



---

# Report for July 2007

---

**ReCAAP Information Sharing Centre**

456, Alexandra Road, #11-02

Singapore 119962

Tel : (65) 6376 3091

Fax : (65) 6376 3066

Web : <http://www.recaap.org>

*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.*

# Executive Summary

---

A total of twelve incidents (nine actual and three attempted) were reported in July 2007. Of the nine actual incidents, five took place at the port of Chittagong, Bangladesh, three at anchorages in Indonesian ports and one at an anchorage in Vietnam. The details of the twelve incidents are described in the Annex. Part 3 of this report features incidents at the port of Chittagong, an attempted incident involving a Chinese fishing trawler in the South China Sea and incidents at the Port of Merak, Indonesia in greater detail.

# 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:

on **Piracy** in accordance with Article 101 of the United Nations Convention 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.

<b>Category</b>	<b>Significance of Incident</b>
<b>CAT 1</b>	Very significant
<b>CAT 2</b>	Moderately significant
<b>CAT 3</b>	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 the ISC's report are not drawn to scale and the locations of incidents depicted are therefore approximations.

# Part 2 - Report for July 2007

## 2.1 Number and Significance of Incidents

2.1.1 A total of twelve incidents were reported in July 2007. Of these, nine were actual incidents and three attempted incidents. The total number of incidents reported in July 2007 is slightly higher compared to July 2006 when there were eleven reported incidents (nine actual and two attempted). Please see *Table 1* below.

	July 2007	July 2006
Actual	9	9
Attempted	3	2
<b>Total</b>	<b>12</b>	<b>11</b>

**Table 1 – Actual and attempted incidents during July 2007 and July 2006**

2.1.2 Of the nine actual incidents reported in July 2007, one was a Category 2 incident and eight were Category 3 incidents. Details of the incidents are provided in the Annex. Compared to July 2006, there was a decrease in the number of Category 2 incidents and an increase in the number of Category 3 incidents. Please see *Table 2* below.

Significance Level	July 2007	July 2006
Category 3 (Less Significant)	8	4
Category 2 (Moderately Significant)	1	5
Category 1 (Very Significant)	0	0
<b>Total</b>	<b>9</b>	<b>9</b>

**Table 2 – Significance level of incidents during July 2007 and July 2006**

2.1.3 Figure 1 shows the number of actual and attempted incidents which occurred between July 2006 and July 2007. During this period, total activity was highest in Oct 2006 and lowest in February 2007. The ISC will continue to monitor and analyse the total activity pattern.

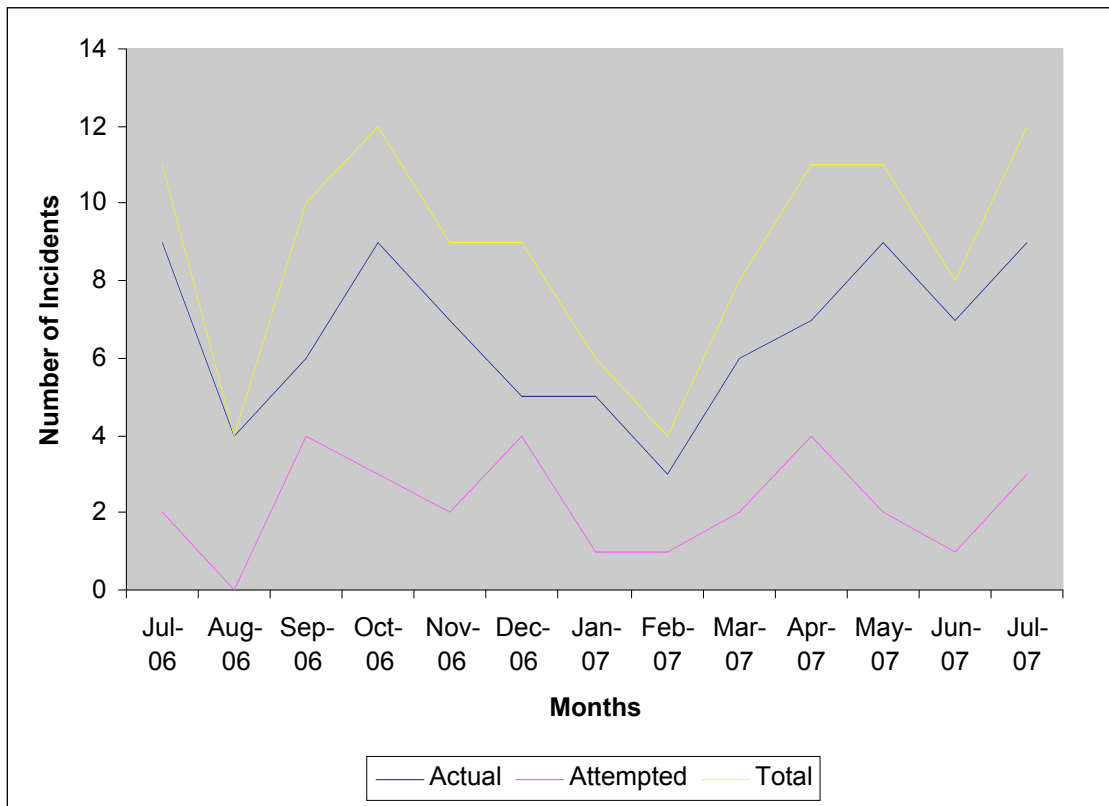


Figure 1 – Number of incidents from July 2006 to July 2007

## 2.2 Analysis of Incidents in July 2007

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents in July 2007 and July 2006. There was no incident reported in the Straits of Malacca and Singapore in July 2007 compared to July 2006 when one actual incident and one attempted incident were reported. Notably, the number of incidents reported in Bangladesh in July 2007 has increased compared to July 2006.

	July 2007		July 2006	
	Actual	Attempted	Actual	Attempted
Bangladesh	5	1	3	
Indonesia	3		5	1
Sri Lanka		1		
Straits of Malacca & Singapore			1	1
South China Sea		1		
Vietnam	1			
<b>Total</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>2</b>

**Table 3 – Location of incidents during July 2007 and July 2006**

2.2.2 **Weapons Used.** Table 4 shows the weapons used in the actual incidents in July 2007 and July 2006. No substantive conclusion can be drawn from comparing the weapons used in incidents during the two periods. The ISC notes that a large number of reported incidents do not mention the weapons used.

Incidents in July	Guns	Knives	Guns & Knives	Not stated/ Nil
July 2007		4		5
July 2006	2	3		4

**Table 4 – Weapons used in incidents during July 2007 and July 2006**

2.2.3 **Types of Ships Targeted.** Table 5 below shows that container ships and tankers were involved in a large number of incidents than other ship types in July 2007. In contrast, tankers were reportedly more commonly targeted than other ship types in July 2006.

Type of Ship	July 2007	July 2006
Container ship	3	1
Tanker	3	3
Bulk carrier	1	
General cargo ship	1	
Tug / Barge		2
Fishing boat/trawler		1
RO RO cargo ship	1	2
<b>Total</b>	<b>9</b>	<b>9</b>

**Table 5 – Types of ships involved in incidents during July 2007 and July 2006**



2.2.4 **Status of Ships.** Of the nine actual incidents reported in July 2007, seven involved ships that were anchored and two involved ships that were berthed. Of the seven incidents that involved ships at anchor, one was a Category 2 incident and six were Category 3 incidents. This is in contrast to July 2006 when there were five incidents reported involving ships at anchor of which one was a Category 2 incident and four were Category 3 incidents. There were no reports of actual incidents in July 2007 involving ships that were steaming compared to July 2006 when there were reportedly four incidents.

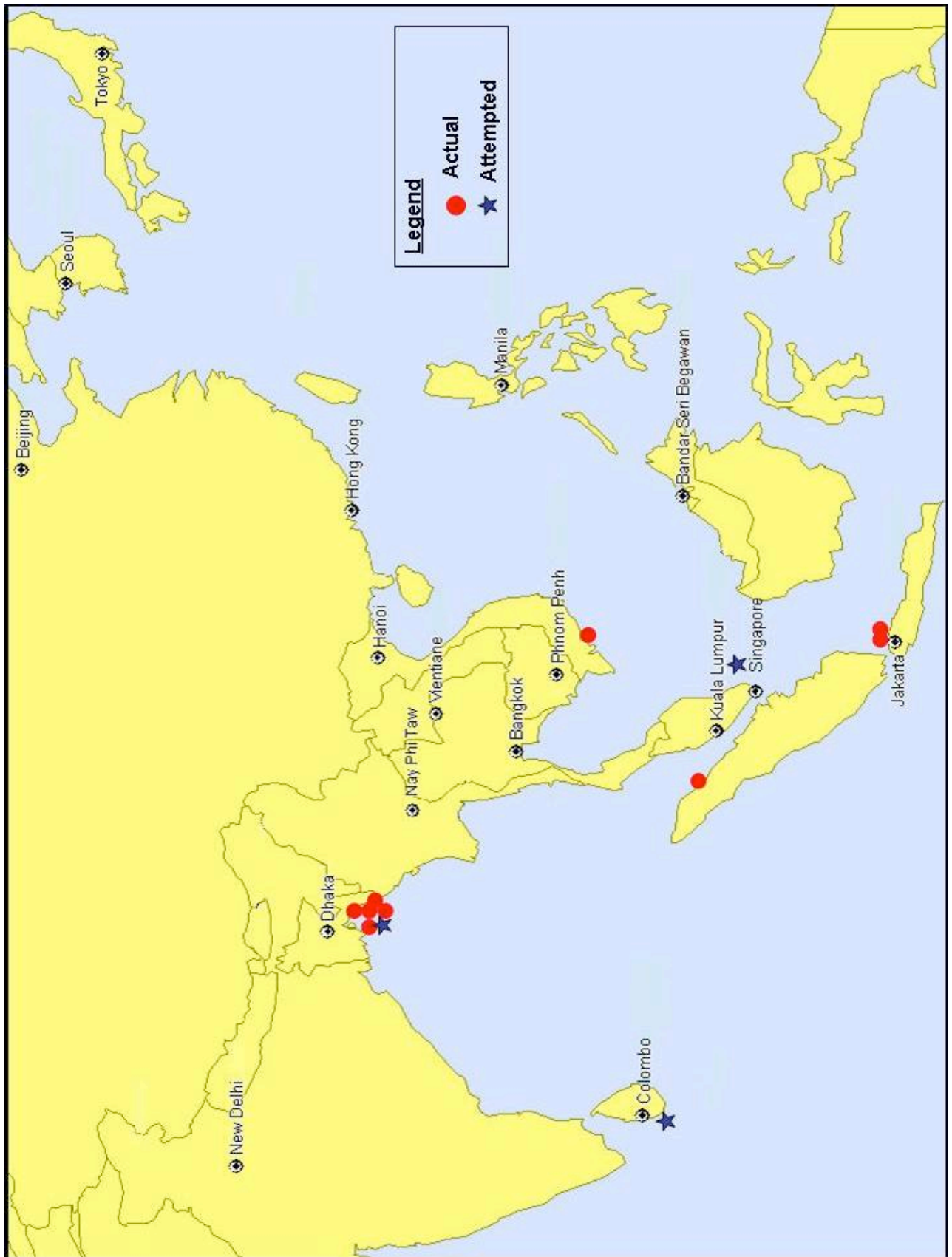
	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
<b>July 2007</b>	2	7			1	2
<b>July 2006</b>		5	4			2

**Table 6 – Status of ships during incidents in July 2007 and July 2006**

2.2.5 **Time of Incidents.** In July 2007, ten of the twelve reported incidents occurred between 1800 hrs to 0559 hrs. This is expected since ships remain most vulnerable during the hours of darkness, and is comparable to July 2006 when seven out of the eleven 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
July 2007	4	6	2		
July 2006	3	4	3	1	

**Table 7 – Local time of incidents during July 2007 and July 2006**



**Figure 1 : Location of All Incidents in July 2007**

## Part 3 - Details of Selected Incidents

### 3.1 Incidents at the Port of Chittagong, Bangladesh

3.1.1 In July 2007, five actual incidents and one attempted incident occurred at the port of Chittagong. Details of these incidents are described below.

#### Incident involving the *BBC Konan*<sup>1</sup> on 1 July 2007

Name of Ship	: <i>BBC Konan</i>
Type of Ship	: Ro-Ro cargo ship
Flag of Ship	: Isle of Man
IMO Number	: 9220641
GT	: 8,831



3.1.2 On 1 July 2007 at about 1940 hrs, the Ro-Ro cargo ship was anchored at 22° 16'N, 91° 45'E when fourteen men armed with long knives and steel bars boarded the ship from a wooden boat. The ship master mustered the crew members, raised the alarm and locked all access doors. He fired two rocket flares into the air, raised the anchor and proceeded at full speed towards the open sea.

3.1.3 The crew members caught two robbers on board the ship. The other robbers jumped overboard and escaped in the wooden boat with some of the ship's stores. The ship master reported the incident to the Bangladesh Coast Guard and the Chittagong Port Authority.

3.1.4 The ReCAAP Focal Point (Bangladesh) reported that a coast guard patrol boat was dispatched to assist in the investigation, and detained the two robbers caught by the ship crew. The two robbers were subsequently handed over to the local police for interrogation. No injuries were sustained by the crew members during the incident.

---

<sup>1</sup> *BBC Konan* was previously known as *Rickmers Filandia*.

## Incident involving the *X-Press Manaslu* on 5 July 2007 at Anchorage “B” in the port of Chittagong

Name of Ship : *X-Press Manaslu*  
Type of Ship : Container ship  
Flag of Ship : Singapore  
IMO Number : 8410342  
GT : 9,392



3.1.5 The ReCAAP Focal Point (Bangladesh) reported an incident on board the *X-Press Manaslu*. On 5 July 2007 at about 0400 hrs, the *X-Press Manaslu* was anchored at approximately 22° 14'N, 91° 48'E when several wooden boats were spotted in close proximity to the container ship. One of the wooden boats near the ship's port bow stopped its engine and pretended to seek for assistance. While the crew members attempted to prevent boarding by the men from the wooden boat, a second boat approached the container ship from its starboard quarter. The robbers from this second boat boarded the container ship using grapple hooks and stole two pieces of hawsers.

3.1.6 The robbers from the first boat attempted to board the container ship a second time, but failed. The crew members raised the alarm and directed the searchlight at the boat. The boats eventually moved away. No injuries were sustained by the crew members. The ship master reported the incident to the Bangladesh Coast Guard and Chittagong Port Authority.

3.1.7 The Bangladesh Coast Guard dispatched a patrol boat to the incident area to investigate, and detained a boat which belonged to the robbers. They also recovered two hawsers, each measuring approximately 150m long.

## Incident involving *OEL Freedom* on 13 July 2007 at Anchorage “B” in the port of Chittagong

Name of Ship : *OEL Freedom*  
Type of Ship : Container Ship  
Flag of Ship : Singapore  
IMO Number : 8510362  
GT : 10,676



3.1.8 The ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC an incident involving the Singapore-registered container ship, the *OEL Freedom*. On 13 July 2007 at 0025 hrs, the ship was anchored at 22 ° 11.6'N, 91° 45.4'E when the ship's third officer spotted six robbers armed with long knives and dressed only in pants boarding the ship from its stern. The robbers reportedly boarded from a wooden boat which was approximately 12 feet long.

3.1.9 The ship's third officer who was also the duty officer alerted the ship master who raised the alarm and mustered the crew members. After being detected, the robbers fled in their wooden boat with half a coil of mooring rope that was stolen from the ship's aft mooring drum. The crew members subsequently conducted a search of the ship. No injuries were sustained by the crew members.

3.1.10 The ship master reported the incident to the Bangladesh Coast Guard and the Chittagong Port Authority.

#### **Incident involving a bulk carrier on 18 July 2007 at Anchorage "B" in the port of Chittagong**

3.1.11 Six robbers armed with knives boarded a bulk carrier at 0500hrs. They were spotted by the duty officer who raised the alarm and mustered the crew members. The robbers fled without stealing anything.

#### **Incident involving a general cargo ship on 26 July 2007 at Dry Dock Berth No. 2 in the port of Chittagong**

3.1.12 A general cargo ship was berthed at 22 ° 16.2'N, 91° 49.1'E when a group of robbers boarded the ship from her starboard side at 2350 hrs from two boats. The robbers stole some ship's stores and fled after being detected by a crew member. The ship master reported the incident to the Bangladesh Coast Guard and the Chittagong Port Authority.

#### **Attempted incident involving a bulk carrier on 19 July 2007 at Anchorage "B" in the port of Chittagong**

3.1.13 On 19 July 2007 at 0300 hrs, twelve robbers armed with knives attempted to board a bulk carrier while she was undertaking lightering operations. The duty officer spotted them, raised the alarm and mustered the crew members. The robbers aborted the attempt.

## **Observations**

3.1.14 The ISC commends the alertness and vigilance of the ship crew in most of the above incidents which resulted in the robbers aborting their efforts. The ISC also notes that ship masters involved in the above incidents have reported their incidents to the Bangladesh Coast Guard and the Chittagong Port Authority. This enabled the Bangladesh Coast Guard to conduct investigation of the incidents by sending its patrol boats to the incident area.

3.1.15 The ReCAAP ISC encourages ship owners and masters to continue to report incidents of piracy and armed robbery to the nearest coastal state. This would allow the relevant authorities to take immediate action that may lead to the arrest of the culprits and/or recovery of stolen items.

## 3.2 Attempted incident involving *HUYU 908*

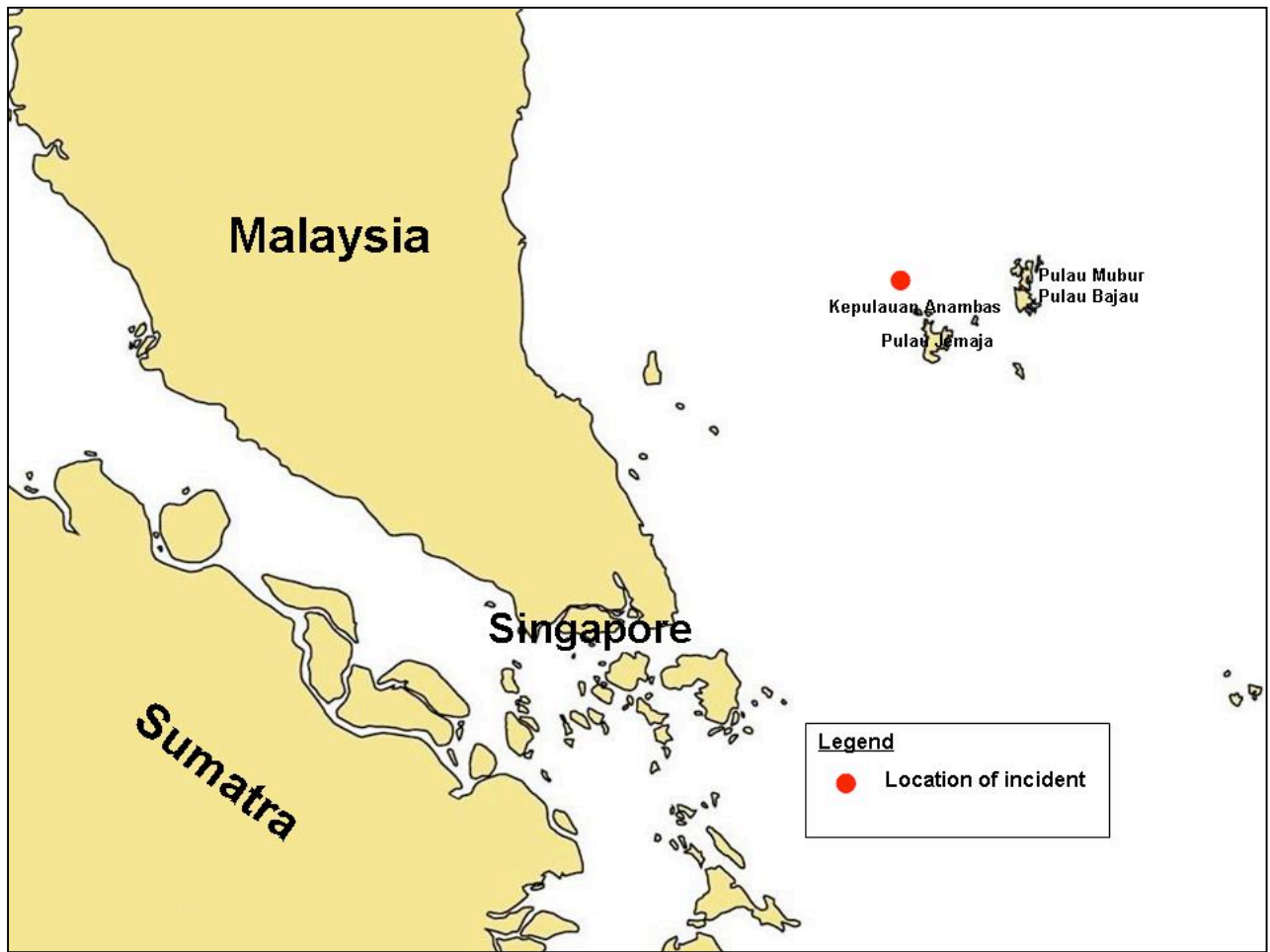
Name of Ship : *Huyu 908*  
Type of Ship : Fishing trawler  
Flag of Ship : China



3.2.1 The ReCAAP Focal Point (China) and ReCAAP Focal Point (Singapore) reported an attempted incident involving the *Huyu 908*. On 26 July 2007, the *Huyu 908* and another fishing trawler, the *Huyu 907* were underway to the next port of call at Shanghai, China. The two fishing trawlers were in the South China Sea at about 40 nm west of the Anambas Islands at 03° 16'N, 105° 27'E when five men on board a small rubber boat attempted to board the *Huyu 908*. Please see map below. The ReCAAP Focal Point (China) reported that the small rubber boat was launched from a blue tug. The *Huyu 908* passed by the rubber boat at a safe distance, but the rubber boat altered its course and moved towards the *Huyu 908*.

3.2.2 The ship master of *Huyu 908* mustered its 32 crew members on board and increased speed to deter boarding. When the robbers failed to board the *Huyu 908*, they started to shoot at the starboard side of the fishing trawler. The bullets penetrated the starboard hull of the fishing trawler's bridge, hit the dining room and damaged some pieces of glass. None of the crew members were injured in the incident.

3.2.3 The robbers subsequently fled in their rubber boat. The ship master of the *Huyu 908* reported the incident to the port authorities of China and Singapore, and the MRCCs of Malaysia and Jakarta.



### Approximate Location of Incident

#### Observations

3.2.4 This incident was reported by the ReCAAP Focal Point (China) and the ReCAAP Focal Point (Singapore). These reports from the two ReCAAP Focal Points enabled the ISC to verify the incident and report the incident accurately.

3.2.5 The timely reporting of the incident by the ReCAAP Focal Points enabled the ISC to alert the maritime community of the incident through an incident report uploaded on the ISC website.



### **3.3 Incidents occurred at the Port of Merak, Indonesia**

3.3.1 In July 2007, two incidents occurred at the port of Merak, Indonesia. One incident involved a LPG tanker and the other involved a chemical tanker. The details of these incidents are described below.

#### **Incident involving the LPG tanker on 2 July 2007**

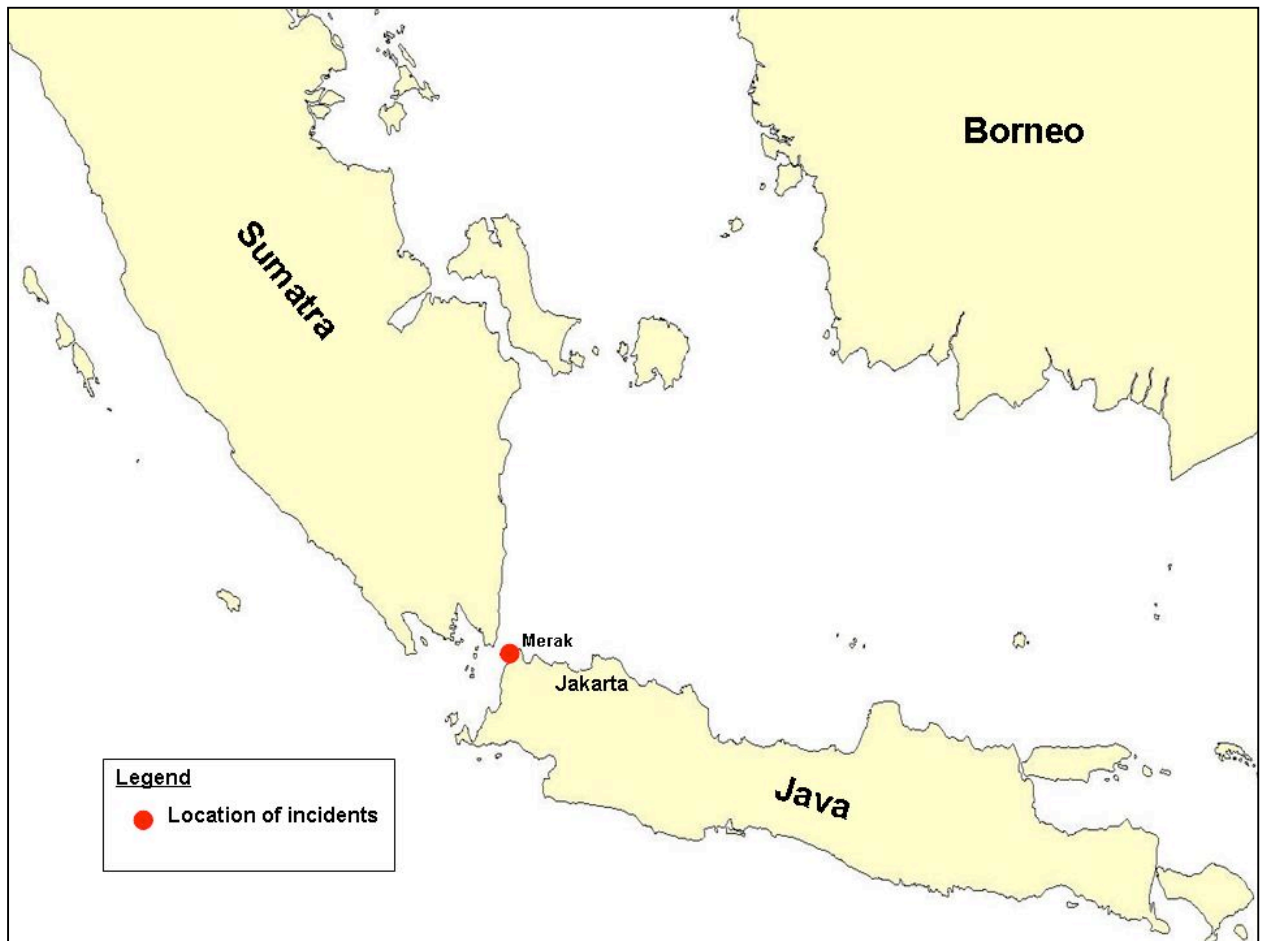
3.3.2 On 2 July 2007 at 0215 hrs, the third engineer on board the LPG tanker spotted four armed robbers in the steering flat. He informed the bridge, raised the alarm and alerted the crew. A search was carried out by the ship crew and nothing was found missing. The port control and local agents were informed about the incident.

#### **Incident involving a chemical tanker on 22 July 2007**

3.3.3 On 23 July 2007, the chemical tanker was on her way to Singapore when a crew member found the two locks to the tanker's store were tampered with. One of them, a pad lock was broken while the other, a bolt lock was left unlocked.

3.3.4 The crew members were alerted and a thorough search of the tanker was conducted. Five boxes of electrical spare parts (including generators) were found missing. All doors and the other stores were found to be secured. It is believed that the robbers have boarded the tanker via the stern mooring rope while she was berthed at the port of Merak, Indonesia on 22 July 2007. However, the boarding was not detected.

3.3.5 The ReCAAP Focal Point (Japan) reported the incident to the ISC and verified that the locks were serviceable when the ship entered the port of Merak. It is believed that the locks were damaged by robbers while the ship was berthed at the port.



### **Approximate Location of Incidents**

#### **Observation**

3.3.6 The ISC recommends that ship masters maintain anti-piracy watches and remain vigilant while their ships were at anchor or berth.

## Part 4 - Observations for July 2007

4.1 The number of reported incidents of piracy and armed robbery against ships in the Asia region in July 2007 was slightly higher than the number reported in July 2006. Overall, the ReCAAP ISC observes the following for incidents reported in July 2007:

- a. In July 2007, there was only one moderately significant (Category 2) incident compared to July 2006 when more than half of the total number of reported incidents was moderately significant (Category 2) incidents.
- b. More than half of the reported incidents in July 2007 involved container ships and tankers.
- c. There were no reported incidents involving the use of guns. This is in contrast to July 2006 when two out of the nine reported incidents involved the use of guns.
- d. All eight reported incidents occurred while ships were either at anchor or berth. There were no reports of incidents involving ships that were steaming.
- e. The majority of the incidents occurred during the hours of darkness.

**ANNEX**

**DETAILS OF INCIDENTS IN JULY 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 ReCAAP ISC)
1.	BBC Konan Ro-ro cargo ship Isle of Man 9220641 8831	01/07/2007 1940 hrs	Chittagong Anchorage, Bangladesh  22° 16'N 91° 45'E	Anchored	Fourteen robbers armed with long knives and steel bars boarded the cargo ship while it was anchored. The ship master raised the alarm, mustered the crew members and closed all access doors. He also fired rocket flares into the air, raised the anchor and proceeded at full speed towards the open sea. The crew members caught two robbers on the ship. The other robbers jumped overboard and escaped in their speedboats with the ship's stores. The ship master reported the incident to the Bangladesh Coast Guard and Chittagong Port Authority. A coast guard patrol boat arrived at the	Ship's stores stolen.	ReCAAP Focal Point (Bangladesh)	CAT 2

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 ReCAAP ISC)
					location of the incident and brought the two robbers back to the local police for interrogation.			
2.	LPG tanker	02/07/2007 0215 hrs	Port of Merak, Indonesia.  05° 59.00'S 105° 56.00'E	Anchored	The third engineer on the LPG tanker spotted four armed robbers in the steering flat. He informed the bridge, raised the alarm and alerted the crew members. A search was carried out and nothing was found missing. The port control and local agents were also informed about the incident.	Nothing stolen.	ICC-IMB PRC	CAT 3
3.	X-Press Manaslu Container ship Singapore 8410342 9392	05/07/2007 0400 hrs	Chittagong Anchorage 'B', Bangladesh.  22° 14'N 91° 48'E	Anchored	Several wooden boats were roaming near the container ship. One boat, near the port bow, stopped the engine and drifted towards the ship pretending her engine had broken down. As the crew members concentrated on this boat, another boat approached the ship unnoticed from the starboard quarter. The robbers boarded the ship using grappling	Two hawsers stolen but recovered later.	ReCAAP Focal Point (Bangladesh)	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 ReCAAP ISC)
					<p>hooks and stole two hawsers. When the robbers from the first boat tried to board again, the crew members raised the alarm and directed the search light at the boats. They moved away subsequently.</p> <p>The ReCAAP Focal Point (Bangladesh) reported that a coast guard patrol boat proceeded to the incident area to investigate, and had detained a boat and recovered two hawsers, each measuring approximately 150m long.</p>			
4.	Chemical tanker	11/07/2007 0500 hrs	Belawan Anchorage, Indonesia.	Anchored	The duty crew member spotted a robber on the forecastle deck of the tanker. He informed the duty watch officer and raised the alarm. The robber jumped overboard and escaped in an unlit boat. Some ship's stores were later found missing.	Ship's stores stolen	ICC-IMB PRC	CAT 3
5.	<i>OEL Freedom</i>	13/07/2007 0025hrs	Chittagong Anchorage 'B',	Anchored	Six robbers armed with long knives and dressed	Half a coil of mooring rope	ReCAAP Focal Point	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 ReCAAP ISC)
	Container ship Singapore 8510362 10,676		Bangladesh  22° 11.6'N 91° 45.4'E		only in pants boarded the container ship from a wooden boat approximately 12 feet long. The duty officer alerted the ship master who raised the alarm and mustered the crew members. After been detected, the robbers fled in their boat with half a coil of mooring rope that was stolen from the ship's aft mooring drum. No injuries were sustained by the crew members during the incident.	stolen.	(Singapore)	
6.	Bulk carrier	18/07/2007 0500 hrs	Chittagong 'B' Anchorage, Bangladesh.	Anchored	Six robbers armed with knives boarded the bulk carrier while at anchor. The duty officer raised the alarm and mustered all crew members. The robbers fled without stealing anything.	Nothing stolen.	ICC-IMB PRC	CAT 3
7.	<i>Bahamian Express</i> Container ship Marshall Islands 9216729	21/07/2007 0115 hrs	Ho Chi Min City Outer Anchorage, Vietnam.  10° 12.6'N 107° 07.1'E	Anchored	Five robbers armed with knives were spotted by the deck watchman boarding the container ship from a small boat. The deck watchman raised the alarm and	Paint and ship stores stolen.	ReCAAP Focal Point (Vietnam)	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 ReCAAP ISC)
	16,850				mustered the crew members. About 15 minutes later, the robbers left the ship. None of the crew members were injured. Some paint and stores from the forecastle storage were reportedly stolen.			
8.	Chemical tanker	22/07/2007	Port of Merak, Indonesia.  5° 58'S 106° 00'E	Berthed	The tanker was on her way to Singapore when a crew member discovered the two locks to the tanker's store were tampered with. One of them, a pad lock was broken while the other, a bolt lock was left unlocked. The crew members were alerted and a thorough search of the tanker was conducted. Five boxes of electrical spare parts (including generators) were found missing. All doors and the other stores were found to be secured. It is believed that the robbers have boarded the tanker via the stern mooring rope	Electrical spares missing.	ReCAAP Focal Point (Japan)	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 ReCAAP ISC)
					while she was berthed at the port of Merak, Indonesia.			
9.	General cargo ship	26/07/2007 2350 hrs	Dry Dock Berth No. 2, Chittagong, Bangladesh  22° 16.2'N 91° 49.1'E	Berthed	Robbers from two boats boarded the general cargo ship from her starboard side and stole the ship's stores. When spotted by the crew member, they escaped in their boats.	Ship's stores stolen.	ICC-IMB PRC	CAT 3

## 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.	<i>Huyu 908</i> Fishing vessel China	26/07/2007 0730 hrs	Approximately 40nm west of the Anambas Islands, South China Sea  03° 16'N 105° 27'E	Steaming	<p>The Chinese fishing vessel <i>Huyu 908</i> while under way was approached by a small rubber boat. Five men armed with guns on board the rubber boat shot at the fishing vessel and attempted to board her. The <i>Huyu 908</i> increased speed and managed to escape. The small rubber boat was launched from a blue tug.</p> <p>The bullets penetrated the starboard hull of the <i>Huyu 908</i>'s bridge and damaged three pieces of glass. No one was injured. The fishermen reported the incident to the port authorities of China and Singapore, and the MRCCs of Malaysia and Jakarta.</p>	<p>ReCAAP Focal Point (China)</p> <p>ReCAAP Focal Point (Singapore)</p>
2.	Bulk carrier	19/07/2007 0300 hrs	Chittagong Anchorage 'B', Bangladesh.	Anchored	Twelve robbers armed with knives, attempted to board the bulk carrier at anchor while she was undertaking lightering operation. The duty officer raised the alarm and mustered the crew. The robbers aborted the boarding attempt.	ICC-IMB PRC

3.	General cargo ship	22/07/2007 0830 hrs	12 nm off Sri Lanka's south-western coast  06° 01.4'N 80° 0.5'E	Steaming	Nine men on board a small and white boat with light blue hull attempted to board a general cargo ship while she was underway. However, the boat slowed down and aborted the attempt when she was about 0.1 nm abeam the ship.	ICC-IMB PRC
----	--------------------	------------------------	--	----------	---	-------------

### Other Incident (not Act of Piracy or Armed Robbery Against Ships)

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.	<i>Shoksunisa</i> 2 Fishing trawler Thailand	07/07/2007 1015 hrs	East coast of Thailand  12° 50'N 100° 2'E	Steaming	Two Cambodian crew members killed the fishing trawler's master and the rest of the Thai crew members before sinking the trawler. The Royal Thai Navy reported the incident to the ReCAAP ISC as an incident related to an internal conflict and not an act of armed robbery against ships.	ReCAAP Focal Point (Thailand)

## DETAILS OF PAST INCIDENTS<sup>2</sup>

### 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 ReCAAP ISC)
1.	<i>Chem Jasmin</i> Malta Chemical Tanker 8323393 17,612	26/06/2007 0055 hrs	Belawan Outer Anchorage, Indonesia	Anchored	The duty crew member spotted three robbers trying to open the forward locker. He informed the officer-on-watch and ran forward. One of the robbers saw him, threatened him with a knife and chased him back to the accommodation quarters. The officer raised the alarm and mustered the crew members. The robbers stole the ship's property and escaped in a small boat. The ship master informed the port control authorities. There were no injuries sustained by the crew members.	Ship's property stolen.	IMO	CAT 2

<sup>2</sup> These incidents were not reported in previous reports as the ISC was not informed about the incidents at the time of publication of the reports.

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 ReCAAP ISC)
2.	<i>Eagle Prestige</i> Container ship Panama 7724954 13,995	26/06/2007 0700 hrs	Chittagong Anchorage, Bangladesh	Anchored	The master of the container ship discovered the aft rope locker open and ship stores missing. He informed the Bangladesh Coast Guard who arrested the robbers and returned the stolen items to the ship.	Ship stores stolen but recovered and returned to ship.	IMO	CAT 3
3.	Container ship Liberia 16,731	30/06/2007 0635 hrs	Jakarta Outer Anchorage, Indonesia	Anchored	Six armed robbers from two boats boarded the container ship from her port and starboard quarters. They hit the duty crew member's head with an axe, causing severe bleeding. The ship master raised the alarm and mustered the crew members. The robbers stole the ship's stores and escaped. The ship master informed the pilot and local agent of the incident. The injured crew member was taken ashore for medical treatment.	Ship stores stolen and one crew member injured.	IMO	CAT 2
4.	<i>Cape Bonavista</i> Container ship	03/05/2007 0430 hrs	Chittagong Anchorage, Bangladesh	Anchored	Five robbers boarded the ship and stole the ship's stores. When spotted by a crew member, they	Ship's stores stolen, but recovered and returned to ship.	IMO	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 ReCAAP ISC)
	9000704 8,939				jumped overboard and escaped. The ship master reported the incident to the Bangladesh Coast Guard who recovered the stolen items and returned them to the ship master. The robbers were prosecuted.			
5.	<i>Mugat</i> Bulk Carrier Brazil	17/05/2007 0345 hrs	Chittagong Anchorage, Bangladesh	Anchored	Three robbers boarded the bulk carrier during lightering operations. They opened the aft rope locker, stole the ship's stores and escaped. The ship master reported the incident to the Bangladesh Coast Guard.	Ship's stores stolen.	IMO	CAT 3