

Report for February 2010

1st February 2010 – 28th February 2010

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Executive Summary

In February 2010, a total of seven incidents of piracy and armed robbery against ships were reported in Asia. Of these, six were actual incidents and one was an attempted incident. Of the six actual incidents, five were Category 3 (less significant) incidents and one was a Category 1 (very significant) incident. Part 3 of this report describes in greater details the Category 1 incident which involved the hijacking of a tug boat, *Asta* on 6 February 2010.

Compared to the same period in 2007, 2008 and 2009, there was an increase in the total number of incidents reported in February 2010. The details of the incidents reported in February 2010 are described in the Appendix.



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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.



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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.



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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.



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Part 2 - Analysis of Incidents in February 2010

2.1 Number and Significance of Reported Incidents

2.1.1 A total of seven incidents of piracy and armed robbery against ships were reported in Asia in February 2010. Of these, six were actual incidents and one was an attempted incident. Compared to the same period in the past three years, February 2010 reported the highest number of incidents. Please see Table 1 below. Of the six actual incidents, one was an incident of piracy which occurred in the Bay of Bengal, and the other five were incidents of armed robbery against ships.

	February 2007	February 2008	February 2009	February 2010
Actual	3	4	5	6
Attempted	1	2	1	1
Total	4	6	6	7

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



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Part 2 - Analysis of Incidents in February 2010

2.1.2 Chart 1 shows the significance level of incidents reported in February of 2007-2010. Throughout the four reporting periods, majority of the incidents were Category 3 (less significant) incidents, mostly occurred at ports and anchorages. In February 2010, there were five Category 3 (less significant) incidents and one Category 1 (very significant) incident. The Category 1 incident in February 2010 involved the hijacking of tug boat, Asta and kidnapping of the Chief Engineer on 6 February 2010. In February 2009, the Category 1 incident involved the kidnapping of the ship master and Chief Engineer of *MLC Nancy 5* in the Straits of Malacca and Singapore on 19 February 2009. In both incidents, the crew was released and not harmed. In February 2008, the Category 2 incident occurred at the Chittagong Anchorage, Bangladesh where 12 robbers armed with knives boarded container ship, *Kota Tegap* on 13 February 2008. The robbers tied the watchman to the winch and made away with ship stores and mooring ropes.

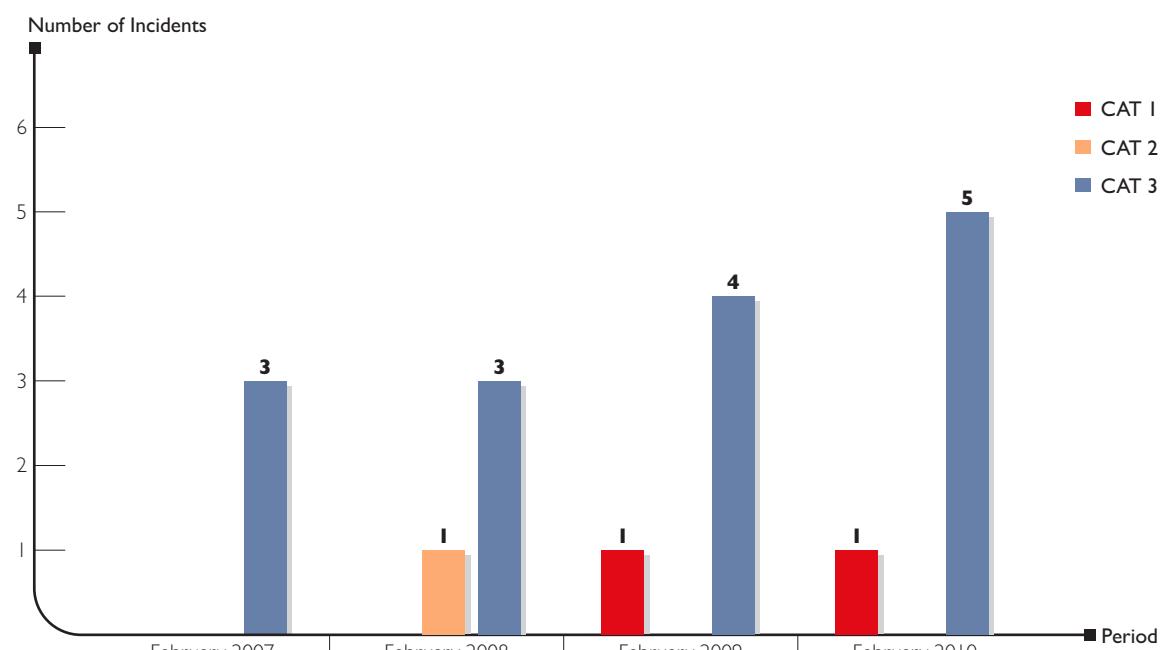


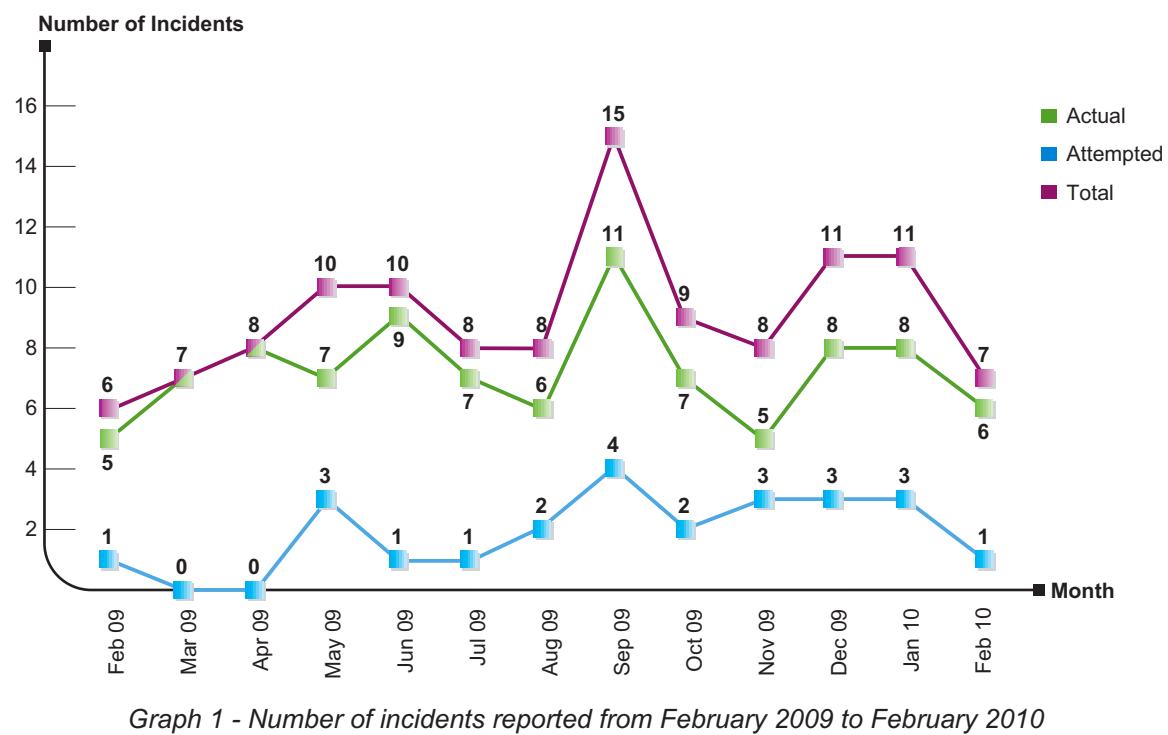
Chart 1 - Significance level of Actual Incidents in February (2007-2010)



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Part 2 - Analysis of Incidents in February 2010

2.1.3 Graph 1 shows the actual, attempted and total number of incidents reported between February 2009 and February 2010. During this period, total activity was highest in September 2009 and lowest in February 2009. The ReCAAP ISC notes that the number of incidents reported between February 2009 and February 2010 fluctuated in activities level.



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Part 2 - Analysis of Incidents in February 2010

2.2 Location and Time of Incidents

2.2.1 Table 2 shows the location of incidents reported during February 2010 compared to the same period in 2007-2009. Notably, the total number of incident had increased, from four incidents reported in February 2007 to seven incidents in February 2010. Comparing the two periods, the increase occurred in Malaysia and India. Two incidents were reported in Malaysia in February 2010 compared to none reported there in February 2007. Similarly, there was no incident reported in India in February 2007 compared to two incidents reported there in February 2010. Map 1 shows the location of all incidents reported in February 2010.

	February 2007		February 2008		February 2009		February 2010	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia								
Arabian Sea		1						
Bangladesh	1		1					
Bay of Bengal	1						1	
India			2		2		2	
Sub-total	2	1	3		2		3	
Southeast Asia								
Indonesia	1							1
Malaysia			1		1		2	
Philippines						1		
Straits of Malacca and Singapore				1	1			
South China Sea				1				
Vietnam					1		1	
Sub-total	1		1	2	3	1	3	1
Overall Total	3	1	4	2	5	1	6	1

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





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Part 2 - Analysis of Incidents in February 2010

2.2.2 In contrast to the general trend of incidents mostly occurred during hours of darkness, a higher proportion of incidents in February 2010 occurred during daylight hours. Of the seven incidents reported in February 2010, four incidents occurred during daylight hours and three incidents occurred during hours of darkness. Incidents occurred during daylight hours included an attempted boarding of an oil tanker, *Blue Jasper* while anchored off Balikpapan anchorage, Indonesia at 0750 hrs on 7 February 2010. The other incidents involved LPG tanker, *Prospect* and product tanker, *Sampurna Swarajya* where boarding by robbers occurred at 0745 hrs and 0835 hrs respectively on 14 February 2010; and the incident involved tugboat *Topniche 7* while underway in the Bay of Bengal at 1137 hrs on 10 February 2010. Please see Table 3.

	February 2007	February 2008	February 2009	February 2010
1800-2359 hrs			1	
0001-0559 hrs	2	4	3	3
0600-1159 hrs	2	2	1	4
1200-1759 hrs			1	
Total	4	6	6	7

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



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Part 2 - Analysis of Incidents in February 2010

2.3 Type of Ships Most Frequently Involved in Incidents

2.3.1 Tankers, comprising LPG tanker, oil tanker and product tanker appeared to be most commonly involved in incidents in February 2010 compared to the other type of ships. Of the seven incidents reported in February 2010, three incidents involved tankers; two incidents involved tug boats and the remaining two incidents involved a container ship and a bulk carrier. In contrast, no specific type of ship was targeted during the same period in 2007 and 2008, except for 2009 where bulk carriers were most commonly involved. Please see Table 4.

Type of Ships	February 2007	February 2008	February 2009	February 2010
Bulk Carrier	1	1	3	1
Chemical Tanker		1	1	
Container Ship		1	1	1
General Cargo Ship	1	2		
LPG Tanker				1
Oil Tanker (including VLCC)	1	1		1
Product Tanker				1
Tug Boat	1		1	2
Total	4	6	6	7

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



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Part 2 - Analysis of Incidents in February 2010

2.4 Status of Ships Involved in Incidents

2.4.1 Majority of the incidents reported in February 2010 involved ships that were either anchored or berthed. Four out of the seven incidents reported in February 2010 occurred when ships were anchored or berthed. This trend is evident throughout the four reporting periods. The ReCAAP ISC advises ship master to enhance watch keeping and ensure regular deck patrols when their ships were anchored or berthed.

Status of Ships		February 2007	February 2008	February 2009	February 2010
Actual Incidents	Anchored/Berthed	2	4	4	4
	Underway	1		1	2
Attempted Incidents	Anchored/Berthed				1
	Underway	1	2	1	
Total		4	6	6	7

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



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Part 2 - Analysis of Incidents in February 2010

2.5 Analysis of Violence Factor

2.5.1 Weapons Used

Chart 2 shows the weapons used by pirates and robbers during actual incidents. Most of the incidents reported during these periods did not have information on the weapons carried by the robbers. The ReCAAP ISC encourages ship masters, if possible, to describe the weapons carried by robbers when reporting an incident to the coastal/flag State and authorities. This is to assist the authorities in the investigation of the incident and the ReCAAP ISC in its analysis.

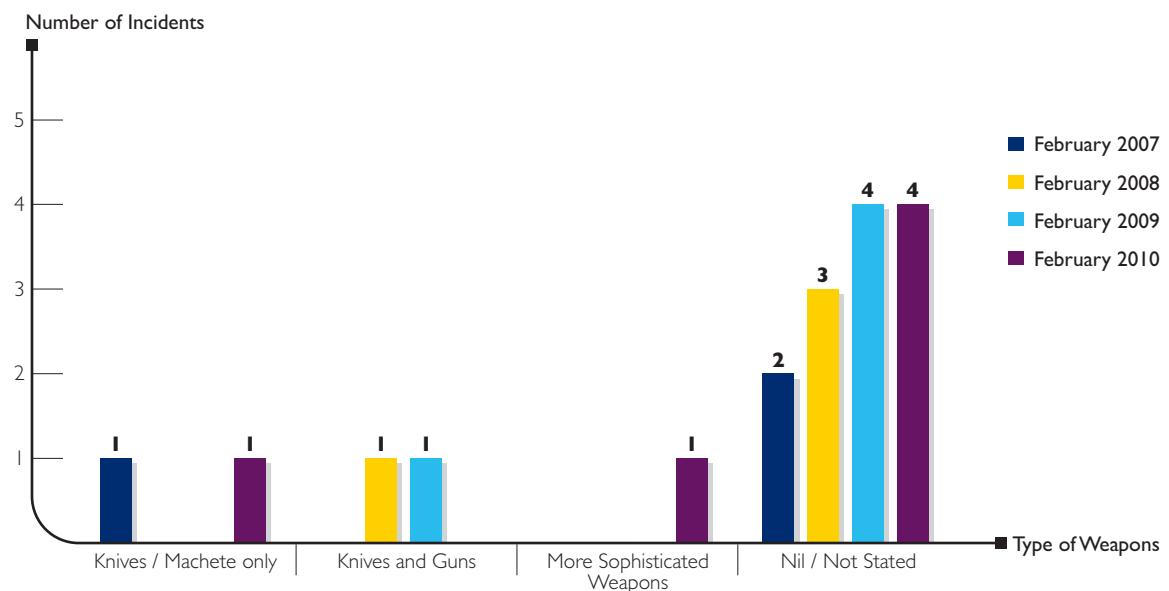


Chart 2 - Weapons used in actual incidents in February (2007-2010)



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Part 2 - Analysis of Incidents in February 2010

2.5.2 Treatment of Crew

Chart 3 shows the treatment of crew in actual incidents reported in February of 2007-2010. Of the six actual incidents reported during February 2010, there were two incidents involving kidnapping of crew, and crew being threatened. These were:

- incident of kidnapping of the Chief Engineer of *Asta* on 6 February 2010; and
- incident of threatening of the duty oiler when five robbers boarded *Theodor Storm* on 13 February 2010.

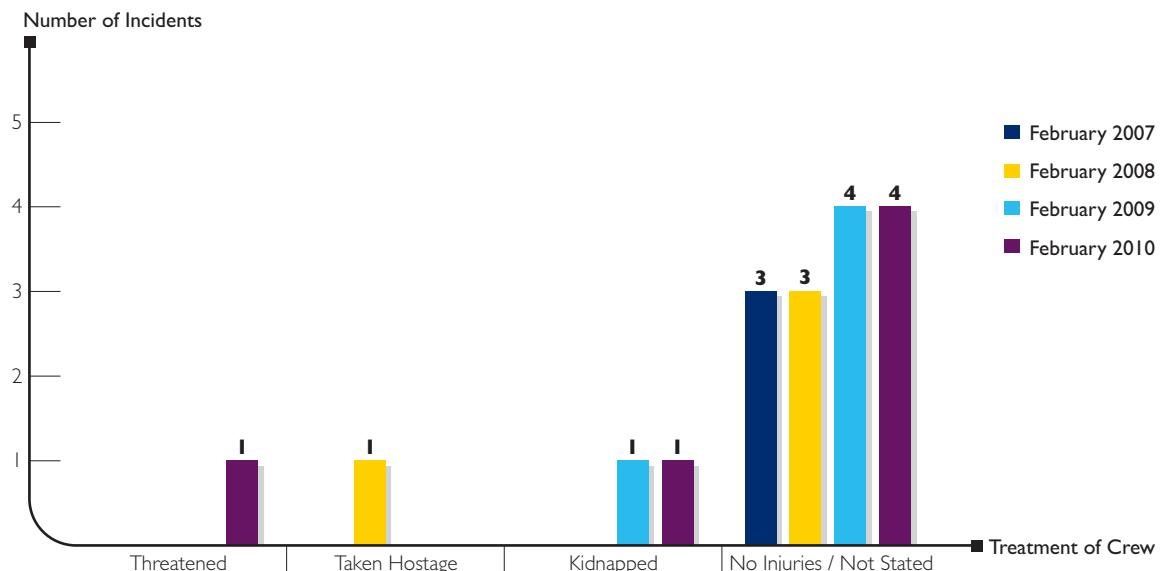


Chart 3 - Treatment of crew in actual incidents in February (2007-2010)



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Part 2 - Analysis of Incidents in February 2010

2.5.3 Number of Robbers

Majority of the incidents involved robbers operating in groups of between 1 to 6. In February 2010, five out of six incidents involved robbers operating in groups of between 1 to 6. The incident of *Asta* involved nine robbers who boarded the tug boat at approximately 3 nm southeast of Pulau Tioman while she was underway. Please see Chart 4.

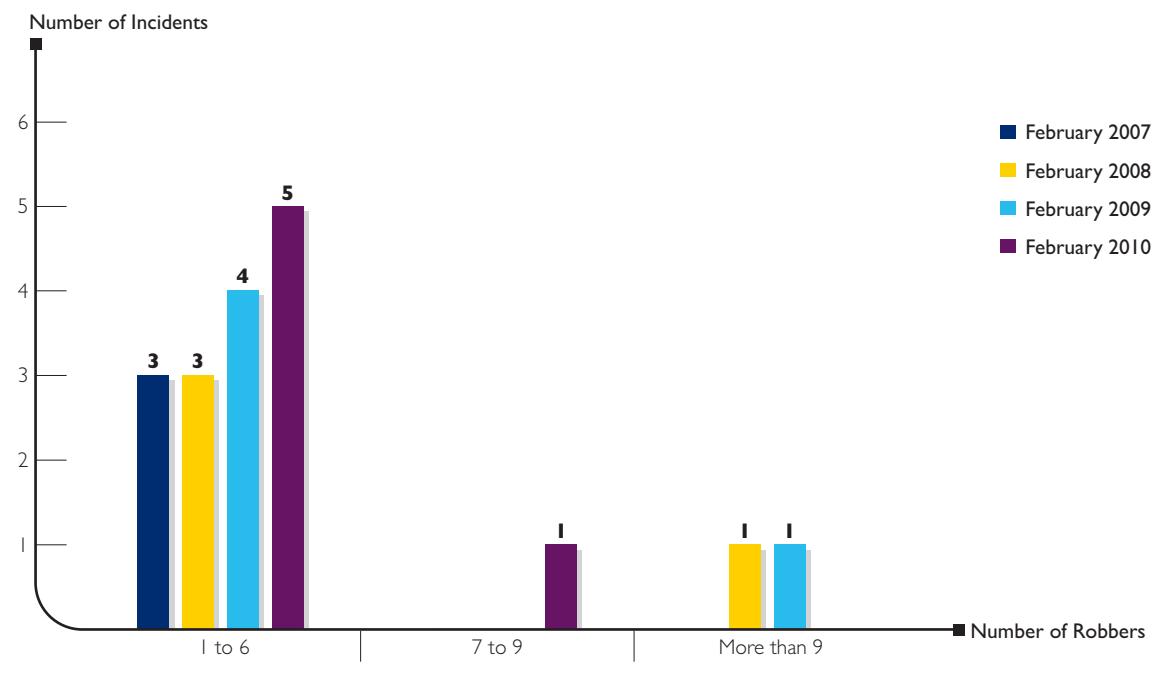


Chart 4 - Number of robbers in actual incidents in February (2007-2010)



Part 2 - Analysis of Incidents in February 2010

2.6 Analysis of Economic Factor

2.6.1 Economic Losses

Chart 5 shows the economic loss per actual incident in February of 2007-2010. In February 2010, two out of six actual incidents reported loss of stores and engine spares, and one incident involved the hijack of the vessel. The other three incidents reported either no losses or losses not stated.

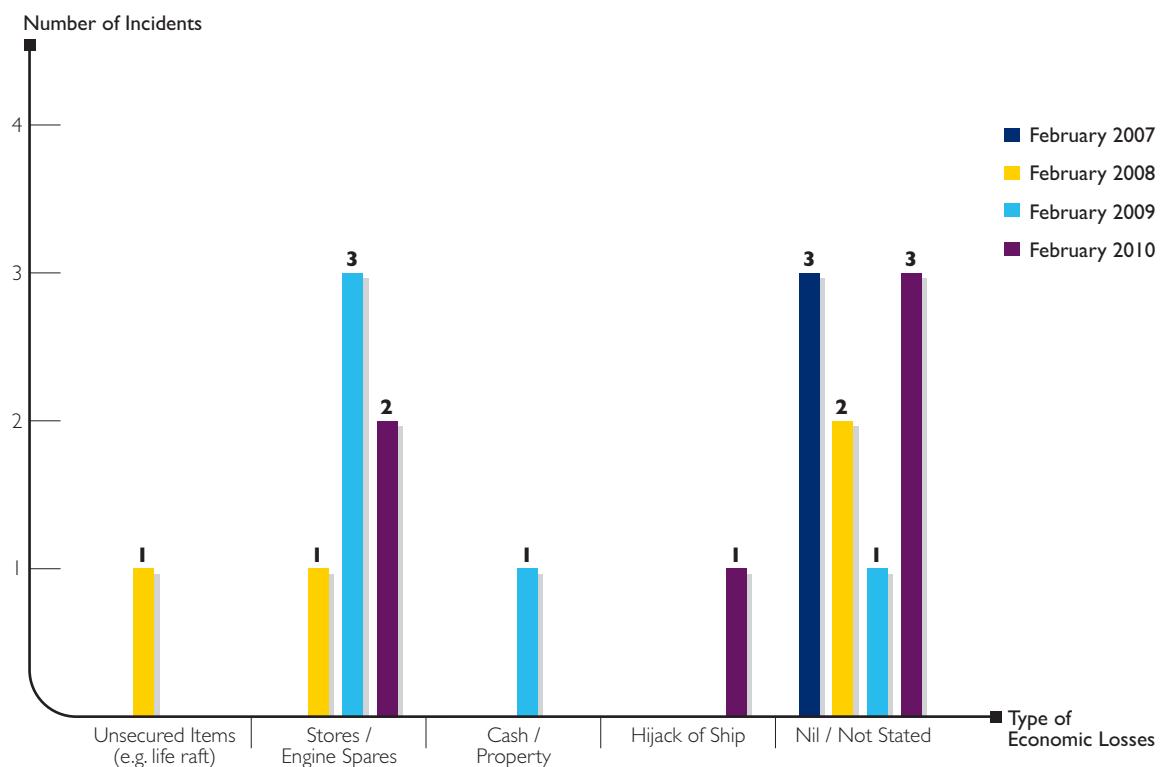


Chart 5 - Reported economic losses in actual incidents in February (2007-2010)



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Part 3 - Details of Selected Incidents

3.1 Hijack of tug boat, *Asta* off Pulau Tioman, Malaysia on 6 February 2010

Name of ship	: <i>Asta</i>
Type of ship	: Tug boat
Flag of ship	: Singapore
IMO number	: 9522984
GT	: 296



Asta
Photograph courtesy of IFC-MSTF

Name of ship	: <i>Callista</i>
Type of ship	: Flat-top barge
Flag of ship	: Singapore
GT	: 5299

3.1.1 On 5 February 2010, a Singapore-registered tug boat, *Asta* with 12 crew onboard towing barge *Callista* departed Singapore for Cambodia. The tug boat and barge were enroute to Cambodia to load cargo from there and deliver to Singapore. The vessels were scheduled to arrive in Cambodia on 9 February 2010.



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Part 3 - Details of Selected Incidents

Ship Agent Lost Communication with Asta

- 3.1.2** At about 0130 hrs (local time) on 6 February 2010, the ship agent reported that communications was lost with the tug boat at position 02° 59.40' N, 104° 00.60' E, off Pulau Tioman, Malaysia. The tug boat had reportedly deviated from its planned course and was tracked to be heading northeasterly in the South China Sea.
- 3.1.3** The ship agent, suspecting that *Asta* had been hijacked, reported the incident to the Singapore's Port Operations Control Centre (POCC) who issued a broadcast to all vessels to report sightings of *Asta* and *Callista* to the POCC. The POCC who is the ReCAAP Focal Point (Singapore) notified the MRCCs of Indonesia (BASARNAS), Malaysia (Putra Jaya), Vietnam, Thailand (Bangkok) and the Philippines.
- 3.1.4** The maritime authorities in the region and all ReCAAP Focal Points were immediately alerted by the ReCAAP ISC about the missing vessels. In particular, the maritime authorities of Brunei, Thailand, Philippines, Malaysia and Indonesia, and the shipping community were alerted to be on lookout for *Asta* and *Callista* which were likely to have been repainted and renamed, based on past trends of the ReCAAP ISC's records of incidents of similar nature.



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Part 3 - Details of Selected Incidents

Sightings of *Asta* and *Callista* by Passing Ships

3.1.5 On 10 February 2010, a passing ship, *Bow Endurance* reported the sighting of *Asta* at position 04° 44' N, 109° 51.30' E, approximately 176 nm north of Kuching, Sarawak. However, the barge, *Callista* was not seen. Between 12 February 2010 and 17 February 2010, a total of five sightings of *Callista* were reported by other passing ships. On 12 February 2010, the ship master of *Spirit of MOL* reported sighting of *Callista* towed by a wooden fishing boat/small craft at position 05° 32.80' N, 107° 32' E. Below is a photograph of *Callista* taken by *Spirit of MOL*.

Sighting of *Callista* on 12 February 2010



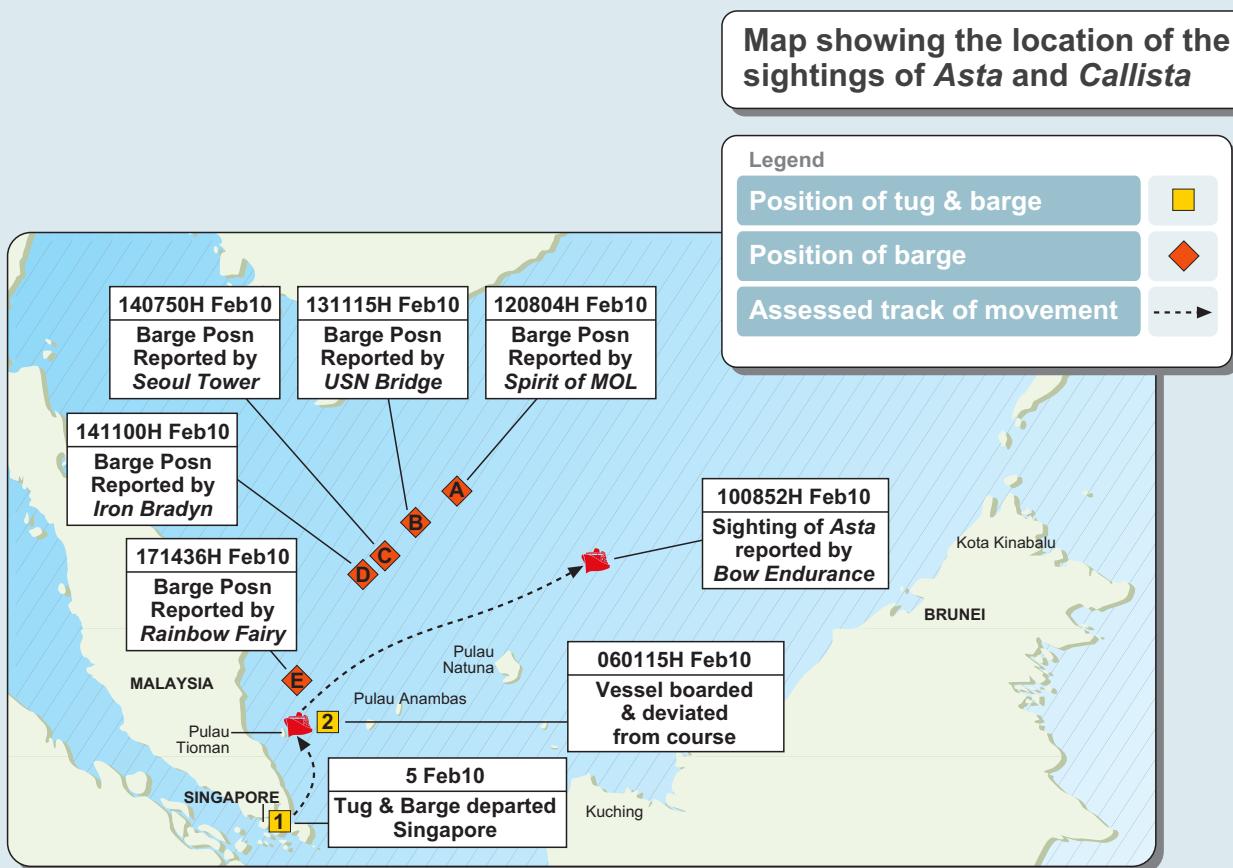
Photograph courtesy of Spirit of MOL



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Part 3 - Details of Selected Incidents

3.1.6 The locations of the sightings are depicted in map below.



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Part 3 - Details of Selected Incidents

Rescue of the Crew of Asta

3.1.7 On 17 February 2010, the Malaysian authorities informed the ReCAAP ISC that a Royal Malaysian Navy (RMN) vessel spotted a life raft off the Adraiser Reef and rescued 11 men who believed to be the crew of *Asta*. The ReCAAP ISC forwarded the crew list with their photographs to the Malaysian authorities for verification and identification. Please see photograph below of the rescued crew.

Crew of *Asta* after rescued by RMN



Photograph courtesy of New Straits Times

3.1.8 According to the rescued crew, *Asta* was boarded by eight robbers dressed in dark coloured clothes when their vessels were about 3 nm southeast of Pulau Tioman at about 0115 hrs (local time) on 6 February 2010. The robbers approached *Asta* in a white fiberglass boat about 5 m long and 2.5 m wide with a 80 hp outboard motor. The crew revealed that only one robber was armed with a rifle possibly, AK47 and the rest of them were armed with parangs (long knives). The robbers blindfolded the crew and locked them in the cabins of the master and the Chief Engineer. The tug boat reportedly carried only SD600 which was held by the Second Mate. On 10 February 2010 at about 2100 hrs (local time), all crew except the Chief Engineer was set adrift in an inflatable life raft. The Chief Engineer was reportedly kept onboard *Asta* because he was the only person who knows how to operate the modern (computerised) facilities onboard the tug boat.



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Part 3 - Details of Selected Incidents

Callista Found

- 3.1.9** On 18 February 2010 at about 1310 hrs (local time), *Callista* was located at position 02° 44.66' N, 104° 13.80' E, on the eastern side of Pulau Tioman, Malaysia. A tug boat, *Capitol T2005* from the same company as *Asta* was dispatched to recover *Callista*.

Asta Found

- 3.1.10** On 25 February 2010, the Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that *Asta* (renamed *Roxy-I*) has been 'positively' identified through its IMO number in the area of Dinagat Island, Surigao City, Philippines. The PCG dispatched a patrol craft to the area and took custody of the tug boat on 26 February 2010. See photographs of *Roxy-I*.

The *Asta*, renamed *Roxy-I*



Positive identification of *Asta* via its IMO No: 9522984



Photographs of *Roxy-I*



Photographs courtesy of the Philippine Coast Guard



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Part 3 - Details of Selected Incidents

Initial Investigation Outcome

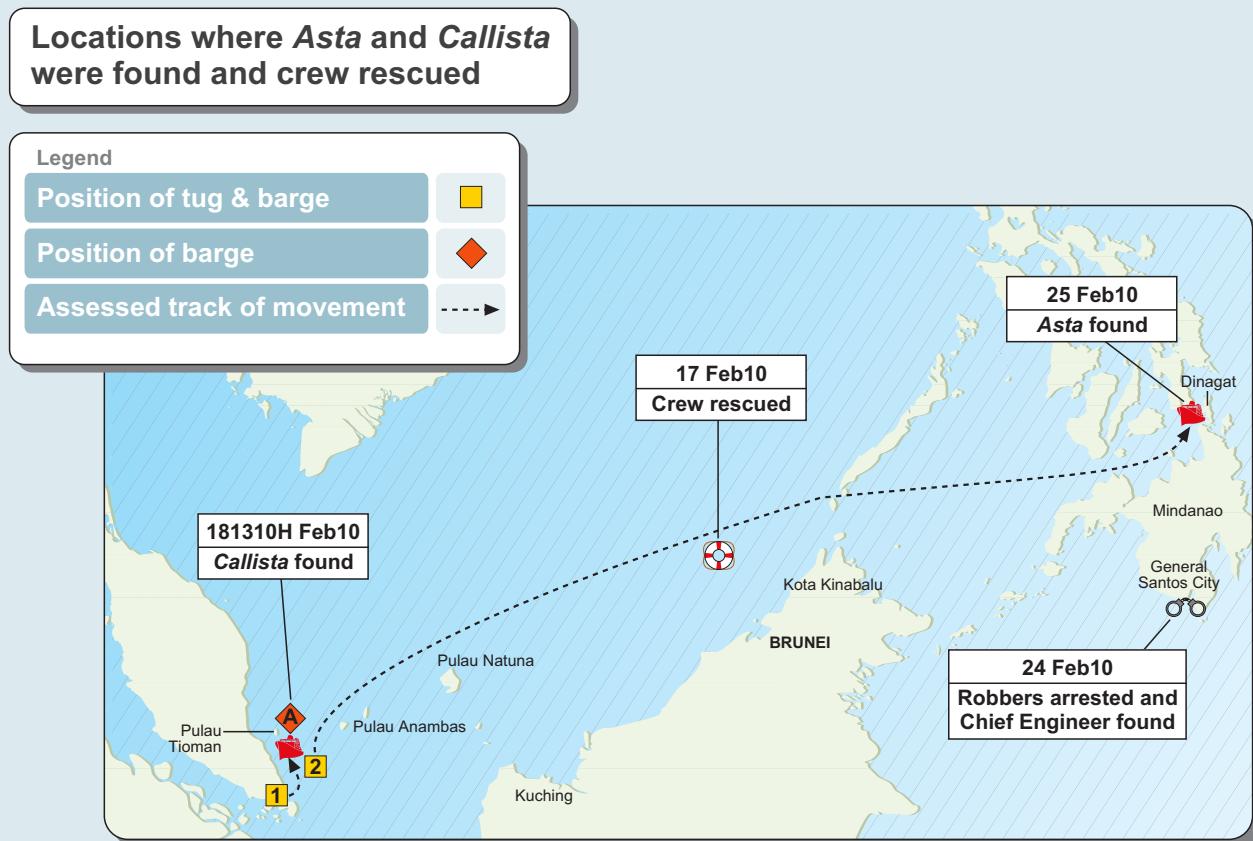
3.1.11 The ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that the Chief Engineer managed to escape from the robbers and reported the incident to the local police. As a result, the seven robbers were arrested. Interview with the Chief Engineer indicated that there should be nine robbers of which one of them was manning the robbers' boat. The Chief Engineer claimed that he did not know the whereabouts of the other robbers as he was blindfolded. The Chief Engineer was put under custody of the Indonesian Consulate in Davao City, Philippines, while the seven alleged robbers were detained in General Santos City jail pending trial for kidnapping and illegal detention. Meanwhile, verification and investigation are underway on an earlier report about the alleged purchase of Asta by a local company.



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Part 3 - Details of Selected Incidents

3.1.12 The map below depicts the locations where *Asta* and *Callista* were found, and the crew of *Asta* was rescued.



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Part 3 - Details of Selected Incidents

Contributing Factors Towards the Successful Outcome of Asta

3.1.13 The successful outcome of the incident involving *Asta* demonstrated the significance of information sharing network between the ReCAAP ISC with the ReCAAP Focal Points; the ReCAAP ISC with its partner organisation, the IFC-MSTF; the ReCAAP ISC with the Malaysian authorities; and the ReCAAP ISC/ReCAAP Focal Points with the shipping community, as well as the good inter-ministry cooperation among the governmental agencies within the respective countries.

Network of Information Sharing

3.1.14 The ReCAAP ISC advocates multi-channel reporting as evidenced in this incident where the ReCAAP Focal Point (Singapore) and the IFC-MSTC reported the incident to the ReCAAP ISC. The ReCAAP Focal Point (Singapore) then informed all ReCAAP Focal Points via the Information Network System (IFN), and initiated a NAVTEX broadcast to all mariners operating in the vicinity to keep a lookout for the missing vessels, and reported the incident to the MRCC of Indonesia, Malaysia, Vietnam, Thailand and Philippines.

3.1.15 There was good cooperation and information sharing between the ReCAAP ISC and the IFC-MSTF who assessed that *Asta* was likely to have been repainted and renamed. Worth mentioning was the information provided by the ship agent to the ReCAAP Focal Point on the tracked movement of *Asta* and the identities of the crew onboard *Asta*. With information from the ReCAAP Focal Point and the IFC-MSTF, an Incident Alert was raised by the ReCAAP ISC to inform all ReCAAP Focal Points and the maritime community about the incident. Based on the possible route taken by *Asta* and past trends, the ReCAAP ISC alerted specific agencies to look out for the missing vessels. These include the ReCAAP Focal Point (Brunei), ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Thailand), the Malaysian authorities and the Indonesian authorities.



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Part 3 - Details of Selected Incidents

- 3.1.16** More information about the incident was reported by the Malaysian authorities to the ReCAAP ISC after they had interviewed the crew of *Asta* who was rescued by the RMN. The ReCAAP ISC also shared the crew list provided by the ship agent with the Malaysian authorities for verification and identification purposes. This incident demonstrated the good operational level cooperation in information sharing between the ReCAAP ISC and the Malaysian authorities.
- 3.1.17** With the locating of the *Asta* at Dinagat Island, the ReCAAP Focal Point (Philippines) through interview of the Chief Engineer provided detailed update of the incident to the ReCAAP ISC. In addition, the ReCAAP Focal Point (Philippines) also submitted photographs and identification of the arrested robbers, and photographs of the renamed and repainted tug boat (*Roxy-1*).
- 3.1.18** With various inputs gathered from multiple sources, the ReCAAP ISC was able to consolidate and piece together all information and provide a comprehensive update of the incident. A Special Incident Report was consolidated and disseminated for information of the shipping community and all ReCAAP ISC stakeholders.

Inter-ministry / Inter-agency Cooperation

- 3.1.19** This incident demonstrated good inter-ministry/inter-agency cooperation among port authorities, Maritime Rescue Coordinating Centre (MRCC) and law enforcement agencies. This was evidenced from the cooperation among the Malaysian authorities, and among the Philippine authorities, namely the Philippine Coast Guard who is also the ReCAAP Focal Point (Philippines), the Philippine Navy and the Philippine National Police.



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Part 3 - Details of Selected Incidents

Rapport with the Commercial Shipping Community

3.1.20 The sighting of *Asta* and *Callista* by passing ships, as reported to ReCAAP Focal Point (Singapore) has contributed towards the eventual locating of *Callista* and *Asta*. The ReCAAP ISC and the ReCAAP Focal Points will continue to foster close cooperation and enhance confidence building with the shipping community. In this aspect, the ReCAAP ISC encourages timely reporting of an incident by ship master to the port/coastal States, and the ship owner/operator to report the incident to the ReCAAP Focal Points (for incidents in Asia) as advocated in the MSC.1/Circular 1333 and MSC.1/Circular 1334.

Way Ahead

3.1.21 The ReCAAP ISC will continue to promote information sharing via its network, confidence building through capacity building activities, and bridging of operational gaps through cooperative arrangements in its efforts in combating piracy and armed robbery against ships in Asia.



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Part 3 - Details of Selected Incidents

3.2 Incident onboard *Topniche 7* off the coast of Myanmar, Bay of Bengal on 10 February 2010

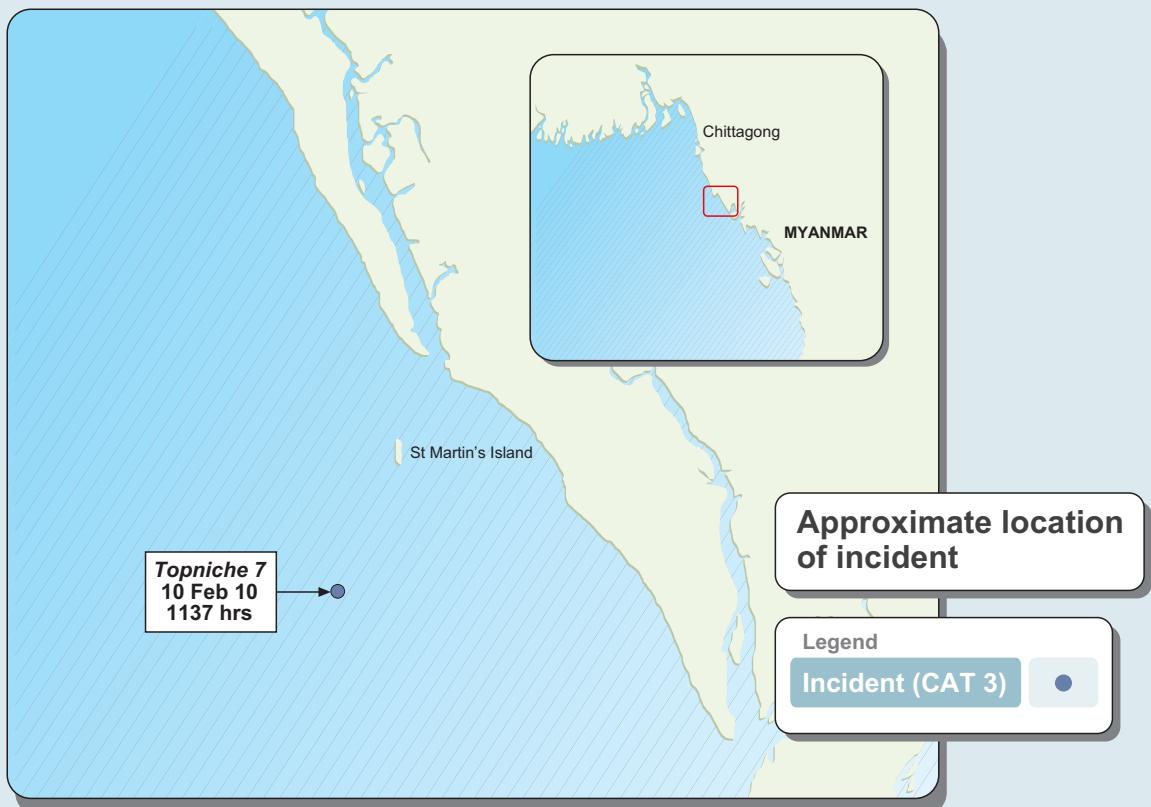
Name of ship	: <i>Topniche 7</i>
Type of ship	: Tug boat
Flag of ship	: Singapore
IMO Number	: 9183453
GT	: 250

- 3.2.1** On 10 February 2010 at about 1137 hrs (local time), two intruders in a boat named *Mayer Duai* boarded a flat-top deck crane barge, *Rapid 3312* which was being towed by a Singapore-registered tug boat, *Topniche 7*, while underway at position 20° 24.61' N, 092° 15.56' E, off the coast of Myanmar, Bay of Bengal. The barge loaded with clinkers had departed Malaysia for the port of Chittagong, Bangladesh. The tug boat was scheduled to arrive at the port of Chittagong at 2100 hrs (local time) on 11 February 2010.
- 3.2.2** The intruders left the barge after taking with them a canvas and some ropes. At about 1300 hrs (local time), the ship owner reported that *Mayer Duai* continued to shadow the barge at approximately 0.4 nm away. The owner instructed the tug boat and barge to continue their journey to the port of Chittagong. At about 1520 hrs (local time), the owner reported that *Mayer Duai* had given up the chase. The 10 crew onboard the tug boat was not harmed.
- 3.2.3** The ship owner reported the incident to Singapore's Port Operations Control Centre (POCC), who in turn contacted the MRCC of Myanmar and MRCC of Bangladesh to request for assistance. The ship owner also reported the incident to the ReCAAP Focal Point (Bangladesh) which informed the Bangladesh Coast Guard and Bangladesh Navy who dispatched patrol boats to assist the tug boat. Both ReCAAP Focal Point (Bangladesh) and Singapore's POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC.



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Part 3 - Details of Selected Incidents



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Part 3 - Details of Selected Incidents

Observation

3.2.4 This incident is categorised as an act of piracy. The modus operandi suggested that this was an opportunistic attack undertaken by intruders who boarded the barge, took some items onboard, and fled. However, the intruders in this incident were bold as they boarded the barge during daylight hours and continued to shadow the vessels even after they left the barge.

Recommendations

3.2.5 The ReCAAP ISC advises ship masters and crew to maintain vigilance at all times and take necessary measures while underway in the area.

3.2.6 The ReCAAP ISC commends the crew of *Topniche 7* for remaining calm and maintaining vigilance when the intruders continued to shadow the vessels. The ReCAAP ISC advocates that ship master reports all incidents to the port authorities or the nearest coastal State immediately. Immediate reporting may permit the authorities to assist the ship masters, and initiate broadcast to warn mariners operating in the area.



Report for February 2010

Part 3 - Details of Selected Incidents

3.3 Incidents of Armed Robbery Onboard Ships at the port of Vishakhapatnam, India

3.3.1 Two incidents of armed robbery were reported at the port of Vishakhapatnam (Vizag), India on 14 February 2010 within the interval of an hour. The incidents occurred during daylight hours and were believed to involve the same group of robbers. The details of the incidents are described below.

Name of Ship	: <i>Prospect</i>
Type of Ship	: LPG Tanker
Flag of Ship	: Singapore
IMO	: 9387762
GT	: 47266

3.3.2 On 14 February 2010, a Singapore-registered LPG tanker, *Prospect* was anchored at position 17° 37.7' N, 083° 21.6' E, off the port of Vishakhapatnam (Vizag), India. Please refer to map. At about 0745 hrs (local time), three robbers came in a fishing boat and boarded the vessel from the stern using ropes and a hook. The officer-on-watch sighted the robbers, raised the alarm and called the duty security personnel on patrol to the poop deck. The robbers, upon realising that they had been detected, fled in a fishing boat, taking with them one fire hose and four deck scupper plugs.

3.3.3 The ship master reported the incident to the Vishakhapatnam port control via VHF. The authorities dispatched a speed boat with armed personnel onboard to the incident area. The Indian Coast Guard (ICG) which is also the ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.



Report for February 2010

Part 3 - Details of Selected Incidents

Name of Ship	: <i>Sampurna Swarajya</i>
Type of Ship	: Product Tanker
Flag of Ship	: India
IMO	: 9176656
GT	: 21827



3.3.4 In less than an hour later, at about 0835 hrs (local time) on the same day, an Indian-registered product tanker, *Sampurna Swarajya* which was anchored off the port of Vishakhapatnam (Vizag), India reported that two robbers boarded the tanker from a fishing boat. The alarm was raised and upon investigation it was discovered that the two robbers had boarded the vessel and the third one was trying to board. The robbers fled when the alarm was raised. Nothing was stolen from the tanker. The ship master reported the incident to the Vishakhapatnam port control.

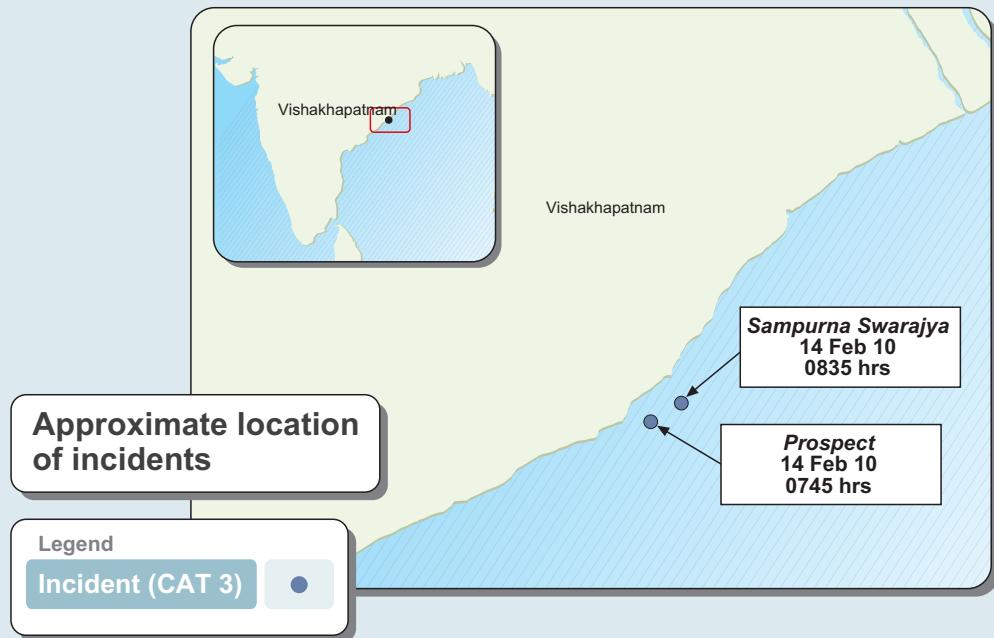


Report for February 2010

Part 3 - Details of Selected Incidents

Observations

3.3.5 The ReCAAP ISC notes some similarities in the modus operandi of the robbers involved in the two incidents. Although there is no conclusive evidence as yet, it appears that the same group of robbers were probably involved in the two incidents which occurred in close proximity with each other and within the interval of an hour on the same day.



Report for February 2010

Part 3 - Details of Selected Incidents

- 3.3.6** It is assessed that the robbers were likely to be fishermen or pretending to be fishermen. They took advantage of the heavy concentration of fishing boats in the vicinity during the morning hours by going onboard vessels anchored in the area, and made away with unsecured ship stores found onboard the vessels.
- 3.3.7** The ReCAAP ISC commends the ship master of *Sampurna Swarajya* for his vigilance and observation. His prompt response and follow-up actions had compelled the robbers to flee without stealing anything from the vessel.

Recommendations

- 3.3.8** It is therefore recommended that ship masters maintain vigilance while anchored in areas near to fishing villages and transit zones for fishing boats. Ship masters were also advised to report all incidents immediately to the nearest coastal State or port authorities.



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 circulars¹, 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.

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



Report for February 2010

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 February 2010

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

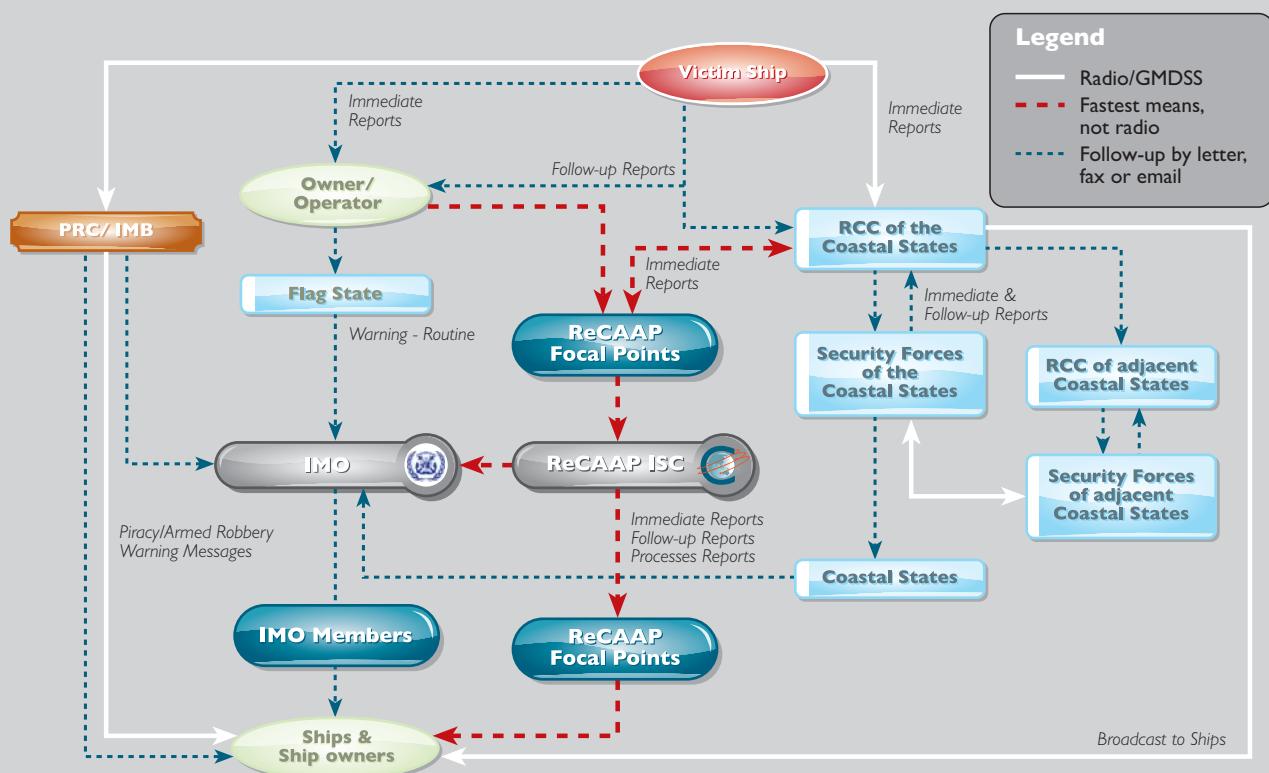


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes

- (1) The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
- (2) The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
- (3) The incident reporting process in Asia does not change other reporting processes for incidents already in practice.



Report for February 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
People's Republic of Bangladesh Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam Royal Brunei Marine Police Email: mahran.ahmad@police.gov.bn	+67-3277-0548 Ext 202	+67-3277-0549
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2388-1846	+85-5-2388-2968
People's Republic of China 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
Republic of India 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 Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea 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 February 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
Lao People's Democratic Republic 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 MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-4117
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines 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 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
Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-4643	+66-2466-1382
Socialist Republic of Viet Nam Vietnam Marine Police Email: phonghqhtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 29 January 2010

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



Appendix

DETAILS OF INCIDENTS IN FEBRUARY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
1.	Asta Tug boat Singapore 296 IMO0095229 <i>Callista</i> Barge Singapore 5299	06/02/2010 0130 hrs	02° 09.0' N 104° 01.0' E (off Pulau Tioman, Malaysia)	Underway	<p>The tug boat towing a barge departed Singapore for Cambodia on 5 February 2010. At about 0130 hrs (local time) on 6 February 2010, the ship Agent reported lost communications with the tug boat off Pulau Tioman, Malaysia. The tug boat has reportedly deviated from its planned course and was tracked to be heading northeasterly in the South China Sea. There was no cargo onboard the barge.</p> <p>Five sightings of the barge, <i>Callista</i> were subsequently received from passing ships from 12 to 17 February 2010. Through information exchange among ReCAAP ISC, the Malaysian authorities, the Information Fusion Centre-Maritime Security Task Force (IFC-MSTF) and the ReCAAP Focal Point (Singapore), the <i>Callista</i> was located on 17 February 2010 at 1310 hrs (local time), and recovered. It was then assessed that the tug boat, Asta was heading north-northeasterly towards the Natunas Island.</p>	ReCAAP Focal Point (Singapore) ReCAAP Focal Point (Philippines) Malaysian authorities IFC-MSTF	CAT 1

Appendix

DETAILS OF INCIDENTS IN FEBRUARY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
					<p>On 17 February 2010, the Malaysian authorities informed the ReCAAP ISC that a Royal Malaysian Navy (RMN) vessel spotted a life raft off the Adraiser Reef and rescued 11 crew who were believed to be the crew of <i>Asta</i>. The Chief Engineer of <i>Asta</i> was not among those who were rescued. According to the rescued crew, the barge was boarded by eight pirates dressed in dark clothes when their vessels were about 3 nm south-east of Pulau Tioman at about 0115 hrs (local time) on 6 February 2010.</p> <p>On 25 February 2010, the ReCAAP ISC received an update from the Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point (Philippines) that <i>Asta</i> (renamed <i>Roxy-I</i>) has been positively identified in the municipality of Loreto, Dinagat Province, Philippines. The PCG reported that they received information from the Philippine National Police that a tug boat named <i>Roxy-I</i> (with the same IMO Number as <i>Asta</i>) was found.</p>		

Appendix

DETAILS OF INCIDENTS IN FEBRUARY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
					<p>The ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that the Chief Engineer managed to escape from the robbers and reported the incident to the local police. As a result, the seven robbers were arrested. The Chief Engineer was put under custody of the Indonesian Consulate in Davao City, Philippines, while the seven alleged robbers were detained in General Santos City jail pending trial for kidnapping and illegal detention. Meanwhile, verification and investigation are underway on an earlier report about the alleged purchase of <i>Asta</i> by a local company.</p>		
2.	<i>Topniche 7</i> Tug boat Singapore 250 IMO9183453 <i>Rapid 3312</i> Deck crane barge Singapore 4380	10/02/2010 1137 hrs	20° 24.61' N, 092° 15.56' E (off the coast of Myanmar, Bay of Bengal)	Underway	<p>Two intruders in a boat named <i>Mayer Duai</i> boarded the flat-top deck crane barge, which was being towed by a tug boat while underway off the coast of Myanmar, Bay of Bengal. The barge loaded with clinkers departed Malaysia for the port of Chittagong, Bangladesh. The robbers left the barge after taking with them a canvas and some ropes.</p> <p>At about 1300 hrs (local time), the ship owner reported that <i>Mayer Duai</i> continued to</p>	ReCAAP Focal Point (Singapore) ReCAAP Focal Point (Bangladesh)	CAT 3

Appendix

DETAILS OF INCIDENTS IN FEBRUARY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
					<p>shadow the barge at approximately 0.4 nm away. The owner instructed the tug boat and barge to continue their journey to the port of Chittagong. At about 1520 hrs (local time), the owner reported that <i>Mayer Duai</i> had given up the chase. The 10 crew onboard the tug boat was not harmed.</p> <p>The ship owner reported the incident to Singapore's Port Operations Control Centre (POCC), who in turn contacted the MRCC of Myanmar and MRCC of Bangladesh to request for assistance. The ship owner also reported the incident to the ReCAAP Focal Point (Bangladesh) which informed the Bangladesh Coast Guard and Bangladesh Navy who reportedly dispatched patrol boats to assist the tug boat immediately. The ReCAAP Focal Point (Bangladesh) and Singapore's POCC which is also the ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC.</p>		

Appendix

DETAILS OF INCIDENTS IN FEBRUARY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
3.	<i>Theodor Storm</i> Container ship Liberia 28270 IMO9248679	13/02/2010 0530 hrs	01° 18.4' N, 104° 12.48' E (South of Tanjung Ayam, Malaysia)	Anchored	<p>The duty oiler at Engine Control Room reported to the duty officer on bridge that five robbers armed with knives boarded the ship while at anchor. The robbers threatened the duty oiler and searched for ship stores. The duty officer activated the general alarm and mustered all crew. The Chief Engineer, Chief Officer and 2nd Engineer, with the support of the crew entered the engine room to investigate. A search was conducted but no suspicious objects or personnel onboard the ship was found.</p>	ReCAAP ISC via ReCAAP Focal Point (Singapore)	CAT 3
4.	Prospect LPG tanker Singapore 47266 IMO9387762	14/02/2010 0745 hrs	17° 37.7' N, 083° 21.6' E (Vishakhapatnam anchorage, India)	Anchored	<p>Three robbers came in a fishing boat and boarded the vessel from the stern using ropes and a hook. The officer-on-watch sighted the robbers and raised the alarm and called the duty personnel on patrol to the poop deck. The robbers, upon realising that they had been detected, fled in a fishing boat, taking with them one fire hose and four deck scupper plugs.</p> <p>The ship master reported the incident to the Vishakhapatnam port control via VHF. The</p>	ReCAAP Focal Point (India)	CAT 3

Appendix

DETAILS OF INCIDENTS IN FEBRUARY 2010

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
					authorities dispatched a speed boat with armed personnel onboard to the incident area. The Indian Coast Guard (ICG) which is also the ReCAAP Focal Point (India) reported the incident to the ReCAAP ISC.		
5.	Sampurna Swarajya Product tanker India 21827 IMO9176656	14/02/2010 0835 hrs	Vishakhapatnam anchorage, India	Anchored	Two robbers boarded the tanker from a fishing boat. An alarm was raised and upon investigation it was discovered that the two robbers had boarded the vessel and the third one was trying to board. The robbers fled when the alarm was raised. Nothing was stolen from the tanker. The ship master reported the incident to the Vishakhapatnam port control.	ReCAAP Focal Point (India)	CAT 3
6.	Iolcos Celebrity Bulk Carrier Panama 35629 IMO8005276	24/02/2010 0240 hrs (LT)	Vung Tau Anchorage, Vietnam	Anchored	Three robbers boarded the bulk carrier using ropes with hooks via the anchor. They were spotted while attempting to break into the forecastle store and the duty crew reported it to the officer of the watch who sounded the alarm and the ship's whistle. The robbers jumped overboard and escaped in a wooden boat. Nothing was reported stolen and no one was injured in the incident.	IMO	CAT 3

Appendix

DETAILS OF INCIDENTS IN FEBRUARY 2010

Attempted Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency
1.	Blue Jasper Oil tanker Singapore 56355 IMO9395379	07/02/2010 0750 hrs	4 miles, 110° from No. 1 Buoy, Balikpapan Anchorage, Indonesia	Anchored	The ship's crew spotted a wooden boat on the starboard side of the oil tanker while at anchor. He alerted the duty AB when saw the boat increased its speed and sailed towards the oil tanker. The duty AB spotted a man holding a hook with line on the wooden boat, and suspected that the hook might be used as a tool to board the vessel. As such, the duty AB shouted at the man and told him to leave. The boat sailed away, and the ship's crew sighted approximately five other people came out of a canvas cover on the wooden boat. The ship master reported the incident to the company, the agent and the port authority.	Nil	ReCAAP Focal Point (Singapore) Ship company