

Report for May 2010

1st May 2010 – 31st May 2010

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Report for May 2010

Contents

Executive Summary | 01

Part 1 | 02

Definitions & Methodology Used

Part 2 | 06

Analysis of Incidents in May 2010

Part 3 | 20

Details of Selected Incidents

Part 4 | 39

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 | 44



Report for May 2010

Executive Summary

A total of 10 incidents comprising eight actual incidents and two attempted incidents of piracy and armed robbery against ships were reported in Asia in May 2010. Of the 10 incidents, three were incidents of piracy and seven were armed robberies against ships.

Overall, the number of incidents reported in May 2010 remained the same as May 2009. However, there has been an increase in the number of Category 2 (moderately significant) incidents in May 2010 compared to May 2009. Of the eight actual incidents reported in May 2010, three were Category 2 incidents and five were Category 3 (less significant) incidents. However, in May 2009, there was only one Category 2 incident and six Category 3 incidents. The details of the incidents reported in May 2010 are described in the Appendix.

Part 3 of this report highlights the initial investigation findings of the three tug boats which were hijacked during February to April 2010. The successful recovery and locating of the tug boats and barges demonstrated the importance of timely reporting of incidents to the coastal State, flag State and the ReCAAP ISC.



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 (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

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



Part 2 - Analysis of Incidents in May 2010

2.1 Number and Significance of Reported Incidents

2.1.1 A total of 10 incidents comprising eight actual incidents and two attempted incidents were reported in May 2010. Overall, the total number of incidents reported in May 2010 has remained the same as May 2009. Please see Table 1 below.

	May 2007	May 2008	May 2009	May 2010
Actual	9	5	7	8
Attempted	2	2	3	2
Total	11	7	10	10

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

2.1.2 Chart 1 shows the significance level of actual incidents reported in May of 2007-2010. In May 2010, three Category 2 (moderately significant) incidents and five Category 3 (less significant) incidents were reported. With the exception of May 2008, majority of the incidents reported in May of 2007, 2009 and 2010 were Category 3 incidents. Most of the Category 3 incidents occurred when ships were anchored and berthed at ports and anchorages.



Part 2 - Analysis of Incidents in May 2010

2.1.3 Comparing May 2010 and May 2009, there has been an increase in the number of Category 2 incidents in May 2010 compared to May 2009. Of the eight actual incidents reported in May 2010, three were Category 2 incidents and five were Category 3 incidents. However, in May 2009, there was only one Category 2 incident and six Category 3 incidents. Two of the three Category 2 incidents reported in May 2010 occurred when the ships were anchored at the port of Anyer, West Java, Indonesia and the port of Chittagong, Bangladesh. The ReCAAP ISC encourages increase in surveillance and enforcement at the ports and anchorages in these areas.

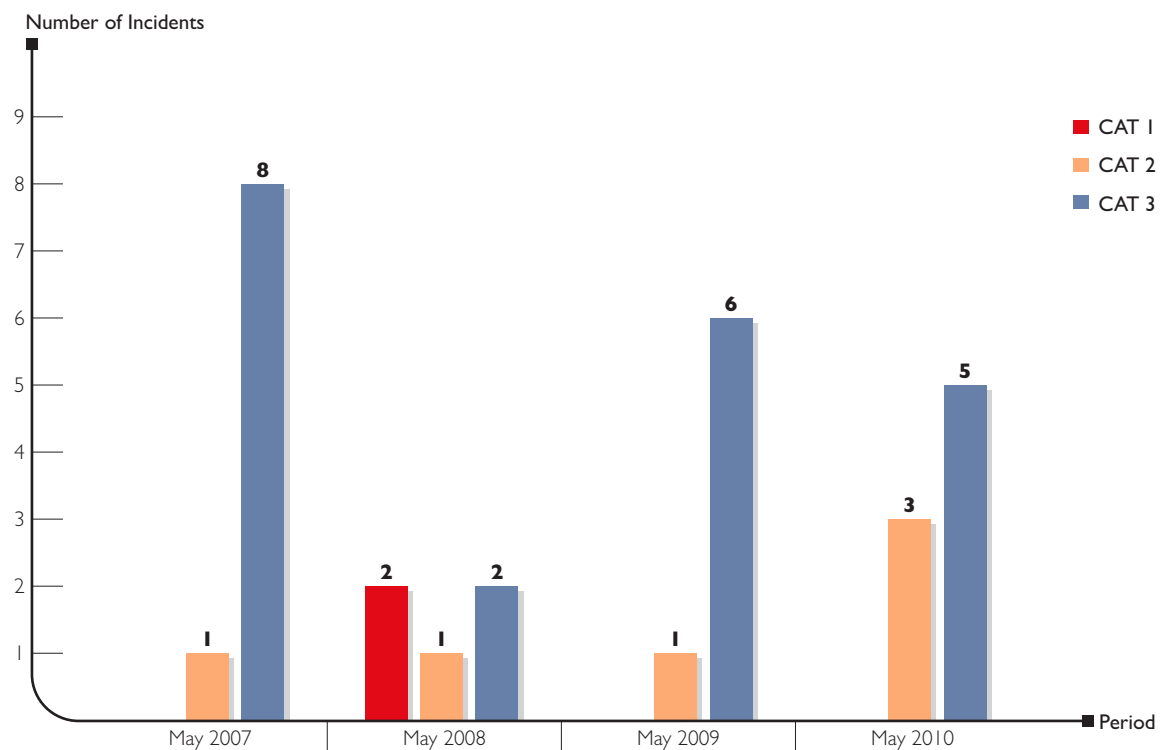
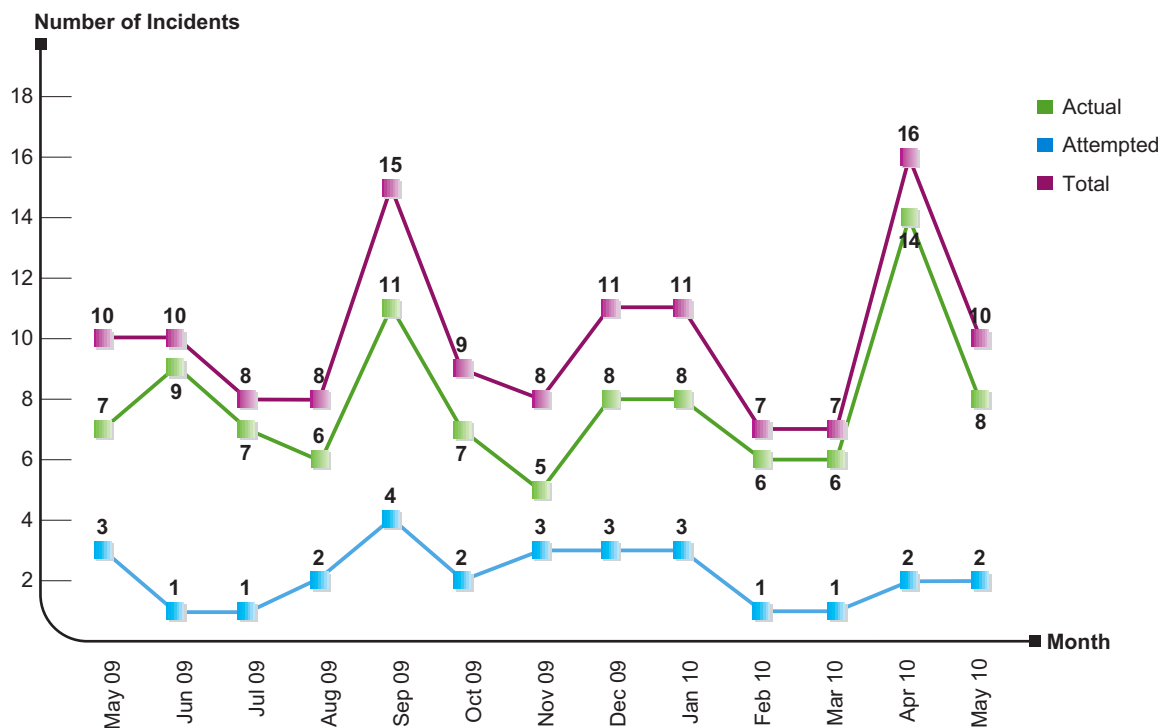


Chart 1 - Significance level of incidents in May of 2007-2010



Part 2 - Analysis of Incidents in May 2010

2.1.4 Graph 1 shows the number of actual incidents and attempted incidents reported between May 2009 and May 2010. There was a decrease in the total number of incidents reported in May 2010 compared to April 2010. Ten incidents were reported in May 2010 compared to 16 incidents reported in April 2010. The ReCAAP ISC notes that the total number of incidents reported per month fluctuated between seven incidents to 16 incidents throughout the period between May 2009 and May 2010.



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



Part 2 - Analysis of Incidents in May 2010

2.2 Location and Timing of Incidents

2.2.1 Table 2 shows the location of incidents reported during May 2010 compared to the same period in 2007-2009. A total of 10 incidents comprising three incidents of piracy and seven incidents of armed robbery against ships were reported in Asia in May 2010.

2.2.2 Of the 10 incidents reported in May 2010, three incidents occurred in South Asia and seven incidents occurred in Southeast Asia. Compared to May 2009, there has been a decrease in the number of incidents reported off Malaysia in May 2010. In May 2009, four actual and one attempted incidents were reported off Malaysia compared to only one incident reported in May 2010. Three out of the four actual incidents reported in May 2009 occurred at ports and anchorages of Sandakan, Sabah, East Malaysia. There has been a significant improvement in the situation there with no incidents reported in the area in May 2010. However, there has been an increase in the number of incidents reported at the ports and anchorages of Chittagong, Bangladesh. In May 2010, three actual incidents were reported in Chittagong compared to two incidents (comprising one actual and one attempted incidents) reported there in May 2009. Similarly, there has been an increase in the number of incidents reported in the South China Sea. Three incidents (comprising one actual and two attempted incidents) were reported off Pulau Mangkai and Kuantan in the South China Sea in May 2010. No incident was reported in the South China Sea during the same period in 2007-2009. Map 1 shows the location of all incidents reported in May 2010.



Report for May 2010

Part 2 - Analysis of Incidents in May 2010

	May 2007		May 2008		May 2009		May 2010	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia								
■ Bangladesh	2			1	1	1	3	
■ India	1				1			
Sub-total	3			1	2	1	3	
Southeast Asia								
■ Indonesia	3		3			1	2	
■ Malaysia	1	1			4	1	1	
■ Myanmar					1			
■ Philippines		1	1					
■ South China Sea							1	2
■ Straits of Malacca and Singapore			1	1			1	
■ Vietnam	2							
Sub-total	6	2	5	1	5	2	5	2
Overall Total	9	2	5	2	7	3	8	2

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





Map 1: Location of Incidents in May 2010

Legend

- Incident (CAT 2) [Orange dot]
- Incident (CAT 3) [Blue dot]
- Attempted Incident [Star]

Part 2 - Analysis of Incidents in May 2010

2.2.3 All 10 incidents reported in May 2010 occurred during hours of darkness (between 1800 hrs and 0559 hrs). This is in conformity to incidents reported in May of 2007-2009 where majority of the incidents occurred during hours of darkness. This is expected since ships are most vulnerable during hours of darkness when the crew tends to be less vigilant after a long day or they were resting. Please see Table 3.

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

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



Part 2 - Analysis of Incidents in May 2010

2.3 Type of Ships Most Frequently Involved in Incidents

2.3.1 Table 4 shows the type of ships involved in incidents reported in May of 2007-2010. In May 2010, bulk carriers and container ships appeared to be more commonly involved in incidents compared to other type of ships. In contrast, tankers (comprising chemical tanker and product tanker) were involved in incidents more frequently in May 2009. However, container ships appeared to involve in incidents more frequently in May 2008 and again, tankers (comprising product tanker and tanker) were involved in incidents more frequently in May 2007. This shows that no particular type of ship was more susceptible to attack as majority of the incidents were opportunistic in nature.

Type of Ships	May 2007	May 2008	May 2009	May 2010
Bulk Carrier	2			3
Chemical Tanker		1	3	1
Container Ship	3	2	2	3
Fishing Boat/Trawler		1		
General Cargo Ship			1	1
Passenger Ship		1		
Product Tanker	3		2	
Supply Vessel			1	
Tanker	2	1		
Tug Boat	1	1	1	2
Total	11	7	10	10

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



Part 2 - Analysis of Incidents in May 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 May of 2007-2009. Of the 10 incidents reported in May 2010, six incidents occurred when ships were anchored and berthed, and four incidents while ships were underway. This is consistent with the observation that majority of the incidents occurred when ships were anchored and berthed compared to ships while underway, as depicted in May of 2007 and 2009.

Status of Ships		May 2007	May 2008	May 2009	May 2010
Actual Incidents	Anchored/Berthed	9	1	6	6
	Underway		4	1	2
Attempted Incidents	Anchored/Berthed	1	1	2	
	Underway	1	1	1	2
Total		11	7	10	10

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



Part 2 - Analysis of Incidents in May 2010

2.4.2 Chart 2 shows the status of ships involved in actual incidents versus its significance level. Generally, incidents involving ships at anchor and at berth were Category 3 incidents as the robbers were opportunistic in nature, committing petty thefts and escaped with whatever items they take from the ship and crew. In May 2010, four out of the six incidents involving ships when anchored and berthed were Category 3 incidents.

2.4.3 In contrast, incidents involving ships while underway were either Category 1 or Category 2 incidents. This was observed in incidents reported in May of 2008-2009. In May 2008, three out of four incidents involving ships while underway were either Category 1 or Category 2 incidents. In May 2009, the only incident involving ship while underway was a Category 2 incident. However, the exception was observed in incidents reported in May 2010 when only one of the two incidents reported in May 2010 was a Category 2 incident. The other incident was a Category 3 incident.

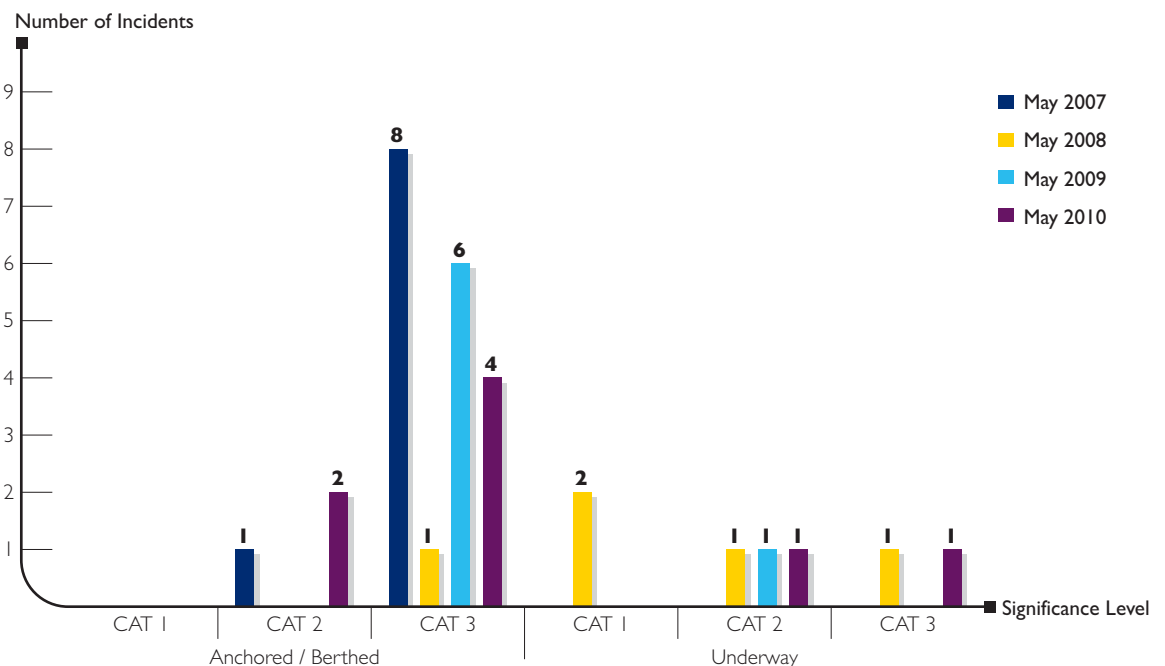


Chart 2 - Status of ships and significance level of actual incidents in May of 2007-2010



Part 2 - Analysis of Incidents in May 2010

2.5 Analysis of Violence Factor

2.5.1 Weapons Used

Chart 3 shows the weapons used by the pirates/robbers in incidents reported in May of 2007-2010. In May 2010, four out of the eight actual incidents involved pirates/robbers armed with knives/machetes. There was no incident involving pirates/robbers armed with guns in incidents reported in May 2010, compared to one incident involving the pirate/robber armed with gun in May 2009 and two such incidents were reported in May 2008.

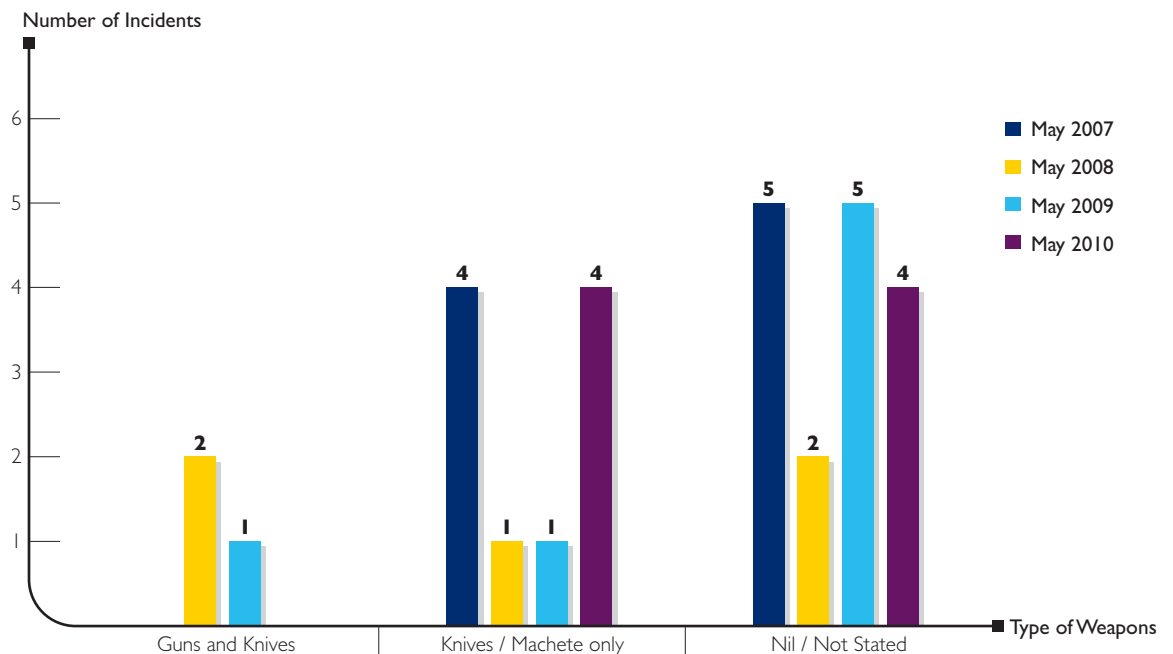


Chart 3 - Weapons used in actual incidents in May 2007-2010



Part 2 - Analysis of Incidents in May 2010

2.5.2 Treatment of Crew

Chart 4 shows the treatment of crew in incidents reported in May of 2007-2010. Of the eight actual incidents reported in May 2010, there was one incident of crew being threatened, and this involved Singapore-registered chemical tanker, *Sinar Busan* which was boarded by robbers when she was anchored at port of Anyer, West Java, Indonesia. The watch keepers were threatened by the robbers who forced the crew to open the doors and lead them into the engine room where they stole engines spares.

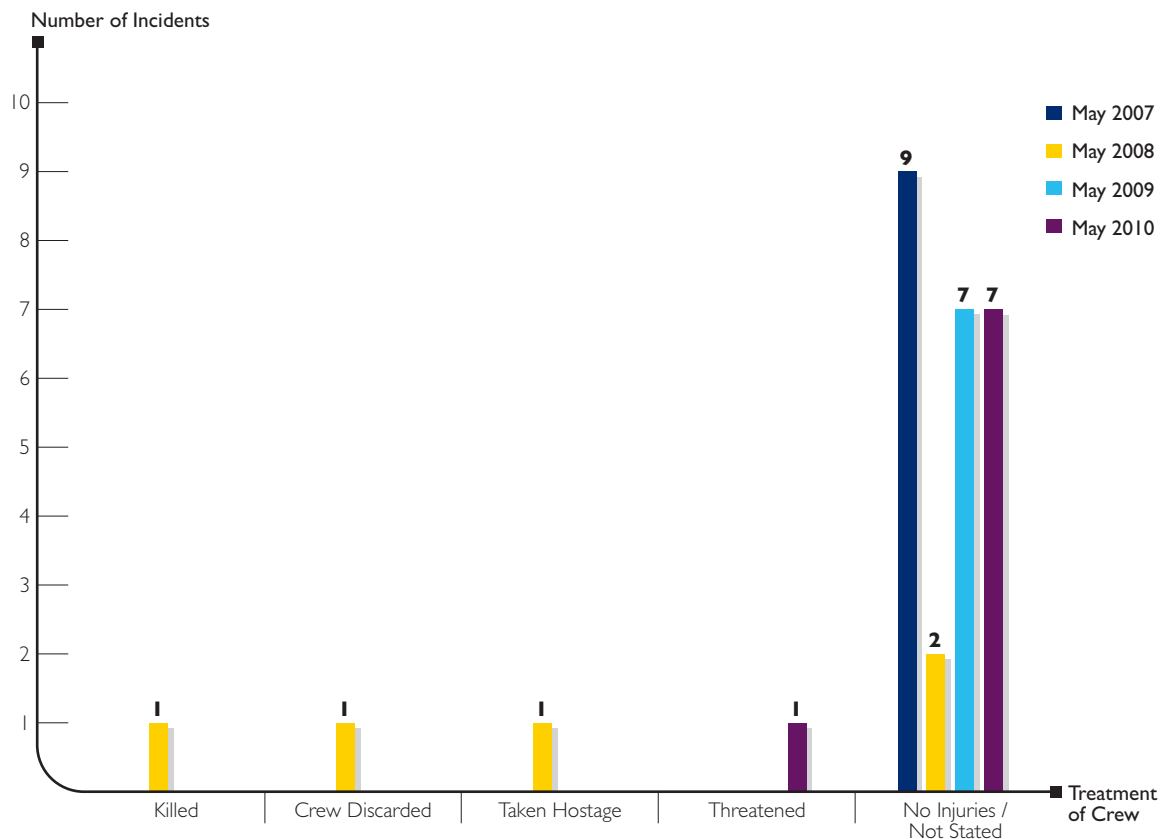


Chart 4 - Treatment of crew in actual incidents in May of 2007-2010



Part 2 - Analysis of Incidents in May 2010

2.5.3 Number of Pirates/Robbers

Out of the eight actual incidents reported in May 2010, four incidents involved pirates/robbers operating in groups of 1 to 6, two incidents involved pirates/robbers in groups of 7 to 9 and two incidents involved more than nine pirates/robbers. The two incidents involved more than nine robbers involved container ship, *Kota Ratna* which was boarded by more than 15 robbers on 22 May 2010 and container ship, *MCC Melaka* boarded by 10 robbers on 26 May 2010. Both incidents occurred at Chittagong, Bangladesh. Please see Chart 5.

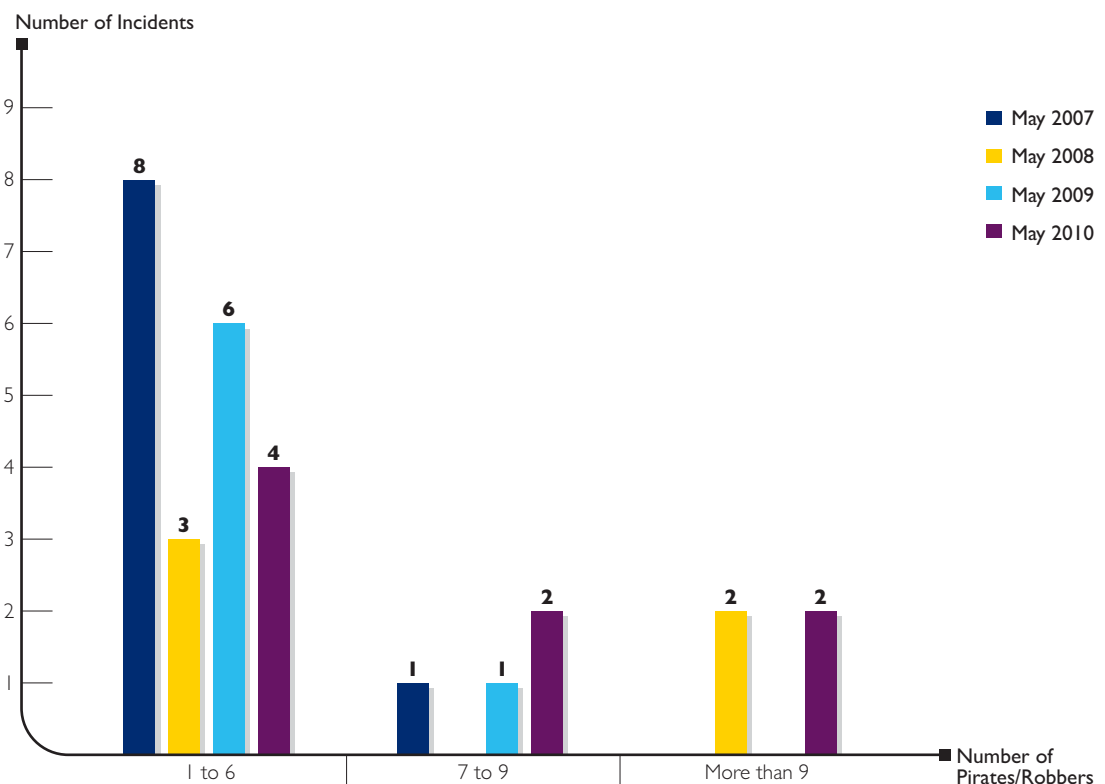


Chart 5 - Number of pirates/robbers in actual incidents in May of 2007-2010



Part 2 - Analysis of Incidents in May 2010

2.6 Analysis of Economic Factor

2.6.1 Economic Losses

Chart 6 shows the economic loss per actual incident in May of 2007-2010. Majority of the incidents reported loss of stores and engine spares, cash and properties, namely mobile phones, cameras and laptops. In May 2010, six out of the eight actual incidents reported loss of stores, engine spares and crew's cash and properties. The two incidents that reported the loss of cash and property involved container ship, *GSL Africa* while she was underway in the South China Sea on 8 May 2010, and container ship, *Kota Ratna* when she was anchored at Chittagong Anchorage, Bangladesh on 22 May 2010.

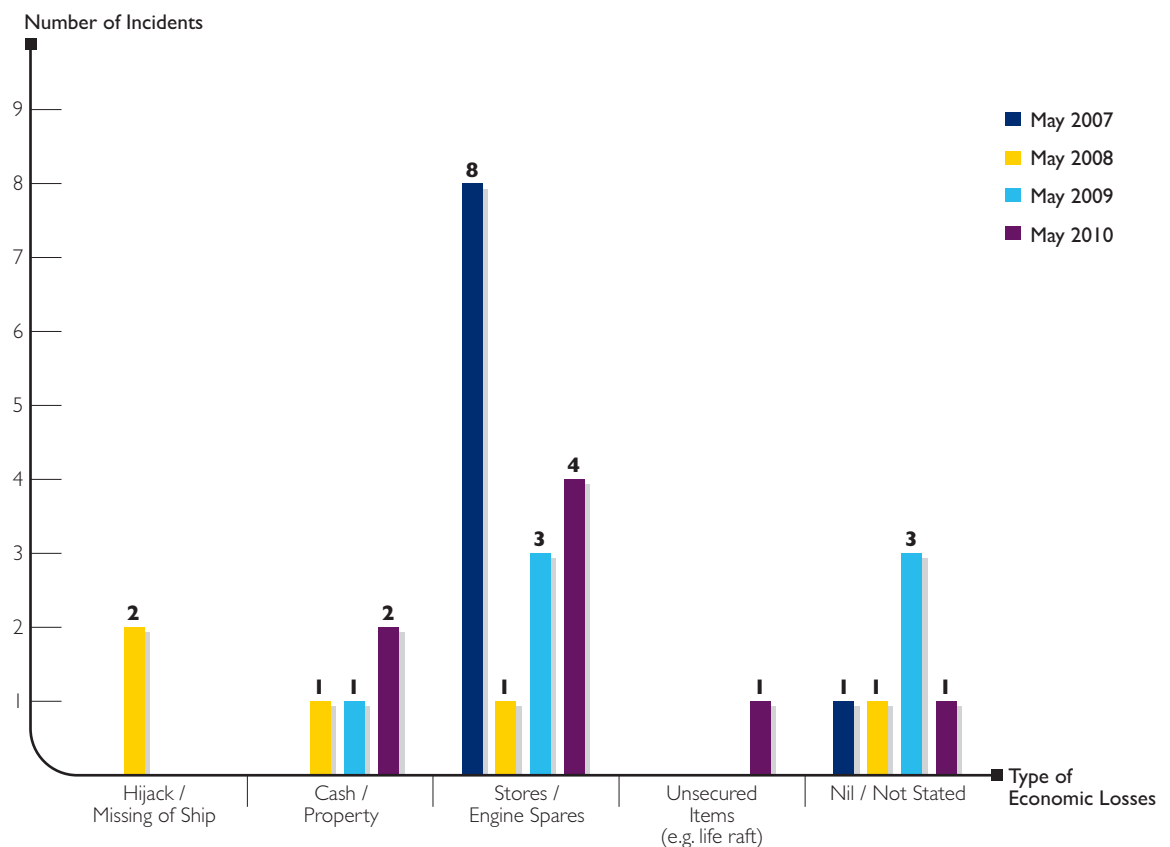


Chart 6 - Reported economic losses in actual incidents in May of 2007-2010



Part 3 - Details of Selected Incidents

3.1 Incident of Armed Robbery onboard *Sinar Busan* at Port of Anyer, Indonesia on 2 May 2010

Name of ship	: <i>Sinar Busan</i>
Type of ship	: Chemical tanker
Flag of ship	: Singapore
IMO Number	: 9346483
GT	: 7687



- 3.1.1** On 1 May 2010, the Singapore-registered chemical tanker *Sinar Busan* was anchored at position 6° 2.6' S, 105° 55' E (port of Anyer, West Java, Indonesia) to discharge cargo. At about 0110 hrs on 2 May 2010, six robbers in a small, green-coloured and oval-shaped powered boat came alongside the tanker. Four masked robbers armed with knives boarded the chemical tanker using ropes with grapnel/hooks while the others waited in the boat.
- 3.1.2** The robbers threatened the watch keepers who were doing their rounds at the starboard side poop deck. The robbers held the watch keepers hostage, and forced them to open the weather tight door at the poop deck leading to the engine room. One of the robbers stood guard over the watch keepers while the other three entered the engine room. About 15 min later, the three robbers returned to the poop deck from the engine room with two white sacks, believed to contain the loot, and escaped via the powered boat at about 0145 hrs.
- 3.1.3** After the robbers left the chemical tanker, the watch keepers reported the incident to the Second Officer who was on bridge watch. The master reported the incident to the Indonesian authorities, the Singapore's Port Operation Control Centre (POCC) and the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Past Incidents

- 3.1.4** Since August 2009, a total of four incidents (comprising three actual incidents and one attempted incident) were reported in the vicinity of Ciwandan and Anyer, West Java, Indonesia. Please see map below on the approximate location of the incidents.
- 3.1.5** Of the three actual incidents, two were Category 2 incidents and one was a Category 3 incident. Apart from *Sinar Busan*, the other Category 2 incident involved a bulk carrier, *Tequila Sunrise* where four robbers boarded the bulk carrier when she was anchored at Ciwandan anchorage on 5 November 2009. The robbers threatened the crew, held them hostage and stole engine spares from the engine room. The Category 3 incident involved bulk carrier, *Darling River* on 29 August 2009 where four robbers armed with knives boarded the bulk carrier from a boat. The master raised the alarm and mustered the crew. The crew searched the ship and found nothing was stolen except that a padlock was found damaged. The attempted incident involved a general cargo ship, *Pac Alnath* on 29 January 2010 at Ciwandan anchorage when four robbers approached the ship in a speed boat. 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.



Part 3 - Details of Selected Incidents

Approximate location of incidents

Legend

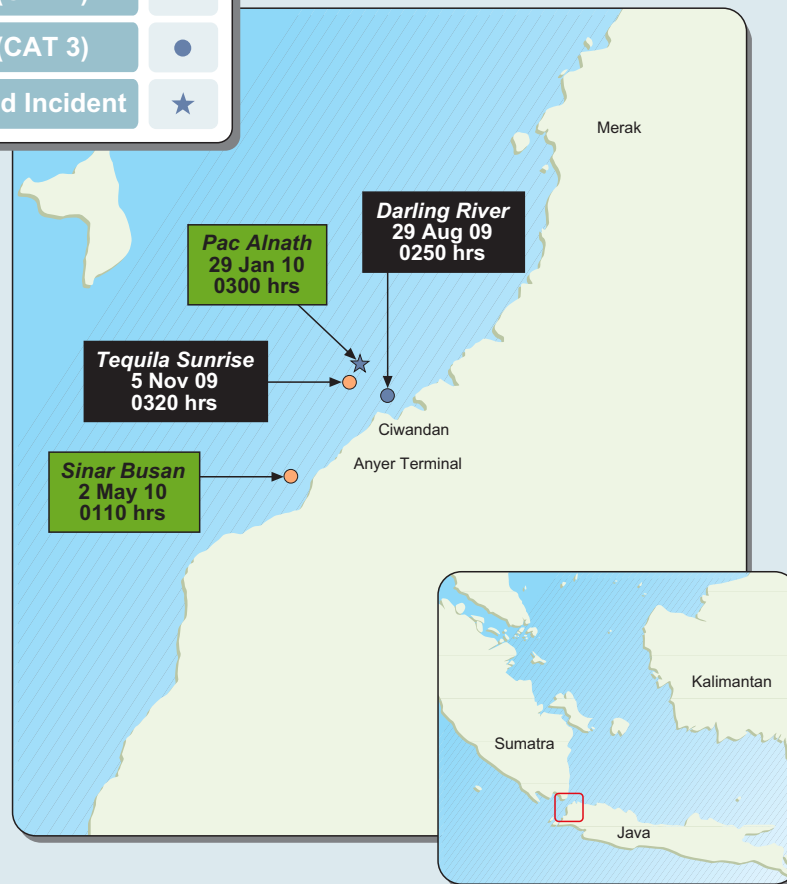
Incident (CAT 2)



Incident (CAT 3)



Attempted Incident



Part 3 - Details of Selected Incidents

Observation

3.1.6 In all four incidents, the same number of four robbers was involved. The ReCAAP ISC notes that most of the incidents involved robbers armed with knives boarded the vessels, threatened the crew, held them hostage, stole engine spares and escaped in their boats. With similar modus operandi adopted by the robbers, it appears that the same group of robbers was involved in the incidents that occurred in the vicinity of Anyer and Ciwandan.

Recommendation

3.1.7 The ReCAAP ISC advises ship masters and crew to enhance anti-piracy watch and exercise extra vigilance at all times when their ships are anchored. Ship masters, owners and operators are encouraged to report all incidents of piracy and armed robbery to the coastal States authorities immediately. Prompt reporting will enable the law enforcement agencies to investigate the incident, assist the victim ship and arrest the culprits.



Part 3 - Details of Selected Incidents

3.2 Initial Investigation of the Incidents Involving Tug Boats, *Asta*, *PU 2007* and *Atlantic 3*

3.2.1 Three incidents of hijacking of tug boats occurred in Asia since January 2010. The incident involved tug boat *Asta* towing barge *Callista* on 6 February 2010, tug boat *PU 2007* towing barge *PU 3316* on 19 April 2010 and tug boat *Atlantic 3* towing barge *Atlantic 5* on 27 April 2010¹. The initial investigation findings and developments of these incidents are described below.

Hijack of tug boat, *Asta* and barge, *Callista* off Pulau Tioman, Malaysia on 6 February 2010

Name of ship	: <i>Asta</i>
Type of ship	: Tug boat
Flag of ship	: Singapore
IMO number	: 9522984
GT	: 296



3.2.2 The Singapore-registered tug boat, *Asta* with 12 crew onboard towing barge *Callista* was enroute from Singapore to Cambodia when at about 0115 hrs on 6 February 2010, she was boarded by eight robbers dressed in dark colored clothes at approximately 3 nm southeast of Pulau Tioman, Malaysia. The crew was set adrift in an inflatable life raft on 10 February 2010, and was rescued by a Royal Malaysian Navy (RMN) vessel on 17 February 2010 off the Adraiser Reef. However, the Chief Engineer was taken by the robbers to operate the equipment onboard the tug boat.

3.2.3 The Chief Engineer managed to escape from his captors and reported the incident to the General Santos City Police when *Asta* arrived in Philippines. Seven of the robbers were arrested and subsequently detained in the General Santos City jail. On 25 February 2010, the Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point (Philippines) found *Asta* (renamed *Roxy-I*) in Loreto, Dinagat Province, Philippines. The PCG dispatched a patrol craft and took custody of the tug boat on 26 February 2010.

¹The description of these incidents can be found in the ReCAAP ISC monthly reports for February 2010 and April 2010.



Part 3 - Details of Selected Incidents

Latest Update of *Asta*

- 3.2.4** The Chief Engineer of *Asta* was taken into custody by the Indonesian Consulate in Davao City, Philippines. After completion of investigation by the Philippine National Police, he was allowed to leave the country and is back working with the same company.
- 3.2.5** The Philippine National Police filed a case of kidnapping and illegal detention against the seven Indonesian robbers. On 3 May 2010, the Maritime Group of the Philippine National Police and the Philippine Coast Guard handed *Asta* to the Sheriff Office, Regional Trial Court (RTC) Branch 35 of General Santos City which took cognizance of the trial against the seven Indonesian robbers.
- 3.2.6** On 13 May 2010, the robbers were arraigned by the RTC 35 of General Santos City. The same court also transferred custody of *Asta* to the Presidential Anti-Smuggling Group (PASG) and directed that *Asta* be towed to General Santos City where the case would be heard and the claim to recover *Asta* by the owner would be processed.



Part 3 - Details of Selected Incidents

Hijack of tug boat, *PU 2007* and barge, *PU 3316* at approximately 57 nm northeast of Kuantan, Malaysia on 19 April 2010

Name of Vessel : *PU 2007 / PU 3316*
Type of Vessel : Tug / Barge
Flag of Vessel : Singapore
IMO Number : 9430349
GT : 244



3.2.7 On 19 April 2010 at about 2328 hrs, a Singapore-registered tug boat, *PU 2007* towing barge *PU 3316* activated its SSAS while she was underway at position 4° 25.51' N, 104° 18.92' E (approximately 57 nm northeast of Kuantan, Malaysia). The alert came on every 30 min. The tug boat with nine crew onboard had departed Kintap port, South Kalimantan, Indonesia and was heading towards the Gulf of Thailand to Sriracha port to discharge its cargo.

3.2.8 Suspected that *PU 2007* had been hijacked, the ship owner reported the incident to Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore), and the ReCAAP ISC. The tug boat had deviated from its planned course and was heading easterly at about 3.8 knots towards the direction of Philippines/Kalimantan (refer map). The ReCAAP ISC immediately alerted the maritime authorities in the region and all ReCAAP Focal Points about the missing vessels. In particular, the Malaysian authorities and the authorities of Brunei, Philippines and Indonesia were alerted to lookout for the missing tug boat and barge. The Malaysian and Indonesian authorities had reportedly activated their assets to track the vessels.



Part 3 - Details of Selected Incidents

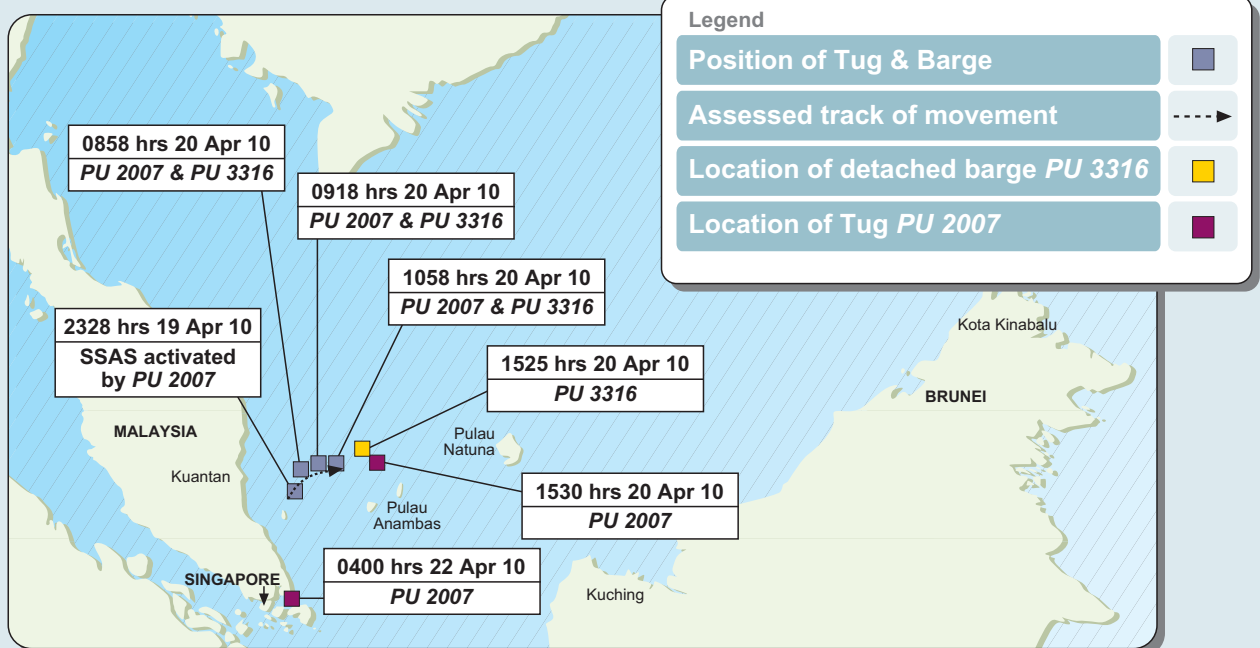
Recovery of Barge, *PU 3316*

3.2.9 On 21 April 2010, the barge that was set adrift was recovered by the Malaysian authorities and handed over to the owner along with the cargo onboard.

Tug Boat, *PU 2007* Found

3.2.10 On 22 April 2010 at about 0400 hrs, tug boat *PU 2007* transmitted position reports that she was about 6 nm north of Horsburgh Lighthouse. The tug was positively identified by the Republic of Singapore Navy (RSN) patrol vessel and escorted back to Singapore.

Locations Showing Chronological of Events



Part 3 - Details of Selected Incidents

Interview of Crew

3.2.11 Preliminary investigation from the interview of the crew revealed that about 10-15 masked men armed with revolvers, parangs (long knives) and knives boarded the tug boat from the starboard side on 19 April 2010 at about 2330 hrs from two speed boats. Soon after boarding the tug boat, the pirates put plastic plasters over the eyes of the crew and tied their hands with plastic cable and raffia ropes. The pirates asked the master to switch off the SSAS alert before holding him hostage together with the other crew in the crew cabin. The pirates took paint from the ship store and conceal the funnel markings by painting over it in red and changing the name of the tug to “*Mega I*” (see photograph below). They also disengaged the barge by cutting the towline. The pirates stole one laptop, three mobile phones, fuel and cash before escaping.

Pirates painted the funnel markings and renamed the tug boat



Photograph courtesy of IFC-MSTF



Part 3 - Details of Selected Incidents

3.2.12 On 22 April 2010 at about 0130 hrs, upon sensing that the pirates had left the tug boat, the master untied himself and free the rest of the crew and proceeded towards Singapore following other southwest bound vessels. The crew tried to establish communication with nearby vessels but was unable to do so because vessels in the vicinity used visual call sign "*Mega I*" to establish contact (the crew was not aware of the name change as they were held hostage during the process). The vessel eventually arrived in Singapore, and was escorted by the RSN vessel for investigation.

Comments by ReCAAP ISC

3.2.13 Although it was not known as to why the pirates decided to abandon the tug boat even after painting the funnel marking and renaming the tug boat, the ReCAAP ISC assessed that the knowledge of the presence of law enforcement agencies in the vicinity was the deterrent to the pirates to bring the tug boat to the original and scheduled destination.



Part 3 - Details of Selected Incidents

Hijack of tug boat, *Atlantic 3* and barge, *Atlantic 5* at approximately 11 nm east of Pulau Bintan, Indonesia on 27 April 2010

Name of ship : *Atlantic 3*
Type of ship : Tug boat
Flag of ship : Malaysia
IMO Number : 9476628
GT : 299



Name of ship : *Atlantic 5*
Type of ship : Barge
Flag of ship : Malaysia
Official Number : 330910
GT : 3869



3.2.14 On 27 April 2010 at about 1130 hrs, a Malaysian-registered tug boat, *Atlantic 3* towing barge *Atlantic 5* departed Tanjung Ayam, Johor, Malaysia for Kintap, South Kalimantan, Indonesia after replenishment of fresh water. At about 1726 hrs on the same day, the shipping company lost contact with *Atlantic 3*. The last known position of the tug boat and barge was at 1° 12.38' N, 104° 45.92' E (approximately 11 nm east of Pulau Bintan, Indonesia).



Part 3 - Details of Selected Incidents

- 3.2.15** The vessels were scheduled to transit through Pulau Bintan, Indonesia between midnight of 27 April 2010 and the morning of 28 April 2010. The shipping company reported the incident to the Singapore's Port Operations and Control Centre (POCC) and the ReCAAP ISC on 29 April 2010. The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), initiated a broadcast on NAVTEX about the missing *Atlantic 3* and *Atlantic 5*, and asked vessels to report sighting of the tug boat and the barge to POCC and MRCC Putra Jaya.
- 3.2.16** The ReCAAP ISC had also alerted the maritime authorities in the region, including the Malaysian and Indonesian authorities and the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines) about the missing vessels.



Part 3 - Details of Selected Incidents

Rescue of the crew of *Atlantic 3*

3.2.17 On 3 May 2010, a Vietnamese vessel while returning from the Spratly Islands to Vietnam spotted the life raft carrying the abandoned crew of tug boat, *Atlantic 3*. The crew was rescued and brought to Vung Tau Anchorage, Vietnam onboard *MV Truong Sa 06* on 8 May 2010. The crew was in a state of fatigue but was overall doing well. Interview with the crew revealed that seven robbers armed with knives and possibly gun had boarded the tug boat. Upon boarding, the robbers switched off the lights, tied the crew and confined them in the mess room. The ship master explained that he had no chance to activate the SSAS after the robbers boarded the tug boat. Between 0100 hrs and 0200 hrs on 2 May 2010, the robbers brought the crew (two-by-two) out from the room and demanded for their money. After getting what they wanted, the crew was forced to board a life raft. Subsequently, the *Atlantic 3* sailed northeasterly towards Philippines.

Life raft with crew rescued by the authorities



Photograph courtesy of the ReCAAP Focal Point (Vietnam)



Part 3 - Details of Selected Incidents

Actions taken by the authorities

3.2.18 The ReCAAP ISC informed the BAKORKAMLA, the ReCAAP Focal Points in the region, particularly the ReCAAP Focal Point (Philippines) and ReCAAP Focal Point (Brunei), and the IFC-MSTF about the last known position of *Atlantic 3* and its assessed direction.

Tug boat and barge found!

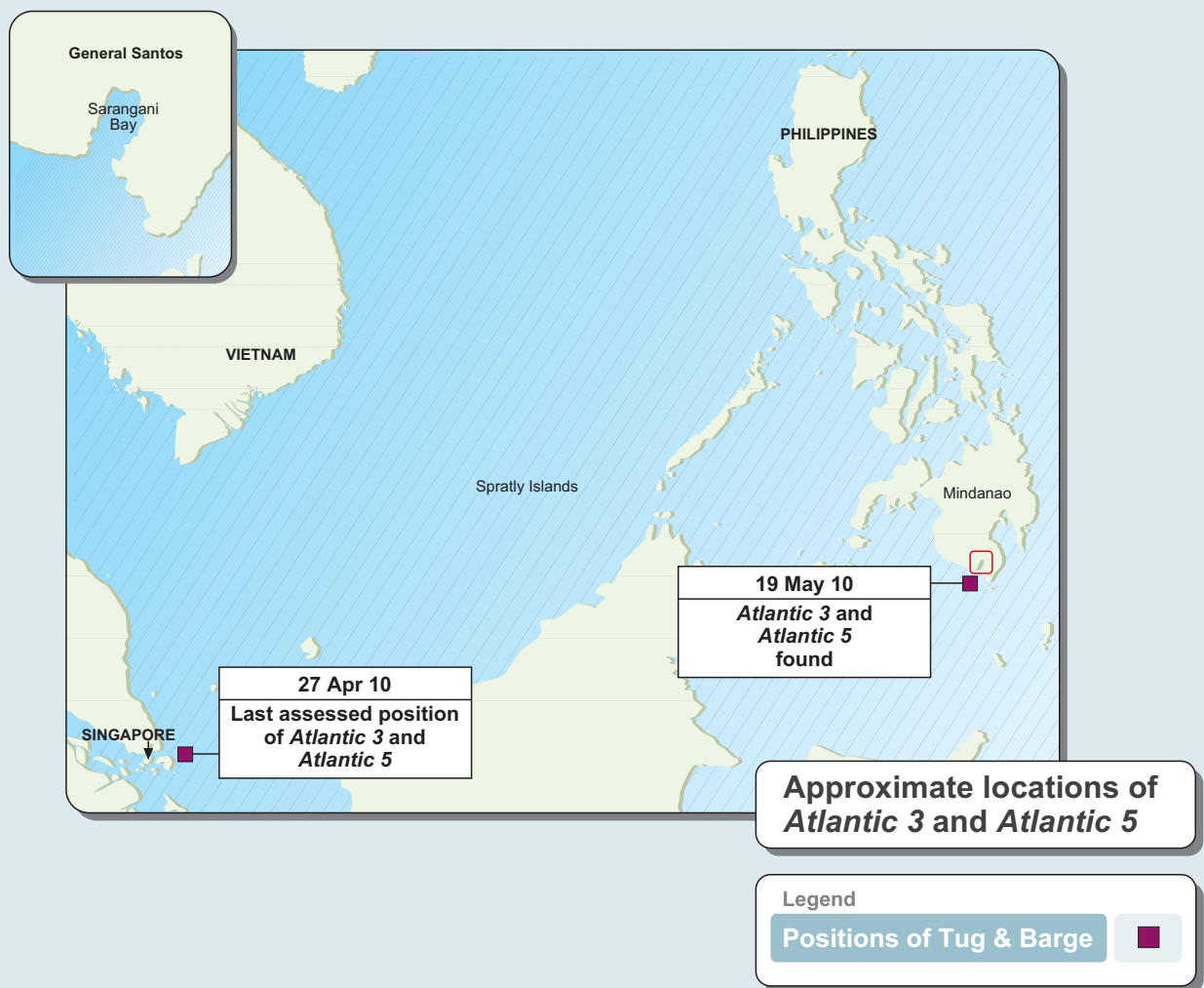
3.2.18 On 17 May 2010, the PCG unit in General Santos City, Philippines received information that a tug, *Marlin VIII* and barge, *Marlin IX* matching the description of *Atlantic 3* and *Atlantic 5* were enroute from Surigao Province to Davao City for dry docking.

3.2.19 On 19 May 2010, the PCG reported to the ReCAAP ISC that the two vessels had entered Sarangani Bay, Sarangani Province in the morning. The personnel of the Coast Guard Station General Santos boarded and inspected the vessels at about 1200 hrs and confirmed the identity of the vessels to be *Atlantic 3* and *Atlantic 5*, which were docked at Kingford Marine Works Industry Pier, Tambler, General Santos City. Please refer to map.



Report for May 2010

Part 3 - Details of Selected Incidents



Part 3 - Details of Selected Incidents

Recovered tug boat *Atlantic 3* (left) and *Atlantic 5* (right)



Photographs courtesy of the ReCAAP Focal Point (Philippines)

3.2.20 The authorities arrested the personnel cutting away the welded names of the tug boat and barge using gas torches. The PCG took the vessels into custody and conducted investigation of the incident.

Atlantic 3 and *Atlantic 5* in custody of PCG



Photograph courtesy of the ReCAAP Focal Point (Philippines)



Part 3 - Details of Selected Incidents

Initial Investigation Findings

- 3.2.21** Initial investigation revealed that *Atlantic 3* and *Atlantic 5* were manned by five Indonesian and two Filipino nationals when the vessels arrived at General Santos City. Upon docking, the five Indonesian nationals then left the vessels hurriedly.
- 3.2.22** During the inspection by personnel of the Philippine Coast Guard Station General Santos, the Filipino crew onboard could not present any vessel documents. Upon closer inspection, the Coast Guard found some documents of *Atlantic 3* and *Atlantic 5* in a trash bin in the pilot house. The crew were subsequently taken into custody by the Coast Guard. Besides the vessels' documents in the trash bin, the Coast Guard also found the following onboard the vessels:
- The IMO number in the pilot house was defaced and painted over with the words "Safety First";
 - Marlin VIII* and *Marlin IX* were painted over the embossed *Atlantic 3* and *Atlantic 5* respectively; and
 - The words *Atlantic 3* on in the lifejacket and life buoys were replaced with *Marlin VIII* (refer to photographs below).

Marlin VIII on lifejacket (left) and life buoys (right)



Photographs courtesy of the ReCAAP Focal Point (Philippines)



Part 3 - Details of Selected Incidents

- 3.2.23** Further investigation indicated that the vessels are registered in Honduras under the name, *Marlin VIII*. It was also revealed that a businessman residing in General Santos City had allegedly bought the tug boat and barge. The businessman had even produced a “Builder’s Certificate for New Vessel Built at Singapore”, and issued by President Marine (Pte) Ltd. With this information, the ReCAAP ISC verified with the company General Manager of President Marine (Pte) Ltd based in Singapore on the businessman’s claim. However, the Singapore company confirmed that they did not build a tug boat named *Marlin VIII* and the certificate issued was not from his company.
- 3.2.24** At the time of publishing this report, representatives of the Malaysian owners of *Atlantic 3* and *Atlantic 5* are currently undergoing the process of recovering their vessels.

Past Incidents

- 3.2.25** Since January 2010, this is the third tug boat towing a barge that was reported missing. The first incident involved tug boat, *Asta* on 6 February 2010, and the second incident involved tug boat, *PU 2007* on 19 April 2010. In both cases, timely reporting of the incidents to the ReCAAP Focal Point (Singapore) and the ReCAAP ISC was the main contributing factor leading to the recovery of the barges and locating of the tug boats. Through timely reporting, the period of the recovery of the tug boats and barges were considerably shorter.



Part 3 - Details of Selected Incidents

Comments by ReCAAP ISC

3.2.26 The ReCAAP ISC notes some similarities in the modus operandi of the three hijacking incidents. In two of the three incidents, the crew were deserted onto a life raft and the tug boats were brought to South Philippines. The name of the tug boats in both incidents had been changed to *Roxy-1* and *Marlin VIII*, and there were ready buyers for the tug boats. On this note, the ReCAAP ISC advised potential buyers of second hand or used tug boats to do the necessary authentication and verification of their purchases.

3.2.27 The ReCAAP ISC urges ship masters to report incidents to the coastal State and flag State immediately. Any delay in the reporting of an incident would hinder the effectiveness of the authority's responses and follow-up. Multi-channel reporting by ship owners and operators to the ReCAAP Focal Point concurrently is advocated so that Incident Alerts and warnings can be issued by the ReCAAP ISC and ReCAAP Focal Points respectively to request other ships to report sightings of the missing vessels.

Recommendation

3.2.28 The ReCAAP ISC recommends that vessels, especially those with low free board and speed restrictions should adopt anti-boarding measures and exercise vigilance while transiting through areas with high level of activities. Early detection and denial of access to the pirates/robbers is key factor in preventing incidents and ensuring safety of the crew onboard the vessel. In the event of boarding, the ReCAAP ISC urged ship master to report all incidents to the nearest coastal State and flag State immediately so that the authorities are able to dispatch their assets to the location of the incident and render assistance.



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 circulars², 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 6.

²The 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

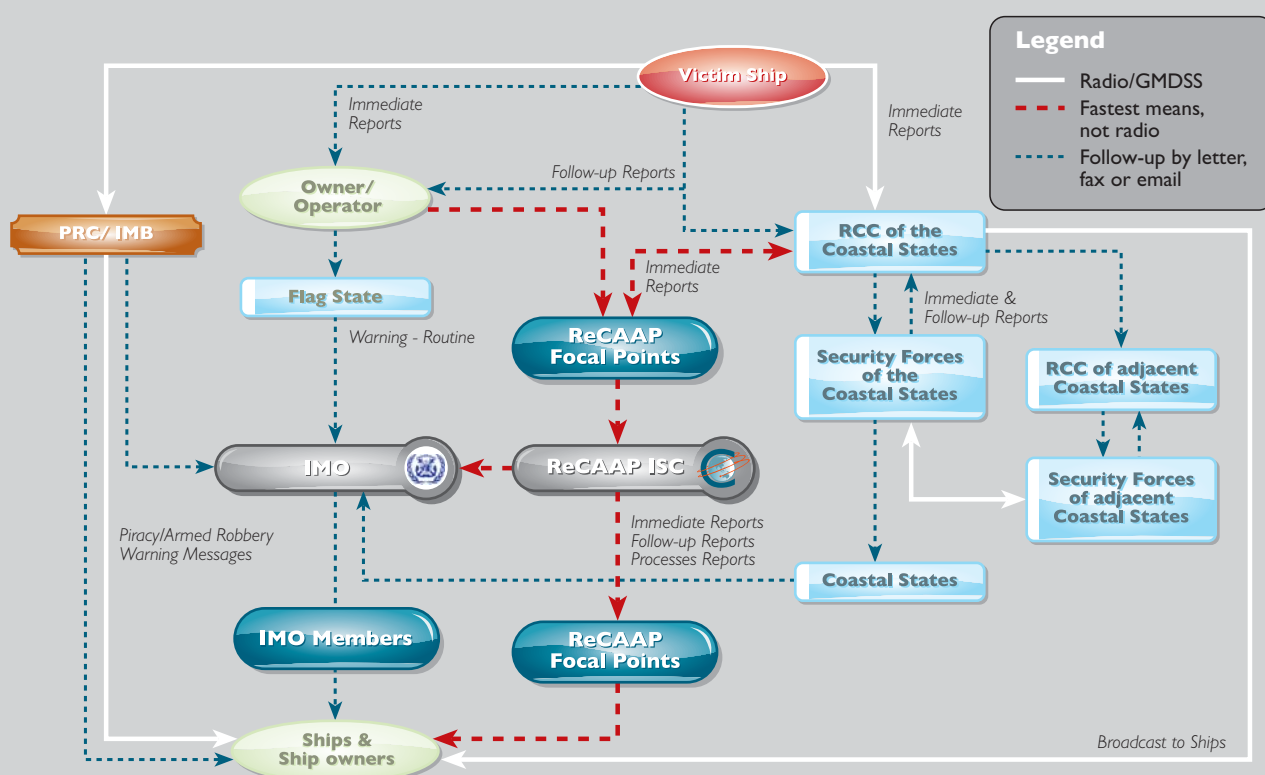


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes

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



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

Table 6 - 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 7 June 2010

Table 6 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)



Appendix

DETAILS OF INCIDENTS IN MAY 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>Santa Suria II</i> General cargo ship Malaysia 7628291 10598	01/05/2010 0440 hrs	22° 10' N, 091° 44' E Near river mooring 10, Bangladesh	<p>Whilst at anchor, an unknown number of robbers boarded the general cargo ship and stole a mooring rope before they escaped. The incident was reported to the Chittagong Port Authority and the Bangladesh Coast Guard, who dispatched a patrol boat to the location within 10 min, but not able to find the boat and the robbers. After further search, the Bangladesh Coast Guard recovered some stolen goods, apparently left behind by the robbers.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
2. ■	<i>Sinar Busan</i> Chemical tanker Singapore 9346483 7687	02/05/2010 0110 hrs	06° 2.6' S, 105° 55' E Anchorage of Port Anyer, Indonesia	<p>Six robbers in a small, green-coloured and oval-shaped powered boat came alongside the tanker. Four masked robbers armed with knives boarded the chemical tanker using ropes with grapnel/hooks while another robber waited in the boat. The robbers threatened the watch keepers who were doing their rounds at the starboard side poop deck. The robbers held the watch keepers hostage, and forced them to open the weather tight door at the poop deck leading to the engine room. One of the robbers stood guard over the watch keepers while the other three entered the engine room. About 15 min later, the three robbers returned to the poop deck from the engine room with two white sacks, believed to contain the loot, and escaped via the powered boat at about 0145 hrs.</p> <p>After the robbers left the chemical tanker, the watch keepers reported the incident to the Second Officer who was on bridge watch. The ship master reported the incident to the Indonesian authorities, the Singapore's Port Operation Control Centre (POCC) and the ReCAAP ISC.</p> <p>[ReCAAP Focal Point (Singapore), shipping company]</p>

Appendix

DETAILS OF INCIDENTS IN MAY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3. 	<i>GSL Africa</i> Container ship Liberia 9473626 27300	08/05/2010 0120 hrs	03° 16' N, 105° 25' E Approximately 20 nm off Pulau Mangkai, Indonesia (South China Sea)	Whilst underway, eight pirates armed with long knives boarded the container ship. They gained control of the bridge, stole ship's and crew property and left the ship. There were no injuries to the crew and no damage to the ship. [IMO]
4. 	<i>Performer</i> Bulk carrier Liberia 8107555 20616	10/05/2010 0355 hrs	01° 17.84' N, 104° 09' E Southeast of Tanjung Ayam, Malaysia	Whilst at anchor, a crew member in the engine room reported to the bridge the presence of six to seven robbers armed with knives in the engine room of the bulk carrier. The master dispatched some crew to the engine room to investigate. After a search of the engine room, no robbers were sighted. The master ordered a thorough search of the vessel, but the robbers were not found. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore), IFC-MSTF]

Appendix

DETAILS OF INCIDENTS IN MAY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5.	<p><i>Lanpan 16</i> Tug boat Singapore 9412555 472</p> <p><i>JMC 2510</i> Barge United States of America</p>	15/05/2010 2015 hrs	<p>01° 15.4' N, 104° 10.9' E</p> <p>Singapore Strait VTIS East, Straits of Malacca and Singapore</p>	<p>While underway towing an empty barge, the crew of the tug boat spotted a suspicious small boat which was moving towards the barge. The crew directed the search light at the boat and sounded the horn. There were other vessels on their voyages in the vicinity.</p> <p>A check on the equipment onboard the barge discovered that the following items were missing:</p> <ul style="list-style-type: none"> (1) Emergency towing rope 12" x 50 M - 1 piece (2) Wire Pennant/Wire Bradle 44 mm x 18 M - 3 pieces (3) Norwegian Buoy - 1 piece (4) Chaffin chain 3, 6 M - 2 pieces (5) Delta Plate - 1 piece (6) Shackle 55 T - 3 pieces (7) Shackle 35 T - 3 pieces (8) Mooring Rope 9" x 100 M - 2 pieces <p>The master reported the incident to the owner who reported the incident to Singapore's POCC, which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendix

DETAILS OF INCIDENTS IN MAY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.	Capstone Bulk carrier Panama 9209128 39996	19/05/2010 0100 hrs	03° 43' S, 114° 28' E Off T. Selatan, South Kalimantan, Indonesia	Whilst at anchor, the duty crew noticed the storeroom had been broken into and detected the presence of five robbers on a small boat near the vessel. The master subsequently notified the authorities via the VHF. The local authorities arrived on the scene and arrested the robbers. [ReCAAP Focal Point (Japan)]

Appendix

DETAILS OF INCIDENTS IN MAY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.	<i>Kota Ratna</i> Container ship Singapore 9167447 9422	22/05/2010 2310 hrs	22° 09.9'N, 091° 44.8' E Approximately 13.1 nm from Port of Chittagong, Bangladesh	<p>While the container ship was maneuvering to anchor at the anchorage, more than 15 robbers with long knives boarded the vessel and went to the aft mooring station and the steering gear room. When the alarm was sounded, the robbers left the vessel with the following stolen items:</p> <ul style="list-style-type: none"> (1) Mooring rope - 6 pieces (2) Wire remote of talk back microphone - 2 sets (3) Reefer connection cable - 1 set (4) Grease XHP/222 - 3 pails (5) Grease 375NC - 2 pails (6) Grease arma798 - 4 pails (7) Life buoy - 4 pieces (8) Fire hose (set) - 3 sets (hose, nozzle, cap hydrant, coupling spanner) (9) Fire hose - 2 pieces (10) Heaving line - 2 pieces <p>The incident was reported to the Chittagong Port Control who informed the Bangladesh Coast Guard.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Bangladesh)]</p>

Appendix

DETAILS OF INCIDENTS IN MAY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.	MCC Melaka Container ship Liberia 9123532 16281	26/05/2010 0130 hrs	22° 13' N, 091° 48' E Chittagong Anchorage, Bangladesh	Whilst at anchor, approximately ten robbers boarded the container ship from a wooden boat. Upon sighting the robbers, the duty crew raised the alarm. The robbers escaped with stolen stores when the alarm was sounded. [IMO, ReCAAP Focal Point (Bangladesh)]

Appendix

DETAILS OF INCIDENTS IN MAY 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<p><i>PU 2417</i> Tug boat Singapore 9570527 288</p> <p><i>PU 3314</i> Barge Singapore</p>	01/05/2010 2120 hrs	<p>03° 38.51' N, 103° 45.01' E</p> <p>Approximately 36 nm off Kuantan, South China Sea</p>	<p>The tug boat, towing a barge loaded with coal, departed Bengkulu, South Sumatra, Indonesia for Mahachai, Thailand. While underway, an unknown number of pirates attempted to board the tugboat. They made several attempts to board the tug boat, but the crew managed to prevent the boarding. The master reported the incident to the authorities and a Royal Malaysian Navy ship arrived on the location of the incident at about 2320 hrs. The crew was not injured, and the tug boat continued her voyage to Thailand.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2.	<p><i>Star Sea</i> <i>Rainbow</i> Bulk carrier Hong Kong 9172961 24953</p>	09/05/2010 0045 hrs	<p>03° 22.3' N, 105° 27.2' E</p> <p>Approximately 20 nm northwest of Pulau Mangkai, South China Sea</p>	<p>Whilst underway, six pirates in an unlit small wooden boat approached the bulk carrier at her starboard quarter and attempted to board the vessel. The duty crew noticed the boat and raised the alarm. The ship's whistle was sounded, deck lights switched on and crew mustered. Upon seeing that the crew had been alerted, the pirates aborted the attempt to board.</p> <p>[ReCAAP Focal Point (Japan), ReCAAP Contact Point (Hong Kong)]</p>

Appendix

DETAILS OF PAST INCIDENT IN JANUARY 2010

Past Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Crane Island</i> Bulk carrier Panama 9478482 20242	15/01/2010 0300 hrs	05° 31' S, 105° 18' E Tarahan Anchorage, Indonesia	Whilst at anchor, the duty crew noticed four robbers armed with long knives onboard the bulk carrier. The robbers stole some engine spare parts before they escaped. The crew was not injured. [ReCAAP Focal Point (Japan)]