

Report for January 2012

1st January 2012 – 31st January 2012

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Executive Summary

Overall, there has been an increase in the number of incidents in January 2012 compared to the same period in the past two years (January 2010 and January 2011). A total of 19 incidents comprising 16 actual incidents and three attempted incidents were reported in Asia during January 2012. Of these, 18 were incidents of robbery onboard ships and one was an attempted piracy incident occurred approximately 50 nm northwest of Mangalore, India. A total of 12 incidents were reported in January 2010 and 11 incidents in January 2011.

Notably, there has been an increase in the number of incidents at ports and anchorages, and most of them were petty theft incidents. Of the 19 incidents reported in January 2012, 18 incidents occurred when the vessels were anchored or berthed, and only one incident occurred while the vessel was underway. Enhanced vigilance and watch-keeping onboard ships at these ports and anchorages are recommended.

No incident was reported in the Straits of Malacca and Singapore in January 2012 compared to the same period in past two years where four incidents were reported in January 2011 and one attempted incident in January 2010. The improvement in the situation in the Straits of Malacca and Singapore can be attributed to the enhanced surveillance, joint cooperation in information sharing and coordinated patrols by the littoral States.



Situation Update

Significance Level and Number of Incidents

Throughout the three-year reporting period, majority were Category 3 incidents or petty theft incidents. These incidents usually occurred at ports and anchorages, where robbers boarded the vessel undetected, stole ship stores, mooring ropes, and escaped immediately. In incidents when the robbers were detected by the crew and the alarm was sounded, the robbers usually escaped immediately, and in some cases, empty-handed.

In all four Category 2 incidents that were reported in January 2012, three incidents involving robbers holding the crew hostage at knife point and escaped after stealing ship stores, mooring ropes, paint and power cable. In the incident involving bulk carrier, *MP Panamax 5* at Balikpapan Anchorage, Indonesia on 28 Jan 11, the robbers were armed with a gun and knives. The robbers tried to attack the duty A/B who managed to escape and informed the 2/O. The alarm was raised and all crew was mustered. The crew then proceeded towards the robbers who fired four warning shots and escaped with some ship's stores. No one was injured in the incident. Chart 1 shows the significance level of incidents reported in January of 2010-2012.

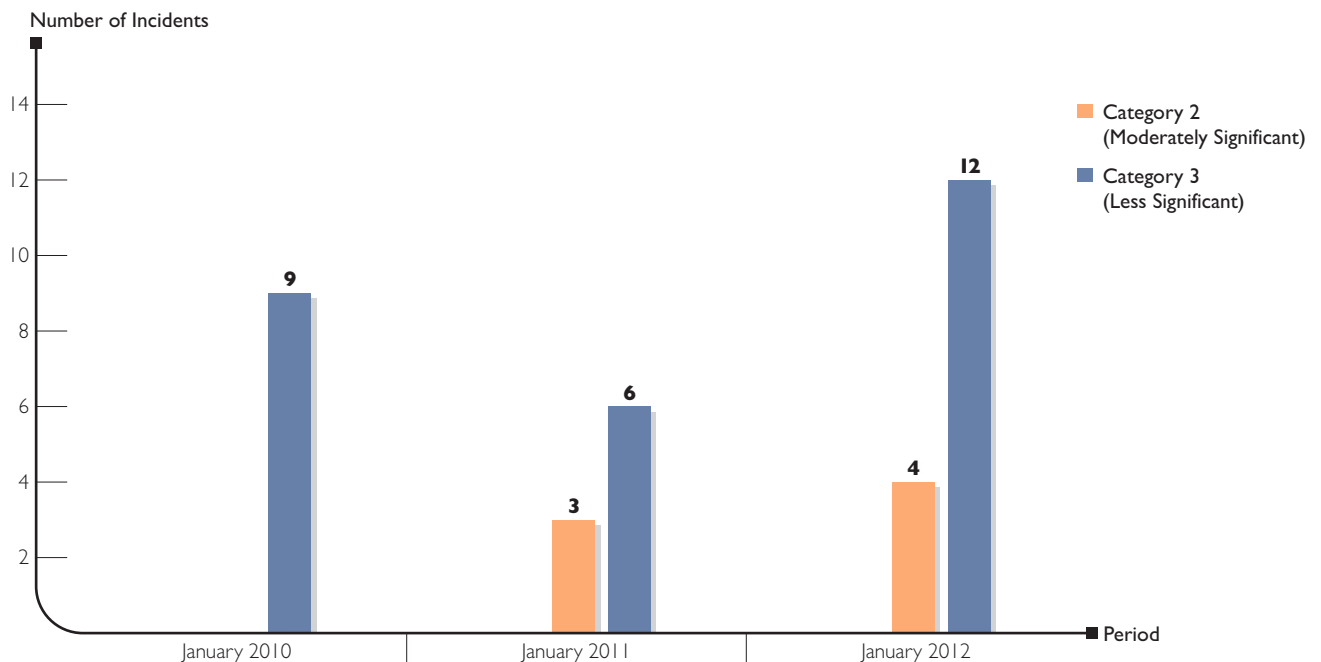


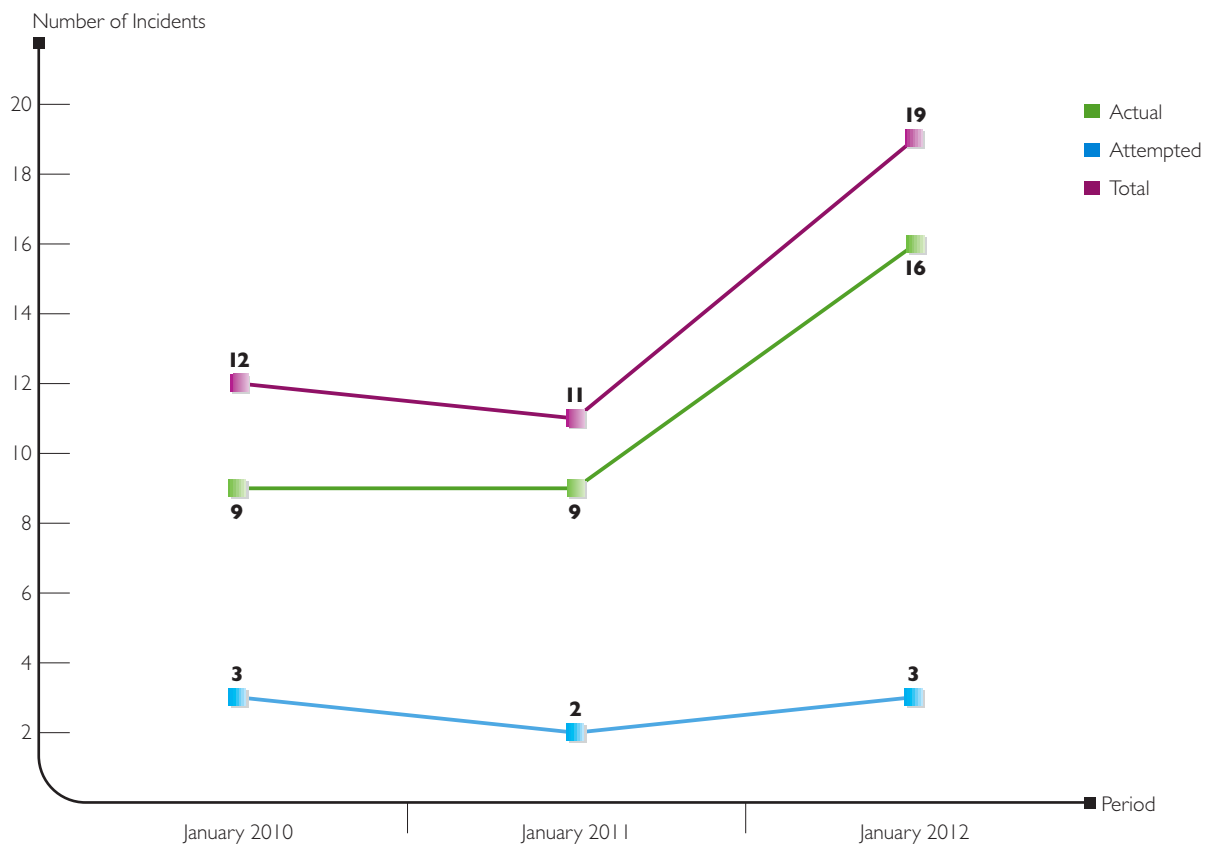
Chart 1 - Significance level of incidents reported in January (2010-2012)



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Situation Update

Overall, there has been an increase in total number of incidents in January 2012 compared to the same period in 2010 and 2011. A total of 19 incidents, comprising 16 actual incidents and three attempted incidents, were reported in Asia. Graph 1 shows the number of incidents reported in January of 2010-2012.



Graph 1 - Number of incidents reported in January (2010-2012)



Report for January 2012

Situation Update

Of the 19 incidents, 18 were incidents of robbery onboard vessels and one was an attempted incident of piracy which occurred approximately 50 nm northwest of Mangalore, India. The increase was most apparent at ports and anchorages. Of the 18 incidents occurred at ports and anchorages, half of them occurred in Indonesia, three in Bangladesh, two each in the Philippines and Vietnam; and one each in India and Malaysia. See Chart 2 below.

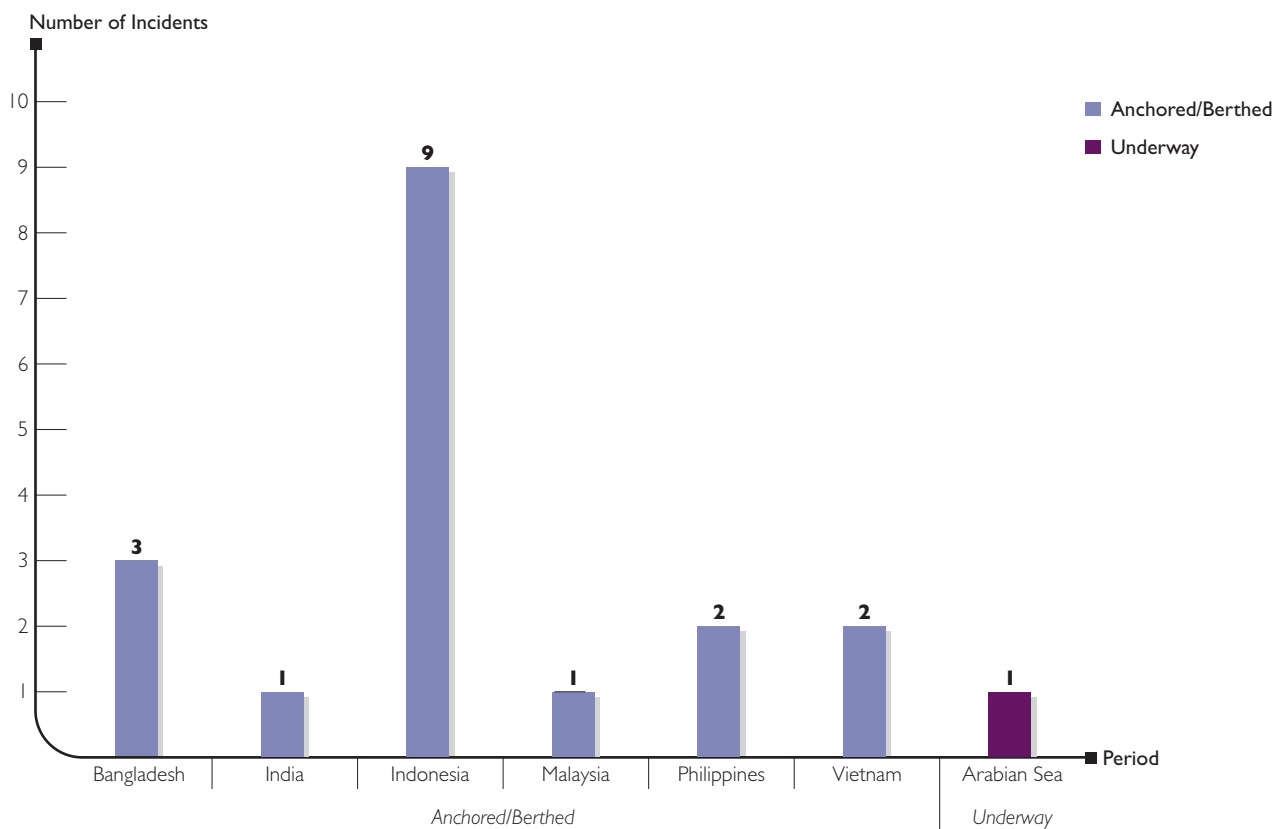


Chart 2 - Status of vessels in relation to location of incidents reported in January 2012



Location of Incidents

	January 2010		January 2011		January 2012	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia						
Arabian Sea				1		1
Bangladesh					3	
India	2				1	
Sub-total	2			1	4	1
Southeast Asia						
Indonesia	5	2	2		8	1
Malaysia			1		1	
Philippines	1		1		2	
Singapore			1			
South China Sea				1		
Straits of Malacca and Singapore		1	4			
Vietnam	1				1	1
Sub-total	7	3	9	1	12	2
Overall Total	9	3	9	2	16	3

Table 1 - Location of incidents in January (2010-2012)

There has been an apparent increase in the number of incidents reported in Bangladesh in January 2012. Three actual incidents were reported in January 2012 compared to no incidents reported in January 2010 and January 2011.



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Location of Incidents

In Southeast Asia, there has been an increase in the number of incidents reported in Indonesia in January 2012 compared to January 2011 and January 2010. A total of nine incidents were reported in Indonesia in January 2012 compared to six incidents in January 2010 and two incidents in January 2011. Notably, nine incidents were reported at the ports and anchorages in Indonesia (off Dumai, Pulau Bintan and East Kalimantan; namely Adang Bay, Balikpapan and Taboneo). Conversely, the situation in the Straits of Malacca and Singapore had improved with no incidents reported there in January 2012 compared to one attempted incident in January 2010 and four incidents in January 2011. Map 1 shows the location of all incidents reported in January 2012¹.

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

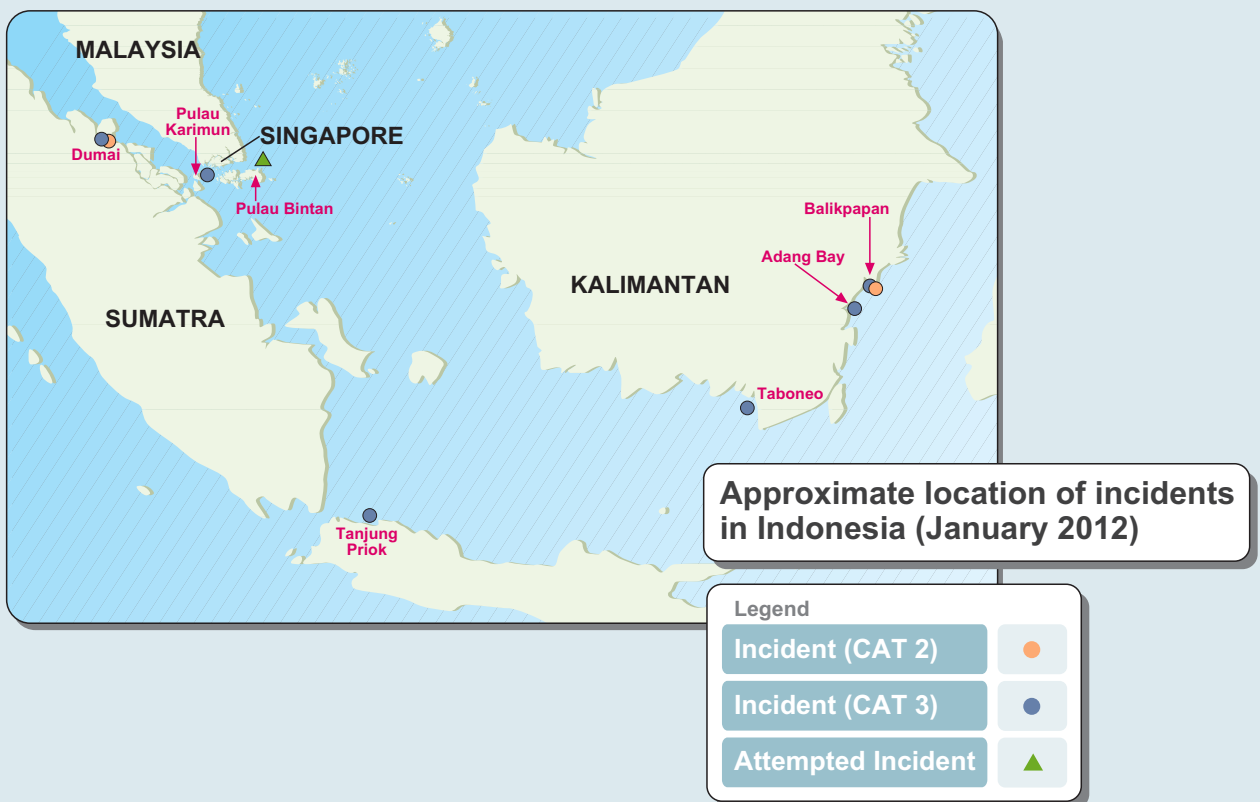




Case Studies of Selected Incidents

Incidents in Indonesia

In January 2012, eight actual incidents and one attempted incident were reported in Indonesia. See map below for the location of incidents. Of the eight actual incidents, two were Category 2 (moderately significant) incidents and six were Category 3 (less significant) incidents. All nine incidents occurred while the vessels were anchored. Of these, four incidents were reported at ports and anchorages off East Kalimantan (namely Balikpapan, Adang Bay and Taboneo), two in Dumai, one off Jakarta, one off Pulau Karimun and one off Pulau Bintan. The details of the incidents are described below.



Case Studies of Selected Incidents

Incident onboard *Grace One* on 1 Jan 12 (CAT 3)

Name of Ship	: <i>Grace One</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Liberia
IMO No.	: 9216640
GT	: 38731

On 1 Jan 12 at or about 2105 hrs (local time), a Liberia-registered bulk carrier, *Grace One* was anchored at Taboneo Anchorage (03° 44' S, 114° 27' E) when the duty A/B noticed one robber onboard the bulk carrier at the starboard hawse pipe trying to break open the lock. One boat was noticed nearby with two other persons onboard. The alarm was raised and the crew mustered. The robber jumped into the water and escaped in the waiting boat. Nothing was stolen.

Incident onboard *Sarah Schulte* on 7 Jan 12 (CAT 3)

Name of Ship	: <i>Sarah Schulte</i>
Type of Ship	: Container ship
Flag of Ship	: Germany
IMO No.	: 9294159
GT	: 28592

On 7 Jan 12 at or about 2215 hrs (local time), a Germany-registered container ship, *Sarah Schulte* was anchored at Jakarta Roads when seven armed robbers boarded the container ship. The duty watchman found the steering gear door open and entered to investigate. The robbers held the watchman hostage, covered his eyes with plastic and stole his walkie talkie. One robber stood guard with the watchman while the others entered the engine room. After 20 min, the robbers left the engine room and escaped. The duty watchman went to the bridge and raised the alarm.



Case Studies of Selected Incidents

Incident onboard Product Tanker on 11 Jan 12 (CAT 3)

On 11 Jan 12 at or about 0340 hrs (local time), a product tanker (name unknown at this juncture) was anchored at Balikpapan Inner Anchorage (01° 17.30' S, 116° 48' E) when three robbers armed with long knives boarded the vessel via the anchor chain. They were spotted by the duty A/B who reported the incident to the Duty Officer at the bridge. The alarm was raised. The robbers stole ship stores and escaped in a waiting boat.

Incident onboard *Triton Lark* on 13 Jan 12 (CAT 3)

Name of Ship	: <i>Triton Lark</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Panama
IMO No.	: 9302841
GT	: 31275

On 13 Jan 12 at or about 0240 hrs (local time), a Panama-registered bulk carrier, *Triton Lark* was anchored at Adang Bay Anchorage (01° 41' S, 116° 38' E) when five robbers boarded the bulk carrier via the forecastle while the duty crew was busy tending to cargo operations. When he returned to the forecastle, two robbers pushed him and escaped in a waiting boat. On investigating, it was discovered that the forward store had been broken into and the ship's stores stolen.



Case Studies of Selected Incidents

Attempted incident involving *OOCL Antwerp* on 14 Jan 12

Name of Ship	: <i>OOCL Antwerp</i>
Type of Ship	: Container ship
Flag of Ship	: Panama
IMO No.	: 9307011
GT	: 66462

On 14 Jan 12 at or about 0800 hrs (local time), a Panama-registered container ship, *OOCL Antwerp* was anchored at approximately 12 nm northeast of Pulau Bintan (01° 24.28' N, 104° 42.09' E) when four robbers wearing masks, armed with choppers and knives approached the container ship in a boat. Two of the robbers attempted to board the ship by climbing the anchor chain. The duty crew noticed the robbers and informed the bridge, who raised the alarm. The crew was mustered and fire hoses activated. The robbers aborted their attempt to board.

Incident onboard *Fairchem Birdie* on 22 Jan 12 (CAT 2)

Name of Ship	: <i>Fairchem Birdie</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Marshall Islands
IMO No.	: 9423724
GT	: 15192

On 22 Jan 12 at or about 0300 hrs (local time), a Marshall Islands-registered chemical tanker, *Fairchem Birdie* was anchored at Dumai Inner Anchorage (01° 42.30' N, 101° 27' E) when four robbers armed with knives boarded the chemical tanker. They entered the engine room, tied up the duty engineer and stole the ship's stores. The robbers took the Duty Engineer to the stern and disembarked into a waiting boat. The crew was not injured.



Case Studies of Selected Incidents

Incident onboard *Mid Nature* on 23 Jan 12 (CAT 3)

Name of Ship	: <i>Mid Nature</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Cayman Islands
IMO No.	: 9542154
GT	: 11987

On 23 Jan 12 at or about 0610 hrs (local time), a Cayman Islands-registered chemical tanker, *Mid Nature* was anchored at Dumai Inner Anchorage (01° 42' N, 101° 26' E) when an unknown number of robbers armed with knives boarded the chemical tanker and held the duty motor man hostage. The duty Third Engineer noticed the robbers and informed the Duty Officer who raised the alarm. On hearing the alarm, the robbers escaped with some engine spares. The crew was not injured.

Incident onboard *MP Panamax 5* on 28 Jan 12 (CAT 2)

Name of Ship	: <i>MP Panamax 5</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Singapore
IMO No.	: 9202807
GT	: 38633

On 28 Jan 12 at or about 0450 hrs (local time), a Singapore-registered bulk carrier, *MP Panamax 5* was anchored at Balikpapan Anchorage (01° 24.03' S, 116° 57.03' E) when four robbers armed with a gun and knives boarded the bulk carrier during cargo operations. The robbers tried to attack the duty A/B who managed to escape and inform the 2/O. The alarm was raised and all crew mustered. The crew proceeded towards the robbers who fired four warning shots and escaped with some ship's stores. The crew was not injured. The incident was reported to the pilot station.



Case Studies of Selected Incidents

Incident onboard *Fuji Spirit* on 30 Jan 12 (CAT 3)

Name of Ship	: <i>Fuji Spirit</i>
Type of Ship	: Oil tanker
Flag of Ship	: Bahamas
IMO No.	: 9268112
GT	: 57664

On 30 Jan 12 at or about 0500 hrs (local time), a Bahamas-registered oil tanker, *Fuji Spirit* was anchored off Karimun transshipment area when a robber boarded the oil tanker from the starboard quarter while the crew was draining the hoses after cargo operations. The crew was alerted to the robber's presence and rushed to the starboard deck store. The robber jumped overboard and escaped in a waiting boat, heading towards the direction of Pulau Nipa, Indonesia. Upon investigation, nothing was stolen from the vessel. The incident was reported to the Karimun Pilots who informed the local authorities.



Case Studies of Selected Incidents

Observations

The ReCAAP ISC observes similarities in the modus operandi of the robbers in majority of the eight actual incidents. The robbers operate in groups of three to five, and were mostly armed with knives. Although the robbers were armed with knives, they did not hurt the crew. Instead, the knives were used to threaten the crew into submission or holding the crew as hostage. In the incident involving *MP Panamax 5*, the robbers were armed with a gun and knives, and the robbers fired four warning shots when the crew approached them. It is apparent that the robbers had no intention to harm the crew.

In most of the incidents, the robbers stole ship stores or engine spares and in three of the incidents, the robbers even escaped empty-handed when they realised that the crew had been alerted to their presence onboard their vessels.

Recommendations

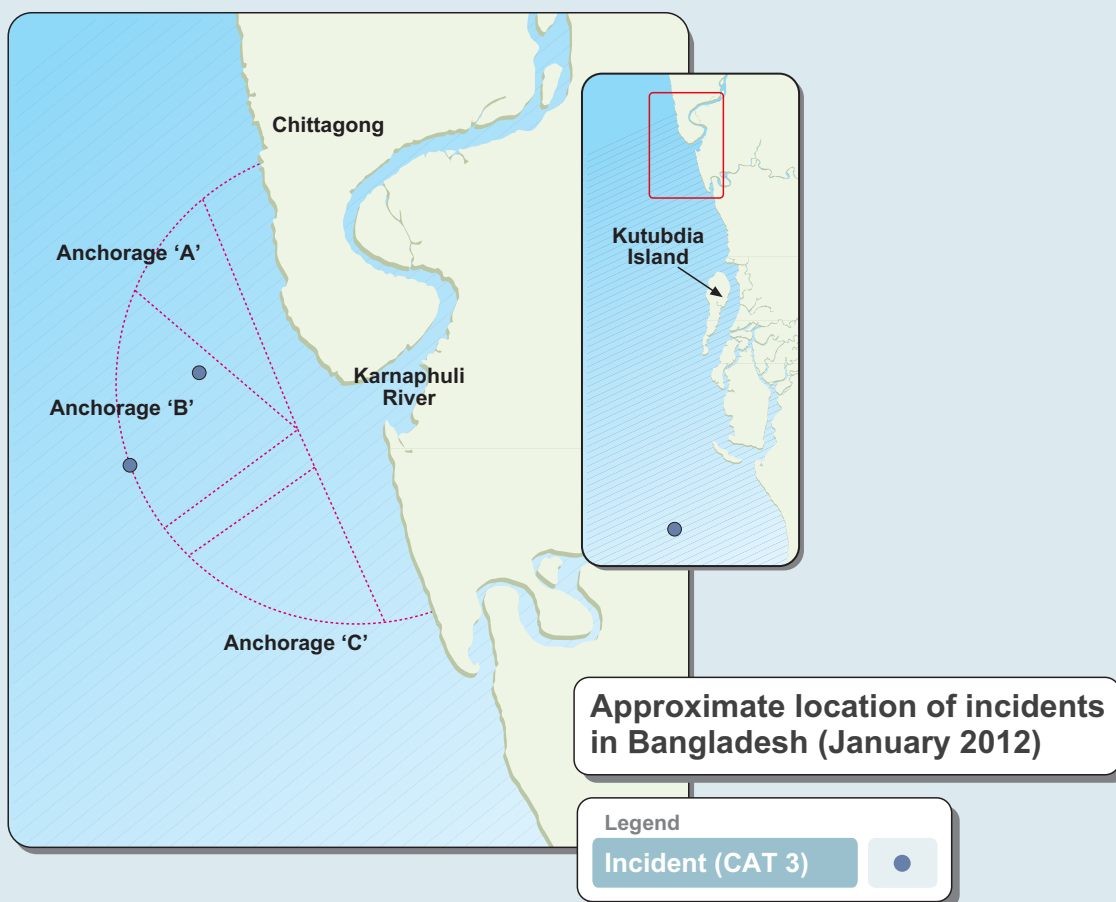
The ReCAAP ISC recommends that ship masters and crew maintain anti-piracy watches and remain vigilant while their ships are anchored at ports and anchorages in Indonesia. Ship masters are encouraged to report all actual and attempted incidents to the coastal State and flag State immediately. Timely reporting to the authorities enables them to despatch their assets to the location of the incident immediately to render assistance to the victim vessels.



Case Studies of Selected Incidents

Incidents at Ports and Anchorages in Bangladesh

In January 2012, three actual incidents were reported at the ports and anchorages in Bangladesh. See map below for the location of incidents. All three were petty theft incidents occurred when the vessels were anchored. The details of the incidents are described below.



Case Studies of Selected Incidents

Incident onboard *Maersk Prime* on 19 Jan 12

Name of Ship	: <i>Maersk Prime</i>
Type of Ship	: Tanker
Flag of Ship	: Singapore
IMO No.	: 9180920
GT	: 61764

On 19 Jan 12 at or about 0600 hrs (local time), a Singapore-registered tanker, *Maersk Prime* was anchored at approximately 26 nm south-southwest of Kutubdia Island (21° 18.10' N, 091° 43.60' E) when the duty personnel on their security rounds discovered that two life rafts were missing. The life rafts were believed to have been stolen from the port side. The crew was not injured.

Incident onboard *Hana* on 21 Jan 12

Name of Ship	: <i>Hana</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Malta
IMO No.	: 8413497
GT	: 24652

On 21 Jan 12 at or about 0500 hrs (local time), a Malta-registered bulk carrier, *Hana* was anchored at Chittagong 'B' Anchorage (22° 14' N, 091° 44' E) when the duty watchman heard a small boat approach the bulk carrier. Subsequently, he noted some movements on the forecastle deck and informed the Duty Officer. On reaching the forecastle, the duty watchman and the Duty Officer noticed a robber stealing the ship's stores. On confronting the robber, they were attacked and the Duty Officer was injured. The duty watchman returned to the accommodation and raised the alarm. The incident was reported to the Chittagong Port Control who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard rendered assistance to the vessel and the injured Duty Officer.



Case Studies of Selected Incidents

Incident onboard *OXL Lotus* on 22 Jan 12

Name of Ship	: <i>OXL Lotus</i>
Type of Ship	: Ro-Ro cargo ship
Flag of Ship	: Germany
IMO No.	: 9144471
GT	: 5752

On 22 Jan 12 at or about 2215 hrs (local time), a Germany-registered ro-ro cargo ship, *OXL Lotus* was anchored at Chittagong 'B' Anchorage (22° 11.90' N, 091° 42.25' E) when five robbers boarded the vessel from two boats. The robbers stole three mooring ropes and escaped. The incident was reported to the Chittagong Port Control who informed the Bangladesh Coast Guard. Upon receipt of the information, the Bangladesh Coast Guard conducted a search in the area for the robbers but they had already escaped. After an extensive search, the Bangladesh Coast Guard recovered the stolen ropes on Kutubdia Island on 25 Jan 12.



Case Studies of Selected Incidents

Observations

In all three incidents, the robbers operated between 2200 hrs and 0600 hrs. The robbers boarded the vessels undetected by the crew and escaped after stealing the items. However, in the incident involving *Hana*, the robber attacked the Duty Officer and the duty watchman when they confronted him. In all three incidents the robbers stole life rafts and stores.

Recommendations

Looking at the modus operandi, the robbers tend to be opportunistic in nature. The ReCAAP ISC recommends that ship masters and crew maintain anti-piracy watches and remain vigilant while their ships are anchored at ports and anchorages in Bangladesh. The ReCAAP ISC urges crew to avoid confronting the robber as in the incident involving *Hana* where the crew was injured when he confronted the robber. Instead, upon detection of the presence of robbers onboard, the crew should inform the master immediately, raise the alarm and muster the crew.



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.



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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

Description of Incidents

Actual Incidents




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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. ■	<i>Grace One</i> Bulk carrier Liberia 9216640 38731	01/01/12 2105 hrs	03° 44' S, 114° 27' E Taboneo Anchorage, Indonesia	<p>While at anchor, the duty A/B noticed one robber onboard the bulk carrier at the starboard hawse pipe trying to break open the lock. One boat was noticed nearby with two other persons onboard. The alarm was raised and the crew mustered. The robber jumped into the water and escaped in the waiting boat. Nothing was stolen.</p> <p>[IMO]</p>
2. ■	<i>San Amerigo</i> Container ship Liberia 9344693 22914	03/01/12 1745 hrs	14° 36.60' N, 120° 53.10' E Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	<p>While at anchor, the bosun was preparing the anchor for heaving up when he noticed that the steel plate for hawse pipe was opened and a small boat was seen leaving the container ship's head with several persons onboard. The crew immediately conducted an investigation and discovered that the padlock for the immersion suit box was broken and six immersion suits and starboard life raft were missing. The portside life raft padlock and skylight padlock were also broken. The master reported the incident to the MICT and the local agent.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Appendices

Description 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>Pearl River Bridge</i> Container ship Hong Kong 9444986 17211	06/01/12 0430 hrs	Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	While at anchor, the bosun and Ordinary Seamen (OS) were preparing to heave the anchor when they spotted the Electrician Mate being held hostage by two robbers at the forward station. The Electrician Mate was conducting his security rounds at the forecastle deck when he was grabbed and held at knifepoint by the robbers. The robbers broke into the bosun store and took away spare parts of the reefer container, portable lights, mobile phone, torch, three fire hoses with nozzles, hydraulic jack and six immersion suits. The ship alarm was raised and the robbers escaped through the anchor hawse pipe along the anchor chain. [ReCAAP Focal Point (Philippines)]
4. 	<i>Sarah Schulte</i> Container ship Germany 9294159 28592	07/01/12 2215 hrs	Jakarta Roads, Indonesia	While at anchor, seven armed robbers boarded the container ship. The duty watchman found the steering gear door open and entered to investigate. The robbers held the watchman hostage, covered his eyes with plastic and stole his walkie talkie. One robber stood guard with the watchman while the others entered the engine room. After 20 min, the robbers left the engine room and escaped. The duty watchman went to the bridge and raised the alarm. [IMO]
5. 	Product tanker	11/01/12 0340 hrs	01° 17.30' S, 116° 48' E Balikpapan Inner Anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the product tanker via the anchor chain. They were spotted by the duty A/B who reported the incident to the Duty Officer at the bridge. The alarm was raised. The robbers stole ship stores and escaped in a waiting boat. [IMO]

Appendices

Description 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>Triton Lark</i> Bulk carrier Panama 9302841 31275	13/01/12 0240 hrs	01° 41' S, 116° 38' E Adang Bay Anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier via the forecastle while the duty crew was busy tending to cargo operations. When the duty crew returned to the forecastle, two robbers pushed him and escaped in a waiting boat. On investigating, it was discovered that the forward store had been broken into and the ship's stores stolen. [IMO]
7.	<i>Maersk Prime</i> Tanker Singapore 9180920 61764	19/01/12 0600 hrs	21° 18.10' N, 091° 43.60' E Approximately 26 nm south- southwest of Kutubdia Island, Bangladesh	While at anchor, the duty personnel on their security rounds discovered that two life rafts were missing. The life rafts were believed to have been stolen from the port side. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
8.	<i>Hana</i> Bulk carrier Malta 8413497 24652	21/01/12 0500 hrs	22° 14' N, 91° 44.20' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, the duty watchman heard a small boat approaching the bulk carrier. Subsequently, he noted some movements on the forecastle deck and informed the Duty Officer. On reaching the forecastle, the duty watchman and the Duty Officer noticed a robber stealing the ship's stores. On confronting the robber, they were attacked and the Duty Officer was injured. The duty watchman returned to the accommodation and raised the alarm. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard rendered assistance to the vessel and the injured Duty Officer. [IMO]

Appendices

Description 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>Fairchem Birdie</i> Chemical tanker Marshall Islands 9423724 15192	22/01/12 0300 hrs	01° 42.30' N, 101° 27' E Dumai Inner Anchorage, Indonesia	While at anchor, four robbers armed with knives boarded the chemical tanker. They entered the engine room, tied up the Duty Engineer and stole the ship's stores. They took the Duty Engineer to the stern and disembarked into a waiting boat. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
10.	<i>OXL Lotus</i> Ro-Ro cargo ship Germany 9144471 5752	22/01/12 2215 hrs	22° 11.90' N, 091° 42.25' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, five robbers boarded the vessel from two boats. The robbers stole three mooring ropes and escaped. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. Upon receipt of the information, the Bangladesh Coast Guard conducted a search in the area for the robbers but they had already escaped. After an extensive search, the Bangladesh Coast Guard recovered the stolen ropes on Kutubdia Island on 25 Jan 12. [ReCAAP Focal Point (Bangladesh)]
11.	<i>Mid Nature</i> Chemical tanker Cayman Islands (UK) 9542154 11987	23/01/12 0610 hrs	01° 42' N, 101° 26' E Dumai Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers armed with knives boarded the chemical tanker and held the duty motor man hostage. The duty Third Engineer noticed the robbers and informed the Duty Officer who raised the alarm. On hearing the alarm, the robbers escaped with some engine spares. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]

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Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
12.	<i>Annette</i> General cargo ship Antigua & Barbuda 9266554 8383	25/01/12 0100 hrs	Kandla Anchorage, India	While at anchor, 10 robbers boarded the general cargo ship, stole the ship's stores and escaped unnoticed. [ReCAAP Focal Point (India)]
13.	<i>Istrian Express</i> Container ship Gibraltar (UK) 9474383 12514	27/01/12 2230 hrs	20° 38.40' N, 106° 53' E Haiphong Anchorage, Vietnam	While at anchor, eight robbers armed with knives boarded the container ship. They held the AB hostage, forced him into the bosun store and tied him. The robbers stole six mooring ropes, one power cable and paints before they escaped. As the A/B was not answering calls on the walkie talkie, a search party was sent forward to locate him. [ReCAAP Focal Point (Vietnam)]
14.	<i>Golden Fountain</i> Chemical tanker Panama 9401403 7745	28/01/12 0340 hrs	05° 48' N, 118° 05' E Sandakan Inner Anchorage, Sabah, Malaysia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The Duty A/B during his rounds sighted the robbers and informed the Duty Officer immediately. Noting that the crew had been alerted, the robbers escaped in their small speed craft with ship stores. [Shipping company]

Appendices

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
15.	<i>MP Panamax 5</i> Bulk carrier Singapore 9202807 38633	28/01/12 0450 hrs	01° 24.03' S, 116° 57.03' E Balikpapan Anchorage, Indonesia	While at anchor, four robbers armed with a gun and knives boarded the bulk carrier during cargo operations. The robbers tried to attack the duty A/B, who managed to escape and inform the 2/O. The alarm was raised and all crew mustered. The crew proceeded towards the robbers, who fired four warning shots and escaped with some ship's stores. The crew was not injured. [IMO]
16.	<i>Fuji Spirit</i> Oil tanker Bahamas 9268112 57664	30/01/12 0500 hrs	Off Karimun Transshipment area, Indonesia	While at anchor, a robber boarded the oil tanker from the starboard quarter while the crew was draining the hoses after cargo operations. The crew was alerted to the robber's presence and rushed to the starboard deck store. The robber jumped overboard and escaped in a waiting boat, heading towards the direction of Pulau Nipa. Upon investigation, nothing was stolen from the vessel. The incident was reported to the Karimun Pilots, who informed the local authorities. [Shipping company]

Appendices

Description of Incidents

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Sima Saman</i> Container ship Singapore 9330903 15995	07/01/12 0345 hrs	Ho Chi Minh container terminal, Vietnam	While berthed, the duty AB noticed a small boat near the container ship with three robbers attempting to board. The AB raised the alarm, forced the robbers to abort their attempt to board and escaped. Nothing was stolen. The incident was reported to the Vietnam Maritime Information Security Centre. [IMO]
2.	<i>Rebecca Schulte</i> Chemical tanker Singapore 9576753 19793	12/01/12 1330 hrs	13° 19.10' N, 074° 08.30' E Approximately 50 nm northwest of Mangalore, India	While underway, five pirates armed with guns onboard a small white skiff approached the chemical tanker. A mother ship towing a grey skiff was also observed to be at approximately 2 nm off the front starboard side of the vessel. Four security personnel were posted at the port and starboard of the vessel immediately. The skiff did not execute any boarding attempts when seeing the armed guards onboard and subsequently drifted away. [ReCAAP Focal Point (Singapore)]
3.	OOCL <i>Antwerp</i> Container ship Panama 9307011 66462	14/01/12 0800 hrs	01° 24.28' N, 104° 42.09' E Approximately 12 nm northeast of Pulau Bintan, Indonesia	While at anchor, four robbers wearing masks, armed with choppers and knives approached the container ship in a boat. Two of the robbers attempted to board the ship by climbing the anchor chain. The duty crew noticed the robbers and informed the bridge, who raised the alarm. The crew was mustered and fire hoses activated. The robbers aborted their attempt to board. [IMO]

Appendices

Description of Past Incidents

Actual Incidents

■ CAT 1 (Very 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>Helene Rickmers</i> Container ship Marshall Islands 9144158 16801	24/12/11 2000 hrs	22° 08.90' N, 091° 44.10' E Chittagong Anchorage, Bangladesh	While at anchor, five robbers boarded the container ship. They stole a 10 m mooring rope and escaped. The incident was reported to the Bangladesh Coast Guard, who despatched a patrol boat to the location of the incident but the robbers had already escaped. The Bangladesh Coast Guard was able to recover a few stolen ropes during their operation. [ReCAAP Focal Point (Bangladesh)]
2. ■	<i>Sin Hin 5</i> Tug boat Malaysia <i>Sin Hin 6</i> Barge	29/12/11 0700 hrs	00° 06.25' N, 105° 34.40' E Approximately 50 nm northeast of Pulau Lingga, Indonesia	On 29 Dec 11, the owner of tug boat, <i>Sin Hin 5</i> reported to ReCAAP ISC that they suspected <i>Sin Hin 5</i> , towing barge, <i>Sin Hin 6</i> was hijacked. The owner informed that the vessels had departed Port Kelang, Malaysia on 23 Dec 11 at or about 1400 hrs for Bintulu, Malaysia. On 25 Dec 11 at or about 1800 hrs, the vessels had anchored at Tanjung Ayam, Malaysia to avoid the rough sea conditions. The ship owner's last phone contact with the master was on 27 Dec 11 when the master informed the ship owner that they will be departing Tanjung Ayam on 28 Dec 11. The vessels departed Tanjung Ayam on 28 Dec 11 at or about 0140 hrs. The owner tried to contact the master on 28 Dec 11 at or about 0800 hrs but could not establish communications. On the same day at or about 1800 hrs, the tug boat was observed to be heading towards Indonesia. On 29 Dec 11 at or about 0700 hrs, it was confirmed that the tug boat was along the Kalimantan Strait. Communications with the master could not be established. The ReCAAP ISC, upon receipt of the information, informed the ReCAAP Focal Points, IFC, BAKORKAMLA, Indonesian Marine Police, TNI-AL and MMEA immediately. Between 29 Dec 11 and 30 Dec 11, the company continued to share information with ReCAAP ISC on the movement of the tug boat, which

Appendices

Description of Past Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
2.				<p>ReCAAP ISC in turn informed the relevant agencies. On 31 Dec 11, the owner informed ReCAAP ISC that <i>Sin Hin 5</i> and its crew were found and rescued by the Indonesian Navy off Pulau Belintung, Indonesia. The Jakarta Post subsequently reported that an Indonesian aircraft and three warships found <i>Sin Hin 6</i> in the same area on 1 Jan 12.</p> <p>The owner is currently in the process of recovering his vessels.</p> <p>[Shipping company, The Jakarta Post dtd 3 Jan 12]</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.

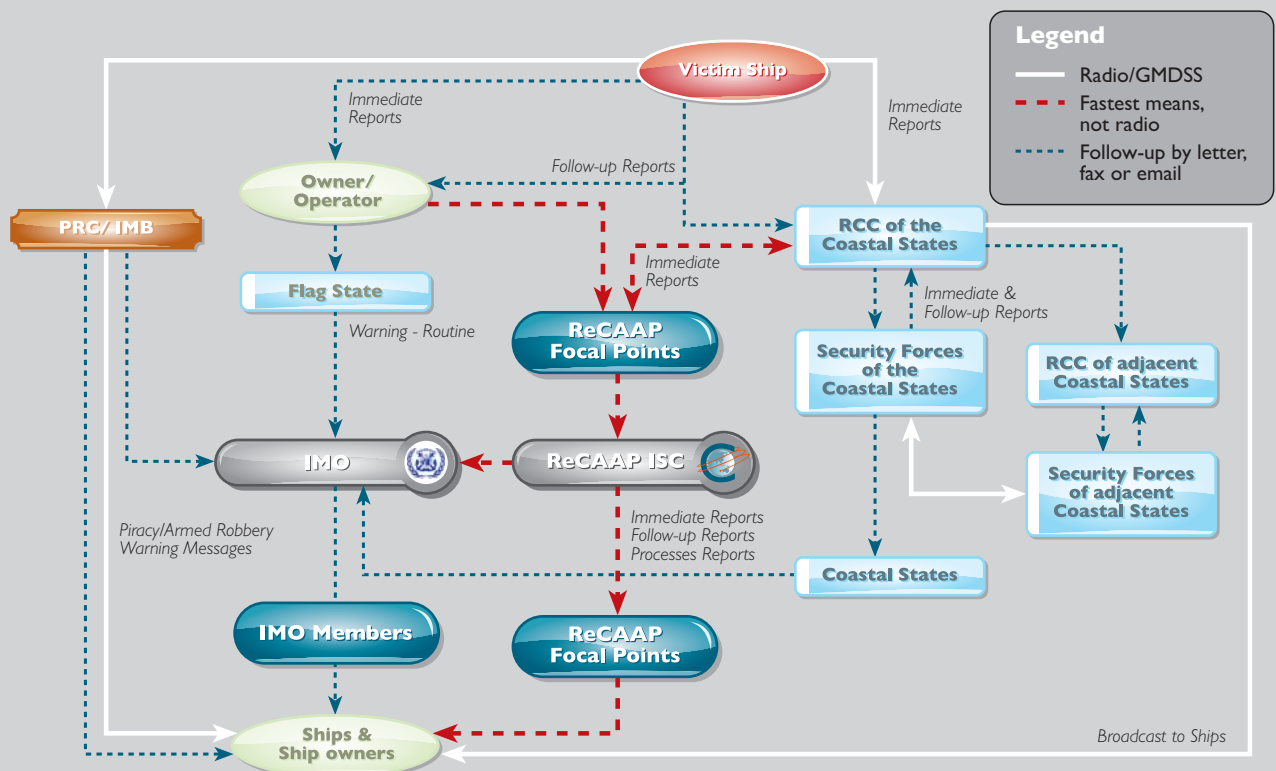
Recommendation

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



Notes

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



Appendices

Contact Details of ReCAAP Focal Points / Contact Point

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

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



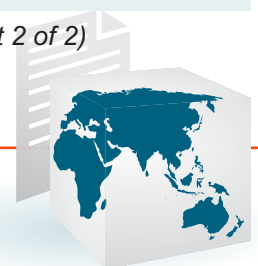
Appendices

Contact Details of ReCAAP Focal Points / Contact Point

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



Appendices

Acknowledgements

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

