

Report for August 2011

1st August 2011 – 31st August 2011

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.



Go **GREEN** ... Yes !! We care too !!

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

www.recaap.org

Contents

Executive Summary | 01

Situation Update | 02

Location of Incidents | 06

Case Studies of Selected Incidents | 08

Appendices | 19

Definition & Methodology in Classifying Incidents

Detail 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

Acknowledgements



Report for August 2011

Executive Summary

There has been an improvement in the situation of piracy and armed robbery against ships in Asia in August 2011 compared to August 2010. A total of 11 incidents of armed robbery against ships were reported in August 2011 compared to 23 incidents of piracy and armed robbery against ships in August 2010. No incident of piracy was reported in August 2011. The significant improvement occurred in the South China Sea with no incident reported there in August 2011 compared to eight incidents reported in August 2010.

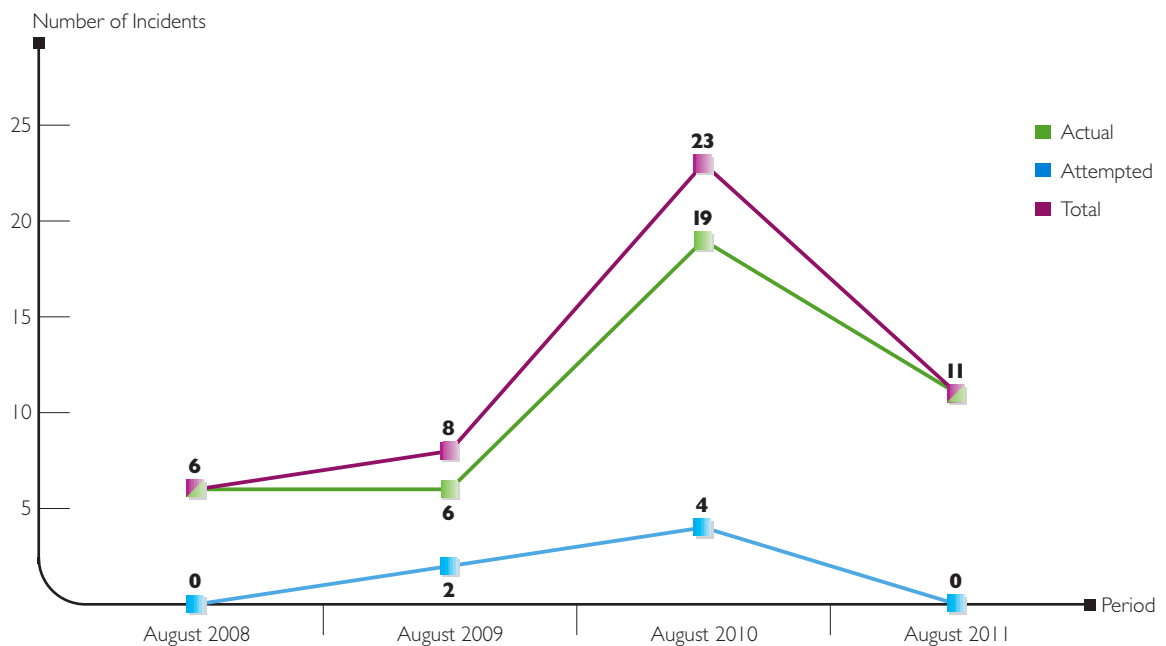
Notably, the highest decrease in the number of incidents in August 2011 was the Category 3 (less significant) incidents. The number of Category 3 incidents was the lowest among the four reporting periods of August of 2008-2011. The Category 3 incidents are petty theft incidents and occurred mostly at ports and anchorages. The improvement was evident at the ports and anchorages of Bangladesh, India and Vietnam. The detail of the incidents reported in August 2011 are described in the Appendix.



Report for August 2011

Situation Update

There has been an improvement in the situation of piracy and armed robbery against ships in Asia in August 2011 compared to August 2010. A total of 11 incidents of armed robbery against ships were reported in August 2011 compared to 23 incidents of piracy and armed robbery against ships reported during the same period in 2010. No piracy incident and no attempted incidents were reported in August 2011. The detail of incidents are described in the Appendix.



Graph 1 - Number of incidents reported in August (2008-2011)



Situation Update

Of the 11 incidents reported in August 2011, one was a Category 1 (very significant) incident, six were Category 2 (moderately significant) incidents and four were Category 3 (less significant) incidents. Chart 1 shows the significance level of incidents reported in August of 2008-2011.

The improvement in the situation in August 2011 was due to the decrease in the number of Category 3 incidents compared to the past three years. Commonly known as petty theft incidents, most of the Category 3 incidents occurred at ports and anchorages, involving between 1-4 robbers who boarded the vessels during hours of darkness, stole ship stores, and fled without harming the crew. Three of the four Category 3 incidents reported in August 2011 occurred at the ports and anchorages of Indonesia, and one incident occurred at the port of Chittagong, Bangladesh.

There has been a slight decrease in the number of Category 2 incidents in August 2011 compared to August 2010, although the number is higher than August 2009 when only one Category 2 incident was reported. Of the six Category 2 incidents, all incidents involved robbers armed with knives, which believed to have been used to threaten the crew to force them to surrender their cash and personal belongings. Three of the six Category 2 incidents involved between 7-8 robbers; four incidents involved loss of cash and personal belongings and two incidents reported loss of engine spares and ship stores. The crew was not injured in all the incidents.

The Category 1 incident involved the hijacking of a fishing vessel in the Straits of Malacca and Singapore. The Malaysian authorities foiled the hijacking incident, apprehended the culprits who had been sentenced to 10 years' jail and four strokes of rotan for armed gang robbery.



Report for August 2011

Situation Update

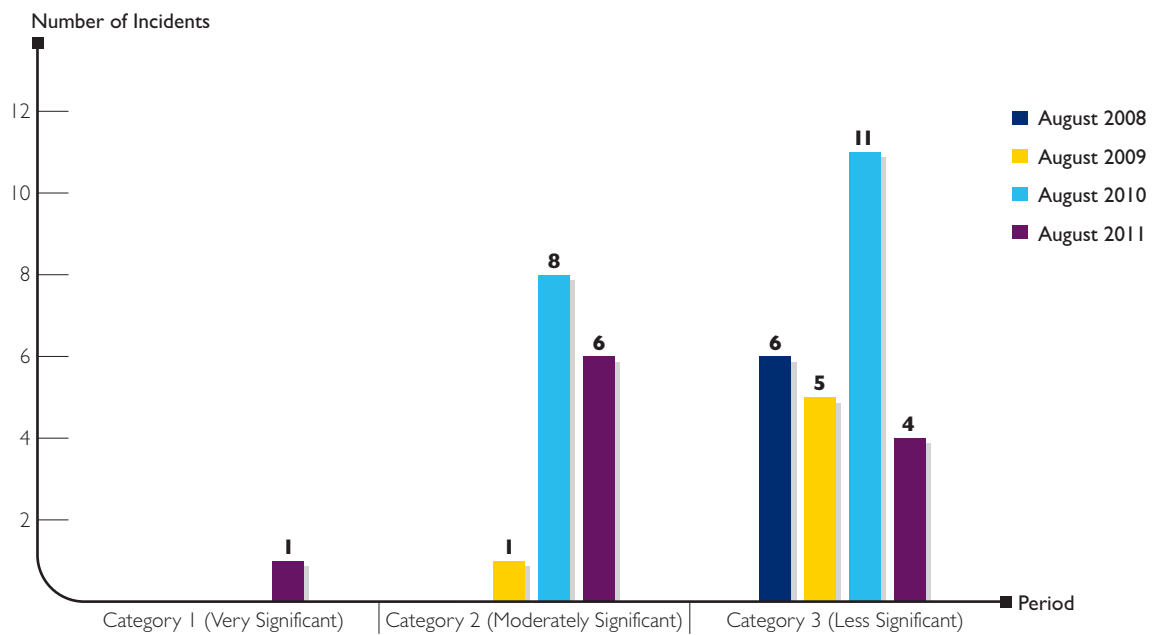


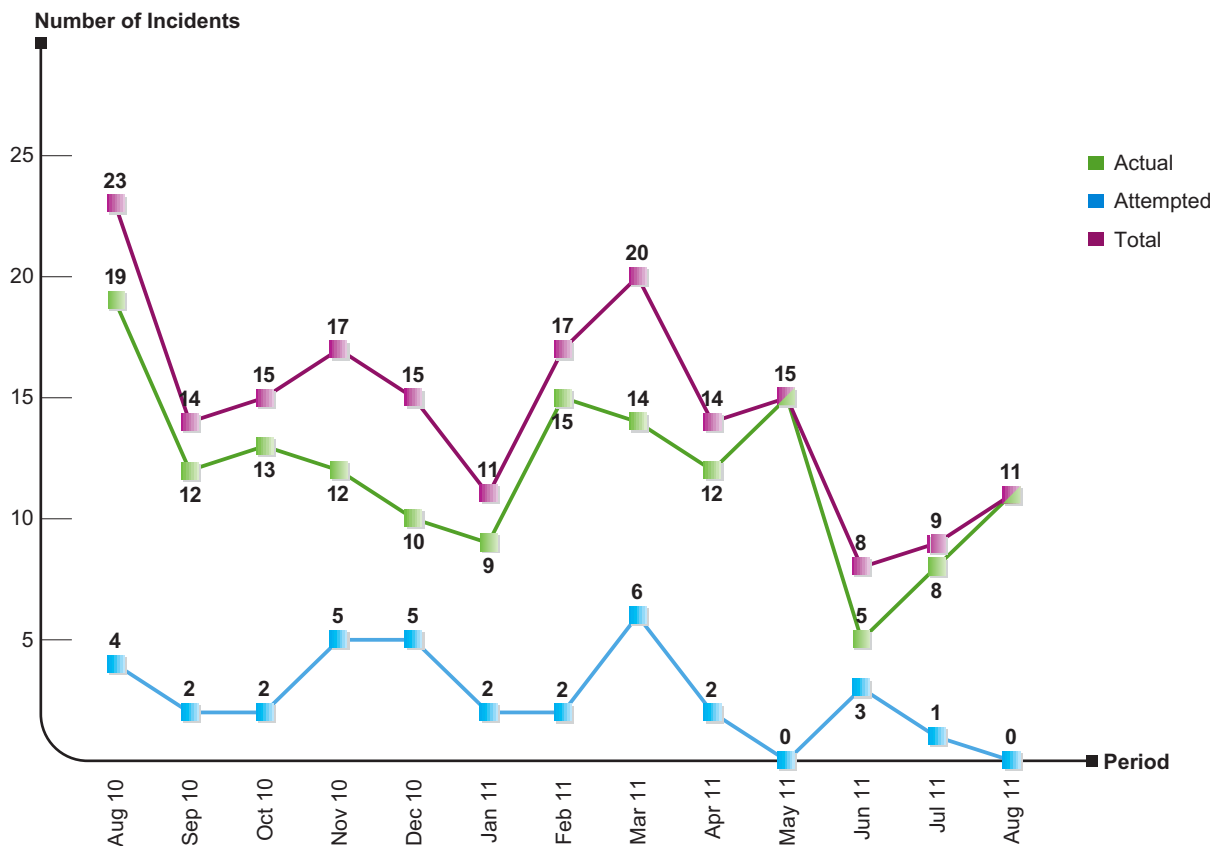
Chart 1 - Significance level of incidents reported in August (2008-2011)



Report for August 2011

Situation Update

Overall, the total number of incidents reported over the past 12 months (between August 2010 and August 2011) fluctuated between eight incidents reported in June 2011 and 23 incidents reported in August 2010. The ReCAAP ISC notes that although the overall situation has improved since March 2011, the number of incidents began on an upward trend in June 2011 when eight incidents were reported, followed by nine incidents reported in July 2011 and 11 incidents in August 2011.



Graph 2 - Number of incidents reported between August 2010 and August 2011



Location of Incidents

	August 2008	August 2009		August 2010		August 2011
	Actual	Actual	Attempted	Actual	Attempted	Actual
South Asia						
■ Bangladesh				4		1
■ India	2	1	1			
Sub-total	2	1	1	4		1
Southeast Asia						
■ Indonesia	4	2		6		6
■ Malaysia		1		2		1
■ Philippines				1		
■ Singapore						1
■ South China Sea		1		5	3	
■ Straits of Malacca and Singapore			1		1	2
■ Vietnam		1		1		
Sub-total	4	5	1	15	4	10
Overall Total	6	6	2	19	4	11

Table 1 - Location of incidents in August (2008-2011)

There has been an improvement in the overall situation in August 2011 compared to August 2010, with the largest decrease in the number of incidents reported in the South China Sea. No incident was reported in the South China Sea in August 2011 compared to eight incidents (comprising five actual and three attempted incidents) reported there in August 2010, and one incident in August 2009. Elsewhere in Bangladesh, one incident was reported in August 2011 compared to four incidents reported in August 2010; and in Vietnam, no incident was reported in August 2011 compared to one incident reported in August 2010, and one incident in August 2009.

Map 1 shows the location of all incidents reported in August 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.





Case Studies of Selected Incidents

Incidents in the Traffic Separation Scheme (TSS) and off Tanjung Piai, Johor, Malaysia

In August 2011, four incidents were reported off Pulau Karimun Kecil, Indonesia; in the Straits of Malacca and Singapore; off Horsburgh Lighthouse and southeast of Tanjung Piai, Johor, Malaysia. See map below on the approximate location of the incidents.



Legend

Incident (CAT 2)



Case Studies of Selected Incidents

All four were Category 2 (moderately significant) incidents. The details of the four incidents are described below.

Incident involving *Gas Batam* on 8 Aug 11

Name of Ship	: <i>Gas Batam</i>
Type of Ship	: LPG tanker
Flag of Ship	: Singapore
IMO No.	: 9526992
GT	: 4485

On 8 Aug 11 at or about 0200 hrs (local time), a Singapore-registered LPG tanker, *Gas Batam* was anchored at approximately 2.94 nm east of Pulau Karimun Kecil, Indonesia (01° 08. 00' N, 103° 27. 58' E) when 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 spares, 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.

The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) 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 National SAR Agency (Basarnas) Indonesia.



Case Studies of Selected Incidents

Incident involving *Harbour 6* on 8 Aug 11

Name of Ship	: <i>Harbour 6</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
GT	: 61

About two-and-a-half hours after *Gas Batam* was boarded by robbers, a Singapore-registered tug boat, *Harbour 6* towing a Singapore-registered barge, *Sinobest 2505* while underway from Pulau Karimun, Indonesia, to Pulau Tekong, Singapore (01° 09.64' N, 103° 49.37' E) was boarded by an unknown number of robbers armed with long knives from a 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.

The incident was reported to the Singapore's POCC who promulgated navigational broadcast of the incident to alert mariners in the vicinity, and reported the incident to the Singapore PCG, RSN, MRCC Putra Jaya and Basarnas Indonesia.



Case Studies of Selected Incidents

Incident involving *Valiant* on 26 Aug 11

Name of Ship	: <i>Valiant</i>
Type of Ship	: Oil tanker
Flag of Ship	: Singapore
IMO No.	: 9447940
GT	: 499

On 26 Aug 11 at or about 0050 hrs (local time), a Singapore-registered oil tanker, *Valiant* was underway at approximately 5 nm northwest of Horsburgh Lighthouse, Singapore (01° 23' N, 104° 20.50' E) when 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.

Upon receipt of the distress alert, the Singapore's POCC tried to establish communication with the vessel but was unable to contact anyone. The Singapore PCG proceeded to the location of the incident, and boarded the vessel for investigation. The Singapore's POCC also reported the incident to the RSN's Maritime Security Task Force - Information Fusion Centre (MSTF-IFC); and promulgated navigational broadcast of the incident to alert mariners in the vicinity.



Case Studies of Selected Incidents

Incident involving *Atlantic 8* on 29 Aug 11

Name of Ship	: <i>Atlantic 8</i>
Type of Ship	: Tug boat
Flag of Ship	: Malaysia
IMO No.	: 9500015
GT	: 270

On 29 Aug 11 at or about 0500 hrs (local time), a Malaysia-registered tug boat, *Atlantic 8* was anchored at approximately 4.98 nm southeast of Tanjong Piai, Malaysia (01° 12.70' N, 103° 34.90' E) when 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 POCC at about 0555 hrs (local time). The Singapore's POCC sent out a broadcast message to warn mariners in the vicinity, and informed the Singapore PCG, RSN, MRCC (KL) and MRCC (Jakarta).



Case Studies of Selected Incidents

Observations

Of the four incidents, two involved ships while underway (*Harbour 6* and *Valiant*) and the other two involved ships at anchor (*Gas Batam* and *Atlantic 8*). The vessels involved were a LPG tanker, an oil tanker and two tug boats towing barges. All incidents occurred between 0050 hrs and 0500 hrs. It appeared that the robbers were opportunistic in nature as no specific type of vessel was targeted, and the robbers boarded the vessels under the cover of darkness.

Among the four incidents, there was a possibility that at least two groups of robbers were involved in the three incidents involving *Gas Batam*, *Harbour 6* and *Atlantic 8*. In these incidents, the robbers were armed with long knives; and in two of the incidents (*Gas Batam* and *Atlantic 8*), four robbers approached and boarded the victim vessels from a speed boat. In two of the incidents (*Gas Batam* and *Atlantic 8*), the robbers held the crew hostage and only released them before they escaped via their speed boats. The crew was not injured in the three incidents.

In the incident involving *Gas Batam*, engine spares were stolen, while in the incidents involving *Harbour 6* and *Atlantic 8*, shipboard equipment and crew's personal belongings such as mobile phones were stolen.

However, there was no substantial evidence to suggest that the incident involving *Valiant* was committed by the same group of robbers as in the other three incidents. Reasons being the number of robbers involved were about 7-9 men who were armed with long knives and crowbars. The robbers stole shipboard equipment and the crew's cash, mobile phones and laptops.

From the modus operandi of the robbers, the ReCAAP ISC believed that at least two different groups of robbers were responsible for the incidents in the area.



Case Studies of Selected Incidents

Recommendations

The ReCAAP ISC encourages timely reporting of all incidents to the coastal and flag States so that the authorities are able to despatch their assets to render assistance to the victim ships. Ship masters are encouraged to enhance vigilance and deploy more lookouts when transiting through the vicinity during hours of darkness, as the modus operandi of the robbers had indicated that they are more likely to strike during these time windows.



Case Studies of Selected Incidents

MMEA Foils Hijacking of Fishing Boat

On 7 Aug 11 at or about 0200 hrs (local time), two fishing boats consisting 18 fishermen were trawling approximately 31 nm northwest off Pulau Jarak, Malaysia when they were confronted by another boat. The master of the fishing boat reported the incident to the owner who in turn informed the Malaysian Maritime Enforcement Agency (MMEA).

The MMEA deployed two patrol vessels, *KM Siangin* and *KM Marlin* to intercept the boat, and also alerted the auxiliary Royal Malaysian Navy (RMN) ship, *KD Laksamana Hang Nadim*, and two RMN Fennec and Super Lynx helicopters for assistance.

At or about 0500 hrs (local time) on 7 Aug 11, the Fennec aircraft detected one of the two fishing boats proceeding towards the Indonesian waters. As *KM Siangin* intercepted the fishing boat, two pirates were arrested while three others jumped overboard and escaped. The crew was not injured. The other fishing boat was subsequently located by RMN ship *KD Laksamana Hang Nadim* at or about 0700 hrs (local time) on 7 Aug 11.



Report for August 2011

Case Studies of Selected Incidents



Case Studies of Selected Incidents

Investigation Outcome

According to the MMEA, the perpetrators were part of a gang of five robbers who had been attacking local fishing vessels in the last few months. The two robbers arrested were believed to have been dropped off aboard the Malaysian fishing boat by their gang members who had planned to attack another fishing boat nearby.

The New Straits Times dated 20 Aug 11 reported that the two robbers were armed with AK-47 assault rifles, but they threw the weapons into the sea when the maritime and naval forces arrived to rescue the fishermen. However, the authorities seized a bag containing AK-47 magazines and bullets. The robbers were each sentenced to 10 years' jail and four strokes of rotan for armed gang robbery. The other three robbers were still at large and the MMEA received information that they are mounting armed gang robberies on other vessels in the vicinity. The MMEA with the assistance of the RMN had stepped up surveillance off Pulau Jarak².

² Source: The New Straits Times dated 20 Aug 11.



Case Studies of Selected Incidents

Comments by ReCAAP ISC

This is the second incident that the MMEA had successfully arrested and prosecuted the perpetrators responsible for robbing ships in the region. The first incident involved *Front Queen*, an oil tanker while anchored at approximately 2.3 nm south of Tanjung Ramunia, Malaysia when seven robbers boarded the tanker on 9 Mar 11. The seven robbers were arrested by the MMEA who was alerted when the crew sounded the ship's horn. The robbers were charged for gang robbery. Investigations carried out by the authorities revealed that the robbers were part of the gang operating off Tanjung Ayam and Tanjung Ramunia area.

Recommendation by ReCAAP ISC

The ReCAAP ISC advises the crew of fishing boats and tug boats operating in the vicinity to maintain vigilance at all times, identify suspicious craft at the earliest possible moment and let the robbers know that they have been detected to discourage them from boarding their vessels.



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.



Report for August 2011

Appendices

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

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



Appendices

Detail of Incidents

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. ■	<i>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]
2. ■	<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	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. [IMO]
3. ■	Fishing vessel Malaysia	07/08/11 0300 hrs	Approximately 48 nm northwest off Pulau Jarak, Malaysia (Straits of Malacca & Singapore)	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). 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.

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.				<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 overboard 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>[New Straits Times dtd 7 Aug 11 & 20 Aug 11]</p>
4.	<p><i>Gas Batam</i> LPG tanker Singapore 9526992 4485</p>	08/08/11 0200 hrs	<p>01° 08' N, 103° 27.58' E</p> <p>Approximately 2.94 nm east of Pulau Karimun Kecil, Indonesia</p>	<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 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>

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5.	<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 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>
6.	<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>
7.	<p><i>Cape Banks</i> Chemical tanker Liberia 9081382 21162</p>	12/08/11 0230 hrs	<p>01° 42' N, 101° 28' E</p> <p>Off Dumai, Indonesia</p>	<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>

Appendices

Detail of Incidents



Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.	<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 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>
9.	<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

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10. 	<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]
11. 	<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)]

Appendices

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 circulars³, 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 2.

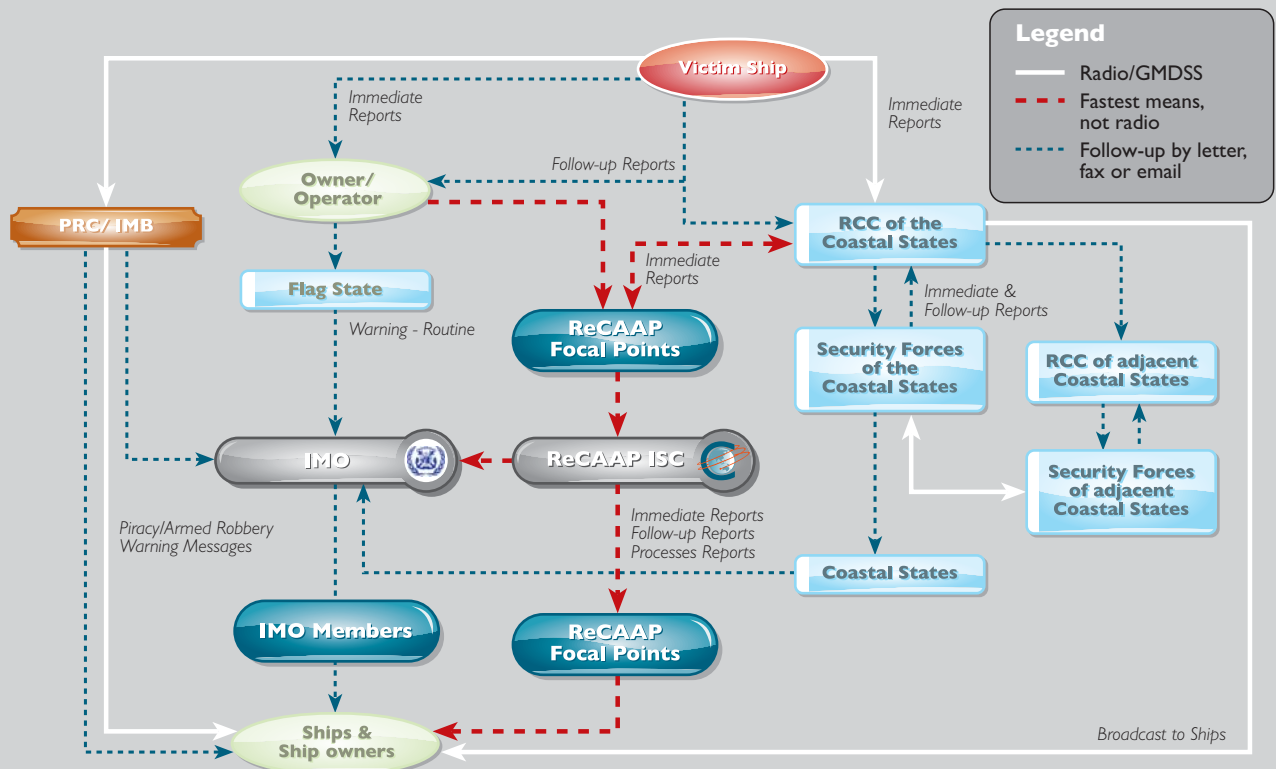
Recommendation

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

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



Appendices



Notes

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



Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +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@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark Danish Maritime Authority (DMA) Email: eit@dma.dk	+45-39-174-400	+45-39-174-401
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +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@gicomms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

Table 2 - Contact Details of ReCAAP Focal Points / Contact Point (Part 1 of 2)



Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
Socialist Republic of Viet Nam Vietnam Marine Police Email: phonghqtcbsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

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

Correct as at 13 June 2011



Appendices

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 (IFN). 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.

