



Information Sharing Centre

135°

45°

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

HALF-YEARLY REPORT

JANUARY – JUNE 2013

225°



Brief extracts from the report may be reproduced for non-commercial use provided the source is acknowledged. Request for extensive reproduction should be made to ReCAAP Information Sharing Centre (ISC), who owns the copyright of this document.

CONTENTS

- 02 > EXECUTIVE SUMMARY
- 04 > PART **ONE**
PIRACY AND ARMED ROBBERY
AGAINST SHIPS INCIDENTS FOR
1ST HALF-YEAR OF 2013
- 12 > PART **TWO**
COMPARISON OF 1ST HALF-YEAR
INCIDENTS (2009-2013)
- 18 > PART **THREE**
CASE STUDY
- 26 > PART **FOUR**
ReCAAP ISC ACTIVITIES
- 34 > PART **FIVE**
CONCLUSION
- 36 > APPENDICES
 - > Description of Incidents (January-June 2013)
 - > Contact Details of ReCAAP Focal Points / Contact Point
 - > Acknowledgements

EXECUTIVE SUMMARY

ReCAAP ISC Half-Yearly Report

157°

180°



Executive Summary

The overall situation of piracy and armed robbery against ships in Asia during the first half of 2013 has improved. A total of 57 incidents comprising 54 actual incidents and three attempted incidents, were reported during the period of January-June 2013 compared to 64 incidents reported during the same period in 2012.

The overall severity of incidents reported during January-June 2013 has also decreased. Of the 57 incidents, 13 were Category 2 (moderately significant) incidents, 20 were Category 3 (less significant) incidents, 21 were petty theft incidents and three were attempted incidents. There was no Category 1 incident reported during January-June 2013. Notably, the number of Category 2 incidents was the lowest during January-June 2013 among the five-year reporting period. However, there had been an increase in the number of Category 3 incidents, while the number of petty theft incidents had decreased in January-June 2013.

The improvement during January-June 2013 compared to the same period in 2012 occurred in Bangladesh, India and the Straits of Malacca and Singapore. However, there had been an upward trend in the number of incidents, mostly Category 3 incidents reported at some ports and anchorages in Indonesia.

Majority of the incidents occurred during January-June 2013 involved robbers in groups of one to three men. Of the 54 actual incidents, 23 (or 43%) incidents involved robbers armed with knives and 36 (or 67%) incidents resulted in the loss of engine spares and stores. About three-quarter of the incidents reported that the crew was not injured while some cases (14 of 54) reported that the crew was threatened, assaulted and held hostage (tied up) before the robbers escaped with the crew's cash and personal belongings. The detailed descriptions of the incidents are in the Appendix.

PIRACY AND ARMED ROBBERY AGAINST SHIPS INCIDENTS FOR 1ST HALF-YEAR OF 2013

ReCAAP ISC Half-Yearly Report



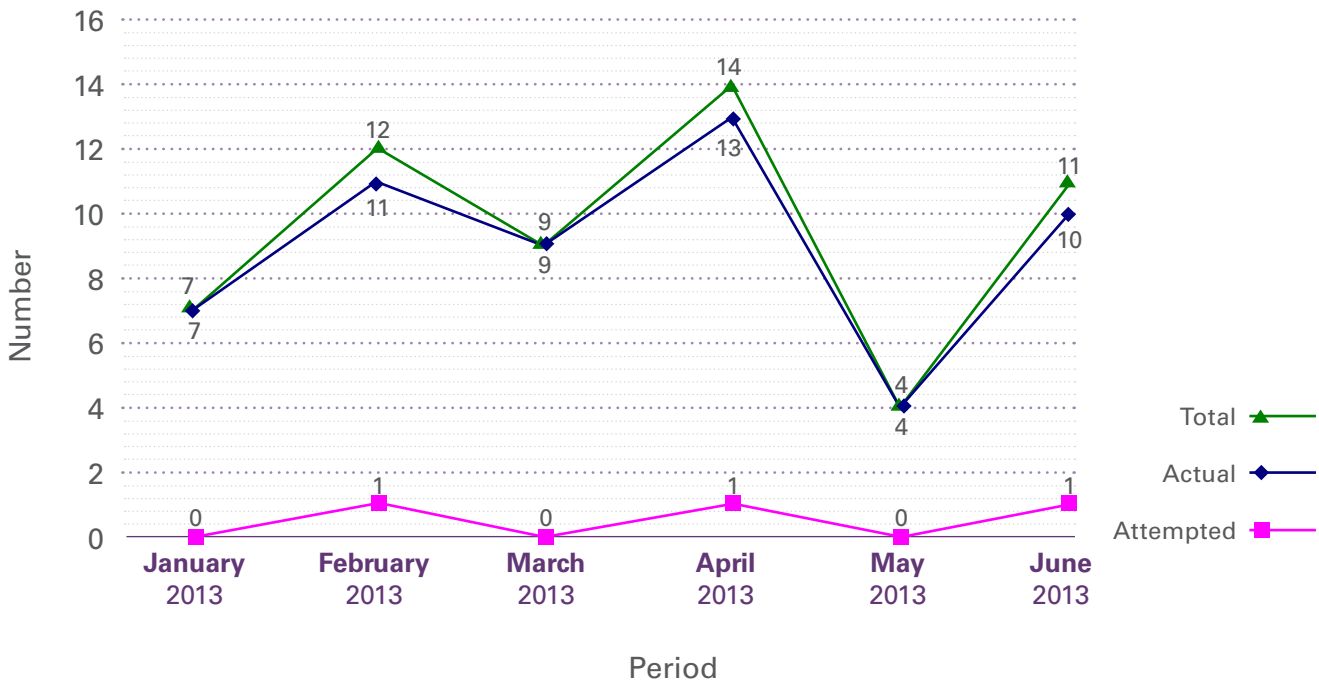


PART ONE

Piracy and Armed Robbery Against Ships Incidents for 1st Half-Year of 2013

Number of Incidents

During January-June 2013, a total of 57 incidents were reported, of which 54 were actual incidents and three were attempted incidents. The number of incidents has fluctuated during the six-month period of 2013, with alternate ups and downs in the number of incidents and the highest number of incidents occurred in April 2013 and lowest in May 2013.



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

Significance Level

Of the 54 actual incidents reported during January-June 2013, 13 were Category 2 incidents, 20 were Category 3 and 21 were petty theft incidents. No Category 1 incident was reported during this period. The highest number of Category 2 incidents was in April 2013 (five incidents), while the lowest number of Category 3 and petty theft incidents was reported in May 2013 (four incidents).

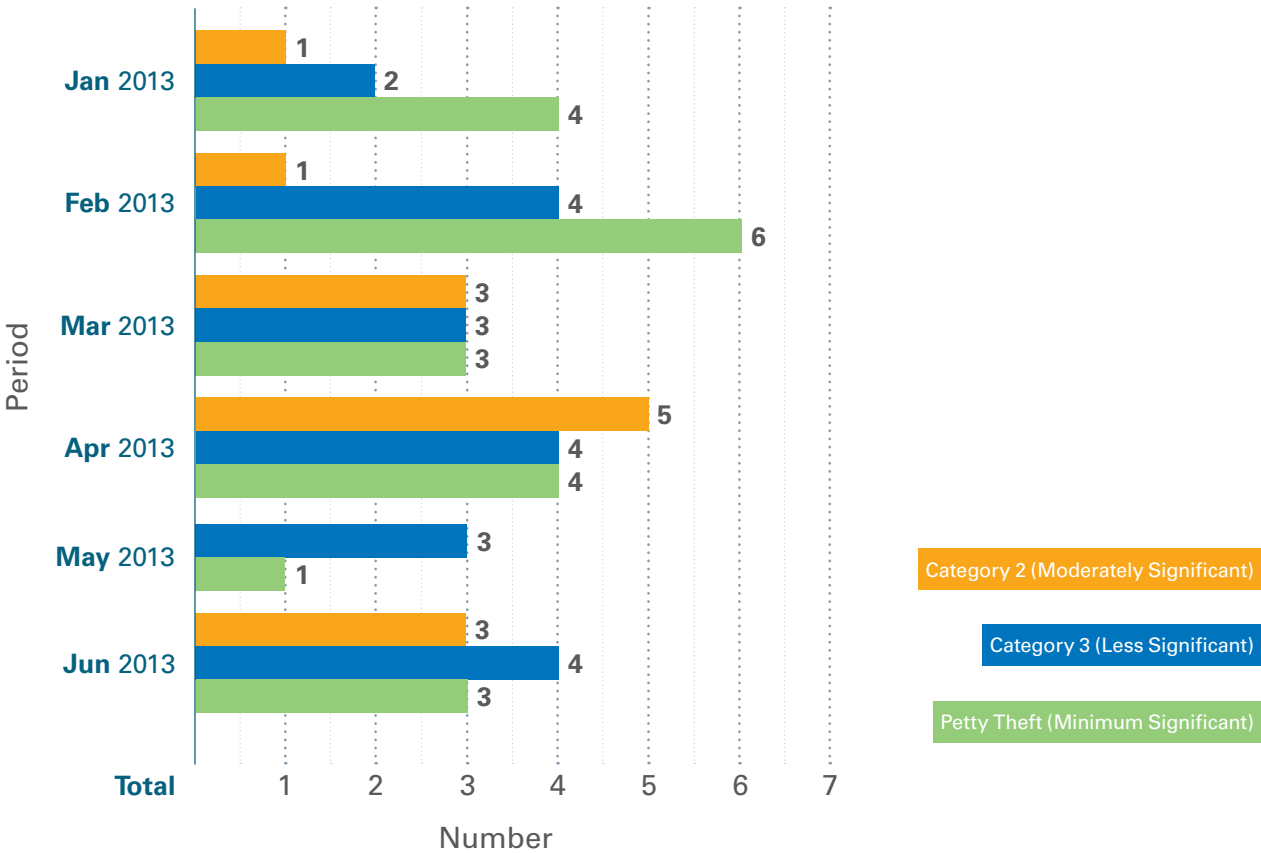


Chart 1 - Significance Level of Incidents (January-June 2013)

Piracy and Armed Robbery Against Ships Incidents for 1st Half-Year of 2013

Number of Robbers

While majority of the incidents (31) involved groups of one to three men, there is however a large number of incidents (18) that has no information on the number of robbers involved. This information gap affects the ReCAAP ISC's in classification of the severity of an incident. Hence, the ReCAAP ISC urges ship masters and crew to be as detailed as possible when reporting incidents.

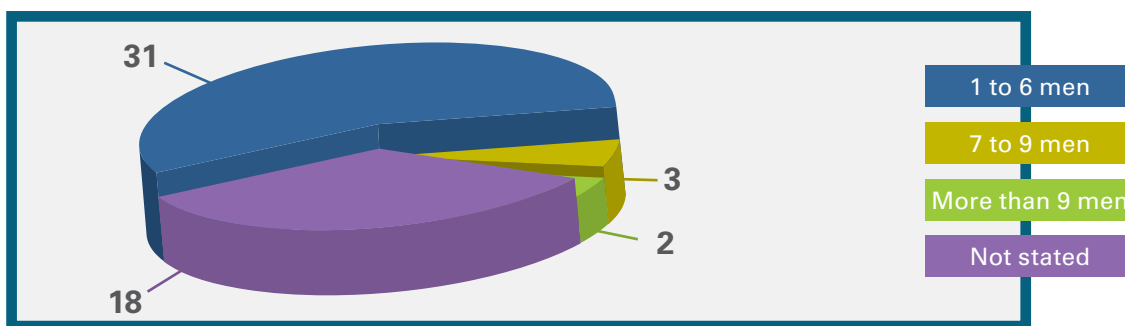


Chart 2 - Number of Pirates/Robbers (January-June 2013)

Type of Weapons Used

More than half of the incidents (30) reported during the period of January-June 2013 involved pirates/robbers who were armed, of which seven incidents involved pirates/robbers armed with guns and knives. Though the pirates/robbers were armed, they did not hurt the crew but threatened the crew in surrendering their cash and possessions. Notably, the guns were not discharged in any of the seven incidents which involved pirates/robbers who were armed with guns.

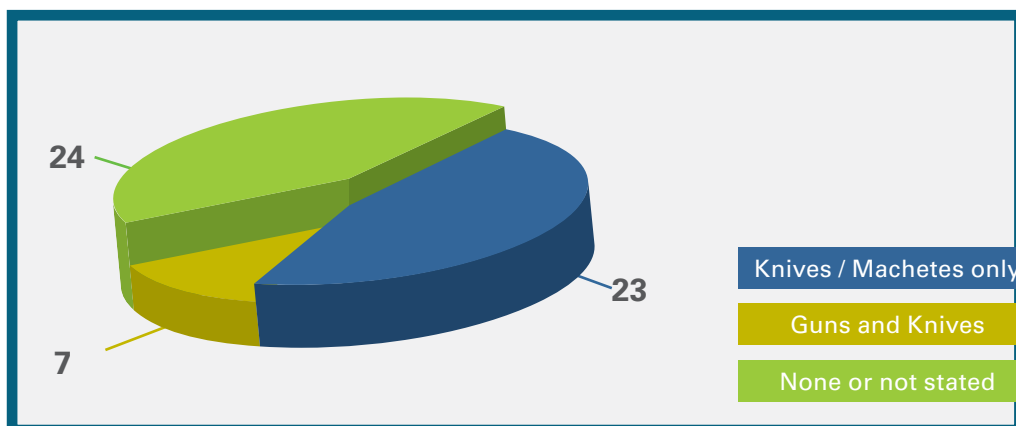


Chart 3 - Type of Weapons Used (January-June 2013)

Treatment of Crew

During January-June 2013, three-quarter of the incidents (40) reported that either the crew was not injured or there was no information on the well-being of the crew. The pirates/robbers did not physically harm the crew, but in some cases, threatened the crew and/or tied them up. The only exception was in the incident involving *Hub 21* on 24 Apr 13 when the pirates assaulted the crew before they held them hostage (tied up), and escaped after taking their possessions.

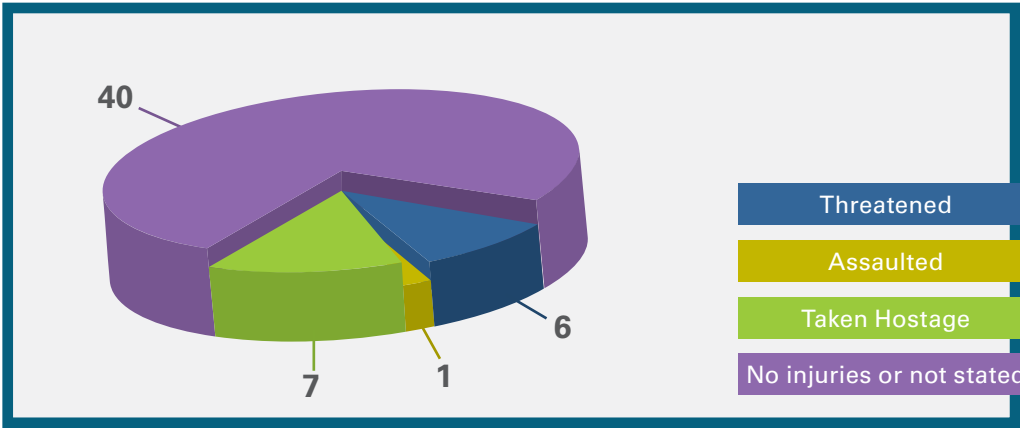


Chart 4 - Treatment of Crew (January-June 2013)

Piracy and Armed Robbery Against Ships Incidents for 1st Half-Year of 2013

Economic Loss

The loss of stores was reported in slightly more than half of the incidents (28) reported during January-June 2013. The common stores stolen were mooring ropes, walkie-talkies, torchlights, paint, pumps, scupper plugs, shackles etc. A total of seven incidents reported the loss of cash and the crew's personal belongings such as laptop, mobile phones, clothes, shoes, jewellery etc. Of these, four occurred in the South China Sea, where pirates were bolder as they ransacked the vessel thoroughly. Another incident involved the loss of a barge, *Eng Tou 266*, which was towed away by an unknown tug boat while the barge was anchored off Tanjung Ayam, Malaysia on 22 Apr 13. The whereabouts of *Eng Tou 266* is still unknown at this juncture.

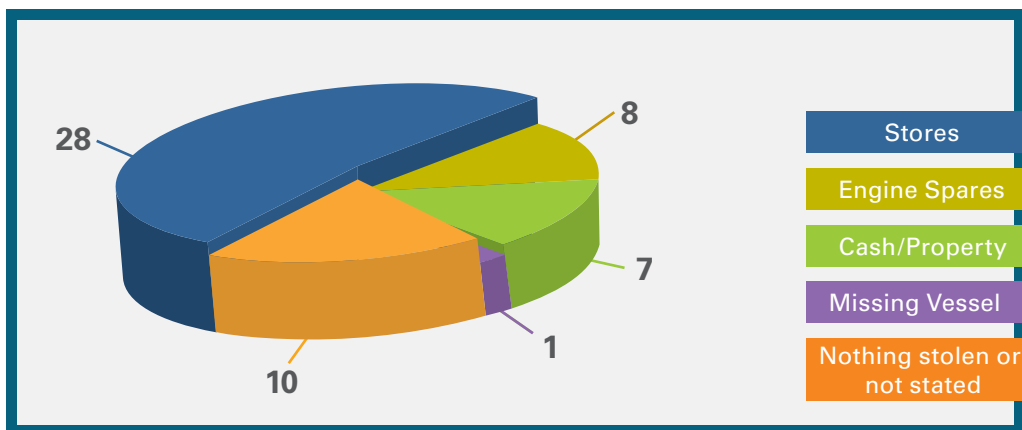


Chart 5 - Type of Economic Losses (January-June 2013)

Location of Incidents (January to June 2013)



COMPARISON OF INCIDENTS OCCURRED DURING JANUARY-JUNE OF 2009-2013

ReCAAP ISC Half-Yearly Report



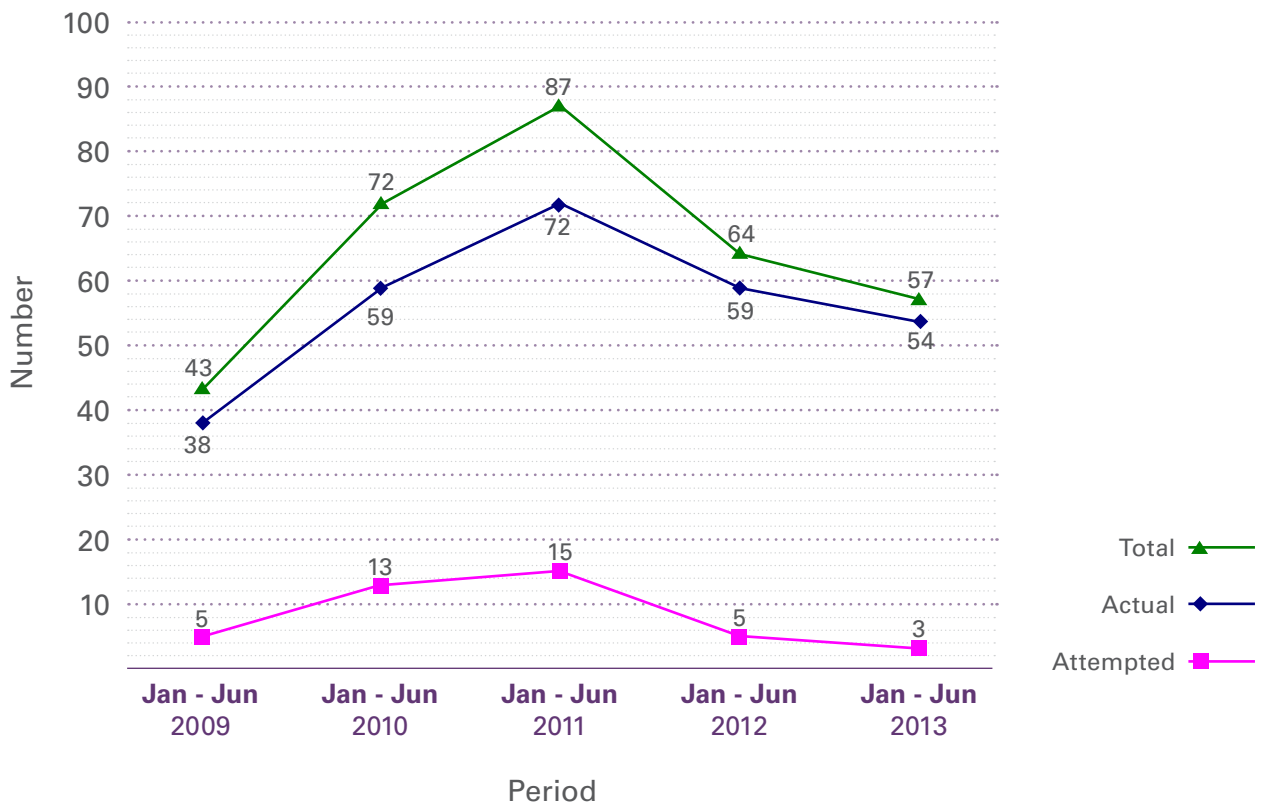


PART TWO

Comparison of Incidents occurred during January-June of 2009-2013

Number of Incidents

During January-June 2013, a total of 57 incidents, comprising 54 actual incidents and three attempted incidents, were reported. There had been a decrease in the number of incidents compared to the same period in 2012 when 64 incidents were reported during January-June 2012.



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

Significance Level

During January-June 2013, of the 54 actual incidents, 13 were Category 2 incidents, 20 were Category 3 incidents and 21 were petty theft incidents. Of significance there was a decrease in the severity of the incidents reported during January-June 2013. No Category 1 incident was reported during January-June 2013 among the five-year period. In addition, January-June 2013 saw the lowest number of Category 2 incidents reported among the five-year period. The number of Category 3 and petty theft incidents had been fairly consistent for the past two years, with 38 in 2012 and 41 in 2013.

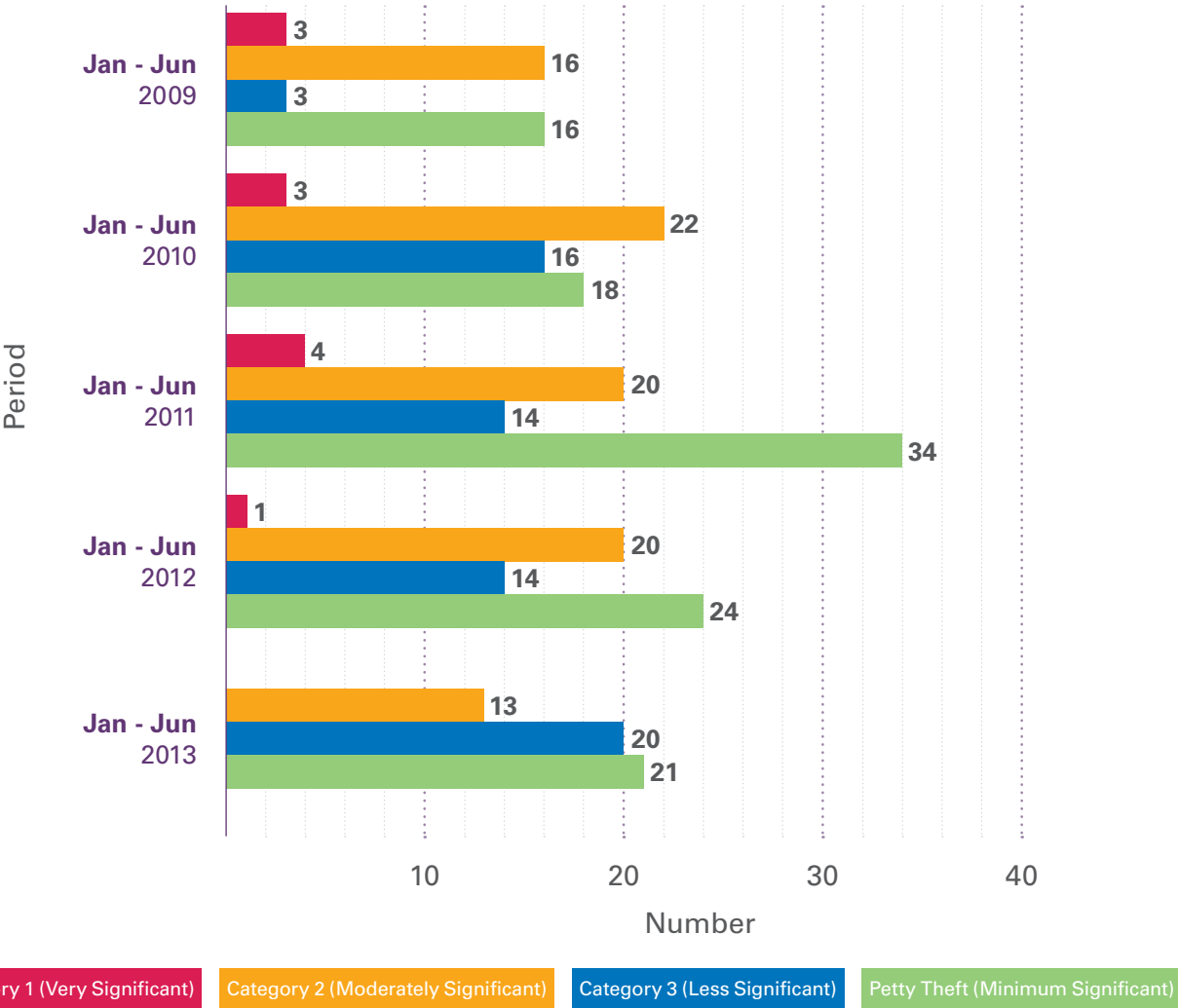


Chart 6 - Significance Level of Incidents (January-June of 2009-2013)

PART TWO

Comparison of Incidents occurred during January-June of 2009-2013

Location of Incidents

	Jan - Jun 2009		Jan - Jun 2010		Jan - Jun 2011		Jan - Jun 2012		Jan - Jun 2013	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China			1							
Sub-total			1							
South Asia										
Arabian Sea						4				
Bangladesh	4	1	9	2	5		8		2	
Bay of Bengal			1			1				
India	4		5		6	2	4	1	3	
Sub-total	8	1	15	2	11	7	12	1	5	
Southeast Asia										
Gulf of Thailand			1							
Indonesia	3	2	13	6	23	1	29	2	35	3
Malaysia	8	1	9		8		2		3	
Myanmar	1									
Philippines	2	1	1		3		3		1	
Singapore					2					
South China Sea	7		10	3	8	6	4		5	
Straits of Malacca and Singapore	3		2	2	13	1	6	1	2	
Thailand	1									
Vietnam	5		7		4		3	1	3	
Sub-total	30	4	43	11	61	8	47	4	49	3
Overall Total	38	5	59	13	72	15	59	5	54	3

Table 1 – Location of Incidents (January-June of 2009-2013)

South Asian region

There were five actual incidents reported in the South Asian region during January-June 2013, which is the lowest in the region throughout the five-year reporting period (January-June of 2009-2013). This can be attributed to the marked improvement of the situation at ports and anchorages in Chittagong, Bangladesh. Compared to January-June of 2009-2012, two incidents were reported in Chittagong during January-June 2013, which is the lowest recorded among the five-year period compared to eight incidents reported during the same period in 2012 and five incidents in 2011. The ReCAAP ISC applauds the efforts of the Chittagong port authorities and the law enforcement agencies of Bangladesh who had contributed towards the improvement of the situation there.

Southeast Asian region

In the Southeast Asian region, the number of incidents reported during January-June 2013 had remained fairly consistent compared to January-June 2012. Notably, there had been an improvement in the Straits of Malacca and Singapore for the past two years since its peak during January-June 2011. A total of 14 incidents were reported in the Straits of Malacca and Singapore during January-June 2011, which subsequently decreased to seven incidents during the same period in 2012 and two incidents in 2013. This can be attributed to the littoral States' effort in coordinated patrols and the good network of information sharing among the relevant enforcement agencies.

However, there had been an increase in the number of incidents at the ports and anchorages in Indonesia since January-June 2009. A total of 38 incidents were reported at the ports and anchorages in Indonesia during January-June 2013 which was the highest throughout the five-year period. The ReCAAP ISC urges authorities to increase their surveillance and presence, particularly at the ports and anchorages in Balikpapan, Samarinda and Taboneo, East Kalimantan.

CASE STUDY

ReCAAP ISC Half-Yearly Report





PART THREE

Incidents Involving Barges

A total of four incidents involving barges were reported during January-June 2013. Of the four incidents, three occurred while the barges were being towed by tug boats, and one incident occurred when the barge was at anchor. The details of the incidents are described below.

Incident involving *Eng Tou 266* on 22 Apr 13



Name:
Eng Tou 266

Type of Vessel:
Flat top deck cargo barge

Flag:
Singapore

GRT:
624

On 22 Apr 13 at or about 2250 hrs (local time), a Singapore-registered barge *Eng Tou 266* was anchored off Tanjung Ayam, Malaysia when crew from a neighbouring barge noticed that an unknown tug boat was pulling *Eng Tou 266* away towards the southern direction. When it was verified that *Eng Tou 266* was indeed missing, the charterer lodged a police report with the Malaysian Marine Police.

This is the first time a flat top cargo barge was taken by robbers without the knowledge of the crew. The ReCAAP ISC had linked up the Malaysian Maritime Enforcement Agencies (MMEA) with the owner to locate the missing barge.

Incident involving *Crest 2821* on 29 Apr 13

<i>Name:</i> <i>Crest 2821</i>	<i>Type of Vessel:</i> Flat top deck cargo barge	<i>Flag:</i> Singapore	<i>GRT:</i> 3347
--	--	----------------------------------	----------------------------

On 29 Apr 13 at or about 0200 hrs (local time), a Singapore-registered tug boat *Crest 1* was towing barge *Crest 2821* from Port Klang, Peninsular Malaysia to Bintulu, Sarawak, East Malaysia at approximately 3.2 nm northwest of Pulau Batam, Indonesia when an unknown number of robbers boarded the barge and escaped with ship's stores.

Incident involving *Crest 2825* on 12 May 13

<i>Name:</i> <i>Crest 2825</i>	<i>Type of Vessel:</i> Barge	<i>Flag:</i> Singapore	<i>GRT:</i> 3344
--	--	----------------------------------	----------------------------

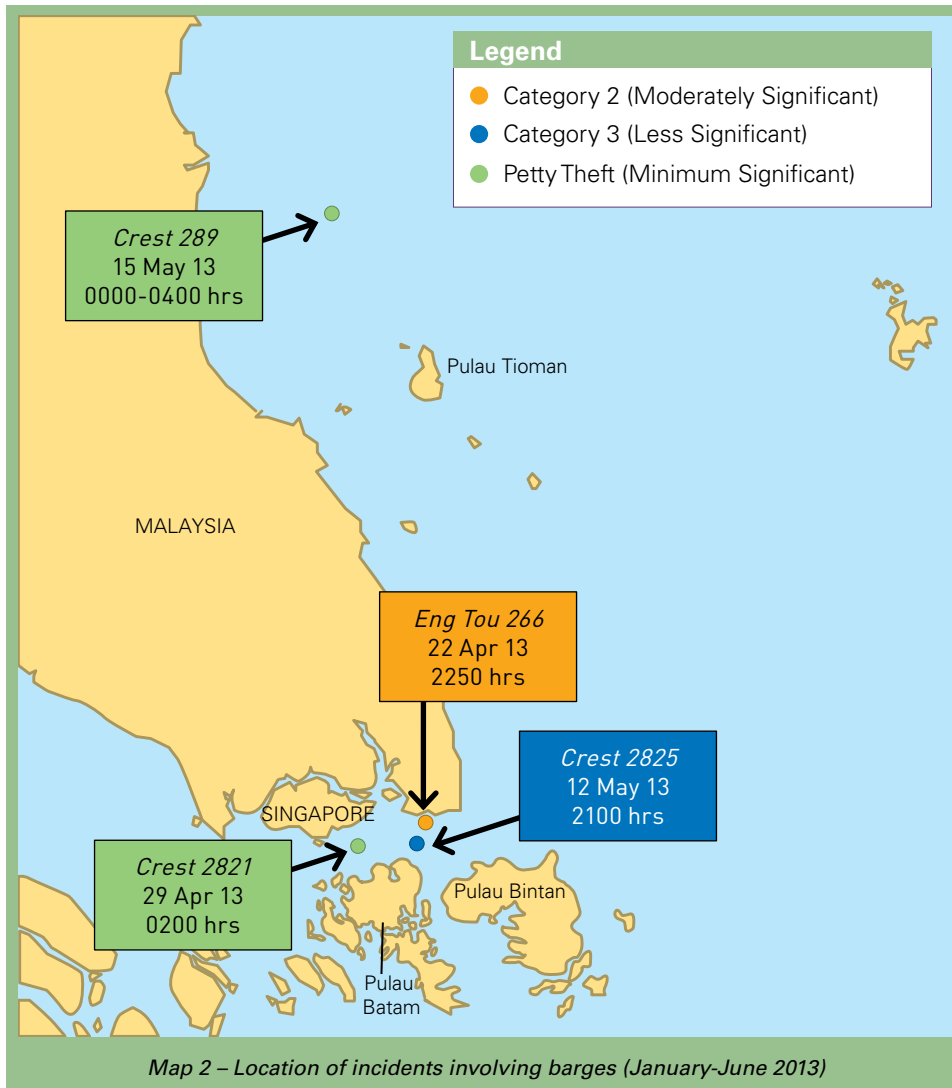
On 12 May 13 at or about 2100 hrs (local time), the Singapore-registered tug boat, *Crest Jade 1* was towing Singapore-registered barge, *Crest 2825* to Malaysia when four men armed with long knives boarded the barge north of Tanjung Babi, Pulau Batam, Indonesia. The master activated the emergency alarm immediately, and the robbers upon hearing the alarm, fled in a small boat taking with them ship stores.

Incident involving *Crest 289* on 15 May 13

<i>Name:</i> <i>Crest 289</i>	<i>Type of Vessel:</i> Barge	<i>Flag:</i> Singapore	<i>GRT:</i> 2620
---	--	----------------------------------	----------------------------

Upon arrival at Kuantan Port on 15 May 13, the master of Singapore-registered tug boat, *TCL 4401* discovered 12 pieces of manhole covers and sternlight solar cell missing from the Singapore-registered barge, *Crest 289* that it was towing. The master believed that the theft might have occurred between 0000 hrs to 0400 hrs (local time) when the vessels were on route to Kuantan Port, Malaysia from Singapore.

Map 2 on the next page shows the approximate location of the four incidents.

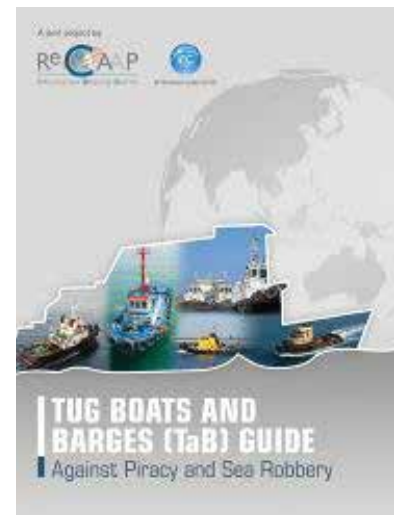


Observation

Barges are usually unmanned (whether loaded with cargoes or without) while underway or anchored. They are relatively vulnerable to boarding by robbers who escaped after stealing the cargoes from the barges. In the case of *Eng Tou 266* which was unmanned while anchored could have been targeted as she was six year old and undertook a thorough hull maintenance prior to the incident.

Recommendation

Notably, the four incidents involving barges had occurred within a short period of two months (April and May 2013). The ReCAAP ISC urges owners, masters and crew to exercise vigilance and adopt precautionary measures when their vessels are anchored at port and anchorages especially during hours of darkness and poor visibility. All owners are advised to refer to the Tug Boats and Barges (TaB) Guide which serves as a reference to exercise anti-piracy measures, and adopt best management practices onboard these vessels. Ship masters are to report all incidents to the nearest coastal State immediately so that the relevant authorities may be able to respond to the incident on time. The contact details of the ReCAAP Focal Points and Contact Point can be found in the TaB Guide which is also available at <http://www.recaap.org>.



Mistaken Identity of Incidents in the Arabian Sea

During the period of January-June 2013, a total of four suspicious activities in the Arabian Sea were reported to the coastal State (India) and other maritime authorities. Subsequent verification of these incidents by the authorities revealed that the incidents were normal fishing activities in the area. The details of these incidents are as follows:

a. On 22 Jan 13 at or about 1050 hrs (local time), while underway, the master of *Clipper Tobago* reported sighting of a suspicious vessel approximately 78 nm southwest of Vizhinjam Lt, India, crossing the bow of the vessel. The master forwarded the AIS screen shot and photograph of the vessel. On subsequent investigation by the agencies, it was discovered that the said suspicious vessel is an Indian-registered cargo vessel *MSV Daulah* and regularly undertake sorties between India and Maldives.

b. On 27 Mar 13 at or about 1040 hrs (local time), while underway, the master of *MV Sea Pioneer* reported the sighting of four to six violet hull suspicious boats with about 10 person onboard each boat, at approximately 80 nm southeast of Minicoy Lt, India. Reportedly, an Indian Coast Guard (ICG) aircraft was launched to investigate. On reaching the area, the aircraft located the boats as described by the master. Subsequent investigation revealed that they were Maldivian-registered fishing boats engaged in fishing in the area. The photographs of the vessel are shown below.



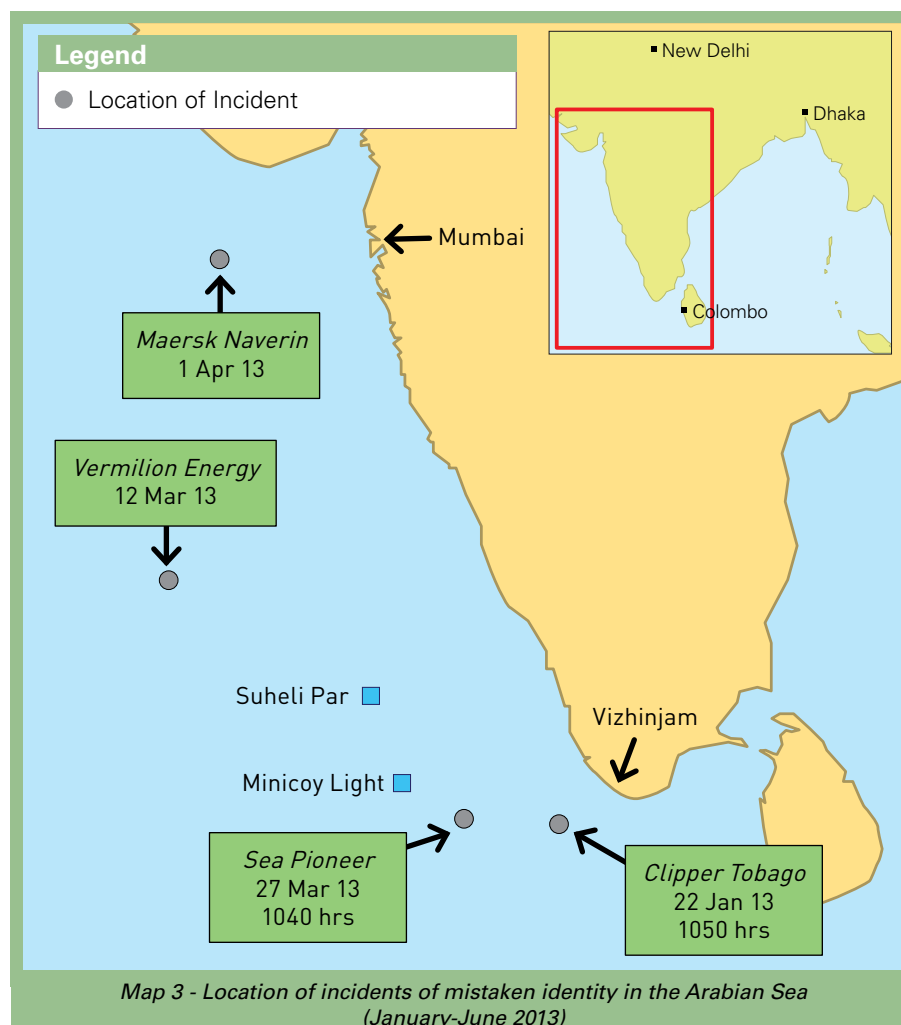
Photographs of "suspicious" boat reported by *MV Sea Pioneer*

Photographs courtesy of Indian Coast Guard

Two other incidents involving mistaken identity were product tanker *Vermilion Energy* on 12 Mar 13 at approximately 275 nm northwest of Suheli Par, India and tanker, *Maersk Navarin* on 1 Apr 13 at approximately 180 nm west of Mumbai India. The master of these vessels reported sighting of the suspicious vessels, which on subsequent investigation by the authorities revealed that they were fishing vessels conducting normal fishing activities in the area. Refer to map below for the approximate location of the four incidents of mistaken identity.

Recommendation

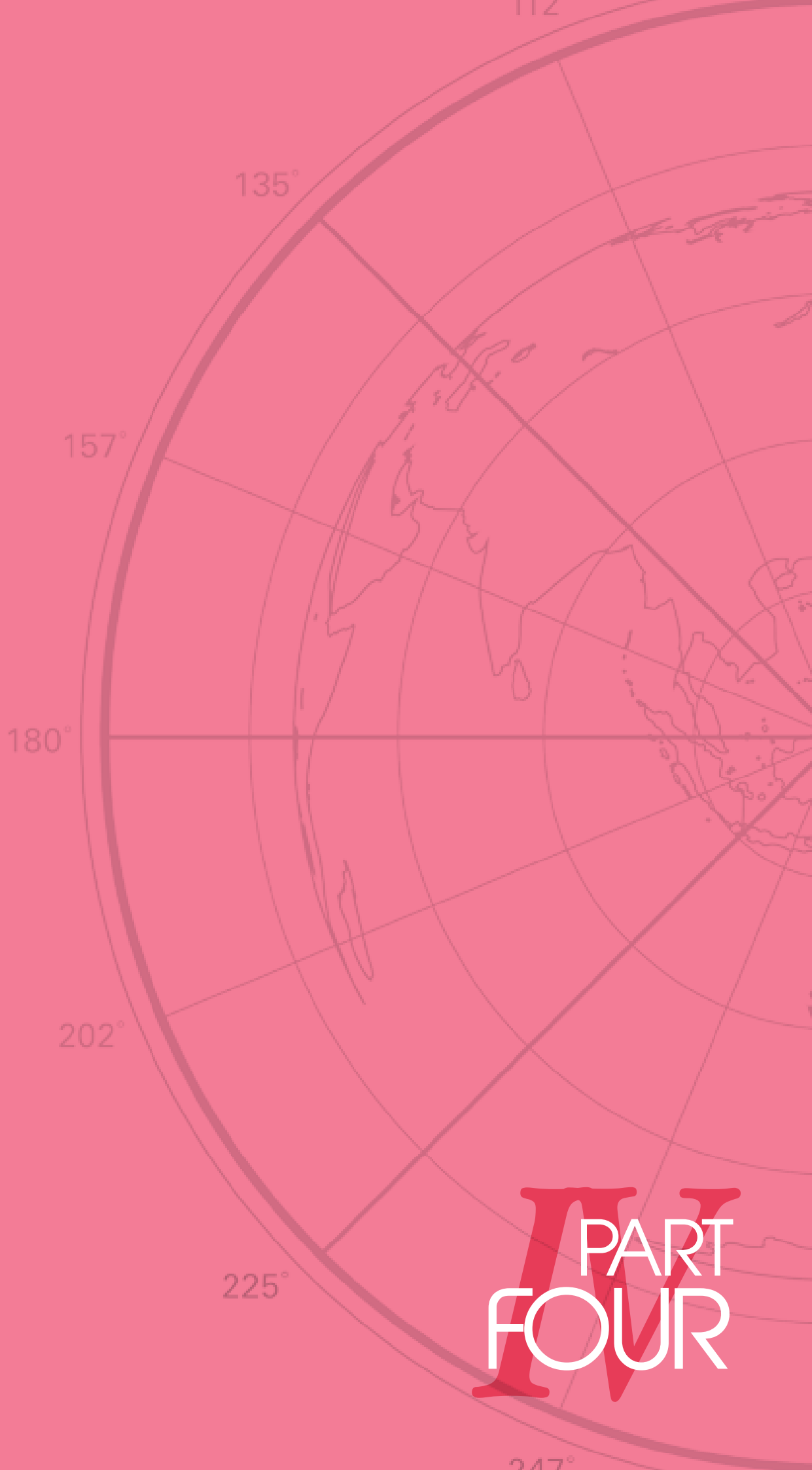
The ReCAAP ISC strongly advocates ship masters to report all incidents including suspicious approaches to the nearest coastal State immediately so that the relevant authorities may be able to proceed to the location of the incident on time and undertake verification of the reportings.



ReCAAP ISC ACTIVITIES

ReCAAP ISC Half-Yearly Report





135°

157°

180°

202°

225°

IV PART FOUR

247°

ReCAAP ISC Piracy and Sea Robbery Conference 2013 (9 April 2013)



The ReCAAP ISC jointly organised the ReCAAP ISC Piracy & Sea Robbery Conference 2013 with BIMCO, INTERTANKO and S. Rajaratnam School of International Studies (RSIS) on 9 Apr 13 at the Pan Pacific Singapore. The theme of the Conference was *“Counter Piracy: Challenges, Responses and Lessons Learned”*. Session I of the Conference featured presentations by the International Maritime Organization (IMO), the Asian Shipowners’ Forum (ASF) and the ReCAAP ISC. Session II, for the first time, adopted the format of a discussion with distinguished speakers who gave their thoughts on the topic, *“Regional maritime cooperative efforts to counter piracy are successful and efficient”*. The sharing and discussion drew overwhelming comments from distinguished panelists and participants comprising local government agencies, ambassadors, representatives from local embassies, local and international shipping associations, shipping companies and research institutions.



Participants (right) posing questions to the panelists (left)

5th ASEAN Regional Forum Inter-Sessional Meeting on Maritime Security, Seoul (18 to 19 April 2013)

The 5th ASEAN Regional Forum Inter Sessional Meeting on Maritime Security was held in Seoul, the Republic of Korea from 18 to 19 Apr 13. The meeting examined cooperation in civil maritime law enforcement in the region, ISPS Code, and protection of maritime environment. The ReCAAP ISC was invited by the Ministry of Foreign Affairs and Trade of the Republic of Korea to update the meeting on the recent developments of the ReCAAP ISC. Mr. Yoshihisa Endo, Executive Director of the ReCAAP ISC, presented on the developments of the ReCAAP over the last few years, in particular, highlighting the expansion of membership since the inception of the ReCAAP ISC; situation update of Asia; and ReCAAP ISC's involvement in the implementation of the Djibouti Code of Conduct (DCoC). During the meeting, there was extensive applauding mention of the activities of the ReCAAP ISC by many delegations at the forum.



Delegations at the 5th ASEAN Regional Forum Inter-Sessional Meeting

Djibouti Regional Training Centre (DRTC) Course on Advanced Analysis Training, Seychelles (22 to 26 April 2013)

Following the successful conduct of the basic analysis course on “best practices for maritime security information analysis” in Mombasa, Kenya on 26-29 Jun 12, the DRTC supported by IMO, EU MARSIC and the Maritime Training Centre (MTC) of Seychelles, organised an advanced analysis course from 22 to 26 Apr 13 in Seychelles. The ReCAAP ISC was invited to share its experience on advanced analysis, focusing on the processes of verification, information management and classification to develop solutions and propose anti-piracy measures to aid seafarers at sea.



Discussion and sharing among participants

Sarawak and Sabah Shipowners Association (SSSA) Anti-Piracy Seminar and Dialogue 2013 (21 to 22 May 2013)



Presentation of plaques

Organised by the SSSA, the Anti-Piracy Seminar and Dialogue 2013 was held in Sibul and Miri (both in Sarawak, East Malaysia) on 21 May 13 and 22 May 13 respectively. About 100 ship owners (mostly tug boat owners), and representatives from governmental agencies, including the Malaysian Maritime Enforcement Agency (MMEA), Malaysia's Marine Department and port authorities were among the participants at the seminar cum dialogue. The ReCAAP ISC shared on the situation of piracy and armed robbery against ships in Asia and the newly-launched Tug Boats and Barges (TaB) Guide. The seminar and dialogue had provided a platform for the Sarawak and Sabah ship owners and their shipping companies to share their experience; and the ReCAAP ISC to raise situation awareness in that region. It was also a good opportunity for ReCAAP ISC to understand the challenges faced by the tug boat community in East Malaysia.



Participants of the seminar cum dialogue at Sibul (left) and Miri (right)

Launch of the Maritime Security Planning Chart (17 May 2013)

The Maritime Security Planning Chart, a joint project between the United Kingdom Hydrographic Office (UKHO), the ReCAAP ISC and IFC, was launched on 17 May 13. The purpose of the chart is to cover the existing maritime security threats, of which piracy is one of them, enables quick promulgation of future threats to mariners. The chart can be used by Company Security Officers (CSOs) of shipping companies in planning of the route to be taken by the vessels; and providing situation awareness to masters and crew when their vessels transit the area.



Launch of the Maritime Security Planning Chart by ReCAAP ISC, UKHO and IFC

Visit to the European Union/European Commission (EU/EC) in Brussels (24 to 25 June 2013)

In accordance with the mandate and the direction given by the Governing Council, the ReCAAP ISC team, led by Mr. Yoshihisa Endo, visited Brussels to discuss with EU/EC officers on the way forward in promoting cooperation between the ReCAAP ISC and EU/EC. The ReCAAP ISC team held a series of meetings with various officials, including a courtesy call on Vice President, Mr. Kallas, Commissioner for Transport. The ReCAAP ISC and EU/EC agreed to explore future possible cooperative efforts, and the way forward in formalising cooperation between the two agencies.



ReCAAP ISC team with Mr. Kallas (centre)

CONCLUSION

ReCAAP ISC Half-Yearly Report

135

157°

180°



PART
FIVE

Conclusion

Overall, there has been a decrease in the number of incidents and its severity during January-June 2013 compared to the same period in 2012. However, there has been an increase in the number of incidents at some ports and anchorages. On this note, the governments, ship owners, ship masters and crew should continue to enhance surveillance, exercise vigilance and adopt best management practice, particularly at these ports and anchorages.

Of concern was the occurrence of three robbery incidents onboard barges, and one missing barge within the short interval during April and May of 2013. The ReCAAP ISC urges owners and crew of tug boats and barges to exercise enhanced vigilance and adopt best management practices in accordance with the Tug Boat and Barge guide when operating in this region, particularly during hours of darkness.

APPENDICES

ReCAAP ISC Quarterly Report

- Description of Incidents (January-June 2013)
- Contact Details of ReCAAP Focal Points / Contact Point
- Acknowledgements



Description of Incidents (January-June 2013)

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1 ■	<i>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. [IMO]
2 ■	<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, East Kalimantan, 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 speed boat. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (China)]
3 ■	<i>Torm Ohio</i> Tanker Denmark 9234678 23235	17/01/13 1345 hrs	01° 22' S, 116° 56.40' E Balikpapan outer anchorage, East Kalimantan, 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. [ReCAAP Focal Point (Denmark)]
4 ■	<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. [ReCAAP Focal Point (China)]
5 ■	<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. [ReCAAP Focal Point (India)]

Actual Incidents

■ Category 2 (Moderately Significant)

■ Category 3 (Less Significant)

■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6 ■	<i>BWYangtze</i> Tanker Singapore 9393096 43797	29/01/13 0030 hrs	20° 56.60' N 088° 10.10' E Sagar anchorage, India	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. [ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]
7 ■	<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	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. [ReCAAP Focal Point (Singapore)]
8 ■	<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	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. [ReCAAP Focal Point (Singapore)]
9 ■	<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, East Kalimantan, Indonesia	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. [IMO]
10 ■	<i>Stargate</i> Bulk carrier Liberia 9493212 17025	12/02/13 0150 hrs	01° 42.36' N, 101° 27.27' E 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. [ReCAAP Focal Point (United Kingdom)]

Appendices

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11 ■	<i>Torm Garonne</i> Chemical tanker Denmark 9288930 23246	12/02/13 0540 hrs	01° 17' S, 116° 48' E Balikpapan inner anchorage, East Kalimantan, 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. [ReCAAP Focal Point (Denmark)]
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 mater raised the alarm and upon hearing the alarm, the robbers escaped with some engine spares. [IFC, Shipping company]
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 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)]
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. [ReCAAP Focal Point (China)]
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. [IMO]

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16 ■	<i>Eships Prelude</i> Chemical tanker Marshall Islands 9272723 5770	20/02/13 0600 hrs	01° 23.30' S, 116° 56' E Balikpapan anchorage, East Kalimantan, 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)]
17 ■	<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. [ReCAAP Focal Point (Singapore)]
18 ■	<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. [ReCAAP Focal Point (Singapore)]
19 ■	<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, East Kalimantan, 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. [IMO]
20 ■	<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. [ReCAAP Focal Point (Japan)]

Appendices

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
21 ■	<i>Cape Norwiega</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. [ReCAAP Focal Point (Singapore)]
22 ■	<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. [ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]
23 ■	<i>Mosor</i> Bulk carrier Croatia 9191527 24533	26/03/13 0405 hrs	03° 40' S, 114° 26' E Taboneo anchorage, East Kalimantan, 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. [IMO]
24 ■	<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. [ReCAAP Focal Point (Netherlands)]
25 ■	<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, East Kalimantan, 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. [IMO]

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
26 ■	<i>Dietrich Oldendorff</i> Bulk carrier Luxembourg 9665542 35812	29/03/13 0210 hrs	01° 11' S, 117° 16' E Samarinda anchorage, East Kalimantan, Indonesia	While at anchor, two robbers armed with long knives boarded the bulk carrier and stole ship stores from the forecastle store. They were spotted by the crew and the alarm was raised. The robbers escaped with stolen stores. [IMO]
27 ■	<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 2155 hrs (local time), the pirates escaped in a high speed wooden boat with laptop, mobile phones, cash and clothes. [ReCAAP Focal Point (Singapore)]
28 ■	<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 forecastle. 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 <i>Crane</i> . [IMO]
29 ■	<i>Sher E Punjab</i> Bulk carrier 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. [IReCAAP Focal Point (Japan)]
30 ■	<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. [ReCAAP Focal Point (Singapore)]

Appendices

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
31 ■	<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>[ReCAAP Focal Point (Singapore)]</p>
32 ■	<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>[IMO]</p>
33 ■	<i>IVS Magpie</i> Bulk carrier Singapore 9604732 17019	17/04/13 0210 hrs	Campha 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>[ReCAAP Focal Point (Singapore)]</p>
34 ■	<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>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
35 ■	<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>[ReCAAP Focal Point (Singapore)]</p>
36 ■	<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>[ReCAAP Focal Point (Singapore)]</p>
37 ■	<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>[IMO]</p>
38 ■	<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>[ReCAAP Focal Point (Singapore)]</p>

Appendices

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
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 was 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 hrs (local time) when the tug boat master carried out checks on the barge. [ReCAAP Focal Point (Singapore)]
40 ■	<i>Kohinoor</i> General cargo ship Panama 9400954 20236	30/04/13 0230 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. [ReCAAP Focal Point (Japan)]
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, East Kalimantan, 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. [ReCAAP Contact Point (Hong Kong)]
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. [ReCAAP Focal Point (Singapore)]
43 ■	<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. [ReCAAP Focal Point (Singapore)]

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
44 ■	<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. <i>[IMO]</i>
45 ■	<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. <i>[ReCAAP Focal Point (Japan)]</i>
46 ■	<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 hrs (local time). All crew onboard the tug boat were reported to be safe. <i>[ReCAAP Focal Point (Singapore), Shipping company]</i>
47 ■	<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 forecastle store, stole ship stores and escaped unnoticed. <i>[IMO]</i>
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 and no injury sustained by the crew. <i>[ReCAAP Focal Point (Singapore)]</i>

Appendices

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Contact Point (Hong Kong)]
51 ■	<i>Golden Avenue</i> Chemical tanker Liberia 9408360 6149	15/06/13 0145 hrs	22° 09.34' N, 091° 47.70' E Chittagong 'C' anchorage, Bangladesh	While at anchor, about 20 robbers armed with axe and machetes approached and boarded the chemical tanker in three wooden boats. The alarm was raised and the crew was mustered. The robbers escaped with two sets of mooring ropes (220 m). The incident was reported to the port control and Bangladesh Coast Guard, who dispatched two patrol boats to investigate. [ReCAAP Focal Point (Singapore)]
52 ■	<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. [IMO]

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
53 ■	<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	<p>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.</p> <p><i>[ReCAAP Contact Point (Hong Kong)]</i></p>
54 ■	<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	<p>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.</p> <p><i>[ReCAAP Focal Point (Thailand)]</i></p>

Appendices

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<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 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)]
2	<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. [ReCAAP Focal Point (Netherlands)]
3	<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. [ReCAAP Contact Point (Hong Kong)]

Contact details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh		
Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
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 Ocean and Fisheries Operations Centre Email: piracy@gicom.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Lao People's Democratic Republic		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
The Republic of the Union of Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Kingdom of the Netherlands		
Netherlands Coastguard Centre Email: sjaco.pas@kustwacht.nl	+31-223-542-300 +31-223-658-315	+31-223-658-358

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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 HotText Email:cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email:pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka		
Sri Lanka Navy Operations Centre Email:nhqsoo@navy.lk nhqhydrographer@navy.lk	+94-11-221 2509	+94-11-244 1454
Kingdom of Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Socialist Republic of Viet Nam		
Vietnam Marine Police Email:phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 30 June 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
