

REPORT for FEBRUARY 2013

1 February 2013 - 28 February 2013

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EXECUTIVE SUMMARY

A total of 12 incidents, comprising 11 actual incidents and one attempted incident, were reported in February 2013. Of the 11 actual incidents, one was an incident of piracy occurred in the South China Sea and 10 were robberies onboard vessels. The incidents reported in February 2013 were also relatively less severe compared to incidents reported during the same period in the past four years (February of 2009-2012). Notably, there has been improvement in most locations in Asia. The greatest improvement occurred in the Straits of Malacca and Singapore.





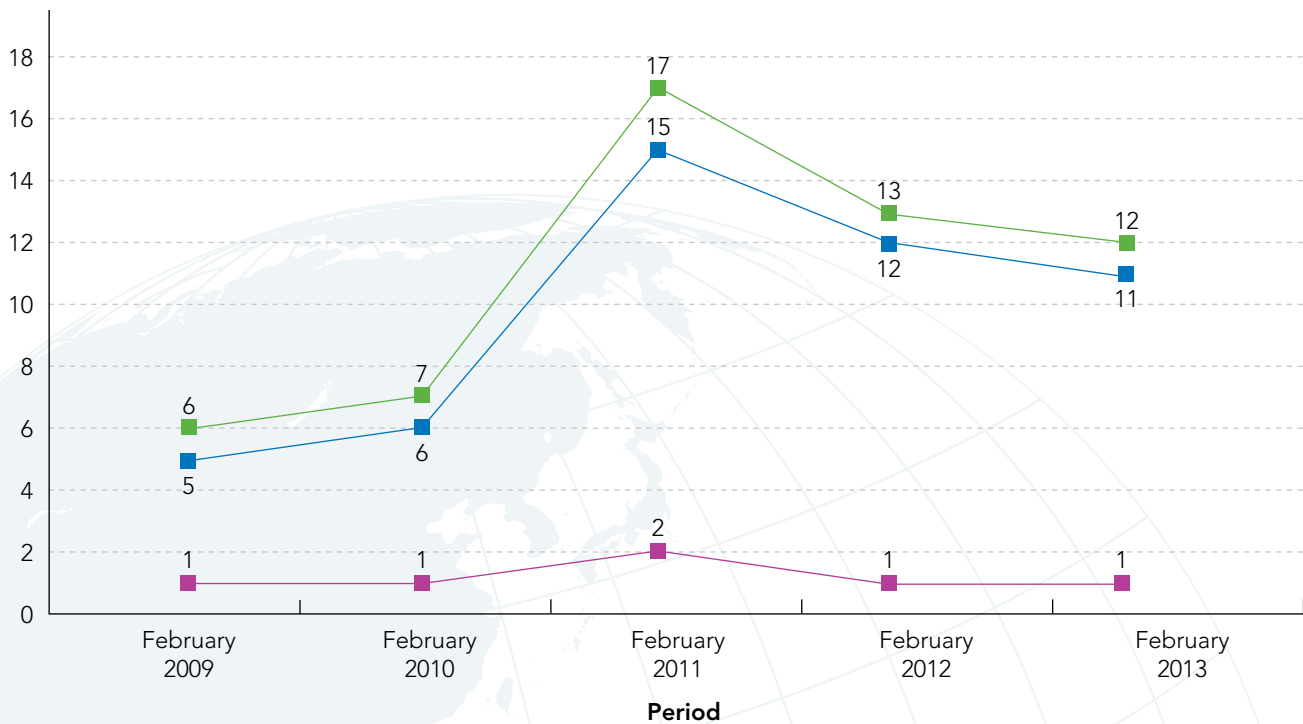
SITUATION UPDATE

Number of Incidents

A total of 12 incidents, comprising of 11 actual incidents and one attempted incident, were reported in February 2013. Compared to the same period in 2011 and 2012, the number of reported incidents had decreased, but compared to same period in 2009 and 2010, the number of incidents are still higher. Hence, there is no room for complacency. Refer to Graph 1 below.

- Total
- Actual
- Attempted

Number of Incidents



Graph 1 – Total number of incidents reported in February (2009-2013)



SITUATION UPDATE

Significance Level of Incidents

The ReCAAP ISC evaluates the significance of each incident based on two factors – the level of violence associated with the incident and the economic loss incurred. Using these factors and the indicators under each of them (such as the type of weapons used by the pirates/robbers, the treatment of crew, the number of pirates/robbers involved in the attack, and the type of properties stolen), the ReCAAP ISC classifies the incidents into one of the four categories to determine their overall significance level. This classification of incidents allows the ReCAAP ISC to provide some perspective on the severity level of each incident. Refer to the ReCAAP ISC website at www.recaap.org¹ for the description of the methodology adopted by the ReCAAP ISC in classifying Incidents.

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

Chart 1 shows the significance level of actual incidents reported during February of 2009-2013. Overall, the incidents reported in February 2013 were relatively less severe compared to the same period in the past four years (2008-2012). No Category 1 incident was reported in February 2013.

¹ http://www.recaap.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=290&PortalId=0&TabId=78



SITUATION UPDATE

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

Number of Incidents

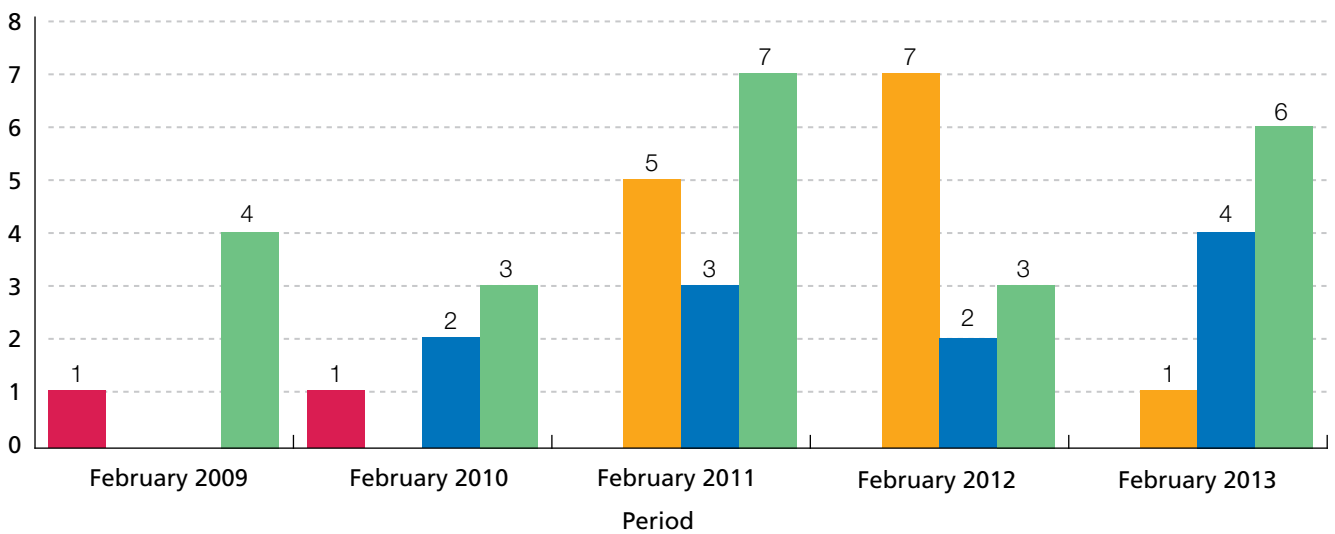


Chart 1 – Significance level of actual incidents reported in February (2009-2013)

Category 2 (Moderately Significant) incidents

There has been a marked decrease in the number of Category 2 incidents in February 2013 compared to the same period in 2011 and 2012. Only one Category 2 incident was reported in February 2013 involving tanker, *Forward Fortune* when she was anchored at Nipah anchorage, Indonesia on 13 Feb 13. Seven robbers boarded the tanker and tied the motorman in the engine room during the ship-to-ship operation. The motorman managed to escape and informed the Officer-on-Watch (OOW) and Second Officer, who informed the master. The master raised the alarm and the robbers upon hearing the alarm, escaped with some engine spares.



SITUATION UPDATE

Category 3 (Less Significant) incidents

Of the four Category 3 incidents reported in February 2013, three were robbery incidents onboard vessels at anchorages in Indonesia, and one was a piracy incident in the South China Sea. The piracy incident involved container ship, *APL Bahrain* when she was underway at approximately 52 nm west of Pulau Penjantan, Indonesia on 18 Feb 13. The duty officer onboard the vessel saw two masked men on the bridge wing attempting to enter the bridge. The alarm was raised and the crew was mustered on the bridge. The men, unable to enter the locked bridge, escaped after the crew had been alerted. The other three Category 3 incidents occurred at anchorages in Indonesia; at Adang Bay anchorage, Balikpapan anchorage and Dumai anchorage. In all three incidents, the robbers were armed with knives and escaped immediately with some ship stores when the crew had been alerted.

Petty Theft (Minimum Significant) incidents

Of the six petty theft incidents, three incidents involving tankers were reported at the anchorages in Indonesia (Balikpapan, Dumai and Teluk Semangka), two incidents involving container ships at the port and anchorage in Vietnam (Ho Chi Minh and Haiphong) and one incident involving a chemical tanker off Kochi Light in India. In all six incidents, the robbers escaped with ship stores such as mooring line, ropes, cans of paint and thinner; and engine spares. There is no particular type of vessels the robbers chose to board and rob. The ReCAAP ISC believes that the robbers were opportunistic in nature, robbed vessels which were lacking in vigilance when anchored at ports and anchorages during hours of darkness.



SITUATION UPDATE

Location of Incidents

	February 2009		February 2010		February 2011		February 2012		February 2013	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
Arabian Sea						1				
Bangladesh					4		1			
Bay of Bengal			1			1				
India	2		2		1		1	1	1	
Sub-total	2		3		5	2	2	1	1	
Indonesia				1	1		5		7	1
Malaysia	1		2		4					
Philippines		1			1					
South China Sea									1	
Straits of Malacca and Singapore	1				3		4			
Vietnam	1		1		1		1		2	
Sub-total	3	1	3	1	10		10		10	
Overall Total	5	1	6	1	15	2	12	1	11	1

Table 1 – Location of Incidents in February (2009-2013)

In February 2013, only one incident was reported in South Asia, the lowest number reported in the region during the five-year reporting period (February of 2009-2013). In Southeast Asia, the number of incidents reported for the past three years (February of 2011-2013) had been consistent. The greatest decline in February 2013 was observed in the Straits of Malacca and Singapore. No incident was reported there in February 2013 compared to February 2011 and February 2012 when three incidents and four incidents were reported respectively. The ReCAAP ISC commends the efforts of the littoral States for their close cooperation in information sharing and joint coordinated patrols in the strait.

The ReCAAP ISC observes that the number of incidents reported at the ports and in the waters off Indonesia in February 2013 had increased. The eight incidents (seven actual and one attempted) reported in Indonesia in February 2013 is also the highest among the five-year reporting period. Map 1 shows the location of all incidents reported in February 2013².

² The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.



SITUATION UPDATE



Map 1: Location of incidents in February 2013

Note: Description of the incidents are tabulated next page.



SITUATION UPDATE

Description of Incidents

● Category 2 (Moderately Significant)
 ● Category 3 (Less Significant)
 ● Petty Theft (Minimum Significant)
 Attempted

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Location of Incident	Details of Incidents
1	<i>Wehr Blankenese</i> Container ship Marshall Islands 9149902 16117	Port of Ho Chi Minh, Vietnam	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. <i>[ReCAAP Focal Point (Singapore)]</i>
2	<i>Ince Inebolu</i> Bulk carrier Turkey 9254472 30011	Adang Bay anchorage, Indonesia	While at anchor, three robbers armed with knives boarded the bulk carrier via the anchor chain. They attacked the duty crew on the forecabin. 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 forecabin store. <i>[IMO]</i>
3	<i>Stargate</i> Bulk carrier Liberia 9493212 17025	Dumai anchorage, Indonesia	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. <i>[ReCAAP Focal Point (United Kingdom)]</i>
4	<i>Torm Garonne</i> Chemical tanker Denmark 9288930 23246	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. <i>[ReCAAP Focal Point (Denmark)]</i>



SITUATION UPDATE

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Location of Incident	Details of Incidents
5	<i>Forward Fortune</i> Tanker Panama 9317717 59158	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 mater raised the alarm and upon hearing the alarm, the robbers escaped with some engine spares. [IFC, Shipping company]
6	<i>Atlantic Latvia</i> Chemical tanker Liberia 9222168 23740	Kochi Light, India	While at anchor, three robbers boarded the chemical tanker via the anchor chain from a wooden boat. The robbers entered the forecandle 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. [ReCAAP Focal Point (India)]
7	<i>Selma</i> Container ship Antigua & Barbuda 9057159 14619	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. [ReCAAP Focal Point (China)]
8	<i>APL Bahrain</i> Container ship Liberia 9395927 40741	Approx. 52nm 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. [IMO]



SITUATION UPDATE

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Location of Incident	Details of Incidents
9	<i>Eships Prelude</i> Chemical tanker Marshall Islands 9272723 5770	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. [ReCAAP Focal Point (Singapore)]
10	<i>Red Rum</i> LPG tanker Singapore 9012886 42341	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. [ReCAAP Focal Point (Singapore)]
11	<i>Stolt Rindo</i> Chemical tanker Panama 9314765 6944	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. [ReCAAP Focal Point (Singapore)]
12	<i>Fairchem Stallion</i> Chemical tanker Panama 9291456 11628	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 immediately 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. [ReCAAP Focal Point (Singapore)]



CONCLUSION

There has been improvements in the situation of piracy and armed robbery against ships in Asia in February 2013 compared to February 2011 and 2012. However, the total numbers are still higher than February 2009 and 2010. In terms of significance level, incidents reported in February 2013 were relatively less severe compared to incidents reported during the same period in the past four years (February of 2009-2012). Although the total number of incidents reported in February 2009 and February 2010 were lower, more severe incidents were reported during these periods, including Category 1 incidents which involved the kidnapping of crew from tug boat, *MLC Nancy 5* on 19 Feb 09, and hijacking of tug boat *Asta* and kidnapping of her chief engineer on 6 Feb 10.

Although February 2013 has no report of Category 1 incident, more should be done at ports and anchorages as 11 out of the 12 incidents reported in February 2013 occurred when vessels were anchored or berthed.

The ReCAAP ISC urges the relevant authorities to enhance surveillance and increase presence at the ports/anchorages and in the waters off Indonesia. Ship masters and crew are advised to exercise vigilance, particularly during hours of darkness, and to report all incidents to the nearest coastal State and flag State. In accordance with the Maritime Safety Committee (MSC) circulars on preventing and suppressing acts of piracy and armed robbery against ships, namely MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3, ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Refer to the the ReCAAP ISC website at www.recaap.org³ for the elaboration of the Maritime Safety Committee (MSC) Circulars. The contact details of the ReCAAP Focal Points/Contact Point can be found in page 14-15 of this report.

³ http://www.recaap.org/Portals/0/docs/About%20ReCAAP%20ISC/4%29%2020120727-ReCAAP-v05-Flow_Diagram.pdf



CONTACT DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

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National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-3917-4400 +45-3917-4699	+45-3917-4401
Republic of India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicoms.go.kr	+82-44-201 5140 to 44 +82-44-201 4117 to 18	+82-44-201 5699
Lao People's Democratic Republic		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547



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Netherlands Coastguard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com 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
Republic of Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka		
Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqhydrographer@navy.lk	+94-112212509	+94-112441454
Kingdom of Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
National Maritime Information Centre Ops Centre Email: nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Socialist Republic of Viet Nam		
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Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 28 February 2013