

# Report for April 2010

## 1st April 2010 – 30th April 2010

The ReCAAP Information Sharing Centre owns the copyright of this document. It is for internal use only. No part or parts hereof may be reproduced, distributed, republished, displayed, broadcast, hyperlinked or transmitted in any manner or by any means or stored in an information retrieval system without prior written permission of the ReCAAP Information Sharing Centre. You may not, without the ReCAAP Information Sharing Centre's permission, insert a hyperlink to this document on any website or "mirror" any material contained in this document on any other server. Unauthorised distribution or reproduction of this information, or any part of it, is an infringement of the ReCAAP Information Sharing Centre's copyright.



Go **GREEN** ... Yes !! We care too !!

NOL Building, 456 Alexandra Road, #11-02, Singapore 119962  
Tel: (65) 6376 3091 • Fax: (65) 6376 3066

| [www.recaap.org](http://www.recaap.org)

# Report for April 2010

## Contents

### **Executive Summary | 01**

### **Part 1 | 02**

Definitions & Methodology Used

### **Part 2 | 06**

Analysis of Incidents in April 2010

### **Part 3 | 20**

Details of Selected Incidents

### **Part 4 | 33**

Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

Contact Details of ReCAAP Focal Points / Contact Point

### **Appendix | 38**



# Report for April 2010

## Executive Summary

In April 2010, a total of 16 incidents of piracy and armed robbery against ships were reported in Asia. Of the 16 incidents, four were incidents of piracy and 12 were incidents of armed robbery against ships. The details of the incidents are described in the Appendix.

Compared to April 2009, the number of incidents reported in April 2010 had doubled. In April 2009, a total of eight actual incidents were reported. The increase in the number of incidents in April 2010 was apparent in the waters off Malaysia, Indonesia, Vietnam and the South China Sea. Overall, the increase in the number of incidents reported in April 2010 could also be a result of ship owners and ship masters who were more willing and forthcoming in reporting incidents involving their ships to the ReCAAP Focal Points and the authorities. More specifically, there had been an increase in the number of incidents which exhibited some degree of planning by pirates who appeared to be well-organised and possibly, operated in syndicates in the South China Sea.

Among the incidents reported in April 2010 were two incidents of hijacking of tug boats. They were the hijacking of tug boat, *PU 2007* in the South China Sea on 19 April 2010, and the hijacking of tug boat *Atlantic 3* at about 11 nm east of Pulau Bintan, Indonesia on 27 April 2010.



## Part 1 - Definitions & Methodology Used

### 1.1 Definitions Adopted by ReCAAP Information Sharing Centre

**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 onboard 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 onboard 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.



## Part 1 - Definitions & Methodology Used

### 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.



# Report for April 2010

## Part 1 - Definitions & Methodology Used

- 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.



# Report for April 2010

## Part 1 - Definitions & Methodology Used

### 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 (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the Information Fusion Centre - Maritime Security Task Force (IFC-MSTF), the commercial entities (such as 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.

### 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 - Analysis of Incidents in April 2010

### 2.1 Number and Significance of Reported Incidents

**2.1.1** A total of 16 incidents comprising four incidents of piracy and 12 incidents of armed robbery against ships were reported in Asia in April 2010. Of the 16 incidents, 14 were actual incidents and two were attempted incidents. Compared to April of 2007-2009, April 2010 reported the highest number of incidents. Please see Table 1 below. Among the incidents reported in April 2010 were two incidents of hijacking of tug boats, namely, *PU 2007* in the South China Sea on 19 April 2010, and *Atlantic 3* at about 11 nm east of Pulau Bintan, Indonesia on 27 April 2010.

	April 2007	April 2008	April 2009	April 2010
Actual	7	11	8	14
Attempted	4	2	0	2
<b>Total</b>	<b>11</b>	<b>13</b>	<b>8</b>	<b>16</b>

Table 1 - Actual and attempted incidents in April (2007-2010)

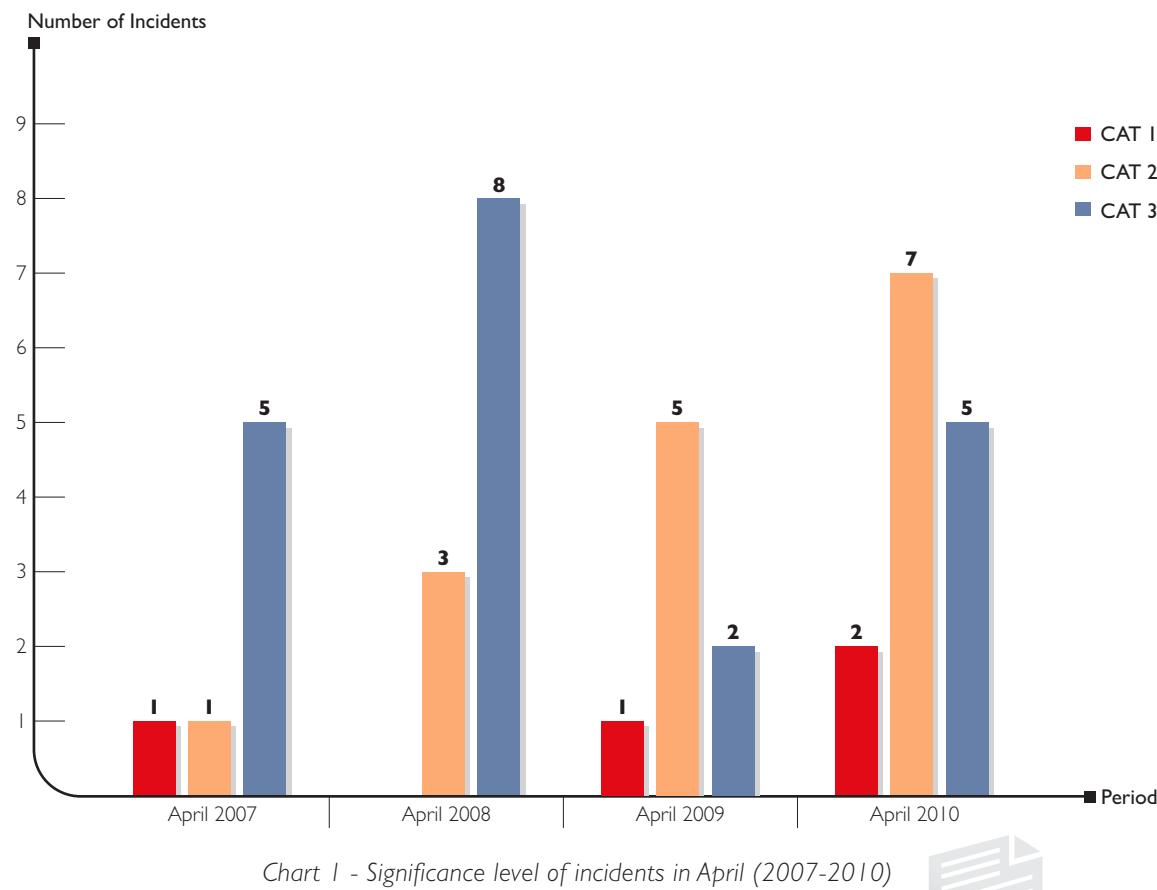


# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010

**2.1.2** Chart 1 shows the significance level of actual incidents reported in April of 2007-2010. For April 2009 and April 2010, majority of the incidents were Category 2 (moderately significant) incidents compared to April 2007 and April 2008 where majority of the incidents were Category 3 (less significant) incidents occurred mostly at ports and anchorages.

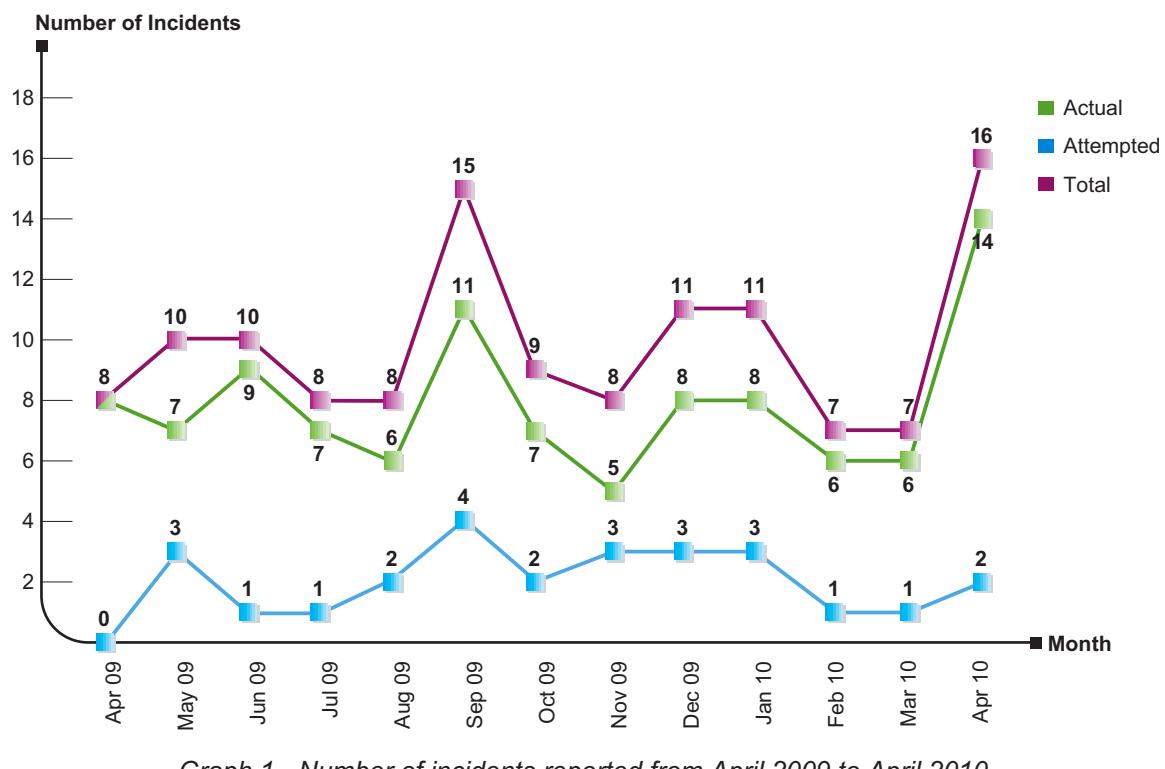
In April 2010, there were two Category 1 (very significant) incidents involving the hijacking of tug boats, *PU 2007* and *Atlantic 3*, seven Category 2 (moderately significant) incidents and five Category 3 (less significant) incidents. Of the seven Category 2 incidents, two incidents involved ships while underway in the South China Sea, the other five incidents involved ships while anchored or berthed off Malaysia, Indonesia and Vietnam.



# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010

**2.1.3** Graph 1 shows the actual, attempted and total number of incidents reported between April 2009 and April 2010. During this period, total activity was highest in April 2010. It remains to be seen if the increase in the number of incidents reported in April 2010 will continue in the subsequent months.



# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010

### 2.2 Location and Time of Incidents

**2.2.1** Table 2 shows the location of incidents reported during April 2010 compared to the same period of 2007-2009. Notably, the total number of incidents reported in April 2010 had increased compared to the same period in the past three years (2007-2009). The increase occurred mainly in the Southeast Asia region, and more apparent off Malaysia, Indonesia, Vietnam and the South China Sea. A total of three incidents were reported off Malaysia in April 2010 compared to two incidents in April 2009, two incidents in April 2008 and one incident in April 2007. In Indonesia, five incidents (comprising four actual incidents and one attempted incident) were reported in April 2010 compared to two actual incidents in April 2009, three actual incidents in April 2008 and six incidents (comprising three actual incidents and three attempted incidents) in April 2007. An increase in the number of incidents during April 2010 was also observed in the South China Sea and at the ports and anchorages of Vietnam. Map 1 shows the location of all incidents reported in April 2010.

	April 2007		April 2008		April 2009		April 2010	
	Actual	Attempted	Actual	Attempted	Actual		Actual	Attempted
<b>South Asia</b>								
Arabian Sea		1						
Bangladesh			2	1			1	
India	1		1	1				
<b>Sub-total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>			<b>1</b>	
<b>Southeast Asia</b>								
Celebes Sea								1
Indonesia	3	3	3		2		4	1
Malaysia	1		2		2		3	
Philippines			1		1			
South China Sea			1		2		3	
Straits of Malacca and Singapore	1							
Thailand	1							
Vietnam			1		1		3	
<b>Sub-total</b>	<b>6</b>	<b>3</b>	<b>8</b>		<b>8</b>		<b>13</b>	<b>2</b>
<b>Overall Total</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>8</b>		<b>14</b>	<b>2</b>

Table 2 - Location of incidents in April (2007-2010)





# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010

- 2.2.2** Of the 16 incidents reported in April 2010, 14 incidents occurred during hours of darkness (between 1800 hrs and 0559 hrs), and two incidents between 0600 hrs and 1759 hrs. Incidents occurred during hours of darkness included the hijacking of tug boat *PU 2007* while underway. Notably, the hijacking of tugboat *Atlantic 3* towing barge, *Atlantic 5* occurred at about 1726 hrs. Please see Table 3.

	April 2007	April 2008	April 2009	April 2010
1800-2359 hrs	4	3	3	4
0001-0559 hrs	3	9	5	10
0600-1159 hrs	2			1
1200-1759 hrs	2	1		1
<b>Total</b>	<b>11</b>	<b>13</b>	<b>8</b>	<b>16</b>

Table 3 - Local time of incidents in April (2007-2010)



## Part 2 - Analysis of Incidents in April 2010

### 2.3 Type of Ships Most Frequently Involved in Incidents

**2.3.1** In April 2010, tankers appeared to be most commonly involved in incidents compared to the other type of ships. Of the 16 incidents reported in April 2010, seven incidents involved tankers (comprising chemical tanker, LPG tanker, oil tanker and product tanker); four incidents involved tug boats, two incidents involved container ships and two incidents involved general cargo ships and one incident involved a bulk carrier.

Notably, tug boats were involved in incidents more frequently than other type of ships in April 2009 and April 2010 compared to April 2007 and April 2008. Three out of eight incidents involved tug boat in April 2009 compared to only one incident reported during the same period of 2007 and 2008. It appears that this trend of tug boats being more susceptible to attack continued in April 2010, with four out of 16 incidents reported involved tug boats. Please see Table 4. Ship masters of tug boats are advised to exercise vigilance and enhance additional look-outs posted on the bridge when their boats are underway in locations with increased activities level.

Type of Ships	April 2007	April 2008	April 2009	April 2010
Bulk Carrier	1	1	1	1
Chemical Tanker	1	2	1	3
Container Ship		3	2	2
Fishing Boat/Trawler	1			
General Cargo Ship	1	2	1	2
LNG Tanker	1			
LPG Tanker		1		2
Oil Tanker	1	1		1
Product Tanker		1		1
Research Support Vessel		1		
Tanker	4			
Tug Boat	1	1	3	4
<b>Total</b>	<b>11</b>	<b>13</b>	<b>8</b>	<b>16</b>

Table 4 - Type of ships involved in incidents in April (2007-2010)



# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010

### 2.4 Status of Ships Involved in Actual Incidents and its Significance Level

**2.4.1** Of the 16 incidents reported in April 2010, nine incidents occurred while ships were anchored/berthed and seven incidents while ships were underway. This trend of more incidents occurred when ships were anchored/berthed was observed for incidents reported throughout April 2007 and April 2008. The ReCAAP ISC advises ship masters to strengthen watch keeping and ensure regular deck patrols when their ships were anchored/berthed.

Status of Ships		April 2007	April 2008	April 2009	April 2010
<b>Actual Incidents</b>	Anchored/Berthed	4	7	2	8
	Underway	3	4	6	6
<b>Attempted Incidents</b>	Anchored/Berthed	3	2		1
	Underway	1			1
<b>Total</b>		<b>11</b>	<b>13</b>	<b>8</b>	<b>16</b>

Table 5 - Status of ships during incidents in April (2007-2010)



# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010

- 2.4.2** Chart 2 shows the status of ships involved in actual incidents versus its significance level. Generally, incidents involving ships at anchor and at berth were Category 3 incidents involving the robbers who were opportunistic and less violent in nature. They stole mostly unsecured items such as mooring ropes and life rafts. In April 2010, five out of eight actual incidents involving ships at anchor/berth were Category 3 incidents.
- 2.4.3** Incidents involving ships while underway were mostly either Category 1 incident or Category 2 incident involving pirates/robbers who were better organised, more inclined to resort to violence by threatening the crew, taking the crew hostage or tying them up. Of the six actual incidents involving ships while underway, two were Category 1 incidents and four were Category 2 incidents.

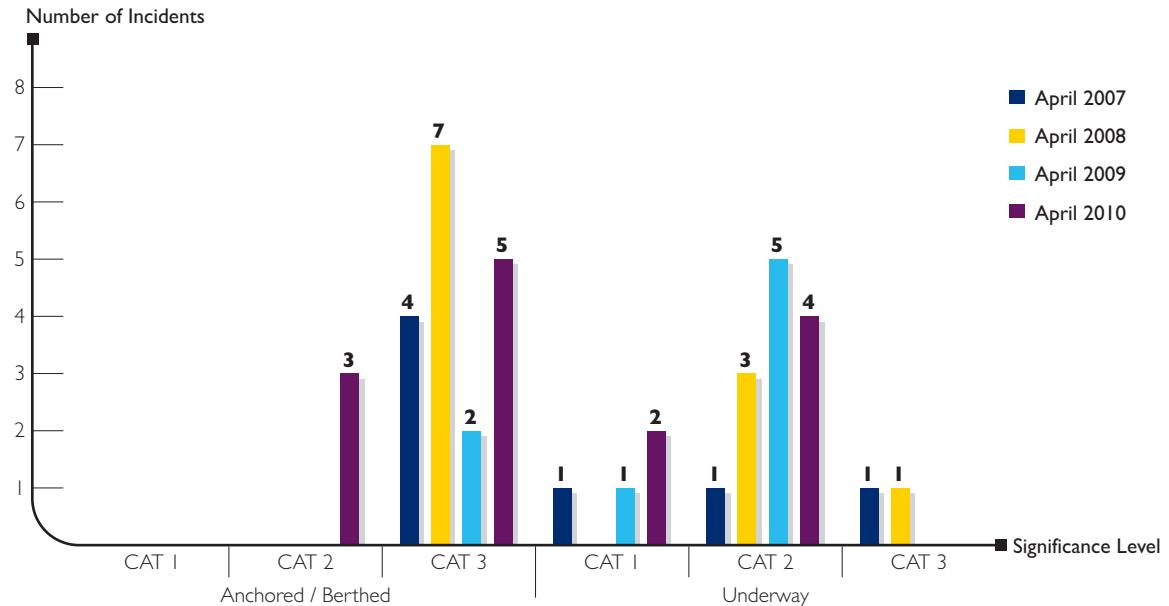


Chart 2 - Status of Ships vs Significance Level of actual incidents in April (2007-2010)



## Part 2 - Analysis of Incidents in April 2010

### 2.5 Analysis of Violence Factor

#### 2.5.1 Weapons Used

There has been a significant increase in the number of incidents involving pirates/robbers armed with guns and knives in April 2010 compared to the same period of 2007-2009. Similarly, incidents involving the use of knives have also increased as knives were commonly used to cut mooring ropes and other unsecured items onboard ships. Of the 14 actual incidents reported in April 2010, six incidents involved the pirates/robbers armed with guns and knives, and six incidents involved the pirates/robbers armed with knives only. The remaining two incidents have either no information on the weapon carried by the pirates/robbers or they were not armed at all.

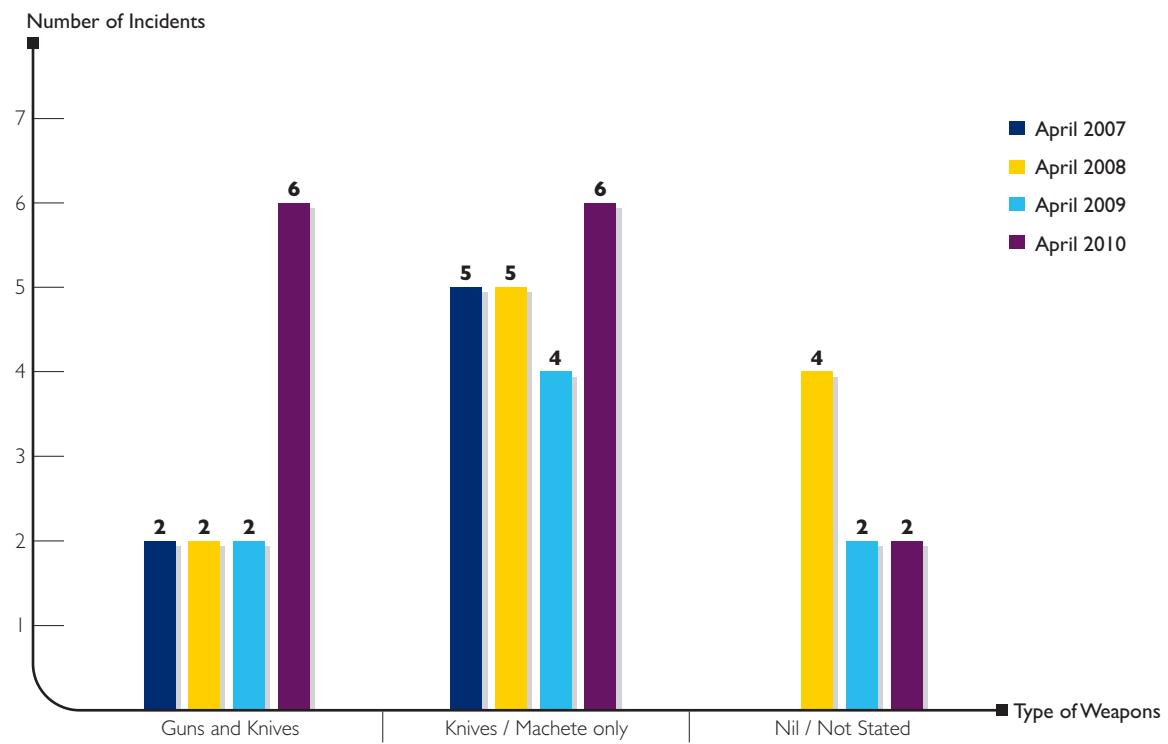


Chart 3 - Weapons used in actual incidents in April (2007-2010)



## Part 2 - Analysis of Incidents in April 2010

### 2.5.2 Treatment of Crew

Of the 14 actual incidents reported in April 2010, there were one incident of crew missing, one incident of crew being kidnapped, one incident of crew being assaulted and one incident of crew being threatened. The incidents were:

- The nine crew of tugboat, *Atlantic 3* were missing after the tug boat was hijacked at east of Pulau Bintan, Indonesia on 27 April 2010<sup>1</sup>;
- The crew of tug boat, *PU 2007* was kidnapped when pirates took control of the tug boat in the South China Sea on 19 April 2010. The tug boat and crew were later released unharmed on 22 April 2010;
- The Second Officer of chemical tanker, *Tirta Samudra XVII* was assaulted and injured when robbers boarded the vessel while at anchor in Hiep Phuoc, Vietnam on 3 April 2010; and
- The crew of tug boat, *Greenville 16* was threatened by robbers who boarded the tug boat off Pulau Aur, Malaysia on 17 April 2010.

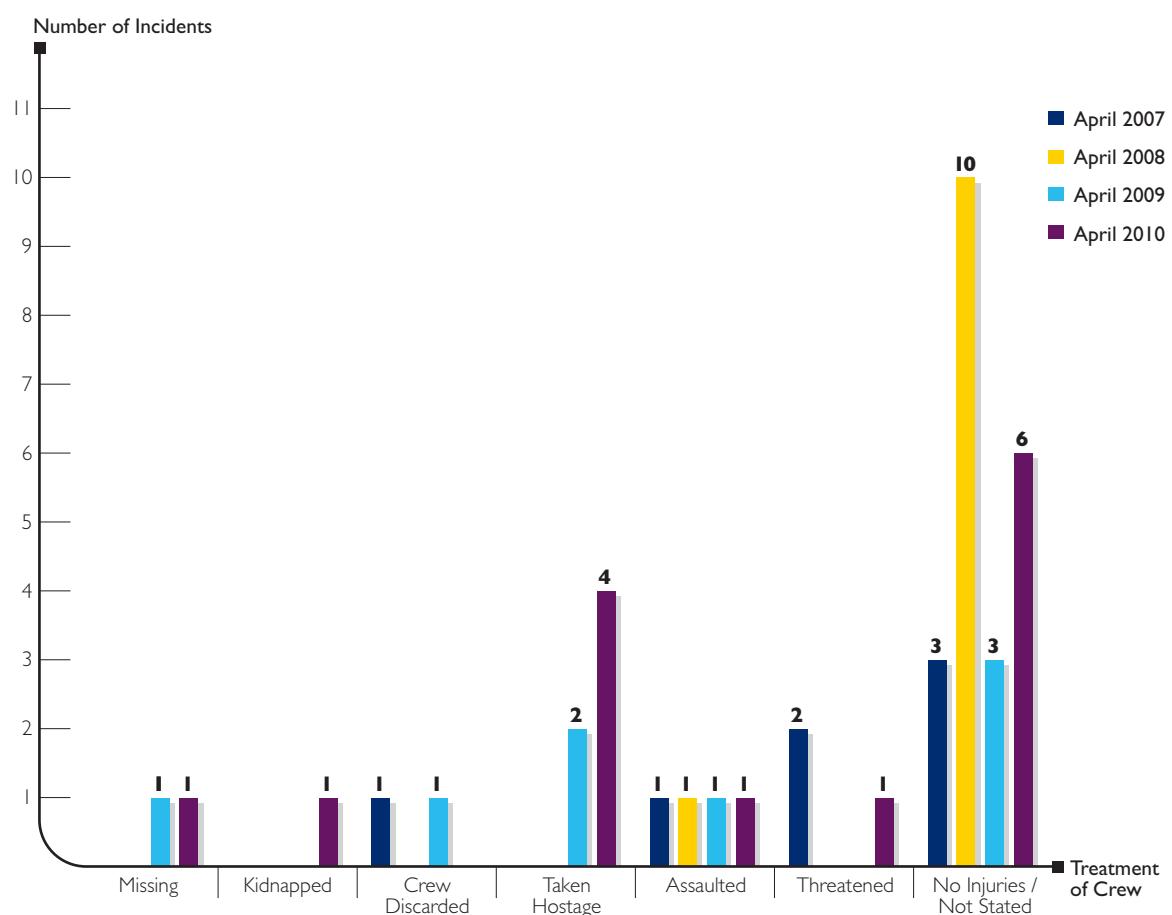
Incidents involving crew being assaulted occurred throughout the four reporting periods.

<sup>1</sup>The crew was abandoned in a life raft and found near Spratly Islands on 3 May 2010.



# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010



# Report for April 2010

## Part 2 - Analysis of Incidents in April 2010

### 2.5.3 Number of Pirates/Robbers

Majority of the incidents involved robbers operating in groups of between 1 to 6. In April 2010, eight out of 14 actual incidents involved robbers of between 1 to 6. Two incidents involved more than nine robbers and they were: tug boats, *Greenville 16* and *PU 2007* which involved 10 robbers and 15 pirates respectively. Please see Chart 5.

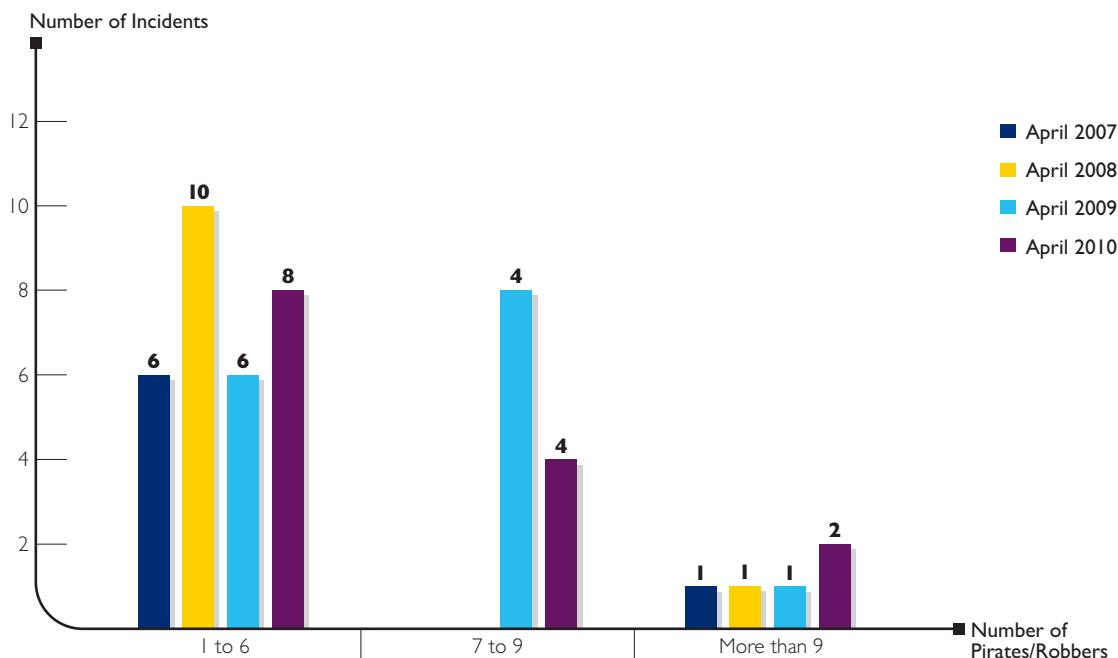


Chart 5 - Number of pirates/robbers in actual incidents in April (2007-2010)



## Part 2 - Analysis of Incidents in April 2010

### 2.6 Analysis of Economic Factor

#### 2.6.1 Economic Losses

Chart 6 shows the economic loss per actual incident in April of 2007-2010. Most of the incidents reported loss of stores, engine spares, cash and properties, namely mobile phones, cameras and laptops. In April 2010, seven incidents reported loss of stores and engine spares, four incidents reported loss of cash and properties and two incidents involved the hijacking of tug boats, *PU 2007* and *Atlantic 3*.

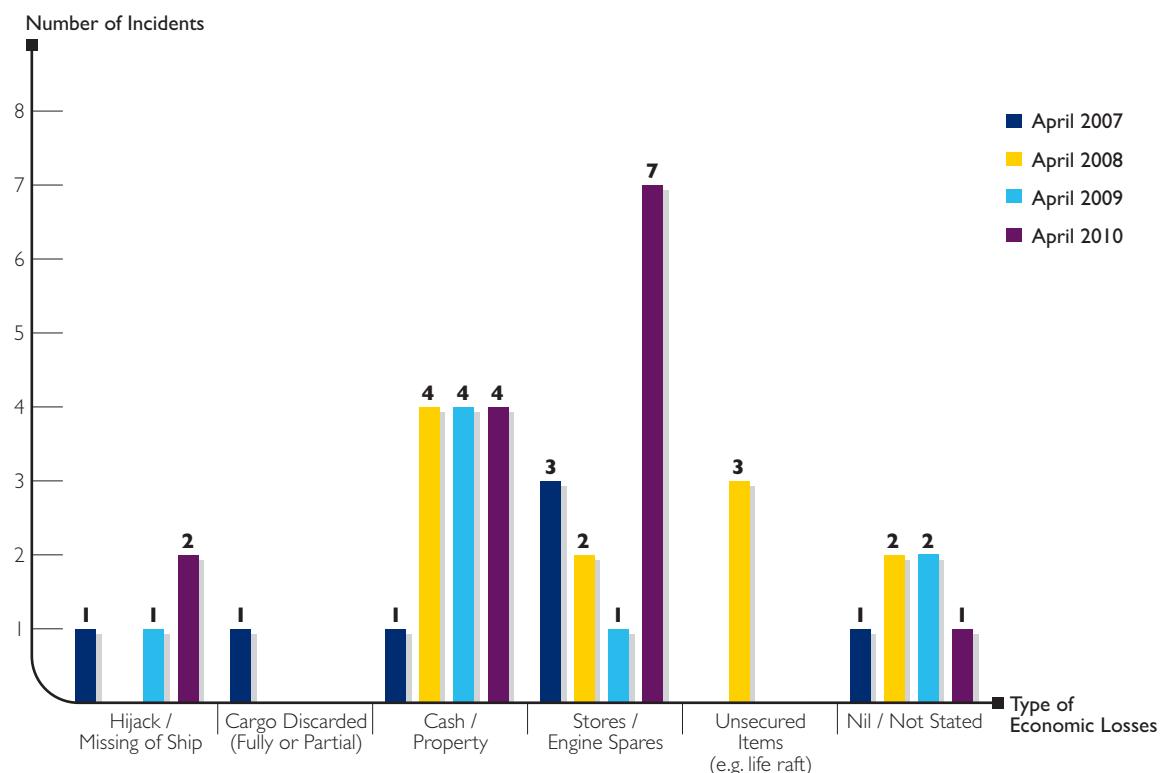


Chart 6 - Reported economic losses in actual incidents in April (2007-2010)



# Report for April 2010

## Part 3 - Details of Selected Incidents

### 3.1 Hijack of tug boat, PU 2007 off Kuantan, Malaysia on 19 April 2010

Name of ship	: PU 2007
Type of ship	: Tug boat
Flag of ship	: Singapore
IMO number	: 9430349
GT	: 244



PU 2007

*Photograph courtesy of the ship owner*

Name of ship	: PU 3316
Type of ship	: Flat-top barge
Flag of ship	: Singapore



PU 3316

*Photograph courtesy of the ship owner*

- 3.1.1** On 19 April 2010 at about 2328 hrs (local time), a Singapore-registered tug boat, PU 2007 towing barge PU 3316 activated the SSAS while she was underway at position 4° 25.51' N, 104° 18.92' E (approximately 57 nm northeast of Kuantan, Malaysia), South China Sea. The tug boat with nine crew onboard had departed Kintap port, South Kalimantan, Indonesia and was heading towards the Gulf of Thailand to Sriracha port to discharge its cargo.
- 3.1.2** Suspected that PU 2007 had been hijacked, the ship owner reported the incident to Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore), and the ReCAAP ISC. The ship owner reported that the tug boat had deviated from its planned course and was heading easterly. The last assessed position of the tug boat was about 91 nm east-northeast of Kuantan, and was heading easterly at about 3.8 knots towards the direction of Philippines/Kalimantan. The assessed positions of PU 2007 and PU 3316 between 2328 hrs (local time) on 19 April 2010 and 1530 hrs (local time) on 20 April 2010 were depicted in the map.



# Report for April 2010

## Part 3 - Details of Selected Incidents

### **Actions by the ReCAAP ISC**

**3.1.3** Upon notification, the ReCAAP ISC immediately alerted the maritime authorities in the region and all ReCAAP Focal Points about the missing vessels. In particular, the Malaysian authorities and the authorities of Brunei, Philippines and Indonesia were also alerted to look out for the missing tug boat and barge.

### **Response by the Malaysian authorities**

**3.1.4** Responding to the alert, the Malaysian authorities dispatched its ship and aircraft to the last known position of the missing vessels. At about 1525 hrs (local time) on 20 April 2010, the Malaysian authorities positively identified the barge located at position 4° 29.9' N, 104° 56.8' E (approximately 105 nm east-northeast off Kuantan, Malaysia) while the tug boat was seen about 91 nm east-northeast of Kuantan and heading easterly at about 3.8 knots. The Malaysian authorities activated the Sarawak and Sabah Regional Commanders to station ships and be on the look-out for the tug boat. The tug boat was assessed to be in the vicinity of Pulau Mangkai and Pulau Siantan (Anambas area).

### **Response by the Indonesian Authorities**

**3.1.5** Alerted by the ReCAAP ISC about the possible locations of the tug boat, the Indonesian authorities deployed assets to locate the missing vessel.



## Part 3 - Details of Selected Incidents

### **Barge recovered**

**3.1.6** On 21 April 2010, the barge that was set adrift was recovered along with its cargo onboard by the Malaysian authorities and handed over to the owner. The owner deployed another tug boat to tow the barge to Thailand.

### **Tug boat found**

**3.1.7** On 22 April 2010 at about 0400 hrs (local time), tug boat *PU 2007* transmitted position reports when she was about 6 nm north of Horsburgh Lighthouse. Apparently the pirates had abandoned *PU 2007* after taking with them cash, laptop and the crew's mobile phones. The master and crew managed to free themselves and bring the tug boat back to Singapore.

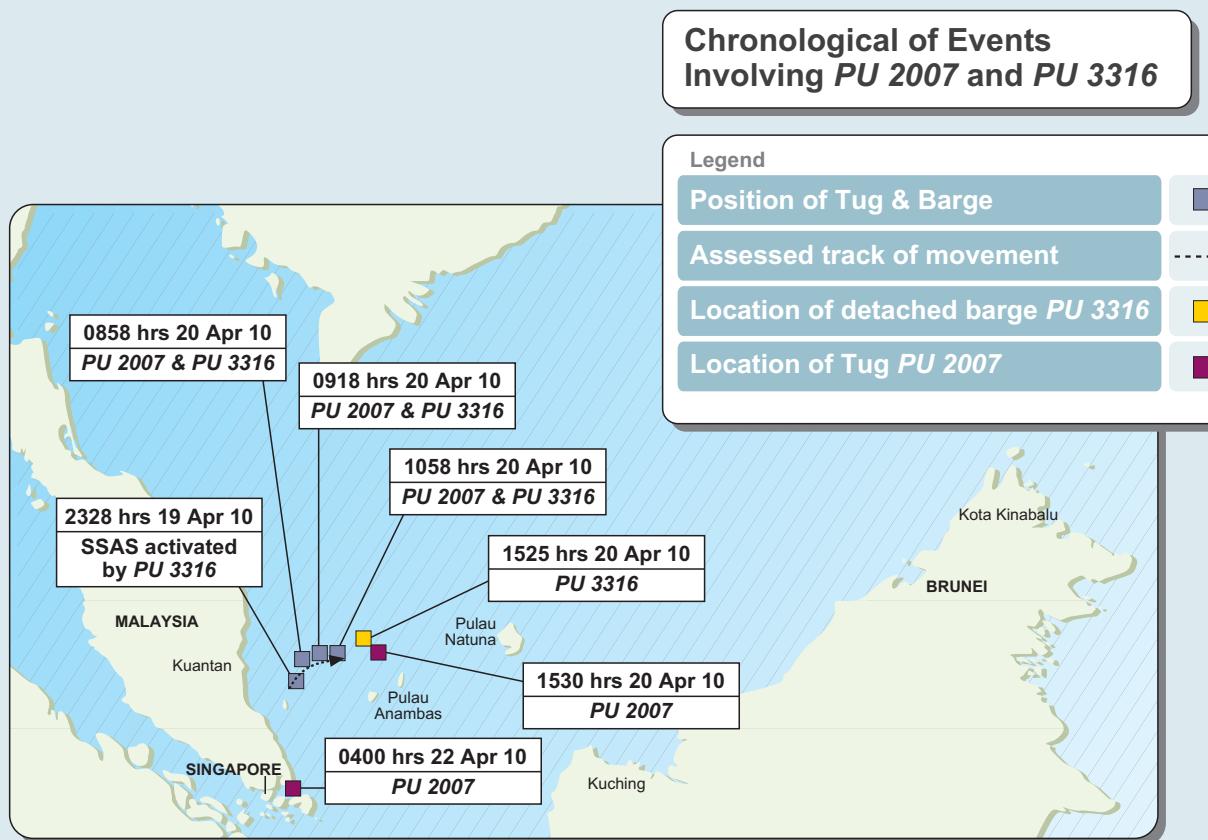
**3.1.8** On receiving the position reports of *PU 2007*, the Singapore's POCC relayed the information to the Republic of Singapore Navy (RSN), Singapore's Police Coast Guard (PCG), MRCC Putra Jaya and the shipping company.

**3.1.9** On 22 April 2010, the RSN dispatched a vessel to the location of *PU 2007*. At about 0600 hrs (local time) on 22 April 2010, the RSN vessel confirmed visual sighting of *PU 2007* whose name had been painted over and renamed *Mega 1*. At about 0715 hrs (local time), the RSN reported that the RSN patrol vessel had linked up with the master of *PU 2007*, and the patrol vessel escorted *PU 2007* to Singapore Port Limits.



# Report for April 2010

## Part 3 - Details of Selected Incidents



# Report for April 2010

## Part 3 - Details of Selected Incidents

### **Comments by ReCAAP ISC**

- 3.1.10** This is the second incident of hijacking of a tug boat in the vicinity since January 2010. The first incident involved the hijacking of tug boat *Asta* towing barge *Callista* on 6 February 2010. Similar to the incident involving *PU 2007*, the *Asta* also deviated from its planned course and headed northeasterly towards the Philippines.
- 3.1.11** The successful recovery of barge, *PU 3316* on 21 April 2010 was yet another incident which demonstrated the importance and value of operational cooperation between the ReCAAP ISC with the ReCAAP Focal Points; the Malaysian authorities; the Indonesian authorities; and the ship owner. Timely sharing of information on the missing vessels among these agencies was the main contributing factor leading to the recovery of *PU 3316* and locating of *PU 2007*.
- 3.1.12** Pending further investigations by the relevant authorities, the presence of the law enforcement agencies from Malaysia, Indonesia and those in the region was possibly one of the factors causing the pirates to abandon the tug boat.



# Report for April 2010

## Part 3 - Details of Selected Incidents

### 3.2 Incident of Armed Robbery onboard tug boat, PU 2402 off Kuantan, Malaysia on 27 April 2010



Name of ship	:	PU 2402
Type of ship	:	Tug boat
Flag of ship	:	Singapore
IMO Number	:	9280548
GT	:	255



Name of ship	:	PU 3309
Type of ship	:	Barge
Flag of ship	:	Singapore
Official Number	:	393638
GT	:	4065

**3.2.1** On 27 April 2010 at about 2138 hrs (local time), a Singapore-registered tug boat, PU 2402 activated the SSAS while underway at position 4° 44.16' N, 103° 58.06' E (approximately 78 nm off Kuantan, Malaysia), South China Sea. The PU 2402 towing Singapore-registered barge, PU 3309 laden with coal, had departed Sungai Serongga, South Kalimantan on 12 April 2010 for Mahachai, Thailand.



# Report for April 2010

## Part 3 - Details of Selected Incidents

- 3.2.2** Seven robbers in a small boat came along the port side of the tug boat. Six of them boarded the tug boat while one man armed with parang (long knife) waited in the small boat. The robbers threatened the ship master with a pistol. The ship master activated the ship's SSAS, but was disabled by the robbers. All nine crew were led to the ship master's cabin with their hands tied. One by one, the crew was threatened by the robbers with machetes demanding for their cash and valuables. The robbers left the tug boat after taking with them cash, laptops, computers and the crew's mobile phones. The entire episode was over in about 30 min. The ship master managed to free himself and untie the rest of the crew.
- 3.2.3** When the SSAS was activated, the Company Security Officer (CSO) of the shipping company attempted to establish contact with *PU 2402* but failed. He reported the incident to the Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore), and the ReCAAP ISC. The ReCAAP Focal Point (Singapore) submitted an Incident Report to the ReCAAP ISC and all the ReCAAP Focal Points, and informed the Republic of Singapore Navy (RSN) and the MRCC Putra Jaya about the incident.

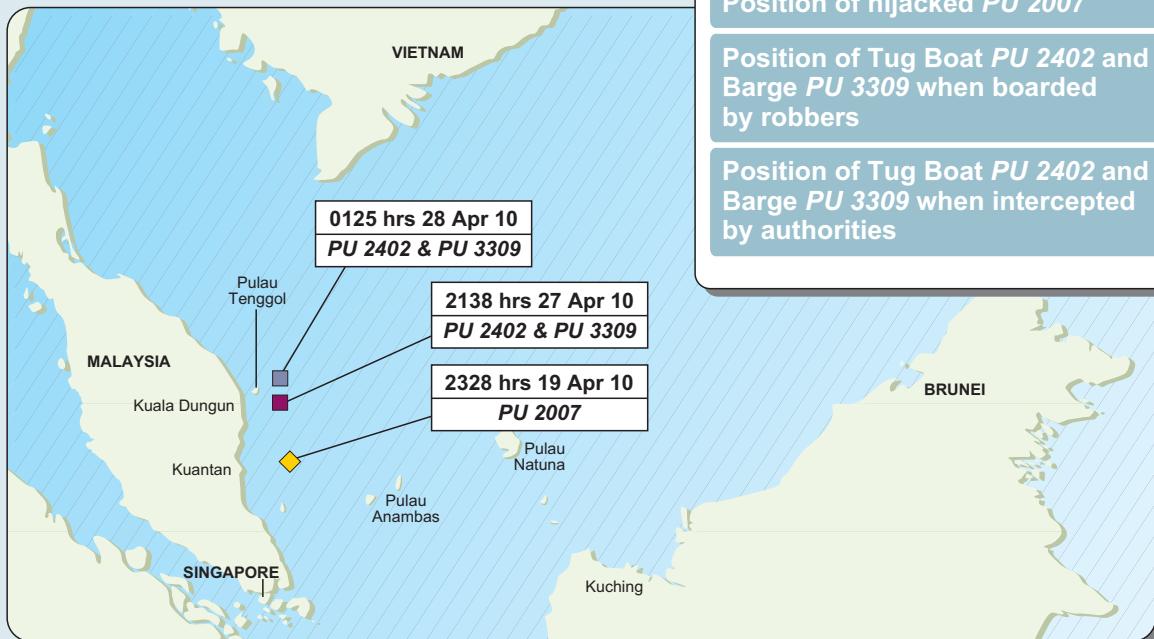
### **ACTIONS TAKEN BY THE AUTHORITIES**

- 3.2.4** The ReCAAP ISC reported the incident to the Malaysian authorities who responded immediately by dispatching their vessels to the assessed position of *PU 2402*.
- 3.2.5** The patrol vessel intercepted and boarded *PU 2402* at approximately 14.5 nm northeast of Pulau Tenggol (at position 4° 53.1' N, 103° 54.9' E) at about 0125 hrs (local time) on 28 April 2010. The crew was safe and the robbers had already left the tug boat. The tug boat was subsequently escorted to Dungun, Terengganu for investigation. The CSO managed to establish contact with the ship master of *PU 2402* at about 0251 hrs (local time) on 28 April 2010 through another of their tug boat, *PU 2406* which was in the vicinity.



# Report for April 2010

## Part 3 - Details of Selected Incidents



# Report for April 2010

## Part 3 - Details of Selected Incidents

### Comments by ReCAAP ISC

- 3.2.6** This incident happened in close proximity to the hijacking incident involved *PU 2007* which occurred on 19 April 2010. However, unlike the incident involving *PU 2007*, the robbers in *PU 2402* boarded the vessel to steal cash and other personal effects only. They did not hijack the tug boat, as in the incident involving *PU 2007*.
- 3.2.7** The responsiveness of the Malaysian authorities in dispatching a patrol vessel to the incident area to render assistance to the crew of *PU 2402* was highly commendable. This incident again demonstrated the close cooperation between the ReCAAP ISC and the Malaysian authorities at the operational level. It also featured the collaboration among the ship company, the ReCAAP ISC and the ReCAAP Focal Point (Singapore). Timely reporting of the incident enables the Malaysian authorities to respond to the incident promptly by dispatching its patrol asset to the vicinity of the incident.

### Recommendation

- 3.2.8** The ReCAAP ISC encourages all ships transiting through the waters off Kuantan, Malaysia and in the South China Sea to be vigilant and look out for suspicious boats operating in the vicinity. In the event of boarding, the ReCAAP ISC urged ship master to report the incident to the nearest coastal State and flag State immediately so that the authorities are able to dispatch their assets to the location of the incident and render assistance. Multi-channel reporting by ship masters and owners to the authorities and the ReCAAP Focal Points is advocated so that Incident Alerts and warnings can be issued to warn ships operating in the area.



# Report for April 2010

## Part 3 - Details of Selected Incidents

### 3.3 Incidents of Armed Robbery at Vung Tau Anchorage, Vietnam

**3.3.1** In April 2010, two incidents of armed robbery occurred in close proximity with each other at the anchorage of Vung Tau, Vietnam. Both incidents occurred when the ships were at anchor. The details of the incidents are described below.

#### Incident of Armed Robbery onboard *Linden Pride* on 22 April 2010

Name of Ship	:	<i>Linden Pride</i>
Type of Ship	:	LPG Tanker
Flag of Ship	:	Panama
IMO	:	9206396
GT	:	46021

#### Details of Incident

**3.3.2** On 22 April 2010, a Panama-registered LPG tanker, *Linden Pride* was anchored at position 10° 13.7' N, 107° 05.0' E, the anchorage of Vung Tau, Vietnam. At about 0308 hrs (local time) two robbers armed with gun approached the vessel from the astern and boarded from the life boat deck. The duty watchman sighted the robbers from the bridge deck, raised the alarm and sounded the ship's horn. The robbers stole 30 drums of paint and escaped. The crew was not injured.

**3.3.3** The ship master reported the incident to the port control of Vietnam and the ship agent based in Japan. The ReCAAP Focal Point (Vietnam) and ReCAAP Focal Point (Japan) reported the incident to the ReCAAP ISC.



# Report for April 2010

## Part 3 - Details of Selected Incidents

### Incident of Armed Robbery onboard *APL Experience* on 29 April 2010

Name of Ship	: <i>APL Experience</i>
Type of Ship	: Container ship
Flag of Ship	: Panama
IMO	: 9333838
GT	: 54098

#### Details of Incident

- 3.3.4** On 29 April 2010, another Panama-registered container ship, *APL Experience* was anchored at position 10° 13.6' N, 107° 07.70' E, the anchorage of Vung Tau, Vietnam. At about 0148 hrs (local time) two robbers boarded the vessel. The duty watchman spotted the robbers onboard, raised the alarm and mustered the crew. On realising that they had been detected, the robbers escaped. The crew conducted a check and discovered that one drum of lubricant oil and six drums of grease were missing from the steering engine room. The crew was not injured.



# Report for April 2010

## Part 3 - Details of Selected Incidents

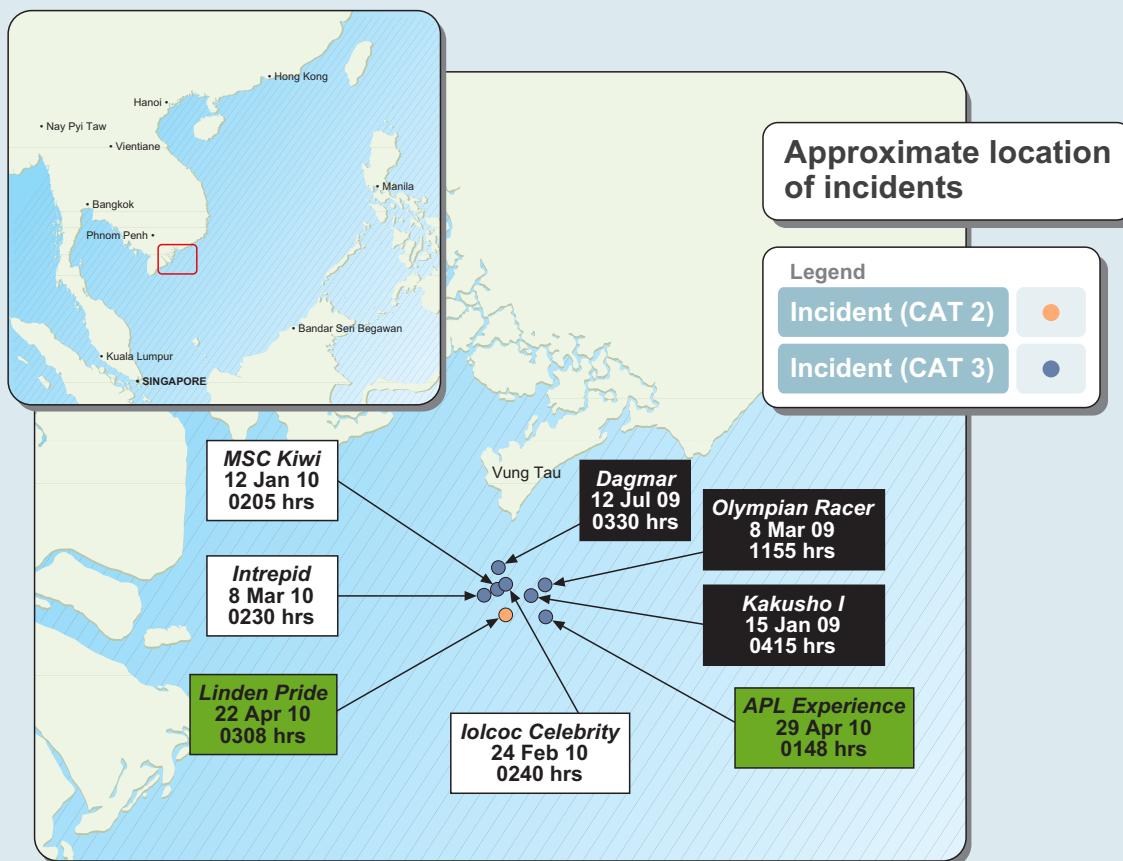
### Past Incidents

- 3.3.5** The involvement of the same group of robbers in the incidents involving *Linden Pride* on 22 April 2010 and *APL Experience* on 29 April 2010 could not be ruled out as both incidents reported the involvement of two robbers and occurred in close proximity to each other within the period of one week.
- 3.3.6** Between January 2010 and April 2010, five incidents had been reported at the anchorages of Vung Tau compared to three incidents reported in the same vicinity in 2009. The three incidents reported in 2009 involved tanker *Kakusho* on 15 January 2009, container ship *Olympian Racer* on 8 March 2009, and container ship *Dagmar* on 12 July 2009. Refer to map.



# Report for April 2010

## Part 3 - Details of Selected Incidents



### Recommendation

**3.3.7** The ReCAAP ISC advises ship masters to strengthen watch keeping and ensure regular deck patrols when their vessels were anchored at the anchorages of Vung Tau.



## Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

- 4.1** The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 2009 to 5 June 2009) reviewed MSC/Circ.622/Rev.1 on “Recommendations to governments for preventing and suppressing piracy and armed robbery against ships” and MSC/Circ.623/Rev.3 on “Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships”.

### **MSC circulars on preventing and suppressing piracy and armed robbery against ships**

- 4.2** In the revised MSC circulars<sup>2</sup>, the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.
- 4.3** The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 6.

<sup>2</sup>The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.



## Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

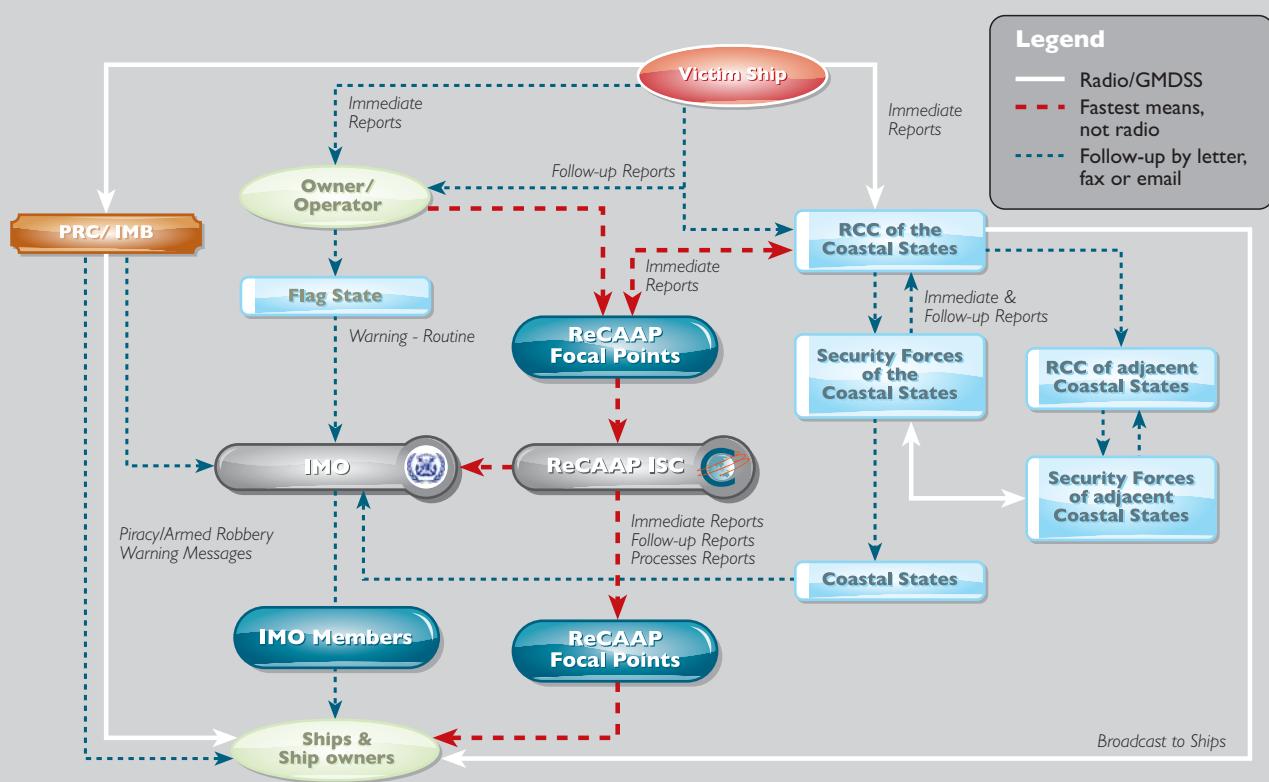
### **Recommendation**

- 4.4** Multi-channel reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis in deriving trends and patterns, and production of value-added reports for sharing with ship masters, ship owners, ship operators and the maritime community at large.



# *Report for April 2010*

## Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships



## 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.



# Report for April 2010

## Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

### Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
<b>People's Republic of Bangladesh</b> Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b> National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3871-4440 +67-3717-6322	+67-3245-5916
<b>Kingdom of Cambodia</b> Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
<b>People's Republic of China</b> 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
	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Republic of India</b> 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
<b>Japan</b> Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b> 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

Table 6 - Contact Details of ReCAAP Focal Points / Contact Point



# Report for April 2010

## Part 4 - Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

### Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
<b>Lao People's Democratic Republic</b> Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>Union of Myanmar</b> MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-4117
<b>Kingdom of Norway</b> Norwegian Maritime Directorate 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 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
<b>Democratic Socialist Republic of Sri Lanka</b> Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk	+94-1-1244-5368	+94-1-1244-9718
<b>Kingdom of Thailand</b> Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-4643	+66-2466-1382
<b>Socialist Republic of Viet Nam</b> Vietnam Marine Police Email: phonghqhtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 7 April 2010

Table 6 - Contact Details of ReCAAP Focal Points / Contact Point (cont'd)



## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

■ CAT 1 (Very Significant)   ■ 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.	Tirta Samudra XVII Chemical tanker Indonesia 8620466 2623	03/04/2010 0230 hrs	10° 38.06' N, 106° 46.07' E  Hiep Phuoc, Vietnam	Whilst berthed, three robbers armed with knives, climbed and boarded the chemical tanker by using grapnel and ropes. The Second Officer saw and approached the robbers. The robbers took the Second Officer's walkie talkie and held him hostage. They subsequently released the Second Officer after 5 min and fled in their boat, taking with them three tins of paint (60 litres each). The Second Officer was injured and sent to hospital for medical treatment.  [ReCAAP Focal Point (Vietnam)]
2.	Sagittarius Container ship Liberia 9122473 16803	07/04/2010 0400 hrs	22° 14' N, 091° 49' E  Chittagong Port, Bangladesh	Whilst berthed, three robbers armed with long knives boarded the ship and stole the ship's stores. The shore watchman saw the robbers on the aft deck. Noting that they had been detected, the robbers escaped.  [IMO]
3.	Theresa Libra 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	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.  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.

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
				<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 ReCAAP ISC, 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>
4.	Star Ypsilon Bulk carrier Marshall Islands 8914257 77529	09/04/2010 0200 hrs	3° 19.1' N, 105° 28.9' E  20 nm northwest of Pulau Jemanja, South China Sea	<p>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.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5.	South Sea Oil tanker Liberia 9286657 78845	10/04/2010 0515 hrs	01° 28' S, 116° 48' E  Lawi-Lawi Anchorage, Balikpapan, Indonesia	<p>Whilst at anchor, an unknown number of robbers boarded the tanker via the hawse pipe cover after breaking it open. They proceeded to the forecastle and stole the ship's equipment after breaking the lock on the booby hatch.</p> <p>[IMO]</p>

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6.	<p>Greenville 16 Tug boat Singapore 9131280 223</p> <p><i>Maritime Lady</i> Barge Singapore</p>	17/04/2010 0430 hrs	<p>02° 32.95' N, 104° 45.15' E</p> <p>Approximately 14 nm northeast of Pulau Aur, Malaysia</p>	<p>Whilst towing an empty barge from Batam, Indonesia to Kuantan, Malaysia, eight to ten armed men in a small speed boat boarded the tug boat. The robbers, armed with machetes and knives, demanded that the crew cooperate with them and proceeded to ransack the tug boat. The robbers stole two binoculars, three portable VHF radios, two GMDSS VHF radios, three notebooks, 14 mobile phones, three portable hard disks and cash. The episode lasted for an hour and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore), Shipping company]</p>
7.	<p>Semua Gembira Product tanker Malaysia 9494917 5182</p>	17/04/2010 0600 hrs	<p>01° 18.42' N, 104° 12.07' E</p> <p>1.4 nm south of Tanjung Ayam, Malaysia</p>	<p>Whilst at anchor, six robbers armed with swords and parangs boarded the product tanker. They tied up the greaser in the engine room and stole the ship's spare parts. The crew was not injured.</p> <p>The Singapore POCC, which is also the ReCAAP Focal Point (Singapore), informed MRCC Putra Jaya (Malaysia), BASARNAS (Indonesia), Singapore Police Coast Guard and Republic of Singapore Navy (RSN). A NAVTEX broadcast was also issued to warn ships of the location and time of the incident.</p> <p>[ReCAAP Focal Point (Singapore), Shipping company]</p>

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.	<p>PU 2007 Tug boat Singapore IMO 244</p> <p>PU 3316 Barge</p>	<p>19/04/2010 2328 hrs</p>	<p>4° 25.51' N, 104° 18.92' E</p> <p>Approximately 57 nm northeast of Kuantan, Malaysia (South China Sea)</p>	<p>The tug boat, towing a barge, activated the SSAS alert on 19 April 2010 at about 2328 hrs (local time) while underway. Suspected that the tug boat had been hijacked, the ship owner reported the incident to Singapore's Port Operation and Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore), and the ReCAAP ISC. The ReCAAP ISC immediately alerted the maritime authorities in the region and all ReCAAP Focal Points about the missing vessels.</p> <p>The ship owner reported that the tug boat had deviated from its planned course and was heading easterly. The last assessed position of the tug boat was about 91 nm east-northeast of Kuantan, and was heading easterly at about 3.8 knots towards the direction of Philippines/Kalimantan.</p> <p>Upon notified, the ReCAAP ISC immediately alerted the maritime authorities in the region and all ReCAAP Focal Points about the missing vessels. In particular, the Malaysian authorities and the authorities of Brunei, Philippines and Indonesia were also alerted to lookout for the missing tug boat and barge.</p> <p>Responding to the alert, the Malaysian authorities dispatched its ship and aircraft to the last known position of the missing vessels. At about 1525 hrs on 20 April 2010, the Malaysian authorities positively identified the barge located at position 4° 29.9' N, 104° 56.8' E (approximately 105 nm east-northeast off Kuantan, Malaysia) while the tug boat was seen about 91 nm east-northeast of Kuantan and heading easterly at about 3.8 knots. The Malaysian authorities activated the Sarawak and Sabah Regional Commanders to look out for the tug boat. The tug boat was assessed to be in the vicinity of Pulau Mangkai and Pulau Siantan (Anambas area).</p> <p>Alerted by the ReCAAP ISC about the possible locations of the tug boat, the Indonesian authorities deployed assets to locate the missing vessel.</p>

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
				<p>On 21 April 2010, the barge that was set adrift was recovered along with its cargo onboard by the Malaysian authorities and handed over to the owner. The owner had deployed another tug boat to tow the barge to Thailand.</p> <p>On 22 April 2010 at about 0400 hrs, tug boat <i>PU2007</i> transmitted position reports when she was about 6 nm north of Horsburgh Lighthouse. Apparently the pirates had abandoned <i>PU 2007</i> after taking with them cash, laptop and the crew's mobile phones. The master and crew managed to free themselves and bring the tug boat back to Singapore.</p> <p>On receiving the position reports, the Singapore's POCC relayed the information to the Republic of Singapore Navy (RSN), Singapore's Police Coast Guard (PCG), MRCC Putra Jaya and the ship company.</p> <p>The RSN dispatched a vessel to the location of <i>PU 2007</i>. At about 0600 hrs on 22 April 2010, the RSN vessel confirmed visual sighting of <i>PU 2007</i> whose name had been painted over and renamed <i>Mega 1</i>. At about 0715 hrs, the RSN reported that the RSN patrol vessel had linked up with the master of <i>PU 2007</i>, and the patrol vessel escorted <i>PU 2007</i> to Singapore Port Limits.</p> <p><b>[ReCAAP Focal Point (Singapore) and Shipping company]</b></p>

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9.	Kurobe General cargo ship Panama 9392171 20069	20/04/2010 0345 hrs	06° 02.4' S, 106° 54.1' E  Tanjung Priok Anchorage, Indonesia	Whilst at anchor, four robbers armed with knives and guns boarded the general cargo ship from the starboard ramp. The duty AB noticed the robbers and raised the emergency alarm. Upon hearing the alarm, the robbers escaped. Engine spare parts were later found missing. The crew was not injured.  [ReCAAP Focal Point (Japan)]
10.	Linden Pride LPG tanker Panama 9206396 46021	22/04/2010 0308 hrs	10° 13.7' N, 107° 05.0' E  Vung Tau Anchorage, Vietnam	Two robbers armed with guns approached the tanker from astern and boarded from the life boat deck. The duty watch man sighted the robbers from the bridge deck, raised the alarm and sounded the ship's horn. The robbers stole 30 drums of paint and escaped. The crew was not injured.  [ReCAAP Focal Point (Japan), ReCAAP Focal Point (Vietnam), Shipping company]
11.	LPG Linda LPG tanker Singapore 9351854 2861	25/04/2010 0450 hrs	01° 18.5' N, 104° 13.9' E  2.6 nm southeast of Tanjung Ayam, Malaysia	Whilst at anchor, six robbers armed with long knives boarded the LPG tanker via the engine room and tied the duty fitter. The duty fitter managed to free himself and informed the bridge immediately. The alarm was sounded and the crew mustered. The crew conducted a search of the vessel but the robbers had already escaped. The crew found out that the steering gear room had been opened, and the padlock and locker damaged. However, nothing was stolen.  [ReCAAP Focal Point (Singapore)]

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
12.	<p>Atlantic 3 Tug boat Malaysia 9476628 299</p> <p>Atlantic 5 Barge</p>	<p>27/04/2010 1726 hrs</p>	<p>1° 12.38' N, 104° 45.92' E</p> <p>11 nm east of Pulau Bintan, Indonesia</p>	<p>The tug boat towing a barge departed Tanjung Ayam, Johor, Malaysia for Kintap, South Kalimantan, Indonesia after replenishment of fresh water. At about 1726 hrs (local time) on 27 April 2010, the shipping company lost contact with the tug boat and the last known position of the tug boat and barge was at approximately 11 nm east of Pulau Bintan, Indonesia.</p> <p>The vessels were scheduled to transit through Pulau Bintan, Indonesia between midnight of 27 April 2010 and the morning of 28 April 2010. The shipping company reported the incident to the Singapore's Port Operations and Control Centre (POCC) and the ReCAAP ISC on 29 April 2010. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) initiated a broadcast on NAVTEX about the missing tug boat and barge, and asked vessels to report sighting of <i>Atlantic 3</i> and <i>Atlantic 5</i> to POCC and MRCC Putra Jaya.</p> <p>The ReCAAP ISC had also alerted the maritime authorities in the region, including the Malaysian and Indonesian authorities and the Philippine Coast Guard about the missing vessels.</p> <p><b>[ReCAAP Focal Point (Singapore), Malaysian and Indonesian authorities, Shipping company]</b></p>

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
13.	<p><i>PU 2402</i> Tug boat Singapore 9280548 255</p> <p><i>PU 3309</i> Barge Singapore</p>	<p>27/04/2010 2138 hrs</p>	<p>04° 44.16' N, 103° 58.06' E</p> <p>Approximately 78 nm off Kuantan, Malaysia (South China Sea)</p>	<p>The tug boat, <i>PU 2402</i> activated her SSAS while underway at position 4° 44.16' N, 103° 58.06' E. <i>PU 2402</i> towing Singapore-registered barge, <i>PU 3309</i> laden with coal, had departed Sungai Serongga, South Kalimantan on 12 April 2010 for Mahachai, Thailand.</p> <p>Seven robbers in a small boat came along the port side of the tug boat. Six of them boarded the tug boat while one man armed with parang (long knife) waited in the small boat. The robbers threatened the ship master with a pistol. The ship master activated the ship's SSAS, but was disabled by the robbers. All nine crew was led to the ship master's cabin with their hands tied. One by one, the crew was threatened by the robbers with machetes demanding for their cash and valuables. The robbers left the tug boat after taking with them cash, laptops, computers and the crew's mobile phones. The entire episode was over in about 30 min. The ship master managed to free himself and untie the rest of the crew.</p> <p>When the SSAS was activated, the Company Security Officer (CSO) of the shipping company attempted to establish contact with <i>PU 2402</i> but failed. He reported the incident to the Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore), and the ReCAAP ISC. The ReCAAP Focal Point (Singapore) submitted an Incident Report to the ReCAAP ISC and all the ReCAAP Focal Points, and informed the Republic of Singapore Navy (RSN) and the MRCC Putra Jaya about the incident.</p> <p>The ReCAAP ISC reported the incident to Malaysian authorities who responded immediately by dispatching their vessels to the last assessed position of <i>PU 2402</i>.</p> <p>The Malaysian authorities patrol vessel intercepted and boarded <i>PU 2402</i> at approximately 14.5 nm northeast of Pulau Tenggol (at position 4° 53.1' N, 103° 54.9' E) at about 0125 hrs (local time)</p>

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
				<p>on 28 April 2010. The crew was safe and the robbers had already left the tug boat. The tug boat was subsequently escorted to Dungun, Terengganu for investigation. The CSO managed to establish contact with the ship master of <i>PU 2402</i> at about 0251 hrs on 28 April 2010 through another of their tug boat, <i>PU 2406</i> which was in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore), Malaysian authorities]</p>
14.	<p><i>APL Experience</i> Container ship Panama 9333838 54098</p>	<p>29/04/2010 0148 hrs</p>	<p>10° 13.6' N, 107° 07.7' E  Vung Tau Anchorage, Vietnam</p>	<p>Whilst at anchor, two robbers in a fishing boat boarded the container ship. Upon discovering the robbers onboard, the general alarm was activated and the crew mustered. The robbers escaped and the padlock to the aft rope store/steering gear was later discovered to be broken. The crew conducted a check and found one drum of lubricant oil and six drums of grease were stolen.</p> <p>[ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Japan)]</p>

## Appendix

### DETAILS OF INCIDENTS IN APRIL 2010

#### Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Theresa Jupiter</i> Chemical tanker Singapore 7908861 10791	04/04/2010 0215 hrs	04° 10' N, 120° 41' E  South of Tawi Tawi, Philippines (Celebes Sea)	The chemical tanker was underway when she was chased by a number of skiffs for approximately 30 min. Anti piracy measures were enforced and the tanker engaged in evasive manoeuvres and evaded boarding until the skiffs aborted the chase. The vessel continued on with its passage and no injuries were reported.  [IMO]
2.	<i>Star Providence</i> General cargo ship Panama 8317289 27226	10/04/2010 2236 hrs	3° 13' S, 116° 16' E  Tanjung Pemancigan, Indonesia	While at anchor, the duty AB observed a boat close to the port anchor chain and a robber trying to board the general cargo ship by climbing the anchor chain. The duty AB shouted and informed the bridge. The alarm and vessel whistle was sounded while the crew was mustered. Upon hearing the alarm, the robber escaped in his boat.  [ReCAAP Focal Point (Norway)]