



# Report for May 2007

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# Executive Summary

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A total of nine incidents (seven actual and two attempted) were reported in May 2007. Of the nine incidents, one took place in the South Asian region and eight in the Southeast Asian region. The details of the nine incidents are described in the Annex. Part 3 of this report features five 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.

<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 this ISC's report is not drawn to scale and the incident locations depicted are therefore approximations.

# Part 2 - Report for May 2007

## 2.1 Number and Significance of Total Incidents

2.1.1 A total of nine incidents were reported in May 2007. Of these, seven were actual incidents and two attempted incidents. The total number of incidents reported in May 2007 has declined by approximately 40% in comparison to May 2006 when there were fifteen reported incidents (ten actual and five attempted). Please see *Table 1* below.

	May 2007	May 2006
Actual	7	10
Attempted	2	5
<b>Total</b>	<b>9</b>	<b>15</b>

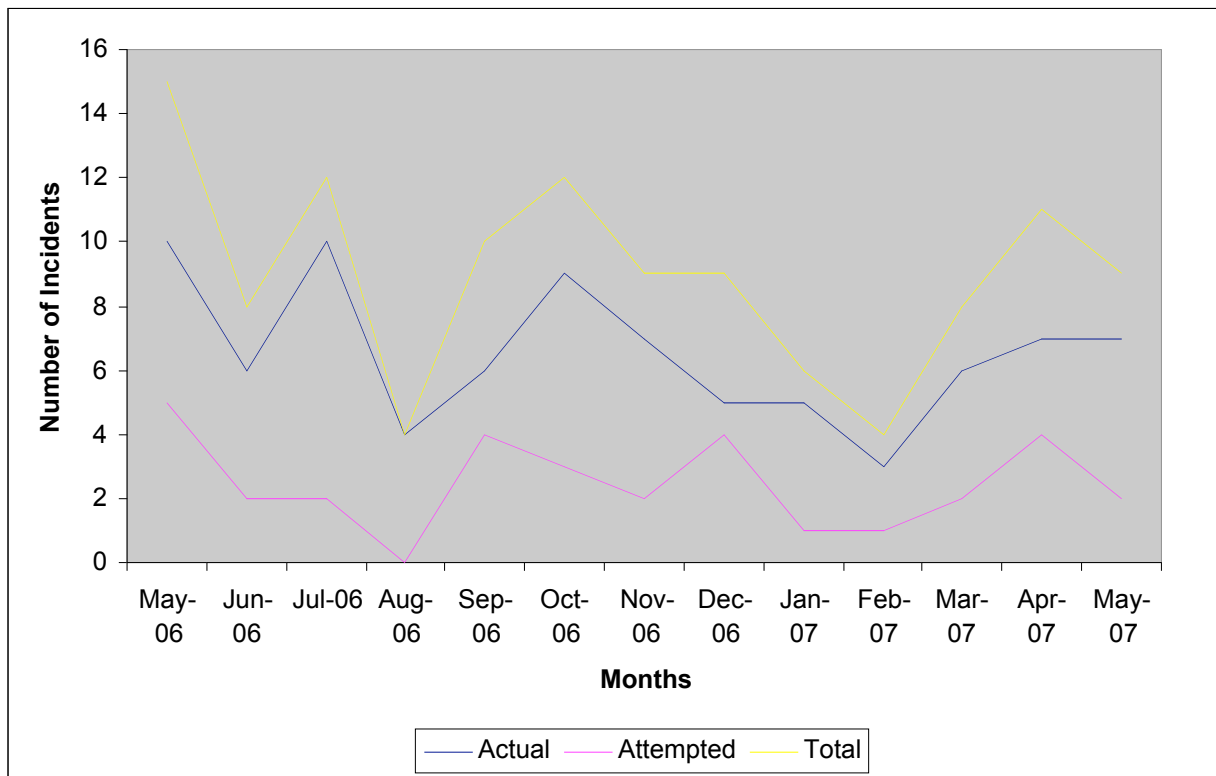
**Table 1 – Actual and attempted incidents during May 2007 and May 2006**

2.1.2 Of the seven actual incidents in May 2007, six were Category 3 incidents and one was a Category 2 incident. Details of these incidents are provided in the Annex. Compared to May 2006, there was also an overall decrease in the number of significant incidents. Of the ten incidents in May 2006, five were Category 3 incidents, two were Category 2 incidents and three were Category 1 incidents. Please see *Table 2* below.

Significance Level	May 2007	May 2006
Category 3 (Less Significant)	6	5
Category 2 (Moderately Significant)	1	2
Category 1 (Very Significant)		3
<b>Total</b>	<b>7</b>	<b>10</b>

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

2.1.3 Figure 1 shows the number of actual and attempted incidents between May 2006 to May 2007. During this period, total activity was highest in the month of May 2006, and lowest in August 2006. The ISC notes an increase in the number of reported incidents since February 2007, with eleven incidents having been reported in April 2007. Total activity has, however, declined in May 2007 with nine reported incidents. The ISC will continue to monitor and analyse the total activity pattern.



Source: ICC-IMB & ISC Focal Points

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

## 2.2 Analysis of Incidents in May 2007

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents in May 2007 and May 2006. There was no incident reported in Bangladesh in May 2007 compared to May 2006 when six actual and two attempted cases were reported. There was also no reported incident in the Straits of Malacca and Singapore in May 2007 compared to May 2006 when there one actual and one attempted incidents were reported.

	May 2007		May 2006	
	Actual	Attempted	Actual	Attempted
Bangladesh			6	2
India	1			
Indonesia	3			1
Malaysia	1	1		
Philippines		1		
Thailand				
Straits of Malacca & Singapore			1	1
South China Sea			3	1
Vietnam	2			
<b>Total</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>5</b>

Sources: ICC-IMB & ISC Focal Points

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

2.2.2 **Weapons Used.** Table 4 shows the weapons used in incidents in May 2007 and May 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 May	Guns	Knives	Guns & Knives	Not stated/ Nil
May 2007		4		5
May 2006	2	7	1	5

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

2.2.3 **Types of Ships Targeted.** Table 5 below shows that tankers were the most common targets in May 2007. This is in contrast to May 2006 when bulk carriers and container ships were involved in a larger number of incidents than other ship types.

Type of Ship	May 2007	May 2006
Container	2	4
Bulk Carrier	1	6
Tanker	5	2
General Cargo		1
Tug / Barge	1	1
Fishing Boat/Trawler		1
Vehicle Carrier		
<b>Total</b>	<b>9</b>	<b>15</b>

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

2.2.4 **Status of Ships.** Of the seven actual incidents reported in May 2007, five involved ships that were anchored, while the other two involved ships that were berthed. Of the five incidents that involved ships at anchor, one was a Category 2 incident and four were Category 3 incidents. This was similar to May 2006 when of the five incidents involving ships at anchor, one was a Category 2 incident and four were Category 3 incident. There were no reports of incidents in May 2007 involving ships that were steaming.

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

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

2.2.5 **Time of Incidents.** In the month of May 2007, seven out of the nine 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 May 2006 when twelve out of fifteen 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
May 2007	1	6	1	1	
May 2006	5	7	1	1	1

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

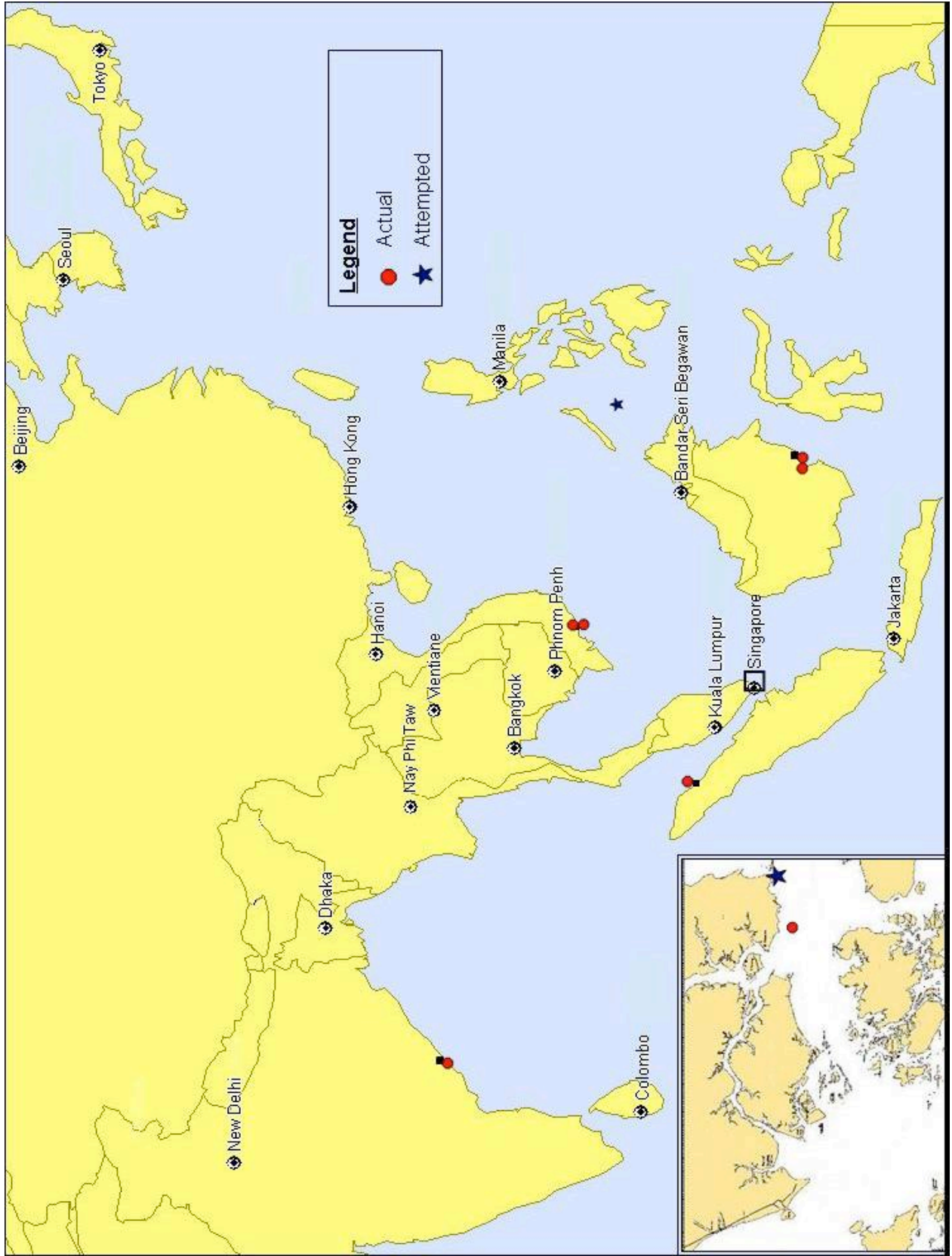


Figure 1 : Location of All Incidents in May 2007

# Part 3 - Details of Selected Incidents

## 3.1 Incidents in Straits of Malacca and Singapore

3.1.1 Between 27 April 2007 and 30 May 2007, three incidents occurred in close proximity off the south-east coast of Johor. Please see map below. All three incidents occurred when the ships were at anchor. The details of the incidents are described below.

### Incident on board the *Bunga Kelana 5* on 27 April 2007

Name of Ship	: <i>Bunga Kelana 5</i>
Type of Ship	: Crude Oil Tanker
Flag of Ship	: Malaysia
IMO Number	: 9169706
GT	: 57017

3.1.2 The Malaysia-registered crude oil tanker was anchored at about 4 nm south-west of Pulau Mungging at approximately 01° 18.9'N, 104° 14.4'E. At 0230 hrs, four robbers armed with long knives boarded the ship via the port side accommodation door that was not locked and entered the engine room.

3.1.3 The robbers tied up and blindfolded the engineer on duty in the engine room. They stole some engine spares and tools before escaping from the steering gear room door. The duty engineer sustained minor contusions on his hands.

### Attempted incident involving the *Kudam* on 25 May 2007

Name of Ship	: <i>Kudam</i>
Type of Ship	: Product Tanker
Flag of Ship	: Liberia
IMO Number	: 8021854
GT	: 62682

3.1.4 The Liberia-registered tanker was anchored at 01° 19.3'S, 104° 16.3'E, approximately 3 nm south-west of Pulau Mungging, Malaysia. At about 0315 hrs, eight men onboard a small boat attempted to board the ship from its stern.

3.1.5 The master of the tanker raised the alarm and the men fled. A search of the tanker was conducted and no items were found missing. No injuries were sustained by the crew members.

#### **Incident on board the *Kota Azam* on 30 May 2007**

Name of Ship	: <i>Kota Azam</i>
Type of Ship	: Container Ship
Flag of Ship	: Singapore
IMO Number	: 9182033
GT	: 17,652

3.1.6 The Singapore-registered container ship was anchored at the Johor anchorage at 01 ° 18.9'N, 104 ° 07.7'E when about five to six robbers armed with knives boarded the ship at 0345 hrs. They tied up the engineer and duty greaser in the engine room. When the chief officer did not receive any radio response from the engineer, he dispatched the duty crew to the engine room to investigate. Upon detection of the intrusion, the duty crew activated the alarm.

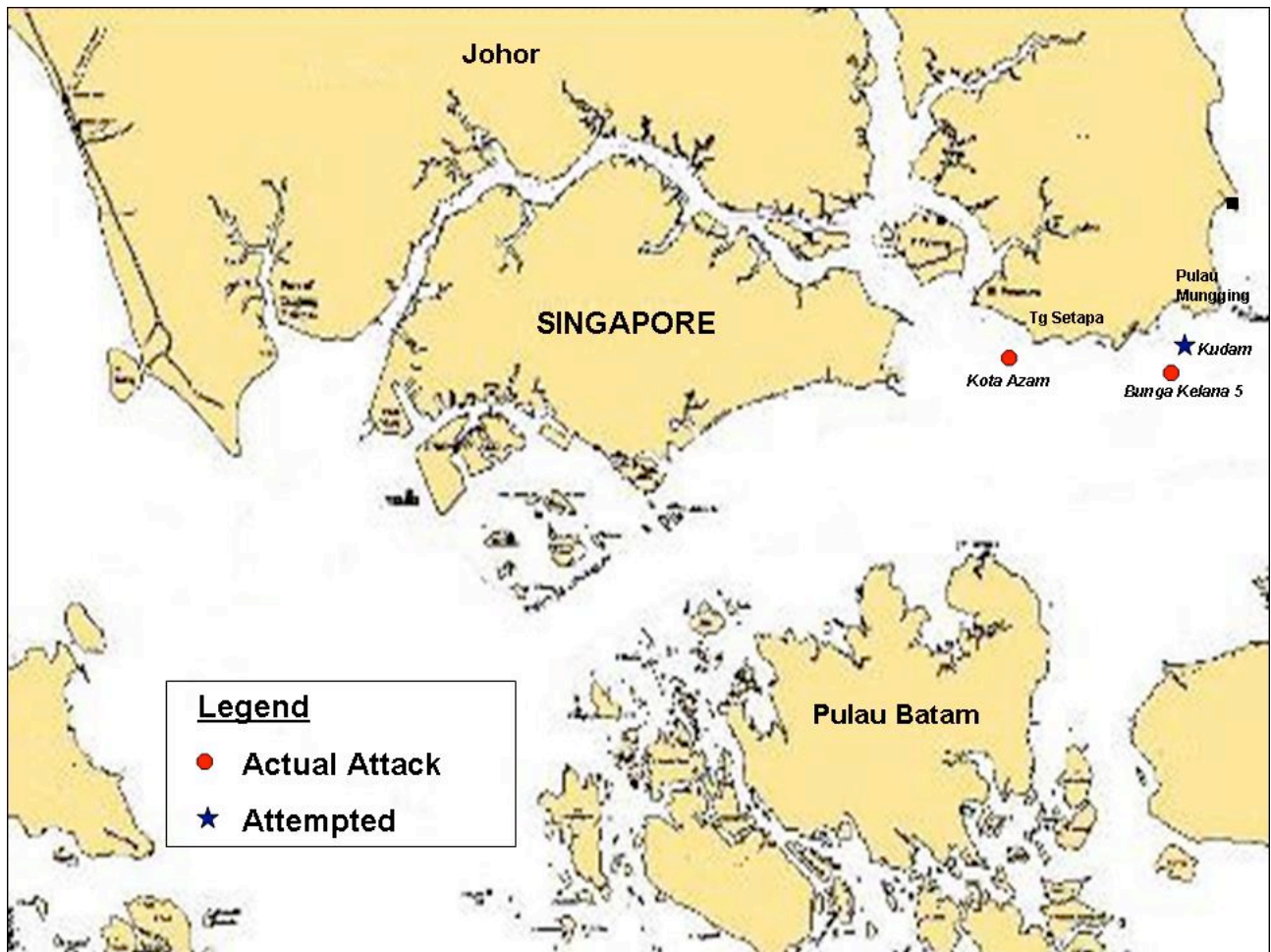
3.1.7 The shipmaster mustered the crew and conducted a search of the ship. The robbers fled the ship with some spare parts. No injuries were sustained by the crew members.

#### **Observations**

3.1.8 All the three incidents occurred when the ships were at anchor and during hours of darkness when they were most vulnerable. Ship masters and crew members are advised to be alert and adopt the necessary security measures when their ships were at anchor.

3.1.9 The ReCAAP ISC advised ship masters to exercise vigilance and maintain constant watch to deter attempted attacks. The ISC also recommends that prompt reports be extended to the authorities of the coastal state soonest so that they could respond accordingly.



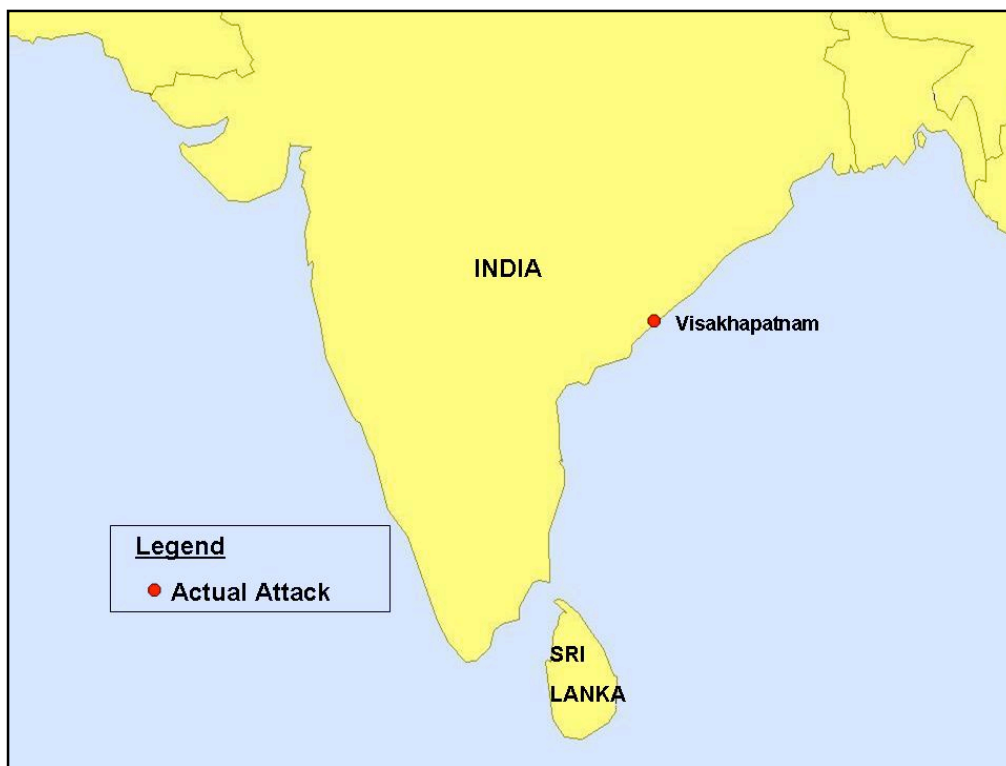


Approximate Locations of Incidents

### 3.2 Incident on board the *Onozo*

Name of Ship : *Onozo*  
Type of Ship : Crude Oil Tanker  
Flag of Ship : Liberian  
IMO Number : 8818910  
GT : 57,450

3.2.1 On 8 May 2007 at 1015 hrs, the Liberia-registered tanker was waiting for a pilot at Visakhapatnam Anchorage, India when seven robbers armed with knives boarded the tanker via its poop deck. Please see map below. Upon detection, the duty crew contacted the bridge, and all crew members went into the accommodation and locked all doors. The master of the tanker raised the alarm, activated the Ship Security Alert System (SSAS) and informed the port control authority and the ship's local agent.



**Approximate Location of Incident**

3.2.2 The ISC Focal Point (India) reported that the robbers jumped overboard and escaped with one mooring rope stolen from the deck. No one was injured. The Indian authorities had arrested four persons involved in the incident and recovered the mooring rope. The Indian authorities are investigating the incident. Please see picture of the recovered rope below.



**Picture of the Recovered Rope**

### **Observation**

3.2.3 The ReCAAP ISC encourages ship owners and masters to report incidents of piracy and armed robbery to the nearest coastal state. This incident demonstrates the swift action by the law enforcement agency in responding to the reported incident which led to the arrest of the culprits and recovery of the stolen item.

### 3.4 Incident on board the *Thanadol*

3.4.1 The ISC Focal Point (Thailand) clarified an incident which occurred on 22 May 2007 involving the hijacking of a tanker in the Gulf of Thailand as reported by the IMB PRC. Please see map below. It was reported that the tanker was supplying fuel oil to fishing vessels at sea when it was approached by an ex-crew member who came alongside the tanker in a boat. The ex-crew member boarded the tanker, hijacked it and shot dead the ship master. One of the tanker's crew members jumped overboard and was subsequently rescued by a passing fishing boat. He reported the incident to the Royal Thai Navy and Thai Marine Police who dispatched police boats and navy aircraft to locate the tanker. The authorities located the tanker with three crew members on board and arrested the man.

3.4.2 The ISC Focal Point (Thailand) clarified that the man was an ex-crew member who was dismissed from the shipping company a week earlier, and had apparently returned to hijack the tanker.



**Approximate Location of incident**

#### **Observation**

3.4.3 Based on the inputs from the ISC Focal Point (Thailand), this was an incident of an ex-crew member who was dismissed from the company and returned to seek vengeance on his ex-colleagues. Hence, the ISC and ISC Focal Point (Thailand) do not consider this a typical incident of armed robbery under the ReCAAP ISC's definition.

## Part 4 - Observations for May 2007

4.1 The reported number of incidents of piracy and armed robbery against ships in the Asia region in May 2007 has dropped by 40% from fifteen in May 2006 to nine in May 2007. Overall, the following observations can be made for incidents reported in May 2007:

- a. In May 2007, there was only one moderately significant incident (Category 2) while the remaining were less significant incidents (Category 3). This is in contrast to May 2006 when half of the total number of the incidents were either very significant (Category 1) or Category 2 incidents.
- b. More than half of the reported incidents involved tankers.
- c. Five of nine reported incidents occurred while ships were at anchor.
- d. The majority of the incidents occurred during the hours of darkness.

**ANNEX****DETAILS OF INCIDENTS IN MAY 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.	Bulk Carrier	03/05/2007 0315 hrs	Balikpapan Port, Indonesia  01° 11.7'S 116° 46.8'E	Berthed	Robbers boarded the bulk carrier while in her final stage of cargo operations at berth and all crew members were busy. The robbers reportedly stole ship's stores and escaped unnoticed.	Ship's stores stolen.	ICC-IMB PRC	CAT 3
2.	Product Tanker	07/05/2007 0200 hrs	Balikpapan Pertamina Jetty No. 2, Indonesia.  01° 16.81'S 116° 48.56'E	Berthed	Three robbers armed with long knives boarded the product tanker via the forecastle while the tanker was waiting for her pilot. The duty officer noticed the robbers and raised the alarm, sounded the ship's whistle and alerted the crew. The robbers jumped overboard and escaped in a speedboat. No injuries were sustained by the crew members, and no items	Nothing stolen	ICC-IMB PRC	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)
					stolen.			
3.	MT Onozo Tanker Liberian 8818910 57,450	08/05/2007 1015 hrs	Visakhapatnam Anchorage, India.  17° 38.3'N 83° 22'E	Anchored	Seven robbers armed with knives boarded the tanker at anchor via the poop deck. The duty crew notified the bridge and all crew went into the accommodation quarters and locked all doors. The master raised the alarm, activated the SSAS and informed both the port control and local agent. The robbers jumped overboard and escaped with ship stores. No crew member was injured. The India authorities arrested four persons and recovered the mooring rope. The case is under investigation by the Indian authorities.	Ship's stores stolen		CAT 2
4.	Container ship	08/05/2007 1343 hrs	Vung Tau Anchorage, Vietnam  10° 15.6'N 107° 04.9'E	Anchored	Five robbers boarded the container ship via the anchor chain and broke open the forecastle store. They were spotted by a crew member who raised the alarm. The robbers managed to steal the	Ship's stores stolen.		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)
					ship's stores and escaped via the anchor chain to a waiting boat.			
5.	Product Tanker	10/05/2007 0300hrs	Belawan Anchorage, Indonesia  03° 55.35'N 98° 46.79'E	Anchored	Five robbers armed with knives and crowbars boarded the product tanker via the anchor chain using hooks. They broke the padlock to the paint store and stole ship's stores. The duty crew member noticed the robbers and informed the Duty Officer who raised the alarm and sounded the ships whistle. All crew members were mustered. The robbers jumped overboard and escaped in a speedboat. No injuries were sustained by the crew members.	Ship's stores stolen.	ICC-IMB PRC	CAT 3
6.	Product Tanker	23/05/2007 0310 hrs	Vung Tau Anchorage, Vietnam  10° 15.6'N 107° 04.9'E	Anchored	Robbers from a speedboat boarded the tanker while it was anchored. The duty crew member spotted them and informed the Duty Officer who raised the alarm and mustered the crew. The robbers stole ship's stores and	Ship's stores stolen	ICC-IMB PRC	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)
					escaped in the waiting speedboat. The port control and ship's agent were informed.			
7.	<i>Kota Azam</i> Container ship Singapore 9182033 17,652	30/05/2007 0345 hrs	Johor Anchorage, approximately 1.7 nm south west of Tanjung Setapa, Malaysia  1° 18.9' N, 104° 7.7' E		<u>About six robbers armed with knives boarded the ship while at anchor. The duty crew member activated the alarm when discovered the robbers in the engine room. The robbers fled when the alarm was activated. Some spare parts were stolen from the engine room. No crew member was injured.</u>	Engine spares stolen.	ISC Focal Point (Singapore)	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>Surya Putra</i> 5 Tug <i>Surya Cackra</i> 5 Barge	09/05/2007 1800 hrs	Sulu Sea, Philippines  7° 47' N, 120° 21' E	Steaming	A speedboat carrying fifteen armed men wearing face masks approached a tug boat that was towing a barge. The speedboat came within a distance of about 150 meters from the tug before stopping apparently due to engine problems. This allowed the tug to escape.	ISC Focal Point (Philippines)
2.	<i>Kudam</i> Tanker Liberia 8021854 62,682	25/05/2007 0315 hrs	Approximately 3 nm south-west of Pulau Mungging, Malaysia  1° 19.3' N, 104° 16.3' E	Anchored	While at anchor, the tanker was approached by a small boat with eight men on board. The men attempted to board the tanker from her stern.  The ship's master raised the alarm and the small boat fled. The crew conducted a search of the ship and found no damage or items missing.	ISC Focal Point (Singapore)

### 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 Incidents	Reporting Agency
1.	Port Pirie Bulk Carrier Hong Kong 9155315 18,070	17/05/2007 0340 hrs	Celebes Sea  02° 54'N 119° 40'E	Steaming	<p>The bulk carrier while sailing in the Celebes Sea was chased by a speedboat. The master of the bulk carrier sounded the alarm, informed the crew over the PA system and locked all entrances to the accommodation rooms. The speedboat ordered the bulk carrier to stop for boarding and inspection of the ship documents and cargoes. However, the master did not comply as he was not certain of the identity of the speedboat. The speedboat fired some warning shots which reportedly damaged the bulk carrier's starboard side glass and starboard compass repeater cover. Paint was peeled off at various places on the accommodation bulkheads.</p> <p>The bulk carrier continued at full speed, activated the ship security alert system and contacted the shipping company and the authorities to verify the identity of the speedboat. The ISC subsequently established with the Indonesian Navy that the speedboat was from the Indonesian Navy and that the firing of warning shots was part of</p>	ISC Contact Point (Hong Kong)

					<p>its graduated procedures when ships did not respond.</p> <p>The master of the bulk carrier explained that the ship did not comply with the initial request to stop as he was not aware that the Indonesian Navy was conducting checks on commercial ships plying the area. The master subsequently cooperated with the Indonesian Navy after verifying its identity, by providing the required information over the VHF. No crew member was injured in the incident.</p> <p>The ISC has confirmed with the Indonesian authorities that this was not an incident of piracy or armed robbery.</p>	
2.	Bulk Carrier	10/05/2007 1830 hrs	Celebes Sea 03° 18'N 123° 33'E	Steaming	<p>A small and unidentified craft followed the bulk carrier from a distance of 2.5 miles. The small craft had its search light aimed at the stern and bridge which prevent the crew members from identifying it. The craft closed to eight cables and radioed the ship to inform that they were an Indonesian Navy patrol boat. They asked the ship to slow down and enquired as to the type of cargo onboard. The master asked the craft to illuminate itself for identification. The craft replied that it only wanted to know the type of cargo on board. The master refused to slow down the ship as he was suspicious. He raised the alarm, mustered the crew members and took anti-piracy measures. The craft closed to a distance of about six cables, slowed down and moved away.</p>	<p>ISC Contact Point (Hong Kong)</p> <p>ICC-IMB PRC</p>

					<p>This incident occurred in the same vicinity as the <i>Port Pirie</i> on 17/05/2007. Pending further information on the incident from the ISC Contact Point (Hong Kong) and the Indonesian authorities, the ISC does not classify this incident as one of armed robbery at this juncture.</p>	
3.	' <i>Thanadol</i> ' Tanker	24/05/2007 0200 hrs	Gulf of Siam, Thailand  07° 45'N 102° 02'E	Steaming	<p>The tanker was supplying fuel oil to fishing vessels at sea when it was approached by an ex-crew member who came alongside the tanker in a boat. The ex-crew member boarded the tanker and hijacked it. He shot dead the master of tanker. One of the tanker's crew members jumped overboard the tanker and was subsequently rescued by a fishing boat. He reported the incident to the Royal Thai Navy and Thai Marine Police who dispatched police boats and navy aircraft to locate the tanker. The authorities located the tanker with three crew members on board and arrested the man.</p> <p>The ISC Focal Point (Thailand) clarified that the man was an ex-crew member who was dismissed from the shipping company a week earlier, and had apparently returned to hijack the tanker.</p> <p>Based on the inputs from the ISC Focal Point (Thailand), this was an incident of an ex-crew member who was dismissed from the company and returned to hijack the tanker to seek vengeance on his ex-colleagues.</p>	ISC Focal Point (Thailand)

					Hence, the ISC and ISC Focal Point (Thailand) do not consider this a typical incident of armed robbery under the ReCAAP ISC's definition.	
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