

# Report for January 2011

## 1st January 2011 – 31st January 2011

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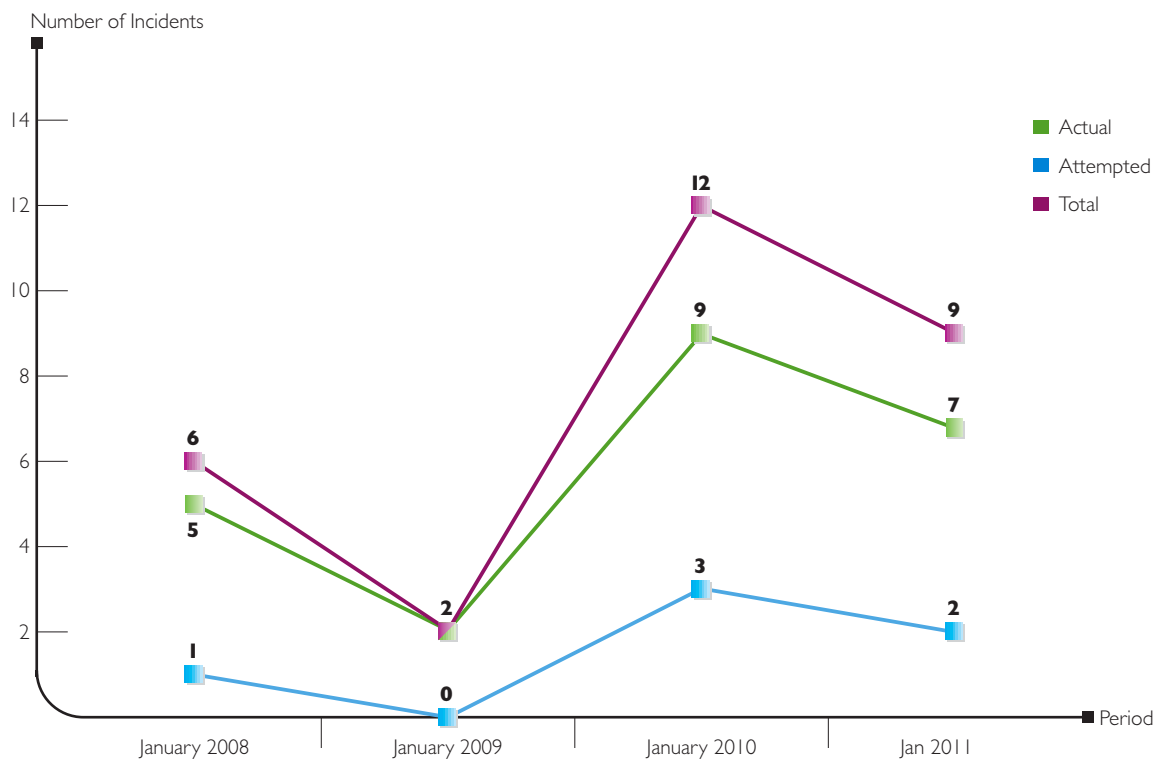
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Acknowledgements



## Situation Update

In January 2011, a total of nine incidents of piracy and armed robbery against ships were reported in Asia. Of these, seven were actual incidents and two were attempted incidents. Compared to the same period in 2010, there has been a decrease in the number of incidents reported in January 2011. In January 2010, 12 incidents (comprising nine actual incidents and three attempted incidents) were reported. The decrease in the total number of incidents reported in January 2011 indicates an improvement in the situation in Asia. However, it remains to be seen if this trend continues to hold out in the subsequent months. Graph 1 shows the number of incidents reported in January of 2008-2011.



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



# Report for January 2011

## Situation Update

Of the seven actual incidents reported in January 2011, three were Category 2 (moderately significant) incidents and four were Category 3 (less significant) incidents. Notably, all incidents reported in January of 2008-2010 were Category 3 incidents. No Category 1 or Category 2 incidents were reported. In comparison, while the total number of incidents reported in January 2011 has decreased compared to the same period in 2010, there were three Category 2 incidents reported in January 2011.

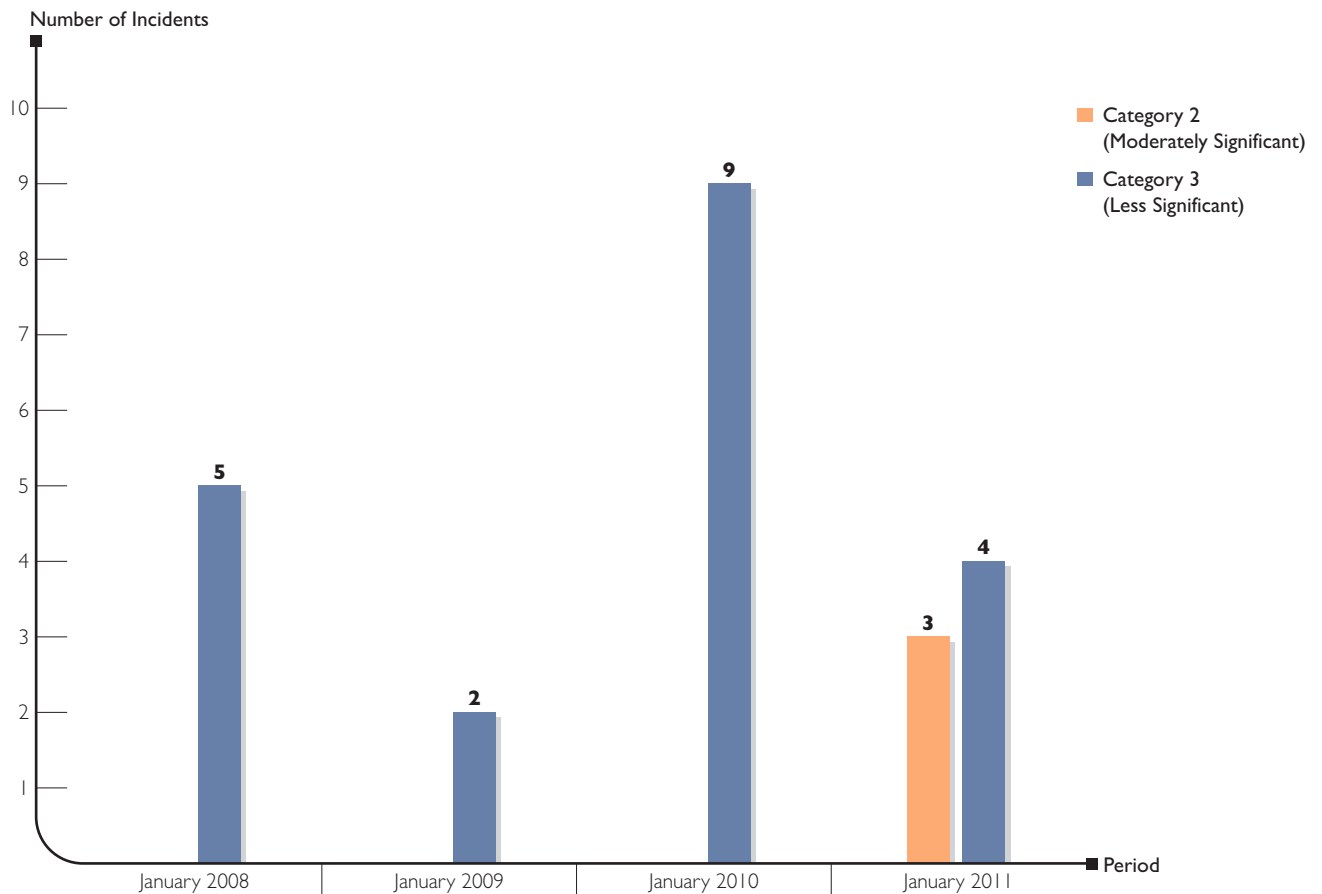


Chart 1 - Significance level of incidents reported in January (2008-2011)



## Location of Incidents

Overall, there has been a decline in the total number of incidents reported in January 2011 compared to the same period in 2010. Refer to Table 1 on the location of incidents reported in January of 2008-2011. The decline is most apparent in Indonesia. A total of seven incidents were reported in Indonesia in January 2010 compared to one incident reported there during the same period in 2011. However, there has been an increase in the number of incident reported in the Straits of Malacca and Singapore with a total of three incidents reported in January 2011 compared to only one attempted incident in January 2010. Notably, the three incidents reported in the Straits of Malacca and Singapore occurred on consecutive days, 25 Jan 11 and 26 Jan 11. On 25 Jan 11, an Indonesia-registered general cargo ship was boarded by nine robbers northeast of Pulau Batam, Indonesia. On 26 Jan 11, two incidents occurred in the same vicinity involving tug boat, *Crest Atlas* and tanker, *Healthy* southeast of Tanjung Piai, Malaysia.

In south Asia, an attempted incident was reported in the Arabian Sea, assessed to involve east African pirates who had shifted their area of operation further away from the coast of Somalia. Map 1 shows the location of all incidents reported in January 2011<sup>1</sup>.

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



# Report for January 2011

## Location of Incidents

	January 2008		January 2009	January 2010		January 2011	
	Actual	Attempted	Actual	Actual	Attempted	Actual	Attempted
<b>South Asia</b>							
Arabian Sea							1
India	2			2			
<b>Sub-total</b>	<b>2</b>			<b>2</b>			<b>1</b>
<b>Southeast Asia</b>							
Indonesia	2		1	5	2	1	
Malaysia						1	
Philippines				1		1	
Singapore						1	
South China Sea							1
Straits of Malacca and Singapore		1			1	3	
Vietnam	1		1	1			
<b>Sub-total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>1</b>
<b>Overall Total</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>2</b>

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





**Map 1: Location of Incidents in January 2011**

**Legend**

- Incident (CAT 2) [orange dot]
- Incident (CAT 3) [blue dot]
- Attempted Incident [star]

## Case Studies of Selected Incidents

### Incidents of Robbery Onboard Ships in the Straits of Malacca and Singapore

A total of three incidents of robbery onboard ships were reported in the Straits of Malacca and Singapore in January 2011. Of these, one was a Category 2 incident and two were Category 3 incidents. Details of the three incidents are described below.

#### Incident onboard general cargo ship on 25 Jan 11

On 25 Jan 11 at or about 2350 hrs (local time), an Indonesia-registered general cargo ship was enroute from Dumai, Riau to Songhkla Port in Thailand when she was boarded by nine robbers 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.

An Indonesian Navy vessel which was patrolling in the vicinity, spotted the vessel at approximately 4.6 nm northeast of Pulau Batam, Indonesia (01° 16.24' N, 104° 7.48' E). 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 general cargo ship was impounded by the Indonesian Navy at the Batu Ampar Port in Batam for further investigation.





## Case Studies of Selected Incidents

### Incident onboard *Healthy* on 26 Jan 11

<b>Name of Ship</b>	: <i>Healthy</i>
<b>Type of Ship</b>	: Tanker
<b>Flag of Ship</b>	: Saint Kitts and Nevis
<b>IMO</b>	: 8212752
<b>GT</b>	: 996

At or about 0325 hrs (local time), a Saint Kitts and Nevis-registered tanker, *Healthy* was transiting from south of Tanjung Piai to Tanjung Setapa, Malaysia when the crew sighted two robbers onboard the vessel, and another 10 robbers waiting in a small boat at approximately 5 nm southeast of Tanjung Piai, Malaysia (01° 11.8' N, 103° 33.6' E). 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 Port Operations and Command Centre (POCC) which is also the ReCAAP Focal Point (Singapore) 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.

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 Police Coast Guard (PCG).



## Case Studies of Selected Incidents

### Incident onboard *Crest Atlas* on 26 Jan 11

<b>Name of Ship</b>	: <i>Crest Atlas</i>
<b>Type of Ship</b>	: Tug boat
<b>Flag of Ship</b>	: Singapore
<b>IMO</b>	: 9329978
<b>GT</b>	: 247

At or about 0445 hrs (local time), another incident occurred at approximately 1.5 nm north of the location where *Healthy* was boarded. Seven robbers wearing masks and armed with knives boarded a Singapore-registered tug boat, *Crest Atlas* while she was underway at approximately 3.2 nm southeast of Tanjung Piai, Malaysia (01° 12.57' N, 103° 33.7' E). 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.

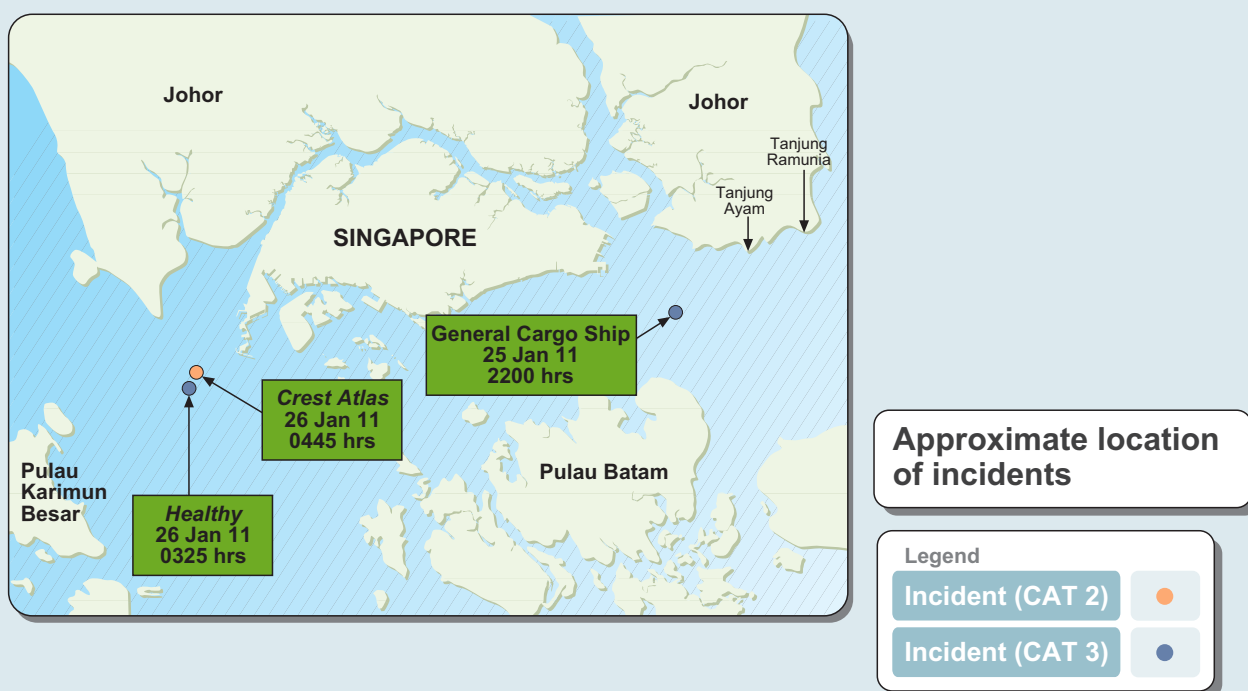
The Singapore's POCC initiated broadcast via NAVTEX to warn mariners about the incident, and reported the incident to the ReCAAP ISC, MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the RSN and Singapore's PCG.



## Case Studies of Selected Incidents

### Comments

A total of three actual incidents were reported in the Straits of Malacca and Singapore in January 2011 compared to one attempted incident reported there during the same period in 2010. Please see map below on the approximate location of the incidents reported in January 2011.



## Case Studies of Selected Incidents

### Recommendations

Ship master and crew were advised to adopt preventive and precautionary measures while underway in the Straits of Malacca and Singapore including:

- a. Maintain vigilance and look-outs especially during hours of darkness.
- b. Adopt adequate measures to deny pirates/robbers' attempt to board ship.
- c. Keep cabin doors and windows closed and locked.
- d. Raise alarm and inform the authorities immediately when boarding or attempted boarding is detected.
- e. Provide detailed information including the description of the robbers and boats used by them when reporting incident to the authorities.
- f. Wary of small boats operating around the anchorage areas on the pretext of barter trading and providing taxi services.
- g. Report all actual and attempted incidents promptly to the coastal State and flag State.



## Case Studies of Selected Incidents

### Incident of Robbery Onboard *German S* in Manila Bay, Philippines

<b>Name of Ship</b>	: <b><i>German S</i></b>
<b>Type of Ship</b>	: <b>Container ship</b>
<b>Flag of Ship</b>	: <b>Antigua and Barbuda</b>
<b>IMO</b>	: <b>8901858</b>
<b>GT</b>	: <b>24344</b>



On 13 Jan 11 at or about 2030 hrs (local time), an Antigua and Barbuda-registered container ship *German S* was anchored outside South Harbor break water, Manila Bay, Philippines, awaiting for the availability of berthing space when 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 via the VHF radio. On hearing the alarm, the robbers jumped overboard.

The Philippine Coast Guard upon receipt of the report despatched a patrol boat to the location of the incident, boarded the vessel and searched for the robbers. Upon investigation by the coast guard 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.

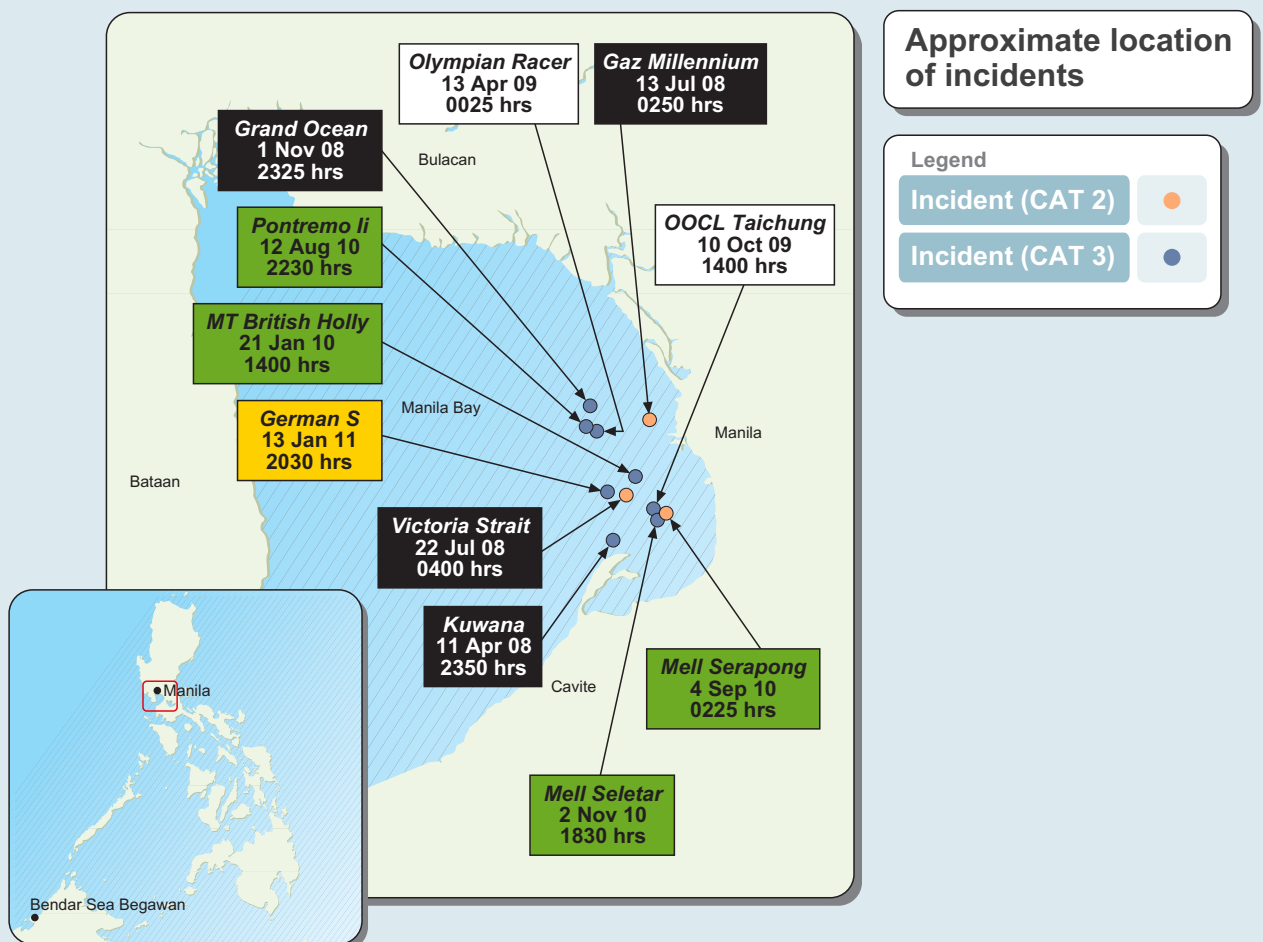
The Philippine Coast Guard which is also the ReCAAP Focal Point (Philippines) reported the incident to the ReCAAP ISC.



## Case Studies of Selected Incidents

### Past Incidents

From January 2008 to January 2011, 11 incidents of armed robbery have been reported in the Manila Bay area. Of these, three were Category 2 (moderately significant) incidents and eight were Category 3 (less significant) incidents. All incidents occurred when the ships were anchored. Please see map on the approximate location of these incidents.



## Case Studies of Selected Incidents

### Observation

The ReCAAP ISC commends the crew of *German S* for their vigilance and quick reaction by raising the emergency alarm which resulted in the robbers escaped empty-handed. The immediate reporting of the incident to the Philippine Coast Guard enables the authorities to respond immediately by despatching a patrol boat to the location of the incident. This further demonstrates the resolve of the authorities in eradicating sea robbery in the area.

### Recommendations

The ReCAAP ISC recommends that ship masters and crew maintain anti-piracy watches and remain vigilant while their ships are at anchor especially during hours of darkness.

Ship masters are encouraged to report all incidents of armed robbery against their ships to the Philippine Coast Guard Command Center at telephone numbers +63-2-527-3877, +63-2-527-8481 to 89 (local 6136 and 6137) and Port State Control Centre Manila at telephone numbers +63-2-489-5320 and +63-2-489-5895 to enable the authorities to take appropriate actions, assist the ship master and follow-up with investigation of the incident.



## Case Studies of Selected Incidents

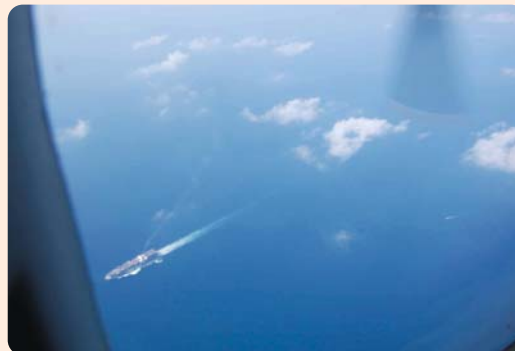
### Attempted Incident involving *CMA CGM Verdi* in the Arabian Sea

Name of Ship	: <i>CMA CGM Verdi</i>
Type of Ship	: Container ship
Flag of Ship	: Bahamas
IMO	: 9280653
GT	: 65247

#### Details of Incident

On 28 Jan 11 at or about 1030 hrs (local time), a Bahamas-registered container ship, *CMA CGM Verdi* was underway at approximately 68 nm northwest of Minicoy Island, India (09° 25' N, 073° 02' E) when she 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, *CMA CGM Verdi* took evasive actions, raised the SSAS alert, activated the general alarm and transmitted the MAYDAY message. On receiving the message, an Indian Coast Guard aircraft (Dornier) on anti-piracy patrol in the area rushed to the location of the incident. 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.

*CMA CGM Verdi* pursued by the skiffs



Photograph courtesy of the Indian Coast Guard





## Case Studies of Selected Incidents

The aircraft continued to pursue the skiffs to establish the identity of the mothership. The skiffs were later recovered by a trawler which was identified to be *Prantalay 14*, a Thai fishing trawler which had been hijacked by Somali pirates in April 2010. The hurried recovery of the pirate skiffs and presence of armed personnel on the upper deck of *Prantalay 14* positively confirmed that she was used as a mothership by the pirates. The trawler later headed on a westerly course.

Mothership *Prantalay 14* towing the skiffs



Pirates hurriedly recovering the skiffs in an attempt to escape



Photographs courtesy of the Indian Coast Guard



## Case Studies of Selected Incidents

In response, the Indian authorities diverted its coast guard and naval ships to intercept the escaping trawler. At or about 1700 hrs on 28 Jan 11, the law enforcement vessels intercepted the trawler and ordered it to stop. The trawler did not respond and continued to proceed in the westerly direction in a bid to escape. The Indian naval vessel fired a warning shot well ahead of the bow of *Prantalay 14* to compel her to stop. Instead of stopping, the pirates onboard *Prantalay 14* opened fire at the naval vessel which returned limited fire in self defence. The mothership caught fire as she was carrying drums of fuel onboard. As a result, several personnel were seen jumping overboard the sinking trawler.

The Indian Coast Guard and naval vessels rescued 20 crew of *Prantalay 14*, who are Thai and Myanmar nationals. In addition, 15 pirates were also apprehended and brought to Mumbai, India for trial. They have been charged under Sections 143 to 148 (punishment, unlawful assembly, rioting and rioting armed with deadly weapons), 307 (attempt to murder), and 353 (criminal force to deter public servants from discharge of duties) of the Indian Penal Code. They have also been charged under Section 14 of the Foreign Passport Act.

The Indian Coast Guard which is also the ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



## Case Studies of Selected Incidents

### Comments by ReCAAP ISC

Since October 2010, there had been six incidents of piracy attacks involving east African pirates operating around the SLOCs off the Lakshdweep and Minicoy Islands (Arabian Sea). Refer to map on the approximate location of the incidents. Extending their area of operation furthest away from the coast of Somalia, the east African pirates used hijacked mothership to launch skiffs to hijack merchant vessels in the area. Concerned with the extended areas of operation, the Indian authorities had stepped up their patrols in the area. The latest apprehension of pirates is a positive demonstration of the good concerted effort carried out jointly by the Indian Coast Guard and Indian Navy.

The possibility of previously pirated vessels being used as motherships to launch further attacks is likely to continue. These vessels masked their presence in the general traffic flow through the SLOCs and carry out attacks from skiffs on opportune target. All vessels are therefore advised to exercise extreme caution if they notice any suspicious vessels, generally unlit ones and maintain maximum distance from them. The ReCAAP ISC advises mariners transiting the area to exercise vigilance at all times and adopt adequate boarding protection measures as described in the BMPs.

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

**MRCC (Mumbai)**

Coast Guard Region (West)

Mumbai - India

Email: [icgmrcc\\_mumbai@mtnl.net.in](mailto:icgmrcc_mumbai@mtnl.net.in)**Telephone**

+91-22-2431-6558

+91-22-2437-6133

**Fax**

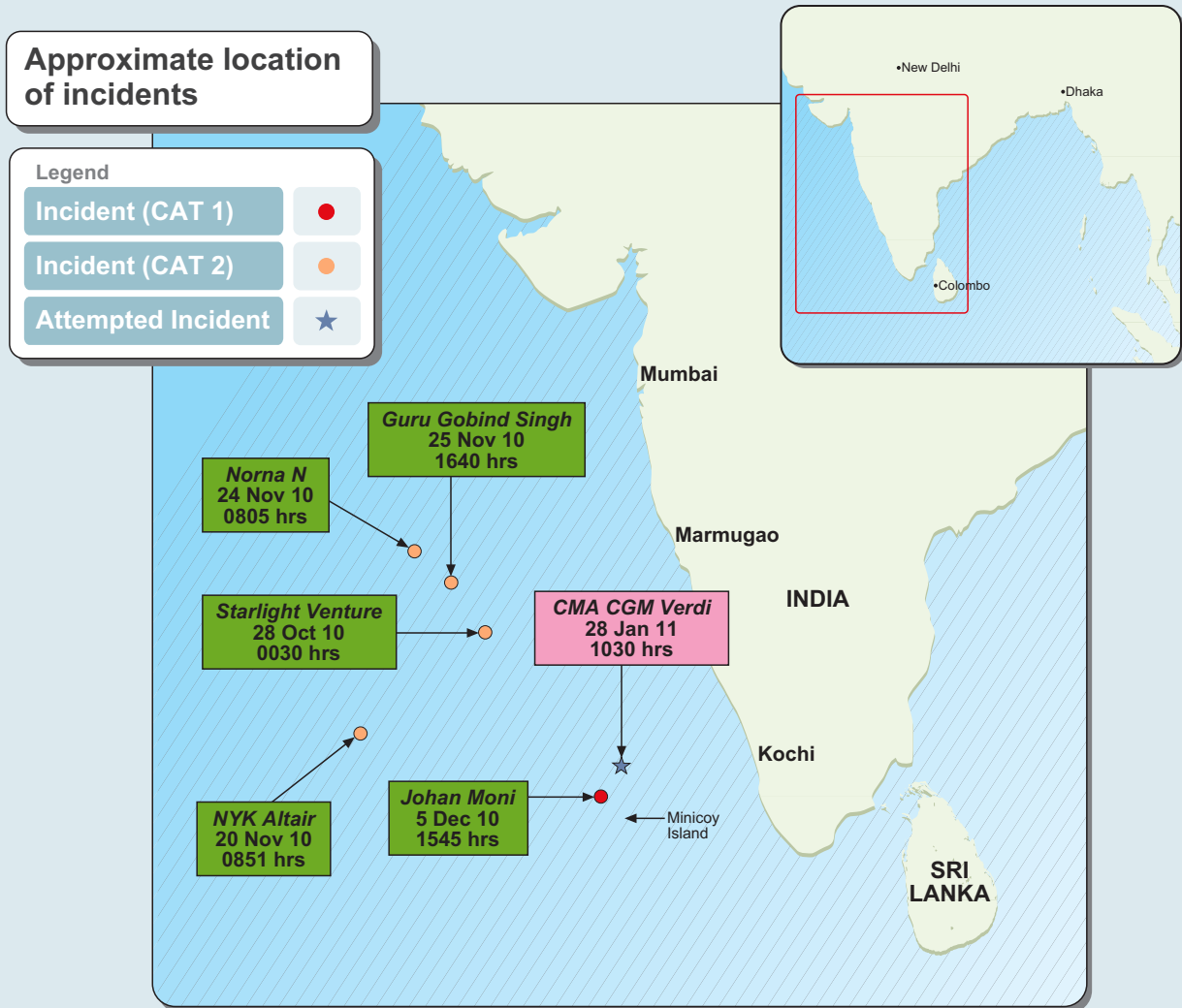
+91-22-24333727

+91-22-24316558



# Report for January 2011

## Case Studies of Selected Incidents



## Appendices

### Definitions & Methodology in Classifying Incidents

#### Definitions

**Piracy**, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

- (1) “Piracy” means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
    - (i) on the high seas, against another ship, or against persons or property onboard such ship;
    - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
  - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
  - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**Armed Robbery Against Ships**, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

- (2) “Armed robbery against ships” means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property onboard such ship, within a State’s internal waters, archipelagic waters and territorial sea;
  - (b) any act of inciting or of intentionally facilitating an act described above.



## Appendices

### Methodology in Classifying Incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors - the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- (a) **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
- (1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
  - (2) **Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
  - (3) **Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- (b) **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.



## Appendices

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

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant

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



## Appendices

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

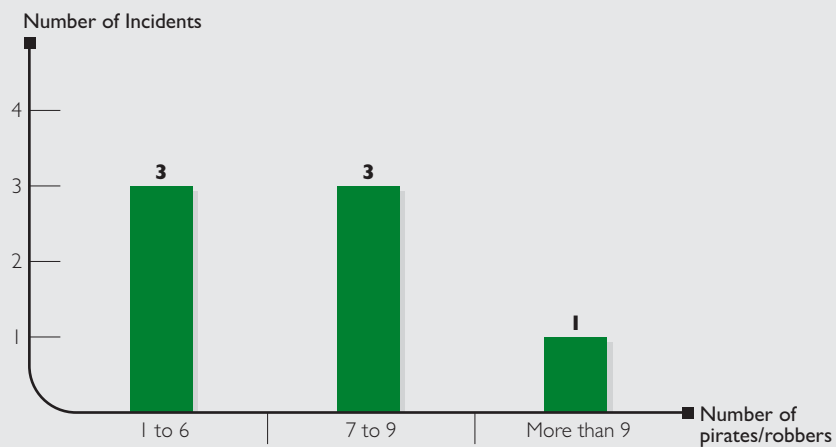


Chart 2 - Number of pirates/robbers involved

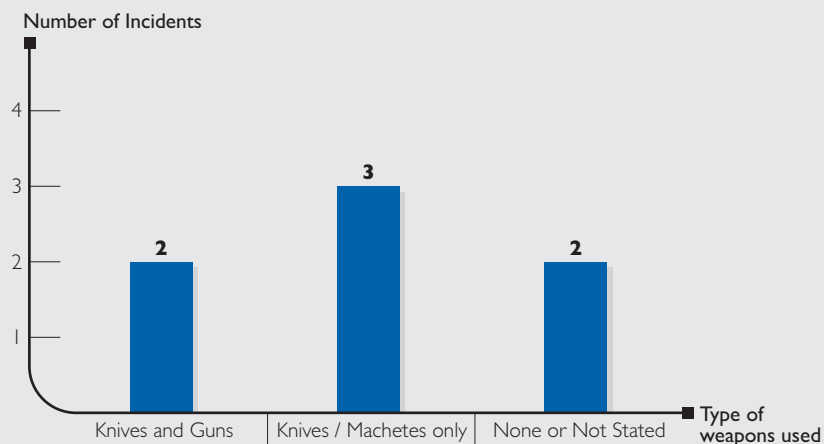


Chart 3 - Type of weapons used by pirates/robbers





## Appendices

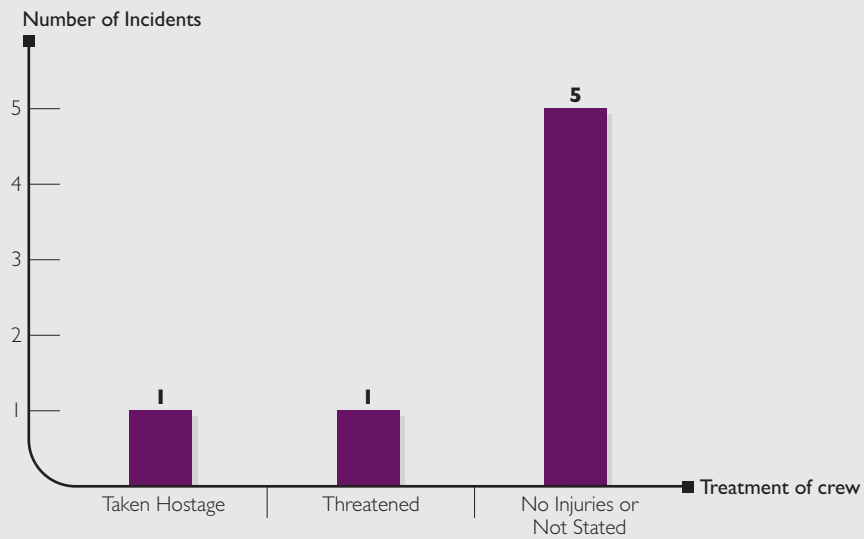


Chart 4 - Treatment of crew

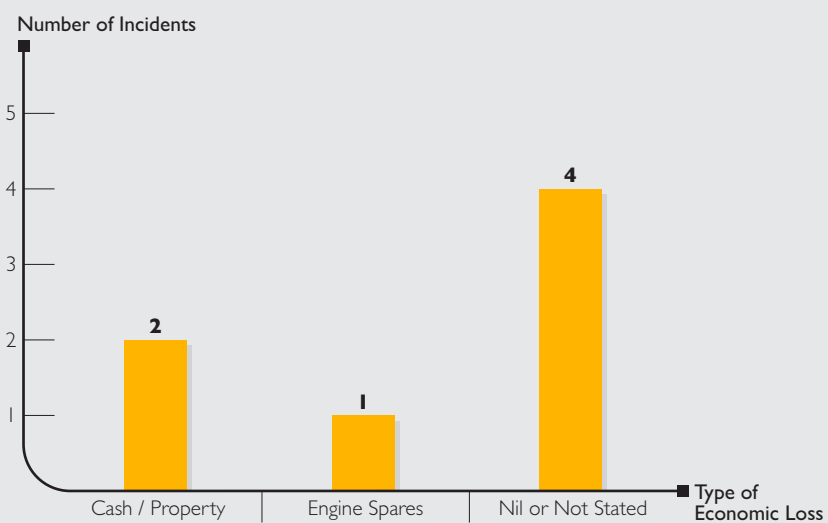


Chart 5 - Type of economic losses



## Appendices

### Details of Incidents

#### Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. <span style="color: orange;">■</span>	<i>BS Power</i> Tug boat Singapore 9148051 139	2/01/11 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>
2. <span style="color: orange;">■</span>	<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 Malaysian authorities boarded the vessel to investigate the incident.</p> <p><b>[ReCAAP Focal Point (Denmark), ReCAAP Focal Point (Singapore)]</b></p>

## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	German S Container ship Antigua & Barbuda 8901858 24344	13/01/11 2030 hrs	14° 33.47' N 120° 54.07' E  Outside South Harbour Break Water, Manila Bay, Philippines	<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 dispatched 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.	General cargo ship Indonesia	25/01/11 2200 hrs	01° 16.24' N, 104° 7.48' E  Approximately 4.6 nm northeast of Pulau Batam, Indonesia (Straits of Malacca & Singapore)	<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> <p>An Indonesian Navy vessel 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>

## 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
5.	<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>
6.	<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, and reported the incident to the ReCAAP ISC, MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the RSN and the Singapore's PCG.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></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
7. ■	<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]

## 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)	<p>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 were also no visual sighting of the suspicious craft. All crew were reported to be safe and the vessel resumed its normal voyage.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
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)	<p>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.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

## Appendices

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

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 09 to 5 Jun 09) reviewed MSC/Circ.622/Rev.1 on “Recommendations to governments for preventing and suppressing piracy and armed robbery against ships” and MSC/Circ.623/Rev.3 on “Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships”.

In the revised MSC circulars<sup>2</sup>, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Prompt reporting to the nearest coastal State also facilitates ‘ownership’ to the incident and enable the law enforcement agencies to address appropriate responses as these incidents are under their respective national policies. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 2.

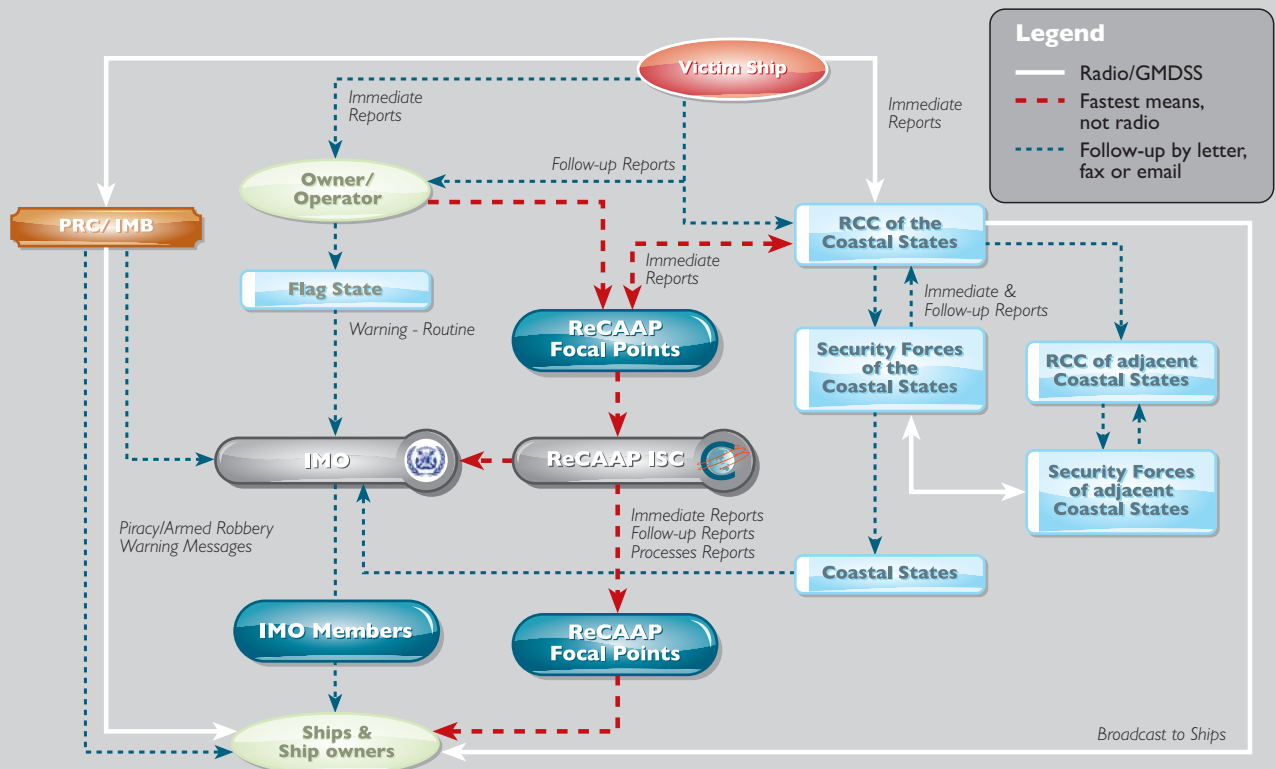
#### Recommendation

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

<sup>2</sup>The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.



## Appendices



### Notes

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





## Appendices

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

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
<b>People's Republic of Bangladesh</b> Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b> National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
<b>Kingdom of Cambodia</b> Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
<b>People's Republic of China</b> China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Kingdom of Denmark</b> Danish Maritime Authority (DMA) Email: eit@dma.dk	+45-39-174-400	+45-39-174-401
<b>Republic of India</b> MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>Japan</b> Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b> Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

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



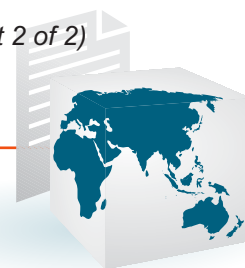
## Appendices

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

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

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

Correct as at 5 January 2011



## Appendices

### Acknowledgements

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.

