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**Special Report  
On  
Hijacked / Missing Tug Boats and Barges  
in Asia  
(March – June 2011)**

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SR 01/2011

## Vulnerability of Tug Boats Towing Barges

1. A total of five incidents of hijacking and missing tug boats towing barges were reported to the ReCAAP ISC and its Focal Points during the period March – June 2011. Of the five incidents, three were incidents of hijacking, of which one was an incident of piracy and two were incidents of armed robbery against ships in accordance with the definition of piracy and armed robbery against ships adopted by the ReCAAP ISC. Refer to **Annex A** for the definitions.

2. The three hijacking incidents were: tug boat *Marina 26* towing *Marine Power 3301*, tug boat *Solid 8* towing *Solid 66*, and tug boat *Mitra Jaya V* towing *Makmur Abadi V*. The two other incidents which did not fall within the definition of piracy and armed robbery against ships were: tug boat, *Bina Marine 17* towing *Bina Marine 18* which the ship owner had confirmed the incident to be ‘false alarm’; and the incident involving barge *Settsu 202* which contained insufficient information at this juncture<sup>1</sup>. The details of the five incidents are elaborated at **Annex B**.

3. Upon receipt of the information about the five incidents, the ReCAAP ISC immediately alerted all its Focal Points, the Malaysian Maritime Enforcement Agency (MMEA), the Indonesian authorities and the shipping community. Ship masters and crew were advised to exercise vigilance and report sighting of the missing vessels to the nearest coastal States, and law enforcement agencies were encouraged to step up surveillance and informed their relevant authorities to look out for the missing vessels should they arrived at their ports. The ReCAAP ISC had also cautioned the authorities of the likelihood of the pirates/robbers changing the name and colour of the missing vessels. On this note, the ReCAAP ISC encourages shipping company to register their vessels.

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<sup>1</sup> Ten days after the ship owner reported lost communication with *Bina Marine 17*, the ship master contacted the company to inform that they were safe and would be arriving at their destination on 15 Jun 11. As for *Settsu 202*, there was insufficient information on this incident, other than where the barge went missing, and where it was finally recovered.



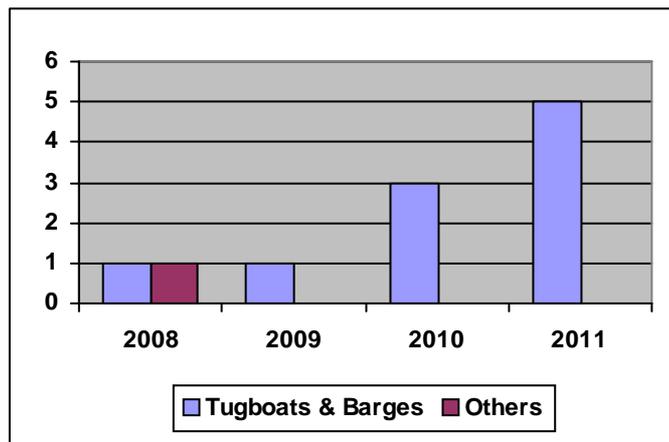
## Aim of report

4. The objective of this report is to update the maritime community of the recent incidents of hijacking and missing tug boats and the developing trends in the region. Through analysis of past hijacking incidents reported between 2008 and 2011, the report highlights the type of vessels targeted, the locations where the incidents occurred, the modus operandi of the pirates/robbers, the shared responsibilities of all agencies, and the ReCAAP ISC's recommendations on best management practices (BMPs) to ship owners, ship master and authorities.

## Analysis of hijacking/missing incidents

### Vessels being targeted

5. A total of 11 incidents of hijacking and missing vessels were reported between 2008 and 2011, comprising two incidents in 2008, one incident in 2009, three incidents in 2010 and five incidents in 2011 (up to June 2011).



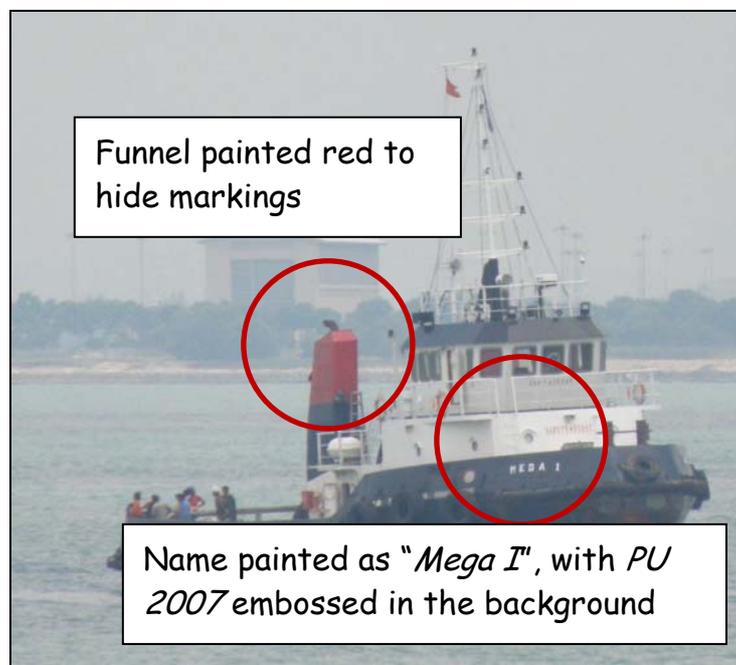
Number and type of hijacked/missing vessels (2008-2011)

6. Except for the incident involving tanker *Blue Ocean 7* on 21 May 08, all the other 10 incidents involved tug boats. Tug boats are vulnerable targets as they tend to operate nearer to coast (on coastal voyages), slow moving, with low free board and less crew onboard.

7. Economically, the demand for second-hand tug boats and barges was due to its much lower price in the resale market compared to a brand new tug boat. Generally, it can go for as much as S\$½ million lower than the price of a new tug boat, making it a lucrative venture in hijacking a tug boat.



8. It appears that newer tug boats were preferred as they command a higher resale value. This was evidenced in the incident involving *PU 2007* which was hijacked on 19 Apr 10, but later abandoned by the pirates who escaped with the crew's cash, laptop and mobile phones. Although it was not known why the pirates decided to abandon the tug boat after painting the funnel marking in red and renaming the tug boat as *Mega I* (see photograph below), insider's inputs suggested that it was a case of mistaken identity. The inputs revealed that the pirates had planned to hijack a newer tug boat when she departed Kintap port, South Kalimantan, Indonesia for Sriracha port, Thailand to discharge its cargo. However, due to some technical problems encountered by the tug boat, another older tug boat, *PU 2007* was thus tasked to take over the assignment. On 19 Apr 10 at or about 2330 hrs (local time), *PU 2007* was boarded by about 10-15 masked men while she was underway at about 57 nm northeast of Kuantan, Malaysia.



*PU 2007 renamed Mega I*

## Location of incidents

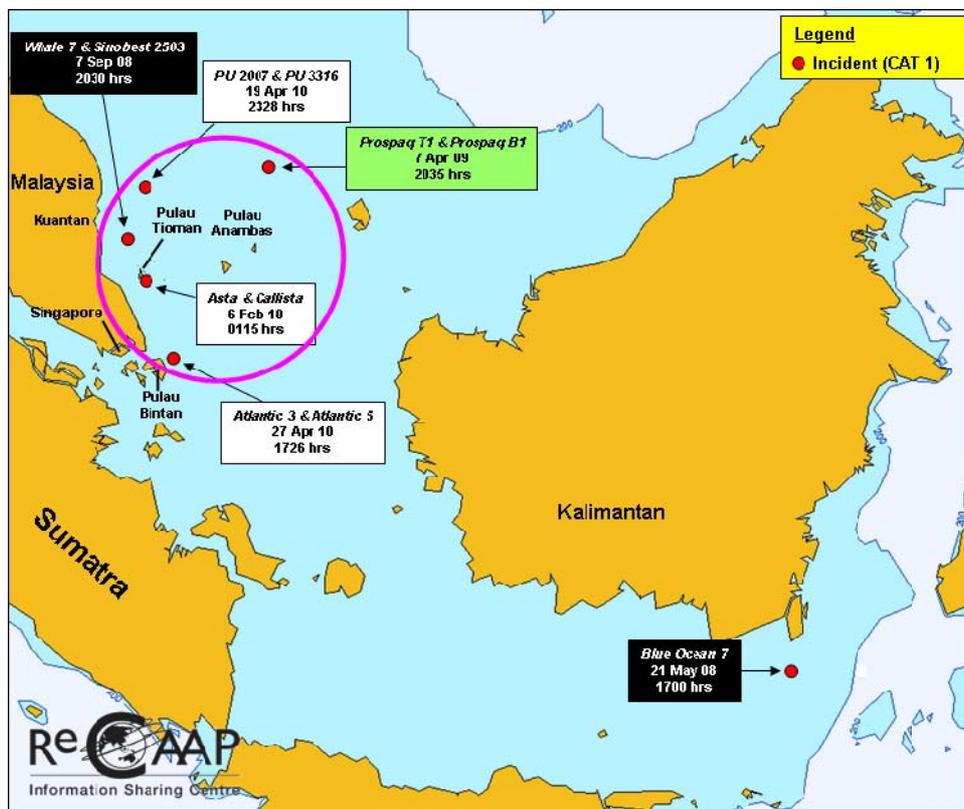
9. Of the six incidents reported between 2008 and 2010, three incidents occurred off Pulau Tioman and Kuantan, and one incident each off Anambas, Kalimantan and Bintan Island. Refer to map below for location of the incidents. Notably, only one incident occurred furthest away to the south of Kalimantan, and it involved a tanker, *Blue Ocean 7*, the only hijacking incident involving a tanker. Unlike the other incidents involving tug boats, the hijacking of *Blue Ocean 7* was for the cargo of crude palm oil onboard which had been sold to a buyer waiting at Sandakan.



10. A closer analysis of the location of the incidents indicates that these were waters frequently used by tug boats towing barges for ferrying logistics and supplies in the region. It depicts the general routes taken by tug boats which can be broadly categorised in four traffic patterns:

- a. South bound from East Thailand to the Philippines, Malaysia and Indonesia
- b. South bound from Cambodia or South Vietnam to Singapore
- c. South bound from West of Thailand or Myanmar to Malaysia, Indonesia and Singapore
- d. North bound to Malaysia, Thailand, Cambodia, Vietnam and Myanmar

It appeared that incidents reported during 2008-2010 mostly occurred off the eastern coast of Peninsular Malaysia and in the South China Sea. The MMEA had since stepped up surveillance within their territorial waters. The ReCAAP ISC notes that in the incidents involving *Asta* and *PU 2007*, the hijackers upon discovering that they were under surveillance by the authorities, sped up and entered into the South China Sea to evade the authorities. In the case of *Asta*, it was believed that the barge, *Calista* was detached to facilitate its faster easterly movements.



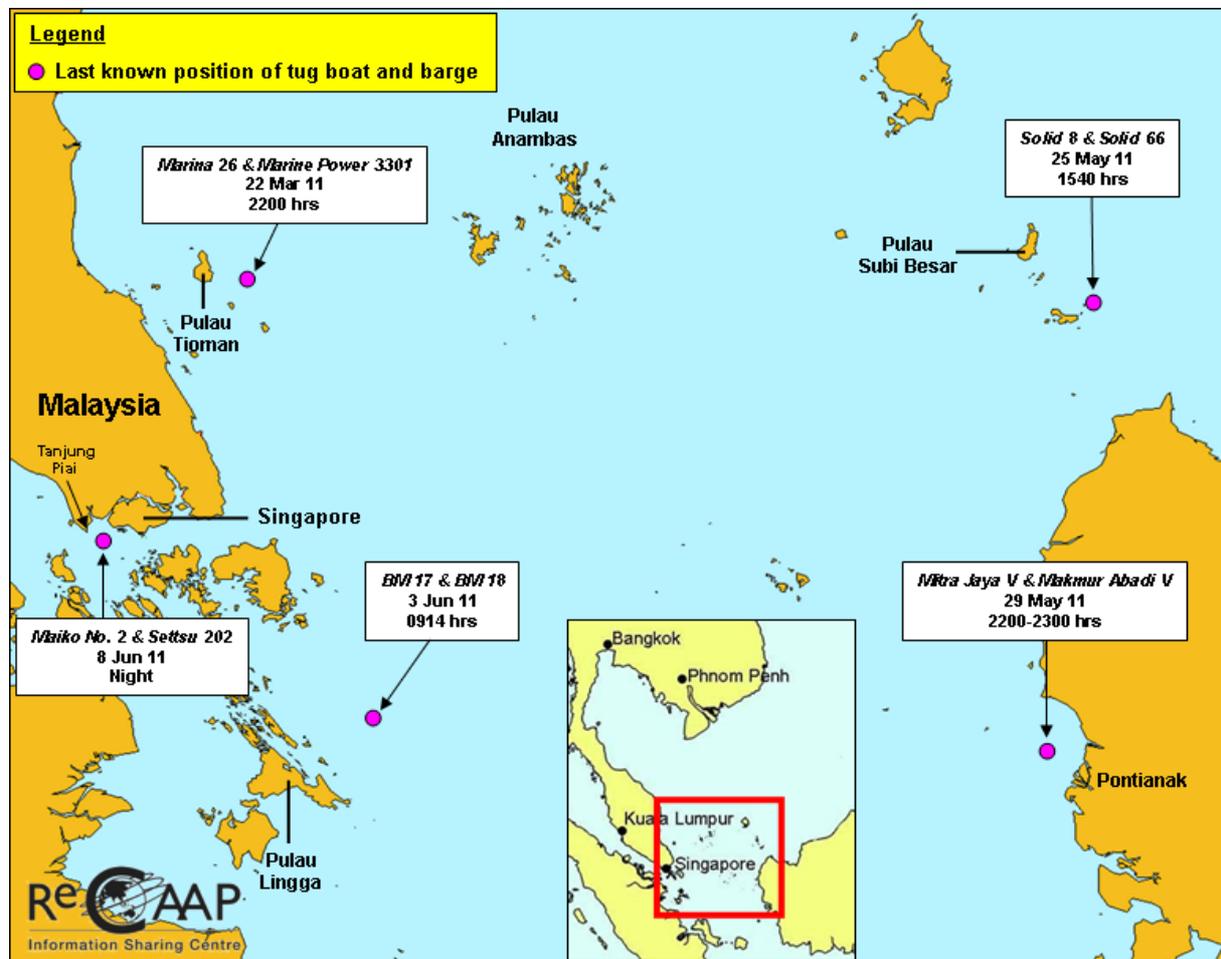
Location of incidents of hijacking between 2008 and 2010



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11. Comparing the hijacking incidents reported between 2008 and 2010, it appeared that there had been a southerly shift in the location of four of the five incidents reported during March-June 2011. This could be attributed to the enhanced surveillance and enforcement by the MMEA in the vicinity off Pulau Tioman and Kuantan. Also the recent incidents did not display the modus operandi of the pirates bringing the hijacked vessels to Philippines as occurred in two of the three hijacking incidents reported in 2010 (tug boats *Asta* and *Atlantic 3*).

12. The five incidents reported in 2011 were scattered over a wider geographical location in the South China Sea, enclosed by the Straits of Malacca and Singapore (SOMS) in the west, Pulau Subi Besar in the east, and Kalimantan in the south. Refer to map below.



Location of incidents of hijacking and missing vessels during March-June 2011



## Well-planned and organised hijacking incidents

13. Most of the hijacking incidents were pre-planned, well-organised, and likely to be carried out by syndicates. In the incident involving *Whale 7* towing *Sinobest 2503* which occurred on 8 Sep 08, the robbers after being arrested by the Thai authorities revealed that they were paid 1.07 million baht (USD34,863) to bring the vessels to Thailand. As in all the hijacked incidents, the hijacked vessels were usually repainted and renamed. Similarly, *Whale 7* was repainted and renamed *Saga 01*.



*Whale 7* renamed *Saga 01*

14. In the incident involving *Atlantic 3* towing *Atlantic 5* which occurred on 27 Apr 10, the buyer, a businessman residing in General Santos City, Philippines, produced a document showing that the vessels were registered in Honduras under the name of *Marlin VIII* which the tug boat had been renamed after. The document was a “Builder’s Certificate for New Vessel Built in Singapore” issued by a local shipyard. Upon verification with the company by the ReCAAP ISC, it was concluded that the document was forged as the company did not build any tug boat by the name of *Marlin VIII* and the said certificate was not issued by the company.



*Marlin VIII* reflected on lifejacket and life buoy



15. Another incident which indicated that the hijacking was pre-planned was the incident involving tanker, *Blue Ocean 7* on 21 May 08. The tanker, renamed *Eka* had all the required shipping documents when she arrived at Sandakan, Sabah and the buyer waiting to receive the cargo of crude palm oil onboard.

## Modus Operandi of Pirates/Robbers

16. The modus operandi of the pirates/robbers involving in hijacking *Marina 26*, *Solid 8* and *Mitra Jaya V* bear similarities to those involved in the hijacking of *Asta*, *Atlantic 3* and *PU 2007* in 2010. In the incidents in 2010, the pirates/robbers were armed with guns and knives which were used to threaten the crew and tied them up. The guns were however, not fired. About nine pirates/robbers were reported in all three incidents. The pirates/robbers did not harm the crew but held them hostage for a couple of days before they abandoned the crew in a life-raft, as reported in the hijacking of *Asta* and *Atlantic 3*. While underway to the desired destination, the hijackers repainted and renamed the vessels to 'mask' their identities. The motive of hijacking the vessels remained consistent, which was to sell them as second-hand vessels to identified buyers.

17. Although not conclusive, the modus operandi of the pirates/robbers based on the limited information about the hijacking of *Marina 26*, *Solid 8* and *Mitra Jaya V* are as follows:

- a. All incidents occurred while the ships were underway.
- b. Knives and parangs (long knives) were used by the pirates/robbers who boarded tug boat, *Marina 26* and tug boat, *Solid 8*. However, the hijackers of tug boat *Mitra Jaya V* were armed with guns and sharp weapons, which were used to threaten the crew. One of the crew sustained injuries to his left hand when he resisted.
- c. Between six to 12 men were involved in the three hijacking incidents. Six men were involved in the hijacking of *Mitra Jaya V* (of whom five men boarded the tug boat, and one boarded the barge), and 10 men and 12 men were involved in the hijacking of *Marina 26* and *Solid 8* respectively.
- d. In two of the three incidents, the crew was abandoned at sea in a life-raft. In the hijacking of *Marina 26*, the crew was given some food, water, passports, cash and forced onto a life raft. Similarly, the crew of *Solid 8* was also abandoned in a life-raft.



e. The crew of *Marina 26* reported that the tug boat originally red had been repainted green and last seen heading easterly. There were no reports of tug boat, *Solid 8* except that the barge, *Solid 66* with the cargo intact was found off one of the RMN offshore stations in the Spratlys.

Details of the modus operandi for the five incidents are tabulated in **Annex C**.

## Shared responsibilities

18. This report examines the responsibilities of the relevant agencies in addressing the challenges in combating incidents of hijacking of tug boats and barges in Asia. First and foremost, the ReCAAP ISC emphasizes on timely reporting of incident to the nearest coastal State, and ReCAAP Focal Point in accordance with the MSC Circulars 1333 and 1334. From incidents reported during 2008-2011, the ReCAAP ISC observes that there is a positive correlation between timely reporting of an incident and the outcome of the incident, namely the successful recovery of the hijacked vessels, rescue of the crew and arrest of the hijackers.

a. Timely reporting and responses. Of utmost importance, this is a decisive factor contributing towards the speedy recovery of the hijacked/missing vessels, rescue of the crew and arrest of the hijackers. This was evidence in the incidents involving tug boats: *Whale 7*, *Asta* and *Atlantic 3*. Refer table in **Annex D** which depicts the date of incident, time of reporting of the incident, to whom the reporting was made vis-à-vis the outcome of the incident.

b. The responsibilities of other agencies are as follows:

(1) Shipping company to report the incident to the ReCAAP Focal Points immediately when it lost communication with the vessels, or has sufficient grounds to suspect that the vessels had been hijacked or missing.

(2) The ReCAAP Focal Point to inform the relevant authorities and law enforcement agencies immediately to look out for the vessels.

(3) The maritime law enforcement agencies to respond promptly by carrying out searches and if required despatching their patrol assets to the location of the incident in accordance with its national policy and area of jurisdiction.



- c. Management of crew. Shipping company to adopt more stringent background checks and management of the crew employed onboard their vessels. Based on trends, the employment of homogenous crew has probably been an issue.
- d. Registration of the Vessels. Proper registration of the vessels with the IMO facilitates positive identification, detection and recovery of the hijacked vessels which are likely to have been repainted and renamed. The presence of the IMO number onboard the vessels had led to the recovery of *Asta* and *Atlantic 3*.
- e. Governmental-Industry collaboration and cooperation. The authorities and the ReCAAP Focal Points to establish close cooperation and communication with the shipping industry to ensure effective and efficient sharing of information and follow-up actions.
- f. ReCAAP Focal Point and ReCAAP ISC Network. The ReCAAP Focal Points to share with the ReCAAP ISC and all Focal Points key information, including inputs gathered from interview of crew, observations and assessment; and final investigation outcome.
- g. Sharing of analysis, BMPs and observations made by ReCAAP. The ReCAAP Focal Points are strongly encouraged to disseminate the ReCAAP ISC reports, Incident Alerts and recommendations to their relevant governmental agencies, academic institutions, shipping company and like-minded individuals.

## Observations

19. The analysis of past hijacking incidents between 2008 and 2010; and the modus operandi of the three hijacking incidents reported in 2011 indicate the following:
  - a. The pirates were more interested in hijacking of tug boats and barges; they usually abandoned the barge, probably to aid faster escape before they change the appearance (colour and name) of the vessels while underway. Except in the incident involving the 'hijacking' of barge, *Settsu 202*, of which the ReCAAP Focal Point is currently gathering more information.
  - b. The repainting of the hijacked vessels indicates to some level of pre-planning and collaboration by the crew with the culprits to ensure sufficient paint are available onboard the vessels.



- c. The pirates appeared to have prior knowledge of the vessel's fitment as this was evidenced in their ability to turn off the tracking system onboard the vessels and be able to navigate the vessels to the desired destination.
- d. The availability of shipping documents, certificates of builder and ready buyers further supported the assessment that syndicates were involved and the hijackings were well-planned and organised.
- e. The availability of fuel for the hijacked vessel to enable her to reach its destination.
- f. The possibility of conspiracy between the crew and the pirates/robbers cannot be ruled out in some of the incidents. One incident reported that the pirates/robbers placed the crew's passports in a zip-lock bag before passing it to them while abandoning them onto the life-raft.
- g. The location of the recovered tug boats and barges indicates that the local shipyards operating in the vicinity could be utilised by the pirates to facilitate easy disposal of hijacked vessels, as in the case of barge *Settsu 202* which was badly dismantled for possibly, sale as scrap metal.

## Recommendations by ReCAAP ISC

20. The ReCAAP ISC would like to make the following recommendations based on the lessons learned from the modus operandi and observations of reports of hijacking/missing vessels during 2008-2011:

### To Ship Masters

- a. Maintain all round vigilance while operating in the area; cases involving theft of barges while at anchorage are clearly indicative of the need to exercise more vigilance.
- b. Keep the management of the vessel updated on the position and movement of vessel periodically. A recent incident where the master was unable to communicate with the management has resulted in assumption of the vessel being hijacked and hence, resulted in a considerable mobilisation of law enforcement agencies in locating the missing vessels. A good communication policy between the shipping company and the crew onboard would certainly enable safety and security of the crew and aid in smooth operations.



- c. As far as possible avoid coastal navigation in areas of past activity hijacking/missing of vessels.
- d. Report all incidents immediately to the nearest Coastal State.

## To Ship Owners

- e. Ensure that adequate measures are available onboard to maintain all-round vigilance. These may include provision of adequate manpower and technology to carry out watch-keeping duties efficiently.
- f. Implement an effective ship security plan and provide backup communication for the crew to communicate in case of failure of primary mode.
- g. Carry out background checks on crew to rule out any 'insider job'. In some of the incidents the presence of homogeneous crew (of similar nationalities) could be attributed to their resorting to illegal activities without the owner /operator aware of it.
- h. To be wary when vessels/crew indent for more paint than required for routine maintenance work.
- i. Be aware and adhere to the reporting procedures for reporting of incidents. In one of the recent cases involving the hijacking of tug boat and barge, the owner/operator was not aware of the reporting procedures thus causing a delay of about seven days; this provided the much desired window for the pirates to change the appearance of the vessel and therefore making it difficult for identification. Thus timely reporting to the relevant authorities is essential for deployment of resources to search for the hijacked/missing vessels.
- j. The owners/operators are advised to report all the incidents of piracy and armed robbery against ships to the nearest ReCAAP Focal Point so that appropriate action could be initiated.
- k. To carry out 'spot checks' on the crew manifest, and quantity of fuel carried by the vessels.



## To Authorities

- l. Carry out enhanced patrolling and maritime enforcement presence in areas of reported activities to deter the pirates/robbers and deny usage of navigable waters for piracy and sea robbery.
  - m. Engage the shipping community extensively, more so with the smaller scale shipping industry operating freighters, tug boats and barges (who unlike the larger companies, are not members of the local shipping association), so as to enhance awareness and build mutual confidence. This would further facilitate better information sharing between ReCAAP Focal Points and the shipping community.
  - n. Be prompt in reacting to reports by ship masters, owners and operators. This aids in confidence building and better exchange of information between the authorities and shipping community.
  - o. Conduct outreach programmes to the coastal community to make them aware of the ill effects of piracy and sea robbery, and encourage them to report any suspicious activity to the authorities.
  - p. Develop an effective mechanism to police shared waterways among the littoral States.
21. Early detection of a possible boarding is the most effective deterrent measure. In addition, the crew should be adequately exercised on anti-piracy/sea robbery measures as stipulated in the guidebook on Industry's Best Management Practices.
22. With the resurgence of incidents in some areas of concerns, the ReCAAP ISC advises ship masters to adopt precautionary measures and heighten vigilance when transiting the area.
23. The ReCAAP ISC strongly urges ship masters to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal State immediately. Ship owners and operators are to report the incidents to the ReCAAP Focal Points. The contact details of the ReCAAP Focal Points are shown in **Annex E**.

Prepared by the ReCAAP ISC  
29 Jun 11



## Annex A

### Definitions of Piracy and Armed Robbery Against Ships Adopted by the ReCAAP ISC

#### 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.

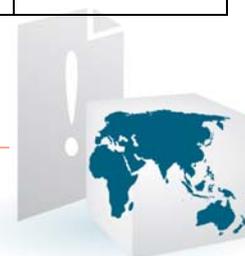


## Annex B

### Hijacking incidents reported between March and June 2011

A total of five incidents were reported during the period March-June 2011. Of these, three incidents had been considered hijacking incidents. The other two incidents involving *Bina Marine 17* towing *Bina Marine 18*, and *Maiko 2* towing *Settsu 202* were not considered due to the information available at this juncture. Details of the five incidents are described in Appendix I and II to Annex B.

S/No.	Name of Vessel	Date / Time	Location / Last known position	Status/Comments	Source
1.	<b>Marina 26</b> Tug boat Indonesia  <b>Marine Power 3301</b> Barge	22 Mar 11 2200 hrs	Approx. 12 nm east of Pulau Tioman, Malaysia	Tug boat and barge still missing	Open source via MSTF-IFC
2.	<b>Solid 8</b> Tug boat Malaysia  <b>Solid 66</b> Barge	25 May 11 1540 hrs	Approx. 27.3 nm southeast of Pulau Subi Besar, Indonesia	Barge was found with cargo intact (scrap steel), all 10 crew rescued, but tug boat still missing,	Shipping company via MMEA
3.	<b>Mitra Jaya V</b> Tug boat  <b>Makmur Abadi V</b> Barge	29 May 11 2200-2300 hrs	Approx. 15 to 20 miles west of the Muara Jungkat buoy, Pontianak, West Kalimantan, Indonesia	Tug boat and barge recovered, and crew rescued by the Indonesian authorities	Open source via MSTF-IFC
4.	<b>Bina Marine 17</b> Tug boat  <b>Bina Marine 18</b> Barge	3 Jun 11 0914 hrs	Approx. 27 nm SE of Pulau Lingga, Indonesia	Ship master contacted the company on 13 Jun 11. Vessels to arrive at their destination (Meulaboh) on 15 Jun 11. It is assessed to be an incident of 'false alarm'. The ReCAAP ISC notes that a similar incident had been reported to the	Ship owner reported to the ReCAAP ISC



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				ReCAAP ISC sometime in June 2010. The details of the incident are described in Appendix II of Annex A.	
5.	<b>Maiko No. 2</b> Tug boat  <b>Settsu 202</b> Barge	8 Jun 11 Night	Western OPL anchorage, Singapore	The barge was located by the Indonesian authorities in Batam.  However, there was insufficient information about this incident and the ReCAAP ISC and its Focal Points are verifying with the ship owner and the authorities.	Ship owner reported to the ReCAAP ISC



## Appendix I to Annex B

### Details of Incidents

A total of five incidents (three actual, one under verification and one false alarm) of hijacking/missing tugboats and barges were reported in the South China Sea and waters surrounding the Singapore Straits. The details of the incidents are as follows:

### Incident involving *Marina 26* and *Marine Power 3301*

Photographs: Courtesy of Shipping Company



Tug boat *Marina 26*

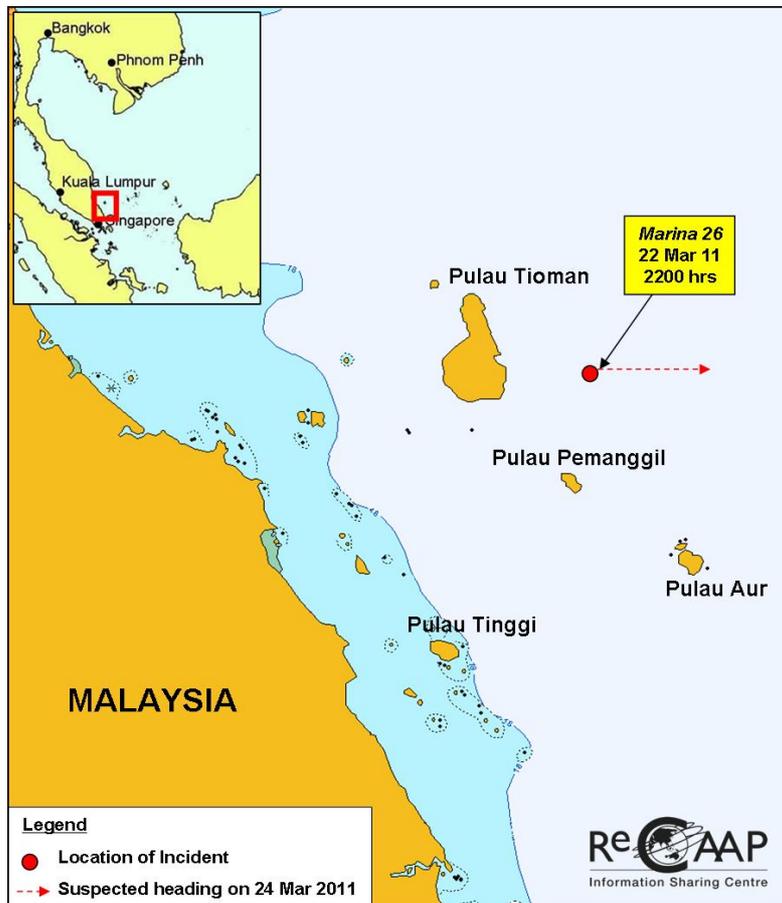


Barge *Marine Power 3301*

On 22 Mar 11 at or about 2200 hrs (local time), an Indonesian-registered tug boat, *Marina 26* towing barge *Marine Power 3301* was underway at approximately 12 nm east of Pulau Tioman, Malaysia (2° 45.22' N, 104° 24.29' E) when a group of more than 10 men armed with knives and parangs (long knives) boarded the tug boat from a speed boat. They tied the crew, locked them in a cabin and turned off the tracking system onboard the vessel. On 24 Mar 11, the crew was given some food, water, passports, cash; and forced onto a life raft.

The crew was later rescued by a passing fishing boat on 26 Mar 11 and arrived at the Natuna Island, Indonesia on 27 Mar 11. The crew reported the incident to the Indonesian authorities and the ship owner on 27 Mar 11. The crew also mentioned that the tug boat, originally red, had been repainted green and was last seen to be heading easterly. Refer to map for approximate location of the incident.





**Approximate Location of the Incident**

On 29 Mar 11, the local agent reported the incident to Singapore’s Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn initiated broadcast to alert mariners operating in the vicinity and informed the Singapore Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident. The ReCAAP ISC encourages all ships to look out for tug boat *Marina 26* and barge *Marine Power 3301* and report sightings to Singapore’s POCC, or the nearest MRCC.



## Incident involving *Solid 8* and *Solid 66*

Photographs: Courtesy of Shipping Company

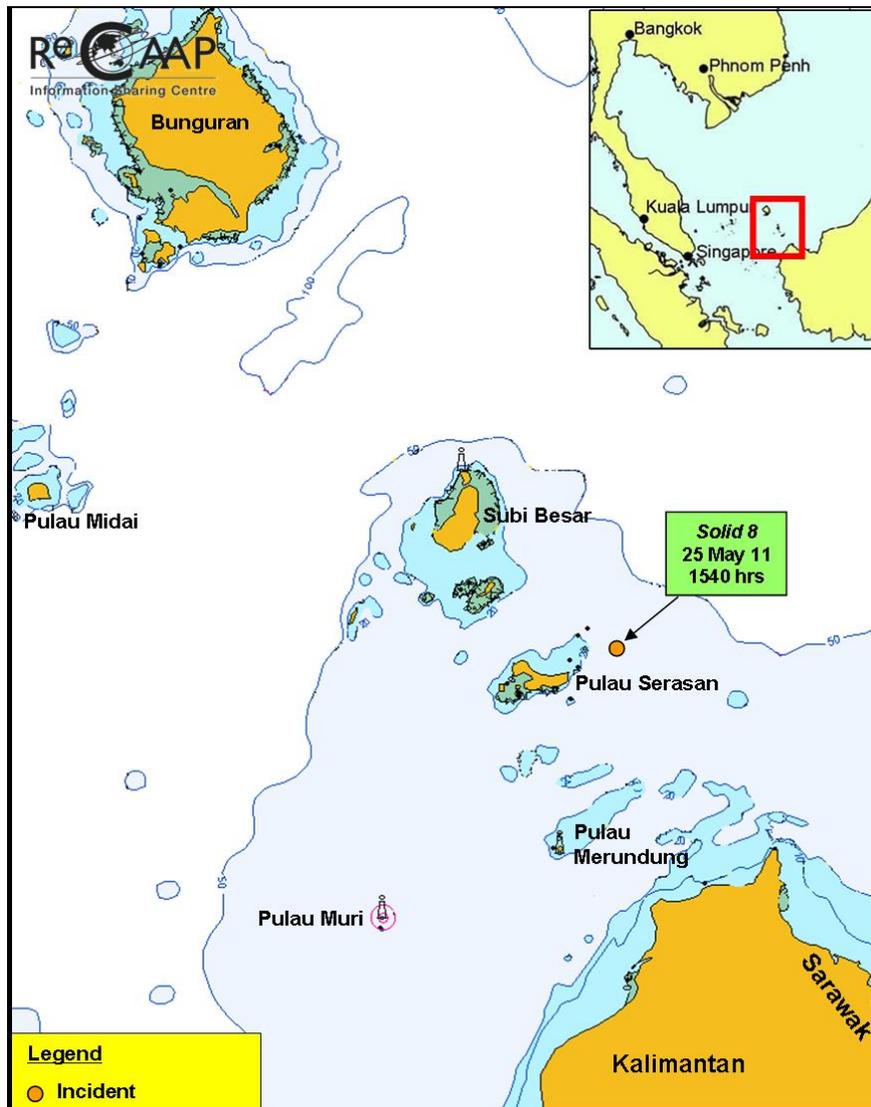


### Tug boat *Solid 8* and Barge *Solid 66*

The owner of the Malaysian registered tug boat *Solid 8* and barge *Solid 66* informed the Malaysian Maritime Enforcement Agency (MMEA) that they believe their tug boat was hijacked while underway from Labuan, Sabah for Port Klang, Malaysia via Kuching, Sarawak at approximately 27.3nm southeast of Pulau Subi Besar, Indonesia (02 36.0 N, 109 14.3 E). On 2 Jun 11, Royal Malaysian Navy (RMN) vessel found barge *Solid 66* intact with its load near one of its offshore station in Spratly. The crew was reportedly rescued by Vietnamese fishing vessel and headed for Nha Trang port, Vietnam. Refer to map for location of incident.

Later, interview of the rescued crew revealed 12 masked men armed with long knives in a fishing boat boarded *Solid 8* at about 1230 hrs (local time) at approximately 180 nm from Kuching port. The pirates reportedly took away all the crew's personal belongings before abandoning them onto a life-raft. The barge *Solid 66* was carrying scrap steel onboard. The tug boat was still missing at the time of compilation of this report. Investigations are on to gather more details on the incident.





Approximate location of incident



## Incident involving *Mitra Jaya V* and *Makmur Abadi V*

On 29 May 11 between 2200 hrs to 2300 hrs (local time), while the tug boat *Mitra Jaya V* and barge *Makmur Abadi*, laden with crude palm oil were underway from Pontianak to Dumai in Sumatra, it was boarded by six pirates of whom five boarded the tug boat while one boarded the barge. Armed with guns and sharp weapons, the pirates pointed their weapons at the crew and subsequently tied them before taking their communication equipment. One of the crew sustained injuries to his left hand when he tried to resist the pirates.

Subsequently, on 2 Jun 11, the Indonesian authorities apprehended the pirates, rescued the crew and recovered the vessels while it was at approximately 14 nm east of Tanjung Berakit, Pulau Bintan, Indonesia. Further information on the incident is pending investigation by the Indonesian authorities.

## Incident involving *Maiko No. 2* and *Settsu 202*

On 8 Jun 11 at night, while Korean-registered tug boat, *Maiko No. 2* towing barge *Settsu 202* were anchored at approximately 5.1 nm southeast of Tanjung Piai (1° 12.97' N, 103° 34.90' E), the barge went missing. There was no crew onboard the barge at time it went missing.

The shipping company informed the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn initiated broadcast to alert mariners operating in the vicinity and informed MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident.

On 14 Jun 11, the shipping company informed POCC that the missing barge had been found by the Batam Marine police at a shipyard in Batam, Indonesia. The barge though recovered was dismantled, probably for scrap. Refer to photographs of recovered barge below.



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Photographs: Courtesy of Shipping Company



**Recovered Barge Settsu 202**



## Appendix II to Annex B

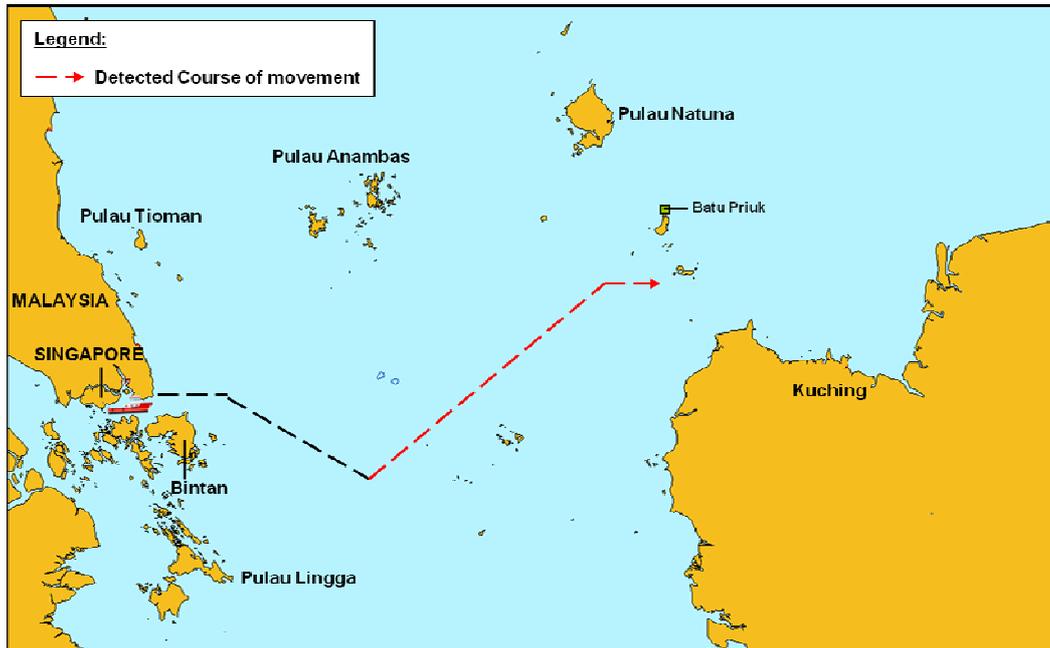
### Incident Involving Loss of Communication with Tug boat and Barge

On 8 Jun 11 the owner of Indonesian-registered tug boat *Bina Marine 17* which was towing Indonesian-registered barge *Bina Marine 18* reported that they have lost communication with their vessels and crew since 3 Jun 11. Based on the circumstances, the tug boat and barge were presumed missing with a possibility of being hijacked as the onboard tracking system also stopped giving position reports. The vessels were en-route for Meulaboh (northeast of Sumatra, Indonesia) and stopped over at Batu Ampar. The vessels lost communication soon after departure from Batu Ampar. Subsequently, on 13 Jun 11, the shipping company informed that master contacted the company and informed of his safety. At the time of writing this report, investigations were ongoing by the company to establish the causes of communication failure.

### Comments by ReCAAP ISC

Similar incident was reported last year on 8 Jun 10, wherein a tug boat and barge were presumed to be missing due to communication failure. The vessels were last reported 45 nm south of Batu Priuk before it lost communication. The onboard tracking device indicated that the vessel had deviated from the planned course since 7 Jun 11 and was heading easterly instead of heading to next port of call, which was in Kalimantan. Refer map.





**Approximate Location of Incident**

The shipping company reported the incident to the Singapore’s Port Operations and Control Centre (POCC). The Singapore’s POCC who is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC, Singapore Police Coast Guard and requested MRCC Putra Jaya & RCC Jakarta assistance to locate the vessels.

In response to the report, the ReCAAP ISC immediately alerted the ReCAAP Focal Points of Philippines, Brunei, and the maritime authorities in the region, including the Malaysian Maritime Enforcement Agency (MMEA) and the Indonesian authorities to assist in locating the missing vessels.

Subsequently, on 14 Jun 10, the shipping company informed that they were able to contact the master who erroneously navigated the tug boat into the waters off Pulau Subi Besar due lack of navigational charts. Investigations conducted later revealed that some fuel had been siphoned from the tug boat.

Such incidents indicate that much need to be done in terms of crew training and profiling. It is requested that adequate measures be implemented by the relevant authorities to equip the tug boats with reliable means of communication as well as proper training on the usage of the equipment. The incident also suggested the importance that companies carry out background checks on the hired crew. Both the vessels involved in the incident had homogeneous crew members.



## Annex C

### Modus Operandi of Pirates and Robbers

DTG		Ship Type/Status/Route			Location	Violence Factor					Economic Factor		Incident Details
Date	Time	Name/Flag/GT	Status	Route		Robbers		Crew/Master			Damage	Property Taken	
						Number/Mode of Transport	Weapons	Description	Treatment	Action Taken			
22 Mar 11	2200	<i>Marina 26</i> Tug boat Indonesia  <i>Marine Power 3301</i> Barge	Underway	NA	About 12 nm east of Pulau Tioman, Malaysia	10/ speed Boat	Knives & Parangs	NA	Crew Tied up and locked in cabin. Subsequently abandoned crew was rescued by passing fishing boat	On 27 Mar 11, crew arrived at Pulau Natuna, Indonesia and reported incident to Indonesian authorities and ship owner	NA	Tug and Barge missing	Crew mentioned tug boat, originally red in colour, had been repainted green and was last seen to be heading easterly
25 May 11	1540	<i>Solid 8</i> Tug boat Malaysia  <i>Solid 66</i> Barge	Underway	Pulau Labuan, Sabah to Port Klang, Malaysia via Kuching, Sarawak	Approx 27.3 nm southeast of Pulau Subi Besar, Indonesia	12/fishing vessel	Long knives	NA	Crew abandoned	NA	Barge recovered with cargo (scrap steel) intact off one of the offshore stations in the Spratly	Tug boat still missing	On 2 Jun 11 at 2030 hrs, a Royal Malaysia Navy (RMN) vessel found the barge with its cargo intact, off one of its offshore stations in the Spratly. Crew was reportedly saved by a passing Vietnamese fishing vessel, which headed for Nha Trang Port, Vietnam.



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DTG		Ship Type/Status/Route			Location	Violence Factor					Economic Factor		Incident Details
Date	Time	Name/Flag/GT	Status	Route		Robbers			Crew/Master		Damage	Property Taken	
						Number/Mode of Transport	Weapons	Description	Treatment	Action Taken			
29 May 11	2200-2300	<i>Mitra Jaya V</i> Tug boat  <i>Makmur Abadi V</i> Barge	Underway	Pontianak to Dumai in Sumatra	Approx. 15 to 20 miles west of Pontianak, West Kalimantan, Indonesia	6 / Boat	Guns and sharp weapon	NA	The pirates pointed weapons at the crew. One of the crew resisted the pirates and suffered injuries to his left hand. Pirates subsequently tied the crew and took their communication equipment	One of the crew resisted the pirates	Communication equipment taken	Tug and barge later recovered by Indonesian Police	On 2 Jun 11 at 0400 hrs, the Indonesian authorities managed to free the crew and apprehended the pirates while the vessels were at approximately 14 miles east of Tanjung Berakit, Pulau Bintan, Indonesia.
8 Jun 11	Night	<i>Maiko No. 2</i> Tug boat  <i>Settsu 202</i> Barge	Anchored	Off western OPL	Approx 5.1nm SE of Tanjung Piai	NA	NA	NA	NA	Ship owner reported to POCC Singapore	Barge dismantled and in bad condition	Barge stolen	Barge was recovered by the Indonesian authorities in Batam.



## Annex D

### Correlation between Timely Reporting and Outcome of the Incident

The ReCAAP ISC observes that there is a positive correlation between timely reporting of an incident and the outcome of the incident, namely the successful recovery of the hijacked vessels, rescue of the crew and arrest of the hijackers.

This was evidence in the incidents involving tug boats: *Whale 7*, *Asta* and *Atlantic 3* where the tug boats were recovered, crew rescued and hijackers arrested.

Name of Vessel	Date of Incident	Date of Report and by who?	Outcome
<b>Blue Ocean 7</b> Tanker	21 May 08	30 May 08  ReCAAP Focal Point (Singapore) reported incident to the ReCAAP ISC that the owners of the tanker lost contact with the tanker	Malaysian Marine Police and Indonesian authorities arrested suspected hijackers and recovered the tanker
<b>Whale 7</b> Tug boat  <b>Sinobest 2503</b> Barge	7 Sep 08	7 Sep 08  Ship owner reported incident to ReCAAP Focal Point (Singapore)	Thai Marine Police <b>recovered vessels</b> on 24 Sep 08, and arrested the hijackers.
<b>Prospaq T1</b> Tug boat  <b>Prospaq B1</b> Barge	7 Apr 09	15 Apr 09  Ship owner made a police report in Singapore  17 Apr 09  Philippine Coast Guards reported incident in the Philippine media	Crew abandoned onto life-raft and rescued by passing vessel while underway to Philippines.  <b><u>Vessels are still missing</u></b>
<b>Asta</b> Tug boat  <b>Callista</b> Barge	6 Feb 10	6 Feb 10  Ship agent reported incident to ReCAAP Focal Point (Singapore).	<b><u>Vessels recovered at Philippines</u></b>



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<b>PU 2007</b> Tug boat	19 Apr 10	20 Apr 10  Ship owner reported incident to ReCAAP Focal Point (Singapore)	Vessel returned to Singapore safely
<b>Atlantic 3</b> Tug boat  <b>Atlantic 5</b> Barge	27 Apr 10	29 Apr 11  Ship owner reported incident to ReCAAP Focal Point (Singapore) and ReCAAP ISC	<b><u>Vessels recovered at Philippines</u></b>
<b>Marina 26</b> Tug boat Indonesia  <b>Marine Power 3301</b> Barge	22 Mar 11	29 Mar 11  Information from open source via MSTF-IFC	<b><u>Tug boat and barge are still missing</u></b>
<b>Solid 8</b> Tug boat Malaysia  <b>Solid 66</b> Barge	25 May 11	3 Jun 11  Information from shipping company via MMEA	Royal Malaysia Navy (RMN) <u>found the barge</u> with its cargo intact, off one of its offshore stations in the Spratly  <u>Crew was rescued</u> by a passing Vietnamese fishing vessel and headed to Nha Trang Port, Vietnam.  <b><u>Tug boat is still missing</u></b>
<b>Mitra Jaya V</b> Tug boat  <b>Makmur Abadi V</b> Barge	29 May 11	6 Jun 11  Information from open source via MSTF-IFC	The <b><u>vessels were recovered</u></b> , the crew rescued and the pirates apprehended by the Indonesian authorities. All were taken to Batam, Indonesia for investigation.
<b>Bina Marine 17</b> Tug boat  <b>Bina Marine 18</b> Barge	3 Jun 11	8 Jun 11  Ship owner reported incident to the ReCAAP ISC	False alarm caused by loss of communication.



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<b>Maiko No. 2</b> Tug boat	8 Jun 11	9 Jun 11	<b>Barge was recovered</b> by the Indonesian authorities.
<b>Settsu 202</b> Barge		Ship owner reported incident to the ReCAAP ISC	



## Annex E

### Contact of ReCAAP Focal Points (as at 13 June 2011)

S/No	Country & Agency In Charge	Point of Contact	
		Phone No	Fax Number
<b>People's Republic of Bangladesh</b>			
1	Department of Shipping E-mail: <a href="mailto:dosdgdbd@bttb.net.bd">dosdgdbd@bttb.net.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b>			
2	National Maritime Coordination Centre (NMCC) E-mail: <a href="mailto:P2MK@jpm.gov.bn">P2MK@jpm.gov.bn</a>	+67-3223-3751 +67-3717-6322	+67-3223-3753
<b>Kingdom of Cambodia</b>			
3	Merchant Marine Department E-mail: <a href="mailto:mmd@online.com.kh">mmd@online.com.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>People's Republic of China</b>			
4	China Maritime Search and Rescue Centre (Beijing) E-mail: <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
	Maritime Rescue Coordination Centre (Hong Kong) E-mail: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Kingdom of Denmark</b>			
5	Danish Maritime Authority (DMA) Email: <a href="mailto:eit@dma.dk">eit@dma.dk</a>	+45-39-174-400	+45-39-174-401
<b>Republic of India</b>			
6	MRCC (Mumbai) Coast Guard Region (West) Mumbai – India E-mail: <a href="mailto:icgmrcc_mumbai@mtnl.net.in">icgmrcc_mumbai@mtnl.net.in</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558



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<b>Japan</b>			
7	Japan Coast Guard (JCG) Ops Centre E-mail : <a href="mailto:op@kaiho.mlit.go.jp">op@kaiho.mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>			
8	Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre E-mail: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
<b>Lao People's Democratic Republic</b>			
9	Department of Foreign Relations Ministry of Public Security E-mail: <a href="mailto:keomps@yahoo.com">keomps@yahoo.com</a>	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>Union of Myanmar</b>			
10	MRCC Ayeyarwaddy (Myanmar Navy) E-mail: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a>	+95-313-1650	+95-1-202-417
<b>Kingdom of the Netherlands</b>			
11	Netherlands Coastguard Centre E-mail: <a href="mailto:info@kustwacht.nl">info@kustwacht.nl</a>	+31-223-542-300	+31-223-658-358
<b>Kingdom of Norway</b>			
12	Norwegian Maritime Directorate E-mail: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5130 +47-5274-5000	+ 47-5274-5001
<b>Republic of the Philippines</b>			
13	Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text E-mail: <a href="mailto:cq2@coastguard.gov.ph">cq2@coastguard.gov.ph</a> <a href="mailto:pcg_cq2@yahoo.com">pcg_cq2@yahoo.com</a>	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
<b>Republic of Singapore</b>			
14	Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) E-mail: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776



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<b>Democratic Socialist Republic of Sri Lanka</b>			
15	Operations Centre E-mail: <a href="mailto:nhqsoo@navy.lk">nhqsoo@navy.lk</a> <a href="mailto:nhqsoo@yahoo.com">nhqsoo@yahoo.com</a>	+94-1-1244-5368	+94-1-1244-9718
<b>Kingdom of Thailand</b>			
16	Royal Thai Navy Operations Centre Email: <a href="mailto:nidint@navy.mi.th">nidint@navy.mi.th</a>	+66-2475-3246	+66-2466-1382
<b>Socialist Republic of Viet Nam</b>			
17	Vietnam Marine Police E-mail : <a href="mailto:phongqhqtcsb@vnn.vn">phongqhqtcsb@vnn.vn</a> <a href="mailto:vietnamfocalpoint@yahoo.com.vn">vietnamfocalpoint@yahoo.com.vn</a>	+84-4-3355-4378	+84-4-3355-4363

