

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

# QUARTERLY REPORT

JANUARY – SEPTEMBER 2013





# CONTENTS

- 02 > EXECUTIVE SUMMARY
- 04 > PART **ONE**  
PIRACY AND ARMED ROBBERY AGAINST SHIPS INCIDENTS DURING JANUARY-SEPTEMBER 2013
- 09 > PART **TWO**  
COMPARISON OF INCIDENTS OVER FIVE-YEARS PERIOD (2009-2013) OF JANUARY-SEPTEMBER
- 18 > PART **THREE**  
ANALYSIS BY LOCATIONS
- 24 > PART **FOUR**  
CASE STUDIES
- 32 > PART **FIVE**  
ReCAAP ISC ACTIVITIES (JULY-SEPTEMBER 2013)
- 37 > PART **SIX**  
CONCLUSION
- 38 > APPENDICES
  - > Definitions & Methodology in Classifying Incidents
  - > Description of Incidents
  - > Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia
  - > Contact Details of ReCAAP Focal Points / Contact Point
  - > Acknowledgements

# EXECUTIVE SUMMARY

ReCAAP ISC Quarterly Report

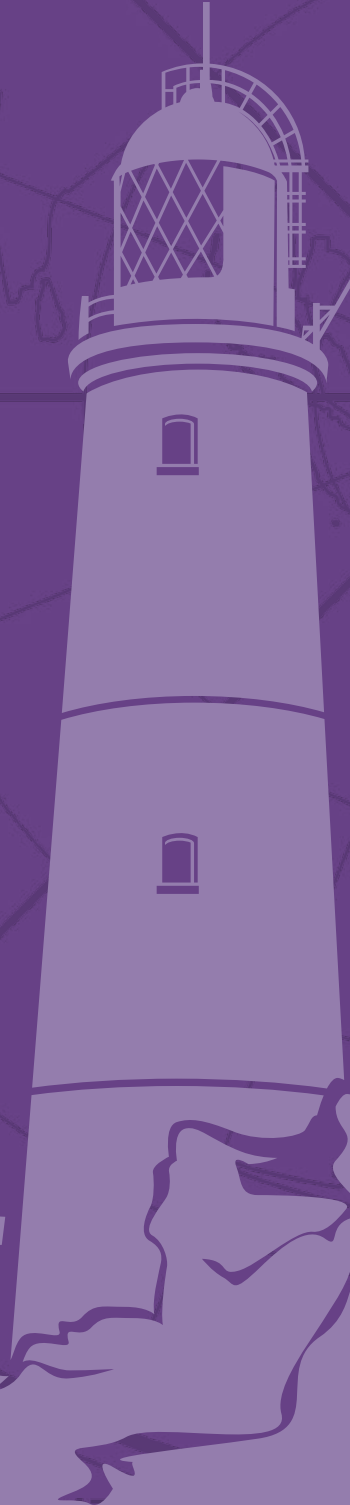
157°

135°

180°

202°

225°



---

## Executive Summary

There has been improvement in the piracy and armed robbery situation in Asia during January-September 2013 compared to the same period in past four years (2009-2012). Unlike the past years, there was no Category 1 (very significant) incident reported during January-September 2013, and the number of Category 2 (moderately significant) incidents was at its lowest.

Of the 90 incidents reported during January-September 2013, 86 were actual incidents and four were attempted incidents. Out of the 86 actual incidents, six were piracy incidents and the remaining 80 were armed robbery against ships<sup>1</sup>.

Compared to past years, the decline in the number of incidents reported during January-September 2013 was most evident in the Straits of Malacca and Singapore involving ships while underway. However, there has been an increase in incidents onboard ships anchored off Pulau Nipah, Indonesia. Ship masters and crew are advised to exercise enhanced vigilance and maintain watch-keeping when anchored in the vicinity.

Overall, incidents reported during January-September 2013 were generally less violent compared to those in the previous four years. Incidents involving crew being assaulted, taken hostage or threatened occurred less frequently during January-September 2013 compared to the same period in previous years.

In incidents where losses were reported, theft of ship stores such as mooring ropes, paint and engine spares were more common at ports and anchorages, while loss of crew's personal belongings and cash occurred onboard ships while underway.

About 80% of the incidents reported during January-September 2013 occurred to ships while at ports and anchorages. As such, the ReCAAP ISC encourages the relevant authorities to step up enforcement and strengthen port security; and ship owners, masters and crew to keep abreast with the latest situation update, report all incidents immediately to the coastal State and adopt best management practices.

---

<sup>1</sup> Refer to the appendices on the definitions.

# PIRACY AND ARMED ROBBERY AGAINST SHIPS INCIDENTS DURING JANUARY - SEPTEMBER 2013

ReCAAP ISC Quarterly Report



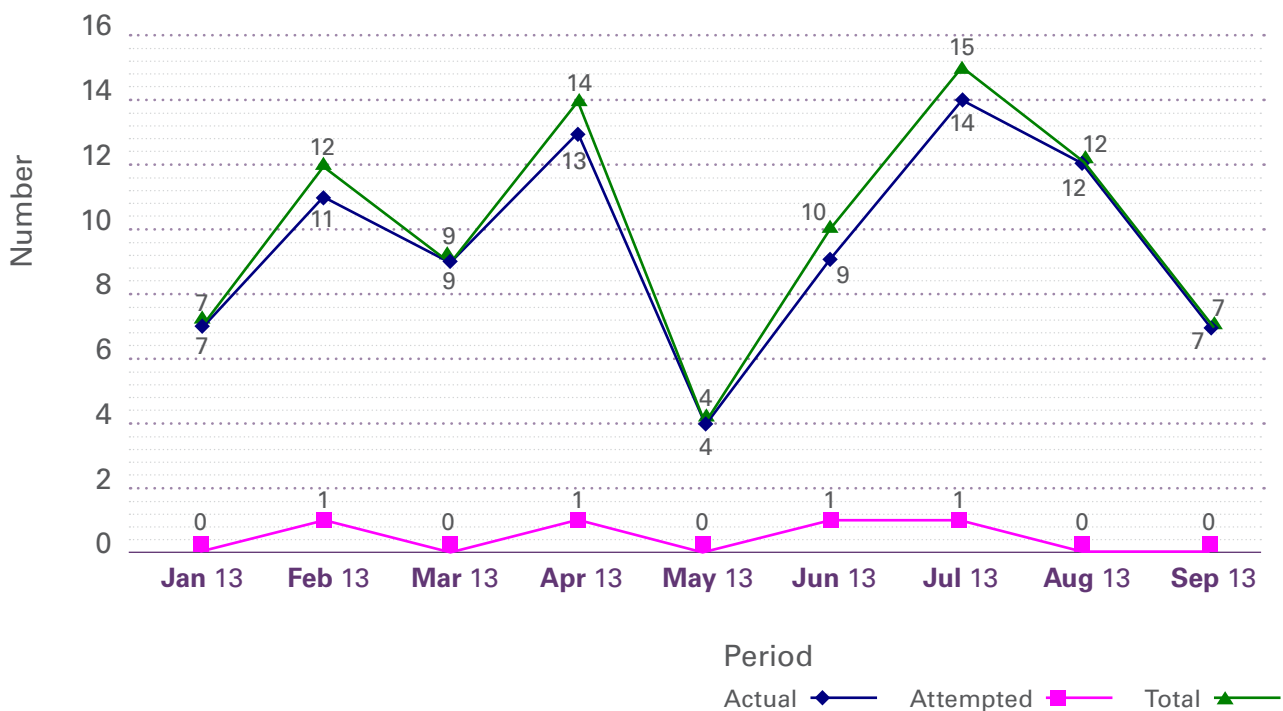


# PART ONE

## Piracy and Armed Robbery Against Ships Incidents during January-September 2013

### Number of Incidents

A total of 90 incidents were reported during the period of January-September 2013. Of these, 86 were actual incidents and four were attempted incidents. The number of incidents has fluctuated throughout the nine-month period, with the highest number of incidents occurred in July 2013 and lowest in May 2013. Refer to Graph 1 on the monthly number of incidents reported during January-September 2013.



Graph 1 - Number of Incidents (January-September 2013)



### Significance Level

Of the 86 actual incidents reported during January-September 2013, 21 were Category 2 incidents, 25 were Category 3 and 40 were petty theft incidents. No Category 1 incident was reported during this period. Refer to Chart 1 on the significance level of the monthly incidents reported throughout the first nine months of 2013.

Of the 21 Category 2 incidents reported during January-September 2013, 12 incidents (57%) occurred onboard ships at anchor/berth and nine incidents (43%) occurred onboard ships while underway. This was a deviation from past trend where a larger proportion of Category 2 incidents occurred onboard ships while underway than ships at anchor/berth.

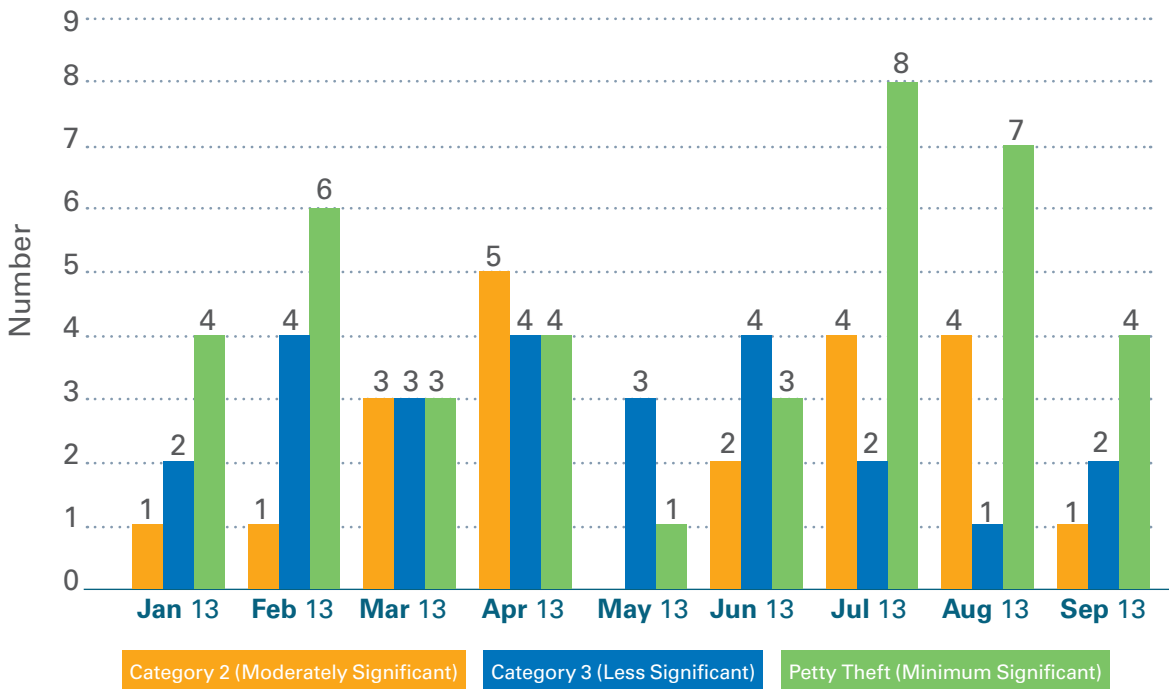
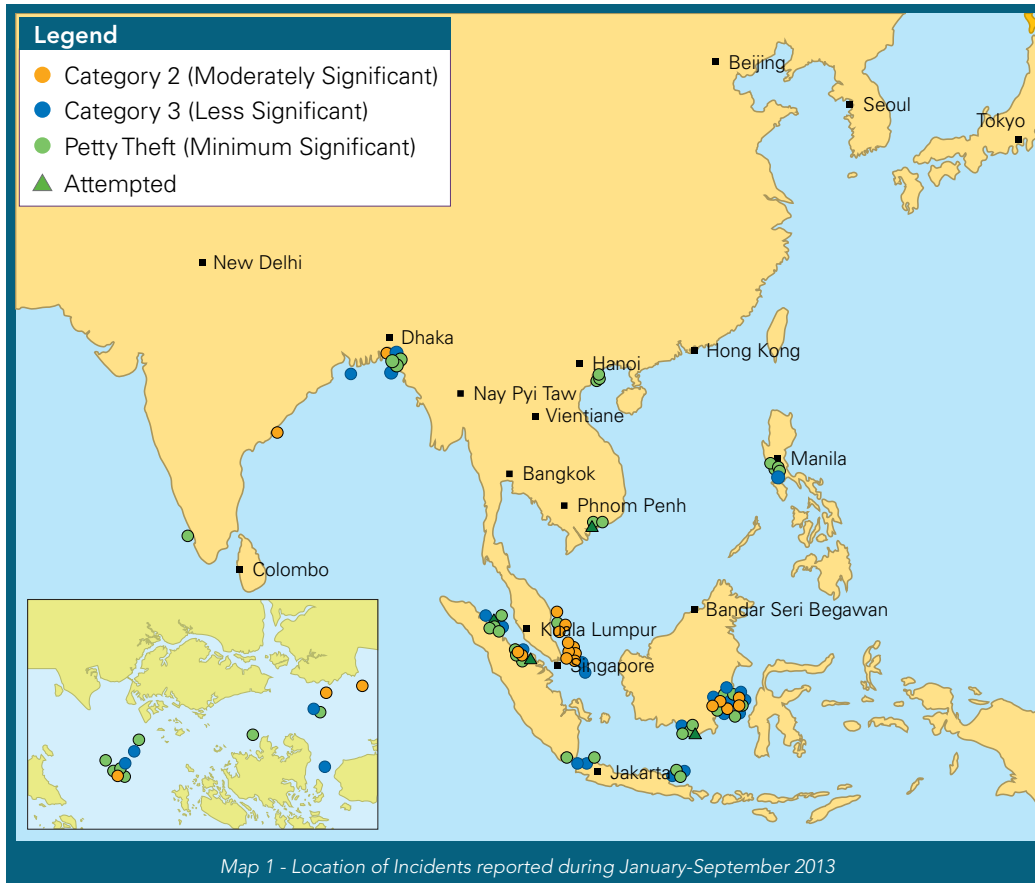


Chart 1 - Significance Level of Incidents (January-September 2013)

# Piracy and Armed Robbery Against Ships Incidents during January-September 2013

## Location of Incidents

Refer to map below on the location of incidents reported during January-September 2013.



# COMPARISON OF INCIDENTS OVER FIVE-YEARS PERIOD (2009-2013) OF JANUARY- SEPTEMBER

ReCAAP ISC Quarterly Report



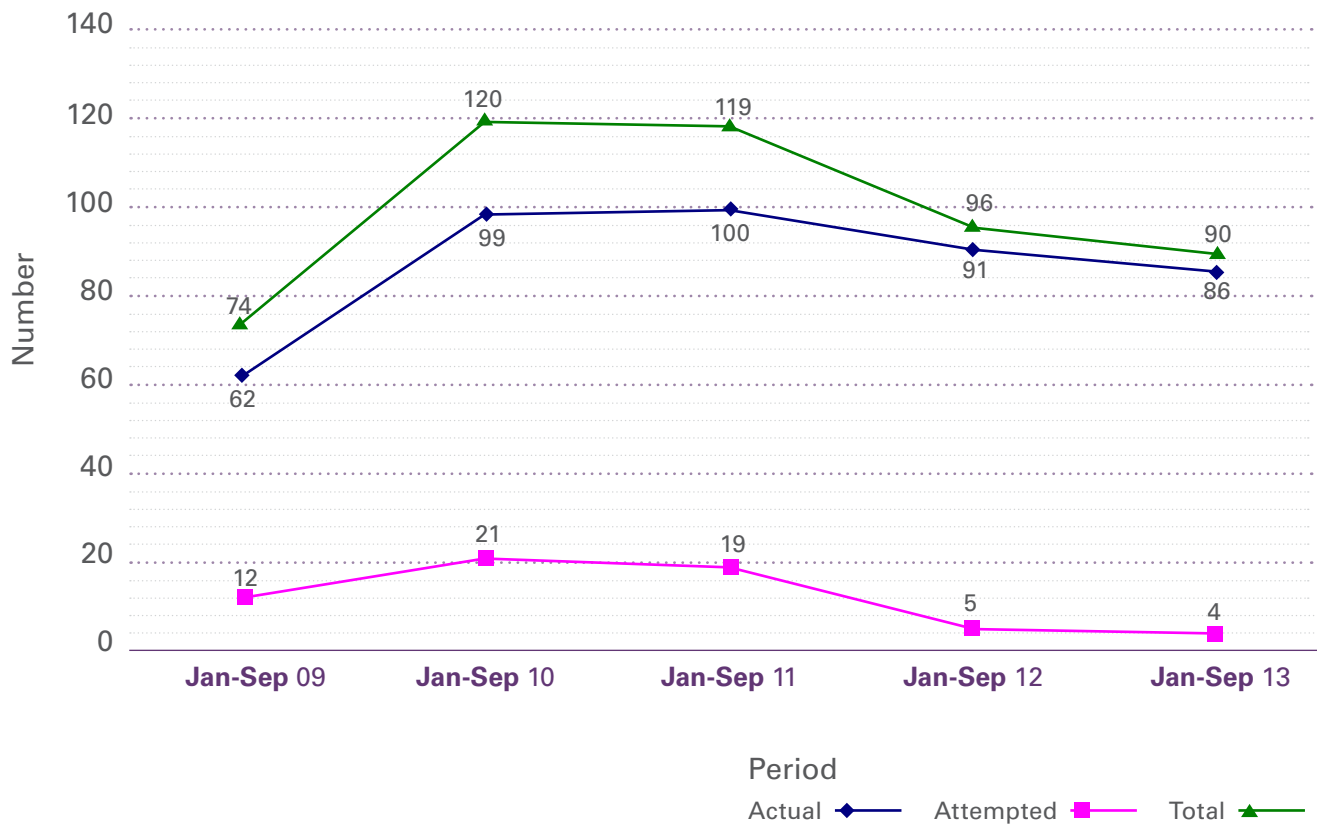


PART  
TWO

## Comparison of Incidents over Five-Years Period (2009-2013) of January-September

### Number of Incidents

Of the 90 incidents reported during January-September 2013, six were piracy incidents and 84 were armed robbery against ships. Overall, there has been a decrease in the number of incidents compared to the same period in 2010-2012. Graph 2 shows the number of incidents reported during January-September of 2009-2013.



Graph 2 - Number of Incidents (January-September of 2009-2013)

### Significance Level

There has been a decrease in the severity of incidents reported during January-September 2013 compared to the same period in 2009-2012. Unlike the past years, there was no Category 1 (very significant) incident reported during January-September 2013, and the number of Category 2 (moderately significant) incidents was at its lowest. However, there has been an increase in the number of Category 3 incidents and petty theft incidents during January-September 2013 compared to January-September 2012. Chart 2 below shows the significance level of incidents reported during January-September throughout the five year reporting period of 2009-2013.

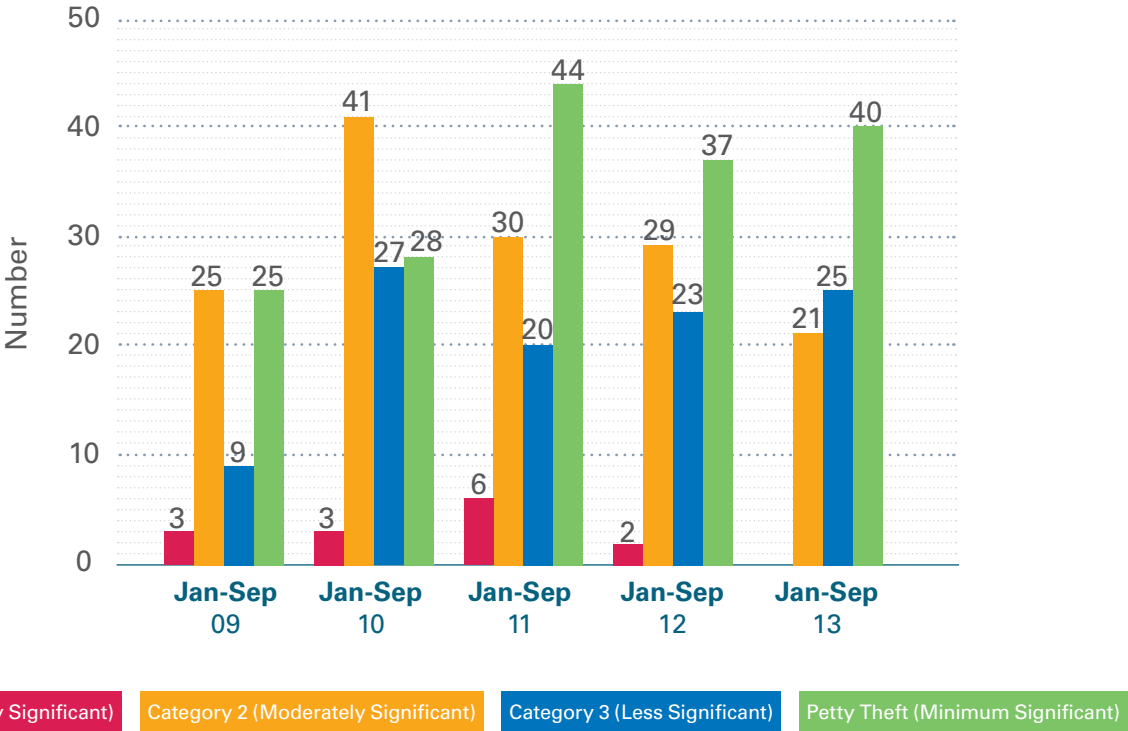


Chart 2 - Significance Level of Incidents (January-September of 2009-2013)

# Comparison of Incidents over Five-Years Period (2009-2013) of January- September

The improvement of the situation of piracy and armed robbery against ships in Asia was most apparent in the South Asian region with lowest number of incidents reported during January-September 2013 among the five-year reporting period (January-September of 2009-2013).

### **South Asian region**

Nine actual incidents were reported in the South Asian region during January-September 2013. However, there are several incidents reported at the port of Chittagong, Bangladesh pending verification by the Department of Shipping, Bangladesh which is the ReCAAP Focal Point (Bangladesh).

### **Southeast Asian region**

Of the 81 incidents reported in the Southeast Asian region during January-September 2013, 64 (80%) involved ships at anchor and at berth. The ReCAAP ISC recommends master and crew to exercise vigilance when anchored at ports and anchorages, and urges the authorities to step up surveillance and maintain presence in the vicinity.

A total of five incidents were reported in the Philippines. The enforcement efforts carried out by the Philippine Coast Guard (PCG) which is the ReCAAP Focal Point (Philippines) and its relevant authorities has demonstrated its commitment in combating incidents in the region, as evidenced from the last known incident reported in the Philippines in July 2013. No incident was reported during August-September 2013. The ReCAAP ISC had conducted a Cluster Meeting in Manila, Philippines during 24-25 September 2013 to share best management practices and reiterate cooperation between the PCG with the enforcement and inter-governmental agencies, the shipping industries, seafarers' associations and maritime training academies and institutes. Details of the Cluster Meeting are reported in Part Five of this report.

There were improvements in the situation of robbery against ships in the Straits of Malacca and Singapore. Four incidents were reported in the Straits of Malacca and Singapore during January-September 2013 compared to 12 incidents during January-September 2012 and 20 incidents during the same period in 2011. Details of the situation are described in Part 3 of this report.

In addition, the situation in Malaysia has also improved, with five incidents reported there during January-September 2013. The surveillance efforts carried out by the Malaysian Maritime Enforcement Agency (MMEA) and the relevant authorities in policing their waters has contributed towards the improvement in the situation in Malaysia.

	Jan-Sep 09		Jan-Sep 10		Jan-Sep 11		Jan-Sep 12		Jan-Sep 13	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China			1							
<b>Sub-total</b>			<b>1</b>							
<b>South Asia</b>										
Arabian Sea						4				
Bangladesh	11	2	18	2	7		10		6	
Bay of Bengal			1			1				
India	7	1	5		6	2	6	1	3	
<b>Sub-total</b>	<b>18</b>	<b>3</b>	<b>24</b>	<b>2</b>	<b>13</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>9</b>	
<b>Southeast Asia</b>										
Gulf of Thailand			1							
Indonesia	8	3	24	9	35	1	46	2	52	3
Malaysia	10	3	13		11	3	7		5	
Myanmar	1									
Philippines	2	1	4		4		3		5	
Singapore			2		3		1			
South China Sea	10	1	17	7	10	6	4		6	
Straits of Malacca and Singapore	5	1	2	3	18	2	11	1	4	
Thailand	1		1							
Vietnam	7		10		6		3	1	5	1
<b>Sub-total</b>	<b>44</b>	<b>9</b>	<b>74</b>	<b>19</b>	<b>87</b>	<b>12</b>	<b>75</b>	<b>4</b>	<b>77</b>	<b>4</b>
<b>Overall Total</b>	<b>62</b>	<b>12</b>	<b>99</b>	<b>21</b>	<b>100</b>	<b>19</b>	<b>91</b>	<b>5</b>	<b>86</b>	<b>4</b>

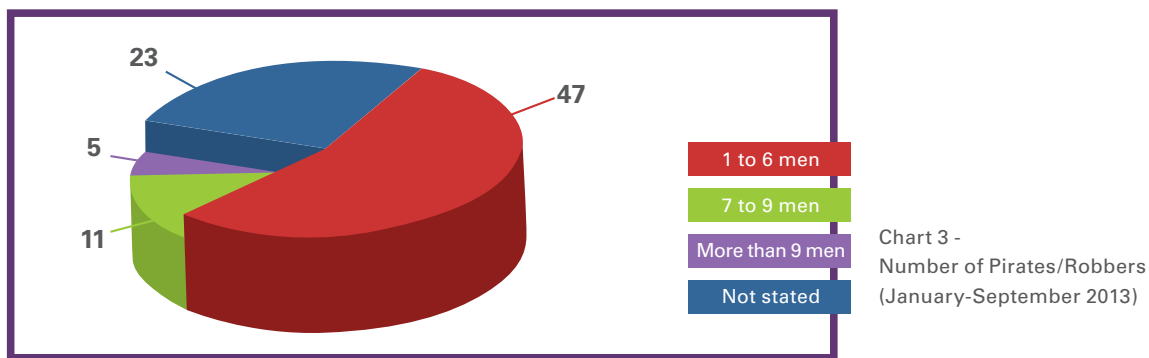
Table 1 - Location of Incidents (January-September of 2009-2013)



## Comparison of Incidents over Five-Years Period (2009-2013) of January-September

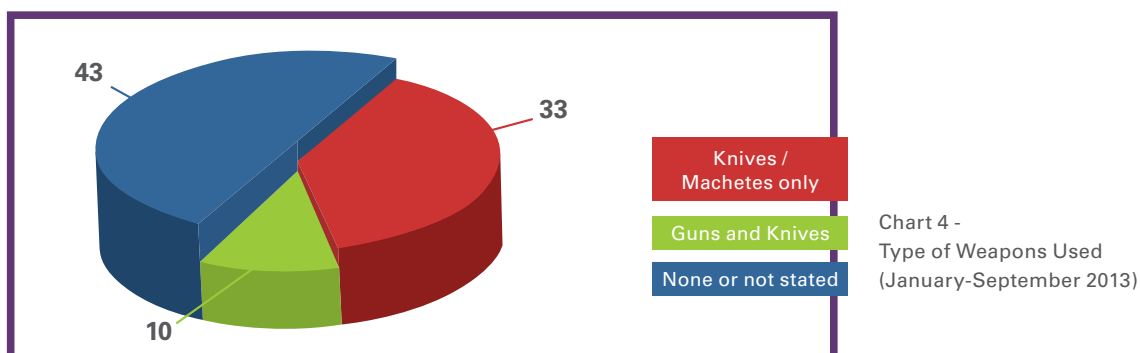
### Number of pirates/robbers

During January-September 2013 more than half of the incidents involved groups of pirates/robbers operating between 1-6 men. There were 16 incidents which involved pirates/robbers operating in larger groups (seven or more men). Of these, 11 were Category 2 incidents, including two incidents of crew being assaulted, four incidents of crew being held hostage and one incident of crew being threatened. Of the 86 incidents, 23 had no information on the number of pirates/robbers involved. This has hindered the analysis carried out by the ReCAAP ISC in classifying the incidents. The ReCAAP ISC encourages ship master and crew to provide detailed description of the pirates/robbers when reporting incidents to the coastal state and relevant agencies.



### Type of Weapons Used

About 50% of the incidents (43) reported during the period of January-September 2013 involved pirates/robbers who were armed. Of these, 10 incidents involved pirates/robbers armed with guns and knives; and 33 armed with knives and machetes.



### Treatment of Crew

The crew was not injured or not known to be injured in three-quarter of the incidents reported during January-September 2013. There was one incident of a missing crew onboard supply vessel, *Crest Apache* when she was underway in the South China Sea on 12 Jul 13. The pirates boarded the supply vessel and escaped with the crew’s personal belongings. Subsequently, one crew was discovered missing. However, it was not clear if the crew was missing due to the incident or other reasons.

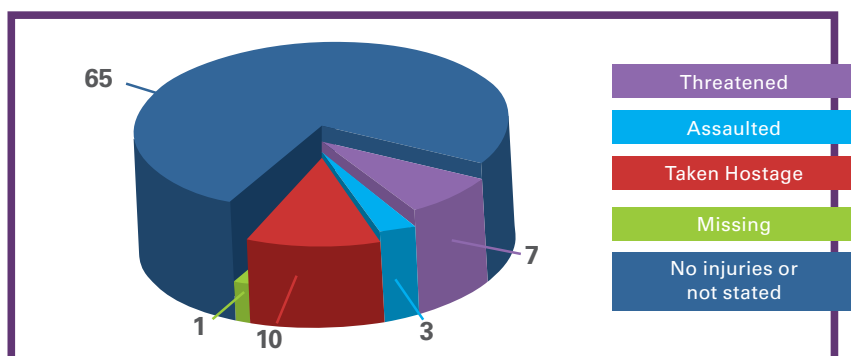


Chart 5 - Treatment of Crew (January-September 2013)

### Economic Loss

During January-September 2013, the loss of stores was most prevalent among the types of economic losses. One of the possible reasons for the theft of stores could be the existence of second-hand markets for items such as mooring ropes, shackles etc. A total of 16 incidents reported the loss of cash and the crew’s personal belongings such as laptop, mobile phones, jewellery etc. There were 18 incidents reported that nothing was stolen or there was no information whether any items were stolen. In most of the incidents, the crew’s alertness and vigilance contributed towards the pirates/robbers escaped empty-handed.

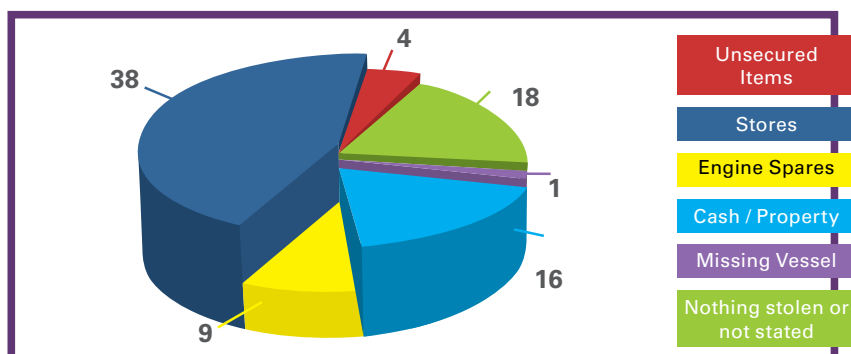


Chart 6 - Type of Economic Losses (January-September 2013)

# ANALYSIS BY LOCATIONS

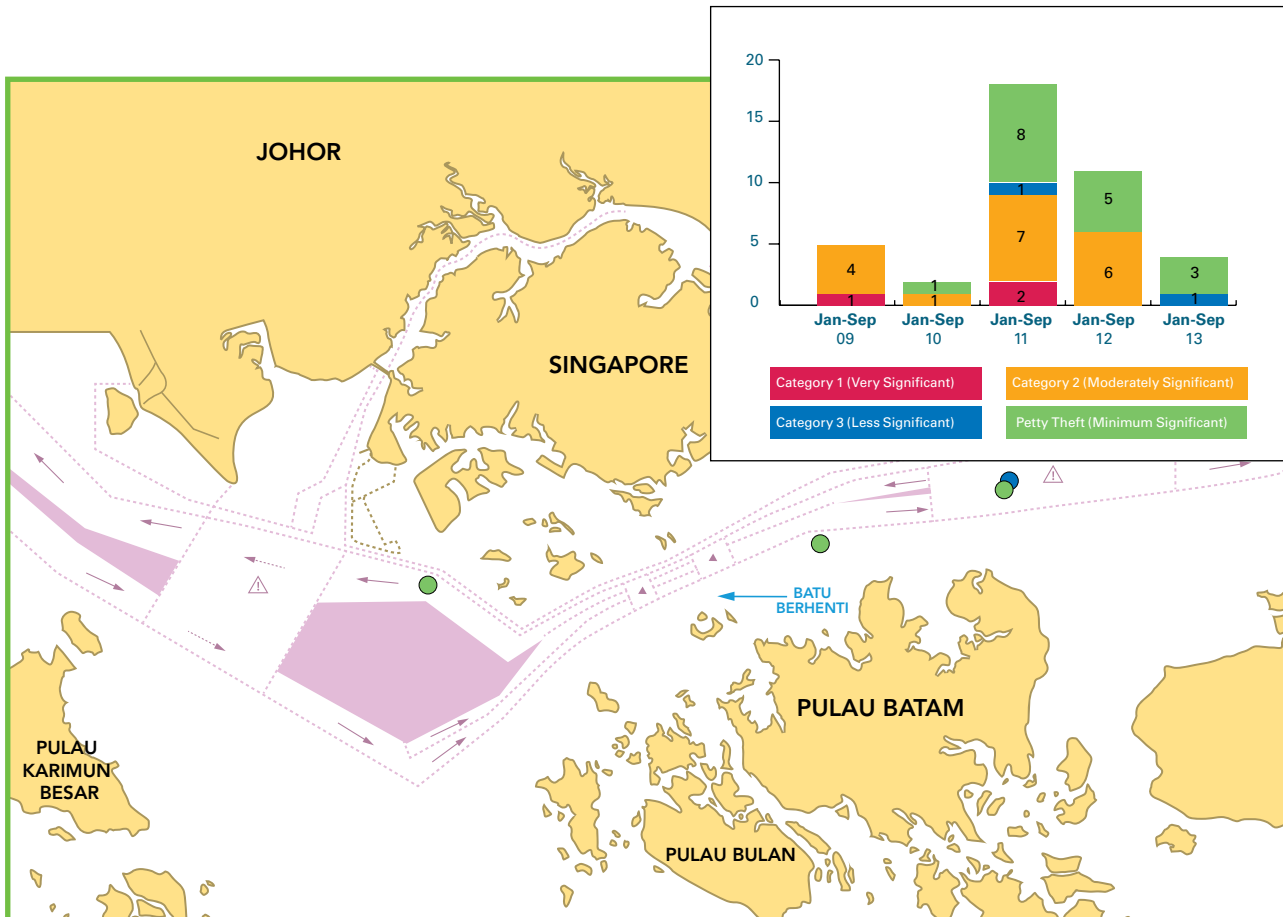
ReCAAP ISC Quarterly Report





# PART THREE

Straits of Malacca and Singapore



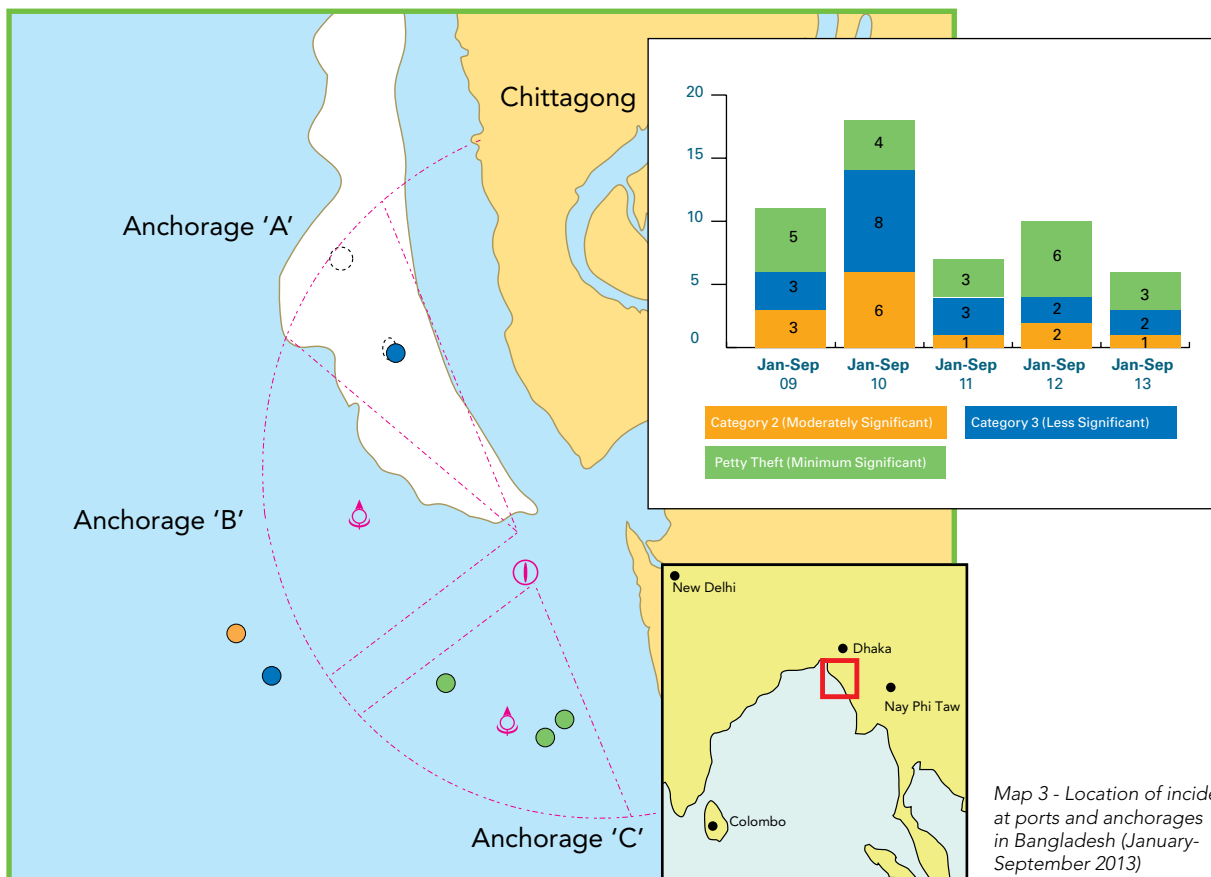
Map 2 - Location of incidents in the Straits of Malacca and Singapore (January-September 2013)

During January-September of 2013, four incidents of robbery onboard ships were reported to the ReCAAP ISC. Of these, one was a Category 3 incident and three were petty thefts. Compared to the number of incidents reported during the same period in 2011-2012, there has been an 80% decrease in the number of incident since 2011. The decrease could be attributed to better situation awareness among seafarers and countermeasures adopted by them; and the efforts in joint coordinated patrols carried out by the littoral States.

Of the four incidents occurred during January-September 2013, three involved tug boats towing barges. Throughout January to September of 2009-2013, 33 out of 47 incidents (70%) involved tug boats towing barges.

The ReCAAP ISC encourages owners and masters of tug boats and barges to adhere to the guidelines and best management practices contained in the Tug Boats and Barges (TaB) Guide which can be downloaded from the ReCAAP ISC website at [www.recaap.org](http://www.recaap.org).

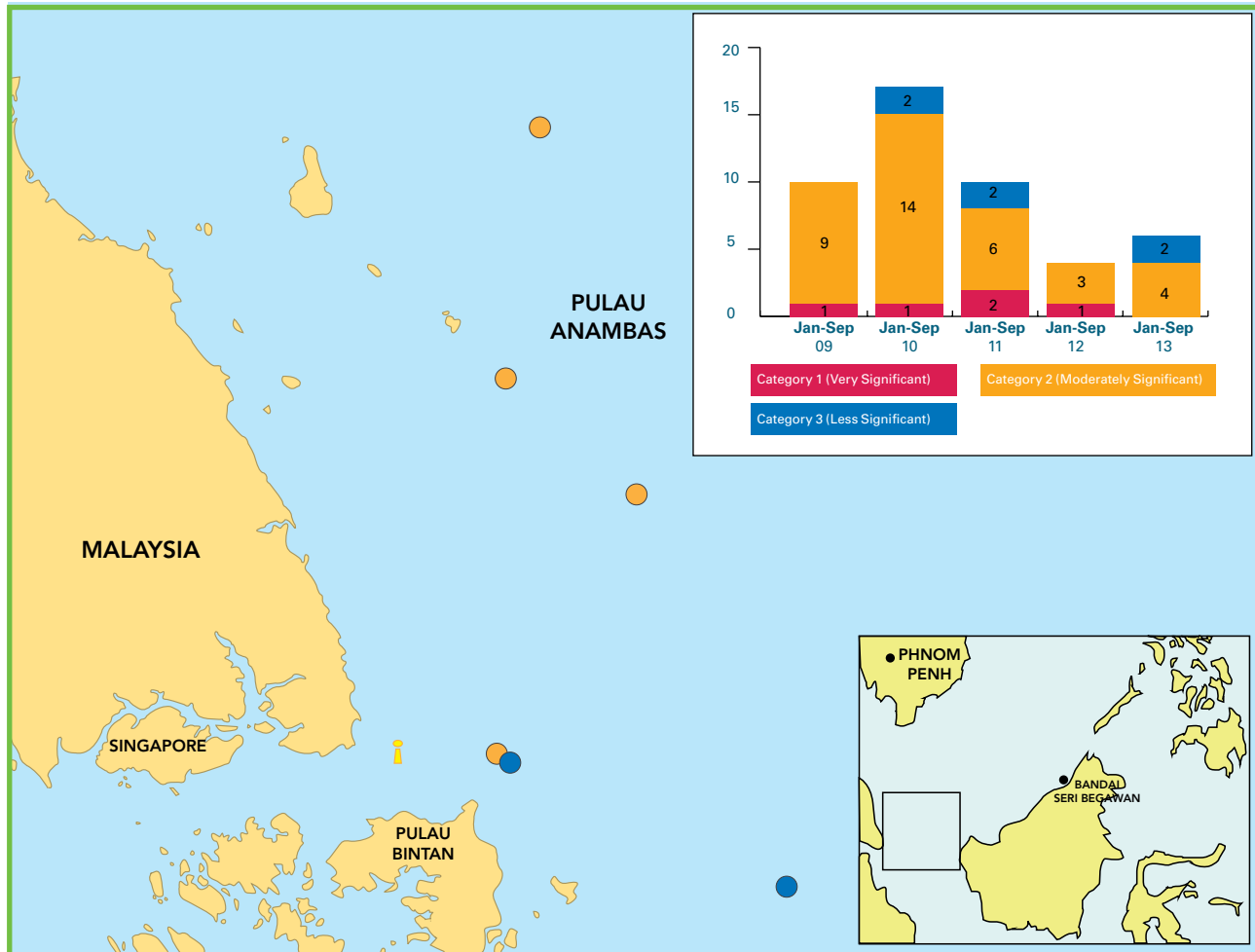
## Bangladesh



Map 3 - Location of incidents at ports and anchorages in Bangladesh (January-September 2013)

During January-September 2013, a total of six incidents of armed robbery against ships were reported at the port of Chittagong, Bangladesh. Of these, one was a Category 2 incident, two were Category 3 incidents and three were petty thefts. Compared to the same period in past four years (2009-2012), there has been an improvement in the situation. However, there are several incidents reported to the ReCAAP ISC by other sources pending verification by the Department of Shipping of Bangladesh which is the ReCAAP Focal Point (Bangladesh).

## South China Sea

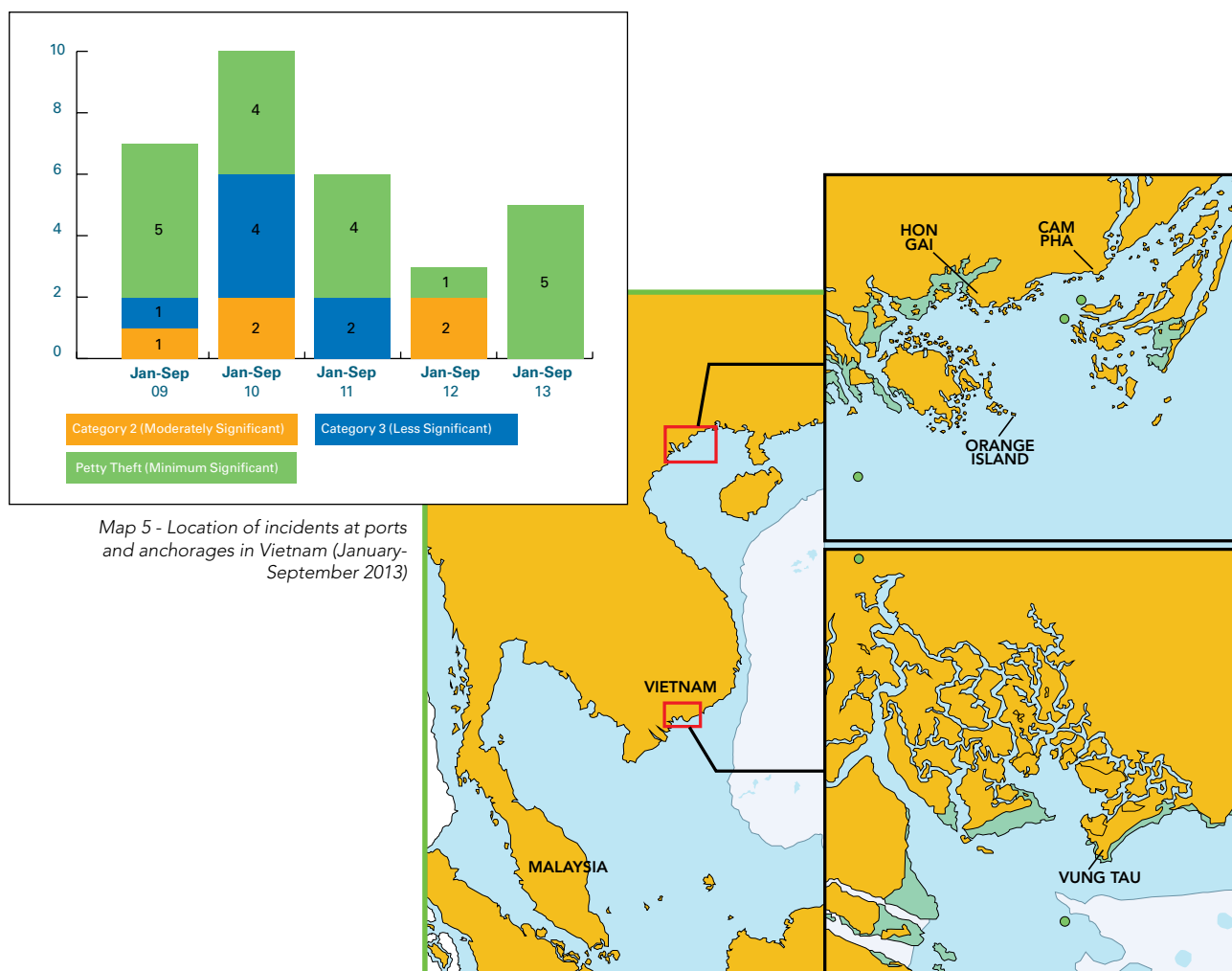


Map 4 - Location of incidents in the South China Sea (January-September 2013)

During January-September 2013, six incidents were reported in the South China Sea. Of these, four were Category 2 incidents and two were Category 3 incidents. Although there has been an increase in the number of incidents reported in the South China Sea during January-September 2013 compared to the same period in 2012, the incidents reported during January-September 2013 were less severe compared to previous years.

For the first time during the five-year reporting period, no Category 1 incident was reported during January-September 2013. In all four Category 2 incidents reported during January-September 2013, the pirates were armed with knives. In three of these four incidents, they were armed with guns and knives, and occurred while the ships were underway onboard supply vessel *Bourbon Liberty 308* on 30 Mar 13, tanker *AD Phoenix* on 23 Apr 13 and tug boat *Hub 21* on 24 Apr 13; the pirates escaped after taking with them among other things, the crew's personal belongings, laptops, mobile phones and cash. The crew was not harmed in all the incidents except in the case involving *Hub 21* where the pirates assaulted the crew, tied them before ransacking their cabins and escaped with ship property, cash and crew's personal belongings.

## Vietnam



During January-September 2013, five actual incidents were reported in Vietnam. All were petty thefts.

Although the number of incidents during January-September 2013 has increased, the incidents were less severe in nature compared to incidents reported during the same period in the past four years. In the five incidents reported during January-September 2013, the robbers boarded the vessels via the anchor chain, the hawse pipe and the forecandle; and stole items such as mooring ropes, drums of paint and shackles. The robbers were opportunistic in nature, boarded the vessels undetected and escaped with the stolen items.

The ReCAAP ISC encourages masters to exercise enhanced vigilance while at ports and anchorages, and report all incidents to the coastal State immediately.



# CASE STUDIES

ReCAAP ISC Quarterly Report

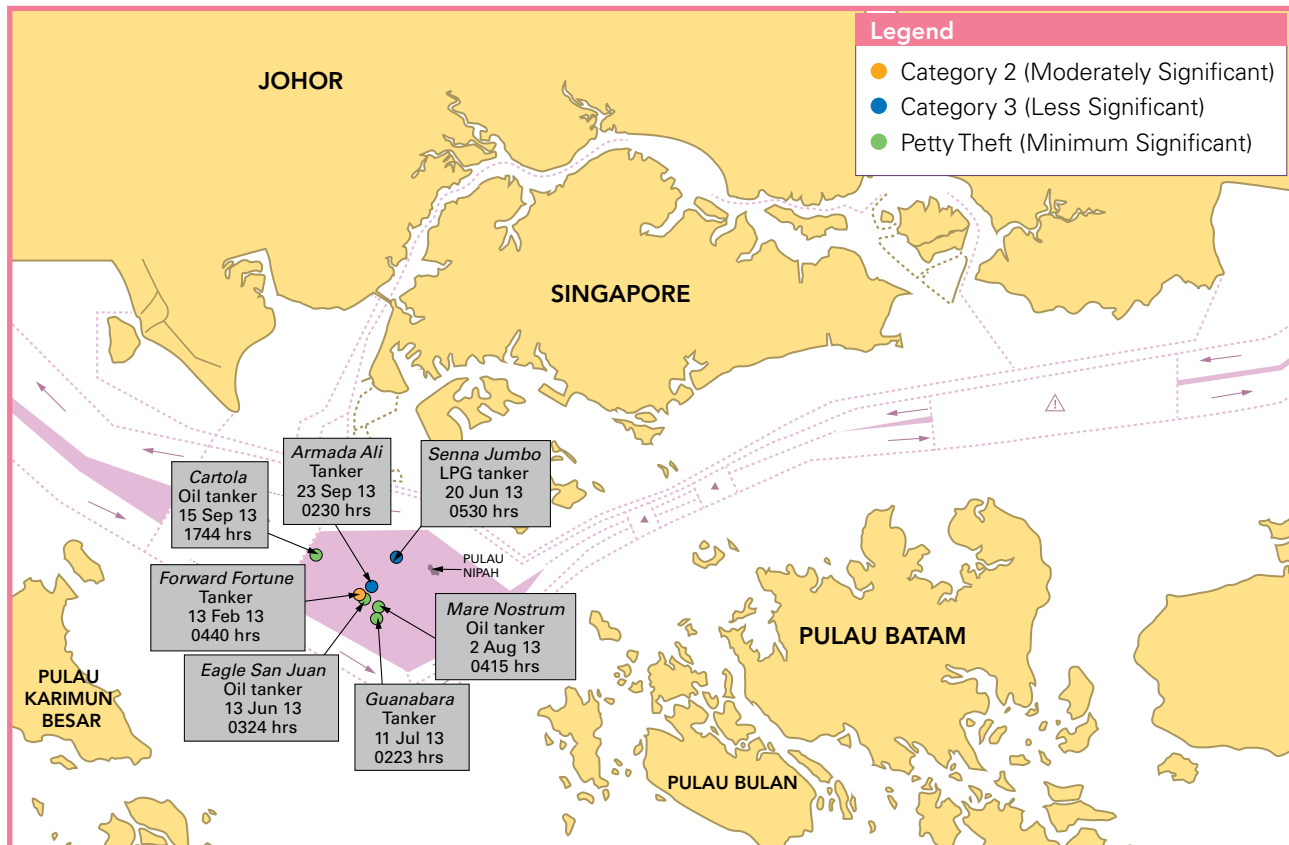




# IV PART FOUR

### Incidents at Nipah Anchorage

A total of seven incidents were reported in the vicinity of Pulau Nipah, Indonesia during January-September 2013. Of the seven incidents, one was a Category 2 incident, two were Category 3 incidents and four were petty theft incidents. See map below on the approximate location of the incidents. The details of the seven incidents are described below.



Map 6 - Location of incidents at Nipah Anchorage, Indonesia (January-September 2013)

### Robbery onboard *Forward Fortune* on 13 Feb 13

<b>Name:</b> <i>Forward Fortune</i>	<b>Type of Ship:</b> Tanker	<b>Flag:</b> Panama	<b>IMO No.:</b> 9317717	<b>GT:</b> 59158
--	--------------------------------	------------------------	----------------------------	---------------------

On 13 Feb 13 at or about 0440 hrs (local time), seven robbers boarded *Forward Fortune* during ship-to-ship operations at Nipah anchorage, and tied the motorman in the engine room. The motorman managed to escape and inform the OOW and Second Officer who informed the master. The master raised the alarm and upon hearing the alarm, the robbers escaped with some engine spares.

### Petty theft onboard *Eagle San Juan* on 13 Jun 13

<b>Name:</b> <b><i>Eagle San Juan</i></b>	<b>Type of Ship:</b> <b>Oil tanker</b>	<b>Flag:</b> <b>Singapore</b>	<b>IMO No.:</b> <b>9594846</b>	<b>GT:</b> <b>80783</b>
--	---	----------------------------------	-----------------------------------	----------------------------

On 13 Jun 13 at or about 0324 hrs (local time), *Eagle San Juan* was engaging in ship-to-ship transfer operations at Nipah anchorage when four robbers boarded the vessel and stole two bearing shells. The robbers escaped when the alarm was activated. The crew was not injured.

### Robbery onboard *Senna Jumbo* on 20 Jun 13

<b>Name:</b> <b><i>Senna Jumbo</i></b>	<b>Type of Ship:</b> <b>LPG tanker</b>	<b>Flag:</b> <b>Thailand</b>	<b>IMO No.:</b> <b>9006679</b>	<b>GT:</b> <b>42286</b>
---	---	---------------------------------	-----------------------------------	----------------------------

On 20 Jun 13 at or about 0530 hrs (local time), five robbers armed with knives boarded *Senna Jumbo* when she was anchored at Nipah transit anchorage. Two robbers entered the engine room while another three tried to break into the provision stores. When a crew approached the provision store area, a robber caught him and threatened him with a knife while the other robbers escaped. The alarm was subsequently raised and upon investigation, it was discovered that some engine spares had been stolen.

### Petty theft onboard *Guanabara* on 11 Jul 13

<b>Name:</b> <b><i>Guanabara</i></b>	<b>Type of Ship:</b> <b>Tanker</b>	<b>Flag:</b> <b>Singapore</b>	<b>IMO No.:</b> <b>9384992</b>	<b>GT:</b> <b>57462</b>
---	---------------------------------------	----------------------------------	-----------------------------------	----------------------------

On 11 Jul 13 at or about 0223 hrs (local time), *Guanabara* was engaged in ship-to-ship transfer operations at Nipah anchorage when four robbers were sighted on the poop deck and one robber climbed from a boat onto the deck. The robbers escaped when the ship alarm was activated. Thereafter, a search was conducted, but no robbers were found onboard.

### Petty theft onboard *Mare Nostrum* on 2 Aug 13

<i>Name:</i> <b>Mare Nostrum</b>	<i>Type of Ship:</i> <b>Oil tanker</b>	<i>Flag:</i> <b>Italy</b>	<i>IMO No.:</i> <b>9346885</b>	<i>GT:</i> <b>59611</b>
-------------------------------------	---	------------------------------	-----------------------------------	----------------------------

On 2 Aug 13 at or about 0415 hrs (local time), *Mare Nostrum* was anchored at Nipah anchorage when the duty crew onboard noticed a robber outside the accommodation. He retreated into the bridge immediately and informed the duty officer who raised the alarm. Noting that the crew had been alerted, the robber escaped. The crew conducted a search and discovered that the robber had tried to enter the steering gear room but failed as it was locked from inside. The robbers escaped empty-handed and the crew was not injured.

### Petty theft onboard *Cartola* on 15 Sep 13

<i>Name:</i> <b>Cartola</b>	<i>Type of Ship:</i> <b>Oil tanker</b>	<i>Flag:</i> <b>Bahamas</b>	<i>IMO No.:</i> <b>9183283</b>	<i>GT:</i> <b>80086</b>
--------------------------------	---	--------------------------------	-----------------------------------	----------------------------

On 15 Sep 13 at or about 1744 hrs (local time), *Cartola* was anchored at approximately 4.92 nm off Pulau Nipah when the duty crew noticed four robbers on the poop deck. The duty officer was informed, alarm was raised and crew mustered. Upon realising that the crew had been alerted, the robbers escaped empty-handed.

## Robbery onboard *Armada Ali* on 23 Sep 13

<i>Name:</i> <b>Armada Ali</b>	<i>Type of Ship:</i> <b>Tanker</b>	<i>Flag:</i> <b>Marshall Islands</b>	<i>IMO No.:</i> <b>9178757</b>	<i>GT:</i> <b>160279</b>
-----------------------------------	---------------------------------------	---	-----------------------------------	-----------------------------

On 23 Sep 13 at or about 0230 hrs (local time), *Armada Ali* was conducting ship-to-ship operations with another vessel at Nipah anchorage when three robbers armed with knives and metal rods boarded the tanker. The crew confronted the robbers who threw some bolts at the crew. A knife was also allegedly thrown by the robbers at one of the crew. The robbers described as sturdy, middle-aged and violent in nature, escaped empty-handed. They were clad in blue overalls and barefooted. Footprints were discovered in the vicinity of three port cargo tank, indicating the robbers could have boarded from the port side. The ReCAAP Focal Point (Singapore) had informed the relevant authorities and initiated a NAVTEX broadcast to warn vessels in the vicinity. In view of several incidents reported in the vicinity off Pulau Nipah during February-September 2013, the ReCAAP ISC issued an Incident Alert (IA) on 24 Sep 13 to warn mariners anchored and underway in the area to exercise enhanced vigilance and maintain watch keeping.

#### Observations

The ReCAAP ISC observes that all seven incidents reported in Nipah anchorage involved tankers, and four of them conducting ship-to-ship operations. However, there is no substantial evidence to indicate that the robbers were targeting tankers.

Of the seven incidents, six occurred during hours of darkness, between 0200 hrs and 0530 hrs. The only incident that occurred during daylight hours was onboard *Cartola* on 15 Sep 13. Of all the incidents, this incident occurred furthest away from Pulau Nipah, which may explain the boldness of the robbers to board the tanker during daylight hours.

The robbers operating in this vicinity are usually in groups of 4-5 men and two of the seven incidents involved robbers who were armed with knives and other weapons such as metal rods. In these two incidents, the robbers were relatively more violent as they threatened the crew (*Senna Jumbo*) and threw bolts and knife at them (*Armada Ali*).

The robbers usually are more inclined to avoid confrontation with the crew. This is evidenced by the fact that four of the seven incidents reported that the robbers escaped empty-handed when the alarm was raised or the crew approached them. There were three incidents that reported the loss of engine spares and bearing shells. Similarly, the robbers in these three incidents also escaped immediately with the stolen items when the crew was alerted.

## Recommendations

The ReCAAP ISC notes that there has been an increase in the number of incidents at Nipah anchorage during January-September 2013. For the first five months of 2013 (January-May), only one incident was reported at Nipah anchorage. Subsequently, six incidents were reported in the area within the next four months (two incidents in June 2013, one incident in July 2013, one incident in August 2013 and two incidents in September 2013). The ReCAAP ISC strongly urges ship masters and crew to exercise vigilance and adopt precautionary measures when anchored in Nipah anchorage, especially during hours of darkness and poor visibility.

The ReCAAP ISC reminded ship masters to maintain security watch during ship-to-ship operations. This is to deter robbers from boarding the vessel to steal when the crew was busy. Ship masters should also report all incidents of robbery onboard their ships to the nearest coastal State immediately to enable the enforcement agencies to render assistance, whenever possible.

As in the incident involving *Armada Ali*, the ReCAAP ISC disseminates an Incident Alert about the incident to the shipping community to warn mariners operating in the region and to ensure situational awareness. Shipping companies and Company Security Officers (CSO) are encouraged to visit the ReCAAP ISC's website at [www.recaap.org](http://www.recaap.org) to view the Incident Alert, be apprised of the latest situation update and share such information with ship masters and crew during the planning and pre-sailing phases.



# ReCAAP ACTIVITIES (JULY-SEPTEMBER 2013)

ReCAAP ISC Quarterly Report





PART  
FIVE

### Australia Joins ReCAAP (3 Aug 13)

On 3 Aug 13, Australia became the nineteenth<sup>2</sup> Contracting Party to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP). RADM David Johnston, the Commander of Australia's Border Protection Command (BPC) is appointed as the ReCAAP ISC Governor for Australia. The Australian Maritime Security Operations Centre has been designated as the ReCAAP Focal Point (Australia). The ReCAAP ISC team visited the ReCAAP ISC Governor and the key officials of the ReCAAP Focal Point (Australia) to operationalise the ReCAAP Information Network System (IFN) and reiterated the roles and responsibilities of a ReCAAP Focal Point.



Courtesy call on RADM David Johnston (left), ReCAAP ISC Governor for Australia and visit to Australia Border Protection Command (right), ReCAAP Focal Point (Australia)

### ReCAAP ISC Capacity Building Workshop 6/13 (15-16 Aug 13)

The ReCAAP ISC conducted the Capacity Building Workshop 6/13 from 15 to 16 Aug 13 in Singapore. In tandem with the theme, *Enhancing Efficiency with Strengthening Cooperation*, the aims of the workshop were to develop and enhance the capabilities of ReCAAP Focal Points representatives through sharing of best practices, experiences on piracy and armed robbery countermeasures; and establish rapport and facilitate networking among participants. The workshop included a table-top scenario-based exercise to train/refresh Focal Points on submission of reports via the ReCAAP Information Network System (IFN). The ReCAAP ISC also invited observers to the workshop, and they were representatives from MMEA, local embassy staff of countries who are ReCAAP Contracting Parties, Singapore Shipping Association (SSA), Asian Shipowners Forum (ASF), BIMCO, INTERTANKO, Sarawak and Sabah Shipping Association (SSSA); and research and maritime institutes such as the S. Rajaratnam School of International Studies (RSIS), the Centre for International Law (CIL), and the Konrad Adenauer Foundation.

2 The 19 Contracting Parties to the ReCAAP are Australia, Bangladesh, Brunei, Cambodia, China, Denmark, India, Japan, Korea, Laos, Myanmar, Netherlands, Norway, Philippines, Singapore, Sri Lanka, Thailand, United Kingdom and Vietnam.



Group discussions among participants

### Cluster Meeting (24-25 Sep 13)

The ReCAAP ISC, together with the Philippine Coast Guard (PCG) which is also the ReCAAP Focal Point (Philippines), conducted the Cluster Meeting from 24-25 Sep 13 in Manila, Philippines. The meeting was held in conjunction with the National Maritime Week in the Philippines. Since the inception of the Cluster Meeting initiative in 2011, this was the fourth<sup>3</sup> meeting organised by the ReCAAP ISC with one of its Focal Points.

The objectives of the Cluster Meeting were to enhance information sharing and cooperation between the PCG with the enforcement and inter-governmental agencies, the shipping industries, seafarers' associations and maritime training academies and institutes. The ReCAAP ISC shared with all participants the background of ReCAAP, the ReCAAP Focal Point concept and reporting system, the ReCAAP capacity building activities and the latest situation update of piracy and armed robbery against ships in Asia and in the Philippines. The PCG also presented its organization and mission, and the newly implemented National Coast Watch System (NCWS) which is spearheaded by the PCG.

3 The three previous Cluster Meetings were held in Vietnam, Bangladesh and Thailand.



Meeting with the enforcement and governmental agencies



Meeting with the shipping industry and seafarers' associations

Several thought-provoking views and queries were raised by the audience after the presentations. The Cluster Meeting was a significant milestone in the ReCAAP ISC's efforts in engaging the enforcement agencies, shipping industry and seafarers of Philippines. The attendance during the Cluster meeting by key participants from governmental agencies and industry was very encouraging. The conduct of lectures to cadets and students of maritime academy and training school were to profile the work of ReCAAP, instill awareness of the responsibilities of future seafarers, and to enhance their understanding of the challenges they would face when they were at sea, with emphasis on the need to be vigilant, to cooperate and make timely reporting.



Presentations at the NYK Academy and Asian Institute of Maritime Studies

# CONCLUSION

ReCAAP ISC Quarterly Report

Overall, there has been a decrease in the number of incidents reported during January-September 2013 compared to the same period in the previous three years (2010-2012). While there was no report of Category 1 incident and a decrease in the Category 2 incidents, but the number of Category 3 and petty theft incidents has increased. There is no room for complacency.

Of concern were incidents at ports and anchorages which had not only increased in number during January-September 2013, but also increase in number of Category 2 incidents at certain ports and anchorages. The ReCAAP ISC advises ship masters and crew to exercise extra vigilance, strengthen watch keeping, and report all incidents to the coastal State immediately.

Should boarding occur despite precautionary measures taken, early detection of the boarding is the most effective deterrent as it allows the crew to sound the alarm, alert other ships and the coastal authorities, and undertake countermeasures and other response procedures. As demonstrated in the case studies described in Part Four of this report, the robbers in most incidents escaped immediately when the crew had been alerted or the alarm was sounded.



PART  
SIX

# APPENDICES

ReCAAP ISC Quarterly Report

- Definitions & Methodology in Classifying Incidents
- Description of Incidents
- Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia
- Contact Details of ReCAAP Focal Points / Contact Point
- Acknowledgements







# 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.

**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:

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

**Actual incident** is defined as pirates/robbers have been able to board the vessel irrespective of any harm done or not to the crew; or items being taken away or not. The incident is considered an actual incident when the pirate(s) or robber(s) managed to board the vessel.

**Attempted incident** is defined as pirates/robbers did not manage to board or get onboard the vessel. In addition, the following criteria shall be fulfilled to constitute an attempted incident:

- a. The pirates/robbers should be within sight of the crew.
- b. The pirates/robbers' boat conducting close approach or hull to hull contact with the targeted ship.
- c. The victim vessel was fired upon by the pirates/robbers but did not cause any damages to the vessel.
- d. The pirates/robbers have weapons or boarding paraphernalia visible onboard.
- e. There are visual evidences such as photographs captured by the ship crew and other physical documents are available.

## 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:

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

## Description of Incidents

### Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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 <span style="color: green;">■</span>	<i>Histria Prince</i> Chemical tanker Marshall Islands 9436666 25864	04/01/13 2215 hrs	01° 16' S, 116° 49' E  Jetty No. 5C, Balikpapan port, Indonesia	While at berth, four robbers approached the chemical tanker while engaged in loading operations. One of the robbers boarded the vessel, stole the ship's property and escaped. The incident was reported to the local agent and port authorities.  <b>[IMO]</b>
2 <span style="color: blue;">■</span>	<i>Hua Heng 167</i> Bulk carrier China 9604603 32965	12/01/13 0105 hrs	01° 11.10' S, 116° 46.70' E  Balikpapan anchorage, Indonesia	While at anchor, two robbers armed with long knives boarded the vessel through the anchor chains. The duty crew spotted the robbers, raised the alarm and rushed towards them. The robbers jumped into the sea and escaped in a speedboat. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (China)]</b>
3 <span style="color: green;">■</span>	<i>Torm Ohio</i> Tanker Denmark 9234678 23235	17/01/13 1345 hrs	01° 22' S, 116° 56.40' E  Balikpapan outer anchorage, Indonesia	While at anchor, two robbers boarded the tanker. The duty officer on the bridge raised the alarm and sounded the ship horn upon noticing some movements at the forecandle deck. Upon hearing the alarm, the robbers jumped overboard and escaped. On investigation, it was discovered that the forward rope hatch lock was broken and ship stores were stolen.  <b>[ReCAAP Focal Point (Denmark)]</b>
4 <span style="color: green;">■</span>	<i>Siva Mumbai</i> Chemical tanker Hong Kong, China 9565637 19968	22/01/13 0200 hrs	01° 42.30' N, 101° 29.20' E  Dumai inner anchorage, Indonesia	While at anchor, robbers boarded the vessel, stole engine spares and escaped unnoticed. The theft was discovered after departure from the port during maintenance work for generator engine. Some foot prints were discovered on the floor.  <b>[ReCAAP Focal Point (China)]</b>
5 <span style="color: orange;">■</span>	<i>Champion Trust</i> Chemical tanker Norway 9080493 26218	27/01/13 0200 hrs	17° 01.50' N, 082° 24.80' E  Godavari Pt., Kakinada anchorage India	While at anchor, eight robbers in two boats approached the chemical tanker. Two robbers armed with long knives boarded the vessel from the forecandle while the rest of the robbers waited in the boats. The ship's watchman noticed the robbers at the bow and informed the Officer-on-Watch (OOW). The OOW informed the master immediately and raised the alarm. The crew tried to stop the robbers from escaping but was not successful. The robbers managed to escape with a mooring line. The crew was safe and two mooring ropes from forecandle were discovered missing.  <b>[ReCAAP Focal Point (India)]</b>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
6 <span style="color: #0056B3;">■</span>	<i>BWYangtze</i> Tanker Singapore 9393096 43797	29/01/13 0030 hrs	20° 56.60' N 088° 10.10' E  Sagar anchorage, India	<p>While at anchor, three armed robbers boarded the vessel. Upon discovering the robbers, the OOW informed the master, who raised the alarm and sought assistance from the Indian Coast Guard, who is also the ReCAAP Focal Point (India). The robbers escaped with three coils of mooring ropes. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b></p>
7 <span style="color: #4CAF50;">■</span>	<i>AAL Nanjing</i> General cargo ship Singapore 9521552 14053	31/01/13 1350 hrs	14° 33.80' N 120° 54.80' E  Manila Bay, South Quarantine anchorage, Philippines	<p>While at anchor, a crew who was securing the accommodation block noticed a robber emerging from the forecandle store. Upon realising that the crew had been alerted, the robber escaped using a rope. On investigation, it was discovered that the robber had broken the padlock of the forecandle store and escaped the ship with a breathing apparatus, two cylinders, six pieces of fog nozzles, one fire axe and two pieces of safety flashlights.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
8 <span style="color: #4CAF50;">■</span>	<i>Wehr Blankenese</i> Container ship Marshall Islands 9149902 16117	04/02/13 2015 hrs	10° 47.38' N, 106° 43.29' E  Port of Ho Chi Minh, Vietnam	<p>While at berth, a small boat was alongside on port side bow of the container ship during dark evening hours. The padlock of the paint store was later found broken and 14 drums of paint were missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
9 <span style="color: #0056B3;">■</span>	<i>Ince Inebolu</i> Bulk carrier Turkey 9254472 30011	06/02/13 0245 hrs	01° 41.80' S, 116° 38.60' E  Adang Bay anchorage, Indonesia	<p>While at anchor, three robbers armed with knives boarded the bulk carrier via the anchor chain. They attacked the duty crew on the forecandle. The duty crew managed to escape and raise the alarm. The crew was mustered and proceeded forward. Realising that the crew had been alerted, the robbers jumped overboard and escaped in their boat. On investigation, it was discovered that ship stores were stolen from the forecandle store.</p> <p><b>[IMO]</b></p>
10 <span style="color: #0056B3;">■</span>	<i>Stargate</i> Bulk carrier Liberia 9493212 17025	12/02/13 0150 hrs	01° 42.36' N, 101° 27.27' E  Dumai anchorage, Indonesia	<p>While at anchor, three robbers armed with long knives boarded the bulk carrier using a rope and a hook attached to a long pole. The duty officer noticed the robbers, raised the alarm, sounded the ship's whistle and informed the local authorities. On hearing the alarm and noting that the crew had been alerted, the robbers escaped empty-handed.</p> <p><b>[ReCAAP Focal Point (United Kingdom)]</b></p>

## Actual Incidents

■ CAT 2 (Moderately Significant) ■ CAT 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
11 ■	<i>Torm Garonne</i> Chemical tanker Denmark 9288930 23246	12/02/13 0540 hrs	01° 17' S, 116° 48' E  Balikpapan inner anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the chemical tanker. On sighting the robbers, the master raised the alarm and the crew mustered. The robbers escaped with one mooring line.  <b>[ReCAAP Focal Point (Denmark)]</b>
12 ■	<i>Forward Fortune</i> Tanker Panama 9317717 59158	13/02/13 0440 hrs	01° 06.50' N, 103° 36.20' E  Nipah anchorage, Indonesia	While at anchor, seven robbers boarded the tanker during ship-to-ship operation and tied the motorman in the engine room. The motorman managed to escape and inform the OOW and Second Officer, who informed the master. The master raised the alarm and upon hearing the alarm, the robbers escaped with some engine spares.  <b>[IFC, Shipping company]</b>
13 ■	<i>Atlantic Latvia</i> Chemical tanker Liberia 9222168 23740	14/02/13 0100 hrs	09° 54' N, 076° 08' E  Kochi Light, India	While at anchor, three robbers boarded the chemical tanker via the anchor chain from a wooden boat. The robbers entered the forecastle paint room. The duty crew spotted the robbers and informed the duty officer, who sounded the alarm. Upon hearing the alarm, the robbers escaped with stolen stores including 10 cans of paint and two cans of thinner.  <b>[ReCAAP Focal Point (India)]</b>
14 ■	<i>Selma</i> Container ship Antigua & Barbuda 9057159 14619	14/02/13 2340 hrs	20° 37.25' N, 106° 51.82' E  Haiphong anchorage, Vietnam	While at anchor, an unknown number of robbers boarded the container ship via the anchor chain after breaking the locks on the hawse-pipe cover. They broke into the forepeak store, paint store and deck store. The robbers escaped with two mooring ropes.  <b>[ReCAAP Focal Point (China)]</b>
15 ■	<i>APL Bahrain</i> Container ship Liberia 9395927 40741	18/02/13 2310 hrs	00° 08.90' N, 106° 18.90' E  Approx. 52 nm west of Pulau Penjantan, Indonesia (South China Sea)	While underway, the duty officer onboard the container ship noticed two masked pirates on the bridge wing attempting to enter the bridge. The alarm was raised and the crew mustered on bridge. Seeing that crew had been alerted, and unable to enter the locked bridge, the pirates escaped.  <b>[IMO]</b>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
16 <span style="color: #000080;">■</span>	<i>Eships Prelude</i> Chemical tanker Marshall Islands 9272723 5770	20/02/13 0600 hrs	01° 23.30' S, 116° 56' E  Balikpapan anchorage, Indonesia	While at anchor carrying out bunkering operation, the master observed some activity at the forecastle deck. The alarm was raised and the crew was mustered. The crew saw four robbers onboard the vessel, of whom two were armed with long swords trying to threaten the crew. The robbers eventually escaped by jumping overboard with four ropes stolen from the forecastle store.  <b>[ReCAAP Focal Point (Singapore)]</b>
17 <span style="color: #008000;">■</span>	<i>Red Rum</i> LPG tanker Singapore 9012886 42341	20/02/13 2100 hrs	05° 34' N, 104° 35' E  Teluk Semangka anchorage, Indonesia	The loss of engine spares was only reported after the LPG tanker had departed Teluk Semangka, Indonesia. Throughout her stay at Teluk Semangka anchorage, the vessel kept strict anti-piracy watches with three people on deck during cargo operations. Although the entrances to the engine store were locked, it was suspected that the items were pilfered through the chain block trolley travelling opening above the gate.  <b>[ReCAAP Focal Point (Singapore)]</b>
18 <span style="color: #008000;">■</span>	<i>Stolt Rindo</i> Chemical tanker Panama 9314765 6944	27/02/13	01° 42.19' N, 101° 29.11' E  Dumai Quarantine anchorage, Indonesia	While at anchor, the chemical tanker was boarded by an unknown number of robbers, who stole engine spares and escaped unnoticed. The incident was discovered by a crew who noticed the broken lock and missing engine spares.  <b>[ReCAAP Focal Point (Singapore)]</b>
19 <span style="color: #000080;">■</span>	<i>Kilian S</i> Bulk carrier Antigua & Barbuda 9456173 32987	14/03/13 0402 hrs	01° 40.20' S, 116° 39.10' E  Adang Bay anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the bulk carrier. The duty seaman spotted the robbers attempting to enter the forecastle store and informed the duty officer, who raised the alarm and sounded the forward fog horn. The crew was mustered and proceeded towards the forecastle. Upon seeing the crew, the robbers jumped overboard and escaped. Nothing was stolen and no injuries to crew were reported.  <b>[IMO]</b>
20 <span style="color: #000080;">■</span>	<i>Global Andes</i> Bulk carrier Panama 9633032 30660	21/03/13 0240 hrs	07° 05.30' S, 112° 39.40' E  Surabaya anchorage, Indonesia	While at anchor, four robbers armed with long swords boarded the bulk carrier. They broke into the forward store and stole mooring ropes, immersion suits and hoses. The crew noticed the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped.  <b>[ReCAAP Focal Point (Japan)]</b>

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
21 <span style="color: green;">■</span>	<i>Cape Norviaga</i> Container ship Singapore 9182021 17609	24/03/13 0200 hrs	05° 59.36' S, 106° 54.76' E  Tanjung Priok anchorage, Indonesia	While at anchor, the crew was conducting security rounds on deck and discovered that the steering gear room was opened. It was suspected that the robbers stole items near the entrance of the steering gear room. The stolen items include six fire hose nozzle, six spanner keys for fire hose nozzle, 10 hydrant cups, one set of oxy and acetylene regulator plus flashback arrestor and one set of welding rod holder.  <b>[ReCAAP Focal Point (Singapore)]</b>
22 <span style="color: orange;">■</span>	<i>Pandurata</i> General cargo ship Panama 9162318 6448	25/03/13 0130 hrs	01°42' N, 101° 27' E  Dumai inner anchorage, Indonesia	While at anchor, five robbers armed with knives and guns boarded the general cargo ship. The robbers held two crew hostage and tied their hands with rope. The two crew were ordered to lead the robbers to the engine room store where they stole some items.  <b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</b>
23 <span style="color: green;">■</span>	<i>Mosor</i> Bulk carrier Croatia 9191527 24533	26/03/13 0405 hrs	03° 40' S, 114° 26' E  Taboneo anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier. The duty crew noticed the robbers and informed the duty officer, who raised the alarm. Realising the crew had been alerted, the robbers jumped overboard and escaped empty-handed.  <b>[IMO]</b>
24 <span style="color: green;">■</span>	<i>Siberian Express</i> Bulk carrier Gibraltar (UK) 9498717 51209	27/03/13 1530 hrs	03° 56' N, 098° 47' E  Belawan anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier, stole ship stores from bosun store at forecastle and escaped. The theft was only discovered after the robbers had escaped. The stolen items include fire nozzles, fire coupling, fire hydrant cover and fire hoses.  <b>[ReCAAP Focal Point (Netherlands)]</b>
25 <span style="color: orange;">■</span>	<i>Theometor</i> Bulk carrier St Vincent & The Grenadines 9595759 32543	28/03/13 0900 hrs	01° 08' S, 117° 15' E  Muara Jawa anchorage, Samarinda, Indonesia	While at anchor, the duty AB noticed an unknown number of robbers near the bosun store trying to remove mooring ropes. The robbers pointed a gun at the AB, who took cover and informed the duty officer. The robbers managed to lower the rope into a waiting boat and escaped. The port control and coast guard were informed.  <b>[IMO]</b>



# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
26 <span style="color: blue;">■</span>	<i>Dietrich Oldendorff</i> Bulk carrier Luxembourg 9665542 35812	29/03/13 0210 hrs	01° 11' S, 117° 16' E  Samarinda anchorage, Indonesia	While at anchor, two robbers armed with long knives boarded the bulk carrier and stole ship stores from the forecandle store. They were spotted by the crew and the alarm was raised. The robbers escaped with stolen stores.  <b>[IMO]</b>
27 <span style="color: orange;">■</span>	<i>Bourbon Liberty 308</i> Supply vessel Luxembourg 9619086 2245	30/03/13 2030 hrs	02° 07' N, 104° 51' E  Approximately 26.42 nm southeast of Pulau Aur, Malaysia (South China Sea)	While underway, the crew discovered seven masked pirates on the deck. The alarm was raised and an announcement was made via the PA system. The pirates were observed to be armed with big knives, rods and possibly a gun. The crew activated the SSAS and informed the ship agent and CSO. At or about 2155hrs (local time), the pirates escaped in a high speed wooden boat with laptop, mobile phones, cash and clothes.  <b>[ReCAAP Focal Point (Singapore)]</b>
28 <span style="color: blue;">■</span>	<i>Crane</i> Bulk carrier Marshall Islands 9441283 33045	01/04/13	Chittagong 'A' anchorage, Bangladesh	During a routine patrol, six robbers armed with long knives were found on the forecandle. The robbers escaped when the crew was mustered. The ReCAAP Focal Point (Bangladesh) reported that the Bangladesh Coast Guard patrol vessels were patrolling in the vicinity but did not receive any report from the master or crew of Crane.  <b>[IMO]</b>
29 <span style="color: orange;">■</span>	<i>Sher E Punjab</i> Bulk carrier Liberia 9523495 43753	03/04/13 0330 hrs	01° 43.40' S, 116° 39.10' E  Adang Bay anchorage, East Kalimantan, Indonesia	While at anchor, six robbers armed with a gun and knives boarded the bulk carrier. The robbers held the duty crew hostage at knife-point and broke the lock of the ship's store. The robbers stole mooring ropes and walkie-talkie before they escaped.  <b>[ReCAAP Focal Point (Japan)]</b>
30 <span style="color: green;">■</span>	<i>Garden City River</i> Oil tanker Singapore 9302970 56146	04/04/13 2200 hrs	01° 42.10' N, 101° 29.40' E  Dumai inner anchorage, Indonesia	On 5 Apr 13, the crew noticed bare footprints leading to the store and found the lock of the engine room store broken. The CSO reported that the robbers could have boarded the vessel when she was anchored at Dumai inner anchorage on 4 Apr 13, and escaped unnoticed with the ship's engine spares.  <b>[ReCAAP Focal Point (Singapore)]</b>

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
31 <span style="color: #90EE90;">■</span>	<i>Maersk Bering</i> Chemical tanker Singapore 9299422 19758	06/04/13 1200 hrs	03° 56.90' N, 098° 44.10' E  Belawan anchorage, Indonesia	<p>While at anchor, some items were reported to be missing from the ship's store. The master assessed that robbers had boarded the chemical tanker between 1200-1300 hrs (local time) on 6 Apr 13 as there was no anti-piracy watch during this time. The theft was discovered the following day when the crew realised two sets of cargo samplers, two chemical ullage temperature interface, four machine couplings, a fog bell and three tank cleaning lines were missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
32 <span style="color: #0000FF;">■</span>	<i>Densa Jaguar</i> Bulk carrier Malta 9586837 33331	13/04/13 0230 hrs	07° 05.60' S, 112° 39.50' E  Surabaya port, Indonesia	<p>While at berth, three robbers armed with long knives approached the bulk carrier in a small boat. The duty AB noticed the robbers, informed the duty officer and retreated into the accommodation. The alarm was raised and the crew mustered. Realising the crew had been alerted, the robbers escaped without stealing anything.</p> <p><b>[IMO]</b></p>
33 <span style="color: #90EE90;">■</span>	<i>IVS Magpie</i> Bulk carrier Singapore 9604732 17019	17/04/13 0210 hrs	Cam Pha outer anchorage, Vietnam	<p>While at anchor, three robbers boarded the bulk carrier undetected. One of the robbers had entered on port side while the other robbers entered via the hawse pipe. The duty AB discovered the robbers when they were in the process of lowering the stolen mooring rope into a waiting boat. The duty AB informed the master who raised the alarm and alerted the crew. The crew tried to recover the rope but the robbers cut the rope and escaped with about 150m of the mooring rope.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
34 <span style="color: #FFA500;">■</span>	<i>Singapore River</i> Crude oil tanker Singapore 9402263 59258	19/04/13 0250 hrs	01° 41.45' N, 101° 30.74' E  Dumai inner anchorage Indonesia	<p>While at anchor, four robbers armed with knives boarded from the poop deck, held the duty AB at knife-point and tied him at the aft of the vessel. The robbers tried to enter the engine room but were unable to as the doors were shut from inside. They also failed to open the hatch on the poop deck as it was secured with a wire from the inside. The robbers eventually left after untying the duty AB but took his silver chain with pendant, a torch light and a messenger line kept on the poop deck.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
35 <span style="color: orange;">■</span>	<i>Eng Tou 266</i> Flat top deck cargo barge Singapore 624	22/04/13 2250 hrs	01° 19.42' N 104° 10.10' E  Off Tanjung Ayam, Malaysia	<p>While at anchor, the crew from a neighbouring barge noticed an unknown tug boat pulling the flat top deck cargo barge away. He took a speedboat to the location of the barge to check, and when it was verified that the barge was missing, the incident was reported to the barge master and the charterer, as well as the Malaysian Marine Police. The charterer also lodged a police report on the theft of the barge.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
36 <span style="color: orange;">■</span>	<i>AD Phoenix</i> Tanker Singapore 9276298 1523	23/04/13 0407 hrs	01° 19' N 104° 47' E  Approximately 13 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, a security watch officer noticed a wooden craft approaching the tanker. The general alarm was raised subsequently. The crew used fire hoses to deter the pirates from boarding but gave up when the pirates pointed their guns at them. Five pirates armed with guns and long knives boarded the vessel, searched the engine room and crew's cabin. The pirates escaped with a laptop, speaker and cash at or about 0445 hrs (local time).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
37 <span style="color: orange;">■</span>	<i>Hub 21</i> Tug boat Malaysia 9616333 296	24/04/13 0330 hrs	01° 36' N 105° 23' E  Approximately 53 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, 15 pirates armed with guns and long knives boarded the tug boat from three high speedboats. The pirates took nine crew hostage, assaulted some of the crew and tied them. The pirates ransacked all cabins, stole ship property, cash and personal belongings before they escaped.</p> <p><b>[IMO]</b></p>
38 <span style="color: blue;">■</span>	<i>Nadiya Melisende</i> Product tanker Kiribati 9118745 1584	25/04/13 0400 hrs	01° 17' N, 104° 50' E  Approximately 16 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, an unknown number of pirates boarded the product tanker and robbed the crew of their personal belongings and cash before they escaped.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## Actual Incidents

■ CAT 2 (Moderately Significant) ■ CAT 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
39 ■	<i>Crest 2821</i> Flat top deck cargo barge Singapore 3347	29/04/13 0200 hrs	01° 13.46' N, 103° 58.17' E  Approximately 3.2 nm northwest of Pulau Batam, Indonesia (Straits of Malacca & Singapore)	While the tug boat, <i>Crest Gold 1</i> towing barge, <i>Crest 2821</i> was underway from Port Klang to Bintulu, Sarawak, Malaysia, some property onboard the barge were reported missing. The missing items included offshore installation parts, spare towing wire bridles, towing shackles and delta plate. The theft was only discovered on the same day at or about 1600 hours (local time) when the tug boat master carried out checks on the barge.  <b>[ReCAAP Focal Point (Singapore)]</b>
40 ■	<i>Kohinoor</i> General cargo ship Panama 9400954 20236	30/04/13 2000 hrs	03° 47' N, 098° 42' E  Belawan port, Indonesia	While at berth, an unknown number of robbers armed with knives boarded the general cargo ship. The duty crew noticed the robbers at the poop deck store and the alarm was raised immediately. Realising that the crew had been alerted, the robbers escaped with a pump, three scupper plugs and four empty cans.  <b>[ReCAAP Focal Point (Japan)]</b>
41 ■	<i>Sam Hawk</i> General cargo ship Hong Kong, China 9637416 31760	12/05/13 0415 hrs	03° 42' S, 114° 28' E  Taboneo anchorage, Indonesia	While at anchor, five robbers armed with knives in a skiff climbed the anchor cable and boarded the general cargo ship. The robbers broke into the stores and stole three mooring ropes. The robbers were reported to be wearing spiked shoes and belt over the waist.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
42 ■	<i>Crest 2825</i> Barge Singapore 3344	12/05/13 2100 hrs	01° 15.30' N, 104° 07.60' E  North of Tanjung Babi, Pulau Batam, Indonesia (Straits of Malacca & Singapore)	The barge towed by Singapore-registered tug boat, <i>Crest Jade 1</i> , was underway when four men armed with knives and parangs boarded the barge. The master activated the alarm immediately. Upon hearing the alarm, the robbers fled in a small boat. The crew conducted an inventory check and found ship stores (one towing rope, one towing gear, seven shackles, two chapping chain, two pennant wires, two wire bridle) missing from the barge.  <b>[ReCAAP Focal Point (Singapore)]</b>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
43 <span style="color: green;">■</span>	<i>Crest 289</i> Barge Singapore 2620	15/05/13 0000- 0400 hrs	03° 17.11' N, 103° 48.83' E  Approximately 9.8 nm west- southwest of Pulau Berhala, Malaysia	Upon arrival at the Kuantan port, Malaysia, the master discovered 12 pieces of manhole cover and sternlight solar cell were missing from the barge. There were no injuries to the crew reported. It was assessed that the theft occurred when the barge towed by Singapore-registered tug boat, <i>TCL4401</i> , was enroute to Kuantan Port from Singapore.  <b>[ReCAAP Focal Point (Singapore)]</b>
44 <span style="color: blue;">■</span>	<i>Anna-Barbara</i> Bulk carrier Liberia 9407500 30811	25/05/13 0350 hrs	05° 59' S, 105° 57' E  Cigading anchorage, Indonesia	While at anchor, three robbers armed with machetes in a speedboat boarded the bulk carrier. The duty crew noticed the robbers and raised the alarm, which resulted in the robbers escaping. On investigation, it was found that engine spares were stolen. The port control was informed.  <b>[IMO]</b>
45 <span style="color: blue;">■</span>	<i>Bandai V</i> Chemical tanker Panama 9540170 2826	08/06/13 1150 hrs	03° 54.70' N, 098° 46.60' E  Belawan anchorage, Indonesia	While at anchor, two robbers armed with knives boarded the chemical tanker. The duty crew raised the alarm when they spotted the robbers attempting to enter the paint store. Realising that the crew had been alerted, the robbers aborted their attempt and escaped in a boat.  <b>[ReCAAP Focal Point (Japan)]</b>
46 <span style="color: orange;">■</span>	<i>PU 2417</i> Tug boat Singapore 9570527 288  <i>PU 3316</i> Barge Singapore	09/06/13 2015 hrs	04° 18' N, 103° 36' E  Approximately 6 nm off Trengganu, Malaysia	While the tug boat towing barge was underway from Thailand to Indonesia, six robbers armed with guns and choppers boarded the tug boat from a white speedboat. The robbers forced the crew to pump fuel oil from the tug boat to an unknown fishing boat. The robbers then tied the crew, took their personal belongings and ship stores before they left the tug boat at about 2340 hours (local time). All crew onboard the tug boat were reported to be safe.  <b>[ReCAAP Focal Point (Singapore), Shipping company]</b>
47 <span style="color: green;">■</span>	<i>Anna-Barbara</i> Bulk carrier Liberia 9407500 30811	10/06/13 0400 hrs	03° 42.30' S, 114° 28.50' E  Taboneo anchorage, East Kalimantan, Indonesia	While at anchor, robbers boarded the bulk carrier which was waiting for loading operations. The robbers broke into the forecandle store, stole ship stores and escaped unnoticed.  <b>[IMO]</b>

## Actual Incidents

■ CAT 2 (Moderately Significant) ■ CAT 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
48 ■	<i>Sentosa River</i> Oil tanker Singapore 9392822 59258	12/06/13 2345 hrs	01° 05' S, 117° 14' E  Senipah anchorage, East Kalimantan, Indonesia	While at anchor, robbers boarded the oil tanker. The robbers attempted to break open the forepeak store hatch but were unsuccessful as it was secured from inside. They attempted to break open the lock and additional lashing of forepeak store door, which resulted in the activation of the alarm on the wheelhouse. One robber was sighted to have escaped upon hearing the alarm. There were no reports of missing items no injury sustained by the crew.  <b>[ReCAAP Focal Point (Singapore)]</b>
49 ■	<i>Eagle San Juan</i> Oil tanker Singapore 9594846 80783	13/06/13 0324 hrs	01° 06.40' N, 103° 36.70' E  Nipa anchorage, Indonesia	While the oil tanker was engaged in ship-to-ship transfer operations, four robbers boarded the vessel and stole two bearing shells. The robbers escaped when the alarm was activated. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
50 ■	<i>CSK Brilliance</i> Bulk carrier Hong Kong, China 9528665 94051	13/06/13 2325 hrs	01° 12' S, 117° 13' E  Muara Jawa anchorage, Samarinda, East Kalimantan, Indonesia	While the bulk carrier was loading coal cargo from barges, six robbers armed with long knives boarded the vessel from a boat via the forecastle through the port side anchor chain. The robbers assaulted and tied two duty crew, and stole their personal belongings (gold necklace and mobile phone). The robbers also broke the locks of the bosun store room and stole ship stores (one UHFF walkie-talkie, one emergency torchlight and four spare mooring ropes). The duty crew managed to free himself subsequently and informed the duty officer, who sounded the alarm and made a PA announcement. The crew was mustered and the robbers escaped immediately in a boat.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
51 ■	<i>CMA CGM Kailas</i> Container ship Panama 9339545 21971	16/06/13 0333 hrs	06° 06' S, 106° 52' E  Jakarta Cargo anchorage, Indonesia	While at anchor, four robbers armed with long knives boarded the container ship. They attempted to force their way into the engine room by breaking the padlock. When the duty watchman spotted the robbers, he was threatened and chased by the robbers. The duty watchman was able to enter the accommodation and alert the bridge officer who raised the alarm. A thorough search was conducted by the crew and nothing was missing from the vessel.  <b>[IMO]</b>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
52 <span style="color: blue;">■</span>	<i>Ocean Garnet</i> Bulk carrier Hong Kong, China 9477244 51209	19/06/13 0255 hrs	01° 12' S, 117° 11' E  Muara Jawa anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, five robbers armed with long knives boarded the bulk carrier from an unlit wooden boat. The duty crew spotted the robbers and reported to the duty officer, who raised the alarm and sounded the whistle. The robbers broke the lock of the forward store and stole a mooring rope before they escaped. The robbers were reported to be wearing t-shirts and shorts.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
53 <span style="color: blue;">■</span>	<i>Senna Jumbo</i> LPG tanker Thailand 9006679 42286	20/06/13 0530 hrs	01° 09.30' N, 103° 38.40' E  Nipa Transit anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the LPG tanker. Two of the robbers entered the engine room while the other three robbers tried to break into the provision stores. When a crew approached the provision store area, a robber caught him and threatened him with a knife while the other robbers escaped. The alarm was subsequently raised and on investigation, it was found that engine spares were stolen.  <b>[ReCAAP Focal Point (Thailand)]</b>
54 <span style="color: green;">■</span>	<i>Sanko Mercury</i> Bulk carrier Liberia 9401934 30488	04/07/13 1945 hrs	03° 40.80' S, 114° 25.30' E  Taboneo anchorage, East Kalimantan, Indonesia	While at anchor, three robbers boarded the bulk carrier at the forecastle from a boat. The duty crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.  <b>[ReCAAP Focal Point (Japan)]</b>
55 <span style="color: orange;">■</span>	<i>LG Asphalt 1</i> Tanker Malaysia 9540900 1642	10/07/13 0345 hrs	03° 02' N, 104° 18' E  Approximately 12 nm north-northeast of Pulau Tioman, Malaysia	While underway, eight robbers armed with guns and knives boarded the tanker. They ordered the C/E to reduce speed to minimum and then mustered the crew including watch officers at the bridge and engine room in the mess room where they tied them up. The robbers then stole the crew's cash and ship properties, and left the ship an hour later. Ship's crew regained control of the vessel and sailed to Kemaman port. The robbers wore masks, long-sleeve shirts and shorts.  <b>[IMO, MMEA]</b>

## Actual Incidents

■ CAT 2 (Moderately Significant) ■ CAT 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
56 ■	<i>Cape Mahon</i> Container ship Cyprus 9348857 28007	10/07/13 2330 hrs	14° 32.80' N, 120° 55.50' E  Manila Bay anchorage, Philippines	While at anchor, three robbers boarded the container ship using hooks. The robbers loaded one inflatable life raft and one torchlight onto a red/maroon motorbanca and immediately fled in an unknown direction. The incident lasted about 15 to 25 min. The incident was reported to VTMS Manila and personnel from Port State Control (PSC) Manila and Maritime Police boarded the vessel for investigation.  <b>[ReCAAP Focal Point (Philippines)]</b>
57 ■	<i>Guanabara</i> Tanker Singapore 9384992 57462	11/07/13 0223 hrs	01° 05.60' N, 103° 38' E  Nipa anchorage, Indonesia	While the tanker was engaged in ship-to-ship transfer operations, four robbers were sighted on the poop deck and one robber was climbing from a boat onto the deck. The robbers escaped when the ship's alarm was activated. Thereafter, a search was conducted and no robbers were found onboard.  <b>[ReCAAP Focal Point (Singapore)]</b>
58 ■	<i>Crest Apache</i> Supply vessel Singapore 9672973 952	12/07/13 0130 hrs	03° 07.50' N, 104° 57.20' E  Approximately 34.2 nm northwest of Pulau Damar, Indonesia (South China Sea)	While underway, an unknown number of armed pirates boarded the supply vessel. They stole the crew's personal belongings. One of the crew was discovered missing after the incident. However, it was not clear if the crew went missing due to the incident or other reasons. The vessel returned to its previous position before the boarding took place to search for the missing crew. The vessel returned to Singapore on 13 Jul 13 and the crew was still missing at the time of the vessel's arrival.  <b>[ReCAAP Focal Point (Singapore)]</b>
59 ■	<i>Jaya Mermaid 3</i> Supply vessel Singapore 9429596 1079  <i>Teras 3710</i> Barge Singapore	16/07/13 1525 hrs	13° 46.4' N, 120° 59.1' E  Bauan anchorage area, Batangas City, Philippines	While at anchor, a number of men boarded the barge to do hot works (gas cutting of steel structures). When the master of <i>Jaya Mermaid 3</i> learned that the boarding was unauthorised, he reported the ongoing activities of the robbers to VTMS Batangas, who in turn, relayed the report to the Philippine Coast Guard. Subsequently, the robbers were arrested and their motorbanca and cutting equipment were confiscated.  <b>[ReCAAP Focal Point (Philippines)]</b>



# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
60 <span style="color: orange;">■</span>	<i>Dolfijngracht</i> General cargo ship Netherlands 9420825 13706	18/07/13	01° 14' N, 104° 45' E  Approximately 6.45 nm north of Pulau Mapor, Indonesia	<p>While underway, 10 robbers armed with guns and knives boarded the general cargo ship and entered the ship accommodation via the bridge. The robbers threatened the crew, stole cash, computers and personal belongings before they escaped. The master was slightly injured when he tried to escape. The robbers also discharged their firearms as a bullet hole was found on the vessel. No crew was injured.</p> <p><b>[ReCAAP Focal Point (Netherlands)]</b></p>
61 <span style="color: green;">■</span>	<i>Helmuth Rambow</i> Container ship Antigua and Barbuda 9306275 9957	22/07/13 0500 hrs	14° 36.03' N, 120° 52.51' E  Approximately 4 nm off MICT Breakwater, North Harbour, Manila, Philippines	<p>While at anchor, the security patrol watch noticed the broken padlocks of several rooms on their deck and saw four unidentified persons onboard the forecastle. The watch immediately informed the duty officer about the incident. They checked the radar in the bridge for monitoring but they hardly identified the small boat because of the thick water lilies surrounding their vessel. When they checked the forecastle, the robbers had already escaped via the hawse pipe. The incident was reported to VTMS Manila and PSC Manila whose personnel boarded the vessel and conducted an investigation.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
62 <span style="color: orange;">■</span>	<i>Surya Wira 5</i> Tug boat Singapore 9282211 271	23/07/13 2300 hrs	01° 16' N, 104° 37' E  East of Pulau Bintan, Indonesia	<p>While the tug boat was enroute to Jambi, Indonesia, seven robbers armed with knives boarded the vessel from a speed boat. The robbers stole crew's personal belongings and cash before they escaped in their speed boat. The crew onboard the tug boat was reported to be safe.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
63 <span style="color: green;">■</span>	<i>APL Los Angeles</i> Container ship Gibraltar (UK) 9345958 43071	26/07/13 0225 hrs	14° 33.80' N, 120° 55.60' E  Outside breakwater of South Harbour, Manila, Philippines	<p>While at anchor, the deck watchman reported to the duty officer that some footprints were observed on the vessel's forecastle. The general alarm was activated, vessel's security measures raised and crew mustered. The incident was reported to VTMS Manila and the PCG Special Operating Unit was despatched to the area to conduct barrier patrol for possible interception of the robbers. A team from PSC Manila also boarded the vessel for ocular inspection.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

## Actual Incidents

■ CAT 2 (Moderately Significant) ■ CAT 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
64 ■	<i>Torm Loire</i> Chemical tanker Denmark 9282986 23246	27/07/13 2040 hrs	22° 09' N, 091° 47' E  Chittagong anchorage, Bangladesh	While at anchor, four robbers in a wooden motor boat tried to distract the chemical tanker's watchkeepers. When the watchkeeper on the poop deck was looking for the boat on the port side, one of the robbers boarded from the aft or starboard side with a rope and hook. The alarm was sounded, an announcement was made on the vessel's PA system and the crew mustered. The robbers escaped with two full length mooring lines and one mooring rope. The incident was reported to the Chittagong port control and Bangladesh Coast Guard, who dispatched a patrol vessel for assistance.  <b>[ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Denmark)]</b>
65 ■	<i>Global Peace</i> Chemical tanker Hong Kong, China 9409522 11623	28/07/13 0225 hrs	07° 05' S, 112° 39' E  Gresik anchorage, Indonesia	While at anchor, seven robbers in a small, unlit wooden boat boarded the chemical tanker via rope and hook. The crew spotted the robbers and the alarm was raised. The crew mustered and approached the robbers, who escaped with paint drums.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
66 ■	<i>Reference Point</i> LPG tanker Panama 8910720 44490	29/07/13 0412 hrs	01° 06.30' N, 104° 10.90' E  Tanjung Uban, Indonesia	While underway, the duty AB onboard the LPG tanker noticed about eight robbers armed with knives boarding the ship from the poop deck. The duty officer was informed and the alarm was raised. The crew stayed inside the accommodation until the police arrived and boarded the ship. A search was conducted with the police. No robbers were found on board and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
67 ■	<i>Garnet Express</i> Product tanker Marshall Islands 9609639 29289	30/07/13 2147 hrs	03° 55' N, 098° 47' E  Belawan anchorage, Indonesia	While at anchor, three robbers boarded the product tanker. The crew spotted the robbers and the alarm was raised. Upon hearing the alarm, the robbers escaped immediately with tank cleaning equipment.  <b>[ReCAAP Focal Point (Japan)]</b>
68 ■	<i>Mare Nostrum</i> Oil tanker Italy 9346885 59611	02/08/13 0415 hrs	01° 06' N, 103° 58' E  Nipa anchorage, Indonesia	While at anchor, the duty crew onboard the oil tanker noticed a robber outside the accommodation. He retreated into the bridge immediately and informed the duty officer who raised the alarm. Realising the crew had been alerted, the robber escaped. The crew conducted a search and discovered that the robber had tried to enter the steering gear room but failed as it was locked from the inside. The robbers escaped empty-handed. The crew was reported to be safe.  <b>[ReCAAP Focal Point (Singapore)]</b>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
69 <span style="color: orange;">■</span>	<i>Danai 6</i> Product tanker Thailand 9009774 949	02/08/13 2230 hrs	01° 21.47' N, 104° 33.59' E  Approximately 7.8 nm north of Tanjung Berakit, Pulau Bintan, Indonesia	While underway, six robbers armed with knives and guns boarded the product tanker. The robbers reportedly fired at the glass panel of the door at the bridge. They entered the bridge, took control of the vessel and tied the crew in the mess room. No injuries were reported. The robbers escaped after 45 min with the crew's cash and personal belongings, a GPS and an echo sound display.  <b>[ReCAAP Focal Point (Singapore)]</b>
70 <span style="color: orange;">■</span>	<i>St. Michaelis</i> Product tanker Hong Kong, China 9304588 30068	04/08/13 0200 hrs	22° 11.60' N, 091° 41' E  Chittagong anchorage, Bangladesh	While at anchor, seven robbers armed with long knives boarded the product tanker via the aft from a wooden fishing boat. The crew raised the alarm, locked themselves inside the accommodation and reported the incident to the Bangladesh Coast Guard, Port Control and Department of Shipping. The robbers left the tanker with ship properties. A Bangladesh Coast Guard patrol boat proceeded to the location, and conducted a search and investigation onboard the tanker.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
71 <span style="color: green;">■</span>	<i>Garnet Express</i> Product tanker Marshall Islands 9609639 29289	04/08/13 0850 hrs	03° 47' N, 098° 42' E  Belawan anchorage, Indonesia	While at berth, two robbers boarded the product tanker from a small wooden boat. When the crew spotted the robbers, the robbers escaped with 4-6 pieces of corrosion proof zinc plates that were attached at the tanker astern.  <b>[ReCAAP Focal Point (Japan)]</b>
72 <span style="color: green;">■</span>	<i>Kota Harta</i> Container ship Singapore 9135092 13272	10/08/13 0145 hrs	22° 09.30' N, 091° 47.60' E  Chittagong 'C' anchorage, Bangladesh	While at anchor, three robbers in a small wooden boat boarded the container ship from the poop deck using a hook and rope. Upon discovering the robbers, the duty watchman raised the alarm immediately. Two of the robbers jumped off the ship while the third robber grabbed a life ring from the ship, threw it overboard and escaped in a small wooden boat. The crew was reported to be safe.  <b>[ReCAAP Focal Point (Singapore)]</b>

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
73 <span style="color: orange;">■</span>	<i>Star Manx</i> Bulk carrier Isle of Man (UK) 9496135 32354	10/08/13 2345 hrs	00° 16' S, 117° 36.30' E  Samarinda anchorage, East Kalimantan, Indonesia	<p>While at anchor, three robbers in boiler suits boarded the bulk carrier which was waiting for the cargo barge. The robbers held the Third Officer, who was on routine rounds at the forecastle. They hit and threatened him with a knife while another five robbers boarded the vessel, broke the hatch cover with pipes and crowbars and stole the ship stores. The robbers escaped in a speed boat with the stolen stores and the Third Officer's personal belongings upon seeing the duty crew approaching the forecastle. On investigation, it was found that the robbers boarded the vessel by breaking the hawse pipe security steel grill / cover bolt and nut lock. The port authorities were informed.</p> <p><b><i>[ReCAAP Focal Point (United Kingdom)]</i></b></p>
74 <span style="color: blue;">■</span>	<i>Henriette Schulte</i> Container ship Liberia 9130171 16281	16/08/13 0238 hrs	22° 10' N, 091° 42' E  Chittagong anchorage, Bangladesh	<p>While at anchor, robbers armed with knives boarded the container ship. The OOW spotted the robbers, raised the alarm immediately and the crew was mustered. Upon realising that the crew had been alerted, the robbers escaped with ship stores. The master reported the incident to the Port Control and Bangladesh Coast Guard. Two Coast Guard speed boats proceeded to the location of the incident, but no robbers were spotted.</p> <p><b><i>[ReCAAP Focal Point (Bangladesh)]</i></b></p>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
75 <span style="color: orange;">■</span>	<i>Moresby 9</i> Product tanker Honduras 7705740 1321	17/08/13 2045 hrs	01° 20.09' N, 104° 16.79' E  Approximately 1.83 nm southeast of Tanjung Ramunia, Malaysia	<p>While at anchor, 10 robbers armed with long knives boarded the product tanker from two speed boats. The Chief Officer saw the speed boats and activated the SSAS. One of the crew also managed to alert other vessels anchored nearby via the vessel's radio. The robbers threatened, gathered and tied the crew, including the master, in the mess room. The robbers then ordered the master to go up to the bridge to steer the vessel to Tompok Utara. After a few minutes of sailing, eight of the robbers went to the main deck and left the product tanker. The two remaining robbers then commanded the master to sail to Pulau Lima instead, to wait for speed boat to pick him. After less than seven minutes, the two robbers upon seeing a MMEA patrol vessel approaching <i>Moresby 9</i>, escaped via the port side of the bridge with cash and crew's personal belongings such as mobile phones, laptops and watch. The robbers, in their escape, left behind their long knives. The MMEA personnel boarded the vessel, ordered the crew to assemble at the bow of the ship and dropped anchor.</p> <p><b>[ReCAAP Focal Point (Singapore), MMEA, Shipping company]</b></p>
76 <span style="color: green;">■</span>	<i>Bahtera Mulia</i> Supply vessel Malaysia 9616127 2245  <i>M3320</i> Barge	18/08/13 2054 hrs	01° 15.02' N, 104° 07.33' E  Approximately 5.6 nm south of Tanjung Setapa, Malaysia (Straits of Malacca & Singapore)	<p>While the supply vessel towing a barge was enroute from Malacca to Labuan, two to three small wooden boats approached the barge, which was loaded with oil rig spare parts. When the crew spotted the robbers, the alarm was raised and an announcement was made via the PA system. The master of the supply vessel conducted evasive manoeuvring; and the crew also shone the search light on the barge and shortened the towing line. At 2320 hrs, the master confirmed that the robbers had left the barge and that a power cable was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
77 <span style="color: green;">■</span>	<i>Tequila Sunrise</i> Bulk carrier Marshall Islands 9402110 19800	23/08/13 0400 hrs	01° 15.06' S, 117° 36.10' E  Samarinda anchorage, East Kalimantan, Indonesia	<p>While at anchor, the crew onboard the bulk carrier discovered that the door to the boatswains store was opened. The crew conducted a check and discovered that a mooring rope was missing from the store.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

## Actual Incidents

■ CAT 2 (Moderately Significant) ■ CAT 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
78 ■	<i>Name withheld</i> General cargo ship Marshall Islands 19846	28/08/13 2330 hrs	21° 01' N, 107° 19' E  Cam Pha Port, Quang Ninh Province, Vietnam	While at anchor, six robbers boarded the general cargo ship. The robbers removed the hawse pipe cover and anchor lashing before they climbed through the anchor chain. They cut open the padlock to the water-tight door accessing to the forecastle store, removed the turnbuckle and lashing of the forecastle store's rope hatch, while the topside padlock locking the hatch was also cut. The robbers broke into the forecastle store, stole shackles and escaped.  <b>[ReCAAP Focal Point (Vietnam)]</b>
79 ■	<i>Violetta</i> Container ship Marshall Islands 9344710 17360	29/08/13 2045 hrs	22° 09.60' N, 091° 44.90' E  Chittagong anchorage, Bangladesh	While at anchor, seven robbers in a boat boarded the container ship from the stern. The crew spotted the robbers, raised the alarm and blew the steam whistle immediately. Upon realising the crew had been alerted, the robbers escaped empty-handed.  <b>[ReCAAP Focal Point (Japan)]</b>
80 ■	<i>Atlantic Star</i> Chemical tanker Hong Kong, China 9337523 29266	03/09/13 2110 hrs	10° 13.98' N, 107° 02.05' E  Vung Tau anchorage, Vietnam	While at anchor, six robbers in an unlit wooden fishing boat used hook and rope to board the chemical tanker via the foyle. The robbers broke the forward store lock and stole 250 to 300 litres of paint. The duty AB spotted the robbers, shouted at them and informed the bridge immediately. The alarm was raised, the crew mustered and they approached the robbers. Upon realising the crew had been alerted, the robbers jumped overboard and escaped. The incident was reported to the Vung Tau port control and an immigration officer boarded the vessel to investigate.  <b>[ReCAAP Focal Point (Vietnam), ReCAAP Contact Point (Hong Kong)]</b>
81 ■	<i>Cartola</i> Oil tanker Bahamas 9183283 80086	15/09/13 1744 hrs	01° 09.18' N, 103° 34.44' E  Approximately 4.92 nm off Pulau Nipah, Indonesia	While at anchor, the duty crew onboard the oil tanker noticed four robbers on the poop deck. The duty officer was informed, the alarm was raised and the crew mustered. Upon realising the crew had been alerted, the robbers escaped.  <b>[IMO]</b>
82 ■	<i>Fen</i> Chemical tanker Singapore 9359600 8450	16/09/13 0310 hrs	07° 09.90' S, 112° 40.20' E  Port Gresik terminal, Indonesia	While at berth scheduled to carry out loading operations, a robber was discovered on the chemical tanker's deck. Upon discovering the robber, the OOW raised the alarm and the robber escaped immediately with stolen drums of paint.  <b>[ReCAAP Focal Point (Singapore)]</b>

# Appendices

## Actual Incidents

■ CAT 2 (Moderately Significant) 
 ■ CAT 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
83 <span style="color: orange;">■</span>	<i>Usolie</i> Bulk carrier Liberia 8800315 37519	21/09/13 0230 hrs	00° 16.40' S, 117° 41.70' E  Samarinda anchorage, East Kalimantan, Indonesia	<p>While at anchor, 10 robbers armed with knives and steel bars boarded the bulk carrier during cargo operations. They took the duty AB hostage, assaulted him, took his personal belongings and tied him. The robbers also broke into the bosun locker and stole ship stores. The duty officer spotted the robbers, raised the alarm and mustered the crew. Upon hearing the alarm, the robbers escaped in their wooden boat. The port authorities were informed via VHF radio.</p> <p><b>[IMO]</b></p>
84 <span style="color: green;">■</span>	<i>Budget 17</i> Tug boat Malaysia 9443322 141  <i>Budget 27</i> Barge	22/09/13 0735 hrs	01° 11.46' N, 103° 39.49' E  Approximately 2.83 nm north of Pulau Nipah, Indonesia (Straits of Malacca & Singapore)	<p>While the tug boat was towing barge, robbers were found onboard the barge. The robbers escaped in their small boats with scrap metal pieces stolen from the barge.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
85 <span style="color: blue;">■</span>	<i>Armada Ali</i> Tanker Marshall Islands 9178757 160279	23/09/13 0230 hrs	01° 07' N, 103° 37' E  Approximately 2.83 nm north of Pulau Nipah, Indonesia	<p>While at anchor and conducting STS operations with another vessel, three robbers armed with knives and metal rods boarded the tanker. The crew confronted the robbers who threw some bolts at the crew. A knife was also allegedly thrown by the robbers at one of the crew. The alarm was raised and the crew mustered. The robbers escaped empty-handed. The robbers were described as sturdy, middle-aged men and violent in nature. They were clad in blue overalls but were barefooted. Footprints were later seen in the vicinity of three port cargo tank, indicating the robbers could have boarded from port shipside forward of manifold. The Singapore Police Coast Guard and Republic of Singapore Navy were informed; and a NAVTEX broadcast was initiated to warn vessels in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
86 <span style="color: blue;">■</span>	<i>Rosalia D'amato</i> Bulk carrier Italy 9225201 40562	26/09/13 0200 hrs	Samarinda anchorage, East Kalimantan, Indonesia	<p>While at anchor, eight robbers armed with knives boarded the bulk carrier. The robbers stole ship stores and escaped.</p> <p><b>[IMO]</b></p>

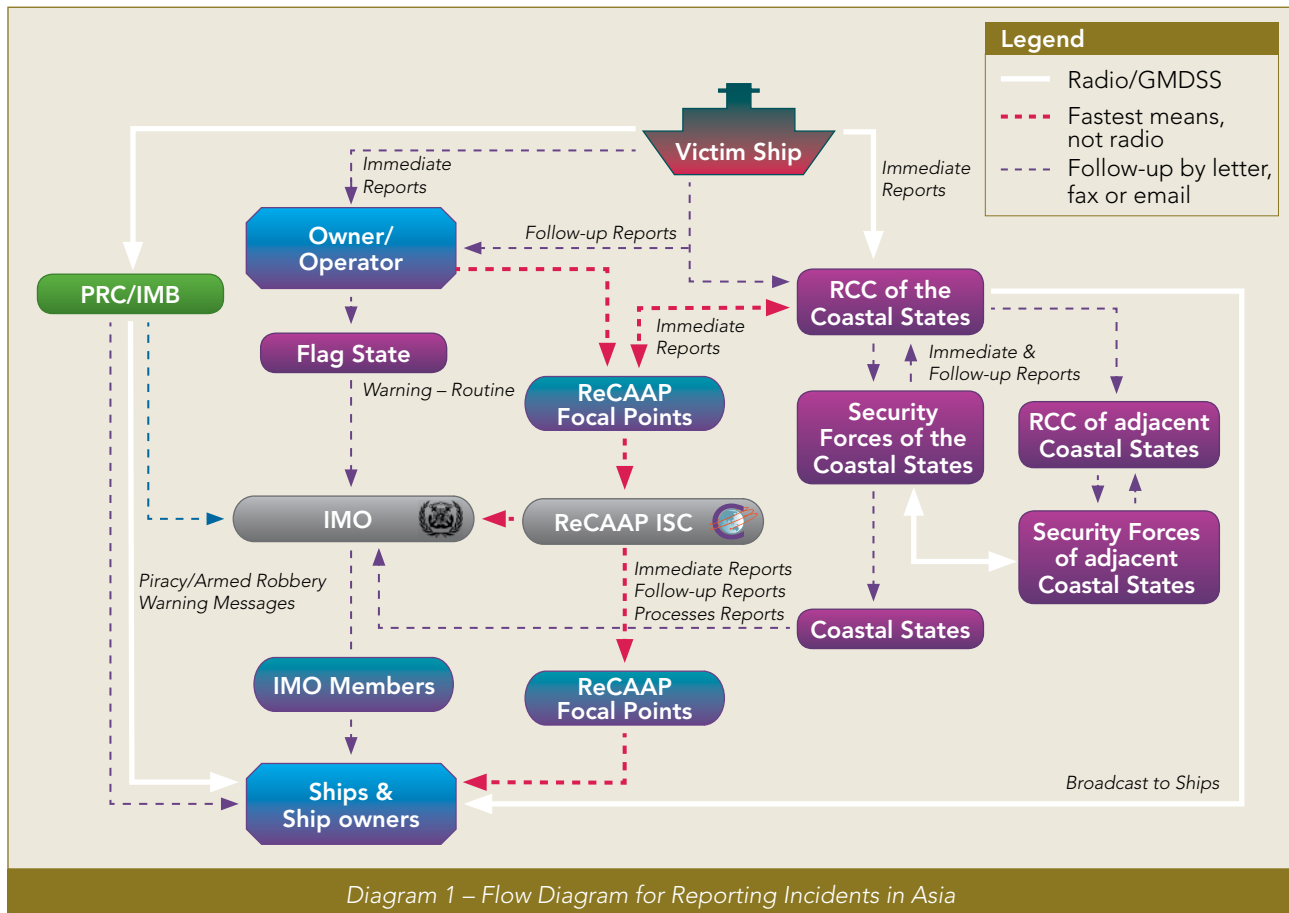
## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
87	<i>Fairchem Stallion</i> Chemical tanker Panama 9291456 11628	03/02/13 0430 hrs	03° 55.60' N, 098° 48.60' E  Belawan anchorage, Indonesia	While at anchor, six robbers armed with knives in a small-sized wooden motor boat approached the chemical tanker from the shadowed section of the forecastle and then towards the forward of the midship. One of the robbers attempted to board the tanker by hooking a rope onto the ship's railing. The duty crew spotted the robber and informed the duty officer. The duty officer raised the alarm and the crew mustered on the wheelhouse. Upon hearing the alarm and realising the crew had been alerted, the robbers aborted the attempted boarding. The incident lasted for 15 min. The robbers were observed to be lean and dark-skinned, and were dressed in worn-out t-shirts.  <b>[ReCAAP Focal Point (Singapore)]</b>
88	<i>Iver Exact</i> Tanker Gibraltar (UK) 9307982 29456	03/04/13 0245 hrs	01° 42.78' N, 101° 25.91' E  Dumai anchorage, Indonesia	While at anchor, the mate observed a small unlit boat approaching from the aft. He alerted the deck watches and one of the watchman blew the horn. The mate also sounded the loudhailer and switched on the flashlight on stroboscope setting. The robbers aborted their attempt and escaped.  <b>[ReCAAP Focal Point (Netherlands)]</b>
89	<i>Emerald Star</i> Bulk carrier Hong Kong, China 9449261 33205	15/06/13 2015 hrs	03° 41' S, 114° 25.50' E  Taboneo anchorage, East Kalimantan, Indonesia	While at anchor, three robbers armed with swords and knives in an unlit boat attempted to board the bulk carrier via the port anchor chain. The duty crew spotted the robbers and informed the duty officer, who raised the alarm. The crew was mustered and the robbers aborted their attempt to board the vessel upon realising that the crew had been alerted.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
90	<i>Kirana Tritya</i> Product tanker Singapore 9279678 13203	21/07/13 0200 hrs	10° 42' N, 106° 44.34' E  Nha Be terminal, Vietnam	While the product tanker was engaged in discharging operations, the ship's anti-piracy watch spotted two robbers using and climbing a messenger rope from a small craft at the forward starboard side of the vessel. There were three other robbers sighted on the small craft. The ship's alarm was activated and all crew gathered at the forward of the vessel. The robbers, who were climbing the rope, jumped into the river and escaped. There were no injuries to the crew and no items stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>



# Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia

## 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.

## Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Border Protection Command Australian Maritime Security Operations Centre (AMSOC) E-mail: AMIFC@customs.gov.au	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: dosdgd@bdtb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
<b>Cambodia</b>		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
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
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
<b>India</b>		
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
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
<b>Netherlands</b>		
Netherlands Coastguard Centre Email: sjaco.pas@kustwacht.nl	+31-223-542-300 +31-223-658-315	+31-223-658-358

## Contact details of ReCAAP Focal Points and Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Norway</b>		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
<b>Singapore</b>		
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
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqhydrographer@navy.lk nhqdno@navy.lk	+94-11-221 2509 +94-11-244 5368 (Hotline)	+94-11-244 1454
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Ops Centre Email: nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
<b>Vietnam</b>		
Vietnam Marine Police Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 26 September 2013

---

## 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.



---

**ReCAAP Information Sharing Centre**

456, Alexandra Road, #11-02 Singapore 119962

T: +65 6376 3091 ■ F: +65 6376 3066 ■ W: [www.recaap.org](http://www.recaap.org)

---