

REPORT for JULY 2012

1 July 2012 - 31 July 2012

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EXECUTIVE SUMMARY

A total of eight incidents of robbery onboard ships were reported in Asia in July 2012. Of these, one was a Category 1 (very significant) incident, one was a Category 2 (moderately significant) incident, four were Category 3 (less significant) incidents and two were petty theft (minimum significant) incidents. There was no incident of piracy reported in July 2012. Details of the incidents are described in the Appendix.

Compared to July 2010 and July 2011, the total number of incidents reported in July 2012 remained fairly consistent; with eight incidents reported in July 2010, nine incidents in July 2011 and eight incidents in July 2012.

Among the three reporting periods of July, a Category 1 incident involving the hijacking of a tug boat towing a barge was reported in July 2012. On 27 Jul 12, tug boat, *Woodman 38* towing barge *Woodman 39* was hijacked between Kudat and Pulau Banggi, Sabah, East Malaysia. The crew after being held in captivity for four days was thrown overboard together with two life rafts. Subsequently, they were rescued by fishermen from Maguindanao province, Philippines. The hijacked vessels were later found at Gensan Shipyard at Saranggani province, Philippines, a day after the ReCAAP ISC published an Incident Alert about the missing crew and vessels. The incident demonstrated the importance of regional cooperation and effectiveness of the ReCAAP information sharing system and its networking platform.



SITUATION UPDATE

Significance Level of Incidents

A total of eight incidents, comprising all actual incidents were reported in July 2012. Of these, one was a Category 1 (very significant) incident, one was a Category 2 (moderately significant) incident, four were Category 3 (less significant) incidents and two were petty theft (minimum significant) incidents.

Except for the Category 1 and Category 3 incidents, there has been a decrease in the number of Category 2 incidents and petty theft incidents in July 2012 compared to July 2010 and July 2011. Chart 1 below shows the significance level of actual incidents reported during July of 2010-2012.

Number of Incidents

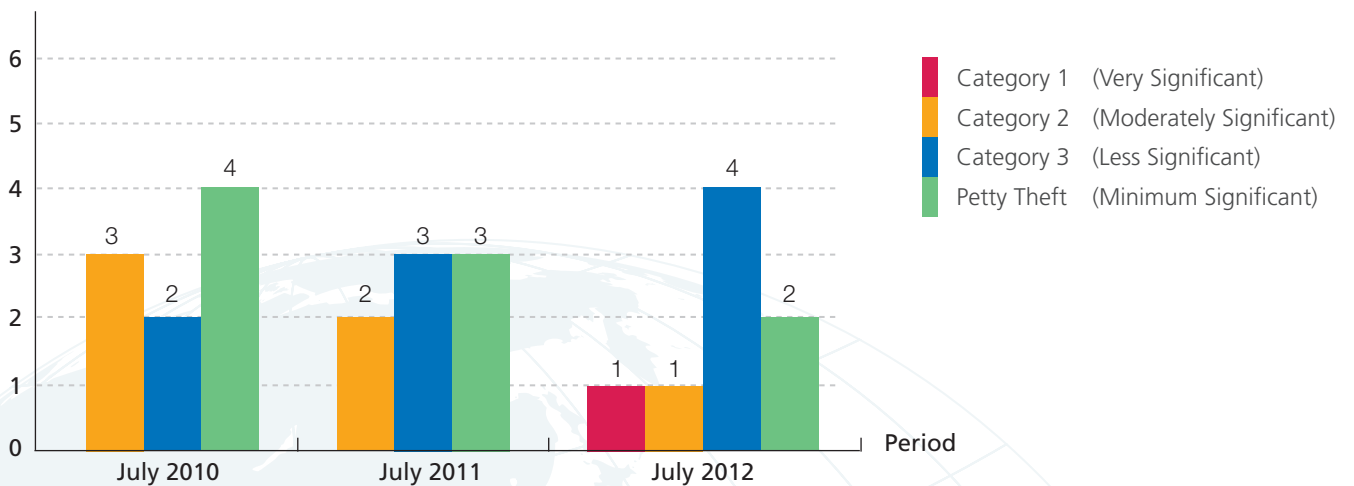


Chart 1 – Significance level of actual incidents reported in July (2010-2012)

Category 1 incident

For the first time, during the three reporting periods, a Category 1 incident was reported in July 2012. The incident involved the hijacking of Malaysia-registered tug boat, *Woodman 38* towing barge, *Woodman 39* while the vessels were underway between Kudat and Pulau Banggi, Sabah, East Malaysia on 27 Jul 12. The crew of the hijacked vessels who was abandoned by the robbers was rescued by fishermen and the vessels were recovered by the Philippine Coast Guard (PCG). The incident is featured as a case study under Part 3 of this report.



SITUATION UPDATE

Category 2 incident

Only one Category 2 incident involving a Petronas Carigali tug boat while underway was reported on 8 Jul 12 off Tanjung Lobang, Miri, Sarawak. The robbers tied the crew and stole the crew's personal belongings such as cash, mobile phones and laptops before escaping in their boat. In July 2010, three Category 2 incidents were reported, of which two occurred off Horsburgh Lighthouse. In July 2011, two Category 2 incidents were reported with one occurred at Chittagong Anchorage and the other at approximately 4 nm east of Pulau Mungging, Malaysia. The situation off Horsburgh Lighthouse and Pulau Mungging, Malaysia had improved in July 2012. No incidents were reported at these locations in July 2012.

Category 3 and Petty Theft incident

Throughout the three reporting periods, the number of Category 3 and petty theft incidents were consistent, with a total of six incidents reported in July 2010, July 2011 and July 2012. Majority of the Category 3 and petty theft incidents involved vessels while anchored at ports and anchorages. However, it is noted that Category 3 incidents were on the rise while petty theft incidents¹ were on a decline. In July 2010, 67% (four out of six Category 3 and petty theft incidents) were petty theft cases compared to 50% (three out of six incidents) in July 2011, and 33% (two out of six incidents) in July 2012. The ReCAAP ISC notes that more incidents were of Category 3 in nature as robbers involved in incidents in July 2012 were reportedly armed with either knives or machetes compared to robbers operated during the same period in 2010 and 2011 who were not reported to be armed. However, it was also noted that knives or machetes were usually used to cut mooring ropes or threaten the crew, and not to harm them physically.

Of the four Category 3 incidents reported in July 2012, three incidents occurred at ports and anchorages in Indonesia, and one incident was reported off Miri, Sarawak in East Malaysia. The situation in Bangladesh, Peninsular Malaysia and Vietnam has improved with no incident reported at their ports and anchorages in July 2012 compared to the same period in 2010 and 2011.

¹ An incident is categorised as petty theft when the robbers involved in the incident are not armed with weapons and do not inflict any form of physical violence or harm to the crew.



LOCATION OF INCIDENTS

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

Table 1 – Location of Incidents in July (2010-2012)

During July 2012, one incident was reported in South Asia and seven incidents were reported in Southeast Asia. Compared to the same period in 2010 and 2011, there has been an improvement in Bangladesh, Philippines and Vietnam. However, there has been an increase in activities at the ports and anchorages and in waters off East Malaysia in July 2012.

Of the three incidents reported there, two were armed robbery incidents off Miri, Sarawak (one while the vessel was underway and the other when the vessel was anchored); and the third incident was an incident involving the hijacking of a tug boat while underway between Kudat and Pulau Banggi, Sabah.

Map 1 shows the location of all incidents reported in July 2012².

² 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.



LOCATION OF INCIDENTS





CASE STUDIES OF SELECTED INCIDENTS

Hijacking of tug boat, *Woodman 38* and barge, *Woodman 39*



Name of Ship
Woodman 38

Type of Ship
Tug Boat

Flag of Ship
Malaysia

IMO No.
9257307

GT
194



Name of Ship
Woodman 39

Type of Ship
Barge

Photographs courtesy of shipping company

Background

On 25 Jul 12 at about 1600 hrs (local time), a Malaysia-registered tug boat, *Woodman 38* towing an unladed barge *Woodman 39* departed Miri, Sarawak, East Malaysia, scheduled to arrive at Samarinda, Indonesia on the morning of 31 Jul 12 for loading of coal to be delivered to Davao City, Philippines.



CASE STUDIES OF SELECTED INCIDENTS

Last communication with *Woodman 38*

The company last communicated with *Woodman 38* on 27 Jul 12, at or about 1238 hrs (local time) when the vessels were located off Balabac Island, Philippines (07° 56.33' N, 117° 17.05' E). The company reported that she was not able to establish contact with the vessel after that. The vessel with 12 crew onboard (comprising seven Indonesians, four Malaysians and one Myanmar national) travelled at a speed of 7.02 knots and had its tracking system switched off after the last contact on 27 Jul 12.

Company reported to the ReCAAP ISC

Suspecting that the vessels had been hijacked, the shipping company reported the incident to the ReCAAP ISC on the morning of 31 Jul 12 to seek assistance to locate the missing crews and vessels. Upon receipt of the information, the ReCAAP ISC alerted its ReCAAP Focal Points and the maritime authorities in the region, including the Malaysian Maritime Enforcement Agency (MMEA) and the Indonesian authorities to assist in locating the missing crew and vessels. An Incident Alert with photographs of the missing vessels was issued and promulgated on the ReCAAP ISC website. The ReCAAP Focal Points, regional authorities, media, local and international shipping associations and shipping companies were alerted and requested to report sighting of *Woodman 38* and *Woodman 39* to the nearest coastal State.



CASE STUDIES OF SELECTED INCIDENTS

Rescue of crew

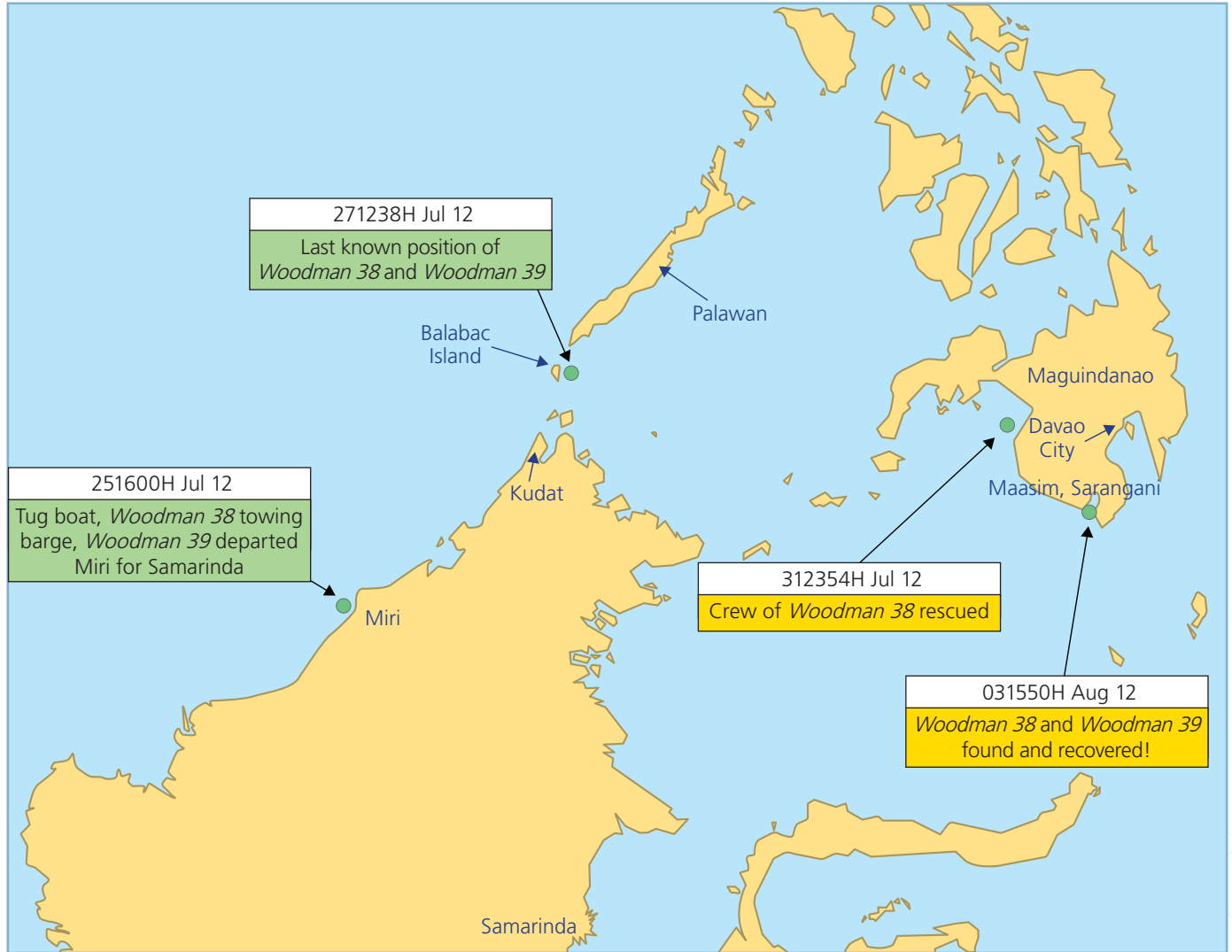
On 31 Jul 12 at or about 2354 hrs (local time), the 12 crew of *Woodman 38* was rescued by the Philippine authorities in Datu Blah Sinsuat, Maguindanao province, Philippines after they were sighted by local fishermen. Report from the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines), revealed that on 31 Jul 12 at or about 1700 hrs (local time), the crew onboard two inflatable rafts were sighted by the barangay residents of Brgy Pura, Datu Blah Sinsuat, Maguindanao who immediately reported the incident to the 51st Marine Company. A joint team from 51st Marine Company and Pura Detachment of Echo Company, 38th Company Battalion, Philippine Army (PA) were despatched to bring the crew ashore. The rescued crew was later transferred to Cotabato City via a motorboat. Upon arrival at Cotabato City, the crew was brought to the hospital for medical check-up and debrief. The crew was reported to be in a state of fatigue but overall in good physical condition. On 2 Aug 12 at or about 1253 hrs (local time), the crew met with the Malaysian Consul and representative of the Bureau of Immigration, Davao City to be deported back to Sabah, Malaysia.

Woodman 38 and Woodman 39 found!

On 4 Aug 12, the PCG reported to the ReCAAP ISC that two vessels matching the description of tug boat *Woodman 38* and barge *Woodman 39* were berthed at Gensan Shipyard in Bawing, Siguil, Maasim, Sarangani province, Philippines (refer to map). The shipyard manager reported that *Woodman 38* and *Woodman 39* were in distress and drifting off Gensan shipyard on 31 Jul 12 at or about 1700hrs (local time). A team from the shipyard rendered assistance and towed *Woodman 38* and *Woodman 39* safely inside the docking facility of the shipyard. Six men were onboard *Woodman 38*. However, during the towing operation, the six men fled when the vessels were secured inside the shipyard at or about 2200 hrs (local time) on 31 Jul 12. See map on the next page.



CASE STUDIES OF SELECTED INCIDENTS



Approximate locations of the incident involving *Woodman 38* & *Woodman 39*



CASE STUDIES OF SELECTED INCIDENTS

The vessels are currently under custody by the PCG, investigation is ongoing, and the shipping company has engaged an agent with the necessary documents to proceed to Philippines to recover the vessels. Below are the photographs of *Woodman 38* and *Woodman 39* when they were found by the PCG. From the photograph of *Woodman 38*, it appears that the name had been changed to *ODI* (with painting over of some of the alphabets of *WOODMAN* and *38*). The IMO number in front of the tug boat had also been changed from "9257307" to "0257307".



Photographs courtesy of Drum Cussac

Renaming of *WOODMAN 38* to *ODI*



Photographs courtesy of ReCAAP Focal Point (Philippines)

Photographs of recovered *Woodman 38* (left) and *Woodman 39* (right)

Initial Investigations

Initial debrief of the crew revealed that on 27 Jul 12, *Woodman 38* towing *Woodman 39* while in the vicinity off Banggi Island, between Sabah and Balabac Island, Philippines, when they were approached from behind by an unknown number of men clad in civilian attire wearing black bonnets in an unmarked speed boat. They boarded the tug boat, tied the crew, took command and control of the vessels. The crew after being held in captivity for four days, was forced to board the hijackers' speed boat. They were blindfolded and asked to jump overboard. The men reportedly threw two inflatable life rafts towards the crew, and left the area with *Woodman 38* towing *Woodman 39*.



CASE STUDIES OF SELECTED INCIDENTS

Comments

The safe rescue of the crew and successful recovery of tug boat *Woodman 38* and barge *Woodman 39* demonstrated the importance and value of timely reporting of the incident by the shipping company to the ReCAAP Focal Point and the ReCAAP ISC. The reporting by the shipping company and cooperation in furnishing the ReCAAP ISC with the technical specifications of the vessels, photographs and the crew manifest were commendable as this immediately triggered the processes of information sharing, operational responses and locating of the missing crew and the vessels via the ReCAAP network.

Timely sharing of information about the missing vessels among the ReCAAP Focal Points and the relevant agencies in the region was key in leading to the rescue of the crew and recovery of tug boat *Woodman 38* and barge *Woodman 39*. Notably, the immediate publication of the Incident Alert and alerting of the ReCAAP Focal Points, with special mention of the PCG in taking prompt actions to alert their other governmental agencies had contributed towards the successful rescue of the crew and recovery of the missing vessels.

Further investigation by the relevant authorities is ongoing although it is deemed relatively more difficult now especially when the men onboard the vessels had fled. There were several possible speculations to suggest the current state of the hijacked vessels, including the possibilities that the deal between the potential buyer and the hijackers had gone wrong, or the bad weather condition caused the vessels to be in distress and drifting, or the six men had encountered some technical problems in their attempt to bring the tug boat to their desired destination.



CASE STUDIES OF SELECTED INCIDENTS

Incidents off East Malaysia

During July 2012, two incidents were reported off Miri, Sarawak, Malaysia. One involved a tug boat underway off Tanjung Lobang, Miri while the other involved a supply vessel anchored off the coast of Miri. The details of the incidents are described below.

Incident onboard Petronas Carigali tug boat on 8 Jul 12

On 8 Jul 12 at or about 2030 hrs (local time), the tug boat was underway off Tanjung Lobang, Miri when five masked robbers armed with parangs (long knives) boarded the tug boat. The robbers tied the crew and ransacked the rooms for about an hour. The robbers stole cash, mobile phones, laptops and walkie talkies before they escaped.

Incident onboard supply vessel, *Arifah Aryan* on 18 Jul 12

Name of Ship
Arifah Aryan

Type of Ship
Supply Vessel

Flag of Ship
Malaysia

IMO No.
9564841

GT
573

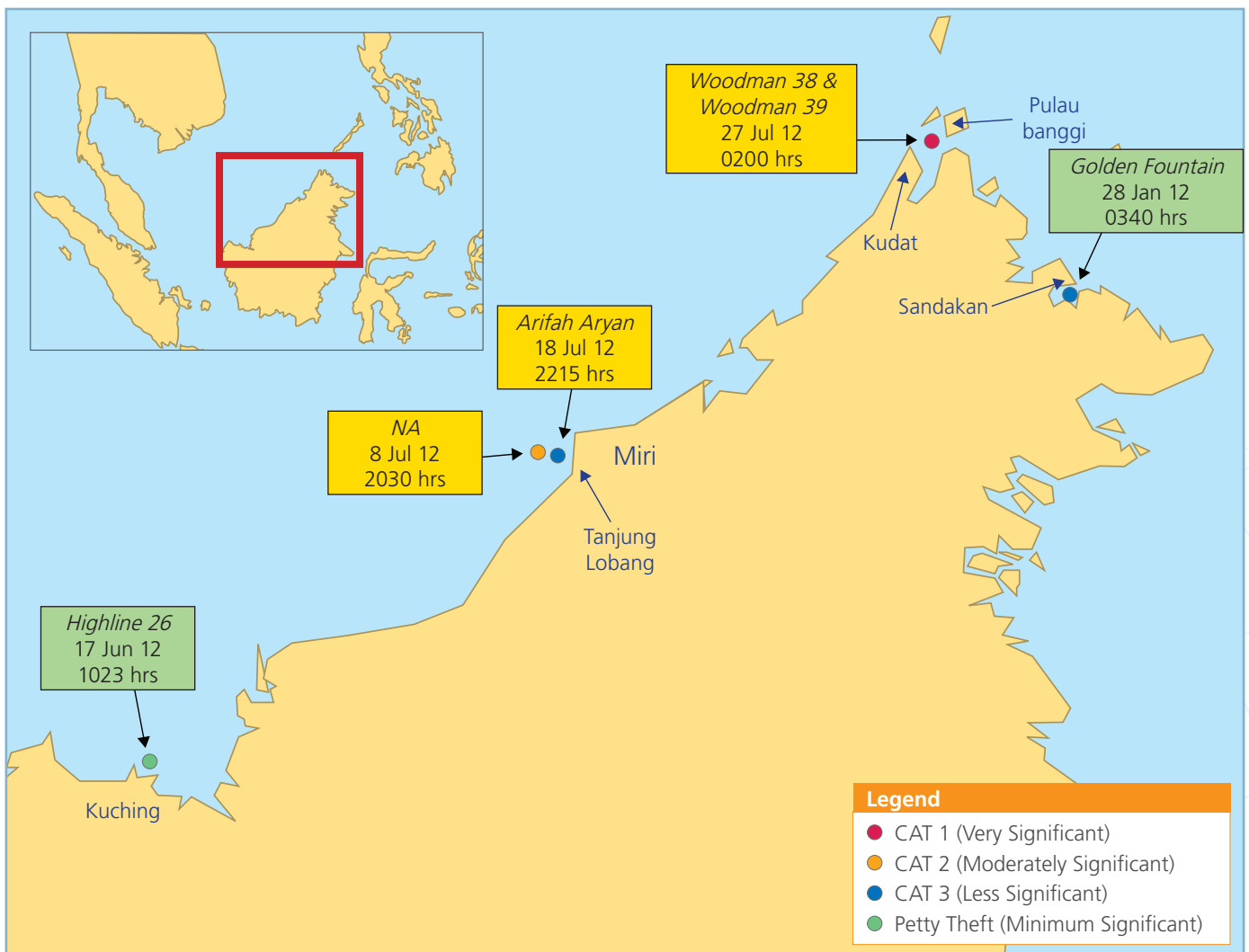
On 18 Jul 12 at or about 2215 hrs (local time), a Malaysia-registered supply vessel, *Arifah Aryan* was anchored at approximately 5.4 nm off the coast of Miri when an unknown number of robbers armed with knives boarded the vessel while the crew was asleep. The robbers tied the crew and ransacked the crew's cabins. The robbers escaped with two walkie-talkies. The Malaysian authorities arrived at the scene after the master sent a distress call over the VHF radio.



CASE STUDIES OF SELECTED INCIDENTS

Observations

Since January 2012, five incidents were reported in East Malaysia³. Refer to map for the approximate location of the incidents. The ReCAAP ISC observed that the incidents involving the Petronas Carigali tug boat on 8 Jul 12 and *Arifah Aryan* on 18 Jul 12 off Miri had displayed similar modus operandi of the robbers involved. In both incidents, the robbers were armed with knives or machetes, tied the crew and ransacked the crew's cabins before they escaped with the stolen items. The other three incidents were reported off Kuching, Sandakan and Kudat. See map below.



Map 3 – Approximate location of incidents reported in East Malaysia (2012)

³ The MMEA had earlier informed ReCAAP ISC that the exact location of the incident involving *Highline 26* on 17 Jun 12 needs to be ascertained. The MMEA shared there is a possibility that the theft occurred before the crew discovered the theft when the vessel anchored at Kuching Anchorage.



CASE STUDIES OF SELECTED INCIDENTS

Recommendations

The ReCAAP ISC commends the Malaysian Maritime Enforcement Agency (MMEA) for their efforts in preventing acts of robbery onboard ships at ports and anchorages off Peninsular Malaysia and in its waters, however, more need to be done in view of the situation off East Malaysia due to the recent increase in the number of incidents reported there. The Director of Operations of MMEA Kuching, Captain (Maritime) Abdul Razak Lebai Omar mentioned to the media that the MMEA had taken appropriate measures to ensure that Sarawak waters are free of the menace. He mentioned that among the measures taken by the MMEA was the deployment of the Bombardier 415 aircraft to monitor the activities at sea in the area⁴.

Besides the efforts by the authorities, ship masters and crew are also encouraged to exercise vigilance when operating in the vicinity. In the incident involving *Arifah Aryan*, it was reported that the crew was asleep while the vessel was anchored off Miri. The lack of vigilance by crew provided the opportunity for the robbers to board the vessel. Ship masters are strongly urged to deploy security watches, especially during hours of darkness, to deter robbers from boarding their vessels.

⁴ Borneo Post Online dated 3 Aug 12 (<http://www.theborneopost.com/2012/08/03/mmea-takes-all-pirate-attacks-seriously/>)



CONCLUSION

While the total number of incidents reported in July 2012 has remained fairly consistent compared to the same period in 2010 and 2011, the occurrence of a hijacking incident off Kudat, Sabah and increase in incidents of robbery onboard vessels off Miri, Sarawak warrants the authorities to step up surveillance and enforcement in East Malaysia.

Ship masters and crew are therefore advised to exercise vigilance and adopt best management practices while their vessels were at ports and anchorages. Immediate reporting of all incidents to the coastal States is strongly encouraged.

The successful rescue of the crew of *Woodman 38* and recovery of the vessels demonstrated the effectiveness of the ReCAAP network and its platform in information sharing and operational responses. Worth commending are the excellent cooperations between the ReCAAP ISC with its ReCAAP Focal Points; among the ReCAAP Focal Points (particularly the Philippine Coast Guard), their inter-governmental agencies (in particular the Philippine Army and Philippine Navy/Marines) and the local population; the operational level cooperation and assistance rendered by the MMEA, and the cooperation in information sharing between the shipping company with the ReCAAP ISC and the ReCAAP Focal Point (Philippines).



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 on board 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 on board 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

Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner's consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following pre-requisites:

- Incident meets the criteria to be considered as an act of armed robbery against ships, and
- Incident is categorised as a Category 3 incident, and
- The robbers who boarded the vessel were not armed or no reports that they were armed, and
- The crew of the vessel was not harmed or no reports that the crew was harmed

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:

- Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - 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.
 - 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.
 - 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.



APPENDICES

- b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

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

■ Category 1 (Very Significant)
 ■ Category 2 (Moderately Significant)
 ■ Category 3 (Less Significant)
 ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Maersk Visual</i> Tanker Singapore 9320738 47386	04/07/12 0655 hrs	17° 39.50' N, 083° 23.30' E Approximately 4 nm from Dolphin Light, Vishakhapatnam, India	<p>While at anchor, the watch officer sighted a small wooden boat around the stern of the vessel. He informed the duty A/B on security patrol to check. The duty A/B saw two robbers on the poop deck, and the robbers upon sighted by the duty A/B ran and jumped into the water. They managed to throw one set of the fire hose and nozzle into their boat. However, an additional set fell from the hands of the robber into the water as he jumped off the tanker in a hurry. The master reported the incident to the Vishakhapatnam port control, and the Company Security Officer (CSO).</p> <p>[ReCAAP Focal Point (India)]</p>
2	Tug boat Petronas Carigali	08/07/12 2030 hrs	Off Tanjung Lobang, Miri, Sarawak, Malaysia	<p>While underway, five masked robbers armed with parangs (long knives) boarded the tug boat. The robbers tied the crew and ransacked the rooms onboard for about an hour. The robbers stole cash, mobile phones, laptops and walkie talkies before they escaped.</p> <p>[MMEA]</p>
3	<i>K. Neptune</i> Bulk carrier Panama 9634892 18462	18/07/12 0300 hrs	01° 43.08' N, 101° 25.55' E Dumai Anchorage, Indonesia	<p>While at anchor, seven robbers armed with knives boarded the bulk carrier. They threatened the crew with knives, broke the padlocks to three stores and attempted to steal ship stores. Due to the alertness of the crew, the alarm was raised, the crew was mustered and the authorities were informed. As a result, the robbers escaped empty-handed. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4	<i>Arifah Aryan</i> Supply vessel Malaysia 9564841 573	18/07/12 2215 hrs	Approximately 5.4 nm off the coast of Miri, Sarawak, Malaysia	While at anchor, an unknown number of robbers armed with knives boarded the vessel while the crew was asleep. The robbers tied the crew and ransacked the crew's cabins. The robbers escaped with two walkie talkies. The Malaysian authorities arrived at the scene after the master sent a distress call over the VHF radio. [MMEA]
5	<i>Eagle Auriga</i> Tanker Singapore 9008744 55962	22/07/12 0510 hrs	01° 05.74' N, 103° 29.16' E Karimun Anchorage, Indonesia	While at anchor, four robbers, of whom one was armed with a long pipe boarded the tanker from a wooden boat. The ship alarm was sounded when the robbers were sighted in the spares locker room. The robbers escaped with some stolen ship spares in a long wooden boat heading away from the Karimun island. [ReCAAP Focal Point (Singapore)]
6	<i>RS 22</i> Tug boat Thailand 183	23/07/12 2220 hrs	01° 14.75' N, 103° 01.93' E Approximately 9.46 nm north- northeast of Pulau Rangsang, Indonesia (Straits of Malacca & Singapore)	While underway towing a barge, three robbers in four small boats approached the aft of the barge. The master sounded the whistle and shone the searchlight at the barge. The robbers jumped into their boat bringing with them some lashing equipment. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Thailand)]



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7	<p><i>Woodman 38</i> Tug boat Malaysia 9257307 194</p> <p><i>Woodman 39</i> Barge</p>	27/07/12 0200 hrs	Between Kudat and Pulau Banggi, Sabah, Malaysia	<p>On 25 Jul, tug boat, <i>Woodman 38</i> towing an unladed barge <i>Woodman 39</i> departed Miri, Sarawak, East Malaysia, scheduled to arrive at Samarinda, Indonesia on the morning of 31 Jul 12 for loading of coal to be delivered to Davao City, Philippines.</p> <p>The company last communicated with <i>Woodman 38</i> on 27 Jul 12, at or about 1238 hrs (local time) when the vessels were located off Balabac Island, Philippines. The company reported that she was not able to establish contact with the vessel after that. The vessel with 12 crew onboard (comprising seven Indonesians, four Malaysians and one Myanmar national) travelled at a speed of 7.02 knots and had its tracking system switched off after the last contact on 27 Jul 12.</p> <p>Suspecting that the vessels had been hijacked, the shipping company reported the incident to the ReCAAP ISC on the morning of 31 Jul 12 to seek assistance to locate the missing crews and vessels. Upon receipt of the information, the ReCAAP ISC alerted its ReCAAP Focal Points and the maritime authorities in the region, including the Malaysian Maritime Enforcement Agency (MMEA) and the Indonesian authorities to assist in locating the missing crew and vessels. An Incident Alert with photographs of the missing vessels was issued and promulgated on the ReCAAP ISC website. The ReCAAP Focal Points, regional authorities, media, local and international shipping associations and shipping companies were alerted and requested to report sighting of <i>Woodman 38</i> and <i>Woodman 39</i> to the nearest coastal State.</p> <p>On 31 Jul 12 at or about 2354 hrs (local time), the 12 crew of <i>Woodman 38</i> was rescued by the Philippine authorities in Datu Blah Sinsuat, Maguindanao province, Philippines after they were sighted by local fishermen. Report from the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines), revealed that on 31 Jul 12 at or about 1700 hrs (local time), the crew onboard two inflatable rafts were sighted by the barangay residents of Brgy Pura, Datu Blah Sinsuat, Maguindanao</p>



APPENDICES

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
	<p><i>Woodman 38</i> Tug boat Malaysia 9257307 194</p> <p><i>Woodman 39</i> Barge</p>	27/07/12 0200 hrs	Between Kudat and Pulau Banggi, Sabah, Malaysia	<p>who immediately reported the incident to the 51st Marine Company. A joint team from 51st Marine Company and Pura Detachment of Echo Company, 38th Company Battalion, Philippine Army (PA) were despatched to bring the crew ashore. The rescued crew was later transferred to Cotabato City via a motorboat. Upon arrival at Cotabato City, the crew was brought to the hospital for medical check-up and debrief. The crew was reported to be in a state of fatigue but overall in good physical condition. On 2 Aug 12 at or about 1253 hrs (local time), the crew met with the Malaysian Consul and representative of the Bureau of Immigration, Davao City to be deported back to Sabah, Malaysia.</p> <p>On 4 Aug 12, the PCG reported to the ReCAAP ISC that two vessels matching the description of tug boat <i>Woodman 38</i> and barge <i>Woodman 39</i> were berthed at Gensan Shipyard in Bawing, Siguil, Maasim, Sarangani province, Philippines. The shipyard manager reported that <i>Woodman 38</i> and <i>Woodman 39</i> were in distress and drifting off Gensan shipyard on 31 Jul 12 at or about 1700hrs (local time). A team from the shipyard rendered assistance and towed <i>Woodman 38</i> and <i>Woodman 39</i> safely inside the docking facility of the shipyard. Six men were onboard <i>Woodman 38</i>. However, during the towing operation, the six men fled when the vessels were secured inside the shipyard at or about 2200 hrs (local time) on 31 Jul 12.</p> <p>The vessels are currently under custody by the PCG, investigation is ongoing, and the shipping company has engaged an agent with the necessary documents to proceed to Philippines to recover the vessels. It appears that the name of the tug boat had been changed from <i>WOODMAN 38</i> to <i>ODI</i>. The IMO number in front of the tug boat had also been changed from "9257307" to "0257307".</p>



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
	<p><i>Woodman 38</i> Tug boat Malaysia 9257307 194</p> <p><i>Woodman 39</i> Barge</p>	27/07/12 0200 hrs	Between Kudat and Pulau Banggi, Sabah, Malaysia	<p>Initial debrief of the crew revealed that on 27 Jul 12, <i>Woodman 38</i> towing <i>Woodman 39</i> while in the vicinity off Banggi Island, between Sabah and Balabac Island, Philippines, when they were approached from behind by an unknown number of men clad in civilian attire wearing black bonnets in an unmarked speed boat. They boarded the tug boat, tied the crew, took command and control of the vessels. The crew after being held in captivity for four days was forced to board the hijackers' speed boat. They were blindfolded and asked to jump overboard. The men reportedly threw two inflatable life rafts towards the crew, and left the area with <i>Woodman 38</i> towing <i>Woodman 39</i>.</p> <p>[ReCAAP Focal Point (Philippines), Shipping company]</p>
8	<p><i>Sichem Fumi</i> Chemical tanker Panama 9141895 6275</p>	28/07/12 1100 hrs	<p>07° 11.85' S, 112° 43.57' E</p> <p>Tanjung Perak Port, Surabaya, Indonesia</p>	<p>While at berth, two robbers armed with knives boarded the tanker. The robbers stole two stainless steel pipe bends and tried to escape. The watchman noticed the robbers, raised the alarm and the crew was mustered. The crew managed to catch the robbers and recover the stolen items.</p> <p>[ReCAAP Focal Point (Singapore)]</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 circulars⁵, the ReCAAP ISC is recognized 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.

⁵ The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.



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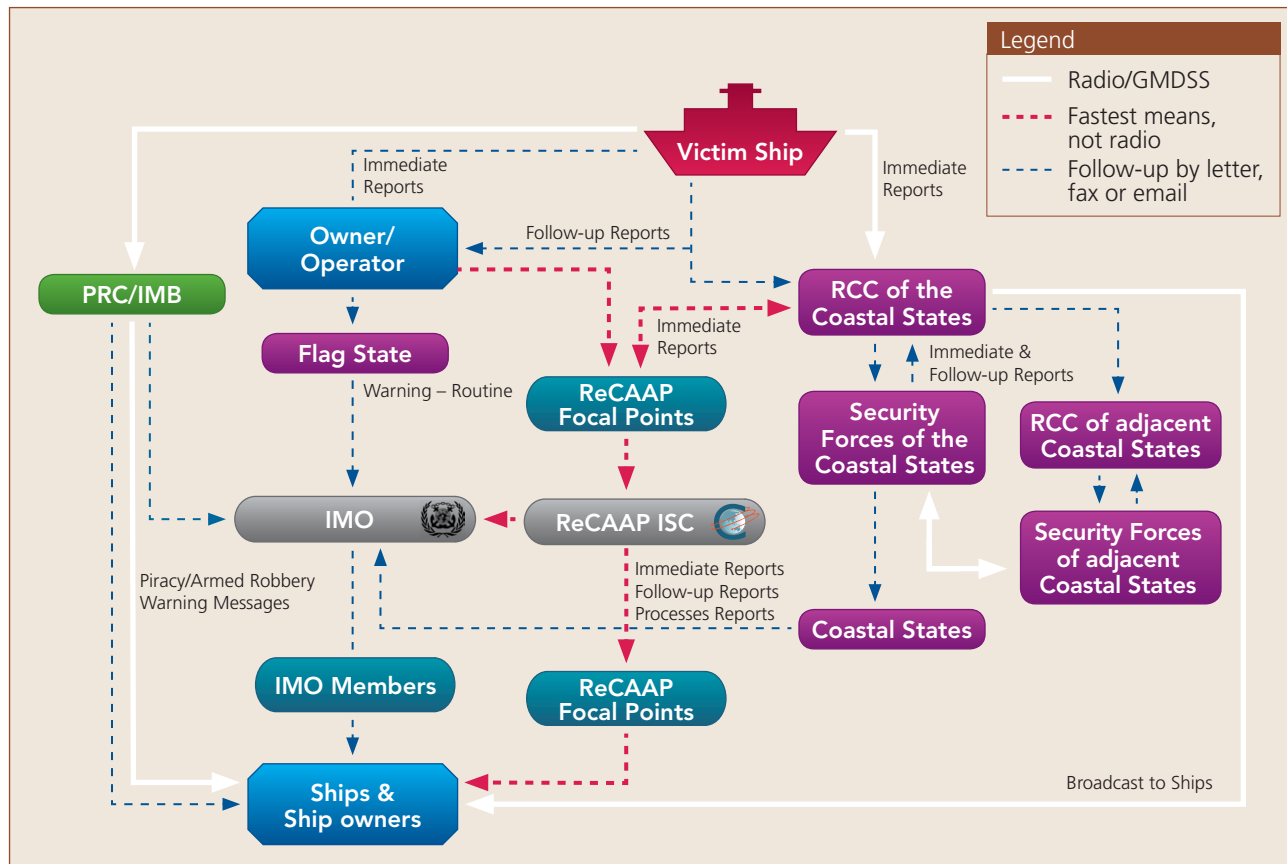


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

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 Charge	Point of Contact	
	Phone No	Fax Number
People's Republic of Bangladesh		
Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-3917-4400 +45-3917-4699	+45-3917-4401
Republic of India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +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@gicom.s.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
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



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Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
The Republic of the Union of Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email:mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Kingdom of the Netherlands		
Netherlands Coastguard Centre Email:info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway		
Norwegian Maritime Authority Email:morten.alsaker.lossius@sjofartsdirektoratet.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email:cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email:pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka		
Sri Lanka Navy Operations Centre Email:nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email:miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Socialist Republic of Viet Nam		
Vietnam Marine Police Email:phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Table 2 – Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 27 July 2012



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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 shipping companies, 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.

