



Quarterly Report

1st January 2009 – 31st March 2009

ReCAAP Information Sharing Centre

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Executive Summary

Between January and March 2009, a total of 14 incidents of piracy and armed robbery against ships, comprising 13 actual incidents and one attempted incident were reported in the Asian region. Of the 13 actual incidents, two were incidents of piracy and 11 were incidents of armed robbery against ships.

Overall, there has been a decline in the total number of incidents reported during the period January-March 2009 compared to January-March 2008, January-March 2007, January-March 2006 and January-March 2005. The drop in the number of incidents was most apparent in Bangladesh, India and Indonesia. Most of these incidents were Category 3 (less significant) incidents which occurred at ports and anchorages.

However, there has been an increase in the number of Category 1 (very significant) incidents and Category 2 (moderately significant) incidents during the period January-March 2009 compared to the corresponding quarters of 2008, 2007, 2006 and 2005. Majority of these incidents occurred while ships were underway.

The details of the incidents occurred during the period January-March 2009 are described in the Appendix.

Part 1 - Definitions & Methodology Used

1.1 Definitions Adopted by ReCAAP Information Sharing Centre

The definitions of piracy and armed robbery against ships adopted by the ReCAAP Information Sharing Centre (ISC) are in accordance with the ReCAAP Agreement, wherein:

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined in Article 1 (Definitions) of the ReCAAP as:

1. For the purpose of this Agreement, “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, in accordance with the Code of Practice for the Investigations of Crime of Piracy and Armed Robbery against Ships of International Maritime Organisation (IMO) (MSC/Circ. 984, Article 2.2), is defined in Article 1 (Definitions) of the ReCAAP as:

2. For the purpose of this Agreement, “armed robbery against ships” means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends and directed against a ship, or against persons or property on board such ship, in a place within a Contracting Party’s jurisdiction over such offences;

- (b) any act of voluntary participation in the operation of a ship with knowledge of facts making it a ship for armed robbery against ships;
- (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

1.2 Methodology for Classifying Incidents

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

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

(1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

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

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

1.3 Note on Sources of Information

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (INF). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the International Chamber of Commerce-International Maritime Bureau (ICC-IMB), 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.

1.4 Note on Maps Used to Depict Location of Incidents

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.

Part 2 - Quarterly Report

2.1 Analysis of Incidents between January – March 2009

2.1.1 Number of Reported Incidents

A total of 14 incidents were reported between January 2009 and March 2009. Of these, two were reported in January 2009, five in February 2009 and seven in March 2009. Half of the total number of incidents reported during the period January–March 2009 occurred in March 2009. Please refer to the table below.

	Jan 09	Feb 09	Mar 09	Jan-Mar 09
Actual	2	4	7	13
Attempted	0	1	0	1
Total	2	5	7	14

Table 1 - Actual and attempted incidents (January-March 2009)

2.1.2 Significance Level of Actual Incidents

During the period January–March 2009, 13 actual incidents were reported, of which two were Category 1 (very significant) incidents, three were Category 2 (moderately significant) incidents and eight were Category 3 (less significant) incidents. Please refer to the table below.

	Jan 09	Feb 09	Mar 09	Jan-Mar 09
Category 1 (Very Significant)	0	1	1	2
Category 2 (Moderately Significant)	0	0	3	3
Category 3 (Less Significant)	2	3	3	8
Total	2	4	7	13

Table 2 - Significance level of actual incidents (January-March 2009)

2.1.3 Location of Incidents

Of the 14 incidents reported between January 2009 and March 2009, two occurred in South Asia and 12 in Southeast Asia. Of the 12 incidents reported in the Southeast Asian region, 11 were actual incidents and one was an attempted incident. Table 3 shows the location of these incidents.

	Jan 09		Feb 09		Mar 09		Jan-Mar 09	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia								
■ Bangladesh					1		1	
■ India			1				1	
■ Sub-total			1		1		2	
Southeast Asia								
■ Indonesia	1						1	
■ Malaysia			1				1	
■ Philippines				1	1		1	1
■ Thailand					1		1	
■ Vietnam	1		1		2		4	
■ South China Sea					1		1	
■ Straits of Malacca and Singapore			1		1		2	
■ Sub-total	2		3	1	6		11	1
Overall Total	2		4	1	7		13	1

Table 3 - Location of incidents (January-March 2009)

2.1.4 Status of Ships

Table 4 below shows the status of ships during actual and attempted incidents for the period January–March 2009. Of the 14 incidents reported, nine incidents occurred while the ships were either at anchor or at berth, and five incidents occurred while the ships were underway (or steaming). This trend of incidents occurred mostly while ships were at anchor or at berth has been observed throughout the period January–March 2009. Incidents involving ships while underway occurred in the Straits of Malacca and Singapore, Philippines and the South China Sea.

	Jan 09		Feb 09		Mar 09		Jan-Mar 09	
	Berthed/Anchored	Underway	Berthed/Anchored	Underway	Berthed/Anchored	Underway	Berthed/Anchored	Underway
South Asia								
■ Bangladesh					1		1	
■ India			1				1	
■ Sub-total			1		1		2	
Southeast Asia								
■ Indonesia	1						1	
■ Malaysia			1				1	
■ Philippines				1		1		2
■ Thailand					1		1	
■ Vietnam	1		1		2		4	
■ South China Sea						1		1
■ Straits of Malacca and Singapore				1		1		2
■ Sub-total	2		2	2	3	3	7	5
Overall Total	2		3	2	4	3	9	5

Table 4 - Status of ships during actual and attempted incidents (January-March 2009)

2.1.5 Type of Ships

Between January 2009 and March 2009, bulk carriers, container ships and tug boats appeared to be more susceptible to attack compared to the other type of ships. Please see Chart 1 below. Of the four incidents involving bulk carriers, two occurred at the anchorage of Vung Tau, Vietnam, one at the port of Kakinada, India and one off Tanjung Bulat, Johor. Of the three incidents involving container ships, one occurred at the anchorage of Chittagong, Bangladesh, one at the anchorage of Vung Tau and one was an attempted incident while the ship was underway west of Pola Pt Milbuk, South Cotabato, Philippines. Incidents involving ships while at anchor were generally Category 3 incidents. Of the three incidents involving tug boats, one was a Category 1 incident and two were Category 2 incidents. These incidents occurred while the tug boats were underway. Two of the incidents occurred in the Straits of Malacca and Singapore and one in the South China Sea.

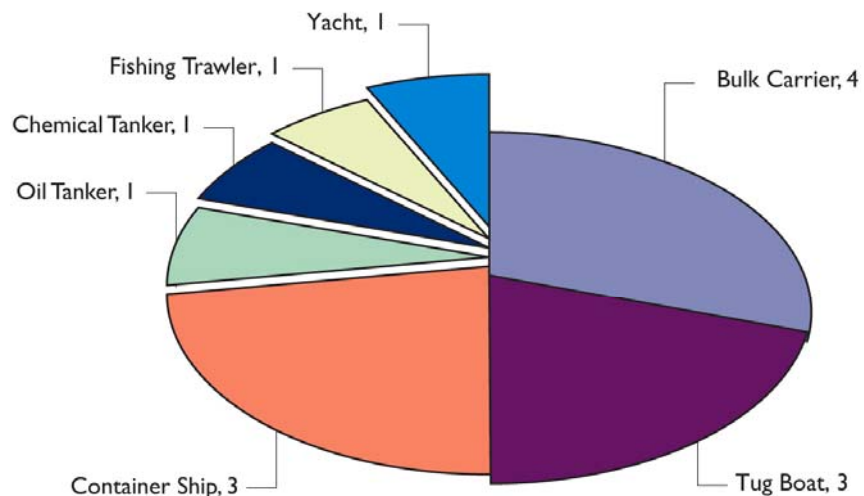


Chart 1 – Type of ships involved in reported incidents (January-March 2009)

2.2 Overall Analysis of Quarterly Patterns and Trends

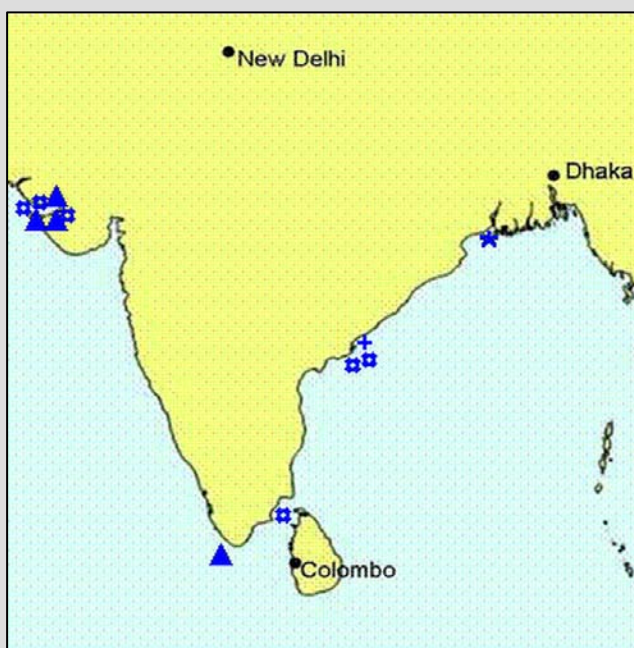
2.2.1 Number and Location of Reported Incidents

Overall, there has been a decline in the total number of incidents reported during the first quarter of 2009 (between January 2009 and March 2009) compared to the corresponding quarters of 2005-2008. A total of 14 incidents were reported during the first quarter of 2009 compared to 20

incidents during the same period in 2008, 19 incidents in 2007, 36 incidents in 2006 and 42 incidents in 2005. Please see Table 5 below. The decline in the number of incidents during the first quarter of 2009 is most apparent in Bangladesh, India and Indonesia. However, there has been an increase in the number of incidents reported in Vietnam between January 2009 and March 2009 compared to the corresponding quarters of 2005-2008. Please refer to Maps 2 to 5.

	Jan-Mar 05		Jan-Mar 06		Jan-Mar 07		Jan-Mar 08		Jan-Mar 09	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China	1									
Sub-total	1									
South Asia										
Arabian Sea					1	2				
Bangladesh	6		8	1	2		3		1	
Bay of Bengal					1					
India	4	1			1		6		1	
Sub-total	10	1	8	1	5	2	9		2	
Southeast Asia										
Indonesia	15	2	15	3	7	1	3	1	1	
Malaysia	2		6		1		1		1	
Philippines			1				1	1	1	1
Thailand			1						1	
Vietnam	3		1		1		1		4	
Gulf of Thailand	1									
Straits of Malacca and Singapore	5	1				1		2	2	
South China Sea		1			1			1	1	
Sub-total	26	4	24	3	10	2	6	5	11	1
Overall Total	37	4	32	4	15	4	15	5	13	1

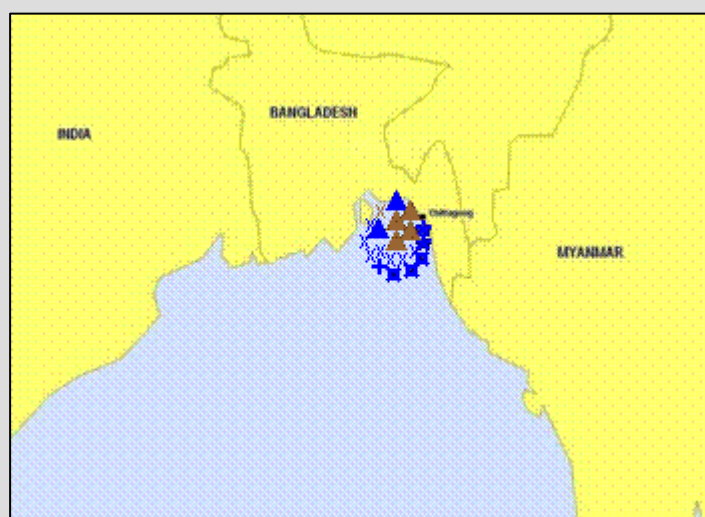
Table 5 - Number of incidents reported in the 1st Quarter of 2005, 2006, 2007, 2008 and 2009



Map 2- Map of actual incidents in the ports and anchorages of the Indian sub-continent during January-March 2005, 2006, 2007, 2008 and 2009

Overall, there has been a significant improvement in the ports and anchorages of the Indian sub-continent during January-March 2009 compared to the corresponding quarters of the previous four years (2005-2008). One Category 3 incident was reported between January 2009 and March 2009 compared to six Category 3 incidents reported in 2008, one Category 3 in 2007 and four Category 3 incidents in 2005. No incident was reported during the period January-March 2006.

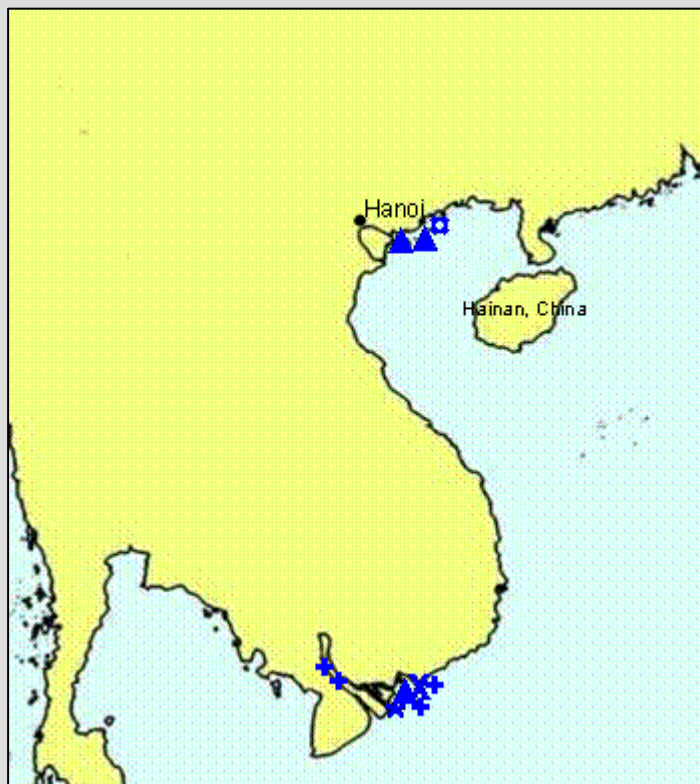
Legend	CAT 1		CAT 2		CAT 3	
2005		0		0		4
2006		0		0		0
2007		0		0		1
2008		0		0		6
2009		0		0		1



Map3- Map of actual incidents in Chittagong, Bangladesh during January-March 2005, 2006, 2007, 2008 and 2009

There has been an improvement in the situation in the ports and anchorages of Chittagong, Bangladesh between January 2009 and March 2009 compared to the corresponding quarters of the previous four years (2005-2008). Between January 2009 and March 2009, one Category 3 incident was reported compared to three Category 3 incidents reported during the same period in 2008. During the period January-March 2007, two Category 3 incidents were reported. However, during the same period in 2006, eight incidents (one Category 2 and seven Category 3 incidents) were reported, and during 2005, six incidents (four Category 2 and two Category 3 incidents) were reported. In comparison, there has been a decline in the number of incidents as well as its significance level during the period January-March 2009. This could be attributed to the continued efforts by the law enforcement agencies and Chittagong port authorities in enhancing security in and around the ports and anchorages of Chittagong.

Legend	CAT 1		CAT 2		CAT 3	
2005		0		4		2
2006		0		1		7
2007		0		0		2
2008		0		0		3
2009		0		0		1



Map 4- Map of actual incidents in Vietnam during January-March 2005, 2006, 2007, 2008 and 2009

There has been an increase in the number of incidents reported in the ports and anchorages of Vietnam between January 2009 and March 2009 compared to the corresponding quarters of the previous four years. Four Category 3 incidents were reported between January 2009 and March 2009 compared to one Category 3 incident reported during the same period in 2008, 2007 and 2006. During the period January-March 2005, three Category 3 incidents were reported.

Legend	CAT 1		CAT 2		CAT 3	
2005		0		0		3
2006		0		0		1
2007		0		0		1
2008		0		0		1
2009		0		0		4



Map 5- Map of actual incidents involving ships while underway in the Straits of Malacca and Singapore during January-March 2005, 2006, 2007, 2008 and 2009

Between January 2009 and March 2009, one Category 1 incident and one Category 2 incident were reported in the Straits of Malacca and Singapore involving ships while underway. There was no actual incident involving ship while underway reported in the Straits of Malacca and Singapore during the corresponding quarters of 2008, 2007 and 2006. However, during the period January-March 2005, a total of five incidents (one Category 1 and four Category 2 incidents) were reported.

Legend	CAT 1		CAT 2		CAT 3	
2005		1		4		0
2006		0		0		0
2007		0		0		0
2008		0		0		0
2009		1		1		0

2.2.2 Significance Level of Reported Incidents

Overall, the number of actual incidents during the first quarter of 2009 has decreased from 15 incidents in 2008 to 13 incidents in 2009. The greatest decrease occurred in the Category 3 incidents. The number of Category 3 incidents was at its lowest level during the first quarter of 2009 compared to the same period in the previous four years (2005-2008). However, there has been an increase in the number of Category 1 incidents and Category 2 incidents between January 2009 and March 2009 compared to the same period in 2008. Of the 13 actual incidents reported during the first quarter of 2009, two were Category 1 incidents, three were Category 2 incidents and eight were Category 3 incidents. During the same period in 2008, of the 15 actual incidents reported, one was a Category 1 incident, one was a Category 2 incident and 13 were Category 3 incidents.

The ReCAAP ISC will continue to monitor the significance level of incidents reported in the subsequent quarters of 2009. Chart 2 shows the significance level of incidents reported during the first quarter of 2005, 2006, 2007, 2008 and 2009.

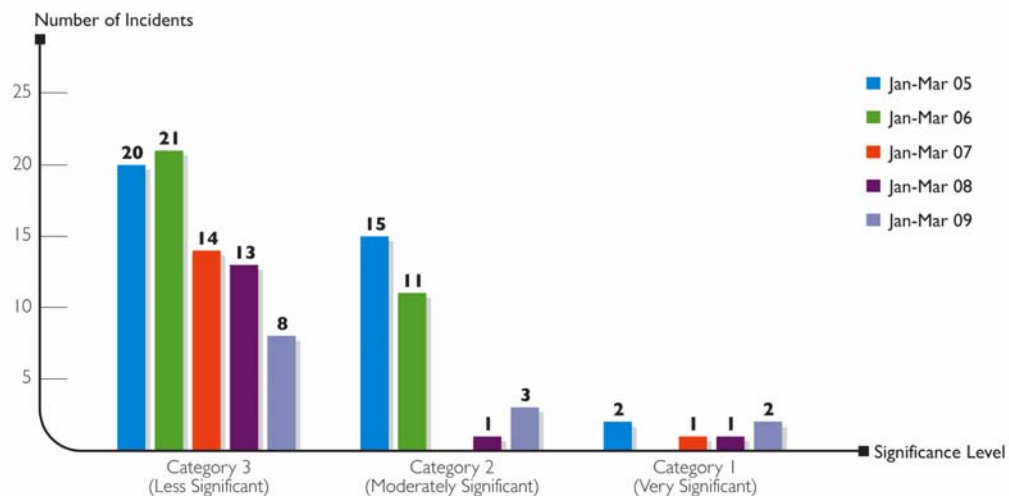


Chart 2 - Significance level of reported incidents (January-March 2005, 2006, 2007, 2008 and 2009)

2.2.3 Type of Ships

During the period January-March 2009, bulk carriers were most commonly involved in incidents compared to the other type of ships.

Bulk carriers were also most commonly involved in incidents reported during the period January-March 2005. However, during the period January-March 2007 and January-March 2008, tankers were most susceptible to attacks, and during the period January-March 2006, container ships were most susceptible. Table 6 below show the type of

ships involved in actual and attempted incidents during the period January-March 2009 and the corresponding quarters of 2008, 2007, 2006 and 2005.

The ReCAAP ISC notes that the type of ships most susceptible to attack was directly correlated to the location of the incidents and the nature of the port facilities provided at these locations.

Type of Ships	Jan-Mar 05	Jan-Mar 06	Jan-Mar 07	Jan-Mar 08	Jan-Mar 09
Bulk Carrier	13	6	3	4	4
Container Ship	2	10	3	2	3
General Cargo Ship	9	4	2	4	
Chemical Tanker	7	3	1	4	1
Oil Tanker			2	2	1
Product Tanker	4	1	1		
Tanker (Unspecified)	2	1	4		
Cable-Layer	1				
Tug Boat	4	1	2	2	3
Fishing Trawler		4			1
Yacht		5			1
Passenger Ship				1	
VLCC				1	
Vehicle Carrier			1		
Ro-Ro Cargo Ship		1			
Total	42	36	19	20	14

Table 6 - Type of ships involved in actual and attempted incidents reported (January-March 2005, 2006, 2007, 2008 and 2009)

During the period January-March 2009, two of the four incidents involving **bulk carriers** occurred at the anchorage of Ho Chi Minh, Vietnam. There has been an increase in the number of incidents reported in the ports and anchorages of Vietnam during January-March 2009 compared to the same period in the previous four years (2005-2008).

However, during the period January-March 2008, **tankers** were most commonly targeted. Three out of the six incidents involving tankers occurred at the anchorages of Kandla and Kakinada, India. India reported the highest number of incidents during this period compared to the corresponding quarters of the previous four years (2005-2008).

For the period January-March 2007, **tankers** again appeared to have been most frequently targeted. Six of the eight reported incidents involving tankers occurred at Indonesian anchorages. Four of these incidents were reported at Balongan anchorage and the other two incidents at Dumai anchorage. The other two incidents were reported at Sagar anchorage, India and at about 30 nm east of Pulau Bintan. There was an increase in the number of incidents at ports and anchorages of Indonesia during this period.

During the period January–March 2006, **container ships** appeared to have been most frequently targeted. Of the 10 incidents involving container ships, half of them occurred at anchorages in Chittagong, Bangladesh, four incidents at anchorages in Indonesia and one at the anchorage of Vung Tau, Vietnam. In comparison, the number of incidents reported at the port of Chittagong, Bangladesh was the highest during the period January–March 2006 among the corresponding quarters of the five reporting years (2005–2009).

During the period January–March 2005, **bulk carriers** were most susceptible to attack. Eight out of 13 incidents involving bulk carriers occurred in the region between Pulau Laut and Balikpapan in East Kalimantan where ports there are known to specialize in bulk cargo. Indonesia reported the highest number of incidents reported during this period.

2.2.4 Status of Ships

Chart 3 below shows the status of ships at the time of actual incidents. Majority of the incidents occurred while the ships were at anchor/berth throughout the first quarters of 2005, 2006, 2007, 2008 and 2009. These were mainly Category 3 incidents.

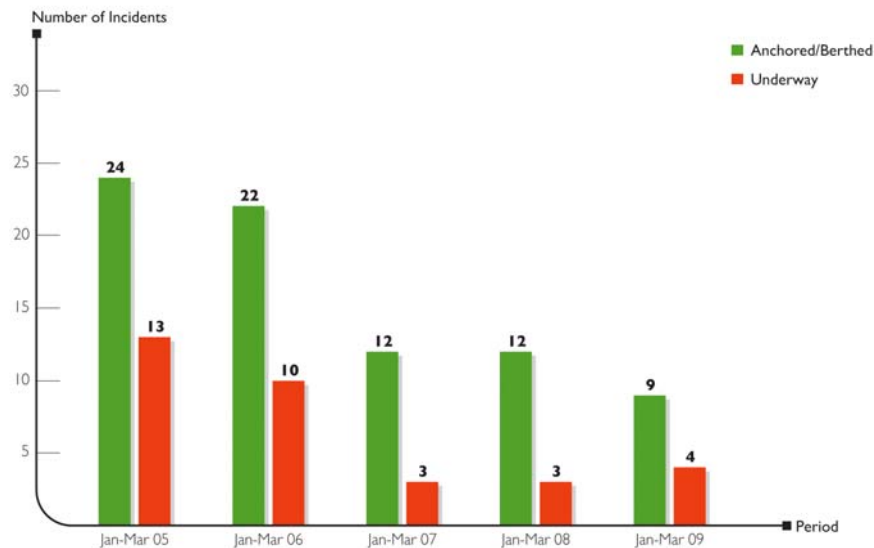


Chart 3 - Status of ships at the time of the actual incidents (January–March 2005, 2006, 2007, 2008 and 2009)

Incidents involving ships while underway have generally been more significant, and mostly were either Category 1 or Category 2 incidents. Between January 2009 and March 2009, two of the four incidents involving ships while underway were Category 1 incidents and the other two were Category 2 incidents. Please see Chart 4 on the status of ships and its significance level at the time of the

incidents. During the period January-March 2008, there was one incident involving ship while underway and it was a Category 1 incident. The ReCAAP ISC notes that on an average, about 61% of the total number of actual incidents involving ships while underway were either Category 1 or Category 2 incidents.

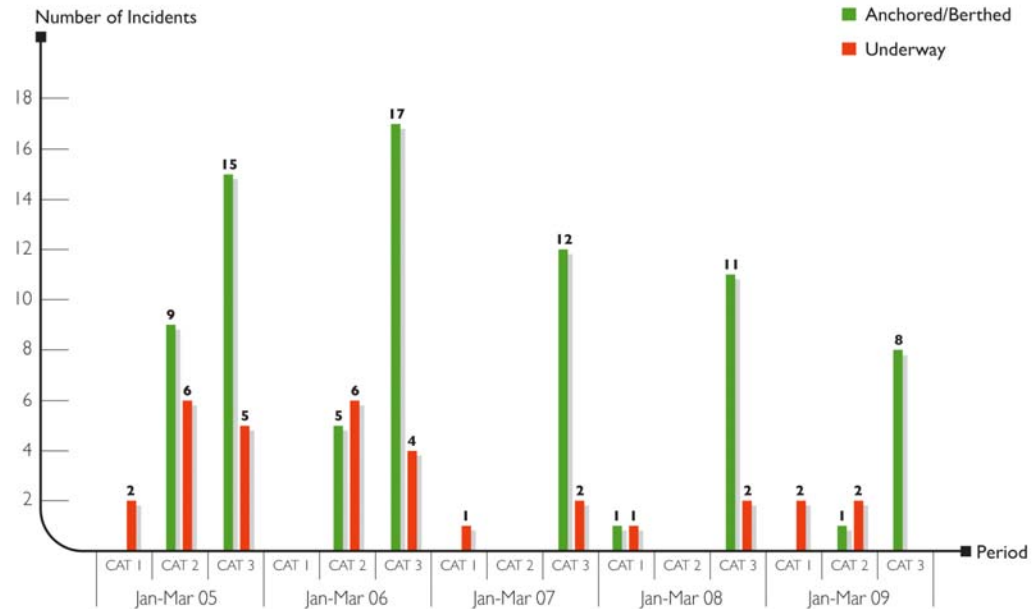


Chart 4 - Status of ships and its significance level at the time of the incidents (January-March 2005, 2006, 2007, 2008 and 2009)

2.3 Analysis of Violence Factor

2.3.1 Weapons Used

Chart 5 shows the type of weapons used by robbers in actual incidents reported during the period January–March of 2005, 2006, 2007, 2008 and 2009. The use of guns and knives in incidents during the period January-March 2009 appeared to be relatively more prevalent compared to the same period in 2008 and 2007.

Between January 2009 and March 2009, four incidents involving pirates and robbers armed with guns and knives were reported. Of these, two incidents occurred in the Straits of Malacca and Singapore, one incident in Philippines and another in the South China Sea. During January-March 2008, there were two incidents involving robbers armed with guns and knives. No such incidents were reported during the same period in 2007. During the period January-March 2006, four incidents involving pirates and robbers armed with guns and knives were reported compared to seven such incidents during the same period in 2005. The large number

of incidents where weapons used was either 'not stated' or 'nil' had hampered the analysis on this area.

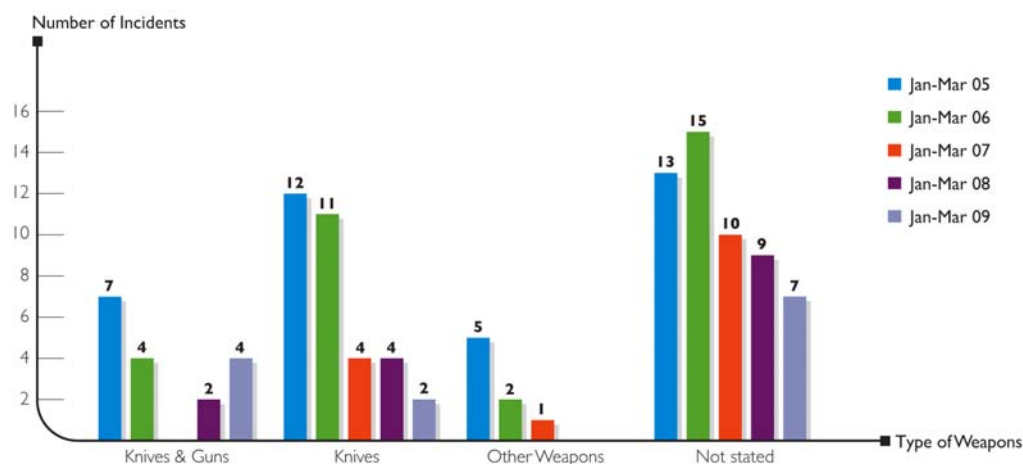


Chart 5 - Type of weapons used at the time of the incidents (January-March 2005, 2006, 2007, 2008 and 2009)

2.3.2 Treatment of Crew

Chart 6 shows the treatment of crew in actual incidents of piracy and armed robbery. During the period January-March 2009, there was no incident of crew being held hostage, seriously injured or threatened. However, there were two incidents of crew being killed in Philippines and Thailand, and one incident of crew being kidnapped in the Straits of Malacca and Singapore.

During the period January-March 2008, there was one incident of crew being killed. No such incident was reported during the same period in 2005, 2006 and 2007.

During the period January-March 2007, one kidnapping incident was reported at about 30 nm east of Bintan. No such incident was reported during the same period in 2006. During the period January-March 2005, four kidnapping incidents were reported. Of these, three incidents occurred in the Straits of Malacca and Singapore and one incident occurred at about 3 nm east of Matakang Island, Malaysia.

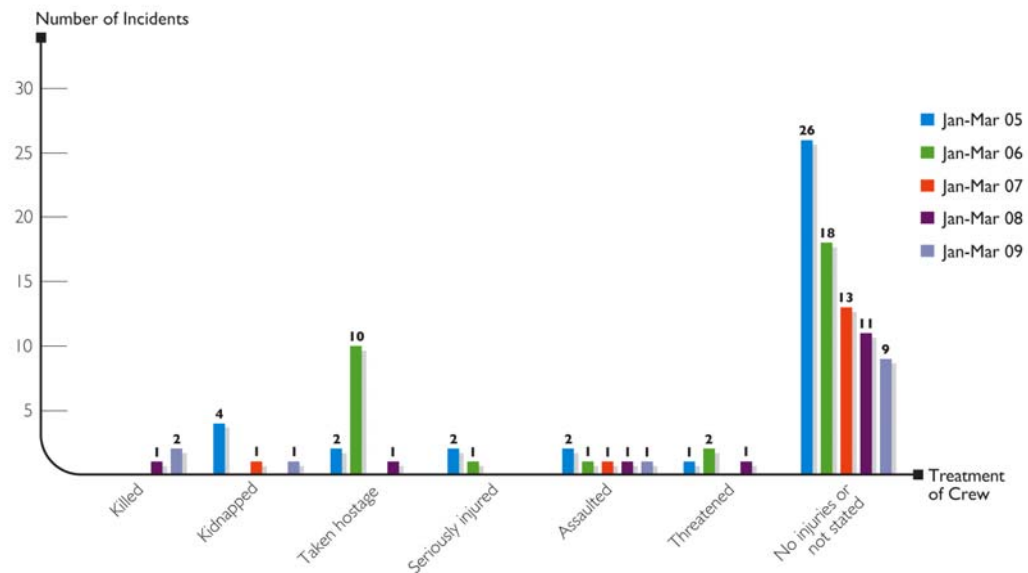


Chart 6 - Treatment of crew in actual incidents (January-March 2005, 2006, 2007, 2008 and 2009)

2.3.3 Number of Robbers/Pirates

The chart below shows the reported number of pirates and robbers involved in actual incidents. Majority of the incidents involved between 1 to 6 robbers during the period January to March throughout the five reporting years. During the period January–March 2009, 77% of the total number of incidents involved between 1 to 6 robbers. There was only one incident involved more than 9 robbers reported during January-March of 2009, 2008 and 2007. These incidents occurred in the Straits of Malacca and Singapore, port of Chittagong, Bangladesh and the South China Sea respectively. More incidents involving groups of more than 9 robbers were reported during the period January-March of 2006 and 2005.

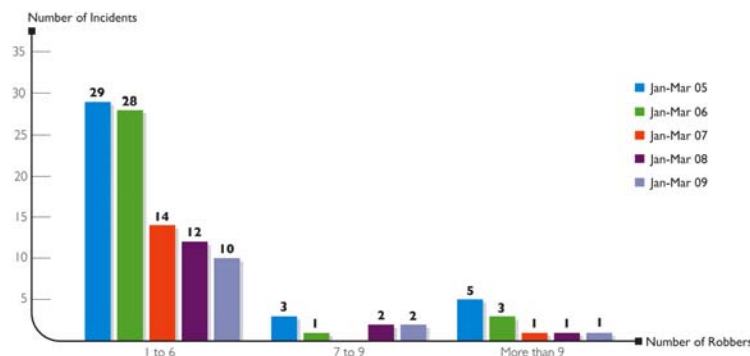


Chart 7 - Number of robbers/pirates in actual incidents (January-March 2005, 2006, 2007, 2008 and 2009)

2.4 Analysis of Economic Factor

The chart below shows the economic loss per actual incident reported. Between January 2009 and March 2009, theft of cash and ship stores appeared to be most common. Nine out of 13 incidents reported involving theft of cash and ship stores. There were no incidents of hijacking of ship during the period January–March 2009.

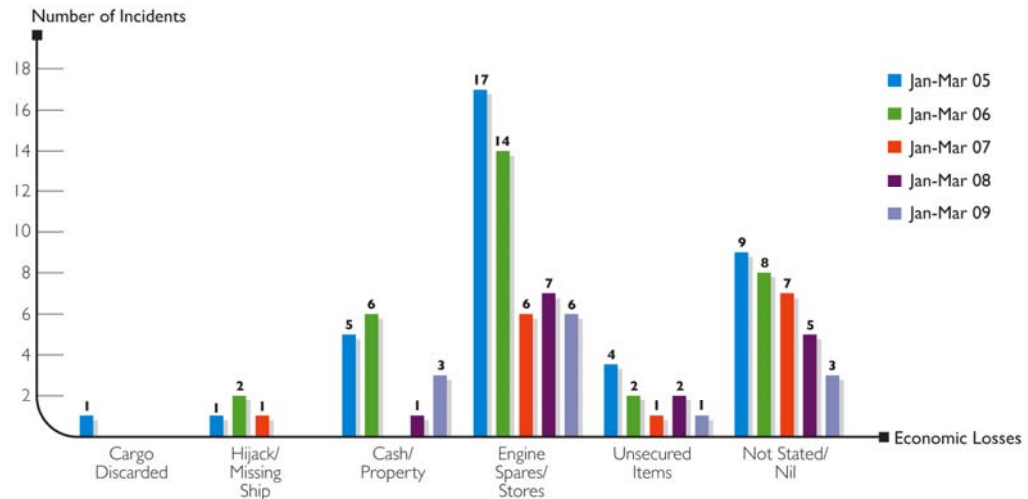


Chart 8 - Reported economic loss in actual incidents
(January-March 2005, 2006, 2007, 2008 and 2009)

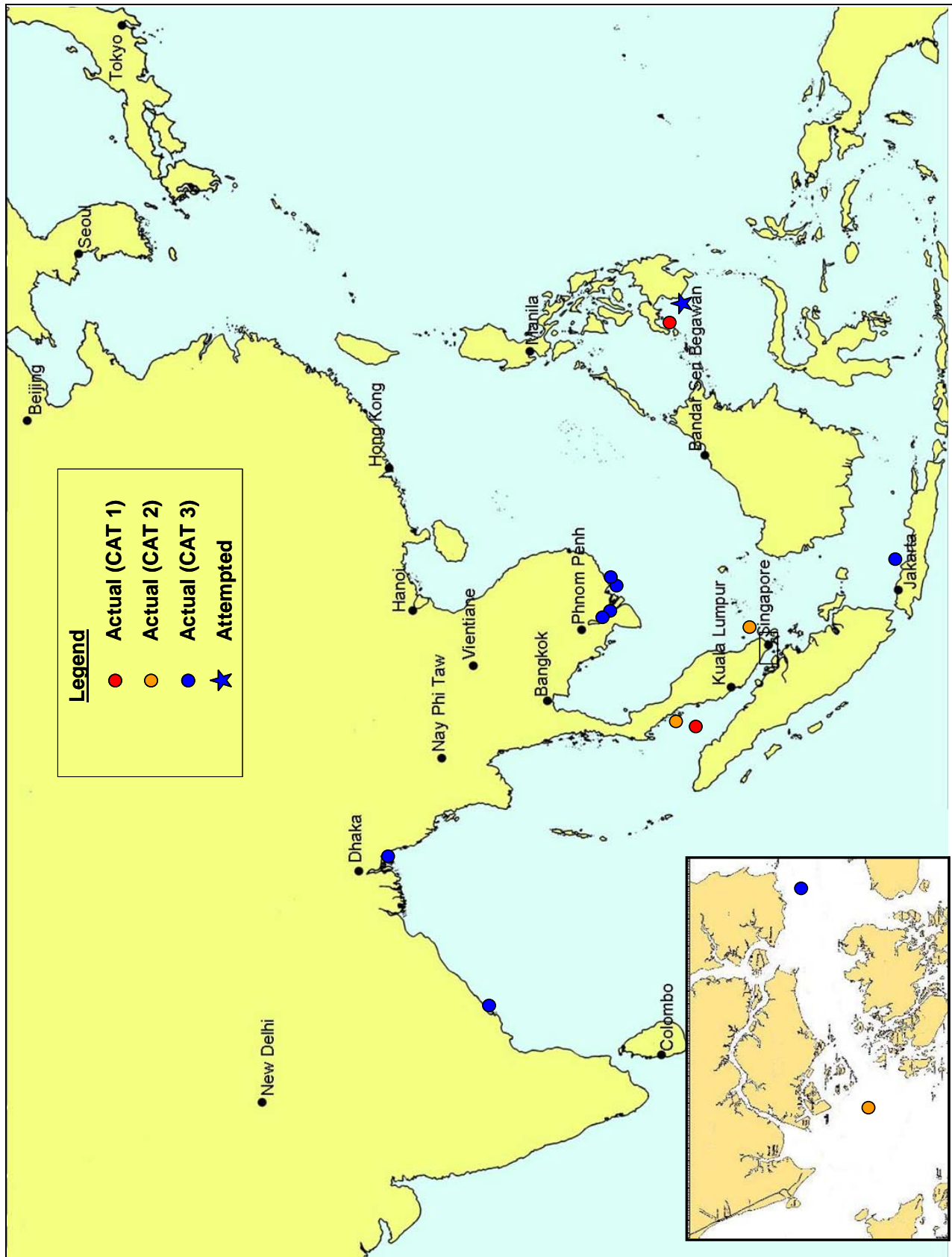


Figure 1 : Location of Incidents Reported from January to March 2009

Part 3 - Details of Selected Incidents

3.1 Incident of Piracy on board tug boat *PU 2414*

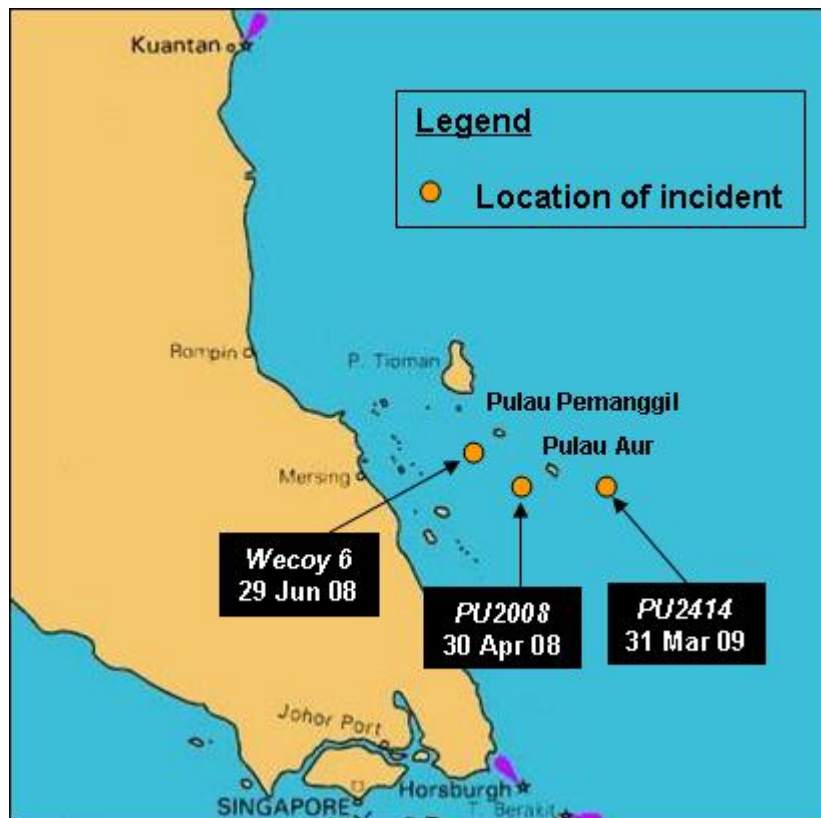
Name of Ship : *PU 2414*
Type of Ship : Tug boat
Flag of Ship : Singapore
GT : 248

3.1.1 The ReCAAP ISC (Singapore) reported to the ReCAAP ISC an incident on board the Singapore-registered tug boat, *PU 2414*. The tug boat with nine crew on board was underway from Koh Kong, Cambodia to Singapore on 31 March 2009. At about 2120 hrs, the tug boat was at approximately at 02° 17.72' N, 104° 49.22' E, about 13 nm southeast of Pulau Aur in the South China Sea when a crew on the upper deck of the tug boat saw a small light brown speed boat about 5 m long approaching the tug boat at a high speed. The speed boat came alongside on the port quarter of the tug boat. Six masked men armed with parangs and pistol boarded the tug boat while one of them waited in the speed boat.

3.1.2 The crew saw the speed boat, ran towards the bridge of the tug boat, activated the general alarm and alerted the crew. The master of the tug boat and another crew were maintaining watch at the bridge at that time. The master managed to activate the SSAS on the bridge before one of the armed men pointed a knife at his neck. Another crew at the helm was threatened with a knife while the other men left the bridge to tie up the crew and assemble them in the mess room. The men asked the crew for cash before proceeding to their cabins to search for more cash and valuables. One of the crew was hit in the face when he refused to show them where the cash was kept.

3.1.3 The master of the tug boat was brought from the bridge to his cabin where two men demanded that he handed over the crew's salaries and cash. He was also asked if there were any office representatives on board the tug boat. The men ransacked the cabin and took the cash they found. The master was hit in the stomach twice before he was told to assemble with the other crew in the mess room. The men took away the crew's laptops, mobile phones, cash, digital cameras and their personal belongings including their passports, shoes and clothings. They also took the cargo documents including the vessel's port clearance. Before leaving the tug boat, the men damaged the cables of the communication equipment.

3.1.4 The ship operator who was notified about the incident through the SSAS reported the incident to the Singapore's Port Operations Control Centre (POCC) who is also the ReCAAP Focal Point (Singapore). The POCC promulgated a NAVTEX broadcast to warn ships in vicinity about the incident.



Approximate location of incidents

Past Incidents

3.1.5 Two incidents were reported in the vicinity of Pulau Aur and Pulau Pemanggil in 2008. Both incidents involved tug boats. The incident involving *PU 2008* occurred on 30 April 2008 at approximately 10 nm southwest of Pulau Aur. Six masked men armed with long knives boarded the tug boat from a dark blue speed boat measuring 4 m long. The robbers entered the crew's accommodation and stole their laptops, mobile phones and cash. The crew was not injured. Another incident involving *Wecoy 6* occurred on 29 June 2008 at approximately 8 nm southwest of Pulau Pemanggil. Six robbers armed with axe and long knives boarded the tug boat while four others armed with guns stood by and waited in the speed boat. The robbers stole the crew's personal belongings including a laptop, mobile phones, portable VHF radio and cash. They fled in their speed boat which sped off towards Pulau Pemanggil. The crew was not injured.

Observation

3.1.6 The ReCAAP ISC commends the alertness and vigilance of the crew of *PU2414* in responding to the incident and the ship master in activating the SSAS. The ReCAAP ISC has classified this incident as a Category 2 incident.

Recommendations

3.1.7 In all three incidents, tug boats were targeted. The ReCAAP ISC notes that slow moving tug boats with low free board were relatively more susceptible to attacks. Ship masters of tug boats were advised to maintain enhanced vigilance and anti-piracy watches when transiting the area especially during hours of darkness.

3.1.8 The ReCAAP ISC encourages ship operators and companies to report all incidents of piracy and armed robbery against ships to the ReCAAP Focal Points immediately after an actual or attempted attack. This enables the relevant authorities to take the necessary follow-up actions and to issue precautionary warnings to ships operating in the vicinity to be on lookout for suspicious boats and persons.

3.2 Incident on board tug boat *Destiny 3* towing barge *Dynaroy No 3*

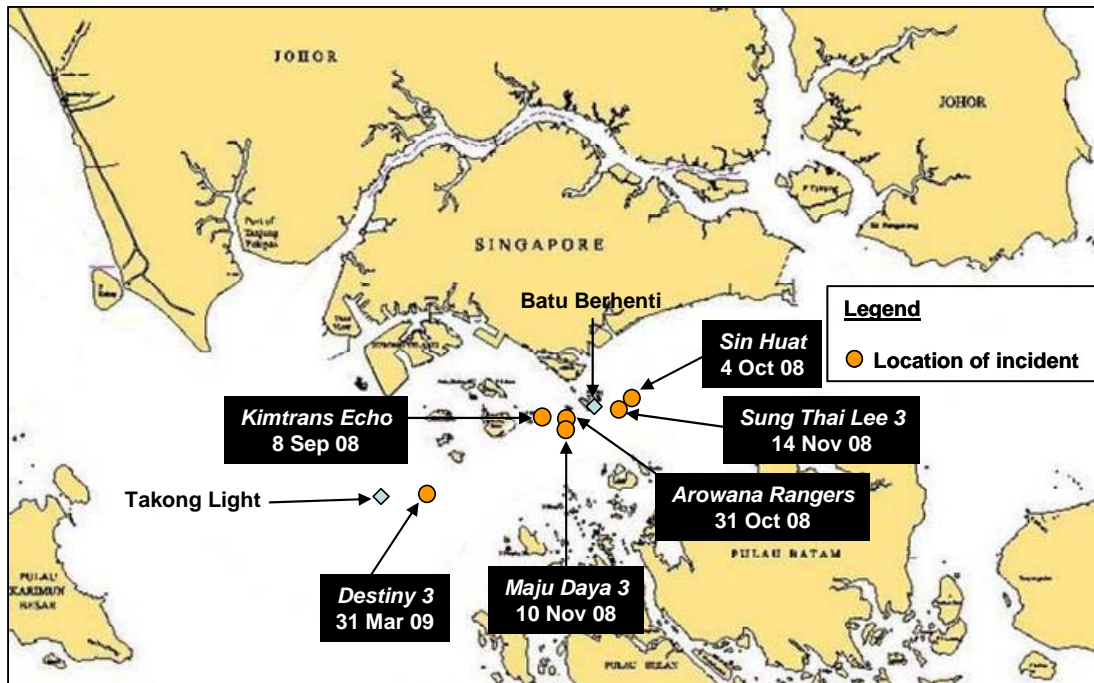
Name of Ship : *Destiny 3*
Type of Ship : Tug boat
Flag of Ship : Malaysia
GT : 432

3.2.1 On 31 March 2009 at about 2235 hrs, the Malaysian-registered tug boat, *Destiny 3* towing barge, *Dynaroy No 3* was enroute from Singapore to Sarawak, Malaysia when she was boarded by seven men armed with knives, shotgun and pistol off Takong Light, in the Straits of Malacca and Singapore. The incident was reported to the ReCAAP ISC by the ReCAAP Focal Point (Singapore).

3.2.2 There was no report on the mode of boarding by the robbers. The armed men took the ship's certificates and crew's personal belongings before leaving the ship. The crew was not injured. The ship master reported the incident immediately to Singapore's Vessel Traffic Information System (VTIS) on VHF Channel 14. The Port Operations Control Centre (POCC) Singapore initiated a broadcast of the incident on NAVTEX and safety net to warn ships in the vicinity.

Past Incidents

3.2.3 Between September 2008 and November 2009, a total of five incidents of armed robbery were reported in the vicinity in the Straits of Malacca and Singapore. Please see map below. All were Category 2 incidents. Among the things the robbers stole cash, crew's personal belongings including mobile phones, laptops, cameras and ship's communication equipment.



Approximate location of incidents

Observation

3.2.4 These incidents were mainly opportunistic in nature as the robbers boarded the vessels to steal cash and the crew's personal belongings. They were less likely to resort to violence, and often escaped when detected by the ship master or crew. The ReCAAP ISC has classified this incident as a Category 2 incident.

Recommendation

3.2.5 Ship masters and crew are advised to exercise vigilance at all times and take necessary security precaution when underway in the area especially during hours of darkness.

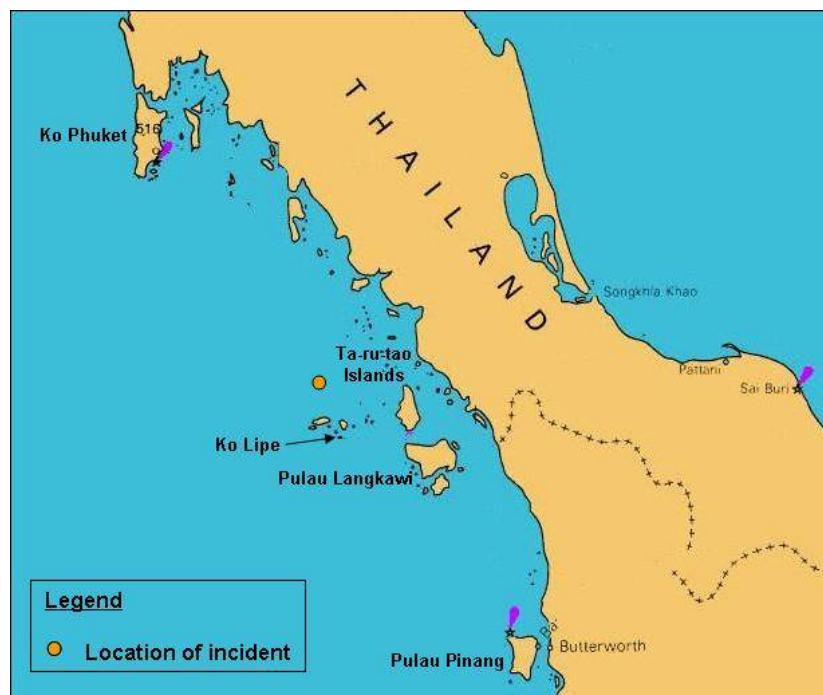
3.3 Incident on board *Mr Bean* off Koh Tong, Ta-ru-tao Islands, Thailand

3.3.1 A British couple in their private-owned yacht was mooring off Koh Tong, Ta-ru-tao Islands on 24 March 2009. Please see map below. At about 0030hrs, three robbers armed with hammers boarded the yacht to steal a rubber dinghy. The yacht's owner noticed the robbers and tried to stop them. In keeping him quiet, the robbers slit his throat and subsequently threw his body overboard.



3.3.2 The robbers then instructed the owner's wife to sail the yacht to shore. Thereafter, they tied her up and locked her in the cabin. At about 0930hrs, the robbers aborted the yacht and left in a rubber dinghy. The owner's wife managed to free herself and navigated the yacht to seek help from fishing boats nearby. The fishermen proceeded to inform the authorities and thereafter, rangers from the Ta-ru-tao Islands National Park arrived at the scene to provide assistance. Based on the information provided by her on the direction the robbers fled, the Thai Marine Police pursued the culprits and apprehended them.

3.3.3 The body of the yacht's owner was discovered on 30 March 2009 by fishermen at about 10nm north of Satun's Lipe Island.



Approximate location of incident

Responsiveness by the Thai Marine Police

3.3.4 The swift and eventual apprehension of the three robbers demonstrated the responsiveness of the Thai Marine Police. This incident reinforced the importance of coordination among the law enforcement agencies in information sharing.

Observation

3.3.5 Sources revealed that the three robbers had testified that a week before the incident they were hired to be part of the crew on another fishing boat. They claimed that they were fishing in Malaysian and Indonesian waters before returning to Thailand but were denied entry to Thailand. This prompted them to sneak onboard the yacht to steal a rubber dinghy to go ashore. The ReCAAP ISC has classified the incident as a Category 2 (moderately significant) incident.

Recommendation

3.3.6 Timely reporting of the incident enables the authorities to send patrol boats to the incident area to investigate and apprehend the culprits.

Part 4 - Observations for January 2009 to March 2009

4.1 Overall, the following observations can be made regarding incidents which occurred during the period January-March 2009, compared to the corresponding quarters of 2008, 2007, 2006 and 2005:

- a. There has been a decline in the total number of incidents reported during the period January-March 2009 compared to January-March 2008, January-March 2007, January-March 2006 and January-March 2005.
- b. The drop in the number of incidents between January 2009 and March 2009 was most apparent in Bangladesh, India and Indonesia.
- c. There has been a slight increase in the number of Category 1 (very significant) incidents and Category 2 (moderately significant) incidents during the period January-March 2009. Majority of these incidents occurred when the ships were underway.
- d. Bulk carriers appeared to be most susceptible to attack compared to the other type of ships during the period January-March 2009.
- e. Majority of the incidents occurred while the ships were at anchor/berth throughout the first quarter of 2009, 2008, 2007, 2006 and 2005. These incidents were mainly Category 3 incidents which are petty theft cases.
- f. The use of guns and knives appeared to be relatively more prevalent during the period January–March 2009 compared to the same period in 2008 and 2007. However, the use of guns and knives was most prevalent during the period January-March 2005.
- g. Theft of cash and ship stores appeared to be most common between January 2009 and March 2009.

Appendix: Summary of Incidents **(January 2009 to March 2009)**

Category 1 (Very Significant) Incidents

Kidnap of ship master and chief engineer from tug boat, *MLC Nancy 5* on 19 February 2009 near Penang, Straits of Malacca and Singapore

On 19 Feb 09 at about 1430 hrs, *MLC Nancy 5* whilst towing a barge *Miclyn 3316*, was attacked by 12 armed men in a small boat, approximately 80 nm west of Penang in the Strait of Malacca. Besides taking off with the shipboard communications equipment and personal effects, the 12 armed men also abducted the tug boat master and chief engineer.

The 2nd Officer with the remaining crew made their way to Penang to seek assistance from the nearest Coastal State authorities. The tug boat master and chief engineer, who were both Indonesians, were later released on 23 Feb 09.

Incident involving fishing trawler, *Light Boat Columbia 5* on 5 March 2009 at Lanhil, Sibago Fishing Ground, Zamboanga City, Philippines

On 5 March 2009 at 2100hrs, *Light Boat Columbia 5* was underway at Sibago Fishing Ground when armed robbers boarded the fishing trawler. They killed three crew and kidnapped two others. The robbers also took away one GPS, one microphone and ten pieces of super light bulbs.

The incident was reported to the Philippine Coast Guard and a Search and Rescue operation was conducted to locate the missing crew. The Philippine Coast Guard, Maritime Police and the Marines had intensified patrols in the area following the attack. The authorities managed to recover the fishing trawler thereafter but it had been stripped off all important parts. The bodies of the three crew were later recovered. To date, the kidnapped crew members were still missing.

Category 2 (Moderately Significant) Incidents

Incident involving yacht, *Mr Bean* on 24 March 2009 at Koh Tong, Ta-ru-tao Islands, Thailand

A British couple in their private-owned yacht was mooring off Koh Tong, Ta-ru-tao Islands on 24 March 2009. At about 0030hrs, three robbers armed with hammers, boarded the yacht to steal a rubber dinghy. The yacht owner noticed the robbers and tried to stop them. In keeping him quiet, the robbers slit his throat and subsequently threw his body overboard.

The robbers then instructed the owner's wife to sail the yacht to shore. Thereafter, they tied her up and locked her in the cabin. At about 0930hrs, the robbers aborted the yacht and left in a rubber dinghy. The owner's wife managed to free herself and navigated the yacht to seek help from fishing boats nearby. The fishermen proceeded to inform the authorities and thereafter, rangers from the Ta-ru-tao Islands National Park arrived at the scene to provide assistance. Based on the information provided by her on the direction the robbers fled, the Thai Marine Police pursued the culprits and apprehended them.

The body of the yacht's owner was discovered on 30 March 2009 by fishermen at about 10nm north of Satun's Lipe Island.

Incident of piracy involving tug boat, *PU2414* on 31 March 2009 off Pulau Aur

The tug boat with nine crew on board was underway from Koh Kong, Cambodia to Singapore on 31 March 2009. At about 2120 hrs, the tug boat was about 13 nm southeast of Pulau Aur in the South China Sea when a crew on the upper deck of the tug boat saw a small light brown speed boat about 5 m long approaching the tug boat at a high speed. The speed boat came along side on the port quarter of the tug boat. Six masked men armed with parangs and pistol boarded the tug boat while one of them waited in the speed boat.

The crew saw the speed boat, ran towards the bridge of the tug boat, activated the general alarm and alerted the crew. The master of the tug boat and another crew were maintaining watch at the bridge at that time. The master managed to activate the SSAS on the bridge before one of the armed men pointed a knife at his neck. Another crew at the helm was threatened with a knife while the other men left the bridge to tie up the crew and assemble them in the mess room. The men asked the crew for cash before proceeding to their cabins to search for more cash and valuables. One of the crew was hit in the face when he refused to show them where the cash was kept.

The master of the tug boat was brought from the bridge to his cabin where two men demanded that he handed over the crew's salaries and cash. He was also asked if there were any office representatives on board the tug boat. The men ransacked the cabin and took the cash they found. The master was hit in the stomach twice before he was told to assemble with the other crew in the mess room. The men took away the crew's laptops, mobile phones, cash, digital cameras and their personal belongings including their passports, shoes and clothings. They also took the cargo documents including the vessel's port clearance. Before leaving the tug boat, the men damaged the cables of the communication equipment.

Incident involving tug boat, *Destiny 3* on 31 March 2009 off Takong Light, Straits of Malacca and Singapore

The Malaysian-registered tug boat, *Destiny 3* towing *Dynaroy No 3* was en route from Singapore to Sarawak, Malaysia when she was boarded by seven men armed with knives, shotgun and pistol off Takong Light, in the Straits of Malacca and Singapore. The incident was reported to the ReCAAP ISC by the ReCAAP Focal Point (Singapore).

There was no report on the mode of boarding by the robbers. The armed men took the ship's certificates and crew's personal belongings before leaving the ship. The crew was not injured. The ship master reported the incident immediately to Singapore's Vessel Traffic Information System (VTIS) on VHF Channel 14. The Port Operations Control Centre (POCC) Singapore initiated a broadcast of the incident on NAVTEX and safety net to warn ships in the vicinity.

Category 3 (Less Significant) Incidents

Incident involving tanker, *Kakusho I* on 15 January 2009 at Vung Tau Outer Anchorage, Vietnam

Two robbers boarded the tanker while at anchor. The duty crew noticed the robbers and raised the alarm. He sounded the ship's whistle and mustered the crew. Upon hearing the alarm, the robbers jumped into the water and escaped with the ship's store in their small boat. There was no report of injury sustained by the crew.

Incident involving chemical tanker, *Elka Athina* on 29 January 2009 at Balongan Anchorage, Indonesia

Four robbers boarded the ship and tried to enter the accommodation quarters but were noticed by the duty crew who raised the alarm. Upon hearing the alarm, the robbers jumped into their boat and escaped. The ship master broadcast a security alert message to all ships in the vicinity.

Incident involving bulk carrier, *Bossclip Trader* on 1 February 2009 at Ho Chi Minh City mooring buoys, Vietnam

Robbers boarded the bulk carrier when it was moored to mooring buoys. They stole ship's stores, opened the hose pipe cover and escaped through the hose pipe. The incident was later reported to the authorities.

Incident involving bulk carrier, *Port Shanghai* on 9 February 2009 at Eastern side of Bengal, India

Robbers boarded the bulk carrier via the forecastle before escaping with the ship's stores, which included one mooring line eye, two steel plates and some canvas covers. The local agent of the carrier reported the incident with the local marine police station on 11 Feb 09.

Incident involving bulk carrier, *Arya Payam* on 12 February 2009 off Tanjung Bulat, Malaysia

Five robbers in a wooden boat approached the bulk carrier at anchor. One of the robbers boarded the ship and attempted to steal ship's stores. Duty crew noticed the robber and informed bridge who raised the alarm, sounded ship's horn and informed ships in the vicinity via VHF. The robber jumped overboard and escaped empty handed with his accomplices.

Incident involving container ship, *Olympian Racer* on 8 March 2009 at Vung Tau Anchorage, Vietnam

Robbers boarded the ship unnoticed and gained access into the paint locker. The crew noticed a boat leaving from the side of the ship. Upon checking, it was discovered the entrance to paint locker was broke open and the ship's stores missing.

Incident involving container ship, *OEL Singapore* on 15 March 2009 at Chittagong Anchorage, Bangladesh

Robbers boarded the ship, broke the rope locker and stole the ship's stores.

Incident involving bulk carrier, *Bulk Voyager* on 30 March 2009 at Ho Chi Minh Port, Vietnam

Six robbers armed with knives in a wooden boat boarded the carrier from her bow. The alarm was raised and the robbers escaped with some items from the ship. The incident was reported to the local authorities and the police boarded the carrier for investigation.

Attempted Incident

Incident involving container ship, *Ocean Trust* on 24 February 2009 at 19nm west of Pola Pt Milbuk, South Cotabato, Philippines

The ship was perpetrated by unidentified persons on board two motorboats who fired a home-made rocket propelled grenade (RPG) targeting the bridge.

The Philippine Coast Guard boarded the ship to investigate. Upon the arrival of the ship in Manila, the Coast Guard station also advised the company representatives to immediately file a marine protest. Five of the bridge windows were shattered, the master's king posts were damaged and the port side cargo light was broken.