

Incident Report:	16/2010
Date/Time of Incident:	15 June 2010 at 0415 hrs (local time)
Location of incident:	2° 59.50' N, 108° 11.00' E
Area Description:	40 nm west of Pulau Subi Besar
Name and Type of Ship:	<i>Kota Damai</i> / Container ship (Singapore-registered)
Date/Time of Incident:	16 June 2010 at 0300 hrs (local time)
Location of incident:	3° 1.90' N, 108° 15.75' E
Area Description:	35 nm west of Pulau Subi Besar
Name and Type of Ship:	<i>Kota Dahlia</i> / Container ship (Singapore-registered)

Details of Incidents

Two incidents occurred in close proximity to each other in the vicinity of Pulau Subi Besar, Indonesia on 15 June 2010 and 16 June 2010. The first incident involved container ship, *Kota Damai* at about 0415 hrs (local time) on 15 June 2010, and the second incident involved another container ship, *Kota Dahlia* at about 0300 hrs (local time) on 16 June 2010.

Incident involving *Kota Damai* on 15 June 2010

On 15 June 2010 at about 0415 hrs (local time), a Singapore-registered container ship, *Kota Damai* was boarded by eight men while she was underway at position 2° 59.50' N, 108° 11.00' E (approximately 40 nm west of Pulau Subi Besar).

The pirates boarded the container ship from the starboard quarter using hook with rope. They were armed with knives and wore black shirts, black trousers and winter caps. The ship master who was at the bridge at the time of the incident reported that one of the anti-piracy watch officers was restrained by the pirates. The pirates stole one night vision binocular, cash and the crew's personal items such as mobile phone, gold necklace, gold ring, watch and mobile phone. The pirates were onboard the ship for about 23 min before escaping in their speed boat. The crew was not injured and the vessel continued its voyage.



The ship master and crew raised the general alarm and activated the SSAS alert. Upon alerted, the ship owner and manager reported the incident to Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore).

Incident involving *Kota Dahlia* on 16 June 2010

Less than 24 hours later, at about 0300 hrs (local time) on 16 June 2010, another Singapore-registered container ship, *Kota Dahlia* reported that she was boarded by six pirates while underway at position 3° 1.90' N, 108° 15.75' E (approximately 35 nm west of Pulau Subi Besar).

The pirates armed with long knives boarded the vessel from the starboard quarter from a speed boat using a hook with rope. They proceeded to the cabins of the master and the purser. Both who were in the cabins were restrained by the pirates. The pirates stole cash and laptops, and escaped in their speed boat. The crew was not injured and the vessel continued its voyage to Singapore. The ship owner and manager reported the incident to the ReCAAP Focal Point (Singapore).

Reported by

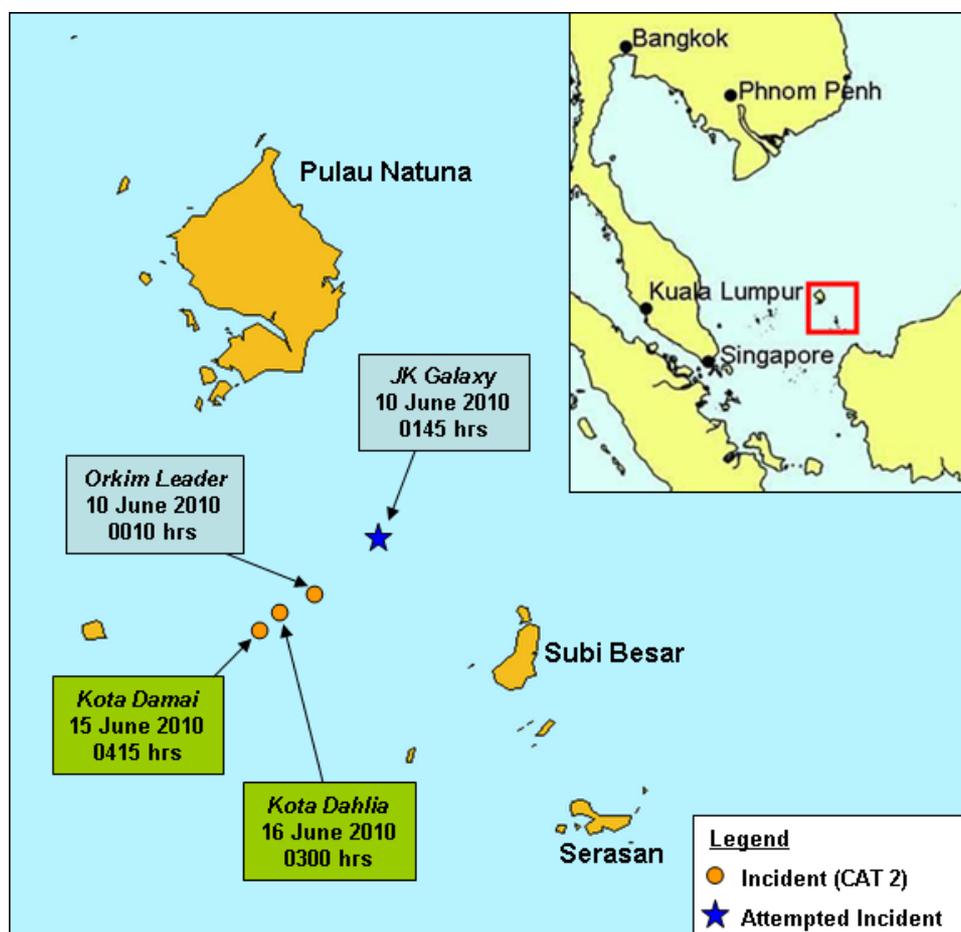
ReCAAP Focal Point (Singapore)

Comments by ReCAAP ISC

From the modus operandi and the close proximity of the two incidents, it appears that the same group of pirates was involved. Including these two incidents, a total of four incidents had been reported in the vicinity of Pulau Subi Besar in June 2010. Please refer to map below.

The first two incidents occurred on 10 June 2010 with an interval of 35 min apart from each other. The first incident occurred at 1000 hrs when six pirates armed with long knives, machetes, crowbar and wire boarded a Malaysia-registered product taker, *Orkim Leader* (at about 27.6 nm west of Pulau Subi Besar). About 35 min later, a South Korea-registered general cargo ship, *JK Galaxy* while underway at position 23 nm northwest of Subi Besar saw a small speed boat approaching her. The master adopted evasive measures, and the pirates gave up the chase after about 25 min.





Approximate Location of Incidents

From our records, there was no incident reported in this area since the last attempted incident reported in May 2006. With a series of four incidents reported in June 2010, the ReCAAP ISC advises ship masters operating in the vicinity to maintain enhanced vigilance and take necessary precautionary measures. Early detection and reporting of a possible boarding is the most effective deterrent as evident in the incident involving *JK Galaxy* where the pirates gave up the chase after the vessel adopted evasive measures. Ship masters are advised to report all actual and attempted incidents to the nearest coastal State and flag State immediately.

