

Report for November 2010

1st November 2010 – 30th November 2010

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

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Report for November 2010

Executive Summary

A total of 17 incidents of piracy and armed robbery against ships (comprising 12 actual incidents and 5 attempted incidents) were reported in November 2010 in the Asian region. Details of the incidents are described in the Appendix.

Out of the 17 incidents, eight were reported in the Arabian Sea. Suspected to have been carried out by east African pirates, it is assessed that a group is operating in the area west of Lakshadweep Sea using previously hijacked vessels as mother ships to launch attacks further in the Indian Ocean region. Overlapping with the Indian Search and Rescue Region (ISRR), this area is under the responsibility of the Indian Coast Guard (ICG) which is also the ReCAAP Focal Point (India). Part 3 of this report features the incidents in greater detail.



Part 1 - Definitions & Methodology Used

1.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

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

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

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



Part 1 - Definitions & Methodology Used

1.2 Methodology for Classifying Incidents

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

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



Part 1 - Definitions & Methodology Used

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

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

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



Part 1 - Definitions & Methodology Used

1.3 Note on Sources of Information

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

1.4 Note on Maps Used to Depict Location of Incidents

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

1.5 Note on Timing of Incidents

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



Part 2 - Analysis of Incidents in November 2010

2.1 Number and Significance of Reported Incidents

2.1.1 A total of 17 incidents comprising 12 actual incidents and five attempted incidents were reported in November 2010. In comparison with November 2009, the total number of incidents reported in November 2010 has increased. Notably, the number of actual incidents and attempted incidents reported in November 2010 was highest among the four reporting periods. Please see Table 1 below.

	November 2007	November 2008	November 2009	November 2010
Actual	3	9	5	12
Attempted	4	1	3	5
Total	7	10	8	17

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



Part 2 - Analysis of Incidents in November 2010

2.1.2 Of the 12 actual incidents reported in November 2010, seven were Category 2 (moderately significant) incidents and five were Category 3 (less significant) incidents. Compared to the same period in 2009, the number of Category 2 and Category 3 incidents had tripled. No Category 1 (very significant) incident was reported in November 2010. Chart 1 shows the significance level of actual incidents reported in November of 2007-2010.

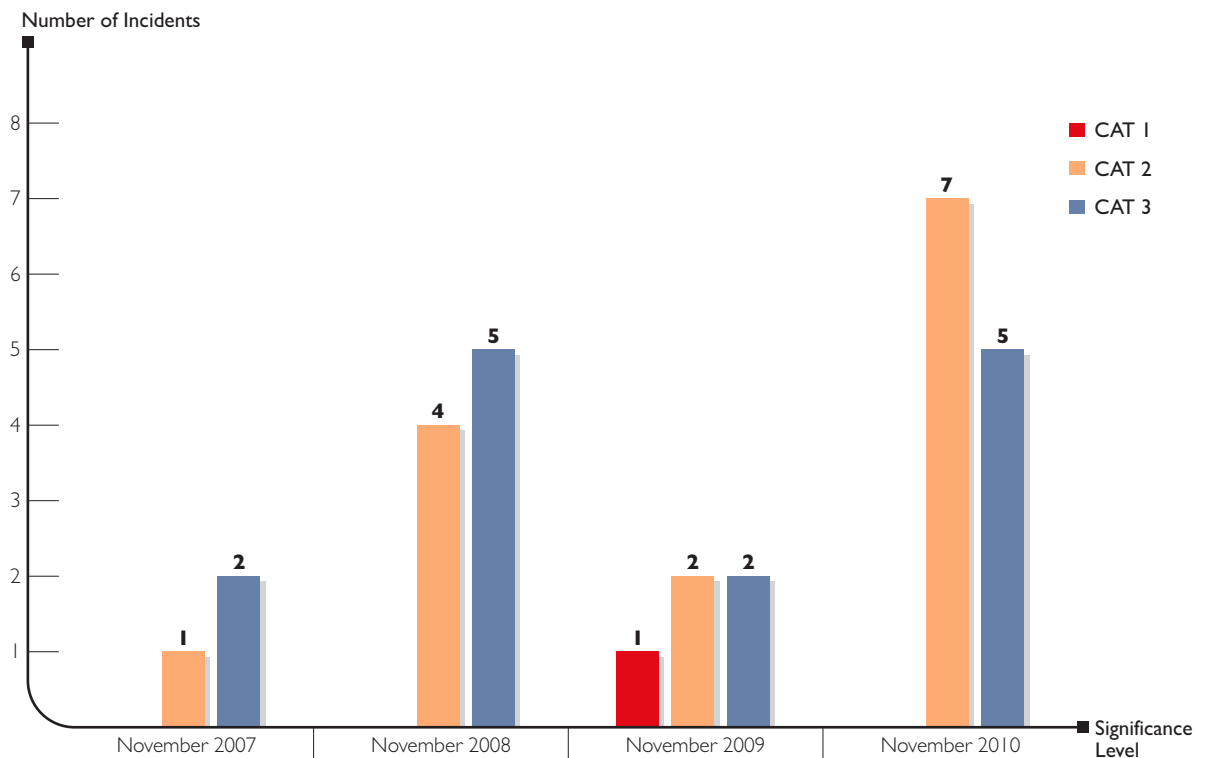
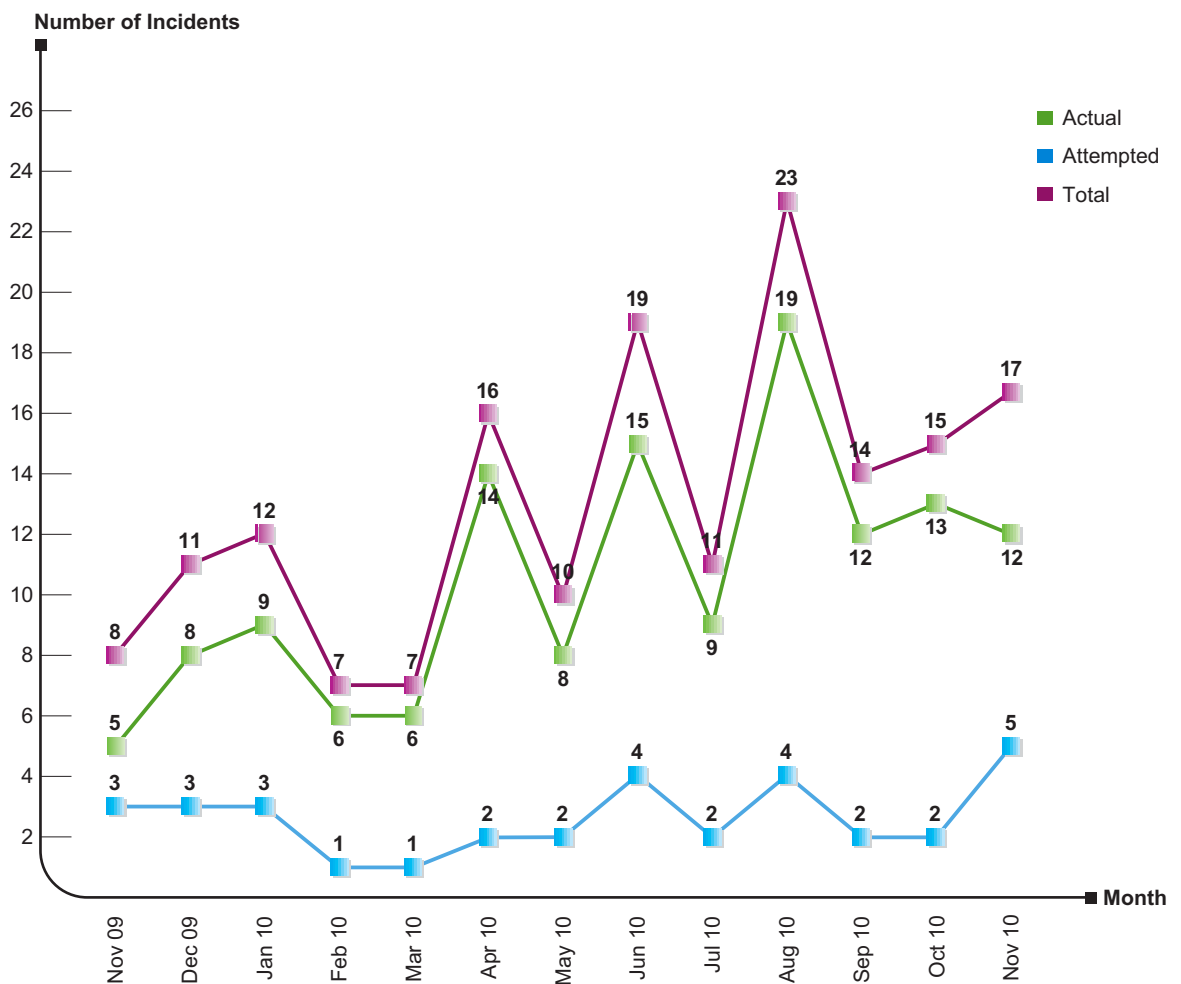


Chart 1 - Significance level of incidents in November of 2007-2010



Part 2 - Analysis of Incidents in November 2010

2.1.3 Graph 1 shows the number of actual incidents and attempted incidents occurred between November 2009 and November 2010. During this period, total activity was highest in August 2010 with a total of 23 reported incidents, and lowest in February 2010 and March 2010 with seven incidents reported in each month.



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



Part 2 - Analysis of Incidents in November 2010

2.2 Location and Timing of Incidents

2.2.1 Map 1 shows the location of the incidents reported in November 2010. Compared to the same period in 2007-2009, the increase was most apparent in the Arabian Sea, and the ports and anchorages in Indonesia.

2.2.2 Arabian Sea

A total of three actual incidents and five attempted incidents were reported in the Arabian Sea in November 2010. All three actual incidents were Category 2 incidents. There was no incident reported in the area during the same period in 2007-2009. The modus operandi of the incidents reported in the area is similar to incidents reported off the coast of Somalia and in the Gulf of Aden. This indicates the trend of pirates using mother ships to extend their capabilities of attacking ships further away from the east African coast, in the Arabian Sea up to areas overlapping the Indian Search and Rescue Region.

2.2.3 Indonesia

In November 2010, six actual incidents were reported in Indonesia. Half of these incidents occurred at ports and anchorages of Indonesia, namely Belawan port, Dumai port and Gresik port. The other three incidents occurred in the waters west and northwest of Kalimantan, Indonesia. Compared to the same period in 2009, the number of actual incidents had increased in November 2010. In November 2009, four actual incidents and two attempted incidents were reported.



Report for November 2010

Part 2 - Analysis of Incidents in November 2010

	November 2007		November 2008		November 2009		November 2010	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia								
Arabian Sea							3	5
Bangladesh			1				1	
India	1					1		
Sub-total	1		1			1	4	5
Southeast Asia								
Indonesia	1		2		4	2	6	
Malaysia			2				1	
Philippines			1	1	1		1	
South China Sea		2						
Straits of Malacca and Singapore		2	2					
Vietnam	1		1					
Sub-total	2	4	8	1	5	2	8	
Overall Total	3	4	9	1	5	3	12	5

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





Map 1: Location of Incidents in November 2010

Legend

- Incident (CAT 2) [orange circle]
- Incident (CAT 3) [blue circle]
- Attempted Incident [star]

Part 2 - Analysis of Incidents in November 2010

2.2.4 Table 3 shows the local time of incidents reported in November of 2007-2010. Majority of the incidents reported across the four reporting periods occurred during hours of darkness, where the pirates/robbers took advantage of the crew being less alert due to tiredness and fatigue; and hence avoid being detected. However, there is an increase in the number of incidents occurred during daylight hours in November 2010 as compared to the same period in 2007-2009. Of the 17 incidents reported in November 2010, eight occurred during daylight hours. Seven of the eight incidents occurred in the Arabian Sea while one incident occurred at Gresik port, Indonesia.

	November 2007	November 2008	November 2009	November 2010
1800-2359 hrs	2	3	1	2
0001-0559 hrs	3	6	6	6
0600-1159 hrs		1	1	4
1200-1759 hrs	2			4
NA				1
Total	7	10	8	17

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



Part 2 - Analysis of Incidents in November 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 November of 2007-2010. In November 2010, tankers (comprising of chemical tanker, oil tanker and product tanker) and bulk carriers appeared to be more commonly involved in incidents compared to other type of ships. Of the 17 incidents, eight incidents involved tankers and seven incidents involved bulk carriers. The other two incidents involved container ships.

Type of Ships	November 2007	November 2008	November 2009	November 2010
Bulk Carrier		2	3	7
Chemical Tanker	3		3	2
Container Ship	1	2		2
General Cargo Ship	3	1		
Oil Tanker			1	3
Product Tanker		2		3
Tanker		1		
Tug Boat		2	1	
Total	7	10	8	17

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



Part 2 - Analysis of Incidents in November 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 November of 2007-2010. In November 2010, 11 of the 17 incidents involved ships while underway. However, in November 2008 and November 2009, majority of the incidents occurred when ships were anchored/berthed. On the contrast, majority of the incidents occurred to ships while underway in November 2007. Five of seven incidents occurred when ships were underway. From the four reporting periods, there is no specific trend on the status of ships when incidents occurred.

Status of Ship	November 2007	November 2008	November 2009	November 2010
Anchored/Berthed	2	7	5	6
Underway	5	3	3	11
Total	7	10	8	17

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



Part 2 - Analysis of Incidents in November 2010

- 2.4.2** Chart 2 shows the status of ships involved in actual incidents versus its significance level. The incidents reported in November 2010 conform to the trend that incidents involving ships at anchor/berth were usually petty thefts committed by opportunistic robbers; and incidents involving ships while underway were more severe.
- 2.4.3** In November 2010, five of the six actual incidents involving ships while anchored/berthed were Category 3 incidents. Only one was a Category 2 incident which occurred when the ship was anchored at approximately 3 nm south of Tanjung Pelepas, Malaysia on 17 Nov 10 when six robbers boarded product tanker, *Star Mary*. The robbers assaulted the Cargo Officer and tied the crew with nylon string. The robbers then stole cash and personal belongings of the crew before they escaped.
- 2.4.4** All six actual incidents involving ships while underway reported in November 2010 were Category 2 incidents. The pirates/robbers operated in large groups and in all six incidents, the pirates/robbers were armed with knives, guns and/or more sophisticated weapons.



Part 2 - Analysis of Incidents in November 2010

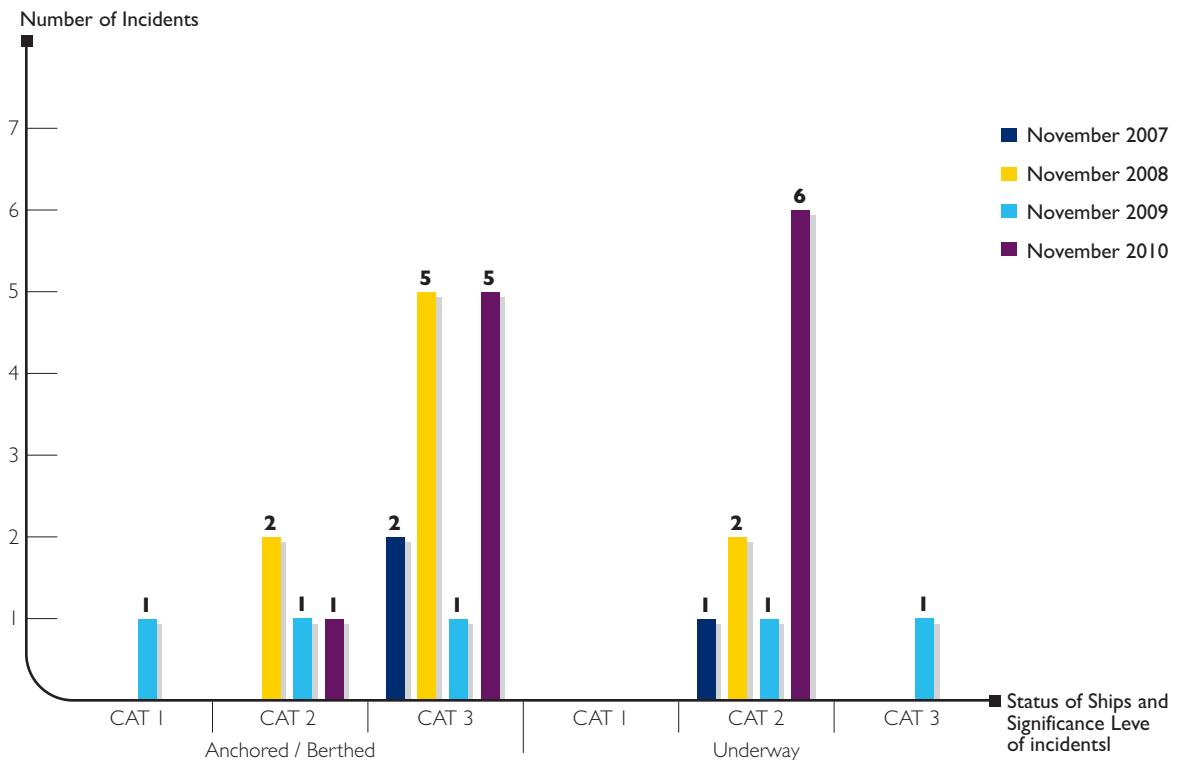


Chart 2 - Status of ships vs significance level of actual incidents in November of 2007-2010



Part 2 - Analysis of Incidents in November 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 November of 2007-2010. Of the 12 actual incidents reported in November 2010, two incidents involved pirates armed with more sophisticated weapons such as RPGs; two incidents involved pirates/robbers armed with guns and knives; five incidents involved robbers armed with knives/machetes; and three incidents involved robbers who were either not armed or there was no information on whether they were armed.

The four incidents that involved the pirates/robbers armed with more sophisticated weapons, guns and knives are:

- Armed robbery incident on 17 Nov 10 involving a Mongolia-registered product tanker, *Star Mary* while anchored at approximately 3 nm south of Tanjung Pelepas, Malaysia. The robbers were armed with parangs (long knives), knives and two pistols and they escaped with cash and personal belongings of the crew;
- Piracy incident on 20 Nov 10 involving a Panama-registered container ship, *NYK Altair* while underway at approximately 600 nm northwest of Kochi, India (Arabian Sea). The pirates were armed with RPG and fired at the funnel of the vessel;
- Piracy incident on 24 Nov 10 involving a Panama-registered chemical tanker, *Norna N* while underway at approximately 400 nm west of Mormugao, India (Arabian Sea). The pirates fired one RPG and several gunshots but no damage to the vessel was observed; and
- Piracy incident on 25 Nov 10 involving an India-registered oil tanker, *Guru Gobind Singh* while underway at approximately 336 nm west of Mormugao, India (Arabian Sea). The pirates were armed with guns and fired at the vessel, which caused several bullet scars on the hull.



Part 2 - Analysis of Incidents in November 2010

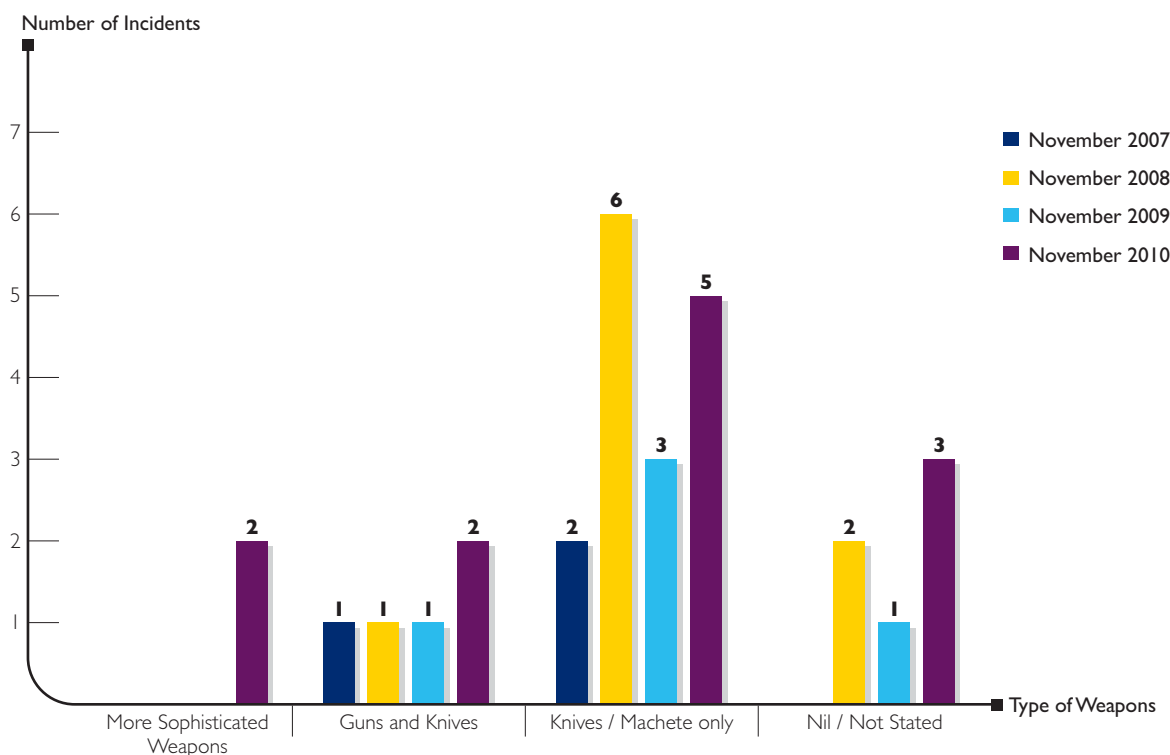


Chart 3 - Weapons used in actual incidents in November of 2007-2010



Part 2 - Analysis of Incidents in November 2010

2.5.2 Treatment of Crew

Chart 4 shows the treatment of crew in incidents reported in November of 2007-2010. Of the 12 actual incidents reported in November 2010, four incidents reported that the crew were assaulted, taken hostage and/or threatened. The rest of the incidents either reported no injuries to the crew or no information was available. The four incidents that involved some form of violence meted to the crew are:

- Armed robbery incident on 2 Nov 10 involving a Panama-registered bulk carrier, *Libre* at Belawan port, Indonesia when armed robbers threatened the duty crew with knives;
- Armed robbery incident on 6 Nov 10 involving a Panama-registered bulk carrier, *Mineral Hokkaido* while underway at approximately 5.6 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia when armed robbers tied up the crew and threatened them;
- Armed robbery incident on 16 Nov 10 involving a Malaysia-registered product tanker, *Nautica Kluang* while underway at approximately 8.49 nm northeast of Pulau Muri, northwest of Kalimantan, Indonesia when armed robbers tied up the master and AB; and
- Armed robbery incident on 17 Nov 10 involving a Mongolia-registered product tanker, *Star Mary* while anchored at approximately 3 nm south of Tanjung Pelepas, Malaysia when armed robbers tied up the crew, assaulted the Cargo Officer and injured the master.



Part 2 - Analysis of Incidents in November 2010

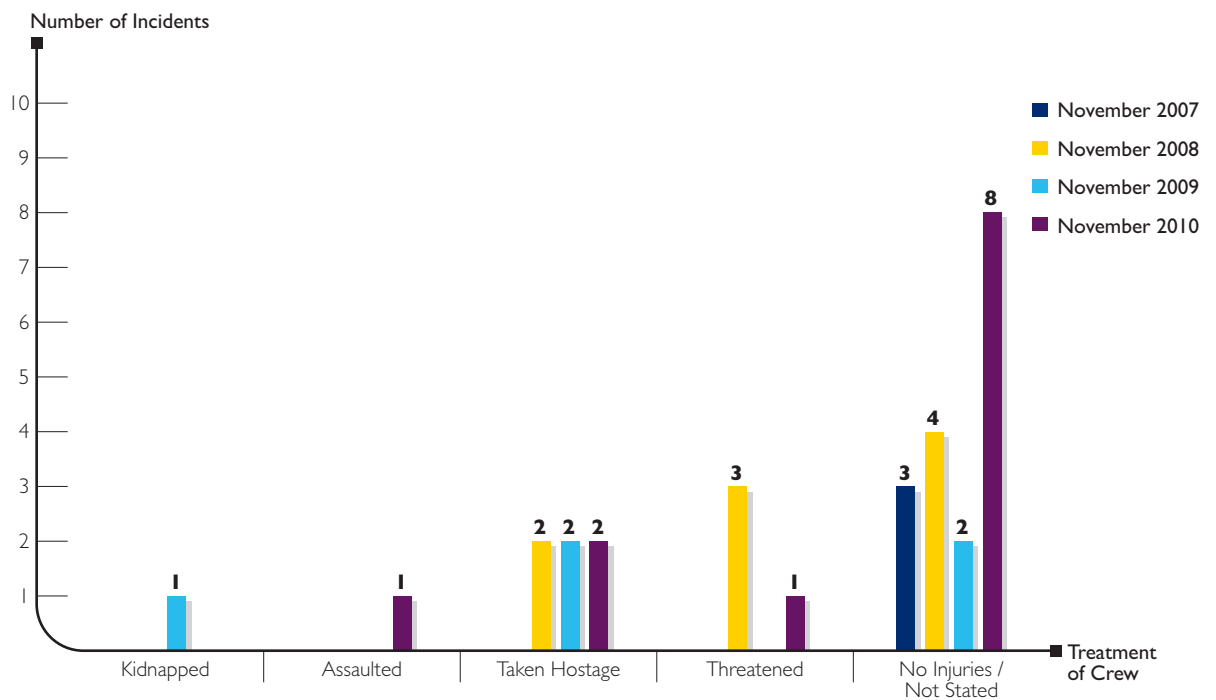


Chart 4 - Treatment of crew in actual incidents in November of 2007-2010



Part 2 - Analysis of Incidents in November 2010

2.5.3 Number of Pirates/Robbers

Majority of the actual incidents reported during the four reporting periods involved pirates/robbers operating in groups of 1 to 6. Please see Chart 5. In November 2010, nine of the 12 actual incidents reported pirates/robbers operated in groups of 1 to 6 and the other three incidents involved pirates operating in larger groups. The incidents involved *Brazil Star* which was boarded by eight robbers on 16 Nov 10 while underway at approximately 6.67 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia; *NYK Altair* which was fired upon by 10 pirates in the Arabian Sea on 20 Nov 10; and *Guru Gobind Singh* which was fired upon by seven pirates in the Arabian Sea on 25 Nov 10.

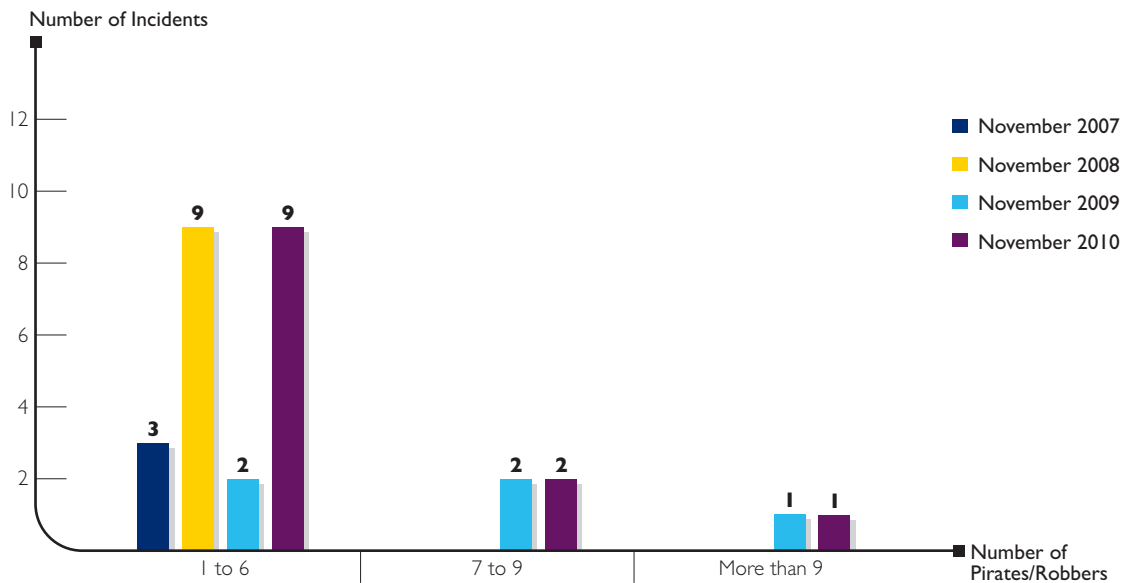


Chart 5 - Number of pirates/robbers in actual incidents in November of 2007-2010



Part 2 - Analysis of Incidents in November 2010

2.6 Analysis of Economic Factor

2.6.1 Economic Losses

Chart 6 shows the economic loss per actual incident in November of 2007-2010. Of the 12 actual incidents reported in November 2010, six incidents involved the loss of cash and property, one incident involved the theft of ship stores and engine spares, one incident involved the theft of a life raft, and four incidents reported nothing stolen or no information was available. The ReCAAP ISC observed that the number of incidents involving the loss of cash or property had increased while the number of incidents involving the loss of stores or engine spares had decreased.

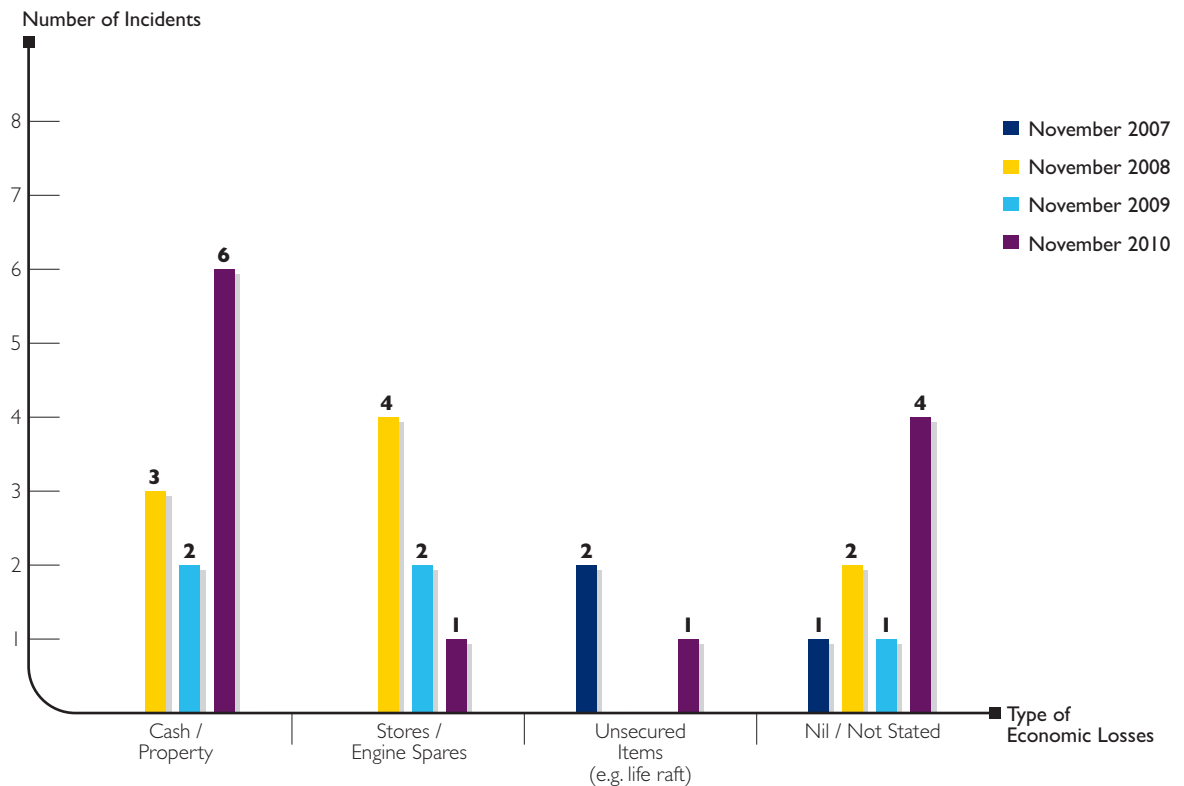


Chart 6 - Reported economic losses in actual incidents in November of 2007-2010



Part 3 - Details of Selected Incidents

3.1 Piracy Incidents in the Arabian Sea

3.1.1 Eight piracy incidents (comprising three actual and five attempted incidents) were reported in the Arabian Sea during November 2010. Suspected to be carried out by east African pirates, all eight incidents involved vessels while underway in the eastern Indian Ocean area overlapping the Indian SRR (refer to map for approximate locations of the incidents). All three actual incidents were Category 2 incidents. The details of the incidents are as described below.

Attempted Piracy Incident on *Maersk Neptune* on 10 Nov 10

Name of Ship	: <i>Maersk Neptune</i>
Type of Ship	: Crude oil tanker
Flag of Ship	: Singapore
IMO	: 9312511
GT	: 159911

3.1.2 On 10 Nov 10 at or about 0500 hrs, a Singapore-registered crude oil tanker, *Maersk Neptune* was underway approximately 565 nm southwest of Mormugao (Goa), India (10° 32' N, 067° 00' E) when it detected four suspicious contacts on its radar (suspected to be one mother ship and three skiffs) 15 nm ahead of the vessel. The suspected crafts were heading aggressively towards the vessel. The master assessed the emerging situation and took evasive actions including increasing speed and manoeuvring to evade the suspect crafts. After about 45 min, the suspected craft aborted the chase. The crew was not injured. The ship master reported the incident to the ReCAAP Focal Point (Singapore) who in turn, reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Piracy Incident on *NYK Altair* on 20 Nov 10

Name of Ship	: <i>NYK Altair</i>
Type of Ship	: Container ship
Flag of Ship	: Panama
IMO	: 9468308
GT	: 105900

- 3.1.3** On 20 Nov 10 at or about 0851 hrs, a Panama-registered container ship, *NYK Altair* was underway approximately 536 nm southwest of Mormugao (Goa), India (12° 23' N, 066° 19' E) when it was attacked by pirates armed with Rocket Propelled Grenade (RPG) launcher. Four RPGs were launched at the vessel, one of them struck the funnel of the vessel. The vessel took evasive actions and after about 30 min, the pirates aborted the chase. The crew was not injured. The ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC.

Attempted Piracy Incident on *Vega Libra* on 20 Nov 10

Name of Ship	: <i>Vega Libra</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Liberia
IMO	: 9477696
GT	: 32557

- 3.1.4** On 20 Nov 10 at or about 1545 hrs, a Liberia-registered bulk carrier, *Vega Libra* was underway approximately 440 nm southwest of Mormugao (Goa), India (13° 05.1' N, 067° 34.2' E) when it was attacked by pirates. The vessel enforced anti-piracy measures and the pirates aborted the attack. The crew was not injured. The ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Piracy Incident on *Norna N* on 24 Nov 10

Name of Ship	: <i>Norna N</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Panama
IMO	: 8006866
GT	: 26450

3.1.5 On 24 Nov 10 at or about 0805 hrs, a Panama-registered chemical tanker, *Norna N* was underway approximately 400 nm west of Mormugao (Goa), India (15° 05' N, 067° 05' E) when it detected a blue and white skiff with Yamaha OBM being launched from a dhow/fishing vessel. The skiff with six pirates approached the vessel and fired gunshots. They made three to four attempts to board the vessel using an iron ladder and a grapnel anchor but were not successful due to the evasive manoeuvring by the vessel. The pirates fired one RPG and several gunshots but were unable to board the vessel. Finally they escaped in the skiff and was seen moving towards the mother ship. The crew was not injured. No damage to the vessel was reported. The ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Attempted Piracy Incident on *Pagona* on 24 Nov 10

Name of Ship	: <i>Pagona</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Panama
IMO	: 9196395
GT	: 18095

- 3.1.6** On 24 Nov 10 at or about 1631 hrs, a Panama registered bulk carrier, *Pagona* was underway approximately 460 nm west of Mormugao (Goa), India (14° 44' N, 065° 59' E) when it reported being chased by some small boats. The vessel enforced anti-piracy measures and the pirates aborted the boarding attempts. The vessel was safe and continued on its voyage. The ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Piracy Incident on *Guru Gobind Singh* on 25 Nov 10

Name of Ship	: <i>Guru Gobind Singh</i>
Type of Ship	: Crude oil tanker
Flag of Ship	: India
IMO	: 9070151
GT	: 80130

3.1.7 On 25 Nov 10 at or about 1640 hrs, an Indian-registered crude oil tanker, *Guru Gobind Singh* was underway at approximately 336 nm west of Mormugao (Goa), India (14° 52' N, 068° 00' E) when one small skiff with about seven pirates onboard approached the vessel from stern. Realising the threat, the master immediately raised the general alarm and took action in accordance with the industry's Best Management Practices (BMP) including increasing speed and carrying out zigzag manoeuvres. Armed with guns, the pirates approached the vessel from starboard quarter and fired at the vessel causing some bullet scars on the hull. Please see photographs below. The ship master immediately manoeuvred to take the pirate skiff on the windward side thus making it roll vigorously, compelling the pirates to reduce speed and finally move away from the tanker towards the mother ship which was seen on the starboard beam at a speed of 8.9 knots. The crew was not injured. The ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Pirates' Skiff



Pirates' Mother Ship



Bullet Scars on the Hull of Tanker



Photographs courtesy of the Indian Coast Guard



Part 3 - Details of Selected Incidents

Attempted Piracy Incident on *Pistis* on 28 Nov 10

Name of Ship	: <i>Pistis</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Liberia
IMO	: 8124266
GT	: 41016

3.1.8 On 28 Nov 10 at or about 1230 hrs, Liberian-registered bulk carrier, *Pistis* was underway at approximately 325 nm west of Mormugao (Goa), India (14° 51' N, 068° 13' E) when it was chased by four armed pirates in a boat, who were attempting to board the vessel. The master averted the boarding by evasive manoeuvring and increasing speed. The IMO informed the ReCAAP ISC about the incident.

Attempted Piracy Incident on *Iver Exact* on 29 Nov 10

Name of Ship	: <i>Iver Exact</i>
Type of Ship	: Chemical/Oil product tanker
Flag of Ship	: Netherlands
IMO	: 9307982
GT	: 29456

3.1.9 On 29 Nov 10 at or about 0600 hrs, Netherlands-registered chemical/oil product tanker, *Iver Exact* was underway at approximately 450 nm northwest of Mormugao (Goa), India (16° 59' N, 067° 12' E) when it was attacked by one small skiff. The mother ship later joined in the chase. The master evaded the attack by evasive manoeuvring and adhering to the BMP. The crew was not injured. The ReCAAP Focal Point (Netherlands) reported the incident to the ReCAAP ISC.



Part 3 - Details of Selected Incidents

Comments by ReCAAP ISC

- 3.1.10** These are the furthest incidents east of Somalia suspected to be carried out by east African pirates. Considering the involvement of small crafts in the reported incidents and sighting of mother ship, it is assessed that the pirates were capable of launching further attacks in the near future. Vessels are advised to exercise extreme caution when navigating within 100 nautical miles of the positions given in this report and maintain maximum CPA with any ship acting suspiciously. The ReCAAP ISC advises mariners transiting the area to exercise vigilance at all times and adopt adequate boarding protection measures as described in the BMP.
- 3.1.11** The Indian Coast Guard which is also the ReCAAP Focal Point (India) has enhanced patrol in the Indian Exclusive Economic Zone. In Addition, the Indian Navy has deployed a multi ship anti-piracy force more than 500 nautical miles from Mumbai to sanitise eastern Arabian Sea and undertake comprehensive search, locate and disable probable pirate (mother) ships and skiffs.
- 3.1.12** The ReCAAP ISC commends the actions carried out by the masters and crew of the vessels whose vigilant and timely response had averted the hijacking of vessels. Ship masters are also advised to report all actual and attempted incidents and sighting of any suspicious vessel, in the vicinity of Indian coast to the MRCC Mumbai immediately at the following contact numbers:

MRCC (Mumbai)
Coast Guard Region (West)
Mumbai - India
Email: icgmrcc_mumbai@mtnl.net.in

Telephone:
+91-22-2431-6558
+91-22-2437-6133

Fax:
+91-22-2433-3727
+91-22-2431-6558



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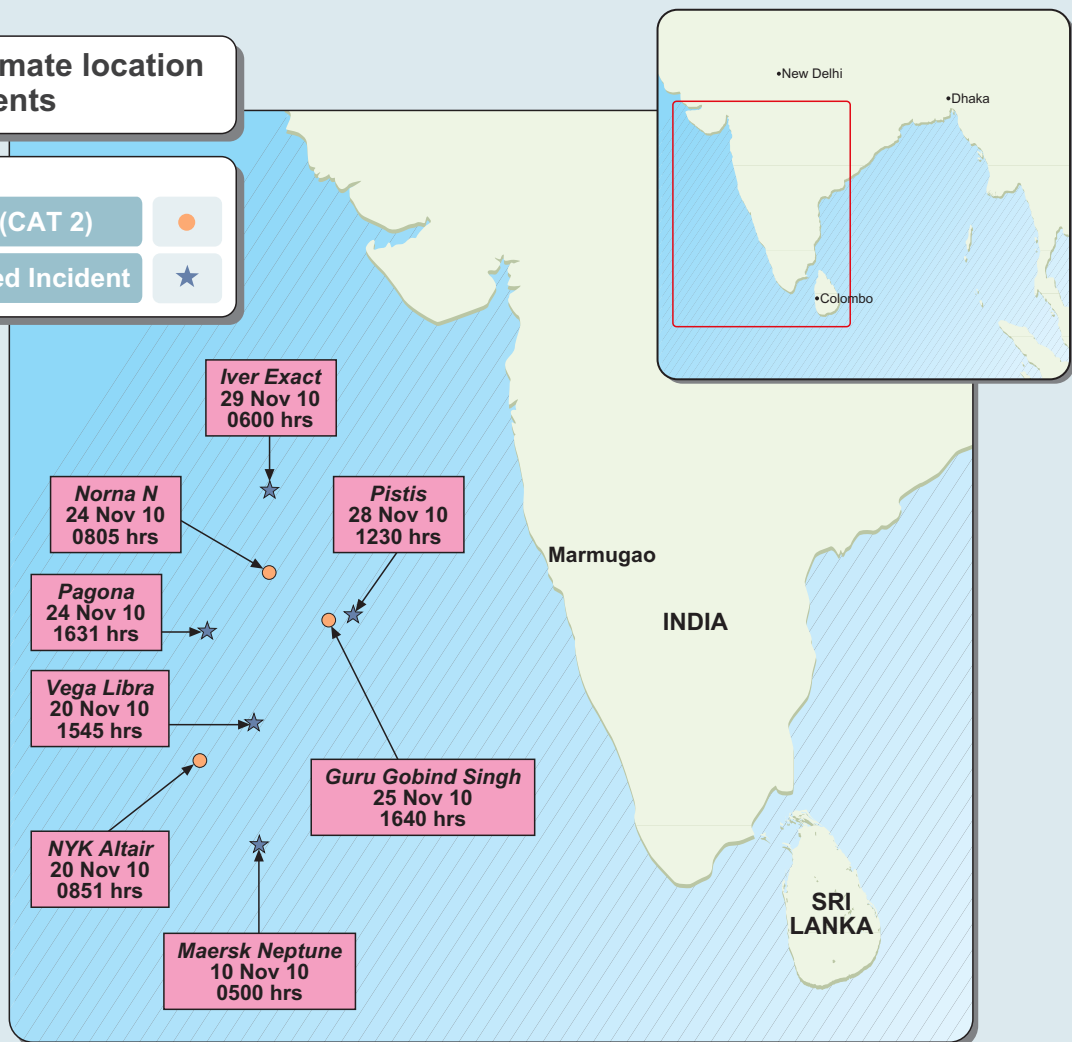
Part 3 - Details of Selected Incidents

Approximate location of incidents

Legend

Incident (CAT 2) 

Attempted Incident 



Part 3 - Details of Selected Incidents

3.2 Incidents off Kalimantan, Indonesia

3.2.1 In Nov 10, three actual incidents of armed robbery against ships were reported in the vicinity of Kalimantan, Indonesia. All three incidents were classified as Category 2 (moderately significant) incidents. The details of these incidents are described below.

Incident onboard *Mineral Hokkaido* on 6 Nov 10

Name of Ship	: <i>Mineral Hokkaido</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Panama
IMO	: 9384954
GT	: 90423

3.2.2 At or about 1953 hrs, Panama-registered bulk carrier, *Mineral Hokkaido* was underway at approximately 5.6 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia (01° 01' N, 106° 41' E) when six robbers armed with long knives boarded the vessel from a small boat. The robbers entered the bridge, threatened and tied up the crew. The robbers stole cash, a laptop, digital camera and mobile phones before they escaped. The crew was not injured.



Part 3 - Details of Selected Incidents

Incident onboard *Brazil Star* on 16 Nov 10

Name of Ship	: <i>Brazil Star</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Liberia
IMO	: 8204638
GT	: 100912

3.2.3 At or about 0205 hrs, Liberia-registered bulk carrier, *Brazil Star* was underway at approximately 6.67 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia (01° 01' N, 106° 40' E) when eight robbers armed with long knives boarded the vessel. The robbers stole ship's cash and crew's personal belongings before they escaped.



Part 3 - Details of Selected Incidents

Incident onboard *Nautica Kluang* on 16 Nov 10

Name of Ship	: <i>Nautica Kluang</i>
Type of Ship	: Product tanker
Flag of Ship	: Malaysia
IMO	: 9048926
GT	: 1699

3.2.4 At or about 0435 hrs, Malaysian-registered product tanker, *Nautica Kluang* was underway at approximately 8.49 nm northeast of Pulau Muri, northwest of Kalimantan, Indonesia (02° 00' N, 108° 45' E) when six robbers armed with knives boarded the vessel. They entered the mess room and held the AB hostage. The robbers then entered the master's cabin, held him hostage and stole ship's cash and master's personal belongings.

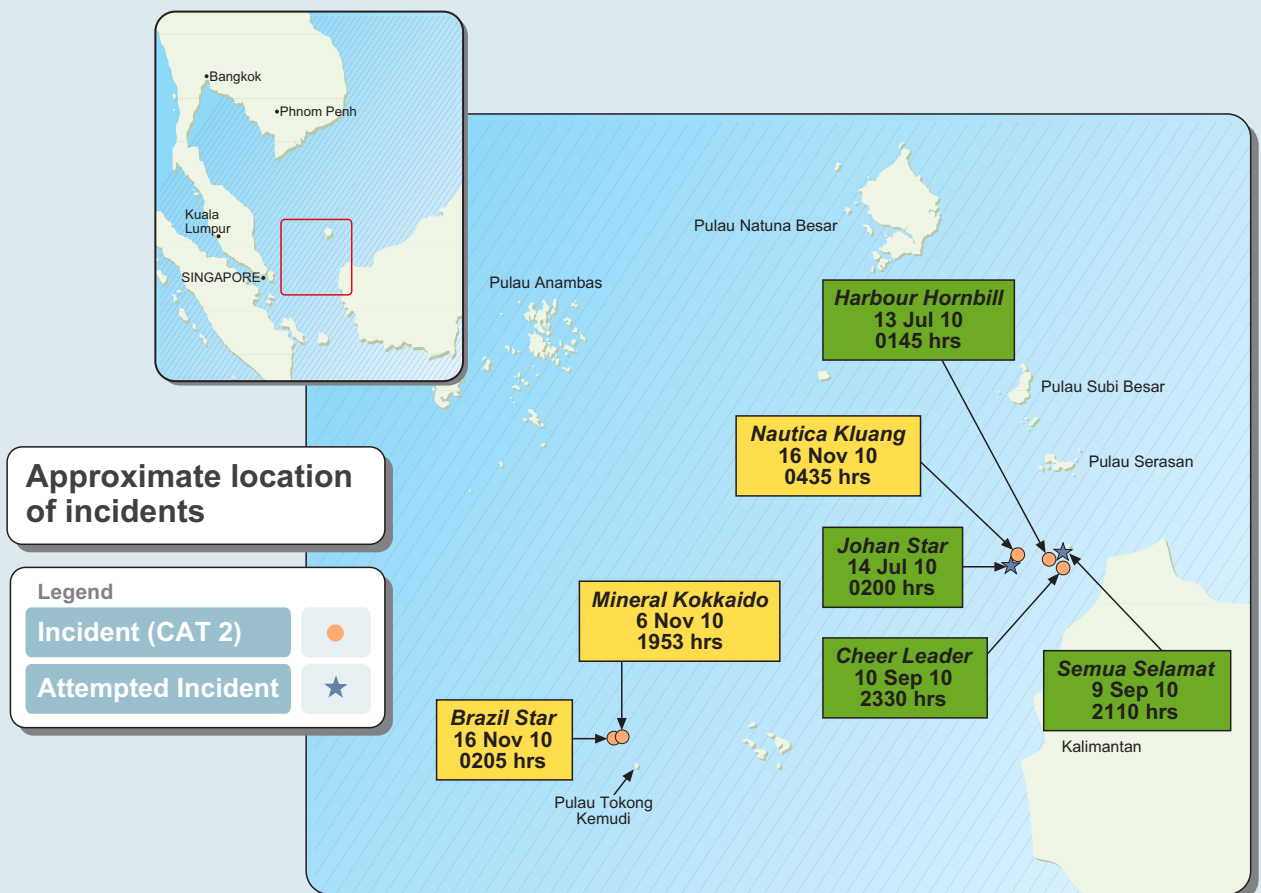
3.2.5 The robbers proceeded to the poop deck with the master and AB; and tied them to the winch before they escaped. The master and AB managed to free themselves after the robbers had escaped.



Part 3 - Details of Selected Incidents

Observations

3.2.6 Since January 2010, a total of five incidents of armed robbery against ships comprising of three actual incidents and two attempted incidents had been reported in the vicinity of Pulau Serasan, northwest of Kalimantan, Indonesia. The incidents involving *Mineral Hokkaido* and *Brazil Star* were the first two incidents that have occurred in the vicinity of Pulau Tokong Kemudi, west of Kalimantan, Indonesia in 2010. Please see map below.



Part 3 - Details of Selected Incidents

- 3.2.7** The modus operandi of the robbers operating in the vicinity of Pulau Serasan and Pulau Tokong Kemudi was similar. The robbers operate in groups of six to eight men and were usually armed with knives. After they boarded the vessel, they took the crew as hostages and tie them up. The robbers then threatened the crew into surrendering their personal belongings as well as cash. Once the crew surrendered the items, the robbers left the vessel without causing any injury to the crew.
- 3.2.8** The similar modus operandi of the robbers operating in both areas may be indicative that the same group of robbers could be involved. And considering the similar modus operandi of the pirates/robbers operating in the vicinity of Pulau Anambas and Pulau Subi Besar, the possibility of a mother ship operating in this area cannot be ruled out.

Recommendations

- 3.2.9** The ReCAAP ISC recommends that vessels transiting the area to adopt adequate anti-boarding measures, especially at the quarters. Enhanced watch-keeping is also recommended in the aft sector/otherwise blind sector to enable early detection of pirates/robbers. Vessels may utilise CCTV cameras to monitor activities on the poop deck from the watch-keeping post.
- 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 BMP.
- 3.2.11** The ReCAAP ISC also 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; while ship owners and operators are strongly advised to report these 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 09 to 5 Jun 09) 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. Prompt reporting to the nearest coastal State also facilitates ‘ownership’ to the incident and enable the law enforcement agencies to address appropriate responses as these incidents are under their respective national policies. 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.

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



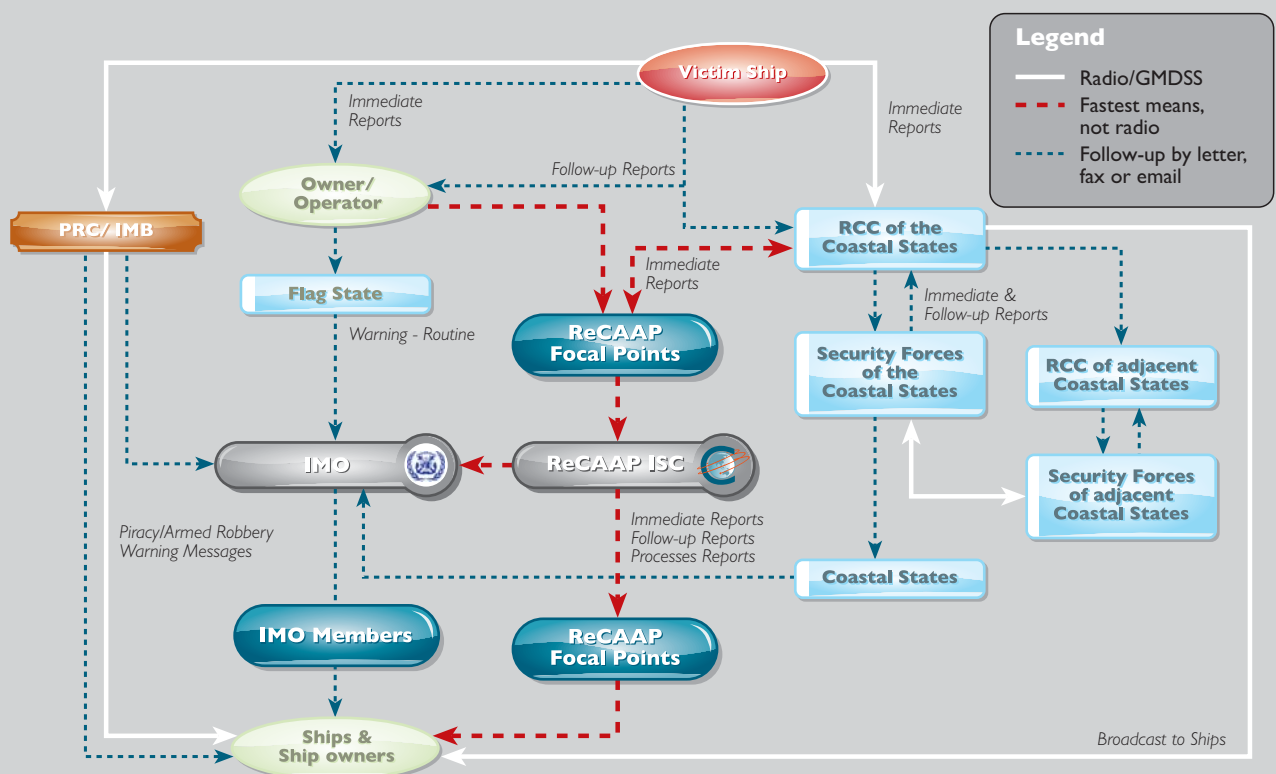
Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

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
Kingdom of Denmark Centre for Ships Email: eit@dma.dk	+45-39-174-400	+45-39-174-401
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
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

Table 6 - Contact Details of ReCAAP Focal Points / Contact Point (Part 1 of 3)



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
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomms.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
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
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

Table 6 - Contact Details of ReCAAP Focal Points / Contact Point (Part 2 of 3)



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
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	+66-2475-3246	+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

Table 6 - Contact Details of ReCAAP Focal Points / Contact Point (Part 3 of 3)

Correct as at 20 November 2010



Appendix

DETAILS OF INCIDENTS IN NOVEMBER 2010

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. ■	<i>Libre</i> Bulk carrier Panama 9235854 29885	02/11/2010 0420 hrs	03° 47' N, 98° 42' E Belawan Port, Indonesia	<p>While at berth, three robbers armed with knives boarded the bulk carrier. The duty crew noticed the robbers and approached them. The robbers threatened the duty crew, threw a life raft overboard and escaped. The alarm was raised and the crew mustered.</p> <p>[ReCAAP Focal Point (Japan)]</p>
2. ■	<i>Mell Seletar</i> Container ship Antigua & Barbuda 9428229 7545	02/11/2010 1830 hrs	14° 33' N, 120° 56' E 2.3 nm off Breakwater, South Harbour, Manila, Philippines	<p>While at anchor, five robbers approached and boarded the container ship from a motorised banca. One of the crew noticed the robbers and informed the master. The master sounded the emergency alarm immediately and reported the incident to the Philippine Coast Guard (PCG) who is also the ReCAAP Focal Point (Philippines) via the VHF radio. Upon realising that they had been detected, the robbers jumped overboard and escaped in their motorised banca.</p> <p>Upon receipt of the report, the PCG despatched a patrol boat to the location of the incident and conducted a search in the vicinity but was unable to locate the robbers.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
3. ■	<i>Mineral Hokkaido</i> Bulk carrier Panama 9384954 90423	06/11/2010 1953 hrs	01° 01' N, 106° 41' E Approximately 5.6 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia	<p>While underway, six robbers armed with long knives boarded the bulk carrier from a small boat. The robbers entered the bridge, threatened and tied up the crew. The robbers stole cash, a laptop, digital camera and mobile phones before they escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

Appendix

DETAILS OF INCIDENTS IN NOVEMBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	<i>NCC Haiel</i> Chemical tanker Panama 9335068 29575	07/11/2010 0140 hrs	01° 42' N, 101° 27' E Off Dumai Port, Indonesia	Whilst at anchor, two robbers boarded the tanker. The duty crew spotted the robbers and raised the alarm. The robbers jumped overboard and escaped. The master reported the incident to the port authority. [IMO]
5.	<i>Brazil Star</i> Bulk carrier Liberia 8204638 100912	16/11/2010 0205 hrs	01° 01' N, 106° 40' E Approximately 6.67 nm northwest of Pulau Tokong Kemudi, west of Kalimantan, Indonesia	While underway, eight robbers armed with long knives boarded the bulk carrier. The robbers stole ship's cash and crew's personal belongings before they escaped. [IMO]

Appendix

DETAILS OF INCIDENTS IN NOVEMBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.	<i>Nautica Kluang</i> Product tanker Malaysia 9048926 1699	16/11/2010 0435 hrs	02° 00' N, 108° 45' E Approximately 8.49 nm northeast of Pulau Muri, northwest of Kalimantan, Indonesia	<p>While underway, six robbers armed with knives boarded the product tanker. They entered the mess room and held the AB hostage. The robbers then entered the master's cabin, held him hostage and stole ship's cash and the master's personal belongings.</p> <p>The robbers then proceeded to the poop deck with the master and AB; and tied them to the winch before they escaped. The master and AB managed to free themselves after the robbers had escaped.</p> <p>[IMO]</p>
7.	<i>Valente Angel</i> Bulk carrier Panama 9445124 16960	16/11/2010 1015 hrs	07° 08' S, 112° 39' E Berth No.5, Gresik Port, Indonesia	<p>While at berth, two robbers armed with knives boarded the bulk carrier, while two other robbers waited in a small boat. The robbers stole ship stores from the forecabin and the duty watch noticed the robbers. The alarm was raised immediately and the robbers escaped with the stolen stores.</p> <p>[IMO]</p>
8.	<i>Star Mary</i> Product tanker Mongolia 7929542 257	17/11/2010 0301 hrs	01° 17' N, 103° 33' E Approximately 3 nm south of Tanjung Pelepas, Malaysia	<p>While at anchor, six masked men boarded the product tanker from two fibre speed boats. The robbers, armed with parangs (long knives), knives and two pistols, tied the crew with nylon string. They also kicked the Cargo Officer numerous times and he suffered minor injuries. The master also suffered minor injuries during the incident. Two shots were fired by the robbers but no one was injured during the firing.</p>

Appendix

DETAILS OF INCIDENTS IN NOVEMBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.				<p>The robbers stole cash, mobile phones, computer, watch, digital camera and walkie talkie. The robbers spoke in English. The Cargo Officer reported the incident to the Singapore Police Force while the local agent reported to the Singapore POCC, who is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
9.	<p><i>NYK Altair</i> Container ship Panama 9468308 105900</p>	<p>20/11/2010 0851 hrs</p>	<p>12° 23' N, 066° 19' E</p> <p>Approximately 536 nm southwest of Mormugao, India (Arabian Sea)</p>	<p>While underway, the container ship was attacked by pirates armed with RPG launcher. Four RPGs were launched at the vessel, one of them struck the funnel of the vessel. The vessel took evasive actions and after about 30 min, the pirates aborted the chase. The crew was not injured. The ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC.</p> <p>[ReCAAP Focal Point (Japan)]</p>
10.	<p><i>Trust Runner</i> Oil tanker Marshall Islands 8913631 28223</p>	<p>21/11/2010</p>	<p>21° 50' N, 091° 39' E</p> <p>Kutubdia Anchorage, Bangladesh</p>	<p>While at anchor, one robber attempted to board the oil tanker using a rope from the poop deck. The crew detected the robbers and informed the bridge, who raised the alarm. The robber jumped into the water and escaped.</p> <p>[IMO]</p>

Appendix

DETAILS OF INCIDENTS IN NOVEMBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.	<i>Norna N</i> Chemical tanker Panama 8006866 26450	24/11/2010 0805 hrs	15° 05' N, 067° 05' E Approximately 400 nm west of Mormugao, India (Arabian Sea)	<p>While underway, the chemical tanker detected a blue and white skiff with Yamaha OBM being launched from a dhow/ fishing vessel. The skiff with six pirates approached the vessel and fired gunshots. They made three to four attempts to board the vessel using an iron ladder and a grapnel anchor but were not successful due to the evasive manoeuvring by the vessel. The pirates fired one RPG and several gunshots but were unable to board the vessel. Finally they escaped in the skiff and was seen moving towards the mother ship. The crew was not injured. No damage to the vessel was reported.</p> <p>[ReCAAP Focal Point (India)]</p>
12.	<i>Guru Gobind Singh</i> Oil tanker India 9070151 80130	25/11/2010 1640 hrs	14° 52' N, 068° 00' E Approximately 336 nm west of Mormugao, India (Arabian Sea)	<p>While underway, a small skiff with about seven pirates onboard approached the oil tanker from stern. Realising the threat, the master immediately raised the general alarm and took action in accordance with the industry's BMP including increasing speed and carrying out zigzag manoeuvres. Armed with guns, the pirates approached the vessel from starboard quarter and fired at the vessel causing some bullet scars on the hull. The ship master immediately manoeuvred to take the pirate skiff on the windward side thus making it roll vigorously, compelling the pirates to reduce speed and finally move away from the tanker towards the mother ship which was seen on the starboard beam at a speed of 8.9 knots. The crew was not injured.</p> <p>[ReCAAP Focal Point (India)]</p>

Appendix

DETAILS OF INCIDENTS IN NOVEMBER 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Maersk Neptune</i> Oil tanker Singapore 9312511 159911	10/11/2010 0500 hrs	10° 32' N, 067° 00' E Approximately 565 nm southwest of Mormugao, India (Arabian Sea)	While underway, the oil tanker detected four suspicious contacts on its radar (suspected to be one mother ship and three skiffs) 15 nm ahead of the vessel. The suspect crafts were heading aggressively towards the vessel. The master assessed the emerging situation and took evasive actions including increasing speed and manoeuvring to evade the suspect crafts. After about 45 min, the suspects aborted the chase. The crew was not injured. The ship master reported the incident to the ReCAAP Focal Point (Singapore) who in turn, reported the incident to the ReCAAP ISC. [ReCAAP Focal Point (Singapore)]
2.	<i>Vega Libra</i> Bulk carrier Liberia 9477696 32557	20/11/2010 1545 hrs	13° 05.1' N, 067° 34.2' E Approximately 440 nm southwest of Mormugao, India (Arabian Sea)	While underway, the bulk carrier was attacked by pirates. The vessel enforced anti-piracy measures and the pirates aborted the attack. The crew was not injured. [ReCAAP Focal Point (India)]
3.	<i>Pagona</i> Bulk carrier Panama 9196395 18095	24/11/2010 1631 hrs	14° 44' N, 065° 59' E Approximately 460 nm west of Mormugao, India (Arabian Sea)	While underway, the bulk carrier reported being chased by some small boats. The vessel enforced anti-piracy measures and the pirates aborted the boarding attempts. The vessel was safe and continued on its voyage. [ReCAAP Focal Point (India)]

Appendix

DETAILS OF INCIDENTS IN NOVEMBER 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	<i>Pistis</i> Bulk carrier Liberia 8124266 41016	28/11/2010 1230 hrs	14° 51' N, 068° 13' E Approximately 325 nm west of Mormugao, India (Arabian Sea)	While underway, the bulk carrier was chased by four armed pirates in a boat, who were attempting to board the vessel. The master averted the boarding by evasive manoeuvring and increasing speed. [IMO]
5.	<i>Iver Exact</i> Product tanker Netherlands 9307982 29456	29/11/2010 0600 hrs	16° 59' N, 067° 12' E Approximately 450 nm northwest of Mormugao, India (Arabian Sea)	While underway, the product tanker was attacked by one small skiff. The mother ship later joined in the chase. The master evaded the attack by evasive manoeuvring and adhering to BMP3. The crew was not injured. [ReCAAP Focal Point (Netherlands)]