

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

# QUARTERLY REPORT

1<sup>st</sup> JANUARY – 31<sup>st</sup> MARCH 2013



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# EXECUTIVE SUMMARY

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## Executive Summary

For the period January-March (1<sup>st</sup> quarter) of 2013, a total of 28 incidents comprising 27 actual incidents and one attempted incident were reported in Asia. Of the 27 actual incidents, five were Category 2 (moderately significant) incidents, eight were Category 3 (less significant) incidents and 14 were petty theft incidents (minimum significant). No Category 1 (very significant) incident was reported during the 1<sup>st</sup> quarter of 2013. The details of the incidents are described in the Appendix.

Compared to the same period in 2010-2012, there has been a decrease in the number of incidents and its severity. The improvement was most apparent in the South Asian region, particularly the port and anchorages in Bangladesh. For the Southeast Asian region, the improvement was most apparent in the Straits of Malacca and Singapore (SOMS) with no incidents reported there during January-March 2013 compared to the same quarter in past three years (2010-2012). However, there has been an increase in the number of incidents at some ports and anchorages, with relatively more incidents occurred during daylight hours. A study on the modus operandi of incidents occurred at ports and anchorages, with suggested do's and don'ts and recommendations are featured in Part Three of this report.

# PIRACY AND SEA ROBBERY INCIDENTS FOR 1<sup>ST</sup> QUARTER OF 2013

ReCAAP ISC Quarterly Report





# PART ONE

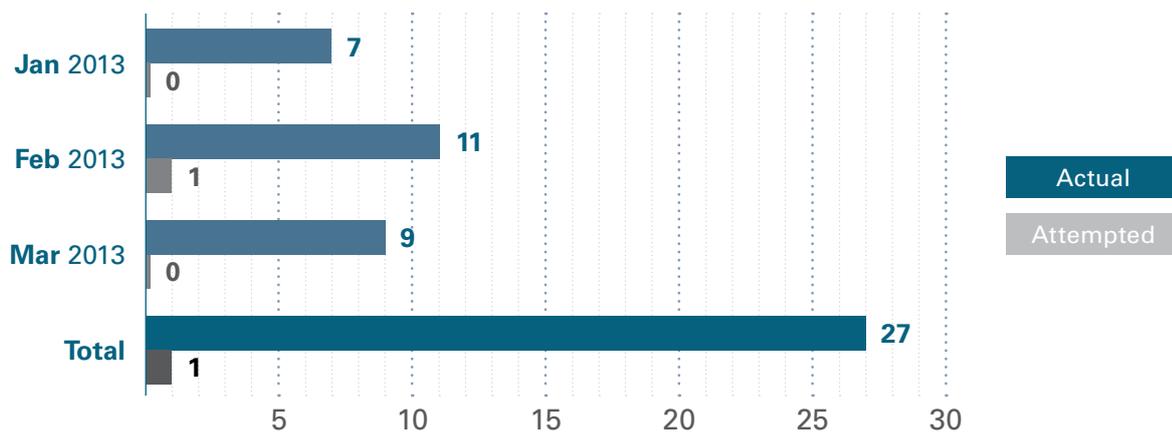
## Piracy and Sea Robbery Incidents for 1<sup>st</sup> Quarter of 2013

### Number of Incidents

During January-March 2013, a total of 28 incidents were reported, of which 27 were actual incidents and one was an attempted incident. The highest number of incidents occurred in February 2013, and lowest in January 2013.

The monthly distribution is as follows:

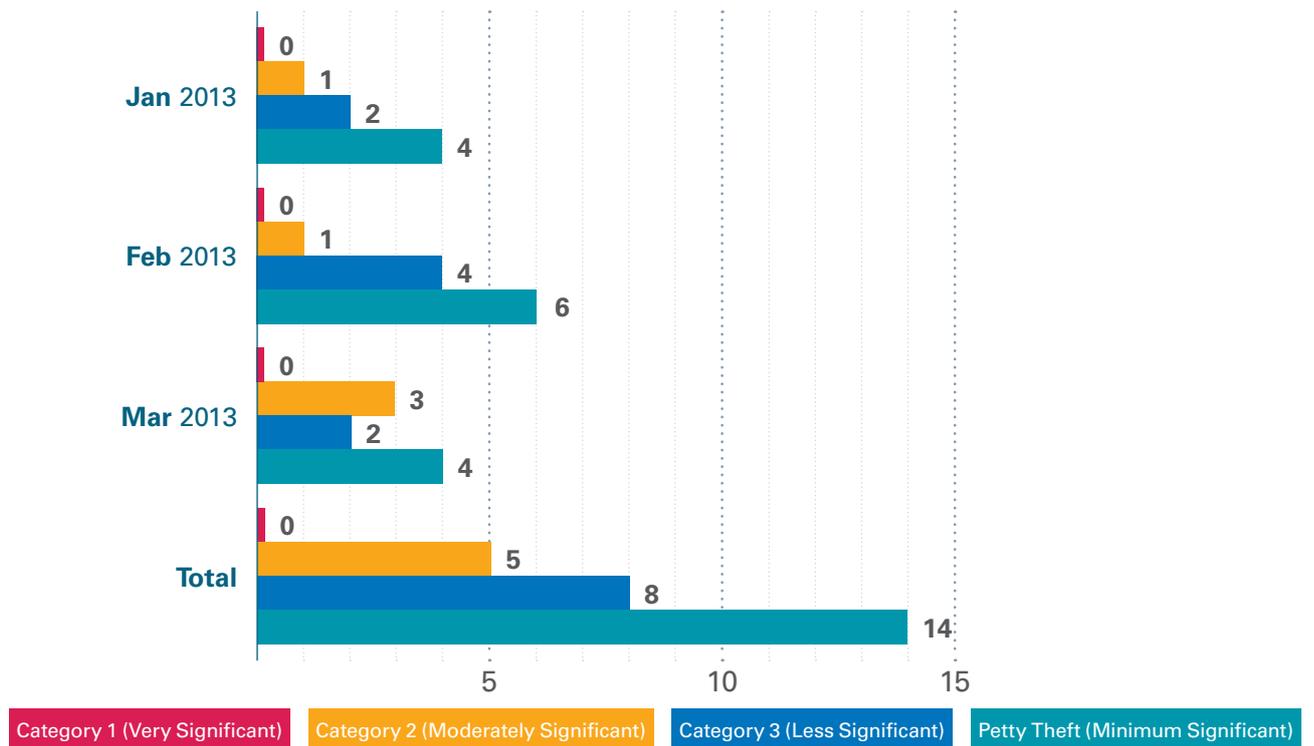
Month	January	February	March	Total
Actual	7	11	9	27
Attempted	0	1	0	1
<b>Total</b>	<b>7</b>	<b>12</b>	<b>9</b>	<b>28</b>



### Significance Level

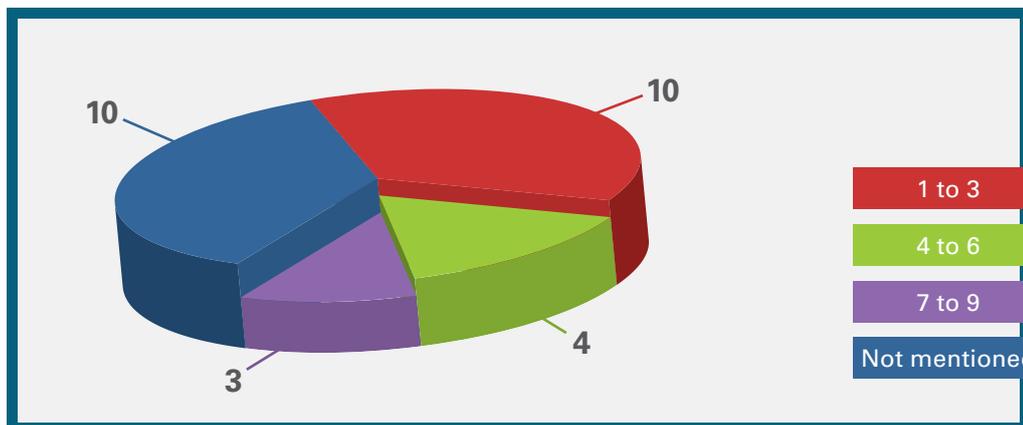
Of the 27 actual incidents reported during January-March 2013, five were Category 2 incidents, eight were Category 3 incidents and 14 were petty theft incidents. No Category 1 incident was reported during this period.

Although February 2013 recorded the highest number of incidents during the 1<sup>st</sup> quarter of 2013, majority were Category 3 and petty theft incidents.



### Number of Robbers

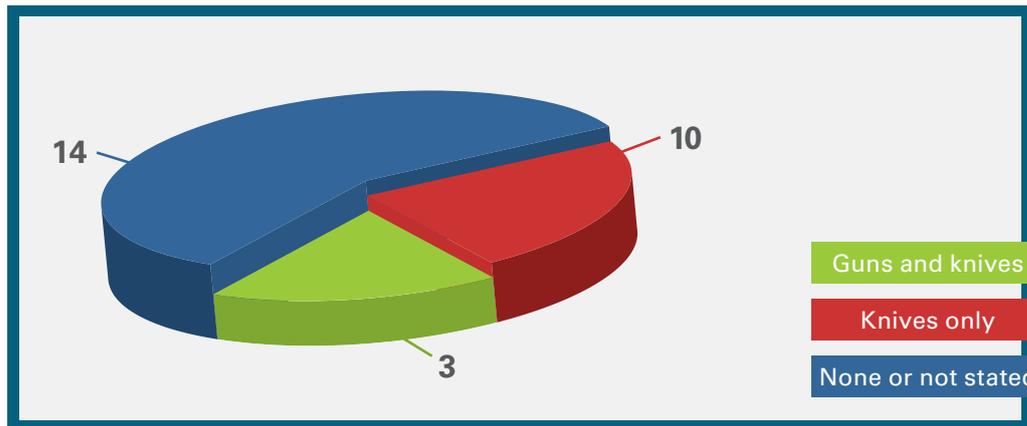
Majority of the incidents (10) involved groups of 1-3 robbers. However, there was a large number of incidents (10) which has no information on the number of robbers involved.



## Piracy and Sea Robbery Incidents for 1<sup>st</sup> Quarter of 2013

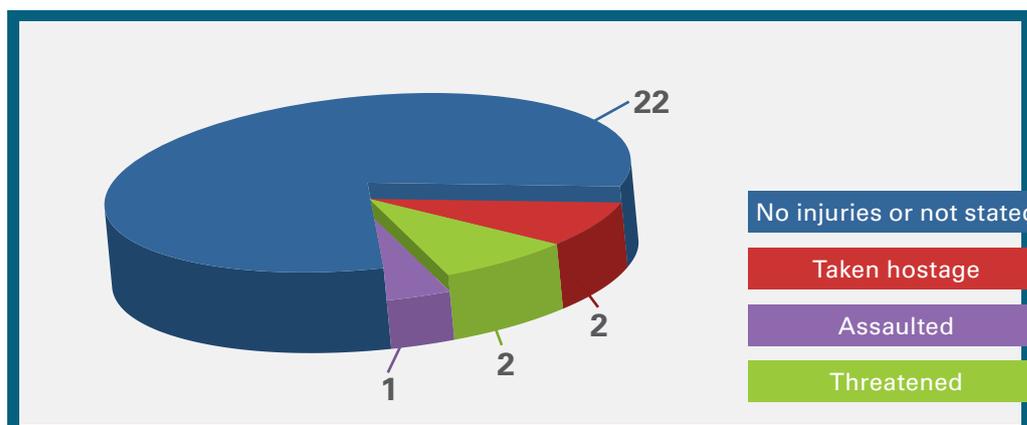
### Type of Weapons Used

Among the incidents reported during January-March 2013, three incidents involved robbers armed with guns and knives, and 10 incidents involved robbers armed with knives only. The majority (14) incidents involved robbers who were either not armed or not known if they were armed.



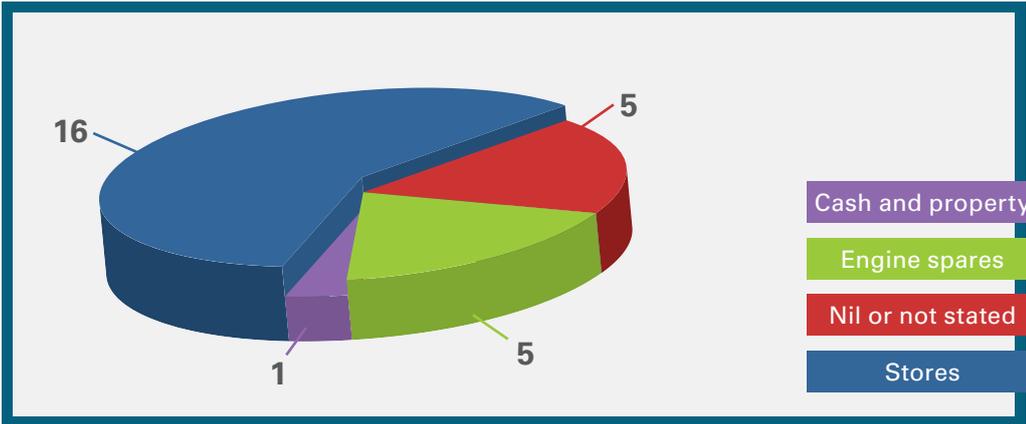
### Treatment of Crew

Majority of incidents (22) reported that either the crew was not injured or not known if they were injured. During the period of January-March 2013, there was one incident of the duty crew being attacked by robbers, but no information on the status of his injury. Two incidents involving the crew being held hostage were reported (one incident reported that the robber tied the crew's hands, and another reported that the robber pointed a gun at the crew). However, there was no information on the extent of injuries sustained by the crew in both incidents.



### Economic Loss

Majority of the incidents (16) involved the loss of stores. Five incidents reported the loss of engine spares, one reported loss of cash and property, and the remaining five incidents reported nothing stolen, or no information was available.



### Location of Incidents (January to March 2013)



## Piracy and Sea Robbery Incidents for 1<sup>st</sup> Quarter of 2013

### Cluster 1 – Incidents off Dumai, Indonesia



A total of four incidents were reported at the anchorage off Dumai, Indonesia during January-March 2013. Of these, one was a Category 2 incident, one was a Category 3 incident and two were petty theft incidents. The Category 2 incident on 25 Mar 13 involved five robbers armed with guns and knives boarded a general cargo ship, held two crew hostage and tied their hands with rope. The crew was forced to bring the robbers to the engine room store where the robbers stole some items and then escaped. The Category 3 incident on 12 Feb 13 involved three robbers armed with long knives who boarded a bulk carrier. They escaped empty-handed after the duty officer raised the alarm and sounded the ship's whistle. Two petty theft incidents occurred on 22 Jan 13 and 27 Feb 13 involving robbers who boarded chemical tankers in both incidents, stole engine spares and then escaped.

## Cluster 2 – Incidents off East Kalimantan, Indonesia



A total of nine incidents were reported off East Kalimantan, Indonesia during January-March 2013. Of these, one was a Category 2 incident, five were Category 3 incidents and three were petty theft incidents. The Category 2 incident involved robbers armed with a gun and knives who boarded a bulk carrier and escaped with some mooring ropes. Of the remaining eight incidents, five reportedly involved robbers armed with knives or machetes. There was no information of the weapons used by robbers involved in the other three incidents. Operating in groups of 2-4 men, the robbers were more interested in stealing ship stores and escaped immediately.

# COMPARISON OF 1<sup>ST</sup> QUARTER INCIDENTS (2009 - 2013)

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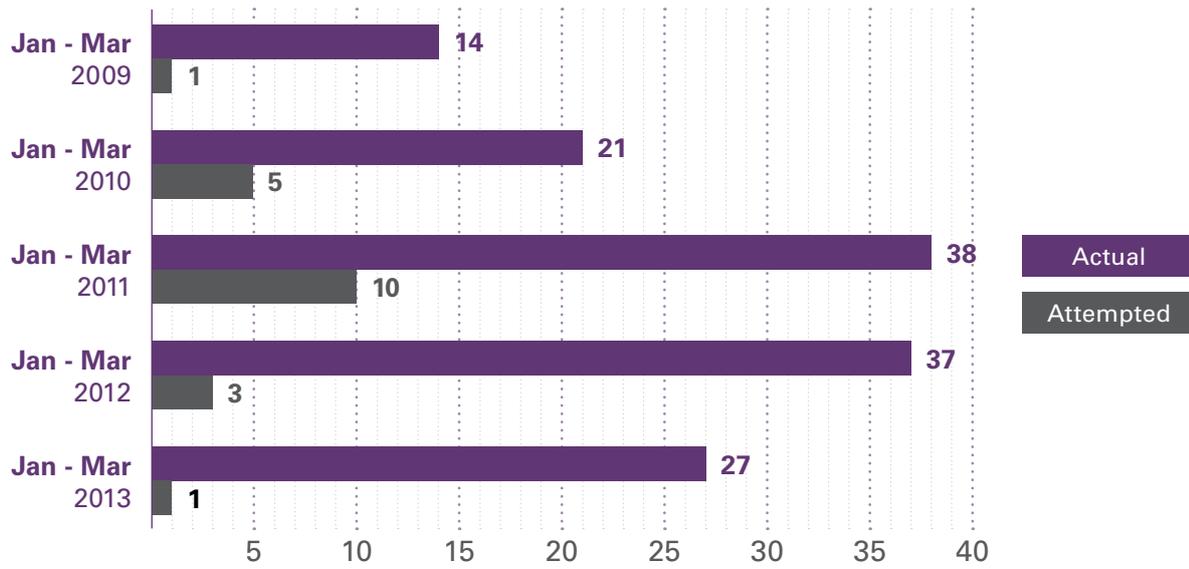


# PART TWO

## Comparison of 1<sup>st</sup> Quarter Incidents (2009-2013)

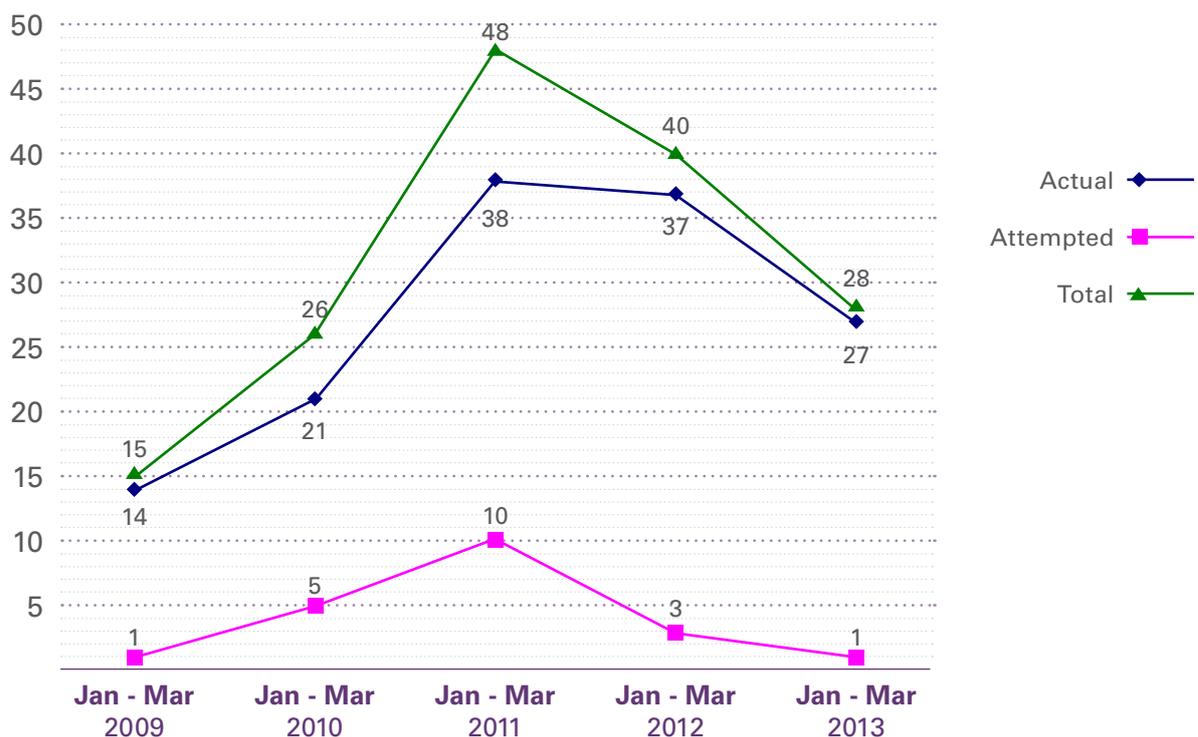
### Type of Incidents

There has been a consecutive downward trend in the total number of incidents during 1<sup>st</sup> quarter commencing from 2011. The bulk of the decline was due to the decrease in the number of attempted incidents.



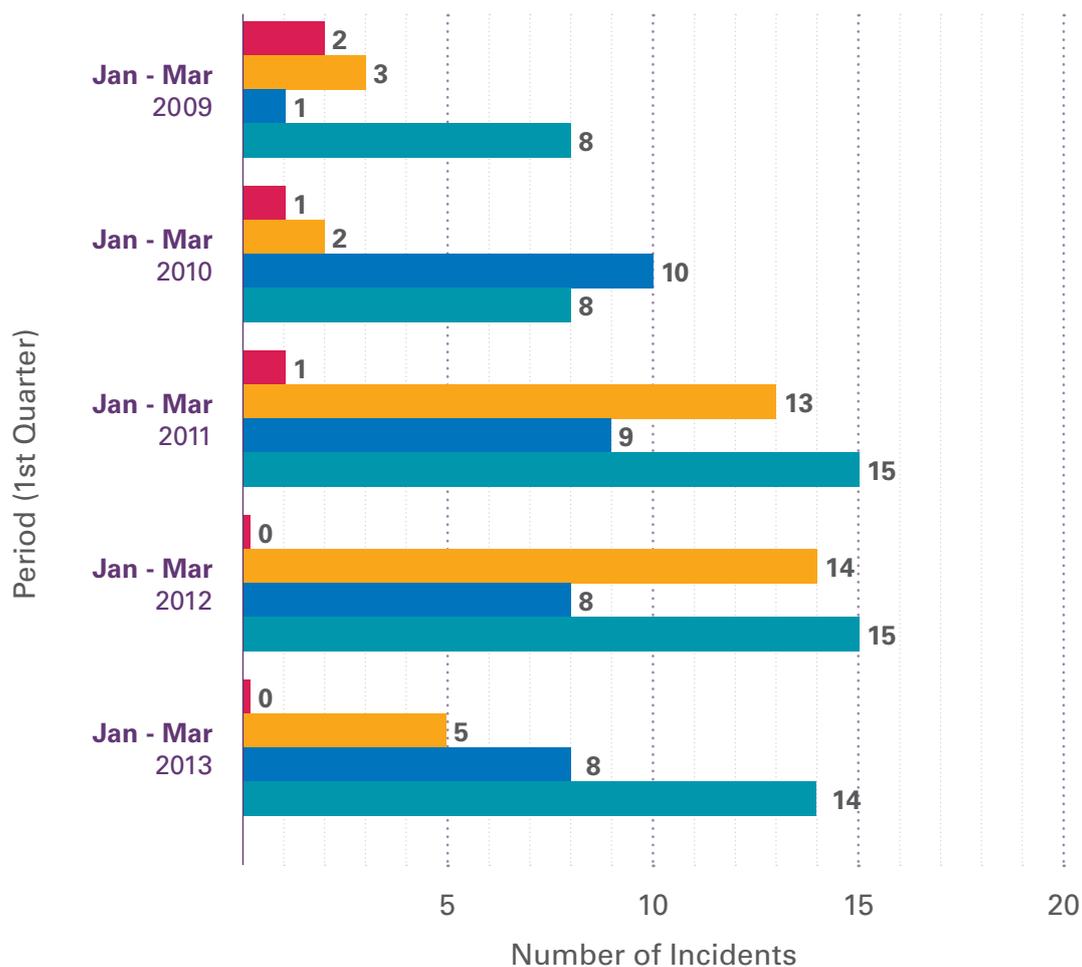
### Number of Incidents

Comparing the number of incidents for the 1<sup>st</sup> quarter of 2013 with the same period in the past four years, 2013 registered the largest quarter-on-quarter decrease. The 1<sup>st</sup> quarter of 2011 reported the highest number of total incidents of 48 while 2009 reported the lowest of 15.



### Significance Level

During January-March 2013, five Category 2, eight Category 3 and 14 petty theft incidents were reported. No Category 1 incident was reported during this period. In comparison, there has been a decrease in Category 2 and petty theft incidents during January-March 2013 commencing from January-March 2011. However, the number of Category 3 incidents had remained fairly consistent during these periods.



## PART TWO

# Comparison of 1<sup>st</sup> Quarter Incidents (2009-2013)

### Location of Incidents

	Jan-Mar 09		Jan-Mar 10		Jan-Mar 11		Jan-Mar 12		Jan-Mar 13	
	Actual	Attempted								
<b>South Asia</b>										
Arabian Sea						3				
Bangladesh	1		2		5		8			
Bay of Bengal			1			1				
India	2		4		4		3	1	3	
<b>Sub-total</b>	<b>3</b>		<b>7</b>		<b>9</b>	<b>4</b>	<b>11</b>	<b>1</b>	<b>3</b>	
<b>Southeast Asia</b>										
Indonesia	1		5	4	6		17	1	19	1
Malaysia	1		4		7		1			
Philippines	1	1	1		2		2		1	
Singapore					2					
South China Sea	1		1		1	5			2	
Straits of Malacca and Singapore	2			1	9	1	4			
Thailand	1									
Vietnam	4		3		2		2	1	2	
<b>Sub-total</b>	<b>11</b>	<b>1</b>	<b>14</b>	<b>5</b>	<b>29</b>	<b>6</b>	<b>26</b>	<b>2</b>	<b>24</b>	<b>1</b>
<b>Overall Total</b>	<b>14</b>	<b>1</b>	<b>21</b>	<b>5</b>	<b>38</b>	<b>10</b>	<b>37</b>	<b>3</b>	<b>27</b>	<b>1</b>

### **South Asian region**

The decrease in the number of incidents was most apparent in the South Asian region which reported a total of three incidents during January-March 2013, similar to the same period in 2009. This was the lowest number of incidents among all the quarters, and it was due to improvement at the ports and anchorages in Bangladesh. No incident was reported there during January-March 2013 compared to the same period in the past four years.

### **Southeast Asian region**

In the Southeast Asian region, the decrease in some areas was reported but there was increase in others. The decrease occurred in the Straits of Malacca and Singapore (SOMS), South China Sea and Malaysia. No incident was reported in SOMS during January-March 2013. However, incidents at the ports and anchorages in Indonesia were on an upward trend during January-March of 2009-2013.

# INCIDENTS AT PORTS AND ANCHORAGES

ReCAAP ISC Quarterly Report





# PART THREE

## Incidents at Ports and Anchorages

### Analysis of Incidents of Robbery Onboard Vessels at Ports and Anchorages in Asia

A total of 417 incidents comprising 380 actual incidents and 37 attempted incidents were reported during last five years (2008-2012) at ports and anchorages in Asia. Graph 1 shows the annual number of incidents reported during 2008-2012. This accounts for 63% of the total number of incident reported during the period.

Overall, there has been an improvement in the situation in Asia as we observe a downward trend in the total number of incidents since 2010. However, incidents at ports and anchorages were on an upward trend since 2009. Refer to Graph 1.



Graph 1 – Number of Incidents reported (2008-2012)

Chart 1 shows the percentage of annual incidents occurred at ports and anchorages vis-à-vis the annual number of incidents for that year. There has been an upward trend from 54% in 2010, to 59% in 2011 and 80% in 2012. For the 1<sup>st</sup> quarter of 2013, 26 out of 28 incidents (93%) occurred at ports and anchorages.

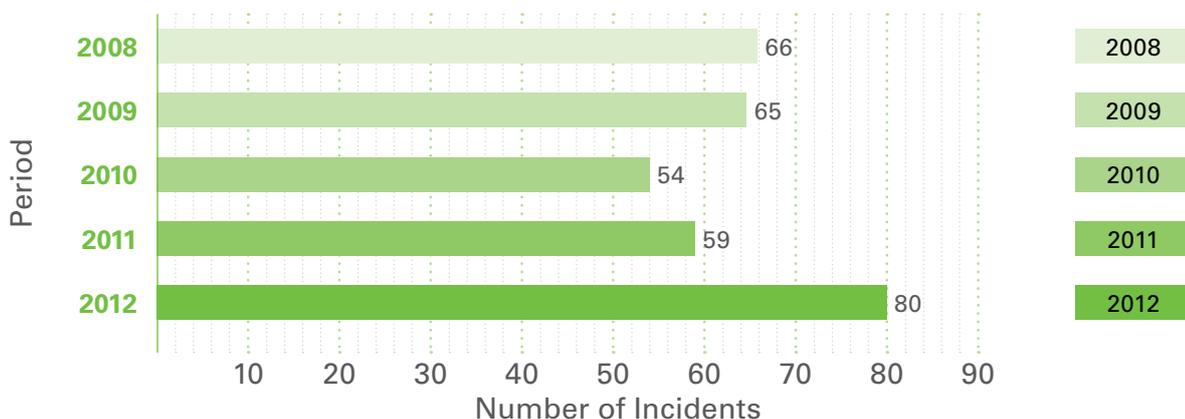


Chart 1 – Percentage of annual incidents at ports and anchorages vis-à-vis the annual total number of incidents (2008-2012)

**Significance Level**

During the five-year period of 2008-2012, it is observed that most of the incidents at ports and anchorages were either category 3 or petty theft incidents. However, the ReCAAP ISC notes that since 2008, the number of Category 2 incidents involving ships at anchor and berth had slowly creeping up. Refer to Chart 2 below.

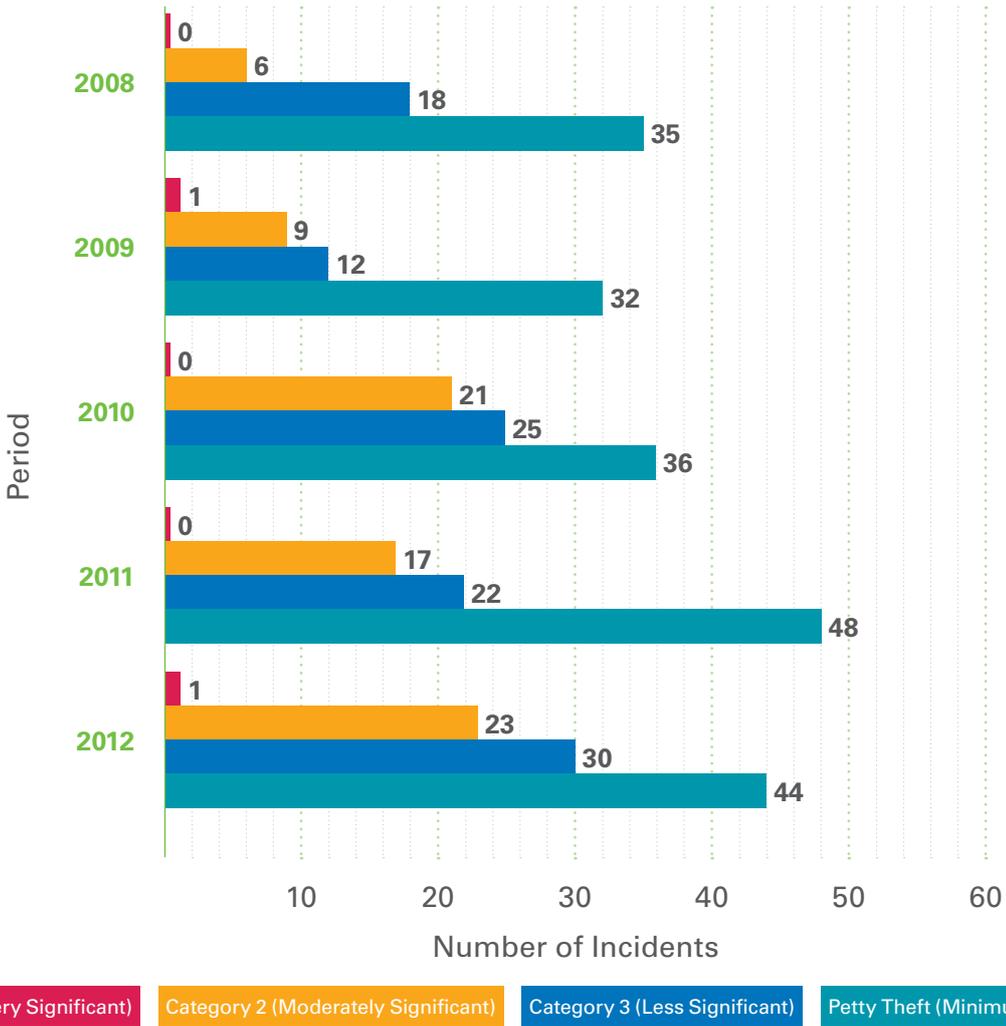


Chart 2 – Significance level of Incidents (2008-2012)

**Modus of Operandi**

Typically, incidents involving ships at anchor and berth appeared to be opportunistic in nature. Robbers at ports and anchorages tend to steal ship stores, engine spares and unsecured items onboard ships. Their motive was to board the vessels without alerting the crew and stole whatever items they can lay their hands on. The robbers targeted vessels when crew was less alert, compromise in vigilance and complacent of their surroundings. However, once they were detected or the ship alarm was sounded, the robbers would escape as fast as possible, sometimes even empty-handed.

### Vulnerability Window

Generally most incidents occur during hours of darkness when the robbers would board the vessel unnoticed. For the period 2008-2011, about 91% of incidents occurred during hours of darkness, and only 9% occurred during daylight hours. However, ReCAAP ISC notes that up to 30 % of incidents occurred during daylight hours in 2012. This indicated that the robbers were either bolder in nature, less concern about being detected, or they were more confident in their ability to escape without being arrested.

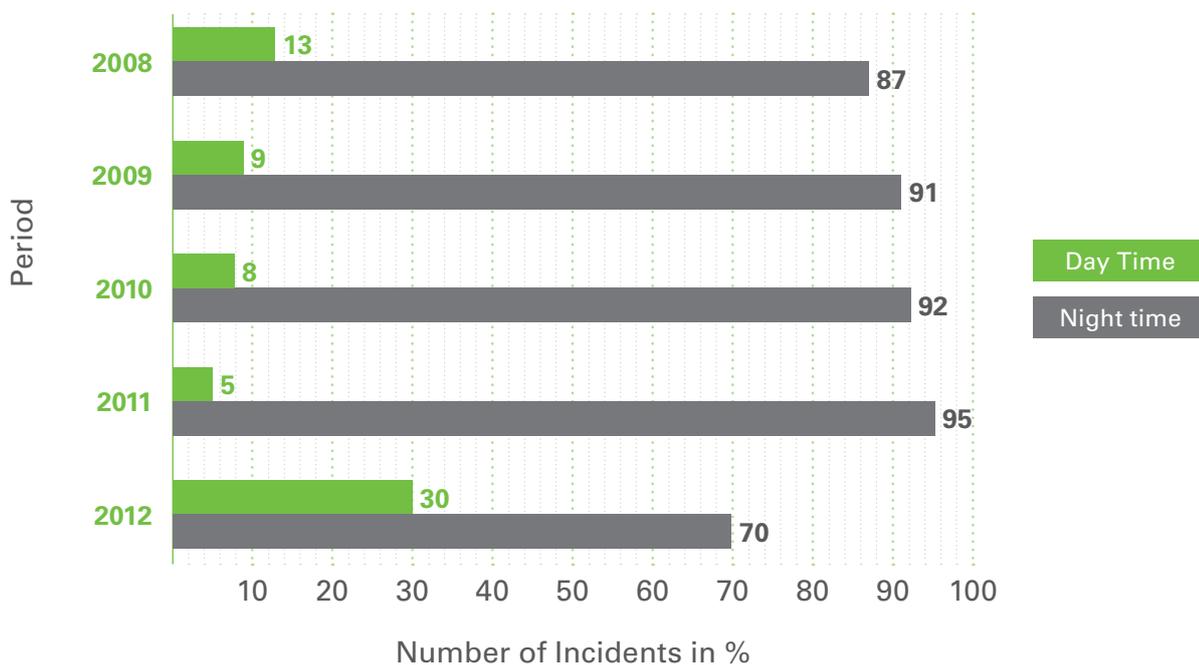


Chart 3 – Percentage of incident Day-vs-Night (2008-2012)

Up to 49% of the total incidents had occurred during 0001-0400 hrs when the crew was less alert and more restless due to fatigue.

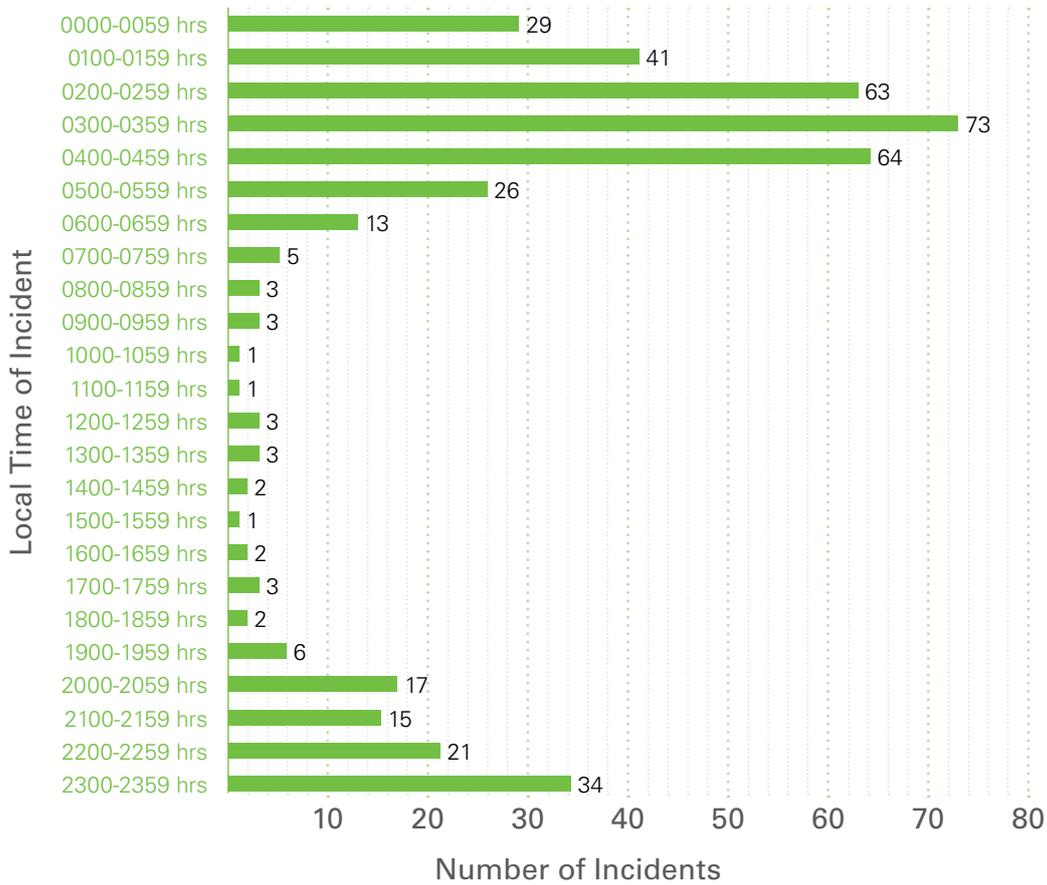
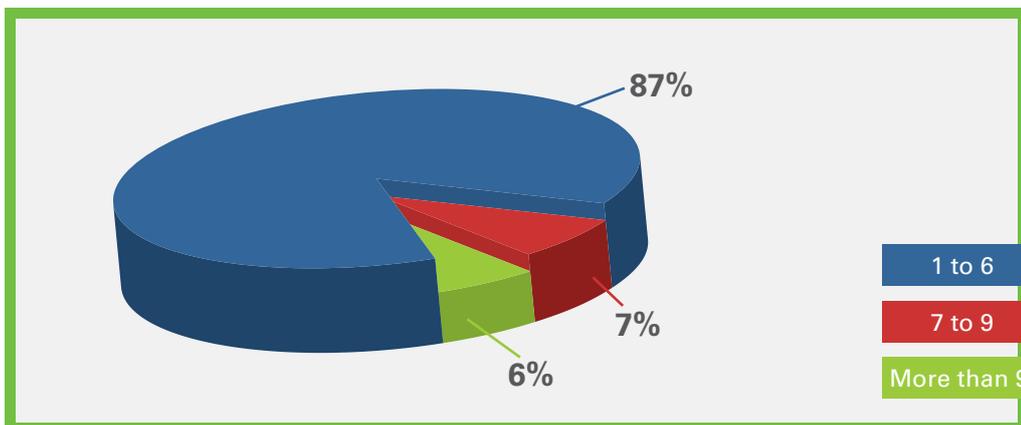


Chart 4 – Time of incident (2008-2012)

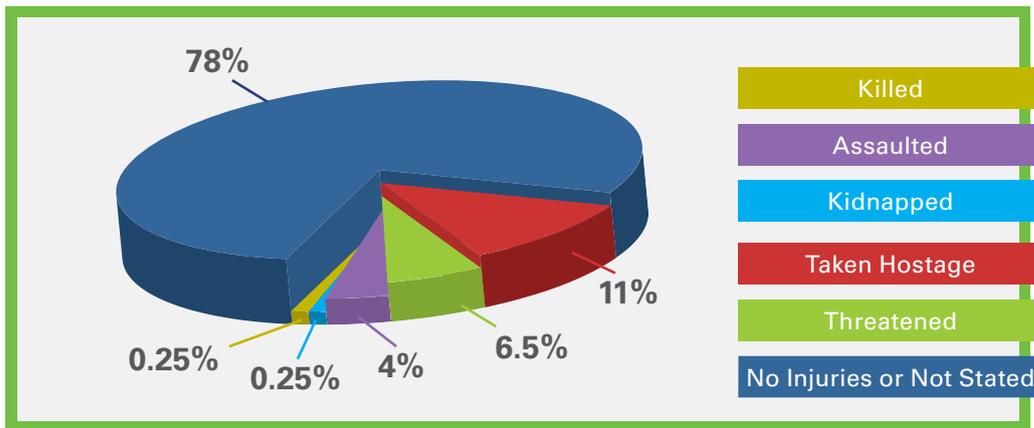
### Number of Robbers

Robbers operate in group of one to six men. Approximately 87% of the incidents involved robbers within this category.



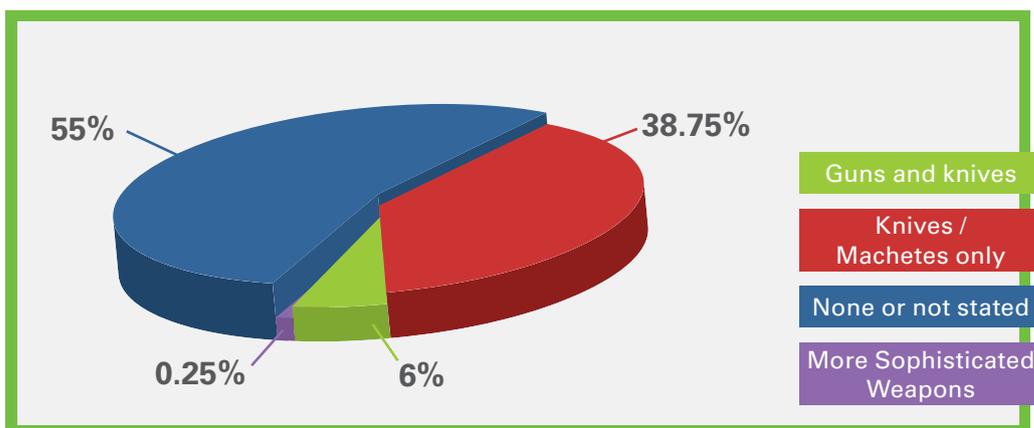
### Treatment of Crew

Generally, the robbers did not inflict harm on the crew and avoid confrontation with them. Once detected, the robbers would escape immediately. However, there were occasions when the crew was threatened, being held hostage, assaulted and tied up. No further information on the status of injury was available.



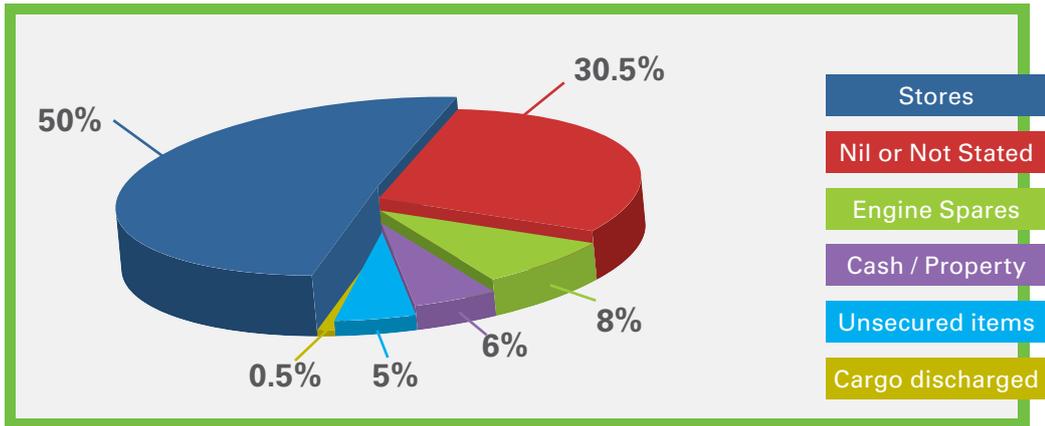
### Type of Weapons Used

There was no report on the weapons used by the robbers in 55% of the total number of incidents. About 39% of the incidents involving robbers armed with long knives which were generally used to cut ropes and other items onboard the ships.



### Economic Loss

In terms of economic loss, the robbers were interested in items such as mooring ropes, engine spares, unsecured items, cash and crew’s personal belongings.



### Type of Vessels

No specific vessel was targeted by robbers although tankers and bulk carriers were the vessels most commonly boarded. This was likely due to the type of facilities provided for specific type of vessels at certain ports and anchorages which robbers target at more often in view of insufficient enforcement and vigilance.

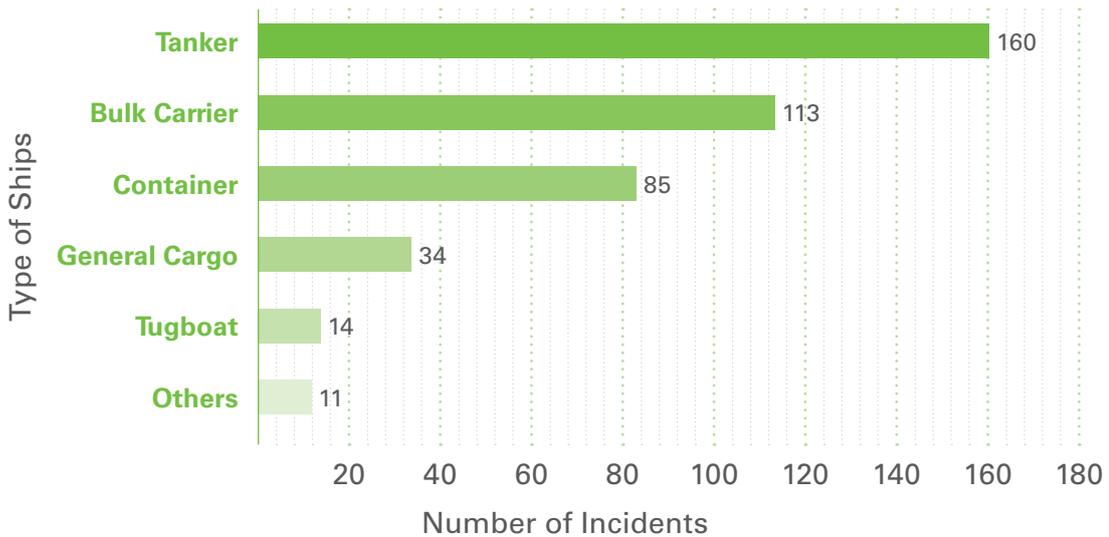
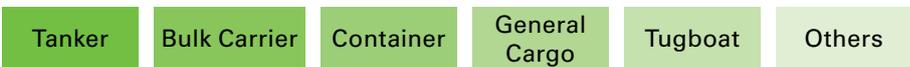


Chart 5 – Types of vessels attacked



# Incidents at Ports and Anchorages

From the modus operandi of the robbers; and sharing of best practices by the authorities and shipping industries, the ReCAAP ISC suggests some do's and don'ts; and recommendations to authorities, master and crew:

### Do's

- Do exercise vigilance and adopt precautionary measures when anchored at ports and anchorages, especially during hours of darkness and times of poor visibility.
- Do enhanced vigilance by the A/B watches during hours of darkness when vessels are at anchor. A visual presence has been the best deterrence against robberies.
- Do secure all items on the upper deck of vessel.
- Do report to the coastal state and port authorities all incidents (actual and attempted).
- Do adhere to precautionary measures and advisory issued by port authorities.
- Do establish the Ship's Security Plan (SSCP) and coordinate with all crew on the implementation of SSCP.
- Do ensure controlled access and prevent unauthorized boarding by locking all access points leading inside the vessel.
- Do lock all doors and hatches of compartments when not in use.
- Do undertake vigilance rounds on upper deck especially during the hours of darkness at irregular intervals and ensure that the A/B patrol team is suitably equipped.
- Do ensure hawse pipes are covered and securely locked in place.
- Do sound alarm or whistle when see suspicious boats approaching.

### Don'ts

- Don't engage in any kind of barter trade with small boats.
- Don't keep loose gears or unsecured items on the upper decks.
- Don't keep the pilot ladder or Jacob ladder along the ship side.
- Don't disregard a small incident including suspicious activities, instead should report to the authorities immediately.

## Recommendations

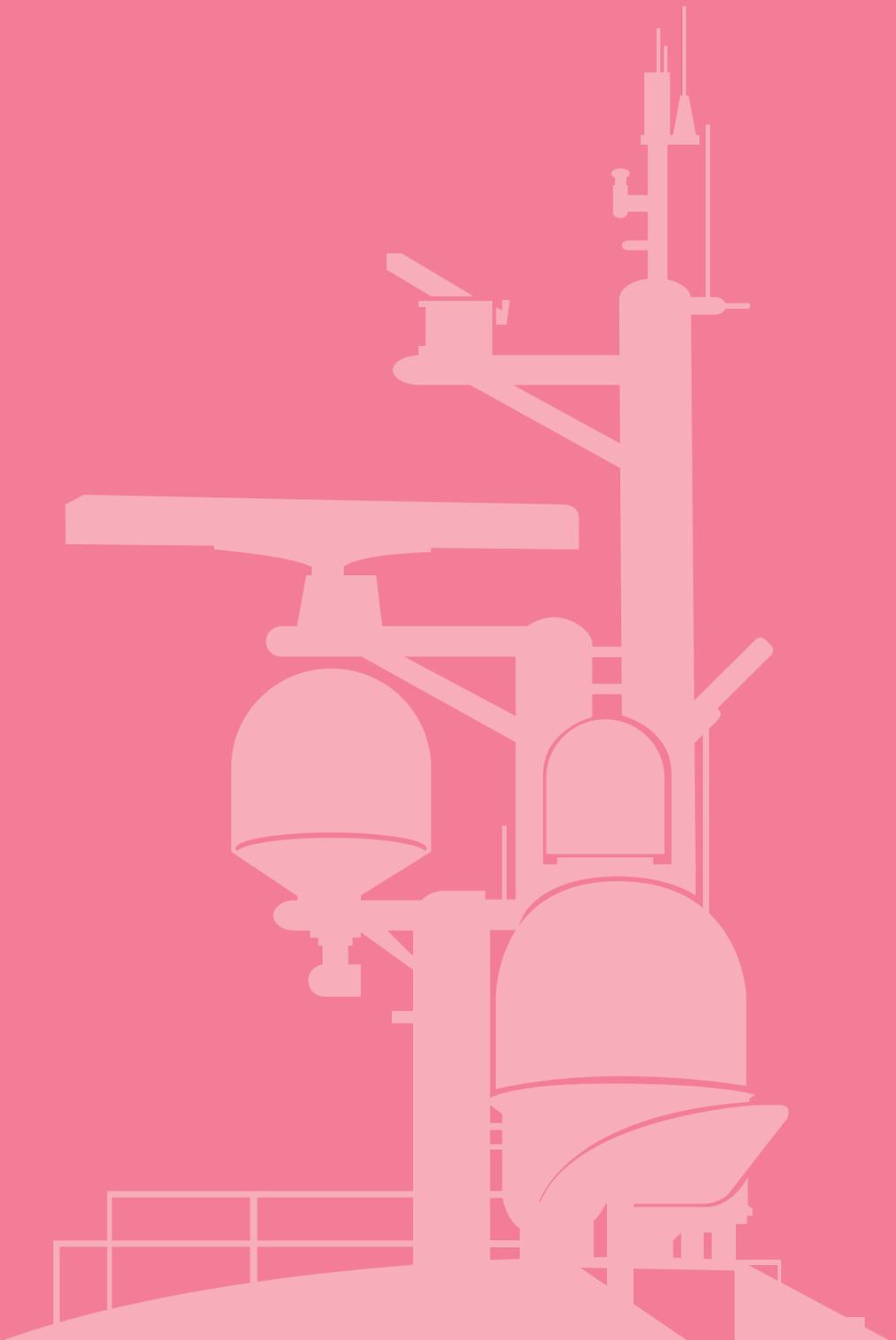
- In general, anti-piracy measures remain the best defence against unauthorised boarding by robbers.
- Ship masters are advised to report immediately to the RCC/FP of coastal states i.a.w MSC 1/circ 1334 and undertake timely reporting to the port/maritime authorities.
- Ship masters are advised to enhance security awareness and vigilance onboard ship and encourage ship's crew to also exercise enhanced vigilance.
- Ship masters are advised to use maximum lighting on the upper deck while at anchorage, and also to consider lighting of vulnerable areas linked to an alarm system or detection/surveillance equipment.
- Ship masters may consider greasing or installing razor wire woven through and around the anchor chain (extending up to 2 metres down the hawse pipe) while the ship is at anchor to prevent climbing.
- Be wary of the presence of small boats loitering near the ship by day. Robbers may be surveying and identifying ships that are deemed vulnerable before choosing a target to strike at night.
- In adopting preventive measures, take into consideration the safety of crew as this may hamper evacuation in the event of an emergency.
- Law enforcement agencies are required to carry out enhanced patrolling in areas of reported activities.
- Authorities to implement measures to deny usage of navigable waters for acts of robbery onboard vessels, and also to enhance coordination among all maritime authorities.
- Coastal community to conduct outreach programmes to instill awareness of the ill-effects of piracy and sea robbery; and to encourage them to report any suspicious activity to the authorities.
- Ship master and crew are advised to cooperate with the investigating authorities and share information with relevant inter-governmental agencies.

## Comments by the ReCAAP ISC

While acknowledging the increase in the number of incidents at ports and anchorages, the ReCAAP ISC strongly believes that the best defence against incident at ports and anchorages is to exercise enhanced vigilance and remain alert. It is recommended that the authorities may regulate the presence of small fishing boats near ports and anchorages, which are sometimes used as covers for robbers to operate under the guise of barter trade. The presence of large number of fishing boats pose challenges to the law enforcement authorities to patrol, locate and apprehend the robbers.

# RECAAP ISC ACTIVITIES (1<sup>ST</sup> QUARTER OF 2013)

ReCAAP ISC Quarterly Report





**IV**  
PART  
FOUR

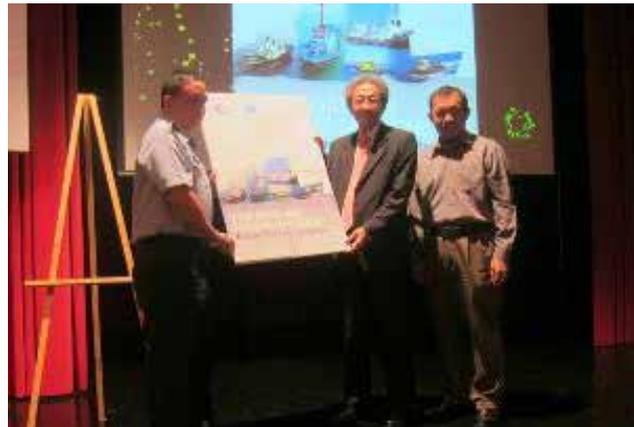
### Nautical Forum 4/13 (10 January 2013)

An annual event organised by the ReCAAP ISC, Maritime and Port Authority of Singapore (MPA) and Singapore Shipping Association (SSA), the Nautical Forum was into its fourth year running. Held on 10 Jan 13 at the STI Auditorium, Capital Towers, Singapore, the objective of the forum was to bring together the ReCAAP ISC, MPA and members of the shipping industry to share on the findings of the piracy and sea robbery situation in Asia for 2012. It also facilitated a dialogue session to solicit recommendations and suggestions to bring about closer cooperation among stakeholders so to further mitigate piracy and sea robbery situation in Asia.

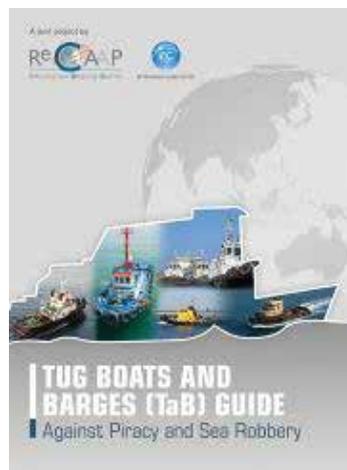
Among the highlights of the forum was the launch of the Tug Boats and Barges (TaB) Guide. Jointly produced by the ReCAAP ISC and the Information Fusion Centre (IFC), the TaB Guide<sup>1</sup> provides tips, guidelines, reporting procedures and contact details for tug boat owners, operators and crew to avoid being hijacked or robbed.



*Conduct of the Forum*



*Launching of the TaB Guide*



*TaB Guide*

1. The soft copy of the TaB Guide can be downloaded at [http://www.recaap.org/Portals/0/docs/Tug%20Boats%20and%20Barges%20\(TaB\)%20Guide%20\(Final\).pdf](http://www.recaap.org/Portals/0/docs/Tug%20Boats%20and%20Barges%20(TaB)%20Guide%20(Final).pdf)

## 7<sup>th</sup> ReCAAP ISC Governing Council Meeting

The 7<sup>th</sup> Governing Council Meeting of the ReCAAP ISC was held from 5 to 7 Mar 13 in Singapore at Pan Pacific Singapore. Governors from 18 ReCAAP Contracting Parties<sup>2</sup> commended the ReCAAP ISC on its achievements in research and analysis, capacity building, engagement and co-operation with other organisations with interests in combating piracy and armed robbery against ships. The partner organisations from International Organisations and maritime industry, as well as External Participants also participated in the Meeting.

At the meeting, the Council unanimously supported the nomination of the Chairperson to be held by the Governor for Thailand, His Excellency Dr Pornchai Danvivathana, and the Vice Chairperson by Governor for Bangladesh, Mr Nasir Arif Mahmud, with effect from 8 Mar 13. The Council also appointed Mr Yoshihisa Endo, the current Executive Director, for another term as the Executive Director starting from 1 Apr 13.



*Participants of the 7<sup>th</sup> Governing Council Meeting*

2. The eighteen Contracting Parties are Bangladesh, Brunei, Cambodia, China, Denmark, India, Japan, Republic of Korea, Laos, Myanmar, Netherlands, Norway, Philippines, Singapore, Sri Lanka, Thailand, United Kingdom and Vietnam.

# CONCLUSION

ReCAAP ISC Quarterly Report

PART  
FIVE

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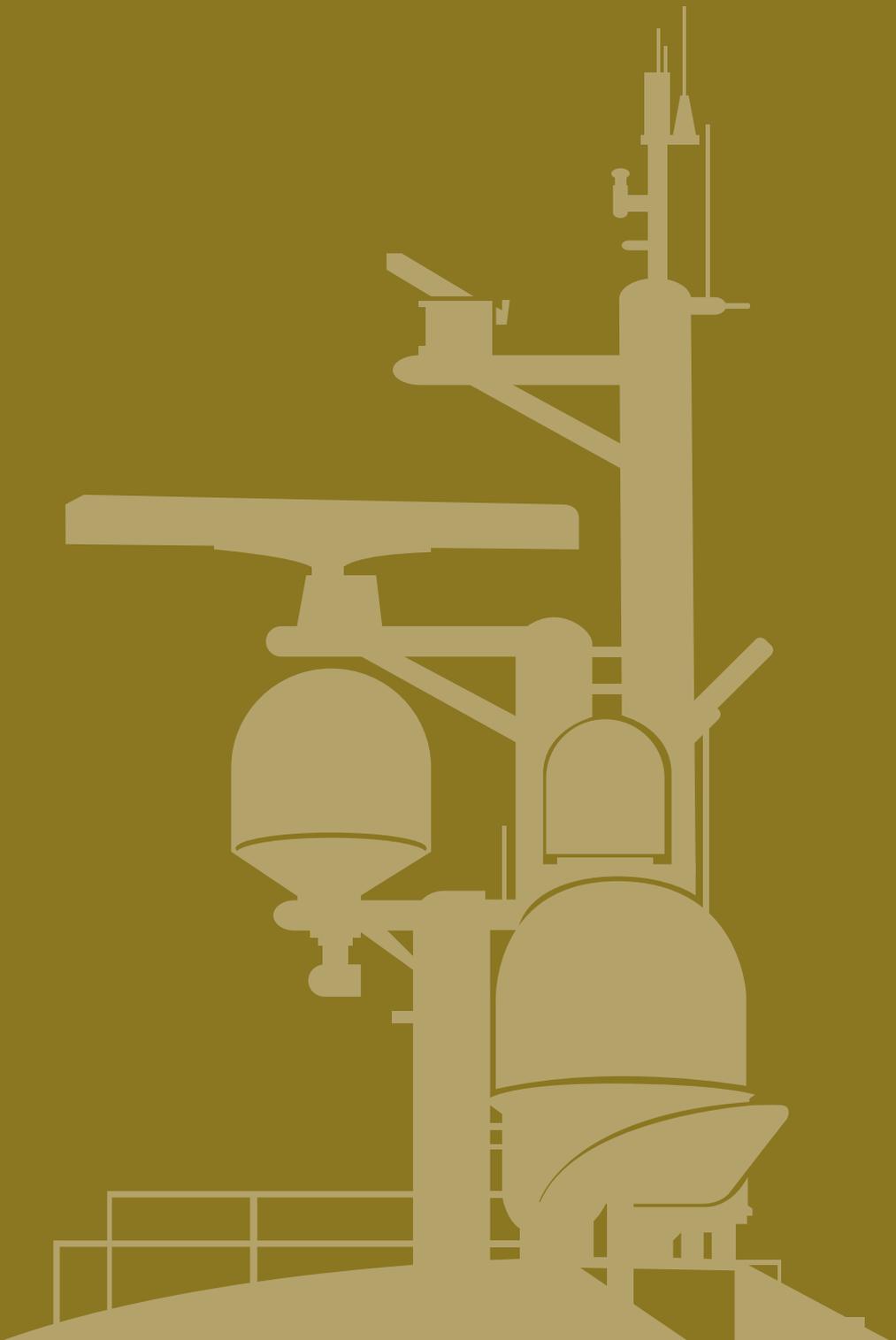
## Conclusion

Overall, there has been a decrease in the number of incidents and its severity during January-March 2013 compared to the same period in 2010-2012. However, there has been an increase in the number of incidents at some ports and anchorages, with relatively more incidents occurred during daylight hours. To which, the ReCAAP ISC shares the do's and don'ts to be adopted by authorities, master and crew as no single agency or entity can address the challenges alone.

# APPENDICES

ReCAAP ISC Quarterly Report

- Definitions & Methodology in Classifying Incidents
- Description of Incidents
- Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia
- Contact Details of ReCAAP Focal Points / Contact Point
- Acknowledgements





# 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:

1. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
  - a. **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.
  - b. **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.
  - c. **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.

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- 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 Significance
CAT 2	Moderately Significance
CAT 3	Less Significance
Petty Theft	Minimum Significance

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-March 2013)

### Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1 <span style="color: teal;">■</span>	<i>Histria Prince</i> Chemical tanker Marshall Islands 9436666 25864	04/01/13 2215 hrs	01° 16' S, 116° 49' E  Jetty No. 5C, Balikpapan port, Indonesia	While at berth, four robbers approached the chemical tanker while engaged in loading operations. One of the robbers boarded the vessel, stole the ship's property and escaped. The incident was reported to the local agent and port authorities.  <b>[IMO]</b>
2 <span style="color: blue;">■</span>	<i>Hua Heng 167</i> Bulk carrier China 9604603 32965	12/01/13 0105 hrs	01° 11.10' S, 116° 46.70' E  Balikpapan anchorage, Indonesia	While at anchor, two robbers armed with long knives boarded the vessel through the anchor chains. The duty crew spotted the robbers, raised the alarm and rushed towards them. The robbers jumped into the sea and escaped in a speed boat. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (China)]</b>
3 <span style="color: teal;">■</span>	<i>Torm Ohio</i> Tanker Denmark 9234678 23235	17/01/13 1345 hrs	01° 22' S, 116° 56.40' E  Balikpapan outer anchorage, Indonesia	While at anchor, two robbers boarded the tanker. The duty officer on the bridge raised the alarm and sounded the ship horn upon noticing some movements at the forecandle deck. Upon hearing the alarm, the robbers jumped overboard and escaped. On investigation, it was discovered that the forward rope hatch lock was broken and ship stores were stolen.  <b>[ReCAAP Focal Point (Denmark)]</b>
4 <span style="color: teal;">■</span>	<i>Siva Mumbai</i> Chemical tanker Hong Kong 9565637 19968	22/01/13 0200 hrs	01° 42.30' N, 101° 29.20' E  Dumai inner anchorage, Indonesia	While at anchor, robbers boarded the vessel, stole engine spares and escaped unnoticed. The theft was discovered after departure from the port during maintenance work for generator engine. Some foot prints were discovered on the floor.  <b>[ReCAAP Focal Point (China)]</b>
5 <span style="color: orange;">■</span>	<i>Champion Trust</i> Chemical Tanker Norway 9080493 26218	27/01/13 0200 hrs	17° 01.50' N, 082° 24.80' E  Godavari Pt., Kakinada anchorage India	While at anchor, eight robbers in two boats approached the chemical tanker. Two robbers armed with long knives boarded the vessel from the forecandle while the rest of the robbers waited in the boats. The ship's watchman noticed the robbers at the bow and informed the Officer-on-Watch (OOW). The OOW informed the master immediately and raised the alarm. The crew tried to stop the robbers from escaping but was not successful. The robbers managed to escape with a mooring line. The crew was safe and two mooring ropes from forecandle were discovered missing.  <b>[ReCAAP Focal Point (India)]</b>

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## Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6 <span style="color: #000080;">■</span>	<i>BWYangtze</i> Tanker Singapore 9393096 43797	29/01/13 0030 hrs	20° 56.60' N 088° 10.10' E  Sagar anchorage, India	<p>While at anchor, three armed robbers boarded the vessel. Upon discovering the robbers, the OOW informed the master, who raised the alarm and sought assistance from the Indian Coast Guard, who is also the ReCAAP Focal Point (India). The robbers escaped with three coils of mooring ropes. The crew was not injured.</p> <p><b><i>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</i></b></p>
7 <span style="color: #008080;">■</span>	<i>AAL Nanjing</i> General cargo ship Singapore 9521552 14053	31/01/13 1350 hrs	14° 33.80' N 120° 54.80' E  Manila Bay, South Quarantine Anchorage, Philippines	<p>While at anchor, a crew who was securing the accommodation block noticed a robber emerging from the forecandle store. Upon realising that the crew had been alerted, the robber escaped using a rope. On investigation, it was discovered that the robber had broken the padlock of the forecandle store and escaped the ship with a breathing apparatus, two cylinders, six pieces of fog nozzles, one fire axe and two pieces of safety flashlights.</p> <p><b><i>[ReCAAP Focal Point (Singapore)]</i></b></p>
8 <span style="color: #008080;">■</span>	<i>Wehr Blankenese</i> Container ship Marshall Islands 9149902 16117	04/02/13 2015 hrs	10° 47.38' N, 106° 43.29' E  Port of Ho Chi Minh, Vietnam	<p>While at berth, a small boat was alongside on port side bow of the container ship during dark evening hours. The padlock of the paint store was later found broken and 14 drums of paint were missing.</p> <p><b><i>[ReCAAP Focal Point (Singapore)]</i></b></p>
9 <span style="color: #000080;">■</span>	<i>Ince Inebolu</i> Bulk carrier Turkey 9254472 30011	06/02/13 0245 hrs	01° 41.80' S, 116° 38.60' E  Adang Bay anchorage, Indonesia	<p>While at anchor, three robbers armed with knives boarded the bulk carrier via the anchor chain. They attacked the duty crew on the forecandle. The duty crew managed to escape and raise the alarm. The crew was mustered and proceeded forward. Realising that the crew had been alerted, the robbers jumped overboard and escaped in their boat. On investigation, it was discovered that ship stores were stolen from the forecandle store.</p> <p><b><i>[IMO]</i></b></p>
10 <span style="color: #000080;">■</span>	<i>Stargate</i> Bulk carrier Liberia 9493212 17025	12/02/13 0150 hrs	01° 42.36' N, 101° 27.27' E  Dumai anchorage, Indonesia	<p>While at anchor, three robbers armed with long knives boarded the bulk carrier using a rope and a hook attached to a long pole. The duty officer noticed the robbers, raised the alarm, sounded the ship's whistle and informed the local authorities. On hearing the alarm and noting that the crew had been alerted, the robbers escaped empty-handed.</p> <p><b><i>[ReCAAP Focal Point (United Kingdom)]</i></b></p>

## Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
11 <span style="color: #008080;">■</span>	<i>Torm Garonne</i> Chemical tanker Denmark 9288930 23246	12/02/13 0540 hrs	01° 17' S, 116° 48' E  Balikpapan inner anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the chemical tanker. On sighting the robbers, the master raised the alarm and the crew mustered. The robbers escaped with one mooring line.  <b>[ReCAAP Focal Point (Denmark)]</b>
12 <span style="color: #FFA500;">■</span>	<i>Forward Fortune</i> Tanker Panama 9317717 59158	13/02/13 0440 hrs	01° 06.50' N, 103° 36.20' E  Nipah anchorage, Indonesia	While at anchor, seven robbers boarded the tanker during ship-to-ship operation and tied the motorman in the engine room. The motorman managed to escape and inform the OOW and Second Officer, who informed the master. The master raised the alarm and upon hearing the alarm, the robbers escaped with some engine spares.  <b>[IFC, Shipping company]</b>
13 <span style="color: #008080;">■</span>	<i>Atlantic Latvia</i> Chemical tanker Liberia 9222168 23740	14/02/13 0100 hrs	09° 54' N, 076° 08' E  Kochi Light, India	While at anchor, three robbers boarded the chemical tanker via the anchor chain from a wooden boat. The robbers entered the forecastle paint room. The duty crew spotted the robbers and informed the duty officer, who sounded the alarm. Upon hearing the alarm, the robbers escaped with stolen stores including 10 cans of paint and two cans of thinner.  <b>[ReCAAP Focal Point (India)]</b>
14 <span style="color: #008080;">■</span>	<i>Selma</i> Container ship Antigua & Barbuda 9057159 14619	14/02/13 2340 hrs	20° 37.25' N, 106° 51.82' E  Haiphong anchorage, Vietnam	While at anchor, an unknown number of robbers boarded the container ship via the anchor chain after breaking the locks on the hawse-pipe cover. They broke into the forepeak store, paint store and deck store. The robbers escaped with two mooring ropes.  <b>[ReCAAP Focal Point (China)]</b>
15 <span style="color: #000080;">■</span>	<i>APL Bahrain</i> Container ship Liberia 9395927 40741	18/02/13 2310 hrs	00° 08.90' N, 106° 18.90' E  Approx. 52 nm west of Pulau Penjantan, Indonesia (South China Sea)	While underway, the duty officer onboard the container ship noticed two masked pirates on the bridge wing attempting to enter the bridge. The alarm was raised and the crew mustered on bridge. Seeing that crew had been alerted, and unable to enter the locked bridge, the pirates escaped.  <b>[IMO]</b>

# Appendices

## Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16 <span style="color: #00008B;">■</span>	<i>Eships Prelude</i> Chemical tanker Marshall Islands 9272723 5770	20/02/13 0600 hrs	01° 23.30' S, 116° 56' E  Balikpapan anchorage, Indonesia	While at anchor carrying out bunkering operation, the master observed some activity at the forecandle deck. The alarm was raised and the crew was mustered. The crew saw four robbers onboard the vessel, of whom two were armed with long swords trying to threaten the crew. The robbers eventually escaped by jumping overboard with four ropes stolen from the forecandle store.  <b>[ReCAAP Focal Point (Singapore)]</b>
17 <span style="color: #008080;">■</span>	<i>Red Rum</i> LPG tanker Singapore 9012886 42341	20/02/13 2100 hrs	05° 34' N, 104° 35' E  Teluk Semangka anchorage, Indonesia	The loss of engine spares was only reported after the LPG tanker had departed Teluk Semangka, Indonesia. Throughout her stay at Teluk Semangka anchorage, the vessel kept strict anti-piracy watches with three people on deck during cargo operations. Although the entrances to the engine store were locked, it was suspected that the items were pilfered through the chain block trolley travelling opening above the gate.  <b>[ReCAAP Focal Point (Singapore)]</b>
18 <span style="color: #008080;">■</span>	<i>Stolt Rindo</i> Chemical tanker Panama 9314765 6944	27/02/13	01° 42.19' N, 101° 29.11' E  Dumai quarantine anchorage, Indonesia	While at anchor, the chemical tanker was boarded by an unknown number of robbers, who stole engine spares and escaped unnoticed. The incident was discovered by a crew who noticed the broken lock and missing engine spares.  <b>[ReCAAP Focal Point (Singapore)]</b>
19 <span style="color: #00008B;">■</span>	<i>Kilian S</i> Bulk carrier Antigua & Barbuda 9456173 32987	14/03/13 0402 hrs	01° 40.20' S, 116° 39.10' E  Adang Bay anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the bulk carrier. The duty seaman spotted the robbers attempting to enter the forecandle store and informed the duty officer, who raised the alarm and sounded the forward fog horn. The crew was mustered and proceeded towards the forecandle. Upon seeing the crew, the robbers jumped overboard and escaped. Nothing was stolen and no injuries to crew were reported.  <b>[IMO]</b>
20 <span style="color: #00008B;">■</span>	<i>Global Andes</i> Bulk carrier Panama 9633032 30660	21/03/13 0240 hrs	07° 05.30' S, 112° 39.40' E  Surabaya anchorage, Indonesia	While at anchor, four robbers armed with long swords boarded the bulk carrier. They broke into the forward store and stole mooring ropes, immersion suits and hoses. The crew noticed the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped.  <b>[ReCAAP Focal Point (Japan)]</b>

## Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
21 <span style="color: #008080;">■</span>	<i>Cape Norviaga</i> Container ship Singapore 9182021 17609	24/03/13 0200 hrs	05° 59.36' S, 106° 54.76' E  Tanjung Priok anchorage, Indonesia	While at anchor, the crew was conducting security rounds on deck and discovered that the steering gear room was opened. It was suspected that the robbers stole items near the entrance of the steering gear room. The stolen items include six fire hose nozzle, six spanner keys for fire hose nozzle, 10 hydrant cups, one set of oxy and acetylene regulator plus flashback arrestor and one set of welding rod holder.  <b>[ReCAAP Focal Point (Singapore)]</b>
22 <span style="color: #FFA500;">■</span>	<i>Pandurata</i> General cargo ship Panama 9162318 6448	25/03/13 0130 hrs	01°42' N, 101° 27' E  Dumai inner anchorage, Indonesia	While at anchor, five robbers armed with knives and guns boarded the general cargo ship. The robbers held two crew hostage and tied their hands with rope. The two crew were ordered to lead the robbers to the engine room store where they stole some items.  <b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</b>
23 <span style="color: #008080;">■</span>	<i>Mosor</i> Bulk carrier Croatia 9191527 24533	26/03/13 0405 hrs	03° 40' S, 114° 26' E  Taboneo anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier. The duty crew noticed the robbers and informed the duty officer, who raised the alarm. Realising the crew had been alerted, the robbers jumped overboard and escaped empty-handed.  <b>[IMO]</b>
24 <span style="color: #008080;">■</span>	<i>Siberian Express</i> Bulk carrier Gibraltar (UK) 9498717 51209	27/03/13 1530 hrs	03° 56' N, 098° 47' E  Belawan anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier, stole ship stores from bosun store at forecastle and escaped. The theft was only discovered after the robbers had escaped. The stolen items include fire nozzles, fire coupling, fire hydrant cover and fire hoses.  <b>[ReCAAP Focal Point (Netherlands)]</b>
25 <span style="color: #FFA500;">■</span>	<i>Theometor</i> Bulk carrier St Vincent & The Grenadines 9595759 32543	28/03/13 0900 hrs	01° 08' S, 117° 15' E  Muara Jawa anchorage, Samarinda, Indonesia	While at anchor, the duty A/B noticed an unknown number of robbers near the bosun store trying to remove mooring ropes. The robbers pointed a gun at the A/B, who took cover and informed the duty officer. The robbers managed to lower the rope into a waiting boat and escaped. The port control and coast guard were informed.  <b>[IMO]</b>

# Appendices

## Actual Incidents

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

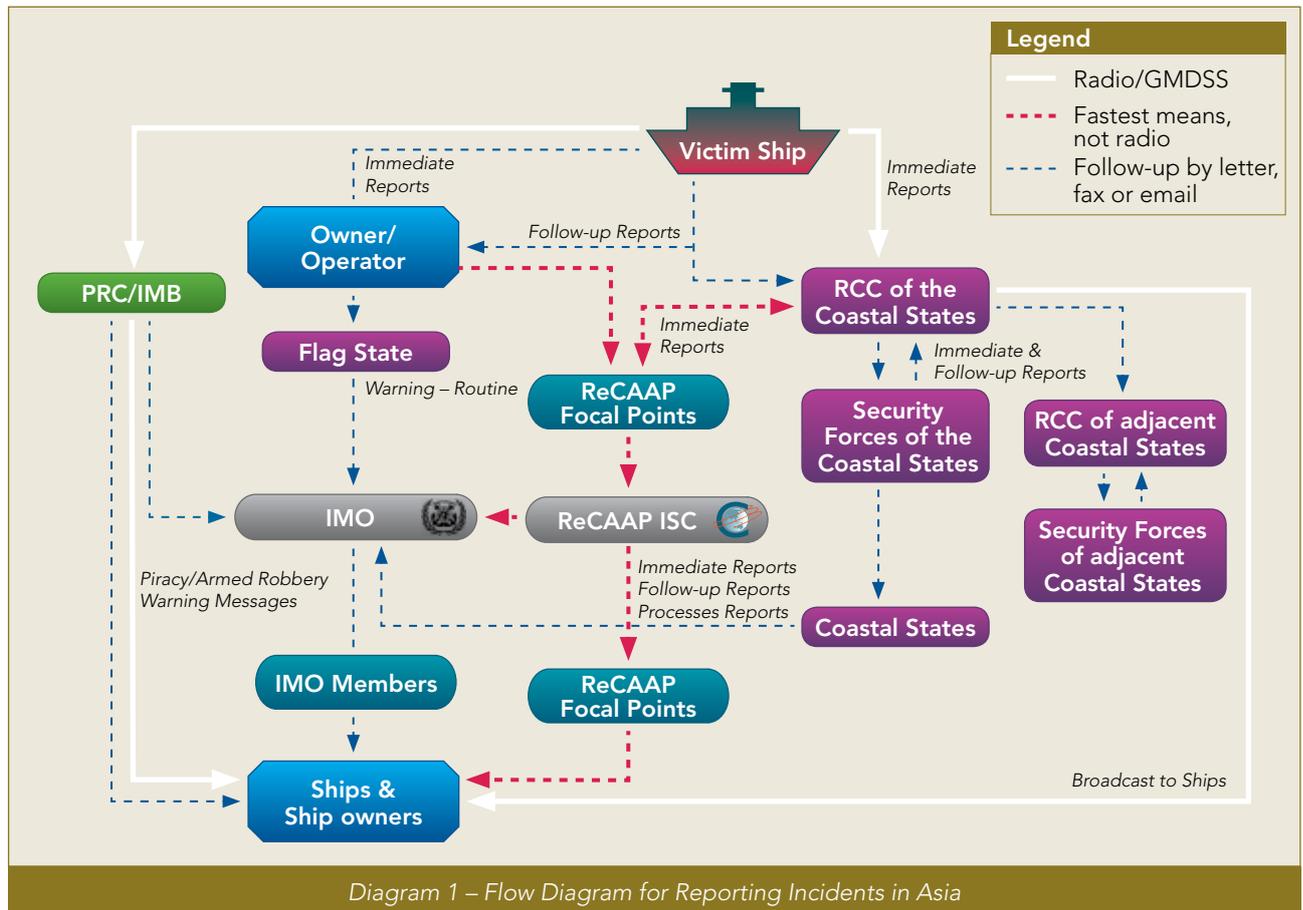
S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
26 <span style="color: blue;">■</span>	<i>Dietrich Oldendorff</i> Bulk carrier Luxembourg 9665542 35812	29/03/13 0210 hrs	01° 11' S, 117° 16' E  Samarinda anchorage, Indonesia	While at anchor, two robbers armed with long knives boarded the bulk carrier and stole ship stores from the forecastle store. They were spotted by the crew and the alarm was raised. The robbers escaped with stolen stores.  <b>[IMO]</b>
27 <span style="color: orange;">■</span>	<i>Bourbon Liberty 308</i> Supply vessel Luxembourg 9619086 2245	30/03/13 2030 hrs	02° 07' N, 104° 51' E  Approximately 26.42 nm southeast of Pulau Aur, Malaysia (South China Sea)	While underway, the crew discovered seven masked pirates on the deck. The alarm was raised and an announcement was made via the PA system. The pirates were observed to be armed with big knives, rods and possibly a gun. The crew activated the SSAS and informed the ship agent and CSO. At or about 2155hrs (local time), the pirates escaped in a high speed wooden boat with laptop, mobile phones, cash and clothes.  <b>[ReCAAP Focal Point (Singapore)]</b>

## Attempted Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Fairchem Stallion</i> Chemical tanker Panama 9291456 11628	03/02/13 0430 hrs	03° 55.60' N, 098° 48.60' E  Belawan anchorage, Indonesia	While at anchor, six robbers armed with knives in a small-sized wooden motor boat approached the chemical tanker from the shadowed section of the forecastle and then towards the forward of the midship. One of the robbers attempted to board the tanker by hooking a rope onto the ship's railing. The duty crew spotted the robber immediately and informed the duty officer. The duty officer raised the alarm and the crew mustered on the wheelhouse. Upon hearing the alarm and realising the crew had been alerted, the robbers aborted the attempted boarding. The incident lasted for 15 min. The robbers were observed to be lean and dark-skinned, and were dressed in worn-out t-shirts.  <b>[ReCAAP Focal Point (Singapore)]</b>

# Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia

## Flow Diagram for Reporting Incidents in Asia



### 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.

## Contact details of ReCAAP Focal Points and Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>People's Republic of Bangladesh</b>		
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National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
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<b>People's Republic of China</b>		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
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<b>Republic of India</b>		
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Netherlands Coastguard Centre Email: sjaco.pas@kustwacht.nl	+31-223-542-300 +31-223-658-315	+31-223-658-358

Country & Agency In Charge	Point of Contact	
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Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>Republic of the Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
<b>Republic of Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
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<b>Kingdom of Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128 +44(0)1923 956128	+44(0)1923 956133
<b>Socialist Republic of Viet Nam</b>		
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*Contact Details of ReCAAP Focal Points / Contact Point*

*Correct as at 31 March 2013*

## Acknowledgements

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





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