

Report for July 2010

1st July 2010 – 31st July 2010

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Report for July 2010

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Report for July 2010

Executive Summary

A total of 11 incidents of armed robbery against ships in Asia (comprising nine actual incidents and two attempted incidents) were reported in July 2010. Of the nine actual incidents, three were Category 2 (moderately significant) incidents and six were Category 3 (less significant) incidents. The details of the incidents are described in the Appendix.

Compared to July 2009, there has been an increase in the number of incidents reported in July 2010, and these are Category 3 incidents which occurred when the ships were at ports and anchorages.

Part 3 of this report features incidents involving ships anchored off Tanjung Ramunia and Pulau Mungging, Malaysia; and incidents involving ships while underway northwest of Kalimantan, Indonesia.



Part 1 - Definitions & Methodology Used

1.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

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

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

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



Part 1 - Definitions & Methodology Used

1.2 Methodology for Classifying Incidents

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

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



Part 1 - Definitions & Methodology Used

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

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

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



Part 1 - Definitions & Methodology Used

1.3 Note on Sources of Information

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

1.4 Note on Maps Used to Depict Location of Incidents

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

1.5 Note on Timing of Incidents

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



Part 2 - Analysis of Incidents in July 2010

2.1 Number and Significance of Reported Incidents

2.1.1 A total of 11 incidents comprising nine actual incidents and two attempted incidents were reported in July 2010. Overall, the total number of incidents reported in July 2010 has increased compared to July 2009. Please see Table 1 below.

	July 2007	July 2008	July 2009	July 2010
Actual	9	10	7	9
Attempted	3	0	1	2
Total	12	10	8	11

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



Part 2 - Analysis of Incidents in July 2010

2.1.2 Of the nine actual incidents reported in July 2010, three were Category 2 (moderately significant) incidents and six were Category 3 (less significant) incidents. No Category 1 (very significant) incident was reported. Chart 1 shows the significance level of actual incidents reported in July of 2007-2010. Compared to July 2009, the increase in the number of incidents in July 2010 was a result of the increase in the number of Category 3 incidents. The number of Category 2 incidents has remained fairly consistent throughout the reporting periods.

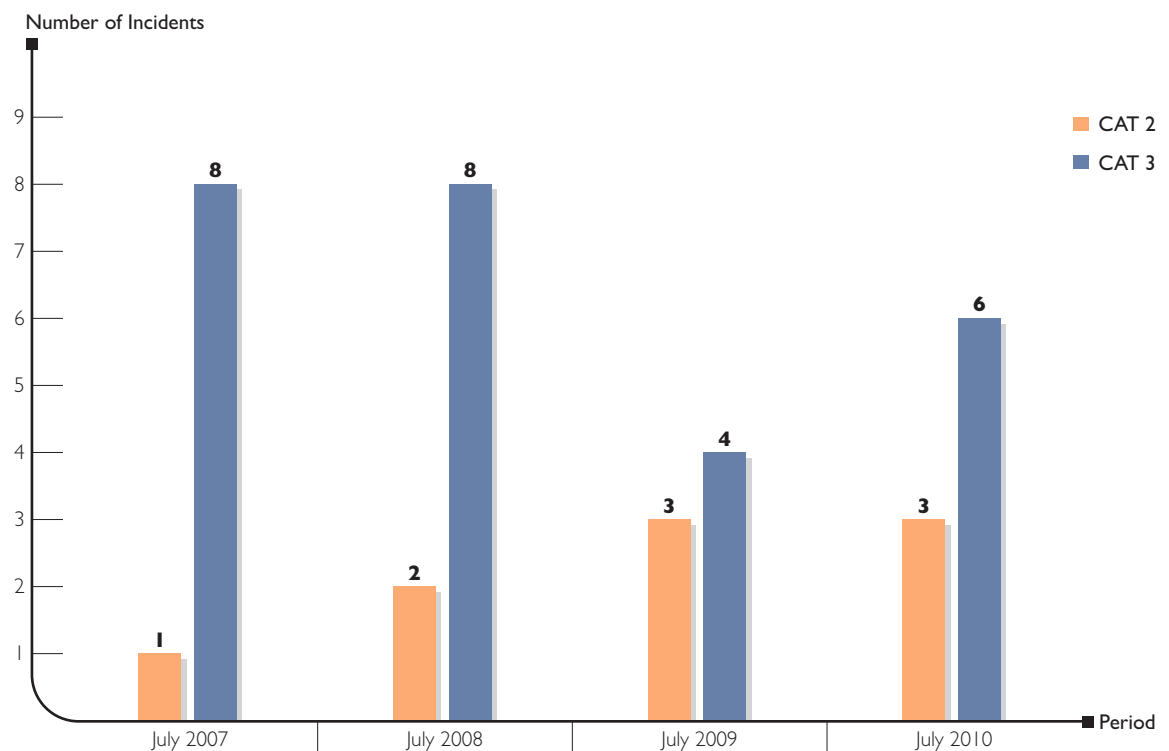
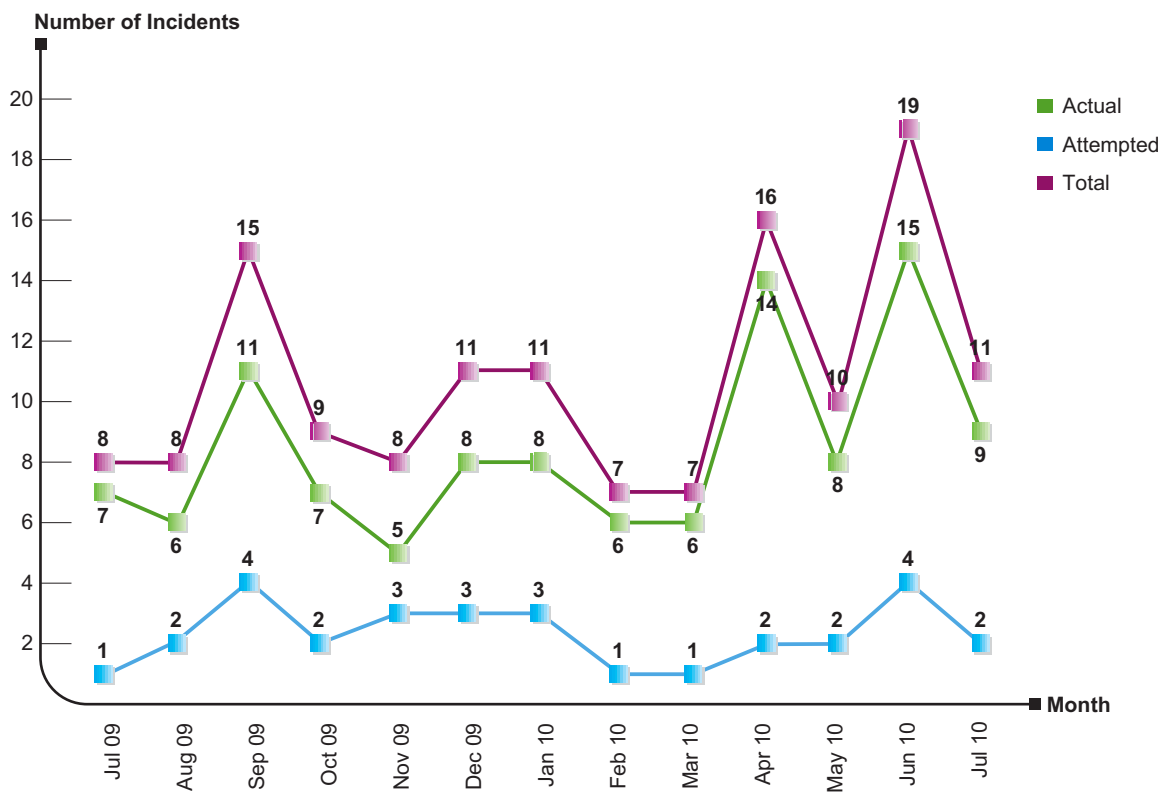


Chart 1 - Significance level of incidents in July of 2007-2010



Part 2 - Analysis of Incidents in July 2010

2.1.3 Graph 1 shows the number of actual incidents and attempted incidents reported between July 2009 and July 2010. There was a significant decrease in the total number of incidents reported in July 2010 compared to June 2010. Eleven incidents were reported in July 2010 compared to 19 incidents reported in June 2010. The total number of incidents reported between July 2009 and July 2010 fluctuated between the highest of 19 incidents reported in June 2010 and the lowest of seven incidents in February and March 2010.



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



Part 2 - Analysis of Incidents in July 2010

2.2 Location and Timing of Incidents

2.2.1 Majority of the incidents reported in July 2010 occurred in Southeast Asia. Map 1 shows the location of the incidents reported in July 2010. Compared to the same period in 2007-2009, there has been an increase in the number of incidents reported in Indonesia and Malaysia in July 2010. However, the number of incidents at the port and anchorages of Chittagong, Bangladesh has decreased in July 2010.

2.2.2 Indonesia

Four incidents (comprising two actual incidents and two attempted incidents) were reported in July 2010 compared to one incident in July 2009, three incidents in July 2008 and three incidents in July 2007. Of the four incidents reported in July 2010, one incident occurred at the port of Belawan while the other three incidents involved ships while underway in the vicinity northwest of Kalimantan and east of Pulau Bangka. Part 3 of this report features the incidents occurred off Kalimantan in greater details.

2.2.3 Malaysia

A total of three incidents were reported in July 2010 compared to only one incident in July 2009. No incident was reported in July of 2007-2008. The incidents occurred in July 2010 involved ships while anchored in the waters east of Pulau Mungging, north of Horsburgh Lighthouse and southwest of Tanjung Ramunia.

2.2.4 Bangladesh

Notably, there has been a significant improvement in the situation at the port and anchorages of Chittagong, Bangladesh. Only one incident was reported in July 2010 compared to two incidents reported in July 2009, one incident in July 2008 and six incidents (comprising five actual and one attempted incidents) in July 2007.



Part 2 - Analysis of Incidents in July 2010

2.2.5 For the first time, an incident of armed robbery was reported at about 7.6 nm northeast of Horsburgh Lighthouse, Singapore on 22 Jul 10. Five robbers armed with guns and knives boarded the Cyprus-registered bulk carrier, *Cape Cosmos*. They held the duty oiler hostage in the engine room, and escaped in their speed boat when the alarm was raised. The crew was not injured and nothing was stolen. Table 2 shows the location of incidents reported in July of 2007-2010.

	July 2007		July 2008		July 2009		July 2010	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia								
■ Bangladesh	5	1	1		2		1	
■ Sri Lanka		1						
Sub-total	5	2	1		2		1	
Southeast Asia								
■ Indonesia	3		3		1		2	2
■ Malaysia					1		3	
■ Philippines			2				1	
■ Singapore							1	
■ South China Sea		1				1		
■ Straits of Malacca and Singapore					2			
■ Vietnam	1		4		1		1	
Sub-total	4	1	9		5	1	8	2
Overall Total	9	3	10		7	1	9	2

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





Part 2 - Analysis of Incidents in July 2010

2.2.6 Majority of the 11 incidents reported in July 2010 occurred during hours of darkness (between 0001 hrs and 0559 hrs). Please see Table 3. This is expected since ships are most vulnerable during hours of darkness when the crew tends to be less vigilant or they were resting. An exception was the incident involving Luxembourg-registered supply vessel, *Bourbon Liberty 226* when she was underway in the Gelasa Strait, Indonesia. At or about 1317 hrs on 18 Jul 10, three masked robbers in a small speed boat approached the vessel and attempted to board. The crew adopted anti-piracy measures and the robbers eventually aborted their attempt to board the vessel.

	July 2007	July 2008	July 2009	July 2010
1800-2359 hrs	2	3	2	
0001-0559 hrs	7	6	6	10
0600-1159 hrs	3	1		
1200-1759 hrs				1
Total	12	10	8	11

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



Part 2 - Analysis of Incidents in July 2010

2.3 Type of Ships Most Frequently Involved in Incidents

2.3.1 In July 2010, bulk carriers appeared to be more commonly involved in incidents compared to other type of ships. Of the 11 incidents, four involved bulk carriers. Table 4 shows the type of ships involved in incidents reported in July of 2007-2010.

2.3.2 This is in contrast to the same period in 2007-2009 when container ships were more frequently involved in incidents in July 2009, and tankers (comprising chemical tanker, LPG tanker and tanker) were more frequently involved in incidents in July 2008. In July 2007, no particular type of ships was more vulnerable than others.

2.3.3 The ReCAAP ISC notes that no particular type of ship was targeted as majority of the incidents were carried out by robbers who were opportunistic in nature.

Type of Ships	July 2007	July 2008	July 2009	July 2010
Bulk Carrier	2	2	1	4
Chemical Tanker	2	2	1	1
Container Ship	3	2	3	1
Fishing Boat/Trawler	1			
General Cargo Ship	3	1		2
LPG Tanker	1	1		
Oil Tanker				2
Supply Vessel			2	1
Tanker		2	1	
Total	12	10	8	11

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



Part 2 - Analysis of Incidents in July 2010

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

2.4.1 Table 5 shows the status of ships during incidents reported in July of 2007-2010. Of the 11 incidents reported in July 2010, eight incidents involved ships when anchored or berthed, and three incidents involved ships while underway. This is consistent with the observation that majority of the incidents occurred when ships were anchored and berthed compared to ships while underway throughout the reporting periods.

Status of Ships		July 2007	July 2008	July 2009	July 2010
Actual Incidents	Anchored/Berthed	9	10	5	8
	Underway			2	1
Attempted Incidents	Anchored/Berthed	1			
	Underway	2		1	2
Total		12	10	8	11

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



Part 2 - Analysis of Incidents in July 2010

- 2.4.2** Chart 2 shows the status of ships involved in actual incidents versus its significance level. Generally, incidents involving ships at anchor and berth were Category 3 incidents which are petty thefts committed by robbers who were opportunistic in nature. Upon detection, they normally escaped with whatever items they could take. However, there were occasions when they escaped empty-handed.
- 2.4.3** In July 2010, six of the eight actual incidents involving ships at anchor and berth were Category 3 incidents. The other two were Category 2 incidents involving bulk carriers, *Martha* and *Cape Cosmos* on 18 Jul 10 and 22 Jul 10 respectively. Both vessels were boarded by five armed men when they were anchored at approximately 5.6 nm north and 7.6 nm northeast of Horsburgh Lighthouse respectively. The crew was not injured and nothing was stolen in both incidents.
- 2.4.4** In contrast, incidents involving ships while underway were more severe in nature. The only actual incident involving ship while underway in July 2010 was a Category 2 incident. The incident involved a Malaysia-registered general cargo ship, *Harbour Hornbill* while underway at approximately 8 nm southwest of Pulau Merundung, Indonesia on 13 Jul 10 when eight robbers boarded the ship. Upon entering the bridge, the robbers held the Second Officer and the duty watchman hostage and tied them up. The Second Officer was taken to the master's cabin and the master was forced to open the door. The robbers threatened the master with knives and demanded cash, personal belongings, and ship's stores.



Part 2 - Analysis of Incidents in July 2010

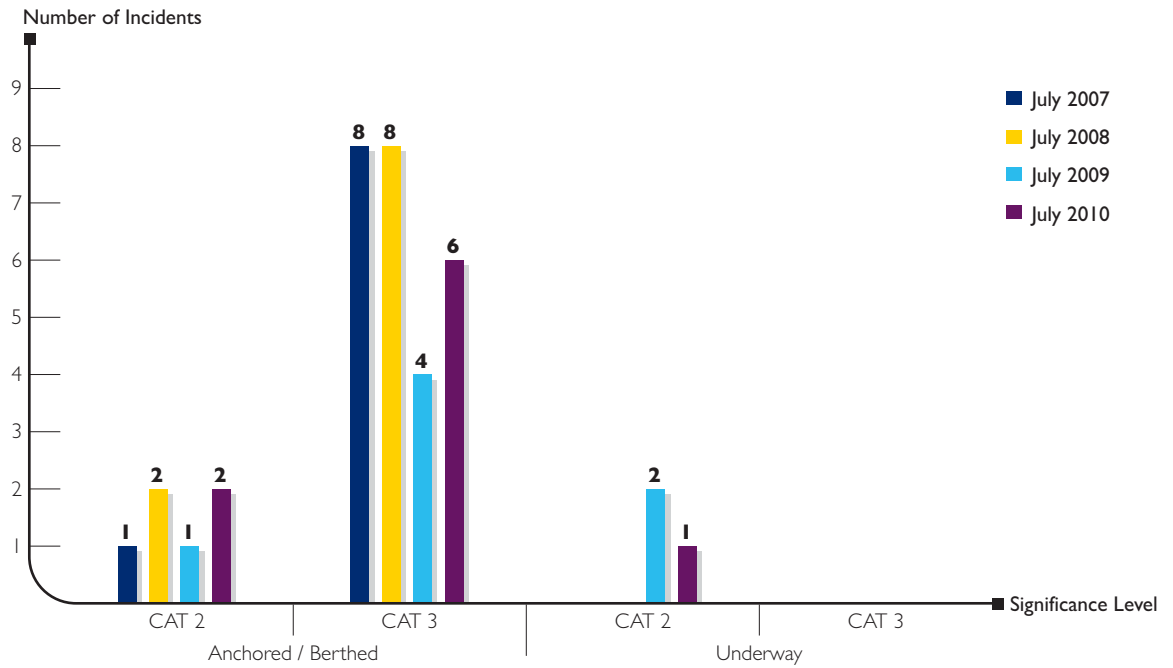


Chart 2 - Status of ships vs significance level of actual incidents in July of 2007-2010



Part 2 - Analysis of Incidents in July 2010

2.5 Analysis of Violence Factor

2.5.1 Weapons Used

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

The two incidents involving robbers armed with guns and knives occurred onboard bulk carrier, *Martha* on 18 Jul 10, and onboard bulk carrier, *Cape Cosmos* on 22 Jul 10. Both incidents occurred when the vessels were anchored off Horsburgh Lighthouse. The robbers did not open fire and the crew was not injured.

There was no incident involving robbers armed with guns and knives in July of 2007-2009.

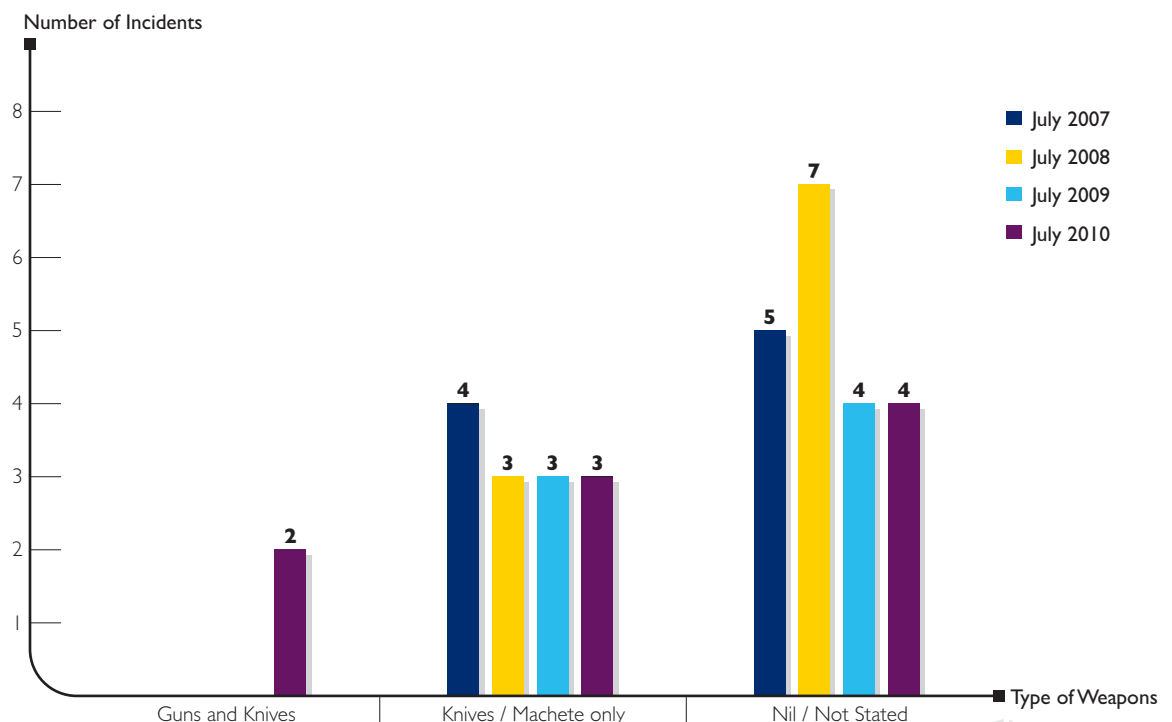


Chart 3 - Weapons used in actual incidents in July of 2007-2010



Part 2 - Analysis of Incidents in July 2010

2.5.2 Treatment of Crew

Chart 4 shows the treatment of crew in incidents reported in July of 2007-2010.

Of the nine actual incidents reported in July 2010, three incidents involved the crew being taken hostage. The incidents involved general cargo ship, *Harbour Hornbill* on 13 Jul 10, bulk carrier, *Martha* on 18 Jul 10 and bulk carrier, *Pioneer Sky* on 31 Jul 10. In these incidents, the robbers tied up the crew, and demanded from them cash, personal belongings and ship stores as in the case involving *Harbour Hornbill*. In the incident involving *Pioneer Sky*, the robbers escaped with some ship stores. However, in the incident involving *Martha*, the robbers escaped empty-handed when detected by the officer-on-watch.

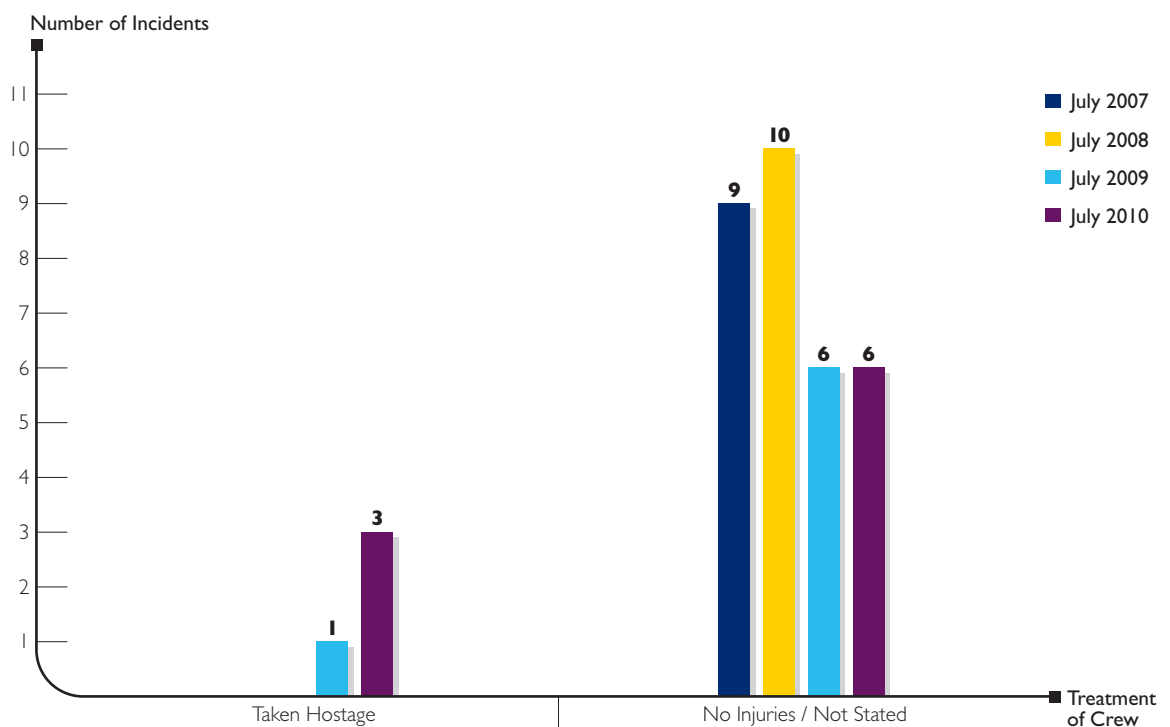


Chart 4 - Treatment of crew in actual incidents in July of 2007-2010



Part 2 - Analysis of Incidents in July 2010

2.5.3 Number of Pirates/Robbers

Majority of the incidents that occurred throughout the four-year period involved pirates/robbers operated in groups of 1 to 6. Of the nine actual incidents reported in July 2010, eight incidents involved pirates/robbers operating in groups of 1 to 6. Only one incident involved eight robbers as in the incident involving *Harbour Hornbill* off Pulau Merundung, Indonesia. Please see Chart 5.

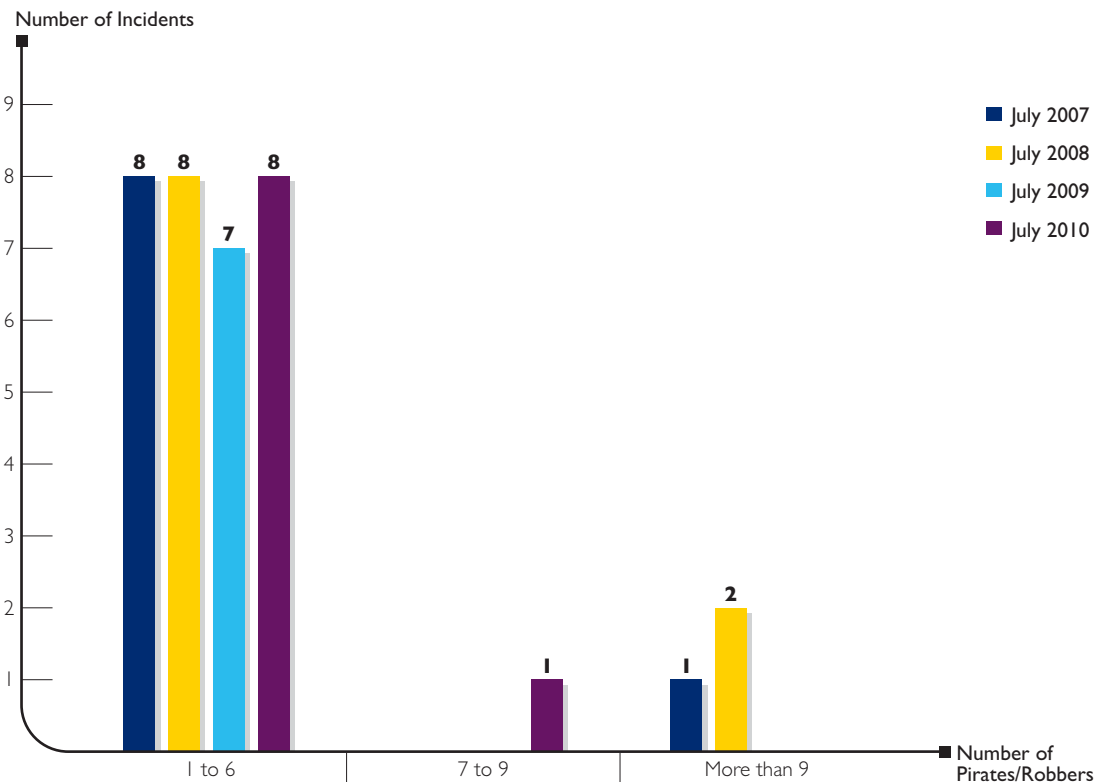


Chart 5 - Number of pirates/robbers in actual incidents in July of 2007-2010



Part 2 - Analysis of Incidents in July 2010

2.6 Analysis of Economic Factor

2.6.1 Economic Losses

Chart 6 shows the economic loss per actual incident in July of 2007-2010. Of the nine actual incidents reported in July 2010, about half of the reported incidents involved theft of ship stores, engine spares, cash and property.

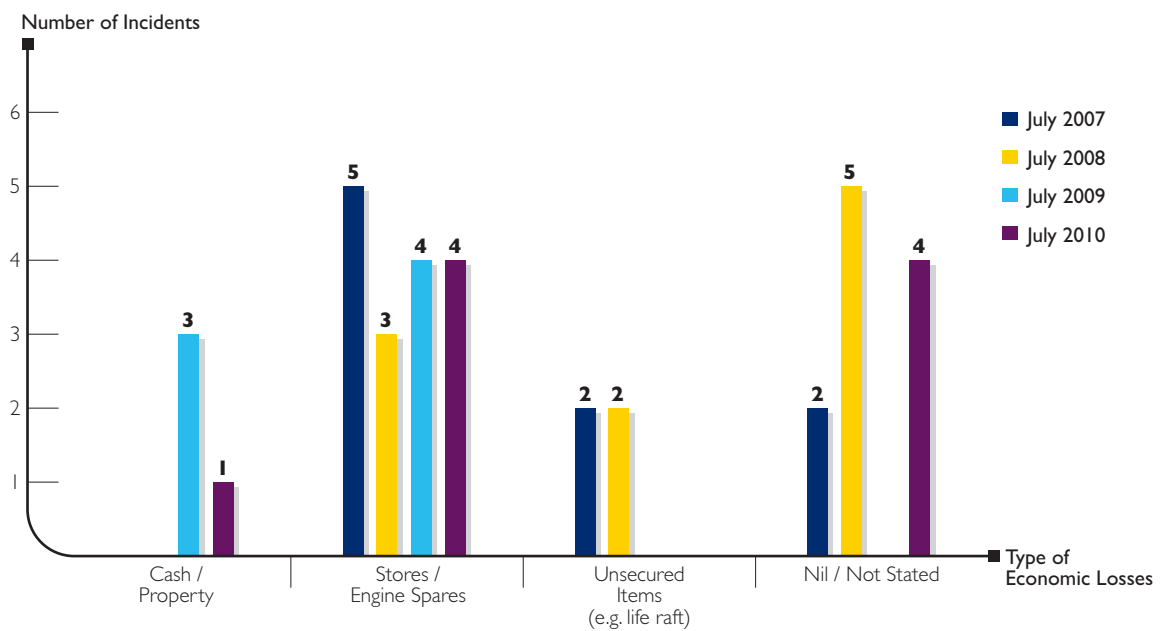


Chart 6 - Reported economic losses in actual incidents in July of 2007-2010



Part 3 - Details of Selected Incidents

3.1 Incidents in the Vicinity of Tanjung Ramunia and Pulau Mungging, Malaysia

3.1.1 A total of four incidents of armed robbery onboard ships were reported in the vicinity of Tanjung Ramunia and Pulau Mungging, Malaysia in July 2010. All four incidents occurred when the ships were anchored. The details of the incidents are described below.

Incident onboard *Noemi*, southwest of Tanjung Ramunia on 8 Jul 10

Name of Ship	: <i>Noemi</i>
Type of Ship	: Crude oil tanker
Flag of Ship	: Marshall Island
IMO	: 9286023
GT	: 72,604

Details of Incident

3.1.2 On 8 Jul 10, a Marshall Island-registered crude oil tanker, *Noemi* was anchored at position 1° 19.50' N, 104° 15.60' E near the Johor port limit (approximately 2 nm southwest of Tanjung Ramunia). At or about 0010 hrs, the deck patrol onboard the tanker observed a small motor boat moving away from the stern of the tanker. The duty officer informed the bridge and upon checking the vessel, the fire station door was found open and ship's equipment stolen. The ship master reported the incident to the Johor Port Control.



Part 3 - Details of Selected Incidents

Incident onboard *Martha*, north of Horsburgh Lighthouse on 18 Jul 10

Name of Ship	: <i>Martha</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Malta
IMO	: 9039054
GT	: 79,694

Details of Incident

- 3.1.3** On 18 Jul 10 at or about 0400 hrs, the Malta-registered bulk carrier, *Martha* was anchored at position 1° 25.3' N, 104° 24.7' E (about 5.6 nm north of Horsburgh Lighthouse) when five robbers boarded the vessel via the hawse pipe. Armed with guns and knives, they gained access into the engine room after dismounting the protection plate on the hawse pipe. The robbers tied the two oilers who had finished their handing and taking over of duty in the engine control room. The robbers proceeded to search the vessel but escaped empty-handed via the poop deck using ropes when they heard the officer-on-watch called the engine control room. Nothing was stolen.
- 3.1.4** The ship master broadcasted the incident to other vessels and reported the incident to the Singapore's Port Operation Control Centre (POCC) which is the ReCAAP Focal Point (Singapore). The POCC also informed the Republic of Singapore Navy (RSN) and Singapore's Police Coast Guard about the incident.



Part 3 - Details of Selected Incidents

Incident onboard *Cape Cosmos*, northeast of Horsburgh Lighthouse on 22 Jul 10

Name of Ship	: <i>Cape Cosmos</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Cyprus
IMO	: 7926021
GT	: 73,016

Details of Incident

- 3.1.5** On 22 Jul 10 at or about 0330 hrs, a Cyprus-registered bulk carrier, *Cape Cosmos* was anchored at position 1° 23.51' N, 104° 30.98' E (approximately 7.6 nm northeast of Horsburgh Lighthouse) when five men armed with revolver and knife boarded the bulk carrier using ropes. The duty officer onboard the bulk carrier noticed the robbers and sounded the general alarm. The robbers escaped in their speed boat. The crew was not injured and nothing was stolen.
- 3.1.6** The Singapore POCC reported the incident to the ReCAAP ISC, the RSN and Singapore's Police Coast Guard.



Part 3 - Details of Selected Incidents

Incident onboard *Pioneer Sky*, east of Pulau Mungging on 31 Jul 10

Name of Ship	: <i>Pioneer Sky</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Malta
IMO	: 8026177
GT	: 46,545

Details of Incident

- 3.1.7** On 31 Jul 10 at or about 0400 hrs, a Malta-registered bulk carrier, *Pioneer Sky* was anchored at position 1° 21.4' N, 104° 20.1' E (approximately 2 nm east of Pulau Mungging) when three robbers boarded the vessel from a small speed boat. Armed with knives, the robbers tied up the duty oiler and stole engine spares. The duty oiler reportedly sustained some chest injuries during the incident.
- 3.1.8** The master reported the incident to Singapore VTIS via the VHF. The Singapore's POCC initiated a broadcast via NAVTEX to alert mariners transiting through the area and also reported the incident to the ReCAAP ISC, the RSN, Singapore's Police Coast Guard, MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia).



Part 3 - Details of Selected Incidents

Past Incidents

- 3.1.9** Between 2007-2009, incidents of armed robbery onboard ships anchored south of Tanjung Ayam and Tanjung Ramunia were on an upward trend. Three incidents (comprising two actual incidents and one attempted incident) were reported in 2007, and this increased to six actual incidents in 2008 and escalated to eight incidents (six actual and two attempted incidents) in 2009.
- 3.1.10** During January to June 2010, a total of six incidents occurred south of Tanjung Ayam and Tanjung Ramunia. Five out of the six incidents involved robbers operating in groups of 1 to 6. Only one incident involved seven robbers. In all incidents, the robbers were armed with knives. Only two of the six incidents, namely incidents involving *SP Athens* and *Semua Gembira* reported loss of engine spares. Nothing was stolen or known to have been taken in the other four incidents.
- 3.1.11** It appears that there was an easterly shift in the July 2010 incidents towards Horsburgh Lighthouse and off Pulau Mungging vicinity. This was evidenced from incidents involving *Martha* (18 Jul 10), *Cape Cosmos* (22 Jul 10) and *Pioneer Sky* (31 Jul 10). Please see map. Two of the incidents involving *Martha* and *Cape Cosmos* reported robbers armed with guns and knives. The easterly shift in the area of operation by the robbers could be attributed to the heightening of surveillance efforts by the Malaysian authorities off Tanjung Ayam and Tanjung Ramunia.



Report for July 2010

Part 3 - Details of Selected Incidents

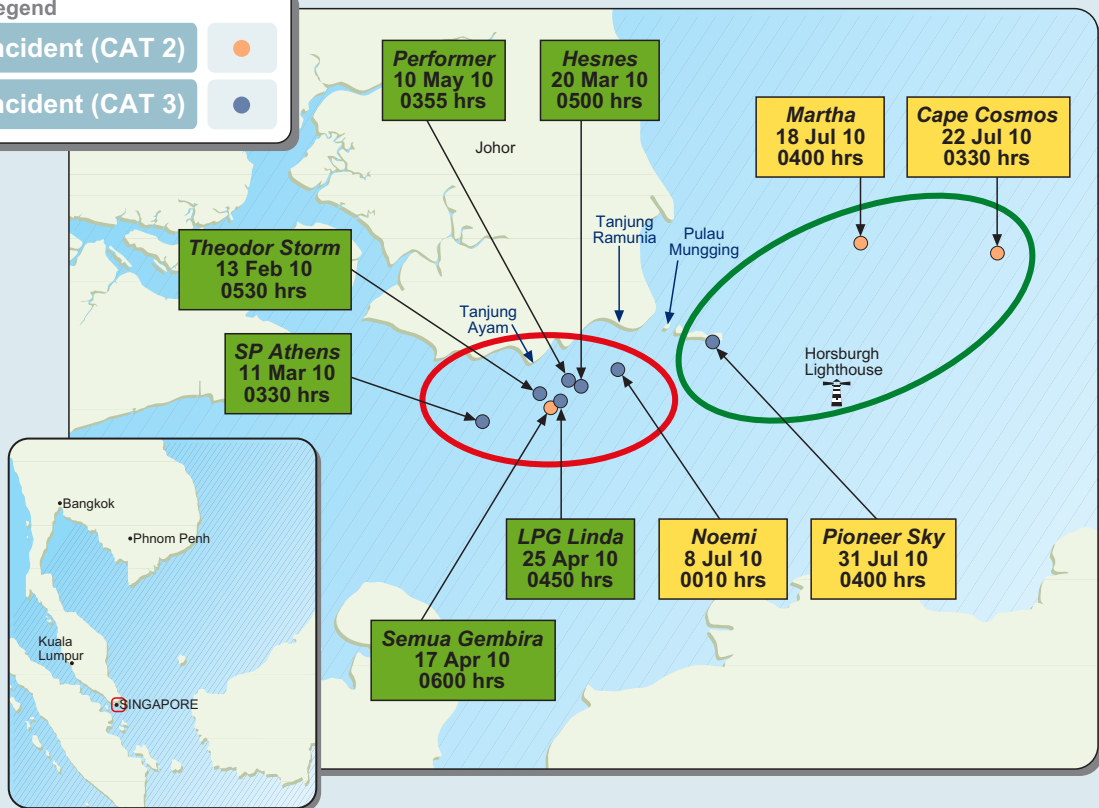
Approximate location of incidents

Legend

Incident (CAT 2)



Incident (CAT 3)



Part 3 - Details of Selected Incidents

Modus Operandi of Robbers

3.1.12 The robbers mainly operated in groups of 1 to 6, and approached anchored vessels from blind sectors during hours of darkness. All incidents occurred between 0001 hrs to 0600 hrs. The robbers generally used small boat to board the vessel undetected and gained access to the engine room, probably taking advantage of the machinery noise to mask their presence. They target portable engine spares which command high resale value. In some incidents, the robbers used knives to threaten the crew and demand for cash and personal belongings, or to restrain the crew so that they can search for cash and other valuables.

Recommendation

3.1.13 The ReCAAP ISC recommends that ship masters exercise vigilance when their vessels are anchored in the vicinity off Tanjung Ayam, Tanjung Ramunia, Pulau Mungging and Horsburgh Lighthouse. While the authorities have imposed strict enforcement and enhance surveillance efforts in the vicinity, ship masters and crew are advised to prevent boarding by robbers through implementation of enhanced watch keeping in blind sectors especially during hours of darkness. Access to stores have to be restricted and continuously monitored via CCTV, if possible. Ship masters are further advised to report all actual and attempted incidents to the nearest coastal State and flag State immediately so that the authorities can initiate broadcast to warn ships in the vicinity, and render assistance to the victim ships, as deemed appropriate.



Part 3 - Details of Selected Incidents

3.2 Incidents off Northwest Kalimantan, Indonesia

3.2.1 Two incidents of armed robbery (comprising one actual incident and one attempted incident) were reported northwest of Kalimantan, Indonesia in July 2010. The details of the incidents are as described below.

Incident onboard *Harbour Hornbill* on 13 Jul 10

Name of Ship	: <i>Harbour Hornbill</i>
Type of Ship	: General cargo ship
Flag of Ship	: Malaysia
IMO	: 9150638
GT	: 4044

Details of Incident

3.2.2 On 13 Jul 10 at or about 0145 hrs, the Malaysia-registered general cargo ship, *Harbour Hornbill* was underway at position 1° 59' N, 109° 00' E (approximately 8 nm southwest of Pulau Merundung, northwest of Kalimantan) when eight robbers armed with knives and pistols boarded the ship from a speed boat. The robbers gained access onto the bridge, held the Second Officer and duty watchman hostage and tied them up. They threatened the Second Officer and asked him to escort them to the master's cabin. After forcing open the door to the master's cabin, the robbers threatened the master with knives and demanded cash, personal belongings, and ship's stores. The robbers escaped with the stolen items. The crew was not injured.

3.2.3 The master immediately reported the incident to the Malaysian authorities upon arrival at Kuching port, and the MSTF-IFC who in turn reported the incident to the ReCAAP ISC and ReCAAP Focal Point (Singapore).



Part 3 - Details of Selected Incidents

Attempted Incident onboard *Johan Star* on 14 Jul 10

Name of Ship	: <i>Johan Star</i>
Type of Ship	: General cargo ship
Flag of Ship	: Malaysia
IMO	: 7707437
GT	: 5148

Details of Incident

3.2.4 On 14 Jul 10 at or about 0200 hrs, the Malaysia-registered general cargo ship, *Johan Star* was underway at position 1° 58' N, 108° 43' E (approximately 5 nm northeast of Pulau Muri, northwest Kalimantan). Nine robbers attempted to board the ship by securing a line to it. The watchman saw the robbers, raised the alarm and the duty officer took evasive manoeuvres to prevent the boarding. Finally, the robbers aborted their attempt and escaped. The incident was reported to the Indonesian authorities.

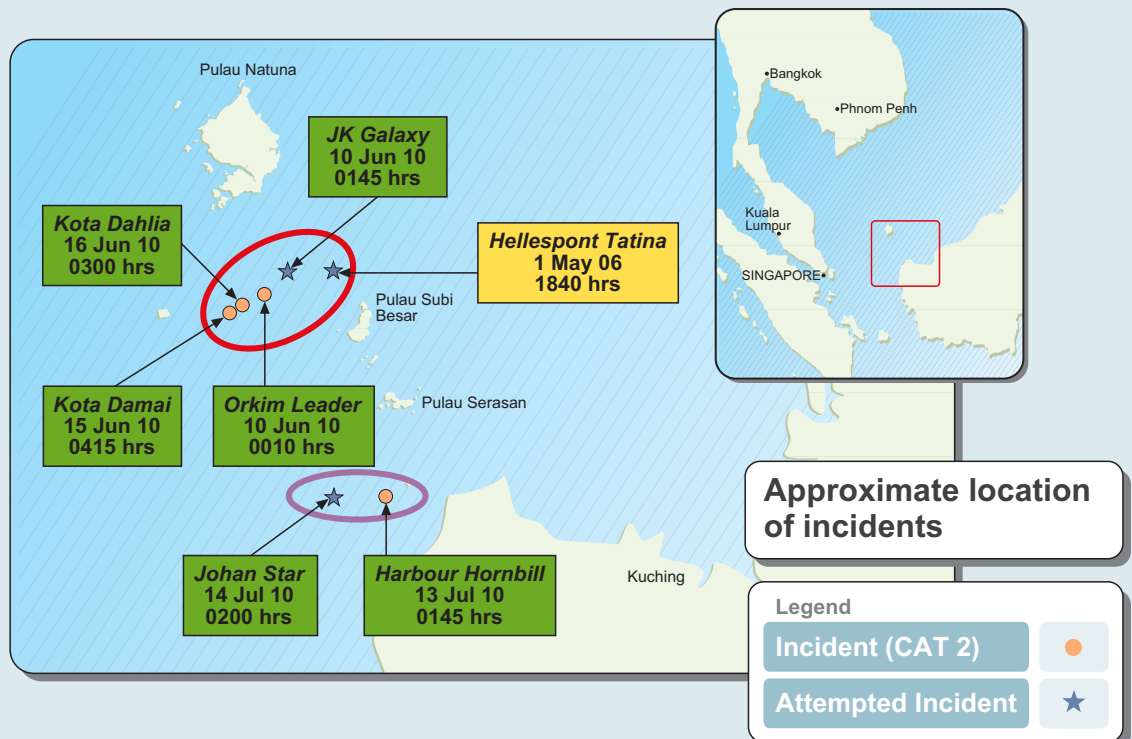


Part 3 - Details of Selected Incidents

Past Incidents

3.2.5 In the vicinity of the incidents involving *Harbour Hornbill* and *Johan Star* lies the area off Pulau Subi Besar which reported resurgence of incidents with four incidents occurring in June 2010. Notably, no incidents were reported in this region from 2007 to 2009. The last known incident, an attempted one was reported in May 2006.

3.2.6 The four incidents (comprising three actual incidents and one attempted incident) involved *JK Galaxy* and *Okrim Leader* which occurred within an interval of two hours on 10 Jun 10 followed by incidents involved *Kota Damai* on 15 Jun 10 and incident involved *Kota Dahlia* on 16 Jun 10. Refer to map below.



Part 3 - Details of Selected Incidents

Modus Operandi of Robbers

3.2.7 Although the recent two incidents involving *Harbour Hornbill* and *Johan Star* occurred south of the cluster off Pulau Subi Besar, the modus operandi of the robbers in the area remains similar. The southerly shift may be due to the reluctance of the robbers to operate farther away from coast during inclement season, and/or attributed to the availability of relatively smaller vessels with lesser crew operating nearer to the coast.

3.2.8 A closer analysis of the six incidents indicated the following modus operandi of the pirates/robbers:

- a. All incidents occurred while the ships were underway.
- b. The incidents occurred either on consecutive days or two incidents on the same day, carried out by the robber during hours of darkness when there is no moonlight. Four out of the six incidents occurred between 0001 hrs and 0200 hrs while two incidents occurred during 0201 hrs to 0500 hrs. Refer to Table 6 below.

Date	Name of Vessel	Moonset	Time of Attack (hrs)	Moonrise	Moon phase available at time of attack
10 Jun 10	<i>Orkim Leader</i>	091559/Jun	100010/Jun	100416/Jun	No moonlight i.e. during period of darkness.
10 Jun 10	<i>JK Galaxy</i>	091559/Jun	100145/Jun	100416/Jun	
15 Jun 10	<i>Kota Damai</i>	142050/Jun	150415/Jun	150911/Jun	
16 Jun 10	<i>Kota Dahlia</i>	152146/Jun	160300/Jun	161007/Jun	
13 Jul 10	<i>Harbour Hornbill</i>	121928/Jul	130145/Jul	130753/Jul	
14 Jul 10	<i>Johan Star</i>	132026/Jul	140200/Jul	140851/Jul	

Table 6 - Analysis of incidents



Part 3 - Details of Selected Incidents

- c. The robbers were armed with knives and came alongside the victim ship. Two incidents reported boarding from quarters using rope with grapnel.
- d. All four actual incidents were Category 2 (moderately significant) incidents and reported loss of property mainly cash, crew's valuables and electronic items.
- e. The robbers operated in groups of six to eight men, except for the attempted incident onboard *Johan Star* which reported involvement of nine men. The incident involving *Kota Damai* reported that the pirates wore black shirts, black trousers and winter caps. No description of the attire of the pirates/robbers were provided in the other incidents.
- f. The crew was not injured.

Recommendations

- 3.2.9** With the heightened piracy/sea robbery activity off northwest Kalimantan and in the Subi Besar region, the ReCAAP ISC recommends that vessels transiting the vicinity to adopt adequate anti-boarding measures, especially at the quarters. Enhanced watch-keeping is recommended in the aft sector/ blind sector to enable early detection of suspicious speed boats. Vessels may utilise CCTV cameras to monitor activities on the poop deck from the watch-keeping post.
- 3.2.10** Early detection of a possible boarding is the most effective deterrent measure. In addition the crew should be adequately exercised on anti-piracy/sea robbery measures as stipulated in guidebook on Industry Best Management Practices.
- 3.2.11** The ReCAAP Information Sharing Centre 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. Ship owners and operators are to report the incidents to the ReCAAP Focal Points.



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

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

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

In the revised MSC circulars¹, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 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 7.

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



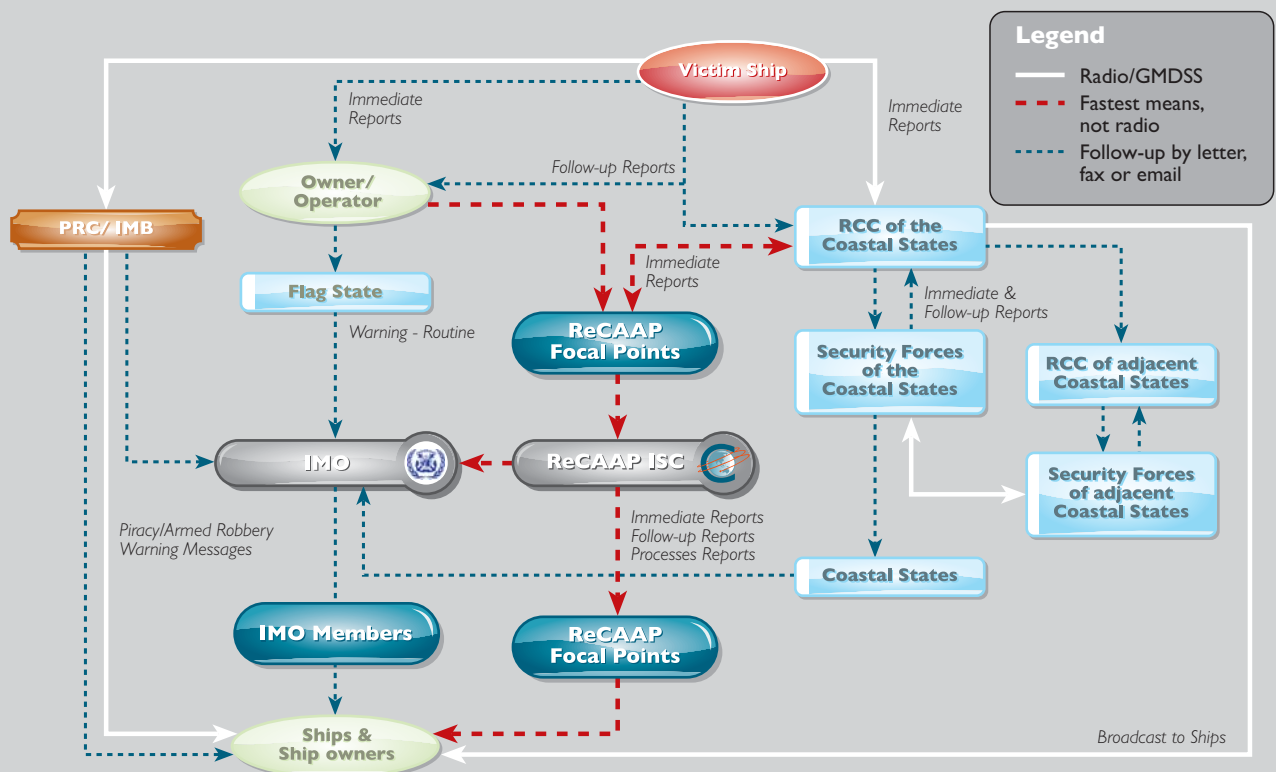
Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

4.2 Recommendation

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



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



Notes

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



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

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3871-4440 +67-3717-6322	+67-3245-5916
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
	Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133	+91-22-2433-3727
	+91-22-2438-8065	+91-22-2431-6558
Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicom.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547

Table 7 - Contact Details of ReCAAP Focal Points / Contact Point



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

Contact Details of ReCAAP Focal Points / Contact Point

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

Correct as at 3 July 2010

Table 7 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)



Appendix

DETAILS OF INCIDENTS IN JULY 2010

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)

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

Appendix

DETAILS OF INCIDENTS IN JULY 2010

Actual Incidents

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

Appendix

DETAILS OF INCIDENTS IN JULY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.				<p>also informed the Republic of Singapore Navy (RSN) and Singapore's Police Coast Guard about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
7.	<p><i>Cape Cosmos</i> Bulk carrier Cyprus 7926021 73016</p>	<p>22/07/2010 0330 hrs</p>	<p>01° 23.51' N, 104° 30.98' E</p> <p>Approximately 7.6 nm northeast of Horsburgh Lighthouse, Singapore</p>	<p>Five men armed with revolver and knife boarded the bulk carrier using ropes. The duty officer onboard the bulk carrier noticed the robbers and sounded the general alarm. The robbers escaped in their speed boat. The crew was not injured and nothing was stolen.</p> <p>The Singapore POCC reported the incident to the ReCAAP ISC, the RSN and Singapore's Police Coast Guard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8.	<p><i>Altair Trader</i> Oil tanker Isle of Man 9294331 160216</p>	<p>31/07/2010 0145 hrs</p>	<p>13° 44' N, 121° 01' E</p> <p>Batangas Anchorage, Philippines</p>	<p>Whilst anchored, three robbers in a motor banca approached the tanker. One of the robbers boarded the forecastle of the ship by climbing through the anchor chain and passing through the hawse pipe. The robber broke into the bosun store and stole one flashlight. Upon detection by the crew, the robber escaped in the motor banca. A gunshot was heard when the robbers escaped. The incident was reported to the Philippine Port Authority, Philippine National Police Maritime Group, Philippine Coast Guard and Bureau of Customs.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Appendix

DETAILS OF INCIDENTS IN JULY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9.	<i>Pioneer Sky</i> Bulk carrier Malta 8026177 46545	31/07/2010 0400 hrs	01° 21.4' N, 104° 20.1' E Approximately 2 nm east of Pulau Mungging, Malaysia	<p>While the bulk carrier was at anchor, three robbers boarded the vessel from a small speed boat. Armed with knives, the robbers tied up the duty oiler and stole engine spares. The oiler reportedly sustained some chest injuries during the incident.</p> <p>The master reported the incident to Singapore VTIS via the VHF. The Singapore's POCC initiated a broadcast via NAVTEX to alert mariners transiting through the area and also reported the incident to the ReCAAP ISC, the RSN, Singapore's Police Coast Guard, MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia).</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendix

DETAILS OF INCIDENTS IN JULY 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Johan Star</i> General cargo ship Malaysia 7707437 5148	14/07/2010 0200 hrs	01° 58' N, 108° 43' E Approximately 5 nm northeast of Pulau Muri, northwest Kalimantan, Indonesia	Nine robbers attempted to board the ship by securing a line to it. The watchman saw the robbers, raised the alarm and the duty officer took evasive manoeuvres to prevent the boarding. Finally, the robbers aborted their attempt and escaped. The incident was reported to the Indonesian authorities. [IMO]
2.	<i>Bourbon Liberty 226</i> Supply vessel Luxembourg 9562362 1733	18/07/2010 1317 hrs	03° 03' S, 107° 18' E Approximately 2.7 nm west of Kasenga, east of Pulau Bangka, Indonesia	Three masked robbers in a small high speed boat approached the tug boat while she was underway in the Gelasa Strait, Indonesia. The Second Officer raised the alarm and informed the master. Evasive manoeuvres were taken and the robbers were held back at about 20 m from the tug boat. They continued to follow the tug boat. Water hoses were activated and the robbers aborted the attempt upon getting sprayed. [IMO]