds on the vessel.</p> <p>According to the master's statement, the robbers wore shorts and t-shirts and were barefooted. They spoke in English and wanted to rob with minimal fuss and escape as fast as possible.</p> <p>The master reported the incident to the Johor Port Control and the Coast Guard/Marine Police On VHF. The authorities boarded the vessel for investigation and increased patrol in the area.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
131.	<p><i>Samho T8</i> Tug boat Belize 9566667 448</p>	<p>30/12/2010 0535 hrs</p>	<p>01° 19.97' N, 104° 17.62' E</p> <p>Approximately 3.5 nm southeast of Tanjung Ramunia, Malaysia</p>	<p>While at anchor, six robbers boarded the tug boat from a speed boat. The robbers held the crew hostage in a cabin, and took away cash and the crew's personal belongings. They damaged some of the ship equipment before escaping. The crew was not injured.</p> <p>The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on VHF and NAVTEX to alert mariners operating the vicinity. The POCC also informed the Singapore Police Coast Guard, Republic of Singapore Navy, RCC Jakarta and MRCC Putrajaya about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
132.	<p><i>SG Victory</i> Tug boat Singapore</p> <p><i>AZ Guangzhou</i> Barge</p>	31/12/2010 1030 hrs	<p>21° 19.8' N, 91° 33.1' E</p> <p>35 nm southwest of Kutubdia Island, Bay of Bengal</p>	<p>While the tug boat was underway towing a barge, 40 pirates boarded the barge. They approached in two engine driven wooden boats and used rope and hooks to board the barge which was carrying machineries for power plants. They stole some of the machineries before trying to escape. The crew was not injured.</p> <p>The master reported the incident to the ship's agent in Singapore who informed the local agent in Bangladesh. The local agent informed the Bangladesh Coast Guard and Bangladesh Navy immediately. A naval patrol boat which was patrolling nearby was rushed to the location of the incident and apprehended the pirates and the two boats carrying them. The stolen goods were also recovered.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
133.	<p><i>Hub I</i> Tug boat Malaysia 9319650 122</p>	31/12/2010 0430 hrs	<p>01° 14.90' N, 103° 26.90' E</p> <p>Approximately 4 nm southwest of Tanjung Piai, Malaysia</p>	<p>While underway, six robbers in a speed boat wearing masks and black attire, armed with machetes boarded the tug boat. They threatened and tied up all crew, and ordered them to surrender all their personal effects and cash. The robbers then escaped with the stolen cash. No injuries to the crew were reported.</p> <p>[Malaysian authorities]</p>

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Attempted Incidents

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

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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]

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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)]

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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>[ReCAAP Focal Point (Japan), ReCAAP Contact Point (Hong Kong)]</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>[ReCAAP Focal Point (Singapore)]</p>

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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)]

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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

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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 to 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)]

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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 outside 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>[ReCAAP Focal Point (Singapore)]</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>[IMO]</p>

Appendix

Details of Incidents for January to December 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
22.	<i>Phoenix Ace</i> Vehicle carrier Panama 8223593 29933	02/10/2010 2130 hrs	22° 11.9' N, 91° 43' E Chittagong Anchorage, Bangladesh	Two robbers armed with knives attempted to board the vessel while at anchor. The robbers attempted to board from the stern of the ship by using bamboo. The duty crew noticed the robbers, alerted the rest of the crew and activated the alarm. Upon noticing the crew had been alerted, the two robbers aborted their attempt and escaped with eight other robbers waiting. [ReCAAP Focal Point (Japan)]
23.	<i>Maersk Phoenix</i> Oil tanker Singapore 9283291 61764	29/10/2010 0730 hrs	17° 40' N, 083° 25' E Visakhapatnam Anchorage, India	Five robbers in a fishing boat approached the oil tanker while at anchor. The robbers attempted to board by throwing a heaving line onto the ship's rail. The duty watch man spotted the robbers and cut the heaving line immediately to prevent them from boarding. The bridge was informed and the duty officer raised the alarm. The crew was mustered and they directed fire hoses towards the boat that resulted in the robbers aborting their attempt to board. The local port control was informed of the incident. [ReCAAP Focal Point (Singapore)]
24.	<i>Maersk Neptune</i> Oil tanker Singapore 9312511 159911	10/11/2010 0500 hrs	10° 32' N, 067° 00' E Approximately 565 nm southwest of Mormugao, India (Arabian Sea)	While underway, the oil tanker detected four suspicious contacts on its radar (suspected to be one mother ship and three skiffs) 15 nm ahead of the vessel. The suspect crafts were heading aggressively towards the vessel. The master assessed the emerging situation and took evasive actions including increasing speed and manoeuvring to evade the suspect crafts. After about 45 min, the suspects aborted the chase. The crew was not injured. The ship master reported the incident to the ReCAAP Focal Point (Singapore) who in turn, reported the incident to the ReCAAP ISC. [ReCAAP Focal Point (Singapore)]

Details of Incidents for January to December 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
25.	<i>Vega Libra</i> Bulk carrier Liberia 9477696 32557	20/11/2010 1545 hrs	13° 05.1' N, 067° 34.2' E Approximately 440 nm southwest of Mormugao, India (Arabian Sea)	While underway, the bulk carrier was attacked by pirates. The vessel enforced anti-piracy measures and the pirates aborted the attack. The crew was not injured. [ReCAAP Focal Point (India)]
26.	<i>Pagona</i> Bulk carrier Panama 9196395 18095	24/11/2010 1631 hrs	14° 44' N, 065° 59' E Approximately 460 nm west of Mormugao, India (Arabian Sea)	While underway, the bulk carrier reported being chased by some small boats. The vessel enforced anti-piracy measures and the pirates aborted the boarding attempts. The vessel was safe and continued on its voyage. [ReCAAP Focal Point (India)]
27.	<i>Pistis</i> Bulk carrier Liberia 8124266 41016	28/11/2010 1230 hrs	14° 51' N, 068° 13' E Approximately 325 nm west of Mormugao, India (Arabian Sea)	While underway, the bulk carrier was attacked by four armed pirates in a boat, who were attempting to board the vessel. The master averted the boarding by evasive manoeuvring and increasing speed. [IMO]
28.	<i>Iver Exact</i> Product tanker Netherlands 9307982 29456	29/11/2010 0600 hrs	16° 59' N, 067° 12' E Approximately 450 nm northwest of Mormugao, India (Arabian Sea)	While underway, the product tanker was attacked by one small skiff. The mother ship later joined in the chase. The master evaded the attack by evasive manoeuvring and adhering to BMP. The crew was not injured. [ReCAAP Focal Point (Netherlands)]

Appendix

Details of Incidents for January to December 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29.	<i>Cape Flamingo</i> Bulk carrier United Kingdom 9344289 90092	14/12/2010 2205 hrs	05° 33.6' S, 106° 59.2' E Off Tanjung Priok, Java Sea, Indonesia	While underway, an unknown number of robbers in an unlit wooden boat attempted to board the bulk carrier. The crew raised the alarm and directed searchlights on the boat, which then turned away. [IMO]
30.	<i>Inaba</i> General cargo ship Panama 9414979 14162	21/12/2010 0815 hrs	09° 00' N, 076° 07' E Approximately 27.2 nm northwest of Quilon, India	While underway, the general cargo ship passed by a small boat, which then gave chase on the vessel. The master increased speed and took evasive action. The boat eventually aborted the chase. [ReCAAP Focal Point (Japan)]
31.	<i>Han Hui</i> General cargo ship Hong Kong 9184550 9373	24/12/2010 1800 hrs	03° 02' N, 105° 17' E Approximately 18.7 nm west of Pulau Mangkai, Indonesia (South China Sea)	While underway, the OOW spotted a speed boat with nine pirates onboard. The vessel engaged in evasive manoeuvres and the suspect speed boat broke off its approach. A search was carried out and no pirates were found onboard. [IMO]



ReCAAP
Information Sharing Centre



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

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