

Piracy and Armed Robbery against Ships in Asia

QUARTERLY

report **Jan-Mar 2011**

Facilitating Response

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

A total of 34 incidents of piracy and armed robbery against ships (comprising 28 actual incidents and six attempted incidents) were reported in Asia during the period January-March 2011. Of these, seven incidents occurred in South Asia and 27 incidents in Southeast Asia. Among the 28 actual incidents reported during January-March 2011, one was a Category 1 (very significant) incident, 13 were Category 2 (moderately significant) incidents and 14 were Category 3 (less significant) incidents.

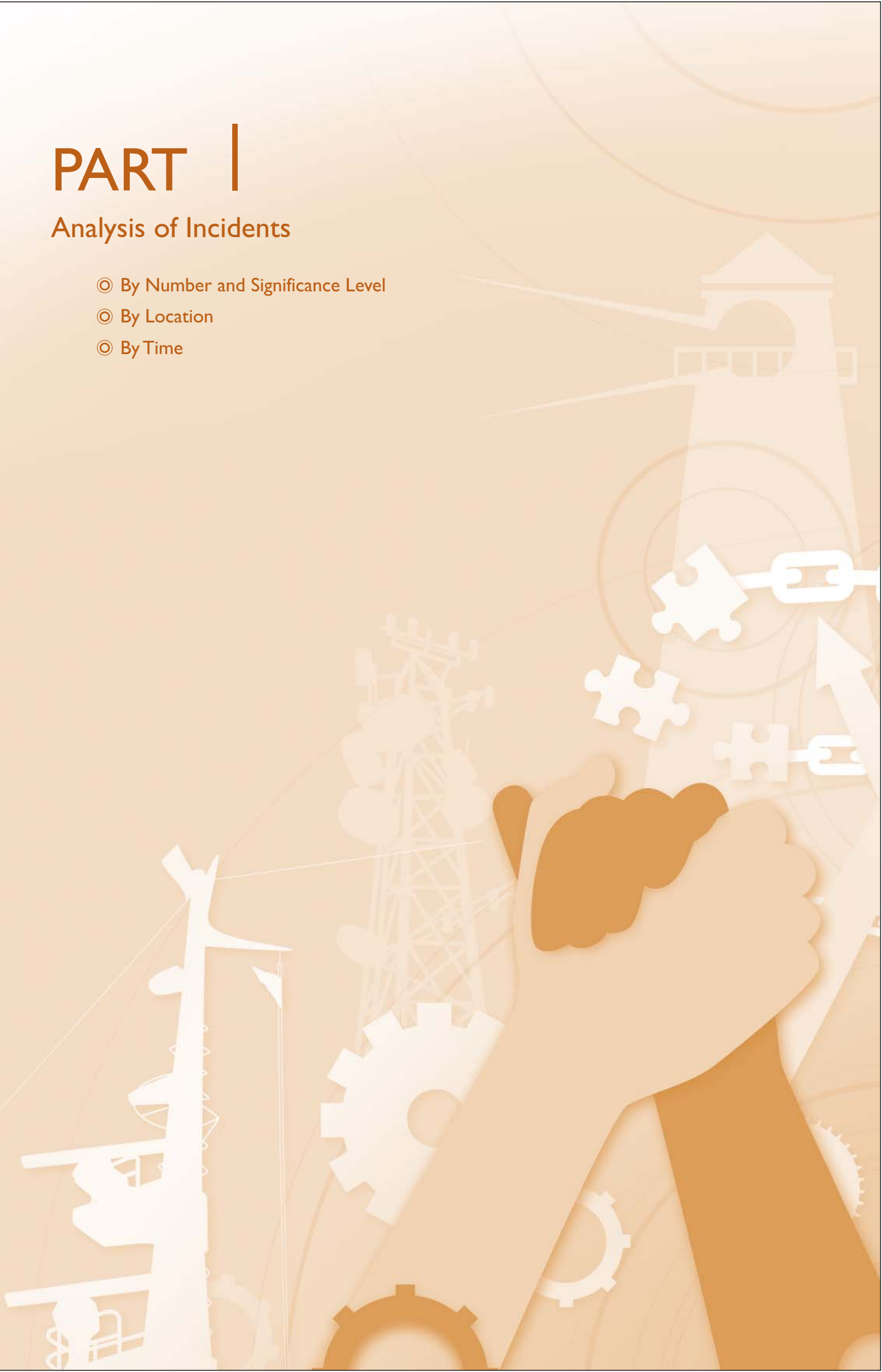
Compared against January-March of 2007-2010, there has been an increase in the total number of incidents reported during January-March 2011. The increase was mainly the Category 2 incidents which occurred in the Straits of Malacca and Singapore and off Malaysia. More stringent enforcement in these locations was recommended. However, there has been a decrease in the number of Category 3 incidents, occurred mainly at the ports and anchorages in India and Bangladesh which reported a 50% reduction in the number of incidents. The number of Category 1 incidents has however, remained fairly consistent.

The details of the incidents reported during January-March 2011 are described in the Appendix.

PART |

Analysis of Incidents

- ◎ By Number and Significance Level
- ◎ By Location
- ◎ By Time

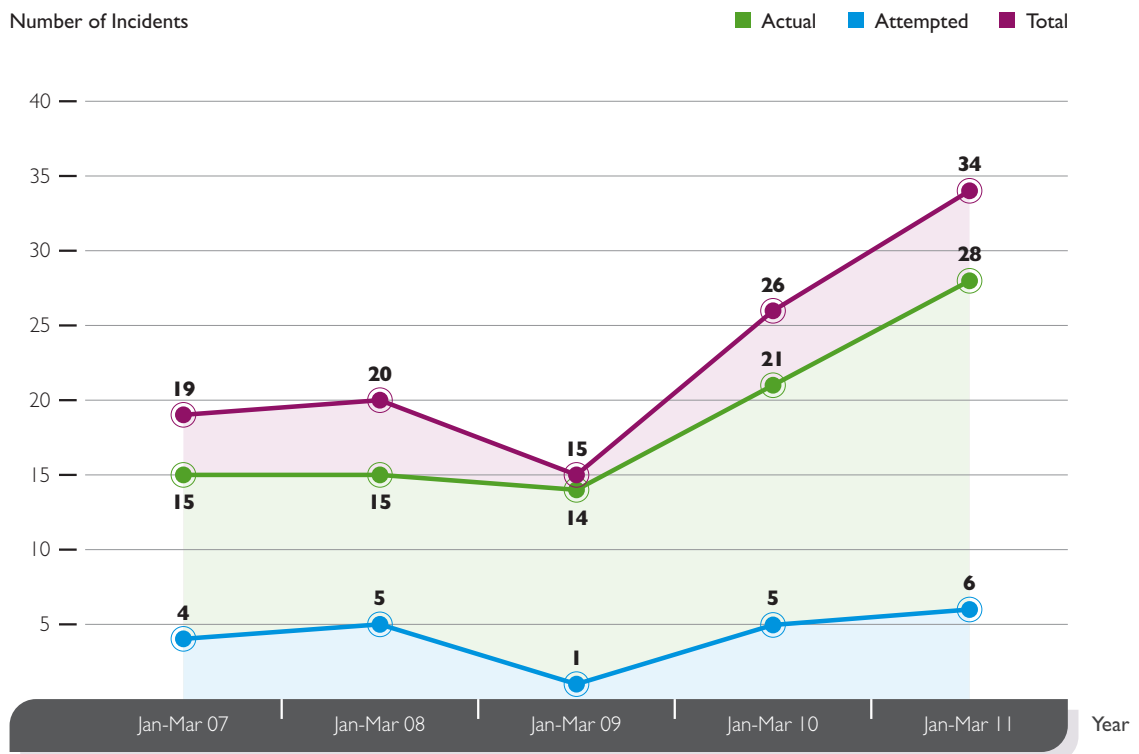


PART |

Analysis of Incidents

Number of Incidents

A total of 34 incidents comprising 28 actual incidents and six attempted incidents were reported during January-March 2011. Graph 1 shows the number of actual and attempted incidents reported during January-March of 2007-2011.



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

PART |

Analysis of Incidents

Significance Level of Incidents

Of the 28 actual incidents reported during January-March 2011, one was a Category 1 incident, 13 were Category 2 incidents and 14 were Category 3 incidents. Compared to the same period in the past four years, there had been an increase in the number of Category 2 incidents involving ships while underway during January-March 2011. However, the number of Category 1 incidents had remained fairly consistent throughout the five year reporting period, while the number of Category 3 incidents had decreased during January-March 2011 compared to the same period in 2010, and consistent with the number of incidents reported during January-March of 2007-2008. Detailed analysis of the incidents by locations is featured in Part Two of this report. Refer to Chart 1 on the significance level of incidents reported during January-March of 2007-2011.

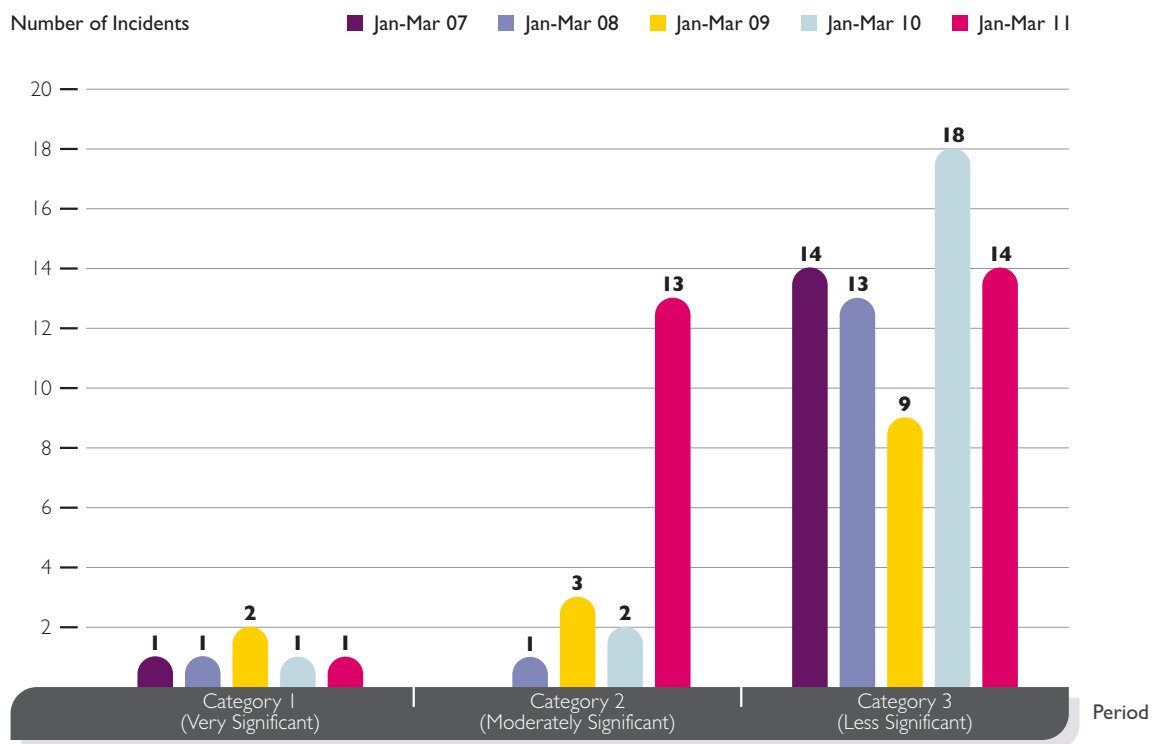


Chart 1 - Significance Level of incidents (January-March of 2007-2011)

Location of Incidents

Of the 34 incidents reported during January-March 2011, seven incidents occurred in South Asia and 27 incidents in Southeast Asia. In comparison, there had been an improvement in the situation in South Asia during January-March 2011 compared to the same period in 2010. The improvement was observed in India and Bangladesh with a 50% reduction in the number of incidents in these two locations. While it remains to be seen if this trend persists in the months ahead, the current situation demonstrated the results of the good effort made by the local authorities, and possibly proactive measures undertaken by ship masters and crew when their ships were anchored at the ports and anchorages in India and Bangladesh. However, there had been an increase in the number of attempted incidents reported in the Arabian Sea involving the east African pirates who had shifted furthest away from the coast of Somalia into the Arabian Sea. Table I shows the number of incidents reported during January-March of 2007-2011.

	Jan-Mar 07		Jan-Mar 08		Jan-Mar 09		Jan-Mar 10		Jan-Mar 11	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia										
Arabian Sea	1	2								3
Bangladesh	2		3		1		2		1	
Bay of Bengal	1						1			1
India	1		6		2		4		2	
Sub-total	5	2	9		3		7		3	4
Southeast Asia										
Indonesia	7	1	3	1	1		5	4	3	
Malaysia	1		1		1		4		7	
Philippines			1	1	1	1	1		2	
Singapore									1	
South China Sea	1			1	1		1		2	1
Straits of Malacca and Singapore		1		2	2			1	8	1
Thailand					1					
Vietnam	1		1		4		3		2	
Sub-total	10	2	6	5	11	1	14	5	25	2
Overall Total	15	4	15	5	14	1	21	5	28	6

Table I - Location of incidents (January-March of 2007-2011)

PART |

Analysis of Incidents

While there had been an improvement in the situation in South Asia, there had been an increase in the number of incidents in Southeast Asia. The increase occurred mostly in the Straits of Malacca and Singapore, and Malaysia during January-March 2011. Of the nine incidents reported in the Straits of Malacca and Singapore, four occurred off Pulau Nipa, two off Tanjung Piai, two off Pulau Batam and one south of eastern buoy. More stringent enforcement in these locations was recommended. A total of seven incidents were reported in the waters of Malaysia. Of these, four incidents occurred off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging; and three incidents occurred off Pulau Tioman and Pulau Labuan Victoria and Pulau Sepanggar, Kota Kinabalu, East Malaysia. Map 1 shows the location of all incidents reported during January-March 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.

PART |

Analysis of Incidents

Number of Incidents

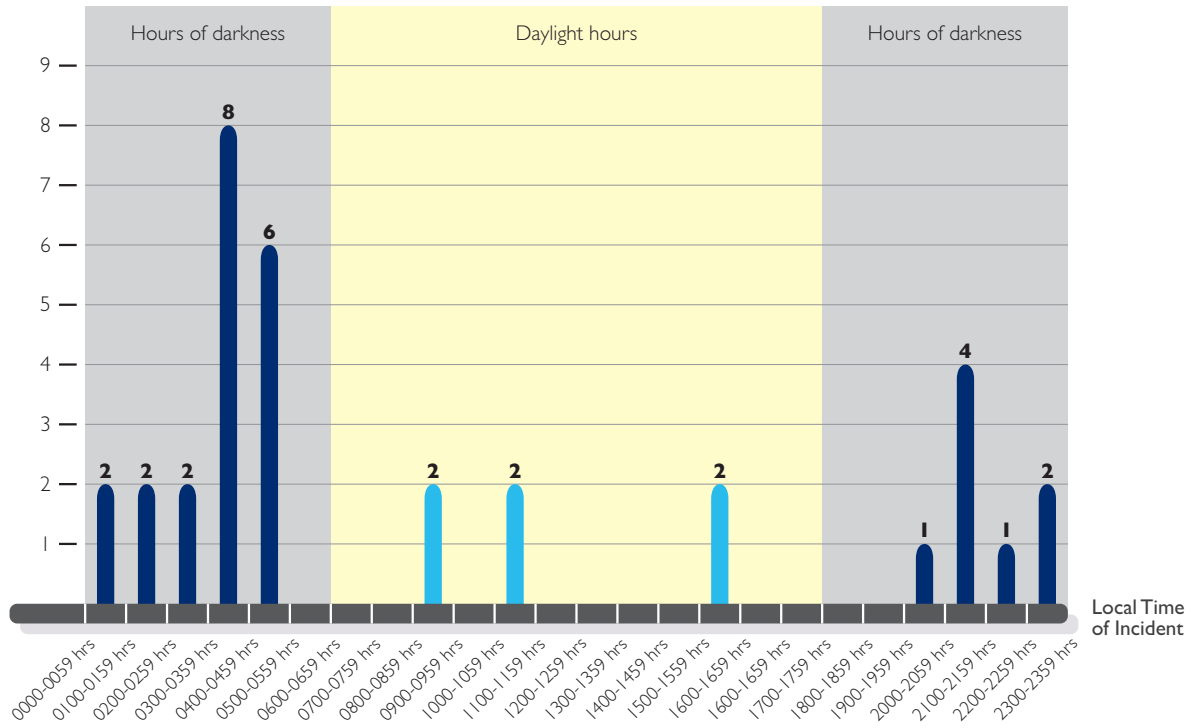


Chart 2 - Local time of incidents (January-March 2011)

The majority of the incidents occurred past midnight when the crew was less alert and restless due to fatigue. Of the incidents that occurred during hours of darkness, the period between 0300 hrs and 0359 hrs reported the highest number of incidents, mostly were incidents occurred in the Southeast Asian region. Of the six incidents reported during daylight hours, three incidents occurred in the Arabian Sea between 1030 hrs and 1530 hrs, and one incident reported in the Bay of Bengal at 0830 hrs.

PART 2

Characteristics of Incidents

- ◎ Involving Ships at Anchor and Berth
- ◎ Involving Ships while Underway



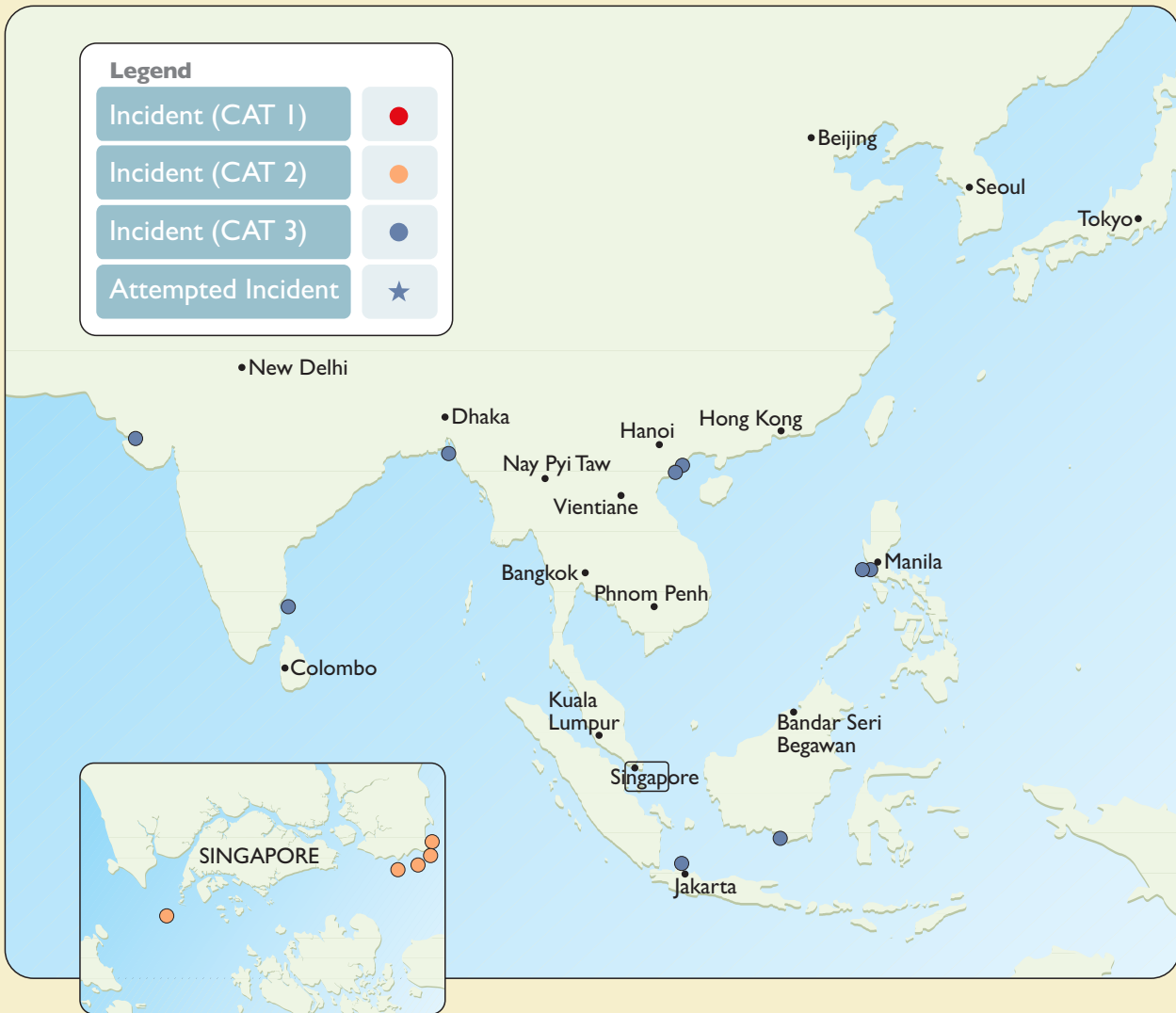
PART 2

Characteristics of Incidents

Involving Ships at Anchor and Berth

Map 2: Location of incidents involving ships while anchored (January-March 2011)

Anchored



PART 2

Characteristics of Incidents

Number and Significance Level of Incidents

During January-March 2011, a total of 14 incidents involving ships while anchored at ports and anchorages were reported. This accounts for 41% (14 of 34) of the total number of incidents reported during the first quarter of 2011. Of the 14 incidents, four were Category 2 incidents occurred off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia, and one incident occurred at approximately 1.3 nm southwest of western pilot boarding ground, Singapore. The other nine incidents were Category 3 incidents occurred at the ports and anchorages of Bangladesh (1), India (2), Indonesia (2), Philippines (2) and Vietnam (2).

Violence and Economic Factors

There were differences between the modus operandi of robbers operating off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging off Malaysia; and robbers at ports and anchorages of Bangladesh, India, Indonesia, Philippines and Vietnam.

All four incidents off Malaysia were Category 2 incidents, and the 10 incidents at ports and anchorages of Bangladesh, India, Indonesia, Philippines and Vietnam were Category 3 incidents.

Table 2 below describes the violence and economic factors associated with the incidents off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging; and the incidents at ports and anchorages of Bangladesh, India, Indonesia, Philippines and Vietnam.

Factor	Off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia	Ports and Anchorages of Bangladesh, India, Indonesia, Philippines and Vietnam
Significance level	All four incidents were Category 2.	All 10 incidents were Category 3, mainly petty theft in nature.
Violence	<p>Number of robbers: Number of incidents</p> <p>1 - 3 robbers: 1 incident 4 - 6 robbers: 1 incident 7 - 9 robbers: 2 incidents</p> <p>Two out of four incidents involved between 7-9 robbers</p>	<p>Number of robbers: Number of incidents</p> <p>1 - 3 robbers: 2 incidents 4 - 6 robbers: 2 incidents 7 - 9 robbers: 2 incidents Not known: 4 incidents</p> <p>Two out of 10 incidents involved between 7-9 robbers</p>
	<p>Three out of four incidents involved robbers armed with guns and knives. Only one incident reported that the robbers were armed with knives only.</p>	<p>Only one incident reported the robbers armed with gun and knives. Three incidents reported that the robbers were armed with knives. No indication on whether the robbers were armed in the remaining six incidents.</p>
	<p>In the incident involving <i>Torm Clara</i> on 13 Jan 11, the robbers threatened the duty engineer with a pistol, and in the incident involving <i>Jose Bright</i> on 9 Feb 11, the robbers held two crew hostage and escaped with their wrist watch, necklace and gold ring with diamond. However, the crew was not injured.</p>	<p>Most incidents involved the robbers escaped when detected, or when the ship master sounded the emergency alarm or the ship's horn.</p>
Economic	<p>The robbers stole cash and the crew's personal belongings in three incidents. No report on the economic loss in the other incident.</p>	<p>Five of the 10 incidents reported the loss of ship stores; two incidents reported loss of engine spares, one incident loss of cash and personal property. No reports on the economic loss in two of the incidents.</p>
	<p>No damage to the vessel or property.</p>	<p>No damage to the vessel or property.</p>

Table 2 - Violence and economic factors of incidents involving ships while anchored (January-March 2011)

PART 2

Characteristics of Incidents

Modus Operandi

Incidents involving ships at anchor and berth off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging appeared to be relatively more severe in nature compared to incidents reported at ports and anchorages. In three of the four incidents reported off Malaysia, the robbers were armed with guns. However, the guns were not known to have been fired. Unlike incidents occurred at ports and anchorages, the robbers off Malaysia were interested in stealing cash and items that could be easily disposed for cash; namely mobile phones, laptops, cameras, etc.

Robbers at ports and anchorages tend to steal ship stores, engine spares and unsecured items onboard ships. Their motive was to board the vessels without alerting the crew and take away whatever they can lay their hands on. However, once detected or the ship alarm was sounded, the robbers would escape as fast as possible, sometimes even empty-handed. The Focal Points of Bangladesh, India and Vietnam had indicated that there were recycling markets for these stolen items.

The common feature observed at the port of Chittagong, Bangladesh and the port of Vung Tau, Vietnam was the presence of many small unregulated boats which serve as a good cover for robbers and their boats. The modus operandi of the robbers involved the small boats coming alongside the merchant vessels during hours of darkness under the pretext of carrying out barter trade with the vessels anchored in the area. Barter trading of fresh provisions (namely fish and vegetables) in exchange for items onboard vessels such as mooring ropes, drums of paint, lubricant oil, etc. were commonly carried out by the local populace.

For incidents off Malaysia and at ports and anchorages, the crew was not harmed. The robbers were at most threatened the crew as in the incidents off Malaysia to demand for their cash and personal belongings.

Involving Ships while Underway

Map 3: Location of incidents involving ships while underway (January-March 2011)



PART 2

Characteristics of Incidents

Number and Significance Level of Incidents

Of the 34 incidents reported during January-March 2011, about 20 (59%) incidents occurred while the ships were underway, of which 14 were actual incidents and six were attempted incidents. Of the 14 actual incidents, one was a Category 1 incident, eight were Category 2 incidents and five were Category 3 incidents. Of the six attempted incidents, three were reported in the Arabian Sea.

Violence and Economic Factors

Analysis of incidents occurred during the first quarter of 2011 highlights the distinctive differences between the modus operandi of pirates/robbers operating in Southeast Asia and pirates operating in the Arabian Sea. Pirates/robbers in the Southeast Asian region operated in smaller groups of 5-9, and generally armed with long knives, while those in the Arabian Sea operated in large groups of 20-30, and were armed with guns and more sophisticated weapons. Of the 20 incidents involving ships while underway during January-March 2011, 16 incidents occurred in Southeast Asia, three incidents in the Arabian Sea and one incident in the Bay of Bengal. Nine of the 16 incidents reported in the Southeast Asian region occurred in the Straits of Malacca and Singapore.

To depict the distinctive differences between ships while underway in the Straits of Malacca and Singapore, and the Arabian Sea, refer to Table 3 below.

Factor	Straits of Malacca and Singapore	Arabian Sea
Time of incident	Hours of darkness	Day light hours
Type of incident	Armed robbery against ships incidents	Piracy incidents
Significance level	All nine incidents were Category 2.	All three were attempted incidents.
Violence	Robbers used speed boats (generally small wooden boat). The speed boats appeared to be operating from nearby Islands and took cover by conducting fishing activity in area.	Pirates approached the merchant vessel from two or three skiffs launched from mother ships which were vessels previously hijacked by the east African pirates. The mother ships were used as platforms to launch the skiffs out to hijack vessels and kidnap crew for ransom.
	Number of robbers: Number of incidents 1 - 3 robbers: 2 incidents 4 - 6 robbers: 2 incidents 7 - 9 robbers: 2 incidents >9 robbers: 2 incidents Not reported: 1 incident Five incidents involved robbers armed with knives while the remaining four incidents had no reports on the weapons used.	Number of robbers: Number of incidents 4 - 6 robbers: 1 incident >9 robbers: 1 incident Not reported: 1 incident The pirates operated in bigger groups commonly known as Pirate Action Groups (PAGs). About 21 pirates were onboard two skiffs in the incident involving <i>CMA CGM Verdi</i> . Two incidents reported that the pirates were armed with more sophisticated weapons. Although details were not given, the pirates were commonly armed with automatic rifles and rocket propelled grenades. No reports of weapons were mentioned in one of the incident.
	The pirates/robbers did not harm the crew and generally escaped on being detected.	The pirates persisted in their attempt to board the victim vessel even after detection.
Economic	The robbers stole stores and crew's personal belongings including cash, jewellery, hand phones and laptops in five of the incidents. No reports on economic loss in the other four incidents.	It was assessed that the pirates attempted to hijack the vessel and kidnap the crew to demand for ransom. During January-March 2011, attempts to board the merchant vessels failed in all three incidents.
	No damage to the vessel or property.	In several past incidents, bullet scars/dents and breakage of external fixtures were found on vessel due to the shooting by pirates. However, for January-March 2011, no damages were reported on the vessels being fired upon.

Table 3 - Violence and economic factors of incidents involving ships while underway (January-March 2011)

PART 3

Case Study

- © Incidents in the Straits of Malacca and Singapore
- © Incidents involving Ships Anchored off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia
- © Hijack of *Marina 26*

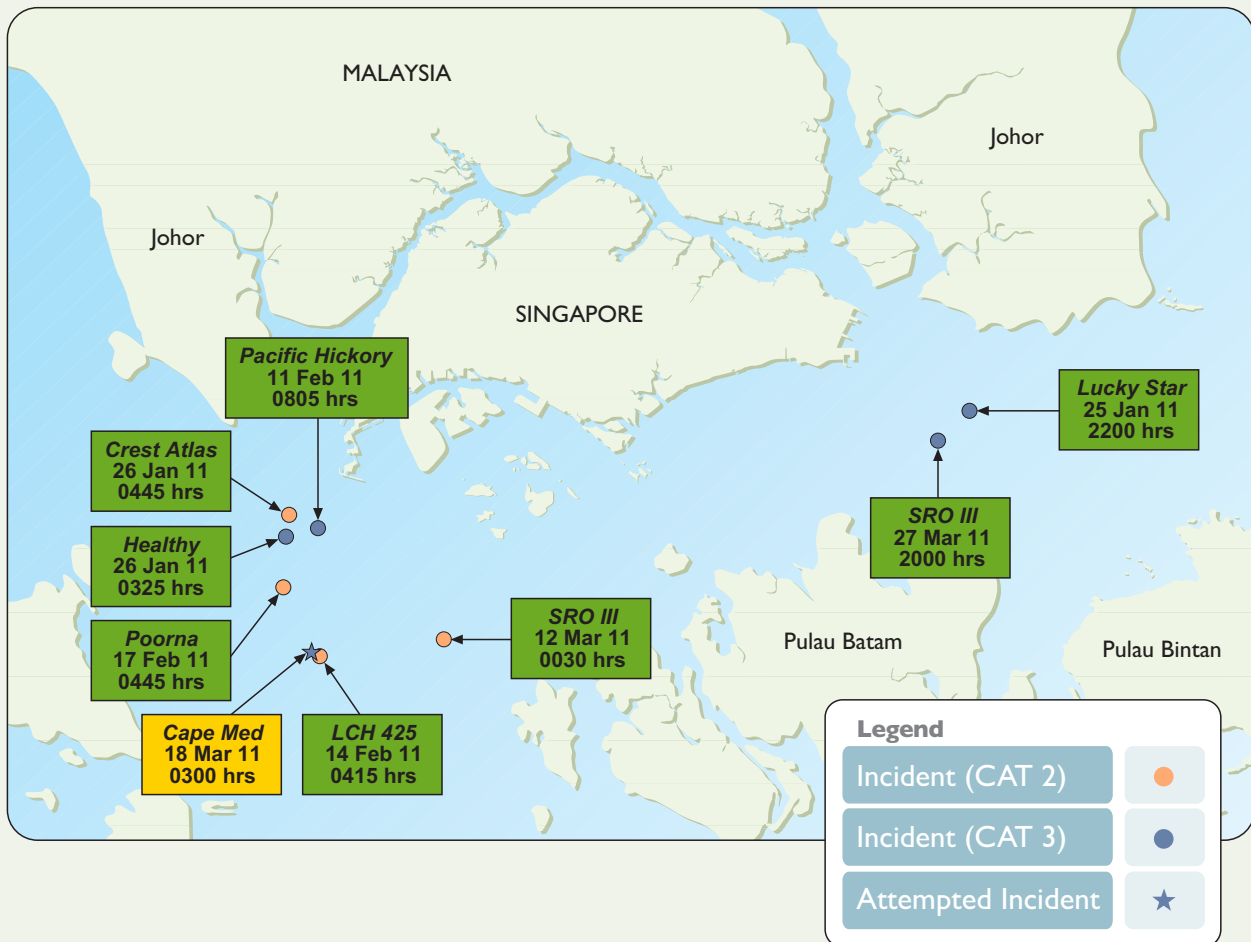


PART 3

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Incidents in the Straits of Malacca and Singapore

Map 4: Approximate location of incidents in the Straits of Malacca and Singapore (January-March 2011)



PART 3

Case Study

During January-March 2011, nine incidents of armed robbery were reported in the Straits of Malacca and Singapore (SOMS). All the incidents occurred while the vessels were underway. Of the nine incidents, three occurred in January 2011, three in February 2011 and three in March 2011. Refer to the ReCAAP ISC Report for January 2011 and February 2011 for the incidents occurred in the said months. Details of the incidents occurred in March 2011 are described below.

Incident involving *SRO III* on 12 Mar 11

Name of Ship <i>SRO III</i> towing <i>PAC Rupert</i>
Type of Ship Tug boat and barge
Flag of Ship Singapore
IMO Number 9131577
GT 153

On 12 Mar 11 at or about 0030 hrs, a Singapore-registered tug boat, *SRO III* was underway towing an Indonesia-registered barge *PAC Rupert* at approximately 4.2 nm southeast of Helen Mar reef, Phillip Channel (01° 05' N, 103° 43' E) when five robbers armed with machetes boarded the tug boat. The robbers came in a speed boat and tied all the crew. They stole cash, radios, GPS and hand phones before escaping. Subsequently, the crew managed to free themselves and reported the incident to Singapore's VTIS via mobile phone. The crew was not injured.

Attempted incident involving *Cape Med* on 18 Mar 11

Name of Ship <i>Cape Med</i>
Type of Ship Bulk carrier
Flag of Ship Panama
IMO Number 9316828
GT 93003

On 18 Mar 11 at or about 0300 hrs, a Panama-registered bulk carrier, *Cape Med* was underway at approximately 5.9 nm southwest of Pulau Nipa, Phillip Channel (01° 05' N, 103° 35' E) when the crew 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.

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Case Study

Incident involving *SRO III* on 27 Mar 11

Name of Ship <i>SRO III</i> towing <i>PAC Rupert</i>
Type of Ship Tug boat and barge
Flag of Ship Singapore
IMO Number 9131577
GT 153

The Singapore-registered tug boat *SRO III* towing Indonesia-registered barge *PAC Rupert* was again involved in an incident in March 2011. *SRO III* was underway from Brani, Singapore to Pasir Gudang, Malaysia (01° 15.50' N, 104° 5.50' E) when three robbers boarded the barge on 27 Mar 11 at or about 2000 hr. The robbers took away the gangway ladder, ropes and Swiss lock from the barge. The crew was not injured.

Past Activity

There has been an increase in the number of incidents in the Straits of Malacca and Singapore during January-March 2011 compared to the past four years. A total of nine incidents (eight actual and one attempted incidents) were reported during the first quarter in 2011 as compared to one attempted incident reported in 2010, two actual incidents in 2009 and two attempted incidents in 2008. Refer to table below for significance level of incidents:

Significance Level	Jan-Mar 07	Jan-Mar 08	Jan-Mar 09	Jan-Mar 10	Jan-Mar 11
Category 1	-	-	1	-	-
Category 2	-	-	1	-	4
Category 3	-	-	-	-	4
Attempted	1	2	-	1	1
Total	1	2	2	1	9

Table 4 - Significance level of incidents in the Straits of Malacca and Singapore (January-March of 2007-2011)

Modus Operandi of incidents occurred in the Straits of Malacca and Singapore

Of the nine incidents, eight occurred during hours of darkness between 1800 hrs and 0600 hrs. The number of robbers involved in the incidents varied between groups of 2 to 9, with no particular patterns observed. Of the nine incidents, six incidents reported the use of small motorised boat by robbers/pirates, one incident reported the use of a speed boat and another incident involved the use of a high powered boat. In five incidents, the robbers reported use of long knives or machetes. No report on the use of weapons in the remaining four incidents. Except for two incidents of the crew being tied up and one incident where the crew was assaulted, there were no reports on the treatment of crew in the other six incidents. Of the nine incidents where economic loss were reported, four incidents reported the loss of cash and the crew's personal belongings, and one incident reported loss of ship's stores. The ReCAAP ISC notes that five of the nine incidents involved tug boats. The slow speed and low freeboard of the tug boat has made it more vulnerable for boarding during hours of darkness. Overall, the nature of attacks was opportunistic in nature.

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Case Study

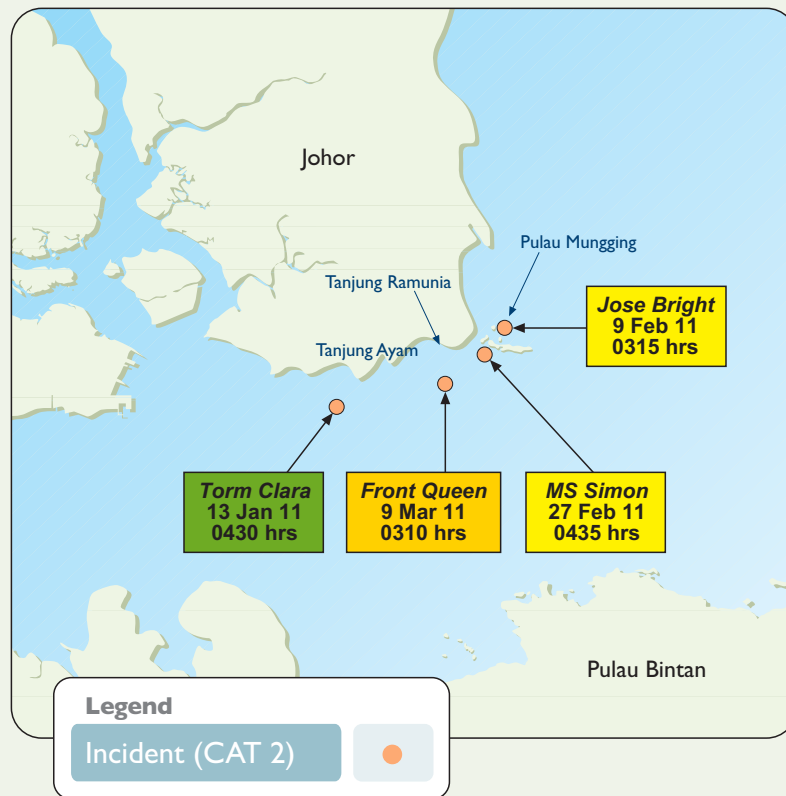
Recommendations

The ReCAAP ISC encourages ship master and crew to do the following:

- ① 1. Plan your passage to avoid areas with reportedly high level of activities of piracy and armed robbery against ships.
- ② 2. Maintain vigilance throughout the passage, especially during hours of darkness.
- ③ 3. Raise alarm immediately on suspecting an attempted boarding.
- ④ 4. Report incident to the nearest coastal State, and alert vessels in the vicinity.
- ⑤ 5. Proceed at maximum speed suitable to the prevailing circumstances and conditions.
- ⑥ 6. Adhere to the industry's Best Management Practices.

Incidents involving Ships Anchored off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia

Map 5: Approximate location of incidents involving ships anchored off Malaysia (January-March 2011)



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A total of four incidents involving ships while at anchor off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, off south Johor, Malaysia were reported during January-March 2011. The incidents involved tanker, *Torm Clara* on 13 Jan 11, chemical tanker, *Jose Bright* on 9 Feb 11, tanker *MS Simon* on 27 Feb 11² and oil tanker, *Front Queen* on 9 Mar 11. All were Category 2 incidents. Below is the description of the incident involving *Front Queen* which occurred on 9 Mar 11.

Incident onboard *Front Queen* on 9 Mar 11

Name of Ship <i>Front Queen</i>
Type of Ship Oil tanker
Flag of Ship Marshall Islands
IMO Number 9384605
GT 156651

At or about 0315 hrs on 9 Mar 11, seven robbers armed with knives boarded the Marshall Islands-registered oil tanker, *Front Queen* from a boat while she was anchored at approximately 2.3 nm south of Tanjung Ramunia, Malaysia. 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.

² Refer to the ReCAAP ISC Report for January 2011 and February 2011 for the detailed description of these three incidents.

The MMEA Southern Region Chief, Maritime First Admiral Zulkifili Abu Bakar said in an open source³ report that the Malaysian Maritime Enforcement Agency (MMEA) boat *Kilat*, which was patrolling the area, raced to the victim ship after she sounded her horn at 0315 hrs. He reported that as *Kilat* 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 *Kilat* with the assistance of another MMEA boat, *Petir* who came along to assist *Kilat*. 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.

Investigative Outcome

On 21 Mar 11, the seven robbers were brought to the Sessions Court in Kota Tinggi, Johor for arraignment. They pleaded guilty to an offence charged under Section 395 of the Malaysian Penal Court for Gang Robbery, and were sentenced to 12 years imprisonment and 3 strokes of cane.

Investigations carried out by the authorities revealed that there was another gang operating off Tanjung Ayam, believed to be from a neighbouring country. The arrest and prosecution of the seven robbers aimed to serve as a deterrent to would-be-offenders to attack vessels in the vicinity.

The MMEA believed that there was another group of robbers probably from another nearby island who were responsible for the series of incidents occurred off Tanjung Piai and Pulau Nipa. However, it was assessed that there was no connections between the two groups as two incidents were reported in this area even after the arrest of the seven robbers on 9 Mar 11. The vessels involved were *SRO III* occurred on 12 Mar 11 at about 11 nm west of Pulau Batam and involved *Cape Med* on 18 Mar 11 occurred at about 5.9 nm southwest of Pulau Nipa.

³ Source: The Straits Times dated 11 Marc 2011; and <http://www.freemalaysiatoday.com/2011/03/09/marine-agency-arrests-7-indonesians-for-sea-robbery/>

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Recommendations

Ship masters and crew operating in the vicinity should maintain vigilance at all times, identify suspicious craft at the earliest possible moment and let the robbers know that they have been detected to discourage them from attempting to board the vessel.

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

Hijacking of *Marina 26* on 22 Mar 11

Name of Ship <i>Marina 26</i>
Type of Ship Tug boat
Flag of Ship Indonesia

On 22 Mar 11 at or about 2200 hrs, an Indonesian-registered tug boat, *Marina 26* towing barge *Marine Power 3301* was underway at approximately 12 nm east of Pulau Tioman, Malaysia (2° 45.22' N, 104° 24.29' E) when 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 and set adrift.

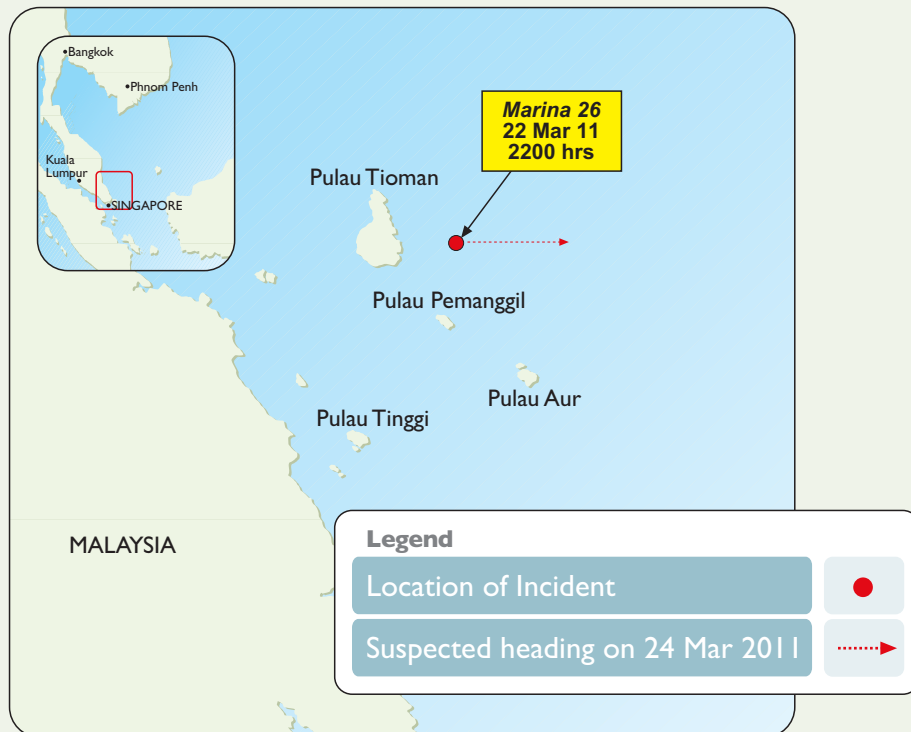
The crew was later rescued by a passing fishing boat on 26 Mar 11 and arrived at the Natuna Island, Indonesia on 27 Mar 11. The crew reported the incident to the Indonesian authorities and the ship owner on 27 Mar 11. The crew also mentioned that the tug boat, originally red in colour, had been repainted green and was last seen to be heading easterly. Refer to map for approximate location of the incident.

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.

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Map 6: Approximate location of Marina 26 being hijacked



This is the second incident of hijacking reported off Pulau Tioman since February 2010, the last reported incident involved tug boat *Asta* towing barge *Callista* on 6 Feb 10. The owner reported the incident to the ReCAAP ISC and Singapore's POCC when they lost communications with the vessel. Tracking and locating of the missing vessels were activated immediately. The crew and barge were later recovered by the Malaysian authorities while the tug boat *Asta*, renamed *Roxy-1*, was recovered in southern Philippines.

The ReCAAP ISC encourages all ships to look out for tugboat *Marina 26* and barge *Marine Power 3301* and report sightings to Singapore's POCC, or the nearest MRCC. Please refer to pictures of the vessels below.

Tug boat *Marina 26*



Barge *Marine Power 3301*



Photographs courtesy of Shipping Company

PART 4

News Snippets

- © Philippine Coast Guard Vice Commandant for Operations elected as the Chairperson of the ReCAAP ISC Governing Council
- © Pirates to be tried in Tokyo
- © Sri Lanka Coast Guard to set up new bases in the North



PART 4

News Snippets

Philippine Coast Guard Vice Commandant for Operations elected as the Chairperson of the ReCAAP ISC Governing Council

The Philippine Coast Guard (PCG) Commandant Admiral Wilfredo D. Tamayo reported that the election of his Vice Commandant for Operations, Vice Admiral Ramon C. Liwag as the new Chairperson of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre (ISC) Governing Council was an 'evident recognition of the growing confidence of Asian countries in the PCG, and the Philippines in general.'

VADM Liwag, a graduate of the Philippine Military Academy (PMA) and the second highest official of the PCG with a three-star rank, was "unanimously elected" during the fifth annual meeting of the Governing Council held in Singapore last 1-3 March 2011.

© Source: <http://www.mb.com.ph/articles/310039/election-pcg-asia-pacific-antipiracy-council-head-hailed>

PART 4

News Snippets

Pirates to be tried in Tokyo

Japan plans to transfer four pirates who attacked an oil tanker off Oman and were captured by US and Turkish forces to Tokyo to face trial. The Japanese Chief Cabinet Secretary Yukio Edano in a news conference announced that Tokyo was “making arrangements” with relevant countries on how to deal with the detained pirates. The suspects would be flown to Japan where they would be formally arrested under a 2009 anti-piracy law and their cases to be handled by the Tokyo District Court. Japan’s anti-piracy law stipulates jail terms of between five years and life term for serious cases of piracy in international and Japanese territorial waters, regardless of the registration of the targeted ship.

© Source: <http://www.taipeitimes.com/News/world/archives/2011/03/09/2003497764>

Sri Lanka Coast Guard to set up bases in the North

The Sri Lanka Coast Guard will establish new bases in Trincomalee, Hambantota, Point Pedro, Oluvil, Talaimannar, Kandakkuli and Kalpitiya, and equip with four new inshore patrol craft to join the current fleet, as reported by the Coast Guard media coordinator Lieutenant Commander Chandana Bulegodarachchi.

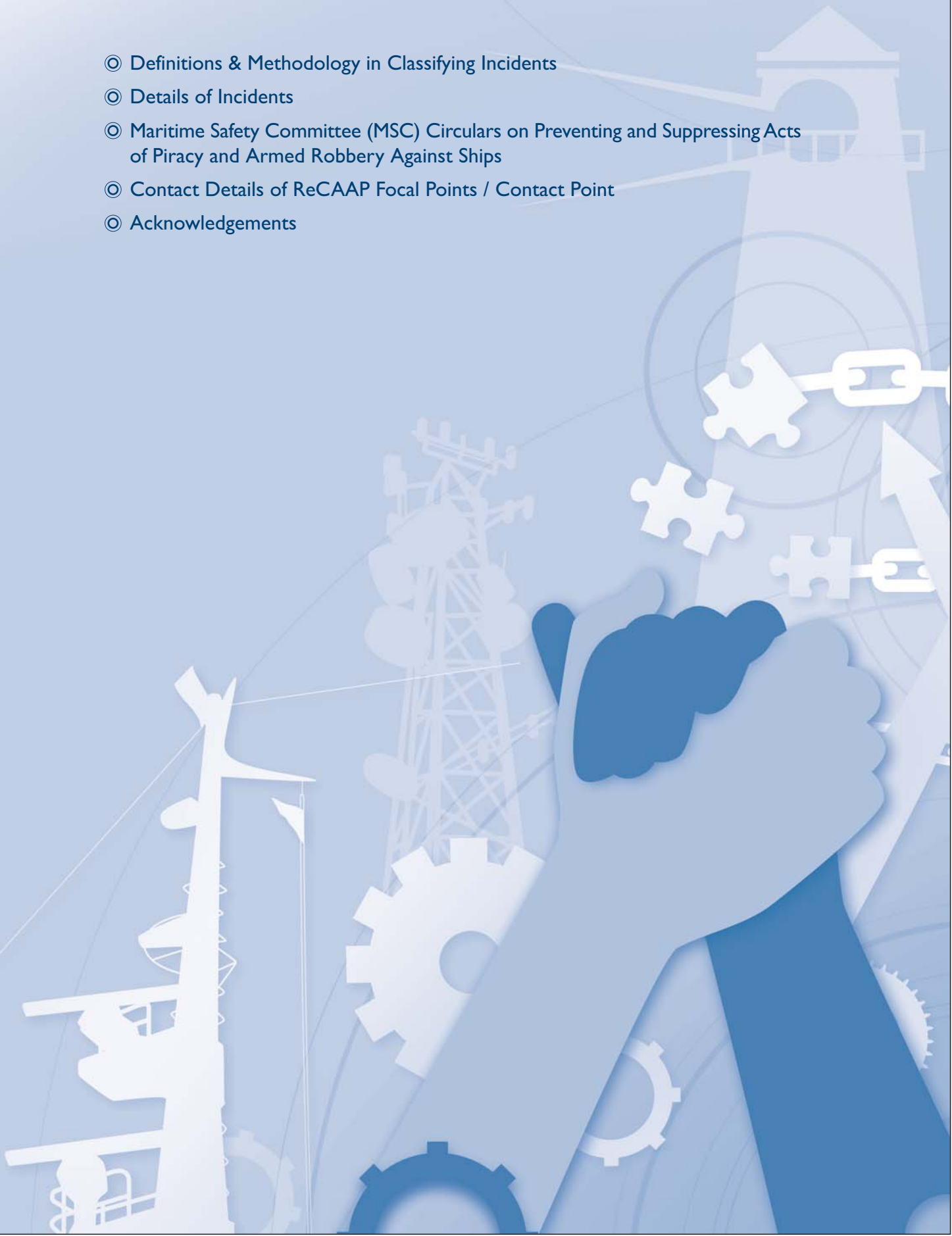
The Coast Guard comes under the purview of the Ministry of Defence was created under the Department of Coast Guard Bill presented to Parliament in 2009. The main task of the Department is to ensure safe, secure, clean maritime region for all activities. He said that the main objective of his Department is to protect maritime domain from piracy, flow of illegal drugs, illegal fishing, human trafficking, maritime terrorism and other acts of violation of law in the maritime area in order to safeguard law and order in the sea.

The coast guard headquarters is situated in Colombo and Mirissa.

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APPENDICES

- ◎ Definitions & Methodology in Classifying Incidents
- ◎ Details of Incidents
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- ◎ Contact Details of ReCAAP Focal Points / Contact Point
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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.

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.

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Details of Incidents

Actual Incidents

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

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
2.				operating in the vicinity. Two officers from the Malaysian authorities boarded the vessel to investigate the incident. [ReCAAP Focal Point (Denmark), ReCAAP Focal Point (Singapore)]
3.	<i>German S</i> 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	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. 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. [ReCAAP Focal Point (Philippines)]
4.	<i>Lucky Star</i> General cargo ship Indonesia 8840250 208	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)	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. <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. [MSTF-IFC, The Jakarta Post dtd 27 Jan 11]

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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
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>[ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (Singapore)]</p>
7.	<i>British Integrity</i> Tanker Isle of Man 9288758 29335	28/01/11 0330 hrs	Tanjung Priok Anchorage, Indonesia	<p>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.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.	<i>Jose Bright</i> Chemical tanker Panama 8920361 21142	09/02/11 0315 hrs	01° 20.8' N, 104° 20.49' E Approximately 2.6 nm off Pulau Mungging, Malaysia	<p>While the chemical tanker was at anchor, two crew spotted a speed boat at the starboard quarter of their vessel. They informed the officer on the bridge who activated the emergency alarm.</p> <p>By then, seven robbers armed with long knives and guns had boarded the vessel. Two robbers went to the engine room while five of them held the two crew hostage and took their personal belongings and valuables including an Omega sea master wrist watch, a gold necklace and a gold ring with diamond. The five robbers disembarked from the vessel after being instructed by the two robbers who rushed out from the engine room. All seven robbers escaped in the speed boat. There was no damage to the vessel and the crew was not injured.</p> <p>The ship agent reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on NAVTEX to alert mariners operating in the vicinity, and informed the Singapore's Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Malaysia) and MRCC (Jakarta) about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
9.	<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)	<p>While underway, two robbers boarded a barge that was towed by a tug boat. Nothing was reported stolen and the robbers escaped in a small boat.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10.	<i>LCH 425</i> Tug boat Singapore 9554119 147 <i>LCH 4255</i> Barge Singapore 1723	14/02/11 0415 hrs	01° 04.98' N 103° 35.10' E Approximately 6 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	<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</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
10.				<p>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>[ReCAAP Focal Point (Singapore)]</p>
11.	<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>[Malaysian authorities]</p>
12.	<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 & Singapore)</p>	<p>While underway, an offshore tug was boarded by six robbers armed with long knives from a motorised craft. They broke the porthole glass of aft starboard entrance to the wheel house to open the door from inside. They threatened the crew and demanded for their personal belongings. The robbers also tied the hands of the Second Officer and seaman; and assaulted the Chief Engineer.</p> <p>The master reported the incident to Singapore's Port Operations Control Centre (POCC) and the operator reported the incident to MRCC (Mumbai) who are the ReCAAP Focal Point (Singapore) and ReCAAP Focal Point (India) respectively. The POCC initiated navigational broadcast to alert mariners operating in the vicinity and informed the ReCAAP ISC, Singapore's Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Putra Jaya) and MRCC (Jakarta) about the incident.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
13.	<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	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. [MMEA]
14.	<i>Capstone</i> Bulk carrier Panama 9209128 39996	19/02/11 0200 hrs	03° 44' S, 114° 26' E Taboneo Anchorage, Kalimantan, Indonesia	While the bulk carrier was at anchor, the crew on patrol discovered the fore store was broken into. Two mooring ropes were found stolen. [ReCAAP Focal Point (Japan)]
15.	<i>Westerems</i> Container ship Liberia 9127540 23896	21/02/11 0317 hrs	14° 36.41' N, 120° 52.56' E MICT Anchorage Area, North Harbour, Manila, Philippines	While the container ship was at anchor, the duty AB discovered a small wooden fishing boat that was near to the starboard side. He reported to the watch officer on the bridge immediately. A few minutes later, another fishing boat sped away from the port and starboard side of their vessel. The duty watchman checked the port side and 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. 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. [ReCAAP Focal Point (Philippines)]
16.	<i>Asashio Maru</i> Product tanker Japan 9168439 28480	21/02/11 2000 hrs	22° 12' N, 091° 42' E Chittagong Port, Bangladesh	While the product tanker was at anchor, the crew was unloading the cargo when a crew who stood guard at the stem side of the vessel noticed about five to six robbers onboard. The watch crew alerted all crew about the presence of the robbers, who jumped overboard once they realised the crew was alerted. It was later discovered a mooring rope had been stolen. [ReCAAP Focal Point (Japan)]

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Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
17.	<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 crew was mustered and the alarm and ship's horn was sounded to distract the robbers. The robbers stole engine spares before they escaped. The local security guards inspected the vessel later and the local agent took the statement of the master regarding the incident. [ReCAAP Focal Point (Vietnam)]
18.	<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)]
19.	<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, took out the hawse pipe cover and allowed other robbers to pass through the anchor chain. The robbers broke the padlock, opened the mechanical lock installed at drydock and stole four coils of rope before escaping. [ReCAAP Focal Point (Vietnam)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
20.	<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. The seven robbers were later charged in court and were sentenced to 12 years imprisonment and 3 strokes each.</p> <p>[MMEA, The Straits Times dtd 11 March 2011]</p>
21.	<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>[ReCAAP Focal Point (India)]</p>
22.	<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)	<p>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</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
22.				<p>was also broadcasted to alert mariners operating in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
23.	<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	<p>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.</p> <p>[ReCAAP Focal Point (India)]</p>
24.	<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	<p>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.</p> <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>[ReCAAP Focal Point (Singapore)]</p>
25.	<i>Marina 26</i> Tug boat Indonesia 228 <i>Marine Power</i> 3301 Barge	22/03/11 2200 hrs	02° 45.22' N, 104° 24.29' E Approximately 12 nm east of Pulau Tioman, Malaysia	<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>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
25.				<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>[ReCAAP Focal Point (Singapore)]</p>
26.	<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>[ReCAAP Focal Point (Singapore)]</p>
27.	<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 & 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>[ReCAAP Focal Point (Singapore)]</p>

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

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 was also no visual sighting of the suspicious craft. All crew were reported to be safe and the vessel resumed its normal voyage.</p> <p>[ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (India)]</p>
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)	<p>While underway, a small skiff with about five pirates onboard approached the oil tanker. Armed with automatic weapons, the pirates fired at the tanker several times. The ship master immediately raised the general alarm and adopted measures in accordance with the industry's BMP, including increasing speed, carrying out evasive manoeuvres, pressurising fire hoses and discharging water overboard; and using red parachute flares. The skiff aborted the chase after several unsuccessful attempts to get close to the tanker. The skiff was seen heading back towards a mother ship. The tanker did not suffer any damages and the crew was not injured. The master reported the incident to MSCHOA.</p> <p>[ReCAAP Focal Point (India)]</p>

APPENDICES

Details of Incidents

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	<i>Ocean Duke</i> Bulk carrier Hong Kong 9518660 94863	21/02/11 0830 hrs	16° 13.4' N, 089° 41.6' E Approximately 261.77 nm west of Taunggyan Taung, south coast of Myanmar (Bay of Bengal)	While underway, the bridge watch keeper noticed a 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. [ReCAAP Contact Point (Hong Kong)]
5.	<i>OOCL Qingdao</i> Container ship Hong Kong 9256470 89097	04/03/11 1500 hrs	06° 51' N, 075° 57' E Approximately 113.38 nm southwest from Trivandrum, India (Arabian Sea)	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. [ReCAAP Contact Point (Hong Kong)]
6.	<i>Cape Med</i> Bulk carrier Panama 9316828 93003	18/03/11 0300 hrs	01° 05.0' N, 103° 35' E Approximately 5.9 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	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. 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 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. [ReCAAP Focal Point (Singapore)]

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 circulars⁴, 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 5.

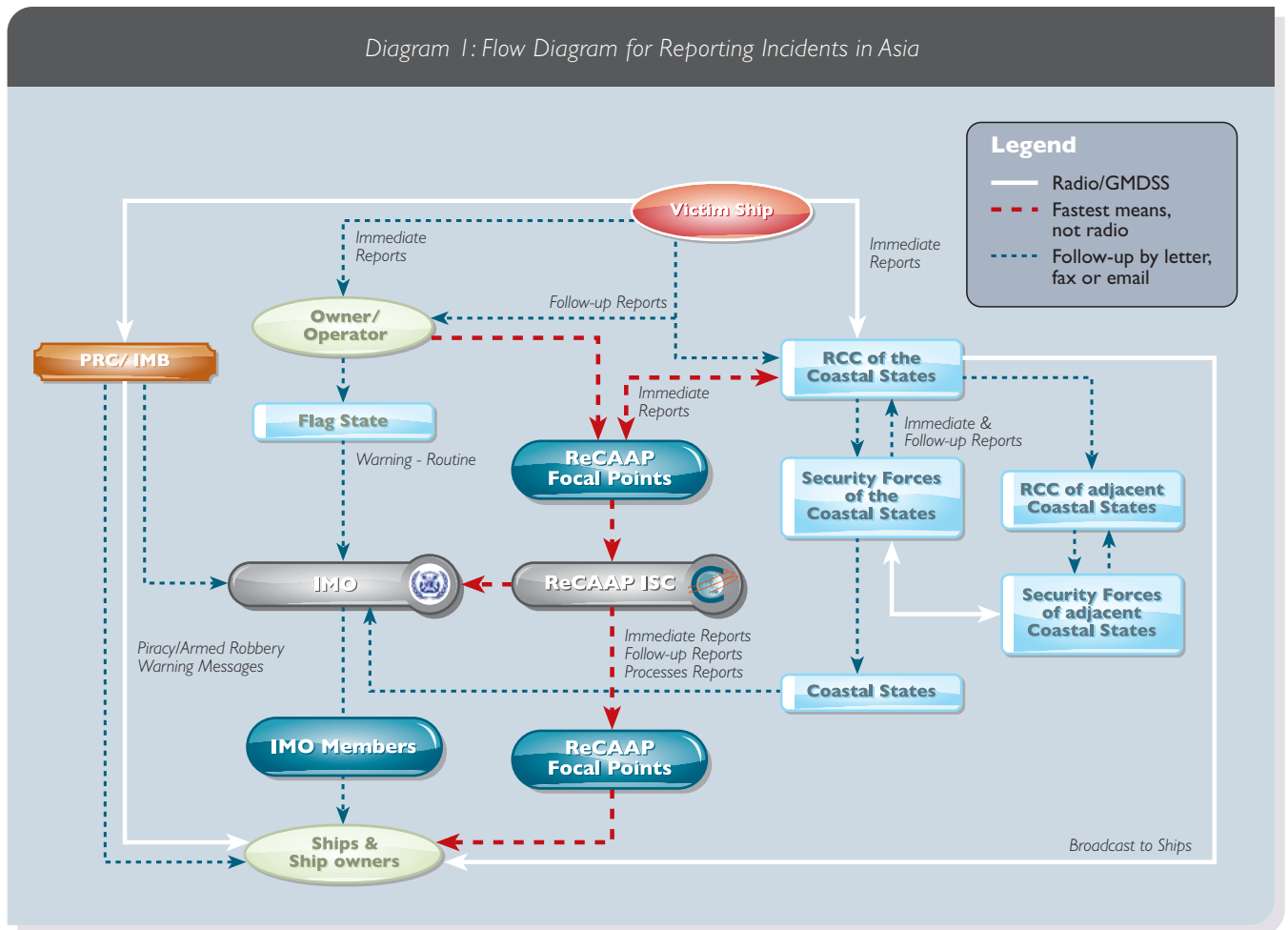
Recommendation

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.

⁴The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

APPENDICES

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 5: 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: dosgdgdbd@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	+85-5-2388-1846	+85-5-2388-2968
◎ People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn +86-10-6529-2221	+86-10-6529-2218 +86-10-6529-2219	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
◎ Kingdom of Denmark Danish Maritime Authority (DMA) Email: eit@dma.dk	+45-39-174-400	+45-39-174-401
◎ Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2437-6133 +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@gicoms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

APPENDICES

Contact Details of ReCAAP Focal Points / Contact Point

Table 5: Contact Details of ReCAAP Focal Points / Contact Point (cont'd)

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 Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
◎ Socialist Republic of Viet Nam Vietnam Marine Police Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 5 April 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 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.

NOTES

A large, light gray rectangular area with rounded corners, containing horizontal lines for writing notes. The lines are evenly spaced and extend across the width of the area.





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 • W: www.recaap.org