



Report for August 2007

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Executive Summary

In August 2007, a total of twelve incidents of armed robbery against ships were reported in the Asia region. Of the twelve incidents, nine were actual incidents and three were attempted incidents. The details of these incidents are described in the Annex.

There was an increase in the total number of incidents reported in August 2007 compared to August 2006. Of the nine actual incidents in August 2007, one was a Category 1 incident that occurred in the Straits of Malacca and Singapore, two were Category 2 incidents, five were Category 3 incidents and one remains uncategorised. Part 3 of this report features the Category 1 incident, Category 2 incidents and four other incidents in greater detail for the purpose of analysis and sharing of good practices.

Part 1 - Definitions & Methodology Used

1.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

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

(1) any illegal acts 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:

(a) on the high seas, against another ship or persons or property on board such ship;

(b) against a ship, persons or property in a place outside the jurisdiction of any State;

(2) 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;

(3) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery in accordance with the International Maritime Organisation's Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships, is defined as:

(1) any illegal act of violence or detention, or any act of depredation, committed for private ends and directed against a ship, or against persons or property on board such ship, in a place within a Contracting Party's jurisdiction over such offences;

(2) any act of voluntary participation in the operation of a ship with knowledge of facts making it a ship for armed robbery against ships;

(3) any act of inciting or of intentionally facilitating an act described in subparagraphs (1) or (2).

1.2 Methodology for Classifying Incidents

1.2.1 To provide some perspective on incidents of piracy and armed robbery, the 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) Types 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 value of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

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

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

1.3 Note on Sources of Information

The 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 ISC leverages on other secondary sources of information, including those from the International Maritime Organisation (IMO), the International Chamber of Commerce-International Maritime Bureau (ICC-IMB), and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ISC makes every effort to acknowledge these sources.

1.4 Note on Maps Used to Depict Location of Incidents

The maps used in this ISC's report are not drawn to scale and the incident locations depicted are therefore approximations.

Part 2 - Report for August 2007

2.1 Number and Significance of Total Incidents

2.1.1 A total of twelve incidents were reported in August 2007. Of these, nine were actual incidents and three were attempted incidents. There was a three-fold increase in the total number of incidents reported in August 2007 compared to August 2006 when there were only four reported incidents. Please see *Table 1* below.

	August 2007	August 2006
Actual	9	4
Attempted	3	0
Total	12	4

Table 1 – Actual and attempted incidents during August 2007 and August 2006

2.1.2 Of the nine actual incidents in August 2007, five were Category 3 incidents, two were Category 2 incidents, one was a Category 1 incident and one remains uncategorised. Details of these incidents are provided in the Annex. Of the four incidents in August 2006, one was a Category 3 incident and three were Category 2 incidents. The increase in the number of incidents in August 2007 was a result of the increase in the number of Category 3 incidents. Please see *Table 2* below.

Significance Level	August 2007	August 2006
Category 1 (Very Significant)	1	0
Category 2 (Moderately Significant)	2	3
Category 3 (Less Significant)	5	1
Uncategorised	1	0
Total	9	4

Table 2 – Significance level of actual incidents during August 2007 and August 2006

2.1.5 Figure 1 shows the number of actual and attempted incidents that occurred between August 2006 and August 2007. During this period, total activity in August 2007 was the same as July 2007 with a total of twelve reported incidents. The ISC will continue to monitor if the activity level in August 2007 persists in the coming months, and analyse the total activity pattern.

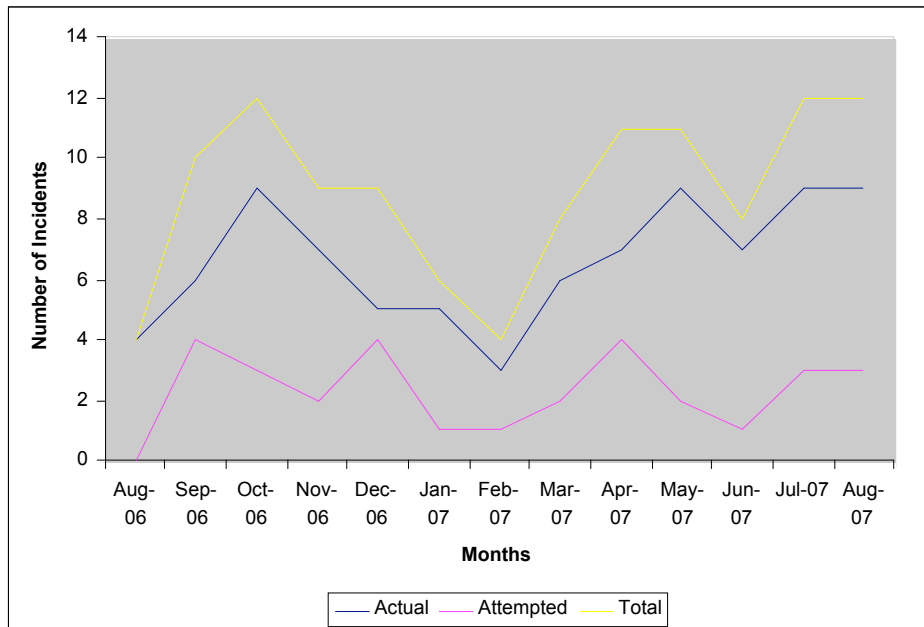


Figure 1 – Number of incidents from August 2006 to August 2007

2.1.3 Table 3 shows the number of incidents reported between January and August 2007 and January and August 2006. Between January and August 2007, there were 55 actual incidents, of which 42 were Category 3 incidents, nine were Category 2 incidents, three were Category 1 incidents and one that is uncategorised. Compared to the same period in 2006, there were 73 actual incidents, of which 41 were Category 3 incidents, 30 were Category 2 incidents and two were Category 1 incidents. Comparing the two periods, the number of Category 1 incidents and Category 3 incidents remained fairly consistent. However, there was a decline in the number of Category 2 incidents during the period from January to August 2007 compared to the same period in 2006.

	January-August 2007	January-August 2006
Category 1	3	2

Category 2	9	30
Category 3	42	41
Uncategorised	1	0
Total	55	73

Table 3 – Significance level of actual incidents (January-August 2007 and 2006)

2.1.4 The total number of incidents reported between January and August 2007 has declined when compared to the same period in 2006. This drop was also matched by a decrease in the significance level of the incidents.

2.2 Analysis of Incidents in August 2007

2.2.1 **Location of Actual and Attempted Incidents.** Table 4 shows the location of incidents in August 2007 and August 2006. There was an increase in the number of incidents reported in the Southeast Asian region from three cases in August 2006 to eight cases in August 2007. The increase was most apparent in Indonesia where there were five actual incidents (two Category 2, two Category 3 incidents and one uncategorised) reported in August 2007 compared to two incidents (one Category 2 and one Category 3 incident) in August 2006.

	August 2007		August 2006	
	Actual	Attempted	Actual	Attempted
India	2			
Indonesia	5	1	2	
Malaysia	1	1		
Philippines			1	
Straits of Malacca & Singapore	1			
South China Sea		1		
Vietnam			1	
Total	9	3	4	

Sources: ReCAAP Focal Points and ICC-IMB

Table 4 – Location of incidents during August 2007 and August 2006

2.2.2 **Weapons Used.** Table 5 shows the weapons used in the actual incidents in August 2007 and August 2006. No substantive conclusion can be drawn from comparing the weapons used in incidents during these two periods. The ISC notes that a large number of reported incidents during August 2007 do not mention the weapons used.

	Guns	Knives	Guns & Knives	Other weapons	Not stated/ Nil
August 2007	1	2	1	2	3
August 2006	2	1			1

Table 5 – Weapons used in actual incidents during August 2007 and August 2006

2.2.3 **Types of Ships Targeted.** Table 6 below shows that tankers were involved in a larger number of incidents than other ship types in August 2007. This is in contrast to August 2006 when there was no specific type of ship that was targeted more frequently.

Type of Ship	August 2007	August 2006
Container	1	1
Tanker	4	1
Bulk Carrier	1	1
General Cargo	2	
Tug / Barge	1	
Fishing Boat/Trawler		1
Total	9	4

Table 6 – Types of ships involved in actual incidents during August 2007 and August 2006

2.2.4 **Status of Ships.** Of the nine actual incidents reported in August 2007, seven involved ships that were anchored, one involved ship that was under way and one involved a ship that was berthed. The incident that involved the ship that was under way was a Category 1 incident. Of the seven incidents that involved ships at anchor, two were Category 2 incidents, four were Category 3 incidents and one unclassified. Of the four actual incidents reported in August 2006, three involved ships that were anchored and one while the ship was under way which was a Category 2 incident.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
August 2007	1	7	1			3
August 2006		3	1			

Table 7 – Status of ships during incidents in August 2007 and August 2006

2.2.5 **Time of Incidents.** In August 2007, eight out of the twelve reported incidents occurred between 1800 hrs to 0600 hrs. This is expected since ships remain most vulnerable during the hours of darkness, and is comparable to August 2006 when two out of the four reported incidents occurred during the same time frame.

	1800 hrs to 2359 hrs	2400 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs	Not stated
August 2007	1	7	1	2	1
August 2006	2		1		1

Table 8 – Local time of incidents during August 2007 and August 2006

Location of All Attacks in December 2006

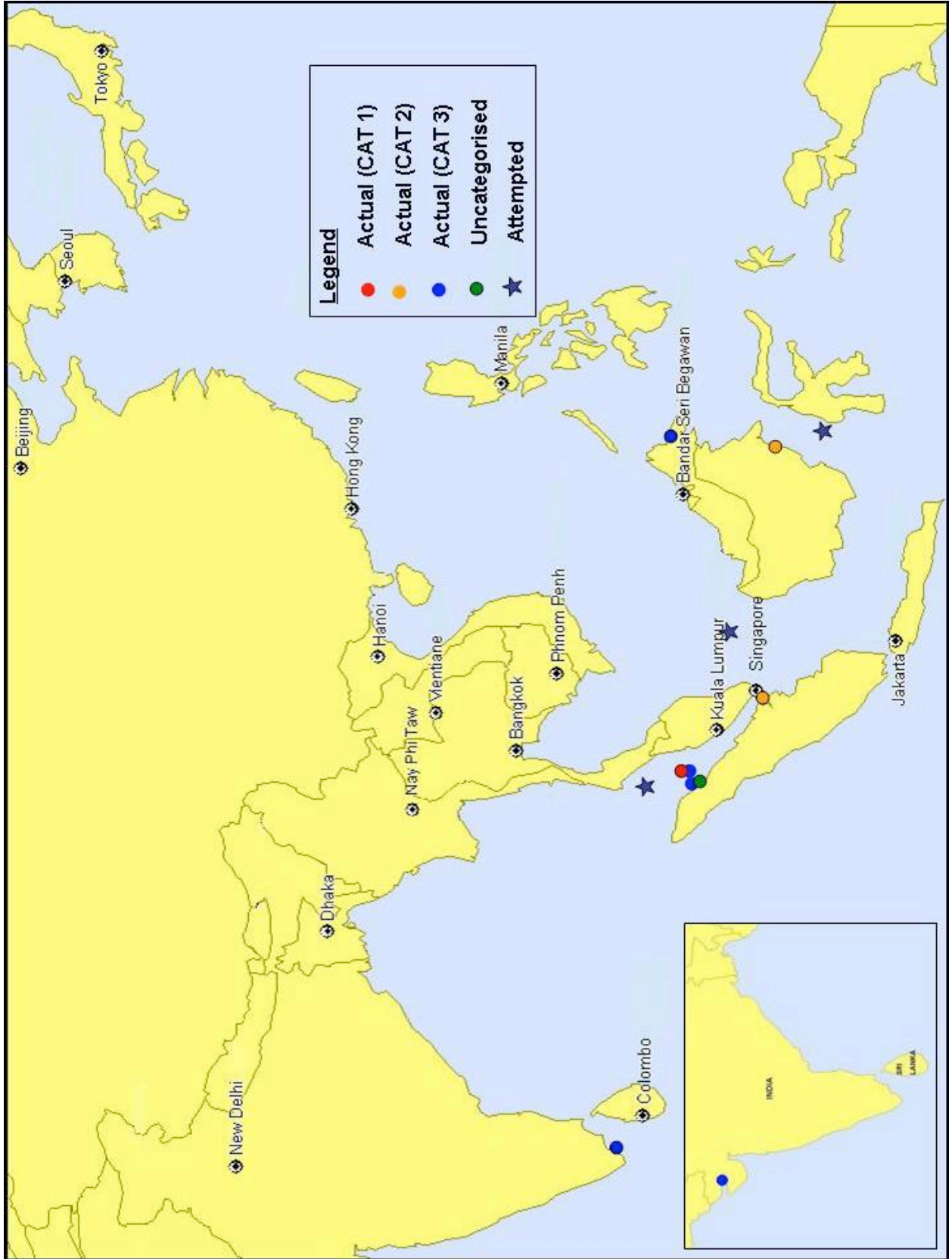


Figure 1 : Location of All Incidents in August 2007

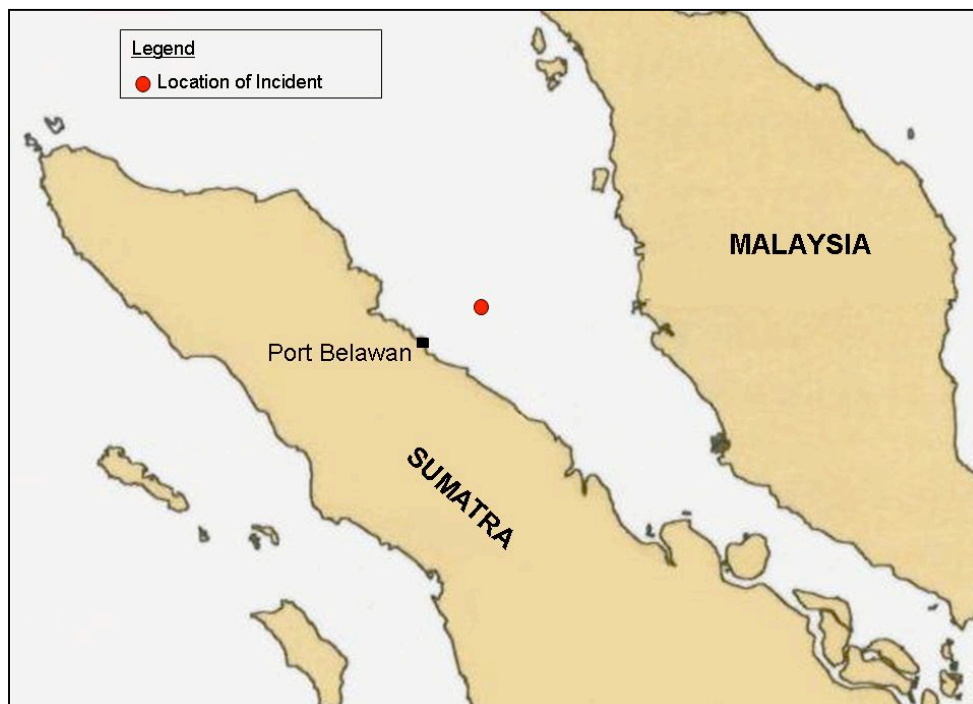
Part 3 - Details of Selected Incidents

3.1 Kidnap incident in the Straits of Malacca and Singapore

3.1.1 On 13 August 2007 at 0915 hrs, ten robbers armed with guns boarded a tug that was underway from the port of Penang to the port of Belawan. They boarded the tug which was towing a barge laden with steel billets at approximately 30nm north-east of Belawan at 04° 14.3'N, 99° 4.7'E. Please see map below.

3.1.2 The robbers destroyed all communication equipment on board, stole the crew members' personal belongings and ship's documents, and abducted the ship master and the chief engineer before fleeing in their boat. The remaining six crew members on board the tug were not harmed. The crew members continued their journey to the port of Belawan and reported the incident to the Indonesian authorities who conducted an investigation of the incident.

3.1.3 On 27 August 2007, the Associated Press reported that the robbers released the ship master and the chief engineer after a ransom was paid. The details of the ransom and the robbers involved were not reported. The ReCAAP ISC has categorized this incident as a Category 1 (i.e. very significant) incident.

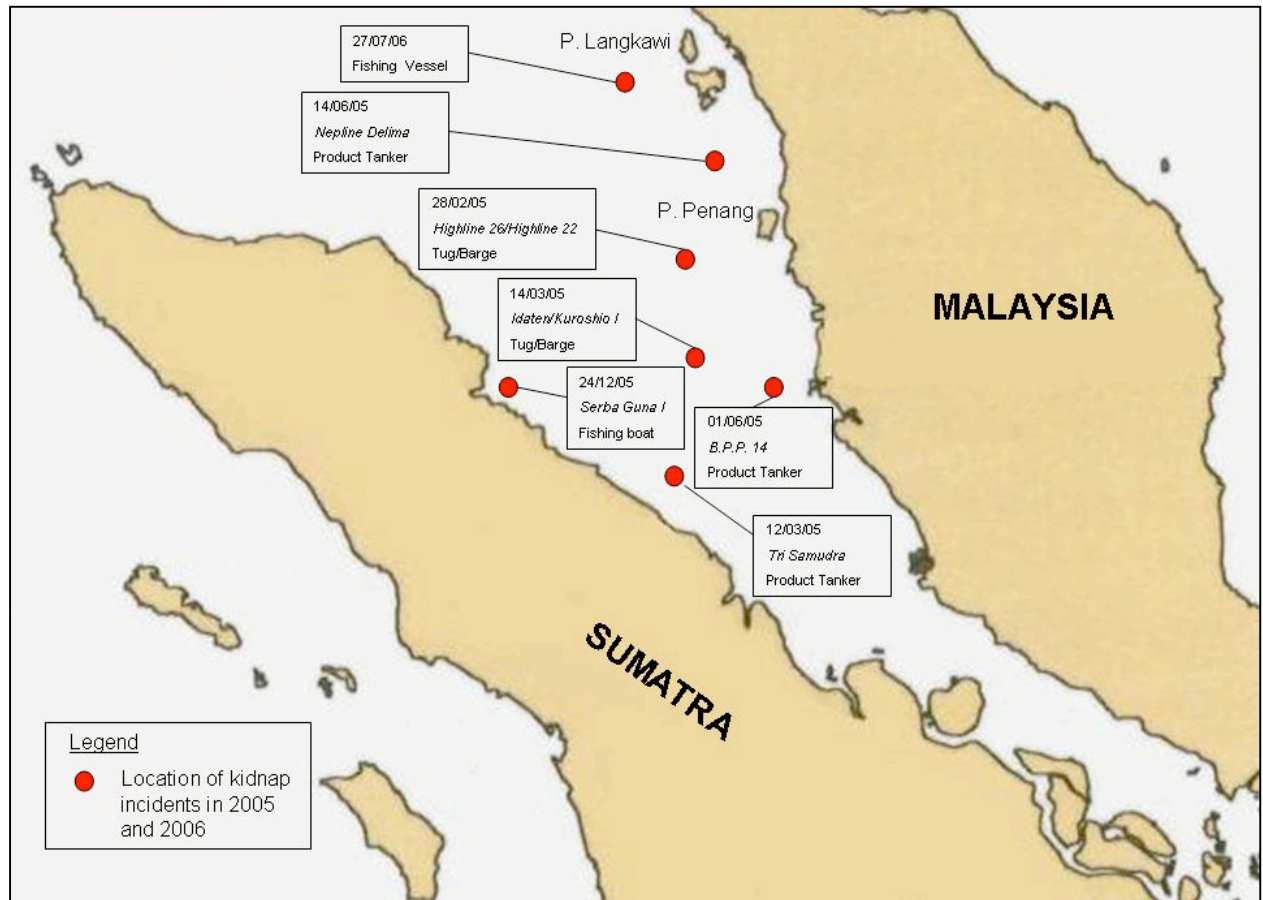


Approximate location of Incident

Past Incidents

3.1.4 This is the first kidnap incident in the Straits of Malacca and Singapore reported this year. The last such incident reported in the Straits of Malacca and Singapore occurred on 27 July 2006 when five armed robbers boarded a fishing vessel approximately 67nm from Pulau Langkawi and kidnapped two crew members. The robbers demanded a ransom for the release of the crew members from the owner of the vessel. There was no further information regarding the release of the crew members and the details of a ransom.

3.1.5 Incidents of kidnap in the Straits of Malacca and Singapore were more rampant in 2005 when a total of six incidents were reported. Please see map below on the location of the incidents.



Approximate locations of past kidnap incidents

Observations

3.1.6 The ISC notes the similarities in the modus operandi of robbers involved in the incident on 13 August 2007 and past incidents of kidnap. Typically, robbers involved in such cases operate in groups of eight to ten men and are usually armed with guns. Senior crew members are likely targets for ransom, and ships that are under way appear to be more vulnerable. Three of the six reported incidents that occurred in 2005 involved kidnap of the ship master as well as the chief engineer.

3.1.7 Tug boats and product tankers appear to more susceptible to such incidents. Of the six incidents that occurred in 2005, two involved tug boats, three involved product tankers and one involved a fishing boat. In the case of tug boats, their low freeboards and slower speed make them more vulnerable.

Recommendations

3.1.8 The ISC advises ship masters and crew members to maintain vigilance and on constant look out for suspicious boats when operating in the vicinity, and report all incidents to the nearest coastal states so that immediate follow-up actions including investigations could be carried out to arrest the culprits.

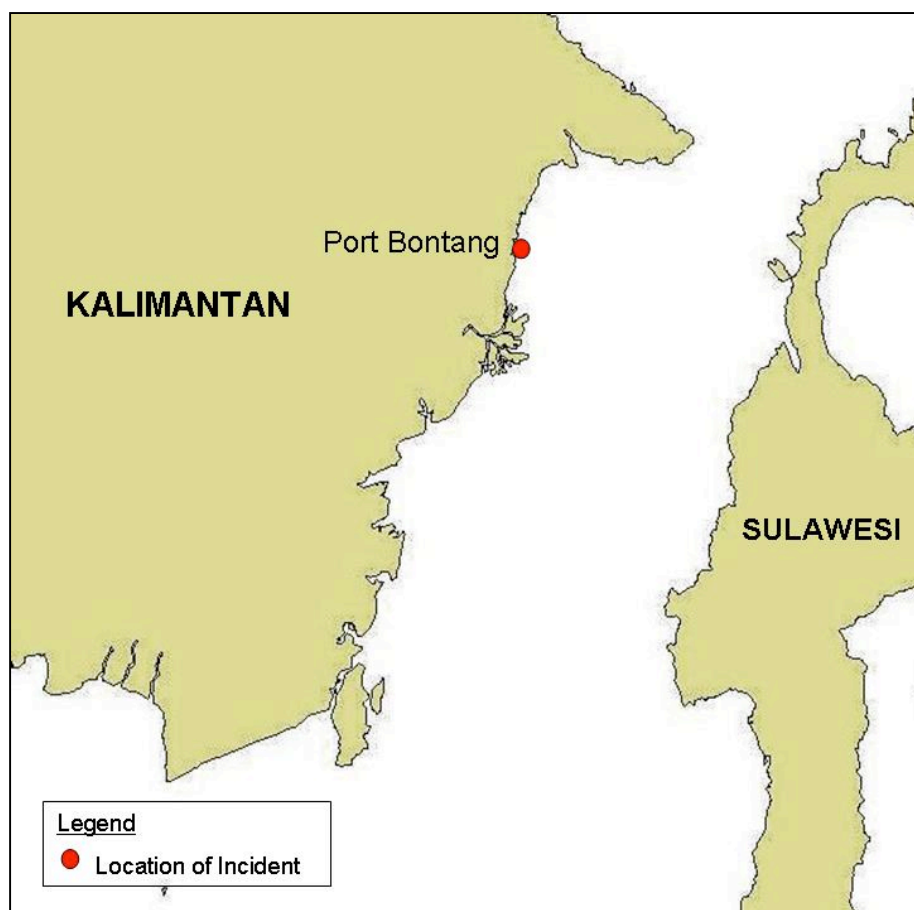
3.1.9 Ship masters are encouraged to report incidents of kidnap immediately, if possible, to the nearest coastal states so that immediate responses can be undertaken

3.2 Incidents of Armed Robbery at Anchorages in Indonesia

3.2.1 In August 2007, there were three incidents reported in the anchorages of Bontang, Karimun and Belawan. The details of the incidents are described below.

Incident of Armed Robbery at Bontang Anchorage on 5 August 2007

3.2.2 On 5 August 2007 at 0255hrs, seven robbers armed with guns, knives, crowbars and steel pipes boarded a bulk carrier that was anchored at Bontang Anchorage at approximately $01^{\circ} 01.3'N$, $117^{\circ} 35.1'E$. Please refer to the map below. The robbers held the duty officer at gunpoint and tied him up. They tried to break open the bosun store door but were unsuccessful. They stole the duty officer's walkie-talkie and other ship's store before escaping. The ReCAAP ISC has categorised this incident as a Category 2 (i.e. moderately significant) incident.

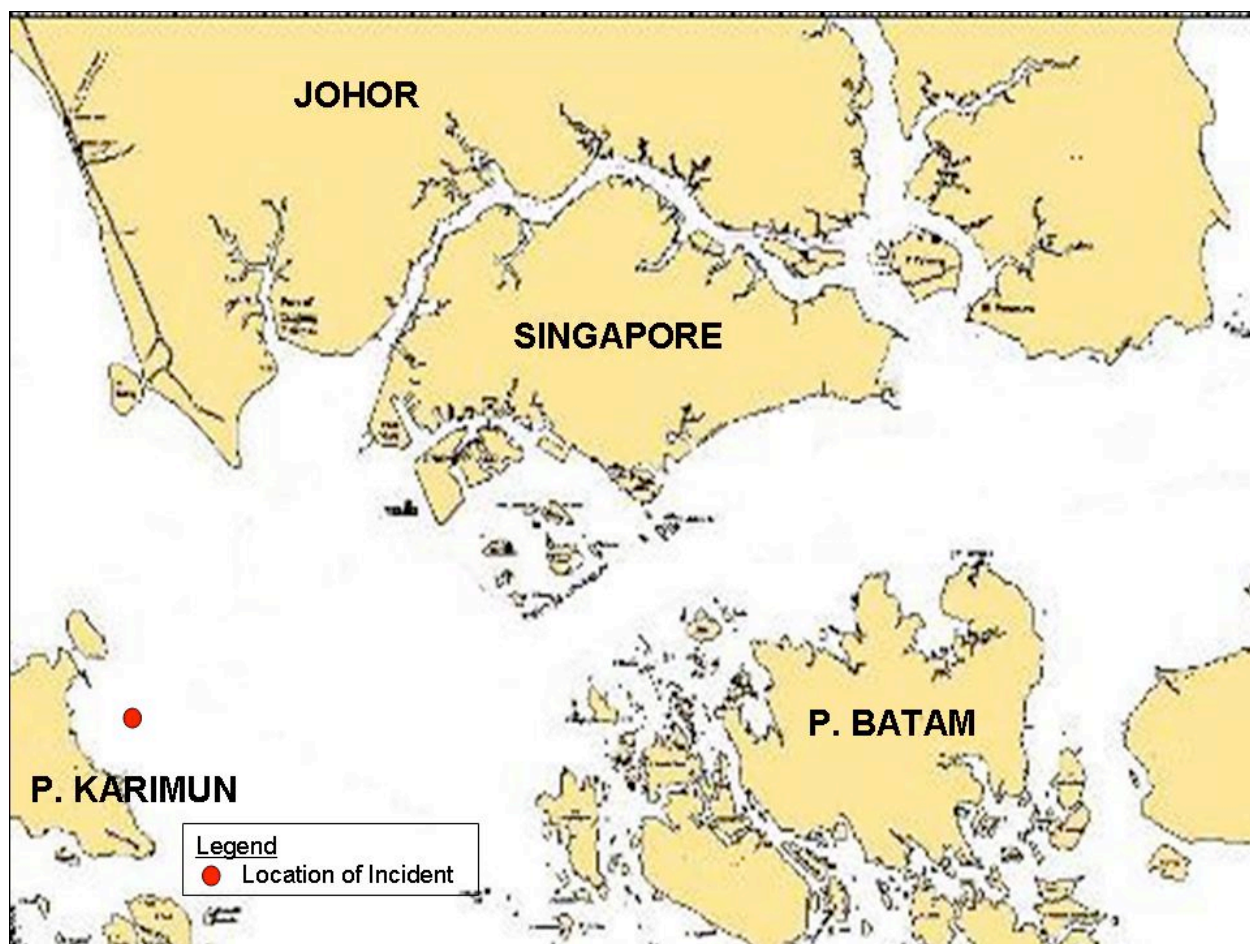


Approximate location of incident at Bontang Anchorage

Incident of Armed Robbery at Karimun Anchorage on 22 August 2007

3.2.3 On 22 August 2007 at 2305hrs, a product tanker was anchored at Karimun Anchorage at approximately $01^{\circ} 04.1'N$, $103^{\circ} 30.4'E$ when eight robbers

armed with knives boarded the tanker. Please refer to the map. The robbers tied up three duty crew members before breaking into the engine store to steal engine spares. The duty officer raised the alarm and mustered the remaining crew members. Upon hearing the alarm, the robbers jumped overboard and fled in an unlit boat. The ReCAAP ISC has categorised this incident as a Category 2 (i.e. moderately significant) incident.



Approximate location of incident at Karimun Anchorage

Incident onboard the *Sichem Eva* at Belawan Anchorage on 24 August 2007

Name of Ship	: <i>Sichem Eva</i>
Type of Ship	: Chemical Tanker
Flag of Ship	: Singapore
IMO Number	: 8517073
GT	: 11,003



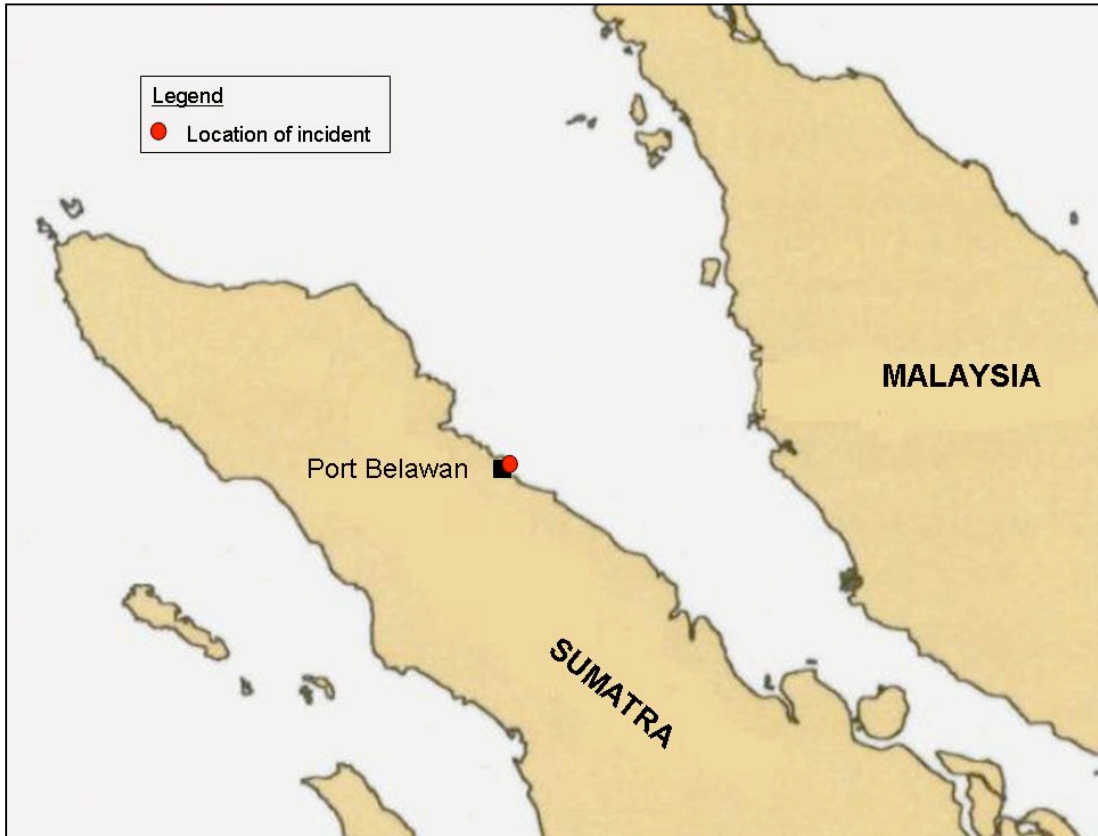
3.2.4 The ReCAAP Focal Point (Singapore) reported to the ISC an incident on board the *Sichem Eva* that occurred on 24 August 2007 at the port of Belawan at approximately 03° 55.3'N, 098° 46.56'E. The crew members were reportedly maintaining security watches at the main deck, poop deck and the forecastle. Please refer to the map below.

3.2.5 At 0055hrs, the crew members on the main and poop decks heard the crew member on the forecastle shouting. They alerted the bridge through the radio, and the duty officer tried to contact the crew member on the forecastle. The duty officer raised the alarm when he failed to receive a response from the crew member on the forecastle. A search was conducted, and the crew member who was on the forecastle was reportedly missing. Upon reaching the forecastle, the crew members heard the sound of an engine which they believed was from a fleeing speedboat. They also discovered some foot and hand prints on the starboard side of the tanker. The crew members were not able to describe the robbers and the number of them involved in the incident.

3.2.6 The ship master reported the incident to the Indonesian authorities who boarded the ship to carry out investigation. There has been no further information regarding the missing crew member.

Comments

3.2.7 Until further details pertaining to this incident are established, the ReCAAP ISC considers this incident as uncategorised.



Approximate location of Incident at Belawan Anchorage

3.3 Incidents of Armed Robbery off India

3.3.1 Two Category 3 (less significant) incidents of armed robbery were reported by the ReCAAP Focal Point (India) to the ISC. The first occurred incident occurred off the coast of Tuticorin on 18 August 2007, and the second occurred in the port of Kandla on 23 August 2007. The details of the two reported incidents are below.

Incident onboard the *MV Rabbana* off the port of Tuticorin on 18 August 2007

Name of Ship : *MV Rabbana*
Type of Ship : General cargo ship
Flag of Ship : Panama
IMO Number : 7326706
GT : 5,907

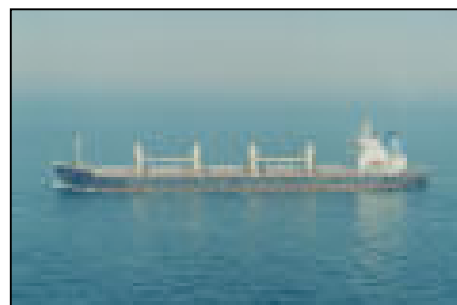


3.3.2 On 18 August 2007 at 0200 hrs, an unknown number of robbers boarded the *MV Rabbana*, a Panama-registered general cargo ship that was anchored at 08° 44.4'N, 078° 16.8'E, approximately 5.5nm from the Pandian Lighthouse. Please refer to the map below. The robbers boarded the general cargo ship from a small boat, and stole four mooring ropes before escaping in a boat. A crew member on duty raised alarm and mustered the crew members. The Indian Coast Guard was informed of the incident.

3.3.3 The ship master reported the incident to the Indian port control authority through the VHF. An Indian Coast Guard ship, the *Varuna*, which was patrolling about 40nm from the incident area, also arrived at the location of the incident to investigate.

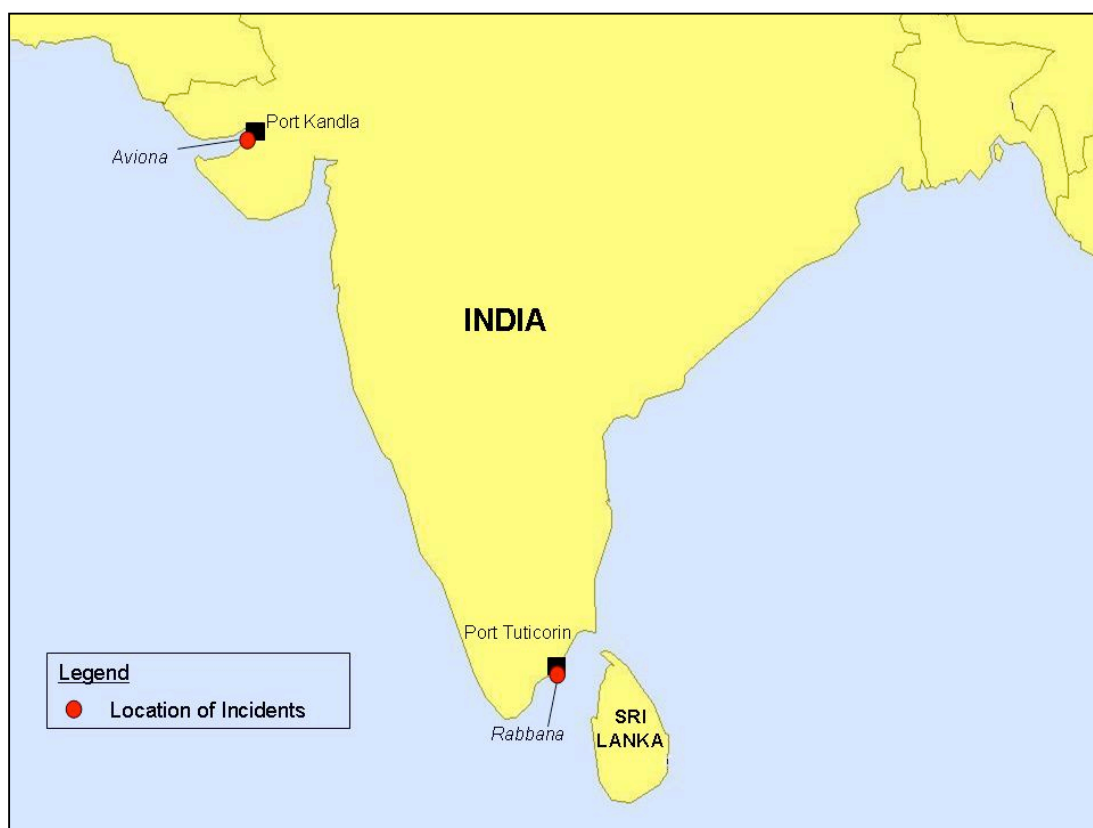
Incident onboard the *Aviona* at Kandla Anchorage on 23 August 2007

Name of Ship : *Aviona*
Type of Ship : Bulk Carrier
Flag of Ship : Liberia
IMO Number : 8322935
GT : 27,039



3.3.4 The ReCAAP Focal Point (India) reported to the ReCAAP ISC an incident of armed robbery on board the *Aviona*, a Liberia-registered bulk carrier on 23 August 2007 at the port of Kandla. It was reported that at about 0245hrs, six robbers boarded the ship that was anchored at the outer Tuna Buoy at approximately 22° 47.5'S, 70° 02.3'E. Please refer to the map below.

3.3.5 The robbers boarded the ship from the forecastle and were armed with wooden sticks. A crew member spotted the robbers onboard the ship, raised the alarm and blew the ship's whistle. The robbers jumped overboard and fled in a waiting fishing boat. The port control was informed of the incident through the VHF approximately an hour later. Patrol boats were dispatched to the incident area to check on fishing boats in the area as they might be involved in the incident.



Approximate Location of Incidents

Observation

3.3.6 The ISC recommends ship masters to report incidents of armed robbery immediately to the coastal state authorities. Timely reporting of an incident permits the authorities to send patrol boats or instruct boats patrolling in the vicinity to the incident area to investigate.

3.4 Incident involving the *Cape Falcon* at Manila Anchorage

Name of Ship : *Cape Falcon*
Type of Ship : Container Ship
Flag of Ship : Marshall Island
IMO Number : 9248928
GT : 14,308

3.4.1 The *Cape Falcon* reported that she was boarded at about 2200hrs on 21 August 2007 by two robbers while anchored at approximately 14° 35'N, 120° 57'E in the anchorage of Manila, Philippines. The robbers who were armed with long knives boarded the ship via the anchor chain.

3.4.2 They reportedly removed the hawse pipe cover which was secured by three wing nuts, and a six-men life raft. The robbers escaped in a small motorboat. No crew member was injured in the incident.



Approximate Location of Incident at Manila Anchorage

3.4.3 The ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that the *Cape Falcon* arrived at the port of Manila at 0845 hrs on 20 August 2007, and subsequently docked at the South Harbour at 1400hrs. The ship departed for Laem Chabang, Thailand on 21 August 2007 at 1630hrs.

3.4.4 The ReCAAP Focal Point (Philippines) also enquired the details of the incident from other law enforcement agencies which revealed that there was no such incident reported.

Observation

3.4.5 The information provided by the ReCAAP Focal Point (Philippines) revealed that the ship has already left the port of Manila at the reported time of the incident. This enables the ISC to classify the incident as one that does not fall under the ISC's definition of armed robbery. The ReCAAP ISC therefore strongly recommends ship masters to report the details of an incident to the authorities of the nearest coastal state immediately.

Part 4 - Observations for August 2007

4.1 The number of reported incidents of piracy and armed robbery against ships in the Asia region in August 2007 has increased by three-folds compared to August 2006. Overall, the following observations can be made for incidents reported in August 2007:

- a. In August 2007, there were nine actual incidents compared to August 2006 when there were four actual incidents. Of the nine incidents in August 2007, one was a very significant (Category 1) incident, two moderately significant (Category 2) incidents, five less significant (Category 3) incidents and one uncategorised. Of the four incidents reported in August 2006, three were moderately significant (Category 2) incidents and one was a less significant (Category 3) incidents.
- b. The total number of reported incidents between January and August 2007 has decreased when compared to the same period in 2006. This decrease was also matched by a decrease in the significance level of the incidents.
- c. Half of the incidents reported in August 2007 involved tankers.
- d. Eight out of the twelve reported incidents occurred while ships were either at anchor or berth.
- e. The majority of the incidents occurred during the hours of darkness.

DETAILS OF INCIDENTS IN AUGUST 2007

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAF ISC)
1.	Product tanker	02/08/2007 0100hrs	Shell jetty, Sandakan, Sabah, Malaysia	Berthed	A robber boarded the product tanker via the gangway. The crew members spotted him and chased him. The robber ran towards the forecastle, jumped overboard and escaped.	Nothing was stolen.	ICC-IMB PRC	CAT 3
2.	Bulk carrier	05/08/2007 0255hrs	00°01.3'N 117°35.1'E Bontang Anchorage, Indonesia	Anchored	Seven robbers armed with guns, knives, crowbars and steel pipes boarded the bulk carrier. The robbers held the duty officer at gunpoint and tied him up. They tried to break open the bosun store door but were unsuccessful. They stole the duty officer's walkie-talkie and other ship's store before escaping.	Crew's walkie-talkie and other ship's stores were reportedly stolen.	ICC-IMB PRC	CAT 2
3	Chemical tanker	13/08/2007 0355hrs	03°55.5'N 098°46.5'E Belawan Outer Roads, Indonesia.	Anchored	Four robbers armed with wooden sticks boarded the chemical tanker. They broke into the forward locker and tried to steal the ship's stores. The duty crew raised the alarm and sounded the ship's whistle. The crew members were mustered and they activated the fire hoses. The robbers jumped overboard and fled in a boat with a life raft.	A life raft was reportedly stolen.	ICC-IMB PRC	CAT 3
4.	Tug towing a barge Malaysia	13/08/2007 1915hrs	04°14.3'N 099°04.7'E Straits of Malacca and Singapore	Steaming	Ten robbers armed with guns boarded a tug towing a barge laden with steel billets from the port of Penang to the port of Belawan. The robbers destroyed all communication equipment on board,	The master and chief engineer were kidnapped, and later released after ransom was paid.	ReCAAP Focal Point (Singapore) Associated Press, 27 August 2007	CAT 1

S/N	Ship Name, Type of Ship, Flag, IMO No.,GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAF ISC)
					<p>stole the crew members' personal belongings and ship's documents, and abducted the ship master and the chief engineer before fleeing in their boat. The remaining six crew members on board the tug were not harmed. The crew members continued their journey to the port of Belawan and reported the incident to the Indonesian authorities who conducted an investigation of the incident.</p> <p>On 27 August 2007, the Associated Press reported that the robbers released the ship master and chief engineer after a ransom was paid. The details of the ransom and the robbers involved were not reported.</p>	Ship's communication equipment was destroyed, and the crew's personal belongings and ship's documents were stolen.		
5.	General cargo ship	18/08/2007	03°54.47'N 098°46.68'E Belawan Anchorage, Indonesia	Anchored	Robbers boarded the general cargo ship and held a crew member hostage. They stole some ship's stores and escaped. The crew member was unharmed. The local authorities were informed of the incident.	Ship's stores were reportedly stolen. A crew member was held hostage but released unharmed.	ICC-IMB PRC	CAT 3
6.	<i>MV.Rabana</i> General cargo ship Panama 7362706 5907	18/08/2007 0135hrs	Tuticorin Anchorage, India.	Anchored	An unknown number of robbers boarded the general cargo ship from a small boat, and stole four mooring ropes before escaping in a boat. A crew member on duty raised alarm and mustered the crew members. The ship master reported the incident to the Indian port control authority through the VHF. An Indian Coast Guard ship, the <i>Varuna</i> , which was patrolling about 40nm from the	Four mooring ropes were reportedly stolen.	ReCAAP Focal Point (India)	CAT 3

S/N	Ship Name, Type of Ship, Flag, IMO No.,GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAF ISC)
					incident area, also arrived at the location of the incident to investigate.			
7.	Product tanker	22/08/2007 2305 hrs	01:04.1N - 103:30.4E Karimun Anchorage, Indonesia	Anchored	Eight robbers armed with knives boarded the product tanker. The robbers tied up three duty crew members before breaking into the engine store to steal engine spares. The duty officer raised the alarm and mustered the remaining crew members. Upon hearing the alarm, the robbers jumped overboard and fled in an unlit boat.	Engine spares were reportedly stolen.	ICC-IMB PRC	CAT 2
8.	Aviona General Cargo ship Liberia 8322935	23/08/2007 2247hrs	22°47.5'N 70°02.3'E 233 Outer Tuna Buoy 06 nm, Kandla Port, India	Anchored	Robbers who were armed with wooden sticks boarded the ship from the forecandle. A crew member spotted the robbers onboard the ship, raised the alarm and blew the ship's whistle. The robbers jumped overboard and fled in a waiting fishing boat. The port control was informed of the incident through the VHF approximately an hour later. Patrol boats were dispatched to the incident area to check on fishing boats in the area as they might be involved in the incident.	Nothing was stolen.	ReCAAP Focal Point (India)	CAT 3
9.	Sichem Eva Chemical tanker Singapore 8517073 11003	24/08/2007 0055hrs	03°55.3'N 098°46.56'E Belawan Anchorage, Indonesia	Anchored	The crew members were maintaining security watches at the main deck, poop deck and the forecandle when they heard a crew member on the forecandle shouting. They alerted the bridge through the radio, and the duty officer tried to contact the crew member on the forecandle. The duty officer raised the alarm when he failed to receive a response from the crew member on the forecandle. A search was conducted, and the crew member who was on the forecandle was reportedly missing. Upon	No further information on the missing crew member.	ISC Focal Point (Singapore)	Uncategorise

S/N	Ship Name, Type of Ship,Flag, IMO No.,GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAF ISC)
					<p>reaching the forecastle, the crew members heard the sound of an engine which they believed was from a fleeing speedboat. They also discovered some foot and hand prints on the starboard side of the tanker. The crew members were not able to describe the robbers and the number of them involved in the incident.</p> <p>The ship master reported the incident to the Indonesian authorities who boarded the ship to carry out investigation. There has been no further information regarding the missing crew member..</p>			

Attempted 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
1	Yacht	05/08/2007 1535hrs	02° 18'N 107°04:48'E, Anambas Islands, Indonesia, South China Sea	Steaming	Four robbers approached the yacht from a speedboat. When the speedboat was almost alongside the yacht, a robber stood on the bow of the speedboat and attempted to board the yacht by throwing a small warp-anchor that was attached to a thin rope. The master of the yacht increased speed and undertook evasive measures. The engine of the speedboat failed, enabling the yacht to escape.	ICC-IMB PRC
2	Container ship	28/08/2007 1030hrs	06°06.9'N 098°30.7'E Straits of Malacca and Singapore	Steaming	Ten armed men attempted to board the container ship from a speedboat. However, as the container ship was steaming at a higher speed, the men were aborted their attempt.	ICC-IMB PRC
3	Bulk carrier	29/08/2007 0530hrs	02°30'S 118 °30'E Makassar Straits, Indonesia.	Steaming	Three white speedboats while underway at approximately 17kts approached the bulk carrier from the port and starboard side of the carrier. The duty officer raised the alarm, sounded the ship's whistle and mustered the crew members. The boats aborted their attempt.	ICC-IMB PRC

Other Incident (not act of piracy or armed robbery)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency
1.	<i>Cape Falcon</i> Container ship Marshall Islands 9248928 14,308	21/08/2007 2200hrs	14°35'N 120°57'E, Manila Anchorage, Philippines	Anchored	<p>Two robbers armed with long knives boarded the container ship via the anchor chain. They reportedly removed the hawse pipe cover which was secured by three wing nuts and a six-men life raft. The robbers escaped in a small motorboat.</p> <p>The ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that the <i>Cape Falcon</i> arrived at the port of Manila at 0845 hrs on 20 August 2007, and subsequently docked at the South Harbour at 1400hrs. The ship departed for Laem Chabang, Thailand from the port of Manila on 21 August 2007 at 1630hrs.</p> <p>The ReCAAP Focal Point (Philippines) enquired the details of the incident from the law enforcement agencies which revealed that the ship did not report any incident she encountered while at the port of Manila</p> <p>The information provided by the ReCAAP Focal Point enables the ISC to classify this incident as one that does not fall under the ISC's definition of armed robbery. The ReCAAP ISC therefore strongly recommends ship masters to accurately report the details of an incident to the authorities of the nearest coastal state immediately.</p>	The hawse pipe cover and six-men life raft were reportedly missing.	ReCAAP Focal Point (Philippines) ICC-IMB PRC

2.	<i>Jolind</i> Chemical tanker 8101305	13/08/2007	Chittagong, Bangladesh	Anchored	Several workers were hired to clean the propeller. The workers used a small boat and were at the area around the hull of the vessel. After cleaning, the crew members discovered that some zinc anodes were missing. The ship master reported the missing zinc anodes to the Bangladesh Coast Guard. An investigation was conducted and it was confirmed that no unauthorised person boarded the ship.	The ship's zinc anodes were reported missing.	ReCAAP Focal Point (Bangladesh)
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