



# REPORT FOR JULY 2013

1 July 2013 - 31 July 2013

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## Executive Summary

A total of 11 incidents comprising 10 actual incidents and one attempted incident of piracy and armed robbery against ships<sup>1</sup> were reported in July 2013. Of these, one was a piracy incident occurred in the South China Sea. Of the 11 incidents, three were Category 2 (moderately significant) incidents, one was a Category 3 (less

significant) incident, six were petty theft (minimum significant) incidents and one was an attempted incident. Notably, petty theft incidents formed the bulk of the total number of incidents reported in July 2013, and they occurred at ports and anchorages in the Philippines (3) and Indonesia (3). No Category 1 incident was reported.

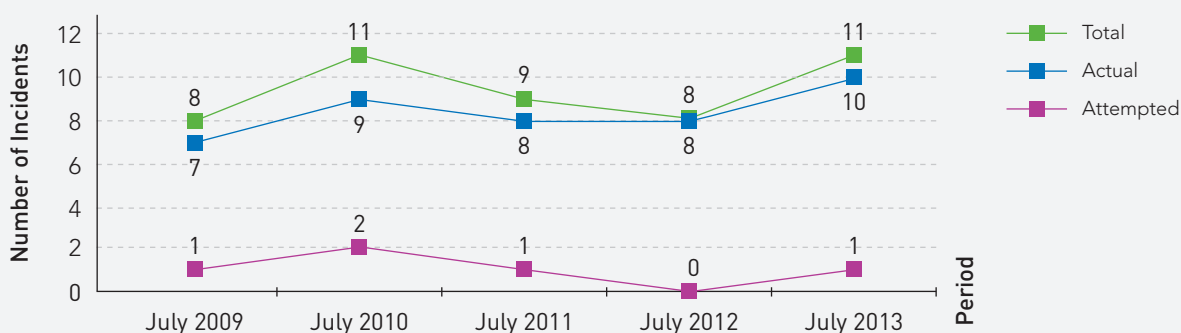


Chart 1 - Number of incidents (July of 2009-2013)

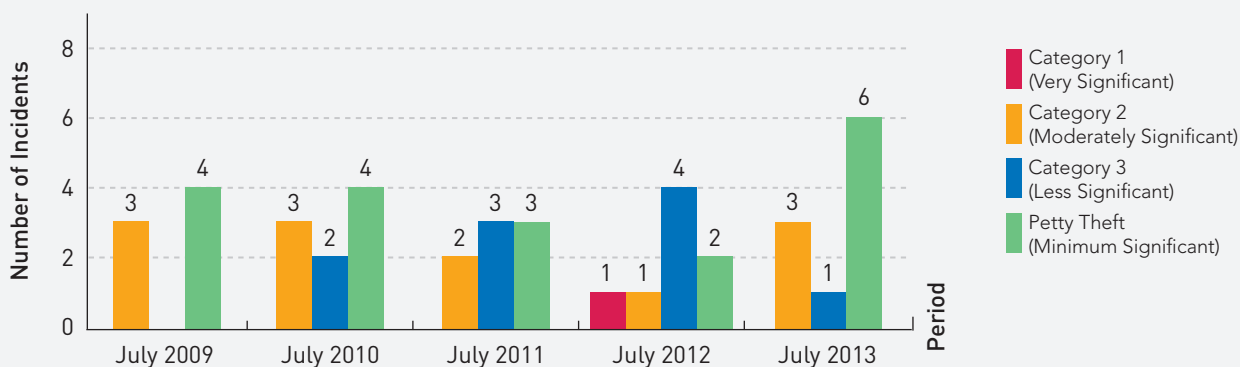


Chart 2 - Significance level of incidents (July of 2009-2013)

## Incidents Involving Vessels while Underway

Of the 11 incidents reported in July 2013, three incidents occurred when the vessels were underway and all were Category 2 incidents. The first incident occurred on 10 Jul 13 when tanker, *LG Asphalt 1* was underway off Pulau Tioman, Malaysia. Eight robbers armed with guns and knives boarded the vessel, tied the crew; and stole the crew's cash and personal belongings before they escaped. The second incident occurred on 12 Jul 13 involving supply vessel, *Crest Apache* while underway off Pulau Damar, Indonesia in the South China Sea when armed pirates boarded the vessel and escaped with the crew's personal belongings. After the pirates had left, one of the

ship's crew was discovered missing. It was not known if the crew was missing due to the incident or other reasons. The third incident occurred on 18 Jul 13 when general cargo ship, *Dolfijngracht* was underway off Pulau Mapor, Indonesia. Ten robbers armed with guns and knives boarded the vessel, threatened the crew, and stole cash, computers and personal belongings before they escaped. It was also reported that a bullet hole was found on the vessel, indicating that the robbers had discharged their firearm. However, it was not known when and under what circumstance that the firearm was discharged. No crew was injured.

<sup>1</sup> Refer to ReCAAP ISC website at <https://doc.recaap.org/dm/atom/library/37f9ad004d016c0192f2ba744bb8897a/document/b2c7f7004fa0f2c2a866ef46da7e0efd/media?errorPage=true&resolve=false> for the definitions of piracy and armed robbery against ships as adopted by the ReCAAP ISC.



## Incidents at Ports and Anchorages in the Philippines

A total of four incidents were reported in the Philippines in July 2013. Of these, one was a Category 3 incident and three were petty theft incidents.

The Category 3 incident involved supply vessel, *Jaya Mermaid* with barge, *Teras 3710* on 16 Jul 13 when 11 men boarded the barge while she was anchored at Bauan anchorage area, Batangas City, Philippines. The men brought several cutting equipment onto the barge (such as axe, wrenches, pliers, cutter and metal saw). The master reported the incident to the VTMS Batangas immediately, and the Philippine Coast Guard (PCG) despatched their vessels to the location of the incident. Sighting that the men were cutting the grillage of *Teras 3710*, the PCG apprehended them and confiscated their motorbanca and cutting equipment.

The three petty theft incidents involved container ships while anchored at the ports and anchorages

in Manila Bay. The first incident occurred on 10 Jul 13 when three robbers boarded *Cape Mahon* and stole one inflatable life raft and torchlight before they escaped in their red/maroon motorbanca. The second incident occurred on 22 Jul 13 when *Helmuth Rambow* was anchored at approximately 4 nm off MICT Breakwater, North Harbour, Manila. Four robbers boarded the container ship and stole stores such as paint, oxygen breathing apparatus, cylinder breathing apparatus, lifeline rope, chemical suit and anodes before they escaped via the hawse pipe. The third incident occurred on 26 Jul 13 when *APL Los Angeles* was anchored outside breakwater of South Harbour, Manila. The deck watchman onboard reported to the duty officer that some footprints were observed on the vessel's forecastle. It was later discovered that the padlock to the bosun store room was broken and an inflatable life raft, a fire hose with nozzle, spanner, and bolts of anchor plate were missing. The crew was not injured in all four incidents.

## Location of Incidents

The 11 incidents in July 2013 occurred in the Philippines (4), Indonesia (4), Malaysia (1), South China Sea (1) and Vietnam (1).

Refer to Map 1 for the approximate location of incidents reported in July 2013.

## Observations by the ReCAAP ISC

The number of incidents reported in July 2013 has increased compared to the past two years (2011-2012), with the bulk of the incidents being petty theft cases.

The ReCAAP ISC notes that incidents involving ships at anchor were mainly petty theft and

Category 3 incidents. However, incidents involving ships while underway were relatively more severe in nature (all Category 2 incidents) with pirates/robbers armed with guns and knives as reported in two of the three incidents.

## Conclusion

The ReCAAP ISC strongly recommends the Philippine authorities to increase presence and surveillance at the anchorages in Manila Bay, as three incidents have been reported there within an interval of 17 days. The ReCAAP ISC urges ship masters and crew to exercise extra vigilance, especially during hours of darkness, while anchored there as the three incidents occurred between 2330 hrs and 0500 hrs.

For ships while underway, masters are advised to exercise extra vigilance when operating in the vicinity of Pulau Mapor area as there were

reports of heightened activities in the area.

Ship masters and crew were advised to avoid confrontation with pirates/robbers who were armed. As seen in the incident involving *Dolfijngracht*, the robbers discharged their firearm and caused damage to the vessel. While the intention and reason for discharging their firearm is unclear, ship masters and crew are advised not to antagonise the pirates/robbers for their own safety, but to report all incidents to their flag State and the nearest coastal State immediately.

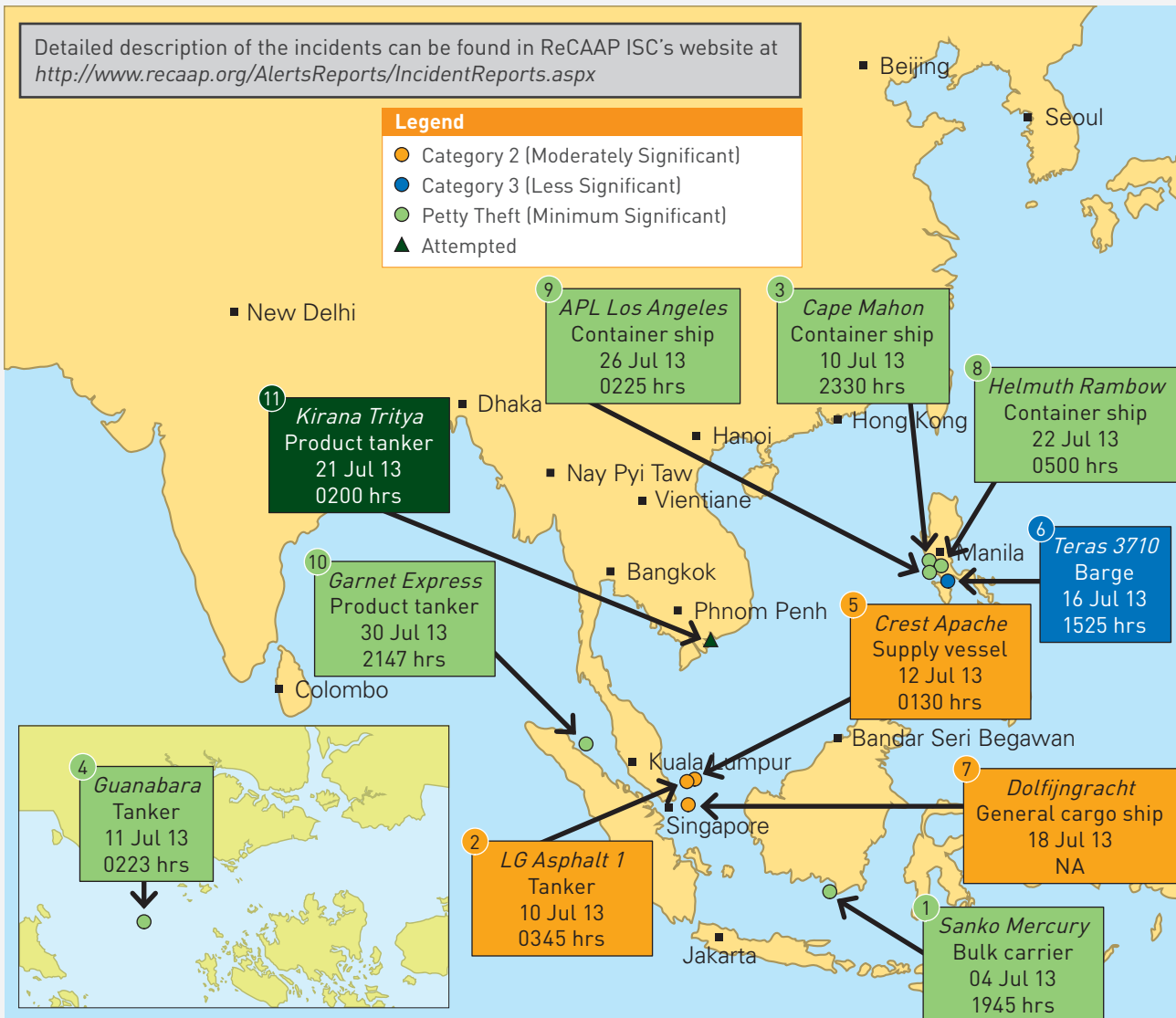
Location of Incidents



Detailed description of the incidents can be found in ReCAAP ISC's website at <http://www.recaap.org/AlertsReports/IncidentReports.aspx>

Legend

- Category 2 (Moderately Significant)
- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)
- ▲ Attempted



Map 1 - Location of incidents in July 2013





## Contact Details of ReCAAP Focal Points / Contact Point

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Correct as at 5 August 2013