

Responses and Outcome

Piracy and Armed Robbery against Ships in Asia

# ANNUAL report

January-December 2011

Re  AAP  
Information Sharing Centre

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# EXECUTIVE SUMMARY



## EXECUTIVE SUMMARY

There has been an improvement in the situation of piracy and armed robbery against ships in Asia, with the largest year-on-year decrease in 2011 compared to 2010.

A total of 155 incidents of piracy, armed robbery and petty theft incidents were reported in 2011. This was a 7% decrease compared to 2010 when 167 incidents were reported.

Of the total number of incidents reported in 2011, two-thirds occurred when vessels were at anchor/berth; and one-third while vessels were underway. Incidents occurred at anchor/berth were mostly petty theft incidents involving robbers who stole ship stores and engine spares, did not resort to violence and escaped when detected.

Three-quarter of the incidents involving vessels while underway occurred in the South China Sea and the Straits of Malacca and Singapore. In response to the situation there, the littoral States and their maritime enforcement agencies had stepped up surveillance, strengthened individual efforts in policing their territorial waters; and enhanced cooperation and information sharing.

Notably, there has been an increase in the number of incidents involving tug boats in 2011 compared to the past four years (2007-2010). The ReCAAP ISC together with the Information Fusion Centre (IFC) have engaged the tug boat/barge owners, master and crew to share the modus operandi of the robbers, and promulgated a set of guidelines and advices to tug boat owners, master and crew in the form of a poster.

Incidents of hijacking and kidnapping were relatively consistent throughout 2007-2011. In 2011, there were five hijacking incidents and one kidnapping incident. In the six incidents, all crew had been rescued and unharmed, and the culprits involved in four of the incidents had been apprehended. All five hijacked vessels had been recovered.

# PART |

## Analysis of Annual Patterns and Trends (2007-2011)

- ◎ Number of Incidents
- ◎ Significance Level of Incidents
- ◎ Location of Incidents



# PART |

## Analysis of Annual Patterns and Trends (2007-2011)

### Number of Incidents

A total of 155 incidents comprising 133 actual incidents and 22 attempted incidents were reported in 2011. There has been an improvement in the situation in Asia with the largest yearly decrease in the number of reported incidents in 2011 during the five-year reporting period (2007-2011). Graph 1 shows the number of actual incidents and attempted incidents reported from 2007-2011.



Graph 1 - Number of Incidents Reported (2007-2011)

# PART |

## Analysis of Annual Patterns and Trends (2007-2011)

### Significance Level of Incidents

Chart 1 shows the significance level of actual incidents reported from 2007-2011. Of the 133 actual incidents reported in 2011, seven were Category 1 incidents, 38 were Category 2 incidents and 88 were Category 3 incidents. Compared to 2010, there has been a decrease in the number of Category 2 incidents, but an increase in Category 3 and Category 1 incidents.

The decrease in the Category 2 incidents was most evident in the Arabian Sea and the South China Sea. The Category 3 incidents, mainly petty theft cases occurred mostly at ports and anchorages has been on an upward trend year-on-year for the past five years. A 24% yearly increase was recorded in 2011 compared to 2010.

Of the seven Category 1 incidents reported in 2011, five were hijacking incidents, one was an incident involving the kidnapping of a crew, and one was an incident of armed robbery onboard a product tanker. The crew was safe in all seven incidents including the rescue of the kidnapped crew. The authorities had apprehended the culprits involved in four of the seven incidents and recovered all the five hijacked vessels. Chart 1 shows the significance level of actual incidents reported during 2007-2011.

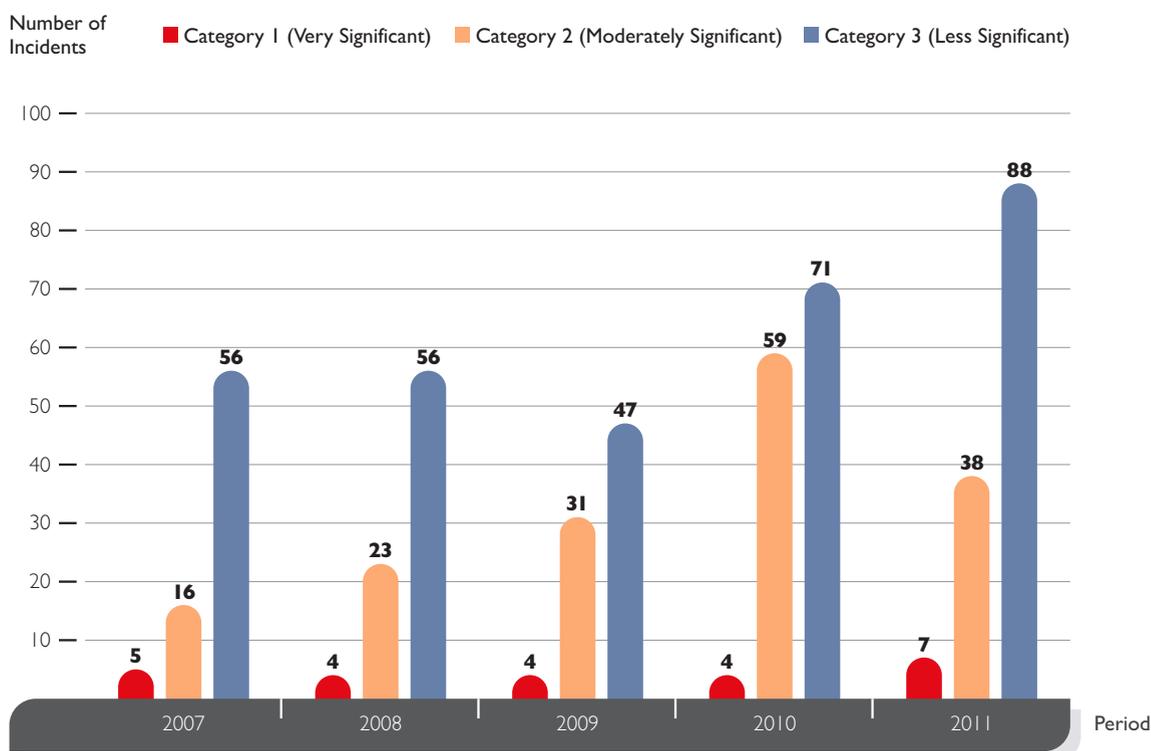


Chart 1 - Significance Level of Incidents (2007-2011)

## Location of Incidents

The improvement reported in 2011 was most evident in the South Asia region, mainly in the Arabian Sea and the port of Chittagong, Bangladesh, while that in the Southeast Asian region has remained fairly consistent when compared with 2010. No actual incident was reported in the Arabian Sea in 2011, and the number of incidents at the port of Chittagong has decreased by 50% in 2011, the lowest number reported since 2008.

Within Southeast Asia, the ReCAAP ISC notes that the improvement in the South China Sea (25 incidents reported in 2010 compared to 18 incidents in 2011) and Vietnam (13 incidents in 2010 compared to eight incidents in 2011) was offset by an increase in the number of incidents reported in the Straits of Malacca and Singapore (eight incidents in 2010 compared to 26 incidents in 2011). Table 1 shows the number of incidents reported in Asia from 2007 to 2011.

# PART I

## Analysis of Annual Patterns and Trends (2007-2011)

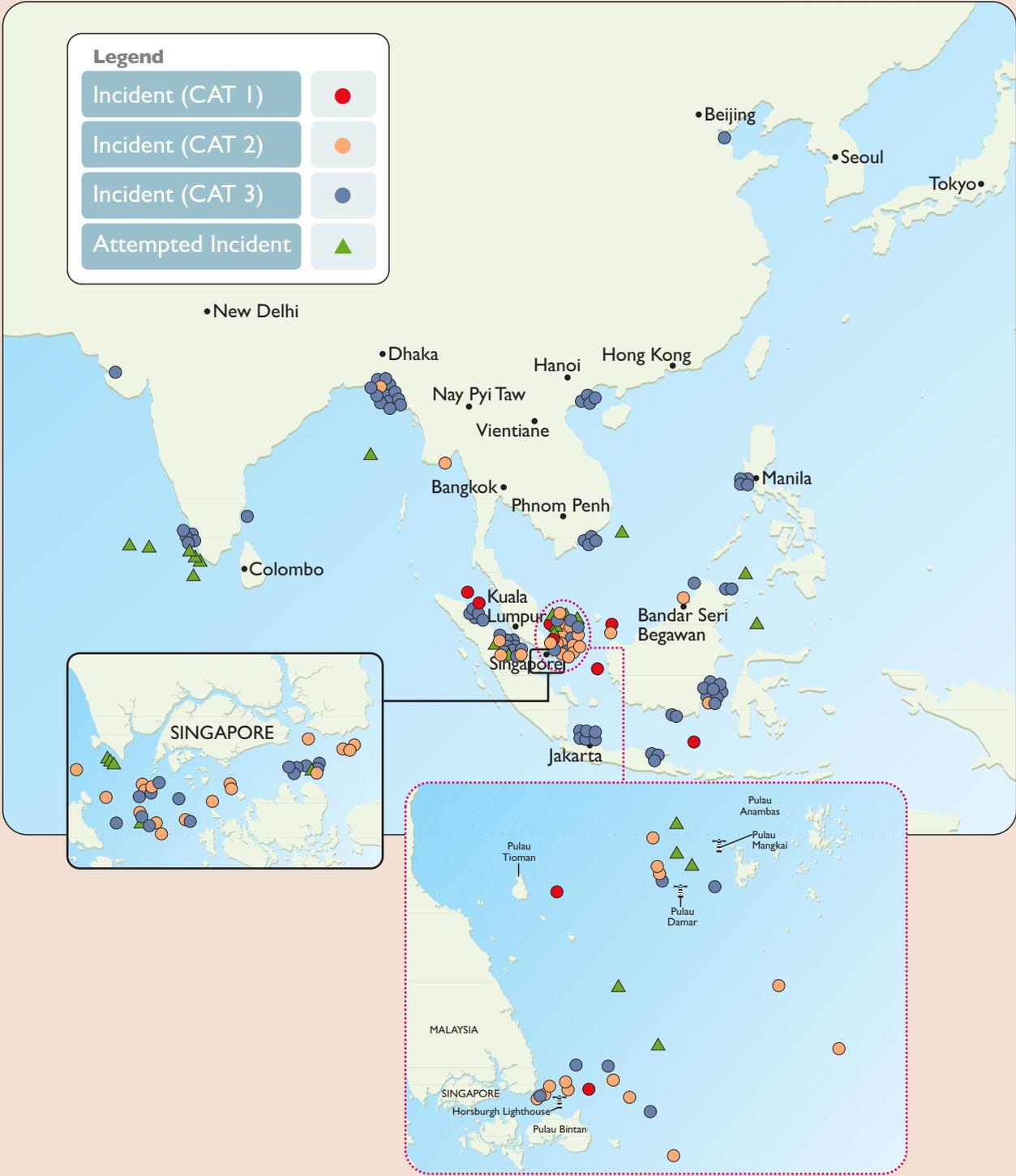
	2007		2008		2009		2010		2011	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China					1		1		1	
<b>Sub-total</b>					1		1		1	
<b>South Asia</b>										
Arabian Sea	1	3					5	7		4
Bangladesh	12	1	10	2	15	4	21	3	13	
Bay of Bengal	1						3			1
India	8		10	1	8	2	5	2	7	2
Sri Lanka		1								
<b>Sub-total</b>	<b>22</b>	<b>5</b>	<b>20</b>	<b>3</b>	<b>23</b>	<b>6</b>	<b>34</b>	<b>12</b>	<b>20</b>	<b>7</b>
<b>Southeast Asia</b>										
Gulf of Thailand							1			
Indonesia	33	7	21	1	14	5	37	10	46	2
Malaysia	7	1	13		12	3	18		14	3
Myanmar					1				1	
Philippines	5	1	6	2	4	1	5		4	2
Singapore							2		3	
South China Sea	1	5	5	2	11	2	17	8	12	6
Straits of Malacca and Singapore	3	4	7	4	6	3	5	3	24	2
Thailand	1				2		1			
Vietnam	5		11	1	8		13		8	
<b>Sub-total</b>	<b>55</b>	<b>18</b>	<b>63</b>	<b>10</b>	<b>58</b>	<b>14</b>	<b>99</b>	<b>21</b>	<b>112</b>	<b>15</b>
<b>Total</b>	<b>77</b>	<b>23</b>	<b>83</b>	<b>13</b>	<b>82</b>	<b>20</b>	<b>134</b>	<b>33</b>	<b>133</b>	<b>22</b>
<b>Overall Total</b>	<b>100</b>		<b>96</b>		<b>102</b>		<b>167</b>		<b>155</b>	

Table I - Location of Incidents (2007-2011)

Map I shows the location of all incidents reported in 2011<sup>1</sup>.

<sup>1</sup> The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.

Map 1: Location of Incidents (2011)



# PART 2

## Characteristics of Incidents

- ◎ Incidents Involving Vessels while at Anchor and at Berth
- ◎ Incidents Involving Vessels while Underway



## PART 2

### Characteristics of Incidents

#### Incidents Involving Vessels while at Anchor and at Berth

##### Number and Significance Level of Incidents

Of the 133 actual incidents reported during 2011, 65% (86 incidents) occurred when the vessels were anchored or berthed. Referred to as petty theft cases, most of these incidents occurred at ports and anchorages. Refer to Map 2 on location of incidents.

Of the 86 incidents, 16 were Category 2 incidents and 70 were petty theft incidents. Among the 70 petty theft incidents, half of them (35) occurred at the ports and anchorages in Indonesia, 12 incidents at the port of Chittagong, Bangladesh, eight incidents at the ports and anchorages in Vietnam and seven incidents at the ports and anchorages in India.

Most of the 16 Category 2 incidents occurred when the vessels were anchored off Tanjung Piai, Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Southern Johor, Malaysia.

# PART 2

## Characteristics of Incidents

Map 2: Location of incidents involving vessels while at anchor/berth



## Violence and Economic Factors

Generally, incidents occurred at ports and anchorages were petty theft cases where the robbers' intention was to steal stores and engine spares, and escaped immediately upon detected. Such incidents were less severe compared to those occurred off Tanjung Piai, Tanjung Ayam, Tanjung Ramunia and Pulau Mungging.

Table 2 below compares the violence and economic factors associated with the actual incidents reported off Malaysia and those at the ports and anchorages in Bangladesh, Indonesia and Vietnam:

Factors	Off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia	Bangladesh	Indonesia	Vietnam
Number of Incidents	8	13	40	8
Significance Level	7 x Category 2 1 x Category 3	1 x Category 2 12 x Category 3	5 x Category 2 35 x Category 3	8 x Category 3
Violence	Number of robbers: Number of incidents: 1-3 robbers : 1 4-6 robbers : 4 7-9 robbers : 2 Not stated : 1  75% of the incidents involved between 4-9 robbers  Guns and knives : 3 Knives/Machetes : 4 Not stated/Nil : 1  Three out of eight incidents involved robbers armed with guns and knives  Taken hostage : 2 Threatened : 1 Not stated/ : 5 No injuries  Lack of information to provide a more substantial assessment	Number of robbers: Number of incidents: 1-3 robbers : 3 4-6 robbers : 6 More than 9 : 2 Not stated : 2  46% of incidents involved between 4-9 robbers  Knives/Machetes : 5 Not stated/Nil : 8  None was armed with guns  Threatened : 1 Not stated/ : 12 No injuries	Number of robbers: Number of incidents: 1-3 robbers : 14 4-6 robbers : 9 7-9 robbers : 2 Not stated : 15  Inconclusive due to the large proportion of incidents without information on the number of robbers  Knives/Machetes : 14 Not stated/Nil : 26  None was armed with guns  Taken hostage : 5 Threatened : 3 Not stated/ : 32 No injuries	Number of robbers: Number of incidents: 1-3 robbers : 2 4-6 robbers : 3 Not stated : 3  38% of incidents involved between 4-6 robbers  Knives/Machetes : 4 Not stated/Nil : 4  None was armed with guns  Threatened : 1 Not stated/ : 7 No injuries
Economic	Cargo discharged : 1 Cash/property : 4 Engine spares : 1 Not stated/Nil : 2  The robbers stole cash and property	Stores : 12 Not stated/Nil : 1  Stores were mainly stolen	Stores : 20 Engine spares : 6 Unsecured items: 1 Not stated/Nil : 13  Mostly stores and in some cases, engine spares were stolen	Stores : 5 Engine spares : 1 Not stated/Nil : 2  Stores and engine spares were stolen

Table 2 - Violence and economic factors of actual incidents involving ships while anchored in 2011

# PART 2

## Characteristics of Incidents

### Modus Operandi of Robbers at Ports and Anchorages in Bangladesh, Indonesia and Vietnam

In Bangladesh, no specific type of ship was targeted as the robbers were opportunistic in nature. Knives and machetes were commonly used by robbers to cut ropes and other items found onboard ships. On some occasions, the robbers used knives to threaten the crew when they were detected. The crew did not suffer any injuries. Similar to past trends, the loss of ship's stores and mooring ropes were reported.

There has been a significant improvement in the situation off the port of Chittagong in 2011 compared to 2008-2010. The Bangladesh Coast Guard and other maritime agencies had enhanced the security at the port of Chittagong and apprehended robbers involved in three incidents when the master reported the incidents to the authorities immediately.

Overall, there has also been an improvement in Vietnam in 2011 compared to 2008-2010. The increase in enforcement and surveillance in South Vietnam, particularly Vung Tau area had resulted in the shift of the occurrence of incidents to the north of Vietnam, especially in and around Dinh Vu port and anchorages.

In Indonesia, the number of incidents at its ports and anchorages has increased in 2011, particularly in the eastern and southeastern region (Java Sea). Of the 40 incidents, more than half of the incidents occurred at Dumai (12), Tanjung Priok (6) and Belawan (5). Another 11 incidents were reported in the ports and anchorages at East Kalimantan, namely Balikpapan, Banjarmasin, Samarinda and Taboneo.

Robbers operating in Bangladesh, Indonesia and Vietnam stole ship stores, engine spares and unsecured items onboard ships. Their motive was to board the vessels without alerting the crew and escape with whatever they can lay their hands on. However, once detected or the ship alarm was sounded, the robbers would escape immediately, sometimes even empty-handed. The Focal Points of Bangladesh and Vietnam had indicated that the presence of 'secondary markets' for these stolen items would continue to encourage theft at their ports and anchorages.

The common feature observed at the port of Chittagong, Bangladesh and the ports at Vietnam was the presence of many small unregulated boats which serve as good cover for robbers and their boats. The robbers usually came alongside the merchant vessels in small boats during hours of darkness under the pretext of carrying out barter trade with the vessels anchored in the area. Barter trading of fresh provisions (such as fish and vegetables) in exchange for items onboard the merchant vessels such as mooring ropes, drums of paint, lubricant oil, etc. were commonly carried out by the local populace with the crew onboard the vessels.

### **Modus Operandi of Robbers off Southern Johor**

It appeared that incidents reported off Malaysia were relatively more severe in nature as seven out of eight incidents were Category 2 incidents. In comparison, only six out of 61 incidents reported at the ports and anchorages in Bangladesh, Indonesia and Vietnam were Category 2 incidents. The remaining 55 incidents were mostly petty theft incidents.

# PART 2

## Characteristics of Incidents

### Comparison of Incidents Occurred off Southern Johor, Malaysia and that at the Ports and Anchorages in Bangladesh, Indonesia and Vietnam

About 75% of incidents occurred off Malaysia (six out of eight incidents) involved robbers operating in groups of 4-9 men, while only 46% of the incidents at the ports and anchorages in Bangladesh (six out of 13 incidents) involved groups of 4-9 men, and 38% at the ports and anchorages in Vietnam (three out of eight incidents) involved groups of 4-6 men.

Robbers operating off Malaysia were also more likely to be armed as seven out of eight incidents (88%) reported robbers armed with guns and/or long knives. In contrast, 23 out of 61 incidents (38%) reported at the ports and anchorages in Bangladesh, Indonesia and Vietnam involved robbers armed with knives and machetes. No arms have been discharged. It is observed that the robbers operating at the ports and anchorages used knives and machetes to cut mooring ropes and remove unsecured items onboard vessels.

Robbers operating off Malaysia stole cash and crew's personal belongings. In most incidents, the robbers, upon boarding the vessels would proceed directly to the ship cabin, hold a crew hostage and demand to be brought to the master's cabin. Four out of eight incidents (50%) reported loss of cash and crew's personal belongings. In contrast, the robbers at the ports and anchorages stole ship stores and engine spares. A total of 45 incidents out of 61 incidents (74%) reported the loss of ship stores, engine spares and unsecured items onboard the vessels.

## Incidents Involving Vessels while Underway

### Number and Significance Level of Incidents

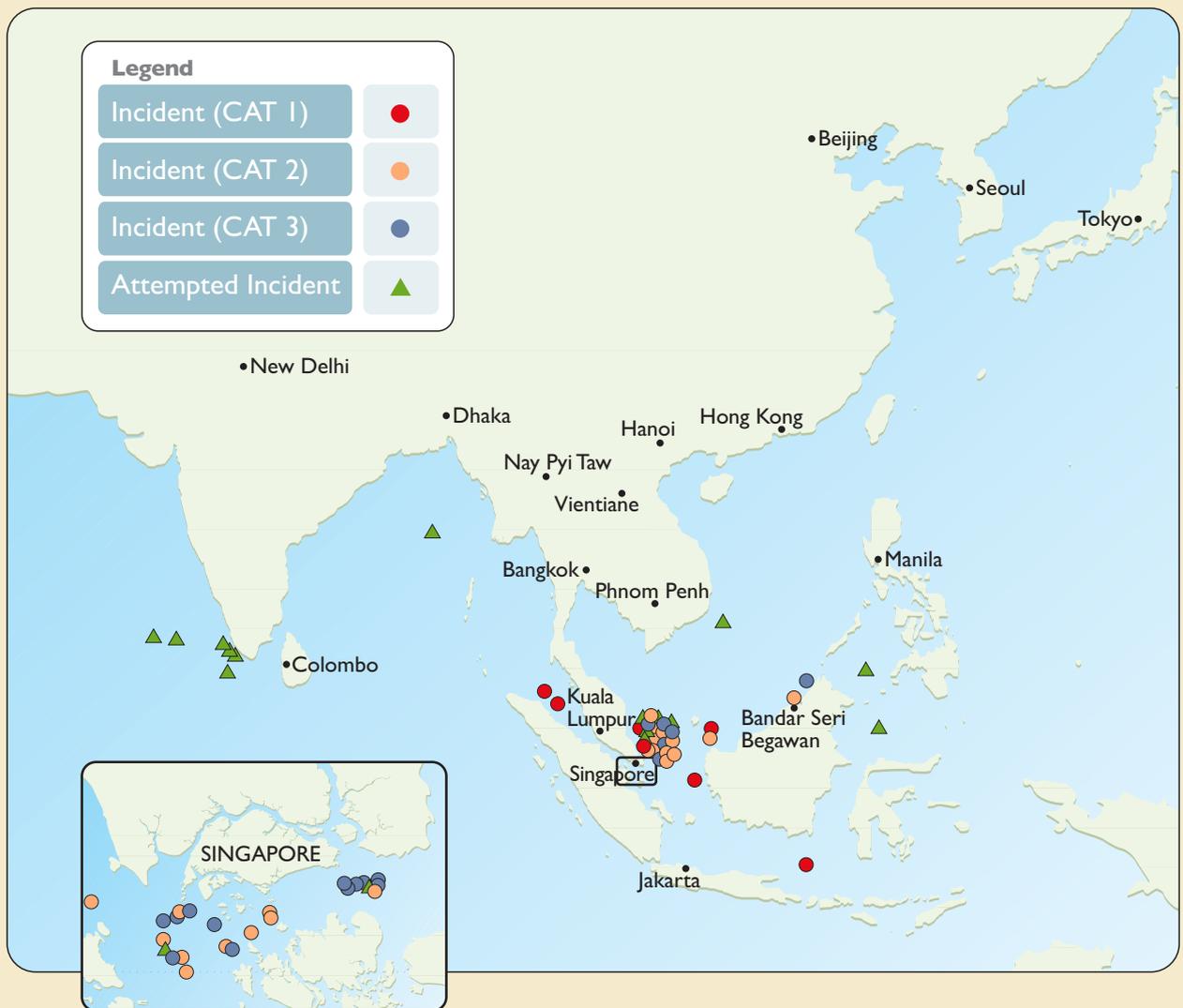
Of 133 actual number of incidents reported during 2011, 35% (47 incidents) occurred when the vessels were underway, mostly in the Straits of Malacca and Singapore, and the South China Sea.

Among the 47 incidents, seven were Category 1 incidents, 22 were Category 2 incidents and 18 were Category 3 incidents. Refer to Map 3 for the location of the incidents involving vessels while underway.

# PART 2

## Characteristics of Incidents

Map 3: Location of incidents involving vessels while underway



### Location of Incidents

About three-quarter of the 47 actual incidents reported during 2011 occurred in the South China Sea (mostly off Pulau Anambas, Natuna, Mangkai, Subi Besar, Merundung area) and the Straits of Malacca and Singapore. A total of 36 incidents occurred in the South China Sea and the Straits of Malacca and Singapore. See Table 3 and Map 4 below.

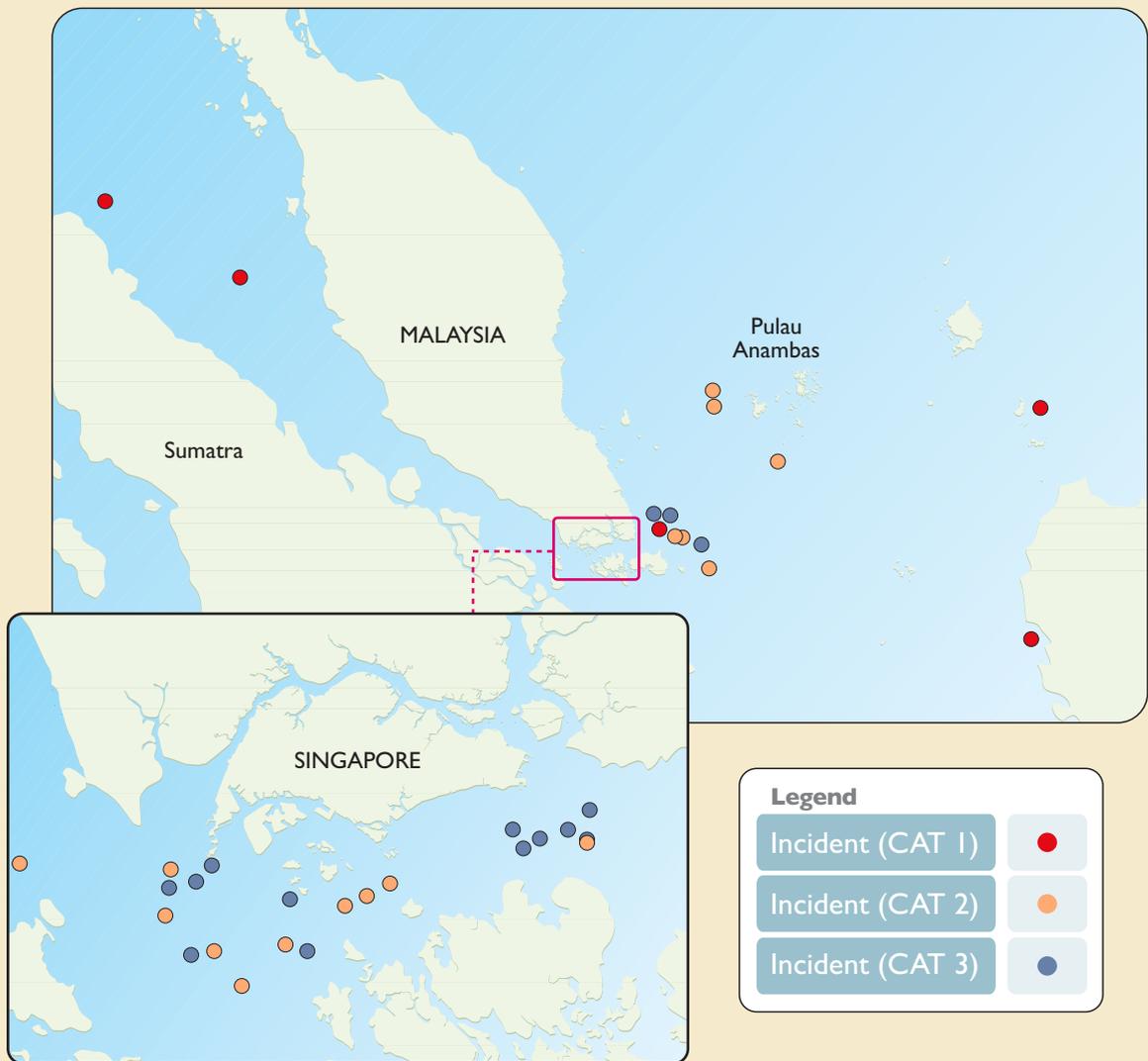
Location	CAT 1	CAT 2	CAT 3	Total
South China Sea	3	6	3	12
Straits of Malacca and Singapore	2	10	12	24
Indonesia	1	3	2	6
Malaysia	1	1	1	3
Singapore		2		2
Total Actual Incidents	7	22	18	47

Table 3 - Location of actual incidents involving vessels while underway in 2011

# PART 2

## Characteristics of Incidents

Map 4: Location of incidents involving vessels while underway in the South China Sea and the Straits of Malacca and Singapore



## Violence and Economic Factors

Table 4 below compares the violence and economic factors associated with incidents involving ships while underway in the South China Sea and the Straits of Malacca and Singapore:

Factors	South China Sea	Straits of Malacca and Singapore
Number of Incidents	12 x incidents	24 x incidents
Significance Level	3 x Category 1 6 x Category 2 3 x Category 3	2 x Category 1 10 x Category 2 12 x Category 3
Violence	<p>Number of pirates/robbers: Number of incidents</p> <p>1 - 3 pirates/robbers : 1 4 - 6 pirates/robbers : 2 7 - 9 pirates/robbers : 3 &gt; 9 pirates/robbers : 3 Not stated : 3</p> <p>50% of the incidents involved &gt; 7 pirates/robbers</p> <p>Guns and knives : 2 Knives/Machetes : 6 Not stated/Nil : 4</p> <p>Commonly armed with knives to threaten crew to surrender their cash and personal belongings</p> <p>Crew abandoned : 1 Taken hostage : 4 Crew assaulted : 2 Not stated/No injuries : 4</p>	<p>Number of pirates/robbers: Number of incidents</p> <p>1 - 3 pirates/robbers : 3 4 - 6 pirates/robbers : 8 7 - 9 pirates/robbers : 4 &gt; 9 pirates/robbers : 2 Not stated : 7</p> <p>25% of the incidents involved &gt; 7 pirates/robbers</p> <p>Other weapons : 2 Guns and knives : 1 Knives/Machetes : 10 Not stated/Nil : 11</p> <p>54% of the incidents involving robbers armed with either knives or guns and knives</p> <p>Crew kidnapped : 1 Take hostage : 2 Crew assaulted : 1 Not stated/No injuries : 20</p>
Economic	<p>Hijack of ship : 3 Cargo discharged : 1 Cash/property : 7 Not stated/Nil : 1</p>	<p>Hijack of ship : 1 Cargo discharged : 1 Cash/property : 12 Stores : 6 Unsecured items : 1 Not stated/Nil : 3</p>

Table 4 - Violence and economic factors of actual incidents involving ships while underway in 2011

# PART 2

## Characteristics of Incidents

Although the modus operandi of the pirates/robbers operating in the South China Sea and the Straits of Malacca and Singapore seemed similar, there are distinctive differences.

The ReCAAP ISC notes that half of the incidents reported in the South China Sea occurred during daylight hours. Of the 12 incidents reported in the South China Sea, six incidents occurred during daylight hours. This is probably due to the absence of law enforcement agencies patrolling the open sea and pirates/robbers are bolder in their attempt to board a vessel any time of the day, including daylight hours. In contrast, incidents reported in the Straits of Malacca and Singapore mostly occurred during hours of darkness.

Incidents in the South China Sea also involved a larger group of pirates/robbers compared to incidents in the Straits of Malacca and Singapore. Half of the incidents reported in the South China Sea reported the involvement of seven or more pirates/robbers compared to 25% of incidents in the Straits of Malacca and Singapore.

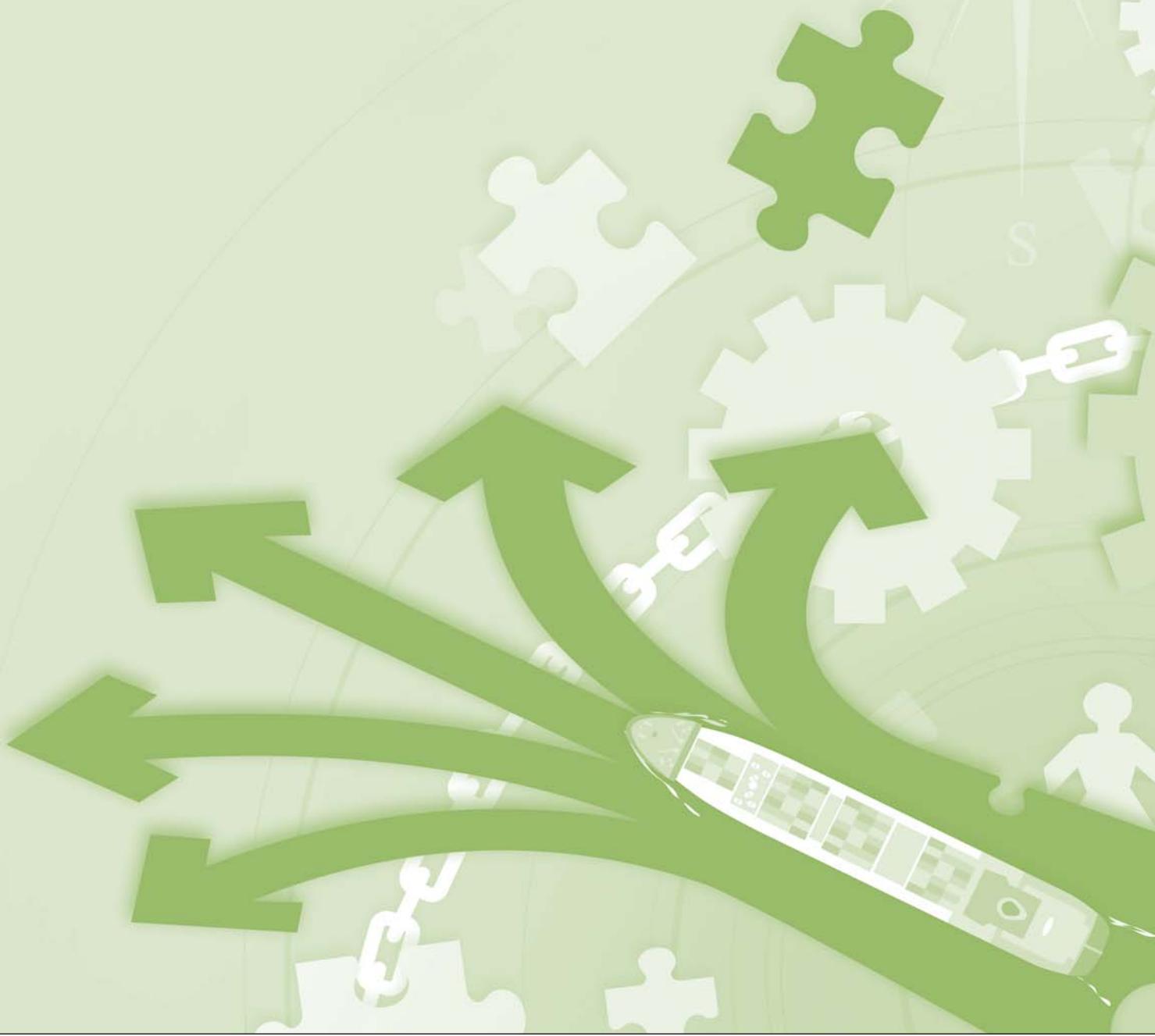
Relatively more incidents in the South China Sea involved pirates/robbers usually armed either with guns and/or knives. However, the guns were not discharged. About 58% (seven of 12 incidents) reported in the South China Sea indicated that the pirates/robbers had enforced some form of physical violence to the crew. Most of the incidents in the Straits of Malacca and Singapore reported that the crew did not suffer any injury. In both areas, the pirates/robbers usually target cash and the crew's personal belongings, such as mobile phones, laptops, watches, clothing etc.

The ReCAAP notes that tug boats were more frequently targeted, although a higher proportion of incidents involving tug boats occurred in the Straits of Malacca and Singapore than the South China Sea. Of the 24 incidents reported in the Straits of Malacca and Singapore, 18 incidents involved tug boats (67%); while of the 12 incidents reported in the South China Sea, six incidents (50%) involved tug boats. This is probably due to the higher shipping traffic of tug boats in the Straits of Malacca and Singapore than the South China Sea.

# PART 3

## Analysis of Incidents by Location

- ◎ Arabian Sea
- ◎ Ports and Anchorages in Bangladesh
- ◎ Ports and Anchorages in Vietnam
- ◎ South China Sea
- ◎ Straits of Malacca and Singapore

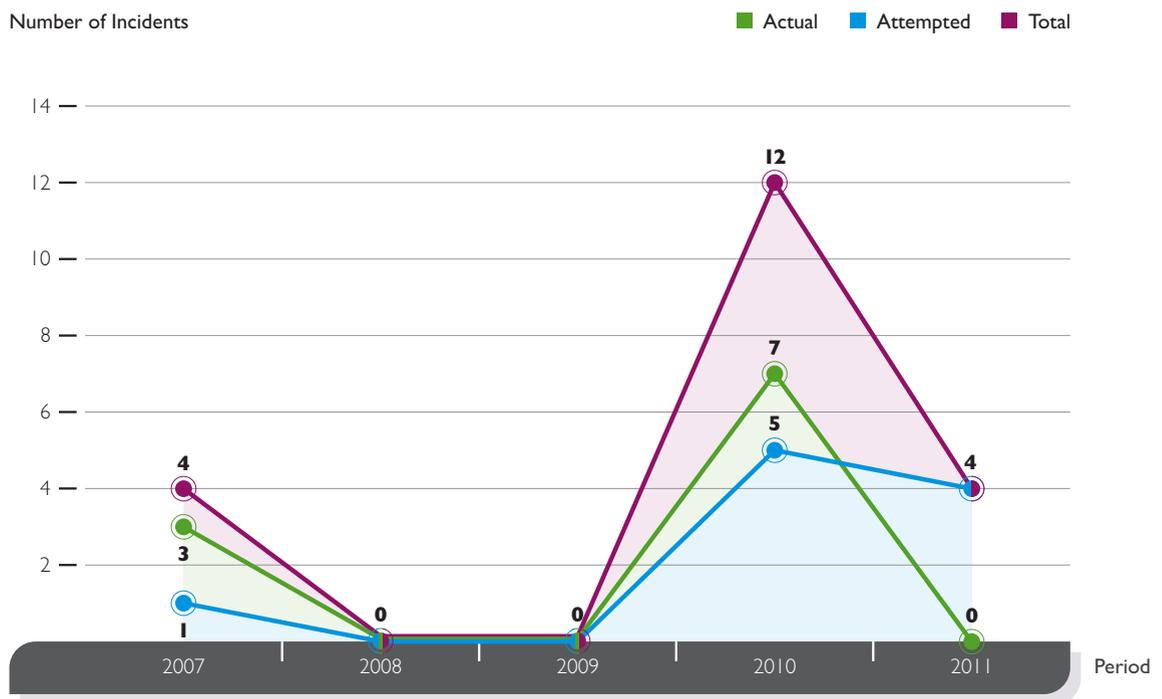


# PART 3

## Analysis of Incidents by Location

### Arabian Sea

There has been a significant improvement in the situation in the Arabian Sea in 2011 compared to 2010. From 12 incidents comprising five actual incidents and seven attempted incidents reported in 2010, the number has decreased to four attempted incidents in 2011. No actual incident was reported. Refer to Graph 2 below.



Graph 2 - Number of incidents reported in Arabian Sea (2007-2011)

# PART 3

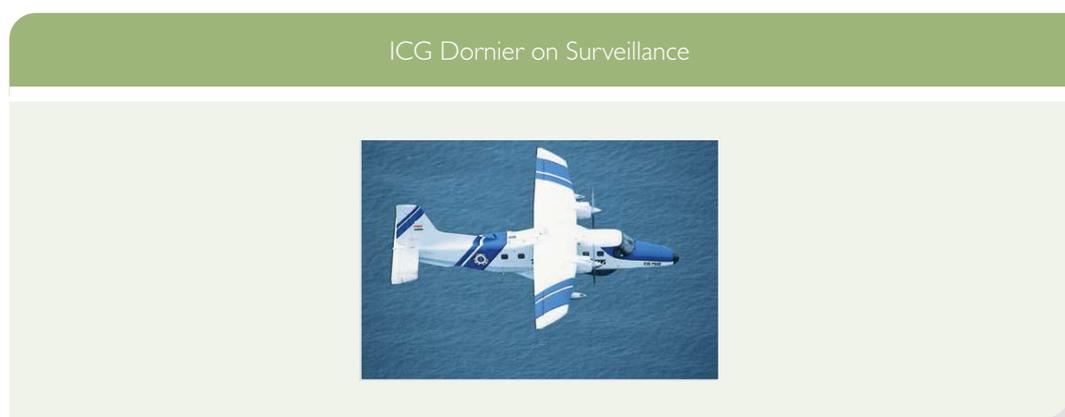
## Analysis of Incidents by Location

In two of the four attempted incidents reported in 2011, the Indian Coast Guard (ICG) and Indian Navy had responded to the distress call by the ship masters, and apprehended 43 Somali pirates and rescued 44 crew whose vessels had been used as mother ships. Detailed descriptions of the two incidents are as follows:

### Incident Onboard *MV CMA CGM Verdi*

Name of Ship <b><i>CMA CGM Verdi</i></b>
Type of Ship <b>Container ship</b>
Flag of Ship <b>Bahamas</b>
GT <b>65247</b>

On 28 Jan 11 at or about 1030 hrs (local time) while underway at approximately 68 nm north of Minicoy Island, India, 21 pirates on two skiffs and mother ship, *Prantalay 14*, approached the container ship. An ICG's Dornier aircraft responded to the ship's "May Day" call and thwarted the pirate attack. Sighting the coast guard aircraft, the skiffs immediately aborted their attack and dashed towards the mother ship which hurriedly hoisted the two skiffs onboard and set a westerly course. On being alerted by the ReCAAP Focal Point (India), the Indian Navy ship *Cankarso* diverted to the datum and successfully apprehended 15 pirates and rescued 20 crew of Thai and Myanmar nationals.



Photograph courtesy of ICG

### Incident Onboard *MT Chios*

Name of Ship <b><i>MT Chios</i></b>
Type of Ship <b>Tanker</b>
Flag of Ship <b>Greece</b>
GT <b>157213</b>

On 5 Feb 11 at or about 1534 hrs (local time), while underway at approximately 312 nm west of Kochi, India, one small skiff with about five pirates onboard approached the vessel. Armed with automatic weapons, the pirates fired at the vessel several times. Realising the threat, the master immediately raised the general alarm and took actions in accordance with the industry's BMP including increasing speed, carrying out evasive manoeuvres, pressurising fire hoses and discharging overboard and use of red parachute flares. After several unsuccessful attempts to get close to the tanker, the pirates gave up the chase and headed back to a mother ship.

On being alerted by ReCAAP ISC, the ReCAAP Focal Point (India) diverted the patrol vessel ICG *Samar* which was on routine patrol in the area and Indian Navy Ship *Tir* intercepted the skiff and the mother ship. A total of 28 pirates were captured and 24 crew of the mother ship *Prantalay-11* who were being held hostage were rescued.

Patrol Vessel *Samar* Intercepts  
Mother Ship *Prantalay-11*



Apprehended Somali Pirates by ICG



All photographs courtesy of ICG

# PART 3

## Analysis of Incidents by Location

### Observations

The improvement in the situation in the Arabian Sea is attributed to the heightened alertness of crew, anti-piracy measures undertaken by ship masters, enhanced surveillance carried out by the law enforcement agencies and timely response by the ICG and Indian Navy. The ICG which is also the ReCAAP Focal Point (India) together with the Indian Navy has enhanced its patrols in the western Exclusive Economic Zone (EEZ) of India and has also deployed a multi-ship anti-piracy force in the area (more than 500 nm from Mumbai) to sanitise the eastern Arabian Sea and undertake comprehensive anti-piracy measures.

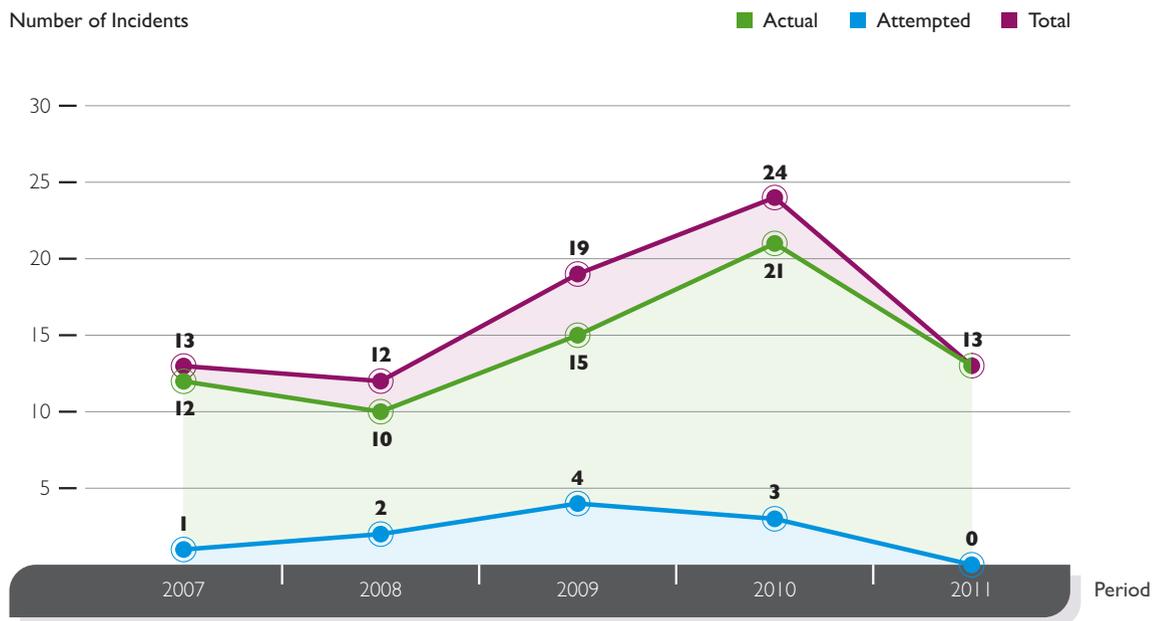
### Recommendations

Ship master and crew are advised to exercise vigilance and adopt precautionary measures when their vessels were transiting the region. The ReCAAP ISC strongly advocates ship masters to report all incidents to the **coastal State and the ReCAAP Focal Point (India) immediately** so that the relevant authorities may be able to respond to the incident on time.

## Ports and Anchorages in Bangladesh

### Patterns and Trends

A total of 13 incidents were reported at the port and anchorages of Chittagong, Bangladesh in 2011. Compared to the same period in 2010, there had been a considerable decrease in the number of incidents in 2011. Please see graph below.



Graph 3 - Number of incidents reported at port and anchorages in Bangladesh (2007-2011)

# PART 3

## Analysis of Incidents by Location

The improvement in the situation at the port and anchorages of Chittagong could be attributed to the heightened alertness of crew, anti-piracy measures undertaken by the ship master, enhanced surveillance carried out by the law enforcement agencies and enforcement of port security by the authorities. This was due to enhanced cooperation among inter-governmental agencies and inter-ministries and improved engagement between the authorities and the shipping industry of Bangladesh which were the key objectives of the Cluster Meeting conducted by the ReCAAP ISC together with the Focal Point of Bangladesh (Department of Shipping) in Dhaka and Chittagong, Bangladesh during 11-13 Oct 11.

## Observations

Of the 13 incidents, five incidents involved bulk carriers, five involved container ships, two involved general cargo ships and one involved a tanker. The robbers were opportunistic in nature as no specific type of ship was targeted.

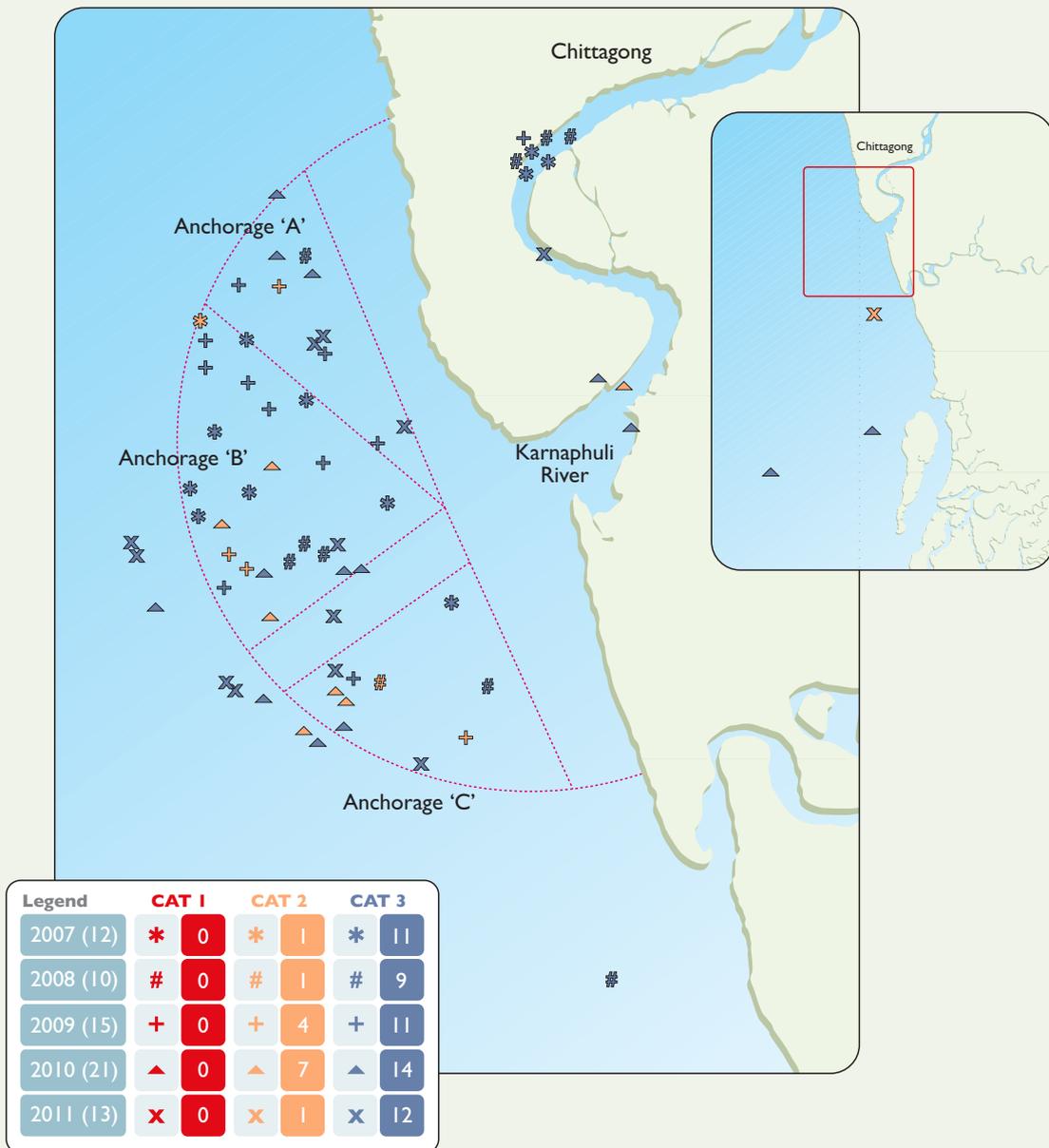
Knives and machetes were commonly used by robbers to cut ropes and other items found onboard ships. On some occasions, the robbers used knives to threaten the crew when they were detected. The crew did not suffer any injuries. Similar to past trends, the loss of ship's stores and mooring ropes were reported. Refer to Map 5 on the approximate location of the incidents.

Of the 13 incidents, the authorities had successfully apprehended robbers involved in three incidents. This was due to timely reporting by the ship master and crew to the authorities who despatched their assets to the location of the incidents immediately.

# PART 3

## Analysis of Incidents by Location

Map 5: Location of incidents in Bangladesh (2011)



## Recommendations

Ship master and crew are advised to exercise vigilance and adopt precautionary measures when their vessels were anchored at the port and anchorages of Chittagong especially during hours of darkness and times of poor visibility.

The ReCAAP ISC advises ship masters to note the following when anchor/berth at the port and anchorages of Chittagong:

- ⊙ Under the prevailing regulations of the Chittagong port limits, no boat is allowed to close a vessel less than 500 m unless authorised to do so by the Chittagong Port Authority (CPA). All **authorised boats** bear a serial number and are **painted bright orange**. For reference at night, these boats normally approached from near the mouth of river Karnaphuli. Ship masters are advised to verify the identity and authentication of these boats from the CPA when in doubt.
- ⊙ The ReCAAP ISC notes that most incidents at port and anchorages occurred nearer to the time of approach of high water slack. It is believed that the height of tide and the prevailing current aids in easy operation of small boats used by robbers.
- ⊙ Enhanced watch-keeping is recommended during hours of reduced visibility due to heavy rain or absence of moonlight (period of darkness). It should however be remembered that even during hours of moonlight the visibility of small boats may be restricted due to their direction being away from the moon.
- ⊙ Adequate anti-boarding measures are recommended at the quarters as past incidents revealed that the aft sector (quarter deck) is the most vulnerable location for robbers to board the vessel.

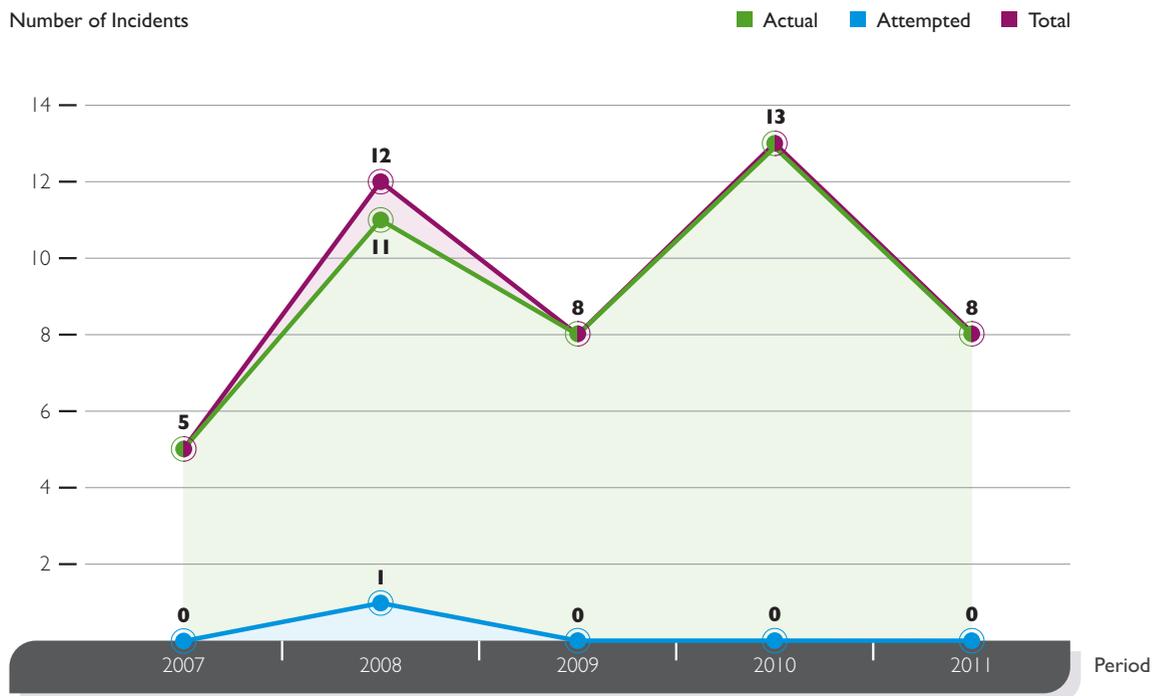
The ReCAAP ISC strongly advocates ship masters to report all incidents to the nearest coastal State **immediately** so that the relevant authorities may be able to respond to the incident on time.

# PART 3

## Analysis of Incidents by Location

### Ports and Anchorages in Vietnam

#### Patterns and Trends



Graph 4 - Number of incidents reported at port and anchorages in Vietnam (January-June of 2007-2011)

There has been an improvement in the situation in Vietnam in 2011 compared to 2010. A total of eight incidents were reported at the ports and anchorages in Vietnam in 2011 compared to 13 incidents in 2010 which reported the highest number of incidents during the five-years period.

## Observations

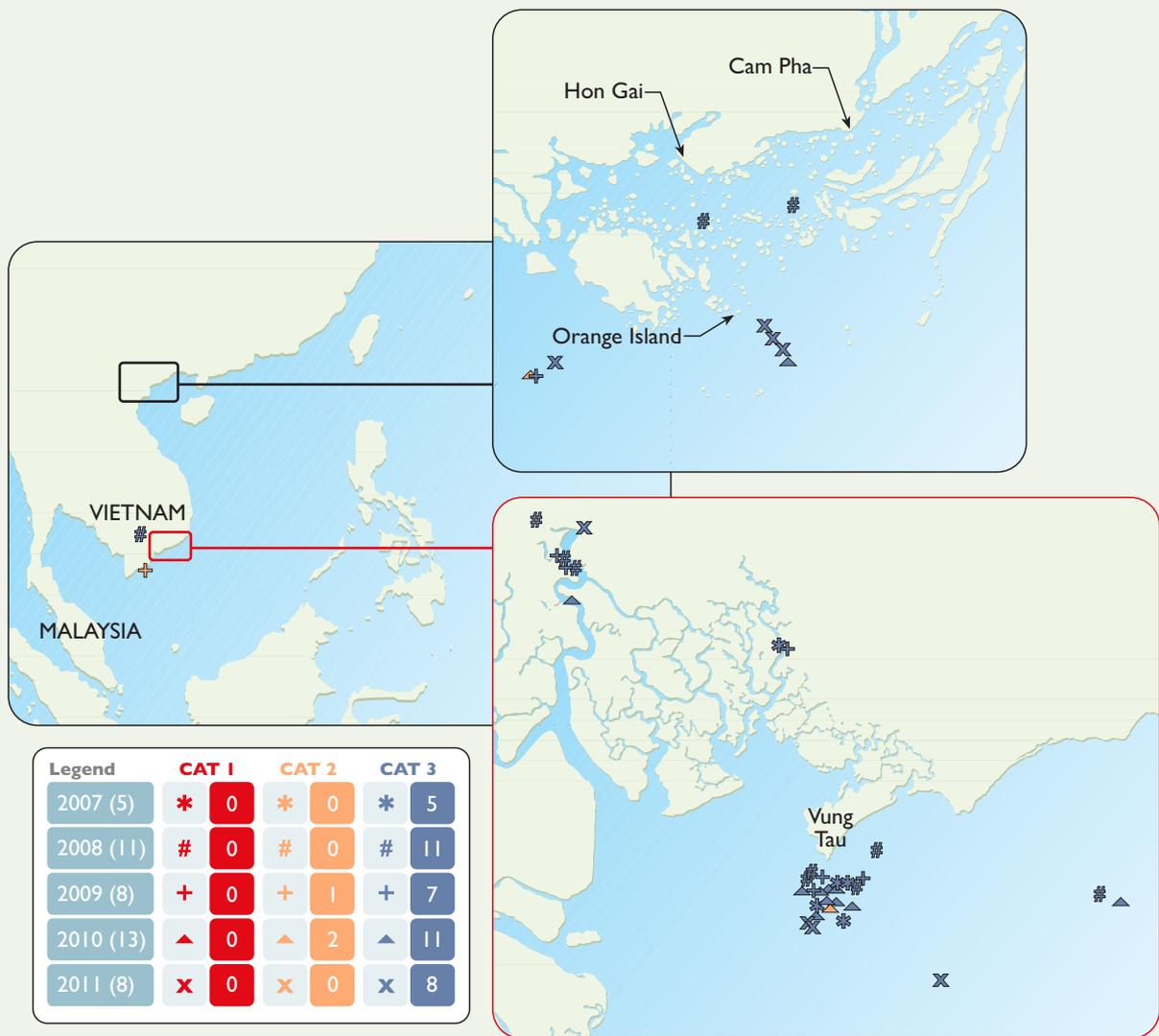
Of the eight incidents reported during 2011, four occurred in the north of Vietnam and four in the south. According to the patterns and trends observed for the period 2007-2011, the ReCAAP ISC observes that the number of incidents have decreased in the Vung Tau area, but incidents at the ports and anchorages in North Vietnam have increased.

The improvement in the situation off Vung Tau area could be attributed to the increase in enforcement and surveillance there. The ReCAAP ISC reiterates the need for enhanced inter-governmental agencies and inter-ministries cooperation as well as improved engagement of the shipping industry which were the key objectives of the Cluster Meeting conducted by the ReCAAP ISC together with the Focal Point of Vietnam (Vietnam Marine Police) in Hanoi, Vietnam during 23-27 May 11.

# PART 3

## Analysis of Incidents by Location

Map 6: Location of incidents in Vietnam (2011)



## Recommendations

The ReCAAP ISC recommends continuous effort in enhancing inter-agency, inter-ministry and government-industry coordination in Vietnam. The authorities are encouraged to inform the relevant agencies of all incidents and render assistance to the victim ships immediately.

The ReCAAP ISC also recommends that the authorities regulate the presence of small fishing boats at the ports and anchorages in Vietnam. The presence of large numbers of small fishing boats in the vicinity provides 'cover' for the robbers to operate under the guise of doing barter trading with the merchant vessels anchored in the area by distracting the crew while their accomplice boarded the vessels to steal. The presence of large number of fishing boats had also made it challenging for the law enforcement agencies to patrol, locate and apprehend the robbers.

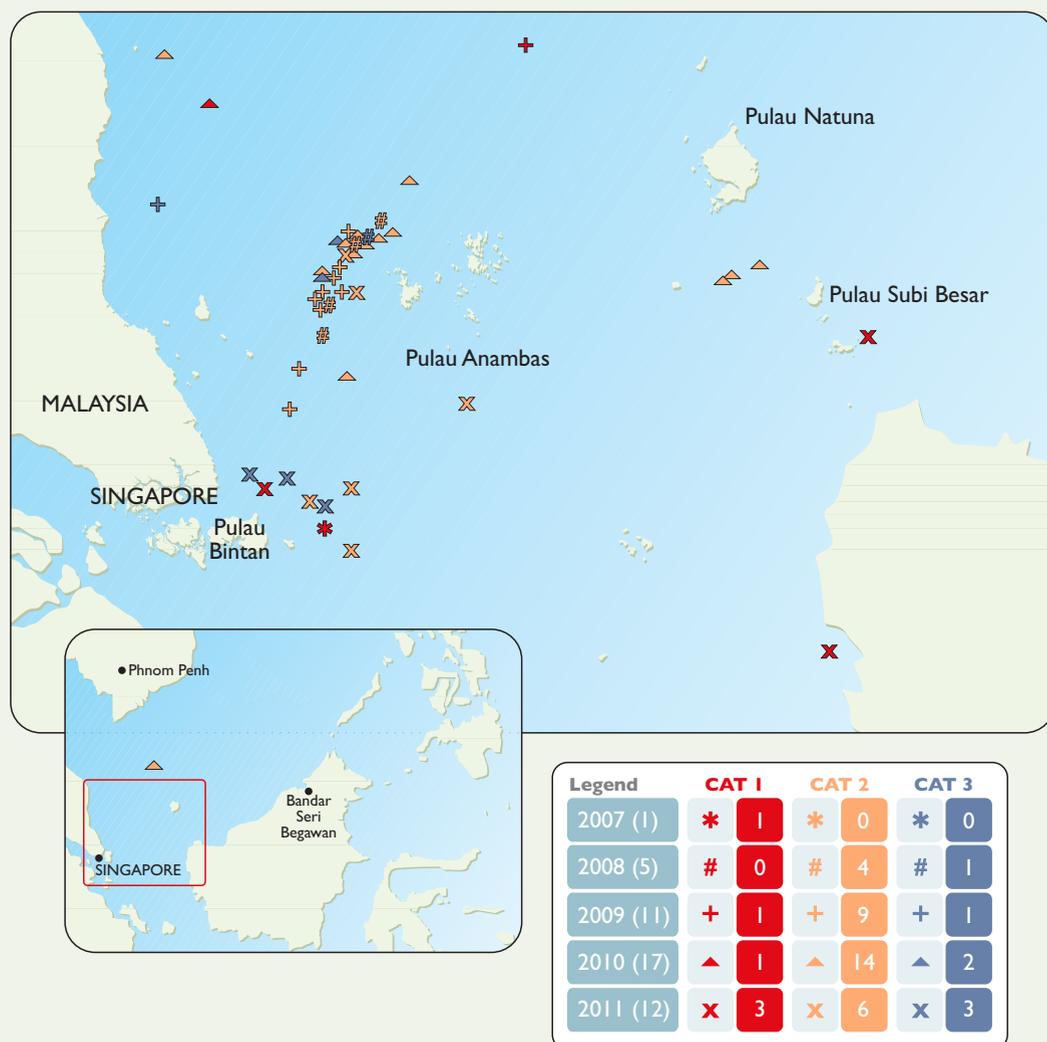
# PART 3

## Analysis of Incidents by Location

### South China Sea

There has been an improvement in the South China Sea in 2011 compared to 2010. In 2011, a total of 12 actual incidents were reported in the South China Sea. Of these, three were Category 1 incidents, six were Category 2 incidents and three were Category 3 incidents. The map below shows the location of actual incidents in the South China Sea from 2007 to 2011.

Map 7: Location of actual incidents in South China Sea (2007-2011)



Notably, there has been a significant improvement in the vicinity of Pulau Anambas. Better situation awareness among shipping companies and more anti-piracy measures adopted by ship masters could have contributed to the decrease in the number of incidents in the South China Sea.

### Observations

In the Category 2 incidents reported in the South China Sea from 2007 to 2011, the pirates mostly operated in groups of 6-8 men, approached the vessel in a small motorised boat. Usually armed with knives or machetes, and in some cases, handguns and pistols, the pirates tied the crew and locked them up. In some cases, the pirates held the crew hostage and ransacked the vessel for cash and crew's personal belongings such as mobile phones, laptops and jewellery.

While there has been a decrease in the number of Category 2 incidents in the South China Sea, the number of Category 1 incidents has increased and it was the highest among the five reporting periods (2007-2011). The three Category 1 incidents reported were hijackings of tug boat, *Solid 8* on 25 May 11; tug boat, *Mitra Jaya V* on 29 May 11; and product tanker, *Nautica Johor Bahru* on 27 Oct 11. In all three hijacking incidents, the crew was safe and the vessels were recovered by the authorities.

### Recommendations

The ReCAAP ISC observes that tug boats were most vulnerable in the South China Sea in 2011 as half of the incidents reported in the South China Sea involved tug boats. Tug boats are easy targets as they move on a slower speed and have lower freeboard compared to other vessels. The ReCAAP ISC urges ship master and crew of tug boats to be vigilant and to deploy more lookouts when transiting the area.

# PART 3

## Analysis of Incidents by Location

### **Straits of Malacca and Singapore**

The coordinated patrols by Indonesia, Malaysia and Singapore may have contributed towards the decrease in incidents in the Straits of Malacca and Singapore during the period 2007-2010. However, the number of incidents in the strait, mostly petty theft has increased in 2011.

A total of 24 actual incidents and two attempted incidents were reported in 2011. Of these, half were petty theft (Category 3) incidents occurred closer to shore, with majority of the incidents occurred north of Pulau Batam. The moderately significant incidents (Category 2) were reported in the vicinity of the Philip Channel and off Batu Berhenti area. The two very significant (Category 1) incidents occurred in the Malacca Strait which involved the hijacking of two fishing vessels and kidnapping of the Chief Engineer. In both incidents, the crew was rescued and vessels recovered. Map 8 shows the location of actual incidents in the Straits of Malacca and Singapore from 2007 to 2011.

Map 8: Location of actual incidents in Straits of Malacca and Singapore (2007-2011)



Legend	CAT 1	CAT 2	CAT 3
2007 (3)	* 1	* 1	* 1
2008 (7)	# 0	# 7	# 0
2009 (6)	+ 1	+ 5	+ 0
2010 (5)	▲ 0	▲ 4	▲ 1
2011 (24)	× 2	× 10	× 12

# PART 3

## Analysis of Incidents by Location

The ReCAAP ISC observes that there has been a shift in incidents from the Malacca Strait to the Singapore Strait. The table below shows the number of incidents reported during 2003- 2011.

Year	Actual incidents reported in the Malacca Strait	Actual incident reported in the Singapore Strait	Total
2003	7	2	9
2004	17	4	21
2005	6	2	8
2006	5	1	6
2007	2	1	3
2008	1	6	7
2009	1	5	6
2010	0	5	5
2011	2	22	24

*Table 5 - Number of actual incidents reported in the Malacca Strait vs Number of actual incidents reported in the Singapore Strait (2003-2011)*

**Note:** The IMO is the source of the data for period 2003-2006.

## Observations

The increase in the number of incidents in the Straits of Malacca and Singapore was due to the surge in the petty theft incidents occurred closer to shore. Mostly were 'hit and run' cases where the crew was not harmed and the robbers escaped after taking with them cash, personal belongings such as laptops, mobile phones etc., and stores. Majority of the 24 incidents reported in 2011 involved robbers operating in groups of 2-6 men. Although more than half of the incidents involved robbers armed with knives and/or guns, the robbers were not violent and did not hurt the crew.

## Reasons for Increase

### Increase in enforcement in other areas

Apparently, the strengthening of enforcement in one area could have forced the pirates/robbers to shift their target to other areas. The increase in presence of law enforcement agencies in the vicinity off southern Johor, southeastern Johor, and off Pulau Mangkai, Indonesia<sup>2</sup> may have invariably forced the robbers to venture further away from the territorial waters and robbed vessels transiting the Straits of Malacca and Singapore instead.

### Increased in reporting by ship companies to the ReCAAP Focal Points

There has been an increase in number of reports about incidents occurred in the Straits of Malacca and Singapore made by shipping companies to the ReCAAP Focal Points. This is consistent with the IMO MSC Circular 1333 and 1334 which stipulate that ship owners and ship operators should report all incidents of piracy and armed robbery against ships to the ReCAAP Focal Points. This was evident from the increase in the number of reports made to the ReCAAP Focal Points.

Of the 24 incidents occurred in the Straits of Malacca and Singapore, 20 incidents were reported by shipping companies to the ReCAAP Focal Points. Of the 20, 12 incidents were only reported to the ReCAAP Focal Points. Notably, the ReCAAP ISC is the only agency who were informed about these incidents.

<sup>2</sup> A 50% decrease was reported off Tanjung Ayam with eight incidents reported there in 2011 compared to 15 incidents reported in 2010. A 70% decrease was reported off Pulau Mangkai with five incidents reported there in 2011 compared to 17 incidents reported in 2010.

# PART 3

## Analysis of Incidents by Location

### Vulnerability of tug boats

Of the 24 actual incidents, 18 incidents involved tug boats towing barges. In 10 of these incidents, the robbers boarded the barge. Usually coming alongside the barge in a small wooden boat, the robbers boarded the barge and stole stores such as ropes, gangway ladder, lashing material etc. before escaping. The robbers usually targeted the barge which was normally unmanned, easier for them to escape without being detected by the crew.

### Actions Taken by the Littoral States, the ReCAAP ISC and ReCAAP Focal Points

The littoral States and their maritime law enforcement agencies had stepped up surveillance, strengthened individual efforts in policing their territorial waters, enhancing cooperation and sharing information with each other in responding to incidents reported to them.

The successful rescue of the crew onboard the fishing vessels which were hijacked on 7 Aug 11 and the Chief Engineer of *GM Gallant* who was kidnapped on 10 Sep 11 were two examples of the excellent effort by the enforcement agencies. In the incident involving the hijack of the fishing vessels, the Malaysian Maritime Enforcement Agency (MMEA) responded immediately upon receipt of information about the incident and managed to intercept the fishing vessels, rescue the crew and apprehend the robbers. In the kidnapping of the Chief Engineer of *GM Gallant*, the Indonesian authorities had located the robbers' hideout, rescued the Chief Engineer and apprehended the robbers.

At the operational level, the ReCAAP ISC engaged and shared information with the Malaysian authorities, Indonesian authorities, the ReCAAP Focal Point (Singapore), the Republic of Singapore Navy (RSN), the Singapore Police Coast Guard (PCG), Singapore Shipping Association (SSA), and the local shipping industry, particularly the tug boat owners. Through dialogue and feedback sessions, the ReCAAP ISC shares with all stakeholders the modus operandi of the robbers, lessons learned and best management practices to be adopted by the governments, ship owners, master and crew through case studies.

### Shared Responsibilities with the Shipping Industry

Shared responsibilities among governments and shipping industry were advocated. Ship masters are encouraged to maintain all-round vigilance, implement effective ship security plan and report all actual and attempted incidents to the coastal States and flag States immediately.

### Positive Outcome

Notably, efforts by the littoral States and the shipping industry have shown positive and encouraging results. The ReCAAP ISC notes a reduction in the frequency of incidents occurred in the Straits of Malacca and Singapore in the second half of 2011 (July-December 2011) compared to the first half (January-June 2011). A total of 11 actual incidents were reported during July-December 2011 compared to 13 incidents reported in the area during January-June 2011.

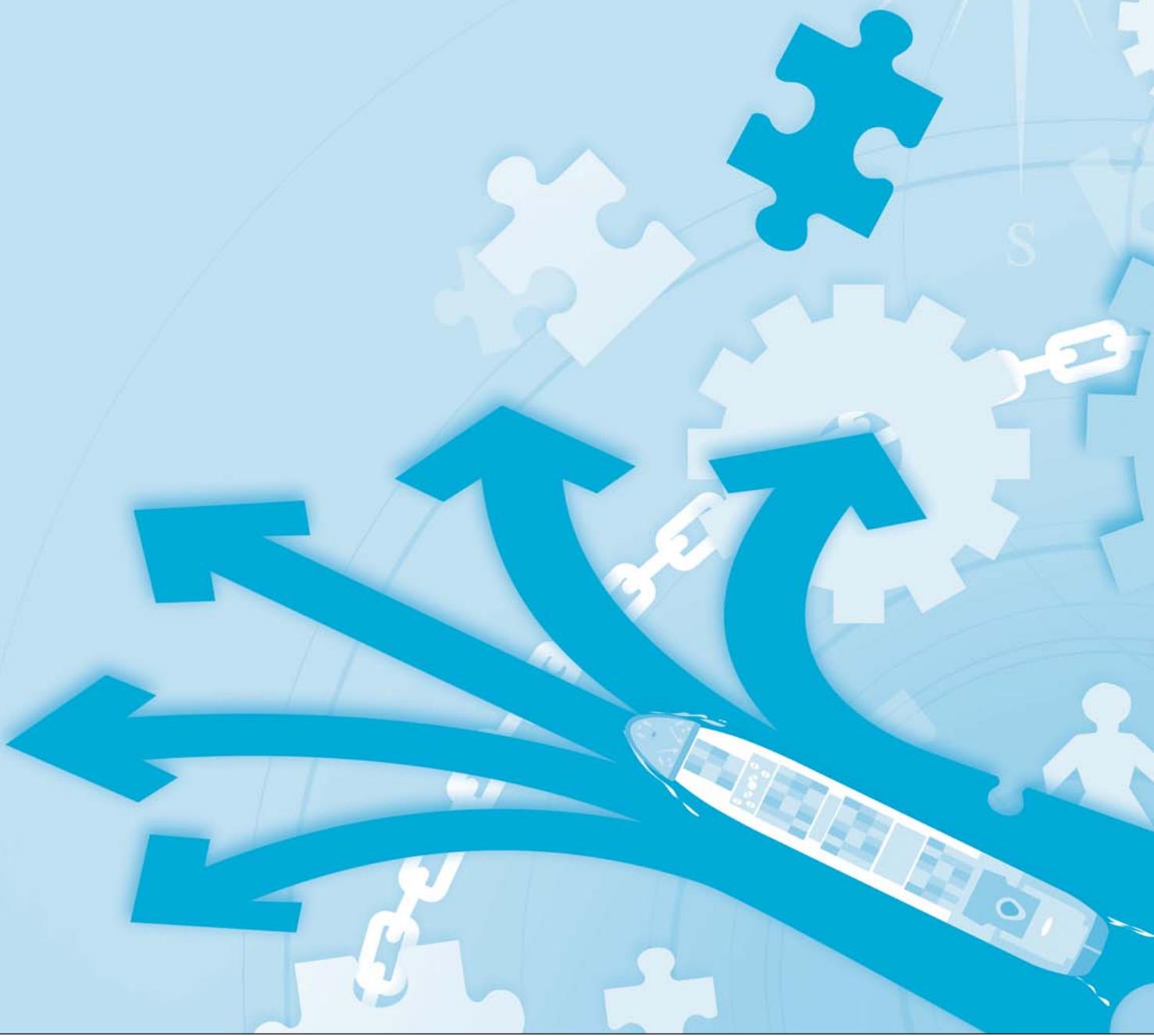
### Moving Forward

The ReCAAP ISC, working as the conduit between the ReCAAP Focal Points, the Malaysian and Indonesian authorities, as well as the shipping industry will continue to monitor the situation in the Straits of Malacca and Singapore closely, provide timely situation update, share modus operandi of the robbers and provide recommendations to governments, ship owners and ship operators.

# PART 4

## Case Study

- © Update on Incidents Involving Tug Boats in 2011
- © Attempted Incident Foiled by the Malaysian Maritime Enforcement Agency (MMEA)



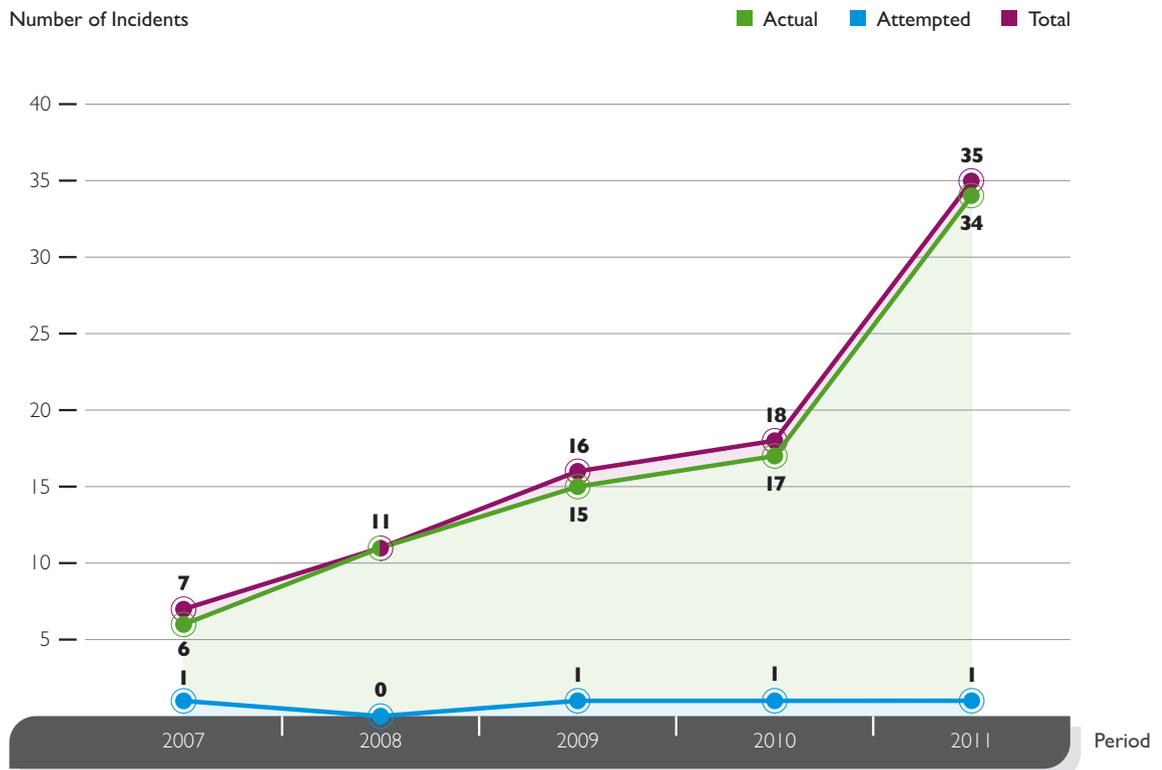
# PART 4

## Case Study

### Update on Incidents Involving Tug Boats in 2011

#### Number and Significance Level

A total of 35 incidents of piracy and armed robbery incidents involving tug boats towing barges were reported to the ReCAAP ISC and its Focal Points during 2011. This was the largest yearly increase during the five year reporting period of 2007-2011. Refer to Graph 5 below.



Graph 5 - Number of incidents involving tug boats (2007-2011)

# PART 4

## Case Study

Of the 35 incidents, four were Category 1 (very significant) incidents, 16 were Category 2 (moderately significant) incidents, 14 were Category 3 (less significant) incidents and one was an attempted incident. Compared to the past four years, the increases in 2011 were mainly the Category 2 incidents and Category 3 incidents. The number of Category 1 type of incidents, mainly hijacking and kidnapping incidents has remained fairly consistent.

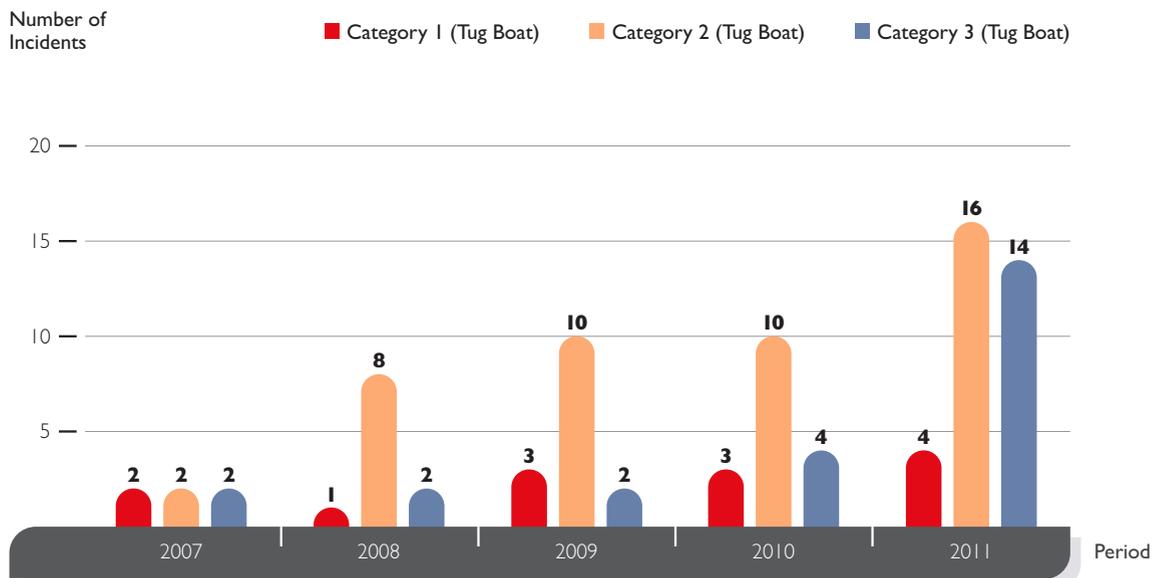


Chart 2 - Significance level of incidents involving tug boats (2007-2011)

## Location of Incidents

Majority of incidents involving tug boats occurred in the Straits of Malacca and Singapore and the South China Sea. Of the 35 incidents reported in 2011, 51% (18) occurred in the Straits of Malacca and Singapore, 20% (7) in the South China Sea, the remaining 10 incidents occurred in the waters of Malaysia (5), Indonesia (3) and Singapore (2).

	2007		2008	2009		2010		2011	
	Actual	Attempted	Actual	Actual	Attempted	Actual	Attempted	Actual	Attempted
Arabian Sea	1								
Bangladesh					1				
Bay of Bengal	1					3			
India	1		1						
Indonesia	2		1			4		3	
Malaysia			5	3		3		5	
Philippines		1		1					
Singapore								2	
South China Sea				4		2	1	6	1
Straits of Malacca and Singapore	1		4	6		5		18	
Vietnam				1					
<b>Grand Total</b>	<b>6</b>	<b>1</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>17</b>	<b>1</b>	<b>34</b>	<b>1</b>

Table 6 - Location of incidents involving tug boats (2007-2011)

# PART 4

## Case Study

### Observations

Of the 34 actual incidents involving tug boats in 2011, three were hijacking incidents, one was a kidnapping incident, and the remaining 30 incidents were cases of robbery onboard the tug boats. In the four hijacking and kidnapping incidents, the authorities had apprehended the culprits involved in three of the incidents; recovered all three hijacked vessels and rescued the kidnapped crew. See updates in table below.

S/N	Name of Vessel	Date / Time	Location / Last Known Position	Details of Incidents
1.	<p><i>Marina 26</i> Tug boat Indonesia</p>  <p><i>Marine Power 3301</i> Barge</p>  <p>Photographs courtesy of the shipping company</p>	22 Mar 11 2200 hrs(LT)	Approx. 12 nm east of Pulau Tioman, Malaysia	<p>Crew rescued by a passing fishing boat on 26 Mar 11.</p> <p>Vessels located and detained for investigation by Malaysian authorities on 24 Jul 11.</p> <p>Vessels were repainted and renamed <i>Prime 1</i> and <i>Prime 2</i>.</p> <p>The authorities had also apprehended the robbers.</p>
2.	<p><i>Solid 8</i> Tug boat Malaysia</p>  <p><i>Solid 66</i> Barge</p>  <p>Photographs courtesy of the shipping company</p>	25 May 11 1540 hrs(LT)	Approx. 27.3 nm southeast of Pulau Subi Besar, Indonesia (South China Sea)	<p>Crew rescued by a passing fishing boat.</p> <p>The RMN found <i>Solid 66</i> with its cargo intact on 2 Jun 11.</p> <p><i>Solid 8</i> found by the Philippine Coast Guard (PCG) on 2 Dec 11 aground at the rocky coastline of Sitio Dibnong, Barangay Dadao, Calayan, Philippines. The abandoned tug boat was repainted and renamed <i>VELA-1</i>.</p>

Table 7 - CAT 1 incidents involving tug boats (2011)

S/N	Name of Vessel	Date / Time	Location / Last Known Position	Details of Incidents
3.	Mitra Jaya V Tug boat  Makmur Abadi V Barge	29 May 11 Between 2200-2300 hrs(LT)	Approx. 15 to 20 miles west of the Muara Jungkat buoy, Pontianak, West Kalimantan, Indonesia	Crew rescued by Indonesian authorities on 2 Jun 11.  Vessels located and detained for investigation by Indonesian authorities.  Pirates apprehended by Indonesian authorities.
4.	GM Gallant Tug boat Singapore	10 Sep 11 1830 hrs(LT)	Approx. 15 nm from Ujung Peureulak, Indonesia	Chief Engineer rescued by Indonesian authorities on 19 Sep 11.  Robbers arrested by Indonesian authorities 19 Sep 11.

Table 7 - CAT I incidents involving tug boats (2011) (cont'd)

Of the 30 incidents of robbery onboard tug boats, the pirates/robbers were armed with either knives/machetes and/or guns in 16 cases. The pirates/robbers took over the control of the vessel and tied the crew before restricting them in a cabin in three of the incidents. They also turned off the ship borne tracking system and other communication systems.

The increase in incidents involving tug boats in the Strait of Malacca and Singapore and the South China Sea was of concern to the shipping industry. The ReCAAP ISC together with the Information Fusion Centre (IFC) had jointly published a poster providing advices to tug boats' owner, master and crew in avoiding piracy and armed robbery incidents. The poster included the contact details of reporting agencies in the event that the tug boat was being pursued or boarded by pirates/robbers.



# PART 4

## Case Study

### Recommendations

With the resurgence of incidents involving tug boats in 2011 in the Straits of Malacca and Singapore and the South China Sea, the ReCAAP ISC advised ship masters of tug boats to adopt precautionary measures and heighten vigilance when transiting these areas. The ReCAAP Information Sharing Centre 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 and flag State immediately. Ship owners and operators were encouraged to report the incidents to the ReCAAP Focal Points.

## Attempted Incident Foiled by the Malaysian Maritime Enforcement Agency (MMEA)

The ReCAAP ISC had earlier reported in its ReCAAP ISC 3rd Quarter Report (January-September 2011) about an attempted incident onboard *Sky Jupiter* when she was anchored at about 2.4 nm west of Tanjung Piai, Johor, Malaysia. See location of incident on map below. The swift response and actions by the MMEA had prevented the robbers from boarding two other vessels and apprehended them when they attempted to board another container ship, *Sky Jupiter*. This is a further update to the earlier report about this incident as reported to the ReCAAP ISC.

Map 9: Approximate location of incident



# PART 4

## Case Study

### Description of the Incident

Name of Ship <b>Sky Jupiter</b>
Type of Ship <b>Container ship</b>
Flag of Ship <b>Hong Kong</b>
IMO Number <b>8308719</b>
GT <b>37,814</b>

On 19 Sep 11, the MMEA Southern Region received information from the MMEA's Radar Station at Tanjung Piai that a boat has been detected moving from Pulau Batam, Indonesia towards the waters of Tanjung Piai. Based on the information received, a MMEA patrol vessel in the vicinity, *Kilat 18* sighted a wooden boat measuring 8 m in length, equipped with a 40 horsepower Yamaha engine moving in a suspicious manner near the Hong Kong-registered container ship, *Sky Jupiter* at or about 0040 hrs (local time). The wooden boat was earlier seen to have tried to board two other vessels anchored in the vicinity, namely *Sri Qadriyah 2* and *Al-Agalia*. However, they failed in their attempt as the length of their bamboo pole which was used to hook a rope to the ship side was too short to reach the vessels.

Upon discovering the presence of the MMEA patrol vessel, the robbers tried to escape by speeding out of Malaysian waters. About 10 min later, *Kilat 18* successfully intercepted the wooden boat and apprehended the six robbers in the boat. Items onboard the boat, including a butcher knife, axe, hammer, hatchet, spanner, screwdrivers, four rolls of rope and a bamboo stick, were seized by the MMEA. The robbers and the boat were brought to the Southern Regional Maritime Headquarters in Johor Bahru for further investigation.



All photographs courtesy of MMEA

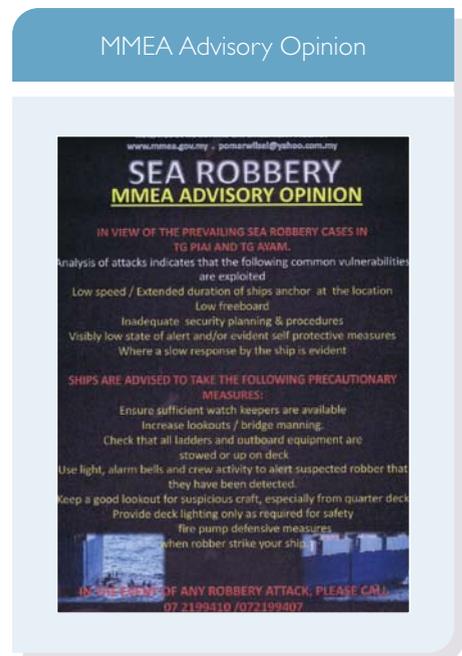
### Further Investigation and Prosecution

Further investigation by the MMEA revealed that the six robbers were foreign nationals aged between 25 to 45 years old without any valid identification documents. All six robbers reside in Pulau Batam and work as construction workers. They admitted to have robbed or attempted to rob other vessels in both Pengerang and Tanjung Piai waters. According to the robbers, two other groups consisting of six persons in each group are still in operation and a scrap metal yard owner located in Pulau Batam is the promoter for the groups as the yard is sourcing for scrap metal.

The robbers were eventually charged under Malaysia’s penal code and tried in the Johor Bahru Sessions Court. They pleaded guilty to the offence and were sentenced to 10 years imprisonment and four strokes of the cane each on 30 Sep 11.

### Comments by the ReCAAP ISC

The ReCAAP ISC commends the MMEA for their efforts in enforcement and immediate dispatch of patrol boats to the location of the incident. The MMEA had also introduced several initiatives to deter incidents of armed robbery against ships which include conducting special operations, deploying MMEA personnel onboard merchant ships, conducting frequent checks and disseminating flyers to merchant vessels in the form of ‘MMEA Advisory Opinion’ as shown.



# PART 5

## News Snippets

- © MMEA Officers to be Placed at Ports to Combat Piracy
- © Piracy Centres Expand Information Network with the ReCAAP ISC
- © India and Maldives to Cooperate in Fight Against Piracy



# PART 5

## News Snippets

### **MMEA Officers to be Placed at Ports to Combat Piracy**

RADM Zulkifli Abu Bakar, Commander (Southern Region), Malaysian Maritime Enforcement Agency (MMEA) said that the MMEA will place undercover officers onboard shipping vessels and at ports to combat piracy. The MMEA had noticed a trend in piracy where the robbers had become more organised in their attacks and seemed to know exactly which vessels were carrying valuable cargo. This had enabled the robbers to plan their attack at the right place and time. RADM Zulkifli added that the MMEA believes that the robbers, previously opportunistic in nature, now have links to foreign crew onboard vessels or officials from the ports. He added that the MMEA hopes to gather timely intelligence to prevent piracy by using undercover officers to get insider information on the network.

© <http://thestar.com.my/news/story.asp?file=/2011/11/7/nation/9853228>

# PART 5

## News Snippets

### **Piracy Centres Expand Information Network with the ReCAAP ISC**

On 11 Nov 11, an agreement was signed by the three Information Sharing Centres (ISCs) set up under the IMO-led Djibouti Code of Conduct and the Singapore-based ReCAAP ISC, which establishes a set of standard operating procedures for communicating and exchanging piracy-related information. The three ISCs have been established in Dar es Salaam, United Republic of Tanzania; Mombasa, Kenya; and Sana'a, Yemen. The three ISCs were declared operational during the first half of 2011 and have since actively collected and disseminated piracy-related information.

© <http://www.maritime-executive.com/article/piracy-centers-expand-information-network>

## **India and Maldives to Cooperate in Fight Against Piracy**

During a meeting between India's Prime Minister Manmohan Singh and Maldives' President Mohammed Nasheed in November 2011, both agreed to strengthen cooperation to enhance maritime security in the Indian Ocean Region through coordinated patrolling and aerial surveillance. The two countries also agreed to develop an effective legal framework to act against the pirates, as the Somali pirates are venturing deep into the Indian Ocean and closer to Indian territorial waters in their attempt to hijack vessels.

© <http://maritimesecurity.asia/free-2/piracy-2/india-maldives-to-act-together-against-pirates/>

# APPENDICES

- ① Definition & Methodology in Classifying Incidents
- ① Description of Incidents
- ① Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships
- ① Contact Details of ReCAAP Focal Points / Contact Point
- ① Acknowledgements



# APPENDICES

## Definition & Methodology in Classifying Incidents

### Definition

**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 onboard 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 onboard 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.

# APPENDICES

## Methodology in Classifying Incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors - the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- © **a. Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
  - (1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
  - (2) **Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
  - (3) **Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- © **b. Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the three categories to determine their overall significance.

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

Using these indicators, the ReCAAP ISC classifies all incidents into one of the three categories to determine their overall significance.

# APPENDICES

## Description of Incidents

### Actual Incidents

Legend	<span style="color: red;">■</span> CAT 1 (Very Significant)	<span style="color: orange;">■</span> CAT 2 (Moderately Significant)	<span style="color: blue;">■</span> CAT 3 (Less Significant)
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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
<span style="color: orange;">■</span> 1.	<i>BS Power</i> Tug boat Singapore 9148051 139	02/01/11 0415 hrs	01° 12.79' N, 103° 33.67' E  Approximately 1.3 nm southwest of pilot west Boarding A, Singapore	<p>Eight robbers armed with guns boarded the vessel from a speed boat. The robbers took away the ship's binoculars and crew's personal belongings before escaping in their speed boat. All crew were reported to be safe.</p> <p>The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn promulgated broadcast to warn all vessels in the vicinity and informed the ReCAAP ISC, the Malaysian authorities, the Singapore Police Coast Guard (PCG) and the Information Fusion Centre (IFC) about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
<span style="color: orange;">■</span> 2.	<i>Torm Clara</i> Tanker Denmark 9215098 28381	13/01/11 0430 hrs	01° 18.11' N, 104° 12.22' E  Approximately 2.1 nm south of Tanjung Ayam, Malaysia	<p>While at anchor, three robbers boarded the tanker from a boat. The robbers wore shorts and T-shirts; and one of them was armed with a pistol while the two were armed with knives. The robbers threatened the duty engineer with a pistol, but he managed to escape and locked himself in the engine control room. The crew raised the alarm, activated the SSAS and locked themselves in the accommodation room.</p> <p>About an hour later, the crew came out of the accommodation room and conducted a thorough search for the robbers who had left the vessel by then. The crew discovered that the lock to the steering gear room was damaged but nothing was stolen from the tanker. The ship master reported the incident to Singapore's POCC and the Maritime Security Authority of Denmark.</p> <p>The Singapore's POCC initiated navigational broadcast on VHF and NAVTEX to alert mariners operating in the vicinity. Two officers from the</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
2.				Malaysian Maritime Enforcement Agency (MMEA) boarded the vessel to investigate the incident.  <b>[ReCAAP Focal Point (Denmark), ReCAAP Focal Point (Singapore)]</b>
3.	<i>German S</i> Container ship Antigua & Barbuda 8901858 24344	13/01/11 2030 hrs	14° 33.47' N 120° 54.07' E  Outside South Harbour Break Water, Manila Bay, Philippines	While at anchor waiting for the availability of berthing space, a crew while on patrol discovered six robbers armed with long steel pipes passing through the anchor house of the vessel. The crew informed the ship master who sounded the emergency alarm and reported the incident to the Philippine Coast Guard (PCG) through VHF radio. On hearing the alarm, the robbers jumped overboard.  The PCG upon receipt of the report despatched a patrol boat to the location of the incident, boarded the ship and searched for the robbers. Upon investigation by the PCG and interview of the crew, it was deduced that the robbers came alongside the ship in a motorised boat with outriggers and climbed onboard the ship using the anchor chain. The crew was not injured and nothing was stolen from the ship.  <b>[ReCAAP Focal Point (Philippines)]</b>
4.	<i>Spar Taurus</i> Bulk carrier Norway 9299288 32474	16/01/11 2330 hrs	Balikpapan Inner Anchorage, Indonesia	While at anchor, an unknown number of armed robbers boarded the bulk carrier. The robbers broke open the bosun store, paint locker and stole ship stores. The Third Officer raised the alarm and the robbers escaped by jumping overboard.  <b>[IMO]</b>
5.	<i>Highline 66</i> Tug boat Malaysia 9492969 281  <i>Highline 22</i> Barge	24/01/11 2300 hrs	01° 05' N, 103° 44' E  Approximately 2 nm southeast of Pulau Takong Kecil (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, seven robbers armed with a gun and long knives wearing masks boarded the barge. The robbers broke open six containers, stole cargo and container lashing equipment and escaped in a boat.  <b>[IMO]</b>
6.	<i>Lucky Star</i> General cargo ship Indonesia 8840250 208	25/01/11 2200 hrs	01° 16.24' N, 104° 7.48' E  Approximately 4.6 nm northeast of Pulau Batam, Indonesia (Straits of Malacca & Singapore)	While the general cargo ship was enroute from Dumai, Riau to Songkhla Port in Thailand, nine robbers boarded the vessel from a wooden boat powered by an outboard motor. Armed with long swords and employing martial arts techniques, the robbers managed to overpower and tie up the crew.

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6.				<p><i>KRI 826 Selabang</i>, an Indonesian Navy patrol boat which was patrolling in the vicinity, spotted the vessel. Suspecting something was not right, the Indonesian Navy boarded the vessel and upon investigation, found the crew tied up. The nine robbers who were manning the ship were taken into custody and escorted to a naval base in Batam, Indonesia for investigation. The vessel was impounded by the Indonesian Navy at the Batu Ampar Port in Batam for further investigation.</p> <p><b>[IFC, The Jakarta Post dtd 27 Jan 11]</b></p>
7.	<p><i>Healthy</i> Tanker Saint Kitts and Nevis 8212752 996</p>	26/01/11 0325 hrs	<p>01° 11.8' N, 103° 33.6' E</p> <p>Approximately 5 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca &amp; Singapore)</p>	<p>While transiting from south of Tanjung Piai to Tanjung Setapa, Malaysia, the crew sighted two robbers onboard the vessel, and another 10 robbers waiting in a small boat. The robbers wore masks and carried weapons which were not known. Upon sighting of the robbers, the crew raised the general alarm and reported the incident to Singapore's POCC immediately. On hearing the alarm, the robbers fled and escaped in the small boat. The crew was not injured and nothing was stolen from the ship.</p> <p>The Singapore's POCC initiated broadcast via NAVTEX to warn mariners about the incident, and reported the incident to the ReCAAP ISC, MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the Republic of Singapore Navy (RSN) and the Singapore's PCG.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
8.	<p><i>Crest Atlas</i> Tug boat Singapore 9329978 247</p>	26/01/11 0445 hrs	<p>01° 12.57' N, 103° 33.7' E</p> <p>Approximately 3.2 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca &amp; Singapore)</p>	<p>While underway, seven robbers wearing masks and armed with knives boarded the tug boat. The robbers stole the crew's personal belongings including cash, mobile phones, laptops and other valuables; and some bridge equipment before escaping in a small boat. The crew was not injured.</p> <p>The Singapore's POCC initiated broadcast via NAVTEX to warn mariners about the incident,</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.				and reported the incident to the ReCAAP ISC, MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), the RSN and the Singapore's PCG.  [ReCAAP Focal Point (Singapore)]
9.	<i>British Integrity</i> Tanker Isle of Man 9288758 29335	28/01/11 0330 hrs	Tanjung Priok Anchorage, Indonesia	While at anchor; two robbers boarded the tanker. The duty crew and the D/O spotted the robbers and shouted at them who escaped immediately. The crew discovered that three padlocks were broken and some engine spares stolen.  [IMO]
10.	<i>Jose Bright</i> Chemical tanker Panama 8920361 21142	09/02/11 0315 hrs	01° 20.8' N, 104° 20.49' E  Approximately 2.6 nm off Pulau Mungging, Malaysia	While the chemical tanker was at anchor, two crew spotted a speed boat at the starboard quarter of their vessel. They informed the officer on the bridge who activated the emergency alarm.  By then, seven robbers armed with long knives and guns had boarded the vessel. Two robbers went to the engine room while five of them held the two crew hostage and took their personal belongings and valuables including an Omega sea master wrist watch, a gold necklace and a gold ring with diamond. The five robbers disembarked from the vessel after being instructed by the two robbers who rushed out from the engine room. All seven robbers escaped in the speed boat. There was no damage to the vessel and the crew was not injured.  The ship agent reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on NAVTEX to alert mariners operating in the vicinity, and informed the Singapore's Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Malaysia) and MRCC (Jakarta) about the incident.  [ReCAAP Focal Point (Singapore)]
11.	<i>Pacific Hickory</i> Tug boat Dominica 7315777 880  <i>Barbeel</i> Barge Netherlands	11/02/11 0805 hrs	01° 11.25' N, 103° 35.33' E  Approximately 4.5 nm northwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	While underway, two robbers boarded a barge that was towed by a tug boat. Nothing was reported stolen and the robbers escaped in a small boat.  [ReCAAP Focal Point (Singapore)]

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12.	<i>LCH 425</i> Tug boat Singapore 9554119 147  <i>LCH 4255</i> Barge Singapore 1723	14/02/11 0415 hrs	01° 04.98' N 103° 35.10' E  Approximately 6 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	<p>While underway, a tug boat towing a barge was boarded by about eight to ten robbers. Armed with parangs (long knives), the robbers boarded the tug boat from a motorised sampan (small wooden boat). They robbed the crew of their belongings and escaped in their sampan. The crew was not injured.</p> <p>The master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated navigational broadcast on NAVTEX and VHF channel 09 to alert mariners operating in the vicinity and informed the ReCAAP ISC, MRCC (Putra Jaya) and MRCC (Jakarta) about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
13.	<i>Ever Master</i> Tug boat Malaysia 9332080 101  <i>Ever Blue</i> Barge	14/02/11 1930 hrs	05° 25.48' N, 115° 18.72' E  Approximately 4.5 nm off Pulau Labuan Victoria, Malaysia	<p>While underway from Labuan to Kota Kinabalu, three masked robbers armed with machetes and knife onboard a small speed boat boarded the tug boat that was towing a barge. The robbers stole a laptop, 13 mobile phones, a gold chain, two watches, an electronic dictionary, a DVD player, a bag, an identification card, a pair of shoes and cash. There were no injuries reported. The incident was reported to the Royal Marine Police (RMP).</p> <p><b>[MMEA]</b></p>
14.	<i>Poorna</i> Supply vessel India 9503550 1678	17/02/11 0445 hrs	01° 08.1' N, 103° 32.2' E  Approximately 6.4 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	<p>While underway, an offshore tug was boarded by six robbers armed with long knives from a motorised craft. They broke the porthole glass of aft starboard entrance to the wheel house to open the door from inside. They threatened the crew and demanded for their personal belongings. The robbers also tied the hands of the Second Officer and seaman; and assaulted the Chief Engineer.</p> <p>The master reported the incident to Singapore's Port Operations Control Centre (POCC) and the operator reported the incident to MRCC</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14.				<p>(Mumbai) who are the ReCAAP Focal Point (Singapore) and ReCAAP Focal Point (India) respectively. The POCC initiated navigational broadcast to alert mariners operating in the vicinity and informed the ReCAAP ISC, Singapore's Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Putra Jaya) and MRCC (Jakarta) about the incident.</p> <p><b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b></p>
15.	<i>Serpentine</i> Bulk carrier Norway 9335020 30273	17/02/11 2000 hrs	Cochin Anchorage, India	<p>While at anchor, an unknown number of robbers boarded the bulk carrier at anchor and stole ship stores. The theft was discovered later when a cadet was unsuccessful in opening the padlock to the paint store. Upon inspection, it was discovered that the padlock had been replaced by a similar looking lock.</p> <p><b>[IMO]</b></p>
16.	<i>Panmas I</i> Product tanker Cambodia 7821453 339	17/02/11 2030 hrs	Approximately 4 nm off Pulau Sepanggar, Sepanggar Bay, Kota Kinabalu, Malaysia	<p>While underway, an unknown number of robbers on a dark blue speed boat boarded the product tanker. The robbers stole five mobile phones, a binocular, a watch, a platinum chain and cash. The incident was reported to the Royal Marine Police (RMP).</p> <p><b>[MMEA]</b></p>
17.	<i>Melina I</i> Bulk carrier Malta 7916636 17356	18/02/11 0530 hrs	22° 14' N, 091° 46' E  Chittagong 'A' Anchorage, Bangladesh	<p>While at anchor, an unknown number of armed robbers boarded the bulk carrier. The duty A/B informed the master who raised the alarm and mustered the crew. The robbers escaped with stolen ship stores.</p> <p><b>[IMO]</b></p>
18.	<i>Capstone</i> Bulk carrier Panama 9209128 39996	19/02/11 0200 hrs	03° 44' S, 114° 26' E  Taboneo Anchorage, Kalimantan, Indonesia	<p>While the bulk carrier was at anchor, the crew on patrol discovered the fore store was broken into. Two mooring ropes were found stolen.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
19.	<i>Westerems</i> Container ship Liberia 9127540 23896	21/02/11 0317 hrs	14° 36.41' N, 120° 52.56' E  MICT Anchorage Area, North Harbour, Manila, Philippines	<p>While the container ship was at anchor, the duty AB discovered a small wooden fishing boat that was near to the starboard side. He reported to the watch officer on the bridge immediately. A few minutes later, another fishing boat sped away from the port and starboard side of their vessel. The duty watchman checked the port</p>

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19.				<p>side and forecastle of the vessel immediately and found that the forecastle padlock was broken. He reported to the Officer-on-Watch and the master immediately. The crew checked the port, starboard main deck and the store room at forecastle; and it was discovered that one set of breathing apparatus was missing.</p> <p>The master reported the incident to VTMS Manila. Upon receipt of the report, the Philippine Coast Guard (PCG) conducted an inspection onboard the container ship and advised the master to file a marine protest.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
20.	<i>Wehr Blankenese</i> Container ship Marshall Islands 9149902 16177	21/02/11 0400 hrs	Chittagong Outer Anchorage, Bangladesh	<p>While at anchor, two robbers armed with knives boarded the container ship from a boat. The duty crew spotted the robbers on the poop deck and raised the alarm. Noting that the crew had been alerted, the robbers escaped with some ship stores.</p> <p><b>[IMO]</b></p>
21.	<i>Asashio Maru</i> Product tanker Japan 9168439 28480	21/02/11 2000 hrs	22° 12' N, 091° 42' E  Chittagong Port, Bangladesh	<p>While the product tanker was at anchor, a crew who stood guard at the stern side of the vessel noticed about five to six robbers onboard the tanker while another crew was unloading the cargo. The crew was alerted, and robbers jumped overboard. It was later discovered that a mooring rope was missing.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
22.	<i>Carla Rickmers</i> Container ship Marshall Islands 9212022 14278	23/02/11 2135 hrs	Chittagong Anchorage, Bangladesh	<p>While at anchor, an unknown number of robbers boarded the container ship. The general alarm was sounded and the robbers escaped with three plastic garbage bins.</p> <p><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
23.	<i>Sam Dragon</i> Bulk carrier Hong Kong 9129029 27792	26/02/11 0310 hrs	20° 43' N, 107° 12.7' E  Approximately 19.77 nm southwest of Cam Pha Port, Vietnam	While at anchor, two robbers armed with long knives boarded the bulk carrier from a small boat. The master reported the incident to the local authorities and agent, mustered the crew, activated the alarm and sounded the ship's horn to distract the robbers. The robbers stole some engine spares and escaped. The local security guards inspected the vessel after the incident and the local agent took the statement made by the ship master.  [ReCAAP Focal Point (Vietnam)]
24.	<i>MS Simon</i> Tanker Liberia 9247493 25400	27/02/11 0435 hrs	01° 19.67' N, 104° 17.23' E  Approximately 2.1 nm south- southwest of Pulau Mungging, Malaysia	While at anchor, five robbers armed with machetes and handguns boarded the tanker. The robbers stole two computers and some engine spare parts from the engine room before escaping in a speed boat. The crew was not injured.  The ship master reported the incident to Singapore's VTIS via the VHF. The Singapore Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore) initiated navigational broadcast on NAVTEX to alert mariners operating in the vicinity, and informed the Singapore's Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Malaysia) and MRCC (Jakarta) about the incident. The master was advised to report the incident to the Johor Port Authority.  [ReCAAP Focal Point (Singapore)]
25.	<i>Forest Harmony</i> Bulk carrier Panama 9357896 39895	07/03/11 0100 hrs	20° 41.8' N, 107° 13.4' E  Cailan Pilot Station, Vietnam	While at anchor, an unknown number of robbers climbed through the handrail, removed the hawse pipe cover, passed through the anchor chain, broke the padlock and opened the mechanical lock installed at dry dock. The ship master mustered the crew and upon inspection, discovered that four coils of rope were missing.  [ReCAAP Focal Point (Vietnam)]
26.	<i>Glory Star</i> Tanker Vietnam 9463528 10797	09/03/11 0245 hrs	06° 00' S, 106° 53' E  Tanjung Priok Anchorage, Indonesia	While at anchor, six robbers armed with long knives boarded the tanker. They were noticed by the duty crew who raised the alarm. Robbers jumped overboard and escaped empty-handed.  [IMO]

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27.	<i>Front Queen</i> Oil tanker Marshall Islands 9384605 156651	09/03/11 0315 hrs	Approximately 2.3 nm south of Tanjung Ramunia, Malaysia	<p>While at anchor, the oil tanker was boarded by seven robbers armed with knives from a boat. While being chased by one of the robbers, a crew escaped to the ship's bridge and alerted the master who sounded the ship's horn.</p> <p>An open source reported that the Malaysian Maritime Enforcement Agency (MMEA) boat <i>Kilat</i>, which was patrolling the area, raced to the victim ship after she sounded her horn at 0315 hrs, said MMEA Southern Region Chief Maritime First Admiral Zulkifili Abu Bakar. He reported that as <i>Kilat</i> closed in, MMEA personnel saw seven men in a wooden boat throwing two poles and plastic bags filled with items into the sea. The seven Indonesian men aged between 28 and 33 were arrested by the crew of <i>Kilat</i> with the assistance of another MMEA boat, <i>Petir</i> who came along to assist <i>Kilat</i>. Subsequently, the MMEA recovered an axe, a knife, several spanners, wallets and masks from the wooden boat. The robbers' boat was detained by the authorities for investigation.</p> <p>The seven robbers were later charged in court and were sentenced to 12 years imprisonment and 3 strokes each.</p> <p><b>[MMEA, The Straits Times dtd 11 March 2011]</b></p>
28.	<i>Coastal Express-2</i> Container ship India 8321694 6558	11/03/11 0135 hrs	12° 00' N, 080° 22.5' E  Chennai Anchorage, India	<p>While at anchor, eight robbers armed with swords and knives boarded the container ship from a country craft. The crew was mustered in a secured cabin and the incident was reported to the port authority and owner. Upon receipt of the report, two Indian Coast Guard (ICG) patrol boats in the vicinity were diverted to render assistance to the vessel. The authorities conducted an extensive search for the robbers but the robbers had already escaped.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29.	<i>SRO III</i> Tug boat Singapore 9131577 153  <i>Pac Rupert</i> Barge Indonesia	12/03/11 0030 hrs	01° 05' N, 103° 43' E  Approximately 11 nm west of Pulau Batam, Indonesia (Straits of Malacca & Singapore)	While enroute to Singapore from Pekan Baru, five robbers armed with machetes boarded the tug boat towing a barge from a speed boat. The robbers tied the crew, and stole cash, radios, GPS and mobile phones before escaping in the speed boat. The crew managed to break loose from their bindings and informed the Singapore VTIS of the incident, who in turn notified Singapore Police Coast Guard, Republic of Singapore Navy (RSN), MRCC (Putra Jaya) and MRCC (Jakarta). A navigational broadcast was also broadcasted to alert mariners operating in the vicinity.  <b>[ReCAAP Focal Point (Singapore)]</b>
30.	<i>Larch Arrow</i> Bulk carrier Antigua and Barbuda 9336828 30570	12/03/11 0600 hrs	22° 15' N, 091° 45' E  Chittagong 'A' Anchorage, Bangladesh	While at anchor, four robbers armed with long knives boarded the bulk carrier. One of the robbers threatened the duty watchman with a knife. The watchman kicked the robber and raised the alarm. All crew rushed to the deck and captured the robber. Noticing that the crew had been alerted, the other robbers jumped into the water and escaped with ship stores.  <b>[IMO]</b>
31.	<i>Splendour</i> Bulk carrier Panama 8408014 13720	14/03/11 1000 hrs	22° 49.18' N, 070° 02.21' E  Off Kandla Light, India	While at anchor, an unknown number of robbers boarded the bulk carrier with grapnel hooks. They broke into the forward paint store and stole 1,200 litres of paint. The port authority was informed and a security message was broadcasted to all vessels in the vicinity.  <b>[ReCAAP Focal Point (India)]</b>
32.	<i>MCP Hamburg</i> General cargo ship Liberia 9371969 5316	16/03/11 0405 hrs	03° 56.7' N, 098° 46.4' E  Belawan Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the general cargo ship. After noticing the robbers onboard, the master raised the alarm. The robbers escaped with ship stores.  <b>[IMO]</b>
33.	<i>Thor Nereus</i> Bulk carrier Thailand 8800951 15504	20/03/11 0210 hrs	02° 55.1' N, 105° 17.2' E  Approximately 11.97 nm northwest of Pulau Damar, Indonesia	While underway, eight robbers armed with long knives boarded the bulk carrier from a speed boat. They threatened two crew members to direct them to the master's cabin. Upon prying open the door of the master's cabin, the robbers demanded for the master's personal belongings and other valuables. After robbing the master of his mobile phones, binoculars, watches and sports shoes they took him to the deck, tied him up before escaping in the speed boat. The crew was not injured.

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33.				<p>The ship's 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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
34.	<p><i>Marina 26</i> Tug boat Indonesia 228</p> <p><i>Marine Power 3301</i> Barge</p>	22/03/11 2200 hrs	<p>02° 45.22' N, 104° 24.29' E</p> <p>Approximately 12 nm east of Pulau Tioman, Malaysia</p>	<p>While underway, 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.</p> <p>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 in colour, had been repainted green and was last seen to be heading easterly.</p> <p>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.</p> <p>On 24 Jul 11, the Malaysian authorities reported that the vessels had been located and were under investigation in Bintulu, Sarawak, East Malaysia. The ReCAAP ISC was subsequently informed that the tug boat and barge was renamed <i>Prime No. 1</i> and <i>Prime No. 2</i> respectively, and that the Malaysian authorities had completed</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
34.				<p>investigation and the results handed to the prosecutor. The ship owner presented proof of ownership of the vessels and are awaiting for the outcome of the investigation.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
35.	<p><i>Yew Choon 3</i> Tug boat Singapore 9390850 131</p> <p><i>Yew Choon Marine 10</i> Barge Singapore</p>	23/03/11 0020 hrs	<p>01° 22.53' N, 104° 29.41' E</p> <p>Approximately 5.8 nm northeast of Horsburgh Lighthouse, South China Sea</p>	<p>While underway, eight masked pirates armed with parangs (long knives) boarded the tug boat towing a barge from a fibre-glass boat. The master reported that throughout the incident, all crew were hiding in the control room except the Chief Engineer who hid in the bedroom. The pirates stole one mobile phone and escaped from the vessel in the fibre-glass boat. The crew came out of the control room after the pirates had left but the Chief Engineer was nowhere to be found. The incident was reported to the Singapore MSCC, who notified the Singapore Police Coast Guard and Republic of Singapore Navy (RSN).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
36.	<p><i>Star Express</i> Product tanker Panama 9311000 28059</p>	26/03/11 0345 hrs	<p>09° 56.5' N, 076° 05.9' E</p> <p>Cochin Anchorage, India</p>	<p>While at anchor, five robbers boarded the product tanker through the anchor chain. The duty crew saw the robbers at forecastle deck and raised the alarm. The robbers escaped with ship stores by jumping into the water.</p> <p><b>[IMO]</b></p>
37.	<p><i>SRO III</i> Tug boat Singapore 9131577 153</p> <p><i>PAC Rupert</i> Barge Indonesia</p>	27/03/11 2000 hrs	<p>01° 15.50' N, 104° 5.50' E</p> <p>Approximately 2 nm south of Eastern buoy, Straits of Malacca &amp; Singapore</p>	<p>While the tug boat was underway from Brani, Singapore to Pasir Gudang, Malaysia, towing a barge, three robbers boarded the barge. They took away the gangway ladder, ropes and Swiss lock from the barge. The crew was not injured.</p> <p>The incident was reported to the Singapore POCC, who promulgated NAVTEX message and informed the Johor Marine Police and Republic of Singapore Navy (RSN).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
38.	<p><i>Pioneer 3701</i> Tug boat Singapore 9549097 461</p> <p><i>Trinity Elbe</i> Barge Belize</p>	31/03/11 2130 hrs	<p>02° 04.024' N, 106° 00.645' E</p> <p>Approximately 48 nm south of Anambas Island, South China Sea</p>	<p>While the tug boat was underway towing a barge, ten pirates boarded the tug. Armed with sharp objects the pirates wore masks. The pirates tied up the crew and after about an hour, escaped in a northerly direction using a speed boat. They took away crew belongings and vessel equipment such as hand phones, laptops and cash. The crew was safe.</p>

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38.				<p>The incident was reported to the Singapore POCC, who promulgated navigational warning via NAVTEX and informed MRCC (KL), RCC (Jakarta), Singapore Police Coast Guard and Republic of Singapore Navy (RSN).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
39.	<i>AHT Carrier</i> Tug boat Singapore 9573000 443	01/04/11 2230 hrs	02° 48.41' N, 105° 31.92' E  Approximately 10.2 nm west of Pulau Jemaja, Indonesia	<p>While underway, the tug boat was boarded by eight robbers who were armed with knives. A report was made by the master of <i>AHT Trader</i>, a sister vessel of the same company, which was about 18.8 nm away from the tug boat. All 10 crew members onboard were safe and no injury was reported.</p> <p>The Singapore Port Operations Control Centre (POCC) initiated a NAVTEX navigational broadcast to alert mariners in the vicinity to maintain anti-piracy watch. MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia) were also informed about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
40.	<i>Anna Elisabeth</i> General cargo ship Austria 9045687 4930	03/04/11 0100 hrs	01° 07' S, 117° 15' E  Samarinda Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the general cargo ship. They broke the padlocks at the bosun store and stole ship stores before they escaped.</p> <p><b>[IMO]</b></p>
41.	<i>Tirta Samudra XVII</i> Tanker Indonesia 8620466 2623	03/04/11 1022 hrs	01° 15' N, 105° 04' E  Approximately 27.46 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, an unknown number of pirates boarded the tanker. They stole ship's property and personal belongings of the crew before escaping.</p> <p><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
42.	<i>Kition</i> Tanker Bahamas 9074561 53829	15/04/11 0150 hrs	01° 41.60' N, 101° 29.80' E  Dumai Inner Anchorage, Indonesia	<p>While at anchor, three robbers boarded the tanker and entered the engine room by breaking the padlock to the steering gear room entrance. One of the robbers threatened the Third Engineer with a knife and pushed him to the corner of the store room. The oiler on duty noticed the robbers, ran towards the control room and raised the alarm. The robbers escaped and there was no report of anything stolen.</p> <p><b>[IMO]</b></p>
43.	<i>Namse Bang Dzod</i> Tanker Indonesia	15/04/11 1700 hrs	05° 21.18' S, 114° 47.00' E  Off Masalembu Island, Northeast of Surabaya, Indonesia	<p>While the tanker was underway from Surabaya to Samarinda, Indonesia, 10 masked robbers using three speed boats boarded the vessel. Armed with pistols, parangs and knives, the robbers tied the crew and locked them in the galley. They subsequently took control of the tanker for five days until it anchored off Pulau Mungging, Malaysia at approximately 7.22 nm from Horsburgh Lighthouse.</p> <p>In addition to navigational and communication equipment of the tanker, including the GPS, AIS system, VHF set, charts and mobile phones, the robbers also stole about 800 litres of diesel from the tanker before escaping. Due to the loss of the navigational and communication equipment, the master could not ascertain the location of the tanker and was unable to establish contact with anyone. The crew was not injured.</p> <p>Later, on 20 Apr 11 at about 0816 hrs, a patrol craft of the Singapore Police Coast Guard (PCG) spotted the tanker sending out signals at about 2.4 nm east of Horsburgh Lighthouse. The patrol craft proceeded to investigate and established that the tanker was involved in a case of sea robbery. The PCG contacted the Indonesian Police at Batam while Singapore Port Operations Centre (POCC) which is also the ReCAAP Focal Point (Singapore) informed MRCC in Tanjung Pinang to render necessary assistance to the tanker after it entered Indonesian waters at about 1650 hrs on 20 Apr 11.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
44.	<p><i>Siak Selamat</i> Tug boat Indonesia 9550888 180</p> <p><i>PAC Kalimantan</i> Barge Singapore</p>	18/04/11 0512 hrs	<p>01° 15.2' N, 104° 03.2' E</p> <p>Eastbound TSS south of Changi (Straits of Malacca &amp; Singapore)</p>	<p>While the tug boat towing a barge was underway, the Singapore Police Coast Guard (PCG) sighted a sampan (small wooden boat) alongside the barge. On approaching the vessels, the PCG sighted four to five men leaving the barge onto two sampans which were moving away toward the southerly direction. The PCG informed the Indonesian authorities and Singapore's Port Operations Control Centre (POCC) about the incident immediately.</p> <p>The master and crew on checking the barge discovered that two mooring ropes and some lashing material were missing. They also discovered that four containers onboard the barge were broken into and some items such as the audio speakers and drinks were also missing.</p> <p>The master and crew were not aware when and where the robbers boarded the barge until they were alerted by POCC. The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) informed the Maritime Security Task Force (MSTF) of the Republic of Singapore Navy (RSN) about the incident, and promulgated broadcast to warn all vessels to maintain good anti-piracy watch when passing the area.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
45.	<p><i>Sichem Edinburgh</i> Chemical tanker Singapore 9352066 13153</p>	19/04/11 0355 hrs	<p>01° 42.33' N, 101° 27.16' E</p> <p>Dumai Inner Anchorage, Indonesia</p>	<p>While at anchor, about seven robbers in a wooden boat approached the chemical tanker and one of the robbers boarded the vessel. The duty crew noticed the robber and informed OOW. The alarm was raised and crew mustered. The robber upon noticing the crew had been alerted, jumped overboard and escaped.</p> <p><b>[IMO]</b></p>
46.	<p><i>Iblea</i> Oil tanker Liberia 9271327 56477</p>	21/04/11 1618 hrs	<p>01° 45.22' N 101° 22.17' E</p> <p>Dumai Tanker Anchorage, Indonesia</p>	<p>While at anchor, three robbers were noticed on the poop deck. The alarm was sounded and crew members were alerted. Noticing that the crew was alerted, the robbers escaped.</p> <p><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
47.	<i>Tridonawati</i> Tanker Liberia 9000534 79718	23/04/11 0300 hrs	Cochin Anchorage, India	While at anchor, three robbers were noticed on the forecastle deck and the Second Officer raised the alarm. Upon noticing the crew had been alerted, the robbers escaped with stolen ship stores.  [IMO]
48.	<i>Shao Shan 2</i> Bulk carrier Hong Kong 9138496 38338	25/04/11 0410 hrs	03° 08' N, 105° 16' E  Approximately 20 nm west of Pulau Mangkai, Indonesia (South China Sea)	While underway, seven pirates armed with knives boarded the bulk carrier. The pirates entered the master's and Second Officer's cabins and stole cash and personal belongings. The pirates took the master and the Second Officer hostage before they escaped.  [IMO]
49.	<i>Tay Son 2</i> General cargo ship Vietnam 9343041 8216	25/04/11 0755 hrs	02° 57' N, 105° 17' E  Approximately 25 nm west of Pulau Mangkai, Indonesia (South China Sea)	While underway, seven pirates armed with knives boarded the general cargo ship. They entered the bridge, took the OOW and duty A/B hostage and went to the Third Officer's cabin. The pirates forced him to take them to the master's cabin, where they stole ship's cash and property and personal belongings of the crew. The pirates ordered the master to take them to the poop deck where they escaped.  [IMO]
50.	<i>Ellina</i> Bulk carrier Malta 9398668 43158	27/04/11 0205 hrs	02° 53.9' N, 105° 17.7' E  Approximately 11 nm northwest of Pulau Damar, Indonesia	While underway from Singapore to Fukuyama, Japan, the duty crew noticed six robbers onboard the bulk carrier. The six robbers were armed with long knives, wore T-shirts and short pants without shoes. The duty crew notified the duty officer immediately, who tried to resist the robbers.  The master noticed banging on the bridge, checked the bridge and realised that the robbers were already at the navigational bridge fighting with the duty officer. The master then sounded the general alarm and alerted the other crew about the presence of robbers via the public address. Upon hearing the alarm, the robbers jumped overboard and escaped in their wooden skiff boat.  [Shipping company]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
51.	<p><i>Highline 26</i> Tug boat Malaysia 8996580 271</p> <p><i>Highline 22</i> Barge Malaysia</p>	30/04/11 0130 hrs	<p>01° 20' N, 104° 06' E</p> <p>Approximately 1.8 nm south of Batu Pengerang, Malaysia</p>	<p>While the crew of a tug boat towing a barge was preparing for anchoring procedures, an unknown number of robbers boarded the barge. The robbers broke open three containers, stole some of the cargo and escaped.</p> <p><b>[IMO]</b></p>
52.	<p><i>High Mercury</i> Chemical tanker Hong Kong 9366287 29733</p>	05/05/11 0230 hrs	<p>01° 43' N, 101° 26' E</p> <p>Dumai Anchorage, Indonesia</p>	<p>While at anchor; three robbers armed with long knives boarded the chemical tanker via the poop deck. The robbers were observed to be short in build and they specifically asked the crew for "Yanmar" generator spares in broken English. The robbers entered the engine room stores and stole engine spares before they escaped.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
53.	<p><i>Stanford Alpha</i> Tug boat Singapore 9489455 1678</p> <p><i>Kreuz 331</i> Barge Singapore</p>	15/05/11 0105 hrs	<p>01° 14.97' N, 104° 06.81' E</p> <p>Eastbound Traffic Separation Scheme (TSS), Straits of Malacca &amp; Singapore</p>	<p>While the tug boat towing a barge was underway, eight robbers in a sampan (small wooden boat) boarded the barge from its stern.</p> <p>The master of the tug boat turned on the lights onboard the tug boat and proceeded at full operating speed of 7 knots. The robbers left the barge after 40 min. The master reported that ropes were stolen from the barge, which was carrying tools and equipment. Containers onboard the barge were also broken into. All 15 crew onboard the tug boat were reported to be safe.</p> <p>The Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), informed the Singapore Police Coast Guard (PCG), the Republic of Singapore Navy (RSN), the Indonesian Navy and Malaysian Marine Police. The Singapore POCC also promulgated broadcast to warn all vessels to maintain a good anti-piracy watch when passing the area.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
54.	<i>Justine</i> Chemical tanker Panama 9253454 5355	15/05/11 0240 hrs	Belawan Anchorage, Indonesia	While at anchor, two robbers boarded the chemical tanker using ropes. The duty crew spotted the robbers and informed the Second Officer who raised the alarm. Upon noticing the crew had been alerted, the robbers escaped empty-handed. Further investigation revealed that the bosun store had been damaged.  [IMO]
55.	<i>Ourania Luck</i> Bulk carrier Marshall Islands 9218428 39126	15/05/11 2200 hrs	01° 10' S, 117° 17' E  Samarinda Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the hawse pipe. The alarm was raised and the crew mustered. The robbers had broke open the bosun store's padlock, stole ship stores before they escaped.  [IMO]
56.	<i>Dorian</i> Container ship Liberia 9060546 16191	17/05/11 0600 hrs	00° 49' N 105° 12' E  Aproximately 18 nm southeast of Pulau Merapas, Indonesia (South China Sea)	While underway, eight pirates boarded the container ship through the port wing's door. The pirates threatened the Chief Officer with knives, tied him up and took him to the master's cabin. The master escaped through the cabin window using a rope. The pirates ransacked the master's and Chief Mate's cabins and stole personal belongings before escaping.  [IMO]
57.	<i>Pacific Quartz</i> Product tanker Liberia 9573696 28850	18/05/11	06° 01' S, 106° 54' E  Tanker Anchorage, Jakarta, Indonesia	While at anchor, an unknown number of robbers boarded the product tanker unnoticed and stole ship stores.  [IMO]
58.	<i>Carola E</i> Container ship Liberia 8908715 12997	18/05/11 0450 hrs	14° 36.13' N, 120° 53.11' E  Anchorage Area MICT, Manila Bay, Philippines	While at anchor, an unknown number of robbers boarded the container ship. The incident was discovered only after the duty AB conducted a routine inspection in the forecastle deck and discovered that one inflatable life raft was missing. The crew also discovered that the boatswain storeroom at the forward was forced opened. A set of fireman suit with breathing device, an immersion suit and four pieces of fire nozzles were also missing. No injuries were reported. The incident was reported to the Port State Control Center, Manila. The Philippine Coast Guard (PCG) which is also the ReCAAP Focal Point (Philippines) conducted a maritime patrol at the location of the incident.  [ReCAAP Focal Point (Philippines)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
59.	<i>CMA CGM Aegean</i> Container ship Liberia 9116357 30280	22/05/11 0542 hrs	Jakarta Anchorage, Indonesia	While at anchor, an unknown number of robbers in a boat boarded the container ship from the stern using knotted rope. The bosun and security watchmen spotted the robbers and informed the duty officer. The robbers subsequently jumped into the water and escaped.  [IMO]
60.	<i>Athena</i> Bulk carrier Marshall Islands 9426726 33997	22/05/11 1900 hrs	07° 07' S, 112° 40' E  Surabaya Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the poop deck. They stole ship stores and escaped.  [IMO]
61.	<i>Navdhenu Purna</i> Bulk carrier India 9339765 29961	23/05/11 0445 hrs	01° 10' S, 117° 16' E  Muara Jawa Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier unnoticed. The duty O/S later noticed an unlit boat moving away from the shipside with a trailing mooring rope. He immediately engaged the mooring winch gear to stop the outrun of the mooring rope. The ship crew was able to retrieve about 20 to 25 m of the mooring rope that was floating in the water. Further investigation revealed that the bosun store lock was broken, the door forced open and ship stores were stolen.  [IMO]
62.	<i>Kiveli</i> Bulk carrier Liberia 8204731 22115	24/05/11 0310 hrs	20° 41' N, 107° 14' E  Hon Gai Outer Anchorage, Vietnam	While at anchor, four robbers boarded the bulk carrier. The duty officer noticed the robbers, raised the alarm and the crew rushed to the forecabin. Noting that the crew had been alerted, the robbers escaped empty-handed.  [IMO]
63.	<i>Stadt Aachen</i> Container ship Germany 9333060 35573	26/05/11 0145 hrs	09° 55.40' N, 076° 04.90' E  Cochin Anchorage, India	While at anchor, about 10 robbers boarded the container ship. The master spotted the robbers and directed a search light towards them. The robbers jumped overboard and escaped with ship stores.  [IMO]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
64.	<p><i>Solid 8</i> Tug boat Malaysia 9557525 299</p> <p><i>Solid 66</i> Barge</p>	25/05/11 1540 hrs	<p>02° 36' N, 109° 14.3' E</p> <p>Approximately 27.3 nm southeast of Pulau Subi Besar; Indonesia (South China Sea)</p>	<p>On 18 May 11 at or about 1630 hrs (local time), <i>Solid 8</i> towing barge, <i>Solid 66</i> departed Pulau Labuan, Sabah, East Malaysia for Port Klang, Malaysia. The vessels were expected to arrive at Port Klang on 29 May 11 at 2359 hrs (local time).</p> <p>The vessels arrived at Kuching, Sarawak, East Malaysia for bunkering and departed on 24 May 11 for Port Klang when the ship operator reported lost contact with the vessels. Suspecting that the vessels had been hijacked, the company reported the incident to the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>On 2 Jun 11 at or about 2030 hrs (local time), a Royal Malaysian Navy (RMN) vessel found <i>Solid 66</i> with its cargo intact, off one of its offshore stations in the Spratlys. The 10 crew, mainly Burmese and Indonesians, were reportedly rescued by a passing Vietnamese fishing vessel. The vessel with the rescued crew onboard headed for Nha Trang Port, Vietnam. The crew had returned to their respective countries since then. Interview of the rescued crew revealed that 12 masked men armed with long knives in a fishing boat boarded <i>Solid 8</i> at about 1230 hrs 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, <i>Solid 66</i> was carrying scrap steel onboard.</p> <p>On 2 Dec 11 at 1230 hrs (local time), the Philippine Coast Guard (PCG) received information about an abandoned tug boat at the vicinity of Barangay Dadao, Calayan, Cagayan, Philippines. The PCG and local officials subsequently confirmed that the abandoned tug boat was the hijacked <i>Solid 8</i>. The tug boat, named as <i>Vela-I</i>, was aground at the rocky coastline of Sitio Dibnong, Barangay Dadao, Calayan, Cagayan.</p> <p>The PCG team conducted an inspection on the tug boat and investigations revealed:</p> <ol style="list-style-type: none"> <li>1. No crew onboard or ashore</li> <li>2. No navigational aids and lifesaving equipment onboard</li> <li>3. Pilothouse and accommodations were destroyed</li> </ol>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
64.				<p>4. Pilothouse doors were missing while starboard watertight door was detached and found it ten metres away from the tug boat area</p> <p>5. Engine room found with presence of seawater due to the approximately 1 to 1.5 feet diameter holes incurred that located at starboard side amidship and port quarter fantail (Both holes were possibly hit by sharp rock during the grounding incident)</p> <p>6. Tug boat has no documents onboard bearing the <i>Vela-I</i> identity but the marking and signs of alteration was noticed. Traces of its original name and IMO number are still visible even though it was painted over.</p> <p><b>[MMEA, IFC, ReCAAP Focal Point (Philippines)]</b></p>
65.	<i>SD Progress</i> Bulk carrier Greece 8806034 36438	27/05/11 0001 hrs	01° 10' S, 117° 16' E  Samarinda Anchorage, Indonesia	<p>While at anchor; three robbers armed with knives boarded the bulk carrier via the hawse pipe. They broke the padlocks on the bosun store and stole ship stores. The duty AB spotted the robbers and informed the duty officer who sounded the ship's whistle. Upon hearing the whistle, the robbers escaped.</p> <p><b>[IMO]</b></p>
66.	<i>Mitra Jaya V</i> Tug boat  <i>Makmur Abadi V</i> Barge	29/05/11 2200- 2300 hrs	Approximately 15-20 nm west of Pontianak, West Kalimantan, Indonesia	<p>While the tug boat towing the barge was underway, five pirates armed with guns and sharp weapons boarded the tug boat while another pirate boarded the barge. The pirates pointed their weapons at the 10 crew onboard, all of whom were Indonesians. One of the crew resisted, and suffered injuries to his left hand. The pirates tied the crew and took their communication equipment.</p> <p>After holding the crew hostage for four days, the Indonesian authorities boarded the vessels at approximately 14 nm east of Berakit, Pulau Bintan, Indonesia. The authorities apprehended the pirates and freed the crew on 2 Jun 11 at</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
66.				<p>or about 0400 hrs (local time). The crew and pirates were taken to Batam, Indonesia for investigation.</p> <p><b>[IFC]</b></p>
67.	<i>Dong Jiang</i> Tanker Singapore 9468815 30964	30/05/11 0129 hrs	<p>01° 19.30' N, 104° 54.50' E</p> <p>Approximately 20.45 nm northeast of Pulau Bintan, Indonesia (South China Sea)</p>	<p>While underway, six robbers boarded the tanker. The robbers stole cash and valuables before they escaped. The vessel was enroute from Tanjung Pelapas, Malaysia to Balongan, Indonesia at the time of the incident and no injuries to the crew were reported.</p> <p>The Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), received a distress alert on VHF DSC, INMARSAT-C and VHF 16 from the tanker. The Singapore POCC promulgated a broadcast on NAVTEX to warn all vessels and to maintain a good anti-piracy watch when passing in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
68.	<i>Hanjin Sao Paulo</i> Container ship Panama 9350147 16472	02/06/11 0335 hrs	Jakarta Anchorage, Indonesia	<p>While anchored, eight robbers boarded the container ship. The master raised the alarm and the crew mustered. Seeing the alerted crew, the robbers jumped overboard and escaped. Investigation revealed few padlocks were opened and damaged. All crew safe and nothing was stolen.</p> <p><b>[IMO]</b></p>
69.	<i>Shipinco I</i> General cargo ship Mongolia 7433270 9055	02/06/11 0530 hrs	Approximately 1.9 nm west of Batu Berhanti (Straits of Singapore & Malacca)	<p>While underway, five robbers boarded the general cargo ship. Armed with long knives, they robbed the master, Third Officer and Chief Cook, and escaped with cash and the crew's personal belongings including watches, mobile phones and clothing. The crew was not injured.</p> <p>The master reported the incident to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). The Singapore POCC initiated a broadcast to alert all vessels about the incident and urged them to enhance vigilance when operating in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
70.	<i>Asian Gas</i> LPG tanker Indonesia 9003990 3239	06/06/11 2315 hrs	Approximately 3.65 nm southeast of Raffles Lighthouse (Straits of Singapore & Malacca)	<p>While underway, eight masked robbers from one speed boat boarded the LPG tanker at the starboard quarter. Armed with long knives, they robbed the crew and escaped after taking with them laptops, mobile phones and undetermined amount of cash. The crew was not injured.</p> <p>The master reported the incident to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). The Singapore POCC informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG) and MRCC (Jakarta) of the incident and initiated a broadcast to alert all vessels about the incident and urge them to step up anti-piracy watch when in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
71.	<i>Liberty</i> Bulk carrier Liberia 9423542 32415	23/06/11 0240 hrs	Surabaya Anchorage, Indonesia	<p>While anchored, an unknown number of robbers boarded the bulk carrier from the stern as the duty crew was taking routine rounds forward. The robbers stole ship stores and escaped. When the duty crew reached the stern, he found ship stores missing and raised the alarm. The port control and local agents were informed.</p> <p><b>[IMO]</b></p>
72.	<i>Kota Juta</i> Container ship Hong Kong 9226839 18502	30/06/11 0630 hrs	Cat Lai Anchorage, Vietnam	<p>While anchored, two boats approached the starboard side of the ship with some men who were trying to sell fishes, fruits and telephone cards to the crew. They were engaging the crew for about 30 mins when the duty officer on the bridge instructed the duty crew (one on duty in the forward and another in the aft of the ship) to chase the boats away. At this time, the port side of the ship was not guarded. Subsequently, the crew discovered that the padlock to the paint store was broken, and some items were missing, namely the lock bolt, six 20-litres drums of paint and three fire hoses with their nozzles.</p> <p>To prevent the recurrence of such incident, the officers and watch-keepers have been instructed</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
72.				<p>not to leave their designed area of patrol unless properly relieved. Frequent checks have to be made to all sealed entrances, and officers were advised to summon for assistance if required, instead of taking the watch-keepers away from their patrol rounds.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
73.	<p><i>Octopus</i> Tug boat Republic of Moldova 9518634 361</p>	<p>02/07/11 0235 hrs</p>	<p>01° 31.60' N, 104° 32.20' E</p> <p>Approximately 14 nm north-east of Horsburgh Lighthouse (South China Sea)</p>	<p>While underway, the Second Engineer saw three robbers armed with long knives boarding the tug boat from a black speed boat. He sounded the alarm and the robbers escaped via the speed boat immediately. The Second Engineer sustained some minor injuries to his hand and feet, but it was not known if it was caused by the robbers. The tug boat reportedly sent out an Inmarsat C distress alert to Singapore's Port Operations Control Centre (POCC). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), sent out messages to warn mariners in the vicinity about the incident, and also informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
74.	<p><i>Diana Island</i> Bulk carrier Panama 9550448 17042</p>	<p>04/07/11 0415 hrs</p>	<p>06° 05.90' S, 106° 53' E</p> <p>Tanjung Priok Port, Indonesia</p>	<p>While at berth, three robbers armed with knives boarded the bulk carrier from a small boat during discharging operations via the shore side cargo net. The duty crew noticed the robbers near the forward store and informed the Duty Officer who raised the alarm. The duty crew tried to stop the robbers from stealing but was threatened with a knife. The robbers escaped in their boat with stolen fire extinguisher and spare anchorage chain shackle.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
75.	<p><i>CSCL Montevideo</i> Container ship Hong Kong 9385984 26404</p>	<p>09/07/11 0405 hrs</p>	<p>14° 32' N, 120° 55' E</p> <p>South Harbour, Quarantine Area Anchorage, Philippines</p>	<p>While at anchor, the duty A/B conducted a routine inspection and noticed three robbers at the forecandle deck. The three robbers had used ropes with hook to board the vessel while the other two robbers served as look-out onboard their blue motorbanca with outrigger. The duty A/B informed the Duty Officer immediately who sounded the emergency alarm. Upon hearing the alarm, the five robbers escaped in their motorbanca. The crew conducted an inspection thereafter and found the following items missing:</p> <p>a) Two bottles containing one set of breathing apparatus</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
75.				<ul style="list-style-type: none"> <li>b) Two breathing apparatus cylinders</li> <li>c) Two fireman outfits</li> <li>d) Two bags containing heat resistant helmet with face shield</li> <li>e) One heat resistant lifeline rope hook and signal plate</li> <li>f) Two hand lays</li> <li>g) Three immersion suits</li> <li>h) One hack saw</li> <li>i) Two fire hydrant caps</li> <li>j) One wooden saw</li> <li>k) One jig saw</li> <li>l) Twenty padlocks</li> <li>m) Assorted spanner</li> </ul> <p>The incident was reported to the Port State Control Center Manila.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
76.	Menara Dua Tanker Malaysia 9558816 5036	10/07/11 0500 hrs	01° 23.36' N, 104° 21.57' E  Approximately 4 nm east of Pulau Mungging, Malaysia	<p>While at anchor, four robbers armed with long knives and iron rods boarded the tanker. One of the robbers broke the padlock of the starboard side main deck engine store while the other three robbers tied up the vessel's Commanding Officer and another crew. The robbers stole some engine spare parts, and escaped. The crew was subsequently found and freed. They did not sustain any injury. The ship agent reported the incident to Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). Singapore's POCC sent out a broadcast message to inform mariners in the vicinity and also informed Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN) and MRCC (Jakarta).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
77.	Paphos Container ship Antigua & Barbuda 9336270 6701	13/07/11 0305 hrs	20° 39.20' N, 106° 53.60' E  Off Hai Phong, Vietnam	<p>While at anchor, five robbers in an unlit wooden boat took advantage of the heavy rain to board the container ship undetected. The robbers also covered the lights on deck from nearby forecandle with their clothes. After stealing used mooring ropes, the robbers were seen to jump overboard</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
77.				and escaped. The Duty Officer mustered the crew and conducted a search.  [ReCAAP Focal Point (Vietnam)]
78.	<i>CMB Maxime</i> Bulk carrier Hong Kong 9425875 32296	17/07/11 0000 hrs	00° 13.46' N, 117° 35.67' E  Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the forecastle deck. One coil of forward mooring line was stolen from the vessel.  [ReCAAP Contact Point (Hong Kong)]
79.	<i>Sichem Aneline</i> Chemical tanker Marshall Islands 9171735 6202	20/07/11 0530 hrs	Belawan Anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. The alarm was raised and the crew was mustered. Upon realising the crew was alerted, the robbers escaped with ship stores. Port authorities were informed via pilot station and ship agent but there was no response.  [IMO]
80.	<i>BM Warrior</i> General cargo ship Panama 8412534 12963	29/07/11 0618 hrs	22° 3.76' N, 091° 46.31' E  Chittagong Anchorage, Bangladesh	While at anchor, 13 robbers armed with sharp-edged rods approached the general cargo ship in two wooden skiffs with motor. They boarded the general cargo ship via the poop deck with hooks. The crew was engaged in manoeuvring the vessel and anchor stations. One of the crew was sent to the aft and he noticed the robbers onboard. The alarm was raised and the crew was mustered. Upon realising the crew had been alerted, the robbers escaped in their skiffs with stolen mooring rope and one acetylene bottle. Port control was informed. The robbers were reported to be young boys.  [Shipping company]
81.	<i>Francoise Gilot</i> Container ship Antigua & Barbuda 9295517 16162	03/08/11 2145 hrs	22° 10' N, 091° 43' E  Off Chittagong, Bangladesh	While at anchor, a robber boarded the container ship via the stern. The robber tried to steal the ship's rope but was spotted by the crew who raised the alarm. Noting that the crew had been alerted, the robber jumped overboard and escaped.  [IMO]
82.	<i>Highline 26</i> Tug boat Malaysia 8996580 271	06/08/11 2130 hrs	02° 11' N, 109° 15' E  Approximately 12 nm from Pulau Merunding, Indonesia	While underway, eight robbers armed with knives boarded the tug boat. They stole ship stores and the crew's personal belongings before escaping. The incident lasted for about an hour. No injuries to the crew were reported.  [IMO]

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83.	Fishing vessel Malaysia	07/08/11 0300 hrs	Approximately 48 nm northwest off Pulau Jarak, Malaysia (Straits of Malacca & Singapore)	<p>Two fishing boats consisting 18 fishermen were trawling when they were confronted by another boat. The master reported the incident to the ship owner who in turn informed the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>The MMEA deployed two patrol vessels, the <i>KM Siangin</i> and <i>KM Marlin</i> to intercept the group and also alerted the auxiliary Royal Malaysian Navy (RMN) ship, <i>KD Laksamana Hang Nadim</i>, and two RMN Fennec and Super Lynx helicopters for assistance.</p> <p>At or about 0500 hrs (local time) on 7 Aug 11, the Fennec aircraft detected one of the fishing boats proceeding towards the Indonesian waters. As <i>KM Siangin</i> intercepted the fishing boat, two pirates were arrested while three others jumped overboard and escaped. The crew was not injured. The other fishing boat was subsequently located at or about 0700 hrs (local time) on 7 Aug 11 by RMN ship <i>KD Laksamana Hang Nadim</i>.</p> <p><b>[New Straits Times dtd 7 Aug 11 &amp; 20 Aug 11]</b></p>
84.	<i>Gas Batam</i> LPG tanker Singapore 9526992 4485	08/08/11 0200 hrs	01° 08' N, 103° 27.58' E  Approximately 2.94 nm east of Pulau Karimun Kecil, Indonesia	<p>While anchored, four robbers armed with long knives boarded the tanker from an unlit speed boat. The robbers held the Oiler and the Third Engineer hostage and went into the engine room. After stealing some engine spare parts, the robbers released the Oiler and the Third Engineer, and escaped in their speed boat. The incident lasted for less than 10 min. The ship master sounded the emergency alarm, mustered all crew and reported the incident to Singapore's Port Operation Control Centre (POCC). The crew was not injured.</p> <p>The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) promulgated navigational broadcast of the incident to alert mariners in the vicinity, and reported the incident to the Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN), MRCC Putra Jaya and Basarnas Indonesia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
85.	<i>Harbour 6</i> Tug boat Singapore 61  <i>Sinobest 2505</i> Barge Singapore	08/08/11 0430 hrs	01° 09.64' N, 103° 49.37' E  Between Karang Banting and Batu Batu Berhanti, Indonesia (Straits of Malacca & Singapore)	<p>While the tug boat was towing a barge from Karimun, Indonesia to Pulau Tekong, Singapore, an unknown number of robbers armed with long knives boarded the tug boat from a high speed boat. The robbers stole the vessel's VHF radio set and the crew's personal belongings including mobile phones, before they escaped in their speed boat.</p> <p>The incident was reported to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), who promulgated navigational broadcast of the incident to alert mariners in the vicinity, and reported the incident to the Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN), MRCC Putra Jaya and Basarnas Indonesia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
86.	<i>Rainbow River</i> Tanker Panama 9213179 107160	09/08/11 0001 hrs	01° 41.20' N, 101° 28' E  Dumai Anchorage, Indonesia	<p>While at anchor, three robbers armed with long swords boarded the tanker. The duty crew discovered the presence of the robbers and informed the master, who raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
87.	<i>Highline 66</i> Tug boat Malaysia 9492969 291  <i>Highline 22</i> Barge	11/08/11 1530 hrs	Enroute from Port Klang to Kuching, Malaysia (South China Sea)	<p>While underway, an unknown number of pirates boarded the tug boat towing a barge. The pirates broke the seals of all the containers, stole the goods and escaped.</p> <p><b>[IMO]</b></p>
88.	<i>Cape Banks</i> Chemical tanker Liberia 9081382 21162	12/08/11 0230 hrs	01° 42' N, 101° 28' E  Off Dumai, Indonesia	<p>While at anchor, three robbers boarded the chemical tanker from a wooden boat via the stern poop deck. The crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. No injuries were reported.</p> <p><b>[IMO]</b></p>
89.	<i>Navios Armonia</i> Bulk carrier Panama 9407495 30816	20/08/11 0225 hrs	03° 47.30' N, 098° 42.10' E  Belawan Port, Indonesia	<p>While at berth, the Second Officer was on gangway watch when he heard a loud noise coming from the poop deck. He went to investigate and saw two robbers came out from the poop deck with a big heavy black bag. One of the robbers wore a white coat and the other robber wore a black coat and a black cap.</p>

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89.				<p>The Second Officer attempted to stop the robbers and check the baggage but they refused and pushed the Second Officer away. The robbers threw the bag to shore, ran down from the gangway and escaped on a motorbike. It was discovered that the robbers had stolen ship stores and engine spares from the vessel.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
90.	Valiant Oil tanker Singapore 9447940 499	26/08/11 0050 hrs	01° 23' N, 104° 20.50' E  Approximately 5 nm northwest of Horsburgh Lighthouse, Singapore	<p>While underway, about seven to nine robbers wearing ski masks boarded the oil tanker. Armed with parangs (long knives) and crowbars, the robbers stole one VHF main set and the crew's personal belongings such as cash, mobile phones and laptops before they escaped.</p> <p>Upon receipt of the distress alert, the Singapore's Port Operation Control Centre (POCC) tried to establish communication but was unable to contact anyone onboard the vessel. The Singapore Police Coast Guard (PCG), upon receipt of the report, proceeded to the location of the incident, and boarded the vessel for investigation. The Singapore's POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the Information Fusion Centre (IFC); and promulgated navigational broadcast of the incident to alert mariners in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
91.	Tataki Oil tanker Liberia 9410210 85362	27/08/11 0600 hrs	01° 27.60' S, 116° 48.60' E  Lawi-Lawi Anchorage, Balikpapan, Indonesia	<p>While at anchor, about six to seven robbers armed with long knives in a motor boat approached and boarded the oil tanker. They held the duty watchman hostage and tied him up. The robbers stole ship stores and properties before they escaped. The master reportedly made several attempts to contact the port and harbour authorities by VHF but received no response.</p> <p><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
92.	<i>Atlantic 8</i> Tug boat Malaysia 9500015 270	29/08/11 0500 hrs	01° 12.70' N, 103° 34.90' E  Approximately 4.98 nm southeast of Tanjung Piai, Malaysia	While at anchor, four robbers boarded the tug boat. Armed with long knives, the robbers tied the crew and severed the wires of the communications equipment. The robbers stole cash and mobile phones before they escaped. The master reported the incident to the Singapore's Port Operations Control Centre (POCC) at about 0555 hrs (local time). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore) sent out a broadcast message to warn mariners in the vicinity, and informed the Singapore Police Coast Guard, Republic of Singapore Navy, MRCC (KL) and MRCC (Jakarta).  [ReCAAP Focal Point (Singapore)]
93.	<i>Pacific Harmony</i> Oil tanker Panama 9209300 41825	08/09/11 2343 hrs	01° 07.45' N, 103° 37.75' E  Off Pulau Nipa, Indonesia	While at anchor, four robbers armed with long knives boarded the oil tanker during STS operation. The duty Engineer and Oiler noticed the robbers in the Engine room, informed the master immediately and raised the alarm. Noticing that the crew had been alerted, the robbers escaped. After a search was conducted, the master confirmed that there were no robbers onboard, the crew was safe, nothing was stolen and there was no damage to the vessel. The authorities were informed and officers from the Indonesian Navy boarded the vessel for investigation.  [Shipping company]
94.	<i>Ginga Falcon</i> Chemical tanker Panama 9123386 19998	09/09/11 0200 hrs	01° 03.80' N, 103° 30.6' E  Approximately 4.3 nm northeast of Tanjung Rambut, Pulau Karimun Besar, Indonesia	While at anchor, the duty crew spotted three robbers at the quarterdeck of the chemical tanker. The robbers were masked and wore short pants and T-shirts. He contacted the master and raised the alarm. The robbers escaped and took with them one lifebuoy. The crew was not injured. The crew found a rope, which was used by the robbers, tied on the handrail at the starboard side on poop deck. The incident was reported to the Karimun port authority, who informed the marine police. Three marine police officers later boarded the vessel for investigation.  [ReCAAP Focal Point (Japan)]
95.	<i>Fairchem Birdie</i> Chemical tanker Marshall Islands 9423724 15192	09/09/11 2305 hrs	Dumai Inner Anchorage, Indonesia	While at anchor, six robbers armed with knives in a boat approached the chemical tanker. Three of the robbers boarded the vessel from her stern. They threatened a crew member on deck. Upon sighting the robbers, the Duty

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95.				<p>Officer on bridge raised the alarm. The robbers managed to escape with stolen ship property. The master reportedly made several attempts to contact the port authorities but received no response.</p> <p>[IMO]</p>
96.	<p><i>GM Gallant</i> Tug boat Singapore 912</p>	<p>10/09/11 1830 hrs</p>	<p>Approximately 15 nm from Tanjung Peureulak, Indonesia (Straits of Malacca &amp; Singapore)</p>	<p>While underway, the tug boat was enroute to Sabang, Aceh, Indonesia when four men in a small wooden boat boarded the tug boat, took away the crew's cash, personal belongings, destroyed the ship radio communication equipment and kidnapped the Chief Engineer.</p> <p>The tug boat continued her voyage to Sabang and the master reported the incident to the agent and shipping company. The tug boat arrived at Sabang on 13 Sep 11, and the Indonesian Navy and local police boarded the tug boat to interview the master.</p> <p>The Antara News Article dated 26 Sep 11 and a Jakarta Globe article dated 27 Sep 11 reported that the local police in Aceh arrested the four robbers involved in the kidnapping of the Chief Engineer of the tug boat. The articles reported that the four robbers had demanded for a ransom of Rp 700 million (\$77,000) for the release of the Chief Engineer. The local police was able to locate the robbers' hideout and apprehend the robbers. Among the items seized from the robbers were a speed boat, handguns and hand grenades. The reports also mentioned that the four robbers were believed to be part of a highly organised pirate outfit operating extensively across the Malacca Strait.</p> <p>[ReCAAP Focal Point (Singapore), Antara News dtd 26 Sep 11, Jakarta Globe dtd 27 Sep 11]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
97.	<i>GM Shine</i> Tug boat Singapore 9433030 111	11/09/11 0300 hrs	01° 04.80' N, 103° 33.7' E  Approximately 8.4 nm northeast of Tanjung Rambut, Pulau Karimun Besar, Indonesia (Straits of Malacca & Singapore)	While underway, an unknown number of robbers boarded the tug boat from a craft. The robbers took the crew's personal belongings, removed the GPS and disconnected all the ships' communication system before escaping in the craft. The master reported the incident to the company using his mobile phone. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
98.	<i>Alpine Moment</i> Tanker Hong Kong 9391438 29266	11/09/11 2320 hrs	01° 20.8' N, 104° 20.1' E  Approximately 2.4 nm southeast of Pulau Mungging, Malaysia	While at anchor, four robbers armed with long knives boarded the tanker via the poop deck from a small boat. When the master spotted the robbers onboard, he raised the alarm. Noticing that the crew had been alerted, the robbers escaped immediately. The crew was not injured and nothing was stolen. The master reported the incident to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). Singapore's POCC sent out a broadcast message to inform mariners in the vicinity, and also informed the Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (KL). The incident was also reported to the Malaysian authorities through VTIS Singapore. The Malaysian authorities came onboard the vessel for investigation and took two crew members ashore to identify the robbers.  [ReCAAP Focal Point (Singapore) & ReCAAP Contact Point (Hong Kong)]
99.	<i>Glory 1</i> Tug boat Malaysia 9564827 326  <i>Glory 2</i> Barge	24/09/11 1145 hrs	01° 10.07' N, 103° 42.40' E  Approximately 2.2 nm west of Raffles Lighthouse, Singapore (Straits of Malacca & Singapore)	While underway, the tug boat was towing a barge loaded with scrap metal (wrought iron) when nine sampans came alongside the barge. The robbers took away some of the scrap metal.  At about 1230 hrs (local time), the sampans returned alongside the barge again but this time, it was unsure if scrap metal was taken away. The incident was reported to Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). Singapore's POCC informed the Singapore Police Coast Guard (PCG) and the Republic of Singapore Navy (RSN) to render assistance to the tug boat. Singapore's POCC also informed MRCC (Jakarta) and MRCC (KL). Investigations are currently ongoing at the time of this report.  [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
100.	<i>OOCL Antwerp</i> Container ship Panama 9307011 66462	30/09/11 2300 hrs	10° 13.55' N, 107° 04.04' E  Vung Tau Outer Anchorage, Vietnam	While at anchor, an unknown number of robbers boarded the container ship undetected. The duty A/B saw the locks to the forward store broken and upon inspection, it was discovered that ship stores were missing. Missing items included a mooring rope, 35 turn buckles and 2 fire nozzles. Port control and pilot station were informed.  <b>[ReCAAP Focal Point (Vietnam) &amp; ReCAAP Contact Point (Hong Kong)]</b>
101.	<i>Britoil 71</i> Tug boat Singapore 9581332 1032  <i>Titan Vision</i> Chemical tanker Singapore 9438248 6190	10/10/11 0335 hrs	01° 02.8' N, 103° 38.3' E  Approximately 3 nm southwest of Racon D, Phillip Channel (Straits of Malacca and Singapore)	While the tug boat towing the chemical tanker was underway, five masked robbers boarded the tug boat. The robbers were armed with parangs (long knives) and a handgun. The robbers took a laptop, mobile phones and cash from the crew before they escaped 10 min later. All crew onboard the tug boat were reported to be safe.  <b>[ReCAAP Focal Point (Singapore)]</b>
102.	<i>Kalithi Sea</i> Bulk carrier St Vincent & The Grenadines 8511574 16502	10/10/11 2200 hrs	10° 09.1' N, 107° 13.4' E  Vung Tau Anchorage, Vietnam	While at anchor, six robbers armed with long knives and a pike boarded the bulk carrier. The watchman noticed the robbers and sounded the whistle and alarm. The robbers threatened the watchman and proceeded to the paint store. The crew was mustered on the bow and the robbers escaped. No injuries were reported and nothing was stolen.  <b>[ReCAAP Focal Point (Vietnam)]</b>
103.	<i>Britoil 58</i> Tug boat Singapore 9336309 494  <i>Yew Choon Marine 12</i> Barge Singapore	12/10/11 1944 hrs	01° 14.3' N, 104° 02.7' E  Eastbound lane TSS, north of Pulau Batam, Indonesia (Straits of Malacca & Singapore)	While the tug boat towing the barge was underway, two robbers boarded the barge. The robbers stole some ropes and left the barge after 10 min. No injuries were reported.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
104.	<i>Rovorsky Dolphin</i> Tug boat Tuvalu 8877992 109  <i>Orion 1205</i> Barge	15/10/11 2000 hrs	01° 13' N, 103° 35' E  Approximately 4 nm northwest of Pulau Nipa, Indonesia (Straits of Malacca and Singapore)	While the tug boat towing the barge was underway, an unknown number of robbers armed with parangs (long knives) boarded the barge. The robbers stole some cargoes before they escaped. No injuries were reported.  [ReCAAP Focal Point (Singapore)]
105.	<i>MV Saigon Princess</i> Bulk carrier Vietnam 9562960 4332	16/10/11 0120 hrs	22° 08.50' N, 091° 45.90' E  Approximately 5 nm south- southwest of Patenga Point Light, Bangladesh	While at anchor, five robbers boarded the bulk carrier and escaped with five coils of mooring ropes. The incident was reported to the Bangladesh Coast Guard, who conducted a search in the area for the robbers but they had already escaped.  [ReCAAP Focal Point (Bangladesh)]
106.	<i>Highline 26</i> Tug boat Malaysia 8996580 271	18/10/11 0430 hrs	05° 49' N, 118° 07' E  Off Sandakan Port, Malaysia	While at anchor, three robbers in a fast motor boat boarded the tug boat. The robbers stole three batteries and an emergency pump before they escaped. The crew was not injured.  [MMEA]
107.	<i>Everbright</i> Oil tanker Hong Kong 9408217 83805	22/10/11 0420 hrs	09° 58.21' N, 076° 02.41' E  Approximately 11 nm west of Kochi Light, India	While at anchor, 10 robbers boarded the oil tanker from two small boats and stole some coils of rope. The master raised the alarm and informed Kochi Port Trust. On hearing the alarm, the robbers jumped into the water, and escaped in their small boats. The crew was not injured.  Suspecting that local fishing boats were involved, the coast guard district headquarters of Kochi issued directives to all coastal police stations, fisheries departments and marine enforcement wings to check on all landing centres and take necessary action. The coastal police and marine enforcement wings had also stepped up their patrols in the area. The India Coast Guard (ICG), which is also the ReCAAP Focal Point (India), had despatched a patrol vessel to investigate.  [ReCAAP Focal Point (India)]
108.	<i>Ever Commander</i> Tug boat Malaysia 92  <i>Ever Growth</i> Barge	24/10/11 0315 hrs	1° 35' N, 106° 20' E  Off Pulau Pengibu, Indonesia	While enroute from Sarawak to Pasir Gudang, a fishing trawler came alongside the tug boat which was towing a barge. Six robbers armed with parangs (long knives), a hand gun and wore black masks, boarded the tug boat. The robbers tied up all crew except the master, who was left to steer the tug boat. On 26 Oct 11 at 1200 hrs, the robbers detached the barge (loaded with palm oil) from the tug

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108.				<p>boat. The robbers also took cash, mobile phones and some clothing and escaped in a speed boat.</p> <p>The barge was found on 27 Oct 11 at about 0400 hrs off Tanjung Penawar, Malaysia with two crew onboard. The robbers had left the barge. The agent was contacted and a tug boat towed the barge back to Pasir Gudang, where Malaysian Maritime Enforcement Agency (MMEA) officers boarded the barge for investigation.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
109.	<p><i>Mermaid Guardian</i> Tug boat Australia 9332561 499</p> <p><i>Crest 250</i> Barge</p>	25/10/11 0005 hrs	<p>01° 15.50' N, 104° 02' E</p> <p>Approximately 4.14 nm north of Pulau Batam, Indonesia (Straits of Malacca and Singapore)</p>	<p>While the tug boat towing the barge was underway, an unknown number of robbers in two boats boarded the barge. The master contacted other vessels in the vicinity and the crew used searchlights. The robbers stole barge's stores before they escaped.</p> <p><b>[IMO]</b></p>
110.	<p><i>Nautica Johor Bahru</i> Product tanker Malaysia 9380025 3602</p>	27/10/11 0530 hrs	<p>1° 24' N, 104° 37' E</p> <p>Approximately 11 nm north of Pulau Bintan, Indonesia (South China Sea)</p>	<p>While enroute from Malacca to Sibul, 10 pirates armed with a pistol and machetes boarded and hijacked the product tanker. The company of <i>Nautica Johor Bahru</i> reported the incident to the Malaysian Maritime Enforcement Agency (MMEA) when she could not establish communications with the tanker on 28 Oct 11 at or about 0920 hrs (local time). The last known position of <i>Nautica Johor Bahru</i> was at approximately 75 nm northeast of Pahang, Malaysia.</p> <p>Upon receipt of the report from the shipping company, the MMEA despatched a helicopter immediately to track the tanker based on the last known position. At or about 1520 hrs (local time) on 28 Oct 11, the tanker was located at approximately 47.9 nm northeast of Pulau Tioman, Malaysia. The name of the tanker was reported to have been changed to <i>ICA JO</i>. The MMEA requested for assistance from the Royal Malaysian Navy (RMN) to pursue the hijacked tanker. Three naval ships, which were involved</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
110.				<p>in an exercise off Pulau Tioman during the time, were despatched to pursue the hijacked tanker.</p> <p>The hijacked tanker then entered into Indonesian waters. The Malaysian naval ships sought clearance from the Indonesian authorities to pursue the tanker. The Indonesian Navy also deployed a naval ship to assist the Malaysian naval ships. The naval ships got close to the tanker and ordered her to stop. When the pirates realised they were surrounded by the authorities, they slowed down the tanker, darkened ship and escaped in a speed boat.</p> <p>At or about 2145 hrs (local time), the tanker's crew informed the naval ships that the pirates had left the tanker and that the ship's crew was in control of the tanker which was approximately 17.8 nm west of Pulau Jemaja, Indonesia. The naval ships escorted the tanker back to Kuantan Port for investigation. The 19 crew, comprising 11 Malaysians and eight Indonesians, was not injured. The pirates had damaged the navigational equipment onboard the tanker, and stole cash, crew's personal belongings, a satellite phone and 12 life jackets.</p> <p><b>[MMEA]</b></p>
111.	<i>Teras Navigator</i> Supply vessel Singapore 9594949 10835	31/10/11 0215 hrs	38° 55.26' N, 117° 56.67' E  West Bulk Chemical Anchorage, Tianjin, China	<p>While at anchor, two robbers boarded the supply vessel from an unlit wooden boat via the portside bollard. The crew noticed the robbers and raised the alarm. The deck watchman and oiler subsequently managed to chase the robbers off the ship. No injuries were reported and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
112.	<i>Wealthy</i> Oil tanker Singapore 8999037 1084	04/11/11 0230 hrs	01° 18.65' N, 104° 13.43' E  Approximately 2.5 nm south of Tanjung Ayam, Malaysia	<p>While at anchor, seven masked robbers armed with parangs (long knives) and guns boarded the vessel. Upon boarding, these robbers split into two groups. While a group of five robbers proceeded to the galley, the other group consisting of two robbers proceeded to the Chief Officer's cabin.</p> <p>The robbers tied all crew and ransacked all cabins. During the incident, the master and one AB sustained minor injury. The robbers escaped with the crew's personal belongings, cash, mobile phones and laptops. The ship's crew managed to free themselves after the robbers</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
112.				left the vessel and reported the incident to the Malaysian police.  [ReCAAP Focal Point (Singapore)]
113.	<i>Kimtrans Laut</i> Tug boat Singapore 9398503 268  <i>Kimtrans 3010</i> Barge Singapore	04/11/11 1933 hrs	01° 14.86' N, 104° 06.82' E  Approximately 3 nm north of Pulau Batam, Indonesia (Straits of Malacca and Singapore)	While underway, the master of the tug boat informed Singapore's Vessel Traffic Management (VTM) that some unidentified persons had boarded its barge from a small boat. A Republic of Singapore Navy (RSN) patrol boat arrived at the location of the vessels but did not sight any small boats in the vicinity of the barge. The master later reported that the small boat had left the barge with an unknown amount of scrap iron. He reported the incident to coastal and flag States and the Maritime Security Task Force (MSTF). Upon receiving the incident report, Singapore's Port Operations Control Centre (POCC) promulgated broadcast to warn all vessels to maintain a good anti-piracy watch when operating in the vicinity.  [ReCAAP Focal Point (Singapore)]
114.	<i>My Think</i> Bulk carrier Vietnam 8915304 8414	07/11/11 0200 hrs	16° 46' N, 096° 10' E  Yangon Port, Myanmar	While anchored, seven robbers armed with rods, swords and catapults boarded the bulk carrier. The robbers stole coils of rope and working instruments before they escaped. The incident was reported to Myanmar Port Authority (MPA).  [ReCAAP Focal Point (Myanmar)]
115.	<i>Siam Jade</i> Bulk carrier Bahamas 8400555 16582	10/11/11 0400 hrs	22° 15' N, 091° 45' E  Chittagong 'A' Anchorage, Bangladesh	While at anchor, five robbers in a country boat boarded the bulk carrier. Armed with knives, the robbers stole 220 m of mooring ropes before they escaped. The incident was reported to Chittagong Port Authority (CPA), who informed the Bangladesh Coast Guard.  [ReCAAP Focal Point (Bangladesh)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
116.	<i>Eria Colossus</i> Bulk carrier Panama 9407512 30811	14/11/11 0045 hrs	01° 22' S, 116° 56' E  Balikpapan Anchorage, Indonesia	While at anchor, the duty crew sighted some robbers on the forecastle deck attempting to steal ship's stores. The duty crew raised the alarm and sounded the fog horn. On realising that the crew had detected them, the robbers jumped overboard and escaped empty-handed in a waiting boat.  [ReCAAP Focal Point (Singapore)]
117.	<i>Sun Diana</i> Chemical tanker Panama 9409508 7215	14/11/11 0450 hrs	05° 50' N, 118° 04' E  KPO Terminal, Sandakan Port, Sabah, Malaysia	While berthed, four robbers armed with long knives boarded the chemical tanker. The duty A/B noticed the robbers, shouted at them, ran inside the accommodation and informed the duty OOW who raised the alarm. On hearing the alarm, the robbers escaped in a small wooden speed boat. The crew was mustered and a search was conducted. Some ship stores were found missing.  [ReCAAP Focal Point (Japan)]
118.	<i>Beth</i> Chemical tanker Liberia 9374416 24112	16/11/11 0330 hrs	03° 56.20' N, 098° 47.50' E  Belawan Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the chemical tanker. During this time, the regular security rounds had stopped due to heavy downpour. When the bosun opened the paint store in the morning, eight to 10 drums of paint (about 150 to 160 litres) and a drum containing three pneumatic chipping needle machines were found missing.  [ReCAAP Focal Point (Netherlands)]
119.	<i>Ellen S</i> Container ship Antigua and Barbuda 9374117 9957	16/11/11 2100 hrs	22° 12' N, 091° 42' E  Chittagong Port, Bangladesh	While at anchor, five robbers boarded the container ship. The master raised the alarm and flashed search lights. The robbers escaped with ships stores.  [ReCAAP Focal Point (Bangladesh)]
120.	<i>Celtic Sea</i> Oil tanker Singapore 9402316 59180	17/11/11 2010 hrs	10° 13' N, 107° 04.20' E  Vung Tau Anchorage, Vietnam	While at anchor, the duty OS spotted two robbers armed with metal rods on the poop deck starboard of the oil tanker. The duty OS alerted the bridge and the alarm was raised and crew mustered. It was discovered that the paint store lock had been broken and 12 drums of paint had been stolen.  [ReCAAP Focal Point (Vietnam)]

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## Description of Incidents

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
121.	<i>Maritime Fidelity</i> Bulk carrier Singapore 9528861 19724	20/11/11 2315 hrs	22° 12.11' N, 091° 45.34' E  Chittagong 'B' Anchorage, Bangladesh	While at anchor, the OOW had discovered that three robbers had boarded the bulk carrier's forecastle. The crew was alerted and mustered. They managed to chase the robbers off the ship. On checking, it was found that one mooring rope, a set of self-contained breathing apparatus (SCBA) and some small items were stolen.  [ReCAAP Focal Point (Singapore)]
122.	<i>Atlantic 3</i> Tug boat Malaysia 9476628 299  <i>Atlantic 5</i> Barge	25/11/11 2300 hrs	01° 31' N 104° 47' E  Approximately 27 nm east of Horsburgh Lighthouse, Indonesia (South China Sea)	While towing a barge and sailing for Miri, Sarawak, an unknown number of robbers boarded the tug boat. The robbers damaged the communication system onboard the boat and escaped with the crew's personal belongings and cash. On 26 Nov 11 at or about 2100 hrs, the Malaysian Maritime Enforcement Agency (MMEA) found the boat anchored off Sg Rengit, east of OPL. Investigation is currently ongoing.  [ReCAAP Focal Point (Singapore), MMEA and Indonesian Marine Police]
123.	<i>JK Monowara</i> General cargo ship Bangladesh 8304268 612	28/11/11 1930 hrs	22° 16.6' N, 091° 48.1' E  Alongside Silo Jetty, Chittagong, Bangladesh	While at anchor, four robbers boarded the general cargo ship. The robbers stole two mooring ropes before they escaped. The incident was reported to the Bangladesh Coast Guard. Upon receipt of the information, the Bangladesh Coast Guard despatched a vessel immediately and apprehended one robber on a country boat. The Bangladesh also managed to recover the two mooring ropes that were stolen, which were given back to the general cargo ship. The apprehended robber and his boat were handed over to Bandar Police Station for further investigation.  [ReCAAP Focal Point (Bangladesh)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
124.	<i>Garden City River</i> Product tanker Singapore 9302970 56146	30/11/11 2245 hrs	01° 42.28' N, 101° 29.70' E  Dumai Anchorage, Indonesia	While at anchor, the duty AB discovered that three robbers, one of whom was armed with knife, had boarded the product tanker from the stern. He alerted the OOW, who raised the alarm. Upon noticing that their presence had been detected, the three robbers escaped in a waiting boat, which was manned by another person. No items were stolen from the ship.  [ReCAAP Focal Point (Singapore)]
125.	<i>AS Orelia</i> Chemical tanker Philippines 9363821 11570	01/12/11 2340 hrs	1° 42' N, 101° 28' E  Dumai Port, Indonesia	While at anchor, four robbers armed with knives boarded the chemical tanker. They took the duty oiler as hostage and entered the engine store room. The robbers stole ship stores, released the oiler and escaped.  [IMO]
126.	<i>Glory Sun</i> Bulk carrier Panama 8402917 15879	06/12/11 0515 hrs	1° 42.16' S, 116° 37.75' E  Adang Bay, Indonesia	While at anchor, the duty crew onboard the bulk carrier noticed six robbers moving away in a speed boat with one mooring line in tow. On inspection, it was discovered that the forecandle store had been broken into and ship stores were missing. The local police and agent were informed.  [IMO]
127.	<i>Eria Colossus</i> Bulk carrier Panama 9407512 30811	08/12/11 0040 hrs	3° 41.70' S, 114° 25.90' E  Banjarmasin Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier using a grapnel hook. They opened the bolted hawse pipe cover and were seen by the duty cadet on deck watch. He raised the alarm via walkie-talkie, and the Duty Officer sounded the general alarm and blew the fog horn continuously. On hearing the alarm, the robbers escaped through the hawse pipe and two boats were seen moving away from the vessel.  [ReCAAP Focal Point (Singapore)]
128.	<i>Trident Star</i> Oil tanker Panama 9343211 56365	10/12/11 0340 hrs	1° 42' N, 101° 29' E  Dumai Anchorage, Indonesia	While at anchor, three robbers boarded the oil tanker and entered the engine room. They took the motorman hostage, stole engine spares and escaped. The port control and agent were informed.  [ReCAAP Focal Point (Singapore)]

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## Description of Incidents

### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
129.	<i>R M Jaya</i> Tug boat Kiribati 50  <i>Hai Hang I</i> Barge	13/12/11 0100 hrs	01° 13.05' N, 103° 21' E  Approximately 6.4 nm south- southwest of Pulau Kukup, Malaysia (Straits of Malacca & Singapore)	While underway towing a barge, six robbers boarded the tug boat from a small 7 m wooden craft with green canopy. Armed with parangs (long knives), the robbers ransacked the wheel house and cabin after restricting the crew members to the mess. The robbers took away crew's personal belongings, cash and mobile phones prior escaping in their small wooden boat. The master reported the incident to the Port Operations Control Centre, Maritime and Port Authority of Singapore (MPA) which is also the ReCAAP Focal Point (Singapore).  [ReCAAP Focal Point (Singapore)]
130.	<i>Ocean Amazing</i> Bulk carrier Singapore 9162942 25967	22/12/11 0400 hrs	07° 05' S 112° 39.77' E  Surabaya Anchorage, Indonesia	While at anchor, the duty crew onboard the bulk carrier noticed two boats moving away from the vessel with mooring lines trailing in the water. The alarm was raised and all crew mustered. Ship stores were found missing. The authorities were informed via the local agent.  [ReCAAP Focal Point (Singapore)]
131.	<i>Sichem Contestar</i> Chemical tanker Singapore 9416020 11757	25/12/11 0100 hrs	01° 42.40' N, 101° 28.60' E  Dumai Inner Anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker and entered the engine room via the sky light. The 4th Engineer saw the robbers and raised the alarm. The robbers escaped with stolen engine parts including generator stores.  [Indonesian authorities]
132.	<i>Hansa Caledonia</i> Container ship Liberia 9152583 16915	26/12/11 2030 hrs	22° 10.70' N, 091° 45.40' E  Chittagong Pilot Station, Bangladesh	While at anchor, an unknown number of robbers boarded the container ship. They stole three mooring ropes and escaped. The Bangladesh Coast Guard and Chittagong Port Control were informed. Upon receipt of the information, the Bangladesh Coast Guard despatched a duty ship immediately to the location of the incident but the robbers had already escaped.  [ReCAAP Focal Point (Bangladesh)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
133.	<i>Pacific Apollo</i> Oil tanker Hong Kong, China 9332810 59164	29/12/11 0035 hrs	1° 41.00' N, 101° 27.00' E  Dumai Inner Anchorage, Indonesia	While at anchor, four robbers armed with knives boarded the oil tanker unnoticed from a small boat and entered the engine room. They took the Second Engineer and motorman hostage, forced them to open the spares store room and tied their hands. The robbers stole ships spares and escaped. The duty crew managed to free themselves and alert the master.  [ReCAAP Contact Point (Hong Kong)]

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### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Kirin</i> Product tanker Singapore 9066239 3292	24/01/11 0300 hrs	10° 42' N, 109° 44' E  Approximately 46.7 nm northeast of Cu Lao Thu, Vietnam (South China Sea)	While underway, the tanker encountered a suspicious craft at about 5 nm on its starboard quarter. This suspicious craft exhibited the light disposition of a vessel of less than 50 m engaged in towing operations. She closed in towards the vessel and at a distance of about 2 cables, the craft began to shine its search light on the main deck, stern and accommodation areas of the product tanker. The master took evasive actions and after about 1 hr and 45 min, the vessel lost track of the suspicious craft on its radar due to heavy weather. There was also no visual sighting of the suspicious craft. All crew were reported to be safe and the vessel resumed its normal voyage.  [ReCAAP Focal Point (Singapore)]
2.	<i>CMA CGM Verdi</i> Container ship Bahamas 9280653 65247	28/01/11 1030 hrs	09° 25' N, 73° 02' E  Approximately 68 nm north- northwest of Minicoy Island, India (Arabian Sea)	While underway, the container ship was pursued by two small skiffs (with white hull) launched from a mother ship. Armed with guns, the 21 pirates onboard the skiffs chased the container ship. On detecting the approaching skiffs, the ship took evasive actions, raised the SSAS alert, activated the general alarm and transmitted the MAYDAY message. An Indian Coast Guard aircraft (Dornier) on anti-piracy patrol in the area rushed to the location of the incident when received the message. Realising that they have been detected, the pirates aborted the chase and returned to the mother ship. There was no damage to the vessel and the crew was not injured.  [ReCAAP Focal Point (India)]
3.	<i>MT Chios</i> Oil tanker Greece 9043029 157213	05/02/11 1534 hrs	10° 00.1' N, 070° 59' E  Approximately 312.4 nm west of Kochi, India (Arabian Sea)	While underway, a small skiff with about five pirates onboard approached the oil tanker. Armed with automatic weapons, the pirates fired at the tanker several times. The ship master immediately raised the general alarm and adopted measures in accordance with the industry's BMP, including increasing speed, carrying out evasive manoeuvres, pressurising fire hoses and discharging water overboard; and using red

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.				<p>parachute flares. The skiff aborted the chase after several unsuccessful attempts to get close to the tanker. The skiff was seen heading back towards a mother ship. The tanker did not suffer any damages and the crew was not injured. The master reported the incident to MSCHOA.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
4.	<i>Ocean Duke</i> Bulk carrier Hong Kong 9518660 94863	21/02/11 0830 hrs	<p>16° 13.4' N, 089° 41.6' E</p> <p>Approximately 261.77 nm west of Taunggyan Taung, south coast of Myanmar (Bay of Bengal)</p>	<p>While underway, the bridge watch keeper noticed a mother ship and a speed boat approaching the bulk carrier. The master took immediate evasive manoeuvring actions such as increasing the speed of the vessel and altering the course. The speed boat eventually aborted its chase and returned back to the mother ship.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
5.	<i>OOCL Qingdao</i> Container ship Hong Kong 9256470 89097	04/03/11 1500 hrs	<p>06° 51' N, 075° 57' E</p> <p>Approximately 113.38 nm southwest from Trivandrum, India (Arabian Sea)</p>	<p>While underway, a white hull fishing boat measuring 50 m in length approached the container ship. Upon noticing the suspicious fishing boat, the vessel took evasive actions and increased speed. The fishing boat eventually aborted the attempt.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
6.	<i>Asian Progress IV</i> Tanker Bahamas 9316701 160292	12/03/11 0225 hrs	<p>03° 00.5' N, 105° 22.3' E</p> <p>Approximately 13.8 nm southwest of Pulau Mangkai, Indonesia (South China Sea)</p>	<p>While underway, eight armed pirates in a high speed boat approached the tanker. The alert crew noticed the boat and informed D/O who raised alarm, activated SSAS and adopted anti-piracy measures. Upon seeing the crew alertness, the pirates aborted the attempted attack.</p> <p><b>[IMO]</b></p>
7.	<i>Cape Med</i> Bulk carrier Panama 9316828 93003	18/03/11 0300 hrs	<p>01° 05.0' N, 103° 35' E</p> <p>Approximately 5.9 nm southwest of Pulau Nipa, Indonesia (Straits of Malacca &amp; Singapore)</p>	<p>While underway, the crew of the bulk carrier spotted a group of men in four small boats. The four boats chased after the bulk carrier in an attempt to board the vessel. The master took evasive measures by increasing speed and effecting zig-zag manoeuvres. The crew was mustered on the bridge, and they shouted at the men and flashed large torches at the approaching boats. About half an hour later, the men aborted their attempt to board, and left. The crew was not injured.</p> <p>The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn</p>

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## Description of Incidents

### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.				<p>initiated navigational broadcast to alert mariners operating in the vicinity, and informed the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
8.	<i>Rena</i> General cargo ship Malaysia 8718691 1238	22/03/11 0155 hrs	01° 35.10' N, 105° 07.40' E  Approximately 38.9 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, eight pirates in a speed boat armed with long knives approached the general cargo ship. They attempted to board the ship using a long bamboo pole attached with a hook. The duty A/B noticed the pirates and informed master who raised the alarm, activated the SSAS and mustered the crew. The pirates aborted the attempted attack upon seeing the crew alertness.</p> <p><b>[IMO]</b></p>
9.	<i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939	25/03/11 1420 hrs	02° 03' N, 104° 51' E  Approximately 29.35 nm southeast of Pulau Aur, Malaysia (South China Sea)	<p>While underway, an unknown number of pirates in a speed boat approached the chemical tanker. The master raised the alarm, took evasive manoeuvres and warned all ships in the vicinity via VHF Ch. 16. The pirates aborted the attempted attack after 25 min.</p> <p><b>[IMO]</b></p>
10.	<i>Chem Norma</i> Chemical tanker Marshall Islands 9486192 11939	25/03/11 2040 hrs	03° 11.3' N, 105° 23.1' E  Approximately 13.45 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	<p>While underway, an unknown number of pirates in two speed boats approached the chemical tanker at a distance of 3-4 cables from the starboard side and aft quarter. The master raised the alarm, took evasive manoeuvres and warned ships in the vicinity. The crew was mustered and all deck lights were switched on but the pirates continued to chase the vessel. The master fired a rocket flare towards the boats and the pirates abandoned the attempted boarding.</p> <p><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11.	<i>AHT Trader</i> Tug boat Singapore 9588108 443	01/04/11	Approximately 18.8 nm west of Pulau Jemaja, Indonesia (South China Sea)	While underway, the tug boat was followed by a suspicious fishing boat.  [ReCAAP Focal Point (Singapore)]
12.	<i>Torm Amalie</i> Chemical tanker Singapore 9466025 30241	05/04/11 0430 hrs	01° 45.22' N, 101° 22.17' E  Indopalm terminal, Lubuk Gaung, Dumai, Indonesia	While at anchor, five robbers in a boat approached the chemical tanker. One of the robbers attempted to climb onboard the vessel using a fire wire. The duty crew alerted the other crew members. The robbers aborted the attempt upon discovering the crew had been alerted.  [IMO]
13.	<i>Royal Diamond 7</i> Chemical tanker Marshall Islands 9367437 8539	18/06/11 0811 hrs	08° 29' N, 076° 40' E  Approximately 11.29 nm southwest of Perumatura, India	While underway, six robbers in a skiff armed with guns chased the chemical tanker. The master increased speed, altered course, sounded alarm and took anti-piracy measures. The robbers eventually aborted their attempt to board. The incident was reported to the Indian Coast Guard (ICG).  [IMO]
14.	<i>Pacific Marchioness</i> Chemical tanker Panama 9405928 28952	18/06/11 0815 hrs	08° 38' N, 076° 26' E  Approximately 17.15 nm southwest of Quilon, India (Arabian Sea)	While underway, four skiffs, with six to seven pirates in each skiff, started to chase the chemical tanker. The master carried out evasive manoeuvres, raised the alarm and distress alert, and reported to the Indian Coast Guard (ICG). The ICG despatched a chopper immediately to assist them. After about 30 min, the pirates aborted their chase.  [ReCAAP Focal Point (Japan)]
15.	<i>Pacific Marchioness</i> Chemical tanker Panama 9405928 28952	18/06/11 1020 hrs	8° 21' N, 076° 48' E  Approximately 9.42 nm southwest of Trivandrum, India	For the second time within the same day, while underway, an unknown number of robbers in a skiff approached the chemical tanker from starboard quarter. The master took evasive manoeuvres and informed the Indian Coast Guard (ICG), who despatched an aircraft immediately to assist them. After about 20 min, the robbers aborted their attempt to board.  [ReCAAP Focal Point (Japan)]

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### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16.	<i>Woodstar</i> Bulk carrier Marshall Islands 9347918 31144	01/07/11 2320 hrs	01° 15.72' N, 104° 08.97' E  Approximately 4.8 nm north- northeast of Nongsa, Pulau Batam, Indonesia (Straits of Malacca and Singapore)	While underway, an unknown number of robbers attempted to board the bulk carrier from four motorised boats which came alongside the bulk carrier. The master and crew sounded the general alarm, switched on all deck lights, shone the searchlights on the boats, carried out evasive manoeuvres and informed Singapore's Port Operations Control Centre (POCC) via VHF CH-12 about the incident. After several minutes of attempting to board the bulk carrier but failed, the robbers gave up and their boats turned around and left. A search was carried out and no robbers were found onboard the bulk carrier. The crew did not sustain any injuries and no properties were stolen from the bulk carrier. The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), sent out messages to warn mariners in the vicinity about the incidents, and also informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta).  [ReCAAP Focal Point (Singapore)]
17.	<i>Kandariah</i>	19/09/11 0040 hrs	Approximately 2.4 nm west of Tanjung Piai, Malaysia	While the vessels were anchored, six robbers armed with knives attempted to board the vessels from a wooden sampan. Two of the vessels raised the alarm and informed the Malaysian Maritime Enforcement Agency (MMEA), whose patrol vessel immediately rushed to the location of the incident. The robbers were attempting to board the third vessel when they saw the patrol vessel and tried to escape. MMEA officers arrested the robbers and seized the wooden boat they were using. MMEA officers also seized butcher knives, hammers, axes, screwdrivers, rope and bamboo from the robbers.  [MMEA]
18.	<i>Al Agaila</i> Tanker Libya 9415404 84735			
19.	<i>Sky Jupiter</i> General cargo ship Hong Kong 8308719 37814			

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
20.	<i>Marina R</i> Bulk carrier Bahamas 9409546 24099	24/10/11 1425 hrs	06° 59.90' N, 119° 44.80' E  Off Pangutaran Group Islands, Sulu Sea, Philippines	While underway, an unknown number of armed pirates in six speed boats chased the bulk carrier. The master raised the alarm, took evasive manoeuvres, mustered the crew and activated the fire hoses. The pirates eventually aborted the attempted boarding.  [IMO]
21.	<i>JBU Oslo</i> Chemical tanker Panama 9420710 19910	26/10/11 0130 hrs	01° 42.20' N, 101° 29.30' E  Dumai Inner Anchorage, Indonesia	While at anchor, seven robbers in two speed boats attempted to board the chemical tanker. The duty watchman sighted the robbers and informed the bridge. The OOW raised the alarm and mustered the crew. Noticing that the crew had been alerted, the robbers aborted the attempted boarding.  [IMO]
22.	<i>Yutai Ambitions</i> Bulk carrier Hong Kong 9326160 39999	30/12/11 0945 hrs	3° 30' N, 121° 04' E  Celebes Seas, Philippines	While underway, seven pirates in a small flat bottomed boat chased and attempted to board the bulk carrier. Five of the pirates wore civilian attire and the other two pirates wore full black attires. The pirates were seen using a coil of line with grapnel hook in their attempt to board the vessel. The vessel enforced anti-piracy measures, sounded the alarm, mustered crew and rigged fire hoses. The pirates aborted the attempt after 30 min and returned to a mother ship nearby. The mother ship continued to follow the vessel and stopped following after three hours.  [ReCAAP Contact Point (Hong Kong)]

# APPENDICES

## **Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships**

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 09 to 5 Jun 09) reviewed MSC/Circ.622/Rev.1 on “Recommendations to governments for preventing and suppressing piracy and armed robbery against ships” and MSC/Circ.623/Rev.3 on “Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships”.

In the revised MSC circulars<sup>3</sup>, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

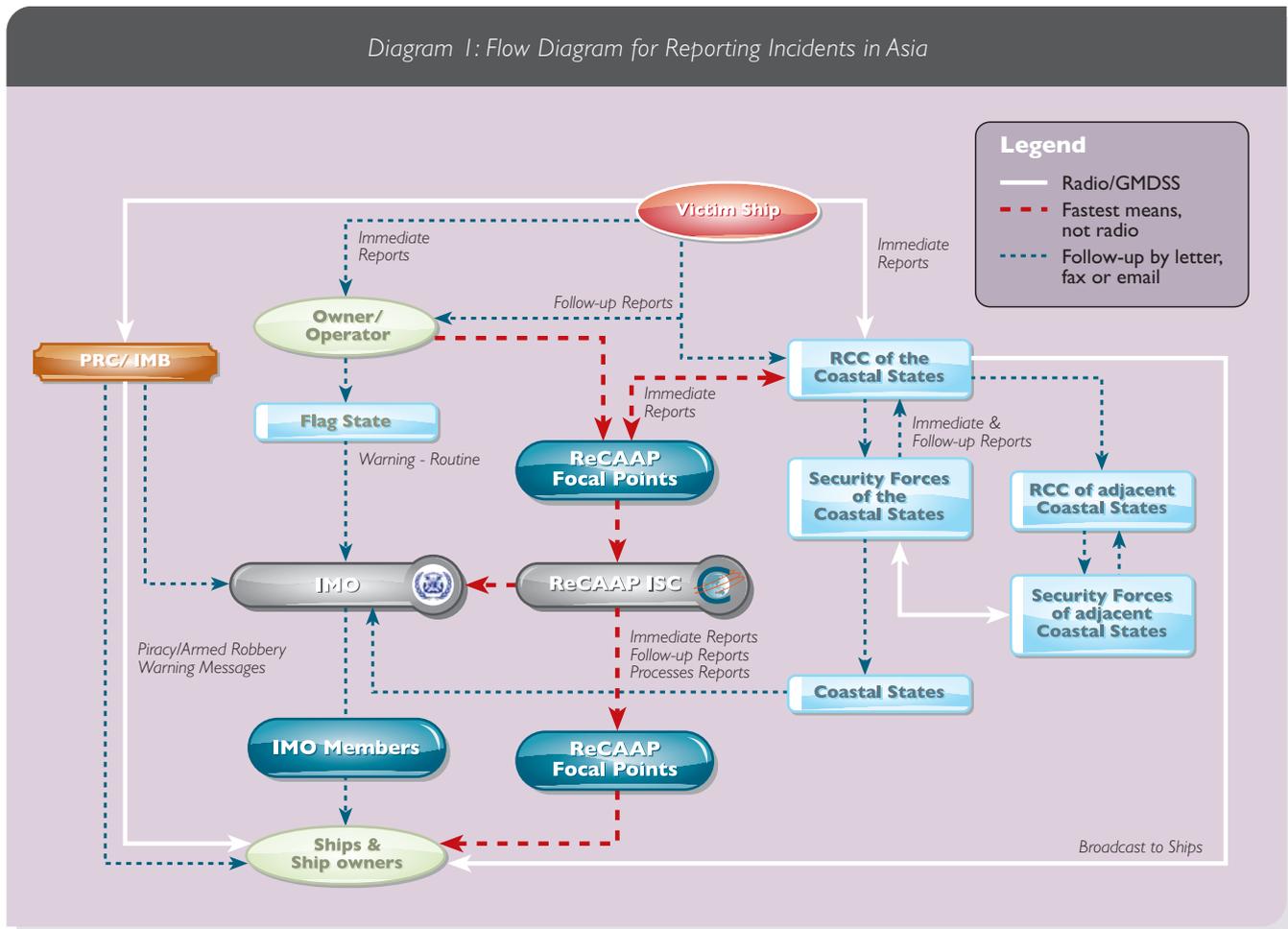
The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Prompt reporting to the nearest coastal State also facilitates ‘ownership’ to the incident and enable the law enforcement agencies to address appropriate responses as these incidents are under their respective national policies. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 8.

### **Recommendation**

Multi-channel reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis in deriving trends and patterns, and production of value-added reports for sharing with ship masters, ship owners, ship operators and the maritime community at large.

<sup>3</sup> The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.

Diagram 1: Flow Diagram for Reporting Incidents in Asia



## Notes

- ① 1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
- ② 2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
- ③ 3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

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## Contact Details of ReCAAP Focal Points / Contact Point

Table 8: Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone Number	Fax Number
<b>◎ People's Republic of Bangladesh</b> Department of Shipping Email: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>◎ Brunei Darussalam</b> National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
<b>◎ Kingdom of Cambodia</b> Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
<b>◎ People's Republic of China</b> China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>◎ Kingdom of Denmark</b> Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-39-174-400 +45-39-174-699	+45-39-174-401
<b>◎ Republic of India</b> MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>◎ Japan</b> Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>◎ Republic of Korea</b> Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicoms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

Table 8: Contact Details of ReCAAP Focal Points / Contact Point (cont'd)

Country & Agency In Charge	Point of Contact	
	Phone Number	Fax Number
<b>◎ Lao People's Democratic Republic</b> Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>◎ The Republic of the Union of Myanmar</b> MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
<b>◎ Kingdom of the Netherlands</b> Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
<b>◎ Kingdom of Norway</b> Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>◎ Republic of the Philippines</b> Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text 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
<b>◎ Republic of Singapore</b> Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>◎ Democratic Socialist Republic of Sri Lanka</b> Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
<b>◎ Kingdom of Thailand</b> Naval Intelligence Department Royal Thai Navy Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
<b>◎ Socialist Republic of Viet Nam</b> Vietnam Marine Police Email: phonghqtsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

# APPENDICES

## **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 (INF). 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 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.





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