

# Report for February 2011

1st February 2011 – 28th February 2011

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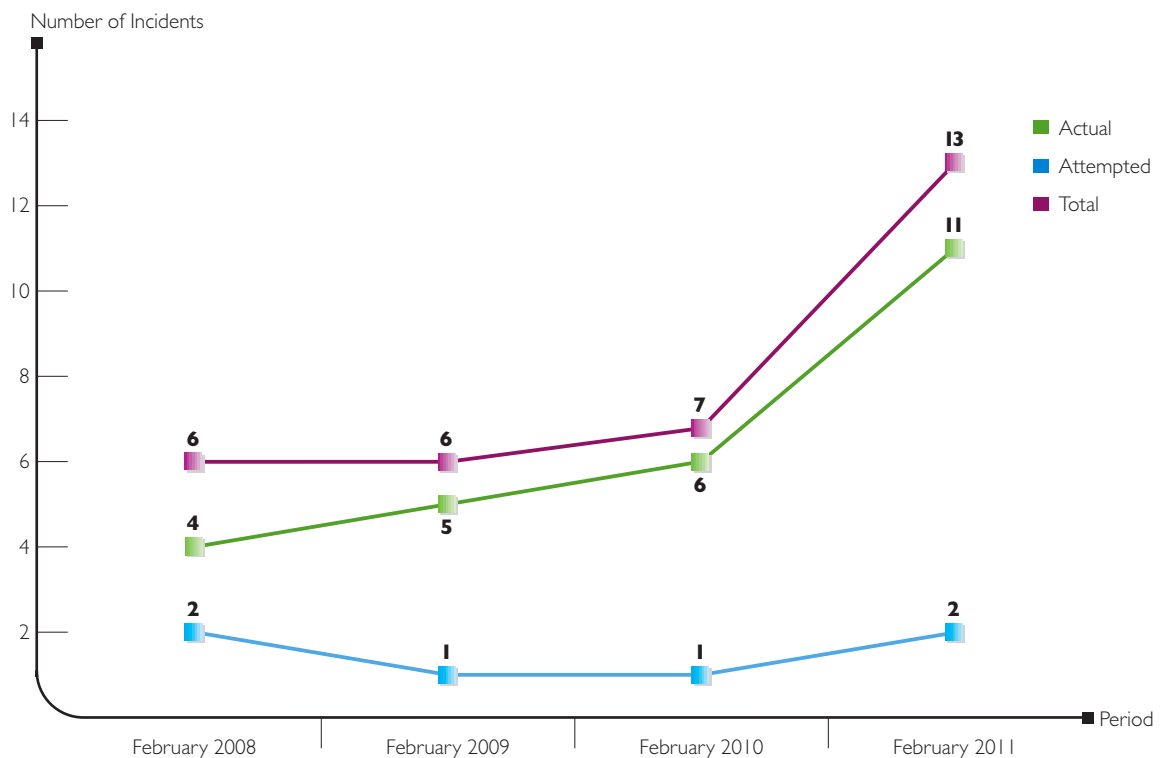
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# Report for February 2011

## Situation Update

In February 2011, a total of 13 incidents of piracy and armed robbery against ships were reported in Asia. Of these, 11 were incidents of armed robbery against ships and two were attempted incidents of piracy occurred in the Arabian Sea and the Bay of Bengal. Compared to the same period in 2008-2010, February 2011 reported the highest number of incidents.



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



# Report for February 2011

## Situation Update

Of the 11 actual incidents, five were Category 2 (moderately significant) incidents and six were Category 3 (less significant) incidents. Unlike in February 2009 and February 2010, there was no Category 1 (very significant) incident reported in February 2011. The Category 1 incidents reported in February 2009 and February 2010 were hijacking incidents involving tug boat, *MLC Nancy 5* while underway in the Straits of Malacca and Singapore on 19 Feb 09, and tug boat, *Asta* while underway off Pulau Tioman, Malaysia on 6 Feb 10.

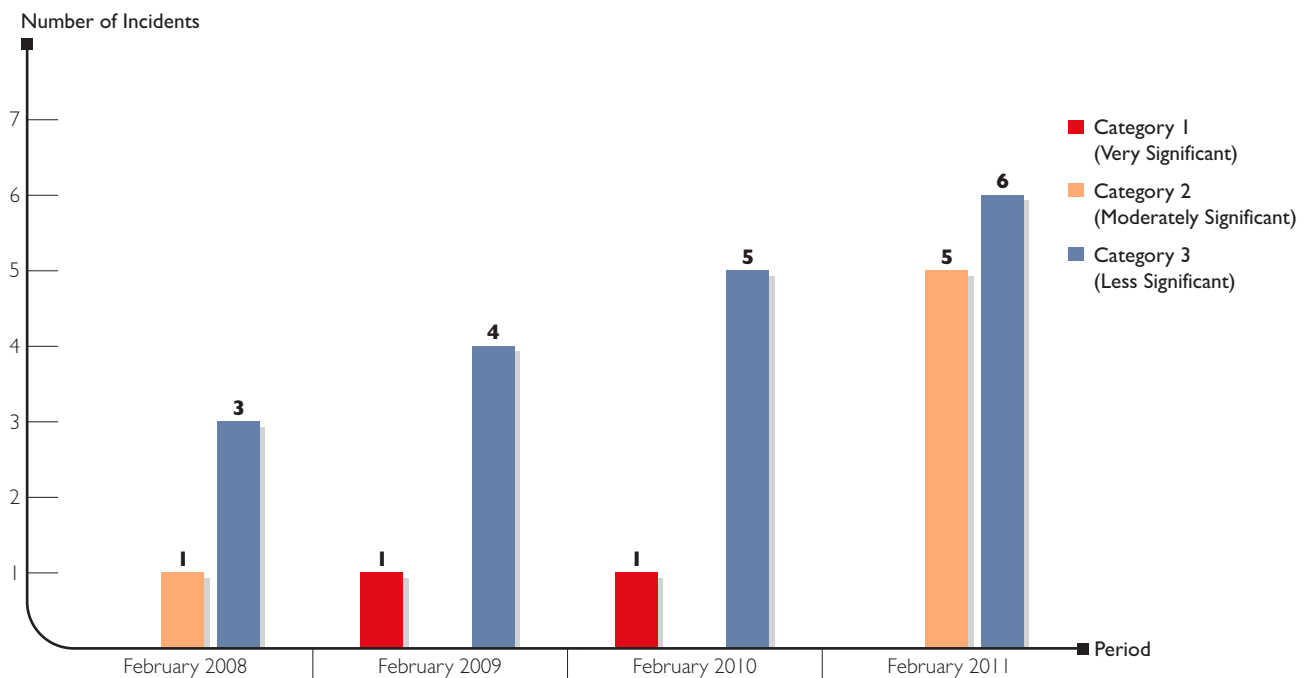


Chart 1 - Significance level of incidents reported in February (2008-2011)



## Location of Incidents in February 2011

Of the 11 actual incidents reported in February 2011, 10 occurred in Southeast Asia and one occurred in South Asia. The increase in the number of incidents in Southeast Asia was most apparent in Malaysia and the Straits of Malacca and Singapore. Of the four incidents reported in Malaysia, two incidents involved vessels anchored off Pulau Mungging and another two incidents involved vessels while underway off Kota Kinabalu, East Malaysia. Believed to involve the same group of robbers in the incidents off Pulau Mungging, the robbers were armed with knives and guns, boarded the vessels during hours of darkness and escaped after taking with them the crew's belongings, computers and engine spares. For the two incidents reported off Kota Kinabalu, the authorities suspected that they were related as the robbers adopted similar modus operandi, and the incidents occurred in close proximity to each other.

All three incidents reported in the Straits of Malacca and Singapore occurred off Pulau Nipa, Indonesia with an interval of three days between each incident. Occurred on 11 Feb 11, 14 Feb 11 and 17 Feb 11, all three incidents involved tug boats while underway. However, the ReCAAP ISC observed that the modus operandi of the robbers involved in the incident involving *Pacific Hickory* on 11 Feb 11 is slightly different from the robbers involved in the incidents involving *LCH 425* and *Poorna* on 14 Feb 11 and 17 Feb 11 respectively. In the incident involving *Pacific Hickory*, two robbers boarded the barge, *Barbeel*, but escaped without stealing anything. In the incidents involving *LCH 425* and *Poorna*, the robbers operated in groups of six to ten, armed with long knives, boarded the tug boat from a motorised craft and escaped after taking with them the crew's personal belongings.

Map 1 shows the location of all incidents reported in February 2011<sup>1</sup>.

<sup>1</sup> 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.



# Report for February 2011

## Location of Incidents in February 2011

	February 2008		February 2009		February 2010		February 2011	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>South Asia</b>								
Arabian Sea								1
Bangladesh	1						1	
Bay of Bengal					1			1
India	2		2		2			
<b>Sub-total</b>	<b>3</b>		<b>2</b>		<b>3</b>		<b>1</b>	<b>2</b>
<b>Southeast Asia</b>								
Indonesia						1	1	
Malaysia	1		1		2		4	
Philippines				1			1	
South China Sea		1						
Straits of Malacca and Singapore		1	1				3	
Vietnam			1		1		1	
<b>Sub-total</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>10</b>	
<b>Overall Total</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>11</b>	<b>2</b>

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





## Case Studies of Selected Incidents

### Incidents of Robbery Onboard Ships off Pulau Mungging, Malaysia

Two incidents were reported off Pulau Mungging, Malaysia in February 2011. Both were Category 2 incidents and involved tankers that were anchored off Pulau Mungging. Details of the incidents are described below.

#### Incident onboard *Jose Bright* on 9 Feb 11

<b>Name of Ship</b>	<b>: <i>Jose Bright</i></b>
<b>Type of Ship</b>	<b>: Chemical tanker</b>
<b>Flag of Ship</b>	<b>: Panama</b>
<b>IMO</b>	<b>: 8920361</b>
<b>GT</b>	<b>: 21142</b>

On 9 Feb 11 at or about 0315 hrs, a Panama-registered chemical tanker, *Jose Bright* was anchored at approximately 2.6 nm southeast of Pulau Mungging, Malaysia (1° 20.80' N, 104° 20.49' E) when 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.





## Case Studies of Selected Incidents

### Incident onboard *MS Simon* on 27 Feb 11

<b>Name of Ship</b>	<b>: <i>MS Simon</i></b>
<b>Type of Ship</b>	<b>: Tanker</b>
<b>Flag of Ship</b>	<b>: Liberia</b>
<b>IMO</b>	<b>: 9247493</b>
<b>GT</b>	<b>: 25400</b>

On 27 Feb 11 at or about 0435 hrs, a Liberia-registered tanker, *MS Simon* was anchored at approximately 2.1 nm south-southwest of Pulau Mungging, Malaysia (01° 19.67' N, 104° 17.23' E) when 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.

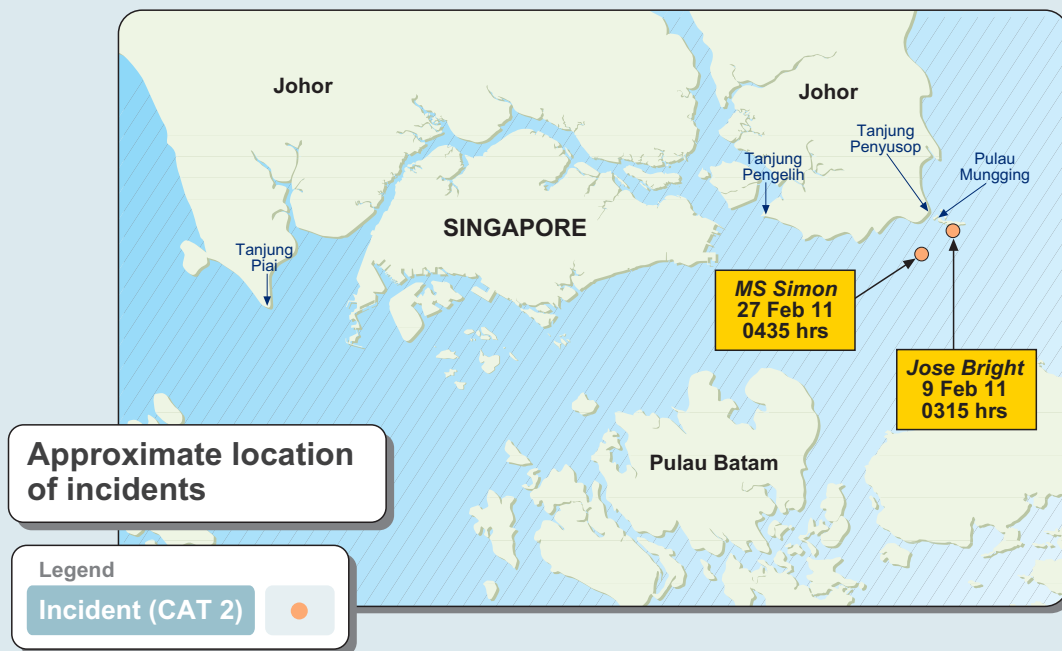
The ship master reported the incident to Singapore's VTIS via the VHF. The Singapore Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore) initiated navigational broadcast on NAVTEX to alert mariners operating in the vicinity, and informed the Singapore's Police Coast 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.



## Case Studies of Selected Incidents

### Comments

Two incidents were reported off Pulau Mungging, Malaysia in February 2011 compared to none reported during the same period in 2008-2010. Please see map below on the approximate location of the incidents reported in February 2011.



## Case Studies of Selected Incidents

### Actions by the authorities

In response to the increase in the number of incidents reported, the MMEA had carried out deterrent operation and stepped up patrols in the area. In the latest update, they had apprehended some suspects on 2 Mar 11 and 9 Mar 11<sup>2</sup>. The suspects were detained by the authorities pending investigation. The ReCAAP ISC commends the MMEA for its concerted efforts in stepping up patrols and surveillance in the area which led to the apprehension of the suspects on both occasions. Through information sharing between the ReCAAP ISC and the MMEA, the aim is to provide situation awareness and assessment of the trends in the area to facilitate the MMEA in their deployment of its resources to provide assistance to victim vessels and ensure enforcement.

### Recommendations

Ship masters and crew operating in the vicinity should 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 attempting to board the vessel.

Ship masters are advised to secure access to the accommodation, engine room and stores, and report all actual and attempted incidents to the coastal State and flag State immediately. Timely reporting to the authorities enable the despatch of assets patrolling in the area to render assistance to the victim vessel and apprehension of the culprits.

<sup>2</sup> Source: The Straits Times dated 11 March 2011



## Case Studies of Selected Incidents

### Attempted Incident of Piracy on *MT Chios*

On 5 Feb 11, an attempted incident of piracy was reported in the waters approximately 312 nm west of Kochi, India. The timely and detailed reporting by the ship master to the coastal State facilitated the law enforcement agencies to locate and neutralise the mother ship and rescue the crew onboard the mother ship who had been held hostage by the pirates since the vessel was hijacked in April 2010. The details of the incident are as described below.

<b>Name of Ship</b>	<b>: <i>MT Chios</i></b>
<b>Type of Ship</b>	<b>: Tanker</b>
<b>Flag of Ship</b>	<b>: Greece</b>
<b>IMO</b>	<b>: 9043029</b>
<b>GT</b>	<b>: 157213</b>

On 5 Feb 11 at or about 1534 hrs, a Greek registered crude oil tanker, *MT Chios* was underway at approximately 312 nm west of Kochi, India (10° 00.1' N, 070° 59' E) when one small skiff with about five pirates onboard approached *MT Chios*. 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, discharging water overboard; and using red parachute flares. The skiff gave up 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.



## Case Studies of Selected Incidents

The skiff trying to approach *MT Chios*



Photographs courtesy of the shipping company

### Information Sharing Mechanism of the ReCAAP

On 5 Feb 11 at or about 1819 hrs, the ReCAAP ISC received information from the Ops Centre of the MSCHOA about the attack on *MT Chios*. The ReCAAP ISC alerted all ReCAAP Focal Points via its secured information network system (IFN). In response to the alert, the Indian Coast Guard (ICG) which is the ReCAAP Focal Point (India) contacted the vessel immediately to obtain an update of the situation. The vessel was safe and heading towards its destination.



## Case Studies of Selected Incidents

### Action by the Indian Authorities

On 5 Feb 11 at or about 1845 hrs, the ICG diverted its patrol vessel, *Samar* which was on routine patrol off Lakshdweep Islands to investigate the incident and look out for suspicious mother ship and skiffs. At the same time, the master of *MT Chios* shared information with the MRCC (Mumbai)<sup>3</sup> on the description of the skiff and photographs taken during the attack.

On 6 Feb 11 at or about 0510 hrs, *Samar* encountered an unlit contact operating in the area. Suspecting her to be the mother ship, the patrol vessel shadowed her for confirmation. A small high speed boat approached the stern of *Samar*, which prompted the patrol vessel to fire warning shots at the boat which then broke its chase and fled to the mother ship. Shortly after that, an Indian Navy (IN) ship, *Tir* joined the operation. At or about 0630 hrs, an ICG Dornier (maritime reconnaissance aircraft) was launched in armed configuration for a sea-air coordinated operation. At daybreak *Samar* closed in on the mother ship and identified it as Thai fishing vessel *Prantalay 11*, which was hijacked by pirates in April 2010. All calls on the radio by the ICG ship requesting the mother ship to stop were not heeded. Instead the vessel picked up speed and headed westwards in an attempt to escape. The Indian authorities sighted persons with weapons on the upper deck of *Prantalay 11*. *Samar* fired warning shots across the bows of the fishing vessel compelling her to stop. The ICG Dornier and the IN ship *Tir* also fired warning shots forcing the vessel to stop. Subsequently, the pirates surrendered by hoisting a white flag.

<sup>3</sup> MRCC (Mumbai) is manned by Indian Coast Guard who is the ReCAAP Focal Point (India).



## Case Studies of Selected Incidents

### *Prantalay 11* stopped by Indian Law Enforcement Agencies



*Photograph courtesy of the Indian Coast Guard*

A total of 28 pirates were apprehended in the operation and 24 crew of *Prantalay 11* were rescued. Although, the pirates had dumped most of their weapons into the sea before the arrest, the enforcement agencies managed to recover some items. The pirates have been brought to Mumbai, India and investigations are ongoing.

The ReCAAP Focal Point (India) shared the information with the ReCAAP ISC, and all the ReCAAP Focal Point via the submission of an Incident Report on the IFN.



## Case Studies of Selected Incidents

### Comments by the ReCAAP ISC

The possibility of previously pirated vessels being used as mother ship to launch further attacks cannot be ruled out. These vessels tend to gel in the general traffic flow through the SLOCs and carry out attacks from small fast boats (skiffs) on an opportune target. All vessels are advised to exercise extreme caution if they notice any suspicious vessels, generally unlit and maintain maximum CPA with them. The ReCAAP ISC advises mariners transiting the area to exercise vigilance at all times and adopt adequate boarding protection measures as described in the BMPs.

Ship masters are advised to report all actual and attempted incidents and sighting of any suspicious vessel, in the vicinity of Indian coast to the MRCC (Mumbai) immediately at the following contact numbers:

**MRCC (Mumbai)**

Coast Guard Region (West)  
Mumbai - India  
Email: [icgmrcc\\_mumbai@mtnl.net.in](mailto:icgmrcc_mumbai@mtnl.net.in)

**Telephone**

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

**Fax**

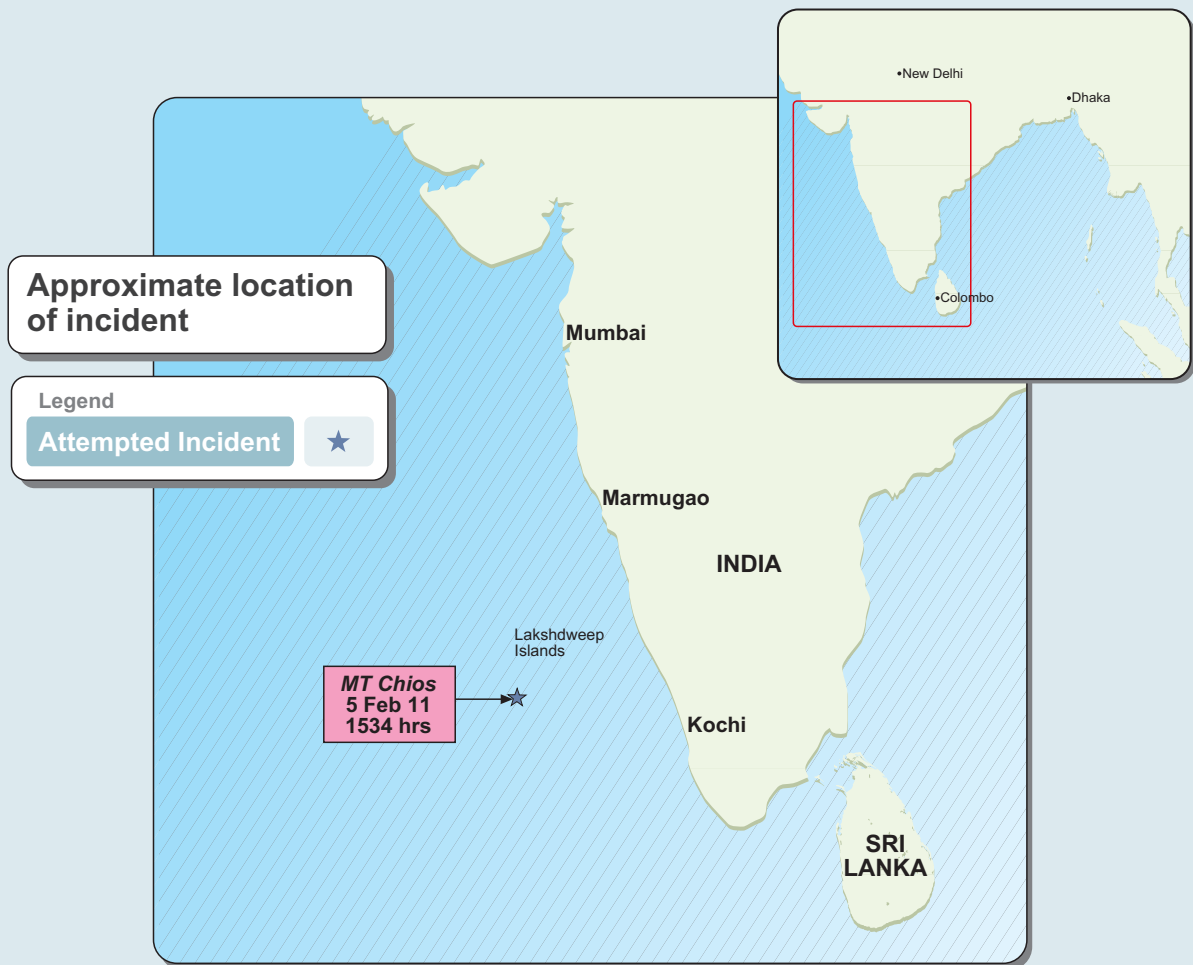
+91-22-2433-3727  
+91-22-2431-6558





# Report for February 2011

## Case Studies of Selected Incidents



## Appendices

### Definitions & Methodology in Classifying Incidents

#### Definitions

**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.



## 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

### Violence and Economic Factors of the Actual Incidents Reported in February 2011

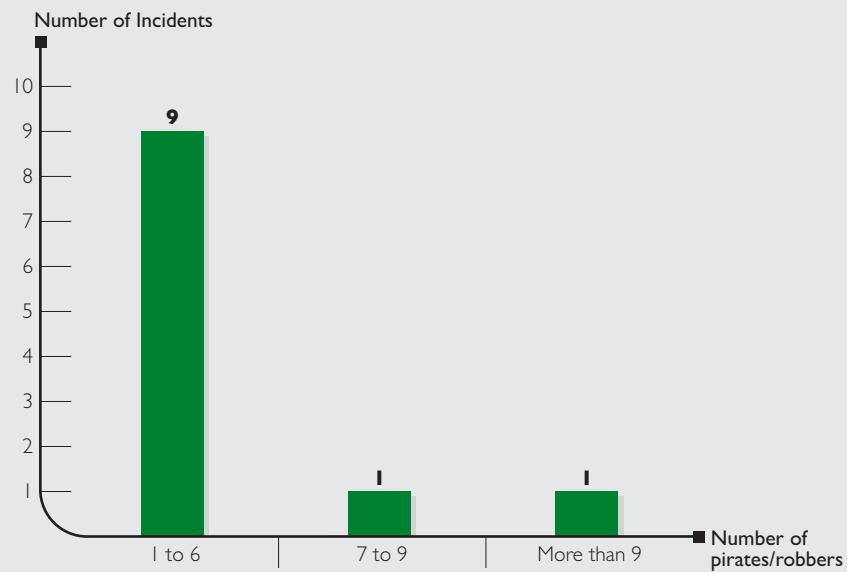


Chart 2 - Number of pirates/robbers involved

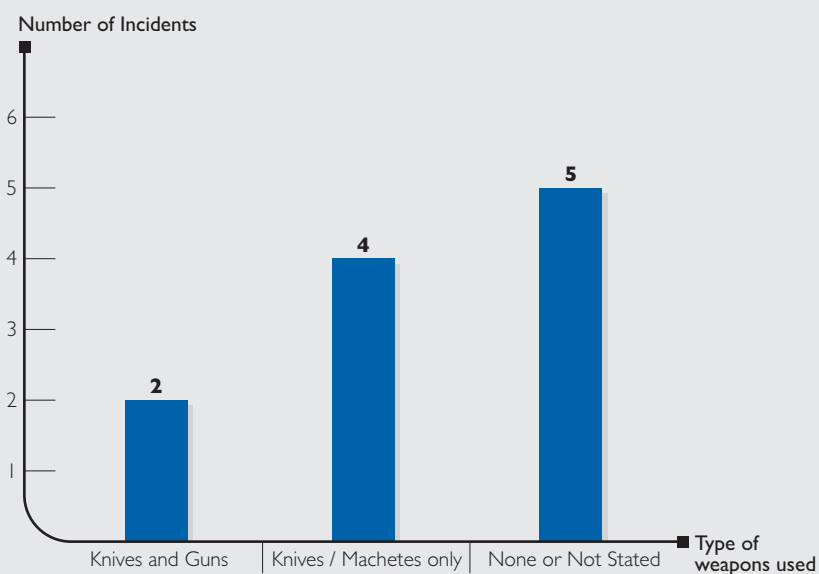


Chart 3 - Type of weapons used by pirates/robbers



## Appendices

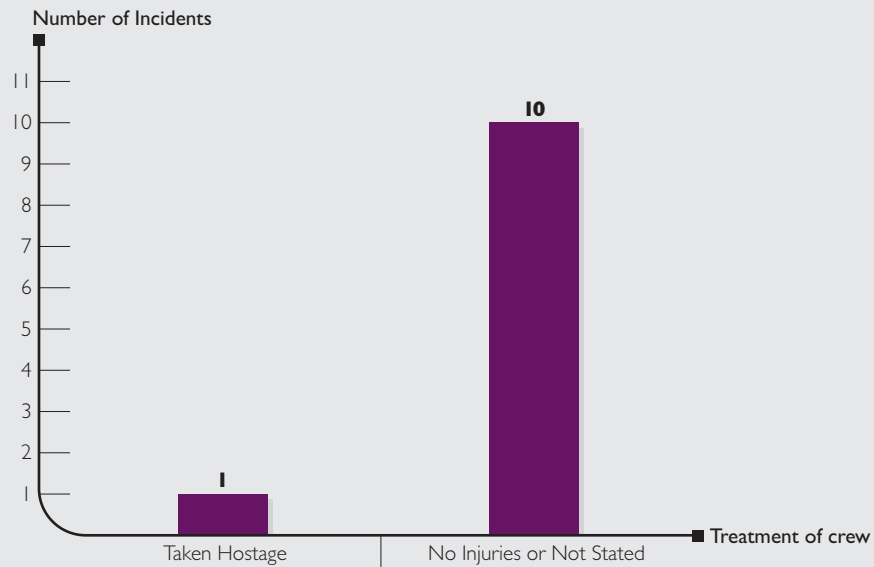


Chart 4 - Treatment of crew

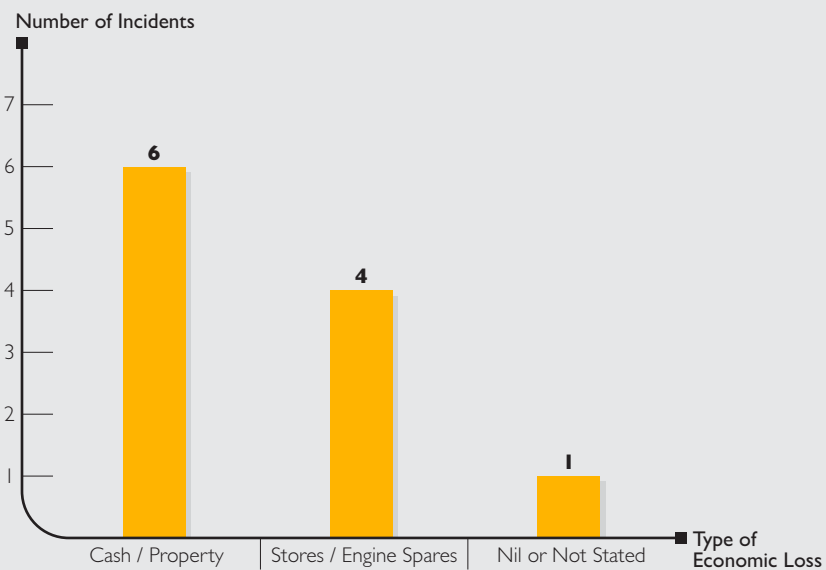


Chart 5 - Type of economic losses



## Appendices

### Details of Incidents

#### Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. <span style="color: orange;">■</span>	<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	<p>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.</p> <p>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.</p> <p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
2.	<p><i>Pacific Hickory</i> Tug boat Dominica 7315777 880</p> <p><i>Barbeel</i> Barge Netherlands</p>	11/02/11 0805 hrs	<p>01° 11.25' N, 103° 35.33' E</p> <p>Approximately 4.5 nm northwest of Pulau Nipa, Indonesia (Straits of Malacca &amp; Singapore)</p>	<p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
3.	<p><i>LCH 425</i> Tug boat Singapore 9554119 147</p> <p><i>LCH 4255</i> Barge Singapore 1723</p>	14/02/11 0415 hrs	<p>01° 04.98' N 103° 35.10' E</p> <p>Approximately 6 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca &amp; Singapore)</p>	<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 the vicinity and informed the ReCAAP ISC, MRCC (Putra Jaya) and MRCC (Jakarta) about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>



## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	<p><i>Ever Master</i> Tug boat Malaysia 9332080 101</p> <p><i>Ever Blue</i> Barge</p>	14/02/11 1930 hrs	<p>05° 25.48' N, 115° 18.72' E</p> <p>Approximately 4.5 nm off Pulau Labuan Victoria, Malaysia</p>	<p>While underway from Labuan to Kota Kinabalu, three masked robber 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><b>[Malaysian authorities]</b></p>
5.	<p><i>Poorna</i> Supply vessel India 9503550 1678</p>	17/02/11 0445 hrs	<p>01° 08.1' N, 103° 32.2' E</p> <p>Approximately 6.4 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca &amp; Singapore)</p>	<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 (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><b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b></p>

## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.	<i>Panmas 1</i> Product tanker Cambodia 7821453 339	17/02/11 2030 hrs	Approximately 4 nm off Pulau Sepanggar, Sepanggar Bay, Kota Kinabalu, Malaysia	While underway, an unknown number of robbers on dark blue 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.  [Malaysian authorities]
7.	<i>Capstone</i> Bulk carrier Panama 9209128 39996	19/02/11 0200 hrs	03° 44' S, 114° 26' E  Taboneo Anchorage, Kalimantan, Indonesia	While the bulk carrier was at anchor, the crew on patrol discovered the fore store was broken into. Two mooring ropes were found stolen.  [ReCAAP Focal Point (Japan)]
8.	<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	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 side and forecandle of the vessel immediately and found that the forecandle 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 forecandle; and it was discovered that one set of breathing apparatus was missing.

## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.				<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><b>[ReCAAP Focal Point (Philippines)]</b></p>
9.	<p><i>Asashio Maru</i> Product tanker Japan 9168439 28480</p>	<p>21/02/11 2000 hrs</p>	<p>22° 12' N, 091° 42' E</p> <p>Chittagong Port, Bangladesh</p>	<p>While the product tanker was at anchor, the crew was unloading the cargo when a crew who stood guard at the stern side of the vessel noticed about five to six robbers onboard. The watch crew alerted all crew about the presence of the robbers, who jumped overboard once they realised the crew was alerted. It was later discovered a mooring rope had been stolen.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
10.	<p><i>Sam Dragon</i> Bulk carrier Hong Kong 9129029 27792</p>	<p>26/02/11 0310 hrs</p>	<p>20° 43' N, 107° 12.7' E</p> <p>Approximately 19.77 nm southwest of Cam Pha Port, Vietnam</p>	<p>While at anchor, two robbers armed with long knives boarded the bulk carrier from a small boat. The crew was mustered and the alarm and ship's horn was sounded to distract the robbers. The robbers stole engine spares before they escaped. The local security guards inspected the vessel later and the local agent took the statement of the master regarding the incident.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.	MS Simon 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	<p>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.</p> <p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## Appendices

### Details 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>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 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.  <b>[ReCAAP Focal Point (India)]</b>
2.	<i>Ocean Duke</i> Bulk carrier Hong Kong 9518660 94863	21/02/11 0830 hrs	16° 13.4' N, 089° 41.6' E  Approximately 261.77 nm west of Taunggyan Taung, south coast of Myanmar (Bay of Bengal)	While underway, the bridge watch keeper noticed a mothership 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 mothership.  <b>[ReCAAP Contact Point (Hong Kong)]</b>

## 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 circulars<sup>4</sup>, 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.

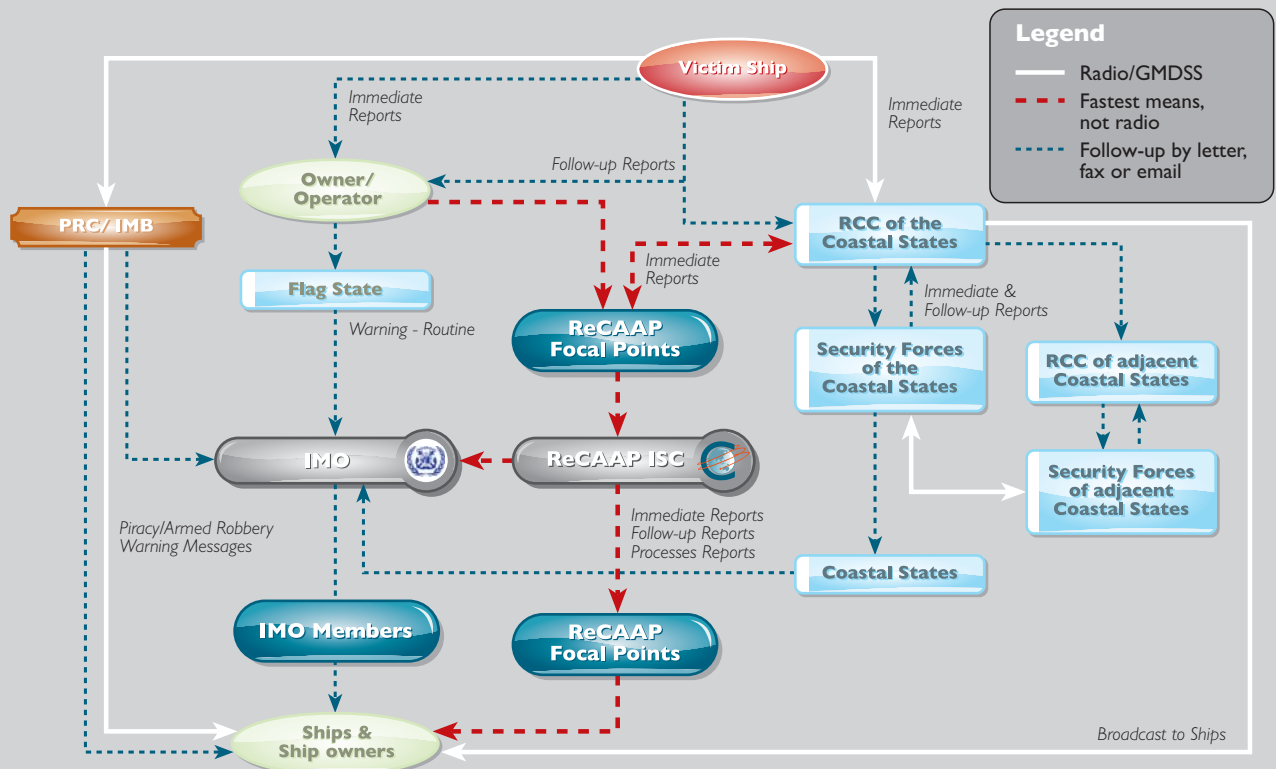
#### Recommendation

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.

<sup>4</sup> 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
<b>People's Republic of Bangladesh</b> Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b> National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
<b>Kingdom of Cambodia</b> Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
<b>People's Republic of China</b> 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
<b>Kingdom of Denmark</b> Danish Maritime Authority (DMA) Email: eit@dma.dk	+45-39-174-400	+45-39-174-401
<b>Republic of India</b> MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>Japan</b> Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b> 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)





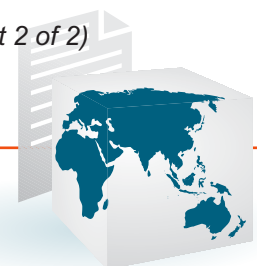
## Appendices

### Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
<b>Lao People's Democratic Republic</b> Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>Union of Myanmar</b> MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
<b>Kingdom of the Netherlands</b> Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
<b>Kingdom of Norway</b> Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>Republic of the Philippines</b> 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
<b>Republic of Singapore</b> 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
<b>Democratic Socialist Republic of Sri Lanka</b> Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
<b>Kingdom of Thailand</b> Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
<b>Socialist Republic of Viet Nam</b> 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 5 January 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 Organisation (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.

