

# HALF YEARLY REPORT

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

2010 JANUARY to JUNE

Dec

Sep

Jun

Mar



# Contents

**EXECUTIVE SUMMARY** 02

**PART ONE** 04

Definitions & Methodology Used

**PART TWO** 08

Half Yearly Report

**PART THREE** 28

Analysis of Selected Locations

**PART FOUR** 50

Details of Selected Incidents

**PART FIVE** 60

News Snippets

**PART SIX** 64

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

**APPENDIX** 70

# EXECUTIVE SUMMARY

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## Executive Summary

During January-June 2010, a total of 71 incidents of piracy and armed robbery against ships were reported in the Asian region. Of these, 58 were actual incidents and 13 were attempted incidents. There has been an increase in the number of incidents reported during January-June 2010 compared to the same period in 2007, 2008 and 2009. The increase was mostly Category 2 (moderately significant) incidents occurred in the South China Sea, and Category 3 (less significant) incidents occurred at the ports and anchorages of Bangladesh, Indonesia and Vietnam. An analysis by locations of the situation off the islands of Anambas, Natuna, Mangkai and Subi Besar in the South China Sea and Vietnam is featured in Part 3 of this report.

The number of Category 1 (very significant) incidents has been fairly consistent throughout the period of January-June of 2006-2010. Of the three Category 1 incidents reported during January-June 2010, all were hijacking incidents involving tug boats. Two of the tug boats, *Asta* and *Atlantic 3* were found by the Philippine Coast Guard (PCG), and their crew rescued by the Malaysian and Vietnamese authorities respectively. In the case of *Asta*, the Philippine Police arrested the pirates who are pending trial in Philippines. As for the hijacking of tug boat, *PU 2007*, the presence of law enforcement agencies was believed to be one of the factors which compelled the pirates to abandon the tug boat and escaped. The hijacking incidents demonstrated information sharing and timely reporting of incident by the ship owners to the ReCAAP ISC and ReCAAP Focal Points, as well as inter-agency cooperation and responses by the authorities in locating the vessels and rescue the crew.


Compared to January-June of 2006-2009, January-June 2010 reported the highest number of incidents involving pirates/robbers armed with guns and knives, and operating in groups of more than 7. The details of the incidents reported during January-June 2010 are described in the Appendix.

Part 4 of this report highlights the case study on incidents that occurred at the anchorages of Chittagong, Bangladesh.

# PART ONE

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## Definitions & Methodology Used

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

## PART ONE

## Definitions & Methodology Used

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

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

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

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

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

## Definitions & Methodology Used

### 1.2 Methodology for Classifying Incidents

#### 1.2.1

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

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



### 1.2.2

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

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

### 1.2.3

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

## 1.3 Note on Sources of Information

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

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

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

## 1.5 Note on Timing of Incidents

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

# PART TWO

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## Half Yearly Report

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



**PART TWO**

## Half Yearly Report

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

#### 2.1.1 Number of Reported Incidents

Table 1 below shows the number of actual and attempted incidents reported in June of 2006-2010. Of the five reporting periods, June 2010 reported the highest number of incidents. In June 2010, a total of 19 incidents (comprising 15 actual incidents and four attempted incidents) were reported compared to 10 incidents (comprising nine actual incidents and one attempted incident) in June 2009, five actual incidents in June 2008, nine incidents (comprising seven actual incidents and two attempted incidents) in June 2007 and 10 incidents (comprising seven actual incidents and three attempted incidents) in June 2006.

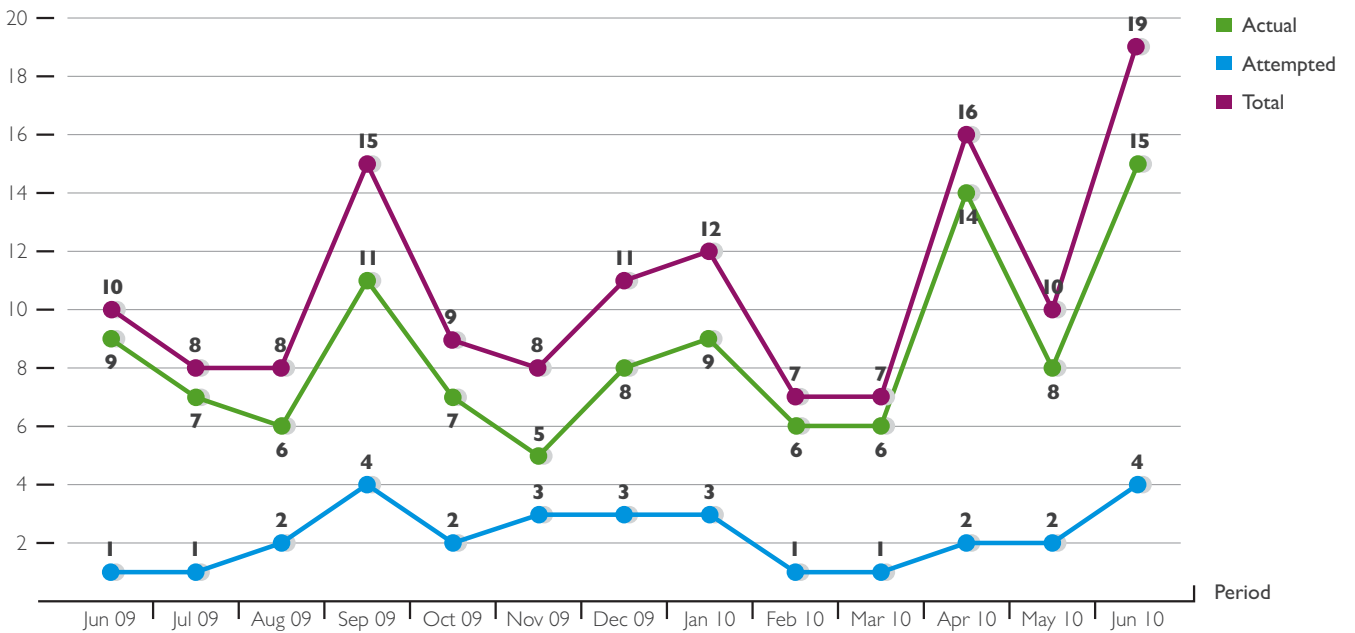
	June 2006	June 2007	June 2008	June 2009	June 2010
Actual	7	7	5	9	15
Attempted	3	2	0	1	4
Total	10	9	5	10	19

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

# Half Yearly Report

Graph 1 shows the number of actual and attempted incidents reported between June 2009 and June 2010. During this period, total activity was highest in June 2010, and lowest in February 2010 and March 2010.

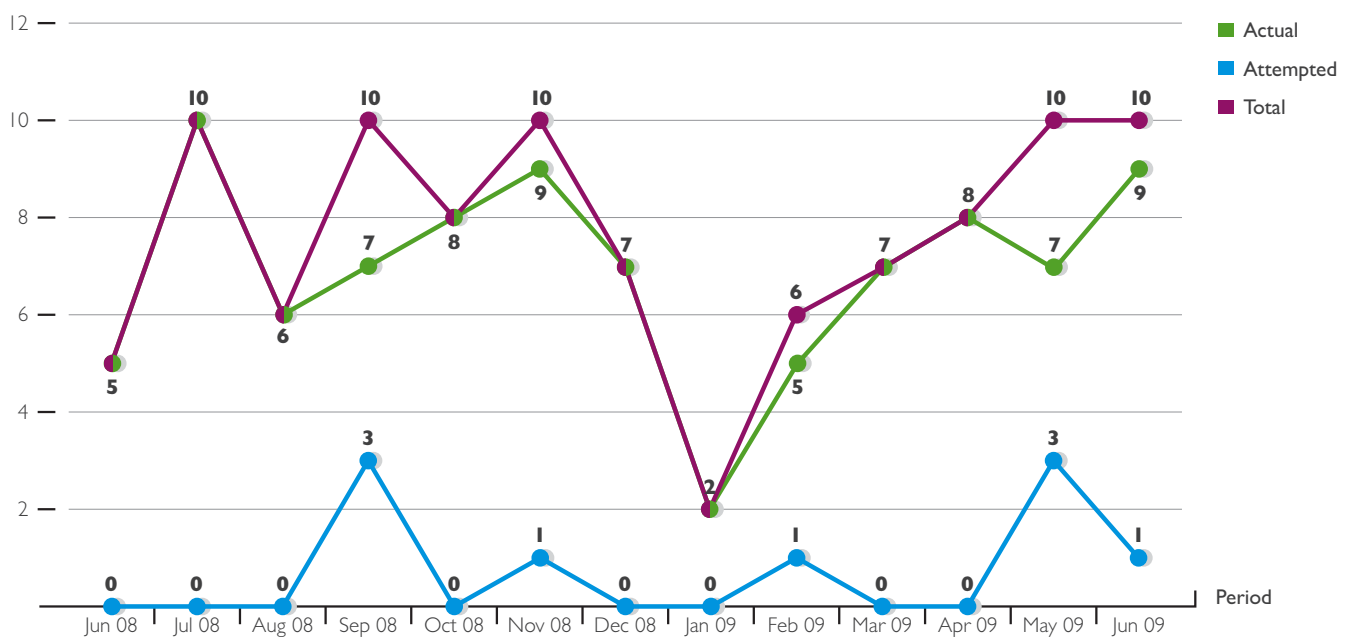
Number of Incidents



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

For the period June 2008-June 2009 (refer to Graph 2), total activity level fluctuated throughout the period. The highest activity level occurred in July 2008, September 2008, November 2008, May 2009 and June 2009, with 10 incidents reported during these months. The lowest was in January 2009 with only two incidents reported.

Number of Incidents

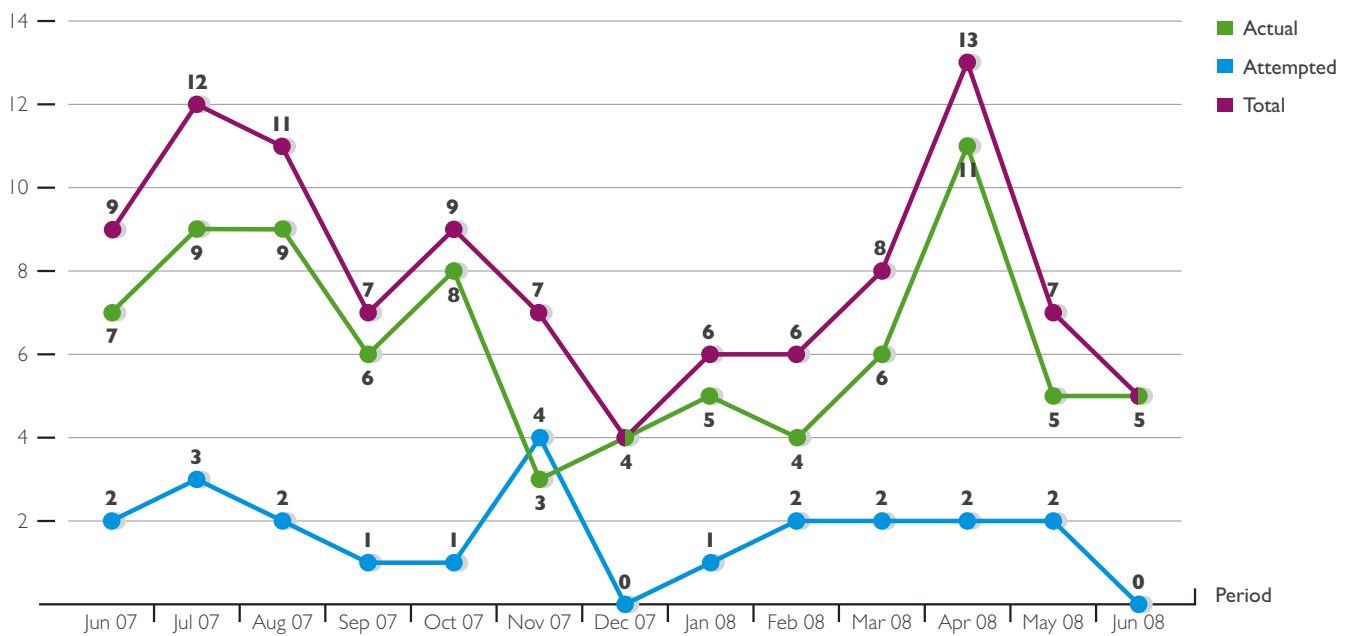


Graph 2 - Number of incidents reported from June 2008 to June 2009

## Half Yearly Report

Between June 2007 and June 2008 (refer to Graph 3), the total activity level was highest in April 2008, and lowest in December 2007.

Number of Incidents



Graph 3 - Number of incidents reported from June 2007 to June 2008

From the activity levels reported between June 2007 and June 2010, the total number of incidents fluctuated with the highest and lowest level occurred at different periods of each year. No particular patterns and trends were observed.

### 2.1.2 Significance Level of Reported Incidents

Chart 1 shows the significance level of actual incidents reported in June 2010 compared to June of 2006-2009. In June 2010, 10 Category 2 (moderately significant) incidents and five Category 3 (less significant) incidents were reported. With the exception of June 2006, majority of the incidents reported in June of 2007-2010 were Category 2 incidents. Seven Category 2 and two Category 3 incidents were reported in June 2009, compared to three Category 2 incidents and two Category 3 incidents reported in June 2008; and four Category 2 incidents and three Category 3 incidents reported in June 2007. In June 2006, all seven incidents were Category 3 incidents. Notably, no Category 1 (very significant) incidents were reported in June throughout the five-year period (2006-2010).

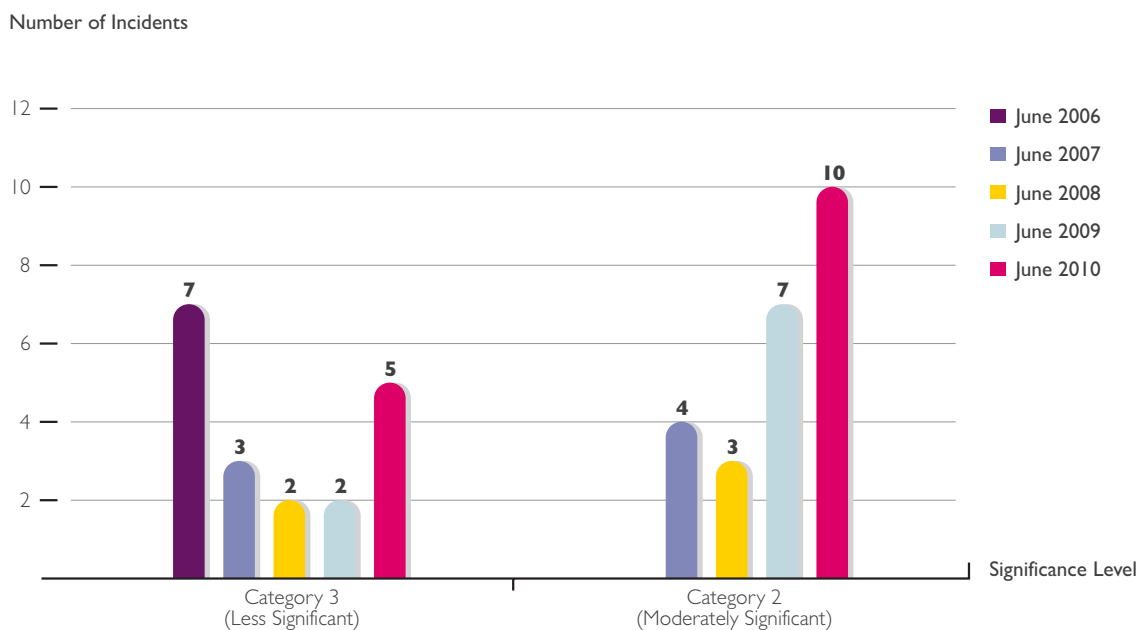


Chart 1 - Significance level of incidents in June of 2006-2010

## Half Yearly Report

### 2.1.3 Location of Reported Incidents

Table 2 shows the location of incidents reported in June 2010 compared to June of 2006-2009. The ReCAAP ISC notes that there has been an increase in the number of incidents reported in Bangladesh and the South China Sea in June 2010 compared to the same period in 2006-2009.

A total of five incidents (comprising three actual incidents and two attempted incidents) were reported in June 2010 at the anchorages of Chittagong, Bangladesh compared to two incidents in June 2009, one incident in June 2008, one incident in June 2007, and three incidents (comprising one actual incident and two attempted incidents) in June 2006.

Similarly, there has been an increase in the number of incidents reported in the South China Sea in June 2010 compared to the same period in 2007-2009. A total of six incidents (comprising five actual incidents and one attempted incident) were reported in June 2010, four incidents in June 2009, two incidents in June 2008, and one attempted incident in June 2007. No incident was reported in June 2006. The ReCAAP ISC advises vessels transiting the South China Sea to exercise vigilance, adopt adequate anti-boarding measures and enhance watch-keeping. Early detection of a possible attack is the most effective deterrent, and reduces risk to the crew and economic losses.

	June 2006		June 2007		June 2008		June 2009		June 2010	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China	1								1	
<b>Sub-total</b>	<b>1</b>								<b>1</b>	
<b>South Asia</b>										
Bangladesh	1	2	1		1		2		3	2
India							1		1	
<b>Sub-total</b>	<b>1</b>	<b>2</b>	<b>1</b>		<b>1</b>		<b>3</b>		<b>4</b>	<b>2</b>
<b>Southeast Asia</b>										
Gulf of Thailand									1	
Indonesia	3	1	5	1				1	1	
Malaysia	1		1		1		1		1	
South China Sea				1	2		4		5	1
Straits of Malacca and Singapore							1		1	1
Vietnam	1				1				1	
<b>Sub-total</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>4</b>		<b>6</b>	<b>1</b>	<b>10</b>	<b>2</b>
<b>Overall Total</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>5</b>		<b>9</b>	<b>1</b>	<b>15</b>	<b>4</b>

Table 2 - Location of incidents reported in June of 2006-2010



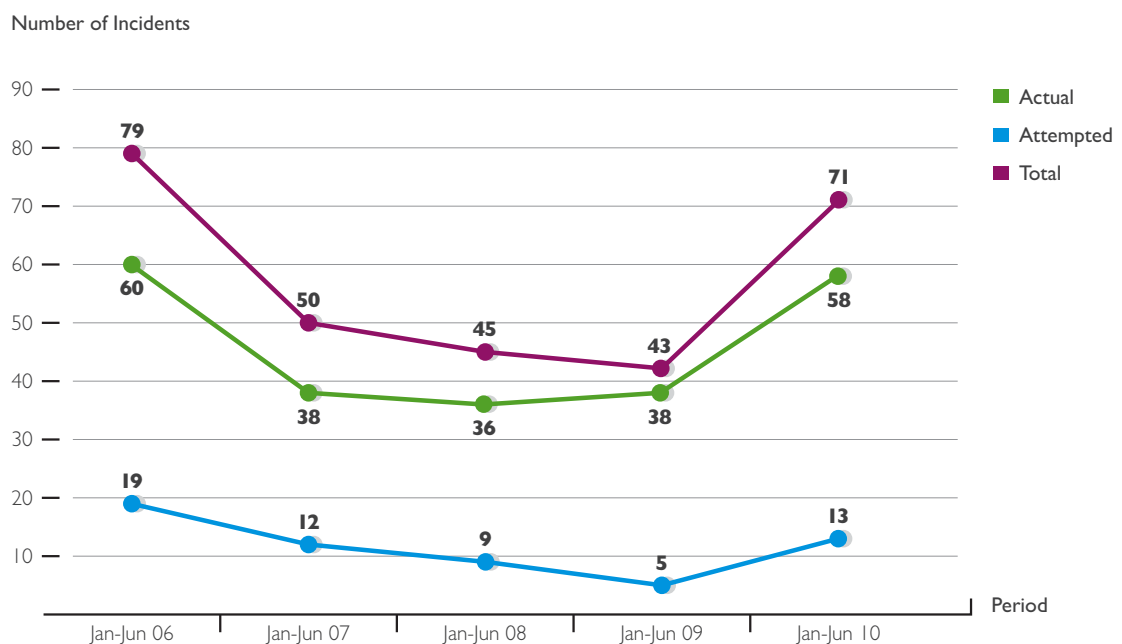
## 2.2 Analysis of Half Yearly Patterns and Trends (January-June of 2006-2010)

There has been an increase in the number of incidents reported during January-June 2010 compared to the same period in 2007-2009. The increase was mostly Category 2 incidents occurred in the South China Sea and Category 3 incidents occurred at the ports and anchorages of Bangladesh, Indonesia and Vietnam. However, the number of Category 1 incidents has remained fairly consistent throughout January-June of 2006-2010.

### 2.2.1 Number of Reported Incidents

Graph 4 below shows the number of incidents reported during January-June 2010 compared to January-June of 2006-2009. During January-June 2010, a total of 71 incidents were reported, of which 58 were actual incidents and 13 were attempted incidents. With the exception of January-June 2006, there has been an increase in the total number of incidents reported during January-June 2010 compared to the same period in 2007-2009.

A total of 50 incidents (comprising 38 actual incidents and 12 attempted incidents) were reported during January-June 2007 compared to 45 incidents (comprising 36 actual incidents and nine attempted incidents) during January-June 2008, and 43 incidents (comprising 38 actual incidents and five attempted incidents) during January-June 2009.



Graph 4 - Total number of incidents reported from January to June of 2006-2010

## Half Yearly Report

### 2.2.2 Significance Level of Reported Incidents

Chart 2 shows the significance level of actual incidents reported during January-June of 2006-2010. During January-June 2010, three Category 1 (very significant) incidents, 22 Category 2 (moderately significant) incidents and 33 Category 3 (less significant) incidents were reported. This is consistent with the trend observed throughout the same period in the past five years (2006-2009), where majority of the incidents were Category 3 incidents which occurred when ships were anchored and berthed at ports and anchorages.

Though majority of the incidents reported were Category 3 incidents, the ReCAAP ISC notes that the number of Category 2 incidents had been on an upward trend since January-June 2007. A total of six Category 2 incidents were reported during January-June 2007, and this increased to eight Category 2 incidents during January-June 2008. A sharp jump to 16 Category 2 incidents was reported during January-June 2009, followed by a further increase to 22 incidents during January-June 2010. Of the 22 incidents, 11 incidents occurred in the South China Sea and off Pulau Mangkai, Indonesia.

During January-June 2010, three Category 1 incidents were reported, all were hijacking incidents involving tug boats. Comparing against the same period in 2006-2009, the number of Category 1 incidents has remained fairly consistent.

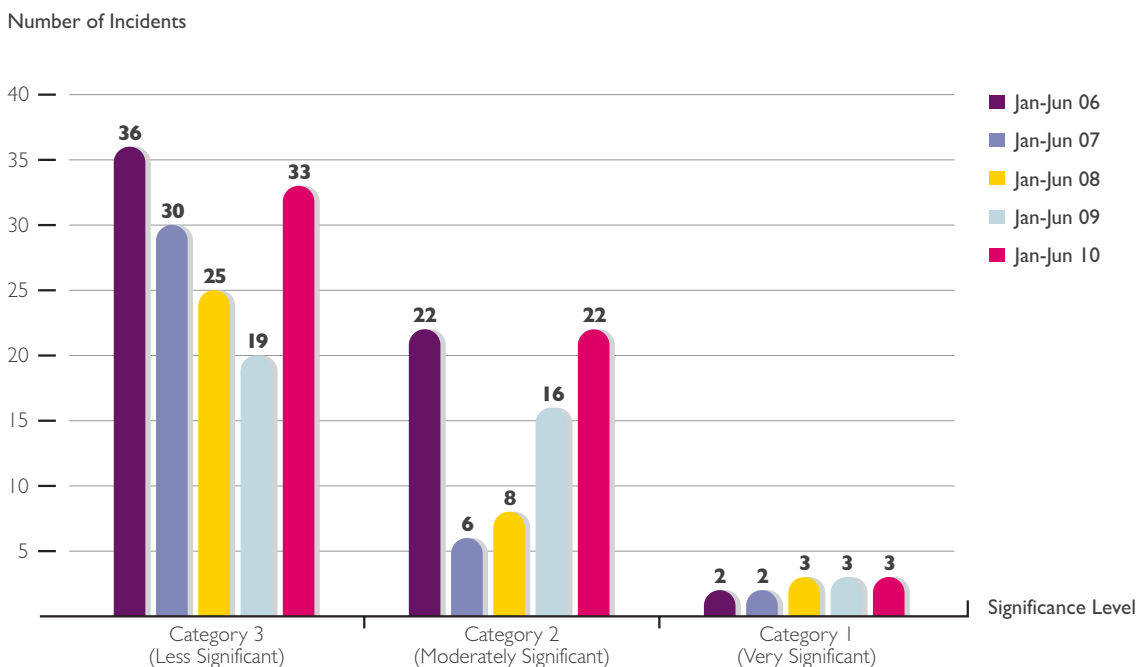


Chart 2 - Significance level of incidents from January to June of 2006-2010

### 2.2.3 Location of Reported Incidents

Table 3 shows the location of incidents reported during January-June 2010 compared against January-June of 2006-2009. The increase in the number of incidents reported during January-June 2010 compared to the same period in 2007-2009 was most apparent in Bangladesh, Indonesia, the South China Sea and Vietnam. Analysis by location of the situation off the islands of Anambas, Natuna, Mangkai and Subi Besar in the South China Sea and Vietnam are described in Part 3 of this report. Map 1 shows the location of all incidents reported during January-June 2010.

	Jan-Jun 06		Jan-Jun 07		Jan-Jun 08		Jan-Jun 09		Jan-Jun 10	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China	1								1	
<b>Sub-total</b>	<b>1</b>								<b>1</b>	
<b>South Asia</b>										
Arabian Sea			1	3						
Bangladesh	16	8	5		6	2	4	1	9	2
Bay of Bengal			1						1	
India	1		3		7	1	4		5	
<b>Sub-total</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>15</b>	<b>2</b>
<b>Southeast Asia</b>										
Gulf of Thailand									1	
Indonesia	23	9	18	5	9	1	3	2	12	6
Malaysia	9	1	4	1	4		8	1	9	
Myanmar							1			
Philippines	1			1	3	1	2	1	1	
South China Sea	3		1	1	3	1	7		10	3
Straits of Malacca and Singapore	3	1	1	1	1	3	3		2	2
Thailand	1		1				1			
Vietnam	2		3		3		5		7	
<b>Sub-total</b>	<b>42</b>	<b>11</b>	<b>28</b>	<b>9</b>	<b>23</b>	<b>6</b>	<b>30</b>	<b>4</b>	<b>42</b>	<b>11</b>
<b>Overall Total</b>	<b>60</b>	<b>19</b>	<b>38</b>	<b>12</b>	<b>36</b>	<b>9</b>	<b>38</b>	<b>5</b>	<b>58</b>	<b>13</b>

Table 3 - Location of incidents reported from January to June of 2006-2010

# Half Yearly Report

Map 1: Location of incidents reported from January to June 2010



## 2.2.4 Type of Ships

Table 4 shows the type of ships involved in incidents reported during January-June of 2006-2010.

Type of Ships	Jan-Jun 06	Jan-Jun 07	Jan-Jun 08	Jan-Jun 09	Jan-Jun 10
Bulk Carrier	20	7	5	8	12
Chemical Tanker	5	5	8	7	12
Container Ship	17	8	9	9	12
Fishing Boat/Trawler	10	1	1	1	1
General Cargo Ship	9	3	7	4	10
LNG Tanker		1			
LPG Tanker			1	1	3
Oil Tanker (including VLCC)		3	4	1	3
Passenger Ship			2		
Pipe Carrier					1
Product Tanker	3	5	1	2	4
Research Support Vessel			1		
Ro-ro Cargo Ship	1				1
Supply Vessel				1	
Tanker	3	11	1		3
Tug Boat	4	4	5	8	9
Vehicle Carrier	1	1			
Yacht	6	1		1	
<b>Total</b>	<b>79</b>	<b>50</b>	<b>45</b>	<b>43</b>	<b>71</b>

Table 4 - Type of ships involved in incidents from January to June of 2006-2010

During January-June 2010, tankers (comprising chemical tanker, LNG tanker, LPG tanker, oil tanker and product tanker) appeared to be more vulnerable to attack. Of the 71 incidents, 25 incidents involved tankers.

Of the 25 incidents involving tankers, five occurred off Tanjung Ayam, Malaysia, three at Chittagong anchorage, Bangladesh, two at Balikpapan anchorage, Indonesia and two at Vishakhapatnam anchorage, India. Similarly, tankers were involved in incidents more frequently than the other type of ships during the same period in 2007-2009. In contrast, bulk carriers were more vulnerable during January-June 2006.

## Half Yearly Report

From the patterns and trends of the type of ships involved, the ReCAAP ISC believes that pirates/robbers did not target a particular type of ship as most of the pirates/robbers are opportunists in nature. The type of ships most frequently involved in incidents depends on the frequency of incidents occurred at the port with facilities catering to that specific type of ships and/or cargo.

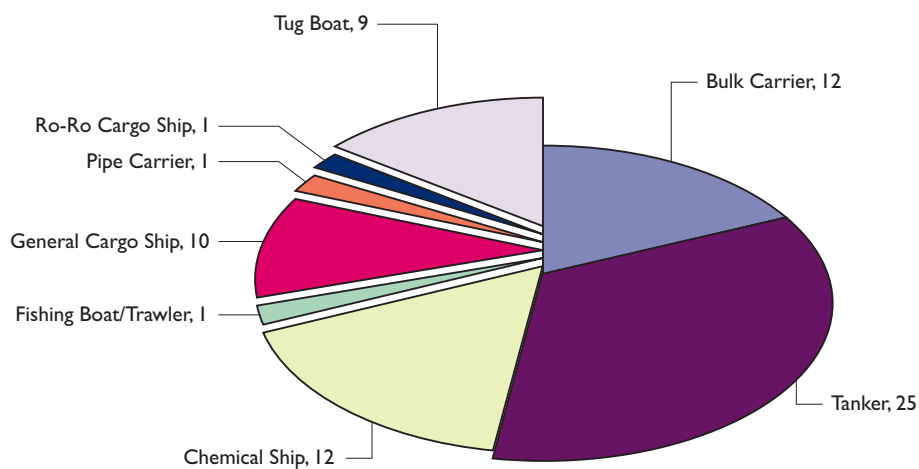


Chart 3 - Type of ships involved in incidents during January-June 2010

The ReCAAP ISC observes the trend of an increasing number of tug boats being attacked since January-June 2006. Nine incidents involving tug boats were reported during January-June 2010 compared to eight incidents reported during the same period in 2009, five incidents in 2008 and four incidents in 2007 and 2006. The relatively slow speed and low freeboard of tug boats make it susceptible to attacks. Tug boats operating closer to shore and in remote areas are more vulnerable to attacks.

### 2.2.5 Status of Ships

Table 5 shows the status of ships at the time of the incidents. Of the 71 incidents reported during January-June 2010, 43 incidents occurred when ships were anchored and berthed; and 28 incidents occurred while ships were underway. This is consistent with the observation that majority of incidents occurred when ships were anchored and berthed compared to ships while underway.

Status of Ship		Jan-Jun 06	Jan-Jun 07	Jan-Jun 08	Jan-Jun 09	Jan-Jun 10
Actual Incidents	Anchored/Berthed	37	31	22	21	37
	Underway	23	7	14	17	21
Attempted Incidents	Anchored/Berthed	11	6	3	3	6
	Underway	8	6	6	2	7
Total		79	50	45	43	71

Table 5 - Status of ships during incidents reported from January to June of 2006-2010

## Half Yearly Report

Incidents occurred while ships were anchored and berthed were usually Category 3 incidents. Of the 37 actual incidents involving ships at anchor and berth during January-June 2010, 29 were Category 3 incidents. In contrast, incidents involving ships while underway were relatively more severe and are usually Category 2 or Category 1 incidents. Of the 21 actual incidents involving ships while underway, three were Category 1 incidents, 14 were Category 2 incidents and four were Category 3 incidents. The three Category 1 incidents involved the hijacking of tug boats *Asta* on 6 February 2010, *PU 2007* on 19 April 2010, and *Atlantic 3* on 27 April 2010. Chart 4 shows the status of ships involved in actual incidents versus its significance level.

Number of Incidents

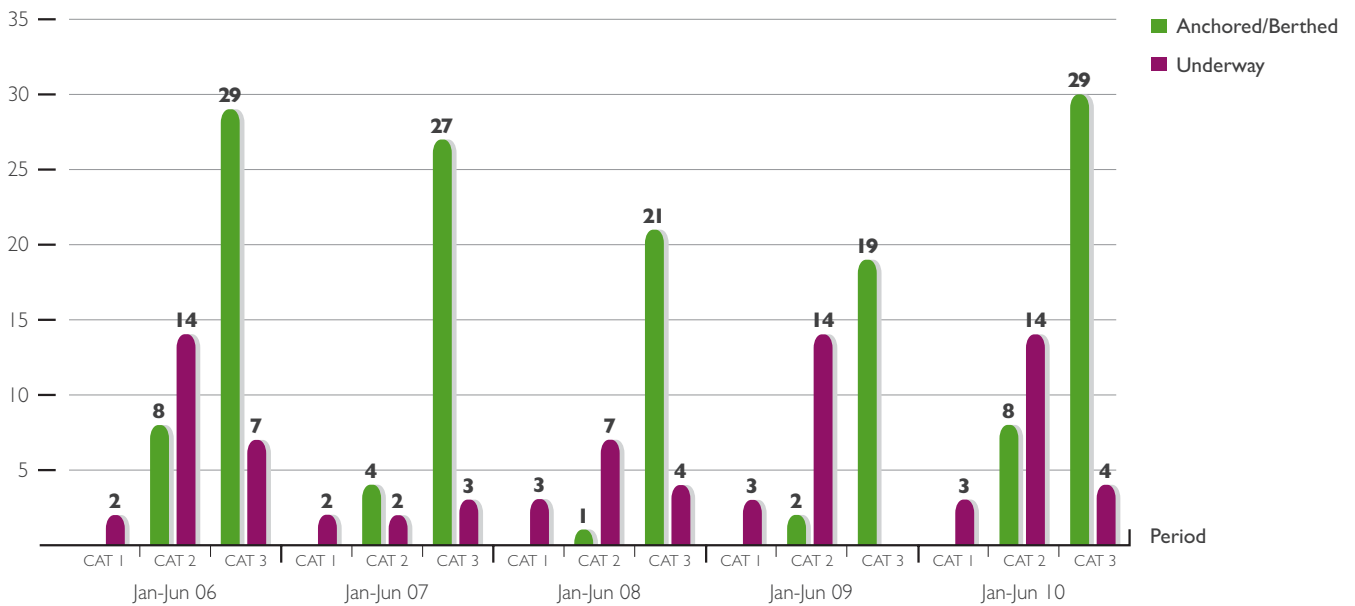


Chart 4 - Status of ship vs significance level of actual incidents from January to June of 2006-2010



## 2.3 Analysis of Violence Factor

### 2.3.1 Weapons Used

Chart 5 shows the weapons used by pirates/robbers in actual incidents reported during January-June of 2006-2010. Over the five-year period, the pirates/robbers predominantly were armed with knives/machetes/others (such as steel pipes, crowbars etc.). Notably, there has been an increase in the number of incidents involving the use of knives/machetes by pirates/robbers. During January-June 2010, a total of 28 incidents involved pirates/robbers armed with knives/machetes/others, the highest number compared against the same period in 2006-2009. The number of incidents involving pirates/robbers who were armed with guns and knives has also increased during January-June 2010 compared to the same period in 2006-2009. A total of nine incidents involving pirates/robbers armed with guns and knives were reported during January-June 2010.

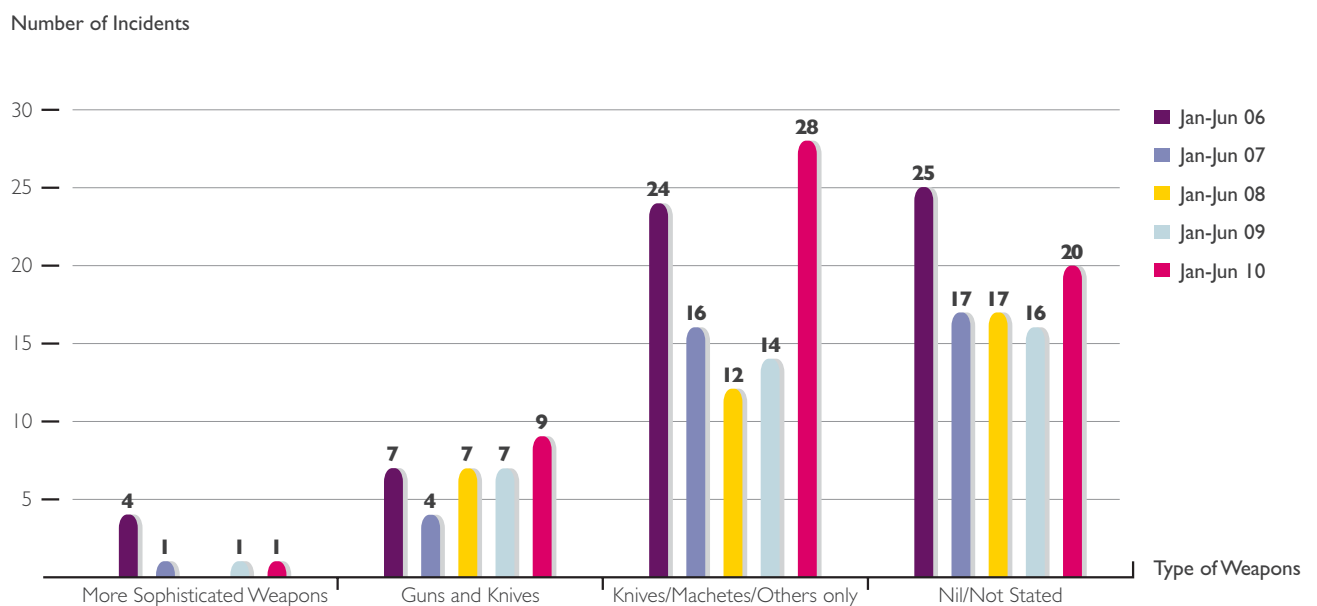


Chart 5 - Type of weapons used in actual incidents from January to June of 2006-2010

## Half Yearly Report

### 2.3.2 Treatment of Crew

Chart 6 shows the treatment of crew in actual incidents reported during January-June of 2006-2010. During January-June 2010, there was one incident of crew being kidnapped cum crew abandoned, one incident of crew abandoned and 11 incidents of the crew taken hostage. The incidents involving the kidnap of crew and crew abandoned are:

- ▶ The Chief Engineer of tug boat, *Asta* was kidnapped and taken to Philippines. He managed to escape from the kidnappers and reported the incident to the local authorities. The rest of the crew were abandoned and left adrift in a life raft and later rescued by the Malaysian authorities; and
- ▶ The crew of tug boat, *Atlantic 3* was abandoned and left adrift in a life raft in the South China Sea after the vessel had been hijacked off Pulau Bintan, Indonesia. The abandoned crew was later rescued by the Vietnamese authorities.

Number of Incidents

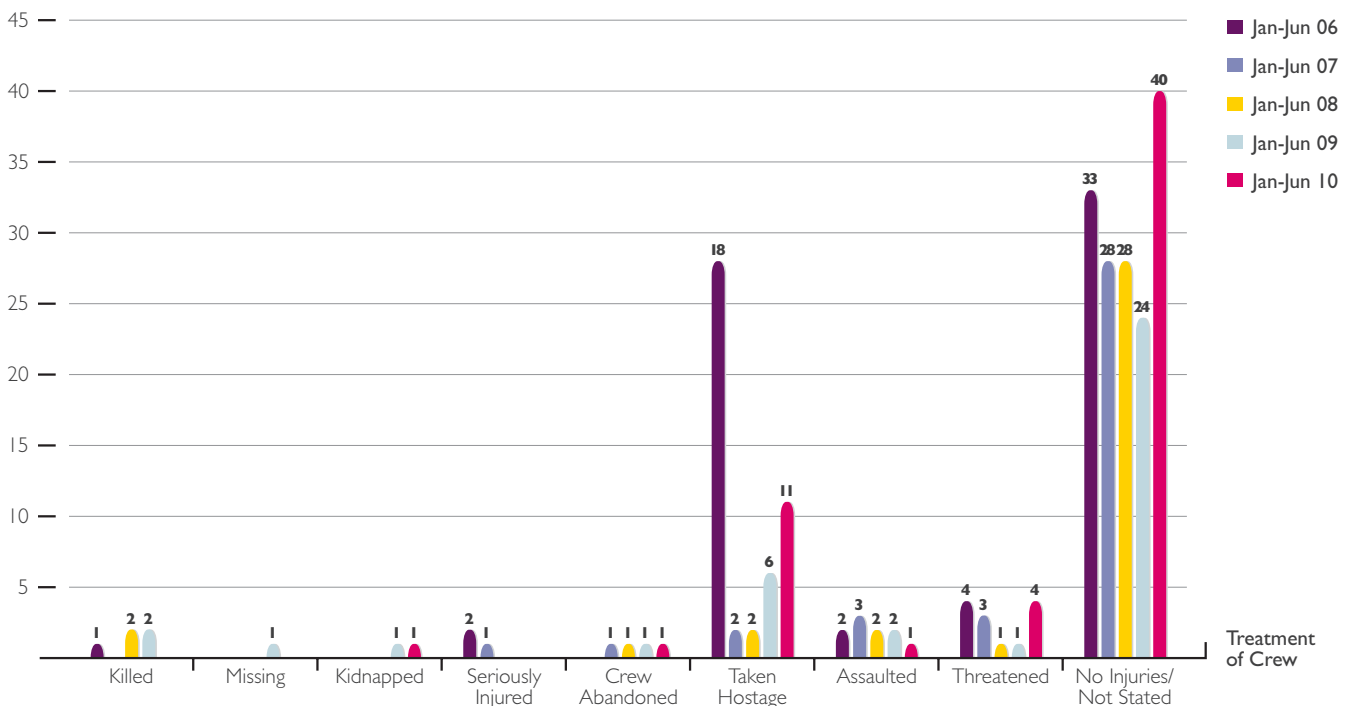


Chart 6 - Treatment of crew in actual incidents from January to June of 2006-2010

### 2.3.3 Number of Pirates/Robbers

Chart 7 shows the number of pirates/robbers involved in actual incidents reported during January-June of 2006-2010. During the five reporting periods, majority of the incidents involved robbers operating in groups of 1 to 6.

The ReCAAP ISC notes that the number of incidents involving 7 to 9 pirates/robbers has increased over the five-year reporting periods. During January-June of 2010, of the 58 actual incidents, 11 incidents involved pirates/robbers operating in groups of 7 to 9 men and six incidents involved pirates/robbers in groups of more than 9. Incidents involving pirates/robbers operating in groups of more than 9 are:

- ▶ Ten robbers boarded chemical tanker, *Bluegreen Tiger* from the stern on 5 March 2010 while she was anchored at River Mooring 4, Bangladesh;
- ▶ About 10 armed robbers boarded the tug boat, *Greenville 16* on 17 April 2010 while she was underway off Pulau Aur, Malaysia;
- ▶ About 15 masked pirates armed with revolvers, parangs and knives boarded tug boat, *PU 2007* on 19 April 2010 while she was underway in the South China Sea;
- ▶ More than 15 robbers armed with long knives boarded the container ship, *Kota Ratna* on 22 May 2010 while she was anchored off Chittagong Port, Bangladesh;
- ▶ Approximately 10 robbers boarded container ship, *MCC Melaka* on 26 May 2010 while she was anchored at Chittagong Anchorage, Bangladesh; and
- ▶ About 12 pirates armed with knives boarded container ship, *Iller Trader* on 13 June 2010 while she was underway in the South China Sea.

# Half Yearly Report

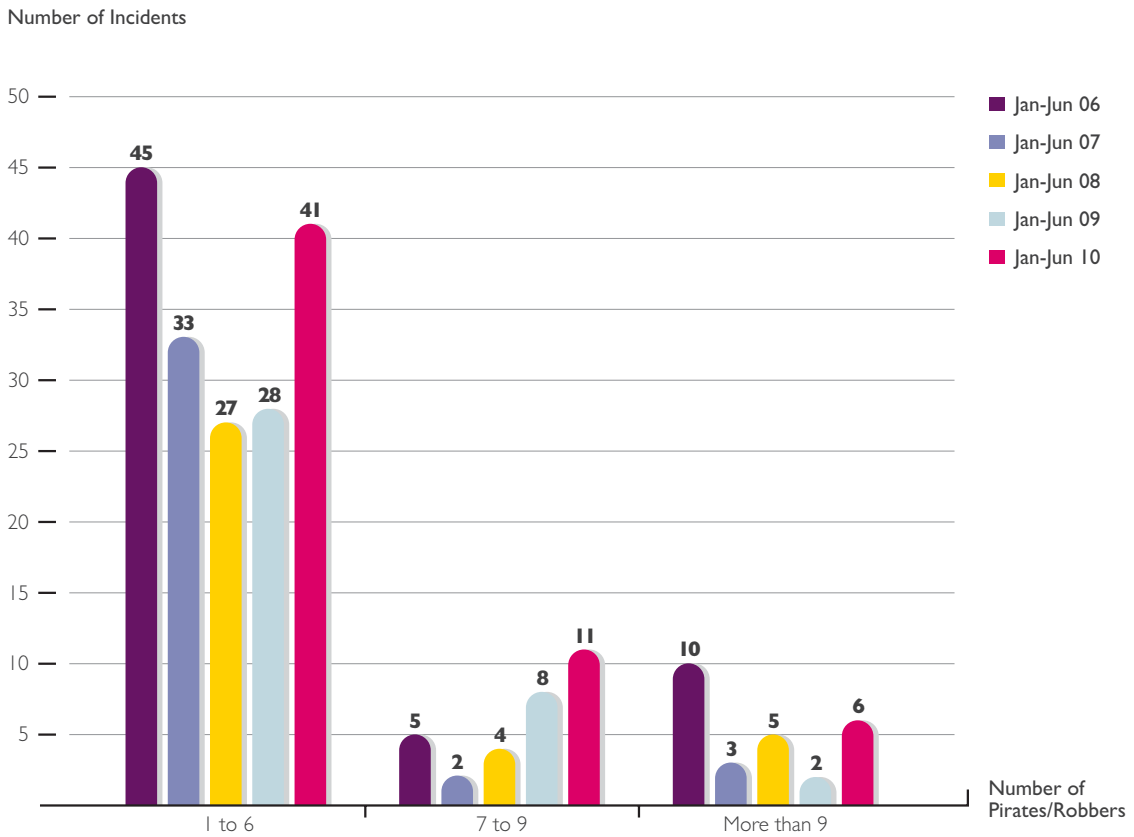


Chart 7 - Number of pirates/robbers in actual incidents from January to June of 2006-2010

## 2.4 Analysis of Economic Factor

### 2.4.1 Economic Losses

Chart 8 shows the economic loss per actual incident during January-June of 2006-2010. During the five reporting periods, majority of the incidents reported loss of stores and engine spares, cash and properties, namely mobile phones, cameras and laptops. Almost three-quarter of the incidents reported during January-June 2010 reported losses of stores, engine spares, cash and properties. During this period, there were three incidents of hijacking of tug boats, namely, *Asta*, *PU 2007* and *Atlantic 3*. The tug boats were later found and the crew rescued.

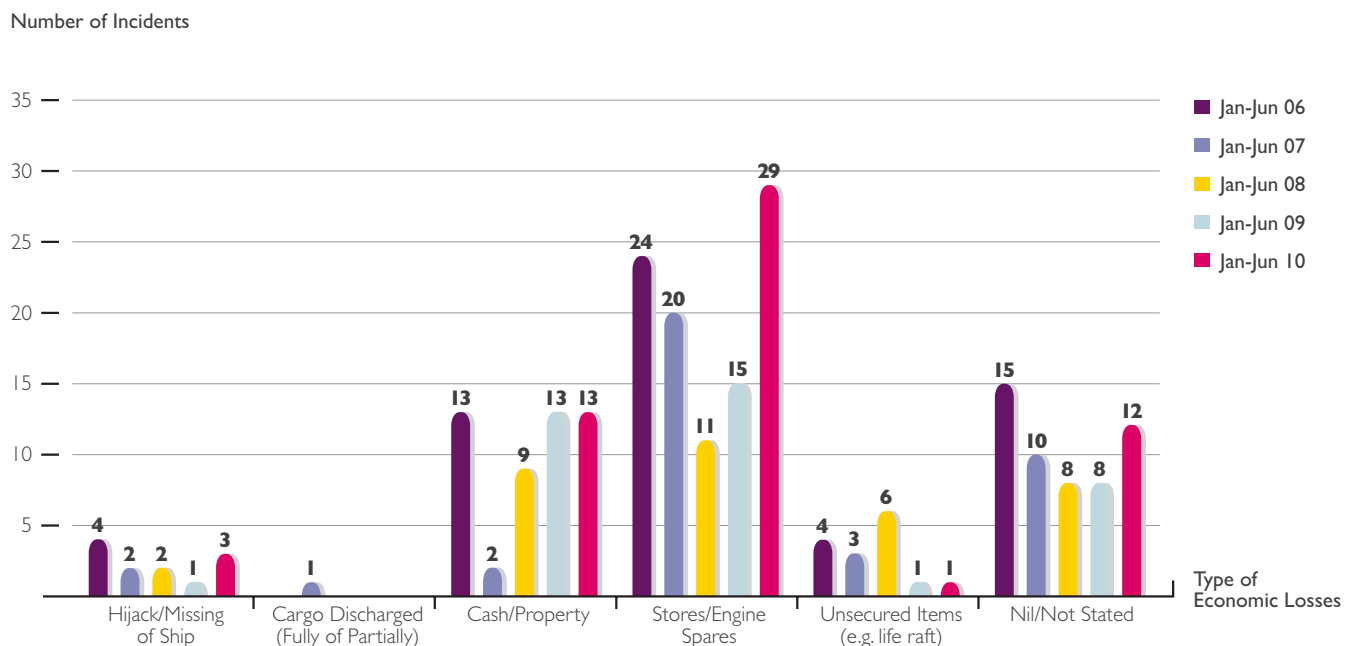


Chart 8 - Type of economic losses in actual incidents from January to June of 2006-2010

# PART THREE

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## Analysis of Selected Locations

- ▶ 3.1 Incidents off the islands of Anambas, Natuna, Mangkai and Subi Besar in the South China Sea
- ▶ 3.2 Incidents at Ports and Anchorages in Vietnam



**PART THREE**

## Analysis of Selected Locations

### 3.1 Incidents off the islands of Anambas, Natuna, Mangkai and Subi Besar in the South China Sea

#### 3.1.1

During January-June 2010, a total of 11 incidents (comprising nine actual incidents and two attempted incidents) were reported in the vicinity off the islands of Anambas, Natuna, Mangkai and Subi Besar in the South China Sea. Of these, seven incidents occurred off the islands of Anambas and Mangkai, and four incidents off the islands of Natuna and Subi Besar:

Of the 11 incidents, seven incidents (comprising six actual incidents and one attempted incident) occurred in June 2010. The details of the incidents are described below.

#### Incident onboard product tanker, *Orkim Leader* on 10 June 2010

Name of Ship <b><i>Orkim Leader</i></b>
Type of Ship <b>Product tanker</b>
Flag of Ship <b>Malaysia</b>
IMO Number <b>9546837</b>
GT <b>5081</b>

#### 3.1.2

On 10 June 2010 at about 0010 hrs, a Malaysian-registered product tanker, *Orkim Leader* was boarded by six armed pirates while underway at position 3° 04.60' N, 108° 23.50' E (approximately 27.6 nm west of Subi Besar). 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.

## Analysis of Selected Locations

### 3.1.3

The master of *Orkim Leader* 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 and informed MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the Singapore Police Coast Guard and the Republic of Singapore Navy (RSN) about the incident.

#### Attempted incident onboard general cargo ship, *JK Galaxy* on 10 June 2010

Name of Ship <b><i>JK Galaxy</i></b>
Type of Ship <b>General cargo ship</b>
Flag of Ship <b>Republic of Korea</b>
IMO Number <b>9562855</b>
GT <b>11481</b>

### 3.1.4


On 10 June 2010 at about 0145 hrs, *JK Galaxy* was underway at position 3° 12.80' N, 108° 30.10' E (23 nm northwest of Subi Besar) when a small speed boat was seen approaching the ship. The crew noticed the boat when it was 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.

### 3.1.5

The master reported the incident to Singapore's POCC which initiated a NAVTEX broadcast to alert mariners transiting through the area and informed MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the Singapore Police Coast Guard and RSN about the incident.



### Incident onboard container ship, *Iller Trader* on 12 June 2010

	<table border="1"> <tr> <td>Name of Ship</td> <td><b><i>Iller Trader</i></b></td> </tr> <tr> <td>Type of Ship</td> <td><b>Container ship</b></td> </tr> <tr> <td>Flag of Ship</td> <td><b>Cyprus</b></td> </tr> <tr> <td>IMO Number</td> <td><b>9308584</b></td> </tr> <tr> <td>GT</td> <td><b>9981</b></td> </tr> </table>	Name of Ship	<b><i>Iller Trader</i></b>	Type of Ship	<b>Container ship</b>	Flag of Ship	<b>Cyprus</b>	IMO Number	<b>9308584</b>	GT	<b>9981</b>
Name of Ship	<b><i>Iller Trader</i></b>										
Type of Ship	<b>Container ship</b>										
Flag of Ship	<b>Cyprus</b>										
IMO Number	<b>9308584</b>										
GT	<b>9981</b>										

#### 3.1.6

On 12 June 2010 at about 0400 hrs, a Cyprus-registered container ship, *Iller Trader* was underway at position 3° 21.3' N, 105° 48.2' E (approximately 20 nm northeast of Pulau Mangkai) when 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.

## Analysis of Selected Locations

### Incident onboard bulk carrier, *Trans Pacific* on 12 June 2010

	Name of Ship <b><i>Trans Pacific</i></b>
	Type of Ship <b>Bulk carrier</b>
	Flag of Ship <b>Panama</b>
	IMO Number <b>8506517</b>
	GT <b>17599</b>

#### 3.1.7

On 12 June 2010 at about 2200 hrs, a Panama-registered bulk carrier, *Trans Pacific* was underway at position 3° 49.8' N, 105° 46.87' E (approximately 45 nm north off Pulau Mangkai) 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.

#### 3.1.8

The master reported the incident to MRCC (China) which alerted MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), Bangkok RCC (Thailand) and Singapore's POCC. The Singapore POCC verified the incident with the agent and ship master, and reported the incident to all ReCAAP Focal Points.

### Incident onboard product tanker, *Ai Ding Hu* on 13 June 2010

	Name of Ship <b><i>Ai Ding Hu</i></b>
	Type of Ship <b>Product tanker</b>
	Flag of Ship <b>China</b>
	IMO Number <b>9214642</b>
	GT <b>38381</b>

#### 3.1.9

On 13 June 2010 at about 2335 hrs, a China-registered product tanker *Ai Ding Hu* was underway at position 3° 13.5' N, 105° 29.40' E (approximately 10 nm northwest off Pulau Mangkai, Indonesia) 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.

#### 3.1.10

The master reported the incident to Singapore's POCC which initiated a NAVTEX broadcast to alert vessels transiting through the area and informed MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia) about the incident.

## Analysis of Selected Locations

### Incident onboard container ship, *Kota Damai* on 15 June 2010



#### 3.1.11

On 15 June 2010 at about 0415 hrs, a Singapore-registered container ship, *Kota Damai* was boarded by eight pirates while underway at position 2° 59.50' N, 108° 11.00' E (approximately 40 nm west of Pulau Subi Besar).

#### 3.1.12

The 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 gold necklace, gold ring, watch and mobile phone. The pirates were onboard the ship for about 23 min before escaping in their speed boat. The crew was not injured and the vessel continued its voyage.

#### 3.1.13

After the pirates left the ship, the master and crew raised the general alarm and activated the SSAS alert. Upon alerted, the ship owner and manager reported the incident to Singapore's POCC.

### Incident onboard container ship, *Kota Dahlia* on 16 June 2010

 <p>Photograph courtesy of MSTF-IFC</p>	<table border="1"> <tr> <td>Name of Ship</td> <td><b><i>Kota Dahlia</i></b></td> </tr> <tr> <td>Type of Ship</td> <td><b>Container ship</b></td> </tr> <tr> <td>Flag of Ship</td> <td><b>Singapore</b></td> </tr> <tr> <td>IMO Number</td> <td><b>9408449</b></td> </tr> <tr> <td>GT</td> <td><b>6245</b></td> </tr> </table>	Name of Ship	<b><i>Kota Dahlia</i></b>	Type of Ship	<b>Container ship</b>	Flag of Ship	<b>Singapore</b>	IMO Number	<b>9408449</b>	GT	<b>6245</b>
Name of Ship	<b><i>Kota Dahlia</i></b>										
Type of Ship	<b>Container ship</b>										
Flag of Ship	<b>Singapore</b>										
IMO Number	<b>9408449</b>										
GT	<b>6245</b>										

#### 3.1.14

Less than 24 hours after the incident involving *Kota Damai*, at about 0300 hrs on 16 June 2010, another Singapore-registered container ship, *Kota Dahlia* reported that she was boarded by six pirates while underway at position 3° 1.90' N, 108° 15.75' E (approximately 35 nm west of Pulau Subi Besar).

#### 3.1.15

The 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 Singapore's POCC.

## Analysis of Selected Locations

### Past Incidents

#### 3.1.16

There has been a notable increase in the total number of incidents off the islands of Anambas, Natuna, Mangkai and Subi Besar during January-June 2010 compared to the same period in 2006-2009. Refer to table below.

Period	2006		2007		2008		2009		2010		Total
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	
January											
February											
March											
April					2		3		2		7
May		1							1	1	3
June					2		3		6	1	12
<b>Total</b>		1			4		6		9	2	22

Table 6 - Number of incidents off islands of Anambas, Natuna, Mangkai and Subi Besar

### 3.1.17

Majority of the incidents reported during January-June 2010 were Category 2 incidents. A total of nine Category 2 incidents were reported during January-June 2010 compared to six Category 2 incidents during the same period in 2009 and three Category 2 incidents in 2008 (refer to table below).

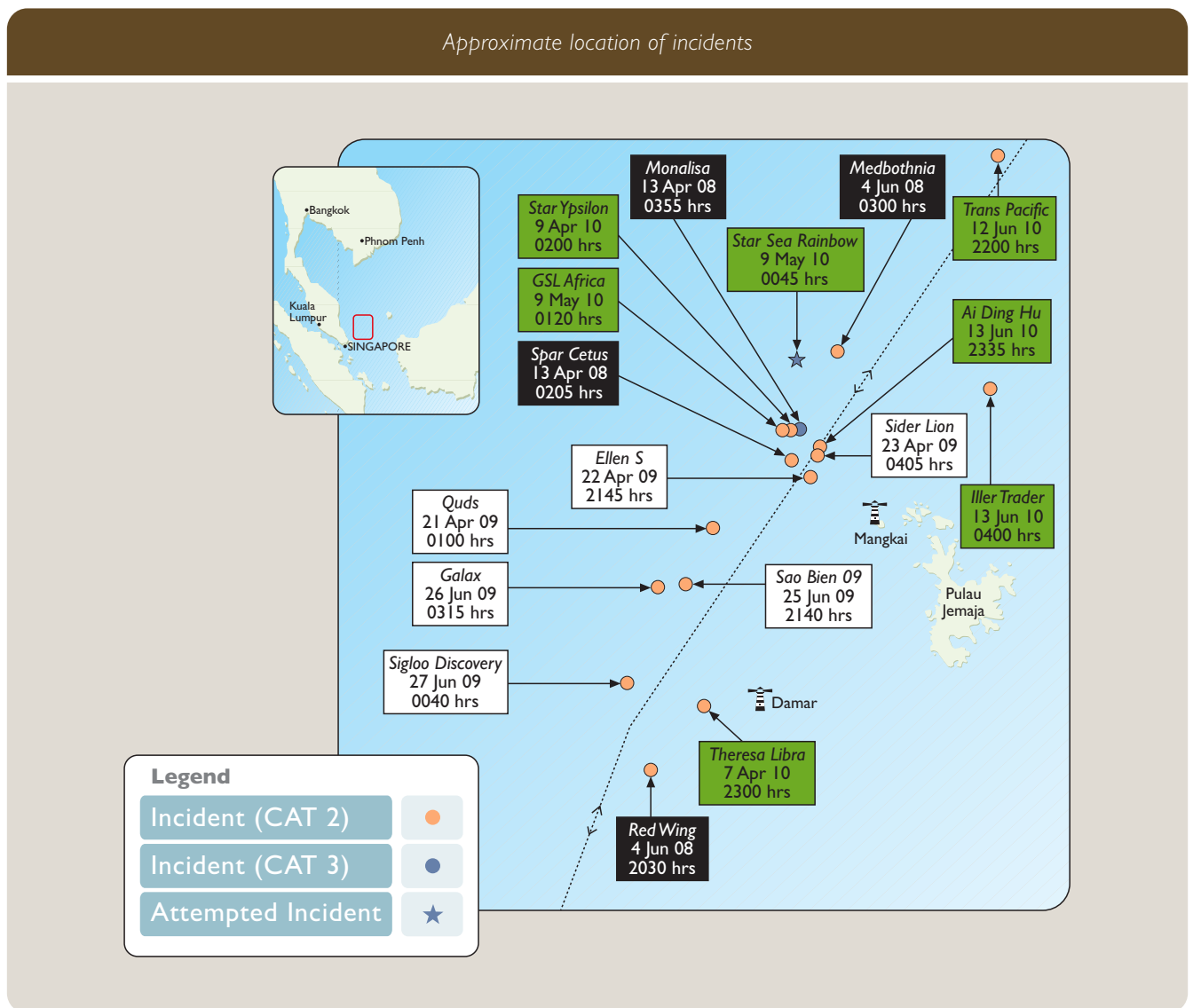
Month	CAT	2008	2009	2010	Total
April	2	1	3	2	6
	3	1			1
May	2			1	1
	3				0
June	2	2	3	6	11
	3				0
Total	2	3	6	9	18
	3	1	0	0	1
Grand Total		4	6	9	19

Table 7 - Significance level of actual incidents off islands of Anambas, Natuna, Mangkai and Subi Besar

**PART THREE**

## Analysis of Selected Locations

Please see map below on the approximate location of incidents off Mangkai and Damar.



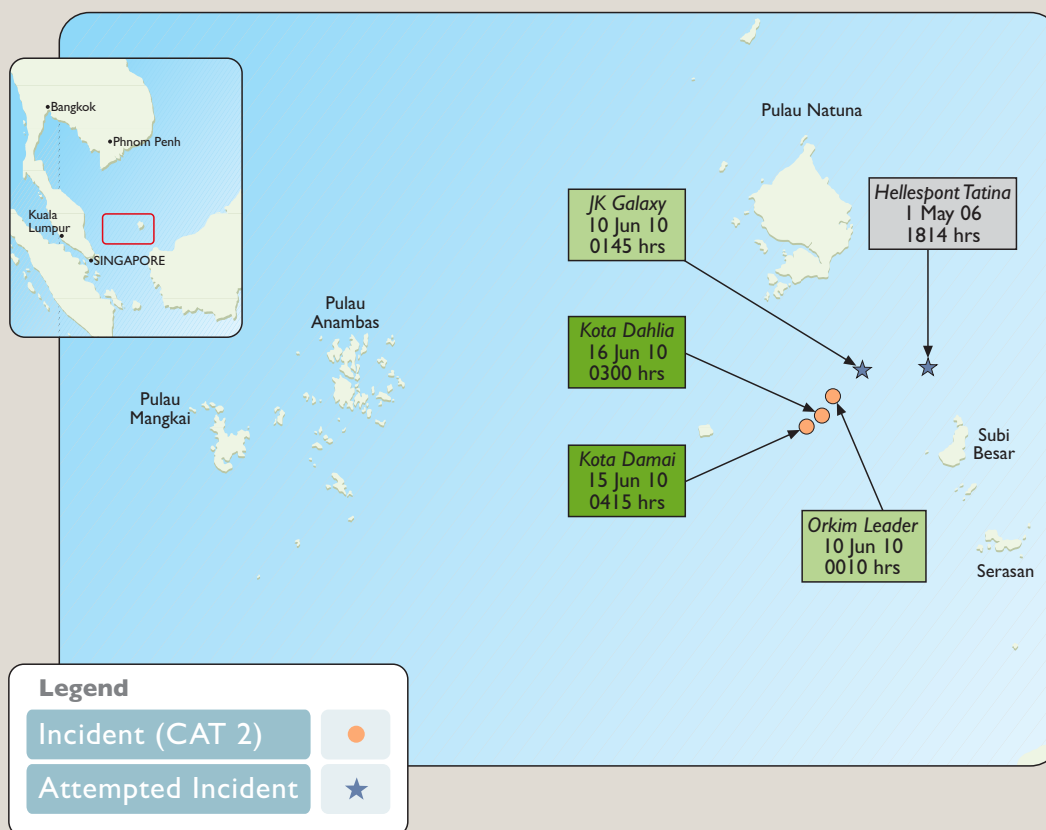


### Increase in Activity off the Islands of Natuna and Subi Besar

#### 3.1.18

There has been a resurgence of incidents reported off Pulau Natuna and Subi Besar. Four incidents (comprising three actual incidents and one attempted incident) were reported in the area during 10-16 June 2010. The incidents involving *Orkim Leader* and *JK Galaxy* occurred within an interval of less than two hours on 10 June 2010 followed by incidents onboard *Kota Damai* on 15 June 2010 and *Kota Dahlia* on 16 June 2010. No incidents were reported off Pulau Natuna and Subi Besar in 2007, 2008 and 2009. The last known incident, an attempted one was reported in May 2006. See map below.

Approximate location of incidents



## Analysis of Selected Locations

### Observations

#### 3.1.19

It is notable that incidents in the South China Sea occurred from April onwards, and peak in June. This was observed throughout January-June of 2006-2010. The ReCAAP ISC notes that no incidents were reported during the first three months of each year. It appeared that activities only started to 'pick up' from April onwards and reached its peak in June, implied that the sea state and weather condition during this time window were more susceptible to piracy attack.

#### 3.1.20

The ReCAAP ISC also notes that incidents in the South China Sea tend to occur either on consecutive days or alternate days; and on some occasions, two incidents occurred on the same day. This indicates that a mother ship could be deployed, as it would only be logical and cost effective to attack more than one ship each time the mother ship was launched. Given that the incidents occurred on consecutive days and the close proximity of the incidents with each other, it appears that the same group of pirates/robbers was likely to be involved in the incidents.

## **Recommendations**

### **3.1.21**

With the heightened piracy/sea robbery activity off the islands of Anambas, Natuna, Mangkai and Subi Besar, the ReCAAP ISC recommends that vessels transiting the vicinity to adopt adequate anti-boarding measures, especially at the quarters. Enhanced watch-keeping is also recommended in the aft sector/otherwise blind sector to enable early detection of pirates/robbers. Vessels may utilise CCTV cameras to monitor activities on the poop deck from the watch-keeping post.

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

With the resurgence of incidents off Pulau Subi Besar, the ReCAAP ISC advised ship masters to adopt precautionary measures and heighten vigilance when transiting the area.

### **3.1.22**

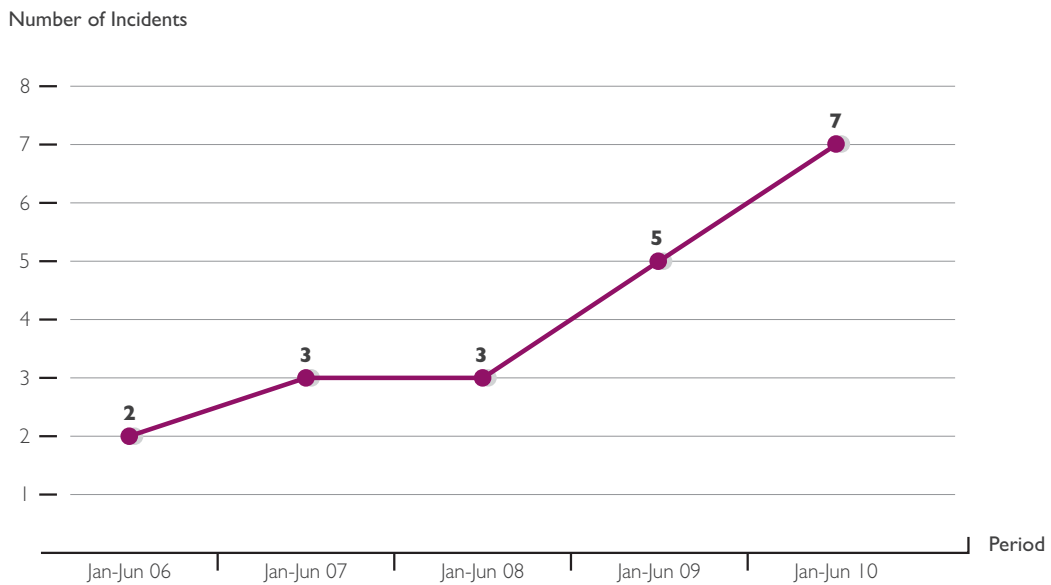
The ReCAAP ISC strongly urges ship masters to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal State immediately; and ship owners and operators to report to the ReCAAP Focal Points.

## Analysis of Selected Locations

### 3.2 Incidents at Ports and Anchorages in Vietnam

#### 3.2.1

During January-June 2010, a total of seven incidents of armed robbery against ships were reported at the ports and anchorages of Vietnam. Of these, six incidents occurred at Vung Tau anchorage and one incident at Hiep Phuoc anchorage, Ho Chi Minh. The total number of incidents at the ports and anchorages of Vietnam has been on an upward trend since January-June 2006.



Graph 5 - Total number of incidents reported at ports and anchorages in Vietnam from January to June of 2006-2010

## Significance Level of Incidents

### 3.2.2

Overall, a total of 20 actual incidents were reported at the ports and anchorages of Vietnam during January-June of 2006-2010. Of these, two were Category 2 (moderately significant) incidents and 18 were Category 3 (less significant) incidents.

### 3.2.3

Most of the incidents reported during January-June of 2006-2010 were petty theft incidents involving robbers who were not armed, opportunistic in nature, stole ship stores, mooring ropes, and drums of paint; and did not harm the crew. However, the exceptions were two Category 2 incidents, involving tug boat, *Astaka* on 6 April 2009 and LPG tanker, *Linden Pride* on 22 April 2010. Details of the incidents are described below.

#### Incident onboard tug boat, *Astaka* on 6 April 2009

Name of Ship <b><i>Astaka</i></b>
Type of Ship <b>Tug Boat</b>
Flag of Ship <b>Malaysia</b>
IMO Number <b>9443334</b>
GT <b>334</b>

### 3.2.4

On 6 April 2009, three robbers wearing hoods and armed with guns boarded *Astaka* while she was underway off the port of Dinh An, Tra Vinh province. The robbers held four crew hostage, tied their hands and locked them in the master's cabin. The crew later managed to free themselves and discovered that the other crew were missing. When the crew smelled something burning in the cabin, they abandoned the tug boat and reached ashore in a life raft. The crew was later rescued by the Vietnamese authorities who conducted a search operation for the missing crew, but yielded negative results.

## Analysis of Selected Locations

Incident onboard LPG tanker, *Linden Pride* on 22 April 2010

 <p>Photograph courtesy of MSTF-IFC</p>	Name of Ship <b><i>Linden Pride</i></b>
	Type of Ship <b>LPG tanker</b>
	Flag of Ship <b>Panama</b>
	IMO Number <b>9206396</b>
	GT <b>46021</b>

### 3.2.5

On 22 April 2010, two robbers armed with guns approached *Linden Pride* from the astern and boarded from the life boat deck while she was anchored at Vung Tau anchorage. 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.

## **Location of Incidents**

### **3.2.6**

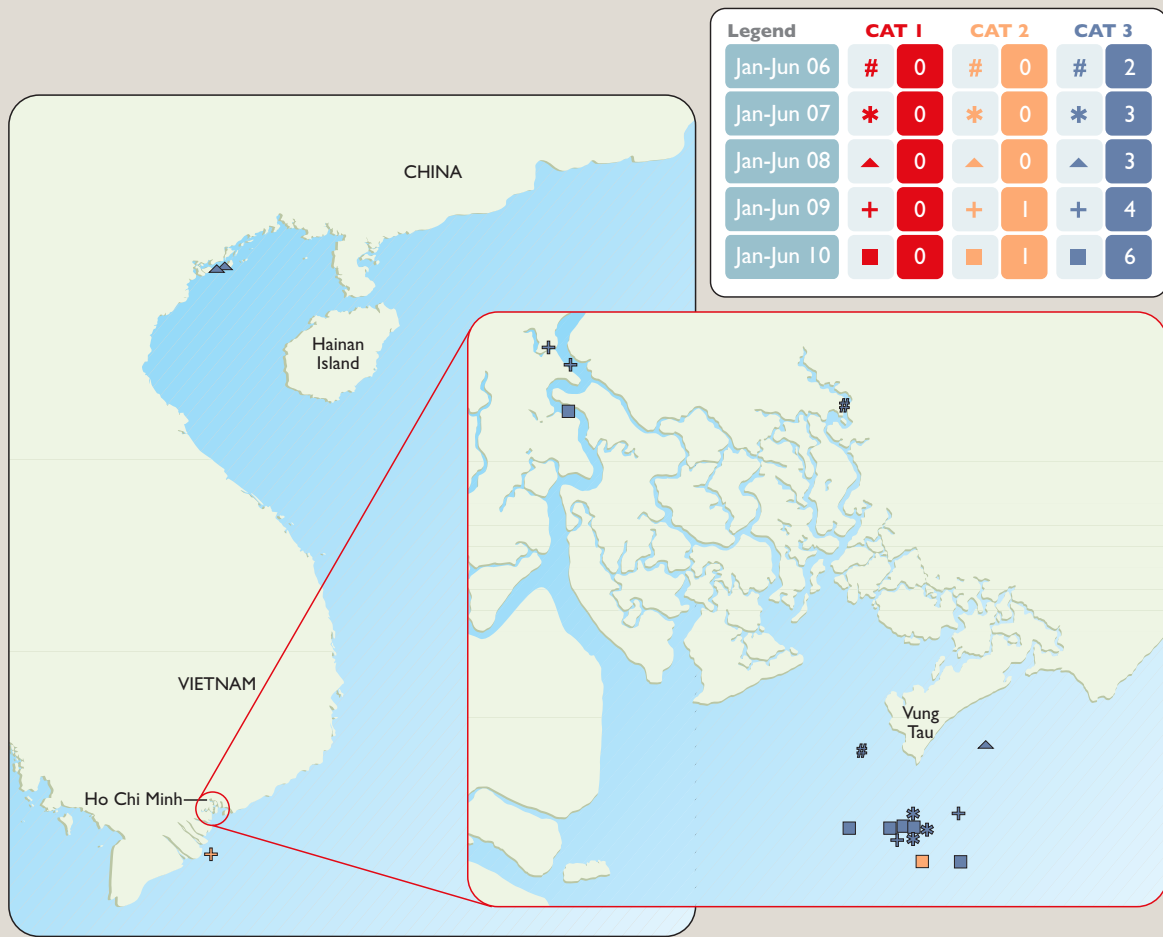
Majority of the incidents occurred at the anchorages of Vung Tau during January-June 2010. Six out of seven incidents were reported at Vung Tau anchorage during January-June 2010, compared to two out of five incidents during the same period in 2009, one out of three incidents in 2008, all three incidents in 2007; and one out of two incidents in 2006.

### **3.2.7**

The ReCAAP ISC observes that container ships were more frequently involved in incidents at Vung Tau anchorage. Of the 13 incidents reported in Vung Tau anchorage during January-June of 2006-2010, six incidents involved container ships, four incidents involved tankers (comprised of LPG tanker, oil tanker and product tanker) and three incidents involved bulk carriers.

# Analysis of Selected Locations

Approximate location of incidents





## **Challenges Encountered by the Vietnamese Authorities**

### **3.2.8**

Vietnam has a long coastline and is inhabited by people who derive their livelihood from the sea. Apart from fishing, the people engage in barter trading with seafarers by exchanging fish and vegetables for items such as paint, grease and ropes. Such economic activities are ongoing at the ports and anchorages in Vietnam. Hence, fishing vessels and small trading vessels are a common feature at Vietnam's ports and anchorages.

### **3.2.9**

The modus operandi of the robbers was to come alongside the bigger ship in small fishing boats during hours of darkness. Using the presence of large number of small fishing boats in the area as a cover, the robbers boarded the ship, stole items from the ship and escaped in their fishing boat. The presence of the large number of fishing boats in the area makes it challenging for the authorities to locate and apprehend the robbers.

## **Information flow when an incident is reported**

### **3.2.10**

Upon receipt of information about an incident, the Maritime Administration of Vung Tau disseminates it to four agencies, namely the Immigration of Vung Tau Province, the Police of Vung Tau Province, the Maritime Security Information Centre and the Vietnam Marine Police (Vung Tau). The Maritime Security Information Centre will also inform the Vietnam Marine Police in Hanoi and Vung Tau who proceed to deploy its patrol vessel to the location of the incident to assist the victim ship and conduct investigation. The Vietnam Marine Police, who is also the ReCAAP Focal Point (Vietnam), will report the incident to the ReCAAP ISC and all ReCAAP Focal Points.

## Analysis of Selected Locations

### Measures by the Vietnamese Authorities to Counter Armed Robbery against Ships

#### 3.2.11

Majority of the incidents reported at Vung Tau anchorage are petty theft and the robbers usually target to steal items such as drums of paint, grease, lubricant oil, mooring ropes and twistlocks.

#### 3.2.12

In an effort to curb the increasing number of incidents, the Vietnam Marine Police who is also the ReCAAP Focal Point (Vietnam) has enhanced security at Vung Tau anchorage and its surrounding waters by stepping up their presence around the port and beefing up surveillance and patrols. With more than 40 high speed patrol boats in its fleet, the Vietnam Marine Police carries out regular patrols at its ports and anchorages. See photographs below on two of the high speed patrol boats that are being used for patrolling by the Vietnam Marine Police. The Vietnam Marine Police plans to procure three surveillance aircrafts in an effort to improve the maritime security at Vung Tau anchorage.



K-206



TT-400

*Photographs courtesy of Vietnam Marine Police*

## Recommendations



Fishing vessels at Vung Tau Anchorage

*Photograph courtesy of Vietnam Marine Police*

### 3.2.13

To foster timely flow of information from one agency to another, the ReCAAP ISC encourages close inter-agency cooperation and coordination among related agencies in Vietnam. Timely dissemination of reports to the relevant agencies is critical as this enables the authorities to respond swiftly by deploying their assets to assist the victim ships. It also allows the authorities to apprehend the robbers and recover the stolen items.

### 3.2.14

On the part of the seafarers, the ReCAAP ISC encourages ship masters to exercise vigilance at all times, especially during hours of darkness, with sufficient duty crew and watch keepers deployed on the ship's deck while the ship is anchored or berthed.

# PART FOUR

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## Details of Selected Incidents

- ▶ 4.1 Incidents onboard ships at Chittagong Anchorage, Bangladesh



**PART FOUR**

## Details of Selected Incidents

### 4.1 Incidents onboard ships at Chittagong Anchorage, Bangladesh

#### 4.1.1

Five incidents of armed robbery onboard ships occurred at Chittagong anchorage, Bangladesh in June 2010. Of these, three were actual incidents and two were attempted incidents. This is the highest number of incidents occurred within a month since 2007. The details of these incidents are described as follows.

#### Incident onboard chemical tanker, *SP Athens* on 15 June 2010

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

#### 4.1.2

On 15 June 2010, a Marshall Islands-registered chemical tanker, *SP Athens* was anchored at Chittagong anchorage when at about 0430 hrs, 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.

#### 4.1.3

This is the second time that *SP Athens* was robbed while anchored within a short period of three months. On 11 March 2010, *SP Athens* was anchored at 1° 17.8' N, 104° 10.7' E (approximately 2.6 nm southwest of Tanjung Ayam, Malaysia) when unknown number of robbers armed with knives boarded and stole some engine spare parts.

## Details of Selected Incidents

### Incident onboard roll-on roll-off cargo ship, *Orto* on 20 June 2010

	Name of Ship <b><i>Orto</i></b>
	Type of Ship <b>Roll-on roll-off cargo ship</b>
	Flag of Ship <b>Panama</b>
	IMO Number <b>9162394</b>
	GT <b>8649</b>

#### 4.1.4

On 20 June 2010, a Panama-registered roll-on roll-off cargo ship, *Orto* was anchored at 22° 12.9' N, 091° 43.1' E when at about 0330 hrs, 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 sounded continuously. Upon hearing the whistle, the robbers escaped with three mooring ropes.

Incident onboard chemical tanker, *Sunny Dream* on 26 June 2010

Name of Ship <b><i>Sunny Dream</i></b>
Type of Ship <b>Chemical tanker</b>
Flag of Ship <b>Panama</b>
IMO Number <b>9511117</b>
GT <b>7771</b>

4.1.5

On 26 June 2010, a Panama-registered chemical tanker, *Sunny Dream* was conducting anchoring operations at 22° 13.8' N, 091° 44' E when at about 0230 hrs, 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.

## Details of Selected Incidents

### Attempted incident onboard container ship, *Kota Ratna* on 25 June 2010

	Name of Ship <b><i>Kota Ratna</i></b>
	Type of Ship <b>Container ship</b>
	Flag of Ship <b>Singapore</b>
	IMO Number <b>9167447</b>
	GT <b>9422</b>

#### 4.1.6

On 25 June 2010, a Singapore-registered container ship, *Kota Ratna* was anchored at 22° 10' N, 91° 44.9' E (Chittagong Anchorage "C") when at about 0230 hrs, 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. The crew was not injured and nothing was stolen from the ship.



### Attempted incident onboard chemical tanker, *Kasugta* on 28 June 2010

	<table border="1"> <tr> <td>Name of Ship</td> <td><b><i>Kasugta</i></b></td> </tr> <tr> <td>Type of Ship</td> <td><b>Container ship</b></td> </tr> <tr> <td>Flag of Ship</td> <td><b>Marshall Islands</b></td> </tr> <tr> <td>IMO Number</td> <td><b>9286542</b></td> </tr> <tr> <td>GT</td> <td><b>11580</b></td> </tr> </table>	Name of Ship	<b><i>Kasugta</i></b>	Type of Ship	<b>Container ship</b>	Flag of Ship	<b>Marshall Islands</b>	IMO Number	<b>9286542</b>	GT	<b>11580</b>
Name of Ship	<b><i>Kasugta</i></b>										
Type of Ship	<b>Container ship</b>										
Flag of Ship	<b>Marshall Islands</b>										
IMO Number	<b>9286542</b>										
GT	<b>11580</b>										

#### 4.1.7

On 28 June 2010, a Marshall Islands-registered chemical tanker, *Kasugta* was anchored at 22° 13.5' N, 91° 43.7' E (Chittagong Anchorage "B") when at about 0330 hrs, 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 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.

#### 4.1.8

Based on the modus operandi of the robbers involved in *Kota Ratna* and *Kasugta*, it is likely that the same group of robbers was involved.

## Details of Selected Incidents

### Past Incidents

#### 4.1.9

With the exception of January-June 2006, there has been an increase in the total number of actual incidents reported during January-June 2010 compared against the same period in 2007-2009. See table below.

Actual incidents at Chittagong anchorage					
Month	2006	2007	2008	2009	2010
January	2				
February	2	1	1		
March	4	1	2	1	2
April	1		2		1
May	6	2		1	3
June	1	1	1	2	3
Grand Total	16	5	6	4	9

Attempted incidents at Chittagong anchorage					
Month	2006	2007	2008	2009	2010
March	1				
April	3		1		
May	2		1	1	
June	2				2
Grand Total	8	0	2	1	2

#### 4.1.10

The number of attempted incidents has been fairly consistent during January-June 2010 compared against the same period in 2008 and 2009. There was no report of attempted incident during January-June 2007.

## Observations

### 4.1.11

Of the nine actual incidents reported during January-June 2010, four were Category 2 incidents and five were Category 3 incidents. With the exception of January-June 2006, the number of Category 3 incidents had remained fairly consistent.

### 4.1.12

However, the number of Category 2 incidents reported during January-June 2010 had increased; from one incident reported during the same period in 2008 and 2009 to four incidents reported during the same period in 2010.

Level of significance of actual incidents						
Month	CAT	2006	2007	2008	2009	2010
January	3	2				
	2	1		1		
February	3	1	1			
	2					1
March	3	4	1	2	1	1
	2	1				
April	3			2		1
	2	2				1
May	3	4	2		1	2
	2				1	2
June	3	1	1	1	1	1
	2	4		1	1	4
Total	3	12	5	5	3	5
	2	16	5	6	4	9
Grand Total						

## Details of Selected Incidents

### 4.1.13

Knives and machetes were weapons commonly used by robbers during the five reporting periods as knives were commonly used to cut mooring ropes and other unsecured items onboard ships. Only two incidents reported the use of guns and knives.

### 4.1.14

While the robbers were armed, they did not inflict physical harm on the crew. When detected, or the alarm was raised, the robbers escaped and took with them the stolen item which was mainly mooring ropes. Of the 10 Category 2 incidents reported during the five reporting periods, there were three incidents involving the crew being taken hostage, one incident of the crew being threatened and one incident being assaulted. No information was available for the other five incidents.

## **Recommendations**

### **4.1.15**

The ReCAAP ISC urges vessels calling at the anchorages of Chittagong to maintain anti-piracy measures and be extra vigilant at all times. It has been noted that robbers attempted to board ships while anchored via small wooden boats. Piracy watches should maintain enhanced vigilance, surveillance and provide sufficient deck lighting, possibly including searchlight to illuminate unauthorised approaches when operating in the area.

### **4.1.16**

The ReCAAP ISC encourages ship master to report promptly all incidents to the MRCC of Bangladesh so that they can render assistance to the victim ships; and ship owners and operators to report to the Department of Shipping, Bangladesh who is the ReCAAP Focal Point (Bangladesh).

# PART FIVE

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## News Snippets

- ▶ 5.1 Indonesia Plans to Establish Independent Coast Guard
- ▶ 5.2 Philippine Coast Guard Seeking for Additional Personnel, Equipment and Vessels
- ▶ 5.3 Dutch Court Sentences Somali Pirates to Five Years' Imprisonment



## News Snippets

### 5.1 Indonesia Plans to Establish Independent Coast Guard

#### 5.1.1

Indonesia's Maritime Affairs and Fisheries Minister, Fadel Muhammad announced that the Indonesian government was planning to establish a coast guard to ensure security of maritime traffic in Indonesia's waters. He added that Indonesia's President, Susilo Bambang Yudhoyono has appointed Coordinating Political, Legal and Security Affairs Minister, Djoko Suyanto to lead the execution of the plan, which will also involve the Transportation Ministry, the National Police and the Navy.

#### 5.1.2

The former Coordinating Economic Minister, Dorodjatun Kuntjoro Jakti commented that Indonesia needed to ensure security in its waters as 50 percent of the world's shipping tonnage passed through Indonesia waters. He also expressed concern that Indonesia is currently using naval warships to safeguard its waters, including the arrest of foreign or local fishermen operating in Indonesia waters without permit. He added that "the Navy's warships should be used for defense purposes, not to capture fishermen".

Source: <http://www.thejakartapost.com/news/2010/06/28/indonesia-plans-establish-independent-coast-guard-soon.html>

## News Snippets

### **5.2 Philippine Coast Guard Seeking for Additional Personnel, Equipment and Vessels**

#### **5.2.1**

Vice Admiral Wilfredo Tamayo announced that the Philippine Coast Guard is seeking additional personnel and equipment to reinforce its capability to secure Philippines' 37,000 km coastline. He remarked that the Philippine government should boost its maritime capability since the country has more than 7,000 islands, a 37,000 km long coastline, and about 60 percent of its 42,000 barangays (villages) in coastal areas. The Philippine Coast Guard currently has 5,000 personnel in the agency.

#### **5.2.2**

Vice Admiral Tamayo is also requesting for the administration of the Philippines' President Benigno Aquino to consider acquiring modern ships. The Philippine Coast Guard currently has requested to purchase helicopters to beef up its capability to react and conduct search and rescue during sea mishaps. He added that the Philippine Coast Guard would need more boats to patrol the coastal waters for search and rescue operations.

Source: <http://www.manilastandardtoday.com/insideNation.htm?f=2010/july/1/nation3.isx&d=2010/july/1>



## **5.3 Dutch Court Sentences Somali Pirates to Five Years' Imprisonment**

### **5.3.1**

Five Somali pirates were sentenced to five years' imprisonment for attacking a Dutch-Antilles-flagged cargo ship with automatic weapons and rocket-propelled grenade in the Gulf of Aden in 2009, an attack that was eventually thwarted by the helicopter-borne Danish marines. This is the first piracy case that was tried in Europe in modern times.

### **5.3.2**

This case is a landmark in the fight against the escalating incidents of piracy in the Gulf of Aden and the Indian Ocean, which prompted Navies around the world to join in a task force to protect one of the world's busiest sea lanes for merchant ships and oil tankers. However, the high-seas hijackings have persisted despite an international armada deployed by the United States, the European Union, NATO, Japan, South Korea and China.

### **5.3.3**

Maritime experts however, opined that the trial is unlikely to deter piracy, which brings large amounts of money into the impoverished and lawless coastal region of Somalia. Kenya has convicted 18 pirates since 2007 while more than 100 pirates await trial there.

Source: [http://www.navytimes.com/news/2010/06/ap\\_pirates\\_061710/](http://www.navytimes.com/news/2010/06/ap_pirates_061710/)

# PART SIX

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

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



**PART SIX**

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

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

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 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 circulars<sup>1</sup>, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 8.

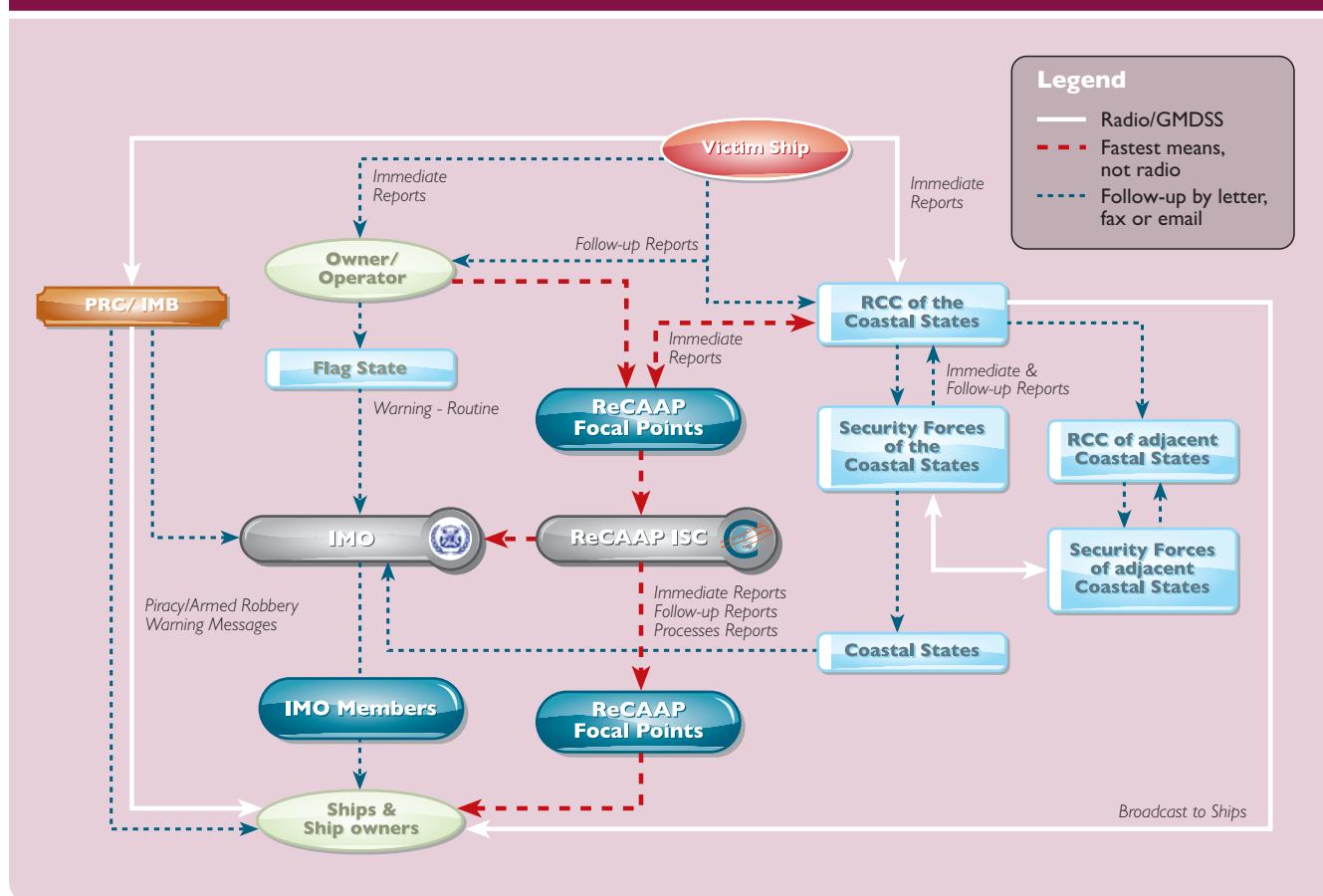
<sup>1</sup> The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

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

### 6.2 Recommendation

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

Diagram 1 - Flow Diagram for Reporting Incidents in Asia



## Notes

- ▶ **1** The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
- ▶ **2** The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
- ▶ **3** The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

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

Table 8 - Contact Details of ReCAAP Focal Points/Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
<b>People's Republic of Bangladesh</b> Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b> National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3871-4440 +67-3717-6322	+67-3245-5916
<b>Kingdom of Cambodia</b> Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
<b>People's Republic of China</b> China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Republic of India</b> MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>Japan</b> Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b> Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomsgo.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

Table 8 - Contact Details of ReCAAP Focal Points/Contact Point (cont'd)

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
<b>Lao People's Democratic Republic</b> Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>Union of Myanmar</b> MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
<b>Kingdom of the Netherlands</b> Nautical Affairs and Operations Netherlands Coast Guard Email: jan.ricken@kustwacht.nl	+31-223-658-315	+31-223-658-303
<b>Kingdom of Norway</b> Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>Republic of the Philippines</b> Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
<b>Republic of Singapore</b> Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Democratic Socialist Republic of Sri Lanka</b> Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
<b>Kingdom of Thailand</b> Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-4643	+66-2466-1382
<b>Socialist Republic of Viet Nam</b> Vietnam Marine Police Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 3 July 2010

# APPENDIX

Details of Incidents for January to June 2010





## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 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 June 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 January 2010. Through the ship master, the PSCCM personnel gathered that the robbers boarded the tanker at the starboard side using a grapnel hook between 1100 hrs 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 January 2010.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Details of Incidents for January to June 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10.				<p>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 February 2010.</p> <p>On 25 February 2010, the ReCAAP ISC received an update from the Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point (Philippines) that <i>Asta</i> (renamed <i>Roxy-I</i>) has been positively identified in the municipality of Loreto, Dinagat Province, Philippines. The PCG reported that they received information from the Philippine National Police that a tug boat named <i>Roxy-I</i> (with the same IMO Number as <i>Asta</i>) was found.</p> <p>The ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that the Chief Engineer managed to escape from the robbers and reported the incident to the local police. As a result, 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><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Philippines), Malaysian authorities, MSTF-IFC]</b></p>

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14.	<i>Sampurna Swarajya</i> Product tanker India 9176656 21827	14/02/2010 0835 hrs	Vishakhapatnam Anchorage, India	<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><b>[ReCAAP Focal Point (India)]</b></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><b>[IMO]</b></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><b>[ReCAAP Focal Point (Bangladesh)]</b></p>



## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
20.	<i>Hesnes</i> Tanker Malta 8907187 38792	20/03/2010 0500 hrs	01° 18.9' N, 104° 14.6' E  Southeast of Tanjung Ayam, Malaysia	<p>Five robbers armed with knives boarded the tanker while at anchor. The crew sighted the robbers, alerted the other crew and raised the emergency alarm. Upon hearing the alarm, the robbers escaped in a small craft. The crew was not injured and nothing was stolen.</p> <p>The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) and the Maritime Security Task Force - Information Fusion Centre (MSTF-IFC). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), and the MSTF-IFC reported the incident to the ReCAAP ISC.</p> <p><b>[ReCAAP Focal Point (Singapore) and MSTF-IFC]</b></p>
21.	<i>Lian Man Tsai</i> & <i>Man Yi Feng</i> Fishing vessels Chinese Taipei	23/03/2010 1701 hrs	05° 16' N, 106° 30' E  South China Sea	<p>Armed pirates in a 15 m long, white hull boat chased and fired upon the fishing vessels while underway in the South China Sea. The two fishing boats suffered around 30 shots fired by the pirates. The vessels increased speed and managed to evade the pirates.</p> <p><b>[IMO]</b></p>
22.	<i>Tirta Samudra</i> XVII Chemical tanker Indonesia 8620466 2623	03/04/2010 0230 hrs	10° 38.06' N, 106° 46.07' E  Hiep Phuoc, Vietnam	<p>Whilst berthed, three robbers armed with knives, climbed and boarded the chemical tanker by using grapnel and ropes. The Second Officer saw and approached the robbers. The robbers took the Second Officer's walkie talkie and held him hostage. They subsequently released the Second Officer after 5 min and fled in their boat, taking with them three tins of paint (60 litres each). The Second Officer was injured and sent to hospital for medical treatment.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29.				<p>Responding to the alert, the Malaysian authorities despatched its ship and aircraft to the last known position of the missing vessels. At about 1525 hrs on 20 April 2010, 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 April 2010, 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 April 2010 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</p>

## Details of Incidents for January to June 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29.				<p>Navy (RSN), Singapore's Police Coast Guard (PCG), MRCC Putra Jaya and the shipping company.</p> <p>The RSN despatched a vessel to the location of <i>PU 2007</i>. At about 0600 hrs on 22 April 2010, 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><b>[ReCAAP Focal Point (Singapore), shipping company]</b></p>
30.	<p><i>Kurobe</i> General cargo ship Panama 9392171 20069</p>	20/04/2010 0345 hrs	<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><b>[ReCAAP Focal Point (Japan)]</b></p>
31.	<p><i>Linden Pride</i> LPG tanker Panama 9206396 46021</p>	22/04/2010 0308 hrs	<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><b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Vietnam), shipping company]</b></p>

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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



## Details of Incidents for January to June 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33.				<p>Indonesian authorities and the Philippine Coast Guard (PCG) about the missing vessels.</p> <p>On 3 May 2010, 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 2010. 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 2010, 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 2010, the PCG reported to the ReCAAP ISC that a tug boat, <i>Marlin VIII</i> and barge, <i>Marlin IX</i> matching the description of <i>Atlantic 3</i> and <i>Atlantic 5</i>, had entered Sarangani Bay, Sarangani Province in the morning. The personnel of the Coast Guard Station General Santos boarded and inspected the vessels at</p>

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33.				<p>about 1200 hrs and confirmed the identity of the vessels to be <i>Atlantic 3</i> and <i>Atlantic 5</i>, which were docked at Kingford Marine Works Industry Pier, Tambler, General Santos City. The authorities arrested the personnel cutting away the welded names of the tug boat and barge using gas torches. The PCG took the vessels into custody and conducted investigation of the incident.</p> <p>Further investigation indicated that the vessels are registered in Honduras under the name, <i>Marlin VIII</i>. It was also revealed that a businessman residing in General Santos City had allegedly bought the tug boat and barge. The businessman had even produced a "Builder's Certificate for the New Vessel Built at Singapore", and issued by President Marine (Pte) Ltd. With this information, the ReCAAP ISC verified with the General Manager of President Marine (Pte) Ltd based in Singapore on the businessman's claim. However, the Singapore company confirmed that they did not build a tug boat named <i>Marlin VIII</i> and the certificate issued was not from his company. Representatives of the Malaysian owners of <i>Atlantic 3</i> and <i>Atlantic 5</i> are currently undergoing the process of recovering their vessels.</p> <p><b>[ReCAAP Focal Point (Singapore), Malaysian and Indonesian authorities, shipping company]</b></p>

## Details of Incidents for January to June 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
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 4° 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 April 2010 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 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</p>

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
34.				<p>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 April 2010. 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 April 2010 through another of their tug boat, <i>PU 2406</i> which was in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore), Malaysian authorities]</b></p>
35.	<i>APL Experience</i> Container ship Panama 9333838 54098	29/04/2010 0148 hrs	10° 13.6' N, 107° 07.7' E  Vung Tau Anchorage, Vietnam	<p>Whilst at anchor, two robbers in a fishing boat boarded the container ship. Upon discovering the robbers onboard, the general alarm was activated and the crew mustered. The robbers escaped and the padlock to the aft rope store/steering gear was later discovered to be broken. The crew conducted a check and found one drum of lubricant oil and six drums of grease were stolen.</p> <p><b>[ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Japan)]</b></p>
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</p>

## Details of Incidents for January to June 2010

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
36.				Coast Guard recovered some stolen goods, apparently left behind by the robbers.  [ReCAAP Focal Point (Bangladesh)]
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	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.  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.  [ReCAAP Focal Point (Singapore), shipping company]

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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



## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Details of Incidents for January to June 2010

### Actual Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Actual Incidents

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

## Details of Incidents for January to June 2010

### Attempted Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Attempted Incidents

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



## Details of Incidents for January to June 2010

### Attempted Incidents

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

## Appendix

### Details of Incidents for January to June 2010

#### Attempted Incidents

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

## Details of Incidents for January to June 2010

### Attempted Incidents

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











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

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