



Implementation of Responses

Piracy and Armed Robbery against Ships in Asia

QUARTERLY

report

January-September 2011

Re  AAP
Information Sharing Centre

The ReCAAP Information Sharing Centre owns the copyright of this document. It is for internal use only. No part or parts hereof may be reproduced, distributed, republished, displayed, broadcast, hyperlinked or transmitted in any manner or by any means or stored in an information retrieval system without prior written permission of the ReCAAP Information Sharing Centre. You may not, without the ReCAAP Information Sharing Centre's permission, insert a hyperlink to this document on any website or "mirror" any material contained in this document on any other server. Unauthorised distribution or reproduction of this information, or any part of it, is an infringement of the ReCAAP Information Sharing Centre's copyright.

CONTENTS

◎ EXECUTIVE SUMMARY	02
◎ PART 1 Analysis of Quarterly Patterns and Trends (January-September of 2007-2011)	04
◎ PART 2 Characteristics of Incidents	12
◎ PART 3 Case Study	26
◎ PART 4 News Snippets	34
◎ PART 5 Schedule of ReCAAP ISC Activities and Events	38
◎ APPENDICES	40
Definitions & Methodology in Classifying Incidents	
Description of Incidents	
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	

EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

A total of 121 incidents comprising 102 actual incidents and 19 attempted incidents were reported during January-September 2011. This is consistent with the number of incidents reported during the same period in 2010.

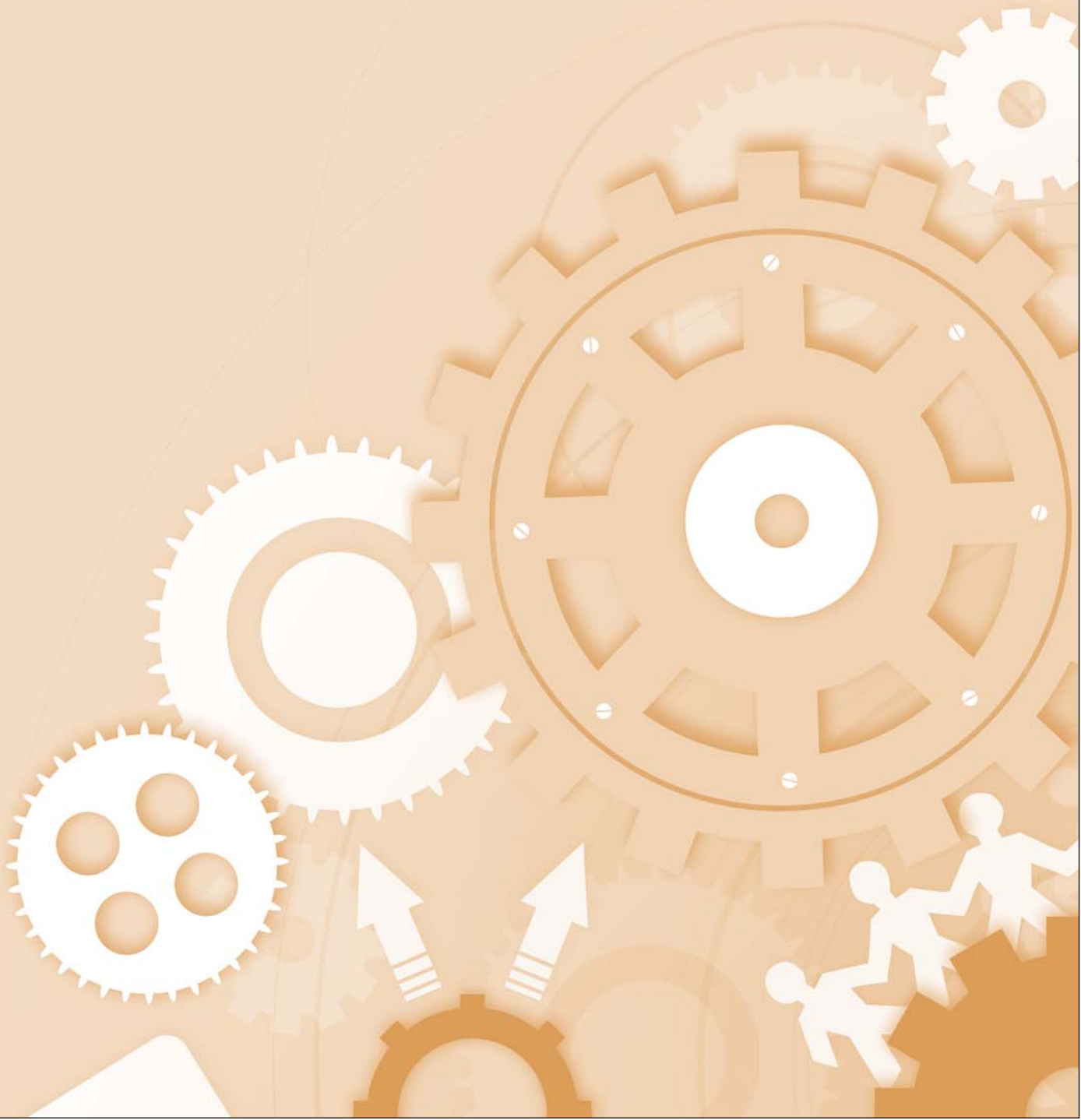
Notably, there has been a decrease in the number of Category 2 (moderately significant) incidents, but an increase in Category 3 (less significant) incidents and Category 1 (very significant) incidents. The most apparent decrease in the Category 2 incidents occurred in the South China Sea, and these incidents involved robbers who were mostly armed with knives, and usually fled after taking with them cash and the crew's personal belongings. The Category 3 incidents were mostly petty theft incidents reported at ports and anchorages.

Of significance was the number of Category 1 (very significant) incidents which had doubled during January-September 2011 compared to the same period in 2010. A total of six Category 1 incidents were reported. Of these, four were hijacking incidents, one was a kidnapping incident and another one was a case of armed robbery onboard a vessel. In all six incidents, the crew was safe; and three of the four hijacked ships had been recovered.

PART |

Analysis of Quarterly Patterns and Trends (January-September of 2007-2011)

- ◎ Number of Incidents
- ◎ Significance Level of Incidents
- ◎ Location of Incidents
- ◎ Time of Incidents

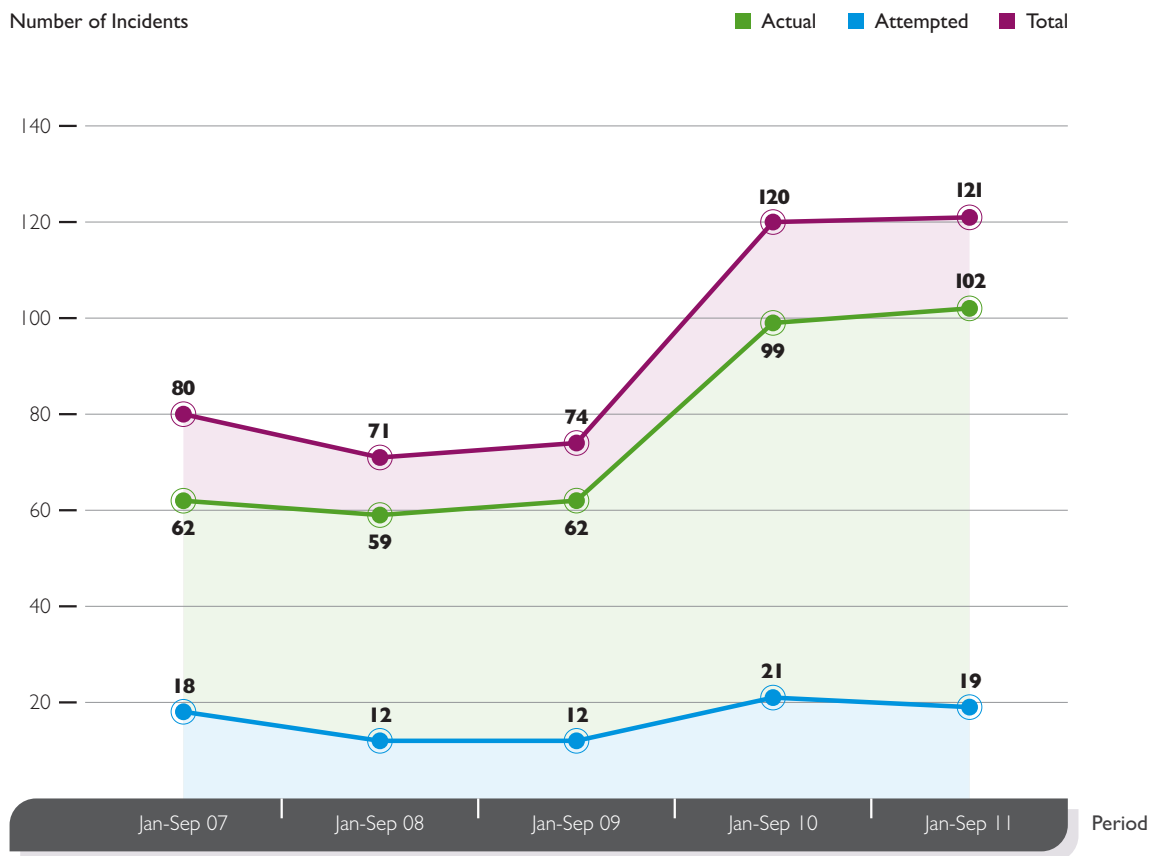


PART | Analysis of Quarterly Patterns and Trends (January-September of 2007-2011)

Number of Incidents

A total of 121 incidents comprising 102 actual incidents and 19 attempted incidents were reported during January-September 2011. This is consistent with the number of incidents reported during January-September 2010 with a total of 120 incidents comprising 99 actual incidents and 21 attempted incidents. Graph 1 shows the number of actual and attempted incidents reported during January-September of 2007-2011.

Since January-September 2008, the number of incidents reported has been on a rising trend; from 71 incidents reported during January-September 2008 to 74 incidents during the same period in 2009, 120 incidents in 2010 and 121 incidents in 2011.



Graph 1 - Number of incidents reported (January-September of 2007-2011)

PART |

Analysis of Quarterly Patterns and Trends (January-September of 2007-2011)

Significance Level of Incidents

Of the 102 actual incidents reported during January-September 2011, six were Category 1 incidents, 31 were Category 2 incidents and 65 were Category 3 incidents. Compared to the same period in 2010, there has been a decrease in the number of Category 2 incidents, but an increase in Category 3 and Category 1 incidents. Category 2 incidents predominantly involved robbers who were mostly armed with knives, and usually fled after taking with them cash and the crew's personal belongings. Of the 31 Category 2 incidents reported during January-September 2011, eight incidents occurred off Johor, Malaysia; eight incidents in the Straits of Malacca & Singapore; six incidents in the South China Sea and five incidents in Indonesia.

Notably, there has been an increase in the number of Category 3 incidents during January-September 2011 compared to January-September 2010. These were mostly petty theft incidents which occurred at ports and anchorages. The robbers usually fled after stealing ship stores or engine spares. Of the 65 Category 3 incidents, 29 incidents occurred in Indonesia.

Of significance was the Category 1 incidents which had doubled in number during January-September 2011 compared to the same period in 2010. Of the six Category 1 incidents reported during January-September 2011, four were hijacking incidents, one was a kidnapping incident, all involved tug boats whilst on towing operations; and one was a case of armed robbery, which involved tanker *Namse Bang Dzod*.

On 15 Apr 11, *Namse Bang Dzod* was underway from Surabaya, Java to Samarinda, East Kalimantan, Indonesia when 10 masked robbers armed with pistols and long knives boarded the tanker from three speed boats. The crew were tied and locked in the galley, till the vessel anchored off Pulau Mungging, Malaysia. Apart from stealing navigational and communication equipment, the robbers also unloaded about 800 litres of diesel from the tanker, prior escaping in their speed boats.

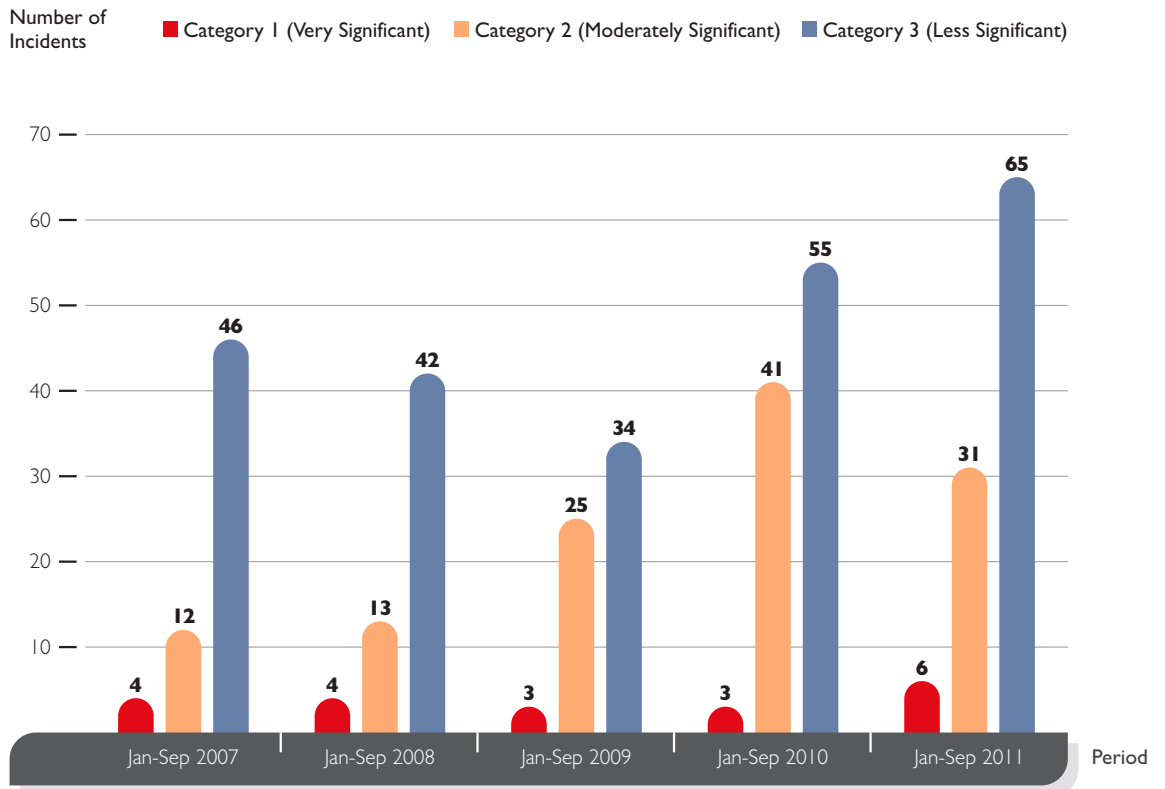


Chart 1 - Significance Level of incidents (January-September of 2007-2011)

PART I

Analysis of Quarterly Patterns and Trends (January-September of 2007-2011)

Location of Incidents

During January-September 2011, there has been an improvement in the situation in South Asia compared to the same period in 2007-2010. The improvement was most apparent in Bangladesh where eight incidents were reported during January-September 2011 compared to 20 incidents reported during the same period in 2010, 13 incidents in 2009, nine incidents in 2008 and 12 incidents in 2007. Table 1 shows the number of incidents reported during January-September of 2007-2011.

	Jan-Sep 07		Jan-Sep 08		Jan-Sep 09		Jan-Sep 10		Jan-Sep 11	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China							1			
Sub-total							1			
South Asia										
Arabian Sea	1	3								4
Bangladesh	11	1	7	2	11	2	18	2	8	
Bay of Bengal	1						1			1
India	5		10	1	7	1	5		7	2
Sri Lanka		1								
Sub-total	18	5	17	3	18	3	24	2	15	7
Southeast Asia										
Gulf of Thailand							1			
Indonesia	28	6	17	1	8	2	24	9	35	1
Malaysia	7	1	6		10	3	13		11	3
Myanmar					1					
Philippines	1	1	5	1	2	1	4		4	
Singapore							2		3	
South China Sea	1	3	4	2	10	1	17	7	10	6
Straits of Malacca and Singapore	2	2	3	4	5	2	2	3	18	2
Thailand	1				1		1			
Vietnam	4		7	1	7		10		6	
Sub-total	44	13	42	9	44	9	74	19	87	12
Total	62	18	59	12	62	12	99	21	102	19
Overall Total	80		71		74		120		121	

Table 1 - Location of incidents (January-September of 2007-2011)

In Southeast Asia, improvements were observed in the South China Sea and Vietnam. However, more should be done at the ports and anchorages of Indonesia and in the Straits of Malacca and Singapore as the number of incidents reported during January-September 2011 was highest in these two locations during the five-years reporting period. In Indonesia, 36 incidents (35 actual incidents and one attempted incident) were reported during January-September 2011, of which about two-thirds occurred at the ports and anchorages of Belawan, Dumai, Samarinda and Tanjung Priok, Indonesia.

In the Straits of Malacca and Singapore, the number of incidents reported during January-September 2011 had quadrupled compared to the same period in 2010. During January-September 2011, 20 incidents (18 actual incidents and two attempted incidents) were reported compared to five incidents reported during January-September 2010, seven incidents in 2009, seven incidents in 2008 and four incidents in 2007. Of the 18 actual incidents reported in the Straits of Malacca and Singapore, two were Category 1 incidents, eight were Category 2 incidents and eight were Category 3 incidents. The two Category 1 incidents were the hijacking of fishing vessels off Pulau Jarak, Malaysia on 7 Aug 11 and the kidnapping of the Chief Engineer of *GM Gallant* off north Kuala Langsar, near Sabang, Aceh, Sumatra on 10 Sep 11.

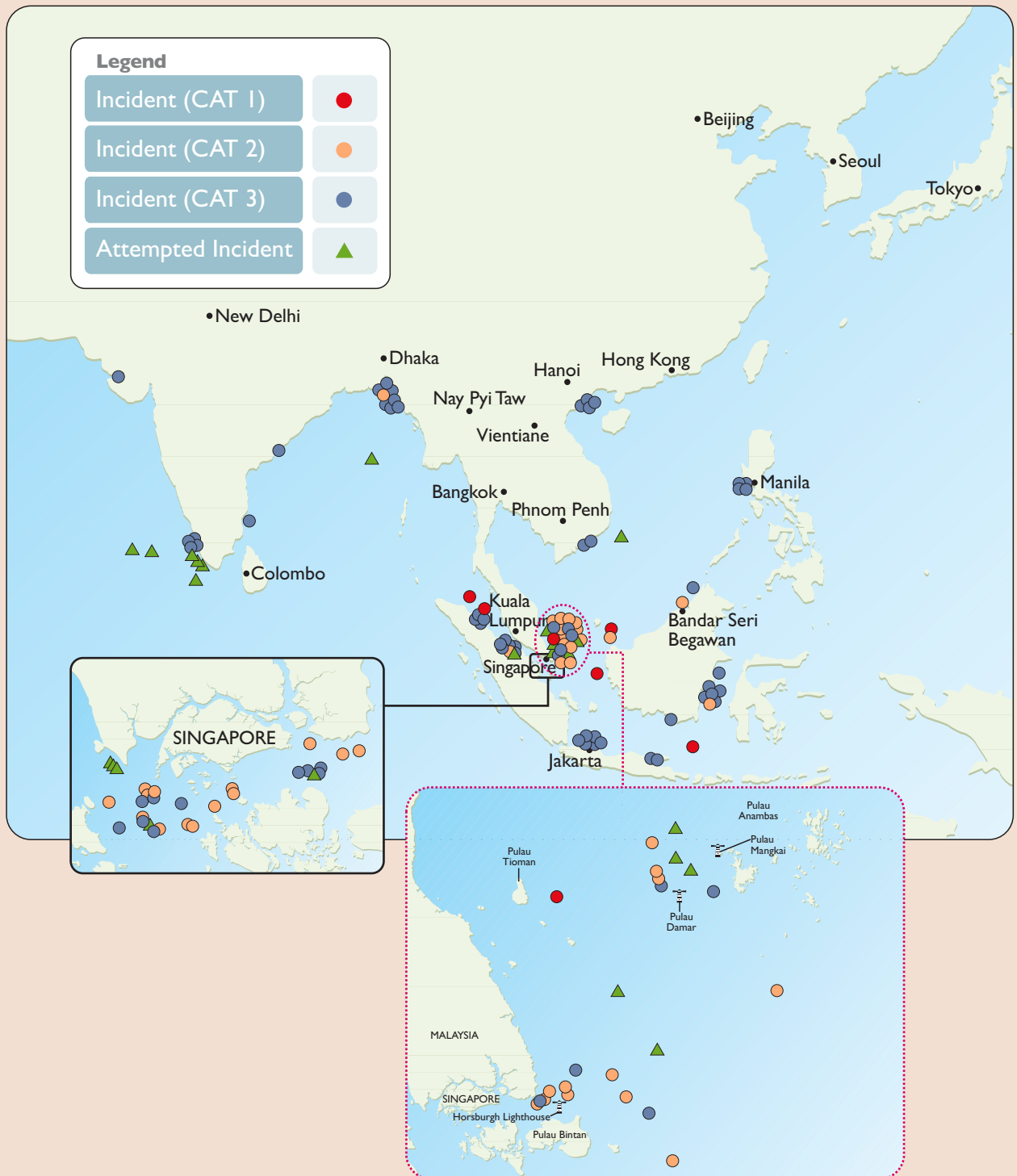
Map 1 shows the location of all incidents reported during January-September 2011¹.

¹ The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.

PART |

Analysis of Quarterly Patterns and Trends (January-September of 2007-2011)

Map 1: Location of incidents (January-September 2011)



Time of Incidents

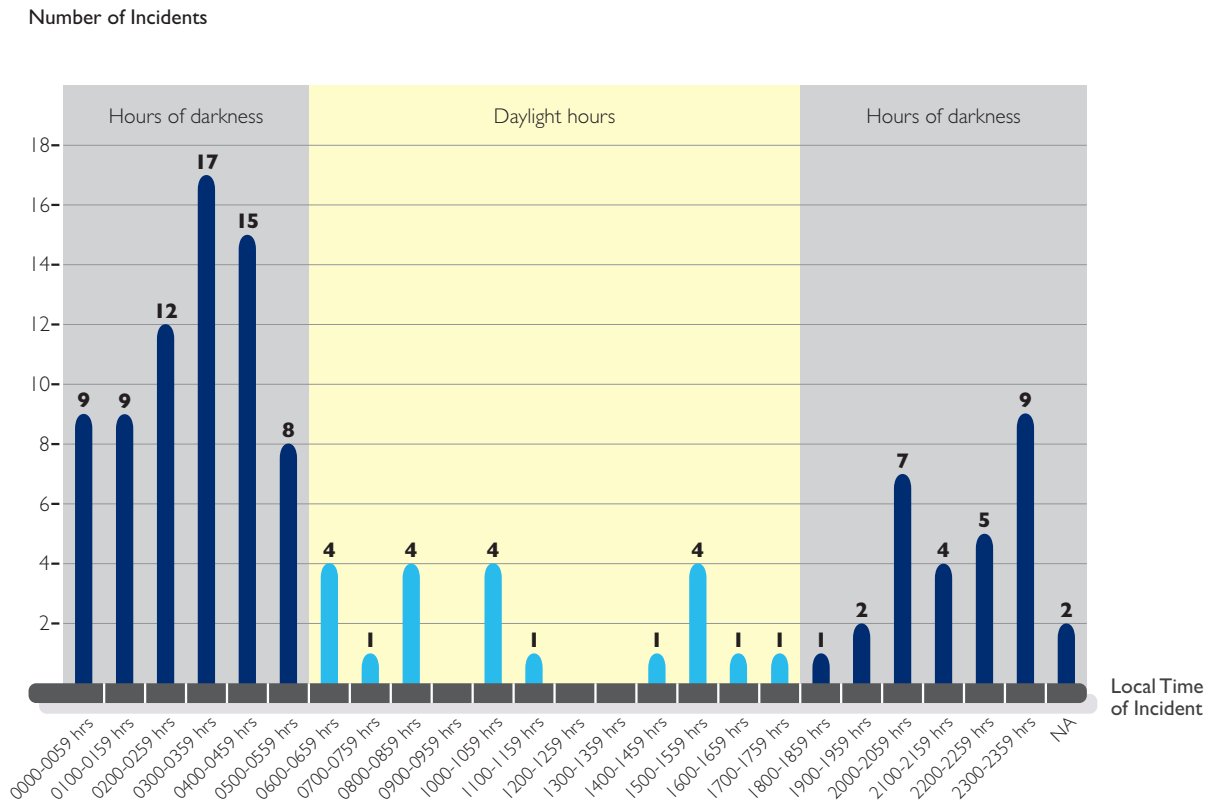


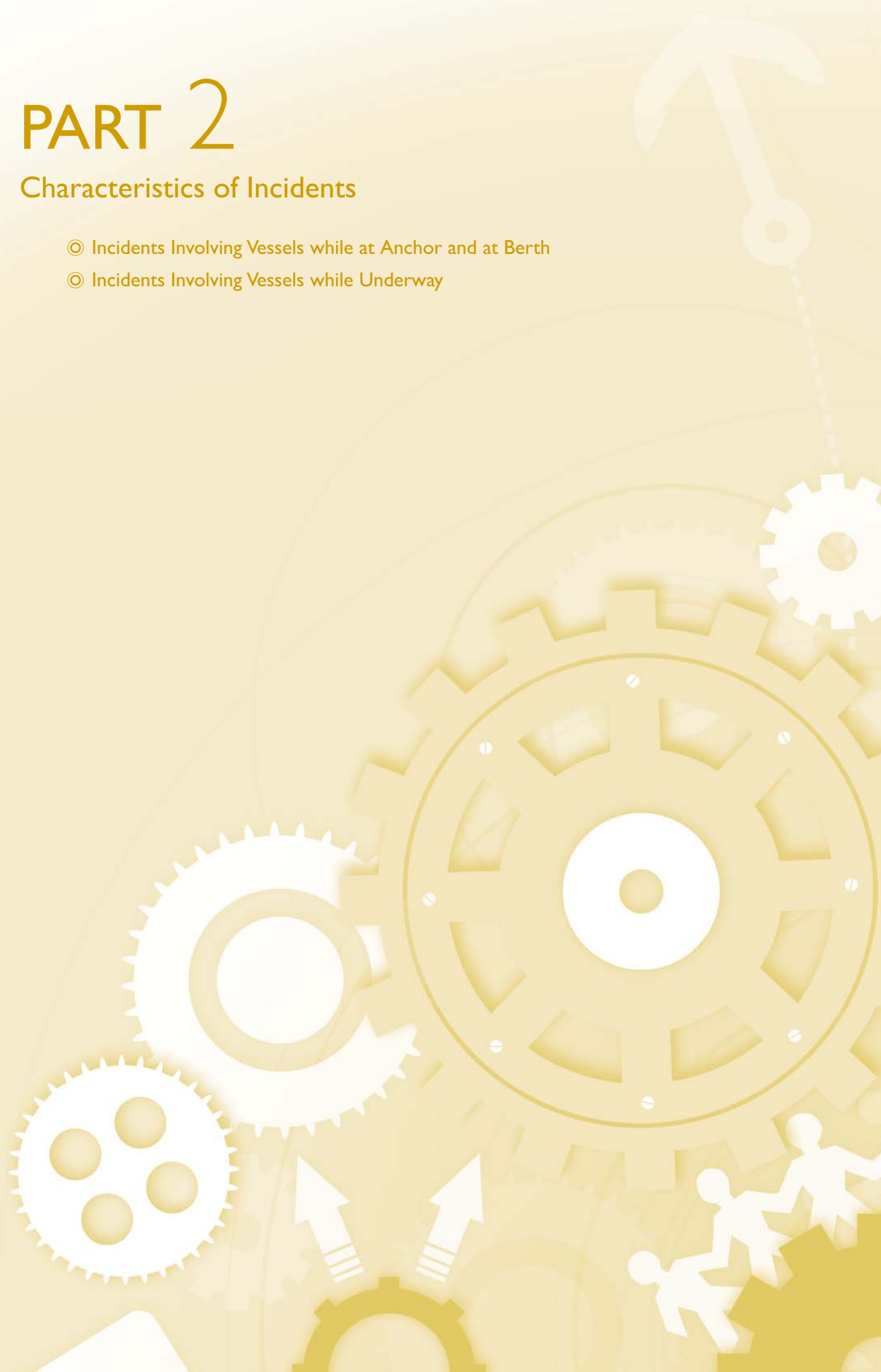
Chart 2 - Local time of incidents (January-September 2011)

Majority of the incidents occurred during hours of darkness. Of the 121 incidents reported during January-September 2011, 100 incidents occurred during hours of darkness and 21 incidents occurred during daylight hours. The ReCAAP ISC notes that the majority of the incidents that occurred during daylight hours involved vessels that were underway in the South China Sea and the Arabian Sea. Of the 21 incidents, six incidents occurred in the South China Sea, four in the Arabian Sea, three in India, three in Indonesia, two in Bangladesh, two in the Straits of Malacca and Singapore and one in the Bay of Bengal.

PART 2

Characteristics of Incidents

- © Incidents Involving Vessels while at Anchor and at Berth
- © Incidents Involving Vessels while Underway



PART 2

Characteristics of Incidents

Incidents Involving Vessels while at Anchor and at Berth

Number and Significance Level of Incidents

Of the total number of incidents reported during January-September 2011, 68 incidents (56%) occurred when the vessels were anchored or berthed. These were mostly Category 3 incidents and occurred at ports and anchorages. Refer to Map 2 on location of incidents.

Of the 68 incidents, 12 were Category 2 incidents, 52 were Category 3 incidents and four were attempted incidents. Of the 12 Category 2 incidents, seven incidents occurred when the vessels were anchored off Tanjung Piai, Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia; and four incidents occurred at the ports and anchorages of Indonesia. Among the 52 Category 3 incidents, more than half of the incidents occurred at ports and anchorages in Indonesia. A total of 27 incidents were reported at the ports and anchorages of Indonesia, seven incidents in Bangladesh, seven incidents in India, six incidents in Vietnam, four incidents in Philippines and one incident in Malaysia.

PART 2

Characteristics of Incidents

Map 2: Location of incidents involving vessels while anchored or berthed



Violence and Economic Factors

The ReCAAP ISC observes that there are differences between the modus operandi of robbers attacking vessels anchored or berthed in Malaysia (off Tanjung Piai, Tanjung Ayam, Tanjung Ramunia and Pulau Mungging); and robbers at ports and anchorages in Bangladesh, Indonesia and Vietnam.

Table 2 below compares the violence and economic factors associated with the actual incidents reported off Malaysia and those at the ports and anchorages in Bangladesh, Indonesia and Vietnam:

Factors	Off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia	Bangladesh	Vietnam	Indonesia
Number of Incidents	8	8	6	30
Significance Level	7 x Category 2 1 x Category 3	1 x Category 2 7 x Category 3	6 x Category 3	3 x Category 2 27 x Category 3
Violence	Number of robbers: Number of incidents 1-3 robbers : 1 4-6 robbers : 4 7-9 robbers : 2 Not stated : 1 More than 50% of the incidents involved between 1-6 robbers Guns and knives : 3 Knives/Machetes : 4 Not stated : 1 Three out of eight incidents involved robbers armed with guns and knives Taken hostage : 2 Threatened : 1 Not stated : 5 Lack of information to provide a more substantial assessment	Number of robbers: Number of incidents 1-3 robbers : 3 4-6 robbers : 2 > 9 : 1 Not stated : 2 Knives/Machetes : 5 Not stated : 3 Take hostage : 1 Threatened : 1 Not stated : 6	Number of robbers: Number of incidents 1-3 robbers : 1 4-6 robbers : 2 Not stated : 3 Knives/Machetes : 2 Not stated : 4 Not stated : 6	Number of robbers: Number of incidents 1-3 robbers : 12 4-6 robbers : 5 7-9 robbers : 2 Not stated : 11 More than 50% of the incident involved 1-6 robbers Knives/Machetes : 11 Not stated : 19 Taken hostage : 2 Threatened : 3 Not stated : 25
Economic	Cargo discharged : 1 Cash/property : 4 Engine spares : 1 Not stated : 2 The robbers targeted cash and property	Stores : 7 Not stated : 1	Stores : 4 Engine spares : 1 Not stated : 1	Stores : 16 Engine spares : 3 Unsecured items: 1 Not stated : 10

Table 2 - Violence and economic factors of actual incidents involving ships while anchored (January-September 2011)

PART 2

Characteristics of Incidents

Modus Operandi of Robbers

In Malaysia

Of the eight incidents, seven were Category 2 incidents. About 25% of incidents (two out of eight incidents) involved robbers operated in groups of 7-9 men, and three out of the eight incidents involved crew armed with guns and knives. Upon boarding the vessels, the robbers proceeded directly to the ship cabin, hold a crew hostage and demanded for cash and crew's personal belongings.

In Bangladesh

In Bangladesh, no specific type of ship was targeted as the robbers were opportunistic in nature. Knives and machetes were commonly used by robbers to cut ropes and other items found onboard ships. On some occasions, the robbers used knives to threaten the crew when they were detected. The crew did not suffer any injuries. Similar to past trends, the loss of ship's stores and mooring ropes were commonly reported.

In Vietnam

In Vietnam, it is believed that the increase in enforcement and surveillance in South Vietnam, particularly Vung Tau anchorage had resulted in the shift of the occurrence of incidents to north of Vietnam, in and around Dinh Vu port and anchorages.

In Indonesia

In Indonesia, there has been an increase in incidence off Indonesian waters in 2011. It appears that tankers and bulk carriers were generally targeted by the robbers. A total of 26 out of 30 incidents reported during the 3rd Quarter of 2011 involved tankers (16) and bulk carriers (10). Tankers were generally targeted in view of their low freeboard and easy accessibility by the robbers to carry out petty theft and escaped. The ReCAAP ISC also observes that there has been an increase in the number of incident reported on the eastern and southeastern region (Java Seas) of Indonesia, indicating a trend of rising in number of incidents there.

Economic Losses

Robbers operating in Bangladesh, Indonesia and Vietnam tend to steal ship stores, engine spares and unsecured items onboard ships. Their motive was to board the vessels without alerting the crew and take away whatever they can lay their hands on. However, once detected or the ship alarm was sounded, the robbers would escape as fast as possible, sometimes even empty-handed. The Focal Points of Bangladesh and Vietnam had indicated that there were recycling markets for the stolen items. At Malaysia's anchorages, four out of eight incidents (50%) reported loss of cash and crew's personal belongings.

PART 2

Characteristics of Incidents

Comparison among Incidents at Ports and Anchorages in Malaysia, Bangladesh, Indonesia and Vietnam

It appeared that incidents reported off Malaysia were relatively more severe in nature as seven out of eight incidents (88%) reported were Category 2 incidents. In comparison, only four out of 44 incidents (9%) reported at the ports and anchorages in Bangladesh, Indonesia and Vietnam were Category 2 incidents. The remaining 40 incidents were Category 3.

Although majority of the incidents involved robbers operating in groups of 1-6 men, a higher proportion of incidents reported off Malaysia involved groups of 7-9 men. About 25% of incidents occurred off Malaysia (two out of eight incidents) involved robbers operating in groups of 7-9 men, while only 7% of the incidents at the ports and anchorages in Bangladesh, Indonesia and Vietnam (three out of 44 incidents) involved robbers operating in groups of 7 or more men.

The robbers operating off Malaysia were also more likely to be armed as seven out of eight incidents (88%) reported robbers armed with guns and/or long knives. In contrast, 18 out of 44 incidents (41%) involved robbers armed with knives and machetes at ports and anchorages in Bangladesh, Indonesia and Vietnam. Knives and machetes were commonly used to cut mooring ropes and remove unsecured items onboard vessels.

Robbers operating off Malaysia stole cash and crew's personal belongings. Four out of eight incidents (50%) reported loss of cash and crew's personal belongings. In contrast, the robbers at the ports and anchorages were mostly interested in stealing ship stores and engine spares. A total of 32 incidents out of 44 incidents (73%) reported the loss of ship stores, engine spares and unsecured items.

The common feature observed at the port of Chittagong, Bangladesh and Vung Tau, Vietnam was the presence of many small unregulated boats which serve as a good cover for robbers and their boats. In most of the incidents, the small boats came alongside the merchant vessels anchored in the area during hours of darkness under the pretext of carrying out barter trade. Barter trading of fresh provisions (namely fish and vegetables) in exchange for items onboard vessels such as mooring ropes, drums of paint, lubricant oil, etc. were commonly carried out by the local population. The crew was not injured in all incidents. In some of the incidents, the robbers threatened the crew to surrender their cash and personal belongings.

Incidents Involving Vessels while Underway

Number and Significance Level of Incidents

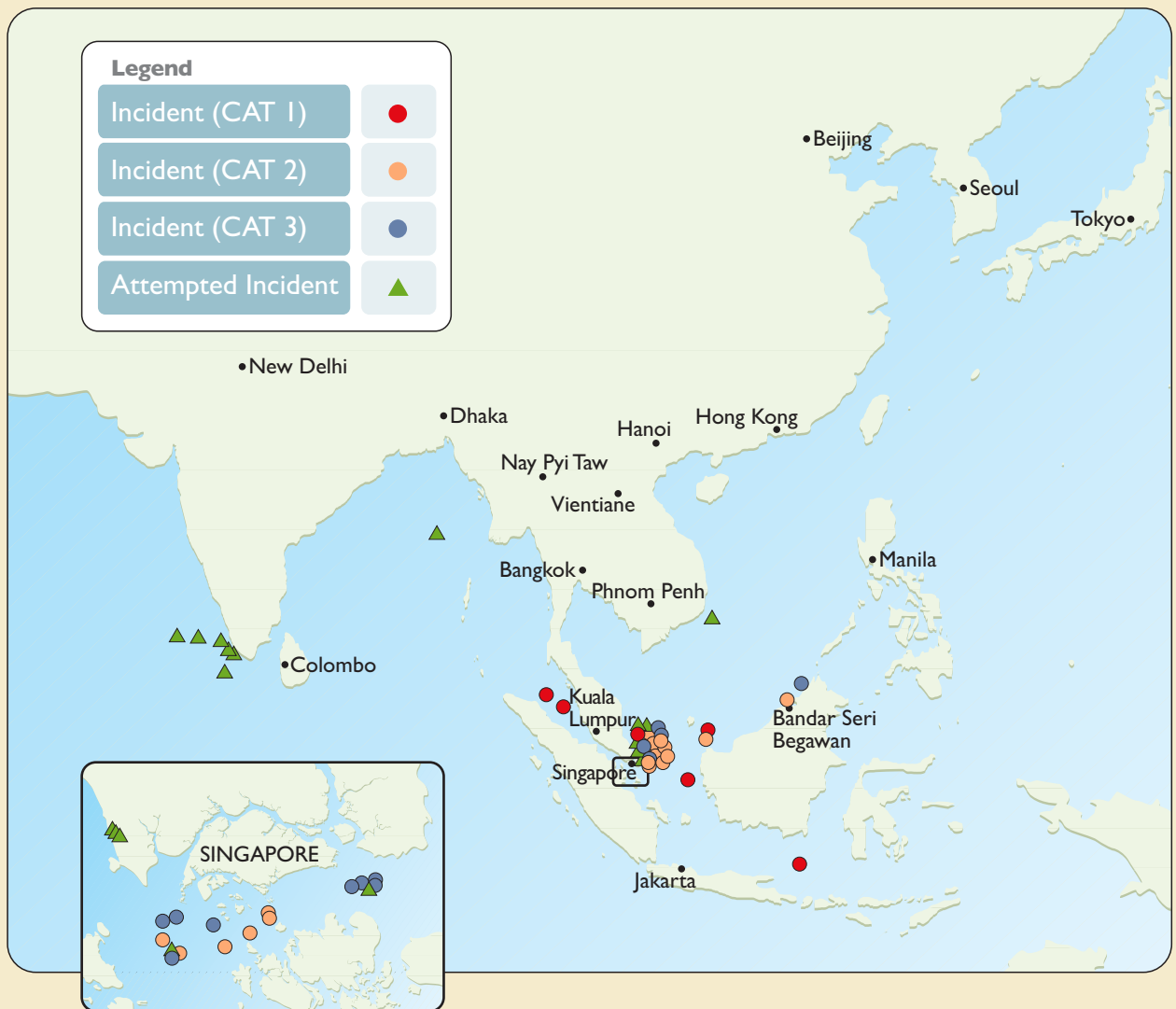
Of the total number of incidents reported during January-September 2011, 44% (53 incidents) occurred when the vessels were underway. With a higher proportion of the incidents being Category 2 incidents, most of them occurred in the Straits of Malacca and Singapore, and the South China Sea.

Of the 53 incidents, 38 were actual incidents and 15 were attempted incidents. Among the 38 incidents, six were Category 1 incidents, 19 were Category 2 incidents and 13 were Category 3 incidents. Refer to Map 3 for the location of the incidents involving vessels while underway.

PART 2

Characteristics of Incidents

Map 3: Location of incidents involving vessels while underway



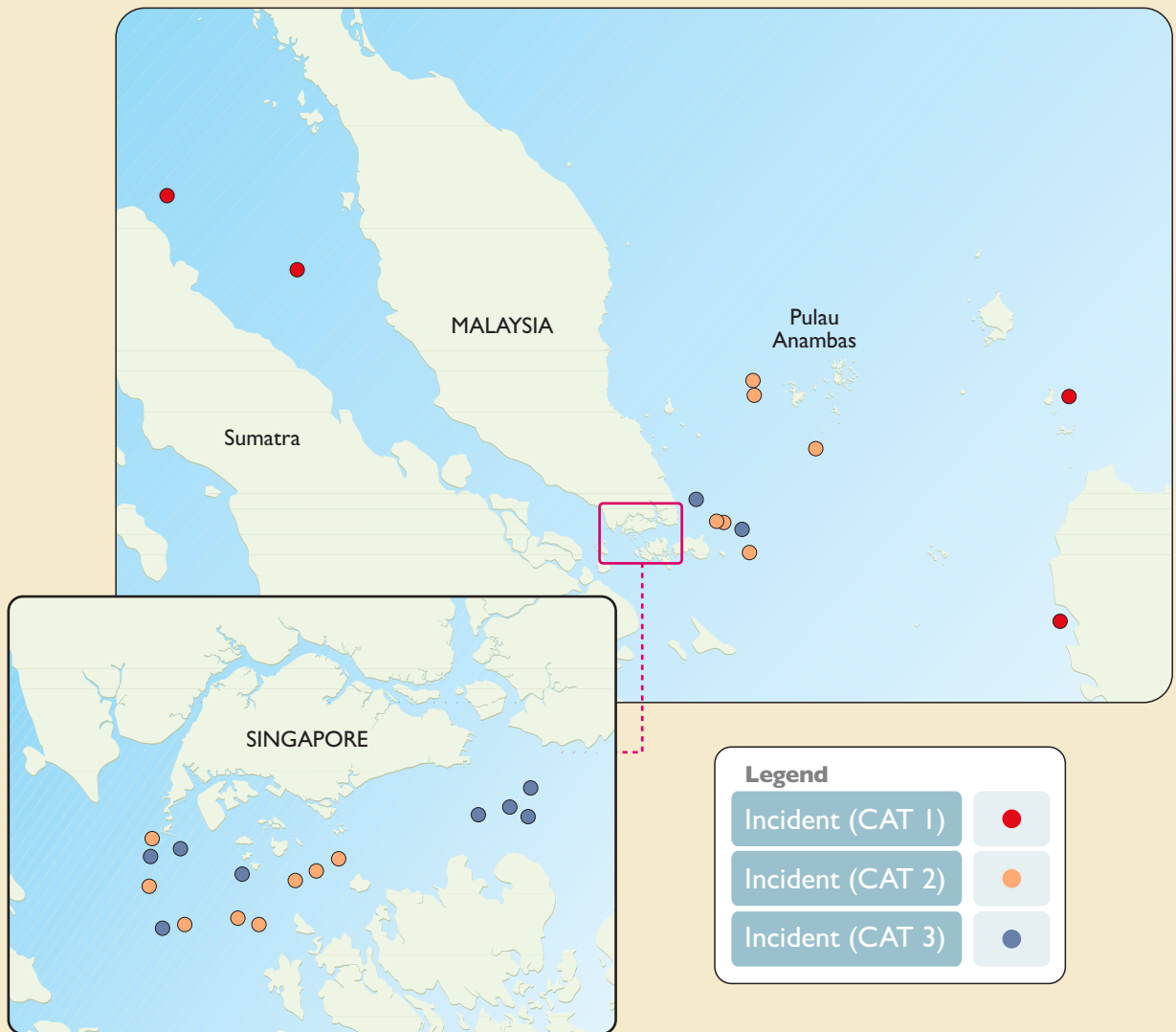
Location of Incidents

About three-quarter of the 38 actual incidents reported during January-September 2011 occurred in the South China Sea and the Straits of Malacca and Singapore. A total of 10 incidents were reported in the South China Sea and 18 incidents in the Straits of Malacca and Singapore. Of the 28 incidents, four were Category 1 incidents, 14 were Category 2 incidents and 10 were Category 3 incidents. Of the 15 attempted incidents, six incidents were reported in the South China Sea, four in the Arabian Sea, two in the waters of India, two in the Straits of Malacca and Singapore; and one incident in the Bay of Bengal. Refer to Map 4.

PART 2

Characteristics of Incidents

Map 4: Location of incidents involving vessels while underway in the South China Sea and the Straits of Malacca and Singapore



Violence and Economic Factors

Table 3 below compares the violence and economic factors associated with incidents involving ships while underway in the South China Sea and the Straits of Malacca and Singapore:

Factors	South China Sea	Straits of Malacca and Singapore
Number of Incidents	10 x incidents	18 x incidents
Significance Level	2 x Category 1 6 x Category 2 2 x Category 3	2 x Category 1 8 x Category 2 8 x Category 3
Violence	Number of robbers: Number of incidents 1 - 3 robbers : 1 4 - 6 robbers : 2 7 - 9 robbers : 3 > 9 : 2 Not stated : 2 50% of the incidents involved > 7 pirates	Number of robbers: Number of incidents 1 - 3 pirates/robbers : 2 4 - 6 pirates/robbers : 6 7 - 9 pirates/robbers : 5 > 9 : 2 Not stated : 3 40% of the incidents involved > 7 pirates/robbers
	Guns and knives : 1 Knives/Machetes : 6 Not stated : 3	Other weapons : 2 Guns and knives : 1 Knives/Machetes : 8 Not stated : 7
	Commonly armed with knives to threaten crew to surrender their cash and personal belongings	11 out of 18 incidents involving robbers armed with either knives or guns
	Crew abandoned: 1 Taken hostage : 4 Crew assaulted : 1 Not stated : 4	Crew kidnapped : 1 Take hostage : 2 Crew assaulted : 1 Not stated : 14
Economic	Hijack of ship : 2 Cargo discharged: 1 Cash/property : 6 Not stated : 1	Hijack of ship : 1 Cash/property : 10 Stores : 4 Not stated : 3

Table 3 - Violence and economic factors of actual incidents involving ships while underway (January-September 2011)

PART 2

Characteristics of Incidents

Although the modus operandi of the pirates/robbers operating in the South China Sea and the Straits of Malacca and Singapore appears similar, there are some differences.

The ReCAAP ISC notes that half of the incidents reported in the South China Sea occurred during daylight hours. Of the 10 incidents reported in the South China Sea, five incidents occurred during daylight hours. This is probably due to the absence of law enforcement agencies' presence in the area and pirates are bolder in their attempt to board a vessel any time of the day, including daylight hours. In contrast, incidents reported in the Straits of Malacca and Singapore mostly occurred during dark hours. This is attributed to the presence of law enforcement agencies and the robbers chose to operate under the cover of darkness to look out for victim vessel.

Incidents in the South China Sea also involved a larger group of pirates/robbers compared to incidents in the Straits of Malacca and Singapore. Half of the incidents in the South China Sea reported the involvement of seven or more pirates/robbers; while about 60% of the incidents in the Straits of Malacca and Singapore reported the involvement of 1-6 robbers.

Six of the 10 incidents (60%) reported in the South China Sea indicated that the pirates enforced some form of physical violence to the crew; while about 70% of the incidents in the Straits of Malacca and Singapore reported that the crew did not suffer any injury as the robbers were more interested in stealing the targeted items before detecting by the crew. In both locations, the pirates/robbers usually target cash and the crew's personal belongings, such as mobile phones, laptops, watches, clothing etc.

The ReCAAP ISC notes that in both areas, tug boats were frequently targeted, though the proportionality of incidents involving tug boats is higher in the Straits of Malacca and Singapore than the South China Sea. Of the 18 incidents reported in the Straits of Malacca and Singapore, 12 incidents involved tug boats (67%); while of the 10 incidents reported in the South China Sea, five incidents (50%) involved tug boats. The ReCAAP ISC also observes that incidents involving tug boats were relatively more severe in nature. Of the four CAT 1 incidents reported in the South China Sea and the Straits of Malacca and Singapore, three incidents involved tug boats. Of the 14 Category 2 incidents reported in the two areas, half of the incidents reported involved tug boats. Tug boats are frequently targeted due to their low freeboard and the slow speed, which makes it easier for pirates/robbers to board. The ReCAAP ISC encourages tug masters to exercise extra vigilance and look out for suspicious boats when approaching or transiting the areas.

PART 3

Case Study

- © Incident Involving *GM Gallant*
- © Incident Foiled by the Malaysian Maritime Enforcement Agency (MMEA)



PART 3

Case Study

Incident Involving *GM Gallant*

Name of Ship GM Gallant
Type of Ship Tug boat
Flag of Ship Singapore
IMO Number N.A.
GT 912

On 10 Sep 11 at or about 1830 hrs (local time), a Singapore-registered tugboat, *GM Gallant* was underway enroute to Sabang, Aceh, Indonesia at approximately 15 nm northeast of Tanjung Peureulak, Indonesia (05° 06.11' N, 098° 02.87' E) when four men in a small wooden boat boarded the tug boat, took away the crew's cash, personal belongings, destroyed the ship radio communication equipment and kidnapped the Chief Engineer.

GM Gallant continued her voyage to Sabang and the master reported the incident to the agent and shipping company. *GM Gallant* arrived at Sabang on 13 Sep 11, and the Indonesian Navy and local police boarded the tug boat to interview the master.

The Antara News article dated 26 Sep 11² and a Jakarta Globe article dated 27 Sep 11³ reported that the local police in Aceh arrested the four robbers involved in the kidnapping of the Chief Engineer of *GM Gallant*. The articles reported that the four robbers had demanded for a ransom of Rp 700 million (S\$77,000) for the release of the Chief Engineer. The local police was able to locate the robbers' hideout and apprehend the robbers. Among the items seized from the robbers were a speed boat, handguns and hand grenades. The reports also mentioned that the four robbers were believed to be part of a highly organised pirate outfit operating extensively across the Malacca Strait.

² <http://www.antaranews.com/en/news/76016/aceh-police-nab-four-suspected-malacca-strait-pirates>

³ <http://www.thejakartaglobe.com/home/pirate-arrests-reveal-major-criminal-operations-across-malacca-strait/467927>

PART 3

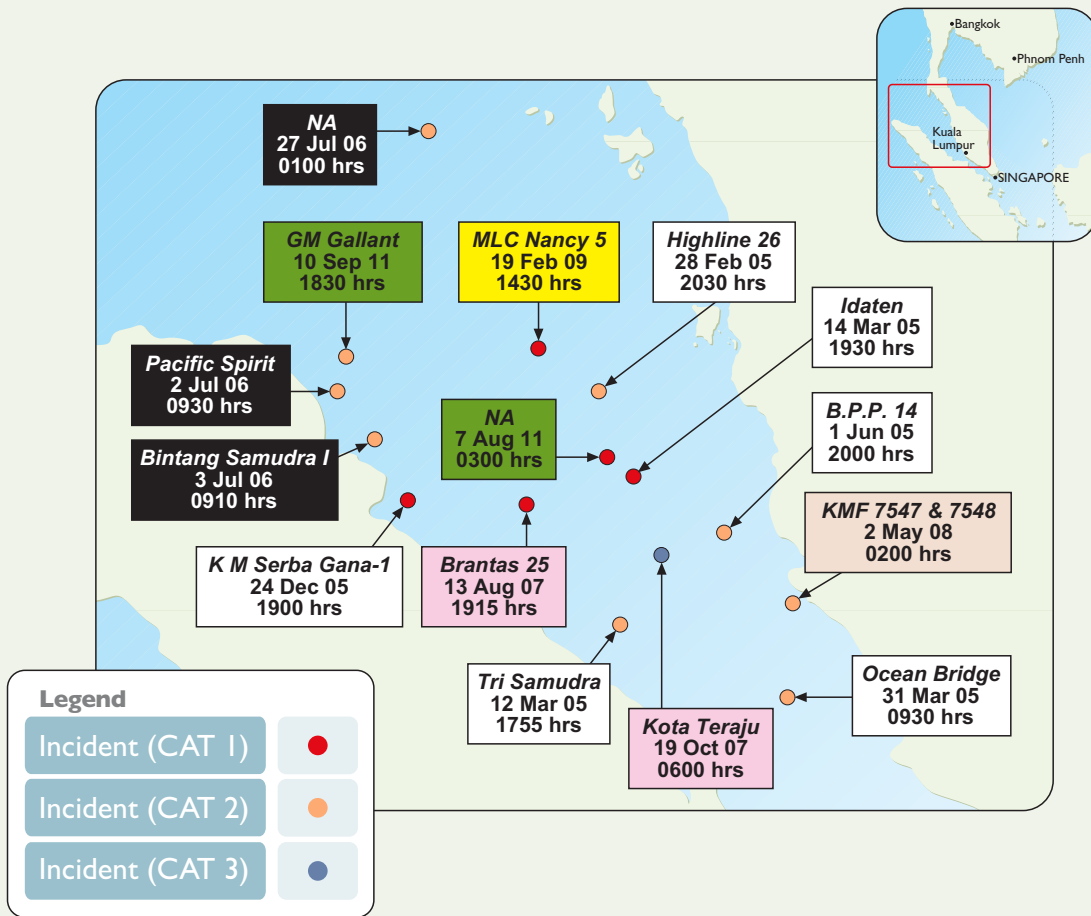
Case Study

Past Incidents

Between 2005 and 2011, a total of 15 incidents of piracy had been reported in this vicinity of the Straits of Malacca and Singapore. Of these, nine incidents involved the kidnap of crew (four in 2005, one in 2006, one in 2007, one in 2009 and one in 2011). The others were incidents of crew being abandoned, crew taken hostage or crew being threatened.

The robbers operated in groups of 4-15 men and were usually armed with guns and knives (as reported in seven of the incidents). There is no specific type of vessels that the pirates targetted. Of the 15 incidents, five incidents involved tugboats, four incidents involved fishing vessels, two incidents involved tankers, one incident involved bulk carrier, one incident involved container ship and two incidents involved special purpose ships.

Map 5: Approximate location of incidents



PART 3

Case Study

Comments by the ReCAAP ISC

The ReCAAP ISC commends the Indonesian authorities for their prompt actions in rescuing the Chief Engineer of *GM Gallant* and apprehending the pirates/robbers involved. The arrest of the pirates will certainly serve as an effective deterrence of piracy and sea robbery in the vicinity.

Recommendations

The ReCAAP ISC encourages ship masters to maintain vigilance and deploy extra lookout when operating in the vicinity. Ship masters are also urged to report all incidents of piracy or armed robbery against ships immediately to the nearest Coastal State and ship owners to report to the nearest ReCAAP Focal Point.

The ReCAAP ISC also encourages the enforcement agencies of the littoral States to continue their good work in deterring incidents of piracy and armed robbery against ships. This could be done through enhancing their presence in the vicinity via increased patrols and reacting promptly to any reports of incidents by ship masters, owners or operators.

Incident Foiled by the Malaysian Maritime Enforcement Agency (MMEA)

Description of the incident

Name of Ship Sky Jupiter
Type of Ship Container ship
Flag of Ship Hong Kong
IMO Number 8308719
GT 37,814

On 19 Sep 11 at or about 0400 hrs(local time), a Hong Kong-registered container ship, *Sky Jupiter* anchored at about 2.4 nm off Tanjung Piai, Johor, Malaysia when six robbers attempted to board the ship from a wooden motorised boat using bamboo poles to hoist the ropes.

PART 3

Case Study

Action Taken by the Malaysian Maritime Enforcement Agency (MMEA)

While on patrol in the vicinity, a patrol unit of MMEA Southern Maritime Region spotted the robbers trying to climb onto *Sky Jupiter*. Realising they had been spotted, the robbers sped off towards international waters, the MMEA patrol unit fired several warning shots, and intercepted the robbers' boat after 10 min chase in Malaysian waters. The MMEA found meat cleaver, hammer, axe and a screwdriver onboard the wooden boat. Investigations by the MMEA revealed that the robbers were also planning to rob two other merchant vessels, *MV Kandariah* and *MV Al-Agaila* which were also anchored in the area.

The MMEA arrested six Indonesian robbers and sent them to court. The robbers pleaded guilty to gang robbery and were sentenced to 10 years imprisonment and four strokes of the cane.

This is the second time that the MMEA Southern Maritime Region had arrested robbers who robbed merchant vessels off southern Johor. The first arrest was on 9 Mar 11, when the robbers were caught red-handed onboard *Front Queen* which was anchored 2.3 nm south of Tanjung Ramunia, Johor, Malaysia. They were charged in court and sentenced to 12 years' imprisonment and three strokes of cane. See location of incidents on Map 6.

Map 6: Approximate location of the two arrests by the MMEA



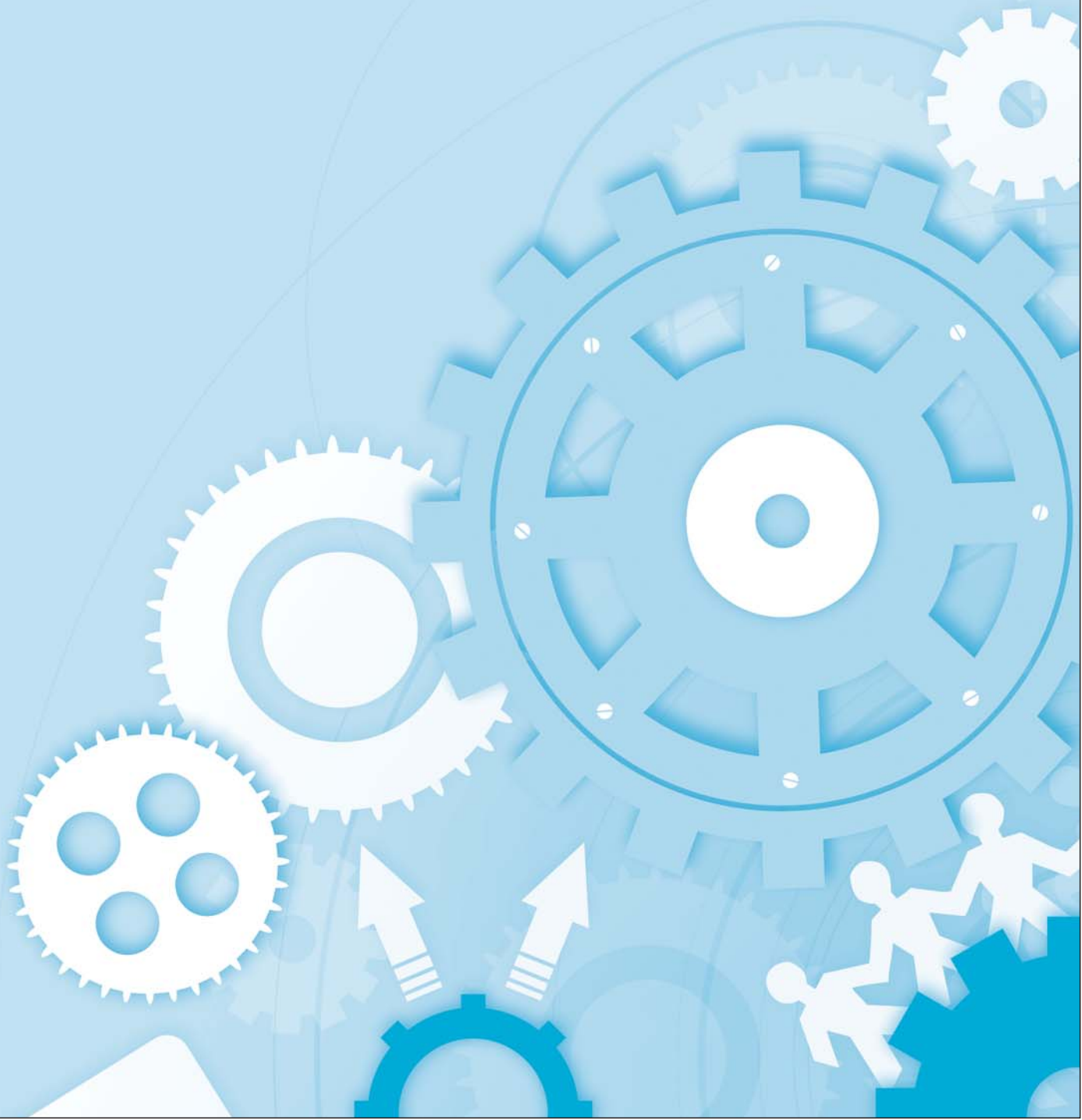
Comments by the ReCAAP ISC

In view of the prevailing situation in Tanjung Piai and Tanjung Ayam, the Southern Maritime Region of the MMEA had stepped up surveillance and patrols in the vicinity. Among the action taken by the authorities included conduct of special operations, deployment of MMEA personnel onboard merchant ships, conduct frequent checks and disseminate flyers to merchant vessels.

PART 4

News Snippets

- © Ship Industry Urges UN to Create Anti-Piracy Force
- © Indonesia and India Hold Joint Patrol in Malacca Strait
- © IMO Approves Further Interim Guidance on Privately Contracted Armed Security Personnel



PART 4

New Snippets

Ship Industry Urges UN to create Anti-Piracy Force

The shipping industry urged the United Nations to create an armed military force to be deployed on vessels to combat Somali piracy. The world's four international shipping associations - BIMCO, INTERCARGO, International Chamber of Shipping (ICS) and INTERTANKO - rationalised that better armed and increasingly violent pirate gangs pose a growing threat to vital sea lanes.

While naval patrols, including vessels from the European Union, the United States and other nations such as South Korea, Iran and Turkey, have curbed the number of attacks in the Gulf of Aden, piracy in the Indian Ocean has continued to rise.

© <http://www.gmanews.tv/story/232007/world/ship-industry-urges-un-to-create-anti-piracy-force>

PART 4

New Snippets

Indonesia and India Hold Joint Patrol in Malacca Strait

The navies of Indonesia and India have started a coordinated patrol in the Malacca Strait. LTC Heribertus Yudho Warsono, Head of Fleet Command Unit for the Western Region, Indonesian Navy remarked that Indonesia and India have “a long history of good neighbourly relationship” and that the navies of both countries have “a joint sea security responsibility especially in the international waters of the Malacca Strait”. Started on 26 Sep 11, the coordinated patrol will last for 30 days and conclude at Port Blair in India.

©<http://www.antaraneews.com/en/news/76025/ri-india-hold-joint-patrol-in-malacca-strait>

IMO Approves Further Interim Guidance on Privately Contracted Armed Security Personnel

The Intersessional Maritime Security and Piracy Working Group of the Maritime Safety Committee, met at IMO Headquarters in London from 13 to 15 Sep 11, has approved further interim guidance on the use of privately contracted armed security personnel (PCASP) onboard ships to counter Somali-based piracy. The circulars provide interim guidance and recommendations to be taken into account when considering the use of PCASP if and when a flag State determines that such a measure would be lawful and appropriate. As stated in the circulars, the interim guidance and recommendations “are not intended to endorse or institutionalise” the use of armed guards.

© <http://worldmaritimenews.com/archives/31023>

PART 5

Schedule of ReCAAP ISC Activities and Events

- © Cluster Meeting 2/11 in Bangladesh (10-13 Oct 11)
- © Capacity Building Workshop 5/11 in India (15-17 Nov 11)
- © Nautical Forum 3/12 in Singapore (12 Jan 12)
- © 6th Governing Council Meeting of the ReCAAP ISC in Singapore (5-9 Mar 12)



PART 5

Schedule of ReCAAP ISC Activities and Events

Cluster Meeting 2/11 in Bangladesh (10-13 Oct 11)

Riding on the success of the first Cluster Meeting held in Vietnam during 25-27 May 11, the ReCAAP ISC will be conducting the second Cluster Meeting in Bangladesh during 10-13 Oct 11. The aim of the meeting is to engage the Focal Point of Bangladesh, its local government agencies and the Bangladesh shipping industry. Recognising that the effort of combating piracy and armed robbery against ships is not the sole responsibility of individual agency or country; inter-ministries officials and local shipping industry representatives should come together to seek avenues to enhance cooperation and collaboration. The Cluster Meeting will also bring together the neighbouring Focal Points, including India, Myanmar and Sri Lanka for capacity building, information sharing and operational cooperation among the Focal Points.

Capacity Building Workshop 5/11 in India (15-17 Nov 11)

The ReCAAP ISC and Indian Coast Guard (ICG), which is also the ReCAAP Focal Point (India), will be jointly organising the Capacity Building Workshop during 15-17 Nov 11 in Goa, India. The aim of the workshop is to share best practices and experiences in responding to incidents of piracy and armed robbery against ships among all ReCAAP Focal Points.

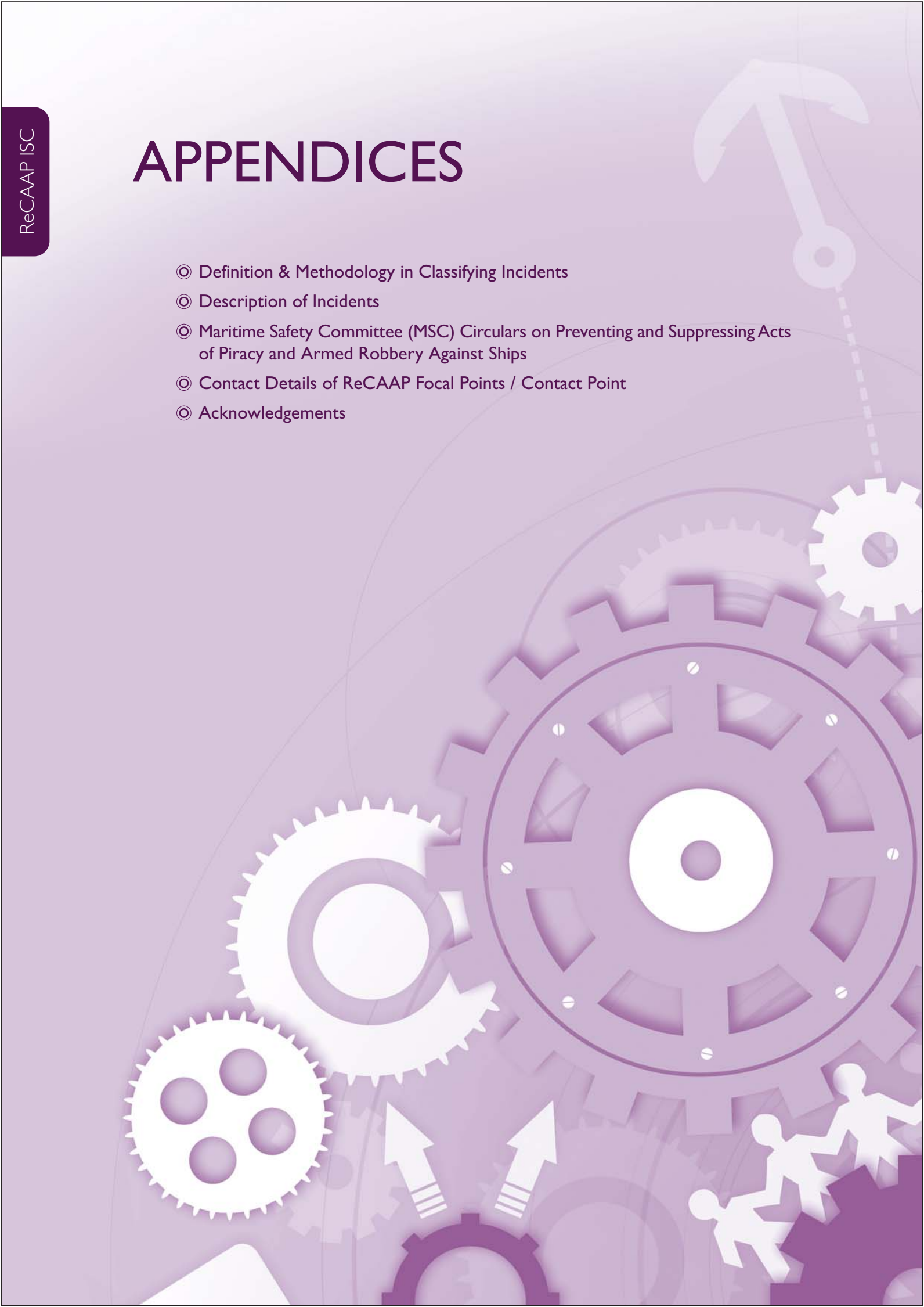
Nautical Forum 3/12 (12 Jan 12)

Third year in the running, the ReCAAP ISC is organising the Nautical Forum jointly with the Maritime Port Authority of Singapore (MPA) and the Singapore Shipping Association (SSA) on 12 Jan 12. Serves as a prelude to the release of the ReCAAP ISC Annual Report for 2011, the Forum presents the trends and patterns of incidents reported in Asia. The meeting aims to gather feedback from the shipping industry and the maritime authorities on the way ahead in addressing the challenges of piracy and sea robbery in Asia and sharing of best management practices. An annual event, the participants for the Forum included representatives from the local shipping communities, mainly company security officers, ship managers, ship owners and ship operators, maritime authorities and members of the SSA.

6th Governing Council Meeting of the ReCAAP ISC in Singapore (5-9 Mar 12)

The 6th Governing Council Meeting of the ReCAAP ISC will be held in Singapore during 5-9 Mar 12. The meeting will be attended by the Governors of the Contracting Parties, senior officials from the ReCAAP Focal Points, and observers from the maritime industry and shipping associations, including IMO, ASF, BIMCO and INTERTANKO.

APPENDICES

- ① Definition & Methodology in Classifying Incidents
 - ① Description of Incidents
 - ① Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships
 - ① Contact Details of ReCAAP Focal Points / Contact Point
 - ① Acknowledgements
- 
- The background of the page is a light purple color with a complex graphic design. It features several interlocking gears of various sizes and colors (white, light purple, and dark purple). In the upper right corner, there is a stylized anchor icon. At the bottom right, there are silhouettes of three human figures walking. The overall aesthetic is technical and modern.

APPENDICES

Definition & Methodology in Classifying Incidents

Definition

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.

APPENDICES

Methodology in Classifying Incidents

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.

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

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

APPENDICES

Description of Incidents

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
■ 1.	<i>BS Power</i> Tug boat Singapore 9148051 139	02/01/11 0415 hrs	01° 12.79' N, 103° 33.67' E Approximately 1.3 nm southwest of pilot west Boarding A, Singapore	<p>Eight robbers armed with guns boarded the vessel from a speed boat. The robbers took away the ship's binoculars and crew's personal belongings before escaping in their speed boat. All crew were reported to be safe.</p> <p>The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn promulgated broadcast to warn all vessels in the vicinity and informed the ReCAAP ISC, the Malaysian authorities, the Singapore Police Coast Guard (PCG) and the Maritime Security Task Force - Information Fusion Centre (MSTF-IFC) about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
■ 2.	<i>Torm Clara</i> Tanker Denmark 9215098 28381	13/01/11 0430 hrs	01° 18.11' N, 104° 12.22' E Approximately 2.1 nm south of Tanjung Ayam, Malaysia	<p>While at anchor, three robbers boarded the tanker from a boat. The robbers wore shorts and T-shirts; and one of them was armed with a pistol while the two were armed with knives. The robbers threatened the duty engineer with a pistol, but he managed to escape and locked himself in the engine control room. The crew raised the alarm, activated the SSAS and locked themselves in the accommodation room.</p> <p>About an hour later, the crew came out of the accommodation room and conducted a thorough search for the robbers who had left the vessel by then. The crew discovered that the lock to the steering gear room was damaged but nothing was stolen from the tanker. The ship master reported the incident to Singapore's POCC and the Maritime Security Authority of Denmark.</p> <p>The Singapore's POCC initiated navigational broadcast on VHF and NAVTEX to alert mariners operating in the vicinity. Two officers from the</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
2.				<p>Malaysia Maritime Enforcement Agency (MMEA) boarded the vessel to investigate the incident.</p> <p>[ReCAAP Focal Point (Denmark), ReCAAP Focal Point (Singapore)]</p>
3.	<p><i>German S</i> Container ship Antigua & Barbuda 8901858 24344</p>	<p>13/01/11 2030 hrs</p>	<p>14°33.47' N 120° 54.07' E</p> <p>Outside South Harbour Break Water, Manila Bay, Philippines</p>	<p>While at anchor waiting for the availability of berthing space, a crew while on patrol discovered six robbers armed with long steel pipes passing through the anchor house of the vessel. The crew informed the ship master who sounded the emergency alarm and reported the incident to the Philippine Coast Guard (PCG) through VHF radio. On hearing the alarm, the robbers jumped overboard.</p> <p>The PCG upon receipt of the report despatched a patrol boat to the location of the incident, boarded the ship and searched for the robbers. Upon investigation by the PCG and interview of the crew, it was deduced that the robbers came alongside the ship in a motorised boat with outriggers and climbed onboard the ship using the anchor chain. The crew was not injured and nothing was stolen from the ship.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
4.	<p><i>Spar Taurus</i> Bulk carrier Norway 9299288 32474</p>	<p>16/01/11 2330 hrs</p>	<p>Balikpapan Inner Anchorage, Indonesia</p>	<p>While at anchor, an unknown number of armed robbers boarded the bulk carrier. The robbers broke open the bosun store, paint locker and stole ship stores. The Third Officer raised the alarm and the robbers escaped by jumping overboard.</p> <p>[IMO]</p>
5.	<p><i>Highline 66</i> Tug boat Malaysia 9492969 281</p> <p><i>Highline 22</i> Barge</p>	<p>24/01/11 2300 hrs</p>	<p>01° 05' N, 103° 44' E</p> <p>Approximately 2 nm southeast of Pulau Takong Kecil (Straits of Malacca & Singapore)</p>	<p>While the tug boat towing a barge was underway, seven robbers armed with a gun and long knives wearing masks boarded the barge. The robbers broke open six containers, stole cargo and container lashing equipment and escaped in a boat.</p> <p>[IMO]</p>
6.	<p><i>Lucky Star</i> General cargo ship Indonesia 8840250 208</p>	<p>25/01/11 2200 hrs</p>	<p>01° 16.24' N, 104° 7.48' E</p> <p>Approximately 4.6 nm northeast of Pulau Batam, Indonesia (Straits of Malacca & Singapore)</p>	<p>While the general cargo ship was enroute from Dumai, Riau to Songkhla Port in Thailand, nine robbers boarded the vessel from a wooden boat powered by an outboard motor. Armed with long swords and employing martial arts techniques, the robbers managed to overpower and tie up the crew.</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.				<p><i>KRI 826 Selabang</i>, an Indonesian Navy patrol boat which was patrolling in the vicinity, spotted the vessel. Suspecting something was not right, the Indonesian Navy boarded the vessel and upon investigation, found the crew tied up. The nine robbers who were manning the ship were taken into custody and escorted to a naval base in Batam, Indonesia for investigation. The vessel was impounded by the Indonesian Navy at the Batu Ampar Port in Batam for further investigation.</p> <p>[MSTF-IFC, The Jakarta Post dtd 27 Jan 11]</p>
7.	<p><i>Healthy</i> Tanker Saint Kitts and Nevis 8212752 996</p>	26/01/11 0325 hrs	<p>01° 11.8' N, 103° 33.6' E</p> <p>Approximately 5 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca & Singapore)</p>	<p>While transiting from south of Tanjung Piai to Tanjung Setapa, Malaysia, the crew sighted two robbers onboard the vessel, and another 10 robbers waiting in a small boat. The robbers wore masks and carried weapons which were not known. Upon sighting of the robbers, the crew raised the general alarm and reported the incident to Singapore's POCC immediately. On hearing the alarm, the robbers fled and escaped in the small boat. The crew was not injured and nothing was stolen from the ship.</p> <p>The Singapore's POCC initiated broadcast via NAVTEX to warn mariners about the incident, and reported the incident to the ReCAAP ISC, MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the Republic of Singapore Navy (RSN) and the Singapore's PCG.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8.	<p><i>Crest Atlas</i> Tug boat Singapore 9329978 247</p>	26/01/11 0445 hrs	<p>01° 12.57' N, 103° 33.7' E</p> <p>Approximately 3.2 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca & Singapore)</p>	<p>While underway, seven robbers wearing masks and armed with knives boarded the tug boat. The robbers stole the crew's personal belongings including cash, mobile phones, laptops and other valuables; and some bridge equipment before escaping in a small boat. The crew was not injured.</p> <p>The Singapore's POCC initiated broadcast via NAVTEX to warn mariners about the incident,</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.				and reported the incident to the ReCAAP ISC, MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the RSN and the Singapore's PCG. [ReCAAP Focal Point (Singapore)]
9.	<i>British Integrity</i> Tanker Isle of Man 9288758 29335	28/01/11 0330 hrs	Tanjung Priok Anchorage, Indonesia	While at anchor; two robbers boarded the tanker. The duty crew and the D/O spotted the robbers and shouted at them who escaped immediately. The crew discovered that three padlocks were broken and some engine spares stolen. [IMO]
10.	<i>Jose Bright</i> Chemical tanker Panama 8920361 21142	09/02/11 0315 hrs	01° 20.8' N, 104° 20.49' E Approximately 2.6 nm off Pulau Mungging, Malaysia	While the chemical tanker was at anchor, two crew spotted a speed boat at the starboard quarter of their vessel. They informed the officer on the bridge who activated the emergency alarm. By then, seven robbers armed with long knives and guns had boarded the vessel. Two robbers went to the engine room while five of them held the two crew hostage and took their personal belongings and valuables including an Omega sea master wrist watch, a gold necklace and a gold ring with diamond. The five robbers disembarked from the vessel after being instructed by the two robbers who rushed out from the engine room. All seven robbers escaped in the speed boat. There was no damage to the vessel and the crew was not injured. The ship agent reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on NAVTEX to alert mariners operating in the vicinity, and informed the Singapore's Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Malaysia) and MRCC (Jakarta) about the incident. [ReCAAP Focal Point (Singapore)]
11.	<i>Pacific Hickory</i> Tug boat Dominica 7315777 880 <i>Barbeel</i> Barge Netherlands	11/02/11 0805 hrs	01° 11.25' N, 103° 35.33' E Approximately 4.5 nm northwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	While underway, two robbers boarded a barge that was towed by a tug boat. Nothing was reported stolen and the robbers escaped in a small boat. [ReCAAP Focal Point (Singapore)]

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
12.	<i>LCH 425</i> Tug boat Singapore 9554119 147 <i>LCH 4255</i> Barge Singapore 1723	14/02/11 0415 hrs	01° 04.98' N 103° 35.10' E Approximately 6 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	<p>While underway, a tug boat towing a barge was boarded by about eight to ten robbers. Armed with parangs (long knives), the robbers boarded the tug boat from a motorised sampan (small wooden boat). They robbed the crew of their belongings and escaped in their sampan. The crew was not injured.</p> <p>The master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on NAVTEX and VHF channel 09 to alert mariners operating in the vicinity and informed the ReCAAP ISC, MRCC (Putra Jaya) and MRCC (Jakarta) about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
13.	<i>Ever Master</i> Tug boat Malaysia 9332080 101 <i>Ever Blue</i> Barge	14/02/11 1930 hrs	05° 25.48' N, 115° 18.72' E Approximately 4.5 nm off Pulau Labuan Victoria, Malaysia	<p>While underway from Labuan to Kota Kinabalu, three masked robbers armed with machetes and knife onboard a small speed boat boarded the tug boat that was towing a barge. The robbers stole a laptop, 13 mobile phones, a gold chain, two watches, an electronic dictionary, a DVD player, a bag, an identification card, a pair of shoes and cash. There were no injuries reported. The incident was reported to the Royal Marine Police (RMP) and the case is under investigation.</p> <p>[MMEA]</p>
14.	<i>Poorna</i> Supply vessel India 9503550 1678	17/02/11 0445 hrs	01° 08.1' N, 103° 32.2' E Approximately 6.4 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	<p>While underway, an offshore tug was boarded by six robbers armed with long knives from a motorised craft. They broke the porthole glass of aft starboard entrance to the wheel house to open the door from inside. They threatened the crew and demanded for their personal belongings. The robbers also tied the hands of the Second Officer and seaman; and assaulted the Chief Engineer.</p> <p>The master reported the incident to Singapore's Port Operations Control Centre (POCC) and the operator reported the incident to MRCC</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14.				<p>(Mumbai) who are the ReCAAP Focal Point (Singapore) and ReCAAP Focal Point (India) respectively. The POCC initiated navigational broadcast to alert mariners operating in the vicinity and informed the ReCAAP ISC, Singapore's Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Putra Jaya) and MRCC (Jakarta) about the incident.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>
15.	<i>Serpentine</i> Bulk carrier Norway 9335020 30273	17/02/11 2000 hrs	Cochin Anchorage, India	<p>While at anchor, an unknown number of robbers boarded the bulk carrier at anchor and stole ship stores. The theft was discovered later when a cadet was unsuccessful in opening the padlock to the paint store. Upon inspection, it was discovered that the padlock had been replaced by a similar looking lock.</p> <p>[IMO]</p>
16.	<i>Panmas I</i> Product tanker Cambodia 7821453 339	17/02/11 2030 hrs	Approximately 4 nm off Pulau Sepanggar, Sepanggar Bay, Kota Kinabalu, Malaysia	<p>While underway, an unknown number of robbers on a dark blue speed boat boarded the product tanker. The robbers stole five mobile phones, a binocular, a watch, a platinum chain and cash. The incident was reported to the Royal Marine Police (RMP) and the case is under investigation.</p> <p>[MMEA]</p>
17.	<i>Melina I</i> Bulk carrier Malta 7916636 17356	18/02/11 0530 hrs	22° 14' N, 091° 46' E Chittagong 'A' Anchorage, Bangladesh	<p>While at anchor, an unknown number of armed robbers boarded the bulk carrier. The duty A/B informed the master who raised the alarm and mustered the crew. The robbers escaped with stolen ship stores.</p> <p>[IMO]</p>
18.	<i>Capstone</i> Bulk carrier Panama 9209128 39996	19/02/11 0200 hrs	03° 44' S, 114° 26' E Taboneo Anchorage, Kalimantan, Indonesia	<p>While the bulk carrier was at anchor, the crew on patrol discovered the fore store was broken into. Two mooring ropes were found stolen.</p> <p>[ReCAAP Focal Point (Japan)]</p>
19.	<i>Westerems</i> Container ship Liberia 9127540 23896	21/02/11 0317 hrs	14° 36.41' N, 120° 52.56' E MICT Anchorage Area, North Harbour, Manila, Philippines	<p>While the container ship was at anchor, the duty AB discovered a small wooden fishing boat that was near to the starboard side. He reported to the watch officer on the bridge immediately. A few minutes later, another fishing boat sped away from the port and starboard side of their vessel. The duty watchman checked the port</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
19.				<p>side and forecastle of the vessel immediately and found that the forecastle padlock was broken. He reported to the Officer-on-Watch and the master immediately. The crew checked the port, starboard main deck and the store room at forecastle; and it was discovered that one set of breathing apparatus was missing.</p> <p>The master reported the incident to VTMS Manila. Upon receipt of the report, the Philippine Coast Guard (PCG) conducted an inspection onboard the container ship and advised the master to file a marine protest.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
20.	<i>Wehr Blankenese</i> Container ship Marshall Islands 9149902 16177	21/02/11 0400 hrs	Chittagong Outer Anchorage, Bangladesh	<p>While at anchor, two robbers armed with knives boarded the container ship from a boat. The duty crew spotted the robbers on the poop deck and raised the alarm. Noting that the crew had been alerted, the robbers escaped with some ship stores.</p> <p>[IMO]</p>
21.	<i>Asashio Maru</i> Product tanker Japan 9168439 28480	21/02/11 2000 hrs	22° 12' N, 091° 42' E Chittagong Port, Bangladesh	<p>While the product tanker was at anchor, a crew was who stood guard at the stern side of the vessel noticed about five to six robbers onboard the tanker while another crew was unloading the cargo. The crew was alerted, and robbers jumped overboard. It was later discovered that a mooring rope was missing.</p> <p>[ReCAAP Focal Point (Japan)]</p>
22.	<i>Carla Rickmers</i> Container ship Marshall Islands 9212022 14278	23/02/11 2135 hrs	Chittagong Anchorage, Bangladesh	<p>While at anchor, an unknown number of robbers boarded the container ship. The general alarm was sounded and the robbers escaped with three plastic garbage bins</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
23.	<i>Sam Dragon</i> Bulk carrier Hong Kong 9129029 27792	26/02/11 0310 hrs	20° 43' N, 107° 12.7' E Approximately 19.77 nm southwest of Cam Pha Port, Vietnam	While at anchor, two robbers armed with long knives boarded the bulk carrier from a small boat. The master reported the incident to the local authorities and agent, mustered the crew, activated the alarm and sounded the ship's horn to distract the robbers. The robbers stole some engine spares and escaped. The local security guards inspected the vessel after the incident and the local agent took the statement made by the ship master. [ReCAAP Focal Point (Vietnam)]
24.	<i>MS Simon</i> Tanker Liberia 9247493 25400	27/02/11 0435 hrs	01° 19.67' N, 104° 17.23' E Approximately 2.1 nm south- southwest of Pulau Mungging, Malaysia	While at anchor, five robbers armed with machetes and handguns boarded the tanker. The robbers stole two computers and some engine spare parts from the engine room before escaping in a speed boat. The crew was not injured. The ship master reported the incident to Singapore's VTIS via the VHF. The Singapore Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore) initiated navigational broadcast on NAVTEX to alert mariners operating in the vicinity, and informed the Singapore's Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Malaysia) and MRCC (Jakarta) about the incident. The master was advised to report the incident to the Johor Port Authority. [ReCAAP Focal Point (Singapore)]
25.	<i>Forest Harmony</i> Bulk carrier Panama 9357896 39895	07/03/11 0100 hrs	20° 41.8' N, 107° 13.4' E Cailan Pilot Station, Vietnam	While at anchor, an unknown number of robbers climbed through the handrail, removed the hawse pipe cover, passed through the anchor chain, broke the padlock and opened the mechanical lock installed at dry dock. The ship master mustered the crew and upon inspection, discovered that four coils of rope were missing. [ReCAAP Focal Point (Vietnam)]
26.	<i>Glory Star</i> Tanker Vietnam 9463528 10797	09/03/11 0245 hrs	06° 00' S, 106° 53' E Tanjung Priok Anchorage, Indonesia	While at anchor, six robbers armed with long knives boarded the tanker. They were noticed by the duty crew who raised the alarm. Robbers jumped overboard and escaped empty-handed. [IMO]

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
27.	<i>Front Queen</i> Oil tanker Marshall Islands 9384605 156651	09/03/11 0315 hrs	Approximately 2.3 nm south of Tanjung Ramunia, Malaysia	<p>While at anchor, the oil tanker was boarded by seven robbers armed with knives from a boat. While being chased by one of the robbers, a crew escaped to the ship's bridge and alerted the master who sounded the ship's horn.</p> <p>An open source reported that the Malaysia Maritime Enforcement Agency (MMEA) boat <i>Kilat</i>, which was patrolling the area, raced to the victim ship after she sounded her horn at 0315 hrs, said MMEA Southern Region Chief Maritime First Admiral Zulkifili Abu Bakar. He reported that as <i>Kilat</i> closed in, MMEA personnel saw seven men in a wooden boat throwing two poles and plastic bags filled with items into the sea. The seven Indonesian men aged between 28 and 33 were arrested by the crew of <i>Kilat</i> with the assistance of another MMEA boat, <i>Petir</i> who came along to assist <i>Kilat</i>. Subsequently, the MMEA recovered an axe, a knife, several spanners, wallets and masks from the wooden boat. The robbers' boat was detained by the authorities for investigation.</p> <p>The seven robbers were later charged in court and were sentenced to 12 years imprisonment and 3 strokes each.</p> <p>[MMEA, The Straits Times dtd 11 March 2011]</p>
28.	<i>Coastal Express-2</i> Container ship India 8321694 6558	11/03/11 0135 hrs	12° 00' N, 080° 22.5' E Chennai Anchorage, India	<p>While at anchor, eight robbers armed with swords and knives boarded the container ship from a country craft. The crew was mustered in a secured cabin and the incident was reported to the port authority and owner. Upon receipt of the report, two Indian Coast Guard (ICG) patrol boats in the vicinity were diverted to render assistance to the vessel. The authorities conducted an extensive search for the robbers but the robbers had already escaped.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29.	<i>SRO III</i> Tug boat Singapore 9131577 153 <i>Pac Rupert</i> Barge Indonesia	12/03/11 0030 hrs	01° 05' N, 103° 43' E Approximately 11 nm west of Pulau Batam, Indonesia (Straits of Malacca & Singapore)	While enroute to Singapore from Pekan Baru, five robbers armed with machetes boarded the tug boat towing a barge from a speed boat. The robbers tied the crew, and stole cash, radios, GPS and mobile phones before escaping in the speed boat. The crew managed to break loose from their bindings and informed the Singapore VTIS of the incident, who in turn notified Singapore Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Putra Jaya) and MRCC (Jakarta). A navigational broadcast was also broadcasted to alert mariners operating in the vicinity. [ReCAAP Focal Point (Singapore)]
30.	<i>Larch Arrow</i> Bulk carrier Antigua and Barbuda 9336828 30570	12/03/11 0600 hrs	22° 15' N, 091° 45' E Chittagong 'A' Anchorage, Bangladesh	While at anchor, four robbers armed with long knives boarded the bulk carrier. One of the robbers threatened the duty watchman with a knife. The watchman kicked the robber and raised the alarm. All crew rushed to the deck and captured the robber. Noticing that the crew had been alerted, the other robbers jumped into the water and escaped with ship stores. [IMO]
31.	<i>Splendour</i> Bulk carrier Panama 8408014 13720	14/03/11 1000 hrs	22° 49.18' N, 070° 02.21' E Off Kandla Light, India	While at anchor, an unknown number of robbers boarded the bulk carrier with grapnel hooks. They broke into the forward paint store and stole 1,200 litres of paint. The port authority was informed and a security message was broadcasted to all vessels in the vicinity. [ReCAAP Focal Point (India)]
32.	<i>MCP Hamburg</i> General cargo ship Liberia 9371969 5316	16/03/11 0405 hrs	03° 56.7' N, 098° 46.4' E Belawan Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the general cargo ship. After noticing the robbers onboard, the master raised the alarm. The robbers escaped with ship stores. [IMO]
33.	<i>Thor Nereus</i> Bulk carrier Thailand 8800951 15504	20/03/11 0210 hrs	02° 55.1' N, 105° 17.2' E Approximately 11.97 nm northwest of Pulau Damar, Indonesia	While underway, eight robbers armed with long knives boarded the bulk carrier from a speed boat. They threatened two crew members to direct them to the master's cabin. Upon prying open the door of the master's cabin, the robbers demanded for the master's personal belongings and other valuables. After robbing the master of his mobile phones, binoculars, watches and sports shoes they took him to the deck, tied him up before escaping in the speed boat. The crew was not injured. The ship's local agent reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33.				<p>(Singapore). The POCC in turn initiated broadcast to alert mariners operating in the vicinity and informed the Singapore Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
34.	<p><i>Marina 26</i> Tug boat Indonesia 228</p> <p><i>Marine Power 3301</i> Barge</p>	22/03/11 2200 hrs	<p>02° 45.22' N, 104° 24.29' E</p> <p>Approximately 12 nm east of Pulau Tioman, Malaysia</p>	<p>While underway, a group of more than 10 men armed with knives and parangs (long knives) boarded the tug boat from a speed boat. They tied the crew, locked them in a cabin and turned off the tracking system onboard the vessel. On 24 Mar 11, the crew was given some food, water, passports, cash; and forced onto a life raft.</p> <p>The crew was later rescued by a passing fishing boat on 26 Mar 11 and arrived at the Natuna Island, Indonesia on 27 Mar 11. The crew reported the incident to the Indonesian authorities and the ship owner on 27 Mar 11. The crew also mentioned that the tug boat, originally red in colour, had been repainted green and was last seen to be heading easterly.</p> <p>On 29 Mar 11, the local agent reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn initiated broadcast to alert mariners operating in the vicinity and informed the Singapore Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident.</p> <p>On 24 Jul 11, the Malaysian authorities reported that the vessels had been located and were under investigation in Bintulu, Sarawak, East Malaysia. The ReCAAP ISC was subsequently informed that the tug boat and barge were renamed Prime No. 1 and Prime No. 2 respectively, and that the Malaysian authorities had completed investigation and the results handed to the prosecutor. The ship owner presented proof of ownership of the vessels and are awaiting for the outcome of the investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
35.	<p><i>Yew Choon 3</i> Tug boat Singapore 9390850 131</p> <p><i>Yew Choon Marine 10</i> Barge Singapore</p>	23/03/11 0020 hrs	<p>01° 22.53' N, 104° 29.41' E</p> <p>Approximately 5.8 nm northeast of Horsburgh Lighthouse, South China Sea</p>	<p>While underway, eight masked pirates armed with parangs (long knives) boarded the tug boat towing a barge from a fibre-glass boat. The master reported that throughout the incident, all crew were hiding in the control room except the Chief Engineer who hid in the bedroom. The pirates stole one mobile phone and escaped from the vessel in the fibre-glass boat. The crew came out of the control room after the pirates had left but the Chief Engineer was nowhere to be found. The incident was reported to the Singapore MSCC, who notified the Singapore Police Coast Guard and Republic of Singapore Navy (RSN).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
36.	<p><i>Star Express</i> Product tanker Panama 9311000 28059</p>	26/03/11 0345 hrs	<p>09° 56.5' N, 076° 05.9' E</p> <p>Cochin Anchorage, India</p>	<p>While at anchor, five robbers boarded the product tanker through the anchor chain. The duty crew saw the robbers at forecandle deck and raised the alarm. The robbers escaped with ship stores by jumping into the water.</p> <p>[IMO]</p>
37.	<p><i>SRO III</i> Tug boat Singapore 9131577 153</p> <p><i>PAC Rupert</i> Barge Indonesia</p>	27/03/11 2000 hrs	<p>01° 15.50' N, 104° 5.50' E</p> <p>Approximately 2nm south of Eastern buoy, Straits of Malacca & Singapore</p>	<p>While the tug boat was underway from Brani, Singapore to Pasir Gudang, Malaysia, towing a barge, three robbers boarded the barge. They took away the gangway ladder, ropes and Swiss lock from the barge. The crew was not injured.</p> <p>The incident was reported to the Singapore POCC, who promulgated NAVTEX message and informed the Johor Marine Police and Republic of Singapore Navy (RSN).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
38.	<p><i>Pioneer 3701</i> Tug boat Singapore 9549097 461</p> <p><i>Trinity Elbe</i> Barge Belize</p>	31/03/11 2130 hrs	<p>02° 04.024' N, 106° 00.645' E</p> <p>Approximately 48nm south of Anambas Island, South China Sea</p>	<p>While the tug boat was underway towing a barge, ten pirates boarded the tug. Armed with sharp objects the pirates wore masks and reportedly spoke Bahasa with accents from Java, Riau, Batak and Palembang. The pirates tied up the crew and after about an hour, escaped in a northerly direction using a speed boat. They took away crew belongings and vessel equipment such as hand phones, laptops and cash. The crew was safe.</p> <p>The incident was reported to the Singapore POCC, who promulgated navigational warning via NAVTEX and informed MRCC (KL), RCC (Jakarta), Singapore Police Coast Guard and Republic of Singapore Navy (RSN).</p> <p>[ReCAAP Focal Point (Singapore)]</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
39.	<i>AHT Carrier</i> Tug boat Singapore 9573000 443	01/04/11 2230 hrs	02° 48.41' N, 105° 31.92' E Approximately 10.2 nm west of Pulau Jemaja, Indonesia	<p>While underway, the tug boat was boarded by eight robbers who were armed with knives. A report was made by the master of <i>AHT Trader</i>, a sister vessel of the same company, which was about 18.8 nm away from the tug boat. All 10 crew members onboard were safe and no injury was reported.</p> <p>The Singapore Port Operations Control Centre (POCC) initiated a NAVTEX navigational broadcast to alert mariners in the vicinity to maintain anti-piracy watch. MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia) were also informed about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
40.	<i>Anna Elisabeth</i> General cargo ship Austria 9045687 4930	03/04/11 0100 hrs	01° 07' S, 117° 15' E Samarinda Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the general cargo ship. They broke the padlocks at the bosun store and stole ship stores before they escaped.</p> <p>[IMO]</p>
41.	<i>Tirta Samudra XVII</i> Tanker Indonesia 8620466 2623	03/04/11 1022 hrs	01° 15' N, 105° 04' E Approximately 27.46 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, an unknown number of pirates boarded the tanker. They stole ship's property and personal belongings of the crew before escaping.</p> <p>[IMO]</p>
42.	<i>Kition</i> Tanker Bahamas 9074561 53829	15/04/11 0150 hrs	01° 41.60' N, 101° 29.80' E Dumai Inner Anchorage, Indonesia	<p>While at anchor, three robbers boarded the tanker and entered the engine room by breaking the padlock to the steering gear room entrance. One of the robbers threatened the Third Engineer with a knife and pushed him to the corner of the store room. The oiler on duty noticed the robbers, ran towards the control room and raised the alarm. The robbers escaped and there was no report of anything stolen.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
43.	<i>Namse Bang Dzod</i> Tanker Indonesia	15/04/11 1700 hrs	05° 21.18' S, 114° 47.00' E Off Masalembu Island, Northeast of Surabaya, Indonesia	<p>While the tanker was underway from Surabaya to Samarinda, Indonesia, 10 masked robbers using three speed boats boarded the vessel. Armed with pistols, parangs and knives, the robbers tied the crew and locked them in the galley. They subsequently took control of the tanker for five days until it anchored off Pulau Mungging, Malaysia at approximately 7.22 nm from Horsburgh Lighthouse.</p> <p>In addition to navigational and communication equipment of the tanker, including the GPS, AIS system, VHF set, charts and mobile phones, the robbers also stole about 800 litres of diesel from the tanker before escaping. Due to the loss of the navigational and communication equipment, the master could not ascertain the location of the tanker and was unable to establish contact with anyone. The crew was not injured.</p> <p>Later, on 20 Apr 11 at about 0816 hrs, a patrol craft of the Singapore Police Coast Guard (PCG) spotted the tanker sending out signals at about 2.4 nm east of Horsburgh Lighthouse. The patrol craft proceeded to investigate and established that the tanker was involved in a case of sea robbery. The PCG contacted the Indonesian Police at Batam while Singapore Port Operations Centre (POCC) which is also the ReCAAP Focal Point (Singapore) informed MRCC in Tanjung Pinang to render necessary assistance to the tanker after it entered Indonesian waters at about 1650 hrs on 20 Apr 11.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
44.	<i>Siak Selamat</i> Tug boat Indonesia 9550888 180 <i>PAC Kalimantan</i> Barge Singapore	18/04/11 0512 hrs	01° 15.2' N, 104° 03.2' E Eastbound TSS south of Changi (Straits of Malacca & Singapore)	<p>While the tug boat towing a barge was underway, the Singapore Police Coast Guard (PCG) sighted a sampan (small wooden boat) alongside the barge. On approaching the vessels, the PCG sighted four to five men leaving the barge onto two sampans which were moving away toward the southerly direction. The PCG informed the Indonesian authorities and Singapore's Port Operations Control Centre (POCC) about the incident immediately.</p> <p>The master and crew on checking the barge discovered that two mooring ropes and some lashing material were missing. They also discovered that four containers onboard the barge were broken into and some items such as the audio speakers and drinks were also missing.</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
44.				<p>The master and crew were not aware when and where the robbers boarded the barge until they were alerted by POCC. The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) informed the Maritime Security Task Force (MSTF) of the Republic of Singapore Navy about the incident, and promulgated broadcast to warn all vessels to maintain good anti-piracy watch when passing the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
45.	<i>Sichem Edinburgh</i> Chemical tanker Singapore 9352066 13153	19/04/11 0355 hrs	01° 42.33' N, 101° 27.16' E Dumai Inner Anchorage, Indonesia	<p>While at anchor, about seven robbers in a wooden boat approached the chemical tanker and one of the robbers boarded the vessel. The duty crew noticed the robber and informed OOW. The alarm was raised and crew mustered. The robber upon noticing the crew had been alerted, jumped overboard and escaped.</p> <p>[IMO]</p>
46.	<i>Iblea</i> Oil tanker Liberia 9271327 56477	21/04/11 1618 hrs	01° 45.22' N 101° 22.17' E Dumai Tanker Anchorage, Indonesia	<p>While at anchor, three robbers were noticed on the poop deck. The alarm was sounded and crew members were alerted. Noticing that the crew was alerted, the robbers escaped.</p> <p>[IMO]</p>
47.	<i>Tridonawati</i> Tanker Liberia 9000534 79718	23/04/11 0300 hrs	Cochin, Anchorage, India	<p>While at anchor, three robbers were noticed on the forecastle deck and the Second Officer raised the alarm. Upon noticing the crew had been alerted, the robbers escaped with stolen ship stores.</p> <p>[IMO]</p>
48.	<i>Shao Shan 2</i> Bulk carrier Hong Kong 9138496 38338	25/04/11 0410 hrs	03° 08' N, 105° 16' E Approximately 20 nm west of Pulau Mangkai, Indonesia (South China Sea)	<p>While underway, seven pirates armed with knives boarded the bulk carrier. The pirates entered the master's and Second Officer's cabins and stole cash and personal belongings. The pirates took the master and the Second Officer hostage before they escaped.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
49.	<i>Tay Son 2</i> General cargo ship Vietnam 9343041 8216	25/04/11 0755 hrs	02° 57' N, 105° 17' E Approximately 25 nm west of Pulau Mangkai, Indonesia (South China Sea)	While underway, seven pirates armed with knives boarded the general cargo ship. They entered the bridge, took the OOOW and duty A/B hostage and went to the Third Officer's cabin. The pirates forced him to take them to the master's cabin, where they stole ship's cash and property and personal belongings of the crew. The pirates ordered the master to take them to the poop deck where they escaped. [IMO]
50.	<i>Ellina</i> Bulk carrier Malta 9398668 43158	27/04/11 0205 hrs	02° 53.9' N, 105° 17.7' E Approximately 11 nm northwest of Pulau Damar, Indonesia	While underway from Singapore to Fukuyama, Japan, the duty crew noticed six robbers onboard the bulk carrier. The six robbers were armed with long knives, wore T-shirts and short pants without shoes. The duty crew notified the duty officer immediately, who tried to resist the robbers. The master noticed banging on the bridge, checked the bridge and realised that the robbers were already at the navigational bridge fighting with the duty officer. The master then sounded the general alarm and alerted the other crew about the presence of robbers via the public address. Upon hearing the alarm, the robbers jumped overboard and escaped in their wooden skiff boat. [Shipping company]
51.	<i>Highline 26</i> Tug boat Malaysia 8996580 271 <i>Highline 22</i> Barge Malaysia	30/04/11 0130 hrs	01° 20' N, 104° 06' E Approximately 1.8 nm south of Batu Pengerang, Malaysia	While the crew of a tug boat towing a barge was preparing for anchoring procedures, an unknown number of robbers boarded the barge. The robbers broke open three containers, stole some of the cargo and escaped. [IMO]
52.	<i>High Mercury</i> Chemical tanker Hong Kong 9366287 29733	05/05/11 0230 hrs	01° 43' N, 101° 26' E Dumai Anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the chemical tanker via the poop deck. The robbers were observed to be short in build and they specifically asked the crew for 'Yanmar' generator spares in broken English. The robbers entered the engine room stores and stole engine spares before they escaped. [ReCAAP Contact Point (Hong Kong)]

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
53.	<p><i>Stanford Alpha</i> Tug boat Singapore 9489455 1678</p> <p><i>Kreuz 331</i> Barge Singapore</p>	15/05/11 0105 hrs	<p>01° 14.97' N, 104° 06.81' E</p> <p>Eastbound Traffic Separation Scheme (TSS), Straits of Malacca & Singapore</p>	<p>While the tug boat towing a barge was underway, eight robbers in a sampan (small wooden boat) boarded the barge from its stern.</p> <p>The master of the tug boat turned on the lights onboard the tug boat and proceeded at full operating speed of 7 knots. The robbers left the barge after 40 min. The master reported that ropes were stolen from the barge, which was carrying tools and equipment. Containers onboard the barge were also broken into. All 15 crew onboard the tug boat were reported to be safe.</p> <p>The Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), informed the Singapore Police Coast Guard (PCG), the Republic of Singapore Navy (RSN), the Indonesian Navy and Malaysian Marine Police. The Singapore POCC also promulgated broadcast to warn all vessels to maintain a good anti-piracy watch when passing the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
54.	<p><i>Justine</i> Chemical tanker Panama 9253454 5355</p>	15/05/11 0240 hrs	Belawan Anchorage, Indonesia	<p>While at anchor, two robbers boarded the chemical tanker using ropes. The duty crew spotted the robbers and informed the Second Officer who raised the alarm. Upon noticing the crew had been alerted, the robbers escaped empty-handed. Further investigation revealed that the bosun store had been damaged.</p> <p>[IMO]</p>
55.	<p><i>Ourania Luck</i> Bulk carrier Marshall Islands 9218428 39126</p>	15/05/11 2200 hrs	<p>01° 10' S, 117° 17' E</p> <p>Samarinda Anchorage, Indonesia</p>	<p>While at anchor, an unknown number of robbers boarded the bulk carrier via the hawse pipe. The alarm was raised and the crew mustered. The robbers had broke open the bosun store's padlock, stole ship stores before they escaped.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
56.	<i>Dorian</i> Container ship Liberia 9060546 16191	17/05/11 0600 hrs	00° 49' N, 105° 12' E Approximately 18 nm southeast of Pulau Merapas Indonesia (South China Sea)	While underway, eight pirates boarded the container ship through the port wing's door. The pirates threatened the Chief Officer with knives, tied him up and took him to the master's cabin. The master escaped through the cabin window using a rope. The pirates ransacked the master's and Chief Mate's cabins and stole personal belongings before escaping. [IMO]
57.	<i>Pacific Quartz</i> Product tanker Liberia 9573696 28850	18/05/11	06° 01' S, 106° 54' E Tanker Anchorage, Jakarta, Indonesia	While at anchor, an unknown number of robbers boarded the product tanker unnoticed and stole ship stores. [IMO]
58.	<i>Carola E</i> Container ship Liberia 8908715 12997	18/05/11 0450 hrs	14° 36.13' N, 120° 53.11' E Anchorage Area MICT, Manila Bay, Philippines	While at anchor, an unknown number of robbers boarded the container ship. The incident was discovered only after the duty AB conducted a routine inspection in the forecastle deck and discovered that one inflatable life raft was missing. The crew also discovered that the boatswain storeroom at the forward was forced opened. A set of fireman suit with breathing device, an immersion suit and four pieces of fire nozzles were also missing. No injuries were reported. The incident was reported to the Port State Control Center, Manila. The Philippine Coast Guard (PCG) which is also the ReCAAP Focal Point (Philippines) conducted a maritime patrol at the location of the incident. [ReCAAP Focal Point (Philippines)]
59.	<i>CMA CGM Aegean</i> Container ship Liberia 9116357 30280	22/05/11 0542 hrs	Jakarta Anchorage, Indonesia	While at anchor, an unknown number of robbers in a boat boarded the container ship from the stern using knotted rope. The bosun and security watchmen spotted the robbers and informed the duty officer. The robbers subsequently jumped into the water and escaped. [IMO]
60.	<i>Athena</i> Bulk carrier Marshall Islands 9426726 33997	22/05/11 1900 hrs	07° 07' S, 112° 40' E Surabaya Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the poop deck. They stole ship stores and escaped. [IMO]

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
61.	<i>Navdhenu Purna</i> Bulk carrier India 9339765 29961	23/05/11 0445 hrs	01° 10' S, 117° 16' E Muara Jawa Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier unnoticed. The duty O/S later noticed an unlit boat moving away from the shipside with a trailing mooring rope. He immediately engaged the mooring winch gear to stop the outrun of the mooring rope. The ship crew was able to retrieve about 20 to 25 m of the mooring rope that was floating in the water. Further investigation revealed that the bosun store lock was broken, the door forced open and ship stores were stolen. [IMO]
62.	<i>Kiveli</i> Bulk carrier Liberia 8204731 22115	24/05/11 0310 hrs	20° 41' N, 107° 14' E Hon Gai Outer Anchorage, Vietnam	While at anchor, four robbers boarded the bulk carrier. The duty officer noticed the robbers, raised the alarm and the crew rushed to the forecastle. Noting that the crew had been alerted, the robbers escaped empty-handed. [IMO]
63.	<i>Stadt Aachen</i> Container ship Germany 9333060 35573	26/05/11 0145 hrs	09° 55.40' N, 076° 04.90' E Cochin Anchorage, India	While at anchor, about 10 robbers boarded the container ship. The master spotted the robbers and directed a search light towards them. The robbers jumped overboard and escaped with ship stores. [IMO]
64.	<i>Solid 8</i> Tug boat Malaysia 9557525 299 <i>Solid 66</i> Barge	25/05/11 1540 hrs	02° 36' N, 109° 14.3' E Approximately 27.3 nm southeast of Pulau Subi Besar, Indonesia (South China Sea)	On 18 May 11 at or about 1630 hrs (local time), <i>Solid 8</i> towing barge, <i>Solid 66</i> departed Pulau Labuan, Sabah, East Malaysia for Port Klang, Malaysia. The vessels were expected to arrive at Port Klang on 29 May 11 at 2359 hrs (local time). The vessels arrived at Kuching, Sarawak, East Malaysia for bunkering and departed on 24 May 11 for Port Klang when the ship operator reported lost contact with the vessels. Suspecting that the vessels had been hijacked, the company reported the incident to the Malaysian Maritime Enforcement Agency (MMEA).

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
64.				<p>On 2 Jun 11 at or about 2030 hrs (local time), a Royal Malaysian Navy (RMN) vessel found <i>Solid 66</i> with its cargo intact, off one of its offshore stations in the Spratlys. The 10 crew, mainly Burmese and Indonesians, were reportedly rescued by a passing Vietnamese fishing vessel. The vessel with the rescued crew onboard headed for Nha Trang Port, Vietnam. The crew had returned to their respective countries since then. Interview of the rescued crew revealed that 12 masked men armed with long knives in a fishing boat boarded <i>Solid 8</i> at about 1230 hrs at approximately 180 nm from Kuching Port. The pirates reportedly took away all the crew's personal belongings before abandoning them onto a life raft. The barge, <i>Solid 66</i> was carrying scrap steel onboard. The tug boat, <i>Solid 8</i> is still missing at the time of writing of this report.</p> <p>[MMEA, MSTF-IFC]</p>
65.	<p><i>SD Progress</i> Bulk carrier Greece 8806034 36438</p>	27/05/11 0001 hrs	<p>01° 10' S, 117° 16' E</p> <p>Samarinda Anchorage, Indonesia</p>	<p>While at anchor, three robbers armed with knives boarded the bulk carrier via the hawse pipe. They broke the padlocks on the bosun store and stole ship stores. The duty AB spotted the robbers and informed the duty officer who sounded the ship's whistle. Upon hearing the whistle, the robbers escaped.</p> <p>[IMO]</p>
66.	<p><i>Mitra Jaya V</i> Tug boat</p> <p><i>Makmur Abadi V</i> Barge</p>	29/05/11 2200- 2300 hrs	<p>Approximately 15-20 nm west of Pontianak, West Kalimantan, Indonesia</p>	<p>While the tug boat towing the barge was underway, five pirates armed with guns and sharp weapons boarded the tug boat while another pirate boarded the barge. The pirates pointed their weapons at the 10 crew onboard, all of whom were Indonesians. One of the crew resisted, and suffered injuries to his left hand. The pirates tied the crew and took their communication equipment.</p> <p>After holding the crew hostage for four days, the Indonesian authorities boarded the vessels at approximately 14 nm east of Berakit, Pulau Bintan, Indonesia. The authorities apprehended the pirates and freed the crew on 2 Jun 11 at or about 0400 hrs (local time). The crew and pirates were taken to Batam, Indonesia for investigation. The ReCAAP ISC is gathering more information about the incident from the relevant authorities. So far, no feedback received.</p> <p>[MSTF-IFC]</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
67.	<i>Dong Jiang</i> Tanker Singapore 9468815 30964	30/05/11 0129 hrs	01° 19.30' N, 104° 54.50' E Approximately 20.45 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, six robbers boarded the tanker. The robbers stole cash and valuables before they escaped. The vessel was enroute from Tanjung Pelapas, Malaysia to Balongan, Indonesia at the time of the incident and no injuries to the crew were reported.</p> <p>The Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), received a distress alert on VHF DSC, INMARSAT-C and VHF 16 from the tanker. The Singapore POCC promulgated a broadcast on NAVTEX to warn all vessels and to maintain a good anti-piracy watch when passing in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
68.	<i>Hanjin Sao Paulo</i> Container ship Panama 9350147 16472	02/06/11 0335 hrs	Jakarta Anchorage, Indonesia	<p>While anchored, eight robbers boarded the container ship. The master raised the alarm and the crew mustered. Seeing the alerted crew, the robbers jumped overboard and escaped. Investigation revealed few padlocks were opened and damaged. All crew safe and nothing was stolen.</p> <p>[IMO]</p>
69.	<i>Shipinco I</i> General cargo ship Mongolia 7433270 9055	02/06/11 0530 hrs	Approximately 1.9 nm west of Batu Berhanti (Straits of Singapore & Malacca)	<p>While underway, five robbers boarded the general cargo ship. Armed with long knives, they robbed the master, Third Officer and Chief Cook, and escaped with cash and the crew's personal belongings including watches, mobile phones and clothing. The crew was not injured.</p> <p>The master reported the incident to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). The Singapore POCC initiated a broadcast to alert all vessels about the incident and urged them to enhance vigilance when operating in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
70.	<i>Asian Gas</i> LPG tanker Indonesia 9003990 3239	06/06/11 2315 hrs	Approximately 3.65 nm southeast of Raffles Lighthouse (Straits of Singapore & Malacca)	<p>While underway, eight masked robbers from one speed boat boarded the LPG tanker at the starboard quarter. Armed with long knives, they robbed the crew and escaped after taking with them laptops, mobile phones and undetermined amount of cash. The crew was not injured.</p> <p>The master reported the incident to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). The Singapore POCC informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG) and MRCC (Jakarta) of the incident and initiated a broadcast to alert all vessels about the incident and urge them to step up anti-piracy watch when in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
71.	<i>Liberty</i> Bulk carrier Liberia 9423542 32415	23/06/11 0240 hrs	Surabaya Anchorage, Indonesia	<p>While anchored, an unknown number of robbers boarded the bulk carrier from the stern as the duty crew was taking routine rounds forward. The robbers stole ship stores and escaped. When the duty crew reached the stern, he found ship stores missing and raised the alarm. The port control and local agents were informed.</p> <p>[IMO]</p>
72.	<i>Kota Juta</i> Container ship Hong Kong 9226839 18502	30/06/11 0630 hrs	Cat Lai Anchorage, Vietnam	<p>While anchored, two boats approached the starboard side of the ship with some men who were trying to sell fishes, fruits and telephone cards to the crew. They were engaging the crew for about 30 mins when the duty officer on the bridge instructed the duty crew (one on duty in the forward and another in the aft of the ship) to chase the boats away. At this time, the port side of the ship was not guarded. Subsequently, the crew discovered that the padlock to the paint store was broken, and some items were missing, namely the lock bolt, six 20-litres drums of paint and three fire hoses with their nozzles.</p> <p>To prevent the recurrence of such incident, the officers and watch-keepers have been instructed not to leave their designed area of patrol unless properly relieved. Frequent checks have to be made to all sealed entrances, and officers were advised to summon for assistance if required, instead of taking the watch-keepers away from their patrol rounds.</p> <p>[ReCAAP Focal Point (Hong Kong)]</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
73.	<i>Octopus</i> Tug boat Republic of Moldova 9518634 361	02/07/11 0235 hrs	01° 31.60' N, 104° 32.20' E Approximately 14 nm north-east of Horsburgh Lighthouse (South China Sea)	While underway, the Second Engineer saw three robbers armed with long knives boarding the tug boat from a black speed boat. He sounded the alarm and the robbers escaped via the speed boat immediately. The Second Engineer sustained some minor injuries to his hand and feet, but it was not known if it was caused by the robbers. The tug boat reportedly sent out an Inmarsat C distress alert to Singapore's Port Operations Control Centre (POCC). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), sent out messages to warn mariners in the vicinity about the incident, and also informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
74.	<i>Diana Island</i> Bulk carrier Panama 9550448 17042	04/07/11 0415 hrs	06° 05.90' S, 106° 53' E Tanjung Priok Port, Indonesia	While at berth, three robbers armed with knives boarded the bulk carrier from a small boat during discharging operations via the shore side cargo net. The duty crew noticed the robbers near the forward store and informed the Duty Officer who raised the alarm. The duty crew tried to stop the robbers from stealing but was threatened with a knife. The robbers escaped in their boat with stolen fire extinguisher and spare anchorage chain shackle. [ReCAAP Focal Point (Japan)]
75.	<i>CSCL Montevideo</i> Container ship Hong Kong 9385984 26404	09/07/11 0405 hrs	14° 32' N, 120° 55' E South Harbour, Quarantine Area Anchorage, Philippines	While at anchor, the duty A/B conducted a routine inspection and noticed three robbers at the forecastle deck. The three robbers had used ropes with hook to board the vessel while the other two robbers served as look-out onboard their blue motorbanca with outrigger. The duty A/B informed the Duty Officer immediately who sounded the emergency alarm. Upon hearing the alarm, the five robbers escaped in their motorbanca. The crew conducted an inspection thereafter and found the following items missing: a) Two bottles containing one set of breathing apparatus

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
75.				<ul style="list-style-type: none"> b) Two breathing apparatus cylinders c) Two fireman outfits d) Two bags containing heat resistant helmet with face shield e) One heat resistant lifeline rope hook and signal plate f) Two hand lays g) Three immersion suits h) One hack saw i) Two fire hydrant caps j) One wooden saw k) One jig saw l) Twenty padlocks m) Assorted spanner <p>The incident was reported to the Port State Control Center Manila.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
76.	Menara Dua Tanker Malaysia 9558816 5036	10/07/11 0500 hrs	01° 23.36' N, 104° 21.57' E Approximately 4 nm east of Pulau Mungging, Malaysia	<p>While at anchor, four robbers armed with long knives and iron rods boarded the tanker. One of the robbers broke the padlock of the starboard side main deck engine store while the other three robbers tied up the vessel's Commanding Officer and another crew. The robbers stole some engine spare parts, and escaped. The crew was subsequently found and freed. They did not sustain any injury. The ship agent reported the incident to Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). Singapore's POCC sent out a broadcast message to inform mariners in the vicinity and also informed Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN) and MRCC (Jakarta).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
77.	Paphos Container ship Antigua & Barbuda 9336270 6701	13/07/11 0305 hrs	20° 39.20' N, 106° 53.60' E Off Hai Phong, Vietnam	<p>While at anchor, five robbers in an unlit wooden boat took advantage of the heavy rain to board the container ship undetected. The robbers also covered the lights on deck from nearby fore-castle with their clothes. After stealing used mooring ropes, the robbers were seen to jump overboard and escaped. The Duty Officer mustered the crew and conducted a search.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
78.	<i>CMB Maxime</i> Bulk carrier Hong Kong 9425875 32296	17/07/11 0000 hrs	00° 13.46' N, 117° 35.67' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the forecastle deck. One coil of forward mooring line was stolen from the vessel. [ReCAAP Contact Point (Hong Kong)]
79.	<i>Sichem Aneline</i> Chemical tanker Marshall Islands 9171735 6202	20/07/11 0530 hrs	Belawan Anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. The alarm was raised and the crew was mustered. Upon realising the crew was alerted, the robbers escaped with ship stores. Port authorities were informed via pilot station and ship agent but there was no response. [IMO]
80.	<i>BM Warrior</i> General cargo ship Panama 8412534 12963	29/07/11 0618 hrs	22° 3.76' N, 091° 46.31' E Chittagong Anchorage, Bangladesh	While at anchor, 13 robbers armed with sharp-edged rods approached the general cargo ship in two wooden skiffs with motor. They boarded the general cargo ship via the poop deck with hooks. The crew was engaged in manoeuvring the vessel and anchor stations. One of the crew was sent to the aft and he noticed the robbers onboard. The alarm was raised and the crew was mustered. Upon realising the crew had been alerted, the robbers escaped in their skiffs with stolen mooring rope and one acetylene bottle. Port control was informed. The robbers were reported to be young boys. [Shipping company]
81.	<i>Francoise Gilot</i> Container ship Antigua & Barbuda 9295517 16162	03/08/11 2145 hrs	22° 10' N, 091° 43' E Off Chittagong, Bangladesh	While at anchor, a robber boarded the container ship via the stern. The robber tried to steal the ship's rope but was spotted by the crew who raised the alarm. Noting that the crew had been alerted, the robber jumped overboard and escaped. [IMO]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
82.	<i>Highline 26</i> Tug boat Malaysia 8996580 271	06/08/11 2130 hrs	02° 11' N, 109° 15' E Approximately 12 nm from Pulau Merunding, Indonesia	<p>While underway, eight robbers armed with knives boarded the tug boat. They stole ship stores and the crew's personal belongings before escaping. The incident lasted for about an hour. No injuries to the crew were reported.</p> <p>[IMO]</p>
83.	Fishing vessel Malaysia	07/08/11 0300 hrs	Approximately 48 nm northwest off Pulau Jarak, Malaysia (Straits of Malacca & Singapore)	<p>Two fishing boats consisting 18 fishermen were trawling when they were confronted by another boat. The master reported the incident to the ship owner who in turn informed the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>The MMEA deployed two patrol vessels, the <i>KM Siangin</i> and <i>KM Marlin</i> to intercept the group and also alerted the auxiliary Royal Malaysian Navy (RMN) ship, <i>KD Laksamana Hang Nadim</i>, and two RMN Fennec and Super Lynx helicopters for assistance.</p> <p>At or about 0500 hrs (local time) on 7 Aug 11, the Fennec aircraft detected one of the fishing boats proceeding towards the Indonesian waters. As <i>KM Siangin</i> intercepted the fishing boat, two pirates were arrested while three others jumped While at anchor, four robbers armed with longoverboard and escaped. The crew was not injured. The other fishing boat was subsequently located at or about 0700 hrs (local time) on 7 Aug 11 by RMN ship <i>KD Laksamana Hang Nadim</i>.</p> <p>The hijacked fishing boats were recovered, and the two pirates were sentenced to 10 years' imprisonment and four strokes of rotan for armed gang robbery. The Malaysian authorities had stepped up surveillance off Pulau Jarak to locate the rest of the pirates.</p> <p>[New Straits Times dtd 7 Aug 11 & 20 Aug 11]</p>
84.	<i>Gas Batam</i> LPG tanker Singapore 9526992 4485	08/08/11 0200 hrs	01° 08' N, 103° 27.58' E Approximately 2.94 nm east of Pulau Karimun Kecil, Indonesia	<p>While anchored, four robbers armed with long knives boarded the tanker from an unlit speed boat. The robbers held the Oiler and the Third Engineer hostage and went into the engine room. After stealing some engine spare parts, the robbers released the Oiler and the Third Engineer, and escaped in their speed boat. The incident lasted for less than 10 min. The ship master sounded the emergency alarm, mustered all crew and reported the incident to Singapore's Port Operation Control Centre (POCC). The crew was not injured.</p> <p>The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) promulgated navigational</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
84.				<p>broadcast of the incident to alert mariners in the vicinity, and reported the incident to the Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN), MRCC Putra Jaya and Basarnas Indonesia.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
85.	<p><i>Harbour 6</i> Tug boat Singapore 61</p> <p><i>Sinobest 2505</i> Barge Singapore</p>	08/08/11 0430 hrs	<p>01° 09.64' N, 103° 49.37' E</p> <p>Between Karang Banting and Batu Batu Berhanti, Indonesia (Straits of Malacca & Singapore)</p>	<p>While the tug boat was towing a barge from Karimun, Indonesia to Pulau Tekong, Singapore, an unknown number of robbers armed with long knives boarded the tug boat from a high speed boat. The robbers stole the vessel's VHF radio set and the crew's personal belongings including mobile phones, before they escaped in their speed boat.</p> <p>The incident was reported to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), who promulgated navigational broadcast of the incident to alert mariners in the vicinity, and reported the incident to the Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN), MRCC Putra Jaya and Basarnas Indonesia.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
86.	<p><i>Rainbow River</i> Tanker Panama 9213179 107160</p>	09/08/11 0001 hrs	<p>01° 41.20' N, 101° 28' E</p> <p>Dumai Anchorage, Indonesia</p>	<p>While at anchor, three robbers armed with long swords boarded the tanker. The duty crew discovered the presence of the robbers and informed the master, who raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.</p> <p>[ReCAAP Focal Point (Japan)]</p>
87.	<p><i>Highline 66</i> Tug boat Malaysia 9492969 281</p> <p><i>Highline 22</i> Barge</p>	11/08/11 1530 hrs	Enroute from Port Klang to Kuching, Malaysia (south China Sea)	<p>While underway, an unknown number of pirates boarded the tug boat towing a barge. The pirates broke the seals of all the containers, stole the goods and escaped.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
88.	<i>Cape Banks</i> Chemical tanker Liberia 9081382 21162	12/08/11 0230 hrs	01° 42' N, 101° 28' E Off Dumai, Indonesia	<p>While at anchor, three robbers boarded the chemical tanker from a wooden boat via the stern poop deck. The crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. No injuries were reported.</p> <p>[IMO]</p>
89.	<i>Navios Armonia</i> Bulk carrier Panama 9407495 30816	20/08/11 0225 hrs	03° 47.30' N, 098° 42.10' E Belawan Port, Indonesia	<p>While at berth, the Second Officer was on gangway watch when he heard a loud noise coming from the poop deck. He went to investigate and saw two robbers came out from the poop deck with a big heavy black bag. One of the robbers wore a white coat and the other robber wore a black coat and a black cap. The Second Officer attempted to stop the robbers and check the baggage but they refused and pushed the Second Officer away. The robbers threw the bag to shore, ran down from the gangway and escaped on a motorbike. It was discovered that the robbers had stolen ship stores and engine spares from the vessel.</p> <p>[ReCAAP Focal Point (Japan)]</p>
90.	<i>Valiant</i> Oil tanker Singapore 9447940 499	26/08/11 0050 hrs	01° 23' N, 104° 20.50' E Approximately 5 nm northwest of Horsburgh Lighthouse, Singapore	<p>While underway, about seven to nine robbers wearing ski masks boarded the oil tanker. Armed with parangs (long knives) and crowbars, the robbers stole one VHF main set and the crew's personal belongings such as cash, mobile phones and laptops before they escaped.</p> <p>Upon receipt of the distress alert, the Singapore's Port Operation Control Centre (POCC) tried to establish communication but was unable to contact anyone onboard the vessel. The Singapore Police Coast Guard (PCG), upon receipt of the report, proceeded to the location of the incident, and boarded the vessel for investigation. The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the Republic of Singapore Navy's Maritime Security Task Force - Information Fusion Centre (MSTF-IFC); and promulgated navigational broadcast of the incident to alert mariners in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
91.	<i>Tataki</i> Oil tanker Liberia 9410210 85362	27/08/11 0600 hrs	01° 27.60' S, 116° 48.60' E Lawi-Lawi Anchorage, Balikpapan, Indonesia	While at anchor, about six to seven robbers armed with long knives in a motor boat approached and boarded the oil tanker. They held the duty watchman hostage and tied him up. The robbers stole ship stores and properties before they escaped. The master reportedly made several attempts to contact the port and harbour authorities by VHF but received no response. [IMO]
92.	<i>Atlantic 8</i> Tug boat Malaysia 9500015 270	29/08/11 0500 hrs	01° 12.70' N, 103° 34.90' E Approximately 4.98 nm southeast of Tanjung Piai, Malaysia	While at anchor, four robbers boarded the tug boat. Armed with long knives, the robbers tied the crew and severed the wires of the communications equipment. The robbers stole cash and mobile phones before they escaped. The master reported the incident to the Singapore's Port Operations Control Centre (POCC) at about 0555 hrs (local time). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore) sent out a broadcast message to warn mariners in the vicinity, and informed the Singapore Police Coast Guard, Republic of Singapore Navy, MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
93.	<i>Pacific Harmony</i> Oil tanker Panama 9209300 41825	08/09/11 2343 hrs	01° 07.45' N, 103° 37.75' E Off Pulau Nipa, Indonesia	While at anchor, four robbers armed with long knives boarded the oil tanker during STS operation. The duty Engineer and Oiler noticed the robbers in the Engine room, informed the master immediately and raised the alarm. Noticing that the crew had been alerted, the robbers escaped. After a search was conducted, the master confirmed that there were no robbers onboard, the crew was safe, nothing was stolen and there was no damage to the vessel. The authorities were informed and officers from the Indonesian Navy boarded the vessel for investigation. [Shipping company]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
94.	<i>Ginga Falcon</i> Chemical tanker Panama 9123386 19998	09/09/11 0200 hrs	01° 03.80' N, 103° 30.6' E Approximately 4.3 nm northeast of Tanjung Rambut, Pulau Karimun Besar, Indonesia	<p>While at anchor, the duty crew spotted three robbers at the quarterdeck of the chemical tanker. The robbers were masked and wore short pants and T-shirts. He contacted the master and raised the alarm. The robbers escaped and took with them one lifebuoy. The crew was not injured. The crew found a rope, which was used by the robbers, tied on the handrail at the starboard side on poop deck. The incident was reported to the Karimun port authority, who informed the marine police. Three marine police officers later boarded the vessel for investigation.</p> <p>[ReCAAP Focal Point (Japan)]</p>
95.	<i>Fairchem Birdie</i> Chemical tanker Marshall Islands 9423724 15192	09/09/11 2305 hrs	Dumai Inner Anchorage, Indonesia	<p>While at anchor, six robbers armed with knives in a boat approached the chemical tanker. Three of the robbers boarded the vessel from her stern. They threatened a crew member on deck. Upon sighting the robbers, the Duty Officer on bridge raised the alarm. The robbers managed to escape with stolen ship property. The master reportedly made several attempts to contact the port authorities but received no response.</p> <p>[IMO]</p>
96.	<i>GM Gallant</i> Tug boat Singapore 912	10/09/11 1830 hrs	Approximately 15 nm from Tanjung Peureulak, Indonesia (Straits of Malacca & Singapore)	<p>While underway, the tug boat was enroute to Sabang, Aceh, Indonesia when four men in a small wooden boat boarded the tugboat, took away the crew's cash, personal belongings, destroyed the ship radio communication equipment and kidnapped the Chief Engineer.</p> <p>The tug boat continued her voyage to Sabang and the master reported the incident to the agent and shipping company. The tug boat arrived at Sabang on 13 Sep 11, and the Indonesian Navy and local police boarded the tug boat to interview the master.</p> <p>The Antara News article dated 26 Sep 11 and a Jakarta Globe article dated 27 Sep 11 reported that the local police in Aceh arrested the four robbers involved in the kidnapping of the Chief Engineer of the tug boat. The articles reported that the four robbers had demanded for a ransom of Rp 700 million (S\$77,000) for the release of the Chief Engineer. The local police was able to locate the robbers' hideout and apprehend the robbers. Among the items seized from the robbers were a speed boat, handguns and hand grenades. The reports also mentioned that the four robbers were believed to be part</p>

APPENDICES

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
96.				of a highly organized pirate outfit operating extensively across the Malacca Strait. [ReCAAP Focal Point (Singapore), Antara News dtd 26 Sep 11, Jakarta Globe dtd 27 Sep 11]
97.	GM Shine Tug boat Singapore 9433030 111	11/09/11 0300 hrs	01° 04.80' N, 103° 33.7' E Approximately 8.4 nm northeast of Tanjung Rambut, Pulau Karimun Besar, Indonesia (Straits of Malacca & Singapore)	While underway, an unknown number of robbers boarded the tug boat from a craft. The robbers took the crew's personal belongings, removed the GPS and disconnected all the ships' communication system before escaping in the craft. The master reported the incident to the company using his mobile phone. The crew was not injured. [ReCAAP Focal Point (Singapore)]
98.	Alpine Moment Tanker Hong Kong 9391438 29266	11/09/11 2320 hrs	01° 20.8' N, 104° 20.1' E Approximately 2.4 nm southeast of Pulau Mungging, Malaysia	While at anchor, four robbers armed with long knives boarded the tanker via the poop deck from a small boat. When the master spotted the robbers onboard, he raised the alarm. Noticing that the crew had been alerted, the robbers escaped immediately. The crew was not injured and nothing was stolen. The master reported the incident to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). Singapore's POCC sent out a broadcast message to inform mariners in the vicinity, and also informed the Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (KL). The incident was also reported to the Malaysian authorities through VTIS Singapore. The Malaysian authorities came onboard the vessel for investigation and took two crew members ashore to identify the robbers. [ReCAAP Focal Point (Singapore) & ReCAAP Contact Point (Hong Kong)]
99.	Chemical tanker	15/09/11 2045 hrs	22° 16' N, 091° 49' E Super Oil Terminal, Chittagong, Bangladesh	While at berth, two robbers armed with long knives boarded the chemical tanker. They held the duty watchman hostage who tried to stop them. The robbers stole ship stores, jumped into the sea and escaped in a wooden fast craft. [IMO]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
100.	<i>Ocean Crescent</i> General cargo ship USA 9258193 7252	20/09/11 2345 hrs	17° 03' N, 082° 24' E Kakinada Anchorage, India	While at anchor, an unknown number of robbers boarded the general cargo ship. The robbers stole ship stores and before they escaped. [IMO]
101.	<i>Glory 1</i> Tug boat Malaysia 9564827 326 <i>Glory 2</i> Barge	24/09/11 1145 hrs	01° 10.07' N, 103° 42.40' E Approximately 2.2 nm west of Raffles Lighthouse, Singapore (Straits of Malacca & Singapore)	While underway, the tug boat was towing a barge loaded with scrap metal (wrought iron) when nine sampans came alongside the barge. The robbers took away some of the scrap metal. At about 1230 hrs (local time), the sampans returned alongside the barge again but this time, it was unsure if scrap metal was taken away. The incident was reported to Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). Singapore's POCC informed the Singapore Police Coast Guard (PCG) and the Republic of Singapore Navy (RSN) to render assistance to the tug boat. Singapore's POCC also informed MRCC (Jakarta) and MRCC (KL). Investigations are currently ongoing at the time of this report. [ReCAAP Focal Point (Singapore)]
102.	<i>OOCL Antwerp</i> Container ship Panama 9307011 66462	30/09/11 2300 hrs	10° 13.55' N, 107° 04.04' E Vung Tau Outer Anchorage, Vietnam	While at anchor, an unknown number of robbers boarded the container ship undetected. The duty A/B saw the locks to the forward store broken and upon inspection, it was discovered that ship stores were missing. Missing items included a mooring rope, 35 turn buckles and 2 fire nozzles. Port control and pilot station were informed. [ReCAAP Focal Point (Vietnam) & ReCAAP Contact Point (Hong Kong)]

APPENDICES

Description of Incidents

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Kirin</i> Product tanker Singapore 9066239 3292	24/01/11 0300 hrs	10° 42' N, 109° 44' E Approximately 46.7 nm northeast of Cu Lao Thu, Vietnam (South China Sea)	While underway, the tanker encountered a suspicious craft at about 5 nm on its starboard quarter. This suspicious craft exhibited the light disposition of a vessel of less than 50 m engaged in towing operations. She closed in towards the vessel and at a distance of about 2 cables, the craft began to shine its search light on the main deck, stern and accommodation areas of the product tanker. The master took evasive actions and after about 1 hr and 45 min, the vessel lost track of the suspicious craft on its radar due to heavy weather. There was also no visual sighting of the suspicious craft. All crew were reported to be safe and the vessel resumed its normal voyage. [ReCAAP Focal Point (Singapore)]
2.	<i>CMA CGM Verdi</i> Container ship Bahamas 9280653 65247	28/01/11 1030 hrs	09° 25' N, 73° 02' E Approximately 68 nm north- northwest of Minicoy Island, India (Arabian Sea)	While underway, the container ship was pursued by two small skiffs (with white hull) launched from a mother ship. Armed with guns, the 21 pirates onboard the skiffs chased the container ship. On detecting the approaching skiffs, the ship took evasive actions, raised the SSAS alert, activated the general alarm and transmitted the MAYDAY message. An Indian Coast Guard aircraft (Dornier) on anti-piracy patrol in the area rushed to the location of the incident when received the message. Realising that they have been detected, the pirates aborted the chase and returned to the mother ship. There was no damage to the vessel and the crew was not injured. [ReCAAP Focal Point (India)]
3.	<i>MT Chios</i> Oil tanker Greece 9043029 157213	05/02/11 1534 hrs	10° 00.1' N, 070° 59' E Approximately 312.4 nm west of Kochi, India (Arabian Sea)	While underway, a small skiff with about five pirates onboard approached the oil tanker. Armed with automatic weapons, the pirates fired at the tanker several times. The ship master immediately raised the general alarm and adopted measures in accordance with the industry's BMP, including increasing speed, carrying out evasive manoeuvres, pressurising fire hoses and discharging water overboard; and using red

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.				<p>parachute flares. The skiff aborted the chase after several unsuccessful attempts to get close to the tanker. The skiff was seen heading back towards a mother ship. The tanker did not suffer any damages and the crew was not injured. The master reported the incident to MSCHOA.</p> <p>[ReCAAP Focal Point (India)]</p>
4.	<i>Ocean Duke</i> Bulk carrier Hong Kong 9518660 94863	21/02/11 0830 hrs	<p>16° 13.4' N, 089° 41.6' E</p> <p>Approximately 261.77 nm west of Taunggyan Taung, south coast of Myanmar (Bay of Bengal)</p>	<p>While underway, the bridge watch keeper noticed a mother ship and a speed boat approaching the bulk carrier. The master took immediate evasive manoeuvring actions such as increasing the speed of the vessel and altering the course. The speed boat eventually aborted its chase and returned back to the mother ship.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
5.	<i>OOCL Qingdao</i> Container ship Hong Kong 9256470 89097	04/03/11 1500 hrs	<p>06° 51' N, 075° 57' E</p> <p>Approximately 113.38 nm southwest from Trivandrum, India (Arabian Sea)</p>	<p>While underway, a white hull fishing boat measuring 50 m in length approached the container ship. Upon noticing the suspicious fishing boat, the vessel took evasive actions and increased speed. The fishing boat eventually aborted the attempt.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
6.	<i>Asian Progress IV</i> Tanker Bahamas 9316701 160292	12/03/11 0225 hrs	<p>03° 00.5' N, 105° 22.3' E</p> <p>Approximately 13.8 nm southwest of Pulau Mangkai, Indonesia (South China Sea)</p>	<p>While underway, eight armed pirates in a high speed boat approached the tanker. The alert crew noticed the boat and informed D/O who raised alarm, activated SSAS and adopted anti-piracy measures. Upon seeing the crew alertness, the pirates aborted the attempted attack.</p> <p>[IMO]</p>
7.	<i>Cape Med</i> Bulk carrier Panama 9316828 93003	18/03/11 0300 hrs	<p>01° 05.0' N, 103° 35' E</p> <p>Approximately 5.9 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)</p>	<p>While underway, the crew of the bulk carrier spotted a group of men in four small boats. The four boats chased after the bulk carrier in an attempt to board the vessel. The master took evasive measures by increasing speed and effecting zig-zag manoeuvres. The crew was mustered on the bridge, and they shouted at the men and flashed large torches at the approaching boats. About half an hour later, the men aborted their attempt to board, and left. The crew was not injured.</p> <p>The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn</p>

APPENDICES

Description of Incidents

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.				<p>initiated navigational broadcast to alert mariners operating in the vicinity, and informed the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8.	<i>Rena</i> General cargo ship Malaysia 8718691 1238	22/03/11 0155 hrs	01° 35.10' N, 105° 07.40' E Approximately 38.9 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, eight pirates in a speed boat armed with long knives approached the general cargo ship. They attempted to board the ship using a long bamboo pole attached with a hook. The duty A/B noticed the pirates and informed master who raised the alarm, activated the SSAS and mustered the crew. The pirates aborted the attempted attack upon seeing the crew alertness.</p> <p>[IMO]</p>
9.	<i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939	25/03/11 1420 hrs	02° 03' N, 104° 51' E Approximately 29.35 nm southeast of Pulau Aur, Malaysia (South China Sea)	<p>While underway, an unknown number of pirates in a speed boat approached the chemical tanker. The master raised the alarm, took evasive manoeuvres and warned all ships in the vicinity via VHF Ch. 16. The pirates aborted the attempted attack after 25 min.</p> <p>[IMO]</p>
10.	<i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939	25/03/11 2040 hrs	03° 11.3' N, 105° 23.1' E Approximately 13.45 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	<p>While underway, an unknown number of pirates in two speed boats approached the chemical tanker at a distance of 3-4 cables from the starboard side and aft quarter. The master raised the alarm, took evasive manoeuvres and warned ships in the vicinity. The crew was mustered and all deck lights were switched on but the pirates continued to chase the vessel. The master fired a rocket flare towards the boats and the pirates abandoned the attempted boarding.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.	<i>AHT Trader</i> Tug boat Singapore 9588108 443	01/04/11	Approximately 18.8 nm west of Pulau Jemaja, Indonesia (South China Sea)	While underway, the tug boat was followed by a suspicious fishing boat. [ReCAAP Focal Point (Singapore)]
12.	<i>Torm Amalie</i> Chemical tanker Singapore 9466025 30241	05/04/11 0430 hrs	01° 45.22' N, 101° 22.17' E Indopalm terminal, Lubuk Gaung, Dumai, Indonesia	While at anchor, five robbers in a boat approached the chemical tanker. One of the robbers attempted to climb onboard the vessel using a fire wire. The duty crew alerted the other crew members. The robbers aborted the attempt upon discovering the crew had been alerted. [IMO]
13.	<i>Royal Diamond 7</i> Chemical tanker Marshall Islands 9367437 8539	18/06/11 0811 hrs	08° 29' N, 076° 40' E Approximately 11.29 nm southwest of Perumatura, India	While underway, six robbers in a skiff armed with guns chased the chemical tanker. The master increased speed, altered course, sounded alarm and took anti-piracy measures. The robbers eventually aborted their attempt to board. The incident was reported to the Indian Coast Guard (ICG). [IMO]
14.	<i>Pacific Marchioness</i> Chemical tanker Panama 9405928 28952	18/06/11 0815 hrs	08° 38' N, 076° 26' E Approximately 17.15 nm southwest of Quilon, India (Arabian Sea)	While underway, four skiffs, with six to seven pirates in each skiff, started to chase the chemical tanker. The master carried out evasive manoeuvres, raised the alarm and distress alert, and reported to the Indian Coast Guard (ICG). The ICG despatched a chopper immediately to assist them. After about 30 min, the pirates aborted their chase. [ReCAAP Focal Point (Japan)]
15.	<i>Pacific Marchioness</i> Chemical tanker Panama 9405928 28952	18/06/11 1020 hrs	8° 21' N, 076° 48' E Approximately 9.42 nm southwest of Trivandrum, India	For the second time within the same day, while underway, an unknown number of robbers in a skiff approached the chemical tanker from starboard quarter. The master took evasive manoeuvres and informed the Indian Coast Guard (ICG), who despatched an aircraft immediately to assist them. After about 20 min, the robbers aborted their attempt to board. [ReCAAP Focal Point (Japan)]

APPENDICES

Description of Incidents

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16.	<i>Woodstar</i> Bulk carrier Marshall Islands 9347918 31144	01/07/11 2320 hrs	01° 15.72' N, 104° 08.97' E Approximately 4.8 nm north- northeast of Nongsa, Pulau Batam, Indonesia (Straits of Malacca and Singapore)	While underway, an unknown number of robbers attempted to board the bulk carrier from four motorised boats which came alongside the bulk carrier. The master and crew sounded the general alarm, switched on all deck lights, shone the searchlights on the boats, carried out evasive manoeuvres and informed Singapore's Port Operations Control Centre (POCC) via VHF CH-12 about the incident. After several minutes of attempting to board the bulk carrier but failed, the robbers gave up and their boats turned around and left. A search was carried out and no robbers were found onboard the bulk carrier. The crew did not sustain any injuries and no properties were stolen from the bulk carrier. The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), sent out messages to warn mariners in the vicinity about the incidents, and also informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
17.	<i>Kandariah</i>	19/09/11 0040 hrs	Approximately 2.4 nm west of Tanjung Piai, Malaysia	While the vessels were anchored, six robbers armed with knives attempted to board the vessels from a wooden sampan. Two of the vessels raised the alarm and informed the Malaysian Maritime Enforcement Agency (MMEA), whose patrol vessel immediately rushed to the location of the incident. The robbers were attempting to board the third vessel when they saw the patrol vessel and tried to escape. MMEA officers arrested the robbers and seized the wooden boat they were using. MMEA officers also seized butcher knives, hammers, axes, screwdrivers, rope and bamboo from the robbers. [MMEA]
18.	<i>Al Agaila</i> Tanker Libya 9415404 84735			
19.	<i>Sky Jupiter</i> General cargo ship Hong Kong 8308719 37814			

Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of 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 circulars⁴, 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 4.

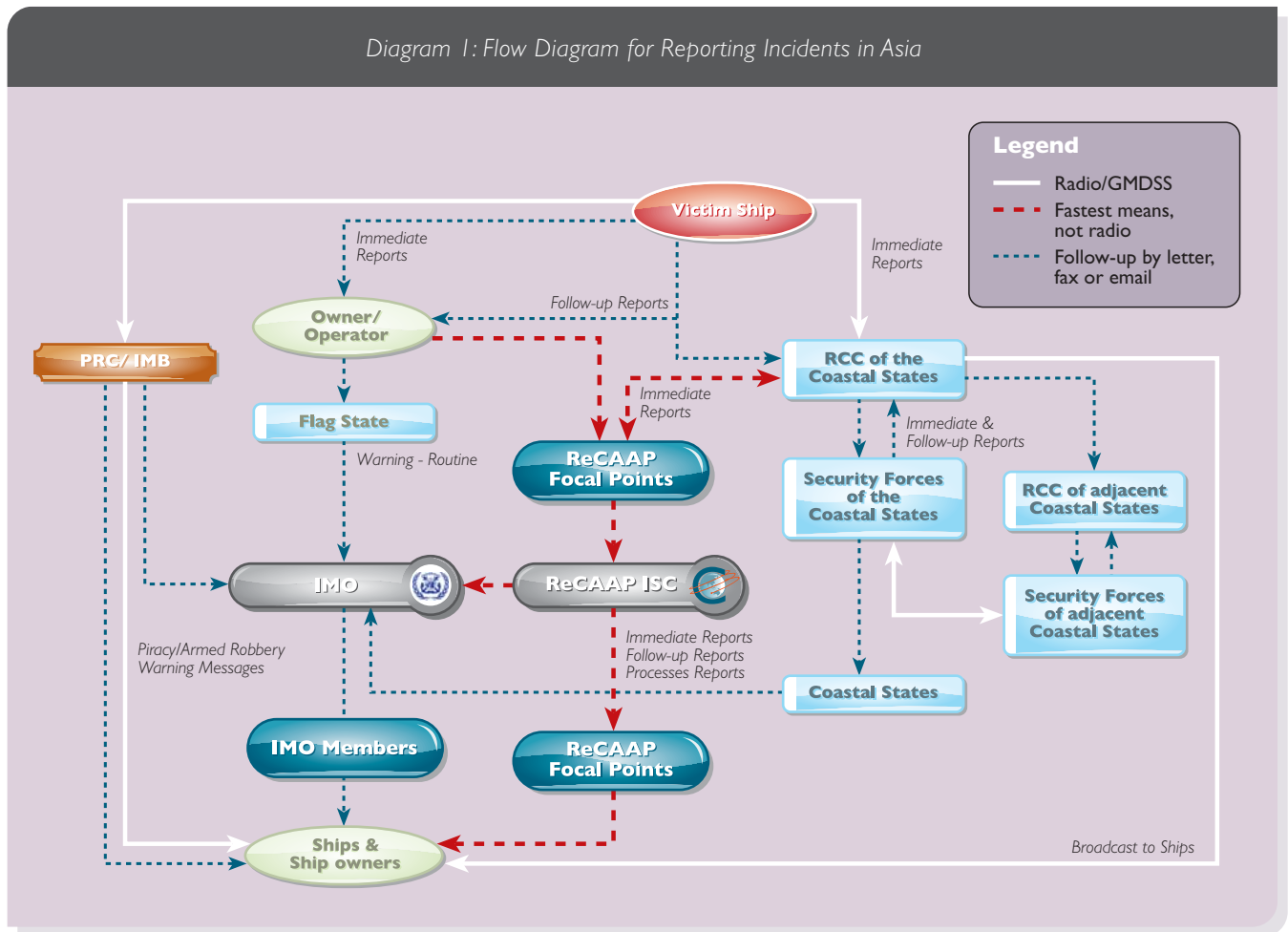
Recommendation

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.

⁴The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

APPENDICES

Diagram 1: Flow Diagram for Reporting Incidents in Asia



Notes

- ① 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 2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
- ③ 3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

Contact Details of ReCAAP Focal Points / Contact Point

Table 4: 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: dosgdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
◎ Brunei Darussalam National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
◎ Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
◎ People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.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	+85-2-2541-7714
◎ Kingdom of Denmark Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-39-174-400 +45-39-174-699	+45-39-174-401
◎ Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6133 +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
◎ Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicoms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

APPENDICES

Contact Details of ReCAAP Focal Points / Contact Point

Table 4: Contact Details of ReCAAP Focal Points / Contact Point (cont'd)

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
◎ Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
◎ Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
◎ 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 and 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 Naval Intelligence Department Royal Thai Navy Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
◎ Socialist Republic of Viet Nam Vietnam Marine Police Email: phonghqtsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 17 October 2011

Acknowledgements

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 (INF). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, 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.

NOTES

A large, light gray rectangular area with rounded corners, containing horizontal lines for writing notes. The lines are evenly spaced and extend across the width of the area.

NOTES

A large, light grey rectangular area with rounded corners, intended for writing notes. It contains 25 horizontal lines spaced evenly down the page. The lines are thin and light grey, matching the background color of the notes area.

NOTES

A large, light gray rectangular area with rounded corners, containing horizontal lines for writing notes. The lines are evenly spaced and extend across the width of the area.





Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia

NOL Building, 456 Alexandra Road, #11-02, Singapore 119962

T: +65 6376 3063 • F: +65 6376 3066 • E: info@recaap.org • W: www.recaap.org