

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

THIRD QUARTERLY REPORT

JANUARY – SEPTEMBER 2012



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EXECUTIVE SUMMARY



Executive Summary

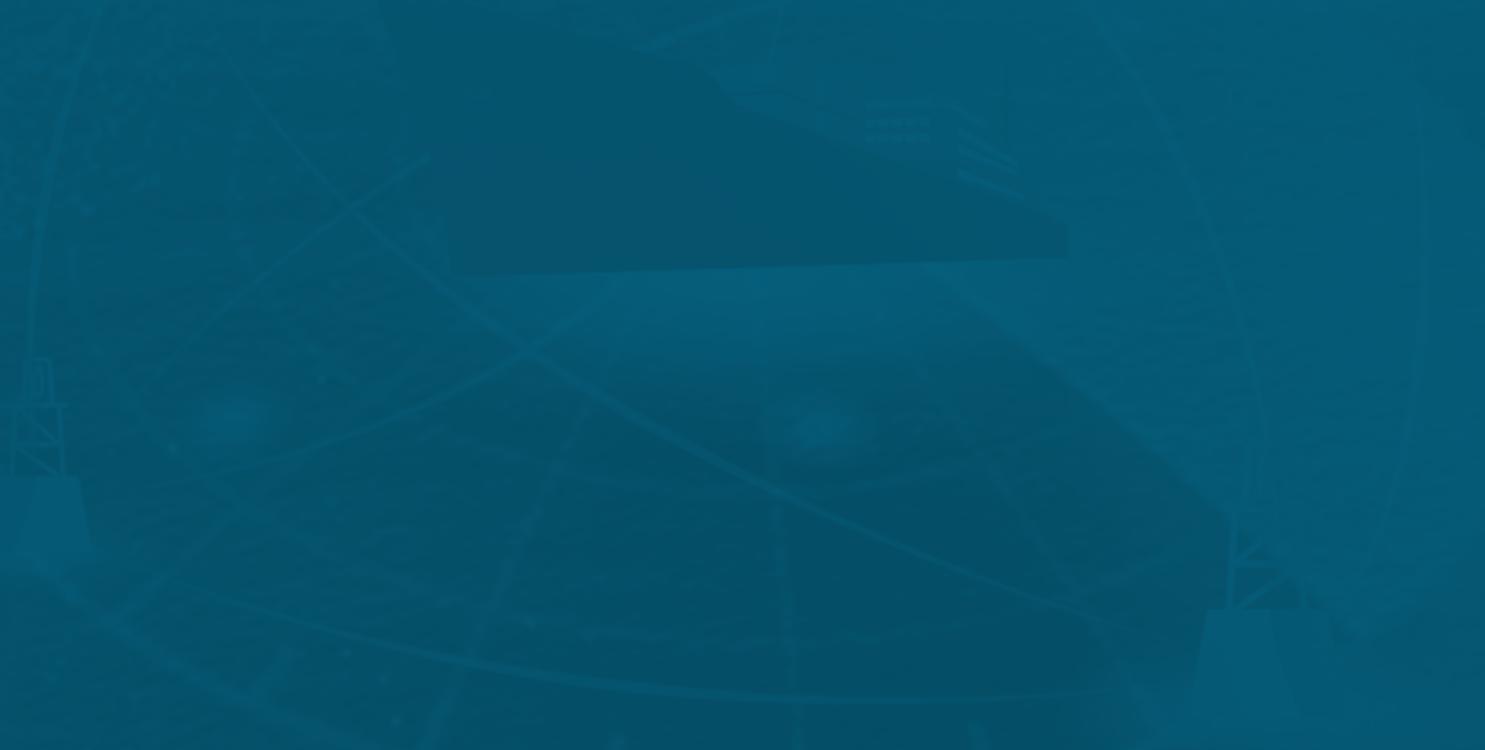
During January-September 2012 (3rd Quarter of 2012), the situation of piracy and armed robbery against ships in Asia has improved compared to the same period in 2010 and 2011. A total of 95 incidents comprising 90 actual incidents and five attempted incidents were reported during January-September 2012. This is a 20% decrease in total number compared to January-September 2010 and 2011.

Overall, the number of Category 1 (very significant) incidents and petty theft (minimum significant) incidents reported during January-September 2012 had decreased compared to the same period in 2011, while the number of Category 2 (moderately significant) incidents and Category 3 (less significant) incidents had remained fairly consistent. Of the 90 actual incidents reported during January-September 2012, two were Category 1 incidents, 29 were Category 2 incidents, 22 were Category 3 incidents and 37 were petty theft incidents.

There were two incidents of hijacking of tug boats reported during January-September 2012. Classified as Category 1 incidents, they were the hijacking of tug boat, *Wantas 6* towing *Wantas VII* on 17 Apr 12 and the hijacking of tug boat *Woodman 38* towing *Woodman 39* on 27 Jul 12. Due to timely reporting by the owners of the vessels, and responses by the authorities, the crew of *Wantas 6* and *Woodman 38* had been rescued and were safe, and the vessels except *Wantas 6* had been recovered.

The details of the incidents reported during January-September 2012 are described in the Appendices.

SITUATION UPDATE



PART
ONE

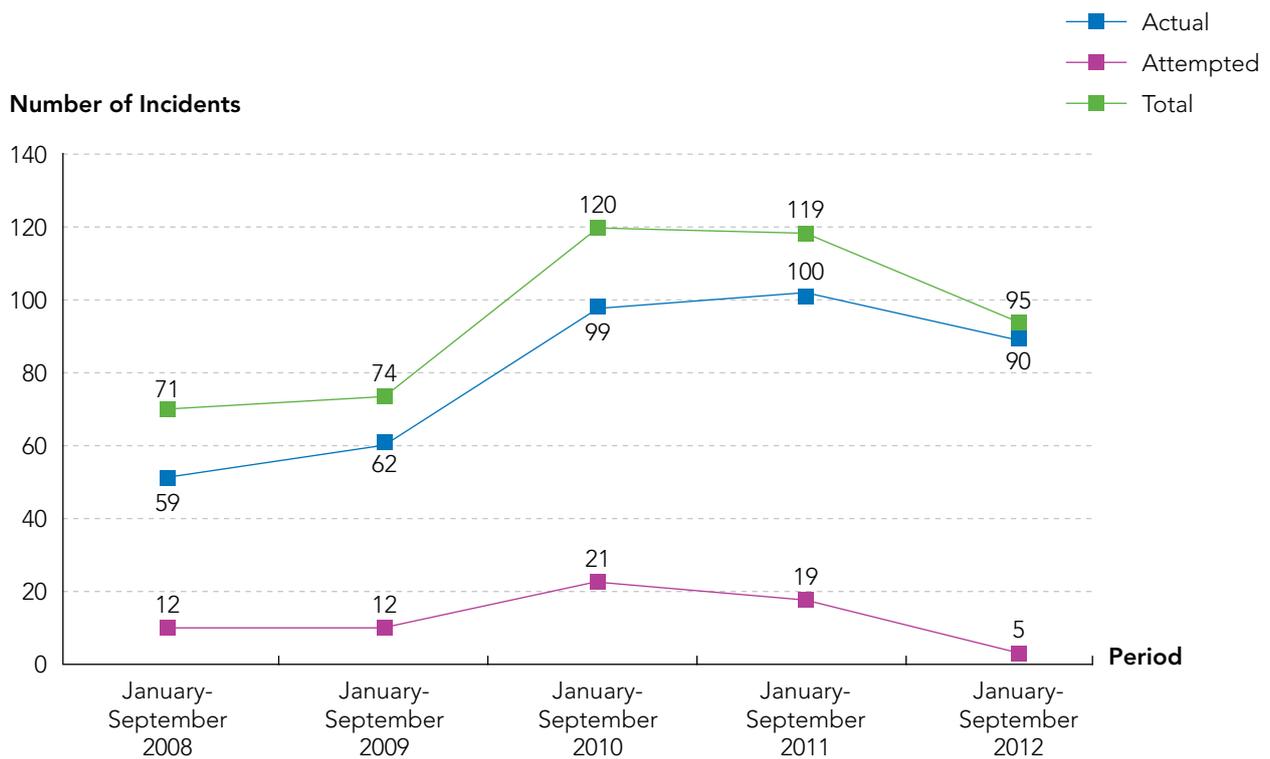
Situation Update

Number of Incidents Reported during January-September of 2012

The situation of piracy and armed robbery against ships in Asia for the period of January-September 2012 has improved compared to the same period in 2010 and 2011. A total of 95 incidents comprising 90 actual incidents and five attempted incidents were reported during January-September 2012. This is a 20% decrease in total number compared to January-September 2010 and 2011.

Notably, the largest decrease was in the number of attempted incidents. January-September 2012 reported the lowest number of attempted incidents among the five-year reporting periods of January-September of 2008-2012.

Graph 1 shows the number of incidents reported during January-September of 2008-2012.



Graph 1 – Number of incidents reported during January-September (2008-2012)

Significance Level of Incidents Reported during January-September of 2008-2012

Of the 90 actual incidents reported during January-September 2012, two were Category 1 (very significant) incidents, 29 were Category 2 (moderately significant) incidents, 22 were Category 3 (less significant) incidents and 37 were petty theft (minimum significant) incidents.

Chart 1 below shows the significance level of actual incidents reported during January-September of 2008-2012.

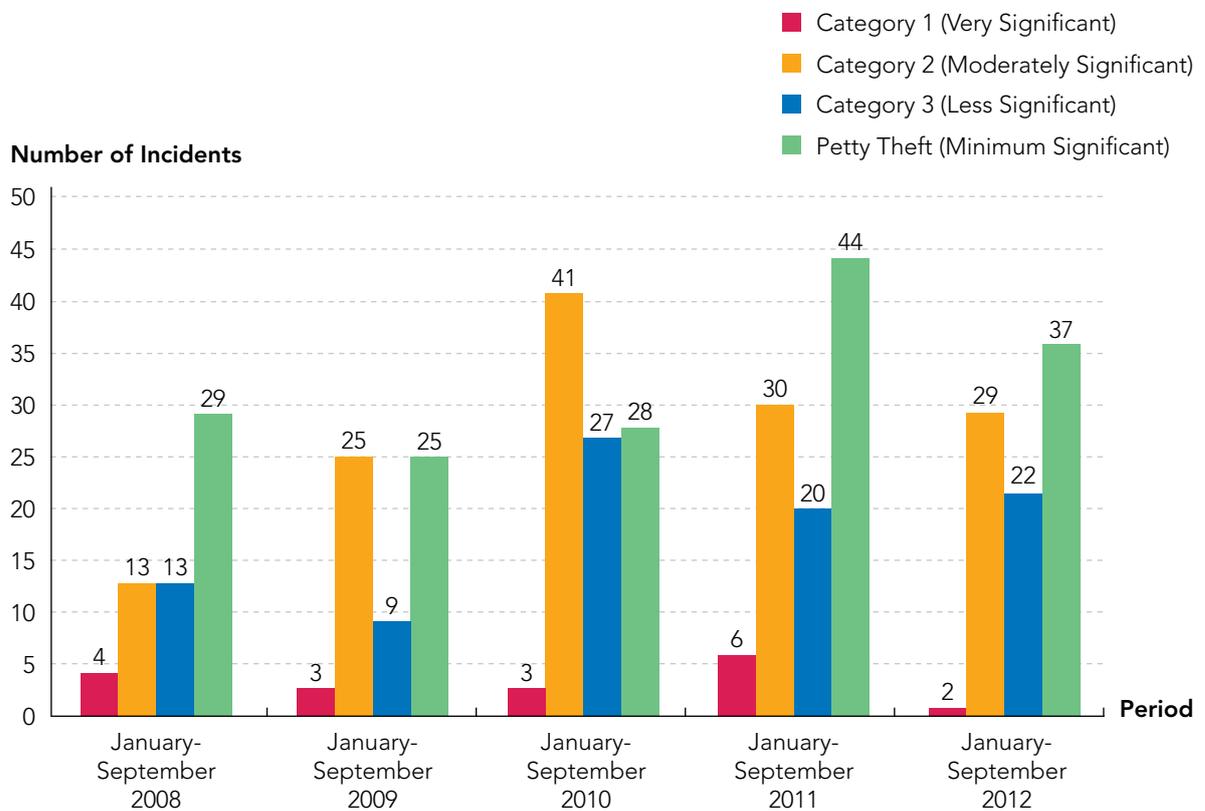


Chart 1 – Significance level of actual incidents reported during January-September (2008-2012)

Overall, the number of Category 1 incidents and petty theft incidents reported during January-September 2012 had decreased while the number of Category 2 incidents and Category 3 incidents had remained fairly consistent compared to the same period in 2011. However, the total number of incidents reported during January-September 2012 are still higher compared to the same period in 2008 and 2009.

Situation Update

Very significant incidents (Category 1)

Two Category 1 incidents were reported during January-September 2012, involving the hijacking of tug boats towing barges. On 17 Apr 12, tug boat, *Wantas 6* was towing barge, *Wantas VII* at approximately 35 nm off Sarawak in the South China Sea when 20 pirates boarded the boat. The second hijacking incident occurred on 27 Jul 12 involving tug boat, *Woodman 38* towing barge, *Woodman 39* between Kudat and Pulau Banggi, Sabah, East Malaysia. In both incidents, the crew was abandoned by the hijackers, set adrift on life rafts, and was subsequently rescued by passing vessels.

All Category 1 incidents reported during the five-year reporting periods involved vessels while underway. Of the 18 Category 1 incidents reported during January-September 2008-2012, 12 involved the hijacking of vessels and six were incidents of armed robbery, which were carried out by pirates/robbers who operated in groups of between 10 to 20 men and were armed with guns. Among the 12 hijacking incidents, 10 incidents involved tug boats towing barges, one involved a tanker and another one involved two fishing vessels.

Moderately significant incidents (Category 2)

The number of Category 2 incidents decreased from its peak of 41 incidents during January-September 2010 to 30 incidents during January-September 2011 and 29 incidents during January-September 2012. Among the Category 2 incidents reported during January-September 2012, majority involved pirates/robbers operated in groups of four to nine men who were mostly armed with knives, machetes and/or guns. The pirates/robbers involved in some of the Category 2 incidents were relatively more violent as they threatened and assaulted the crew. The pirates/robbers usually targeted ship stores, cargoes, engine spares, cash, and crew's personal belongings.

During January-September of 2008-2011, majority of the Category 2 incidents involved vessels while underway. However, during January-September 2012, 55% (16 out of 29) of the Category 2 incidents involved vessels at anchor/berth at ports and anchorages. Among the 16 Category 2 incidents involving vessels at anchor/berth, seven incidents occurred at the ports and anchorages in Indonesia (Balikpapan, Belawan, Dumai, Pulau Batam and Samarinda), two in Bangladesh (Chittagong), two in India (Kakinada and Mumbai), two in Malaysia (Tanjung Piai), two in Vietnam (Cailan and Haiphong) and one in the Philippines (Manila).

Chart 2 shows the status of ships involved in Category 2 incidents reported during January-September of 2008-2012.

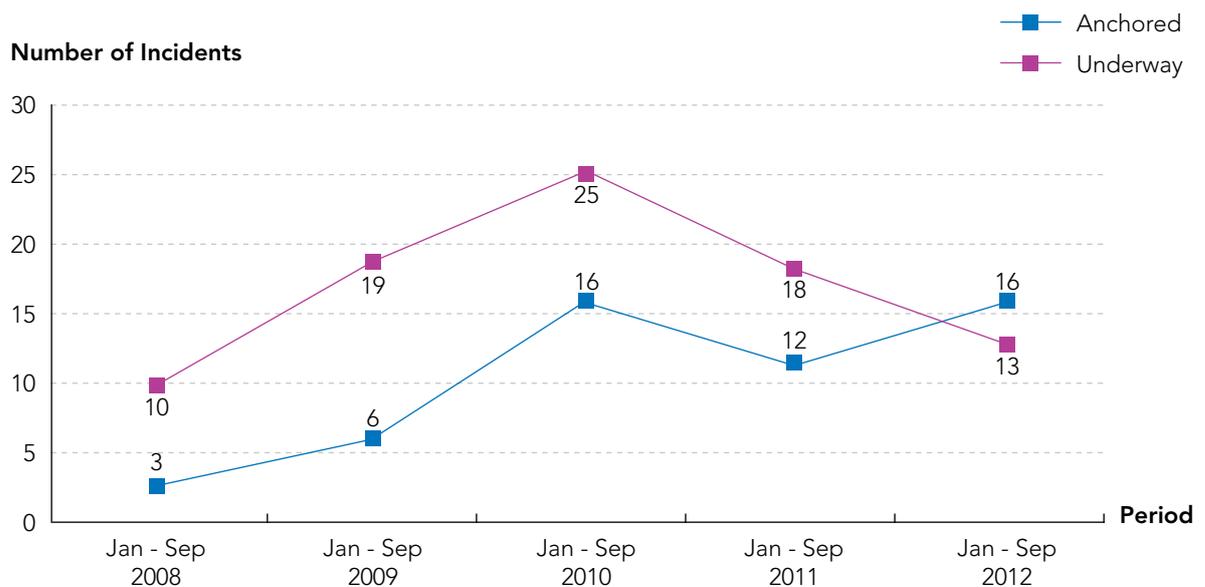


Chart 2 – Status of ships of CAT 2 incidents reported during January-September (2008-2012)

Situation Update

Less significant incidents (Category 3) and minimum significant incidents (Petty Theft)

The number of Category 3 incidents and petty theft incidents had stabilised over the past three reporting periods (January-September of 2010-2012). Majority of the Category 3 and petty theft incidents reported throughout the five-year reporting periods occurred while the vessels were anchored or berthed at ports and anchorages. During January-September 2012, 92% (54 out of 59) of the Category 3 and petty theft incidents involved vessels at anchor/berth. Of these, 36 incidents occurred at the ports and anchorages in Indonesia, while the other 18 incidents occurred at the ports and anchorages in Bangladesh (eight), India (four), Malaysia (four), Philippines (one) and Vietnam (one).

Chart 3 shows the status of ships that were involved in Category 3 and petty theft incidents reported during January-September of 2008-2012.

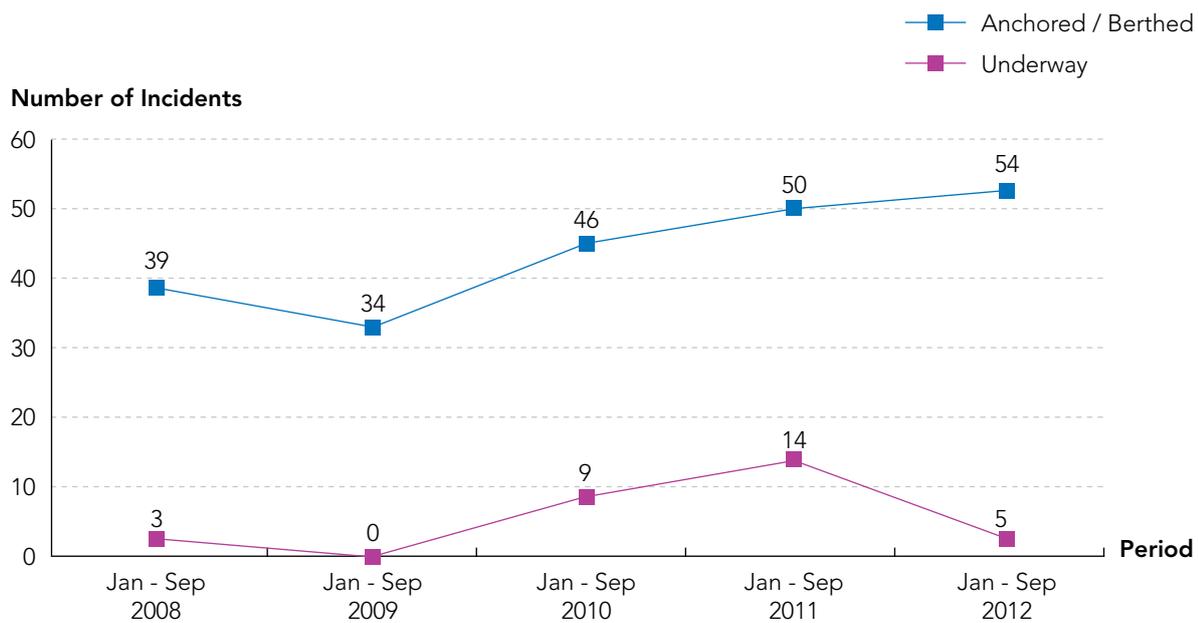


Chart 3 – Status of ships of CAT 3 and petty theft incidents reported during January-September (2008-2012)

Location of Incidents Reported during January-September of 2008-2012

	Jan-Sep 08		Jan-Sep 09		Jan-Sep 10		Jan-Sep 11		Jan-Sep 12	
	Actual	Attempted								
East Asia										
China					1					
Sub-total					1					
South Asia										
Arabian Sea								4		
Bangladesh	7	2	11	2	18	2	7		10	
Bay of Bengal					1			1		
India	10	1	7	1	5		6	2	6	1
Sub-total	17	3	18	3	24	2	13	7	16	1
Southeast Asia										
Gulf of Thailand					1					
Indonesia	17	1	8	2	24	9	35	1	45	2
Malaysia	6		10	3	13		11	3	7	
Myanmar			1							
Philippines	5	1	2	1	4		4		3	
Singapore					2		3		1	
South China Sea	4	2	10	1	17	7	10	6	4	
Straits of Malacca and Singapore	3	4	5	2	2	3	18	2	11	1
Thailand			1		1					
Vietnam	7	1	7		10		6		3	1
Sub-total	42	9	44	9	74	19	87	12	74	4
Overall Total	59	12	62	12	99	21	100	19	90	5

Table 1 – Location of Incidents during January-September (2008-2012)

1. 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.

Situation Update

There has been an improvement in the situation of piracy and armed robbery against ships in the Asian region during January-September 2012. In the South Asian region, 17 incidents (16 actual incidents and one attempted incident) were reported during January-September 2012, which is the lowest among the five-year reporting periods. The improvement was mainly attributed to the marked decrease in the number of attempted incidents reported during January-September 2012. Notably, there has been an increase in the number of incidents reported in Bangladesh during January-September 2012 compared with the same period in 2011. Enhanced vigilance and increase in surveillance are encouraged at the ports and anchorages in Bangladesh.

In the Southeast Asian region, 78 incidents (74 actual incidents and four attempted incidents) were reported during January-September 2012, which is the lowest among the past three-year reporting periods (January-September of 2010-2012). Improvements were apparent in Malaysia, South China Sea, the Straits of Malacca and Singapore, and Vietnam. While there has been an overall improvement in the Southeast Asian region during January-September 2012, ship masters and crew were advised to continue to exercise vigilance when their vessels were anchored and berthed at the ports and anchorages in Indonesia.

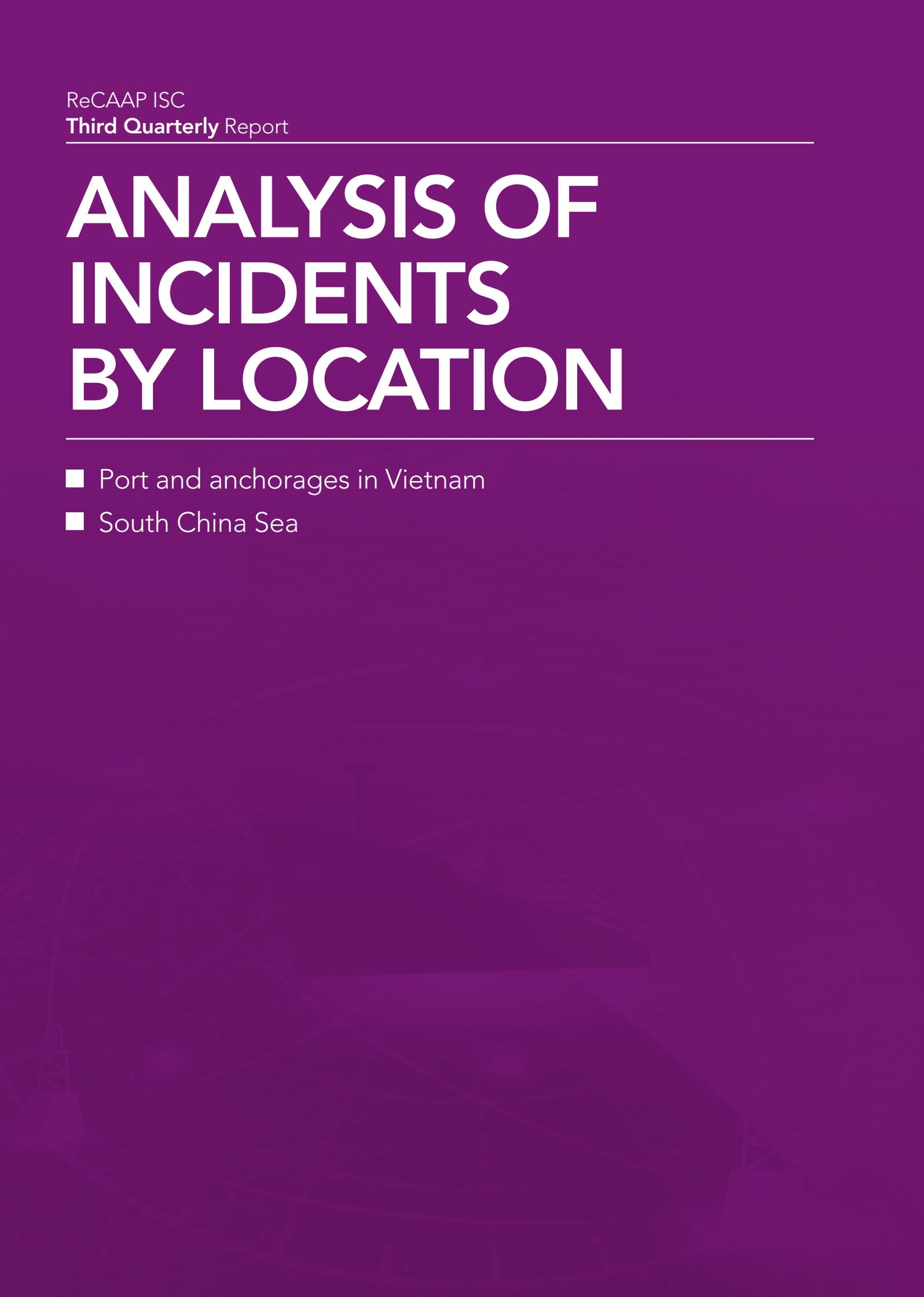
Map 1 shows the location of all incidents reported during January-September 2012¹.



Map 1 – Location of Incidents reported during January-September 2012

Legend	
●	Category 1 (Very Significant)
●	Category 2 (Moderately Significant)
●	Category 3 (Less Significant)
●	Petty Theft (Minimum Significant)
▲	Attempted Incident

ANALYSIS OF INCIDENTS BY LOCATION

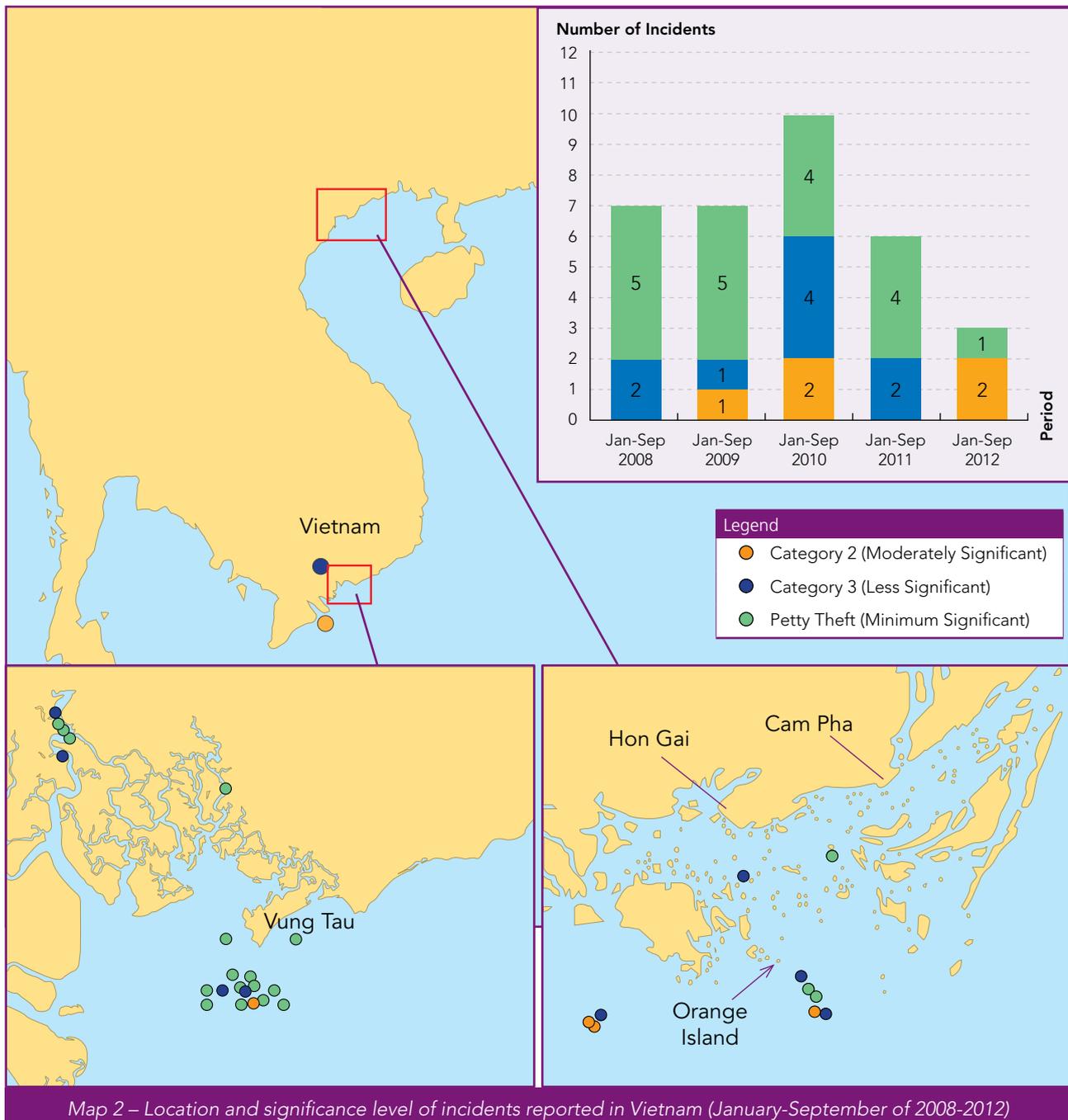
- Port and anchorages in Vietnam
 - South China Sea
- 

PART
TWO

Analysis of Incidents by Location

Port and anchorages in Vietnam

The situation of robbery onboard ships at the ports and anchorages in Vietnam has improved during January-September 2012 compared to the same period of 2008-2011. During January-September 2012, three incidents were reported which was also the lowest number reported among the five-year periods.



Map 2 shows the location and significance level of the incidents reported at the ports and anchorages in Vietnam during January-September of 2008-2012. Majority were Category 3 and petty theft incidents. Of the 33 incidents reported during January-September 2008-2012, five were Category 2 incidents, nine were Category 3 incidents and 19 were petty theft incidents. In most of the Category 3 and petty theft incidents, the robbers operated in small groups of one to three men, not armed, did not harm the crew and more interested in stealing ship stores and engine spares.

Of the three incidents reported during January-September 2012, two were Category 2 incidents and one was a petty theft incident. Both Category 2 incidents occurred in the northern part of Vietnam while the petty theft incident occurred in the south.

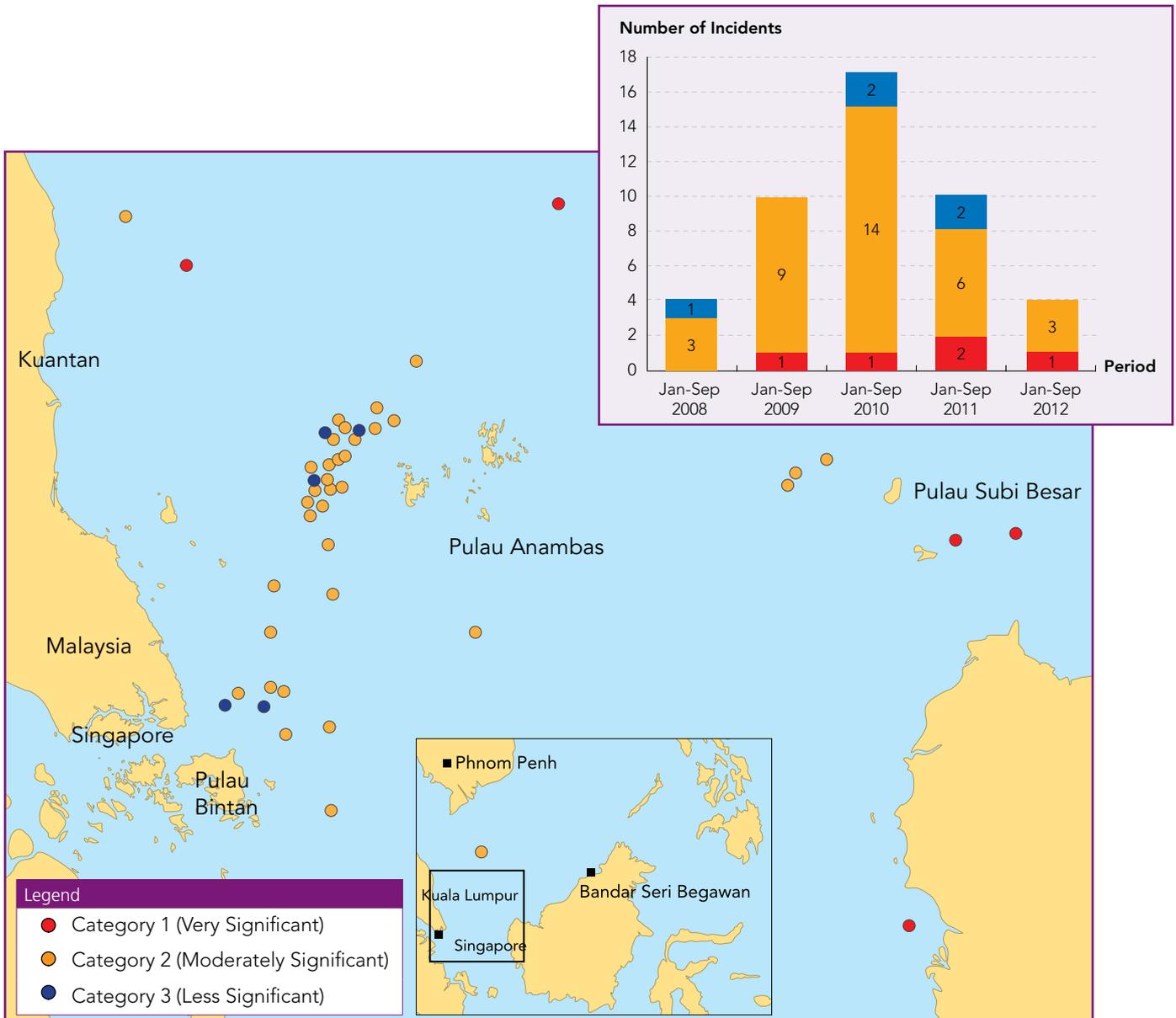
The ReCAAP ISC observed that majority of the incidents reported during January-September of 2008-2010 occurred at the port of Vung Tau. However, during the same period in the recent two years (January-September of 2011-2012), six of the nine incidents occurred at the ports of Cai Lan, Cam Pha, Hai Phong and Hon Gai; and three occurred at the port of Vung Tau.

The ReCAAP ISC encourages close linkage and engagement between the authorities and the maritime communities to promote the need to report all incidents promptly so that the authorities could take the appropriate response accordingly.

Analysis of Incidents by Location

South China Sea

There has been a marked improvement in the situation in the South China Sea during January-September 2012. During January-September 2012, four incidents comprising one Category 1 incident and three Category 2 incidents were reported. This is the lowest number of incidents reported in the South China Sea since January-September 2009. Map 3 below shows the location and significance level of incidents reported in the South China Sea during January-September of 2008-2012.



Map 3 – Location and significance level of incidents reported in the South China Sea (January-September of 2008-2012)

The improvement was most apparent in the vicinity off Pulau Anambas when no incident was reported there during January-September 2012 compared to four incidents reported during January-September 2008, eight during the same period in 2009, 11 in 2010 and three in 2011.

Throughout the five-year reporting periods, majority were Category 2 incidents. The pirates in these areas usually operated in groups of six to eight men, armed with knives or machetes, and in some incidents armed with guns. Upon boarding the vessel, the pirates would tie the crew and ransack the vessel for cash and the crew's personal belongings. The pirates did not harm the crew and escaped with their loot immediately.

There were five Category 1 incidents reported throughout the five-year reporting periods in the South China Sea. All were hijacking incidents involved tug boats towing barges. Notably, the hijacking incidents occurred either in April or May, and this was probably due to the favourable weather conditions and sea states during these periods of the year. The improvement in the situation in the South China Sea can be attributed to the increase in surveillance efforts by the littoral States and the anti-piracy measures adopted by ship masters and crew when transiting the area.

CASE STUDY OF SELECTED INCIDENT

- Armed robbery onboard *Scorpio* on 13 Sep 12
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PART
THREE

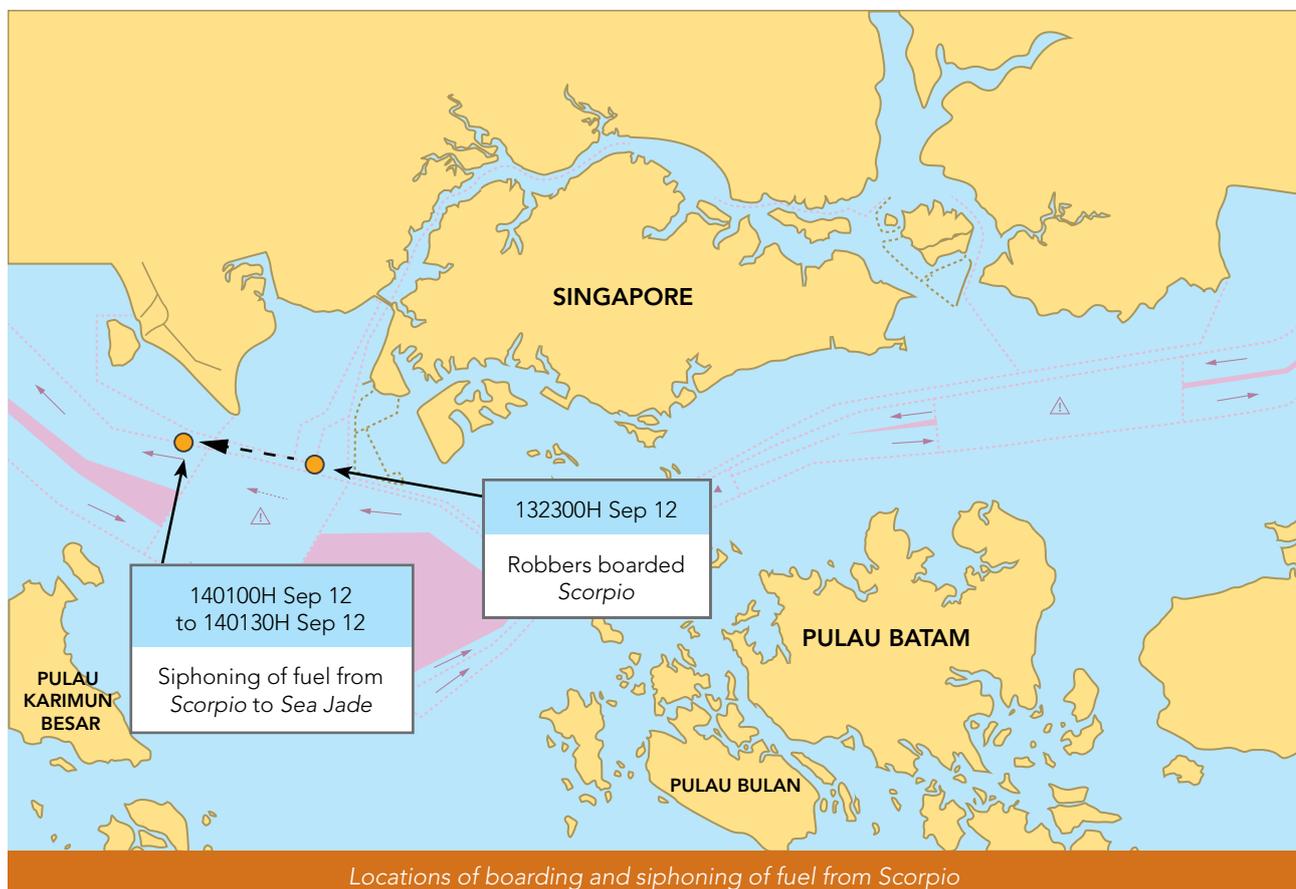
PART THREE

Case Study of Selected Incidents

Armed robbery onboard *Scorpio* on 13 Sep 12

Name of Ship <i>Scorpio</i>	IMO 7825112
Type of Ship Tanker	GT 1861
Flag of Ship Kiribati	

The manager of *Scorpio* reported to the ReCAAP Focal Point (Singapore) that on 13 Sep 12 at or about 2300 hrs (local time), *Scorpio* was anchored at location 01° 13.27' N, 103° 34.46' E when six masked robbers boarded the tanker. The robbers tied all crew and ordered the master to weigh anchor and proceed to anchor at another location at 01° 14.84' N, 103° 27.94' E between 0100 hrs and 0130 hrs on 14 Sep 12. When at the location, another tanker, *Sea Jade* came alongside *Scorpio*. See map below.



At or about 0215 hrs, the robbers onboard *Scorpio* saw a Malaysian Maritime Enforcement Agency (MMEA) patrol boat, *KM Marudu* in the vicinity and escaped in a high powered wooden boat. The patrol boat gave chase but was unable to intercept. According to the investigation carried out by MMEA, a crew from *Scorpio* was ordered to assist in the transfer of marine fuel oil from *Scorpio* to *Sea Jade* while the other 11 crew was locked inside the tanker's mess room. The robbers had impersonated as the crew of *Scorpio* and offered to sell fuel to *Sea Jade* at below market price. Almost 750 tons of fuel oil was siphoned from *Scorpio* to *Sea Jade*. The robbers left behind six parangs (long knives) onboard *Scorpio*, and escaped with the crew's personal belongings including cash, mobile phones and laptops.

Sea Jade and her 12 crew; together with *Scorpio* were detained by the MMEA to assist in further investigation.



Photograph courtesy of the Southern Maritime Region, MMEA

Sea Jade* alongside *Scorpio

Observations

This is the first time the ReCAAP ISC was informed about a tanker being boarded, and taken to another location where the marine fuel oil was siphoned to another vessel. The ReCAAP ISC commends the MMEA for their efforts in suppressing maritime crime in the region.

CONCLUSION

Conclusion

There has been an improvement in the situation of piracy and armed robbery against ships in Asia with a 20% decrease in total number compared to January-September 2010 and 2011. Improvements were reported in Malaysia, South China Sea, the Straits of Malacca and Singapore, and Vietnam.

However, more should be done to improve the situation at the ports and anchorages in Bangladesh and Indonesia. Ship masters and crew are strongly encouraged to exercise vigilance, maintain anti-piracy watches and report all incidents to the nearest coastal State and flag State. The authorities and relevant agencies are also advised to step up surveillance and implement strict enforcement in accordance with their national policies and jurisdictions.

Prompt reporting enables the authorities to orchestrate their responses and channel their limited resources to where it is most needed. By reporting, it also warns other seafarers about the incidents that had occurred in the area so that others will be alerted and exercise greater vigilance and adopt preventive actions when transiting the area.

NEWS SNIPPETS



PART
FOUR

News Snippets

MMEA Takes All Pirate Attacks Seriously

The Director of Operations of MMEA, Sarawak, Captain (Maritime) Abdul Razak Lebai Omar reiterated that although piracy attacks in Sarawak had not reached an alarming level, the MMEA will not take any piracy attack lightly. Two incidents of piracy have been reported in Sarawak so far in 2012. The MMEA has taken appropriate measures to ensure that Sarawak waters are free of piracy and among the measures was engaging an aircraft (Bombardier 415) to monitor the activities at sea. Captain (Maritime) Abdul Razak added that the MMEA has six vessels patrolling the waters of Sarawak daily to ensure the safety of fishermen and others as well as to reduce the number of maritime crimes.

<http://www.theborneopost.com/2012/08/03/mmea-takes-all-pirate-attacks-seriously/#ixzz28fIWmSd1>

Regional Information Sharing System Proposed to Watch Troubled Waters

At the 3rd ASEAN Maritime Forum held in Philippines from 3 to 5 Oct 12, Indonesia and the Philippines proposed that Southeast Asian countries should create a regional information sharing system to watch waters troubled by territorial disputes, piracy, smuggling and rapid degradation of marine resources. The proposal explained that "maritime security concerns are increasingly trans-boundary and multi-dimensional in nature". It further added that "robust information sharing in the region will allow each country to better deal and respond to cross-border threats which would be difficult to monitor alone". The proposal also mentioned that ASEAN can tap existing information sharing arrangements in the region to create such an information sharing system that adheres to international laws.

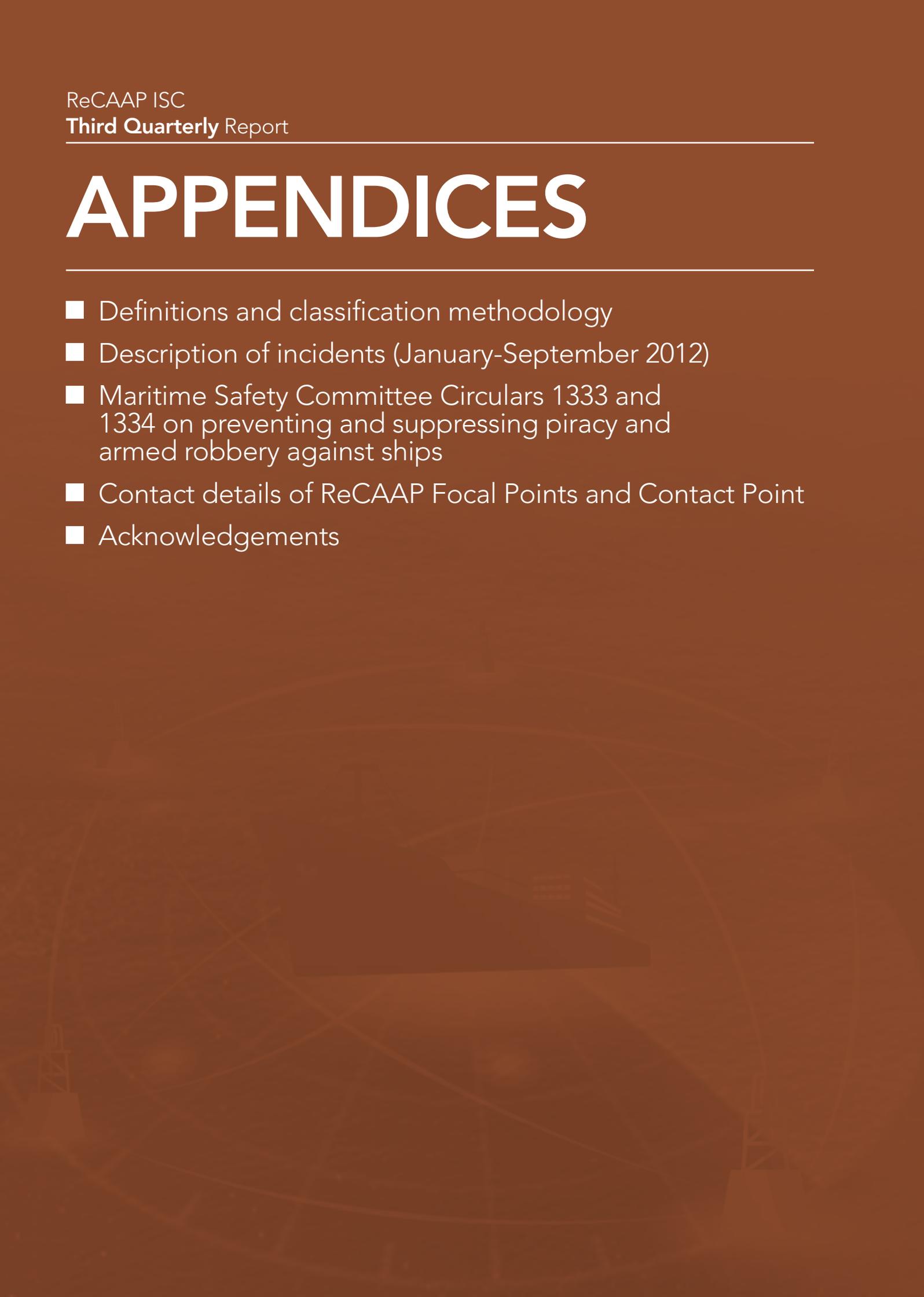
<http://www.thejakartaglobe.com/international/southeast-asian-watch-of-troubled-waters-urged/548159>

India taking steps to tackle piracy: Antony

During the 8th Heads of Asian Coast Guard Agencies Meeting (HACGAM) in India, India's Defence Minister, Mr A K Antony reported that India was taking measures to strengthen its capabilities to tackle piracy and terrorism on high seas, which were threatening the stability of the Asian region. Mr Antony added that nations in the region can "prevent crimes at sea through an increase in information sharing, mutual training assistance and proactive interactions". As an example, he cited that the Indian Navy and Indian Coast Guard had participated in joint exercises with many Asian nations regularly.

http://www.thestatesman.net/index.php?option=com_content&view=article&id=425462&catid=36

APPENDICES

- Definitions and classification methodology
 - Description of incidents (January-September 2012)
 - Maritime Safety Committee Circulars 1333 and 1334 on preventing and suppressing piracy and armed robbery against ships
 - Contact details of ReCAAP Focal Points and Contact Point
 - Acknowledgements
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PART
FIVE

Appendices

Definitions & Classification Methodology

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - a. any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - b. any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - c. any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO Assembly Resolution A.1025(26)), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - a. any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - b. any act of inciting or of intentionally facilitating an act described above.

Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner's consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following pre-requisites:

- a. Incident meets the criteria to be considered as an act of armed robbery against ships, and
- b. Incident is categorised as a Category 3 incident, and
- c. The robbers who boarded the vessel were not armed or no reports that they were armed, and
- d. The crew of the vessel was not harmed or no reports that the crew was harmed

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.

Appendices

- 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 four categories to determine their overall significance.

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

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

Description of Incidents (January-September 2012)

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1 ■	<i>Grace One</i> Bulk carrier Liberia 9216640 38731	01/01/12 2105 hrs	03° 44' S, 114° 27' E Taboneo Anchorage, Indonesia	While at anchor, the duty A/B noticed one robber onboard the bulk carrier at the starboard hawse pipe trying to break open the lock. One boat was noticed nearby with two other persons onboard. The alarm was raised and the crew mustered. The robber jumped into the water and escaped in the waiting boat. Nothing was stolen. <i>[IMO]</i>
2 ■	<i>San Amerigo</i> Container ship Liberia 9344693 22914	03/01/12 1745 hrs	14° 36.60' N, 120° 53.10' E Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	While at anchor, the bosun was preparing the anchor for heaving up when he noticed that the steel plate for hawse pipe was opened and a small boat was seen leaving the container ship's head with several persons onboard. The crew immediately conducted an investigation and discovered that the padlock for the immersion suit box was broken and six immersion suits and starboard life raft were missing. The portside life raft padlock and skylight padlock were also broken. The master reported the incident to the MICT and the local agent. <i>[ReCAAP Focal Point (Philippines)]</i>
3 ■	<i>Pearl River Bridge</i> Container ship Hong Kong, China 9444986 17211	06/01/12 0430 hrs	Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	While at anchor, the bosun and Ordinary Seamen (OS) were preparing to heave the anchor when they spotted the Electrician Mate being held hostage by two robbers at the forward station. The Electrician Mate was conducting his security rounds at the forecandle deck when he was grabbed and held at knifepoint by the robbers. The robbers broke into the bosun store and took away spare parts of the reefer container, portable lights, mobile phone, torch, three fire hoses with nozzles, hydraulic jack and six immersion suits. The ship alarm was raised and the robbers escaped through the anchor hawse pipe along the anchor chain. <i>[ReCAAP Focal Point (Philippines)]</i>
4 ■	<i>Sarah Schulte</i> Container ship Germany 9294159 28592	07/01/12 2215 hrs	Jakarta Roads, Indonesia	While at anchor, seven armed robbers boarded the container ship. The duty watchman found the steering gear door open and entered to investigate. The robbers held the watchman hostage, covered his eyes with plastic and stole his walkie talkie. One robber stood guard with the watchman while the others entered the engine room. After 20 min, the robbers left the engine room and escaped. The duty watchman went to the bridge and raised the alarm. <i>[IMO]</i>

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)
 ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5 ■	Product tanker	11/01/12 0340 hrs	01° 17.30' S, 116° 48' E Balikpapan Inner Anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the product tanker via the anchor chain. They were spotted by the duty A/B who reported the incident to the Duty Officer at the bridge. The alarm was raised. The robbers stole ship stores and escaped in a waiting boat. [IMO]
6 ■	<i>Triton Lark</i> Bulk carrier Panama 9302841 31275	13/01/12 0240 hrs	01° 41' S, 116° 38' E Adang Bay Anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier via the forecastle while the duty crew was busy tending to cargo operations. When the duty crew returned to the forecastle, two robbers pushed him and escaped in a waiting boat. On investigating, it was discovered that the forward store had been broken into and the ship's stores stolen. [IMO]
7 ■	<i>Maersk Prime</i> Tanker Singapore 9180920 61764	19/01/12 0600 hrs	21° 18.10' N, 091° 43.60' E Approximately 26 nm south-southwest of Kutubdia Island, Bangladesh	While at anchor, the duty personnel on their security rounds discovered that two life rafts were missing. The life rafts were believed to have been stolen from the port side. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
8 ■	<i>Hana</i> Bulk carrier Malta 8413497 24652	21/01/12 0500 hrs	22° 14' N, 91° 44.20' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, the duty watchman heard a small boat approaching the bulk carrier. Subsequently, he noted some movements on the forecastle deck and informed the Duty Officer. On reaching the forecastle, the duty watchman and the Duty Officer noticed a robber stealing the ship's stores. On confronting the robber, they were attacked and the Duty Officer was injured. The duty watchman returned to the accommodation and raised the alarm. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard rendered assistance to the vessel and the injured Duty Officer. [IMO]
9 ■	<i>Fairchem Birdie</i> Chemical tanker Marshall Islands 9423724 15192	22/01/12 0300 hrs	01° 42.30' N, 101° 27' E Dumai Inner Anchorage, Indonesia	While at anchor, four robbers armed with knives boarded the chemical tanker. They entered the engine room, tied up the Duty Engineer and stole the ship's stores. They took the Duty Engineer to the stern and disembarked into a waiting boat. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10 ■	<i>OXL Lotus</i> Ro-Ro cargo ship Germany 9144471 5752	22/01/12 2215 hrs	22° 11.90' N, 091° 42.25' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, five robbers boarded the vessel from two boats. The robbers stole three mooring ropes and escaped. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. Upon receipt of the information, the Bangladesh Coast Guard conducted a search in the area for the robbers but they had already escaped. After an extensive search, the Bangladesh Coast Guard recovered the stolen ropes on Kutubdia Island on 25 Jan 12. [ReCAAP Focal Point (Bangladesh)]
11 ■	<i>Mid Nature</i> Chemical tanker Cayman Islands (UK) 9542154 11987	23/01/12 0610 hrs	01° 42' N, 101° 26' E Dumai Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers armed with knives boarded the chemical tanker and held the duty motor man hostage. The duty Third Engineer noticed the robbers and informed the Duty Officer who raised the alarm. On hearing the alarm, the robbers escaped with some engine spares. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
12 ■	<i>Annette</i> General cargo ship Antigua & Barbuda 9266554 8383	25/01/12 0100 hrs	22° 47.50' N, 070° 02.05' E Kandla Anchorage, India	While at anchor, 10 robbers boarded the general cargo ship, stole the ship's stores and escaped unnoticed. [ReCAAP Focal Point (India)]
13 ■	<i>Istrian Express</i> Container ship Gibraltar (UK) 9474383 12514	27/01/12 2230 hrs	20° 38.40' N, 106° 53' E Haiphong Anchorage, Vietnam	While at anchor, eight robbers armed with knives boarded the container ship. They held the AB hostage, forced him into the bosun store and tied him. The robbers stole six mooring ropes, one power cable and paints before they escaped. As the A/B was not answering calls on the walkie talkie, a search party was sent forward to locate him. [ReCAAP Focal Point (Vietnam)]
14 ■	<i>Golden Fountain</i> Chemical tanker Panama 9401403 7745	28/01/12 0340 hrs	05° 48' N, 118° 05' E Sandakan Inner Anchorage, Sabah, Malaysia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The Duty A/B during his rounds sighted the robbers and informed the Duty Officer immediately. Noting that the crew had been alerted, the robbers escaped in their small speed craft with ship stores. [Shipping company]
15 ■	<i>MP Panamax 5</i> Bulk carrier Singapore 9202807 38633	28/01/12 0450 hrs	01° 24.03' S, 116° 57.03' E Balikpapan Anchorage, Indonesia	While at anchor, four robbers armed with a gun and knives boarded the bulk carrier during cargo operations. The robbers tried to attack the duty A/B, who managed to escape and inform the 2/O. The alarm was raised and all crew mustered. The crew proceeded towards the robbers, who fired four warning shots and escaped with some ship's stores. The crew was not injured. [IMO]

Appendices

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16 ■	<i>Fuji Spirit</i> Oil tanker Bahamas 9268112 57664	30/01/12 0500 hrs	Off Karimun Transshipment area, Indonesia	<p>While at anchor, a robber boarded the oil tanker from the starboard quarter while the crew was draining the hoses after cargo operations. The crew was alerted to the robber's presence and rushed to the starboard deck store. The robber jumped overboard and escaped in a waiting boat, heading towards the direction of Pulau Nipa. Upon investigation, nothing was stolen from the vessel. The incident was reported to the Karimun Pilots, who informed the local authorities.</p> <p>[Shipping company]</p>
17 ■	<i>Siteam Neptun</i> Chemical tanker Liberia 9185499 27185	01/02/12	01° 07' N, 104° 10' E Batam Outer Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the chemical tanker. The robbers stole ship stores before they escaped. The incident was reported to the local authorities.</p> <p>[IMO]</p>
18 ■	<i>Toll Galaxy</i> Tug boat Singapore 9367047 268 <i>Toll 3310</i> Barge Singapore	01/02/12 1300 hrs	01° 14.30' N, 104° 00.50' E South of Changi in the east bound lane of Traffic Separation Scheme (TSS), Straits of Malacca and Singapore	<p>While the tug boat towing a barge was enroute to Pasir Gudang, Malaysia from Singapore, 10 small boats surrounded the barge which was loaded with a cargo of scrap iron. Two robbers boarded the barge from one of the small boats.</p> <p>A Republic of Singapore Navy (RSN) ship appeared in the vicinity at or about 1315 hrs. On seeing the presence of the RSN ship, the two robbers returned to the small boat and took with them some scrap iron. The 10 small boats continued to follow the tug boat and barge as the vessels proceeded to Pasir Gudang, with the RSN ship monitoring from a distance. At or about 1530 hrs, the small boats stopped following the tug boat and barge, and dispersed.</p> <p>The master reported the incident to the Singapore Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore), RSN, Singapore Police Coast Guard, the Indonesian Navy (TNI-AL) and the Information Fusion Centre (IFC). The Singapore POCC also promulgated a broadcast to warn all ships to maintain a good anti-piracy watch when transiting the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
19 ■	Ocean 6 Accommodation barge India 2589	03/02/12 0450 hrs	18° 53.25' N, 072° 52.33' E Approximately 2.6 nm off Dolphin Light, Mumbai Harbour, India	<p>While at anchor, eight robbers in a small rubber dinghy boat boarded the barge. The robbers held the duty seaman hostage and stole ship stores, namely shackles, nylon ropes, snatch block, clamp and chairs. One of the crew fell when he was evading the attack by the robbers.</p> <p>The incident was reported to VTMS Mumbai and the MRCC informed the Coast Guard Ops Room, local police authorities and Mumbai Port. A patrol boat was despatched to the accommodation barge and details of the incident were obtained. The Indian Navy and local authorities were also informed.</p> <p>[ReCAAP Focal Point (India)]</p>
20 ■	Tequila Sunrise Bulk carrier Marshall Islands 9402110 19800	04/02/12 0300 hrs	03° 23.20' N, 099° 27.50' E Tanjung Port, Indonesia	<p>While at anchor, two robbers armed with knives boarded the bulk carrier and entered the engine room. Upon realising the presence of the robbers, the Second Officer alerted the Chief Engineer and the master. A public address announcement was made and the crew mustered. Nothing was reported to be stolen. The oiler on watch was noticeably disturbed by the incident. The incident was reported to the port and Indonesian authorities, who conducted an investigation.</p> <p>[IMO]</p>
21 ■	Swarna Godavari Product tanker India 9414826 42845	07/02/12 0545 hrs	01° 06.20' N, 103° 28.70' E Karimun Anchorage, Indonesia	<p>While at anchor, three robbers armed with rods boarded the product tanker. The duty crew on security rounds discovered the robbers at poop deck and raised the alarm immediately. Noting that the crew had been alerted, the robbers escaped empty-handed. The incident was reported to the port authorities.</p> <p>[IMO]</p>
22 ■	Warnow Mars General cargo ship Liberia 9509712 22863	10/02/12 0400 hrs	07° 06.50' S, 112° 39.80' E Gresik Inner Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the general cargo ship, stole ship's stores and escaped unnoticed. The incident was reported to the local authorities.</p> <p>[IMO]</p>
23 ■	Clipper Morning Bulk carrier Bahamas 9255191 17944	12/02/12 0220 hrs	20° 40' N, 107° 14' E Cailan Outer Anchorage, Vietnam	<p>While at anchor, seven robbers boarded the bulk carrier using a hook and rope. The duty AB noticed the robbers and informed the bridge who raised the alarm. All crew was mustered. The robbers threatened the AB with knives, broke the forepeak store lock and stole ship's stores. The crew tried to stop the robbers but they threw knives, sticks and iron rods at them, and started lowering the stolen stores into their boat. The master stopped the crew from confronting the robbers as some of them were armed with pistols. The robbers escaped with the stolen stores in a small motor boat.</p> <p>[IMO]</p>

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)
 ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
24 ■	<p><i>Kim Hock Tug 3</i> Tug boat Singapore 9399686 253</p> <p><i>L K H 3883</i> Barge Singapore</p>	13/02/12 1859 hrs	<p>01° 12.54' N, 103° 33.80' E</p> <p>Approximately 4.29 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca and Singapore)</p>	<p>While the tug boat towing a barge was enroute to Pulau Karimun, Indonesia from Singapore, six robbers boarded the barge. The master of the tug boat reported that the robbers stole some scrap iron from the barge and escaped in their boats. The crew was not injured and the vessel did not sustain any damages.</p> <p>The master reported the incident to the Singapore POCC, who in turn informed the Singapore Police Coast Guard, IFC, Maritime Rescue Coordination Centre (MRCC) Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also initiated a broadcast to alert all mariners in the vicinity, and advised the master to keep anti-piracy watch while she continued her voyage to Pulau Karimun.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
25 ■	<p><i>Hellen</i> Chemical tanker Singapore 9330783 11729</p>	23/02/12 0330 hrs	<p>03° 23' N, 099° 27' E</p> <p>Off Kuala Tanjung, northeast coast of Sumatra, Indonesia</p>	<p>While underway, four robbers in two fishing boats approached and boarded the chemical tanker. The four robbers armed with long knives were reported to have entered the engine room. The robbers slapped and kicked the rating at the engine room before they tied him. The Second Engineer spotted the robbers and raised the alarm. The robbers escaped with some spares upon realising that the crew was aware of their presence. The incident lasted about 20 min. The incident was reported to the local authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26 ■	<p><i>Crest Gold 1</i> Tug boat Singapore 9468267 472</p> <p><i>Crest 282</i> Barge Singapore</p>	26/02/12 0130 hrs	<p>01° 16.10' N, 104° 17.60' E</p> <p>Approximately 5.7 nm south of Pulau Mungging, Malaysia (Straits of Malacca and Singapore)</p>	<p>While the tug boat towing a barge was underway, four robbers armed with guns boarded the tug boat. The robbers took away a laptop and some valuables from the crew before leaving the tug boat. All crew was reported to be safe, and the tug boat continued its passage to Kuantan, Malaysia.</p> <p>The master reported the incident to Singapore POCC, Singapore Police Coast Guard, RSN, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also promulgated navigational broadcast to inform all ships about the incident and to maintain vigilance when passing the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
27 ■	<i>Kimtrans Laut</i> Tug boat Malaysia 9398503 270 <i>Toll 3310</i> Barge Singapore	29/02/12 1250 hrs	01° 14.23' N, 104° 02.59' E Approximately 4 nm north of Pulau Batam, Indonesia (Straits of Malacca and Singapore)	While the tug boat towing a barge was enroute to Pasir Gudang, Malaysia from Singapore, eight small boats came alongside the barge. An unknown number of robbers boarded the barge which was loaded with scrap iron. At or about 1310 hrs, the master reported that the robbers had left the barge with some scrap iron but a few boats were still in the vicinity of the tug boat. The incident was reported to Singapore POCC, who promulgated a broadcast to advise all vessels passing the vicinity to maintain anti-piracy watch. The Singapore POCC also informed the Singapore Police Coast Guard, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia) about the incident. [ReCAAP Focal Point (Singapore)]
28 ■	<i>Ocean Arrow</i> Container ship Hong Kong, China 9335800 18123	29/02/12 1745 hrs	21° 44' N, 091° 37' E Approximately 12 nm west of Kutubdia Island, Bangladesh	While at anchor, an unknown number of robbers boarded the container ship. The robbers stole aft mooring ropes and escaped. The master reported the incident to the port authority and local agent. [ReCAAP Contact Point (Hong Kong)]
29 ■	<i>Tenyoshi Maru</i> Bulk carrier Panama 9520912 32305	03/03/12 2355 hrs	17° 02.88' N, 082° 25.15' E Approximately 8.5 nm off Vakalapudi Light, India	While at anchor, 10 robbers armed with knives boarded the bulk carrier from two motor boats. Upon discovering the robbers onboard the vessel, the alarm was raised and crew mustered. The robbers escaped with two mooring ropes. The master reported the incident to the port control and the agent of the vessel. [ReCAAP Focal Point (India)]
30 ■	<i>Ocean Amazing</i> Bulk carrier Singapore 9162942 25967	11/03/12 0130 hrs	06° 01' S, 106° 53' E Approximately 6 nm north of Jakarta, Indonesia	While at anchor, two robbers in a fishing boat approached the bulk carrier. The robbers boarded the vessel and entered the engine store room. The duty oiler, who was on routine rounds, spotted the robbers and raised the alarm. The robbers escaped upon hearing the alarm and took with them some engine spare parts. [ReCAAP Focal Point (Singapore)]
31 ■	<i>German S</i> Container ship Antigua & Barbuda 8901858 24344	14/03/12 0205 hrs	22° 11.50' N, 091° 42.18' E Approximately 5.5 nm off Patenga Point Light, Bangladesh	While at anchor, three robbers boarded the container ship. The robbers stole two mooring ropes and escaped. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard despatched a patrol ship immediately and carried out an extensive search but the robbers had already escaped. [ReCAAP Focal Point (Bangladesh)]

Appendices

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
32 ■	<i>Tinus</i> Liberia	15/03/12 0315 hrs	22° 09.50' N, 091° 44.80' E Approximately 5 nm south-southwest of Patenga Light, Chittagong Anchorage, Bangladesh	While at anchor, three robbers boarded the vessel, stole three mooring ropes and two fire hoses, and escaped. The incident was reported to the Bangladesh Coast Guard, who proceeded towards the location of incident immediately and carried out an extensive search for the robbers but the robbers were nowhere to be found. [ReCAAP Focal Point (Bangladesh)]
33 ■	<i>Ina-Lotte</i> Bulk Carrier Liberia 9574030 23268	18/03/12 2130 hrs	Balikpapan Inner Anchorage, Indonesia	While at anchor, three robbers boarded the bulk carrier. They broke into the forward store and stole ship's stores. Duty A/B and Third Engineer spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped in their waiting boat. The port authorities had been informed. [IMO]
34 ■	<i>Maple Express</i> Oil tanker Hong Kong, China 9258351 27969	20/03/12 0305 hrs	22° 08.70' N, 091° 46.7' E Approximately 5 nm off Patenga Point Light, Bangladesh	While at anchor, nine robbers armed with knives boarded the oil tanker. They stole a messenger rope and a mooring rope before they escaped. Upon receipt of the information, the Bangladesh Coast Guard despatched a patrol boat to the location of the incident. The Bangladesh Coast Guard also conducted an extensive search in all probable areas but could not locate the robbers. [ReCAAP Focal Point (Bangladesh)]
35 ■	<i>Andakini</i> Tanker Comoros	22/03/12 0003 hrs	22° 15.70' N, 091° 44.55' E Approximately 3.9 nm off Patenga Point Light, Bangladesh	While at anchor, six robbers armed with knives boarded the tanker from a wooden boat. They stole a mooring rope and escaped. Upon receipt of the report, the Bangladesh Coast Guard despatched a patrol ship to the location of the incident. The crew informed that the robbers had escaped in a country boat. The Bangladesh Coast Guard patrol ship carried out an extensive search for the robbers and at or about 0230 hrs, they apprehended three robbers and recovered 40m of rope from the robbers' boat. [ReCAAP Focal Point (Bangladesh)]
36 ■	<i>Ginga Tiger</i> Chemical Tanker Panama 9278715 16232	22/03/12 0215 hrs	01° 42' N, 101° 27' E Dumai Port, Indonesia	While at anchor, six robbers armed with long knives boarded the chemical tanker from two small boats. The robbers held one of the crew hostage but he managed to free himself from the robbers. The crew then shouted about the presence of robbers onboard to alert the other crew. Upon realising that the crew had been alerted, the robbers escaped with stolen engine spares. [ReCAAP Focal Point (Japan), Shipping company]

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
37 ■	<i>Unique Harmony</i> Chemical tanker Hong Kong, China 9609914 29411	25/03/12 0300 hrs	01° 45' N, 101° 23.20' E Dumai Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the chemical tanker, stole engine spares and escaped. [ReCAAP Contact Point (Hong Kong)]
38 ■	<i>AS Ophelia</i> Chemical tanker Philippines 9340439 11561	03/04/12 0230 hrs	01° 43.10' N, 101° 26.30' E Dumai Inner Anchorage, Indonesia	While at anchor, duty crew onboard spotted two robbers armed with long knives. He immediately informed the duty officer who raised the alarm and sounded the ship's whistle. Upon realising the crew had been alerted, the robbers escaped. [IMO]
39 ■	<i>Diamond Orchid</i> Chemical tanker Singapore 9407067 11653	03/04/12 0423 hrs	01° 42.20' N, 101° 27.52' E Dumai Anchorage, Indonesia	While at anchor, a robber armed with knife boarded the chemical tanker. The duty crew spotted the robber onboard the vessel and raised the alarm to alert all crew. The robber escaped immediately upon hearing the alarm. A security check was conducted thereafter and no item was stolen from the vessel. All crew was reported to be safe. [ReCAAP Focal Point (Singapore)]
40 ■	<i>Genuine Galaxy</i> Chemical tanker Singapore 9565699 19899	06/04/12 0320 hrs	01° 42.40' N, 101° 28.80' E Dumai Anchorage, Indonesia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The duty AB had noticed two robbers and alerted the Officer-on-Watch (OOW), who sounded the alarm. Upon hearing the alarm, the two robbers who were detected escaped with another two robbers who appeared after the alarm was sounded. The four robbers escaped from the ship's portside using ropes with hooks. Nothing was stolen from the vessel and all crew were reported to be safe. [ReCAAP Focal Point (Singapore)]

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
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 ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
41 ■	<i>Aphrodite L</i> Bulk carrier Liberia 9487615 44262	07/04/12 0330 hrs	01° 11.10' S, 117° 11.50' E Muara Jawa Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the vessel, entered the forward store and stole ship stores. The duty AB sighted the robbers and alerted the duty officer. The alarm was raised and the robbers escaped with ship stores. [IMO]
42 ■	<i>Oriental Protea</i> Chemical tanker Panama 9330381 8259	08/04/12 0156 hrs	03° 54.70' N, 098° 46.20' E Belawan Anchorage, Indonesia	While at anchor, four armed robbers boarded the chemical tanker from a small boat. They stole ship stores and escaped. The local authorities were informed. [IMO]
43 ■	<i>Great Fish</i> Tanker Panama 8920115 3778	15/04/12 2200 hrs	01° 35' N, 104° 37' E Approximately 20 nm northeast of Horsburgh Lighthouse, Singapore (South China Sea)	While underway, seven pirates armed with guns and knives boarded the tanker when she was enroute from Singapore to Vietnam. The pirates threatened the crew, stole their money and personal possessions, and escaped in a boat. The crew was not injured. The shipping agent based in Singapore reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC, in turn notified MRCC Jakarta (Indonesia), MRCC Putra Jaya (Malaysia), the Republic of Singapore Navy (RSN) and the Singapore's Police Coast Guard (PCG). The Vietnam Maritime Security Information Centre also reported the incident to the ReCAAP ISC after they were informed by the ship master. [ReCAAP Focal Point (Singapore), Vietnam Maritime Security Information Centre]

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
44 ■	<p><i>Wantas 6</i> Tug boat Malaysia</p> <p><i>Wantas VII</i> Barge</p>	17/04/12 2300 hrs	Approximately 35 nm off Tanjung Dato, Sarawak, Malaysia (South China Sea)	<p>On 12 Apr 12, the tugboat towing a barge departed Langkawi, Malaysia for Tawau, Sabah. The vessels were scheduled to arrive at Tawau on 29 Apr 12. On 26 Apr 12, the owner of the vessels reported to the Malaysian Maritime Enforcement Agency (MMEA) that he lost communication with the master. The owner last communicated with the master on 16 Apr 12 at or about 1000 hrs (local time) when the vessels were passing Pulau Batam, Indonesia.</p> <p>On 26 Apr 12 at or about 1705 hrs (local time), the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that a barge, named <i>Wantas VII</i> was found at approximately 3.5 nm southeast of the South Islet, Cagayancillo, Palawan, Philippines. The PCG boarded the barge and discovered eight containers containing electrical/construction supplies/materials, of which some of them had been forcibly opened. The barge was subsequently towed to Cagayan de Oro City, Northern Mindanao, Philippines.</p> <p>Upon receipt of the report, the ReCAAP ISC alerted all ReCAAP Focal Points, MMEA and the Indonesian authorities about the barge, and requested all to look out for the missing crew and tug boat, <i>Wantas 6</i>.</p> <p>On 30 Apr 12, the MMEA reported to the ReCAAP ISC that the crew of <i>Wantas 6</i> was rescued by a passing Vietnamese fishing boat PY 2647 on 30 Apr 12 at about 1045 hrs (local time) in the South China Sea. The crew was in good health when they were rescued. Upon interviewing the crew, the ship owner learned from them that about 20 pirates boarded and hijacked <i>Wantas 6</i> on 17 Apr 12 at or about 2300 hrs (local time) while the tug boat was underway at approximately 35 nm off Tanjung Dato, Sarawak, Malaysia. The crew was held at knifepoint and locked in the lower deck of <i>Wantas 6</i>. On 20 Apr 12 at or about 2000 hrs (local time), the crew was put on a life raft and set adrift.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam), MMEA]</p>
45 ■	<p><i>Intrans Tina</i> Bulk carrier Republic of Korea 9128922 36559</p>	20/04/12 0520 hrs	<p>01° 10' S 117° 15' E</p> <p>Samarinda, Indonesia</p>	<p>While at berth, eight robbers armed with knives boarded the bulk carrier. The robbers stole a mooring rope and a mobile phone before they escaped.</p> <p>[ReCAAP Focal Point (Republic of Korea)]</p>

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)
 ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
46 ■	Savvy Oil tanker Singapore 9328699 6694	09/05/12 0208 hrs	01° 38' N, 104° 50' E Approximately 30 nm northeast of Horsburgh Lighthouse (South China Sea)	<p>While underway, approximately eight to ten pirates approached and boarded the oil tanker from two speed boats. Armed with guns and chopping knives, the pirates boarded the vessel using a portable ladder on the poop deck.</p> <p>Upon spotting the pirates onboard, the master raised the alarm, carried out evasive manoeuvres and sealed all access from inside leading to the accommodation blocks / engine room. As the pirates failed to gain access to the accommodation block and the engine room, they escaped in their speed boats at or about 0230 hrs (local time). The incident was reported to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
47 ■	Nord Express Bulk carrier Singapore 9403114 32379	10/05/12 1200 hrs	03° 42' S, 114° 27' E Taboneo Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the bulk carrier during cargo operations. The robbers stole some ship stores from the forecabin and escaped, but was spotted by the crew. The master reported the incident to the Indonesian authorities who boarded the vessel to investigate. The crew was not injured.</p> <p>[IMO]</p>
48 ■	Greta Bulk carrier Bahamas 9345829 31261	12/05/12 0500 hrs	01° 11.10' S, 117° 13.90' E Muara Jawa Anchorage, Samarinda	<p>While at anchor, an unknown number of robbers boarded the bulk carrier. The robbers stole ship stores and escaped. The theft was noticed by the duty AB during his routine rounds on deck</p> <p>[IMO]</p>
49 ■	BS Pacific Tug boat Singapore 9631486 198 Swissco 57 Flat top deck cargo barge 2306	12/05/12 2040 hrs	01° 15.03' N, 104° 08.72' E TSS East Bound Area (Straits of Malacca & Singapore)	<p>While the tug boat towing a barge was underway, a Singapore Police Coast Guard (PCG) boat informed Singapore Port Operations Control Centre (POCC) that a PCG boat sighted a small boat alongside the barge <i>Swissco 57</i> which was being towed by tug boat, <i>BS Pacific</i> in the eastbound lane of the Traffic Separation Scheme (TSS). The Singapore POCC informed the crew onboard the tug boat about the sighting. The master of the tug boat confirmed that 12 containers containing engine spare parts were broken into, but the robbers were not sighted onboard the barge at the time of reporting. The seven crew onboard the ship was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
50 ■	<i>Budget 19</i> Tug boat Malaysia 9515369 140 <i>Budget 29</i> Barge	15/05/12 0550 hrs	01° 11.73' N, 103° 39.17' E Approximately 3.11 nm north of Pulau Nipa (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, the Singapore PCG informed Singapore POCC that three men were spotted onboard the barge. The Singapore POCC contacted the master of the tug boat who confirmed that three suspicious men onboard the barge. The men escaped from the barge with some scrap metal and mooring ropes at about 0700 hrs (local time). The master reported that although the men have left the barge, they were still following behind the vessels in their boat. The Singapore POCC informed the Information Fusion Centre (IFC) and initiated a broadcast to alert all mariners in the vicinity. [ReCAAP Focal Point (Singapore)]
51 ■	<i>Manyplus 18</i> Tug boat Malaysia 8996669 266	17/05/12 1530 hrs	Off Talicud Island, Philippines	While enroute from Sasa port, Davao City, Philippines to Thailand, the crew noticed 10 small boats surrounding the barge. About 30 pirates boarded the barge, stole and transferred the cargo to their waiting boats and escaped. The incident was reported to the Philippine Police. [IMO]
52 ■	<i>MP Panamax 4</i> Bulk carrier Singapore 9109495 36666	18/05/12 2240 hrs	03° 42.70' S, 114° 26.80' E Taboneo Anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier. Upon detected by the duty watchman, two robbers threatened him with a knife. The duty watchman managed to escape and report the incident to the duty officer who raised the alarm. The robbers broke into the forward store and took two mooring ropes before escaping. The master reported the incident to the Indonesian Marine Police. [ReCAAP Focal Point (Singapore)]
53 ■	<i>Bow Wictor</i> Tanker Norway 8416322 19688	22/05/12 0845 hrs	07° 09' S, 112° 40' E Near Surabaya, Indonesia	While at anchor, the duty officer spotted wet footmarks on the floor and found that a life raft was missing. The authorities were informed and conducted an investigation. [ReCAAP Focal Point (Norway)]
54 ■	<i>DD Vanguard</i> Bulk carrier Panama 9357420 17136	04/06/12 0230 hrs	03° 57.44' N, 098° 46.57' E Belawan Outer Anchorage, Indonesia	While at anchor, seven robbers armed with long knives boarded the bulk carrier at forecandle. The duty AB and duty officer noticed the robbers and raised the alarm. Upon seeing that the crew had been alerted, the robbers threatened them with long knives and escaped empty handed in their waiting boat. The port control and vessels in the vicinity were informed. [IMO]

Appendices

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 3 (Less Significant) ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
55 ■	<i>Ai Maru</i> Tanker Honduras 7727504 1007	05/06/12 1124 hrs	Approximately 30 nm off Horsburgh Lighthouse, Singapore (South China Sea)	<p>While underway, six pirates armed with parangs (long knives) in two grey wooden speed boats approached and boarded the oil tanker via the astern. The pirates covered their faces with their shirts and were wearing overalls. As the crew did not notice the approach of the two speed boats, they did not have time to activate the SSAS. However, the Chief Officer managed to contact the sister ship, <i>Naniwa Maru</i> who in turn informed the ship company who made a police report immediately.</p> <p>During the first three hours when the pirates were onboard the tanker, the company was able to track the position of <i>Ai Maru</i> which was travelling at a slow speed and circling around the location of the boarding.</p> <p>According to the ship master and crew, the pirates boarded <i>Ai Maru</i>, took control of the vessel, tied and locked all crew except the master in the mess room. They tied the master and ordered him to standby on the bridge. About an hour later, the pirates damaged the cabin doors and the communication equipment of the vessel.</p> <p>At or about 1530 hrs (local time), the pirates left the tanker in their speed boat after they noticed a small aircraft flown overhead in the vicinity. They took away all mobile phones, laptops, cash and the crew's personal belongings. After the pirates left <i>Ai Maru</i>, the master managed to free himself, took over the command of the vessel and resumed her voyage to the eastern OPL. At or about 1930 hrs (local time), <i>Hakuyo Maru</i> and <i>Naniwa Maru</i>, the sister ships of <i>Ai Maru</i>, and a Singapore war ship, located <i>Ai Maru</i> and escorted her back to the eastern OPL. <i>Ai Maru</i> arrived and anchored safely at the eastern OPL on 6 Jun 12 at or about 0100 hrs (local time).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
56 ■	<i>Magellan 2</i> Supply vessel Singapore 9633886 1496	05/06/12 1900 hrs	01° 07.27' N, 104° 49.51' E East of Pulau Bintan, Indonesia	<p>While the supply vessel was towing an unladen barge, the duty watch personnel first spotted a fast wooden boat approaching from the port quarter. The alarm was raised and the crew was instructed by the master to lock all the doors.</p> <p>Seven robbers armed with long knives boarded the vessel's aft deck and took the cook, who was on the main deck, as hostage. The robbers managed to gain access to the accommodation and the bridge. They tied up the crew using plastic ropes tied around both thumbs. Two of the crew were hit by the robbers when they did not open their doors. The robbers escaped after taking the crew's personal belongings and cash.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
57 ■	CS Manatee Bulk carrier Bahamas 9255189 17944	17/06/12 0030 hrs	17° 00' N, 082° 18' E Kakinada Anchorage, India	While at anchor, two robbers boarded the bulk carrier via the forecastle deck. The robbers stole about 70 to 80 m of mooring rope and escaped via the port chain cable. The incident was reported to the authorities and the Indian Coast Guard boarded the vessel for investigation. [ReCAAP Focal Point (India)]
58 ■	Highline 26 Tug boat Malaysia 8996580 271 Highline 22 Barge Malaysia	17/06/12 1023 hrs	Kuching Anchorage, Malaysia	While the tug boat was anchored at Kuching Anchorage, the master checked the barge and found all the containers onboard have been opened, and stores were missing. The master reported to the agent in Kuching, who made a police report. [MMEA]
59 ■	Overseas Kimolos Chemical tanker Marshall Islands 9384019 30109	27/06/12 0430 hrs	10° 41.60' N 106° 45' E Nha Be Terminal, Ho Chi Minh City Port, Vietnam	While at anchor, an unknown number of robbers boarded the tanker during cargo operations, stole the fire wire and escaped. The duty A/B on his rounds discovered traces of foot prints and the missing fire wire. The alarm was raised and the authorities were informed. The crew conducted a search but could not find the robbers. [IMO]
60 ■	Maersk Visual Tanker Singapore 9320738 47386	04/07/12 0655 hrs	17° 39.50' N, 083° 23.30' E Approximately 4 nm from Dolphin Light, Vishakhapatnam, India	While at anchor, the watch officer sighted a small wooden boat around the stern of the vessel. He informed the duty A/B on security patrol to check. The duty A/B saw two robbers on the poop deck, and the robbers upon sighted by the duty A/B ran and jumped into the water. They managed to throw one set of the fire hose and nozzle into their boat. However, an additional set fell from the hands of the robber into the water as he jumped off the tanker in a hurry. The master reported the incident to the Vishakhapatnam port control, and the Company Security Officer (CSO). [ReCAAP Focal Point (India)]
61 ■	Tug boat Petronas Carigali	08/07/12 2030 hrs	Off Tanjung Lobang, Miri, Sarawak, Malaysia	While underway, five masked robbers armed with parangs (long knives) boarded the tug boat. The robbers tied the crew and ransacked the rooms onboard for about an hour. The robbers stole cash, mobile phones, laptops and walkie talkies before they escaped. [MMEA]

Appendices

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
62 ■	<i>K. Neptune</i> Bulk carrier Panama 9634892 18462	18/07/12 0300 hrs	01° 43.08' N, 101° 25.55' E Dumai Anchorage, Indonesia	While at anchor, seven robbers armed with knives boarded the bulk carrier. They threatened the crew with knives, broke the padlocks to three stores and attempted to steal ship stores. Due to the alertness of the crew, the alarm was raised, the crew was mustered and the authorities were informed. As a result, the robbers escaped empty-handed. The crew was not injured. [ReCAAP Focal Point (Singapore)]
63 ■	<i>Arifah Aryan</i> Supply vessel Malaysia 9564841 573	18/07/12 2215 hrs	Approximately 5.4 nm off the coast of Miri, Sarawak, Malaysia	While at anchor, an unknown number of robbers armed with knives boarded the vessel while the crew was asleep. The robbers tied the crew and ransacked the crew's cabins. The robbers escaped with two walkie talkies. The Malaysian authorities arrived at the scene after the master sent a distress call over the VHF radio. [MMEA]
64 ■	<i>Eagle Auriga</i> Tanker Singapore 9008744 55962	22/07/12 0510 hrs	01° 05.74' N, 103° 29.16' E Karimun Anchorage, Indonesia	While at anchor, four robbers, of whom one was armed with a long pipe boarded the tanker from a wooden boat. The ship alarm was sounded when the robbers were sighted in the spares locker room. The robbers escaped with some stolen ship spares in a long wooden boat heading away from the Karimun island. [ReCAAP Focal Point (Singapore)]
65 ■	<i>RS 22</i> Tug boat Thailand 183	23/07/12 2220 hrs	01° 14.75' N, 103° 01.93' E Approximately 9.46 nm north- northeast of Pulau Rangsang, Indonesia (Straits of Malacca & Singapore)	While underway towing a barge, three robbers in four small boats approached the aft of the barge. The master sounded the whistle and shone the searchlight at the barge. The robbers jumped into their boat bringing with them some lashing equipment. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Thailand)]

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
66 ■	Woodman 38 Tug boat Malaysia 9257307 194 Woodman 39 Barge	27/07/12 0200 hrs	Between Kadut and Pulau Banggi, Sabah, Malaysia	<p>On 25 Jul, tug boat, <i>Woodman 38</i> towing an unladed barge <i>Woodman 39</i> departed Miri, Sarawak, East Malaysia, scheduled to arrive at Samarinda, Indonesian on the morning of 31 Jul 12 for loading of coal to be delivered to Davao City, Philippines.</p> <p>The company last communicated with <i>Woodman 38</i> on 27 Jul 12, at or about 1238 hrs (local time) when the vessels were located off Balabac Island, Philippines. The company reported that she was not able to establish contact with the vessel after that. The vessel with 12 crew onboard (comprising seven Indonesians, four Malaysians and one Myanmar national) travelled at a speed of 7.02 knots and had its tracking system switched off after the last contact on 27 Jul 12.</p> <p>Suspecting that the vessels had been hijacked, the shipping company reported the incident to the ReCAAP ISC on the morning of 31 Jul 12 to seek assistance to locate the missing crews and vessels. Upon receipt of the information, the ReCAAP ISC alerted its ReCAAP Focal Points and the maritime authorities in the region including the Malaysian Maritime Enforcement Agency (MMEA) and the Indonesian authorities to assist in locating the missing crew and vessels. An Incident Alert with photographs of the missing vessels was issued and promulgated on the ReCAAP ISC website. The ReCAAP Focal Points, regional authorities, media, local and international shipping associations and shipping companies were alerted and requested to report sighting of <i>Woodman 38</i> and <i>Woodman 39</i> to the nearest coastal State.</p> <p>On 31 Jul 12 at or about 2354 hrs (local time), the 12 crew of <i>Woodman 38</i> was rescued by the Philippine authorities in Datu Blah Sinsuat, Maguindanao province, Philippines after they were sighted by local fishermen. Report from the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines), revealed that on 31 Jul 12 at or about 1700 hrs (local time), the crew onboard two inflatable rafts were sighted by the barangay residents of Brgy Pura, Datu Blah Sinsuat, Maguindanao who immediately reported the incident to the 51st Marine Company. A joint team from 51st Marine Company and Pura Detachment of Echo Company, 38th Company Battalion, Philippine Army (PA) were despatched to bring the crew ashore. The rescued crew was later transferred to Cotabato City via a motorboat. Upon arrival at Cotabato City, the crew was brought to the hospital for medical check-up and debrief. The crew was reported to be in a state of fatigue but overall in good physical condition. On 2 Aug 12 at or about 1253 hrs (local time), the crew met with the Malaysian Consul and representative of the Bureau of Immigration, Davao City to be deported back to Sabah, Malaysia.</p> <p>On 4 Aug 12, the PCG reported to the ReCAAP ISC that two vessels matching the description of tug boat <i>Woodman 38</i> and barge <i>Woodman 39</i> were berthed at Gensan Shipyard in Bawing, Siguil, Maasim, Sarangani province, Philippines. The shipyard manager reported that <i>Woodman 38</i> and <i>Woodman 39</i> were in distress and drifting off Gensan shipyard on 31 Jul 12 at or about 1700hrs (local time). A team from the shipyard rendered assistance and towed <i>Woodman 38</i> and <i>Woodman 39</i> safely inside the docking facility of the shipyard. Six men were onboard <i>Woodman 38</i>. However, during the towing operation, the six men fled when the vessels were secured inside the shipyard at or about 2200 hrs (local time) on 31 Jul 12.</p> <p>The vessels are currently under custody by the PCG, investigation is ongoing, and the shipping company has engaged an agent with the necessary documents to proceed to Philippines to recover the vessels. It appears that the name of the tug boat had been changed from <i>WOODMAN 38</i> to <i>ODI</i>. The IMO number in front of the tug boat had also been changed from "9257307" to "0257307".</p> <p>[ReCAAP Focal Point (Philippines), Shipping company]</p>

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67 ■	<i>Sichem Fumi</i> Chemical tanker Panama 9141895 6275	28/07/12 1100 hrs	07° 11.85' S, 112° 43.57' E Tanjung Perak Port, Surabaya, Indonesia	While at berth, two robbers armed with knives boarded the tanker. The robbers stole two stainless steel pipe bends and tried to escape. The watchman noticed the robbers, raised the alarm and the crew was mustered. The crew managed to catch the robbers and recover the stolen items. [ReCAAP Focal Point (Singapore)]
68 ■	<i>Highbury Park</i> Chemical tanker Liberia 9505986 11987	02/08/12 0230 hrs	Dumai Anchorage, Indonesia	While at anchor, five robbers armed with long machetes and knives boarded the chemical tanker. The robbers tied the hands of three of the crew, stole engine spares and escaped. The crew was not injured. [IMO]
69 ■	<i>Ruby Indah</i> Bulk carrier Singapore 9172416 43217	06/08/12 0230 hrs	06° 00.30' S, 106° 53.59' E Jakarta Anchorage, Indonesia	While at anchor, four robbers boarded the bulk carrier and broke open the aft store. The duty officer spotted the robbers, raised the alarm and grappled two of the robbers while the other two escaped with part of a breathing apparatus. The robbers who were grappled with by the duty officer managed to escape when approached by the other crew. All crew was reported to be safe. [ReCAAP Focal Point (Singapore)]
70 ■	<i>Bina Marine 61</i> Tug boat Singapore 9572161 149 <i>Bina Marine 62</i> Barge	17/08/12 0230 hrs	01° 04.32' N, 103° 42.78' E Approximately 1.3 nm south of Pulau Takong Kecil Lt, Indonesia (Straits of Malacca & Singapore)	While the pusher tug towing a barge was enroute from Pulau Karimun, Indonesia to Singapore, two robbers armed with sharp weapons boarded the pusher tug. The robbers tied the master and the crew, and escaped with their personal belongings including cash, mobile phones and laptop. The crew was not injured. The master reported the incident to the POCC, Singapore, which is also the ReCAAP Focal Point (Singapore) who initiated a broadcast to alert mariners in the vicinity, and informed the RSN, Singapore's PCG, MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
71 ■	<i>Pacific Buccaneer</i> Supply vessel Singapore 9149445 1974	17/08/12 0310 hrs	01° 06.30' N, 104° 10.40' E Kabil Anchorage, Indonesia	While at anchor, the duty IR spotted a robber on the main deck during his internal accommodation rounds. He immediately notified the bridge officer who raised the alarm. The robbers escaped in a small wooden boat heading in the direction towards the shore. There were about four to five robbers sighted in the small boat. A check revealed that some shackles, pipe fittings, break coupling and stainless steel pin were stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]

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72 ■	<i>Triton Stork</i> Bulk carrier Panama 9328675 31242	17/08/12 0445 hrs	21° 52' N, 091° 42' E Kutubdia Anchorage, Bangladesh	While at anchor, an unknown number of robbers boarded the bulk carrier, stole three mooring ropes from the poop deck and escaped unnoticed. The theft was only discovered by the duty crew during routine rounds. The port control and Bangladesh Coast Guard were informed and investigated the incident. [ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Netherlands), ReCAAP Contact Point (Hong Kong)]
73 ■	<i>Marcopolo 17</i> Tug boat Indonesia 100 <i>Marcopolo 268</i> Barge	19/08/12 0216 hrs	01° 00.42' N, 103° 39.96' E Approximately 6.6 nm south- southeast of Pulau Takong Kecil Lt, Indonesia (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, four robbers armed with knives boarded the vessel from a speedboat. They escaped with the crew's personal belongings, rice and ration. The crew was not injured. The master reported the incident to the POCC, Singapore who initiated a broadcast to alert mariners in the vicinity, and informed the RSN, Singapore's PCG, MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
74 ■	<i>Svitzer Beta</i> Supply vessel Singapore 9592410 906	28/08/12 0030 hrs	01° 03.39' N, 103° 54.48' E P.T. Global Industries Yard, Pulau Batam, Indonesia	While at berth, two robbers boarded the tug boat from a small boat. The duty AB on the deck spotted the robbers attempting to steal ship stores. The alarm was raised and the robbers escaped empty-handed. [ReCAAP Focal Point (Singapore)]
75 ■	<i>Miletus</i> Bulk carrier Marshall Islands 9423554 32415	28/08/12 2015 hrs	00° 15.40' S, 117° 35.90' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the O/S noticed a robber at forward. The O/S approached the robber, who jumped overboard. The O/S reported to the bosun and the crew went to investigate. The crew saw a boat picking up the robber who had jumped overboard. On further investigation, the crew found the boatswain store opened with six coils of mooring ropes missing. [IMO, Shipping company]
76 ■	<i>Taiho Maru</i> Bulk carrier Panama 9140358 40322	31/08/12 0415 hrs	01° 42.80' N, 101° 27.90' E Dumai Anchorage, Indonesia	While at anchor, three robbers armed with long knives approached the bulk carrier in a small boat. Two robbers boarded the vessel and took the duty O/S hostage. The duty A/B saw the incident, raised the alarm and alerted the crew. The shore security onboard the carrier convinced the robbers to free the O/S. After releasing the O/S, the robber escaped in their small boat. The crew was not injured. [ReCAAP Focal Point (Japan)]

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77 ■	<i>Rudolf Schulte</i> Chemical tanker Singapore 9576765 19793	03/09/12 2045 hrs	03° 55' N, 098° 46.60' E Belawan Anchorage, Indonesia	<p>While at anchor, six robbers boarded the vessel from a wooden boat. The forward duty AB while making his rounds spotted the robbers. The robbers pointed a gun and knife at the duty AB and grabbed his radio before tying him to the ship's mooring. The duty AB managed to free himself and raised the alarm. On hearing the alarm, the robbers escaped with 10 tins of paint and the ship bell. The robbers were reported to be speaking Bahasa.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
78 ■	<i>Bum Chin</i> Chemical tanker Hong Kong, China 9304320 11571	04/09/12 0430 hrs	01° 04' N, 104° 08' E Alongside at Jetty No. 3, Kabil Port, Pulau Batam, Indonesia	<p>While at anchor, four robbers armed with spanners and wrenches boarded the chemical tanker from the poop deck and entered the engine room store. The motorman noticed the robbers in the engine room and shouted at them. One of them pushed and hit the motorman on his back/shoulder. The motorman rushed into the engine control room locked himself inside, raised the alarm and informed the duty officer about the intruders. The duty officer announced over the public announcement system about the intruders. The crew was mustered. Upon hearing the alarm, the robbers escaped with some ship stores by climbing down over the poop deck railing apt using a mooring rope. The master reported the incident to the agent and authorities. The authorities boarded the vessel, searched the accommodation and engine room but the robbers were nowhere to be found.</p> <p>[ReCAAP Contact Point (Hong Kong), shipping company]</p>
79 ■	<i>Pacific Installer</i> Accommodation barge Singapore 9649342 12248	06/09/12 0000 hrs	01° 09.41' N, 103° 48.80' E In the vicinity of Buffalo Rock Light (Straits of Malacca and Singapore)	<p>The unmanned accommodation barge was towed by supply vessel <i>Lady Cynthia</i> when an unknown number of robbers assessed to had boarded the barge. The master of <i>Lady Cynthia</i> reported that there were no sightings of suspicious craft approaching the vessel/barge. The robbery was discovered on the morning of 6 Sep 12 when the master boarded the barge. He discovered that the internal door on the port side and the 40-ft stores container on the main deck were forced open. A total of 40 tins of paint, shackles, chain and bikes were missing. The master assessed that boarding by the robbers occurred between 0001 and 0600 hrs,</p> <p>[ReCAAP Focal Point (Singapore)]</p>
80 ■	<i>Malhari</i> Chemical tanker India 9414333 8625	07/09/12 0330 hrs	21° 40.15' N, 088° 01.47' E Approximately 1.4 nm off Sagar Light, India	<p>While at anchor, five robbers armed with knives and rods boarded the chemical tanker at the aft from a fishing boat. The pump man noticed the robbers and alerted the chief officer who ran towards the poop deck. The duty officer raised the general alarm, and mustered the crew. Upon hearing the alarm, the robbers escaped with four mooring ropes.</p> <p>[ReCAAP Focal Point (India)]</p>

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81 ■	<i>BW Broker</i> LPG tanker Liberia 9377781 19793	08/09/12 0235 hrs	05° 34.90' S, 104° 36.60' E Teluk Semangka, Indonesia	While at anchor, five armed robbers boarded the LPG tanker from a small fishing boat. The duty crew noticed the robbers and alerted the bridge who raised the alarm and mustered the crew. On hearing the alarm, the robbers escaped empty-handed. [ReCAAP Focal Point (Japan)]
82 ■	<i>Kiel</i> Oil tanker Singapore 9555199 4568	09/09/12 0530 hrs	01° 13.80' N, 103° 34.80' E Approximately 4.25 nm southeast of Tanjung Piai Light, Malaysia	While at anchor, an unknown number of robbers could have boarded the oil tanker and stole the rescue boat engine. The duty personnel discovered that the rescue boat engine was stolen while he conducted the routine security rounds in the morning. [ReCAAP Focal Point (Singapore)]
83 ■	<i>Sinar Banten</i> Container ship Panama 9441740 12598	11/09/12 1300 hrs	03° 54.95' N, 098° 46.28' E Belawan Anchorage, Indonesia	While at anchor, the duty officer and crew noticed three small boats near the bow of the container ship. The duty officer reported to the master immediately. The duty A/B approached the bow and saw two robbers stealing ship equipment. Upon seeing the duty A/B, the robbers jumped overboard and escaped in their boats. [ReCAAP Focal Point (Japan)]
84 ■	<i>Scorpio</i> Tanker Kiribati 7825112 1861	13/09/12 2300 hrs	01° 13.27' N, 103° 34.46' E	While at anchor, six masked robbers boarded the tanker. The robbers tied all crew and ordered the master to weigh anchor, and proceed to anchor at another location between 0100 hrs and 0130 hrs on 14 Sep 12. When at the location, another tanker, <i>Sea Jade</i> came alongside <i>Scorpio</i> . According to the investigation carried out by the MMEA, a crew of <i>Scorpio</i> was ordered to assist in the transfer of marine fuel oil from <i>Scorpio</i> to <i>Sea Jade</i> while the other 11 crew was locked inside the tanker's mess room. Almost 750 tons of fuel oil was reportedly siphoned from <i>Scorpio</i> to <i>Sea Jade</i> . At or about 0215 hrs, the robbers escaped in a high powered wooden boat after seeing a MMEA patrol boat, <i>KM Marudu</i> in the vicinity. The patrol boat gave chase but was unable to intercept. The robbers left behind six parangs (long knives) onboard <i>Scorpio</i> and escaped with the crew's personal belongings including cash, mobile phones and laptops. The investigation revealed that the robbers had impersonated as the crew of <i>Scorpio</i> and offered to sell fuel to <i>Sea Jade</i> at below market price. <i>Sea Jade</i> and her 12 crew; together with <i>Scorpio</i> were detained by the MMEA to assist in further investigation. [MMEA, Ship manager, New Straits Times dated 16 Sep 12, The Star online dated 19 Sep 12]

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85 ■	<i>E.R. Copenhagen</i> Container ship Germany 9194878 25630	16/09/12 0200 hrs	06° 02.03' S, 106° 53.20' E Jakarta Anchorage, Indonesia	While at anchor, six robbers in an unlit boat boarded the container ship using a hook attached with rope. The robbers broke into the safety store and the deck store; and stole equipment and ship property. The alarm was raised and the crew mustered. The robbers escaped in their boat with the stolen items. [IMO]
86 ■	<i>Liberty Prudencia</i> Bulk carrier Hong Kong, China 9250141 30374	19/09/12 0400 hrs	Chittagong Anchorage, Bangladesh	While at anchor, two robbers armed with knives boarded the bulk carrier which was awaiting cargo operations. They threatened the duty A/B with a knife, while another four robbers boarded the ship via the hawse pipe. The robbers searched the duty A/B for the keys to the forecandle store. When they could not find any keys on him, they tied him up. The robbers then broke into the store and took out a complete coil of mooring roper with hooks. The stevedores on an approaching lighter vessel spotted the robbers and raised the alarm. Noting that the crew had been alerted, the robbers escaped via the hawse pipe with the mooring ropes. The master reported the incident to the port control and the Bangladesh Coast Guard despatched a patrol boat to the area. [ReCAAP Focal Point (Bangladesh)]
87 ■	<i>Bintang</i> Chemical tanker Mongolia 8514435 4553	22/09/12 2230 hrs	01° 13.12' N, 103° 34.66' E Approximately 4.5 nm southeast of Tanjung Piai Light, Malaysia	While at anchor, eight robbers armed with a pistol and long knives boarded the tanker from a small boat. They took the crew's personal belongings, including laptops, mobile phones and cash. One of the crew sustained a knife wound in his hand during the incident. The crew sounded the alarm and fired hand flares to attract attention from nearby vessels. Another vessel in the vicinity, <i>Grand Ocean</i> proceeded to aid <i>Bintang</i> . Upon seeing another vessel approaching, the robbers escaped in their small boat. [ReCAAP Focal Point (Singapore)]
88 ■	<i>E-Elephant</i> Tanker Marshall Islands 9424261 160278	24/09/12 0545 hrs	01° 07.10' N, 103° 35.40' E Nipah Anchorage, Indonesia	While at anchor, two robbers boarded the tanker from the port quarter sunken deck. The crew noticed the robbers and raised the alarm. Upon hearing the alarm, the robbers jumped overboard and escaped. The authorities were informed via the local agents. [IMO, ReCAAP Focal Point (Singapore)]
89 ■	<i>Go Canopus</i> Supply vessel Singapore 9528926 2310 <i>Crest 300</i> Barge	25/09/12 0035 hrs	01° 16.10' N, 104° 14.10' E South of Tanjung Ayam, Malaysia (Straits of Malacca & Singapore)	While towing barge <i>Crest 300</i> , two robbers boarded the barge. The master activated the SSAS, and raised the security level from 1 to 2. There was no damage to the barge and no items were stolen. It was not known how and when the two robbers left the barge. The crew was reported to be safe. [ReCAAP Focal Point (Singapore)]

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)
 ■ Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
90 ■	NA Chemical tanker	29/09/12 1930 hrs	Belawan Anchorage, Indonesia	<p>While at anchor, three robbers armed with knives boarded the chemical tanker at forecastle. The robbers held the duty A/B at knife point and tied him up. Upon sighting the robbers, the D/O raised the alarm and mustered the crew. Noting that the crew had been alerted, the robbers escaped in their fishing boat with stolen stores. The port control was informed.</p> <p><i>[IMO, ReCAAP Focal Point (Singapore)]</i></p>

Appendices

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Sima Saman</i> Container ship Singapore 9330903 15995	07/01/12 0345 hrs	Ho Chi Minh container terminal, Vietnam	While berthed, the duty AB noticed a small boat near the container ship with three robbers attempting to board. The AB raised the alarm, forced the robbers to abort their attempt to board and escaped. Nothing was stolen. The incident was reported to the Vietnam Maritime Information Security Centre. [IMO]
2	<i>OOCL Antwerp</i> Container ship Panama 9307011 66462	14/01/12 0800 hrs	01° 24.28' N, 104° 42.09' E Approximately 12 nm northeast of Pulau Bintan, Indonesia	While at anchor, four robbers wearing masks, armed with choppers and knives approached the container ship in a boat. Two of the robbers attempted to board the ship by climbing the anchor chain. The duty crew noticed the robbers and informed the bridge, who raised the alarm. The crew was mustered and fire hoses activated. The robbers aborted their attempt to board. [IMO]
3	<i>Olympic Flair</i> Tanker Greece 8913966 81194	15/02/12 2220 hrs	09° 57' N, 076° 02' E Approximately 12 nm off Kochi Light, India	While at anchor, about 20 robbers in two boats approached the tanker and attempted to board. The crew noticed the robbers, raised the alarm and muster the crew. The robbers aborted the attack on seeing the crew's alertness. The incident was reported to the VTS Kochi, who informed the Indian Navy and Indian Coast Guard. The Indian Coast Guard patrol ships in the vicinity were despatched to the location of the incident but the robbers had already escaped. [ReCAAP Focal Point (India)]
4	<i>Erin Schulte</i> Chemical tanker Isle of Man (UK) 9439814 11233	07/04/12 0245 hrs	01° 42.20' N, 101° 27.50' E Dumai Inner Anchorage, Indonesia	While at anchor, five robbers in a small boat attempted to board the vessel. The robbers aborted their approach after they realised the duty watchmen had noticed them. [IMO]
5	<i>Bino Keladi</i> Tug boat Indonesia 130 <i>Yaris Mandiri</i> Barge	06/06/12 2320 hrs	01° 10.86' N, 103° 38.46' E Approximately 2.5 nm northwest of Pulau Nipa (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, the Singapore Police Coast Guard (PCG) sighted two small boats astern of the barge and informed VTM West. The incident was also reported to the Indonesian Navy, who investigated the incident. It was concluded that the robbers did not board the barge and did not take any items from the barge. [ReCAAP Focal Point (Singapore), Indonesian Navy]

Maritime Safety Committee (MSC) Circulars 1333 and 1334 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”.

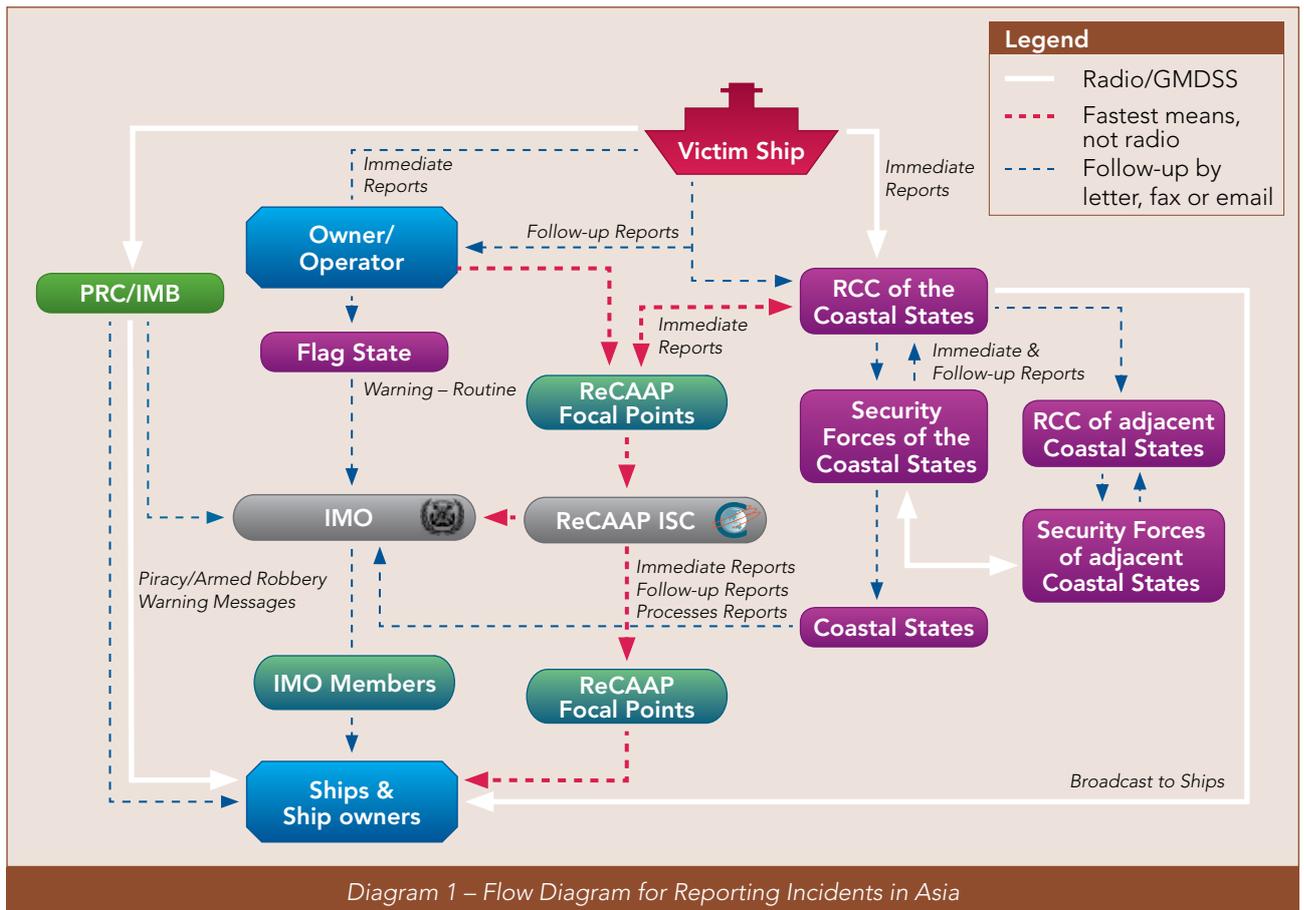
In the revised MSC circulars², the ReCAAP ISC is recognized as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer 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 2.

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.

2. The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/



Notes:

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. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

PART FIVE

Contact details of ReCAAP Focal Points and Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
People's Republic of Bangladesh		
Department of Shipping Email: dosdgd@bdtb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-3917-4400 +45-3917-4699	+45-3917-4401
Republic of India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicom.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
Lao People's Democratic Republic		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
The Republic of the Union of Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Kingdom of the Netherlands		
Netherlands Coastguard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Kingdom of Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG 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
Republic of Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka		
Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Socialist Republic of Viet Nam		
Vietnam Marine Police Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 19 September 2012

Acknowledgements

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.



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