

Report for May 2011

1st May 2011 – 31st May 2011

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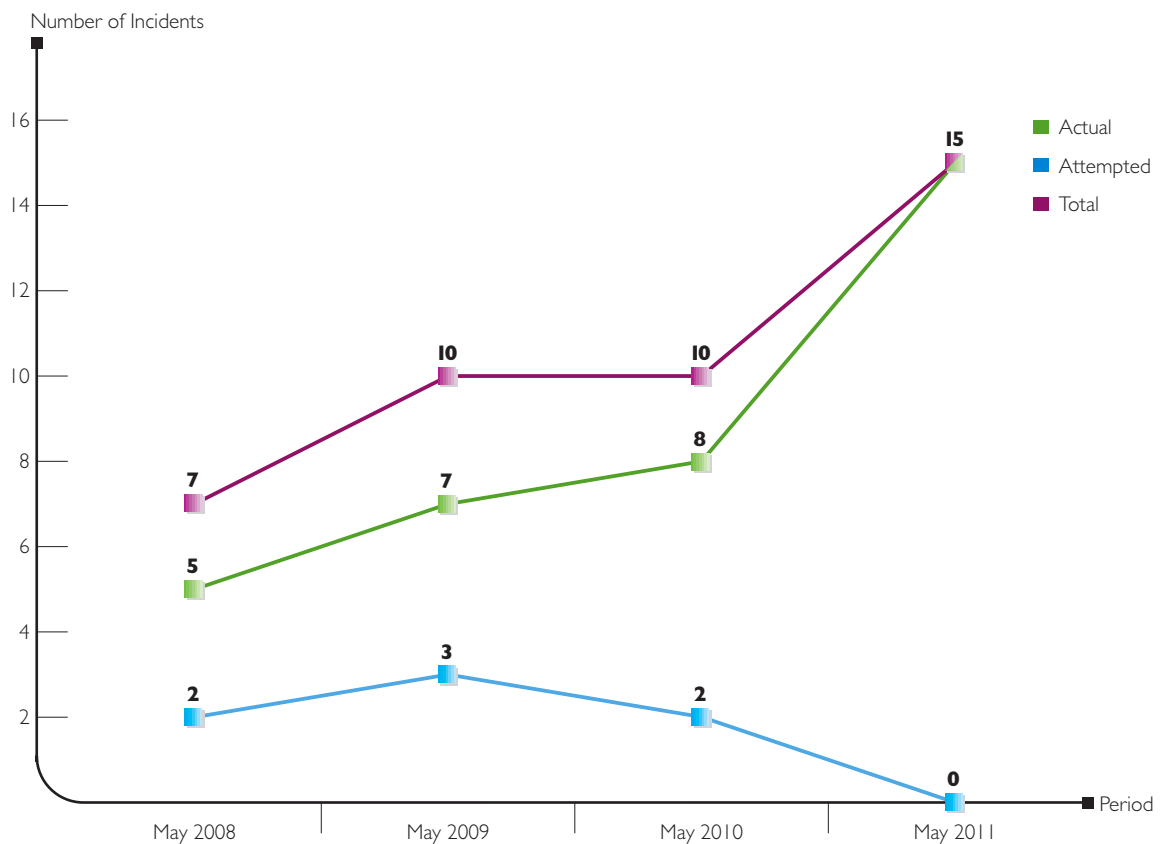
Contact Details of ReCAAP Focal Points / Contact Point

Acknowledgements



Situation Update

In May 2011, a total of 15 incidents of piracy and armed robbery against ships were reported in Asia. Compared to the same period in 2008, the number of incidents reported in May 2011 have more than doubled, however, the increase was mostly petty theft incidents which occurred at ports and anchorages. A total of seven incidents were reported in May 2008, and this increased to 10 incidents in May 2009 and remained the same at 10 incidents in May 2010. Of the 15 incidents reported in May 2011, three were incidents of piracy involving vessels while underway in the South China Sea, and 12 were incidents of armed robbery against ships.



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



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Situation Update

Of the 15 incidents reported in May 2011, two were Category 1 (very significant) incidents, one was a Category 2 (moderately significant) incident and 12 were Category 3 (less significant) incidents. The two Category 1 incidents involved the hijacking of tug boat *Solid 8* towing barge, *Solid 66* on 25 May 11 and tug boat *Mitra Jaya V* towing barge, *Makmur Abadi V* on 29 May 11.

Compared to May 2010, there had been a decrease in the number of Category 2 incidents in May 2011, but an increase in the Category 3 incidents. The Category 3 incidents were mostly petty theft cases. Eight of the 12 Category 3 incidents reported in May 2011 occurred at ports and anchorages in Indonesia.

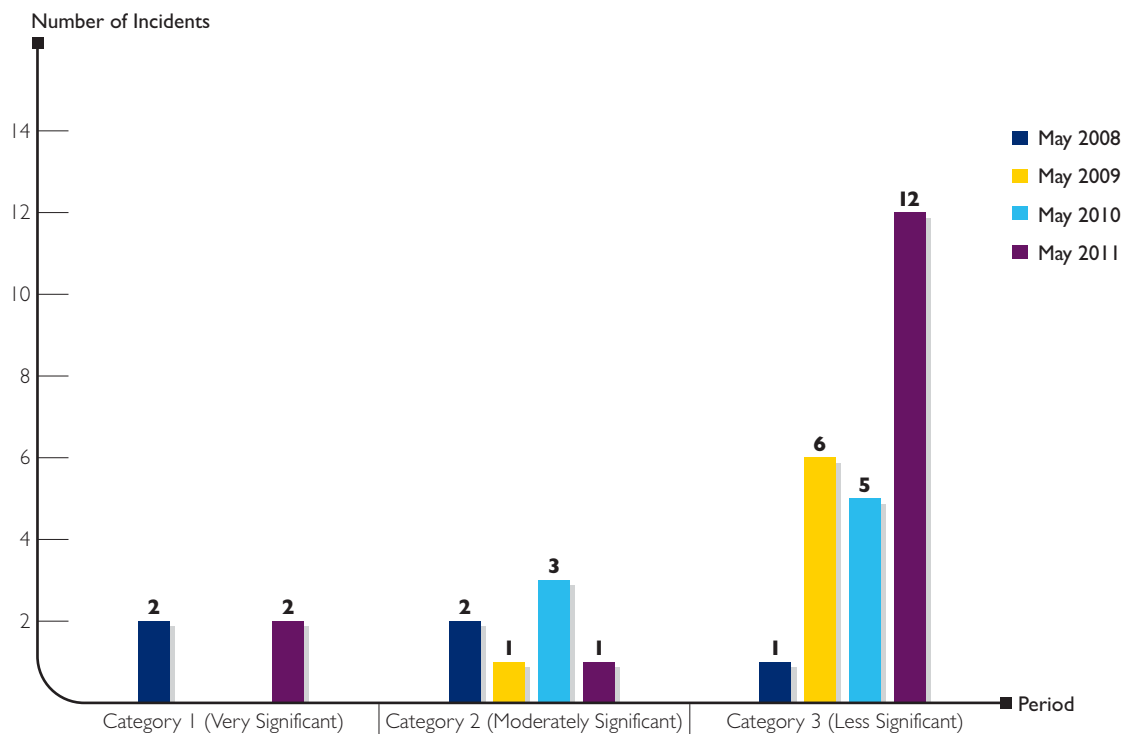


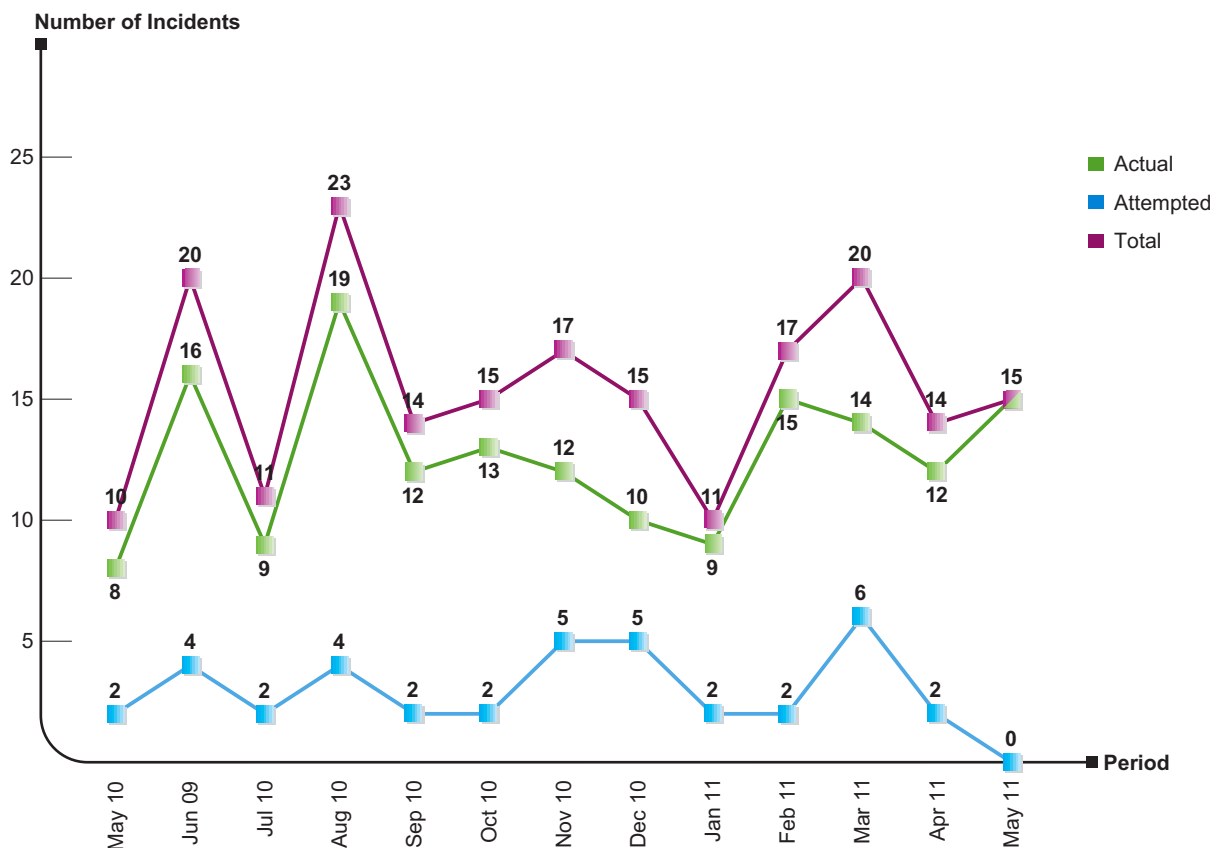
Chart 1 - Significance level of incidents reported in May (2008-2011)



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Situation Update

Overall, the number of incidents had fluctuated over the past 12 months. The highest number of incidents was reported in August 2010, and the lowest number reported in May 2010 (refer Graph 2). The ReCAAP ISC notes that the number of incidents decreased from 20 incidents in March 2011 to 14 incidents in April 2011 and 15 incidents in May 2011, which is slightly below the monthly average of 17 incidents over the past 12 months.



Graph 2 - Number of incidents reported since May 2010



Location of Incidents

	May 2008		May 2009		May 2010		May 2011
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual
South Asia							
■ Bangladesh		1	1	1	3		
■ India			1				1
Sub-total		1	2	1	3		1
Southeast Asia							
■ Indonesia	2			1	2		8
■ Malaysia			4	1	1		
■ Myanmar			1				
■ Philippines	1						1
■ South China Sea					1	2	3
■ Straits of Malacca and Singapore	2	1			1		1
■ Vietnam							1
Sub-total	5	1	5	2	5	2	14
Overall Total	5	2	7	3	8	2	15

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

Overall, there had been an increase in the total number of incidents in May 2011 compared to May 2010. The increase was most apparent in Indonesia, with a total of eight incidents reported in May 2011 compared to two incidents reported in May 2010. All were petty theft incidents and occurred at ports and anchorages of Indonesia. See map below on the location of the incidents.



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Location of Incidents



Location of Incidents

Of the eight incidents, six involved the loss of ship stores while two incidents reported robbers escaped empty-handed when detected by the crew. The crew was not injured in all the incidents.

The improvement in the situation in South Asia was most apparent at the port and anchorages of Bangladesh. In May 2011, no incidents were reported in Bangladesh compared to three incidents reported there in May 2010, two incidents (one actual and one attempted) in May 2009 and one attempted incident in May 2008. The improvement in the situation in Bangladesh was attributed to the good and coordinated efforts carried out by the Bangladesh law enforcement agencies and the port authorities in stepping up patrol and surveillance carried out at Chittagong.

Map 1 shows the location of all incidents reported in May 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.





Map 1: Location of Incidents in May 2011

Legend

Incident (CAT 1)	●
Incident (CAT 2)	●
Incident (CAT 3)	●

Case Studies of Selected Incidents

Hijacking of Tug Boats

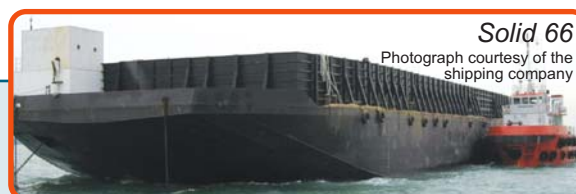
Two incidents of hijacking of tug boats towing barges were reported in May 2011. In one of the incidents, the tug boat was recovered, the crew rescued and the pirates apprehended by the authorities. The details of the incidents are described below.

Hijacking of *Solid 8* towing *Solid 66* on 25 May 11

Name of Ship	: <i>Solid 8</i>
Type of Ship	: Tug boat
Flag of Ship	: Malaysia
IMO No.	: 9557525
GT	: 299



Name of Ship	: <i>Solid 66</i>
Type of Ship	: Barge

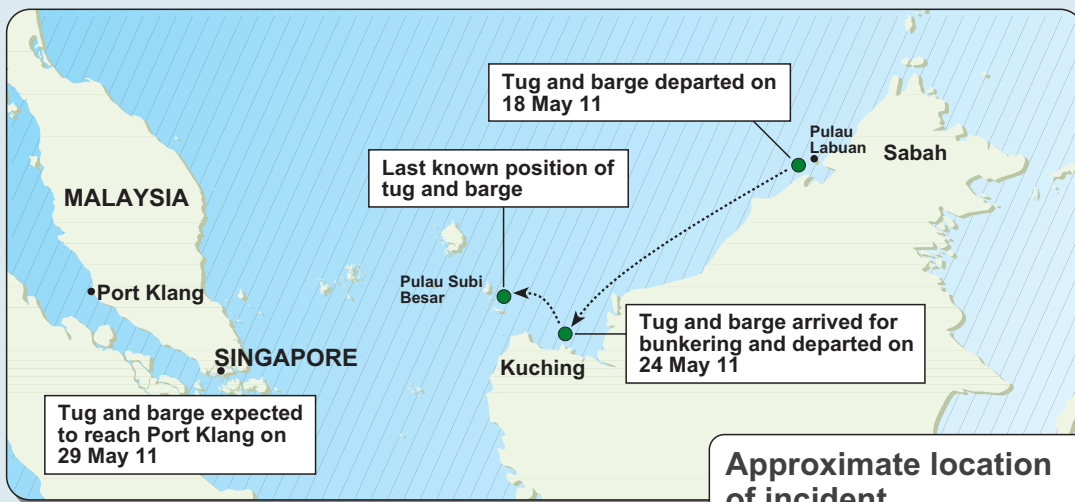


On 18 May 11 at or about 1630 hrs (local time), the Malaysian-registered tug boat, *Solid 8* towing barge, *Solid 66* departed Pulau Labuan, Sabah, East Malaysia for Port Klang, Malaysia. The vessels were expected to arrive at Port Klang on 29 May 11 at 2359 hrs (local time).

The vessels arrived at Kuching, Sarawak, East Malaysia for bunkering and departed on 24 May 11 for Port Klang when the ship operator reported loss of contact with the vessels. The last known position of *Solid 8* and *Solid 66* was reported to be approximately 27.3 nm southeast of Pulau Subi Besar, Indonesia (02° 36' N, 109° 14.3' E) on 25 May 11 at or about 1540 hrs (local time). Suspecting that the vessels had been hijacked, the company reported the incident to the Malaysian Maritime Enforcement Agency (MMEA). Refer to map below.



Case Studies of Selected Incidents



Legend

Location of *Solid 8* and *Solid 66*



Assessed movement



On 2 Jun 11 at or about 2030 hrs (local time), a Royal Malaysian Navy (RMN) vessel found *Solid 66* with its cargo intact, off one of its offshore stations in the Spratlys. The 10 crew, mainly Burmese and Indonesians, were reportedly rescued by a passing Vietnamese fishing vessel. The vessel with the rescued crew onboard headed for Nha Trang Port, Vietnam. The crew had returned to their respective countries since then. Interview of the rescued crew revealed that 12 masked men armed with long knives in a fishing boat boarded *Solid 8* at about 1230 hrs at approximately 180 nm from Kuching Port. The pirates reportedly took away all the crew's personal belongings before abandoning them onto a life raft. The barge *Solid 66* was carrying scrap steel onboard. The tug boat, *Solid 8* is still missing at the time of writing of this report.



Case Studies of Selected Incidents

Hijacking of *Mitra Jaya V* towing *Makmur Abadi V* on 29 May 11

Name of Ship	: <i>Mitra Jaya V</i>
Type of Ship	: Tug boat

Name of Ship	: <i>Makmur Abadi V</i>
Type of Ship	: Barge

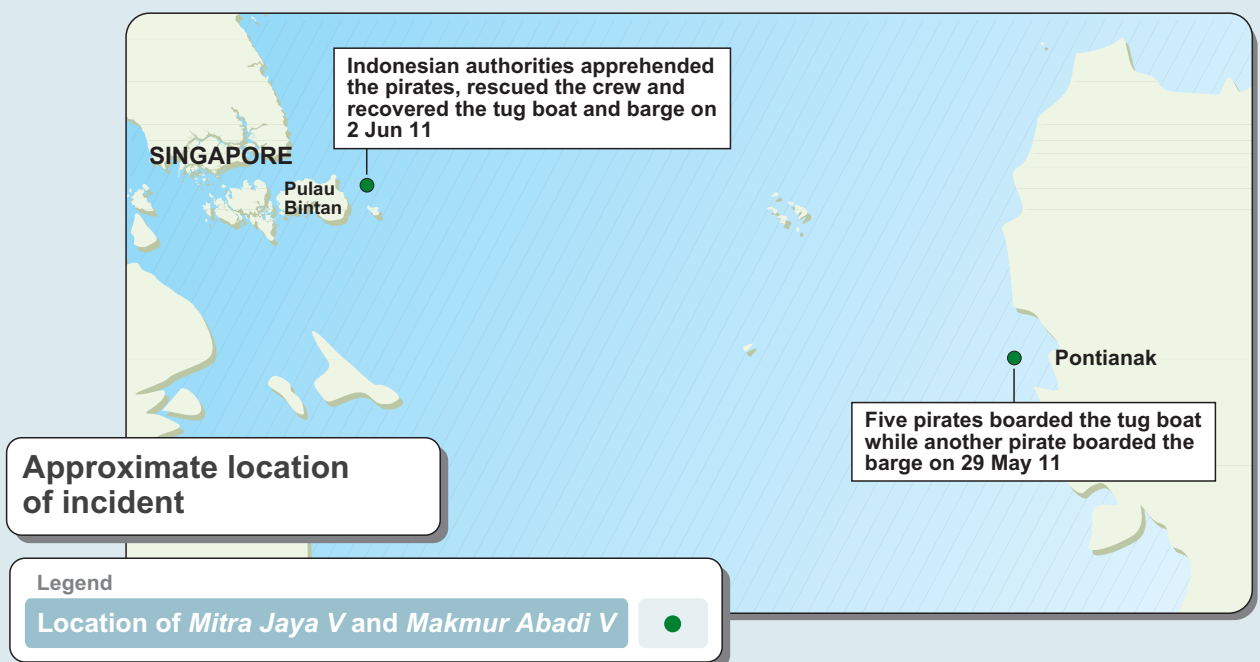
On 29 May 11 between 2200 hrs and 2300 hrs (local time), tug boat, *Mitra Jaya V* was towing a barge, *Makmur Abadi V* at approximately 15 to 20 nm west of Pontianak, West Kalimantan, Indonesia when five pirates armed with guns and sharp weapons boarded *Mitra Jaya V* while another pirate boarded the barge, *Makmur Abadi V*. The pirates pointed their weapons at the 10 crew onboard, all of whom were Indonesians. One of the crew resisted, and suffered injuries to his left hand. The pirates tied the crew and took their communication equipment.

The crew was held hostage for four days until the Indonesian authorities boarded the vessels at approximately 14 nm east of Tanjung Berakit, Pulau Bintan, Indonesia. The authorities apprehended the pirates and freed the crew on 2 Jun 11 at or about 0400 hrs (local time). The crew and pirates were taken to Batam, Indonesia for investigation. The ReCAAP ISC is gathering more information about the incident from the relevant authorities. Refer to map below.



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Case Studies of Selected Incidents



Case Studies of Selected Incidents

Observations

Since January 2011, there have been three hijacking incidents in Asia. Besides the two hijacking incidents mentioned above, the other hijacking incident occurred on 22 Mar 11 when a group of 10 men armed with knives and parangs (long knives) hijacked an Indonesian-registered tug boat, *Marina 26* which was towing barge, *Marine Power 3301* while they were underway off Pulau Tioman, Malaysia. The crew was later rescued by a passing fishing boat on 26 Mar 11 and arrived at Pulau Natuna, Indonesia on 27 Mar 11. The crew reported that *Marina 26*, originally red, had been repainted green and was last seen to be heading easterly.

At the time of this report, tug boats *Marina 26* and *Solid 8* as well as barge *Marine Power 3301* are still missing. The ReCAAP ISC encourages all ships to look out for the missing vessels and to report all sightings to the nearest MRCC. Photographs of *Marina 26* and *Marine Power 3301* are shown below.

Marina 26



Marine Power 3301



Photographs courtesy of the shipping company



Case Studies of Selected Incidents

Comments by the ReCAAP ISC

The ReCAAP ISC commends the efforts of the Indonesian authorities in apprehending the pirates who hijacked *Mitra Jaya V* and *Makmur Abadi V*. The swift and effective response of the Indonesian authorities resulted in the arrest of the pirates, successful rescue of the crew who had been held hostage by the pirates, and recovery of the hijacked tug boat and barge.

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



Case Studies of Selected Incidents

Incidents not classified as Incidents of Armed Robbery Against Ships

In May 2011, two incidents involving Singapore-registered tug boats towing barges were reported. However, due to insufficient information at this juncture, the incidents are not considered incidents of '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).

The details of the incidents are described below.

Incident involving *Posh Pahlawan* on 15 May 11

Name of Ship	: <i>Posh Pahlawan</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO No.	: 9565998
GT	: 962

Name of Ship	: <i>Crest 289</i>
Type of Ship	: Barge
Flag of Ship	: Singapore



Case Studies of Selected Incidents

On 22 May 11, the owner of Singapore-registered tug boat, *Posh Pahlawan* towing Singapore-registered barge, *Crest 289* requested the crew of the tug boat to inspect the tracking device on the barge because the owner had observed that the device was not working since 16 May 11. The crew conducted the inspection on 23 May 11 and discovered that the barge tracking device, emergency tow rope, an orange buoy and mooring ropes were missing. All the missing items were located at the aft of the barge. In addition, the crew also discovered that one of the containers onboard the barge had been opened.

The crew suspected that the theft might have had taken place while *Posh Pahlawan* and *Crest 289* were transiting the Singapore Straits while enroute from Singapore to Ulsan, Republic of Korea. As there was no direct contact between the crew and the robbers, there was absence of evidence to suggest where the theft actually occurred. The incident was reported to the Maritime and Port Authority of Singapore (MPA) which is also the ReCAAP Focal Point (Singapore).



Case Studies of Selected Incidents

Incident involving *Swissco Swift* on 16 May 11

Name of Ship	: <i>Swissco Swift</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO No.	: 9550450
GT	: 499

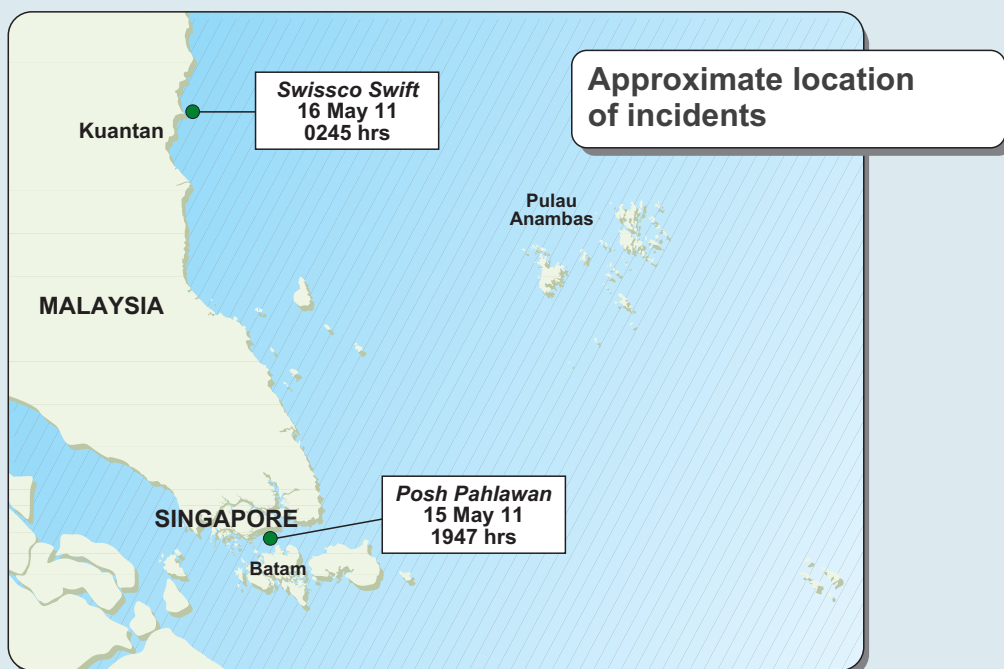
Name of Ship	: <i>Eastern Rose</i>
Type of Ship	: Barge
Flag of Ship	: Singapore

On 16 May 11 at or about 0245 hrs, the crew of the Singapore-registered tug boat, *Swissco Swift* towing a Singapore-registered barge, *Eastern Rose* went onboard the barge for inspection after the vessels anchored at Kuantan Anchorage, Malaysia. The crew discovered that one barge anchor weighing 1,000 kg, six mooring ropes and four manhole covers were missing from the barge. The crew suspected that some robbers boarded *Eastern Rose* while she was on tow by *Swissco Swift* from Batam, Indonesia, to Kuantan. The location of the theft was also not known. The incident was reported to MPA.



Report for May 2011

Case Studies of Selected Incidents



Case Studies of Selected Incidents

Conclusion

The ReCAAP ISC does not consider these two incidents to be incidents of armed robbery against ships due to the absence of information on the robbers and the location of the incidents. The absence of such information suggested the possibilities of covering up by the crew or related entities of the losses caused due to negligence or misappropriation on their part, whether directly or indirectly contributed towards it.

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

- (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property 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.

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



Appendices

Definition & Methodology in Classifying Incidents

Definition

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

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

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

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



Appendices

Methodology in Classifying Incidents

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

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



Appendices

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

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

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



Appendices

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
1.	■ <i>High Mercury</i> Chemical tanker Hong Kong 9366287 29733	05/05/11 0230 hrs	01° 43' N, 101° 26' E Dumai Anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the chemical tanker via the poop deck. The robbers were observed to be short in build and they specifically asked the crew for 'Yanmar' generator spares in broken English. They entered the engine room stores and stole engine spares before escaped. [ReCAAP Contact Point (Hong Kong)]
2.	■ <i>Stanford Alpha</i> Tug boat Singapore 9489455 1678 <i>Kreuz 331</i> Barge Singapore	15/05/11 0105 hrs	01° 14.97' N, 104° 06.81' E Eastbound Traffic Separation Scheme (TSS), Straits of Malacca & Singapore	Eight robbers in a sampan (small wooden boat) boarded the barge from its stern. The master of the tug boat turned on the lights onboard the tug boat and proceeded at full operating speed of 7 knots. The robbers left the barge after 40 min. The master reported that ropes were stolen from the barge, which was carrying tools and equipment. Containers onboard the barge were also broken into. All 15 crew onboard the tug boat were reported to be safe. The Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), informed the Singapore Police Coast Guard (PCG), the Republic of Singapore Navy (RSN), the Indonesian Navy and Malaysian Marine Police. The Singapore POCC also promulgated broadcast to warn all vessels to maintain a good anti-piracy watch when passing the area. [ReCAAP Focal Point (Singapore)]

Appendices

Details of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	<i>Justine</i> Chemical tanker Panama 9253454 5355	15/05/11 0240 hrs	Belawan Anchorage, Indonesia	While at anchor, two robbers boarded the chemical tanker using ropes. The duty crew spotted the robbers and informed the Second Officer who raised the alarm. Upon noticing the crew had been alerted, the robbers escaped empty-handed. Further investigation revealed that the bosun store had been damaged. [IMO]
4.	<i>Ourania Luck</i> Bulk carrier Marshall Islands 9218428 39126	15/05/11 2200 hrs	01° 10' S, 117° 17' E Samarinda Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the hawse pipe. The alarm was raised and the crew mustered. The robbers had broke open the bosun store's padlock, stole ship stores before they escaped. [IMO]
5.	<i>Pacific Quartz</i> Product tanker Liberia 9573696 28850	18/05/11	06° 01' S, 106° 54' E Tanker Anchorage, Jakarta, Indonesia	While at anchor, an unknown number of robbers boarded the product tanker unnoticed and stole ship stores. [IMO]

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
6.	<i>Carola E</i> Container ship Liberia 8908715 12997	18/05/11 0450 hrs	14° 36.13' N, 120° 53.11' E Anchorage Area MICT, Manila Bay, Philippines	While at anchor, an unknown number of robbers boarded the container ship. The incident was discovered only after the duty AB conducted a routine inspection in the forecastle deck and discovered that one inflatable life raft was missing. The crew also discovered that the boatswain storeroom at the forward was forced opened. A set of fireman suit with breathing device, an immersion suit and four pieces of fire nozzles were also missing. No injuries were reported. The incident was reported to the Port State Control Center, Manila. The Philippine Coast Guard (PCG) which is also the ReCAAP Focal Point (Philippines) conducted a maritime patrol at the location of the incident. [ReCAAP Focal Point (Philippines)]
7.	<i>CMA CGM Aegean</i> Container ship Liberia 9116357 30280	22/05/11 0542 hrs	Jakarta Anchorage, Indonesia	While at anchor, an unknown number of robbers in a boat boarded the container ship from the stern using knotted rope. The bosun and security watchmen spotted the robbers and informed the Duty Officer. The robbers subsequently jumped into the water and escaped. [IMO]
8.	<i>Athena</i> Bulk carrier Marshall Islands 9426726 33997	22/05/11 1900 hrs	07° 07' S, 112° 40' E Surabaya Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the poop deck. They stole ship stores and escaped. [IMO]

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
9.	<i>Navdhenu Purna</i> Bulk carrier India 9339765 29961	23/05/11 0445 hrs	01° 10' S, 117° 16' E Muara Jawa Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier unnoticed. The duty O/S later noticed an unlit boat moving away from the shipside with a trailing mooring rope. He immediately engaged the mooring winch gear to stop the outrun of the mooring rope. The ship crew was able to retrieve about 20 to 25 m of the mooring rope that was floating in the water. Further investigation revealed that the bosun store lock was broken, the door forced open and ship stores were stolen. [IMO]
10.	<i>Kiveli</i> Bulk carrier Liberia 8204731 22115	24/05/11 0310 hrs	20° 41' N, 107° 14' E Hon Gai Outer Anchorage, Vietnam	While at anchor, four robbers boarded the bulk carrier. The Duty Officer noticed the robbers, raised the alarm and the crew rushed to the forecandle. Upon noticing the crew had been alerted, the robbers escaped empty-handed. [IMO]
11.	<i>Stadt Aachen</i> Container ship Germany 9333060 35573	26/05/11 0145 hrs	09° 55.40' N, 076° 04.90' E Cochin Anchorage, India	While at anchor, about 10 robbers boarded the container ship. The master spotted the robbers and directed a search light towards them. The robbers jumped overboard and escaped with ship stores. [IMO]

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
12.	<p><i>Solid 8</i> Tug boat Malaysia 9557525 299</p> <p><i>Solid 66</i> Barge</p>	25/05/11 1540 hrs	<p>02° 36' N, 109° 14.3' E</p> <p>Approximately 27.3 nm southeast of Pulau Subi Besar, Indonesia (South China Sea)</p>	<p>On 18 May 11 at or about 1630 hrs (local time), <i>Solid 8</i> towing barge, <i>Solid 66</i> departed Pulau Labuan, Sabah, East Malaysia for Port Klang, Malaysia. The vessels were expected to arrive at Port Klang on 29 May 11 at 2359 hrs (local time).</p> <p>The vessels arrived at Kuching, Sarawak, East Malaysia for bunkering and departed on 24 May 11 for Port Klang when the ship operator reported lost contact with the vessels. Suspecting that the vessels had been hijacked, the company reported the incident to the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>On 2 Jun 11 at or about 2030 hrs (local time), a Royal Malaysian Navy (RMN) vessel found <i>Solid 66</i> with its cargo intact, off one of its offshore stations in the Spratlys. The 10 crew, mainly Burmese and Indonesians, were reportedly rescued by a passing Vietnamese fishing vessel. The vessel with the rescued crew onboard headed for Nha Trang Port, Vietnam. The crew had returned to their respective countries since then. Interview of the rescued crew revealed that 12 masked men armed with long knives in a fishing boat boarded <i>Solid 8</i> at about 1230 hrs at approximately 180 nm from Kuching Port. The pirates reportedly took away all the crew's personal belongings before abandoning them onto a life raft. The barge <i>Solid 66</i> was carrying scrap steel onboard. The tug boat, <i>Solid 8</i> is still missing at the time of writing of this report.</p> <p>[MMEA, MSTF-IFC]</p>
13.	<p><i>SD Progress</i> Bulk carrier Greece 8806034 36438</p>	27/05/11 0001 hrs	<p>01° 10' S, 117° 16' E</p> <p>Samarinda Anchorage, Indonesia</p>	<p>While at anchor, three robbers armed with knives boarded the bulk carrier via the hawse pipe. They broke the padlocks on the bosun store and stole ship stores. The duty AB spotted the robbers and informed the duty officer who sounded the ship's whistle. Upon hearing the whistle, the robbers escaped.</p> <p>[IMO]</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
14. 	<i>Mitra Jaya V</i> Tug boat <i>Makmur Abadi V</i> Barge	29/05/11 2200- 2300 hrs	Approximately 15-20 nm west of Pontianak, West Kalimantan, Indonesia	<p>Five pirates armed with guns and sharp weapons boarded the tug boat while another pirate boarded the barge. The pirates pointed their weapons at the 10 crew onboard, all of whom were Indonesians. One of the crew resisted, and suffered injuries to his left hand. The pirates tied the crew and took their communication equipment.</p> <p>After holding the crew hostage for four days, the Indonesian authorities boarded the vessels at approximately 14 nm east of Berakit, Pulau Bintan, Indonesia. The authorities apprehended the pirates and freed the crew on 2 Jun 11 at or about 0400 hrs (local time). The crew and pirates were taken to Batam, Indonesia for investigation. The ReCAAP ISC is gathering more information about the incident from the relevant authorities. Refer to map below.</p> <p>[MSTF-IFC]</p>
15. 	<i>Dong Jiang</i> Tanker Singapore 9468815 30964	30/05/11 0129 hrs	<p>01° 19.30' N, 104° 54.50' E</p> <p>Approximately 20.45 nm northeast of Pulau Bintan, Indonesia (South China Sea)</p>	<p>While underway, six robbers boarded the tanker. The robbers stole cash and valuables before they escaped. The vessel was enroute from Tanjung Pelapas, Malaysia to Balongan, Indonesia at the time of the incident and no injuries to the crew were reported.</p> <p>The Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), received a distress alert on VHF DSC, INMARSAT-C and VHF 16 from the tanker. The Singapore POCC promulgated a broadcast on NAVTEX to warn all vessels and to maintain a good anti-piracy watch when passing in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendices

Details of Past Incidents

Actual Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Ellina</i> Bulk carrier Malta 9398668 43158	27/04/11 0205 hrs	02° 53.9' N, 105° 17.7' E Approximately 11 nm northwest of Pulau Damar, Indonesia	<p>While underway from Singapore to Fukuyama, Japan, the duty crew noticed six robbers onboard the bulk carrier. The six robbers were armed with long knives, wore T-shirts and short pants without shoes and spoke Bahasa Indonesian. The duty crew notified the duty officer immediately, who tried to resist the robbers.</p> <p>The master noticed banging on the bridge, checked the bridge and realised that the robbers were already at the navigational bridge fighting with the duty officer. The master then sounded the general alarm and alerted the other crew about the presence of robbers via the public address. Upon hearing the alarm, the robbers jumped overboard and escaped in their wooden skiff boat.</p> <p>[Shipping company]</p>

Appendices

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

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

In the revised MSC circulars², the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

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

Recommendation

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

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



Appendices

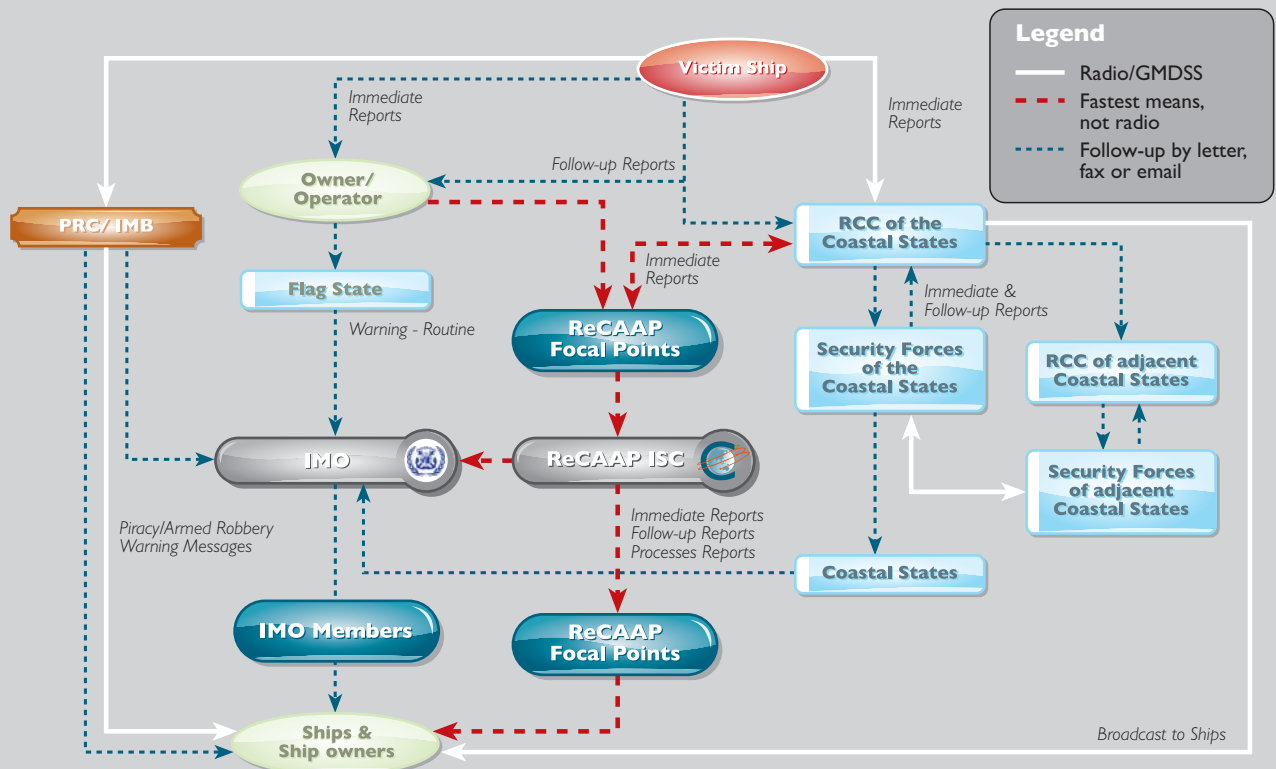


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes

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



Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgdgd@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	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark Danish Maritime Authority (DMA) Email: 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@gicomms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

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



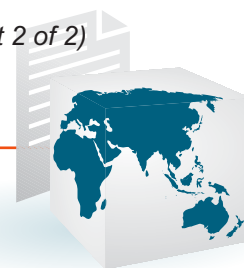
Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore Maritime 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: 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.

