

Report for January 2010

1st January 2010 – 31st January 2010

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NOL Building, 456 Alexandra Road, #11-02, Singapore 119962
Tel: (65) 6376 3091 • Fax: (65) 6376 3066

www.recaap.org

Report for January 2010

Contents

Executive Summary | 01

Part 1 | 02

Definitions & Methodology Used

Part 2 | 06

Analysis of Incidents in January 2010

Part 3 | 17

Details of Selected Incidents

Part 4 | 31

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

Contact Details of ReCAAP Focal Points / Contact Point

Appendix | 36



Report for January 2010

Executive Summary

In January 2010, a total of 11 incidents of armed robbery against ships were reported in Asia. Of these, eight were actual incidents and three were attempted incidents. All eight actual incidents were Category 3 (less significant) incidents. The details of the incidents are described in the Appendix.

Compared to January 2009, there has been a marked increase in the number of incidents reported in January 2010. However, all incidents reported in January 2009 and January 2010 were Category 3 (less significant) incidents. Most of the incidents reported in January 2010 occurred at the ports and anchorages of Indonesia. Part 3 of this report describes in greater details some of the incidents reported in January 2010.



Part 1 - Definitions & Methodology Used

1.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

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

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

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



Part 1 - Definitions & Methodology Used

1.2 Methodology for Classifying Incidents

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

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



Part 1 - Definitions & Methodology Used

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

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

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



Part 1 - Definitions & Methodology Used

1.3 Note on Sources of Information

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

1.4 Note on Maps Used to Depict Location of Incidents

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



Part 2 - Analysis of Incidents in January 2010

2.1 Number and Significance of Reported Incidents

2.1.1 In January 2010, a total of 11 incidents of armed robbery against ships were reported in Asia. Of these, eight were actual incidents and three were attempted incidents. Compared to the same period in the past three years, January 2010 reported the highest number of incidents. A total of six incidents were reported in January 2007, six incidents in January 2008, and two incidents in January 2009. Please see Table 1 below.

2.1.2 Notably, all incidents reported during the four reporting periods were Category 3 (less significant) incidents.

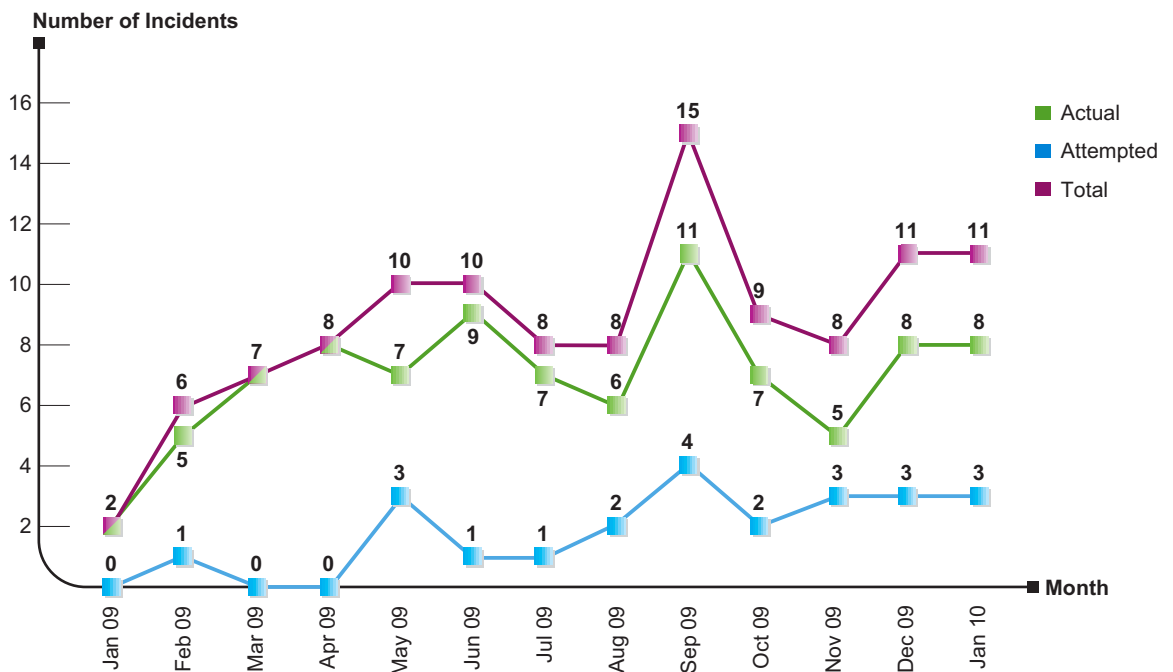
| | January 2007 | January 2008 | January 2009 | January 2010 |
|--------------|--------------|--------------|--------------|--------------|
| Actual | 5 | 5 | 2 | 8 |
| Attempted | 1 | 1 | 0 | 3 |
| Total | 6 | 6 | 2 | 11 |

Table 1 - Actual and attempted incidents in January (2007-2010)



Part 2 - Analysis of Incidents in January 2010

2.1.3 Graph 1 shows the actual, attempted and total number of incidents reported between January 2009 and January 2010. During this period, total activity was highest in September 2009, and lowest in January 2009. The ReCAAP ISC notes an increase in the number of reported incidents since January 2009 with fluctuations in the total activity level throughout this period of January 2009-January 2010.



Graph 1 - Number of incidents from January 2009 to January 2010



Part 2 - Analysis of Incidents in January 2010

2.2 Location and Timing of Incidents

2.2.1 Table 2 shows the location of incidents reported during January 2010 compared to the same period in 2007-2009. Notably, the increase in the number of incidents in January 2010 occurred mostly at the ports and anchorages of Indonesia. In January 2010, six incidents were reported in Indonesia of which five occurred at ports and anchorages and one occurred while the ship was underway. Map 1 shows the location of all incidents reported in January 2010.

| | January 2007 | | January 2008 | | January 2009 | January 2010 | |
|----------------------------------|--------------|-----------|--------------|-----------|--------------|--------------|-----------|
| | Actual | Attempted | Actual | Attempted | Actual | Actual | Attempted |
| South Asia | | | | | | | |
| Arabian Sea | | 1 | | | | | |
| India | | | 2 | | | 2 | |
| Sub-total | | 1 | 2 | | | 2 | |
| Southeast Asia | | | | | | | |
| Indonesia | 5 | | 2 | | 1 | 4 | 2 |
| Philippines | | | | | | 1 | |
| Straits of Malacca and Singapore | | | | 1 | | | 1 |
| Vietnam | | | 1 | | 1 | 1 | |
| Sub-total | 5 | | 3 | 1 | 2 | 6 | 3 |
| Overall Total | 5 | 1 | 5 | 1 | 2 | 8 | 3 |

Table 2 - Location of incidents in January (2007-2010)





Part 2 - Analysis of Incidents in January 2010

2.2.2 Nine out of 11 incidents reported in January 2010 occurred during hours of darkness. Only two incidents occurred during daylight hours, one was an attempted incident involving a general cargo ship, *Treasure Sunshine* while underway north of Irian Jaya, Indonesia at 0900 hrs, and another incident involving a tanker, *MT British Holly* while anchored at Manila Bay, Philippines at 1400 hrs. Majority of the incidents occurred during hours of darkness except for January 2008 when three out of the six incidents occurred between 0600 hrs and 1759 hrs. Please see Table 3.

| | January 2007 | January 2008 | January 2009 | January 2010 |
|---------------|--------------|--------------|--------------|--------------|
| 1800-2359 hrs | 1 | 1 | | 2 |
| 0001-0559 hrs | 4 | 2 | 2 | 7 |
| 0600-1159 hrs | 1 | 2 | | 1 |
| 1200-1759 hrs | | 1 | | 1 |
| Total | 6 | 6 | 2 | 11 |

Table 3 - Local time of incidents in January (2007-2010)



Part 2 - Analysis of Incidents in January 2010

2.3 Type of Ships Most Frequently Involved in Incidents

2.3.1 In January 2010, general cargo ships appeared to be most commonly involved in incidents compared to the other type of ships. Of the 11 incidents reported in January 2010, three incidents involved general cargo ships, two incidents involved bulk carriers, two incidents involved container ships and the remaining four incidents involved a chemical tanker, an oil tanker, a research/survey vessel and a tanker (unspecified). In contrast, no specific type of ship was most commonly involved in incidents in January of 2007-2009. Please see Table 4.

| Type of Ships | January 2007 | January 2008 | January 2009 | January 2010 |
|------------------------|--------------|--------------|--------------|--------------|
| Bulk Carrier | 1 | 1 | | 2 |
| Chemical Tanker | | 1 | 1 | 1 |
| Container Ship | 1 | 1 | | 2 |
| General Cargo Ship | | | | 3 |
| Oil Tanker | 1 | 1 | 1 | 1 |
| Research/Survey Vessel | | | | 1 |
| Tanker (Unspecified) | 2 | | | 1 |
| Tug Boat | | 2 | | |
| Vehicle Carrier | 1 | | | |
| Total | 6 | 6 | 2 | 11 |

Table 4 - Type of ships involved in incidents in January (2007-2010)



Part 2 - Analysis of Incidents in January 2010

2.4 Status of Ships Involved in Actual Incidents

2.4.1 Majority of the incidents reported in January 2010 involved ships that were anchored or berthed. This trend is evident throughout the four reporting periods. The ReCAAP ISC advises ship masters to strengthen watch keeping and ensure regular deck patrols when their ships were anchored and berthed.

| Status of Ships | | January 2007 | January 2008 | January 2009 | January 2010 |
|---------------------|------------------|--------------|--------------|--------------|--------------|
| Actual Incidents | Anchored/Berthed | 5 | 3 | 2 | 7 |
| | Underway | | 2 | | 1 |
| Attempted Incidents | Anchored/Berthed | | | | 1 |
| | Underway | 1 | 1 | | 2 |
| Total | | 6 | 6 | 2 | 11 |

Table 5 - Status of ships during incidents in January (2007-2010)



Part 2 - Analysis of Incidents in January 2010

2.5 Analysis of Violence Factor

2.5.1 Weapons Used

Chart 1 shows the weapons used during the actual incidents reported in January of 2007-2010. Most of the incidents reported during these periods did not have information on the weapons carried by the robbers. The ReCAAP ISC encourages ship masters, where possible report and describe the weapons carried by robbers in their reports. This is to assist the authorities in the investigation of the incident, and the ReCAAP ISC in its analysis.

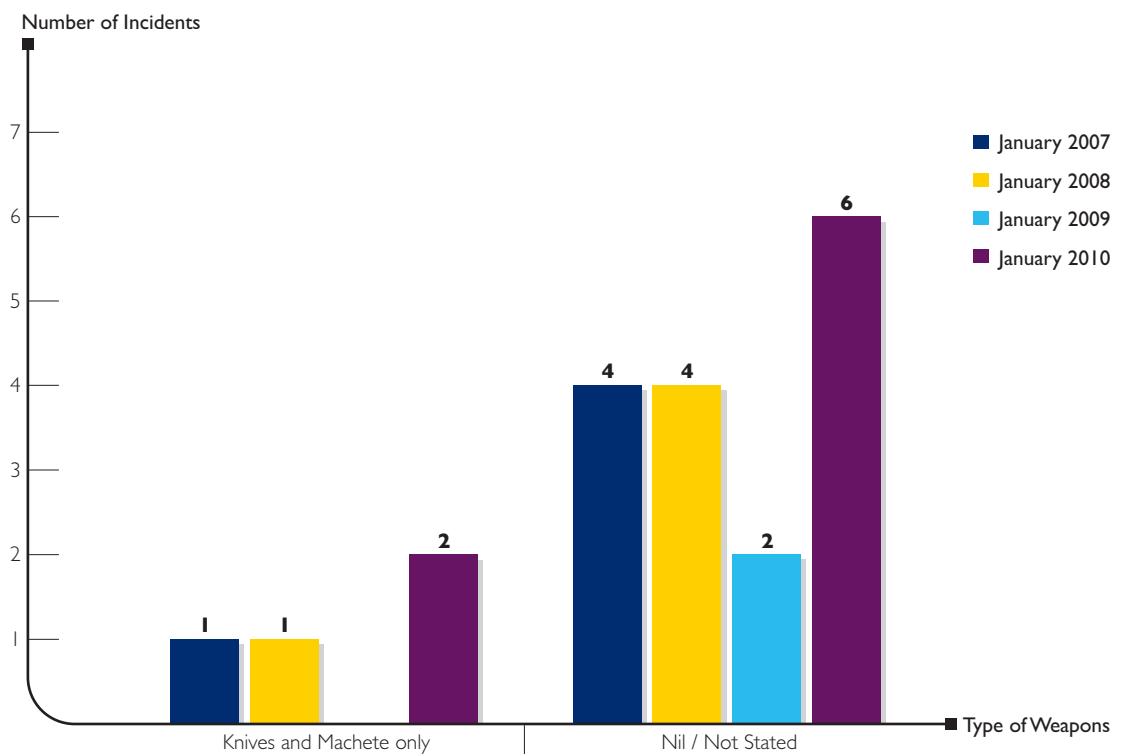


Chart 1 - Weapons used in actual incidents in January (2007-2010)



Part 2 - Analysis of Incidents in January 2010

2.5.2 Treatment of Crew

Majority of the incidents did not have information on the treatment of crew. Chart 2 shows the treatment of crew in actual incidents reported in January of 2007-2010. Of the eight actual incidents reported during January 2010, one incident involved the crew being held hostage. This incident involved container ship, *Sanya* while she was berthed at the Koja Container Terminal, Tanjung Priok, Indonesia on 4 January 2010. The robbers entered the engine room, tied and assaulted the duty AB, and escaped with some ship's stores.

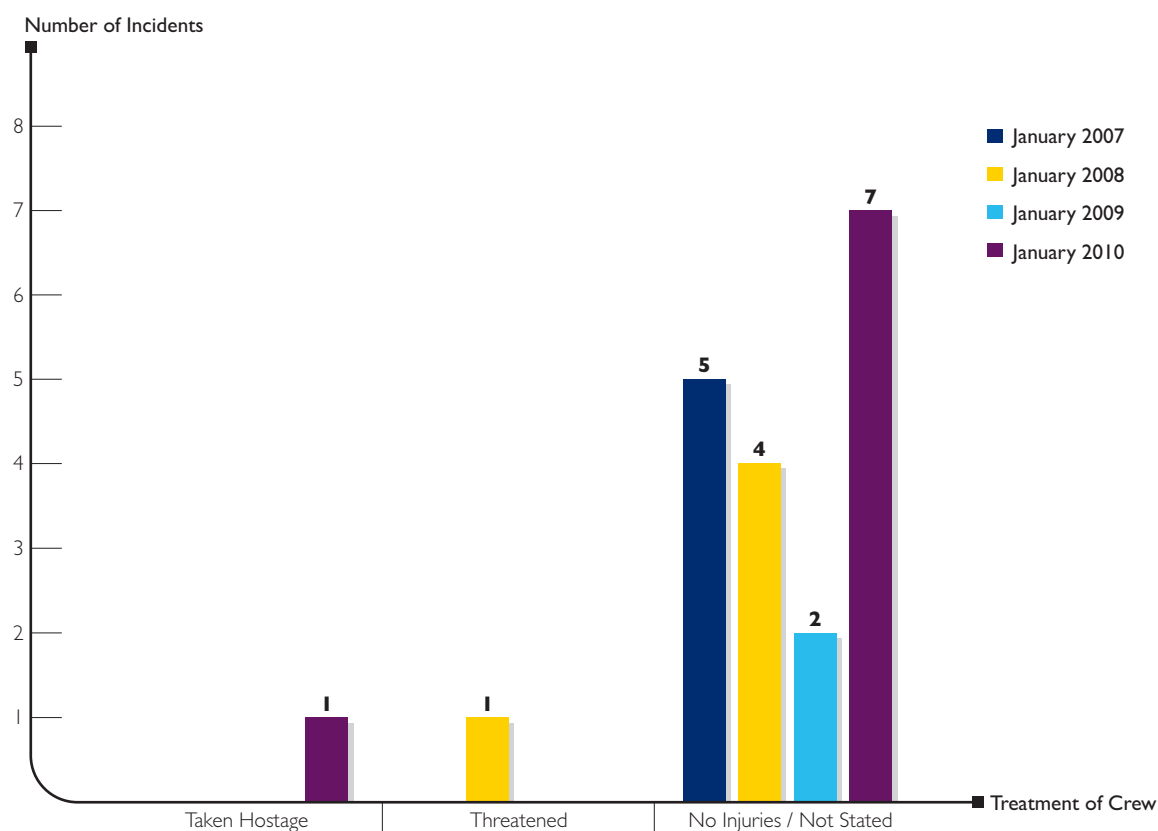


Chart 2 - Treatment of crew in actual incidents in January (2007-2010)



Part 2 - Analysis of Incidents in January 2010

2.5.3 Number of Robbers

Majority of the incidents involved robbers operating in groups of 1 to 6. All eight incidents reported in January 2010 involved robbers operating in groups of 1 to 6. Please see Chart 3.

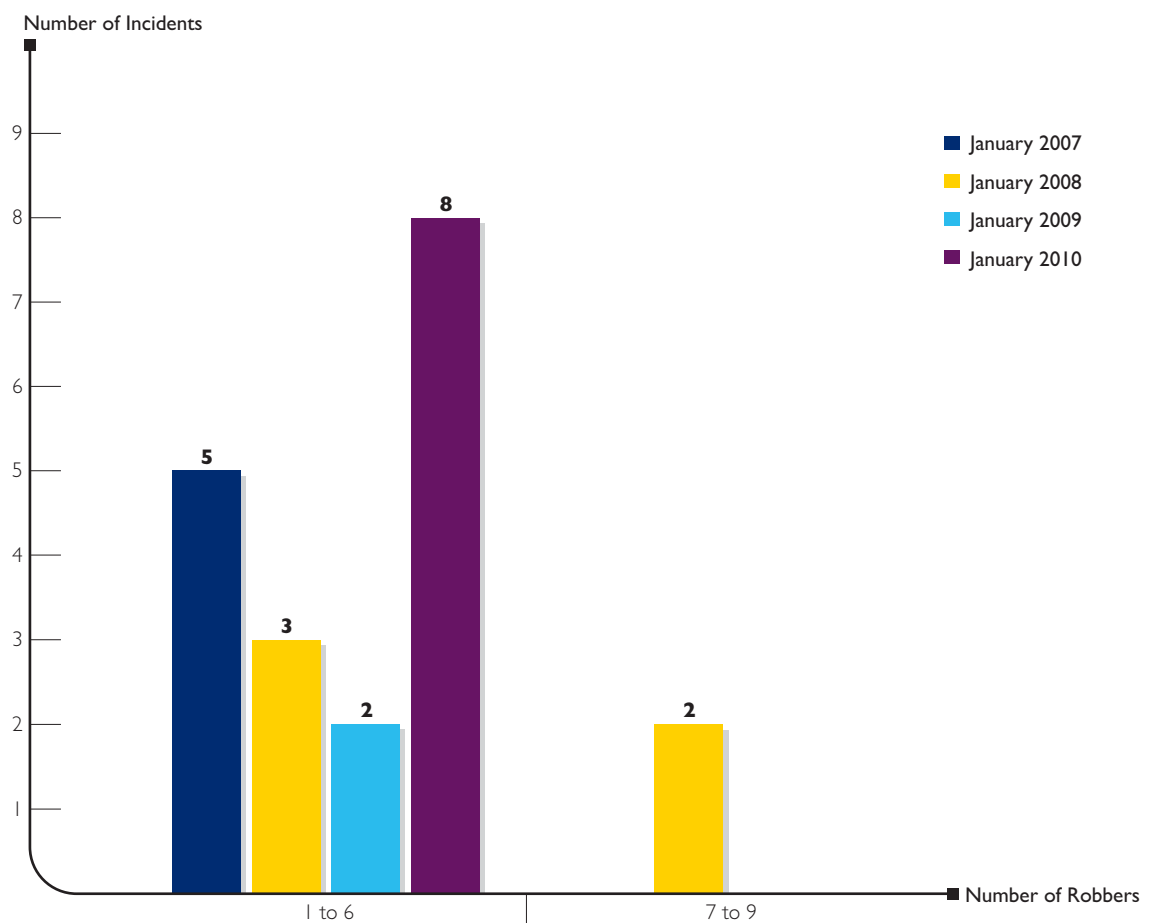


Chart 3 - Number of robbers in actual incidents in January (2007-2010)



Part 2 - Analysis of Incidents in January 2010

2.6 Analysis of Economic Factor

2.6.1 Economic Losses

Chart 4 shows the economic loss per actual incident in January of 2007-2010. Most of the incidents reported loss of ship stores/engine spares. In January 2010, six out of eight actual incidents reported loss of ship stores and engine spares, compared to one out of two incidents in January 2009, four out of five incidents in January 2008 and three out of five incidents in January 2007.

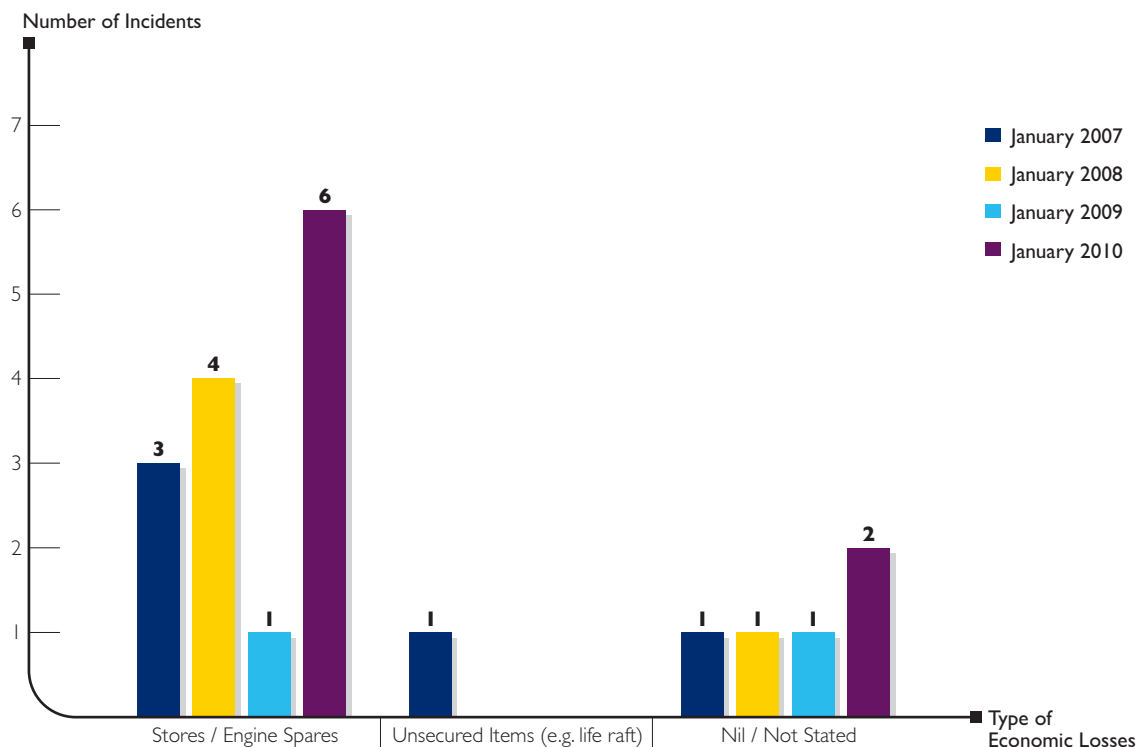


Chart 4 - Reported economic losses in actual incidents in January (2007-2010)



Part 3 - Details of Selected Incidents

3.1 Incidents in Indonesia

3.1.1 In January 2010, a total of six incidents were reported in Indonesia. Five out of the six incidents occurred at the ports and anchorages of Indonesia. One incident occurred while the ship was underway. Details of the incidents as follows:

Attempted Incident involving *Treasure Sunshine* on 3 January 2010

| | |
|---------------------|-----------------------------------|
| Name of ship | : <i>Treasure Sunshine</i> |
| Type of ship | : General cargo ship |
| Flag of ship | : Singapore |
| IMO number | : 9544865 |
| GT | : 6522 |

3.1.2 On 3 January 2010 at 0900 hrs (local time), a Singapore-registered general cargo ship, *Treasure Sunshine* was underway north of Irian Jaya, Indonesia when 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 mins. The crew was not injured.

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



Part 3 - Details of Selected Incidents

Incident of Armed Robbery onboard *Sanya* on 4 January 2010

| | |
|---------------------|------------------|
| Name of ship | : <i>Sanya</i> |
| Type of ship | : Container ship |
| Flag of ship | : Singapore |
| IMO number | : 9178393 |
| GT | : 16705 |

3.1.4 On 4 January 2010 at 0200 hrs (local time), robbers boarded a Singapore-registered container ship, *Sanya* while she was berthed at Koja Container Terminal, Tanjung Priok, Indonesia. The robbers entered the engine room by breaking the padlock on the door of the steering gear room. An open source report extracted from www.portalkriminal.com dated 5 January 2010 revealed that four robbers boarded the ship from the stern and entered the engine room. They tied one of the crew with ropes, hit his back with an iron rod, and escaped with the ship's stores. The report also mentioned that 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.



Part 3 - Details of Selected Incidents

Incident of Armed Robbery onboard *Bow Sagami* on 9 January 2010

| | |
|--------------|---------------------|
| Name of ship | : <i>Bow Sagami</i> |
| Type of ship | : Chemical tanker |
| Flag of ship | : Panama |
| IMO number | : 9379911 |
| GT | : 19420 |



Bow Sagami
Photograph courtesy of IFC-MSTF

3.1.5 On 9 January 2010 at 0400 hrs (local time), robbers armed with knives boarded a Panama-registered chemical tanker, *Bow Sagami* while she was berthed at Petrokimia Terminal, Gresik Port, Indonesia. It was believed that the robbers boarded the tanker while the crew was busy with tank stripping operations during the final stage of cargo discharging. The robbers escaped with some ship's stores. The pilot and port control were informed.



Part 3 - Details of Selected Incidents

Incident of Armed Robbery onboard *PFS Narayana* on 13 January 2010

| | |
|--------------|-----------------------|
| Name of ship | : <i>PFS Narayana</i> |
| Type of ship | : Bulk carrier |
| Flag of ship | : India |
| IMO number | : 8130667 |
| GT | : 28330 |



3.1.6 On 13 January 2010 at 0415 hrs (local time), an unknown number of robbers boarded an India-registered bulk carrier, *PFS Narayana* when she was anchored near Pulau Laut Coal Terminal, East Kalimantan, Indonesia. Upon investigation, it was discovered that the robbers stole 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.



Part 3 - Details of Selected Incidents

Incident of Armed Robbery onboard *Berlin* on 18 January 2010

| | |
|--------------|-----------------|
| Name of ship | : <i>Berlin</i> |
| Type of ship | : Bulk carrier |
| Flag of ship | : Liberia |
| IMO number | : 9516387 |
| GT | : 39737 |



3.1.7 On 18 January 2010 at 2030 hrs (local time), a Liberia-registered bulk carrier, *Berlin* was anchored off Adang Bay, Indonesia when an unknown number of robbers boarded the carrier. The duty crew raised the alarm and the robbers escaped with some ship's stores.



Part 3 - Details of Selected Incidents

Attempted Incident involving *Pac Alnath* on 29 January 2010

| | |
|--------------|----------------------|
| Name of ship | : <i>Pac Alnath</i> |
| Type of ship | : General cargo ship |
| Flag of ship | : Singapore |
| IMO number | : 9265926 |
| GT | : 20471 |



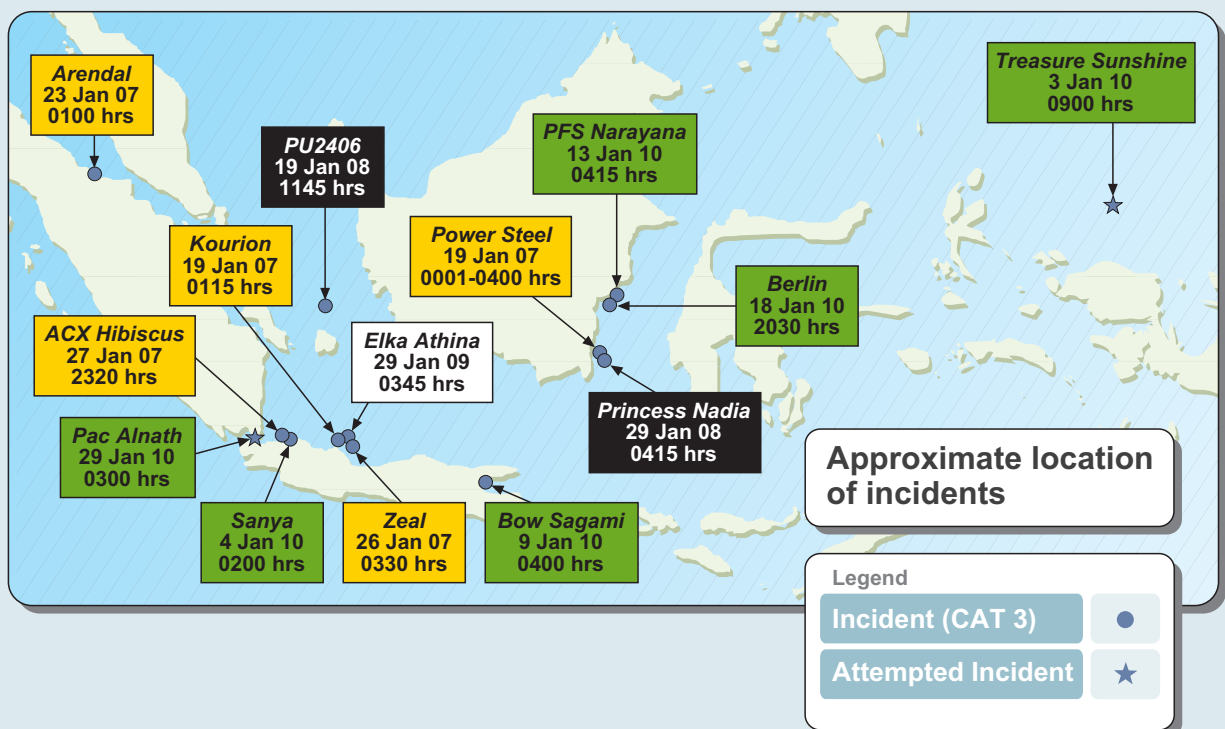
- 3.1.8** On 29 January 2010 at 0300 hrs (local time), four robbers approached a Singapore-registered general cargo ship, *Pac Alnath* in a speedboat while the ship was anchored off the port of Ciwandan, Indonesia. One of the robbers attempted to board the ship via the port quarter using a hook attached to a rope. The deck watchman spotted the robber, raised the alarm and notified the authorities. The robber escaped via the rope.



Part 3 - Details of Selected Incidents

Observations

3.1.9 A total of six incidents were reported in Indonesia in January 2010 compared to five incidents reported in January 2007, two incidents in January 2008 and one incident in January 2009. Please see map below on the approximate location of the incidents in January of 2007-2010.



Part 3 - Details of Selected Incidents

- 3.1.10** The increase in the number of incidents reported in January 2010 may be the result of an increase in awareness among ship masters and crew in reporting incidents of piracy and armed robbery to the nearest coastal State and flag State. This was stipulated in the IMO's MSC.1/Circ.1334, where ship masters are encouraged to report incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately.
- 3.1.11** Of the 14 incidents reported in Indonesia in January of 2007-2010, 12 incidents occurred at the ports and anchorages of Indonesia, namely in Balongan, Tanjung Priok, Pulau Laut and Ciwandan.
- 3.1.12** All 14 incidents were Category 3 (less significant) incidents. In most of these incidents, the robbers operated in groups of 1 to 6, and were not armed during the time of the incident. The robbers did not harm the crew and stole mainly ship stores and engine spares.
- 3.1.13** The ReCAAP ISC observes that incidents reported at Indonesia's ports and anchorages occurred during hours of darkness between 2030 hrs and 0415 hrs. However, the two incidents involving ships while underway occurred during daylight hours. The incidents involved *PU2406* on 19 January 2008 at 1145 hrs and *Treasure Sunshine* on 3 January 2010 at 0900 hrs. The difficulty in boarding the ship while underway during hours of darkness may be the reason for the robbers to attack during daylight hours.

Recommendation

- 3.1.14** The ReCAAP ISC advises ship masters and crew to maintain anti-piracy watch and exercise vigilance at all times when their ships are anchored at port and anchorages, and while underway.



Part 3 - Details of Selected Incidents

3.2 Incident of Armed Robbery onboard *MT British Holly* at the Manila Bay, Philippines on 21 January 2010

| | |
|--------------|---------------------------|
| Name of ship | : <i>MT British Holly</i> |
| Type of ship | : Tanker |
| Flag of ship | : Isle of Man |
| IMO Number | : 9266865 |
| GT | : 58070 |



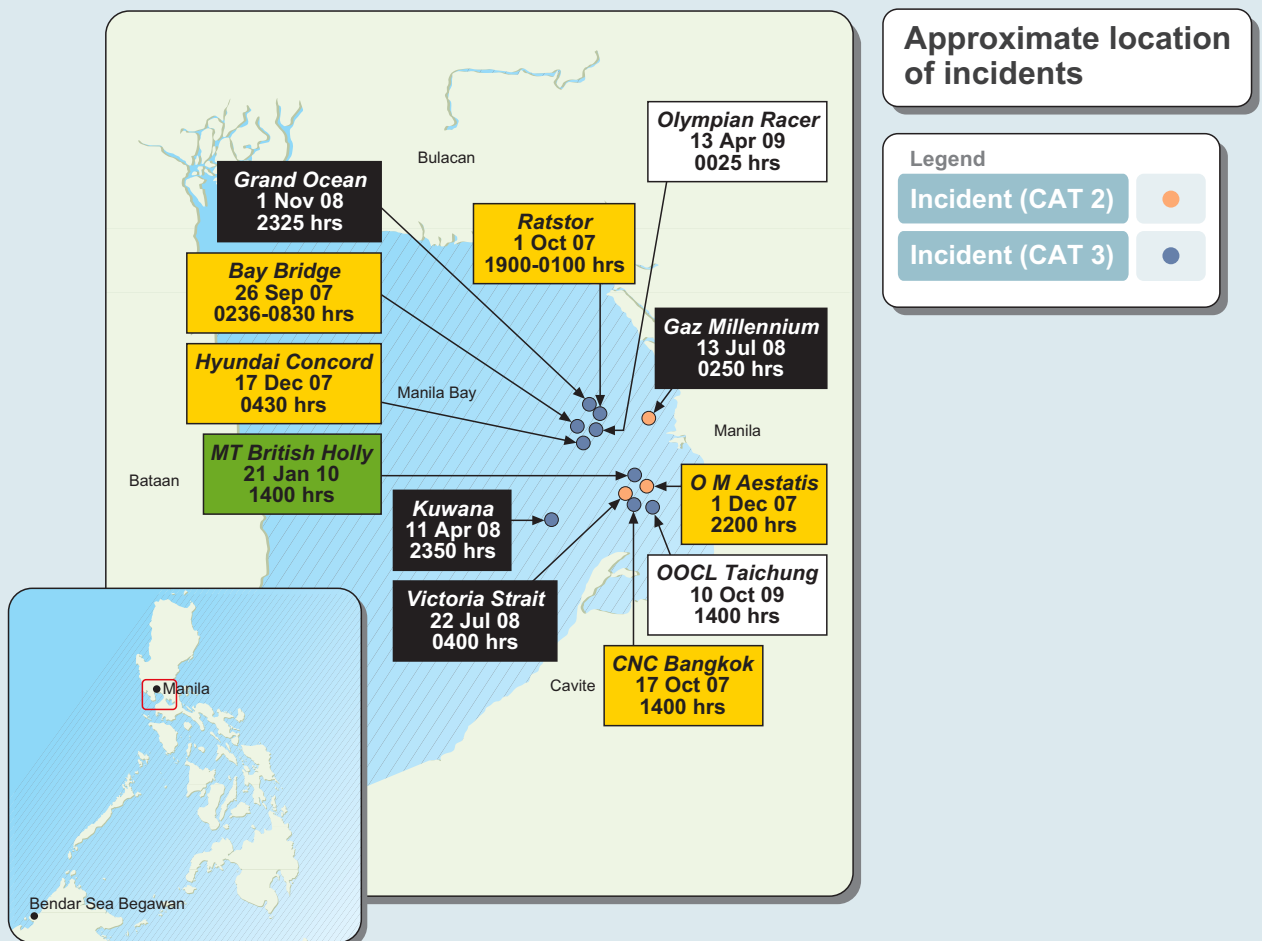
- 3.2.1** On 21 January 2010 at about 1400 hrs (local time), an Isle of Man-registered tanker *MT British Holly* was anchored at the south anchorage area of Manila Bay, Philippines, when the duty crew noticed some wet footprints on the main deck. On inspection, he discovered that one of the ship's inflatable life raft of six person capacity and two immersion suits were missing.
- 3.2.2** 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.
- 3.2.3** The PSCCM dispatched a patrol craft to the incident area at about 1445 hrs (local time) on 21 January 2010. Through the ship master, the PSCCM personnel gathered that the robbers boarded the tanker at the starboard side using a grapnel hook between 1100 hrs and 1300 hrs (local time). The PSCCM personnel advised the ship master to be more vigilant and take necessary precautionary measures while at anchor.
- 3.2.4** Due to the time lag between the occurrence of the incident and the time of reporting of the incident to the authorities, the robbers already left when the patrol craft arrived at the location of the incident. The *MT British Holly* departed for its next port of call at about 2200 hrs (local time) on 21 January 2010. The Philippine Coast Guard (PCG) who is also the ReCAAP Focal Point (Philippines) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Past Incidents

3.2.5 Between January 2007 and January 2010, 12 incidents have been reported within the Manila Bay area. Of the 12 incidents, three were Category 2 (moderately significant) incidents and nine were Category 3 (less significant) incidents. All incidents occurred when the ships were anchored. Please see map on the location of these incidents.



Part 3 - Details of Selected Incidents

Observation

3.2.6 The ReCAAP ISC would like to commend the inter-agency coordination and cooperation between the VTMS of the PPA and the PCG. Likewise, the ReCAAP ISC would also like to commend the master of the *MT British Holly* for his full cooperation with the PSCCM in investigating the incident.

Recommendations

3.2.6 The ReCAAP ISC advises ship masters and crew to maintain vigilance at all times and take necessary measures while at anchor or underway in the area.

3.2.7 Ship masters, owners and operators are encouraged to report all incidents of piracy and armed robbery to the Philippine Coast Guard Command Centre immediately. The contact numbers of the Philippine Coast Guard Command Centre are as stated below. This enables the law enforcement agencies to investigate the incident and, where possible assist ships involved in the incident, and issue notices to advise commercial vessels transiting the vicinity to adopt precautionary measures and to report all suspicious vessels' movements to the authorities.

Philippine Coast Guard Command Centre

+63-2-527-3877
+63-2-527-8481 to 89
(local 6136 and 6137)



Part 3 - Details of Selected Incidents

3.3 Incident of Armed Robbery onboard *Osprey Explorer* at Port of Kakinada, India on 22 January 2010

| | |
|--------------|----------------------------|
| Name of Ship | : <i>Osprey Explorer</i> |
| Type of Ship | : Research / survey vessel |
| Flag of Ship | : Panama |
| IMO | : 8416906 |
| GT | : 3517 |

3.3.1 On 22 January 2010, a Panama-registered research/survey vessel, *Osprey Explorer* was anchored at position 17° 00' N, 82° 18' E, off the port of Kakinada, India. The vessel was involved in survey activities about 115 nm south of Vishakhapatnam at the time of the incident.

3.3.2 At about 0140 hrs (local time), three robbers in a fishing boat approached the vessel from the stern. 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.

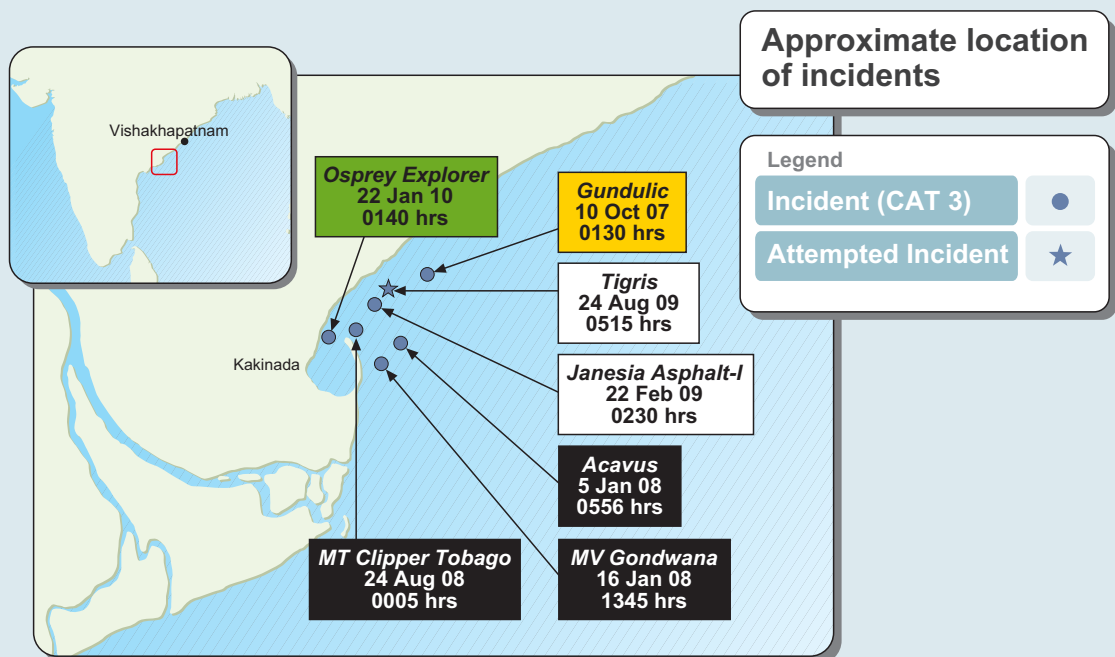
3.3.3 The ship master reported the incident to the Kakinada Port Authority. On investigation by the MRCC Chennai, the agent of the vessel verified the occurrence of the incident and revealed that the robbers were local fishermen. The Indian Coast Guard (ICG) which is also the ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Past Incidents

3.3.4 This is the first incident reported at the port of Kakinada since January 2010. One actual incident was reported in 2009 compared to three incidents reported in 2008 and one incident reported in 2007. Notably, four out of the six incidents reported between January 2007 and January 2010 occurred during the January-February period.



Part 3 - Details of Selected Incidents

Observations

- 3.3.5** The ReCAAP ISC commends the duty watchman of *Osprey Explorer* for his alertness and adoption of anti-piracy measures. His prompt response and follow-up actions has compelled the robbers to escape without taking anything from the vessel.
- 3.3.6** The ReCAAP ISC notes that all incidents were Category 3 (less significant) incidents which generally involved robbers in group of between 1-6 who stole mainly ship stores and unsecured items onboard ships.
- 3.3.7** The increased number of low freeboard vessels (multi-purpose support vessels) operating in the Kakinada Bay are potential targets for opportunistic robbers.

Recommendations

- 3.3.8** Preliminary investigation revealed that the robbers were fishermen from the local fishing community. In an effort to contain incidents in and around Kakinada Bay, the ICG has enhanced their patrol in the area, with the deployment of additional fast patrol boats and implemented community interaction programme to educate the local community on information sharing and the ill-effects of piracy and armed robbery.
- 3.3.9** The ReCAAP ISC encourages ship masters to exercise caution and maintain enhanced vigilance during hours of darkness and reduced visibility when their vessels are anchored at the port. Ship master and crew are advised to report all incidents to the port authorities or the nearest coastal State immediately when they detect suspicious vessel operating in the area.



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

- 4.1** 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”.

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

- 4.2** In the revised MSC circulars¹, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.
- 4.3** 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 1.

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



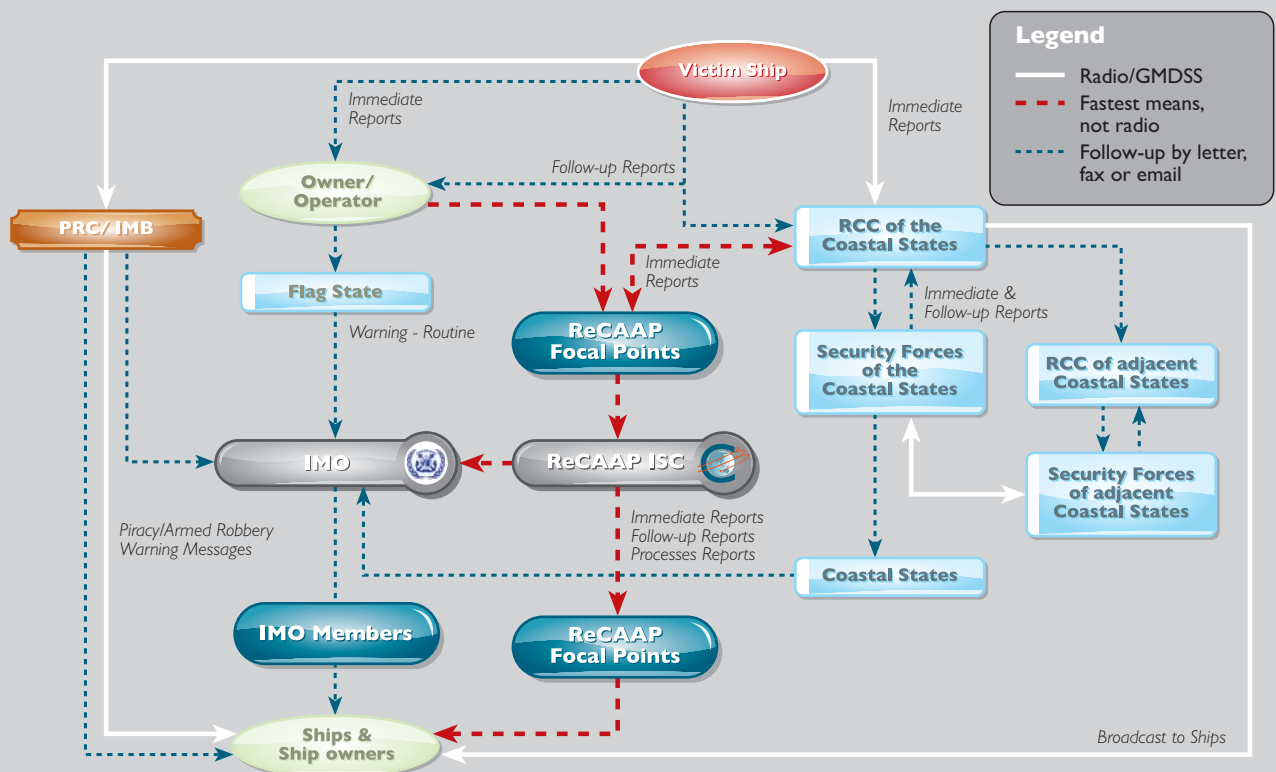
Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

Recommendation

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



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



Notes

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



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

Contact Details of ReCAAP Focal Points / Contact Point

| Country & Agency In Charged | Point of Contact | |
|--|--|------------------------------------|
| | Phone Number | Fax Number |
| People's Republic of Bangladesh Department of Shipping Email: dosdgd@bttb.net.bd | +88-02-9554206 | +88-02-7168363 |
| Brunei Darussalam Royal Brunei Marine Police Email: mahran.ahmad@police.gov.bn | +67-3277-0548 Ext 202 | +67-3277-0549 |
| Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh | +85-5-2388-1846 | +85-5-2388-2968 |
| People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn | +86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221 | +86-10-6529-2245 |
| | Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk | +85-2-2233-7999 +85-2-2233-7998 |
| Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in | +91-22-2437-6133 | +91-22-2433-3727 |
| | +91-22-2438-8065 | +91-22-2431-6558 |
| Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp | +81-3-3591-9812 +81-3-3591-6361 | +81-3-3581-2853 |
| Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomsgo.kr | +82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867 | +82-2-503-7333 |

Table 1 - Contact Details of ReCAAP Focal Points / Contact Point



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

Contact Details of ReCAAP Focal Points / Contact Point

| Country & Agency In Charged | Point of Contact | |
|--|--|------------------------------------|
| | Phone Number | Fax Number |
| Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com | +85-6-2121-2505 | +85-6-2121-2505 +85-6-2121-2547 |
| Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm | +95-313-1650 | +95-1-202-4117 |
| Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no | +47-5274-5130 +47-5274-5000 | +47-5274-5001 |
| Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com | +63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline) | +63-2-527-3877 |
| Republic of Singapore Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg | +65-6226-5539 +65-6325-2493 | +65-6227-9971 +65-6224-5776 |
| Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk | +94-1-1244-5368 | +94-1-1244-9718 |
| Kingdom of Thailand Royal Thai Navy Operations Centre Email: nidint@navy.mi.th | +66-2475-4643 | +66-2466-1382 |
| Socialist Republic of Viet Nam Vietnam Marine Police Email: phonghqtsb@vnn.vn vietnamfocalpoint@yahoo.com.vn | +84-4-3355-4378 | +84-4-3355-4363 |

Correct as at 29 January 2010

Table 1 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)



Appendix

DETAILS OF INCIDENTS IN JANUARY 2010

Actual Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Reporting Agency | Significance Level (classified by the ReCAAP ISC) |
|-----|--|------------------------|---|----------------|--|---|---|
| 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 | Berthed | 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. 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 www.portalkriminal.com dated 5 January 2010 | CAT 3 |
| 2. | <i>Bow Sagami</i> Chemical tanker Panama 9379911 19420 | 09/01/2010 0400 hrs | Petrokimia Terminal, Gresik Port, Indonesia | Berthed | 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 | CAT 3 |

Appendix

DETAILS OF INCIDENTS IN JANUARY 2010

Actual Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Reporting Agency | Significance Level (classified by the ReCAAP ISC) |
|-----|--|------------------------|--|----------------|---|------------------------------|---|
| 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 | Underway | 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) | CAT 3 |
| 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 | Anchored | 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) | CAT 3 |
| 5. | <i>Seaways Valour</i> General cargo ship India 8801345 11998 | 16/01/2010 0230 hrs | 07° 42.95' N, 122° 06.51' E 9.2 nm off Kochi Light, India | Anchored | Five robbers approached the general cargo ship in a speed boat. 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 | ReCAAP Focal Point (India) | CAT 3 |

Appendix

DETAILS OF INCIDENTS IN JANUARY 2010

Actual Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Reporting Agency | Significance Level (classified by the ReCAAP ISC) |
|-----|--|------------------------|---|----------------|---|----------------------------------|---|
| | | | | | 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. | | |
| 6. | <i>Berlin</i> Bulk carrier Liberia 9516387 39737 | 18/01/2010 2030 hrs | Adang Bay, Indonesia | Anchored | An unknown number of robbers boarded the carrier while she was anchored. The duty crew raised the alarm and the robbers escaped with some ship's stores. | IMO | CAT 3 |
| 7. | <i>MT 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 | Anchored | 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. 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 | ReCAAP Focal Point (Philippines) | CAT 3 |

Appendix

DETAILS OF INCIDENTS IN JANUARY 2010

Actual Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Reporting Agency | Significance Level (classified by the ReCAAP ISC) |
|-----|--|-----------|----------------------|----------------|---|------------------|---|
| | | | | | <p>assistance. The PCGAC directed the Philippine Coast Guard's Port State Control Centre Manila (PSCCM) to investigate the incident. The PSCCM dispatched a patrol craft to the incident area at about 1445 hrs 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 already left when the patrol craft arrived at the location of the incident. The <i>MT British Holly</i> departed for its next port of call at about 2200 hrs on 21 January 2010.</p> | | |

Appendix

DETAILS OF INCIDENTS IN JANUARY 2010

Actual Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Reporting Agency | Significance Level (classified by the ReCAAP ISC) |
|-----|---|------------------------|---|----------------|---|------------------|---|
| 8. | <i>Osprey Explorer</i> Pipe carrier Panama 8416906 3517 | 22/01/2010 0140 hrs | 17° 00' N, 082° 18' E Kakinada Anchorage, India | Anchored | Three robbers in a fishing boat approached the vessel from the stern. 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. | IMO | CAT 3 |

Appendix

DETAILS OF INCIDENTS IN JANUARY 2010

Attempted Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Consequences for Crew, Cargo, Ship Equipment, etc | Reporting Agency |
|-----|--|------------------------|---|----------------|--|---|--------------------------------|
| 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 | Underway | <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 mins. 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> | Nil | ReCAAP Focal Point (Singapore) |

Appendix

DETAILS OF INCIDENTS IN JANUARY 2010

Attempted Incidents

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Consequences for Crew, Cargo, Ship Equipment, etc | Reporting Agency |
|-----|--|------------------------|--|----------------|--|---|--------------------------------|
| 2. | <i>Alina XXII</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 | Underway | 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 about the attempt. | Nil | ReCAAP Focal Point (Singapore) |
| 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 | Anchored | Four robbers approached the general cargo ship in a speedboat while she was anchored off 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. | Nil | IMO |

Appendix

DETAILS OF PAST INCIDENT IN DECEMBER 2009

Actual Incident

| S/N | Ship Name, Type of Ship, Flag, IMO No., GT | Date Time | Location of Incident | Status of Ship | Details of Incidents | Reporting Agency | Significance Level (classified by the ReCAAP ISC) |
|-----|---|------------------------|--|----------------|---|--------------------------------|---|
| 1. | X-press Dhaulagiri Container ship Singapore 9357547 18123 | 19/12/2009 2345 hrs | 22° 10.5' N, 091° 43.8' E Chittagong Anchorage, Bangladesh | Underway | <p>The container ship was approaching the Chittagong Anchorage when the Deck Fitter saw three robbers with long knives attempting to board the vessel from the poop deck. He ran back to his cabin and alerted the rest of the crew via the public address system. The general alarm was sounded and all crew proceeded to the muster station. As more crew members approached the poop deck, they saw the robbers cut off one mooring rope of about 35 m in length and threw it into the sea. The robbers then jumped overboard and escaped. The whole episode lasted between 5 to 8 min. There were no reports of injury suffered by the crew.</p> <p>The master reported the incident to the Chittagong Port Control and the vessel's management company immediately. The robbers had approached the vessel on a small fishing boat and were observed to be dark and only dressed in their underpants.</p> | ReCAAP Focal Point (Singapore) | CAT 3 |