

Report for October 2010

1st October 2010 – 31st October 2010

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Report for October 2010

Contents

Executive Summary | 01

Part 1 | 02

Definitions & Methodology Used

Part 2 | 06

Analysis of Incidents in October 2010

Part 3 | 22

Details of Selected Incidents

Part 4 | 26

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 | 31



Report for October 2010

Executive Summary

A total of 15 incidents of piracy and armed robbery against ships (comprising 13 actual incidents and two attempted incidents) were reported in October 2010 in the Asian region. Details of the incidents are described in the Appendix.

Of concern was the report of an incident suspected to be carried out by east African pirates in the Indian Ocean. Occurred furthest east of Somalia, this incident was within India's Search and Rescue Region (SRR) which is under the responsibility of the Indian Coast Guard (ICG) who is also the ReCAAP Focal Point (India). Part 3 of this report features the incident 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 October 2010

2.1 Number and Significance of Reported Incidents

2.1.1 A total of 15 incidents comprising 13 actual incidents and two attempted incidents were reported in October 2010. The total number of incidents reported in October 2010 was highest compared to the same period in 2007-2009. Please see Table 1 below.

	October 2007	October 2008	October 2009	October 2010
Actual	8	8	7	13
Attempted	1	0	2	2
Total	9	8	9	15

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



Part 2 - Analysis of Incidents in October 2010

2.1.2 Of the 13 actual incidents reported in October 2010, four were Category 2 (moderately significant) incidents and nine were Category 3 (less significant) incidents. No Category 1 (very significant) incident was reported. Compared to the same period in 2009, the number of Category 2 and Category 3 incidents had doubled. Chart 1 shows the significance level of actual incidents reported in October of 2007-2010.

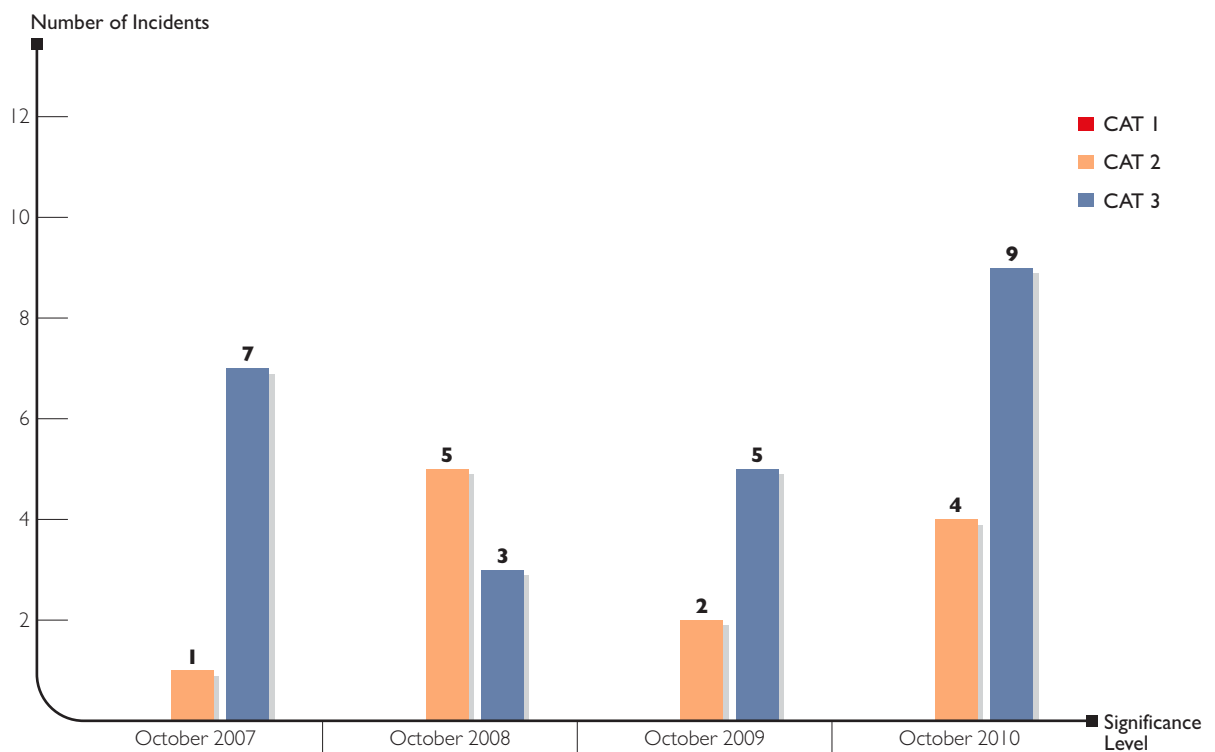
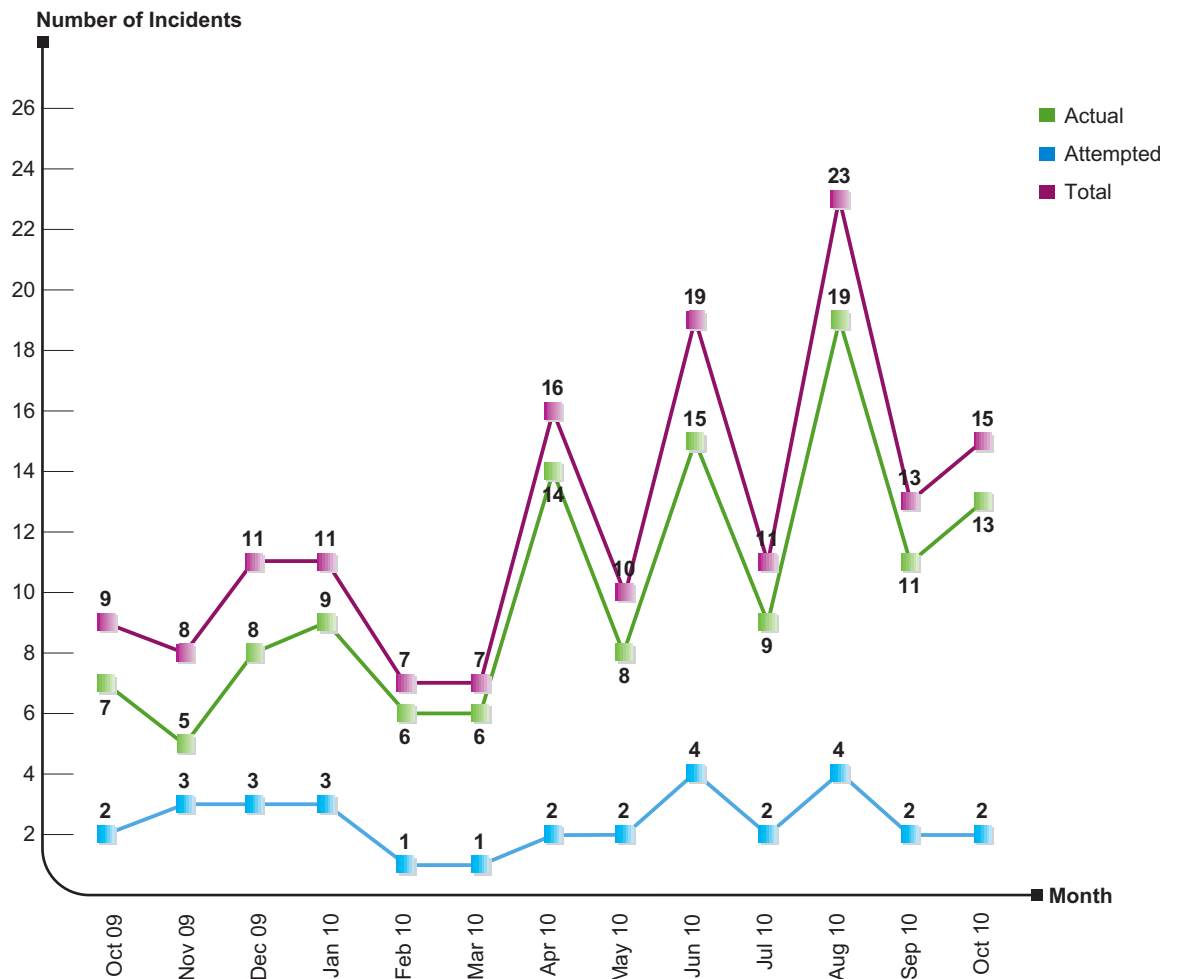


Chart 1 - Significance level of incidents in October of 2007-2010



Part 2 - Analysis of Incidents in October 2010

2.1.3 Graph 1 shows the number of actual incidents and attempted incidents occurred between October 2009 and October 2010. During this period, total activity was highest in August 2010 with a total of 23 reported incidents. The total number of incidents reported in October 2010 has increased slightly compared to September 2010.



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



Part 2 - Analysis of Incidents in October 2010

2.2 Location and Timing of Incidents

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

2.2.2 Indonesia

Compared to the same period in 2007-2009, there has been an increase in the number of incidents reported in Indonesia in October 2010. Three of the five actual incidents reported in October 2010 occurred at the port and anchorages of Indonesia, namely Dumai Port, Bontang Roads and Tanjung Priok Anchorage. No incident was reported in Indonesia in October 2009; one actual incident was reported in October 2008; and three incidents (two actual incidents and one attempted incident) were reported in October 2007.

2.2.3 There has been an improvement in the situation in the South China Sea and the Straits of Malacca and Singapore in October 2010 compared to the same period in 2007-2009. No incident was reported in these two areas in October 2010. This was possibly due to the bad weather condition which was not conducive for small boats operation/boarding by pirates/robbers, and/or ship masters were more informed about the increase in piracy incidents in the area, and had exercised greater vigilance and implemented anti-piracy measures when transiting the area.



Report for October 2010

Part 2 - Analysis of Incidents in October 2010

	October 2007		October 2008	October 2009		October 2010	
	Actual	Attempted	Actual	Actual	Attempted	Actual	Attempted
South Asia							
■ Bangladesh	1			2	1	2	1
■ Bay of Bengal						1	
■ India	2					1	1
■ Sub-total	3			2	1	4	2
Southeast Asia							
■ Indonesia	2	1	1			5	
■ Malaysia			2	1		2	
■ Philippines	2			1			
■ Singapore						1	
■ South China Sea			1	1	1		
■ Straits of Malacca and Singapore	1		2	1			
■ Vietnam			2	1		1	
■ Sub-total	5	1	8	5	1	9	
Overall Total	8	1	8	7	2	13	2

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





Map 1: Location of Incidents in October 2010

Legend

Incident (CAT 2)	●
Incident (CAT 3)	●
Attempted Incident	★

Part 2 - Analysis of Incidents in October 2010

2.2.4 Table 3 shows the local time of incidents reported in October of 2007-2010. Majority of the incidents reported across the four reporting periods occurred during hours of darkness, when the crew was less alert due to tiredness and fatigue. Of the 15 incidents reported in October 2010, three occurred during daylight hours and these were at Chittagong Anchorage, Bangladesh, off Selat Berhala, Indonesia and at Visakhapatnam Anchorage, India.

	October 2007	October 2008	October 2009	October 2010
1800-2359 hrs	1		4	3
0001-0559 hrs	6	8	4	9
0600-1159 hrs	1		1	1
1200-1759 hrs	1			2
Total	9	8	9	15

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



Part 2 - Analysis of Incidents in October 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 October of 2007-2010. In October 2010, tankers (comprising of chemical tanker, oil tanker and product tanker) appeared to be more commonly involved in incidents compared to other type of ships. Of the 15 incidents, six incidents involved tankers. Of the two attempted incidents reported in October 2010, one involved a vehicle carrier and the other involved an oil tanker.

Type of Ships	October 2007	October 2008	October 2009	October 2010
Bulk Carrier	2		2	2
Chemical Tanker		1		1
Container Ship	4	3	3	3
Fishing Boat/Trawler			1	
General Cargo Ship	1	1		1
LPG Tanker		1		
Oil Tanker				3
Product Tanker	1		1	2
Tanker		1		
Tug Boat	1	1	2	2
Vehicle Carrier				1
Total	9	8	9	15

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



Part 2 - Analysis of Incidents in October 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 October of 2007-2010. Except for October 2008, majority of the incidents occurred when ships were anchored/berthed. Of the 15 incidents reported in October 2010, 11 incidents occurred when ships were anchored/berthed; and four incidents while ships were underway.

2.4.2 Of the 11 incidents involving ships at anchor/berth, there were two incidents where boarding by the robbers were prevented. The first incident involved a Panama-registered vehicle carrier, *Phoenix Ace* when she was anchored at Chittagong Anchorage, Bangladesh on 2 Oct 10; and the second incident involved a Singapore-registered oil tanker, *Maersk Phoenix* when she was anchored at Visakhapatnam Anchorage, India on 29 Oct 10.

Status of Ship	October 2007	October 2008	October 2009	October 2010
Anchored/Berthed	6	4	6	11
Underway	3	4	3	4
Total	9	8	9	15

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



Part 2 - Analysis of Incidents in October 2010

- 2.4.3** Chart 2 shows the status of ships involved in actual incidents versus its significance level. Generally, incidents involving ships at anchor/berth were Category 3 incidents, mostly petty theft incidents committed by robbers who were opportunistic in nature. When detected, the robbers escaped with whatever items they could take with them, and in some instances, they even escaped empty-handed. In October 2010, eight of the nine actual incidents involving ships while anchored/berthed were Category 3 incidents. Only one was a Category 2 incident which occurred when the ship was berthed at Silo Jetty, Chittagong Port, Bangladesh on 18 Oct 10 when 10 robbers boarded general cargo ship, *Santa Suria II*. Four of the robbers armed with long knives threatened the stevedores and watchman. They escaped with ship stores in their boat when the crew sounded the alarm and the duty officer alerted the police.
- 2.4.4** In contrast, incidents involving ships while underway were more severe in nature. Of the four actual incidents reported in October 2010 involving ships while underway, three were Category 2 incidents and one was a Category 3 incident. The pirates/robbers involved in these incidents were usually armed with knives and/or guns; and were aggressive and violent, assaulting and taking the crew hostage.



Report for October 2010

Part 2 - Analysis of Incidents in October 2010

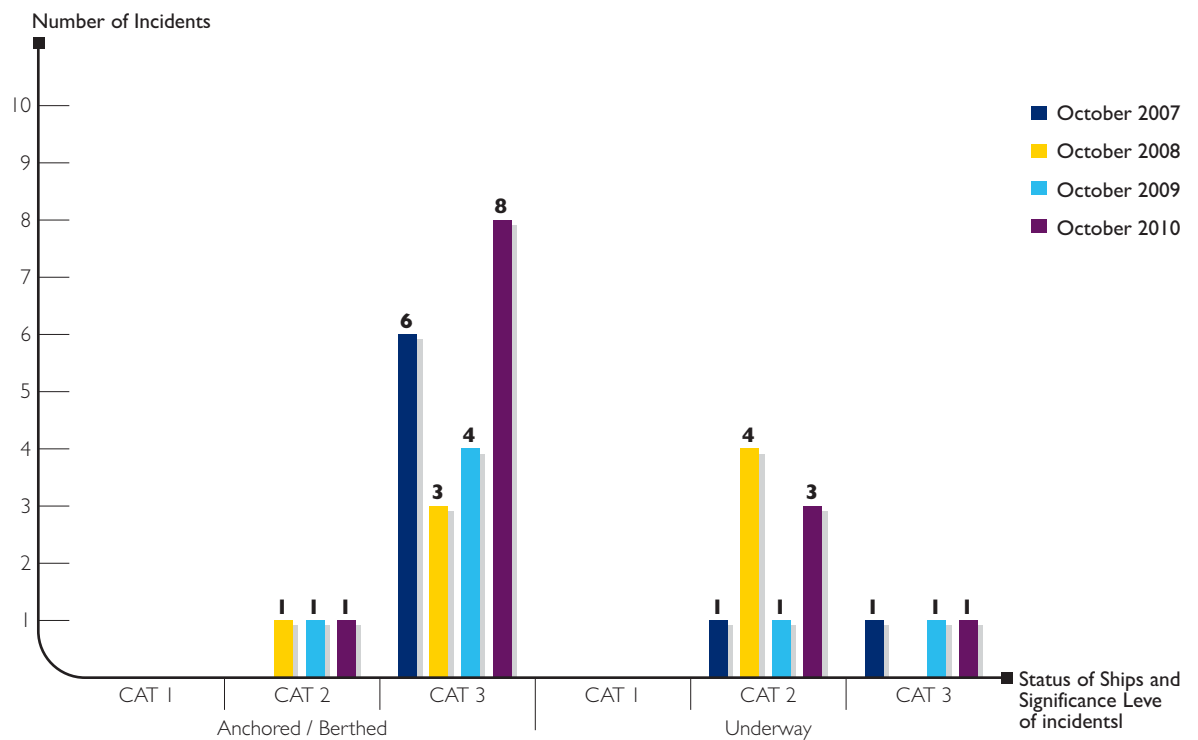


Chart 2 - Status of ships vs significance level of actual incidents in October of 2007-2010



Part 2 - Analysis of Incidents in October 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 October of 2007-2010. Of the 13 actual incidents reported in October 2010, one incident involved pirates armed with guns; four incidents involved pirates/robbers armed with knives/machetes; and eight incidents involved pirates/robbers who were either not armed or there was no information on whether they were armed.

The incident which involved pirates armed with guns and knives was a Hong Kong-registered oil tanker, *Starlight Venture* which was fired upon while underway at approximately 345 nm west of New Mangalore, India on 28 Oct 10.

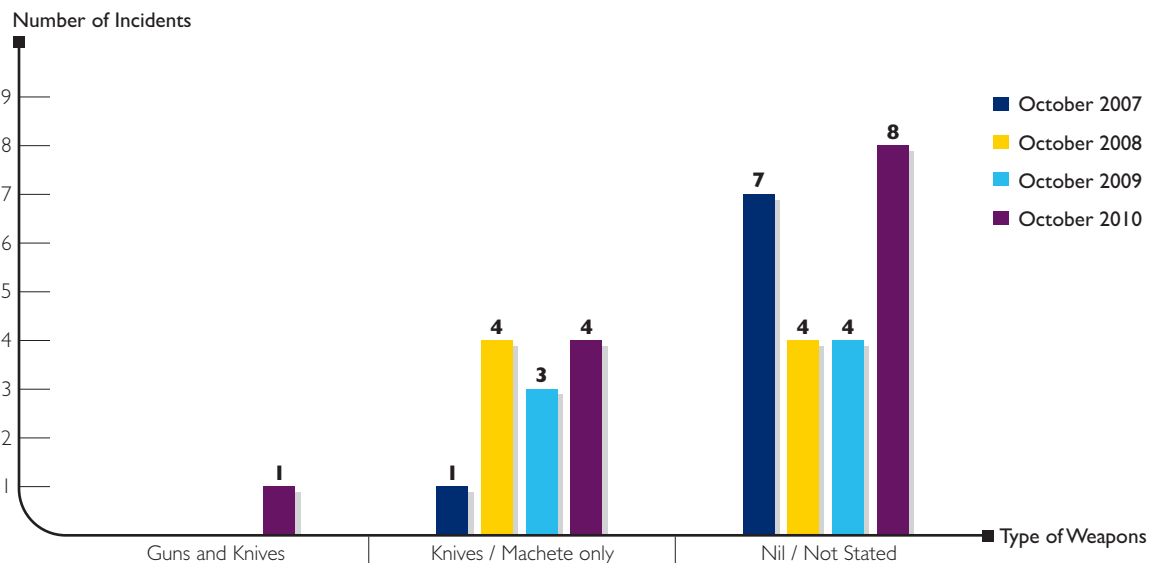


Chart 3 - Weapons used in actual incidents in October of 2007-2010



Part 2 - Analysis of Incidents in October 2010

2.5.2 Treatment of Crew

Chart 4 shows the treatment of crew in incidents reported in October of 2007-2010. Of the 13 actual incidents reported in October 2010, four incidents reported that the crew were either taken hostage or threatened. The incidents involved:

- Singapore-registered oil tanker, *Eagle Corona* while underway at approximately 26 nm of Pulau Karimata, Karimata Straits, Indonesia on 15 Oct 10 when pirates armed with long knives tied up the master, Chief Engineer and two Third Engineers. One of the Third Engineers suffered a minor cut on his neck;
- Malaysia-registered general cargo ship, *Santa Suria II* at Silo Jetty, Chittagong Port, Bangladesh on 18 Oct 10 when robbers armed with long knives threatened the stevedores and watchman;
- Hong Kong-registered chemical tanker, *Alpine Maya* at Indopalm Berth No. 1, Dumai Port, Indonesia on 20 Oct 10 when robbers armed with knives tied up a motorman and threatened him with a knife to his neck to open the steering gear room; and
- Singapore-registered tug boat, *Surya Putra 5* while underway off Selat Berhala, Indonesia on 24 Oct 10 when robbers armed with knives and parangs demanded for Marine Gas Oil (MGO) from the crew and threatened them when they did not comply.



Report for October 2010

Part 2 - Analysis of Incidents in October 2010

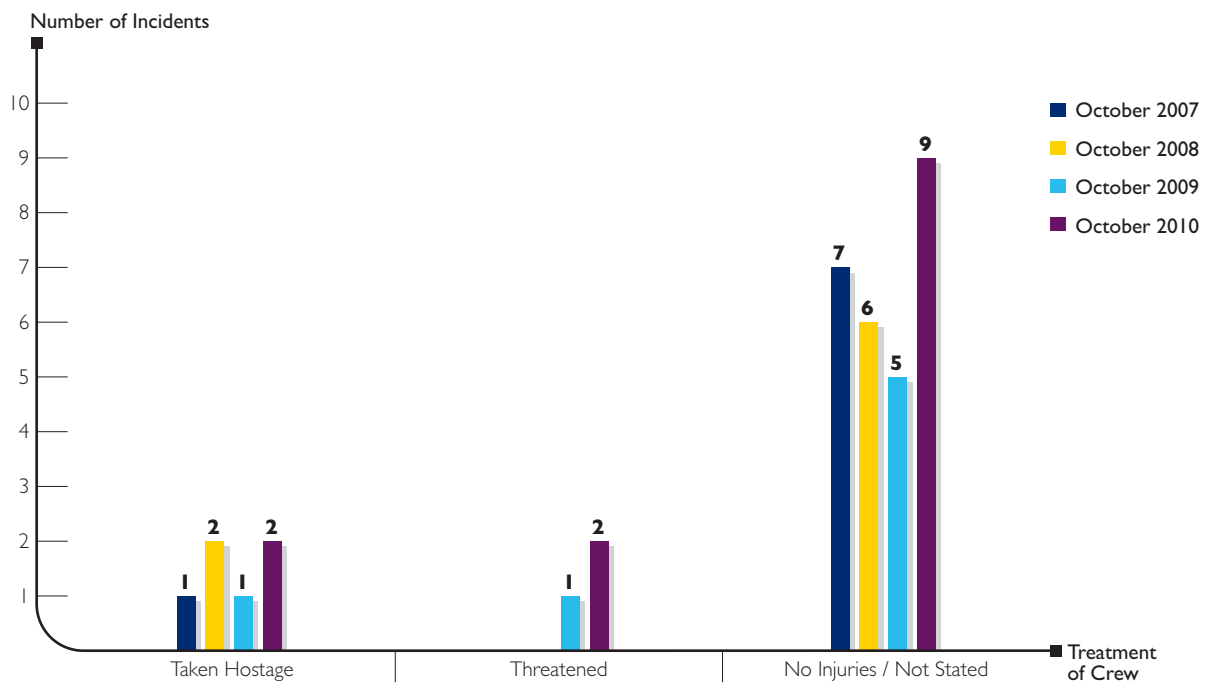


Chart 4 - Treatment of crew in actual incidents in October of 2007-2010



Part 2 - Analysis of Incidents in October 2010

2.5.3 Number of Pirates/Robbers

Consistent throughout the four reporting periods, majority of the actual incidents involved pirates/robbers operating in groups of 1 to 6. In October 2010, 11 of the 13 actual incidents reported pirates/robbers in groups of 1 to 6. Please see Chart 5. There were two incidents reported in October 2010 which involved robbers operating in larger groups. The incidents involved *Santa Suria II* that was boarded by 10 robbers on 18 Oct 10 at Silo Jetty, Chittagong Port, Bangladesh; and *Surya Putra 5* that was boarded by 11 robbers while underway on 24 Oct 10 off Selat Berhala, Indonesia.

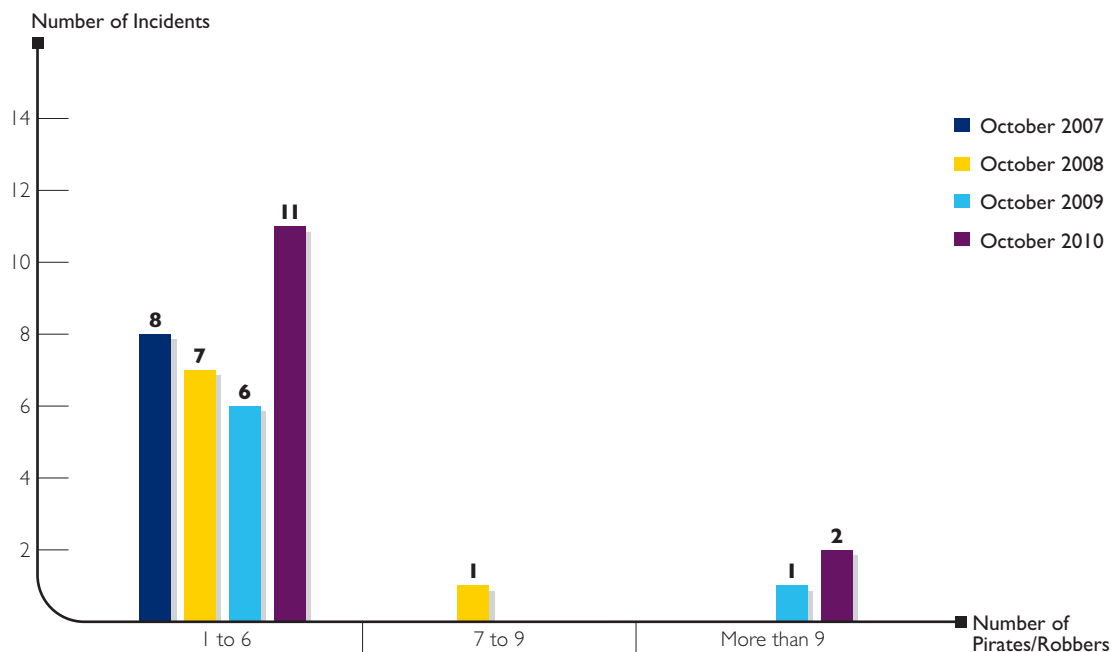


Chart 5 - Number of pirates/robbers in actual incidents in October of 2007-2010



Part 2 - Analysis of Incidents in October 2010

2.6 Analysis of Economic Factor

2.6.1 Economic Losses

Chart 6 shows the economic loss per actual incident in October of 2007-2010. Of the 13 actual incidents reported in October 2010, two incidents involved the loss of cash and property and nine incidents involved the theft of ship stores and engine spares while there were no losses stated for other two incidents. With the exception of October 2008, majority of the incidents during the reporting periods reported the loss of stores and engine spares.

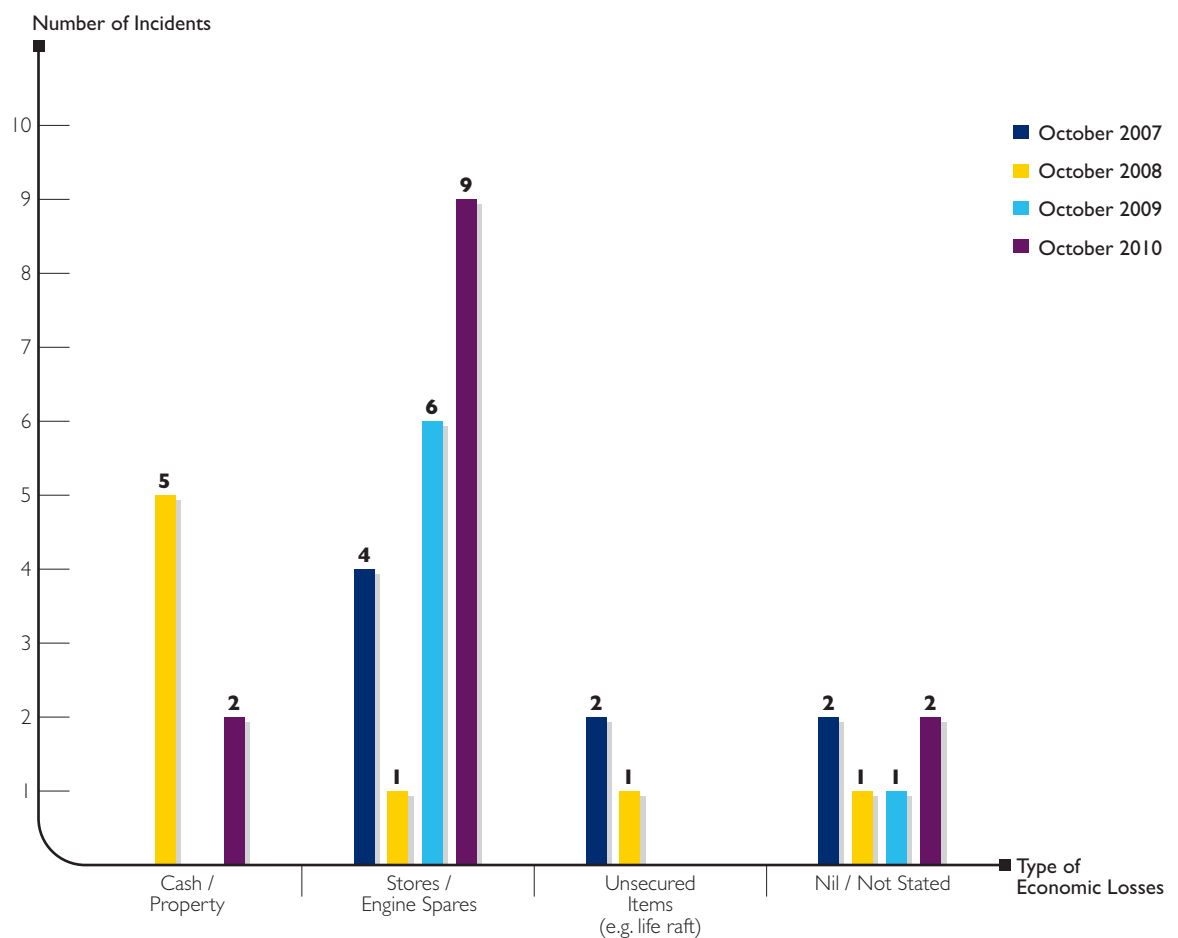


Chart 6 - Reported economic losses in actual incidents in October of 2007-2010



Part 3 - Details of Selected Incidents

3.1 Attempted Piracy Attack on *Star Light Venture* on 28 Oct 10

3.1.1 On 28 Oct 10, an incident of piracy was reported in the waters 340 nm west of the port of New Mangalore, India. The details of the incidents are as described below.

Name of Ship	: <i>Star Light Venture</i>
Type of Ship	: Crude oil tanker
Flag of Ship	: Hong Kong, China
IMO	: 9297539
GT	: 161045

Details of Incident

3.1.2 On 28 Oct 10 at or about 0030 hrs, a Hong Kong-registered crude oil tanker, *Star Light Venture* was underway at approximately 340 nm west of Mangalore, India (13° 16' N, 068° 59' E) when two small crafts with an unknown number of pirates onboard approached the tanker from the starboard quarter. Armed with guns, the pirates fired at the vessel. The ship took evasive measures, increased speed to 16 knots, and finally managed to shake off the pirates. The crew was not injured. A total of 50 bullet marks were found on the accommodation doors and foremast light fixtures were broken (refer pictures below).

Bullet Marks on the Hull



Photographs courtesy of the ICG



Part 3 - Details of Selected Incidents

- 3.1.3** The Indian Coast Guard (ICG) which is also the ReCAAP Focal Point (India) despatched a Coast Guard and Indian Naval aircraft to the area to locate the pirates' crafts, but no suspect craft was located. Surveillance has been enhanced in the vicinity by directing surface units to locate and apprehend suspicious craft and activities in the area.
- 3.1.4** The incident was reported to the ReCAAP ISC by the ReCAAP Focal Point (China), ReCAAP Focal Point (India) and ReCAAP Contact Point (Hong Kong).

Comments by ReCAAP ISC

- 3.1.5** This is the furthest incident east of Somalia suspected to be carried out by east African pirates. Refer to map for the approximate location of the incident. Considering the involvement of two small crafts in the reported incident and the distance between the incident and the east African coast, the presence of a mother ship was not ruled out. Vessels are advised to exercise extreme caution when navigating within 100 nautical miles of the position 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 Best Management Practices (BMPs).
- 3.1.6** 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:
+91-22-24333727
+91-22-24316558



Part 3 - Details of Selected Incidents

3.1.7 UKMTO Dubai also administers the Voluntary Reporting Scheme, under which merchant vessels are encouraged to send regular reports, providing their position/course/speed and ETA at their next port whilst transiting the region bound by Suez, 78° E and 10° S. UKMTO Dubai subsequently tracks vessels and the positional information is passed to CMF and EU headquarters. Emerging and relevant information affecting commercial traffic can then be passed directly to ships, rather than by company offices, improving responsiveness to any incident and saving time.

For further information or to join the Voluntary Reporting Scheme, please contact UKMTO Dubai or MSCHOA at the following contact numbers:

UKMTO Dubai or MSCHOA
Email: postmaster@mschoa.org
ukmto@eim.ae

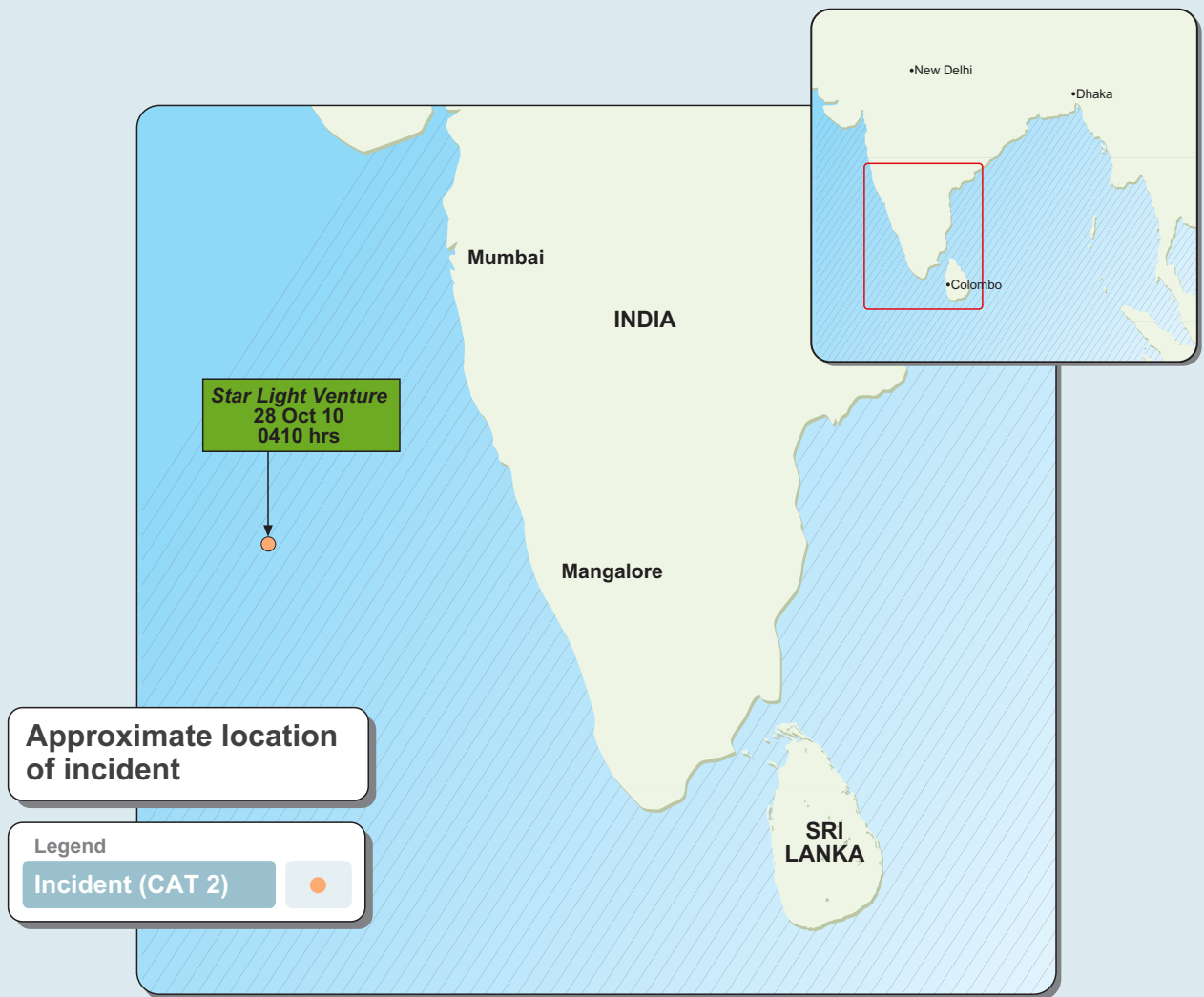
Telephone:
+44-0-1923 958545

Fax:
+44-0-1923 958520



Report for October 2010

Part 3 - Details of Selected Incidents



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.



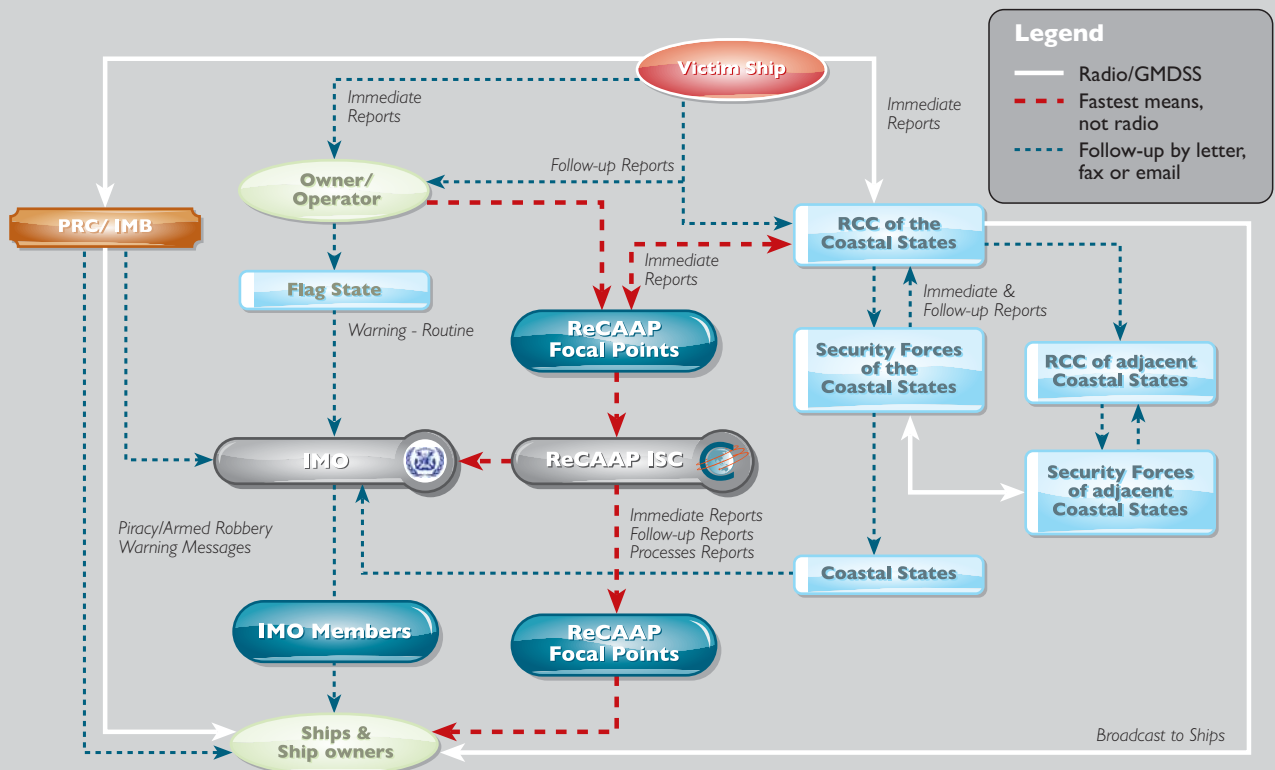
Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

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
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133	+91-22-2433-3727
	+91-22-2438-8065	+91-22-2431-6558
Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomsgo.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547

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

Correct as at 5 October 2010

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



Appendix

DETAILS OF INCIDENTS IN OCTOBER 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>Tatiana Schulte</i> Container ship Germany 9294173 28592	03/10/2010 0430 hrs	01° 22.16' N, 104° 21.01' E Approximately 3.13 nm east of Pulau Mungging, Malaysia	While at anchor, an unknown number of robbers boarded the container ship. Upon noticing that the store rooms had been broken into, the duty A/B raised the alarm. The crew was mustered and a search was conducted but the robbers had escaped with stolen property. [IMO]
2. ■	<i>Wilhelm E</i> Container ship Liberia 9112806 14844	08/10/2010 0000 hrs	10° 13' N, 107° 04' E Ho Chi Minh Anchorage, Vietnam	An unknown number of robbers approached and boarded the container ship in a small fishing boat. Upon realising that the crew had noticed them, the robbers escaped with fire nozzles, fire hydrant caps and ropes. [ReCAAP Focal Point (Vietnam)]
3. ■	<i>Northwind</i> Tug boat Netherlands Antilles 9577472 250	09/10/2010 1845 hrs	21° 06' N, 091° 12' E Approximately 70 nm off Chittagong Port, Bay of Bengal	While the tug boat was underway towing an unmanned vessel, an unknown number of pirates in seven fishing boats boarded the vessel. The master raised the alarm and issued a distress call before firing rocket flares at the pirates. The master attempted to contact the Bangladesh Coast Guard but was unsuccessful. No injuries were reported and nothing was stolen. [ReCAAP Focal Point (Netherlands)]

Appendix

DETAILS OF INCIDENTS IN OCTOBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	<i>Maren S</i> Container ship Antigua & Barbuda 9306251 9957	11/10/2010 1245 hrs	22° 11' N, 091° 44' E Chittagong Anchorage, Bangladesh	<p>Three robbers in a wooden boat boarded the container ship while at anchor. The robbers entered the forward store and stole a mooring rope. The incident was reported to the Chittagong Port Authority and Bangladesh Coast Guard, who despatched a patrol boat to the location of the incident, but the robbers had escaped.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
5.	<i>Kiel</i> Product tanker Singapore 9555199 4568	12/10/2010 0000 hrs - 0400 hrs	01° 18.3' N, 104° 12.1' E South of Tanjung Ayam, Malaysia	<p>While at anchor, the crew of the product tanker discovered the padlock of the FFA locker was tampered and ship stores such as firefighting equipment were stolen. The crew was not aware of boarding by any persons, and only discovered the items were stolen from the vessel sometime later.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6.	<i>Eagle Corona</i> Oil tanker Singapore 9042453 52504	15/10/2010 0250 hrs	02° 06.17' S, 108° 45.6' E Approximately 26 nm south of Pulau Karimata, Karimata Straits, Indonesia	<p>While the oil tanker was underway, the master heard persistent knocking on his cabin door. He called the duty officer on the bridge to enquire on the knocking at his door. The duty officer informed that everything was fine but the master instructed him to verify. Shortly after, the banging became louder and it was apparent that someone was trying to break into the master's cabin. The master opened the door and saw six pirates who were armed with long knives. The Chief Engineer and two Third Engineers were also tied up. The pirates tied up the master's hands, entered his cabin and stole his personal effects and money.</p> <p>Upon instructions from the master, the duty officer went to investigate the banging on the master's cabin and saw the pirates in the alleyway. He immediately ran back to the bridge and raised the general alarm.</p>

Appendix

DETAILS OF INCIDENTS IN OCTOBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.				<p>The duty officer also transmitted a security message on VHF Ch. 16. The pirates then brought the master to the poop deck, where the pirates escaped by jumping over the ship's side. The episode lasted about 10 min.</p> <p>There was no report of damage to the vessel and all crew were safe, except a Third Engineer who had a minor cut on his neck. Some of the crew's personal effects and money were also stolen. The master conducted a thorough search of the vessel and it was found that the B deck aft door had been forced open. The master also enforced anti-piracy patrol and deployment of more fire hoses after the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
7.	<i>Ribbon</i> Bulk carrier Italy 9163295 38864	16/10/2010 2005 hrs	00° 01.20' S, 117° 36.26' E Bontang Roads, Indonesia	<p>Two robbers boarded the bulk carrier while at anchor. The duty crew noticed that the forward store's padlock was broken and raised the alarm. Upon hearing the alarm, the robbers jumped overboard and escaped with ship stores.</p> <p>[IMO]</p>
8.	<i>Livanita</i> Bulk carrier Norway 9146558 26044	16/10/2010 0300 hrs	06° 02' S, 106° 54' E Tanjung Priok Anchorage, Indonesia	<p>Four robbers boarded the bulk carrier while at anchor. The robbers entered the engine store by breaking the padlock and stole engines parts. A watchman noticed the robbers, raised the alarm and the crew was mustered. However, the robbers had escaped.</p> <p>[IMO]</p>

Appendix

DETAILS OF INCIDENTS IN OCTOBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9.	<i>Santa Suria II</i> General cargo ship Malaysia 7628291 10598	18/10/2010 0230 hrs	Silo Jetty, Chittagong Port, Bangladesh	Ten robbers in a black coloured boat approached the general cargo ship during cargo operations. Four of the robbers armed with long knives boarded the ship and threatened the stevedores and watchman who shouted and blew their whistles. The duty officer alerted the armed police near the gate who ran towards the vessel. The robbers escaped with ship stores in their boat. The port control and Bangladesh Coast Guard was informed. The Bangladesh Coast Guard investigated the incident. [IMO]
10.	<i>Alpine Maya</i> Chemical tanker Hong Kong 9387932 29733	20/10/2010 0100 hrs	Indopalm Berth No. 1, Dumai Port, Indonesia	Three robbers armed with knives boarded the chemical tanker at anchor. They tied up a motorman and threatened him with a knife to his neck to open the steering gear room. The duty watchman raised the alarm when he noticed that the motorman was tied up. The crew was mustered and a search was conducted but the robbers had escaped with ship stores. The master informed the local agent and local security guards about the incident. [IMO]
11.	<i>Atlantic Innovator</i> Product tanker Panama 9367712 26900	20/10/2010 0400 hrs	1° 24' N, 104° 34' E Approximately 10.55 nm northeast of Horsburgh Lighthouse, Singapore	While at anchor, the Second Mate on patrol found that the door to the store was opened and there were footmarks on the floor. He activated the alarm and the crew was mustered to search for any robbers on the ship but was unsuccessful. Several engine parts were found to be missing. [ReCAAP Focal Point (Japan)]

Appendix

DETAILS OF INCIDENTS IN OCTOBER 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
12.	<i>Surya Putra 5</i> Tug boat Singapore 9376581 264	24/10/2010 1620 hrs	01° 01.4' S, 104° 29.40' E Approximately 8 nm east of Selat Berhala, Indonesia	<p>While underway, two boats with 11 robbers armed with knives and parangs came alongside and boarded the tug boat. The robbers demanded Marine Gas Oil (MGO) from the crew and threatened them when they expressed reluctance to give in as they may not have enough fuel left to reach their destination Palembang, Indonesia. Later, the robbers prevailed and escaped in their boats taking with them three drums of MGO. The crew was not injured. No personal belonging of the crew was stolen.</p> <p>The ship manager reported the incident to the ReCAAP ISC and Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore), Shipping Company]</p>
13.	<i>Starlight Venture</i> Crude oil tanker Hong Kong 9297539 161045	28/10/2010 0030 hrs	13° 16' N, 068° 59' E Approximately 340 nm west of Mangalore, India	<p>While underway, two small crafts with an unknown number of pirates onboard approached the tanker from the starboard quarter. Armed with guns, the pirates fired at the vessel. The ship took evasive measures, increased speed to 16 knots, and finally managed to shake off the pirates. The crew was not injured. A total of 50 bullet marks were found on the accommodation doors and foremast light fixtures were broken.</p> <p>The Indian Coast Guard which is also the ReCAAP Focal Point (India) despatched an aircraft to the area to locate the pirates' crafts.</p> <p>[ReCAAP Focal Point (China), ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (India)]</p>

Appendix

DETAILS OF INCIDENTS IN OCTOBER 2010

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Phoenix Ace</i> Vehicle carrier Panama 8223593 29933	02/10/2010 2130 hrs	22° 11.9' N, 91° 43' E Chittagong Anchorage, Bangladesh	Two robbers armed with knives attempted to board the vessel while at anchor. The robbers attempted to board from the stern of the ship by using bamboo. The duty crew noticed the robbers, alerted the rest of the crew and activated the alarm. Upon noticing the crew had been alerted, the two robbers aborted their attempt and escaped with eight other robbers waiting. [ReCAAP Focal Point (Japan)]
2.	<i>Maersk Phoenix</i> Oil tanker Singapore 9283291 61764	29/10/2010 0730 hrs	17° 40' N, 083° 25' E Visakhapatnam Anchorage, India	Five robbers in a fishing boat approached the oil tanker while at anchor. The robbers attempted to board by throwing a heaving line onto the ship's rail. The duty watch man spotted the robbers and cut the heaving line immediately to prevent them from boarding. The bridge was informed and the duty officer raised the alarm. The crew was mustered and they directed fire hoses towards the boat that resulted in the robbers aborting their attempt to board. The local port control was informed of the incident. [ReCAAP Focal Point (Singapore)]

Appendix

DETAILS OF PAST INCIDENT IN SEPTEMBER 2010

Actual Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Star Island H</i> Bulk carrier Panama 8114364 13564	20/09/2010 1900 hrs	Dolphin No. 1-6, Bangkok, Thailand	While mooring at the dolphin, an unknown number of robbers boarded the vehicle carrier. Upon noticing that the forecandle store's padlock was broken, the duty A/B informed the Second Officer, who raised the alarm. The crew was mustered and a search was conducted but the robbers had already escaped with ship's property. [IMO]