

Report for August 2010

1st August 2010 – 31st August 2010

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Report for August 2010

Executive Summary

In August 2010, a total of 23 incidents comprising 19 actual incidents and four attempted incidents of piracy and armed robbery against ships were reported in the Asian region. Of these, eight were incidents of piracy occurred in the South China Sea and 15 were incidents of armed robbery against ships, mostly occurred at ports and anchorages. Details of the incidents are described in the Appendix.

Overall, August 2010 reported the highest number of actual incidents compared to the same period in 2007-2009. A total of 19 actual incidents were reported in August 2010 compared to six actual incidents reported in August 2009, six actual incidents in August 2008 and nine actual incidents in August 2007. The increase in the number of reported incidents was more apparent in the South China Sea, off Pulau Mangkai, Indonesia and at the port and anchorages of Chittagong, Bangladesh. The details of incidents including its modus operandi are featured in Part 3 of this report.

Majority of the reported incidents in August 2010 occurred when ships were underway compared to ships anchored and berthed. This was a deviation from the general observation of incidents reported in August of 2007-2009 where incidents involving ships at anchor and berth occurred more frequently than incidents involving ships while underway. Of the 13 incidents involving ships while underway in August 2010, 11 incidents (comprising eight actual incidents and three attempted incidents) occurred in the South China Sea and off Pulau Mangkai and Pulau Anambas, Indonesia.



Part 1 - Definitions & Methodology Used

1.1 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.



Part 1 - Definitions & Methodology Used

1.2 Methodology for Classifying Incidents

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

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



Part 1 - Definitions & Methodology Used

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

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

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



Part 1 - Definitions & Methodology Used

1.3 Note on Sources of Information

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

1.4 Note on Maps Used to Depict Location of Incidents

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

1.5 Note on Timing of Incidents

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



Part 2 - Analysis of Incidents in August 2010

2.1 Number and Significance of Reported Incidents

2.1.1 A total of 23 incidents comprising 19 actual incidents and four attempted incidents were reported in August 2010. The total number of incidents reported in August 2010 was highest compared to the same period in 2007-2009. Please see Table 1 below.

	August 2007	August 2008	August 2009	August 2010
Actual	9	6	6	19
Attempted	2	0	2	4
Total	11	6	8	23

Table 1 - Actual and attempted incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

2.1.2 Of the 19 actual incidents reported in August 2010, eight were Category 2 (moderately significant) incidents and 11 were Category 3 (less significant) incidents. No Category 1 (very significant) incident was reported. There has been a marked increase in the number of Category 2 incidents and Category 3 incidents in August 2010 compared to the same period in 2007-2009. Chart 1 shows the significance level of actual incidents reported in August of 2007-2010.

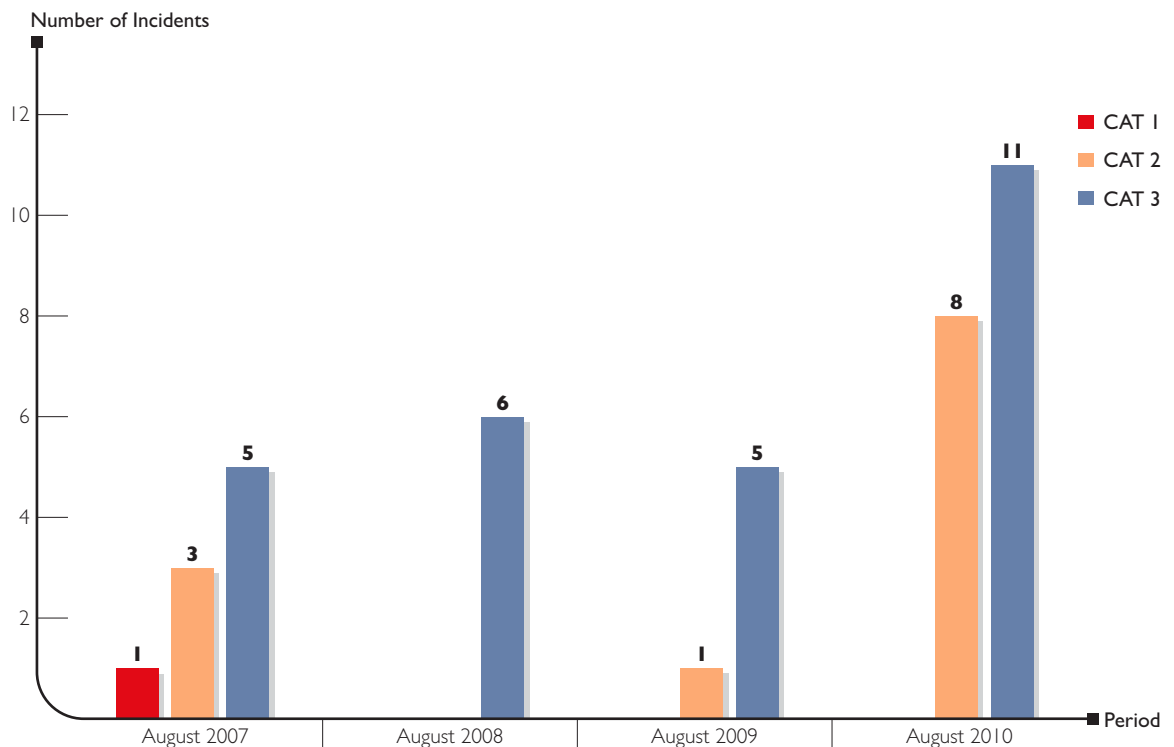


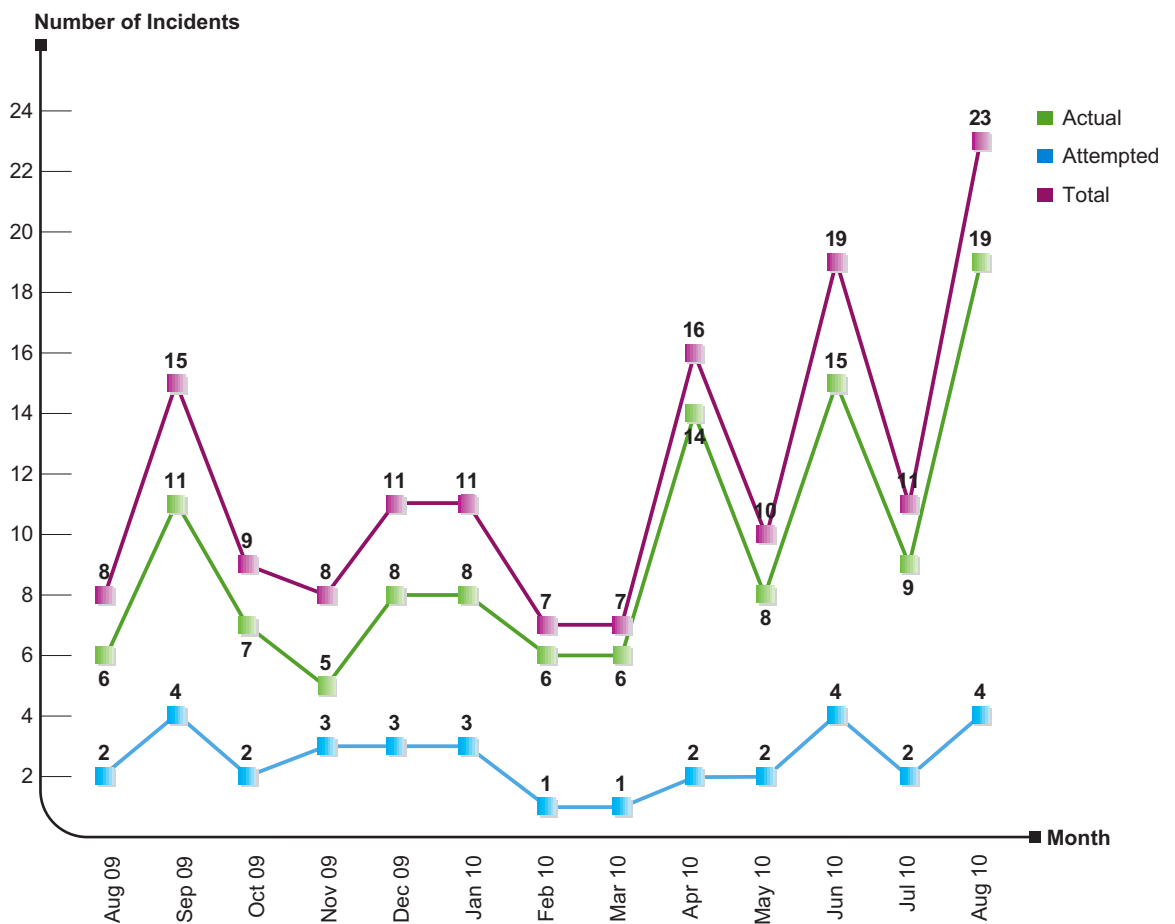
Chart 1 - Significance level of incidents in August of 2007-2010



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Part 2 - Analysis of Incidents in August 2010

2.1.3 Graph 1 shows the number of actual incidents and attempted incidents that occurred between August 2009 and August 2010. During this period, total activity was highest in August 2010 with a total of 23 reported incidents. The ReCAAP ISC will continue to monitor if the activity level in August 2010 persists in the coming months.



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



Part 2 - Analysis of Incidents in August 2010

2.2 Location and Timing of Incidents

2.2.1 Map 1 shows the location of the incidents reported in August 2010. There has been a marked increase in the number of incidents reported in August 2010 compared to the same period in 2007-2009. The increase was most apparent in Bangladesh, Indonesia and the South China Sea.

2.2.2 Bangladesh

A total of four actual incidents were reported at the port and anchorages of Chittagong and Kutubdia, Bangladesh in August 2010. All were Category 3 incidents, mostly petty thefts where mooring ropes were stolen, and the robbers escaped when detected by the crew. No incident was reported in Bangladesh during the same period in 2007-2009.

2.2.3 Indonesia

Six actual incidents were reported in Indonesia in August 2010. Compared to August of 2008 and 2009, there has been an increase in the number of incidents reported in Indonesia in August 2010. Four actual incidents were reported in August 2008 and two incidents in August 2009. Of the six incidents reported in Indonesia in August 2010, three incidents occurred in the waters off Pulau Mangkai and three incidents occurred at anchorages, namely Dumai Port Inner Anchorage; and Balikpapan Anchorage and Tanjung Pemancingan Anchorage, both in East Kalimantan.

2.2.4 South China Sea

There has been a marked increase in the number of reported incidents in the South China Sea in August 2010 compared to the same period in 2007-2009. A total of eight incidents comprising five actual incidents and three attempted incidents were reported in the South China Sea in August 2010 compared to no incident reported in August 2007 and August 2008, and only one actual incident reported in August 2009.

Notably, all five actual incidents reported in August 2010 involved ships while underway. The ReCAAP ISC noted that these incidents involved pirates operating in groups of six men armed with knives, and in some cases, with guns and knives. They were relatively more violent as they threatened the crew, assaulted and/or tied them up in some of the incidents before escaping with cash and personal properties of the crew.



Part 2 - Analysis of Incidents in August 2010

2.2.5 India

There has been an improvement in the situation at the ports and anchorages of India in August 2010 compared to the same period in 2007-2009. Two actual incidents were reported in August 2007 and August 2008, and one actual incident and one attempted incident were reported in August 2009. No incident was reported in August 2010.

	August 2007		August 2008		August 2009		August 2010	
	Actual	Attempted	Actual	Actual	Actual	Attempted	Actual	Attempted
South Asia								
■ Bangladesh							4	
■ India	2		2		1	1		
■ Sub-total	2		2		1	1	4	
Southeast Asia								
■ Indonesia	5	1	4		2		6	
■ Malaysia	1				1		2	
■ Philippines							1	
■ South China Sea					1		5	3
■ Straits of Malacca and Singapore	1	1				1		1
■ Vietnam					1		1	
■ Sub-total	7	2	4		5	1	15	4
Overall Total	9	2	6		6	2	19	4

Table 2 - Location of incidents in August of 2007-2010





Map 1: Location of Incidents in August 2010

Legend

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

Part 2 - Analysis of Incidents in August 2010

2.2.6 Most of the 23 incidents reported in August 2010 occurred during hours of darkness. A total of 15 incidents occurred between 0001 hrs and 0559hrs. Refer to Table 3. This is expected as pirates/robbers masked their approach to the vessel under the cover of darkness, hope to avoid detection by authorities and crew. On this note, ship masters and crew were advised to exercise vigilance and enhance anti-piracy watches during hours of darkness.

	August 2007	August 2008	August 2009	August 2010
1800-2359 hrs	2	1	1	8
0001-0559 hrs	8	4	7	15
0600-1159 hrs	1	1		
1200-1759 hrs				
Total	11	6	8	23

Table 3 - Local time of incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

2.3 Type of Ships Most Frequently Involved in Incidents

2.3.1 Table 4 shows the type of ships involved in incidents reported in August of 2007-2010. In August 2010, bulk carriers appeared to be more commonly involved in incidents compared to other type of ships. Of the 23 incidents, nine incidents involved bulk carriers. Bulk carriers were also more frequently involved in incidents in August 2009, but tankers were more frequently involved in incidents in August 2007 and August 2008.

Type of Ships	August 2007	August 2008	August 2009	August 2010
Bulk Carrier	2		4	9
Chemical Tanker	2	1	1	1
Container Ship	1	1		2
General Cargo Ship	3		1	3
LNG Tanker				1
LPG Tanker		2		
Oil Tanker				3
Product Tanker	2	1		3
Supply Vessel				1
Tanker			1	
Tug Boat	1		1	
Vehicle Carrier		1		
Total	11	6	8	23

Table 4 - Type of ships involved in incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

2.4 Status of Ships Involved in Actual Incidents and its Significance Level

2.4.1 Table 5 shows the status of ships during incidents reported in August of 2007-2010. Of the 23 incidents reported in August 2010, 10 incidents occurred when ships were anchored or berthed; and 13 incidents occurred while ships were underway. This is a deviation from the general observation that majority of the incidents occurred when ships were anchored or berthed compared to incidents involving ships while underway as prevailed in incidents reported in August of 2007-2009. In August 2010, 11 out of 13 incidents involving ships while underway occurred in the South China Sea and off Pulau Mangkai, Indonesia.

Status of Ship	August 2007	August 2008	August 2009	August 2010
Anchored/Berthed	8	6	7	10
Underway	3		1	13
Total	11	6	8	23

Table 5 - Status of ships during incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

- 2.4.2** Chart 2 shows the status of ships involved in actual incidents versus its significance level. Generally, incidents involving ships at anchor and at berth were Category 3 incidents, mostly petty theft incidents committed by robbers who were opportunistic in nature. When detected, the robbers escaped with whatever items they could take with them, and in some instances, they even escaped empty-handed.
- 2.4.3** In August 2010, eight of the 10 actual incidents involving ships while anchored or berthed were Category 3 incidents. The two Category 2 incidents involved oil tankers, *Hiryu* on 4 Aug 10 and *Genmar Gulf* on 10 Aug 10. *Hiryu* was anchored off Pulau Mungging, Malaysia when three robbers suspected to be armed with guns boarded the vessel. The crew raised the alarm, and search for the robbers who escaped empty-handed in a boat. The crew was not injured and nothing was stolen. *Genmar Gulf* was anchored off Tanjung Ramunia, Malaysia when five robbers armed with pistols and knives boarded the vessel, tied up the duty watchman and stole engine spares before escaping.
- 2.4.4** In contrast, incidents involving ships while underway were more severe in nature. In August 2010, six of the nine actual incidents involved ships while underway were Category 2 incidents occurred in the vicinity of Pulau Mangkai, Indonesia. The pirates/robbers involved in these incidents were armed with knives and/or guns; and were aggressive and violent, assaulting and taking the crew hostage. In all six incidents, the pirates/robbers stole cash from the ship and crew, and the crew's personal belongings such as mobile phones, cameras and laptops.



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Part 2 - Analysis of Incidents in August 2010

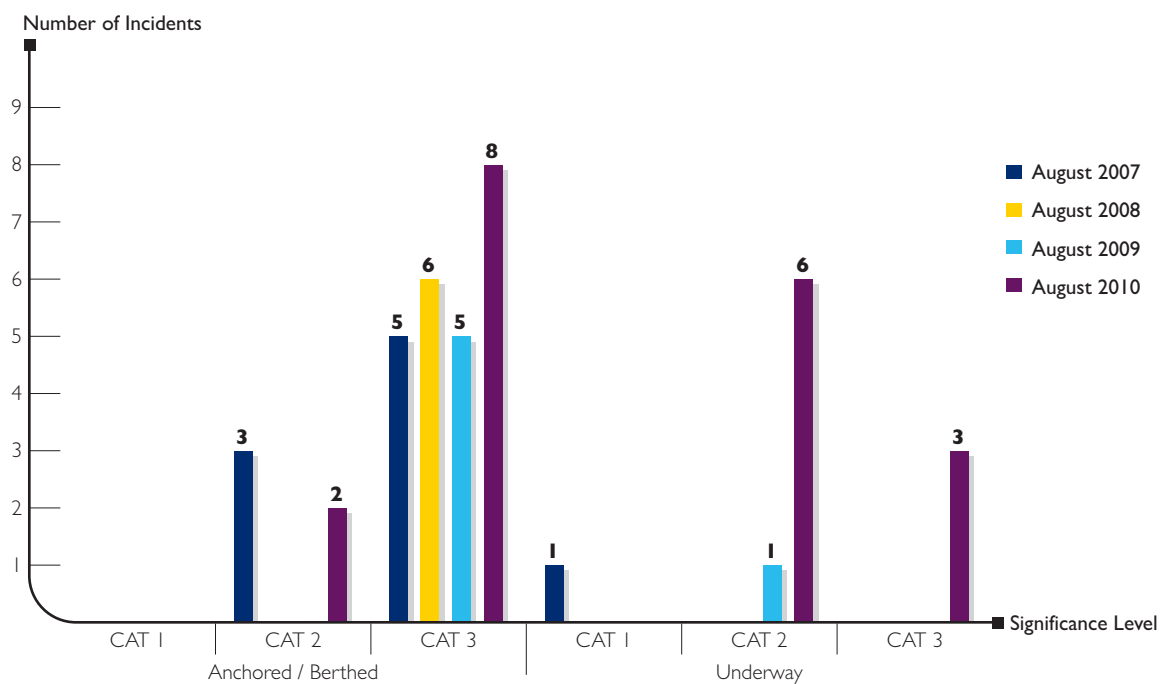


Chart 2 - Status of ships vs significance level of actual incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

2.5 Analysis of Violence Factor

2.5.1 Weapons Used

Chart 3 shows the weapons used by the pirates/robbers in incidents reported in August of 2007-2010. Of the 19 actual incidents reported in August 2010, four incidents involved pirates/robbers armed with guns and knives; 11 incidents involved pirates/robbers armed with knives/machetes; and four incidents involved pirates/robbers who were either not armed or there was no information on whether they were armed.

The four incidents that involved pirates/robbers armed with guns and knives are:

- Armed robbery incident involving the *Saint Kitts* and Nevis-registered oil tanker, *Hiryu* on 4 Aug 10 when three robbers, suspected to be armed with guns, boarded the vessel while she was anchored at approximately 2.5 nm east of Pulau Mungging, Malaysia;
- Armed robbery incident involving the Marshall Islands-registered oil tanker, *Genmar Gulf* on 10 Aug 10 when five robbers armed with pistols and knives, boarded the vessel while she was anchored at approximately 2.4 nm southwest of Tanjung Ramunia, Malaysia;
- Piracy incident involving the Republic of Korea-registered product tanker, *Chem Orchid* on 17 Aug 10 when six pirates armed with automatic guns and long knives, boarded the vessel while she was underway at approximately 12.6 nm northwest of Pulau Mangkai, Indonesia; and
- Armed robbery incident involving the Hong Kong-registered oil tanker, *Yangtze Spring* on 30 Aug 10 when six robbers armed with guns and knives, boarded the vessel while she was underway at approximately 12 nm northwest of Pulau Mangkai, Indonesia.



Report for August 2010

Part 2 - Analysis of Incidents in August 2010

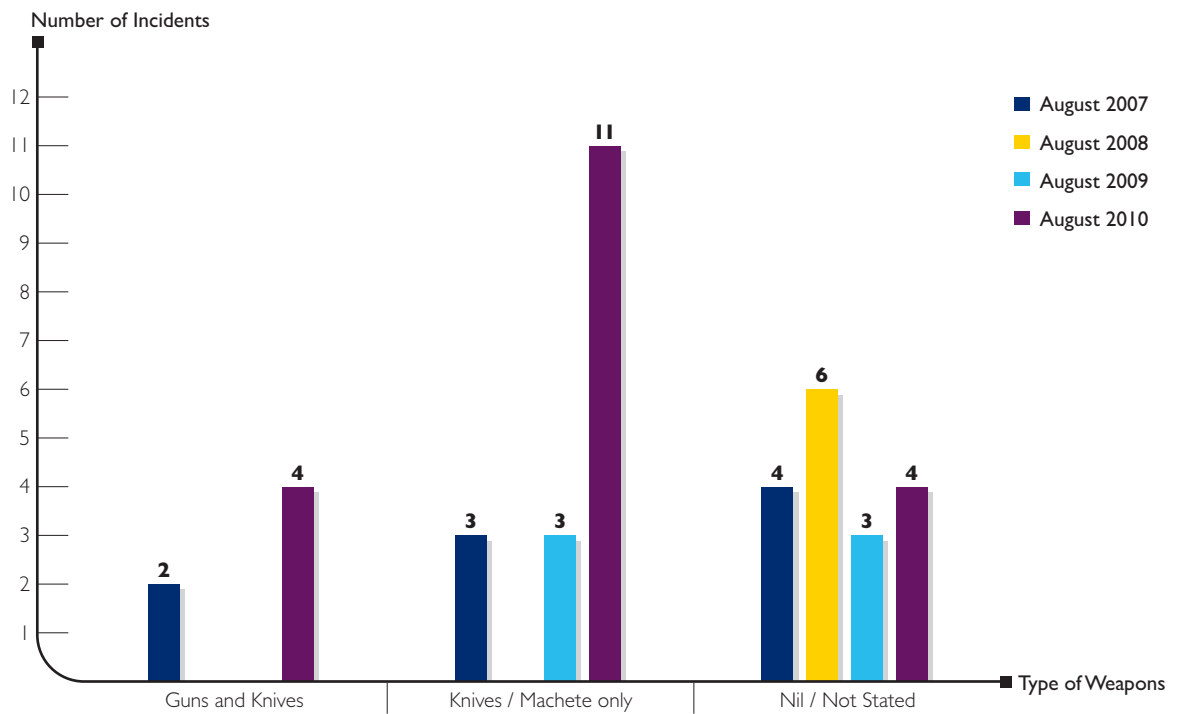


Chart 3 - Weapons used in actual incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

2.5.2 Treatment of Crew

Chart 4 shows the treatment of crew in incidents reported in August of 2007-2010. Of the 19 actual incidents reported in August 2010, two incidents reported that the crew was assaulted; seven incidents reported that the crew was taken hostage; one incident reported that the crew was threatened; and the other nine incidents either reported no injuries to the crew or no information was available.

Compared to August of 2008-2009, the pirates/robbers were more violent and aggressive in August 2010 as 10 out of 19 actual incidents (53%) reported some form of violence meted out to the crew by the pirates/robbers. In August 2009, two out of six actual incidents (33%) reported that the crew suffered some form of injuries; and in August 2008, there were no reports of physical violence suffered by the crew.

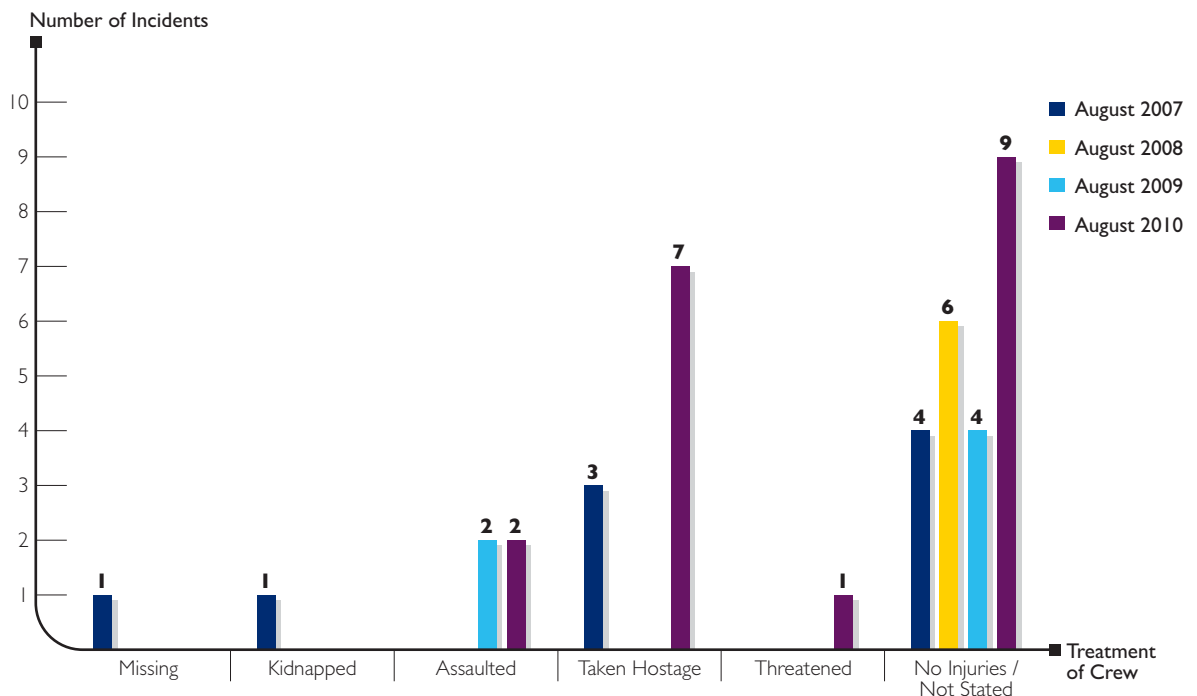


Chart 4 - Treatment of crew in actual incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

2.5.3 Number of Pirates/Robbers

All actual incidents reported in August 2010 involved pirates/robbers operating in groups of 1 to 6. This is consistent with the trend that majority of the incidents occurred throughout the four-year period involved pirates/robbers operating in groups of 1 to 6. Please see Chart 5.

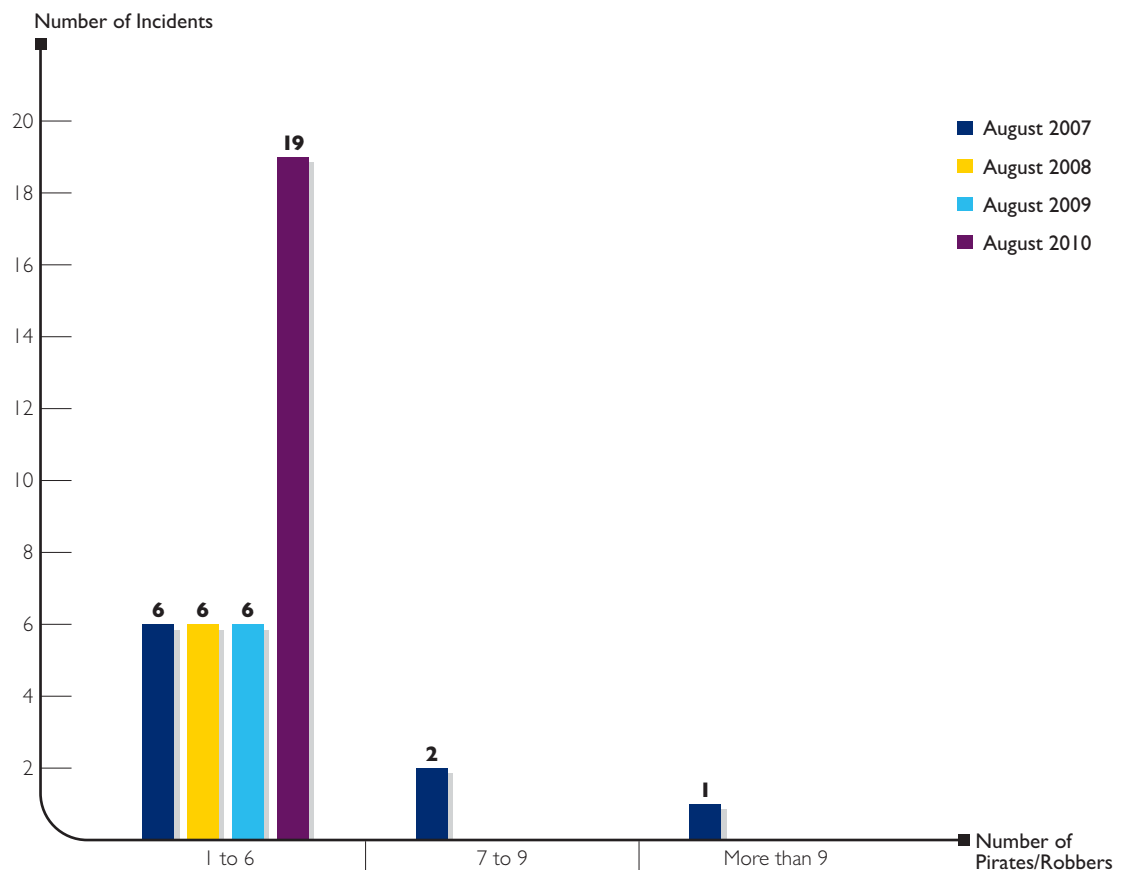


Chart 5 - Number of pirates/robbers in actual incidents in August of 2007-2010



Part 2 - Analysis of Incidents in August 2010

2.6 Analysis of Economic Factor

2.6.1 Economic Losses

Chart 6 shows the economic loss per actual incident in August of 2007-2010. Of the 19 actual incidents reported in August 2010, six incidents involved the theft of cash and property; seven incidents involved the theft of ship stores and engine spares; two incidents involved the theft of unsecured items such as life raft, binoculars and hand-held radios; and four incidents reported nothing was stolen from the vessel or no information was available.

The theft of stores and engine spares has been common throughout the four reporting periods. However, there is an increasing trend of pirates/robbers targeting cash and property including crew's personal belongings, especially in incidents that occurred in South China Sea.

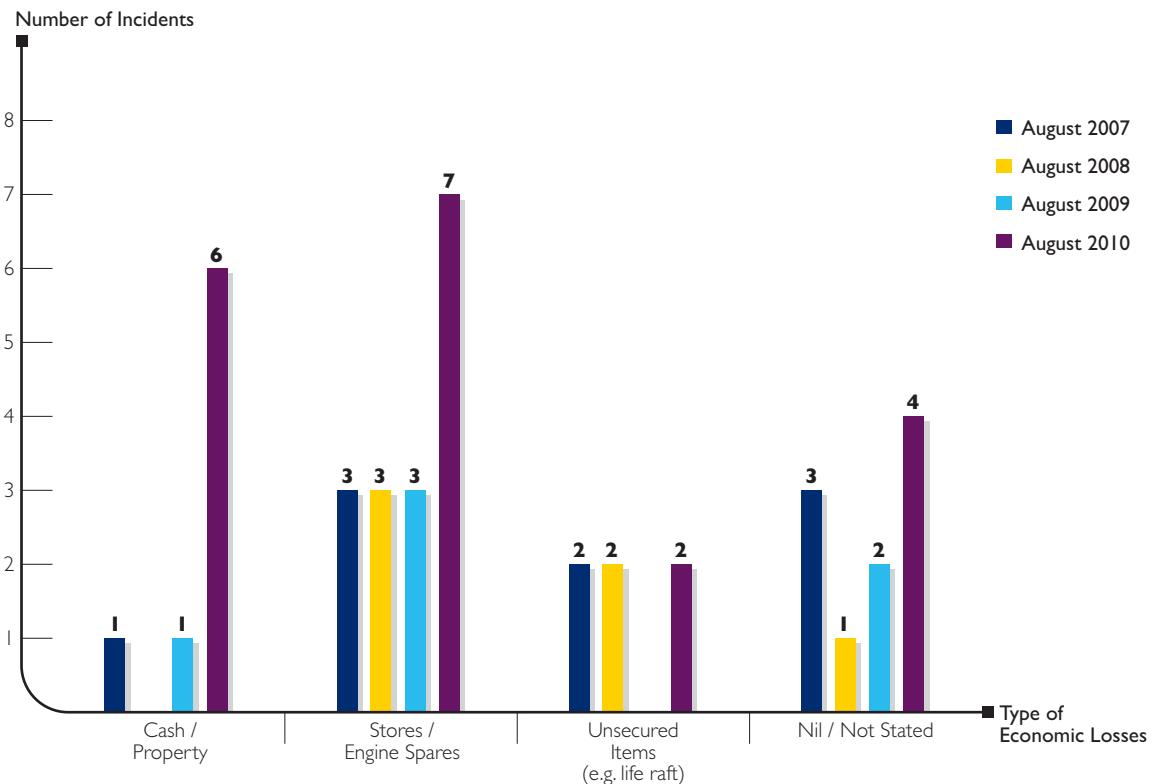


Chart 6 - Reported economic losses in actual incidents in August of 2007-2010



Part 3 - Details of Selected Incidents

3.1 Spate of Incidents Reported off Pulau Anambas and Mangkai, Indonesia

3.1.1 Within August 2010, a total eight incidents of piracy and armed robbery against ships were reported off Pulau Anambas and Pulau Mangkai, Indonesia. These incidents occurred in the waters west of Pulau Mangkai extending from Pulau Damar which covers the recommended transit route for vessels heading southwest to the Singapore Straits, and vessels heading northerly and northeasterly. Of the eight incidents, six were piracy incidents occurred in the South China Sea, and two were incidents of armed robbery off Pulau Mangkai, Indonesia. The incidents are described below.

Incident onboard *Sur* on 6 Aug 10 at or about 0050 hrs

Name of Ship	: <i>Sur</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Liberia
GT	: 16,775



3.1.2 On 6 Aug 10 at or about 0050 hrs, the Liberia-registered bulk carrier *Sur* was underway at approximately 6.5 nm north of Pulau Damar, Indonesia (2° 51' N, 105° 22' E) when five robbers armed with knives boarded the vessel. They held the Second Officer, duty crew and Chief Engineer hostage, and escaped with cash, crew's personal belongings and ships stores.



Part 3 - Details of Selected Incidents

Incident onboard *Stolt Botan* on 16 Aug 10 at or about 0145 hrs

Name of Ship	: <i>Stolt Botan</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Liberia
GT	: 6,415



- 3.1.3** On 16 Aug 10 at or about 0145 hrs, the Liberia-registered chemical tanker *Stolt Botan* was underway at approximately 19 nm northwest of Pulau Mangkai (3° 15' N, 105° 00' E) when about six pirates armed with knives boarded the tanker via the poop deck. The master raised the alarm, mustered the crew and announced over the public address system about the incident. All access to the bridge were locked and Aldis lamp was used to distract the pirates. The pirates escaped empty-handed.
- 3.1.4** The shipping company reported the incident to the ReCAAP Focal Point (Singapore) and the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Incident onboard *Bet Fighter* on 17 Aug 10 at or about 0250 hrs

Name of Ship	: <i>Bet Fighter</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Isle of Man
GT	: 90,991



3.1.5 On 17 Aug 10 at or about 0250 hrs, the Isle of Man-registered bulk carrier, *Bet Fighter* was underway at approximately 28 nm west of Pulau Mangkai (3° 05' N, 105° 07' E) when six pirates armed with long knives boarded the bulk carrier. The pirates entered the bridge, tied up the Second Officer and other crew before breaking into the master's cabin, and threatened him with knives. The master was tied up and the pirates escaped with the ship's cash, stores and crew's personal belongings.



Part 3 - Details of Selected Incidents

Incident onboard *Chem Orchid* on 17 Aug 10 at or about 0340 hrs

Name of Ship	: <i>Chem Orchid</i>
Type of Ship	: Product tanker
Flag of Ship	: Republic of Korea
GT	: 18,094



3.1.6 On 17 Aug 10 at or about 0340 hrs, the Republic of Korea-registered product tanker *Chem Orchid* was en-route from Singapore to Vietnam at approximately 12.6 nm northwest of Pulau Mangkai (3° 17' N, 105° 29' E) when six pirates armed with automatic guns and long knives approached the starboard quarter of the tanker 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 with the stolen items. The master reported the incident to the nearby vessels via VHF radio (Channel 16) and the shipping company.



Part 3 - Details of Selected Incidents

Incident onboard *Vinalines Star* on 18 Aug 10 at or about 0350 hrs

Name of Ship	: <i>Vinalines Star</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Vietnam
GT	: 15,884



3.1.7 On 18 Aug 10 at or about 0350 hrs, the Vietnam-registered bulk carrier, *Vinalines Star* was underway at approximately 11.7 nm west of Pulau Mangkai (3° 05' N, 105° 24' E) when six robbers boarded the vessel via the starboard quarter. The robbers armed with long knives and small crowbars, 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.



Part 3 - Details of Selected Incidents

Incident onboard *Umm Al Amad* on 21 Aug 10 at or about 2300 hrs

Name of Ship	: <i>Umm Al Amad</i>
Type of Ship	: LNG tanker
Flag of Ship	: Marshall Islands
GT	: 136,685



3.1.8 On 21 Aug 10 at or about 2300 hrs, a Marshall Islands-registered LNG tanker, *Umm Al Amad* was underway at approximately 14.3 nm northwest of Pulau Mangkai (3° 11' N, 105° 22' E) when six pirates boarded the vessel from a small boat. Armed with long knives, the pirates held two crew hostage and escaped after taking cash from the ship and the crew. The crew was not injured.



Part 3 - Details of Selected Incidents

Incident onboard *Ideal Bulker* on 30 Aug 10 at or about 0254 hrs

Name of Ship : *Ideal Bulker*
Type of Ship : Bulk carrier
Flag of Ship : Hong Kong
GT : 16,721



- 3.1.9** On 30 Aug 10 at or about 0254 hrs, the Hong Kong-registered bulk carrier, *Ideal Bulker* was underway at approximately 24.3 nm southwest of Pulau Mangkai (2° 59.7' N, 105° 12.2' E) 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 the 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 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.
- 3.1.10** The master suffered injuries while escaping through the porthole and the engineer suffered head injuries as the pirates hit him with the handle of the knife. The master reported the incident to the Hong Kong MRCC.



Part 3 - Details of Selected Incidents

Incident onboard *Yangtze Spring* on 30 Aug 10 at or about 2330 hrs

Name of Ship : *Yangtze Spring*
Type of Ship : Crude Oil Tanker
Flag of Ship : Hong Kong
GT : 156,702



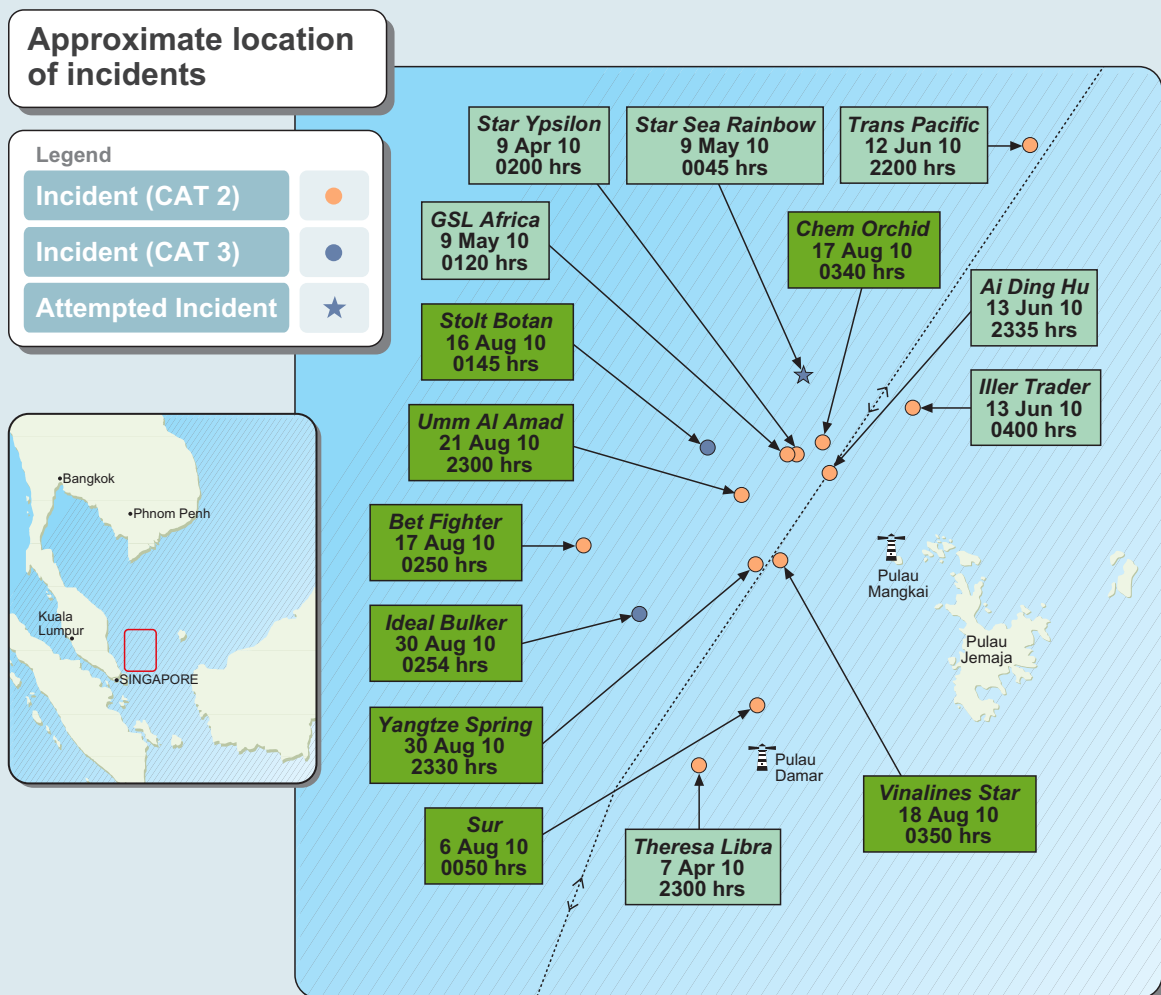
- 3.1.11** On 30 Aug 10 at or about 2330 hrs, a Hong Kong-registered crude oil tanker, *Yangtze Spring* was underway at approximately 14 nm west of Pulau Mangkai (3° 03.8' N, 105° 21.6' E) at speed 14.6 kts when six pirates boarded the vessel from its port side. Armed with guns and long knives, the pirates 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 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.
- 3.1.12** 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.



Part 3 - Details of Selected Incidents

Past Incidents

3.1.13 As of 31 Aug 10, a total of 15 incidents comprising 14 actual incidents and one attempted incident had been reported in 2010. Please see map below.



Part 3 - Details of Selected Incidents

3.1.14 As of August 2010, half of the total number of incidents reported in 2010 occurred in August. As of August 2010, the total number of incidents has already exceeded the total number of incidents that had occurred in the entire year of 2007, 2008 and 2009. See Table 6 below.

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
2007	0	0	0	1	0	0	0	1	2
2008	2	0	2	0	0	1	2	0	9
2009	3	0	3	0	1	2	0	2	11
2010	2	2	3	0	8	-	-	-	15

Table 6 - Total number of incidents

Observations on Incidents Occurred in August 2010

3.1.15 Although not conclusive, detailed analysis of the eight incidents reported in August 2010 indicates the following modus operandi of the pirates/robbers:

- (a) All incidents occurred while the ships were underway, some in closer proximity to the islands than others (in all cases less than 30 nm). Refer Table 7 below.

S/N	Name of Ship	Date of Attack	Time of Attack	Approximate distance from Pulau Mangkai
1	<i>Sur</i>	06 Aug 10	0050 hrs	17 nm
2	<i>Stolt Botan</i>	16 Aug 10	0145 hrs	19 nm
3	<i>Bet Fighter</i>	17 Aug 10	0250 hrs	29 nm
4	<i>Chem Orchid</i>	17 Aug 10	0340 hrs	13 nm
5	<i>Vinalines Star</i>	18 Aug 10	0350 hrs	11 nm
6	<i>Umm Al Amad</i>	21 Aug 10	2300 hrs	14 nm
7	<i>Ideal Bulker</i>	30 Aug 10	0254 hrs	24 nm
8	<i>Yangtze Spring</i>	30 Aug 10	2330 hrs	15 nm

Table 7 - Details of incidents



Part 3 - Details of Selected Incidents

- (b) Groups of six pirates/robbers were involved in each of the incidents with the exception of an incident involving *Sur* where five pirates were reported to be involved. The pirates/robbers generally used speed boats (wooden boats with outboard motors). In some of the incidents, the pirates/robbers boarded the ships from the quarters (probably approaching from aft being the blind sector) using rope with grapnel.
- (c) The attacks occurred under the cover of darkness during two time windows, between 2300 hrs and 2330 hrs; and between 0100 hrs and 0400 hrs.
- (d) The pirates/robbers were usually armed with knives which were used to threaten the crew. In two of the eight incidents, the pirates/robbers were armed with gun/pistol and knives. However, the guns/pistols were not fired.
- (e) There were several similarities in the modus operandi of the pirates/robbers. In five of the eight incidents, the pirates/robbers entered the bridge, tied the duty officer/crew on the bridge, held them hostage and forced the crew to bring them to the master's cabin where they threatened the master to surrender all cash and valuables. In some of the incidents, the pirates/robbers ransacked the cabin of the Chief Engineer, and stole cash and other personal belongings from the other crew as well.
- (f) Seven of the eight incidents reported loss of cash, personal items such as mobile phones, cameras, laptops, walkie talkies, etc. In the incident involving *Yangtze Spring*, the crew's clothes were also stolen.
- (g) Of the eight incidents, two incidents reported that the crew sustained some minor injuries. In the incident involving *Yangtze Spring* on 30 Aug 10, the ship's crew surrounded the pirates which were holding the master and Chief Engineer hostage. This resulted in three of the crew being wounded. In the incident involving *Ideal Bulker* on 30 Aug 10, the master was injured while escaping from the pirates through the porthole, and the engineer was assaulted.



Part 3 - Details of Selected Incidents

- (h) The ships were attacked while underway along the recommended transit route (034-214).
- (i) Although no specific types of ship are targeted, 50% of the vessels involved were bulk carriers. The ReCAAP ISC believed that the pirates/robbers were opportunistic in nature as they did not target particular type of ship. Of the eight incidents, four incidents involved bulk carriers, two incidents involved product tankers, one incident involved oil tanker and one incident involved LNG tanker.

Recommendations to Ship Owners/Operators and Ship Master/Crew

- 3.1.16** The ReCAAP ISC recommends that vessels transiting off the islands of Anambas and Mangkai note the vulnerable timing and the location of past incidents, and adopt adequate anti-boarding measures, especially at the quarters. Enhanced watch-keeping is recommended in the aft sector and other blind sectors to enable early detection of pirates/robbers. ALL ROUND VIGILANCE is highly recommended. Vessels may utilise CCTV cameras to monitor activities on the poop deck from the watch-keeping post. Doors and hatches leading into internal compartments should be locked/secured (from the inside) to control unauthorised access from the open decks (where applicable).
- 3.1.17** Early detection of a possible boarding is the most effective deterrent measure. In addition the crew should be adequately drilled on anti-piracy/sea robbery measures as stipulated in the guidebook on Industry Best Management Practices.
- 3.1.18** Masters are advised to sail as far away as possible from Pulau Mangkai. Most of the incidents reported in the area occurred between 11 nm and 30 nm from Mangkai Light.



Part 3 - Details of Selected Incidents

- 3.1.19** In the event that the pirates/robbers managed to board the ship in spite of anti-piracy measures implemented, it is imperative that the crew remains calm and should not provoke the pirates/robbers or use violence in retaliation as such measures may antagonise the attackers, causing them to inflict harm on the crew. As much as possible, the crew should accede to the demands of the pirates/robbers as they are only there to steal and not to harm the crew. In the incident involving *Yangtze Spring*, three crew were wounded when the crew surrounded the pirates/robbers who were then holding the master and Chief Engineer hostage.
- 3.1.20** The ReCAAP Information Sharing Centre strongly urges ship masters to report immediately all incidents of piracy and armed robbery against ships to the coastal State's Rescue Coordination Centre (RCC). The report should include description of the type of craft used by the pirates/robbers, the direction the craft was heading towards, the presence of mother ship (if any), the number of pirates/robbers involved, their physical appearance and language spoken. While the master reports the incident to the RCC; ship owners and operators are encouraged to report the incidents to the ReCAAP Focal Points.



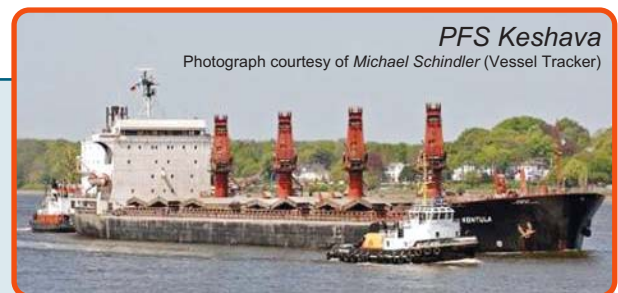
Part 3 - Details of Selected Incidents

3.2 Incidents at Ports and Anchorages of Bangladesh

3.2.1 Four incidents of armed robbery against ships were reported at the ports and anchorages of Bangladesh in August 2010. No incident was reported during the same period in 2007-2009. All four incidents reported in August 2010 were Category 3 incidents which occurred when the vessels were anchored or moored alongside the port. Please see map below on the approximate location of the incidents. The details of the incidents are described below.

Incident of Armed Robbery Onboard *PFS Keshava* on 2 Aug 10

Name of Ship	: <i>PFS Keshava</i>
Type of Ship	: Container ship
Flag of Ship	: Panama
GT	:19,854



3.2.2 The ReCAAP Focal Point (Bangladesh) reported to the ReCAAP ISC an incident onboard *PFS Keshava* on 2 Aug 10. At or about 2340 hrs, the Panama-registered container ship *PFS Keshava* was anchored at Chittagong outer anchorage 'C' (22° 09.11' N, 091° 43.64' E) when robbers armed with long knives boarded the ship. The master reported the incident to the Bangladesh Coast Guard who dispatched a patrol boat to the location of the incident. Four mooring ropes were recovered but the robbers had escaped. The crew was not injured.



Part 3 - Details of Selected Incidents

Incident of Armed Robbery Onboard *Ocean Crown* on 7 Aug 10

Name of Ship	: <i>Ocean Crown</i>
Type of Ship	: Bulk Carrier
Flag of Ship	: Cyprus
GT	: 30,057

3.2.3 The ReCAAP Focal Point (Bangladesh) reported to the ReCAAP ISC another incident occurred on 7 Aug 10. At or about 2000 hrs, the Cyprus-registered bulk carrier *Ocean Crown* was anchored at Kutubdia anchorage (21° 52' N, 091° 49' E) when two robbers armed with knives boarded the bulk carrier 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.



Part 3 - Details of Selected Incidents

Incident of Armed Robbery Onboard *Hong Kong Star* on 15 Aug 10

Name of Ship	: <i>Hong Kong Star</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Saint Vincent & The Grenadines
GT	: 24,597

- 3.2.4** On 15 Aug 10 at or about 0345 hrs, a Saint Vincent and Grenadines-registered bulk carrier, *Hong Kong Star* was underway at Chittagong port anchorage 'A' (22° 15.15' N, 091° 41.73' E) when four robbers armed with knives boarded the bulk carrier from a single engine driven wooden boat. The robbers escaped with four mooring ropes. The crew was not injured.
- 3.2.5** The master reported the incident to the Chittagong Port Authority (CPA) more than an hour after the incident. The CPA relayed the information immediately to the Bangladesh Coast Guard who dispatched 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. When asked about the delay in reporting the incident, the master explained that the incident occurred while *Hong Kong Star* 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. The ReCAAP Focal Point (Bangladesh) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Incident of Armed Robbery Onboard *MT Kirana Tritya* on 23 Aug 10

Name of Ship : *MT Kirana Tritya*
Type of Ship : Products tanker
Flag of Ship : Singapore
GT : 13,203



- 3.2.6** On 23 Aug 10 at or about 2320 hrs, a Singapore-registered product tanker *MT Kirana Tritya* was moored at Chittagong Port berth (22° 16.10' N, 091° 48.21' E). Six robbers approached the vessel in a small wooden boat from the stern. Two of the robbers boarded the vessel but were sighted by the duty crew who raised the alarm and informed the Officer of the Watch (OOW) and other crew over hand-held radios.
- 3.2.7** On being alerted, the OOW sounded the ship's general alarm and announced the boarding on the public address system. Noting that the crew had been alerted, the robbers escaped and jumped overboard. They managed to steal two mooring ropes (about 40-50 m long each) cut from the aft end of the rope securing the tanker to the mooring buoy and shore bollard. The robbers were dressed in underwear only. They were thin, about 160-168 cm tall and were aggressive. The attack lasted for about 10 min. The crew was not injured.
- 3.2.8** The master reported the incident to the Chittagong Port Authority and the shipping company. The company reported the incident to the flag State which is Singapore's Port Operation and Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore).



Part 3 - Details of Selected Incidents

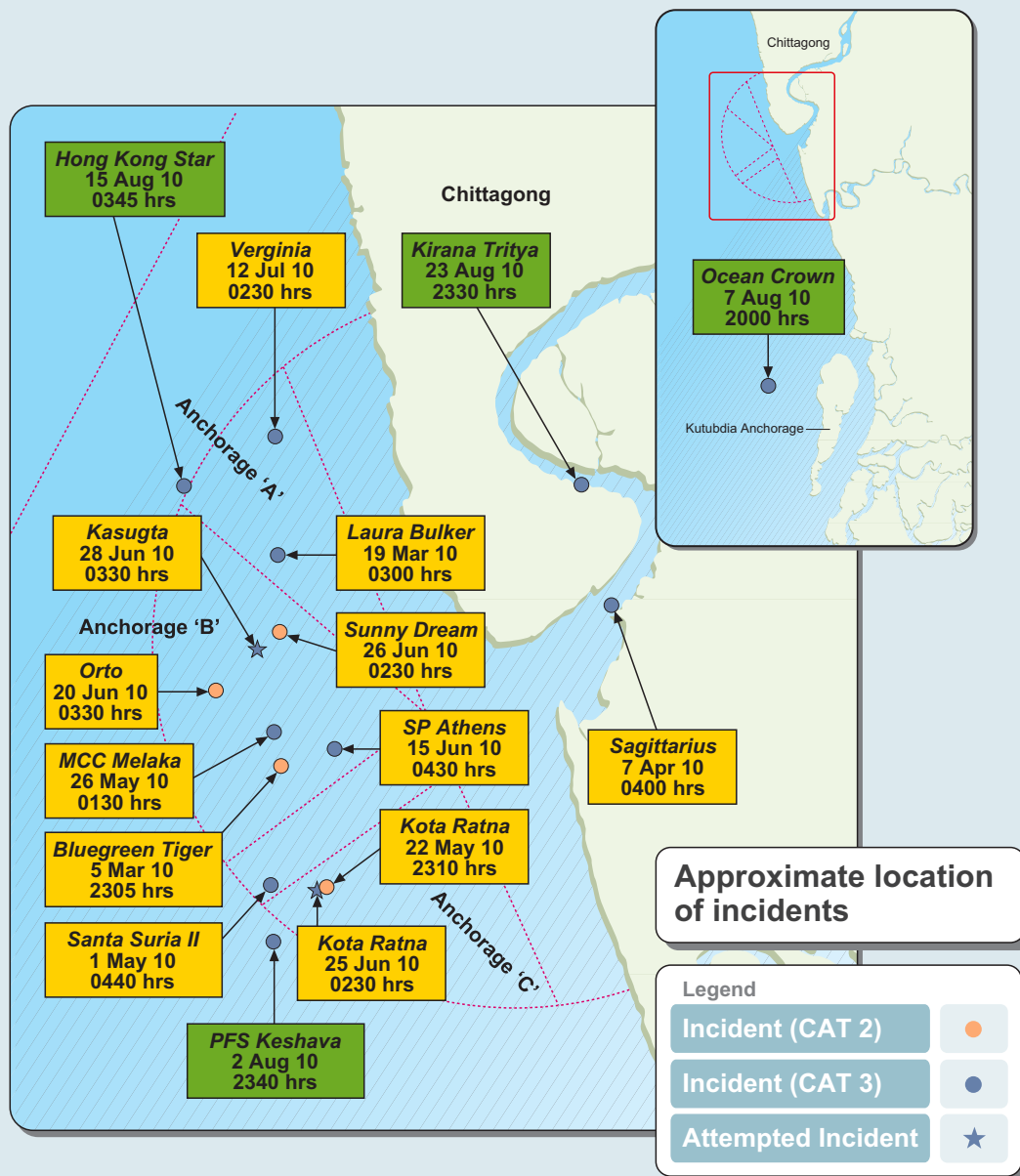
Past Incidents

3.2.9 Since January 2010, a total of 16 incidents comprising 14 actual incidents and two attempted incidents were reported at the ports and anchorages of Bangladesh. All the incidents except one involving *Ocean Crown* occurred at the ports and anchorages of Chittagong. Incident involving *Ocean Crown* occurred at Kutubdia anchorage. Most of these incidents occurred during June 2010 and August 2010. Of the 16 incidents, five incidents occurred in June 2010 and four in August 2010.



Report for August 2010

Part 3 - Details of Selected Incidents



Part 3 - Details of Selected Incidents

3.2.10 Between January and August 2010, a total of 16 incidents had been reported at the ports and anchorages of Bangladesh in 2010. Compared to the same period in 2007-2009, January-August 2010 reported the highest number of incidents. Refer to Table 8 on the occurrence of incident throughout 2007-2009. The increase may be attributed to the high ship traffic density and movements at the port and anchorages of Chittagong, and greater awareness in reporting of incidents to the Port Authority.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Jan-Aug	Sep	Oct	Nov	Dec	Total
2007	0	1	1	0	2	1	6	0	11	1	1	0	0	13
2008	0	1	2	3	1	1	1	0	9	0	0	1	2	12
2009	0	0	1	0	2	2	2	0	7	6	3	0	3	19
2010	0	0	2	1	3	5	1	4	16	-	-	-	-	-

Table 8 - Incidents occurred during January-August of 2007-2010

3.2.11 Most of the incidents occurred while the ships were anchored or berthed at the port and anchorages of Chittagong except for the incident onboard *Ocean Crown* which was boarded by robbers while the ship was anchored off Kutubdia. No specific type of ship was targeted as the robbers were opportunistic in nature. Of the 16 incidents reported during January-August 2010, six incidents involved bulk carriers, five incidents involved tankers, four incidents involved container ships and one incident involved a general cargo ship.

3.2.12 Knives and machetes were commonly used by robbers to cut ropes and other items found onboard ships. On some occasions, knives were used to threaten the crew when the robbers were detected. The crew did not suffer any injuries except for the incident involving *Ocean Crown* when one watchman sustained minor hand injury.



Part 3 - Details of Selected Incidents

3.2.13 The ReCAAP ISC noted that 69% (11 out of 16) incidents involved robbers operating in groups of 1-6; while only 31% (five out of 16) incidents reported the involvement of more than six robbers. In comparison, there has been an increase in the number of incidents reporting the involvement of more than six robbers during January-August 2010 (31%) compared to the same period in 2009 where only 29% (two out of seven) incidents reported.

3.2.14 The loss of ship's stores, mainly mooring ropes was observed throughout the period, similar to the trend observed during the same period in previous years.

Recommendations

3.2.15 Ship masters and crew are advised to exercise vigilance and adopt precautionary measures when anchored/berthed at the port and anchorages of Chittagong and its vicinity especially during hours of darkness and times of poor visibility.

3.2.16 The ReCAAP ISC advises ship masters to note the following:

- As per the prevailing regulations at the Chittagong port limits, no boat is allowed to come closer than 50 m to a vessel unless authorised to do so by the Chittagong Port Authority (CPA). All **authorised boats** allowed into the port and anchorages bear a serial number and are **painted bright orange**. During dark hours/restricted visibility, **these authorised boats can be monitored on the radar to be approaching the anchorages from the direction of Karnaphuli river mouth**. Ship masters are advised to verify the identity and check if the boats are authorised by the CPA when in doubt.
- The flow of the current also aided the transportation of berthing/mooring ropes which are usually discarded overboard and subsequently recovered downstream.
- The ReCAAP ISC notes that most of the incidents at port and anchorages occurred during the time of approach of high water slack. While the actual reason is yet to be established, it is believed that the height of the tide and the prevailing current aids in easy operation of small boats normally used by robbers.



Part 3 - Details of Selected Incidents

- Enhanced watch-keeping is highly recommended during hours of reduced visibility either due to heavy rains or absence of moonlight (period of darkness). It should however be remembered that even during hours of moonlight the visibility of small boats may be restricted due to their direction being away from the moon.
- Adequate anti-boarding measures are recommended at the quarters. From past incidents, it is noted that the aft sector (quarter deck) is most vulnerable location for boarding by robbers. In a recent incident the robbers took advantage of the reduced visibility and heavy rain to board the vessel and escape with the stolen items.

3.2.17 The ReCAAP ISC strongly advocates ship masters to report all incidents **immediately** to the nearest coastal State so that the relevant authorities may be able to respond to the incident in time.



Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

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

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

In the revised MSC circulars¹, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 2 on the flow diagram.

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 9.

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



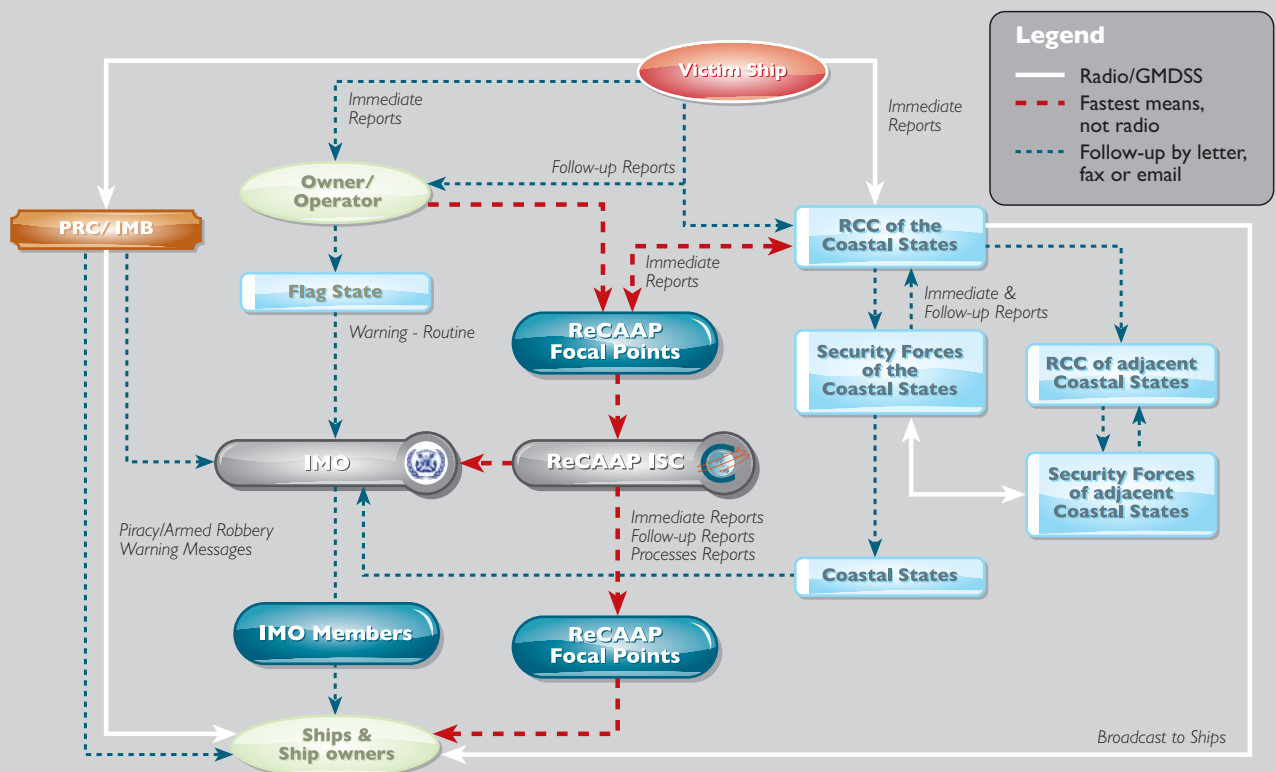
Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

4.2 Recommendation

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



Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships



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.



Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3871-4440 +67-3717-6322	+67-3245-5916
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
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133	+91-22-2433-3727
	+91-22-2438-8065	+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.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
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

Table 9 - Contact Details of ReCAAP Focal Points / Contact Point



Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Nautical Affairs and Operations Netherlands Coast Guard Email: jan.ricken@kustwacht.nl	+31-223-658-315	+31-223-658-303
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 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	+66-2475-4643	+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 3 July 2010

Table 9 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)



Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Actual Incidents




■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. ■	<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	<p>While at anchor, robbers armed with long knives boarded the ship. The ship master reported the incident to the Bangladesh Coast Guard who dispatched a patrol boat to the location of the incident. Four mooring ropes were recovered, but the robbers had escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
2. ■	<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	<p>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.</p> <p>[IMO]</p>
3. ■	<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	<p>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.</p> <p>The master reported the incident to Singapore's Port Operation Control Centre (POCC) who initiated a broadcast to alert mariners and informed MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the Singapore Police Coast Guard (PCG) and the Republic of Singapore Navy (RSN) about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	 <i>Sur</i> 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]
5.	 <i>Ocean Crown</i> 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)]
6.	 <i>Genmar Gulf</i> Oil tanker Marshall Islands 8919154 81135	10/08/2010 0330 hrs	01° 19.4' N, 104° 14.7' E Approximately 2.4 nm southwest of Tanjung Ramunia, Malaysia	Five robbers armed with pistols and knives, boarded the vessel and entered the engine room while the vessel was at anchor. They tied up the duty motorman and stole some engine spares. The Watch Engineer found the motorman and informed the bridge who raised the alarm. The port control was informed and the Malaysian authorities boarded the vessel for investigation. [IMO]

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.	<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]
8.	<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)]

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9.	<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>
10.	<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>

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010




Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.	<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 crews' personal belongings. [MSTF-IFC]
12.	<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)]

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
13. 	<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 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]
14. 	<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)]
15. 	<i>Kirana Tritya</i> Product tanker Singapore 9279678 13203	23/08/2010 2330 hrs	22° 00' N, 091° 21' E Chittagong Port, Bangladesh	While at berth, six robbers armed with long knives boarded the vessel from a small wooden boat. Two of the robbers boarded the vessel via the mooring deck astern. The duty crew sighted the robbers and alerted the OOW as well as the other duty crew and watchman. The OOW raised the alarm and announced via the public addresser about the presence of the robbers. The robbers escaped and jumped overboard with 40-50 m of mooring rope cut from the aft end of the rope securing the tanker to the mooring buoy and shore bollard. The robbers were dressed in underwear only. They were thin, about

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
15.				<p>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 .</p> <p>[ReCAAP Focal Point (Singapore), shipping company]</p>
16.	<p><i>High Force</i> Product tanker Panama 9403346 31433</p>	<p>29/08/2010 0245 hrs</p>	<p>01° 16' S, 116° 50' E</p> <p>Balikpapan Anchorage, Indonesia</p>	<p>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.</p> <p>[ReCAAP Focal Point (Japan)]</p>
17.	<p><i>Ideal Bulker</i> Bulk carrier Hong Kong 9085572 16721</p>	<p>30/08/2010 0254 hrs</p>	<p>02° 59.7' N, 105° 12.2' E</p> <p>Approximately 24.3 nm southwest of Pulau Mangkai, Indonesia (South China Sea)</p>	<p>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 walkie talkies stolen from the bridge.</p> <p>The master suffered injuries while escaping through the porthole and the electric 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.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
18.	<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)	<p>While underway at speed 14.6 kts, six pirates boarded the vessel 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 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>
19.	<i>Magic</i> Bulk carrier Liberia 9403073 32379	31/08/2010 0300 hrs	03° 13' S, 116° 23' E Tanjung Pemancingan Anchorage, Indonesia	<p>While at anchor, the alarm for the forecastle watertight doors was activated on the bulk carrier, indicating that they had been opened. An investigation was carried out and it revealed that the forecastle store was broken into. Ship's stores and properties were stolen from the vessel. The whole incident went unnoticed by the crew.</p> <p>[IMO]</p>

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	VOS <i>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)	<p>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.</p> <p>The shipping company reported the incident to the ReCAAP ISC; and the Singapore's Port Operation Control Centre (POCC) initiated a NAVTEX broadcast to alert mariners about the incident and to adopt precautionary measures transiting through the vicinity.</p> <p>[Shipping company]</p>
2.	<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)	<p>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.</p> <p>[ReCAAP Focal Point (Japan)]</p>

Appendix

DETAILS OF INCIDENTS IN AUGUST 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	<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)]
4.	<i>Muroran</i> General cargo ship Panama 9043243 10646	20/08/2010 0420 hrs	5° 12.8' N, 106° 32.6' E Approximately 92 nm northwest of Pulau Sekatung (South China Sea)	While underway, about 12 pirates in three boats, that is 7 or 9 m long, approached and attempted to board the general cargo ship. The vessel increased speed and the ship's whistle was sounded. The vessel managed to outrun the boats after 40 min. [ReCAAP Focal Point (Japan)]

Appendix

DETAILS OF PAST INCIDENT IN JULY 2010

Other Incident (not classified as acts of piracy or armed robbery)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Kaio Maru</i> No. 5 Fishing trawler Japan	17/07/2010 1858 hrs	04° 57.9' N, 128° 58.8' E 60 nm northeast of Talaud Island, Indonesia	<p>The shipping company reported to the 11th Regional Coast Guard Headquarters, Japan Coast Guard (JCG) that they had been unable to contact the fishing trawler since 17 Jul 10.</p> <p>The fishing trawler had reportedly departed Davao Fish Port Complex, Philippines on 16 Jul 10 with one Japanese and eight Filipino crew onboard. They enroute to Palau Island for a fishing venture. The last contact between the shipping company and the vessel was on 17 Jul 10 at approximately 60 nm northeast of Talaud Island, Indonesia.</p> <p>The shipping company mentioned that the fishing trawler has sufficient fuel and water for a 25-day operation. No distress call was received and there were no reports of oil spill or ship wreck at the last reported area. Six sister ships of the shipping company conducted a Search and Rescue (SAR) operation at the last known position. At the time of publishing this report, the fishing trawler is still missing.</p> <p>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Philippines)]</p>