



Report for November 2007

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Executive Summary

In November 2007, a total of seven incidents were reported in the Asia region. Of these, three were actual incidents and four were attempted incidents. Overall, there was a slight decrease in the number of actual incidents reported in November 2007 compared to November 2006. However, there was an increase in the number of attempted incidents in November 2007 compared to November 2006. In November 2007, there were a total of three cases of attempted piracy, of which two occurred in the South China Sea and one in the Straits of Malacca and Singapore. The details of the incidents are described in the Annex.

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 type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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 November 2007

2.1 Number and Significance of Incidents

2.1.1 A total of seven incidents were reported in November 2007. Of these, three were actual incidents and four were attempted incidents. Of the four attempted incidents reported, three took place on the high seas. The ISC has classified these incidents as cases of attempted piracy. Overall, the total number of incidents reported in November 2007 has declined compared to November 2006. A total of nine incidents were reported in November 2006, of which seven were actual incidents and two were attempted incidents. The decline can be attributed to the decrease in the number of actual incidents reported in November 2007 compared to November 2006. However, there was an increase in the number of attempted incidents reported from two in November 2006 to four in November 2007. Please see *Table 1* below.

	November 2007	November 2006
Actual	3	7
Attempted	4	2
Total	7	9

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

2.1.2 Of the three actual incidents in November 2007, one was a Category 2 incident and two were Category 3 incidents. Details of these incidents are provided in the Annex. In November 2006, four out of the seven actual incidents reported were Category 2 incidents, and three were Category 3 incidents. The ISC notes that there has been a considerable decrease in the moderately significant (Category 2) incidents in November 2007 compared to November 2006. Please see *Table 2* below.

Significance Level	November 2007	November 2006
Category 1 (Very Significant)	0	0
Category 2 (Moderately Significant)	1	4
Category 3 (Less Significant)	2	3
Total	3	7

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

2.1.3 Figure 1 shows the number of actual and attempted incidents that occurred between November 2006 and November 2007. During this period, total activity was highest between July and August 2007, and lowest in February 2007. The ISC also observes that the number of attempted incidents reported in November 2007 was higher than the number of actual incidents reported. This may be the result of the pro-active and evasive measures undertaken by ship masters in avoiding attacks by pirates and armed robbers against their ships. The ISC advises ship masters to continue remaining vigilant and taking pro-active measures whenever they are approached by suspicious boats.

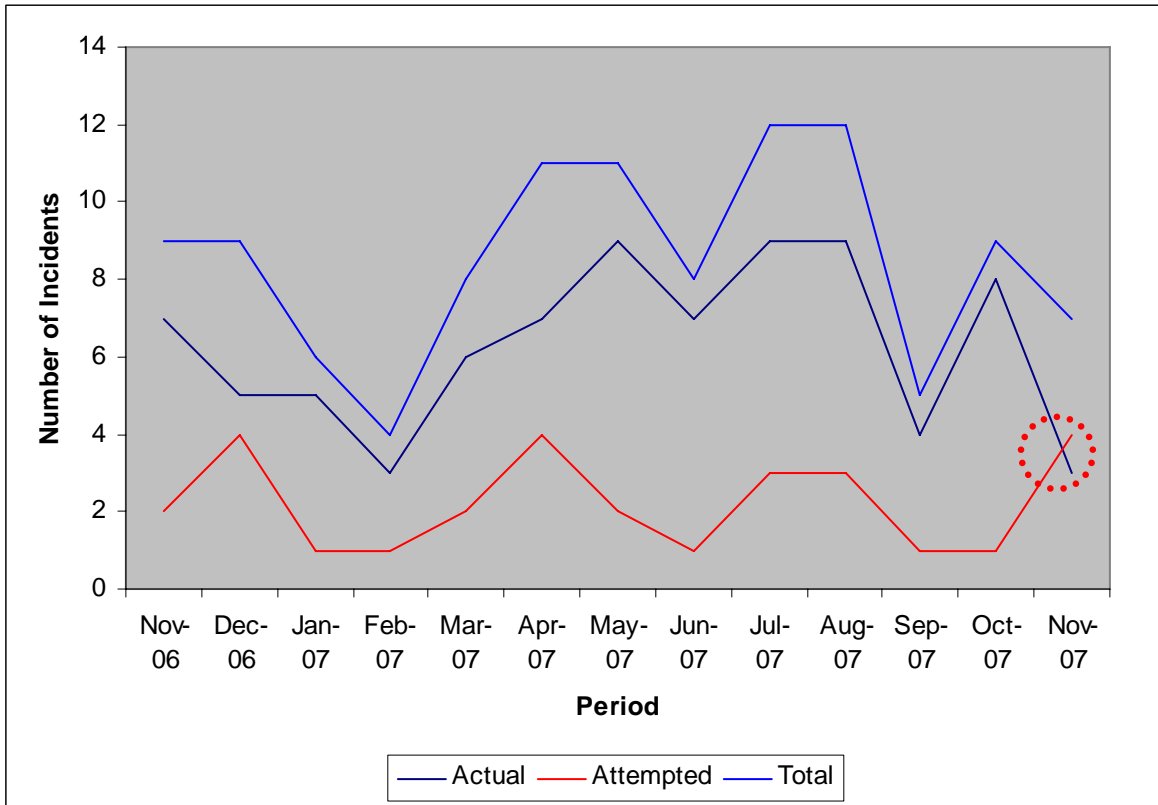


Figure 1 – Number of incidents from November 2006 to November 2007

2.2 Analysis of Incidents in November 2007

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents in November 2007 and November 2006. There was an increase in the activity level in the South China Sea in November 2007. The two attempted incidents reported in the South China Sea were cases of attempted piracy. There were also two attempted incidents reported in the Straits of Malacca and Singapore, one of which was a case of attempted piracy. There was no incident reported in Bangladesh in November 2007, compared to November 2006 when two incidents were reported. In

case of Indonesia, there was one actual incident reported in November 2007 compared to four actual incidents reported in November 2006.

	November 2007		November 2006	
	Actual	Attempted	Actual	Attempted
Arabian Sea				
Bangladesh			2	
India	1			
Indonesia	1		4	
Sri Lanka				
Malaysia			1	
Philippines				
Thailand				
Straits of Malacca & Singapore		2		2
South China Sea		2		
Vietnam	1			
Total	3	4	7	2

Table 3 – Location of incidents during November 2007 and November 2006

2.2.2 **Weapons Used.** Table 4 shows the weapons used in actual incidents in November 2007 and November 2006. The ISC’s preliminary observation is that knives were more commonly used in the incidents reported during these two periods. However, the ISC will continue to monitor this trend and further analyse its significance.

Incidents in October	Guns	Knives	Guns & Knives	Not stated/ Nil
November 2007	1	2		
November 2006		5	1	1

Table 4 – Weapons used in actual incidents during November 2007 and November 2006

2.2.3 **Types of Ships Targeted.** Tankers were involved in two of the three actual incidents reported in November 2007. See Table 5 below. This is in contrast to November 2006 when bulk carriers were more commonly targeted compared to other ship types. The ISC notes that the Category 2 incident reported in November 2007 involved a chemical tanker while three of the four Category 2 incidents reported in November 2006 involved bulk carriers.

Type of Ship	November 2007	November 2006
Container ship		1
Bulk Carrier		4
Product Tanker		1
Chemical Tanker	2	
General Cargo	1	1
Tug/Barge		
Fishing Boat/Trawler		
Not known		
Total	3	7

Table 5 – Types of ships involved in actual incidents during November 2007 and November 2006

2.2.4 **Status of Ships.** Of the seven incidents reported in November 2007, five involved ships that were steaming, with four of these five being attempted cases. In November 2006, five of the seven actual incidents reported involved ships that were anchored. The other two actual incidents involved ships that were berthed.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
November 2007	1	1	1			4
November 2006	2	5				2

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

2.2.5 **Time of Incidents.** The three actual incidents reported in November 2007 occurred between 1800 hrs to 0559 hrs. This is expected as ships are most vulnerable during the hours of darkness, and is comparable to November 2006 when five out of seven reported incidents occurred during the same time period.

	1800 hrs to 2359 hrs	2400 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs
November 2007		3		
November 2006	1	4	2	

Table 7 – Local time of incidents during November 2007 and November 2006

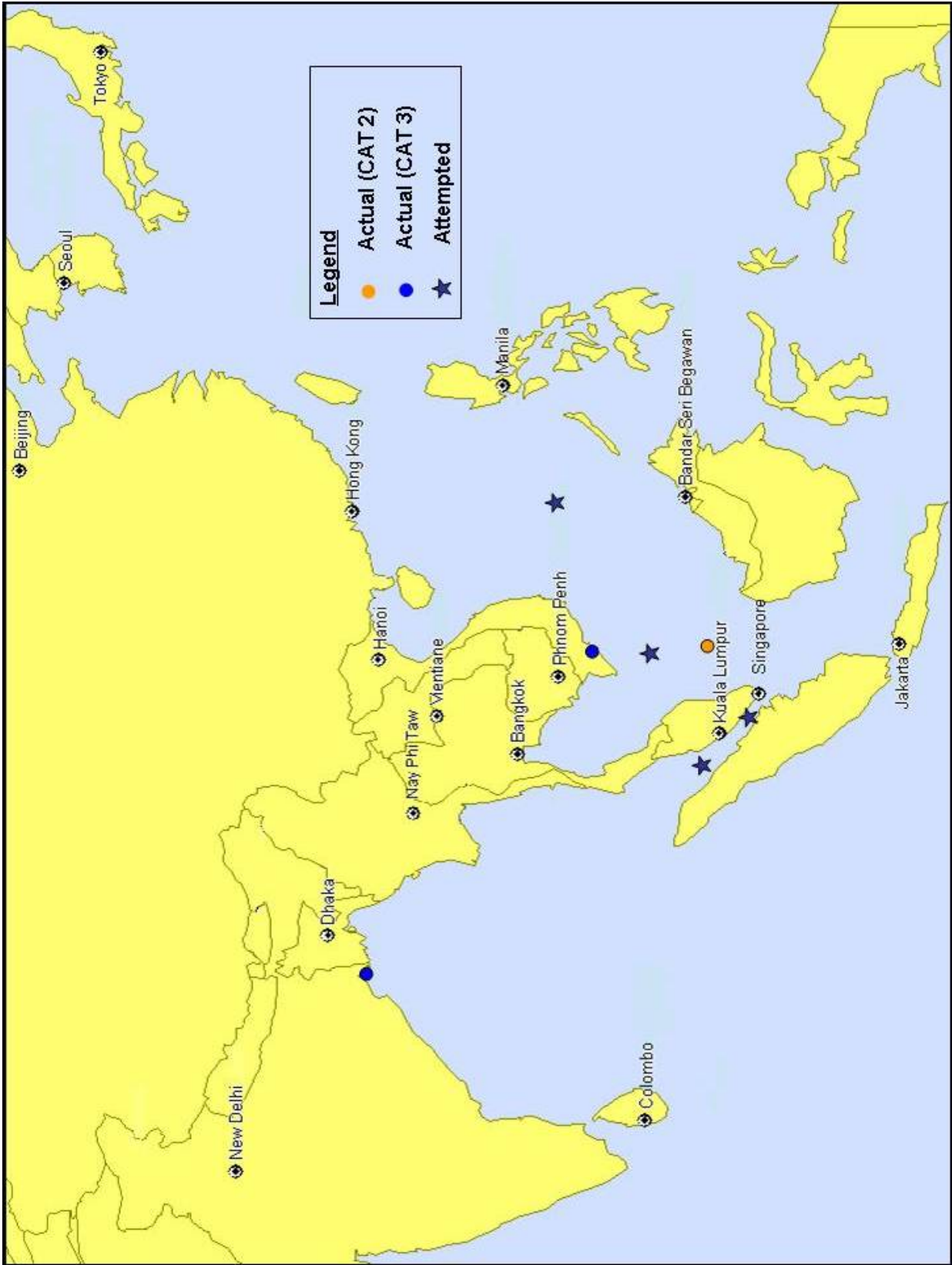


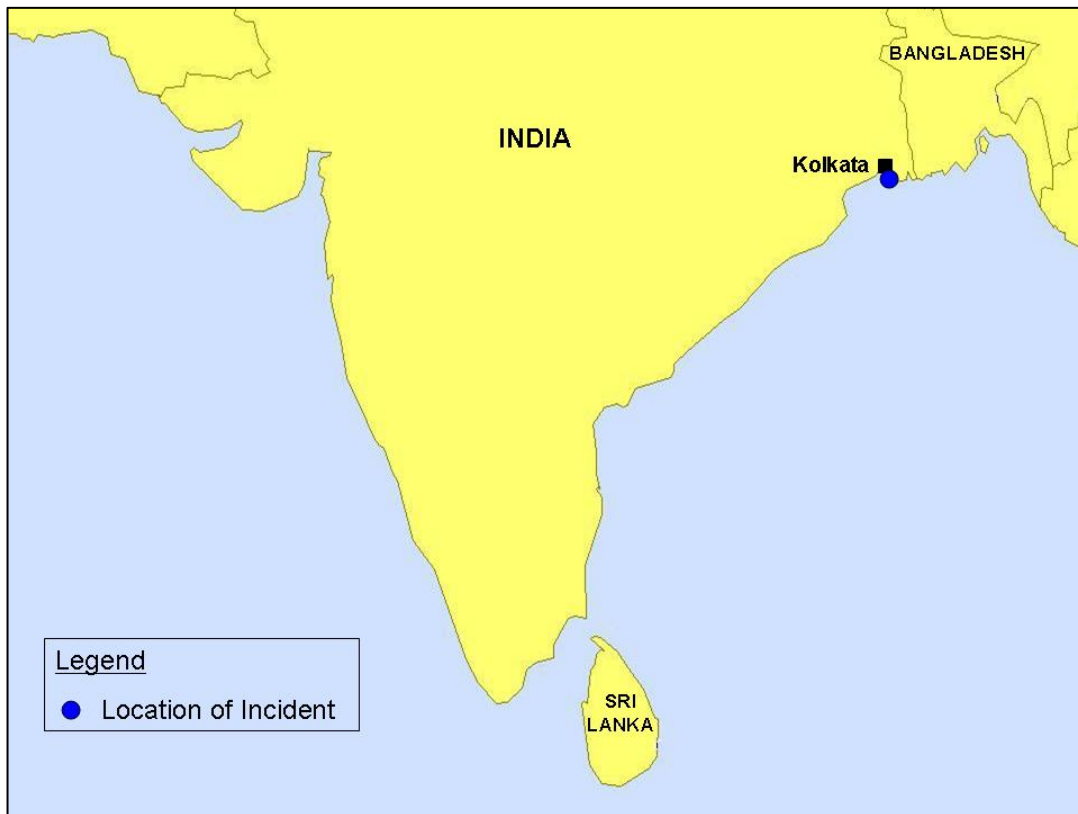
Figure 2 : Location of All Incidents in November 2007

Part 3 - Details of Selected Incidents

3.1 Incident on board the *Southern Zebra*

Name of Ship : *Southern Zebra*
Type of Ship : Chemical Tanker
Flag of Ship : Panama
IMO Number : 9312406
GT : 5,551

3.1.1 The ReCAAP Focal Point (India) and the ReCAAP Focal Point (Japan) reported to the Information Sharing Centre (ISC) an incident on board the *Southern Zebra*, a Panama-registered chemical tanker. The tanker anchored at 21 ° 40'N, 088° 0.1'E at Sagar Lighthouse, off Kolkata, at 1640hrs on 3 November 2007. Please refer to the map below.



Location of Incident

3.1.2 At about 0130hrs on 4 November 2007, some crew members who were on security watch at the stern spotted six robbers armed with knives on the deck of the ship. They informed the duty officer who mustered all crew members on the navigation deck, raised the general alarm and activated the ship's anti-piracy measures. The duty officer also reported the incident to the harbour pilots.

3.1.3 Having been detected, the robbers jumped into the waters, and escaped with a mooring rope in a small boat. There were no injuries to the crew members.

Past Incident

3.1.4 Earlier this year, another Panama-registered chemical tanker, the *Shimakaze* was involved in a Category 3 incident off Sagar roads. On 8 March 2007, the chemical tanker was anchored at 21 ° 39.95'N, 088° 01.05'E when a robber boarded the tanker from its poop deck at about 0345 hrs. Two officers on board the ship raised the alarm and mustered the crew when they spotted the robber. The robber jumped overboard and escaped with the ship's stores in a small wooden boat.

Recommendation

3.1.5 The ReCAAP ISC advises ship masters to remain vigilant and maintain security watches while their ship was at anchor or berth. If intrusions are detected on board the ship, the ship master must immediately adopt preventive measures such as raising alarm, mustering the crew and activating the ship's anti-piracy measures.

3.2 Incident on board the *Marinus Green*

Name of Ship : *Marinus Green*
Type of Ship : General Cargo Ship
Flag of Ship : Netherlands
IMO Number : 9208198
GT : 11,894

3.2.1 The ReCAAP Focal Point (Vietnam) reported to the Information Sharing Centre (ISC) an incident on board a Dutch-registered general cargo ship, the *Marinus Green*. On 11 November 2007 at 0305 hrs the ship was berthed at Phu My Port, Vietnam, at 10° 35'N, 107° 01'E when the duty officer spotted four robbers at the forecandle armed with knives and an axe. The duty officer immediately informed the shipmaster who raised the alarm, mustered the crew and reported the incident to the port authorities.

3.2.2 At about 0310hrs, the port authorities boarded the ship. The authorities spotted two men jumping overboard from the forecandle, and escaped in a small motorboat. The other two robbers could not be located. Four fire hoses, three firehose nozzles and ten lashing straps were reportedly missing. The robbers also damaged four padlocks.



Location of Incident

Observation

3.2.3 The ReCAAP ISC encourages ship masters to report all incidents of armed robbery and piracy to the nearest coastal state immediately. This will allow the relevant authorities to conduct investigations at the earliest possible time.

3.3 Incident of attempted piracy involving the *MV Al Mutanabbi*

Name of Ship : *MV Al Mutanabbi*
Type of Ship : Container Ship
Flag of Ship : Bahrain
IMO Number : 9152272
GT : 48,154



3.3.1 The ReCAAP Focal Point (Vietnam) reported to the Information Sharing Centre (ISC) an incident involving a Bahrain-registered container ship, *MV Al Mutanabbi*. On 27 November 2007, the *MV Al-Mutanabbi* was steaming through the South China Sea enroute from Singapore to Pusan, the Republic of Korea.

3.3.2 At about 1430hrs, the ship was at 06° 46.0' N, 107° 50.0' E when two small boats were spotted about 4nm on the starboard of the ship. Please refer to the map below. The two wooden boats appeared to be moving on a course that would narrowly cross the *MV Al Mutababbi's* bow. The boats were blue in colour, about six to eight metres long and powered by outboard motors. A total of five men were on board these two boats.



Location of Incident

3.3.3 One of the two boats suddenly altered its course towards the portside of the *MV Al Mutababbi*, and appeared to close in on the container ship from its port bow. The ship master undertook evasive measures to prevent boarding, and the boats eventually gave up the attempt.

3.3.4 The incident was reported to the Vietnam Marine Police which also functions as the ReCAAP Focal Point of Vietnam.

Observation

3.3.5 The quick evasive measures undertaken by the ship master prevented the attempted boarding by the robbers.

Recommendation

3.3.6 The ReCAAP ISC advises ship masters to adopt early preventive measures to prevent occurrence of an incident.

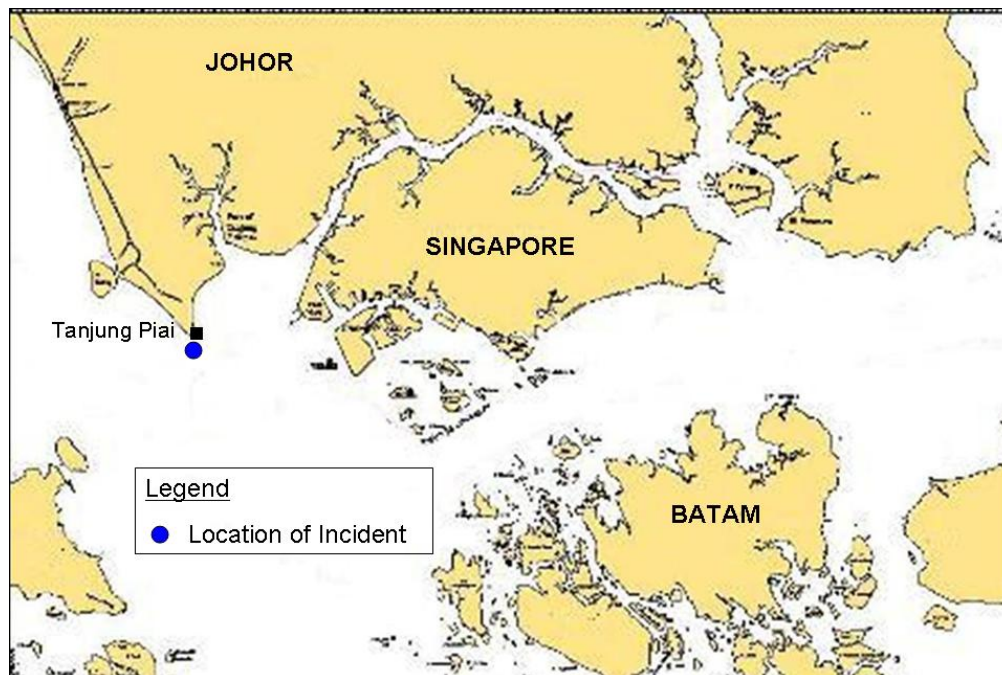
3.4 Incident on board the *Eurydice*

Name of Ship : *Eurydice*
Type of Ship : Crude Oil Tanker
Flag of Ship : Liberia
IMO Number : 8319938
GT : 52,862



3.4.1 The ReCAAP Focal Point (Singapore) reported to the Information Sharing Centre (ISC) an incident onboard the Liberian-registered tanker, the *Eurydice*. On 5 November 2007, the tanker was anchored approximately 1.5nm off Tanjung Piai, Johor, at 01° 14.23'N, 103° 30.76'E when the ship master informed the Singapore and Malaysian authorities that a robber was on board the ship. At about 2335hrs, the ship master reported that the crew members had apprehended the robber.

3.4.2 The shipmaster updated the authorities that the male robber was confined at the forward store guarded by four crew members. The suspect was about 25 years of age, unarmed, and was believed to have boarded the ship from its hawse pipe.



Location of Incident

Response by the Malaysian authorities

3.4.3 The Malaysian authorities confirmed that they received a request from the *Eurydice* to apprehend a suspected robber at 0020hrs on 6 November 2007. Upon receiving the request, the authorities immediately dispatched a ship to the location to investigate and provide other assistance to the ship. The suspected robber was handed over to the Malaysian authorities at 0420hrs, and eventually taken to the Pontian Police Station.

3.4.4 The Initial investigation by the Malaysian authorities revealed that the suspect was a Thai national and was carrying a tube of toothpaste and a tooth brush. The suspect claimed that he had fallen off from a Thai fishing vessel. The ISC understands that the Malaysian authorities intend to prosecute the man under the Immigration Act for not having valid document to enter Malaysia.

Observation

3.4.5 The follow-up investigation by the Malaysian authorities and its intention to prosecute the suspect under the Immigration Act provides more clarity on the nature of the incident. The ReCAAP ISC does not classify this incident as an act of armed robbery.

Recommendation

3.4.6 The ISC encourages ship masters and owners to report incidents of armed robbery and piracy to their nearest coastal state so that the relevant enforcement agencies can board the ship for investigation.

Part 4 - Observations for November 2007

4.1 The total number of reported incidents of piracy and armed robbery against ships in the Asia region in November 2007 was lower than the number reported in November 2006. However, the number of attempted incidents reported in November 2007 was higher than the number reported in November 2006. Overall, the following observations can be made for incidents reported in November 2007:

- a. There was a decline in the total number of incidents reported in November 2007 compared to November 2006.
- b. In November 2007, there was only one Category 2 incident and four Category 3 incidents compared to November 2006 when there were four Category 2 incidents and three Category 3 incidents.
- c. Of the four attempted incidents reported in November 2007, three occurred while the ships were steaming in international waters and were cases of attempted piracy
- d. There was an increase in activity in the South China Sea reported in November 2007 compared to November 2006, while there was a decrease in the number of cases in Indonesia and Bangladesh when comparing the two periods.
- e. The majority of the incidents occurred during the hours of darkness.

ANNEX

DETAILS OF INCIDENTS IN NOVEMBER 2007

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency	Significance Level (as classified by the ReCAAP ISC)
1.	<i>Southern Zebra</i> Chemical Tanker Panama 9312406 5,551	04/11/2007 0130hrs	21° 40' N 088° 01' E Sagar Roads, off Kolkata, India	Anchored	Some crew members who were on security watch at the stern spotted six robbers armed with knives on the deck of the ship. They informed the duty officer who mustered all crew members on the navigation deck, raised the general alarm and activated the ship's anti-piracy measures. The duty officer also reported the incident to the harbour pilots. Having been detected, the robbers jumped into the waters and escaped with a mooring rope in a small boat. There were no injuries to the crew members.	ReCAAP Focal Point (India), ReCAAP Focal Point (Japan)	CAT 3
2.	<i>Marinus Green</i> General Cargo Ship Netherlands 920819 11,894	11/11/2007 0305hrs	10° 35' N 107° 01' E Phu My Port, Berth A	Berthed	The duty officer spotted four robbers at the forecandle armed with knives and an axe. He immediately informed the shipmaster who raised the alarm, mustered the crew and informed the port authorities of the boarding. The incident was reported to the port authorities who boarded the ship. At about 0310hrs, the port authorities boarded the ship. The authorities spotted two men jumping overboard from the forecandle, and escaped in a small motorboat. The other two robbers could not	ReCAAP Focal Point (Vietnam)	CAT 3

					be located. Four fire hoses, three firehose nozzles and ten lashing straps were reportedly missing. The robbers also damaged four padlocks.		
3.	Chemical Tanker	19/11/2007 0100hrs	03° 13' N 105° 23' E Off Mangkai Island, Indonesia	Steaming	A crew member reportedly spotted a robber with a gun on the poop deck. The alarm was raised, all crew were mustered and lights were switched on. A search of the vessel was conducted but nobody was found. The duty officer noticed an unlit craft moving away from the vessel	ICC-IMB	CAT 2

Attempted Incident

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.	General Cargo Ship	01/11/2007 1320hrs	01° 52.5' N 102° 9.5' E Straits of Malacca and Singapore	Steaming	An unlit small boat moving at high speed attempted to close in to the ship. The ship master switched on the deck lights and mustered all crew members. The ship also increased its speed and took evasive maneuvers. After trailing the general cargo ship for an hour and half, the speed boat aborted its attempt. The incident was reported to the Malaysian authorities at Port Klang.	ICC-IMB
2.	General Cargo Ship	05/11/2007 2150hrs	12° 33' N 113° 42' E South China Sea	Steaming	A boat trailed the general cargo ship at a range of 100m for about an hour. The crew members were mustered and the ship's fire hoses with pressurised jets were prepared. The master reported that the distance between the boat and the ship slowly increased over time. The boat aborted its attempt, and the vessel continued its passage.	ICC-IMB
3.	Chemical Tanker	06/11/2007 2130hrs	03° 55.2' N 99° 46.2' E Straits of Malacca and Singapore	Steaming	An unidentified small wooden boat approached the ship. The officer who spotted the boat raised the alarm and sounded the ship's whistle. The crew members were mustered and the search light was directed at the boat. The boat came within 150m of the ship before aborting the attempt.	ICC-IMB
4.	<i>MV Al Mutanabbi</i> Container ship Bahrain 9152272 48,154	27/11/2007 1430hrs	06° 46.0' N 107° 50.0' E South China Sea	Steaming	The container ship was steaming through the South China Sea enroute from Singapore to Pusan, the Republic of Korea when two small boats were spotted about 4nm on the starboard of the ship. The two wooden boats appeared to be moving on a course that would narrowly cross the <i>MV Al Mutababbi's</i> bow, and were blue in colour, about six to eight metres long and powered by outboard motors. A total of five men were onboard these two boats.	ReCAAP Focal Point (Vietnam)

					One of the two boats suddenly altered its course towards the portside of the <i>MV Al Mutababi</i> , and appeared to close in on the ship from its port bow. The ship master undertook evasive measures to prevent boarding, and the boats eventually gave up the attempt.	
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Other Incidents (not classified as acts 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.	<i>Eurydice</i> Liberia Oil Tanker 8319938 52,862	05/11/2007 2335 hrs	01° 14.23' N 103° 30.76' E Off Tanjung Piai, Malaysia	Anchored	<p>The shipmaster informed the Singapore and Malaysian authorities that a robber was suspected to have boarded the ship. The suspected robber was subsequently apprehended by the crew members onboard the ship and confined to the forward store with four crew members guarding him. The suspect was about 25 years of age, unarmed, and was believed to have boarded the ship from its hawse pipe. The Malaysian authorities who received the report from the ship immediately dispatched a ship to the location to investigate the incident and provide other assistance to the ship. The suspected robber was handed over to the Malaysian authorities and eventually taken to the Pontian Police Station.</p> <p>The initial investigation by the Malaysian authorities revealed that the suspect was a Thai national and was reportedly carrying a tube of toothpaste and a tooth brush. The suspect claimed that he had fallen off from a Thai fishing vessel. The ISC understands that the Malaysian authorities intend to prosecute the man under the Immigration Act for not having valid document to enter Malaysia.</p>	<p>ReCAAP Focal Point (Singapore),</p> <p>Further details were provided by the Malaysian authorities at the request of the ReCAAP ISC.</p>
2.	Product Tanker	29/11/2007 0351hrs	03° 51' N 98° 48' E SBM Belawan, Indonesia	Anchored	The duty crew member spotted two robbers hiding under the windlass. The alarm was raised. The robbers jumped over board and fled in their speedboat.	<p>ICC-IMB</p> <p>At the ISC's request for more information on this incident, the Indonesian authorities</p>

