

Report for November 2011

1st November 2011 – 30th November 2011

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Contents

Executive Summary | 01

Situation Update | 02

Location of Incidents | 04

Case Studies of Selected Incidents | 06

Appendices | 09

Definition & Methodology in Classifying Incidents

Detail of Incidents

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

Contact Details of ReCAAP Focal Points / Contact Point

Acknowledgements



Report for November 2011

Executive Summary

There has been an improvement in the situation of piracy and armed robbery against ships in Asia in November 2011 compared to November 2010. A total of 10 incidents of armed robbery against ships were reported in November 2011 compared to 17 incidents reported in November 2010. One incident of piracy in the South China Sea was reported in November 2011 compared to three incidents of piracy occurred in the Arabian Sea.

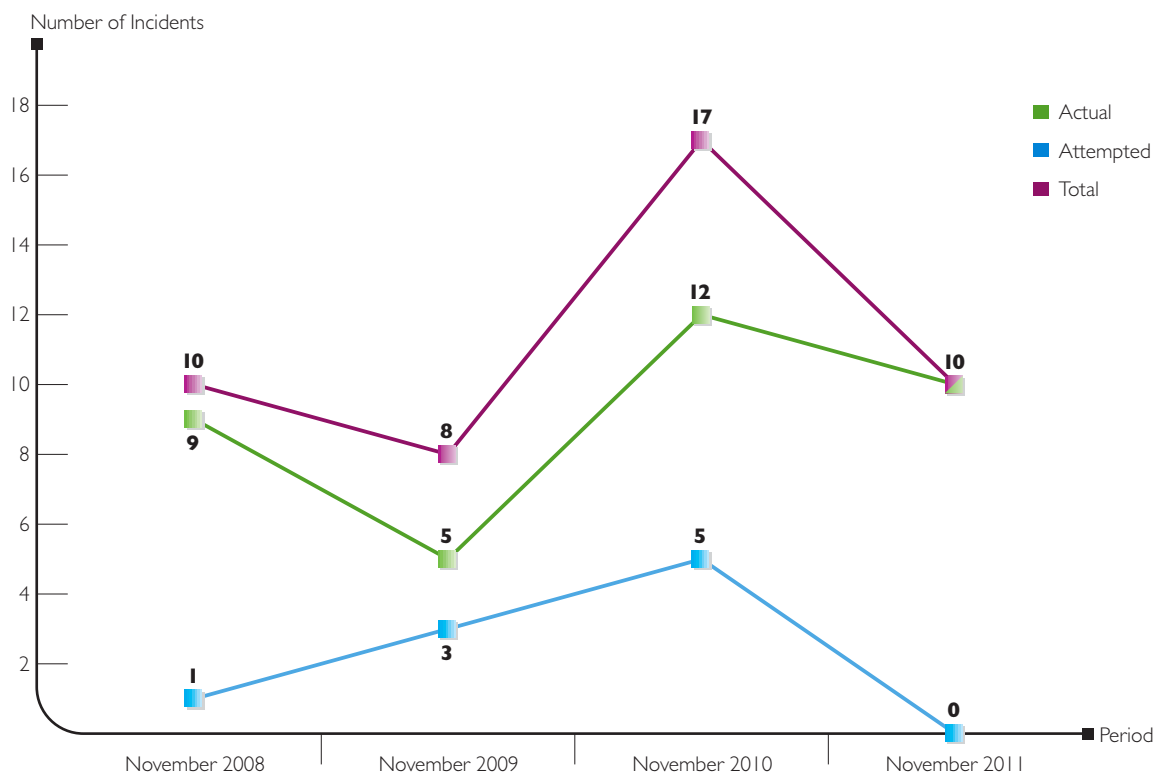
The improvement occurred mainly in the Arabian Sea and at the ports and anchorages in Indonesia. No incident was reported in the Arabian Sea in November 2011 compared to eight incidents, comprising three actual incidents and five attempted incidents reported there in November 2010. All incidents in the Arabian Sea were Category 2 (moderately significant) incidents. Two incidents were reported at the ports and anchorages in Indonesia in November 2011 compared to six incidents reported there in November 2010.

The details of the incidents reported in November 2011 are described in the Appendix.



Situation Update

There has been a significant improvement in the situation of piracy and armed robbery against ships in Asia in November 2011 compared to November 2010. A total of 10 incidents were reported in Asia in November 2011 compared to 17 incidents reported in November 2010.



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



Report for November 2011

Situation Update

Compared to November 2010, the number of Category 2 incidents has reduced by more than 50% in November 2011. This was attributed to the improvement in the situation in the Arabian Sea where three Category 2 incidents and five attempted incidents were reported in November 2010 compared to none reported there during the same period in 2011. The enhanced surveillance and stringent enforcement by the Indian authorities had contributed towards the improvement of the situation. Chart 1 show the significance level of incidents reported in November of 2008-2011.

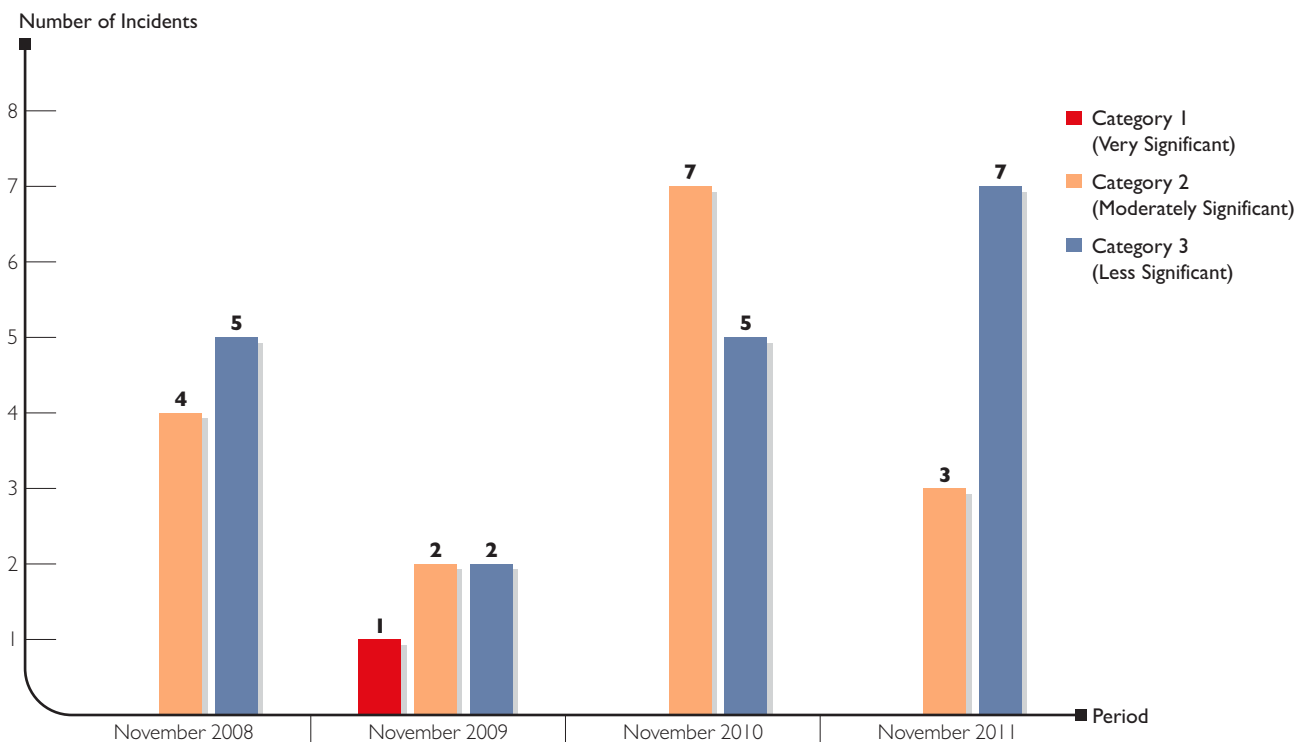


Chart 1 - Significance level of incidents reported in November (2008-2011)



Location of Incidents

	November 2008		November 2009		November 2010		November 2011
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual
South Asia							
Arabian Sea					3	5	
Bangladesh	1				1		1
India				1			
Sub-total	1			1	4	5	1
Southeast Asia							
Indonesia	2		4	2	6		3
Malaysia	2				1		2
Myanmar							1
Philippines	1	1	1		1		
South China Sea							1
Straits of Malacca and Singapore	2						1
Vietnam	1						1
Sub-total	8	1	5	2	8		9
Overall Total	9	1	5	3	12	5	10

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

There has been a significant improvement in the situation in South Asia, with only one incident reported at the port of Chittagong, Bangladesh in November 2011 compared to a total of nine incidents reported in the Arabian Sea and at the port of Chittagong, Bangladesh in November 2010. The overall situation in Southeast Asia has remained fairly consistent. Map 1 shows the location of all incidents reported in November 2011¹.

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





Case Studies of Selected Incidents

Incident involving *Wealthy* off Tanjung Ayam, Malaysia

Name of Ship	: <i>Wealthy</i>
Type of Ship	: Oil tanker
Flag of Ship	: Singapore
IMO No.	: 8999037
GT	: 1084

On 4 Nov 11 at or about 0230 hrs (local time), a Singapore-registered oil tanker, *Wealthy* was anchored at approximately 2.5 nm south of Tanjung Ayam, Malaysia (01° 18.65' N, 104° 13.43' E) when seven masked robbers armed with parangs (long knives) and guns boarded the vessel. Upon boarding, the robbers spilt into two groups. While a group of five robbers proceeded to the galley, the other group consisting of two robbers proceeded to the Chief Officer's cabin.

The robbers tied all crew and ransacked all cabins. During the incident, the master and one AB sustained minor injury. The robbers escaped with the crew's personal belongings, cash, mobile phones and laptops. The ship's crew managed to free themselves after the robbers left the vessel and reported the incident to the Malaysian police.

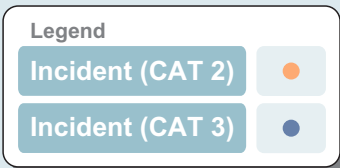
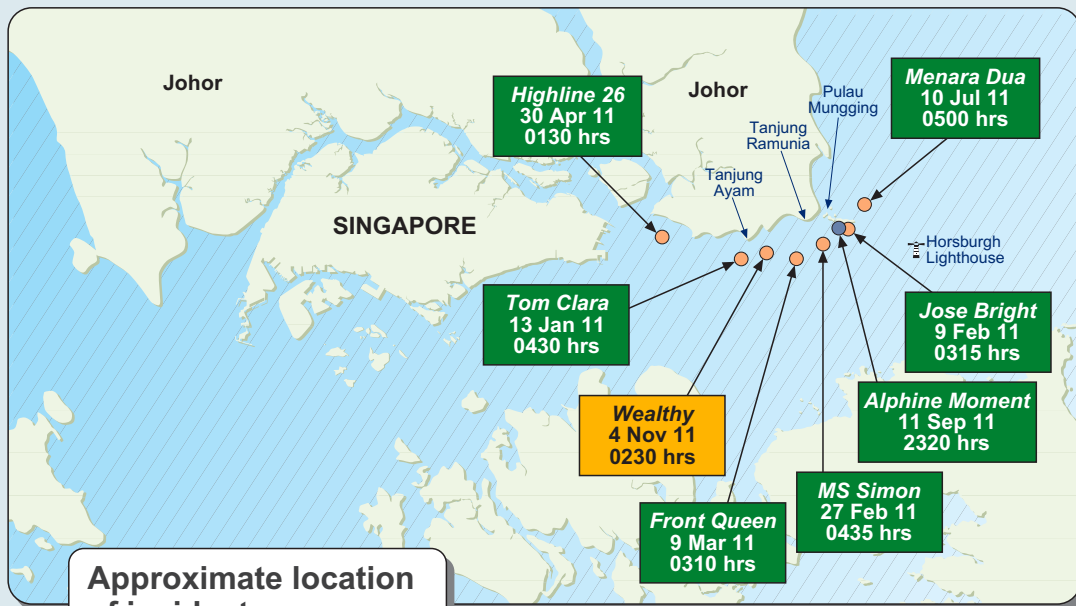
Observations

A total of eight incidents were reported in the vicinity off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging since January 2011. On observing the modus operandi, the ReCAAP ISC believes that there is a possibility of the same group or two groups of robbers responsible for all the incidents in area. The masked robbers were usually armed with knives and/or guns and target crew's personal belongings, cash and valuables before they escaped. All incidents occurred when the vessels were at anchor and during hours of darkness between 2300 hrs and 0500 hrs.



Report for November 2011

Case Studies of Selected Incidents



Case Studies of Selected Incidents

Recommendations

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

In view of the activities reported in the vicinities, the coastal authorities and littoral States are encouraged to enhance their presence, step up surveillance and conduct more frequent patrols in the region especially during hours of darkness.



Appendices

Definition & Methodology in Classifying Incidents

Definition

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

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

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

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



Appendices

Methodology in Classifying Incidents

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

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



Appendices

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

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

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



Appendices

Detail of Incidents

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. ■	<i>Wealthy</i> Oil tanker Singapore 8999037 1084	04/11/11 0230 hrs	01° 18.65' N, 104° 13.43' E Approximately 2.5 nm south of Tanjung Ayam, Malaysia	<p>While at anchor, seven masked robbers armed with parangs (long knives) and guns boarded the vessel. Upon boarding, these robbers split into two groups. While a group of five robbers proceeded to the galley, the other group consisting of two robbers proceeded to the Chief Officer's cabin.</p> <p>The robbers tied all crew and ransacked all cabins. During the incident, the master and one AB sustained minor injury. The robbers escaped with the crew's personal belongings, cash, mobile phones and laptops. The ship's crew managed to free themselves after the robbers left the vessel and reported the incident to the Malaysian police.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2. ■	<i>Kimtrans Laut</i> Tug boat Singapore 9398503 268 <i>Kimtrans 3010</i> Barge Singapore	04/11/11 1933 hrs	01° 14.86' N, 104° 06.82' E Approximately 3 nm north of Pulau Batam, Indonesia (Straits of Malacca and Singapore)	<p>While underway, the master of the tug boat informed Singapore's Vessel Traffic Management (VTM) that some unidentified persons had boarded its barge from a small boat. A Republic of Singapore Navy (RSN) patrol boat arrived at the location of the vessels but did not sight any small boats in the vicinity of the barge. The master later reported that the small boat had left the barge with an unknown amount of scrap iron. He reported the incident to coastal and flag States and the Maritime Security Task Force (MSTF). Upon receiving the incident report, Singapore's Port Operations Control Centre (POCC) promulgated broadcast to warn all vessels to maintain a good anti-piracy watch when operating in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	<i>My Thinh</i> Bulk carrier Vietnam 8915304 8414	07/11/11 0200 hrs	16° 46' N, 096° 10' E Yangon Port, Myanmar	While anchored, seven robbers armed with rods, swords and catapults boarded the bulk carrier. The robbers stole coils of rope and working instruments before they escaped. The incident was reported to Myanmar Port Authority (MPA). [ReCAAP Focal Point (Myanmar)]
4.	<i>Eria Colossus</i> Bulk carrier Panama 9407512 30811	14/11/11 0045 hrs	01° 22' S, 116° 56' E Balikpapan Anchorage, Indonesia	While at anchor, the duty crew sighted some robbers on the forecastle deck attempting to steal ship's stores. The duty crew raised the alarm and sounded the fog horn. On realising that the crew had detected them, the robbers jumped overboard and escaped empty-handed in a waiting boat. [ReCAAP Focal Point (Singapore)]
5.	<i>Sun Diana</i> Chemical tanker Panama 9409508 7215	14/11/11 0450 hrs	05° 50' N, 118° 04' E KPO Terminal, Sandakan Port, Sabah, Malaysia	While berthed, four robbers armed with long knives boarded the chemical tanker. The duty A/B noticed the robbers, shouted at them, ran inside the accommodation and informed the duty OOW who raised the alarm. On hearing the alarm, the robbers escaped in a small wooden speed boat. The crew was mustered and a search was conducted. Some ship stores were found missing. [ReCAAP Focal Point (Japan)]

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.	<i>Beth</i> Chemical tanker Liberia 9374416 24112	16/11/11 0330 hrs	03° 56.2' N, 098° 47.5' E Belawan Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the chemical tanker. During this time, the regular security rounds had stopped due to heavy downpour. When the bosun opened the paint store in the morning, eight to 10 drums of paint (about 150 to 160 litres) and a drum containing three pneumatic chipping needle machines were found missing. [ReCAAP Focal Point (Netherlands)]
7.	<i>Celtic Sea</i> Oil tanker Singapore 9402316 59180	17/11/11 2010 hrs	10° 13' N, 107° 04.2' E Vung Tau Anchorage, Vietnam	While at anchor, the duty OS spotted two robbers armed with metal rods on the poop deck starboard of the oil tanker. The duty OS alerted the bridge and the alarm was raised and crew mustered. It was discovered that the paint store lock had been broken and 12 drums of paint had been stolen. [ReCAAP Focal Point (Vietnam)]
8.	<i>Maritime Fidelity</i> Bulk carrier Singapore 9528861 19724	20/11/11 2315 hrs	22° 12.11' N, 091° 45.34' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, the OOW had discovered that three robbers had boarded the bulk carrier's forecastle. The crew was alerted and mustered. They managed to chase the robbers off the ship. On checking, it was found that one mooring rope, a set of self-contained breathing apparatus (SCBA) and some small items were stolen. [ReCAAP Focal Point (Singapore)]

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9.	<i>Atlantic 3</i> Tug boat Malaysia 9476628 299	25/11/11 2300 hrs	01° 31' N, 104° 47' E Approximately 27 nm east of Horsburgh Lighthouse, Indonesia (South China Sea)	While towing barge <i>Atlantic 5</i> and sailing for Miri, Sarawak, an unknown number of robbers boarded the tug boat. The robbers damaged the communication system onboard the boat and escaped with the crew's personal belongings and cash. On 26 Nov 11 at or about 2100 hrs, the Malaysian Maritime Enforcement Agency (MMEA) found the boat anchored off Sg Rengit, east of OPL. Investigation is currently ongoing. [ReCAAP Focal Point (Singapore), MMEA and Indonesian Marine Police]
10.	<i>Garden City River</i> Product tanker Singapore 9302970 56146	30/11/11 2245 hrs	01° 42.28' N, 101° 29.7' E Dumai Anchorage, Indonesia	While at anchor, the duty AB discovered that three robbers, one of whom was armed with knife, had boarded the product tanker from the stern. He alerted the OOW, who raised the alarm. Upon noticing that their presence had been detected, the three robbers escaped in a waiting boat, which was manned by another person. No items were stolen from the ship. [ReCAAP Focal Point (Singapore)]

Appendices

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

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

In the revised MSC circulars², 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.

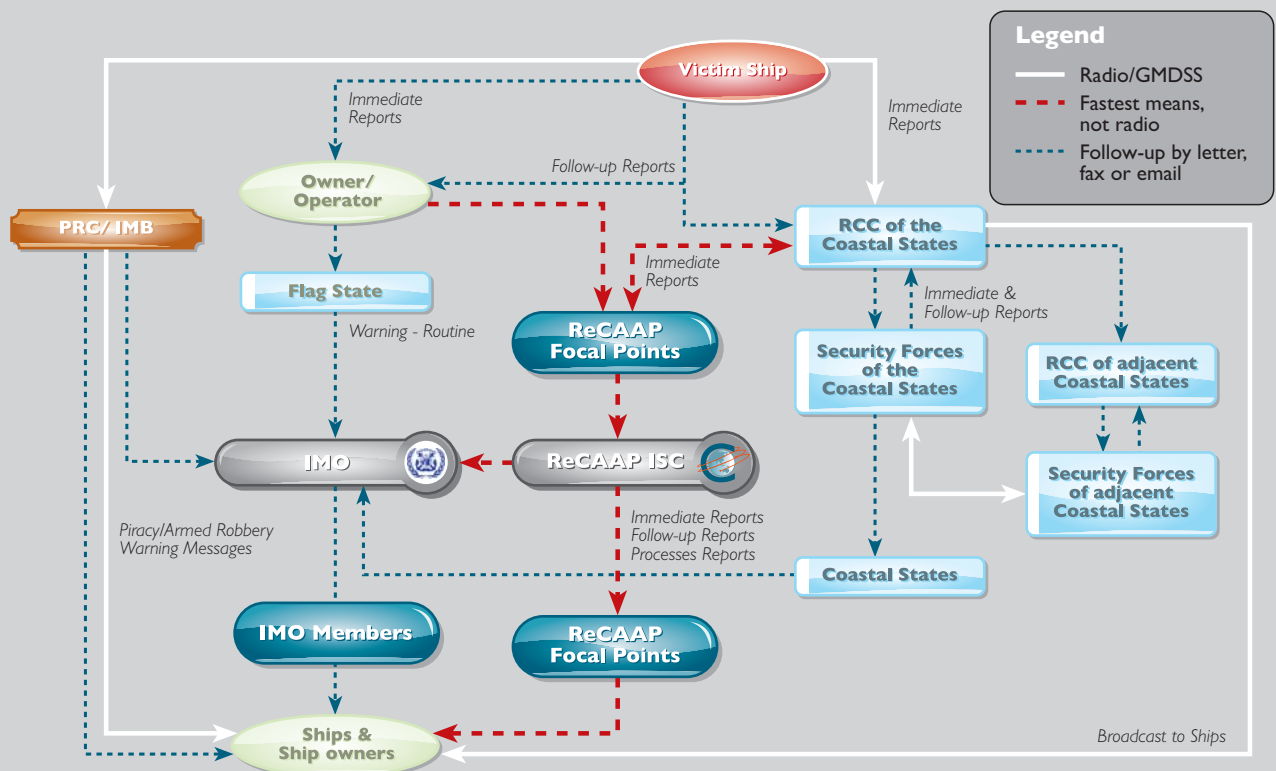
Recommendation

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.

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



Appendices



Notes

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



Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-39-174-400 +45-39-174-699	+45-39-174-401
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicomms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

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



Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand Naval Intelligence Department Royal Thai Navy Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
Socialist Republic of Viet Nam Vietnam Marine Police Email: 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 17 October 2011



Appendices

Acknowledgements

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

