



Special Report on Situation off Pulau Anambas and Pulau Mangkai

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Incidents off Pulau Anambas and Pulau Mangkai Hit the Highest in Four Years

1. Incidents of piracy and sea robbery off Pulau Anambas and Pulau Mangkai were on a rise in 2010¹ compared to the past three years. During the period of 16 Aug-5 Sep 10, a total of nine incidents (comprising eight actual incidents and one attempted incident) were reported.
2. The objectives of this report are: to alert the maritime community of the heightened state of piracy and sea robbery activities in the vicinity off Pulau Anambas and Pulau Mangkai in the South China Sea (SCS); to provide an analysis of the situation there; and to propose recommendations to ship owners/operators, ship masters/crew, regional authorities and law enforcement agencies in combating piracy and sea robbery in the area.
3. The analysis of the situation off Pulau Anambas and Pulau Mangkai focuses on the following key areas including the modus operandi of the pirates/robbers, the location and time of the incidents, the susceptible area and susceptible periods the incidents usually occurred.

Past Incidents

4. Since 2007, there has been an increase in the number of incidents off Pulau Anambas, particularly in waters west of Pulau Mangkai extending from Pulau Damar, which covers the recommended transit route for vessels heading southwest to the Singapore Straits, and vessels heading north and northeast directions. Two incidents were reported in 2007, and this escalated to seven incidents in 2008 and 11 incidents in 2009.

Situation Update

5. In 2010 (up to 5 Sep 10), a total of 16 incidents comprising 15 actual incidents and one attempted incident had been reported. Almost 50% of the total number of incidents reported in 2010 occurred in Aug 10. Between 16 and 30 Aug 10, seven incidents were reported. All 16 incidents reported in 2010 occurred between 11 - 53 nm from Pulau Mangkai. The most recent attempted incident involving *Chemroad Luna* occurred on 5 Sep 10 was the farthest from Pulau Mangkai, approximately

¹ Up to 5 Sep 10



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about 53 nm away while incident involving *Vinalines Star* was closest at an approximate distance of about 11 nm (refer to table below). Please see details of incidents in **Annex A**.

S/N	Name of ship	Date of Attack	Time of Attack	Approximate distance from Pulau Mangkai
1.	<i>Stolt Botan</i>	16 Aug 10	0145 hrs	19 nm
2.	<i>Bet Fighter</i>	17 Aug 10	0250 hrs	29 nm
3.	<i>Chem Orchid</i>	17 Aug 10	0340 hrs	13 nm
4.	<i>Vinalines Star</i>	18 Aug 10	0350 hrs	11 nm
5.	<i>UmmAl Amad</i>	21 Aug 10	2300 hrs	14 nm
6.	<i>Ideal Bulker</i>	30 Aug 10	0254 hrs	24 nm
7.	<i>Yangtze Spring</i>	30 Aug 10	2330 hrs	15 nm
8.	<i>La Paz</i>	1 Sep 10	0100 hrs	18 nm
9.	<i>Chemroad Luna</i> *	5 Sep 10	0305 hrs	53 nm

* Attempted incident

Observations of Incidents Occurred in Aug/Sep 10

6. Most incidents resulted in the pirates/robbers successfully escaped with stolen cash and crew's personal belongings, except for one incident. In the incident involving *Stolt Botan* (picture on the right) on 16 Aug 10, the pirates escaped empty-handed when the Master raised the alarm and announced over the public address system.



Photograph of *Stolt Botan*
courtesy of IHS Fairplay

7. For the first time, the sighting of a mother boat was reported by the crew of *Yangtze Spring* (picture on the right). The oil tanker was underway at about 14.6 knots when six pirates armed with guns and long knives boarded *Yangtze Spring* from its port side at or about 2330 hrs on 30 Aug 10. At that time, the ship's anti-piracy crew was on the starboard side of the tanker. The pirates proceeded to the bridge, held the duty officer and the AB hostage. One of the pirates stayed on the bridge to watch over the 3rd Officer while two others went to the other parts of the tanker. The pirates took the AB to the Master's cabin and forced the Master to surrender all cash and valuables. The pirates also ransacked the Chief Engineer's cabin. At the same time, the anti-piracy crew spotted the pirates' boat and activated the alarm. The pirates tied the Master and Chief Engineer to the guard rail before escaping with cash, notebook computer, mobile phones, cameras and the crew's clothes. The crew reported sighting of one mother boat and one high



Photograph of *Yangtze Spring*
courtesy of IHS Fairplay



speed craft (wooden boat with two outboard motors). Three of the crew sustained some injuries.

8. Another incident occurred in the early hours of 30 Aug 10 at or about 24 nm off Pulau Mangkai. Bulk carrier, *Ideal Bulker* was underway when six pirates armed with long knives boarded the bulk carrier from the stern. The pirates took control of the bridge and tied up the duty crew and the anti-piracy watchman with ropes. The pirates then forced the Engineer to bring



Photograph of *Ideal Bulker*
courtesy of ab-und-zu

them to the Master's cabin where they attempted to enter the cabin. The Master raised the alarm and escaped through the porthole. The crew was mustered and they approached the Master's cabin. Upon seeing the crew being alerted, the pirates escaped with two binoculars and two sets of walkie talkies stolen from the bridge. The Master suffered injuries while escaping through the porthole, and the Engineer suffered head injuries when the pirates hit him with the handle of the knife.

Modus Operandi

9. Although not conclusive, detailed analysis of the nine incidents reported between 16 Aug- 5 Sep 10 indicates the following modus operandi of the pirates/robbers:

- a. All incidents occurred while the ships were underway in the SCS, some in closer proximity to the islands than others.
- b. A total of six pirates/robbers were involved in all nine incidents. The pirates/robbers used speed boats (wooden boats with outboard motors). In some of the incidents, the pirates/robbers boarded the ships from the quarters (probably approaching from aft being the blind sector) using rope with grapnel.
- c. The attacks occurred under the cover of darkness during two time windows, between 2300 hrs and 2330 hrs; and between 0100 hrs and 0350 hrs.
- d. The pirates/robbers were usually armed with knives which were used to threaten the crew. However, in three of the nine incidents, the pirates/robbers were armed with gun/pistol and knives. The guns/pistols were not fired.



e. There were several similarities in the modus operandi of the pirates/robbers. In six of the nine incidents, the pirates/robbers entered the bridge, tied the duty officer/crew on the bridge, held them hostage and forced the crew to bring them to the Master's cabin where they threatened the Master to surrender all cash and valuables. In some of the incidents, the pirates/robbers ransacked the cabin of the Chief Engineer, and stole cash and other personal belongings from the other crew as well.

f. Eight of the nine incidents reported loss of cash, personal items such as mobile phones, cameras, laptops, walkie talkies, etc. In the incident involving *Yangtze Spring*, the crew's clothes were also stolen.

g. Of the nine incidents, three incidents reported that the crew sustained some minor injuries. In the incident involving *Yangtze Spring* on 30 Aug 10, the ship's crew surrounded the pirates who were holding the Master and Chief Engineer hostage. This resulted in three of the crew being wounded. In the incident involving *Ideal Bulker* on 30 Aug 10, the Master were injured while escaping through the porthole, and the Engineer was assaulted. In another incident involving *La Paz* on 1 Sep 10, the 2nd Officer sustained a minor cut on his neck.

h. The ships were attacked while underway along the recommended transit route (034-214).

i. No specific types of ship were targeted. The ReCAAP ISC believed that the pirates/robbers were opportunistic in nature as they did not target particular type of ship. Of the nine incidents, three incidents involved bulk carriers, two incidents involved chemical tankers, two incidents involved oil tanker, one incident involved product tanker and one incident involved LNG tanker.

10. Refer to **Annex B** on the detailed analysis of the modus operandi of incidents occurred between January-September 2010.



Susceptible Area

11. As the incidents occurred along the recommended transit route off Pulau Mangkai, the ReCAAP ISC infers that the vulnerability of this area may be attributed to following factors:

- Proximity to the Islands as the area lies in the vicinity of the Closest Point of Approach (CPA) to Pulau Mangkai. Refer to **Annex C**.
- Absence of law enforcement agencies as the area is outside the regional countries' territorial waters and jurisdiction.
- High concentration of ships as this is along the recommended transit route for navigation.



Susceptible Periods

12. An analysis of incidents reported during 2007-2010 shows that most incidents occurred during the periods between April and June, and between August and November of each year. However, attacks have increased in frequency in August 2010. Refer to table below.

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
2007	0	0	0	1	0	0	0	1	2
2008	2	0	2	0	0	1	2	0	9
2009	3	0	3	0	1	2	0	2	11
2010	2	2	3	0	6	3*	-	-	16

* Data till 5 Sep 10

13. In addition, it is noted that incidents tend to occur on consecutive days, on alternate days and even two incidents on the same day. Incidents reported so far indicated that the maximum number of attacks was over a period of three days with three ships being attacked one after another. Given that the incidents occurred on



consecutive days, the close proximity of the incidents with each other, and similar modus operandi of the pirates/robbers in some of the incidents, it is likely that the same group of pirates/robbers was involved. Refer to **Annex D**.

14. It also appears that a mother ship may be used as it was only logical and cost effective to attack more than one ship each time the mother ship was launched. One incident reinforced this hypothesis. The crew of *Yangtze Spring* observed that apart from the high speed craft with two OBM, there was a mother boat (looks like a fishing boat) of approximately 50 m long and 10 m wide in the vicinity of the incident.

Recommendations to Ship Owners/Operators and Ship Master/Crew

15. The ReCAAP ISC recommends that vessels transiting off the islands of Anambas, Natuna and Mangkai note the vulnerable timing and the location of past incidents, and adopt adequate anti-boarding measures, especially at the quarters. Enhanced watch-keeping is recommended in the aft sector and other blind sectors to enable early detection of pirates/robbers. ALL ROUND VIGILANCE is highly recommended. Vessels may utilize CCTV cameras to monitor activities on the poop deck from the watch-keeping post.

16. Ship master and crew to ensure that access to bridge, engine room and accommodation be secured. External doors should also be secured from the inside. This was evidenced in the incident involving *Ideal Bulker* when the pirates attempted to enter the Master's cabin but not successful as it was secured.

17. Early detection of a possible boarding is the most effective deterrent measure. In addition the crew should be adequately exercised on anti-piracy/sea robbery measures as stipulated in the guidebook on Industry Best Management Practices.

18. Masters are advised to maintain maximum possible CPA with Pulau Mangkai. Most of the incidents reported in the area were between 11 nm and 53 nm from Mangkai Light.

19. In the event that the pirates/robbers managed to board the ship in spite of anti-piracy measures implemented, it is imperative that the crew remains calm and should not provoke the pirates/robbers or use of violence in retaliation as such measures may antagonize the attackers, causing them to inflict harm on the crew. As much as possible, the crew should cooperate with the pirates/robbers as they are only there to steal and not to harm the crew. In the incident involving *Yangtze Spring*, three crew were wounded when the crew surrounded the pirates/robbers who were then holding the Master and Chief Engineer hostage.



20. The ReCAAP Information Sharing Centre strongly urges ship masters to report immediately all incidents of piracy and armed robbery against ships to the coastal State's Rescue Coordination Centre (RCC). The report should include description of the type of craft used by the pirates/robbers, the direction the craft was heading towards, the presence of a mother ship, the number of pirates/robbers involved, their physical appearance and language spoken. While the Master reports the incident to the RCC, ship owners and operators are encouraged to report the incidents to the ReCAAP Focal Points. The contact details of the ReCAAP Focal Points are shown in **Annex E**.

21. Immediate reporting will enable other seafarers to be on higher state of alert and vigilance. This collective effort is required to safeguard each other's interest and safety at sea.

Recommendations to Authorities

22. In view of the increase in activities in the area, there is a need for enhanced cooperation and information sharing among regional authorities to provide situation awareness and assessment of the situation to ensure optimal deployment of resources by the respective agencies.

23. It is therefore critical and necessary for increase in surveillance and presence of law enforcement agencies, and commitment of the authorities in dealing with the surge in piracy and sea robbery activities off Pulau Anambas and Pulau Mangkai. To this end, the ReCAAP ISC and its ReCAAP Focal Points serves as the platform for information sharing and operational cooperation.

24. Noting the success of the Malacca Straits Patrol (MSP) and enhanced enforcement and presence of the Malaysian Maritime Enforcement Agency (MMEA) and Malaysian authorities which resulted in improvement in the situation in the Straits of Malacca and Singapore, and along the coast of Malaysia respectively; the authorities in the region may consider similar concepts of cooperation off Pulau Anambas and Pulau Mangkai.

Released by the ReCAAP ISC
8 Sep 10



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Enclosures:

- Annex A: Details of incidents during Jan-Sep 2010 (up to 5 Sep 10)
- Annex B: Modus operandi of pirates/robbers
- Annex C: Susceptible area
- Annex D: Susceptible periods
- Annex E: Contact details of ReCAAP Focal Points/Contact Point






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Annex A

Details of Incidents During January to September 2010 (up to 5 Sep 10)




Actual Incidents

 CAT 2 (Moderately Significant)
  CAT 3 (Less Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. 	<i>Theresa Libra</i> Chemical tanker Singapore 9348510 11254	07/04/2010 2300 hrs	2° 44.2' N, 105° 16.3' E 6 nm west of Pulau Damar, Indonesia	<p>While underway, eight men armed with knives boarded the chemical tanker, held hostage the engineer who was on the deck and entered the accommodation area. On reaching the bridge, they threatened the crew with knives and held the master hostage. The robbers then proceeded to raid the cabin of the master and officers, and took away cash and valuables. They continued to hold the master hostage until they escaped in their boat which was alongside the poop deck (aft). The entire episode was over in 20 min.</p> <p>The robbers were casually dressed, spoke English with a local accent and were aggressive throughout the period when they were onboard the tanker. The master reported the incident to the vessel's company and initiated a VHF broadcast. The crew was not injured.</p> <p>The company reported the incident to Singapore's POCC who in turn reported the incident to the ReCAAP ISC. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) initiated a NAVTEX broadcast to warn mariners about the incident and reported the incident to the MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), Singapore Police Coast Guard and Republic of Singapore Navy (RSN).</p> <p>[ReCAAP Focal Point (Singapore), shipping company]</p>






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2. 	<i>Star Ypsilon</i> Bulk carrier Marshall Islands 8914257 77529	09/04/2010 0200 hrs	3° 19.1' N, 105° 28.9' E 20 nm northwest of Pulau Jemaja, South China Sea	Seven men armed with guns and long knives boarded the bulk carrier while underway and stole the ship's cash box and two mobile phones. The crew raised the alarm and informed the relevant authorities about the incident. The crew was not injured. The Singapore POCC initiated a NAVTEX broadcast and informed the relevant agencies about the incident. [ReCAAP Focal Point (Singapore)]
3. 	<i>GSL Africa</i> Container ship Liberia 9473626 27300	08/05/2010 0120 hrs	03° 16' N, 105° 25' E Approximately 20 nm off Pulau Mangkai, Indonesia (South China Sea)	Whilst underway, eight pirates armed with long knives boarded the container ship. They gained control of the bridge, stole properties belong to the ship and crew, and left the ship. There were no injuries to the crew and no damage to the ship. [IMO]
4. 	<i>Trans Pacific</i> Bulk carrier Panama 8506517 17599	12/06/2010 2200 hrs	3° 49.8' N, 105° 46.87' E Approximately 45 nm north off Pulau Mangkai, Indonesia (South China Sea)	The bulk carrier was underway when eight pirates armed with long knives boarded the vessel from a speed boat. The pirates wore shorts and T-shirts, and one of them was wearing a mask. After boarding the bulk carrier, the pirates rounded up nine of the crew in the wheel house and tied them before taking the master and six other crew to their cabins and ransacked their personal belongings. About 1hr 20 min later, the pirates escaped in their speed boat taking with them the crew's personal belongings (mainly cash, laptops and mobile phones). The crew was not injured and the vessel continued its journey to Singapore. The master reported the incident to MRCC (China) who alerted MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), Bangkok RCC (Thailand) and Singapore's Port Operation and Control Centre (POCC). The Singapore's POCC verified the incident with the agent and ship master, and reported the incident to all ReCAAP Focal Points. [ReCAAP Focal Point (Singapore)]






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5. 	<i>Iller Trader</i> Container ship Cyprus 9308584 9981	13/06/2010 0400 hrs	3° 21.3' N, 105° 48.2' E Approximately 20 nm northeast of Pulau Mangkai, Indonesia (South China Sea)	About 12 pirates armed with knives boarded the ship from a speed boat. The pirates entered the bridge, held the duty officer hostage and proceeded to the captain's cabin to steal cash and properties before escaping. The vessel activated the SSAS alert. [IMO]
6. 	<i>Ai Ding Hu</i> Product tanker China 9214642 38381	13/06/2010 2335 hrs	3° 13.50' N, 105° 29.40' E Approximately 10 nm northwest of Pulau Mangkai, Indonesia	The product tanker was underway when six robbers armed with long knives boarded the vessel from a high speed fishing boat. The robbers escaped after taking some cash. The crew was not injured. The master reported the incident to Singapore's Port Operation and Control Centre (POCC). The POCC initiated a NAVTEX broadcast to alert vessels transiting through the area and informed MRCC Putra Jaya (Malaysia) and BASARNAS (Indonesia) about the incident. [ReCAAP Focal Point (China), ReCAAP Focal Point (Singapore)]
7. 	<i>Stolt Botan</i> Chemical tanker Liberia 9156553 6415	16/08/2010 0145 hrs	03° 15.0' N, 105° 00.0' E Approximately 20 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	While underway, about five to six pirates, who were armed with knives, boarded the chemical tanker via the poop deck. The master raised the alarm, mustered the crew and announced over the public address system about the incident. The pirates escaped empty-handed. The shipping company reported the incident to the ReCAAP Focal Point (Singapore) and the ReCAAP ISC. [ReCAAP Focal Point (Singapore), shipping company]





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8. 	<i>Bet Fighter</i> Bulk carrier Isle of Man 9004839 90991	17/08/2010 0250 hrs	3° 05.8' N, 105° 07' E Approximately 25.8 nm northwest of Pulau Damar, Indonesia (South China Sea)	While underway, six pirates armed with long knives, boarded the bulk carrier. The pirates entered the bridge and tied up the Second Officer and other crew before breaking into the master's cabin and threatening him with knives. The master was tied up and the pirates escaped after taking with them the ship's cash, stores and crews' personal belongings. [MSTF-IFC]
9. 	<i>Chem Orchid</i> Product tanker Republic of Korea 8705606 18044	17/08/2010 0340 hrs	03° 17' N, 105° 29' E Approximately 12.6 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	While underway, six pirates armed with automatic guns and long knives, boarded the product tanker. The pirates approached the starboard quarter of the vessel in a small speed boat, boarded the vessel, proceeded to the bridge, tied up the master and Second Officer. The pirates stole cash and personal belongings, and escaped in their speed boat 15 min later, taking with them the stolen items. The master reported the incident to the nearby vessels on VHF (Channel 16) and the shipping company. [ReCAAP Focal Point (Republic of Korea)]
10. 	<i>Vinalines Star</i> Bulk carrier Vietnam 9052329 15884	18/08/2010 0350 hrs	3° 05' N, 105° 24' E Approximately 11.7 nm west of Pulau Mangkai, Indonesia	While underway, six robbers armed with long knives, falchion and small crowbars, boarded the bulk carrier via the aft starboard quarter. The robbers entered the bridge, tied up the duty officer and a member of the crew. They brought the crew to the master's cabin and other crew's cabins, and stole cash and their valuables. The master was held hostage until the robbers left the vessel. The crew was not injured. [MSTF-IFC]






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11. 	<i>Umm Al Amad</i> LNG tanker Marshall Islands 9360829 136685	21/08/2010 2300 hrs	03° 11' N, 105° 22' E Approximately 14.3 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	<p>While underway, six pirates armed with long knives, boarded the LNG tanker. The pirates took two of the crew as hostages, stole ship and crew's cash before escaping in a small boat. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>
12. 	<i>Yangtze Spring</i> Oil tanker Hong Kong 9376749 156702	30/08/2010 2330 hrs	03° 3.8' N, 105° 21.6' E Approximately 12 nm northwest of Pulau Mangkai, Indonesia	<p>While underway, six robbers in a high speed craft (wooden boat with OBM) boarded the oil tanker from its port side. The robbers were masked and wore black jackets. They were also armed with guns and long knives. The crew spotted a mother boat which was a fishing boat, measuring 50 m long and 10 m wide.</p> <p>At the time of boarding, the vessel's anti piracy crew shift was on the vessel's starboard side. The robbers went to the bridge and took the duty officer and an AB as hostages. One of the robbers stayed on the bridge to watch over the Third Officer while two other pirates went to the other parts of the vessel. The remaining three robbers took an AB to the master's cabin and demanded cash and other valuables from the master. The robbers then ransacked the C/E's cabin.</p> <p>The anti-piracy crew then spotted the robbers' craft and raised the alarm. All crew took anti-piracy measures and surrounded the robbers. The robbers tied the master and C/E to the guard rail before escaping with stolen cash, laptop, mobile phone, camera and clothes of the crew.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Contact Point (Hong Kong)]</p>



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13. 	<i>Ideal Bulker</i> Bulk carrier Hong Kong 9085572 16721	30/08/2010 0254 hrs	02° 59.7' N, 105° 12.2' E Approximately 24.3 nm southwest of Pulau Mangkai, Indonesia (South China Sea)	<p>The bulk carrier was underway when six pirates in a small craft boarded the vessel from the stern. The pirates armed with long knives, took control of the bridge; and tied up the bridge duty crew and anti-piracy watch with ropes. The pirates then forced the engineer to bring them to the master's cabin, where they attempted to enter the cabin. The master raised the alarm and escaped through the porthole. The crew was mustered and they approached the master's cabin. Upon seeing the crew being alerted, the pirates escaped with two binoculars and two sets of walkie talkies stolen from the bridge.</p> <p>The master suffered injuries while escaping through the porthole and the engineer suffered head injuries when the pirates assaulted him. The master reported the incident to the Hong Kong MRCC.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
14. 	<i>La Paz</i> Oil tanker Panama 9031650 158475	01/09/2010 0100 hrs	03° 14.3' N, 105° 19.6' E Approximately 18.7 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	<p>The oil tanker was underway when six pirates in a boat boarded the vessel. The pirates armed with pistols, long knives and iron rods, tied up three of the crew, including the master. They stole cash, laptop, mobile phones, crews' personal belongings and walkie talkie before escaping. The 2nd Officer suffered a minor cut on his neck in the incident. The entire episode lasted about 20 min.</p> <p>[ReCAAP Focal Point (Republic of Korea)]</p>
15. 	<i>Chemroad Luna</i> Chemical tanker Panama 9228320 20043	05/09/2010 0305 hrs	2° 14.2' N, 105° 17.2' E Approximately 53.25 nm southwest of Pulau Mangkai, Indonesia (South China Sea)	<p>The chemical tanker was underway when four pirates boarded the vessel. The pirates, who were armed with long knives, took three of the crew hostage. They stole ship's cash before escaping.</p> <p>[ReCAAP Focal Point (Japan)]</p>



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Attempted Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Star Sea Rainbow</i> Bulk carrier Hong Kong, China 9172961 24953	09/05/2010 0045 hrs	03° 22.3' N, 105° 27.2' E Approximately 20 nm northwest of Pulau Mangkai, Indonesia (South China Sea)	Whilst underway, six pirates in an unlit small wooden boat approached the bulk carrier at her starboard quarter and attempted to board the vessel. The duty crew noticed the boat and raised the alarm. The ship's whistle was sounded, deck lights switched on and crew mustered. Upon seeing that the crew had been alerted, the pirates aborted the attempt to board. <i>[ReCAAP Focal Point (Japan), ReCAAP Contact Point (Hong Kong)]</i>



Annex B

Modus Operandi of pirates/robbers

1. Between 1 Jan 10 and 5 Sep 10, 16 incidents of piracy and armed robbery against ships, comprising 15 actual incidents and one attempted incident were reported off Pulau Anambas and Pulau Mangkai.
2. All incidents occurred while the ships were under way, some in closer proximity than the others to the islands. Upon successful boarding, the pirates surreptitiously proceeds to the bridge and immobilizes those on bridge duty and any other crew they met along the way by tying their hands and taking them as hostages. They generally used speed boats (wooden boats with outboard motors) and boarded vessels from quarters (probably approaching from aft being the blind sector) using rope with grapnel. In one incident involving *Yangtze Spring*, the crew reported the presence of a mother boat.
3. In seven of the 15 actual incidents, the pirates gained access to the bridge, took hostage whoever was on duty including the Master and then forced some of the crew to lead them to the Master's cabin and other crew's cabin where they ransacked for loot. Three of the incidents reported the Master and some crew taken hostage outside the bridge and then forced to go down to the cabin area where the pirates/robbers ransacked the place. Four of the reported incidents did not indicate the details of the incident while one incident reported that the pirates/robbers were unsuccessful in robbing the ship and crew because of the vigilance of the crew who activated the alarm.
4. The robbers were normally armed with knives, some with iron bars, axe, hammers, iron rods, steel pipes and guns. In 11 of the incidents reported, the pirates/robbers were armed with knives or long knives (parangs) and only in four incidents they were armed with knives and guns (i.e. automatic guns and shotgun).
5. The pirates/robbers came alongside the victim ship during hours of darkness. Four out of the 15 incidents occurred between 2030 hrs and 0000 hrs, another four incidents occurred between 0001 hrs and 0200 hrs, and seven incidents occurred between 0200 hrs and 0430 hrs. Of the 15 actual incidents, 13 were CAT 2 incidents and two were CAT 3 incidents.
6. Most of the incidents involved the pirates/robbers went onboard the victim ships, threatened or held the crew hostage to demand for cash and personal belongings, and then escaped without harming the crew. However, the recent incidents appeared to be more violent as the crew sustained some minor injuries as in the incident onboard *Yangtze Spring* where three crew were wounded, incident



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onboard *Ideal Bulker* where the Master was injured and the Chief Engineer assaulted, and incident onboard *La Paz* where the 2nd Officer sustained a cut on his neck.

7. About 53% of the incidents involved tankers. Of the 15 incidents, three incidents involved chemical tanker; two incidents each involved product and oil tanker; one incident involved LNG tanker; five incidents involved bulk carriers and two incidents involved container ship. No conclusion can be drawn on the type of ships being attacked as the mere density of such vessels that transit through this area would make them vulnerable.

8. Eleven out of the 15 incidents involved groups of 4-6 pirates/robbers while another three incidents involved groups of 7-9 pirates/robbers, and one incident involved more than nine pirates/robbers. The incident onboard *Iller Trader* reported the involvement of 12 pirates.

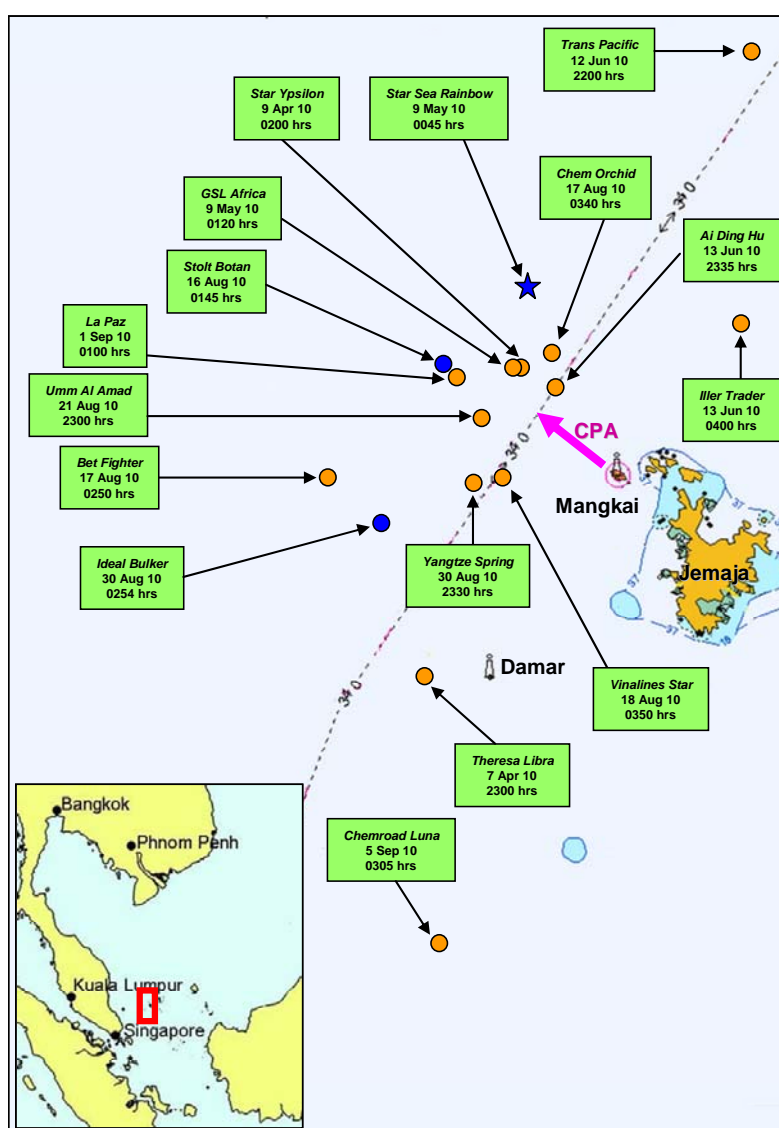
9. Of the 15 incidents, 12 resulted in the theft of cash, laptops, cameras, mobile phones and other personal properties belonging to the crew. One incident reported that only some ship's property was stolen. In another one, the pirates/robbers escaped empty handed.



Annex C

Susceptible Area

1. Further analysis of the location in relation to the proximity with islands indicates that most of the incidents occurred in vicinity of the CPA of vessels with Pulau Mangkai, while transiting along the recommended transit route (refer chart below). This supports the assumption that if the pirates/robbers were operating from an island nearby they would seek the shortest distance to attack the vessel and return to a safe haven.



CPA with Pulau Mangkai vis-à-vis Location of Incidents



Annex D

Susceptible Periods

1. It appears that there is a pattern regarding the occurrence of incidents off Pulau Anambas and Pulau Mangkai during 2008-2010. However, no pattern was observed in 2007 for the two reported incidents.
2. During 2008-2010, it is observed that incidents did not occur 'one-off', but occurred one after another on consecutive days or alternate days. It also appears that incidents mostly occurred during the periods of Apr-Jun; and Aug-Nov of the year during 2008-2010.
 - a. Of the seven incidents reported in 2008, two occurred in April 2008, two in June 2008, one in September 2008 and two in October 2008. In 2009, of the 11 incidents, three occurred in April 2009, three occurred in June 2009, one in August 2009, two in September 2009 and two in November 2009. Between January and Sep 10, of the 16 incidents, two occurred in April 2010, two occurred in May 2010, three occurred in June 2010, seven occurred in August 2010 and two in Sep 10. See table below on the date of the incidents.
3. Given that the incidents occurred on consecutive days and alternate days and the close proximity of the incidents to each other, it appears that the same group of pirates/robbers may be involved in the incidents.



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	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
2007				(26) <i>Huyu 908</i>				(19) <i>Selendang Sari</i>
2008	(13) <i>Spar Cetus</i> (13) <i>Monalisa</i>		(4) <i>Medbothnia</i> (4) <i>Red Wing</i>			(30) <i>JKM Muhieddine</i>	(2) <i>Sun Geranium</i> (3) <i>Diamond Coral</i>	
2009	(21) <i>Quds</i> (22) <i>Ellen S</i> (23) <i>Sider Lion</i>		(25) <i>Sao Bien 09</i> (26) <i>Galax</i> (27) <i>Sigloo Discovery</i>		(2) <i>Tahir</i>	(19) <i>Prospect</i> (19) <i>Normannia</i>	(16) <i>Florinda</i> (19) <i>High Energy</i>	
2010	(7) <i>Theresa Libra</i> (9) <i>Star Ypsilon</i>	(9) <i>Star Sea Rainbow</i> (9) <i>GSL Africa</i>	(12) <i>Trans Pacific</i> (13) <i>Iller Trader</i> (13) <i>Ai Ding Hu</i>		(16) <i>Stolt Botan</i> (17) <i>Bet Fighter</i> (17) <i>Chem Orchid</i> (18) <i>Vinalines Star</i> (21) <i>Umm Al Amad</i> (30) <i>Yangtze Spring</i> (30) <i>Ideal Bulker</i>	(1) <i>La Paz</i> (5) <i>Chemroad Luna</i>		

* Number in () represents the date of incident



Annex E

Contact Details of ReCAAP Focal Points / Contact Point

S/No	Country & Agency In Charged	Point of Contact	
		Phone No	Fax Number
People's Republic of Bangladesh			
1	Department of Shipping E-mail: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam			
2	National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3871-4440 +67-3717-6322	+67-3245-5916
Kingdom of Cambodia			
3	Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
People's Republic of China			
4	China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.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
Republic of India			
5	MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in	+91-22-2437-6133 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan			
6	Japan Coast Guard (JCG) Ops Centre Email : op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853



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Republic of Korea			
7	Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicoms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
Lao People's Democratic Republic			
8	Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar			
9	MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands			
10	Nautical Affairs and Operations Netherlands Coast Guard Email: info@kustwacht.nl	+31-223-658-315	+31-223-658-303
Kingdom of Norway			
11	Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines			
12	Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore			
13	Maritime 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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Kingdom of Thailand			
15	Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-4643	+66-2466-1382
Socialist Republic of Viet Nam			
16	Vietnam Marine Police Email : phongghqtcbsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 3 Jul 10

