

# Report for April 2011

1st April 2011 – 30th April 2011

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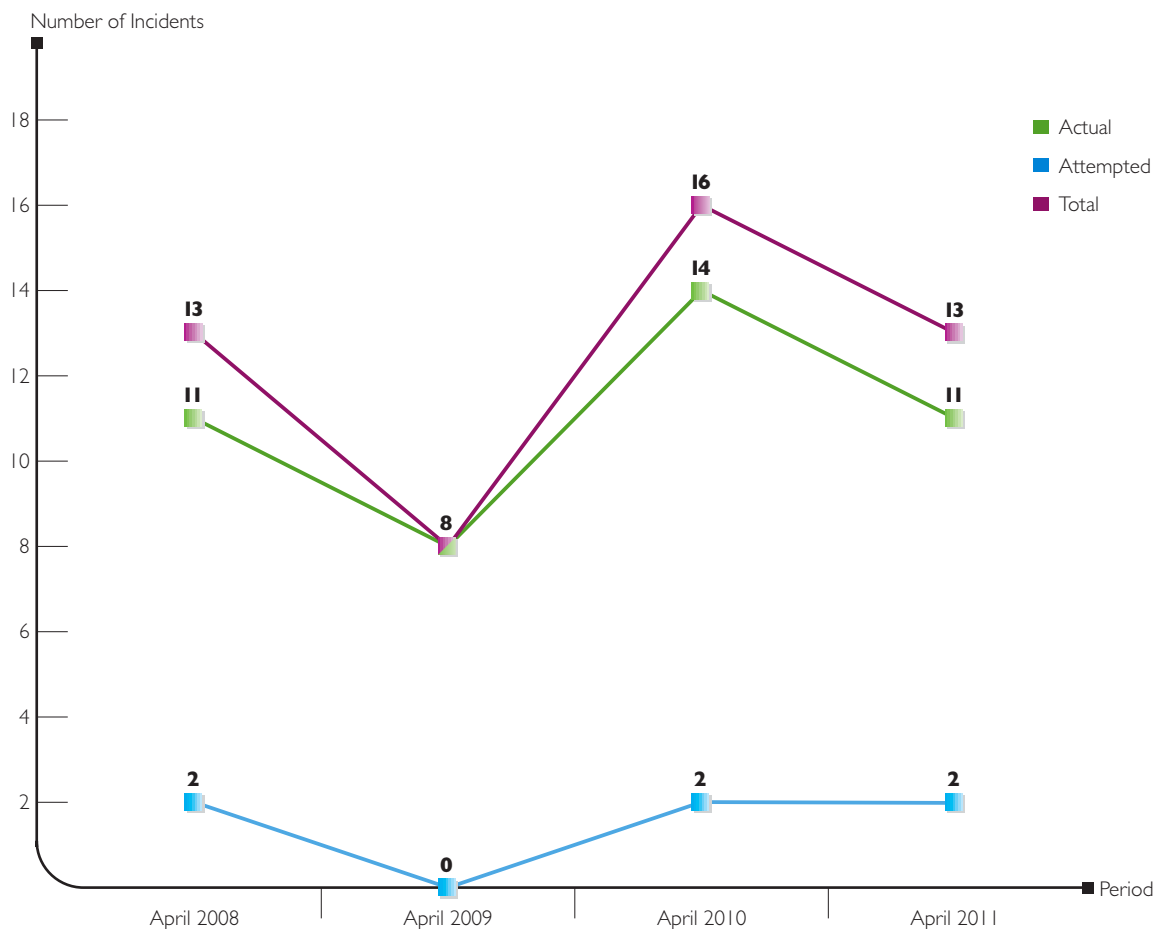
Acknowledgements



## Situation Update

In April 2011, a total of 13 incidents of piracy and armed robbery against ships were reported in Asia. Of these, 11 were actual incidents and two were attempted incidents.

Of the 11 actual incidents, seven were incidents of armed robbery against ships and four were incidents of piracy that occurred in the South China Sea. Compared to the same period in 2010, April 2011 saw a decrease in the number of incidents reported.



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



# Report for April 2011

## Situation Update

Of the 11 actual incidents, one was a Category 1 (very significant) incident, three were Category 2 (moderately significant) incidents and seven were Category 3 (less significant) incidents. The Category 1 incident involved *Namse Bang Dzod* wherein 10 masked armed robbers had taken control of the tanker on 15 Apr 11 while she was underway from Surabaya to Samarinda, Indonesia. The robbers had forced the crew to siphon diesel oil off the tanker before abandoning her. With the exception of April 2008, there have been occurrences of Category 1 incidents being reported in April of 2009-2011. All three Category 1 incidents reported in April 2009 and 2010 were incidents of hijack involving tug boats - *Prospaq T1* on 7 Apr 09, *PU 2007* on 19 Apr 10 and *Atlantic 3* on 27 Apr 10. Notably, there has been a significant decrease in the number of Category 2 incidents reported in April 2011 compared to April 2010 while the number of Category 3 incidents has been steadily increasing since April 2009.

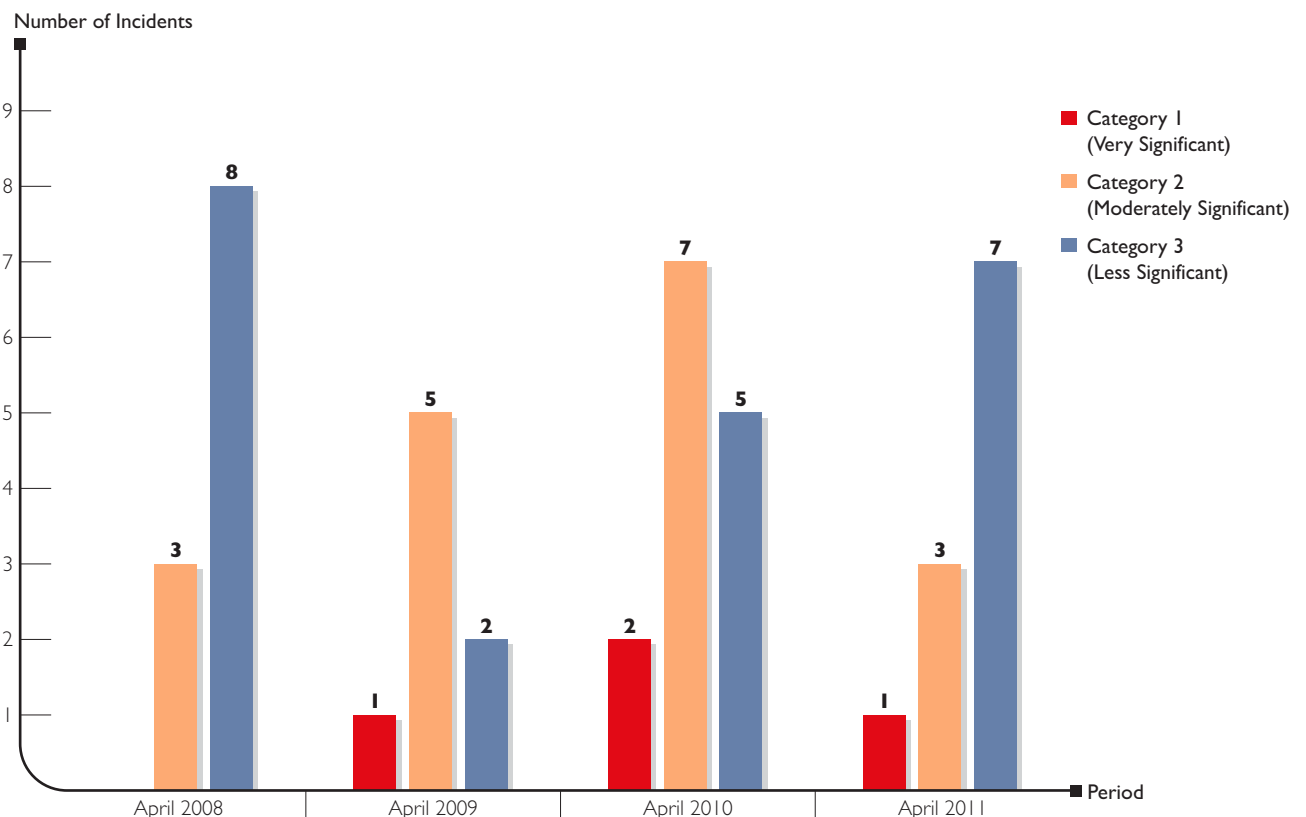


Chart 1 - Significance level of incidents reported in April (2008-2011)



## Location of Incidents

	April 2008		April 2009 Actual	April 2010		April 2011	
	Actual	Attempted		Actual	Attempted	Actual	Attempted
<b>South Asia</b>							
■ Bangladesh	2	1		1			
■ India	1	1				1	
<b>Sub-total</b>	<b>3</b>	<b>2</b>		<b>1</b>		<b>1</b>	
<b>Southeast Asia</b>							
■ Indonesia	3		2	4	2	5	1
■ Malaysia	2		2	3		1	
■ Philippines	1		1				
■ South China Sea	1		2	3		3	1
■ Straits of Malacca and Singapore						1	
■ Vietnam	1		1	3			
<b>Sub-total</b>	<b>8</b>		<b>8</b>	<b>13</b>	<b>2</b>	<b>10</b>	<b>2</b>
<b>Overall Total</b>	<b>11</b>	<b>2</b>	<b>8</b>	<b>14</b>	<b>2</b>	<b>11</b>	<b>2</b>

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

Of the 13 incidents reported in April 2011, 12 occurred in Southeast Asian region and one occurred in South Asia. The increase in the number of incidents in the Southeast Asian region was most apparent in South China Sea. In April 2011, four incidents (three actual and one attempted incident) were reported in South China Sea compared to three actual incidents reported in April 2010. In April 2009, two actual incidents were reported in South China Sea while one actual incident was reported in the area in April 2008. Of the four incidents reported in South China Sea in April 2011, three incidents occurred off Pulau Mangkai/Pulau Jemaja, Indonesia.



## Location of Incidents

Compared to April 2010, there has been an improvement in the overall situation in April 2011. The decrease in the number of incidents reported can be attributed to the improvement in the situation at the ports and anchorages of Malaysia and Vietnam. In April 2011, one actual incident was reported in Malaysia compared to three actual incidents reported in April 2010, two in April 2009 and two in April 2008. In Vietnam, no incident was reported in April 2011, which is a marked improvement from the three actual incidents reported in April 2010 and one actual incident each in April 2009 and April 2008. The ReCAAP ISC commends the efforts of the Malaysian and Vietnamese authorities in enhancing the security and surveillance of their ports and anchorages, which have contributed to the decrease in the number of incidents reported in their respective countries.

The ReCAAP ISC has also noted that the number of incidents reported in Indonesia is the highest in the Southeast Asian region. In April 2011, six incidents (five actual and one attempted incidents) were reported in Indonesia while six incidents (four actual and two attempted incidents) were reported in April 2010. In April 2009, two actual incidents were reported and three actual incidents were reported in April 2008. Of the six incidents reported in Indonesia in April 2011, three incidents occurred at the port and anchorage of Dumai.

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

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





## Case Studies of Selected Incidents

### Incident Northeast of Surabaya, Indonesia

An incident of armed robbery was reported in the waters northeast of Surabaya, Indonesia on 15 Apr 11. No incidents have been previously reported in the area since 2008. The details of the incident are described below.

#### Incident Involving *Namse Bang Dzod* on 15 Apr 11

<b>Name of Ship</b>	<b>: <i>Namse Bang Dzod</i></b>
<b>Type of Ship</b>	<b>: Bunker tanker</b>
<b>Flag of Ship</b>	<b>: Indonesia</b>

#### Details of Incident

On 15 Apr 11 at or about 1700 hrs, while Indonesian-registered bunker tanker *Namse Bang Dzod* was underway from Surabaya to Samarinda, Indonesia at about 23.5 nm northeast of Masalembu Besar Island, Indonesia (05° 21.18' S, 114° 47' E), ten masked robbers using three speed boats boarded the vessel. Armed with pistols, parangs and knives, the robbers tied the crew and locked them in the galley. They subsequently took control of the tanker for five days until it anchored off Pulau Mungging, Malaysia at approximately 7.22 nm from Horsburgh Lighthouse.

In addition to navigational and communication equipment of the tanker, including the GPS, AIS system, VHF set, charts and mobile phones the robbers also stole about 800 litres of diesel from the tanker before escaping. Due to the loss of the navigational and communication equipment, the master could not ascertain the location of the tanker and was unable to establish contact with anyone. The crew was not injured.

Later, on 20 Apr 11 at about 0816 hrs, a patrol craft of the Singapore Police Coast Guard (PCG) spotted the tanker sending out signals at about 2.4 nm east of Horsburgh Lighthouse. The patrol craft proceeded to investigate and established that the tanker was involved in a case of sea robbery. The PCG contacted the Indonesian Police at Batam while Singapore Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore) informed MRCC in Tanjung Pinang to render necessary assistance to the tanker after it entered Indonesian waters at about 1650 hrs on 20 Apr 11.





## Case Studies of Selected Incidents

### Modus Operandi

This is the first incident reported in the area (refer map for location of incident). Although one off, the analysis of this incident depicts a very different modus operandi as compared to other incidents reported in the region. The deviation from the general modus operandi is highlighted below.

	<b>Modus Operandi for <i>Namse Bang Dzod</i></b>	<b>General Modus Operandi</b>
<b>Time of incidents</b>	The incident occurred during daylight hours at about 1700hrs.	Incidents occur during dark hours.
<b>Number of pirates/robbers</b>	Incident involved ten masked robbers.	Robbers operate in group of 1-6 men.
<b>Weapons used</b>	Pistol, parangs and knives.	Parangs or/and knives.
<b>Economic loss</b>	Navigational equipment, communication equipment, two laptops, mobile phones and 800 litres diesel.	Cash and personal belongings of crew.
<b>Duration of incident</b>	Five days.	The incidents lasted only for few minutes and the robbers escaped as soon as they secured their booty.



# Report for April 2011

## Case Studies of Selected Incidents



## Case Studies of Selected Incidents

### Recommendations

ReCAAP ISC recommends that vessels transiting through the vicinity adopt adequate anti-boarding measures. Enhanced watch-keeping is also recommended in the aft sector/blind sector to enable early detection of pirates/robbers. Vessels may utilise CCTV cameras to monitor activities on the poop deck from the watch-keeping post.

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



## Appendices

### Definitions & Methodology in Classifying Incidents

#### Definitions

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

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

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

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



## Appendices

### Methodology in Classifying Incidents

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

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



## Appendices

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

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

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



## Appendices

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

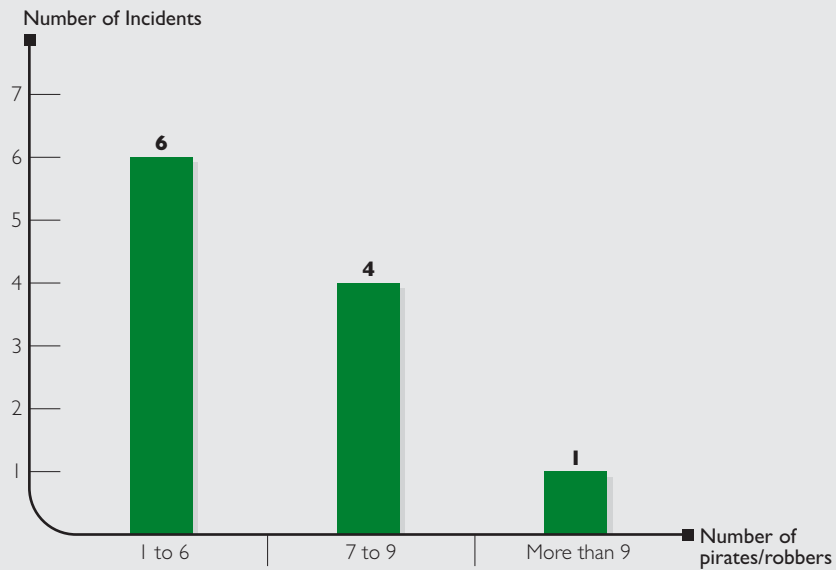


Chart 2 - Number of pirates/robbers involved

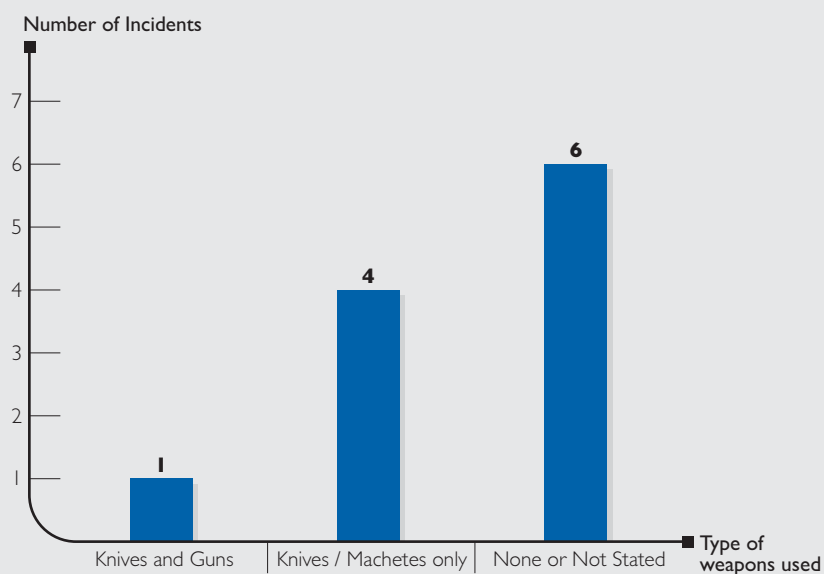


Chart 3 - Type of weapons used by pirates/robbers



## Appendices

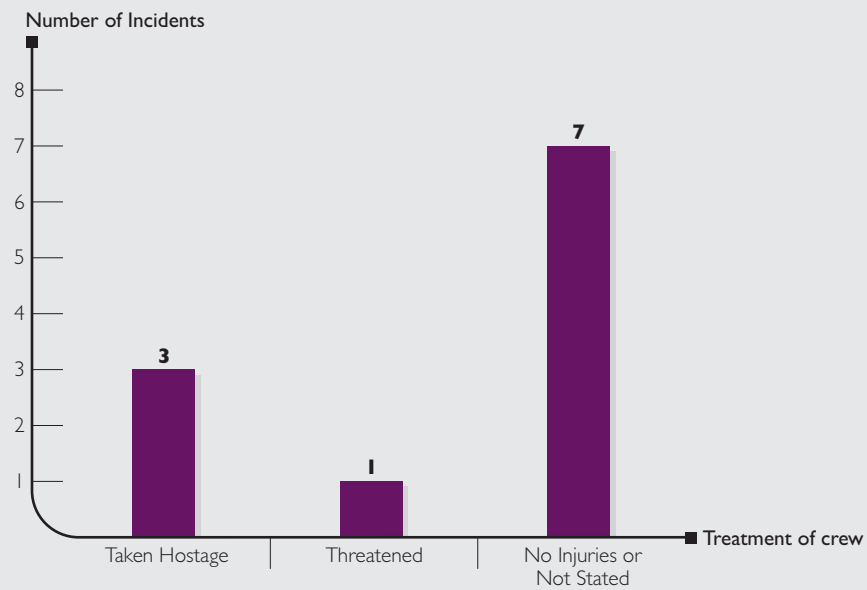


Chart 4 - Treatment of crew

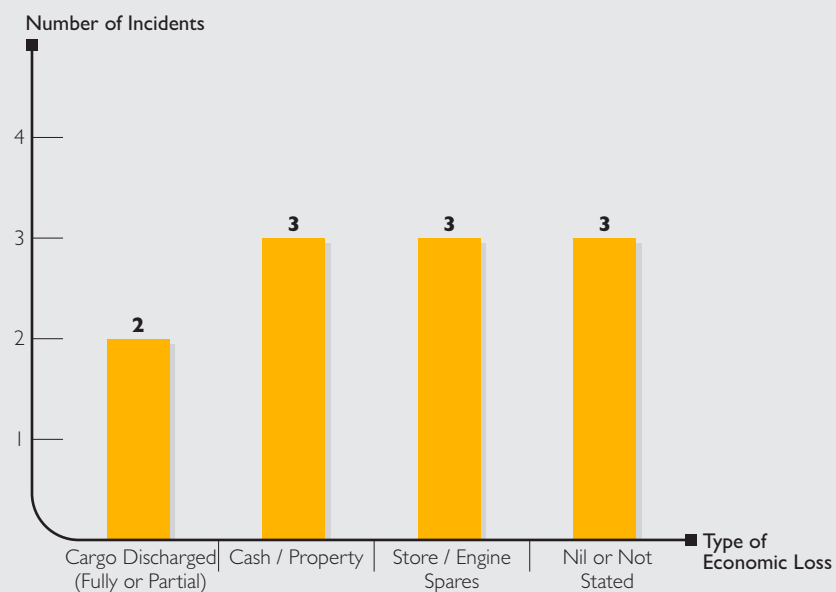


Chart 5 - Type of economic losses





## Appendices

### Details of Incidents

#### Actual Incidents

■ CAT 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 as reported by MaRisk
1. <span style="color: blue;">■</span>	<i>AHT Carrier</i> Tug boat Singapore 9573000 443	01/04/11 2230 hrs	02° 48.41' N, 105° 31.92' E  Approximately 10.2 nm west of Pulau Jemaja, Indonesia	<p>While underway, the tug boat was boarded by eight robbers who were armed with knives. A report was made by the master of <i>AHT Trader</i>, a sister vessel of the same company, which was about 18.8 nm away from the tug boat. All 10 crew members onboard were safe and no injury was reported.</p> <p>The Singapore Port Operations Control Centre (POCC) initiated a Navtex navigational broadcast to alert mariners in the vicinity to maintain anti-piracy watch. MRCC Basanas and MRCC Putra Jaya were also informed about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2. <span style="color: blue;">■</span>	<i>Anna Elisabeth</i> General cargo ship Austria 9045687 4930	03/04/11 0100 hrs	01° 07' S, 117° 15' E  Samarinda Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the general cargo ship. They broke the padlocks at the bosun store and stole ship stores before they escaped.</p> <p><b>[IMO]</b></p>

## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents as reported by MaRisk
3.	<i>Tirta Samudra XVII</i> Tanker Indonesia 8620466 2623	03/04/11 1022 hrs	01° 15' N, 105° 04' E  Approximately 27.46 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While underway, an unknown number of pirates boarded the tanker. They stole ship's property and personal belongings of the crew before escaping.  [IMO]
4.	<i>Kition</i> Tanker Bahamas 9074561 53829	15/04/11 0150 hrs	01° 41.60' N, 101° 29.80' E  Dumai Inner Anchorage, Indonesia	While at anchor, three robbers boarded the tanker and entered the engine room by breaking the padlock to the steering gear room entrance. One of the robbers threatened the Third Engineer with a knife and pushed him to the corner of the store room. The oiler on duty noticed the robbers, ran towards the control room and raised the alarm. The robbers escaped and there was no report of anything stolen.  [IMO]
5.	<i>Namse Bang Dzod</i> Tanker Indonesia	15/04/11 1700 hrs	05° 21.18' S, 114° 47.00' E  Off Masalembu Island, Northeast of Surabaya, Indonesia	While the tanker was underway from Surabaya to Samarinda, Indonesia, ten masked robbers using three speed boats boarded the vessel. Armed with pistols, parangs and knives, the robbers tied the crew and locked them in the galley. They subsequently took control of the tanker for five days until it anchored off Pulau Mungging, Malaysia at approximately 7.22 nm from Horsburgh Lighthouse.  In addition to navigational and communication equipment of the tanker, including the GPS, AIS system, VHF set, charts and mobile phones the robbers also stole about 800 litres of diesel from the tanker before escaping. Due to the loss of the navigational and communication equipment, the master could not

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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 as reported by MaRisk
5.				<p>ascertain the location of the tanker and was unable to establish contact with anyone. The crew was not injured.</p> <p>Later, on 20 Apr 11 at about 0816 hrs, a patrol craft of the Singapore Police Coast Guard (PCG) spotted the tanker sending out signals at about 2.4 nm east of Horsburgh Lighthouse. The patrol craft proceeded to investigate and established that the tanker was involved in a case of sea robbery. The PCG contacted the Indonesian Police at Batam while Singapore Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore) informed MRCC in Tanjung Pinang to render necessary assistance to the tanker after it entered Indonesian waters at about 1650 hrs on 20 Apr 11.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
6.	<p><i>Siak Selamat</i> Tug boat Indonesia 9550888 180</p> <p>PAC Kalimantan Barge Singapore</p>	18/04/11 0512 hrs	<p>01° 15.2' N, 104° 03.2' E</p> <p>Eastbound TSS south of Changi (Straits of Malacca &amp; Singapore)</p>	<p>While the tug boat towing a barge was underway, the Singapore Police Coast Guard (PCG) sighted a sampan (small wooden boat) alongside the barge. On approaching the vessels, the PCG sighted four to five men leaving the barge onto two sampans which were moving away toward the southerly direction. The PCG informed the Indonesian authorities and Singapore's Port Operations Control Centre (POCC) about the incident immediately.</p> <p>The master and crew on checking the barge discovered that two mooring ropes and some lashing material were missing. They also discovered that four containers onboard the barge were broken into and some items such as the audio speakers and drinks were also missing.</p> <p>The master and crew were not aware when and where the robbers boarded the barge until they were alerted by POCC. The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) informed</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 as reported by MaRisk
6.				<p>the Maritime Security Task Force (MSTF) of the Republic of Singapore Navy about the incident, and promulgated broadcast to warn all vessels to maintain good anti-piracy watch when passing the area.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
7.	<p><i>Sichem</i> <i>Edinburgh</i> Chemical tanker Singapore 9352066 13153</p>	19/04/11 0355 hrs	<p>01° 42.33' N, 101° 27.16' E</p> <p>Dumai Inner Anchorage, Indonesia</p>	<p>While at anchor, about seven robbers in a wooden boat approached the chemical tanker and one of the robbers boarded the vessel. The duty crew noticed the robber and informed OOW. The alarm was raised and crew mustered. The robber upon noticing the crew had been alerted, jumped overboard and escaped.</p> <p><b>[IMO]</b></p>
8.	<p><i>Tridonawati</i> Tanker Liberia 9000534 79718</p>	23/04/11 0300 hrs	<p>Cochin Anchorage, India</p>	<p>While at anchor, three robbers were noticed on the forecastle deck and the Second Officer raised the alarm. Upon noticing the crew had been alerted, the robbers escaped with stolen ship stores.</p> <p><b>[IMO]</b></p>
9.	<p><i>Shao Shan 2</i> Bulk carrier Hong Kong 9138496 38338</p>	25/04/11 0410 hrs	<p>03° 08' N, 105° 16' E</p> <p>Approximately 20 nm west of Pulau Mangkai, Indonesia (South China Sea)</p>	<p>While underway, seven pirates armed with knives boarded the bulk carrier. The pirates entered the master's and Second Officer's cabins and stole cash and personal belongings. The pirates took the master and the Second Officer hostage before they escaped.</p> <p><b>[IMO]</b></p>

## Appendices

### Details of Incidents

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents as reported by MaRisk
10.	<i>Tay Son 2</i> General cargo ship Vietnam 9343041 8216	25/04/11 0755 hrs	02° 57' N, 105° 17' E  Approximately 25 nm west of Pulau Mangkai, Indonesia (South China Sea)	While underway, seven pirates armed with knives boarded the general cargo ship. They entered the bridge, took the OOW and duty A/B hostage and went to the Third Officer's cabin. The pirates forced him to take them to the master's cabin, where they stole ship's cash and property and personal belongings of the crew. The pirates ordered the master to take them to the poop deck where they escaped.  [IMO]
11.	<i>Highline 26</i> Tug boat Malaysia 8996580 271  <i>Highline 22</i> Barge Malaysia	30/04/11 0130 hrs	01° 20' N, 104° 06' E  Approximately 1.8 nm south of Batu Pengerang, Malaysia	While the crew of a tug boat towing a barge was preparing for anchoring procedures, an unknown number of robbers boarded the barge. The robbers broke open three containers, stole some of the cargo and escaped.  [IMO]

## 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 as reported by MaRisk
1.	<i>AHT Trader</i> Tug boat Singapore 9588108 443	01/04/11	Approximately 18.8 nm west of Pulau Jemaja, Indonesia (South China Sea)	While underway, the tug boat was followed by a suspicious fishing boat.  [ReCAAP Focal Point (Singapore)]
2.	<i>Torm Amalie</i> Chemical tanker Singapore 9466025 30241	05/04/11 0430 hrs	01° 45.22' N, 101° 22.17' E  Indopalm terminal, Lubuk Gaung, Dumai, Indonesia	While at anchor, five robbers in a boat approached the chemical tanker. One of the robbers attempted to climb onboard the vessel using a fire wire. The duty crew alerted the other crew members. The robbers aborted the attempt upon discovering the crew had been alerted.  [IMO]

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### Details of Incidents

#### Past Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Spar Taurus</i> Bulk carrier Norway 9299288 32474	16/01/11 2330 hrs	Balikpapan Inner Anchorage, Indonesia	While at anchor, an unknown number of armed robbers boarded the bulk carrier. The robbers broke open the bosun store, paint locker and stole ship stores. The Third Officer raised the alarm and the robbers escaped by jumping overboard.  [IMO]
2.	<i>Highline 66</i> Tug boat Malaysia 9492969 281  <i>Highline 22</i> Barge	24/01/11 2300 hrs	01° 05' N, 103° 44' E  Approximately 2 nm southeast of Pulau Takong Kecil (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, seven robbers armed with a gun and long knives wearing masks boarded the barge. The robbers broke open six containers, stole cargo and container lashing equipment and escaped in a boat.  [IMO]
3.	<i>Serpentine</i> Bulk carrier Norway 9335020 30273	17/02/11 2000 hrs	Cochin Anchorage, India	While at anchor, an unknown number of robbers boarded the bulk carrier at anchor and stole ship stores. The theft was discovered later when a cadet was unsuccessful in opening the padlock to the paint store. Upon inspection, it was discovered that the padlock had been replaced by a similar looking lock.  [IMO]

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### Details of Incidents

#### Past Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	<i>Melina I</i> Bulk carrier Malta 7916636 17356	18/02/11 0530 hrs	22° 14' N, 091° 46' E  Chittagong 'A' Anchorage, Bangladesh	While at anchor, an unknown number of armed robbers boarded the bulk carrier. The duty A/B informed the master and the alarm was raised and crew mustered. The robbers escaped with stolen ship stores.  [IMO]
5.	<i>Wehr Blankenese</i> Container ship Marshall Islands 9149902 16177	21/02/11 0400 hrs	Chittagong Outer Anchorage, Bangladesh	While at anchor, two robbers armed with knives boarded the container ship from a boat. The duty crew spotted the robbers on the poop deck and raised the alarm. Upon noticing the crew had been alerted, the robbers escaped with ship stores.  [IMO]
6.	<i>Glory Star</i> Tanker Vietnam 9463528 10797	09/03/11 0245 hrs	06° 00' S, 106° 53' E  Tanjung Priok Anchorage, Indonesia	While at anchor, six robbers armed with long knives boarded the tanker. They were noticed by the duty crew who raised the alarm. Robbers jumped overboard and escaped empty-handed.  [IMO]



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### Details of Incidents

#### Past Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.	<i>Larch Arrow</i> Bulk carrier Antigua and Barbuda 9336828 30570	12/03/11 0600 hrs	22° 15' N, 091° 45' E  Chittagong 'A' Anchorage, Bangladesh	While at anchor, four robbers armed with long knives boarded the bulk carrier. One of the robbers held the duty watchman and threatened him with a knife. The watchman kicked the robber and raised the alarm. All crew rushed to the deck and captured the robber. Noticing the crew alertness, the other robbers jumped into the water and escaped with ship's stores.  [IMO]
8.	<i>MCP Hamburg</i> General cargo ship Liberia 9371969 5316	16/03/11 0405 hrs	03° 56.7' N, 098° 46.4' E  Belawan Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the general cargo ship. After noticing the robbers onboard, the master raised the alarm. The robbers escaped with ship stores.  [IMO]
9.	<i>Carla Rickmers</i> Container ship Marshall Islands 9212022 14278	23/02/11 2135 hrs	Chittagong Anchorage, Bangladesh	While at anchor, an unknown number of robbers boarded the container ship. The robbers escaped with three plastic garbage bins when the general alarm was sounded.  [IMO]

## Appendices

### Details of Incidents

#### Past Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10.	Star Express Product tanker Panama 9311000 28059	26/03/11 0345 hrs	09° 56.5' N, 076° 05.9' E  Cochin Anchorage, India	While at anchor, five robbers boarded the product tanker through the anchor chain. The duty crew saw the robbers at forecastle deck and raised the alarm. The robbers escaped with ship stores by jumping into the water.  [IMO]

## Appendices

### Details of Incidents

#### Past Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Asian Progress IV</i> Tanker Bahamas 9316701 160292	12/03/11 0225 hrs	03° 00.5' N, 105° 22.3' E  Approximately 13.8 nm southwest of Pulau Mangkai, Indonesia (South China Sea)	While underway, eight armed pirates in a high speed boat approached the tanker. The alert crew noticed the boat and informed D/O who raised alarm, activated SSAS and adopted anti-piracy measures. Upon seeing the crew alertness, the pirates aborted the attempted attack.  [IMO]
2.	<i>Rena</i> General cargo ship Malaysia 8718691 1238	22/03/11 0155 hrs	01° 35.10' N, 105° 07.40' E  Approximately 38.9 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While underway, eight pirates in a speed boat armed with long knives approached the general cargo ship. They attempted to board the ship using a long bamboo pole attached with a hook. The duty A/B noticed the pirates and informed master who raised the alarm, activated the SSAS and mustered the crew. The pirates aborted the attempted attack upon seeing the crew alertness.  [IMO]

## Appendices

### Details of Incidents

#### Past Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	<i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939	25/03/11 1420 hrs	02° 03' N, 104° 51' E  Approximately 29.35 nm southeast of Pulau Aur, Malaysia (South China Sea)	While underway, an unknown number of pirates in a speed boat approached the chemical tanker. The master raised the alarm, took evasive manoeuvres and warned all ships in the vicinity via VHF Ch. 16. The pirates aborted the attempted attack after 25 min.  [IMO]
4.	<i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939	25/03/11 2040 hrs	03° 11.3' N, 105° 23.1' E  Approximately 13.45 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	While underway, an unknown number of pirates in two speed boats approached the chemical tanker at a distance of 3-4 cables from the starboard side and aft quarter. The master raised the alarm, took evasive manoeuvres and warned ships in the vicinity. The crew was mustered and all deck lights were switched on but the pirates continued to chase the vessel. The master fired a rocket flare towards the boats and the pirates abandoned the attempted boarding.  [IMO]

## Appendices

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

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

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

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

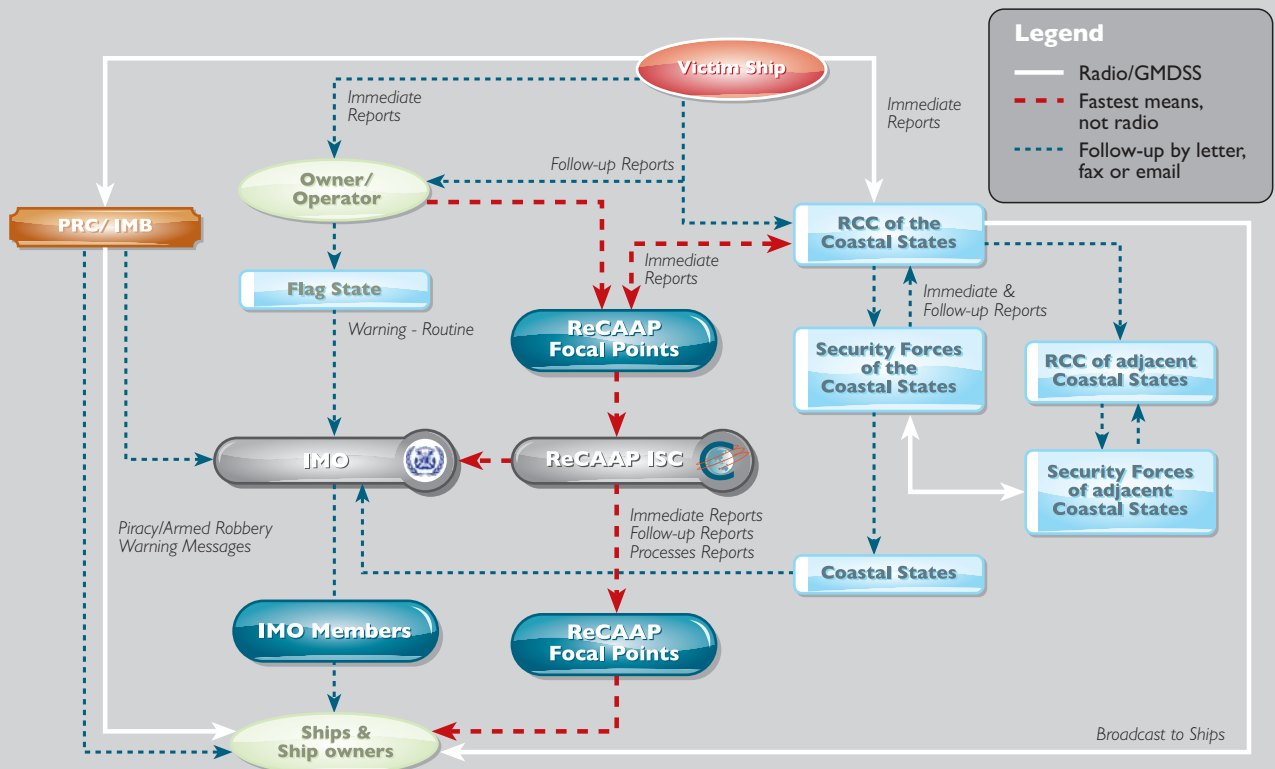
#### **Recommendation**

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

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



## Appendices



### Notes

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



## Appendices

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

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

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



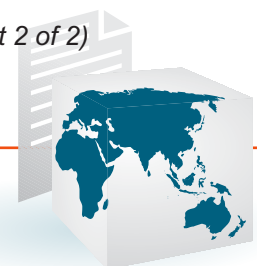
## Appendices

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

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

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

Correct as at 5 April 2011





## Appendices

### Acknowledgements

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

