

Piracy and Armed Robbery against Ships in Asia

# HALF YEARLY

January-June 2011 **report**



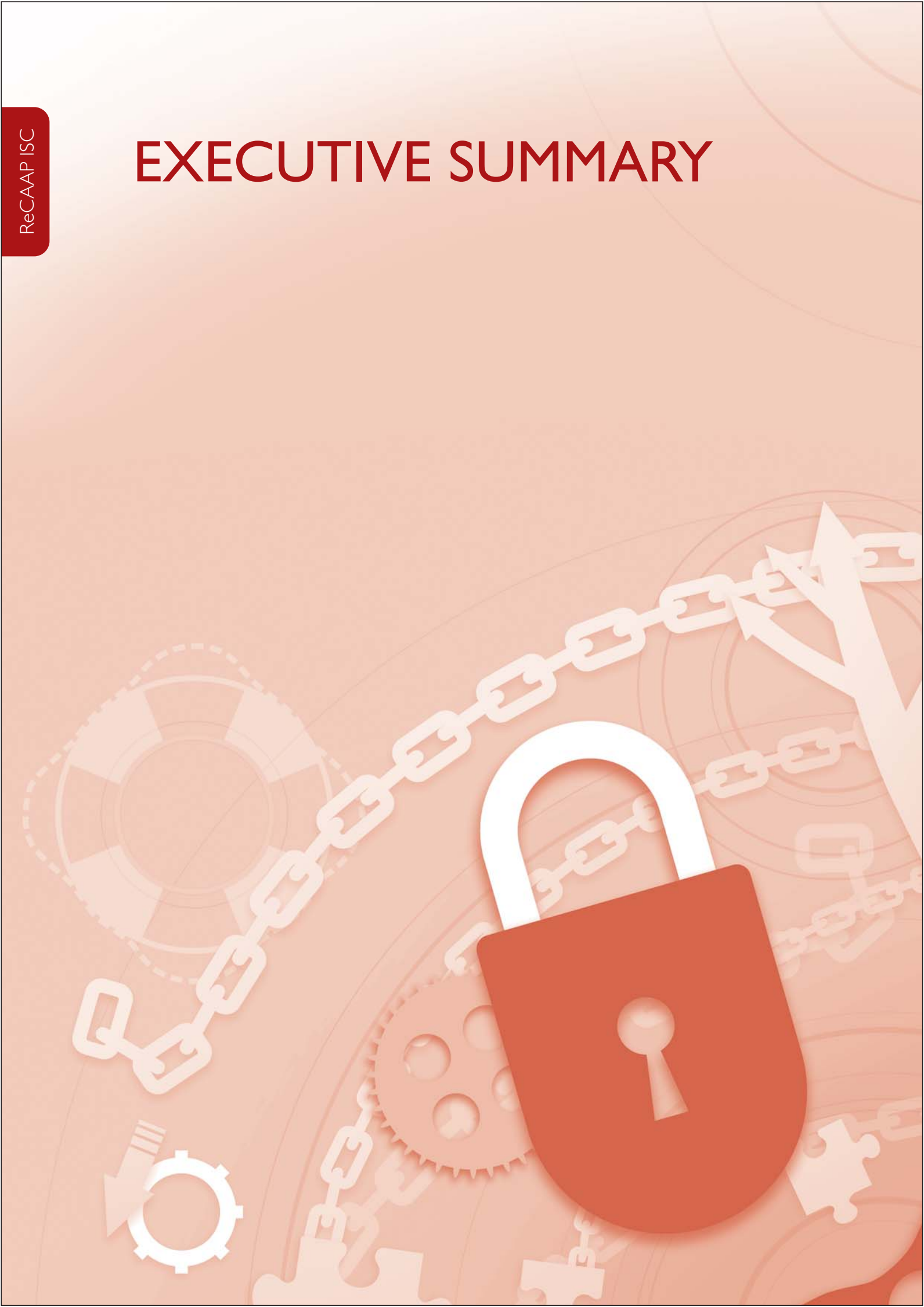
Preventive Response

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# EXECUTIVE SUMMARY



## EXECUTIVE SUMMARY

A total of 82 incidents of piracy and armed robbery against ships were reported in Asia during January-June 2011. Of these, 70 were actual incidents and 12 were attempted incidents. Overall, there has been an increase in the number of incidents reported during this period compared to the same period in the past four years (January-June of 2007-2010). The increase was mostly the Category 3 (less significant) incidents which occurred at ports and anchorages. The number of Category 2 (moderately significant) incidents and Category 1 (very significant) incidents remained fairly consistent during January-June of 2010 and 2011.

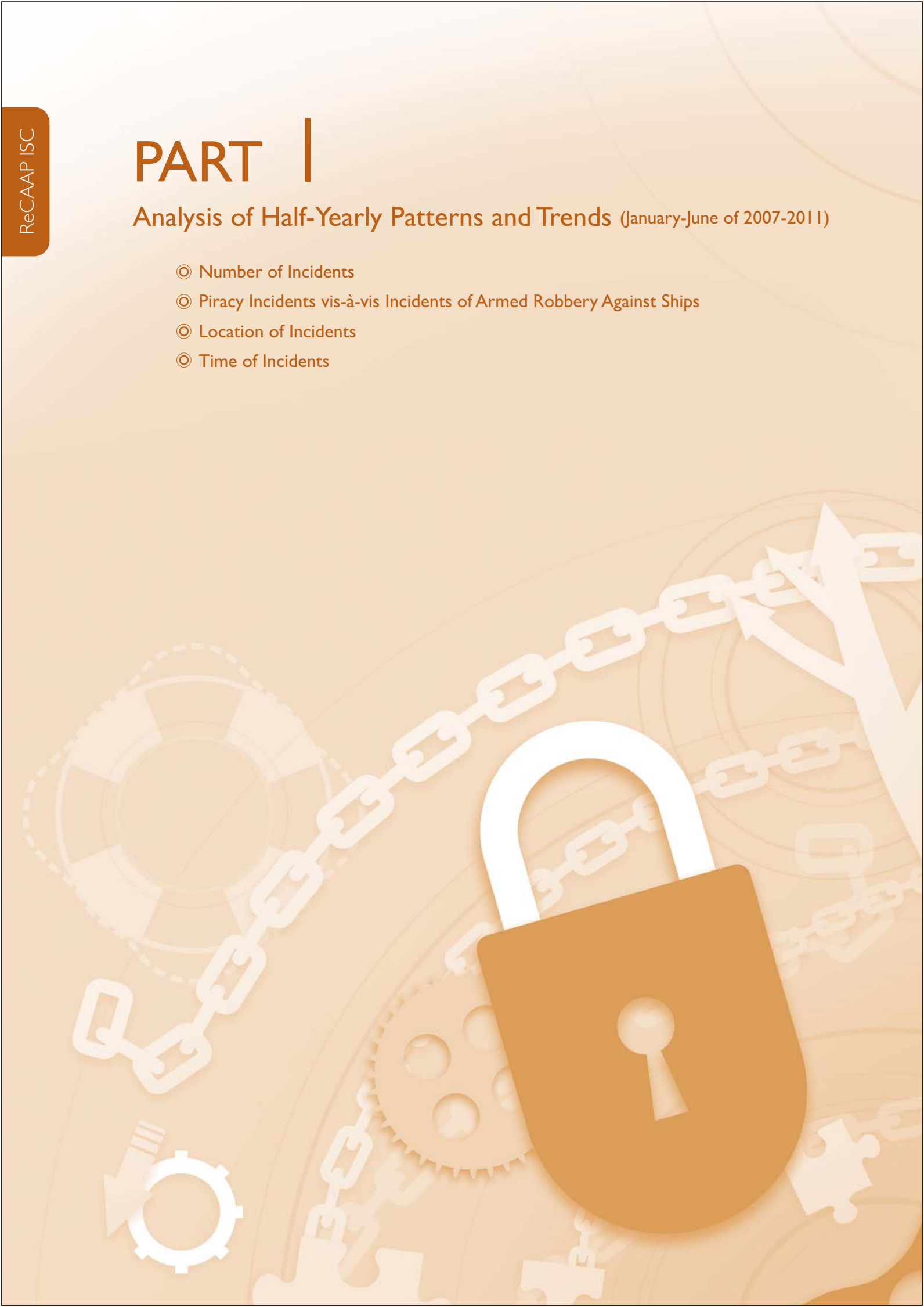
Of the 82 incidents reported during January-June 2011, 18 were incidents of piracy and 64 were incidents of armed robbery against ships. Of the 18 piracy incidents, eight were actual incidents and 10 were attempted incidents. All eight actual piracy incidents occurred in the South China Sea. Of the 10 attempted piracy incidents, six occurred in the South China Sea, three in the Arabian Sea and one in the Bay of Bengal.

While there has been an improvement in the situation at the ports and anchorages in Bangladesh and Vietnam during January-June 2011 compared to the same period in 2010, there has been an increase in the number of incidents at ports and anchorages in Indonesia. Of the 64 incidents of armed robbery against ships, one-third occurred in Indonesia.

# PART |

## Analysis of Half-Yearly Patterns and Trends (January-June of 2007-2011)

- ◎ Number of Incidents
- ◎ Piracy Incidents vis-à-vis Incidents of Armed Robbery Against Ships
- ◎ Location of Incidents
- ◎ Time of Incidents



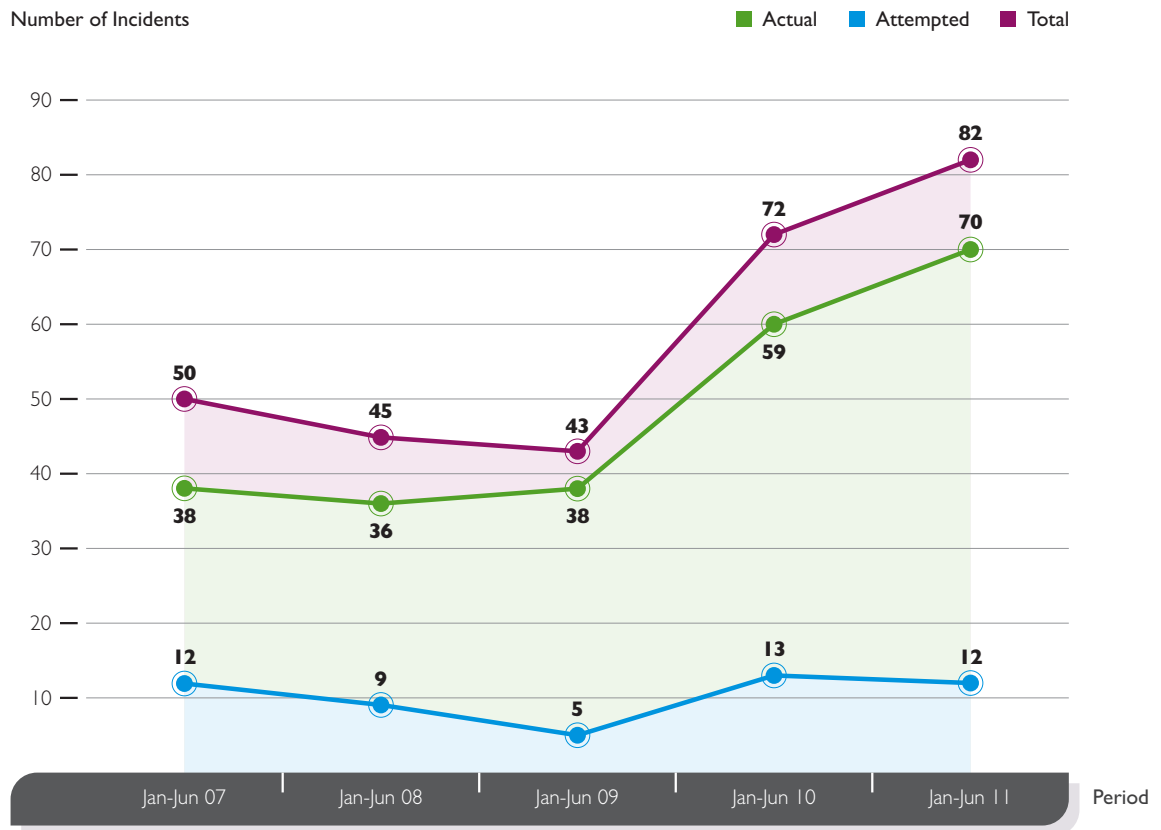
# PART |

## Analysis of Half-Yearly Patterns and Trends (January-June of 2007-2011)

### Number of Incidents

A total of 82 incidents of piracy and armed robbery against ships were reported during January-June 2011. Of these, 70 were actual incidents and 12 were attempted incidents. Overall, there has been an increase in the number of incidents reported during this period compared to the same period in the past four years. This represents a 14% increase compared to January-June 2010 which reported a total of 72 incidents. In comparison, the increase was more apparent during January-June 2010 when a 67% increase was reported compared to the same period in 2009 which reported a total of 43 incidents.

Prior to 2009, the total number of incidents reported during January-June of 2007, 2008 and 2009 has remained fairly consistent. Graph 1 shows the number of actual and attempted incidents reported during January-June of 2007-2011.



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

# PART |

## Analysis of Half-Yearly Patterns and Trends (January-June of 2007-2011)

### Significance Level of Incidents

Of the 70 actual incidents reported during January-June 2011, four were Category 1 incidents, 20 were Category 2 incidents and 46 were Category 3 incidents. Compared to the same period in 2010, there has been an increase in the overall number of incidents and the increase was most evident in the Category 3 incidents. However, the number of Category 2 and Category 1 incidents has remained fairly consistent compared to January-June 2010.

Most of the 46 Category 3 incidents occurred at ports and anchorages, and were mainly petty theft incidents. Among the 20 Category 2 incidents, seven occurred in the Straits of Malacca and Singapore, six in Malaysia and five in the South China Sea. Of the four Category 1 incidents reported during January-June 2011, three were hijacking incidents involving tug boats towing barges.

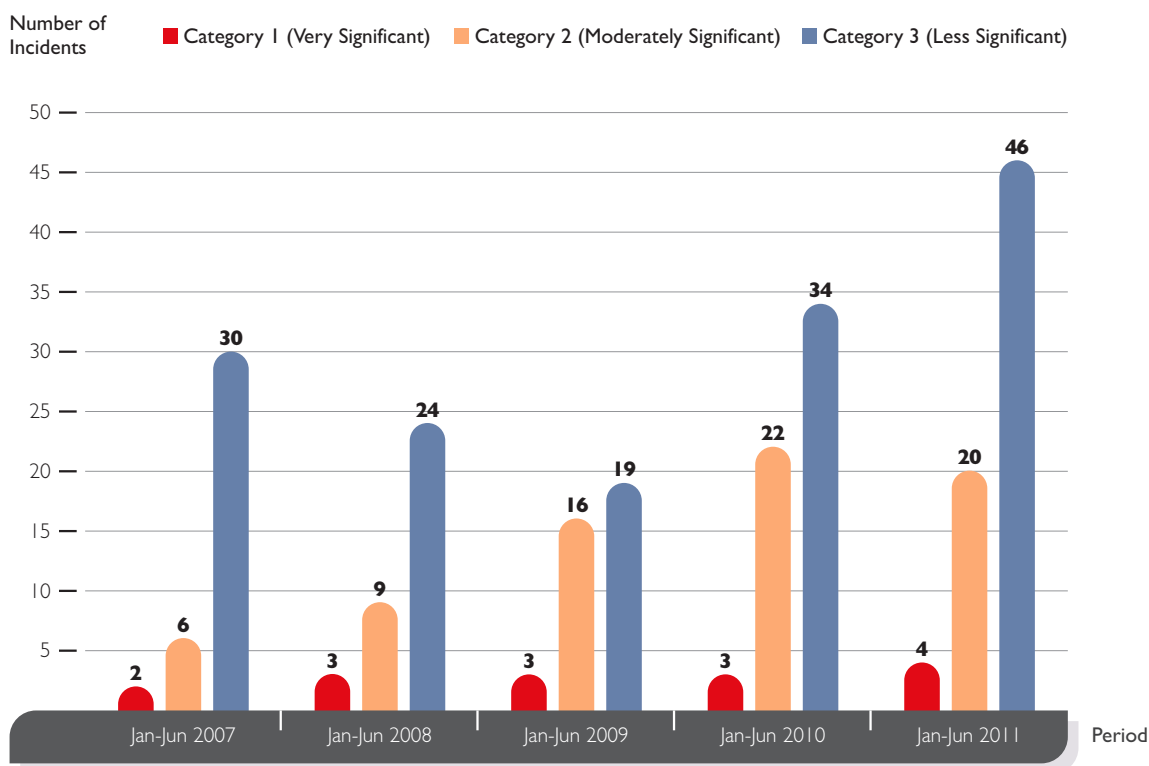


Chart 1 - Significance Level of incidents (January-June of 2007-2011)



### Piracy Incidents vis-à-vis Incidents of Armed Robbery Against Ships

Of the 82 incidents reported during January-June 2011, 18 were incidents of piracy and 64 were incidents of armed robbery against ships. Of the 18 piracy incidents, eight were actual incidents and 10 were attempted incidents. All eight piracy incidents occurred in the South China Sea, of which two were Category 1 incidents, five were Category 2 incidents and one was a Category 3 incident. Of the 10 attempted piracy incidents, six occurred in the South China Sea, three in the Arabian Sea and one in the Bay of Bengal. Please see chart below.

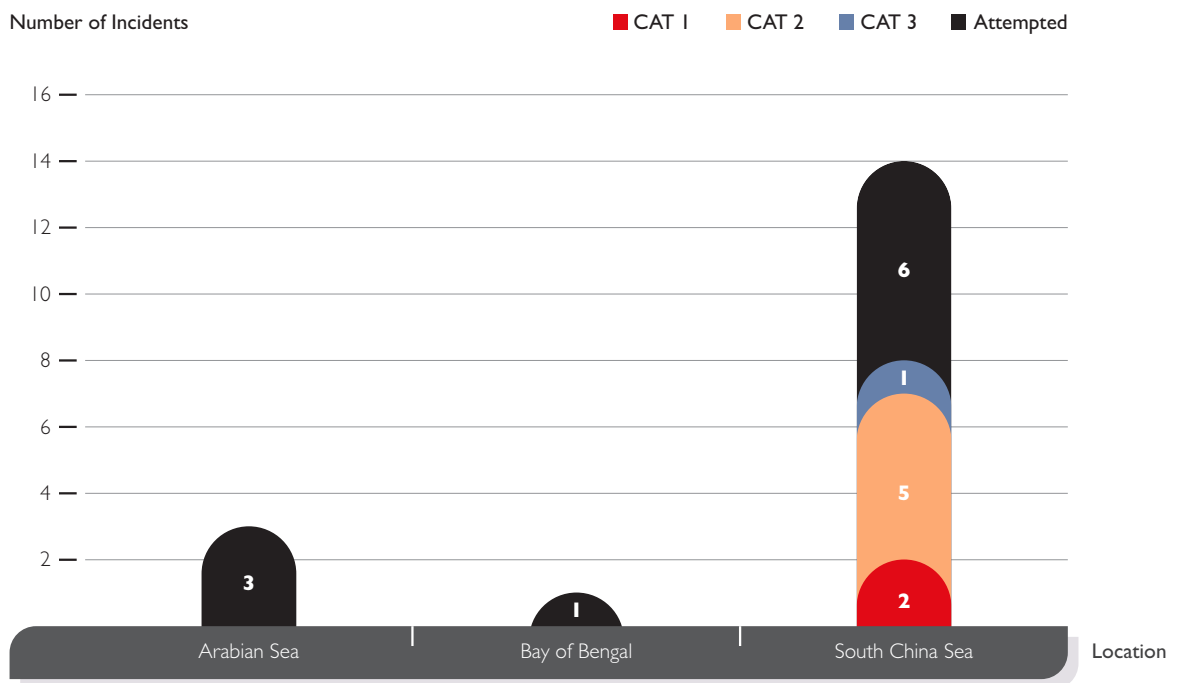


Chart 2 - Incidents of piracy reported (January-June 2011)

# PART |

## Analysis of Half-Yearly Patterns and Trends (January-June of 2007-2011)

Incidents of armed robbery against ships were mostly petty theft incidents (mainly Category 3 type) which occurred at ports and anchorages, and were opportunistic in nature. Among the 64 incidents of armed robbery against ships, 23 incidents occurred in Indonesia, 14 incidents in the Straits of Malacca and Singapore, and eight incidents in Malaysia waters. Refer to chart below on the location of the 64 incidents of armed robbery against ships in Asia during January-June 2011.

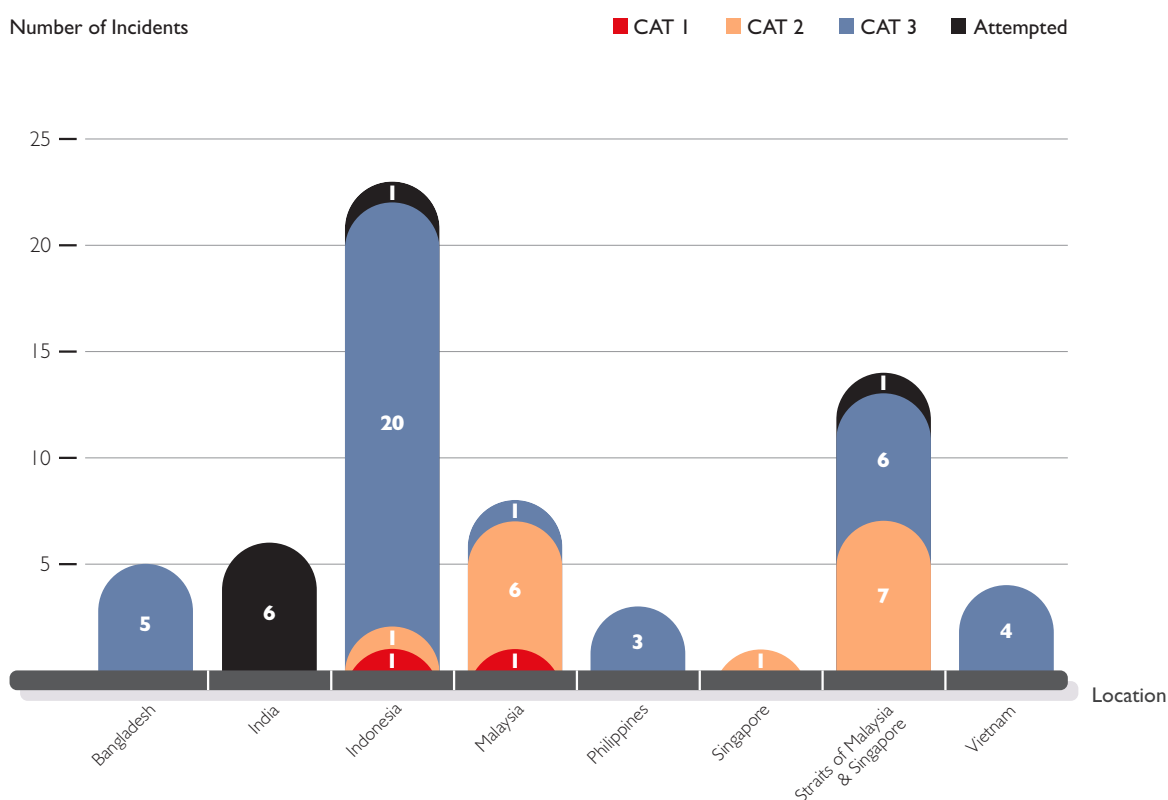


Chart 3 - Incidents of armed robbery against ships (January-June 2011)

## Location of Incidents

There has been an improvement in the situation in South Asia during January-June 2011 compared to the same period in 2010. A total of 15 incidents were reported during January-June 2011 compared to 17 incidents during January-June 2010. The improvement was most apparent in Bangladesh with more than 50% reduction in the number of incidents reported there during January-June 2011 compared to January-June 2010. Table 1 shows the number of incidents reported during January-June of 2007-2011.

	Jan-Jun 07		Jan-Jun 08		Jan-Jun 09		Jan-Jun 10		Jan-Jun 11	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China							1			
<b>Sub-total</b>							1			
<b>South Asia</b>										
Arabian Sea	1	3								3
Bangladesh	5		6	2	4	1	9	2	5	
Bay of Bengal	1						1			1
India	3		7	1	4		5		6	
<b>Sub-total</b>	<b>10</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>11</b>	<b>4</b>
<b>Southeast Asia</b>										
Gulf of Thailand							1			
Indonesia	18	5	8	1	3	2	13	6	22	1
Malaysia	4	1	4		8	1	9		8	
Myanmar					1					
Philippines		1	3	1	2	1	1		3	
Singapore									1	
South China Sea	1	1	3	1	7		10	3	8	6
Straits of Malacca and Singapore	1	1	2	3	3		2	2	13	1
Thailand	1				1					
Vietnam	3		3		5		7		4	
<b>Sub-total</b>	<b>28</b>	<b>9</b>	<b>23</b>	<b>6</b>	<b>30</b>	<b>4</b>	<b>43</b>	<b>11</b>	<b>59</b>	<b>8</b>
<b>Total</b>	<b>38</b>	<b>12</b>	<b>36</b>	<b>9</b>	<b>38</b>	<b>5</b>	<b>59</b>	<b>13</b>	<b>70</b>	<b>12</b>
<b>Overall Total</b>	<b>50</b>		<b>45</b>		<b>43</b>		<b>72</b>		<b>82</b>	

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

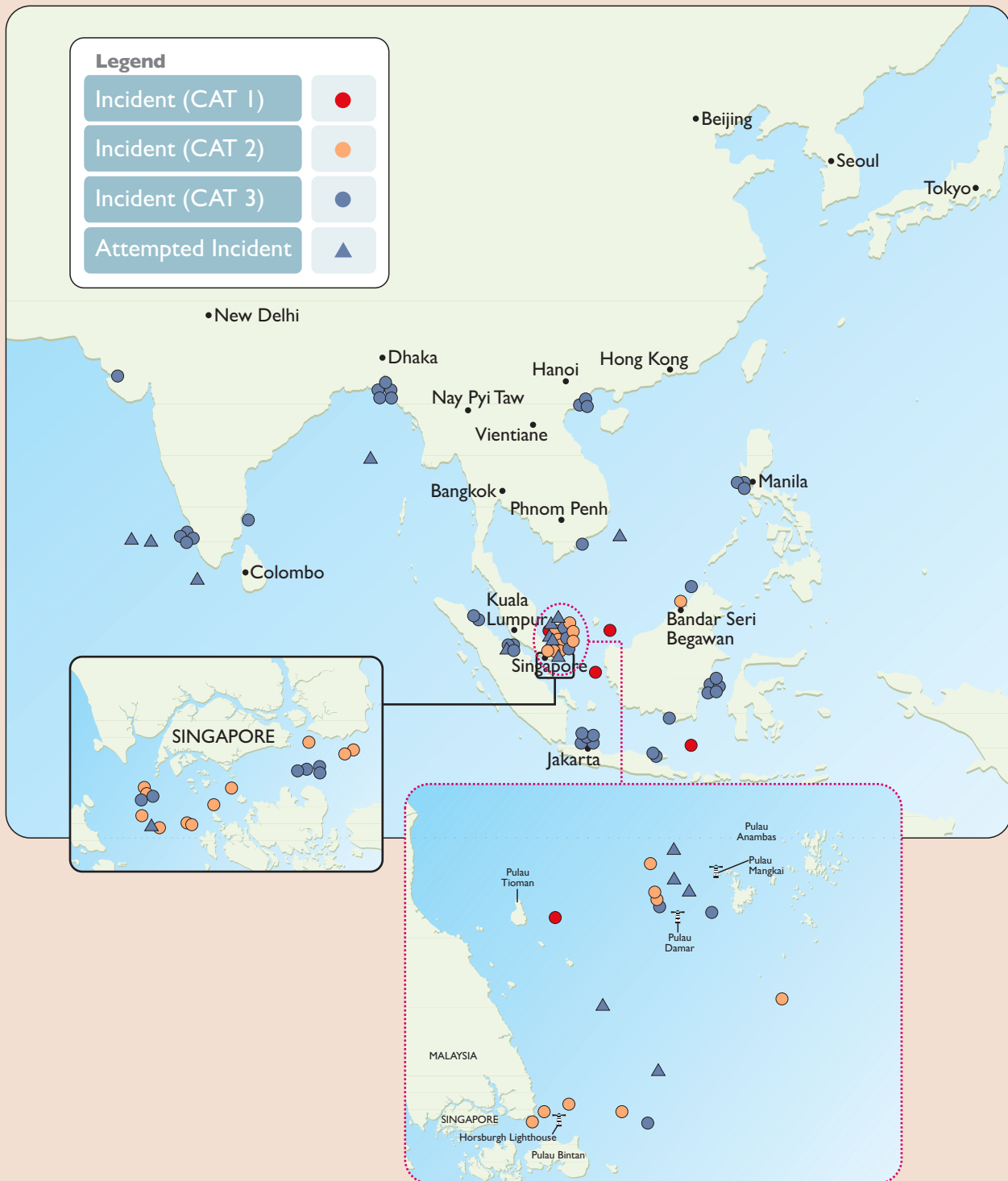
# PART |

## Analysis of Half-Yearly Patterns and Trends (January-June of 2007-2011)

However, there has been an increase in the number of incidents reported in Southeast Asia since January-June 2008. During January-June 2011, the increase was most apparent in Indonesia and the Straits of Malacca and Singapore compared to the same period in 2010. A total of 23 incidents were reported in Indonesia during January-June 2011. Of these, 13 incidents occurred at the ports and anchorages of Tanjung Priok, Samarinda and Dumai, Indonesia. The ReCAAP ISC notes that among the five-year reporting periods, January-June 2011 reported the highest number of incidents in the Straits of Singapore and Malacca. The ReCAAP ISC encourages law enforcement agencies of the three littoral States to continue to enhance patrol and step up surveillance in the Straits of Malacca and Singapore. More detailed description and analysis of the situation in the Straits of Malacca and Singapore are in Part 2 of this report. Map 1 shows the location of all incidents reported during January-June 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.

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



# PART |

## Analysis of Half-Yearly Patterns and Trends (January-June of 2007-2011)

### Time of Incidents

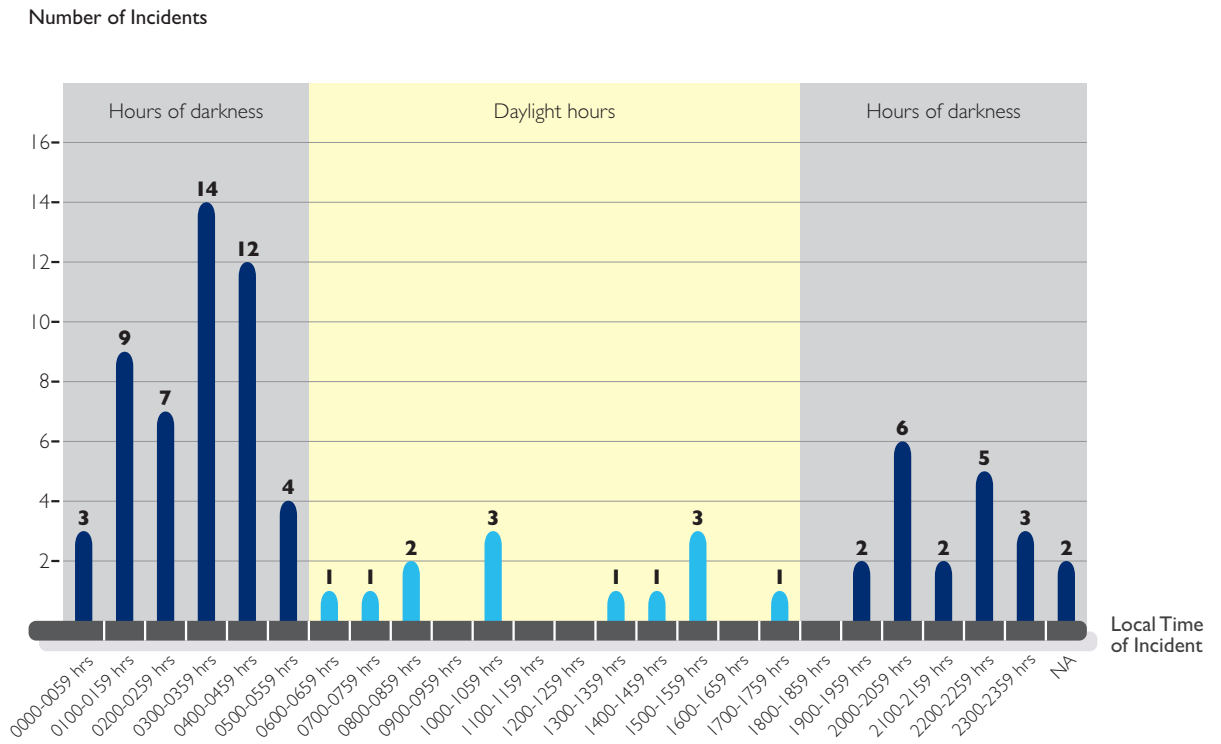


Chart 4 - Local time of incidents (January-June 2011)

About 84% of the total number of incidents occurred during hours of darkness when it was difficult for the crew to detect the robbers' boats approaching their vessels, as they were less alert and vigilant during this period, possibly due to fatigue coupled with poor visibility level at night. Notably, the highest number of incidents were reported during hours of darkness (between 0300 hrs and 0459 hrs), and these were mostly incidents reported at ports and anchorages. However, incidents involving ships while underway in the South China Sea and the Arabian Sea also occurred during daylight hours. Among the 13 incidents reported during daylight hours, four occurred in the South China Sea and three in the Arabian Sea.

# PART 2

## Analysis by Locations

- ◎ Bangladesh
- ◎ Vietnam
- ◎ Straits of Malacca and Singapore
- ◎ South China Sea





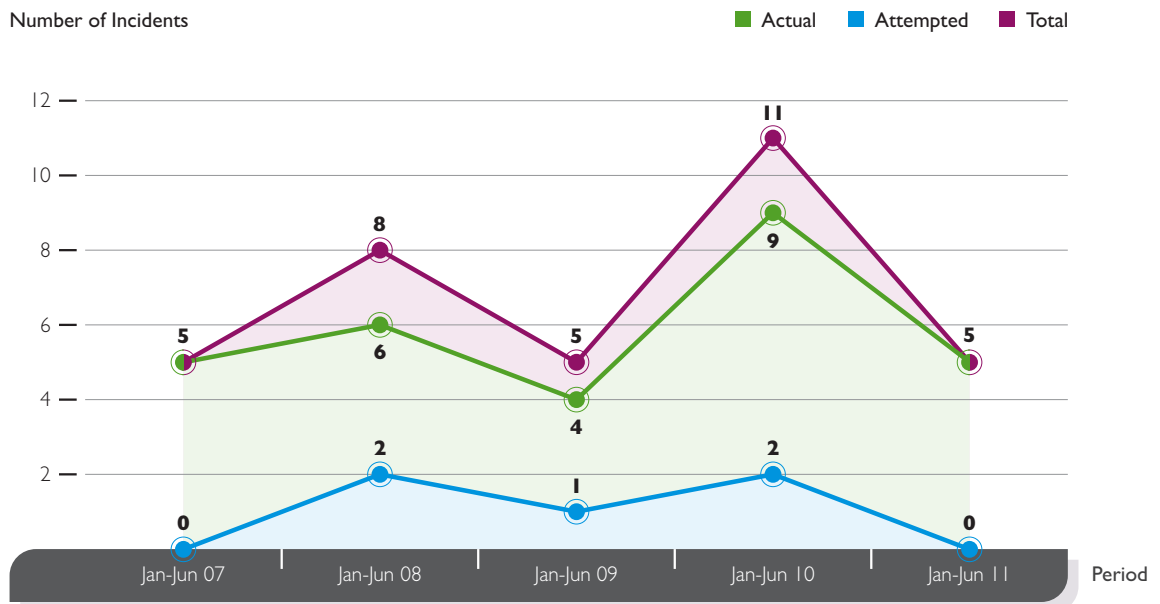
# PART 2

## Analysis by Locations

### Bangladesh

#### Trends and Patterns

During January-June 2011, a total of five incidents, all petty theft cases were reported at the port and anchorages of Chittagong, Bangladesh. Compared to the same period in 2010, there has been a considerable decrease in the number of incidents reported during January-June 2011. Please see graph below.



Graph 2 - Number of incidents reported at port and anchorages of Bangladesh (January-June of 2007-2011)

# PART 2

## Analysis by Locations

The improvement in the situation at the port and anchorages of Chittagong could be attributed to the heightened alertness of crew, anti-piracy measures undertaken by ship masters, enhanced surveillance carried out by the law enforcement agencies and enforcement of port security by the relevant authorities. The details of the five incidents reported during January-June 2011 are described as follows:

### Incident Onboard MV Melina I

Name of Ship <b>MV Melina I</b>	
Type of Ship <b>Bulk carrier</b>	
Flag of Ship <b>Malta</b>	
GT <b>17356</b>	

On 18 Feb 11 at or about 0530 hrs, while anchored at Chittagong 'A' Anchorage, 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.

### Incident Onboard *MV Wehr Blankenese*

Name of Ship <i>MV Wehr Blankenese</i>
Type of Ship <b>Container ship</b>
Flag of Ship <b>Marshall Islands</b>
GT <b>16177</b>

On 21 Feb 11 at or about 0400 hrs, while anchored at Chittagong Outer Anchorage, 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.

# PART 2

## Analysis by Locations

### Incident Onboard *MT Asashio Maru*

Name of Ship <i>MT Asashio Maru</i>	 <p><i>Photograph courtesy of Vessel Tracker</i></p>
Type of Ship <b>Product tanker</b>	
Flag of Ship <b>Japan</b>	
GT <b>28480</b>	

On 21 Feb 11 at or about 2000 hrs, the product tanker was anchored at the port of Chittagong, when a crew who stood guard at the stern side of the vessel noticed about five to six robbers were onboard the tanker while another crew was unloading the cargo. The crew was alerted, and the robbers jumped overboard. It was later discovered that a mooring rope was missing.

### Incident Onboard MV Carla Rickmers



On 23 Feb 11 at or about 2135 hrs, the container ship was anchored at an anchorage off Chittagong when an unknown number of robbers boarded the ship. The general alarm was sounded and the robbers escaped with three plastic garbage bins.

# PART 2

## Analysis by Locations

### Incident Onboard *MV Larch Arrow*

Name of Ship <i>MV Larch Arrow</i>
Type of Ship <b>Bulk carrier</b>
Flag of Ship <b>Antigua and Barbuda</b>
GT <b>30570</b>

On 12 Mar 11 at or about 0600 hrs, while anchored at Chittagong 'A' Anchorage, 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.

## Observations

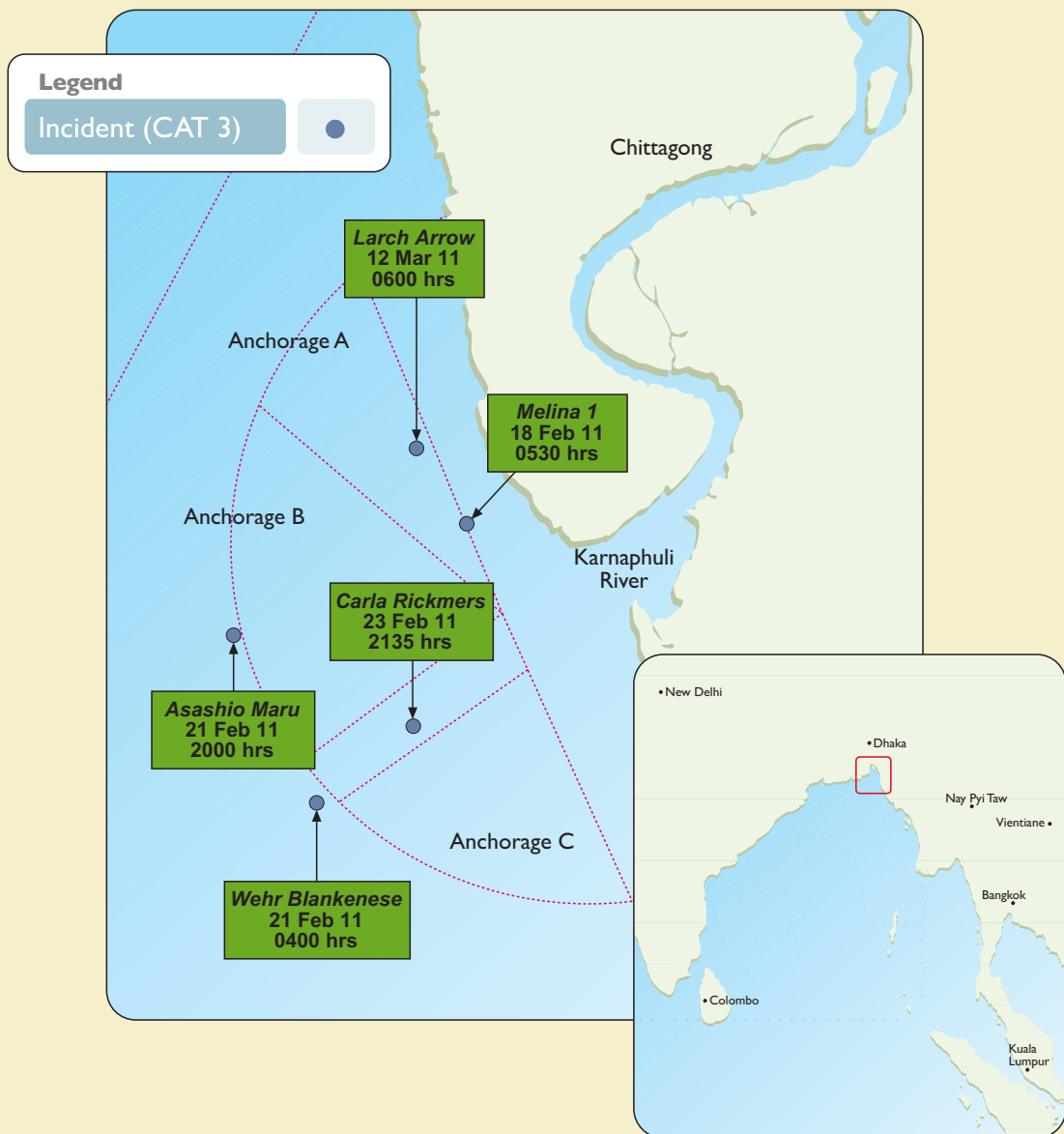
Of the five incidents, two involved bulk carriers, one involved a tanker and two involved container ships. No specific type of ship was targeted as the robbers were opportunistic in nature.

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, ship's stores and mooring ropes were normally stolen. Refer to map below on the approximate location of the incidents.

# PART 2

## Analysis by Locations

Map 2: Location of incidents in Bangladesh (January-June 2011)





## Recommendations

Ship master and crew are advised to exercise vigilance and adopt precautionary measures when their vessels were anchored at the port and anchorages of Chittagong especially during hours of darkness and times of poor visibility.

The ReCAAP ISC advises ship masters to note the following when calling at the port and anchorages of Chittagong:

- ⦿ Under the prevailing regulations of the Chittagong port limits, no boat is allowed to close a vessel less than 500 m unless authorised to do so by the Chittagong Port Authority (CPA). All **authorised boats** bear a serial number and are **painted bright orange**. For reference at night, these boats normally approached from near the mouth of river Karnaphuli. Ship masters are advised to verify the identity and authenticate these boats with the CPA when in doubt.
- ⦿ The ReCAAP ISC notes that most incidents at port and anchorages occurred nearer to the time of approach of high water slack. It is believed that the height of tide and the prevailing current aids in easy operation of small boats used by robbers.
- ⦿ Enhanced watch-keeping is recommended during hours of reduced visibility either due to heavy rain or absence of moonlight (period of darkness). It should however be remembered that even during hours of moonlight the visibility of small boats may be restricted due to their direction being away from the moon.
- ⦿ Adequate anti-boarding measures are recommended at the quarters. It is understood that the aft sector (quarter deck) is the most vulnerable location for robbers to board the vessel.

The ReCAAP ISC strongly advocates ship masters to report all incidents to the nearest coastal State **immediately** so that the relevant authorities may be able to respond to the incident on time.

# PART 2

## Analysis by Locations

### Vietnam

#### Trends and Patterns

During January-June 2011, a total of four incidents of armed robbery against ships were reported at the ports and anchorages in Vietnam. Of these, two incidents occurred off Orange Island, one at Hon Gai Outer Anchorage, and one off Vung Tau.

For the first time in past three years, the total number of incidents reported at the ports and anchorages in Vietnam has shown a downward trend during January-June 2011.



Graph 3 - Number of incidents at ports and anchorages in Vietnam (January-June of 2007-2011)

After three years of consistently upward trends on the number of incidents reported at the ports and anchorages in Vietnam, January-June 2011 saw an improvement in the situation there. The details of the four incidents reported during January-June 2011 are described as follows:

### Incident Onboard *Sam Dragon*

Name of Ship <i>Sam Dragon</i>
Type of Ship <b>Bulk carrier</b>
Flag of Ship <b>Hong Kong</b>
GT <b>27792</b>

On 26 Feb 11 at or about 0310 hrs, the bulk carrier was anchored off Orange Island when two robbers armed with long knives boarded the 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.

# PART 2

## Analysis by Locations

### Incident Onboard *MV Forest Harmony*

Name of Ship <i>MV Forest Harmony</i>
Type of Ship <b>Bulk carrier</b>
Flag of Ship <b>Panama</b>
GT <b>39895</b>

On 7 Mar 11 at or about 0100 hrs, the bulk carrier was anchored off Orange Island, near Cailan Pilot Station when 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.

### Incident Onboard *Kiveli*

Name of Ship <i>Kiveli</i>
Type of Ship <b>Bulk carrier</b>
Flag of Ship <b>Liberia</b>
GT <b>22115</b>

On 24 May 11 at or about 0310 hrs, the bulk carrier was anchored at Hon Gai Outer Anchorage when four robbers boarded the carrier. The duty officer noticed the robbers, raised the alarm and the crew rushed to the forecandle. Noting that the crew had been alerted, the robbers escaped empty-handed.

# PART 2

## Analysis by Locations

### Incident Onboard *Kota Juta*

Name of Ship <b><i>Kota Juta</i></b>
Type of Ship <b>Container ship</b>
Flag of Ship <b>Hong Kong</b>
GT <b>18502</b>

On 30 Jun 11 at or about 0630 hrs, the container ship was anchored off Vung Tau when 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.

## Observations

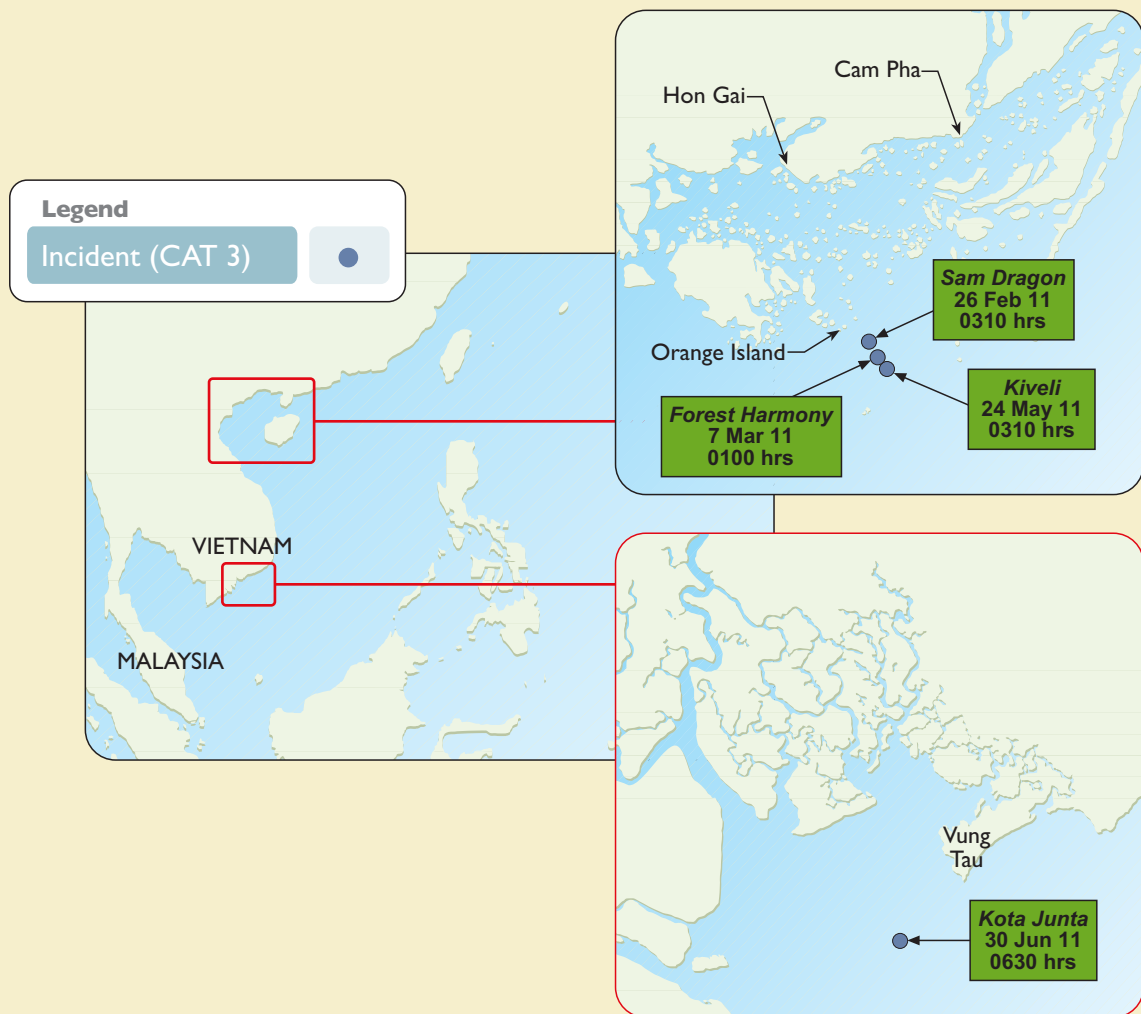
Of the four incidents reported during January-June 2011, three occurred in the north of Vietnam and one in the south. According to the patterns and trends observed during January-June of 2007-2011, 17 of the 22 incidents occurred south of Vietnam and five incidents in the north of Vietnam. Of the 17 incidents south of Vietnam, 14 incidents reported off Vung Tau and three incidents at inland ports around Ho Chi Minh City.

It is believed that the increase in enforcement and surveillance in south Vietnam, particularly Vung Tau area could have resulted in the shift of the occurrence of incidents to the north of Vietnam. This could be attributed to enhanced inter-governmental agencies and inter-ministries cooperation as well as improved engagement between the authorities and the maritime industry of Vietnam. These were also the key objectives of the Cluster Meeting conducted by the ReCAAP ISC and the ReCAAP Focal Point (Vietnam) involving the Vietnamese governmental agencies and shipping industries in Hanoi, Vietnam during 23-27 May 11.

# PART 2

## Analysis by Locations

Map 3: Location of incidents in Vietnam (January-June 2011)





## Recommendations

The ReCAAP ISC recommends continuous effort in enhancing inter-agency, inter-ministry and government-industry coordination in Vietnam. The authorities are encouraged to inform the relevant agencies of all incidents and render assistance to the victim ships immediately.

The ReCAAP ISC also recommends that the authorities regulate the presence of fishing boats at the ports and anchorages in Vietnam. The presence of large numbers of small fishing boats in the vicinity provides 'cover' for the robbers to operate under the guise of doing barter trading with the merchant vessels anchored in the area by distracting the crew while their accomplice boarded the vessels to steal. The presence of large number of fishing boats had also made it challenging for the law enforcement agencies to patrol, locate and apprehend the robbers.

# PART 2

## Analysis by Locations

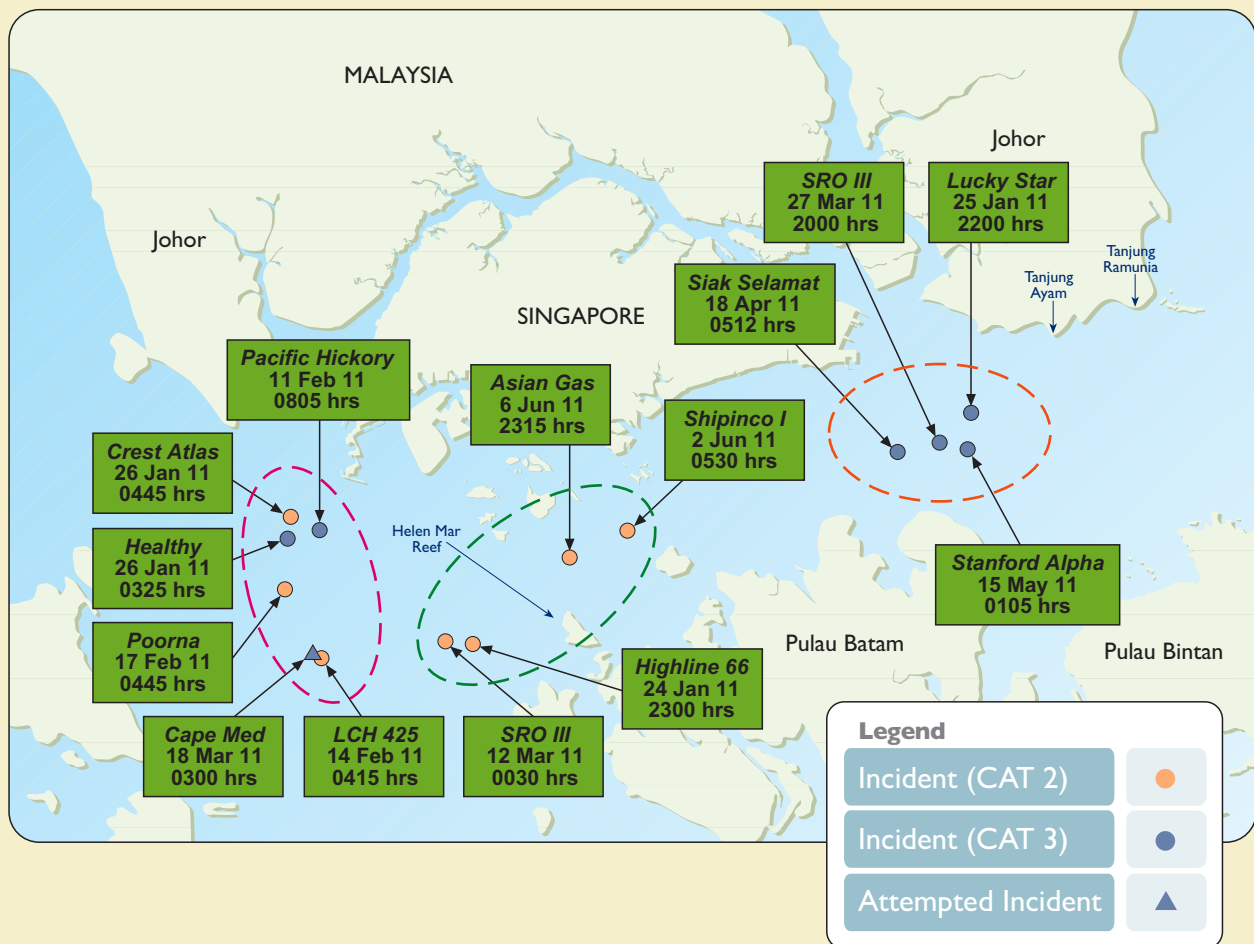
### **Straits of Malacca and Singapore**

From January-June 2011, 14 incidents of armed robbery against ships were reported in the Straits of Malacca and Singapore. Of these, eight incidents involved tug boats towing barges, and the other incidents involved general cargo ship, tanker, supply vessel, bulk carrier and LPG tanker.

The number of incidents reported during this period was the highest compared to the same period in the past four years (January-June of 2007-2010). Of the 14 incidents reported during January-June 2011, seven were Category 2 incidents, six were Category 3 incidents and one was an attempted incident.

Broadly, the 14 incidents occurred in three sectors of the Straits of Malacca and Singapore; namely the eastern, central and western sector. See map next page.

Map 4: Location of incidents in the Straits of Malacca and Singapore (January-June 2011)



# PART 2

## Analysis by Locations

### Eastern Sector (Eastern Bound of Traffic Separation Scheme, TSS)

Three of the four incidents reported in this sector involved tug boats towing barges. All were Category 3 (less significant) incidents which occurred while the vessels were underway. In the three incidents involving tug boats, the robbers came alongside the vessels in either an unlit sampan (wooden boat) or powered-driven vessel. They boarded the barges and stole items such as mooring ropes, locks, and other items including audio speakers and drinks from containers onboard the barge. The crew was not injured and the robbers escaped with the stolen items. In the incident involving general cargo ship, *Lucky Star*, an Indonesian Navy patrolling in the vicinity spotted *Lucky Star*, suspected something not right, boarded the vessel, and arrested the nine robbers onboard and rescued the crew who had been tied up.

### Central Sector (Vicinity of Helen Mar)

Incidents reported in the central sector were Category 2 (moderately significant) incidents. The ReCAAP ISC notes that these incidents occurred closer to shore as there are several small islands in the area.

A total of four incidents were reported, of which two incidents involved tug boats, one involved a general cargo ship and another a LPG tanker. In the incidents involving tug boat (*SRO III*), general cargo ship (*Shipinco I*) and LPG tanker (*Asian Gas*); the robbers armed with knives went alongside the vessels in speed boats (in two of the incidents), and stole items such as cash, radios, GPS, watches, mobile phones and clothes. In the incident involving tug boat, *Highline 66*, the robbers worn masks, armed with a gun and long knives came alongside the tug boat in a small boat, boarded the barge, *Highline 22*, broke open six containers and stole cargo and container lashing equipment before escaping in the small boat. The gun was not fired, and the crew was not injured.

### Western Sector (Vicinity of Nipa Transit)

A total of eight incidents were reported in this sector, of which five were Category 2 incidents, two were Category 3 incidents and one was an attempted incident. In all the incidents, it was reported that the robbers came alongside the vessels in either small boats or motorised sampans. In most of the incidents, the robbers were armed with knives which were used to threaten the crew, and to compel them to surrender their cash and personal belongings. Among the other items stolen were binoculars and some bridge equipment.

### Observations

From the modus operandi of the robbers, it appears that at least two different syndicates or groups of robbers were responsible for the incidents reported in the three sectors.

The incidents were opportunistic in nature and tug boats appears to be more vulnerable compared to other type of ships due to its slow speed, low freeboard, and fewer crew onboard. Except for the incident involving supply vessel, *Poorna* where the robbers tied the hands of the Second Officer and seaman; and assaulted the Chief Engineer; no crew was injured in the other incidents.

# PART 2

## Analysis by Locations

### Actions taken by the littoral States and Shipping Industry

In response to the increase in incidents in the Straits of Malacca and Singapore, the littoral States and their maritime law enforcement agencies had enhanced surveillance, strengthened individual efforts in policing their territorial waters and stepped up cooperation with their respective counterparts in responding to any occurring incident.

At the operational level, the ReCAAP Focal Point (Singapore), the Republic of Singapore Navy and the ReCAAP ISC had engaged the local shipping industry, particularly the tug boat owners. Through dialogue sessions, the ReCAAP ISC and ReCAAP Focal Point (Singapore) share with the industry the modus operandi of the robbers, lessons learned and best management practices through case studies. Joint and shared responsibilities of the governments and shipping industry were advocated. Ship masters are encouraged to maintain all-round vigilance at all times, implement effective ship security plan and report all actual and attempted incidents to the coastal States and flag States immediately.

### Positive Outcome

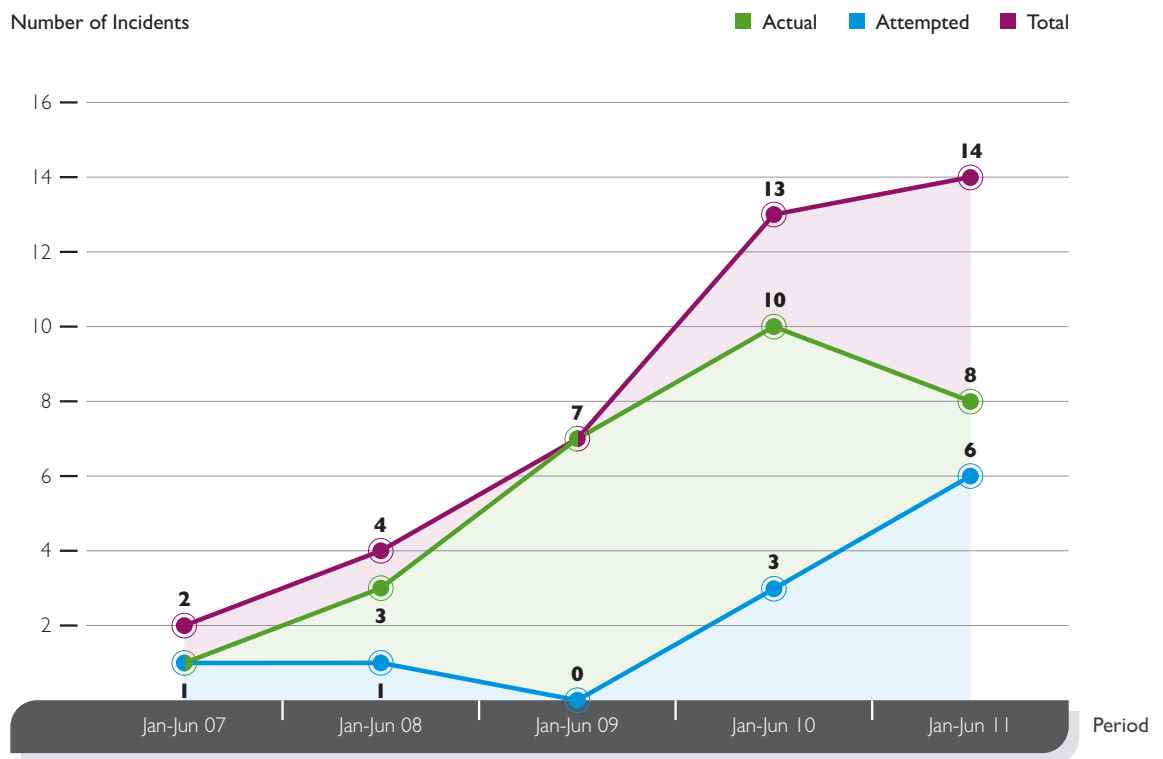
Notably, the efforts by the littoral States and the shipping industry have shown positive and encouraging results. The ReCAAP ISC notes a reduction in the frequency of incidents occurred in the Straits of Malacca and Singapore in the second quarter of 2011 (April-June 2011). About one to two incidents were reported per month during April-June 2011 compared to two to three incidents during January-March 2011.

### Moving Forward

The ReCAAP ISC, working as the conduit between the ReCAAP Focal Points, the Malaysian and Indonesian authorities, as well as the shipping industry will continue to monitor the situation in the Straits of Malacca and Singapore closely, provide timely situation update, share modus operandi of the robbers and provide recommendations to governments, ship owners and ship operators.

### South China Sea

During January-June 2011, a total of 14 incidents were reported in the South China Sea. The total number of incidents reported in the South China Sea had increased since January-June 2007. However, the increase in the number of incidents during January-June 2011 was due to the increase in the number of attempted incidents, a result of pro-active and successful evasive measures undertaken by ship masters and crew in avoiding and preventing boarding by pirates. Refer to Graph 4.



Graph 4 - Number of incidents reported in South China Sea (January-June of 2007-2011)

Of the 14 incidents reported during January-June 2011, two were Category 1 incidents, five were Category 2 incidents, one was a Category 3 incident and six were attempted incidents.

# PART 2

## Analysis by Locations

Since January-June 2008, there has been a steady increase in the number of Category 2 incidents reported in the area, with two incidents reported during January-June 2008, six incidents during January-June 2009 and nine incidents during January-June 2010. The five Category 2 incidents reported during January-June 2011 represents a significant decrease in the number of Category 2 incidents compared to the same period in 2010. The ReCAAP ISC commends the efforts of ship masters and crew who had successfully prevented boarding by pirates, a result of their alertness and vigilance.

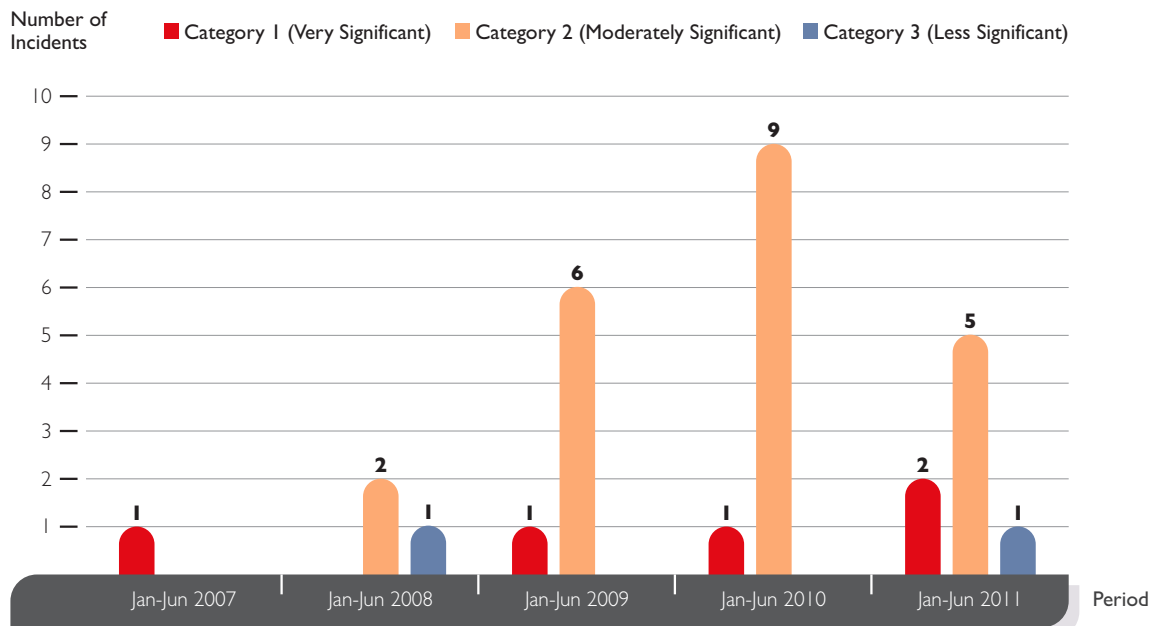
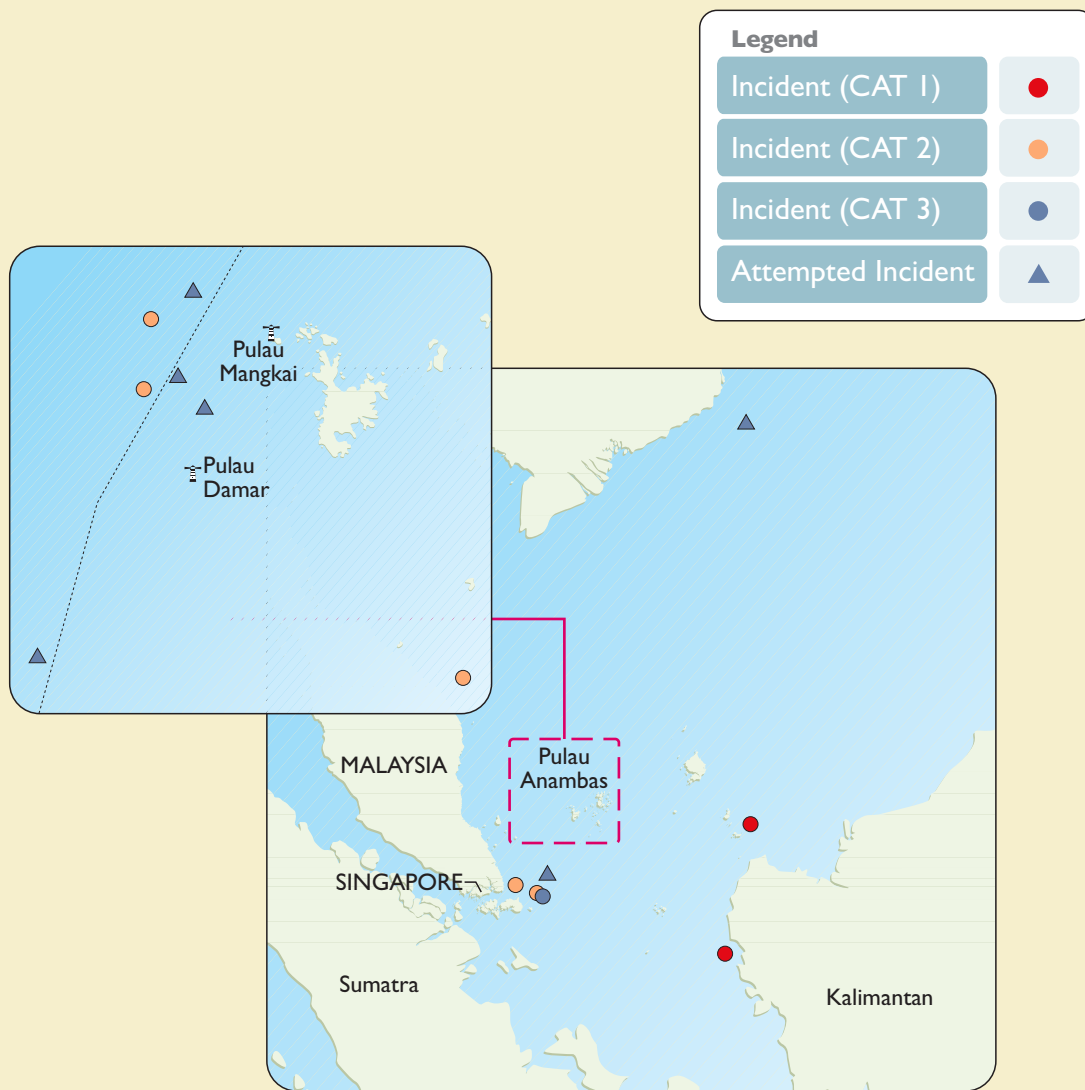


Chart 5 - Significance Level of incidents in South China Sea (January-June of 2007-2011)

Of the 14 incidents reported in South China Sea during January-June 2011, half of the incidents were reported in the vicinity of Pulau Anambas. Refer to map below. Of these, three were Category 2 incidents and four were attempted incidents. In all three Category 2 incidents, the pirates operate in groups of 7-10 men, armed with knives or sharp objects, tied the crew, and stole cash, mobile phones and laptops. The two Category 1 incidents reported in the South China Sea involved the hijacking of tug boat *Solid 8* towing barge *Solid 66*, and tug boat *Mitra Jaya V* towing barge *Makmur Abadi V* on 25 May 11 and 29 May 11 respectively. More details and analysis on the hijacking incidents are shared in Part 3 of this report.



Map 5: Location of incidents in the South China Sea (January-June 2011)



# PART 3

## Case Study

© Hijacking Incidents: Patterns and Trends



# PART 3

## Case Study

### Hijacking Incidents: Patterns and Trends

#### Overall Situation

During January-June 2011, a total of three incidents of hijacking of tug boats towing barges were reported to the ReCAAP ISC and its Focal Points.

The three hijacking incidents involved tug boat *Marina 26* towing *Marine Power 3301* on 22 Mar 11, tug boat *Solid 8* towing *Solid 66* on 25 May 11 and tug boat *Mitra Jaya V* towing *Makmur Abadi V* on 29 May 11<sup>2</sup>. The status of the three incidents as of 30 Jun 11, are as follows:

S/No.	Name of Vessel	Date/Time	Location/Last known position	Status/Comments
1.	<i>Marina 26</i> Tug boat Indonesia  <i>Marine Power 3301</i> Barge	22 Mar 11 2200 hrs	Approx. 12 nm east of Pulau Tioman, Malaysia	Tug boat and barge still missing.
2.	<i>Solid 8</i> Tug boat Malaysia  <i>Solid 66</i> Barge	25 May 11 1540 hrs	Approx. 27.3 nm southeast of Pulau Subi Besar, Indonesia, South China Sea	Barge was found with cargo intact (scrap steel), all 10 crew rescued, but tug boat still missing.
3.	<i>Mitra Jaya V</i> Tug boat  <i>Makmur Abadi V</i> Barge	29 May 11 2200-2300 hrs	Approx. 15 to 20 miles west of the Muara Jungkat buoy, Pontianak, West Kalimantan, Indonesia, South China Sea	Tug boat and barge recovered, and crew rescued by the Indonesian authorities.  Pending investigation outcome by authorities.

Table 2 - Status of the hijacking incidents (January-June 2011)

<sup>2</sup> Refer to the ReCAAP ISC Monthly Report for March 2011 and May 2011 for details of the incidents.

# PART 3

## Case Study

### Analysis of the Vulnerability of Targeted Vessels

Chart 6 shows a total of nine incidents of hijacking and missing vessels reported during Jan 2008- Jun 2011, comprising two incidents in 2008, one incident in 2009, three incidents in 2010 and three incidents in 2011.

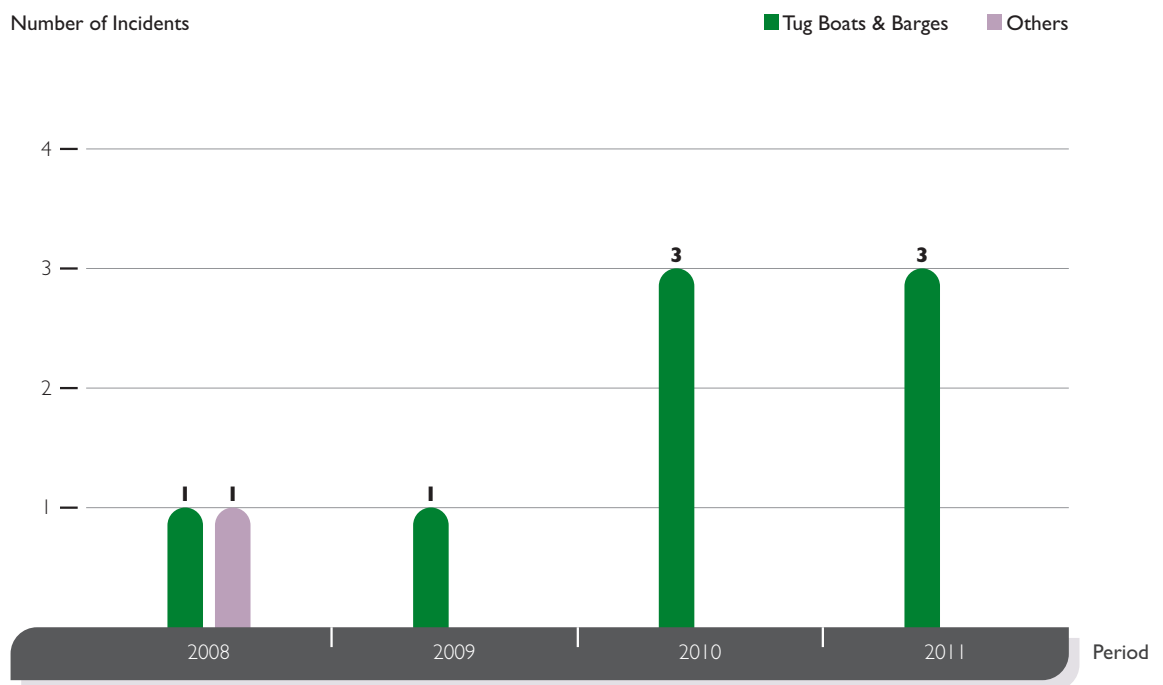


Chart 6 - Number and type of hijacked/missing vessels (2008-2011)

### Why Tug Boats were Targeted?

Except for the incident involving tanker *Blue Ocean 7* on 21 May 08, all the other eight incidents involved tug boats. Tug boats are vulnerable targets as they tend to operate nearer to coast (on coastal voyages), slow moving, with low freeboard and lesser crew onboard.

Economically, there was a demand for second-hand tug boats and barges. This was due to its lower price in the resale market compared to a brand new tug boat. Generally, it can go for as much as S\$0.5 million lower than the price of a new tug boat, making it a lucrative venture in hijacking a tug boat.

It appears that newer tug boats were preferred as they command a higher resale value. This was evident in the incident involving *PU 2007* which was hijacked on 19 Apr 10, but later abandoned by the pirates who escaped with the crew's cash, laptop and mobile phones. Although it was not known why the pirates decided to abandon the tug boat after painting the funnel marking in red and renaming the tug boat as *Mega I*, insider's inputs suggested that it was likely a case of mistaken identity. The pirates planned to hijack a newer tug boat but due to some technical problems encountered by that tug boat, the relatively older tug boat, *PU 2007* was tasked to take over the assignment. On 19 Apr 10 at or about 2330 hrs, *PU 2007* was boarded by about 10-15 men with masks while she was underway at about 57 nm northeast of Kuantan, Malaysia.

Some owners of smaller tug boat companies are often unwilling to seek assistance from the local or coastal authorities immediately or at all. Instead they are willing to get back their hijacked tug boat through their own means, including own network. In some occasions, they even prepared to 'lose' the tug boat, and received compensation of an amount which is lesser than the value of the tug boat from the insurance company. Timeliness in reporting a hijacking incident is essence in locating and recovery of the hijacked vessel as the common modus operandi of hijackers was to rename and repaint the vessel while underway to the desired destination where an identified buyer would be waiting.

# PART 3

## Case Study

### Location of Incidents

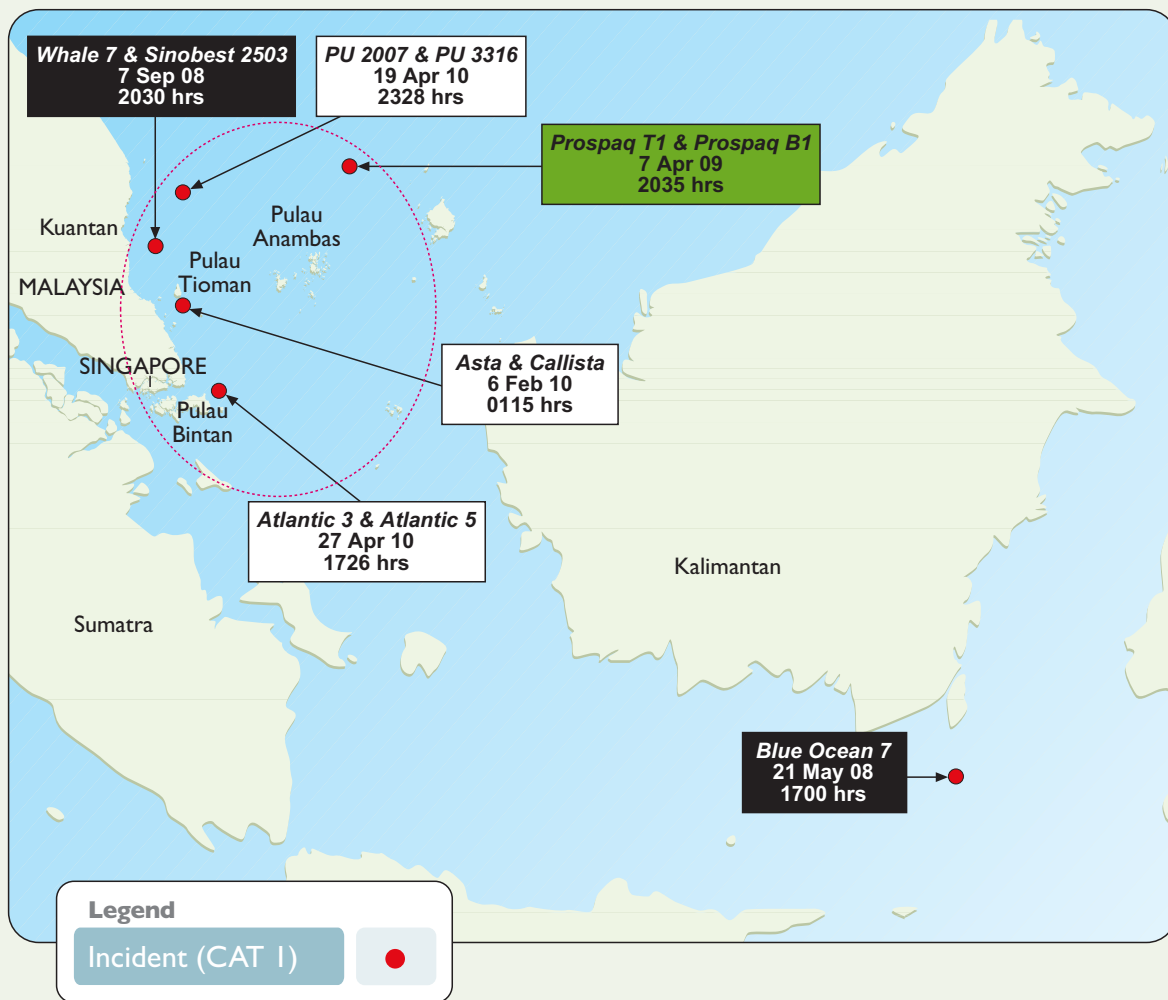
Of the six incidents reported between 2008 and 2010, three incidents occurred off Pulau Tioman and Kuantan, and one incident each off Anambas, Kalimantan and Bintan Island. Refer to map below for location of the incidents. Notably, only one incident occurred furthest away to the south of Kalimantan, and it involved a tanker, *Blue Ocean 7*, the only hijacking incident involving a tanker. Unlike the other incidents involving tug boats, the hijacking of *Blue Ocean 7* was for the cargo of crude palm oil onboard which had been sold to a buyer at Sandakan, East Malaysia.

A closer analysis of the location of the incidents indicates that these were waters frequently used by tug boats towing barges for ferrying logistics and supplies in the region. It depicts the general routes (both ways) taken by tug boats which can be broadly categorised in four traffic patterns:

- ⊙ a. South bound from East Thailand to the Philippines, Malaysia and Indonesia
- ⊙ b. South bound from Cambodia or South Vietnam to Singapore
- ⊙ c. South bound from West of Thailand or Myanmar to Malaysia, Indonesia and Singapore
- ⊙ d. North bound to Malaysia, Thailand, Cambodia, Vietnam and Myanmar

It appeared that incidents reported during 2008-2010 mostly occurred off the eastern coast of Peninsular Malaysia and in the South China Sea. The Malaysian Maritime Enforcement Agency (MMEA) had since stepped up surveillance within their territorial waters. The ReCAAP ISC notes that in the incidents involving *Asta* and *PU 2007*, the hijackers upon discovering that they were under surveillance by the authorities, sped up and entered into the South China Sea to evade the authorities. In the case of *Asta*, it was believed that the barge, *Calista* was detached to facilitate its faster easterly movements.

Map 6: Overall location of Hijacking/Missing Incidents during 2008-2010



# PART 3

## Case Study

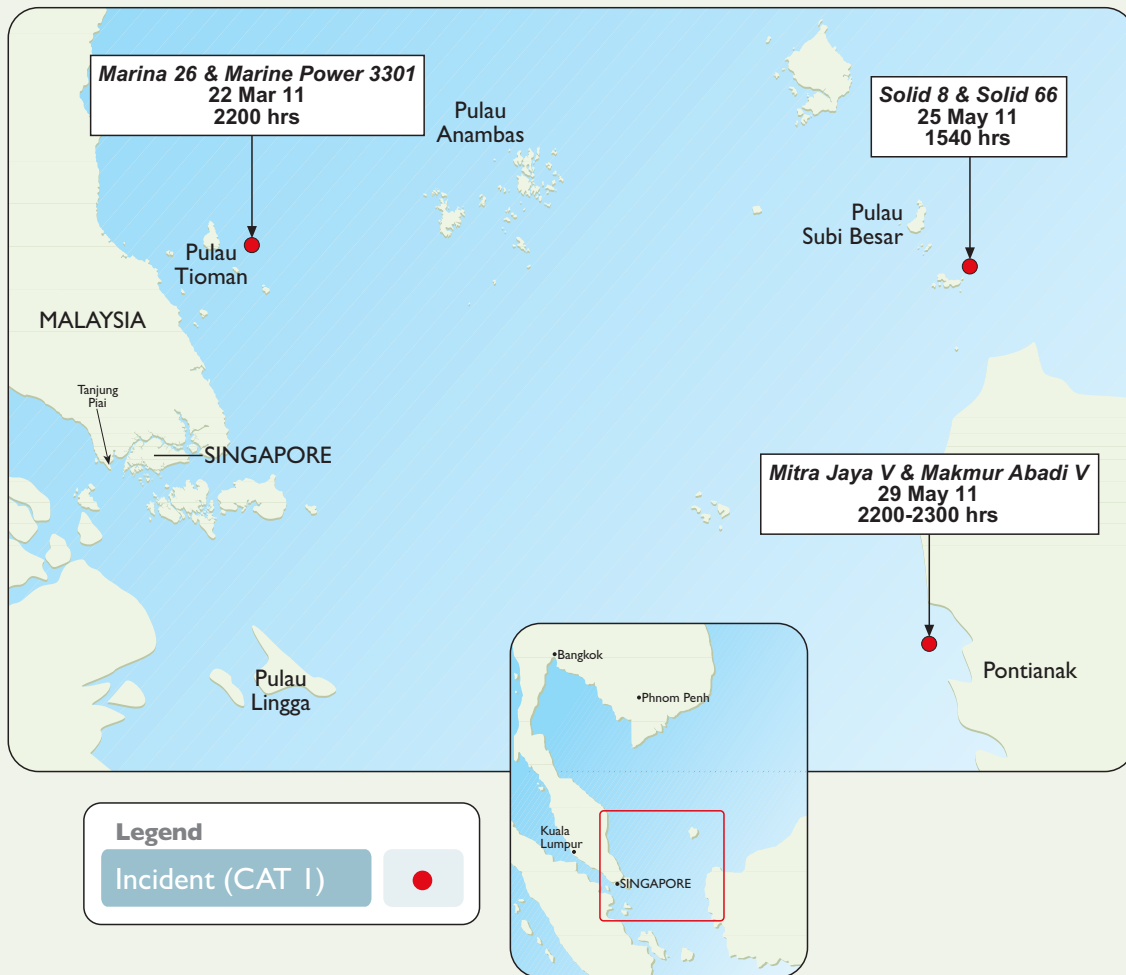
Comparing the hijacking incidents reported between 2008 and 2010, it appeared that there had been a southerly shift in the location of hijacking incidents reported during January-June 2011. This could be attributed to the enhanced surveillance and enforcement by the MMEA in the vicinity off Pulau Tioman and Kuantan.

Also the recent incidents did not display the modus operandi of the pirates bringing the hijacked vessels to Philippines as occurred in two of the three hijacking incidents reported in 2010 (tug boats *Asta* and *Atlantic 3*).

The three incidents reported in 2011 were scattered over a wider geographical location in the South China Sea and off Kalimantan in the south. Refer to map next page.



Map 7: Location of Hijacking/Missing Incidents during January-June 2011



# PART 3

## Case Study

### Analysis of the Modus Operandi of Pirates/Robbers

Most of the hijacking incidents were pre-planned, well-organised, and likely to be carried out by syndicates. In the incident involving *Whale 7* towing *Sinobest 2503* which occurred on 8 Sep 08, the robbers after being arrested by the Thai authorities revealed that they were paid 1.07 million baht (USD34,863) to bring the vessels to Thailand. As in all hijacked incidents, the hijacked vessels were usually repainted and renamed. Similarly, *Whale 7* was repainted and renamed *Saga 01*.

In the incident involving *Atlantic 3* towing *Atlantic 5* which occurred on 27 Apr 10, the buyer, a businessman residing in General Santos City, Philippines, produced a document showing that the vessels were registered in Honduras under the name of *Marlin VIII* which the tug boat had been renamed after. The document was a “Builder’s Certificate for New Vessel Built in Singapore” issued by a local shipyard. Upon verification with the company by the ReCAAP ISC, it was concluded that the document was forged as the company did not build any tug boat by the name of *Marlin VIII* and the said certificate was not issued by the company.

Another incident which indicated that the hijacking was pre-planned was the incident involving tanker, *Blue Ocean 7* on 21 May 08. The tanker, renamed *Eka* had all the required shipping documents when she arrived at Sandakan, East Malaysia and the buyer waiting to receive the cargo of crude palm oil onboard.

The modus operandi of the pirates/robbers hijacking *Marina 26*, *Solid 8* and *Mitra Jaya V* in 2011 bear similarities to those involved in the hijacking of *Asta*, *Atlantic 3* and *PU 2007* in 2010. In the incidents in 2010, the pirates/robbers were armed with guns and knives which were used to threaten the crew and tied them up. The guns were however, not fired. About nine pirates/robbers were reported in all three incidents involving *Asta*, *Atlantic 3* and *PU 2007*. The pirates/robbers did not harm the crew but held them hostage for a couple of days before they abandoned the crew in a life-raft, as reported in the hijacking of *Asta* and *Atlantic 3*. While underway to the desired destination, the hijackers repainted and renamed the vessels to ‘mask’ their identities. The motive of hijacking the vessels remained consistent, which was to sell them as second-hand vessels to identified buyers.

Although not conclusive, the modus operandi of the pirates/robbers based on information about the hijacking of *Marina 26*, *Solid 8* and *Mitra Jaya V* are as follows:

- ⊙ a. All incidents occurred while the ships were underway.
- ⊙ b. Knives and parangs (long knives) were used by the pirates/robbers who boarded tug boat, *Marina 26* and tug boat, *Solid 8*. However, the hijackers of tug boat *Mitra Jaya V* were armed with guns and sharp weapons, which were used to threaten the crew. One of the crew sustained injuries in his left hand when he resisted.
- ⊙ c. Between 6 to 12 men were involved in the three hijacking incidents. Six men were involved in the hijacking of *Mitra Jaya V* (of whom five men boarded the tug boat, and one boarded the barge), and 10 men and 12 men were involved in the hijacking of *Marina 26* and *Solid 8* respectively.
- ⊙ d. In two of the three incidents, the crew was abandoned in a life-raft at sea. In the hijacking of *Marina 26*, the crew was given food, water, passports, cash and forced onto a life-raft. Similarly, the crew of *Solid 8* was also abandoned in a life-raft.
- ⊙ e. The crew of *Marina 26* reported that the tug boat originally red had been repainted green and last seen heading easterly. There were no reports of tug boat, *Solid 8* except that the barge, *Solid 66* with the cargo intact was found off one of the RMN offshore stations in the Spratlys.

# PART 3

## Case Study

### Correlation between Timely Reporting and Outcome of the Incident

The ReCAAP ISC observes that there is a positive correlation between timely reporting of an incident and the outcome of the incident, namely the successful recovery of the hijacked vessels, rescue of the crew and arrest of the hijackers.

This was evident in the incidents involving tug boats: *Whale 7*, *Asta* and *Atlantic 3* where the tug boats were recovered, crew rescued and hijackers arrested.

Name of Vessel	Date of Incident	Date of Report and By Who?	Outcome
<i>Blue Ocean 7</i> Tanker	21 May 08	30 May 08  ReCAAP Focal Point (Singapore) reported incident to the ReCAAP ISC when the owner of the tanker lost contact with the vessel	Malaysian Marine Police and Indonesian authorities arrested suspected hijackers and recovered the tanker.
<i>Whale 7</i> Tug boat  <i>Sinobest 2503</i> Barge	7 Sep 08	7 Sep 08  Ship owner reported incident to ReCAAP Focal Point (Singapore)	Thai Marine Police <b>recovered vessels</b> on 24 Sep 08, and arrested the hijackers.
<i>Prospaq T1</i> Tug boat  <i>Prospaq B1</i> Barge	7 Apr 09	15 Apr 09  Ship owner made a police report in Singapore  17 Apr 09  Philippine Coast Guards reported incident in the Philippine media	Crew abandoned onto life-raft and rescued by passing vessel while underway to Philippines.  No information about the hijacked vessels.
<i>Asta</i> Tug boat  <i>Callista</i> Barge	6 Feb 10	6 Feb 10  Ship agent reported incident to ReCAAP Focal Point (Singapore)	Crew abandoned onto life-raft was rescued by the Malaysian Navy. The Philippine authorities arrested the hijackers when <i>Asta</i> was brought to the Philippines. The <b>vessel was recovered in the Philippines</b> , and returned to the owner on 13 Aug 10.

Name of Vessel	Date of Incident	Date of Report and By Who?	Outcome
<i>PU 2007</i> Tug boat	19 Apr 10	20 Apr 10 Ship owner reported incident to ReCAAP Focal Point (Singapore)	Hijackers abandoned the vessel which subsequently found her way back to Singapore safely.
<i>Atlantic 3</i> Tug boat  <i>Atlantic 5</i> Barge	27 Apr 10	29 Apr 10  Ship owner reported incident to ReCAAP Focal Point (Singapore) and ReCAAP ISC	Crew abandoned onto life-raft was rescued by the Vietnamese authorities. The <b>vessels were recovered</b> by the Philippine authorities when they were brought there by the hijackers. The vessels were returned to its owner on 15 Dec 10.
<i>Marina 26</i> Tug boat Indonesia  <i>Marine Power 3301</i> Barge	22 Mar 11	29 Mar 11  Information from open source via MSTF-IFC	<b>Tug boat and barge are still missing.</b>
<i>Solid 8</i> Tug boat Malaysia  <i>Solid 66</i> Barge	25 May 11	3 Jun 11  Information from shipping company via MMEA	The Royal Malaysian Navy (RMN) <b>found the barge</b> with its cargo intact, off one of its offshore stations in the Spratly.  <b>Crew was rescued</b> by a passing Vietnamese fishing vessel and headed to Nha Trang Port, Vietnam.  <b>Tug boat is still missing.</b>
<i>Mitra Jaya V</i> Tug boat  <i>Makmur Abadi V</i> Barge	29 May 11	6 Jun 11  Information from open source via MSTF-IFC	The <b>vessels were recovered</b> , the crew rescued and the pirates apprehended by the Indonesian authorities. All were taken to Batam, Indonesia for investigation.

# PART 3

## Case Study

### Observations and Recommendations by the ReCAAP ISC

The analysis of past hijacking incidents between 2008 and 2010; and the modus operandi of the three hijacking incidents reported in 2011 indicate the following:

- ⊙ a. The pirates were interested in hijacking tug boats and barges; and abandoned the barge (as in the incident involving *Asta*), probably to aid faster escape, and changed the appearance (colour and name) of the vessels while underway.
- ⊙ b. The repainting of the hijacked vessels indicates to some level of pre-planning and collaboration by the crew with the culprits to ensure sufficient paint available onboard the vessels.
- ⊙ c. The pirates appeared to have prior knowledge of the vessel's fitment as this was evident in their ability to turn off the tracking system onboard the vessels and able to navigate the vessels to the desired destination.
- ⊙ d. The availability of shipping documents, certificates of builder and ready buyers further supported the assessment that syndicates were involved and the hijackings were well-planned and organised.
- ⊙ e. The availability of sufficient fuel onboard the hijacked vessel to enable her to reach its destination.
- ⊙ f. The possibility of conspiracy between the crew and the pirates/robbers cannot be ruled out in some of the incidents. One incident reported that the pirates/robbers placed the crew's passports in a zip-lock bag before passing it to them when abandoned them onto the life-raft.
- ⊙ g. The location of the recovered tug boats and barges indicates that the local shipyards operating in the vicinity could be utilised by the hijackers to facilitate easy 'disposal' of hijacked vessels.

The ReCAAP ISC makes the following recommendations based on the lessons learned from the modus operandi and observations of reports of hijacking/missing vessels during 2008-2011:

#### **To Ship Masters**

- ⊙ a. Maintain all-round vigilance while operating in the area.
- ⊙ b. Keep the management of the vessel updated on the position and movement of vessel periodically. A recent incident where the master was unable to communicate with the management has resulted in assumption of the vessel being hijacked and hence, resulted in a considerable mobilisation of resources to locate the missing vessels. A good communication policy between the shipping company and the crew onboard would certainly enable safety and security of the crew and aid in smooth operations.
- ⊙ c. As far as possible avoid coastal navigation in areas with past reports of hijacked or missing vessels.
- ⊙ d. Report all incidents immediately to the nearest Coastal State.

# PART 3

## Case Study

### To Ship Owners

- ⊙ e. Ensure that adequate measures are available onboard to maintain all-round vigilance. These may include provision of adequate manpower and technology to carry out watch-keeping duties efficiently.
- ⊙ f. Implement an effective ship security plan and provide backup communication for the crew to communicate in case of failure of the primary mode.
- ⊙ g. Carry out background checks on crew to rule out any 'insider job'. In some of the incidents the presence of homogeneous crew (of similar nationalities) could be attributed to the 'insider job' of conspiracy.
- ⊙ h. To be wary when vessels/crew indent for more paint than required for routine maintenance work.
- ⊙ i. Be aware and adhere to the reporting procedures for reporting of incidents. In one of the recent cases involving the hijacking of tug boat and barge, the owner/operator was not aware of the reporting procedures thus causing a delay of about seven days; this provided the much desired window for the pirates to change the appearance of the vessel and therefore making it difficult for identification and recovery. Hence, timely reporting to the relevant authorities is essential for deployment of resources to search for the hijacked/missing vessels.
- ⊙ j. The owners/operators are advised to report all the incidents of piracy and armed robbery against ships to the nearest ReCAAP Focal Point.
- ⊙ k. To carry out 'spot checks' on the crew manifest, and quantity of fuel carried by the vessels.



### To Authorities

- ⊙ l. Carry out enhanced patrolling and maritime enforcement presence in areas of reported activities to deter pirates/robbers and deny usage of navigable waters for piracy and sea robbery.
- ⊙ m. Engage the shipping community extensively, more so with the smaller scale shipping industry operating freighters, tug boats and barges (who unlike the larger companies, are not members of the local shipping association), so as to enhance awareness and build mutual confidence. This would further facilitate better information sharing between the ReCAAP ISC, ReCAAP Focal Points and the shipping community.
- ⊙ n. Be prompt in reacting to reports by ship masters, owners and operators. This aids in confidence building and better exchange of information between the authorities and shipping community.
- ⊙ o. Conduct outreach programmes to the coastal community to warn villagers of the ill effects of piracy and sea robbery, and encourage them to report any suspicious activity to the authorities.
- ⊙ p. Develop an effective mechanism to police shared waterways among the littoral States.

Early detection of a possible boarding is the most effective deterrent measure. In addition, the crew should be adequately exercised on anti-piracy/sea robbery measures as stipulated in the guidebook on Industry's Best Management Practices.

With the resurgence of incidents in some areas of concerns, the ReCAAP ISC advises ship masters to adopt precautionary measures and heighten vigilance when transiting the area.

The ReCAAP ISC strongly urges ship masters to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal State immediately. Ship owners and operators are to report the incidents to the ReCAAP Focal Points.

# PART 4

## New Snippets

- © Malaysian Maritime Enforcement Agency to be Malaysia's Coast Guard
- © IMO Opens Anti-Piracy Centre in Kenya
- © Denmark Adopts Anti-Piracy Measures



# PART 4

## New Snippets

### **Malaysian Maritime Enforcement Agency to be Malaysia's Coast Guard**

The Malaysian Maritime Enforcement Agency (MMEA) has been identified as Malaysia's coast guard and will become the sole agency to patrol and monitor the country's waters. It reported that the MMEA would take over the role by August 2011. Several meetings had been held between the MMEA and Malaysia's Marine Police and Malaysia's Customs Department on the transfer of assets to the MMEA. An agreement has been reached with these departments handing over patrol vessels, building complexes, jetties and 1,060 personnel to the MMEA.

© <http://thestar.com.my/news/story.asp?file=/2011/7/13/nation/9087052>

# PART 4

## New Snippets

### **IMO Opens Anti-Piracy Centre in Kenya**

The anti-piracy centre, located in the Kenyan port city of Mombasa, was inaugurated by Efthimios Mitropoulos, the Secretary-General of the International Maritime Organization (IMO) on 31 Mar 11. The Regional Maritime Rescue Coordination Centre (MRCC) is co-housing the centre. The 24-hour MRCC covers extensive areas of the western Indian Ocean. The centre was established under the Djibouti Code of Conduct on the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden. It is the first of three planned information sharing centres to fight the growing scourge of piracy in the Indian Ocean and the Gulf of Aden.

The information sharing centre will ensure coordinated, timely, and effective flow of information. They will be capable of receiving and responding to alerts and requests for information or assistance at all times.

Countries reporting to the Mombasa centre include the Maldives, Seychelles, Mauritius, Kenya and, at a later date, Somalia. Furthermore, the three centers will work closely with the European Union Naval Force (EUNAVFOR), the United Kingdom's Maritime Trade Operations (UKMTO) and the Maritime Liaison Office in Bahrain.

© <http://www.thaivisa.com/forum/topic/456603-un-opens-anti-piracy-center-in-kenya/>

## Denmark Adopts Anti-Piracy Measures

Denmark adopted a series of measures aimed at combating piracy, mainly off the coast of Somalia. One of the planks in the government's strategy was a bilateral treaty with the Seychelles to make it possible for suspected pirates apprehended by Danish forces to be put on trial in the Indian Ocean nation.

"Putting pirates on trial is a key element in the fight against piracy off Somalia, which, means that pirates can be brought to justice - and not only halted", Denmark's Foreign Minister Lene Espersen said.

The strategy included military and political components, as well as legal measures. It is noted that, the strategy aims at strengthening capacity in the region near the Horn of Africa to play a greater part in anti-piracy patrols.

Several Danish vessels have been targeted by pirates, and earlier this year Copenhagen urged recreational sailors to avoid the Gulf of Aden, the Arabian Sea and the north-western section of the Indian Ocean.

© [http://www.monstersandcritics.com/news/africa/news/article\\_1641378.php/Denmark-adopts-anti-piracy-measures](http://www.monstersandcritics.com/news/africa/news/article_1641378.php/Denmark-adopts-anti-piracy-measures)

# PART 5

## Appendices

- ◎ Definition & Methodology in Classifying Incidents
- ◎ Details 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



# PART 5

## Appendices

### Definition & 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.

# PART 5

## 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.

# PART 5

## Appendices

### Details of Incidents

#### Actual Incidents

Legend	<span style="color: red;">■</span> CAT 1 (Very Significant)	<span style="color: orange;">■</span> CAT 2 (Moderately Significant)	<span style="color: blue;">■</span> CAT 3 (Less Significant)
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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
<span style="color: orange;">■</span> 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><b>[ReCAAP Focal Point (Singapore)]</b></p>
<span style="color: orange;">■</span> 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><b>[ReCAAP Focal Point (Denmark), ReCAAP Focal Point (Singapore)]</b></p>
3.	<p><i>German S</i> Container ship Antigua &amp; 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><b>[ReCAAP Focal Point (Philippines)]</b></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><b>[IMO]</b></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 &amp; 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><b>[IMO]</b></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 &amp; 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>

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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><b>[MSTF-IFC, The Jakarta Post dtd 27 Jan 11]</b></p>
7.	<i>Healthy</i> Tanker Saint Kitts and Nevis 8212752 996	26/01/11 0325 hrs	01° 11.8' N, 103° 33.6' E  Approximately 5 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca & Singapore)	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>
8.	<i>Crest Atlas</i> Tug boat Singapore 9329978 247	26/01/11 0445 hrs	01° 12.57' N, 103° 33.7' E  Approximately 3.2 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca & Singapore)	<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)]

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12.	<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 in 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>
13.	<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 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><b>[MMEA]</b></p>
14.	<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</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><b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b></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><b>[IMO]</b></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><b>[MMEA]</b></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><b>[IMO]</b></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><b>[ReCAAP Focal Point (Japan)]</b></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>

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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><b>[ReCAAP Focal Point (Philippines)]</b></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><b>[IMO]</b></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><b>[ReCAAP Focal Point (Japan)]</b></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><b>[IMO]</b></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]

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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 Zulkifli 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 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><b>[MMEA, The Straits Times dtd 11 March 2011]</b></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><b>[ReCAAP Focal Point (India)]</b></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.  <b>[ReCAAP Focal Point (Singapore)]</b>
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.  <b>[IMO]</b>
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.  <b>[ReCAAP Focal Point (India)]</b>
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.  <b>[IMO]</b>
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.

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33.				<p>The ship's 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><b>[ReCAAP Focal Point (Singapore)]</b></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. The whereabouts of the hijacked tug boat and barge is currently unknown.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></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><b>[ReCAAP Focal Point (Singapore)]</b></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><b>[IMO]</b></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 &amp; 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><b>[ReCAAP Focal Point (Singapore)]</b></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. 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><b>[ReCAAP Focal Point (Singapore)]</b></p>

# PART 5

## 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
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><b>[ReCAAP Focal Point (Singapore)]</b></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><b>[IMO]</b></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><b>[IMO]</b></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><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
<p>43.</p>	<p><i>Namse Bang Dzod</i> Tanker Indonesia</p>	<p>15/04/11 1700 hrs</p>	<p>05° 21.18' S, 114° 47.00' E</p> <p>Off Masalembu Island, Northeast of Surabaya, Indonesia</p>	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>
<p>44.</p>	<p><i>Siak Selamat</i> Tug boat Indonesia 9550888 180</p> <p><i>PAC Kalimantan</i> Barge Singapore</p>	<p>18/04/11 0512 hrs</p>	<p>01° 15.2' N, 104° 03.2' E</p> <p>Eastbound TSS south of Changi (Straits of Malacca &amp; Singapore)</p>	<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>

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### Details 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><b>[ReCAAP Focal Point (Singapore)]</b></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><b>[IMO]</b></p>
46.	<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><b>[IMO]</b></p>
47.	<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><b>[IMO]</b></p>



S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
48.	<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]
49.	<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]
50.	<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]
51.	<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)]

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### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
52.	<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 &amp; 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><b>[ReCAAP Focal Point (Singapore)]</b></p>
53.	<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><b>[IMO]</b></p>
54.	<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><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
55.	<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]
56.	<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)]
57.	<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]
58.	<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]
59.	<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]

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## 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
60.	<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 forecabin. Noting that the crew had been alerted, the robbers escaped empty-handed.  [IMO]
61.	<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]
62.	<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).  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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
62.				<p>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><b>[MMEA, MSTF-IFC]</b></p>
63.	<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><b>[IMO]</b></p>
64.	<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.</p> <p><b>[MSTF-IFC]</b></p>
65.	<p><i>Dong Jiang</i> Tanker Singapore 9468815 30964</p>	30/05/11 0129 hrs	<p>01° 19.30' N, 104° 54.50' E</p> <p>Approximately 20.45 nm northeast of Pulau Bintan, Indonesia (South China Sea)</p>	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>

# PART 5

## 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
66.	<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>
67.	<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>
68.	<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>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
69.	<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>
70.	<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>

# PART 5

## 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>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><b>[ReCAAP Focal Point (India)]</b></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><b>[ReCAAP Contact Point (Hong Kong)]</b></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><b>[ReCAAP Contact Point (Hong Kong)]</b></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><b>[IMO]</b></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 &amp; 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>

# PART 5

## 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
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><b>[ReCAAP Focal Point (Singapore)]</b></p>
8.	<p><i>Rena</i> General cargo ship Malaysia 8718691 1238</p>	<p>22/03/11 0155 hrs</p>	<p>01° 35.10' N, 105° 07.40' E</p> <p>Approximately 38.9 nm northeast of Pulau Bintan, Indonesia (South China Sea)</p>	<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><b>[IMO]</b></p>
9.	<p><i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939</p>	<p>25/03/11 1420 hrs</p>	<p>02° 03' N, 104° 51' E</p> <p>Approximately 29.35 nm southeast of Pulau Aur, Malaysia (South China Sea)</p>	<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><b>[IMO]</b></p>
10.	<p><i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939</p>	<p>25/03/11 2040 hrs</p>	<p>03° 11.3' N, 105° 23.1' E</p> <p>Approximately 13.45 nm northwest of Pulau Mangkai, Indonesia (South China Sea)</p>	<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><b>[IMO]</b></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]

# PART 5

## Appendices

### Details of Incidents

#### Incidents Not Considered Acts of Piracy or Armed Robbery Against Ships

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Details of Incidents	Why incident not considered an act of piracy and armed robbery against ships?
1.	<p><i>Posh Pahlawan</i> Tug boat Singapore 9565998 962</p> <p><i>Crest 289</i> Barge Singapore</p>	15/05/11 1947 hrs	<p>On 22 May 11, the owner of the tug boat towing a barge requested the crew of the tug boat to inspect the tracking device on the barge because the owner had observed that the device was not working since 16 May 11. The crew conducted the inspection on 23 May 11 and discovered that the barge tracking device, emergency tow rope, an orange buoy and mooring ropes were missing. All the missing items were located at the aft of the barge. In addition, the crew also discovered that one of the containers onboard the barge had been opened.</p> <p>The crew suspected that the theft might have had taken place while <i>Posh Pahlawan</i> and <i>Crest 289</i> were transiting the Singapore Straits while enroute from Singapore to Ulsan, Republic of Korea. The incident was reported to the Maritime and Port Authority of Singapore (MPA) which is also the ReCAAP Focal Point (Singapore).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>	As there was no direct contact between the crew and the robbers, there was absence of evidence to suggest where the theft actually occurred. There was lack of information on the sighting of the robbers and the location of the incident.
2.	<p><i>Swissco Swift</i> Tug boat Singapore 9550450 499</p> <p><i>Eastern Rose</i> Barge Singapore</p>	16/05/11 0245 hrs	<p>While the tug boat and barge were anchored at Kuantan Anchorage, the crew of the tug boat towing a barge went onboard the barge for inspection. The crew discovered that one barge anchor weighing 1,000 kg, six mooring ropes and four manhole covers were missing from the barge. The crew suspected that some robbers boarded the barge while she was on tow by the tug boat from Batam, Indonesia, to Kuantan. The incident was reported to MPA.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>	Absence of information on the sighting of the robbers and exact location of incident.

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Details of Incidents	Why incident not considered an act of piracy and armed robbery against ships?
3.	<i>Bina Marine 17</i> Tug boat Indonesia 9508524 145  <i>Bina Marine 18</i> Barge Indonesia	03/06/11 0914 hrs	<p>On 8 Jun 11, the owner of the tug boat which was towing a barge reported that they have lost communication with their vessels and crew since 3 Jun 11. Based on the circumstances, the tug boat and barge were presumed missing with a possibility of being hijacked as the onboard tracking system also stopped giving position reports. The vessels were en-route for Meulaboh (northeast of Sumatra, Indonesia) and stopped over at Batu Ampar. The vessels lost communication soon after departure from Batu Ampar. Subsequently, on 13 Jun 11, the shipping company informed that the master contacted the company and informed of his safety. At this juncture, investigations are still ongoing by the company to establish the causes of communication failure.</p> <p><b>[Shipping company]</b></p>	Case of lost communications.
4.	<i>Maiko No. 2</i> Tug boat Panama 9066928 286  <i>Settsu 202</i> Barge Republic of Korea	08/06/11 Night	<p>While the tug boat and the barge were anchored, the barge went missing. There was no crew onboard the barge at time it went missing.</p> <p>The shipping company informed 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 MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident.</p> <p>On 14 Jun 11, the shipping company informed POCC that the missing barge had been found by the Batam Marine Police at a shipyard in Batam, Indonesia. The barge though recovered was dismantled, probably for scrap.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>	Absence of information on the sighting of the robbers and details on how the barge went missing.
5.	<i>Siak Selamat</i> Tug boat Indonesia 9550888 182  <i>Pac Kalimantan</i> Barge Singapore	13/06/11 2145 hrs	<p>The master of the tug boat towing a barge reported to Singapore Port Operations Control Centre (POCC) of a suspected sea robbery that took place on the barge. The barge was carrying some containers and the doors to the containers door were found opened. There were no description of the robbers involved and no injuries to the crew were reported.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>	Absence of information on the sighting of the robbers and exact location of incident.

# PART 5

## Appendices

The ReCAAP ISC does not consider these five incidents to be incidents of armed robbery against ships due to the absence of information on the sighting of the robbers and the location of the incidents. In the incident involving *Bina Marine 17* and *Bina Marine 18*, initial information from the shipping company suggested that the crew of *Bina Marine 17* had not encountered an incident of piracy and sea robbery but instead was a case of lost communications. The rest of the incidents was characterised by the lack of information on the sighting of the robbers, which may suggest but not definite, possibilities of covering up by the crew or related entities of the losses caused due to negligence or misappropriation on their part, whether directly or indirectly contributed towards it.

The absence of such information does not sufficiently fulfill the definition of the incident to be classified as a case of armed robbery against ships which in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organization (IMO) Assembly Resolution A.1025 (26), is defined as:

- Ⓐ 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 on board 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.

The ReCAAP ISC will review and reclassify the incidents when additional information about the incidents is available.

## **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>3</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 3.

### **Recommendation**

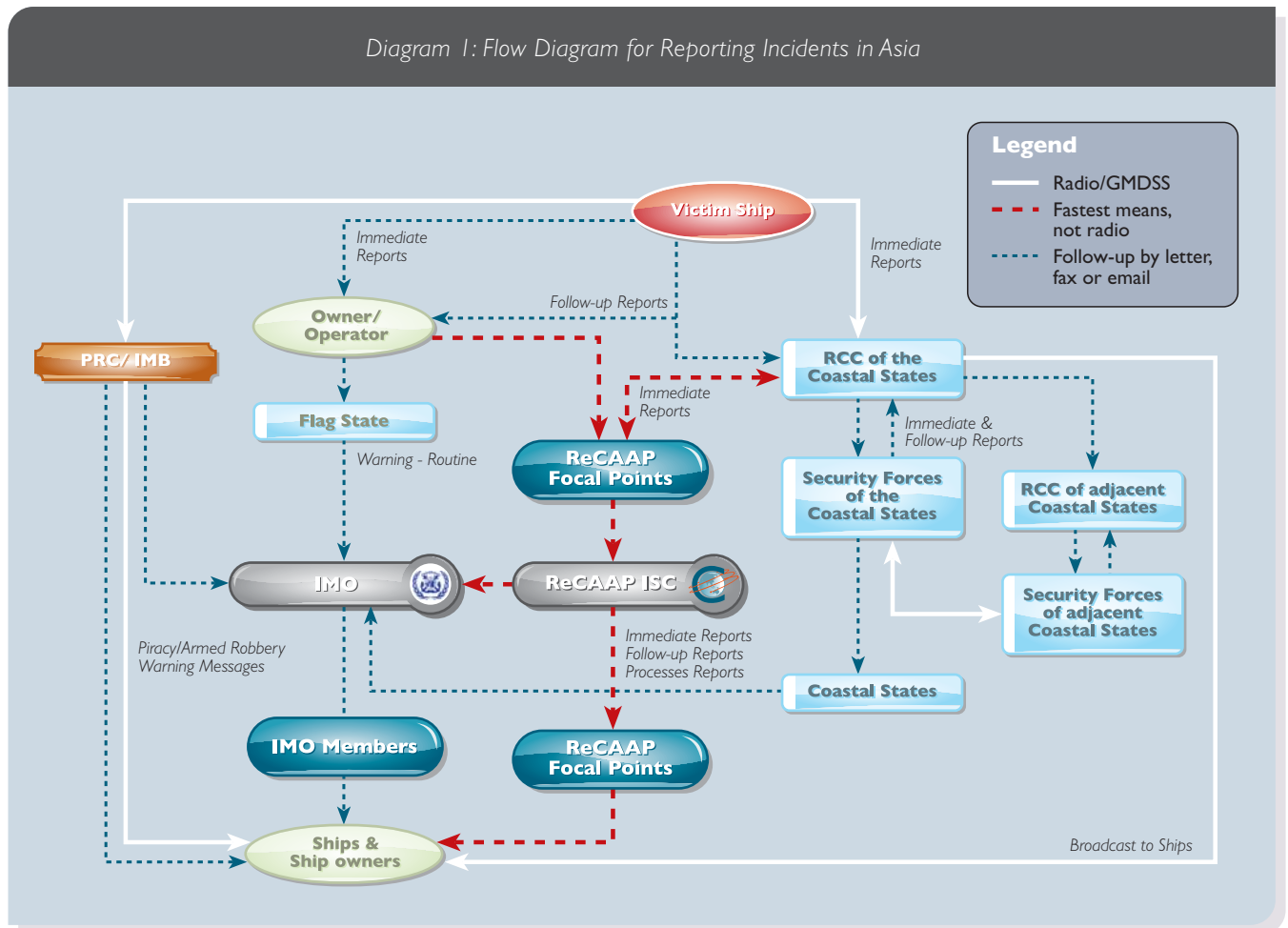
Multi-channel reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis 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>3</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.

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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 3: 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: dosgdgdbd@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	+85-5-2386-4110	+85-5-2386-4110
<b>◎ People’s Republic of China</b> 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
<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 mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +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@gicom.s.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

# PART 5

## Appendices

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

Table 3: Contact Details of ReCAAP Focal Points / Contact Point (cont'd)

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 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
<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: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 13 June 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

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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](mailto:info@recaap.org) • W: [www.recaap.org](http://www.recaap.org)