



Report for October 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

In October 2007, a total of ten incidents of piracy and armed robbery against ships were reported in the Asia region. Of these, nine were actual incidents and one was an attempted incident. The details of the incidents are described in the Annex.

Compared to October 2006, there was a decrease in the total number of incidents reported in October 2007. In October 2006, a total of 12 incidents were reported, of which eight were actual incidents and four were attempted incidents. Of the four attempted incidents which occurred in October 2006, one was a case of attempted piracy which took place in the Arabian Sea.

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 October 2007

2.1 Number and Significance of Total Incidents

2.1.1 A total of ten incidents were reported in October 2007. Of these, nine were actual incidents and one was an attempted incident. Notably, one of the actual incidents was categorized as an incident of piracy that occurred in the northern region of the Straits of Malacca and Singapore. Overall, the total number of incidents in October 2007 has declined compared to October 2006. This was attributed to the decline in the number of attempted incidents reported in October 2007 compared to October 2006. A total of 12 incidents were reported in October 2006, of which eight were actual incidents and four were attempted incidents. Please see *Table 1* below.

	October 2007	October 2006
Actual	9	8
Attempted	1	4
Total	10	12

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

2.1.2 Of the nine actual incidents in October 2007, one was a Category 2 incident and eight were Category 3 incidents. Details of these incidents are provided in the Annex. In October 2006, two out of the eight actual incidents reported were Category 2 incidents, and six were Category 3 incidents. Please see *Table 2* below.

Significance Level	October 2007	October 2006
Category 1 (Very Significant)	0	0
Category 2 (Moderately Significant)	1	2
Category 3 (Less Significant)	8	6
Total	9	8

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

2.1.3 Figure 1 shows the number of actual and attempted incidents that occurred between October 2006 and October 2007. During this period, total activity was highest in August 2007, and lowest in February 2007.

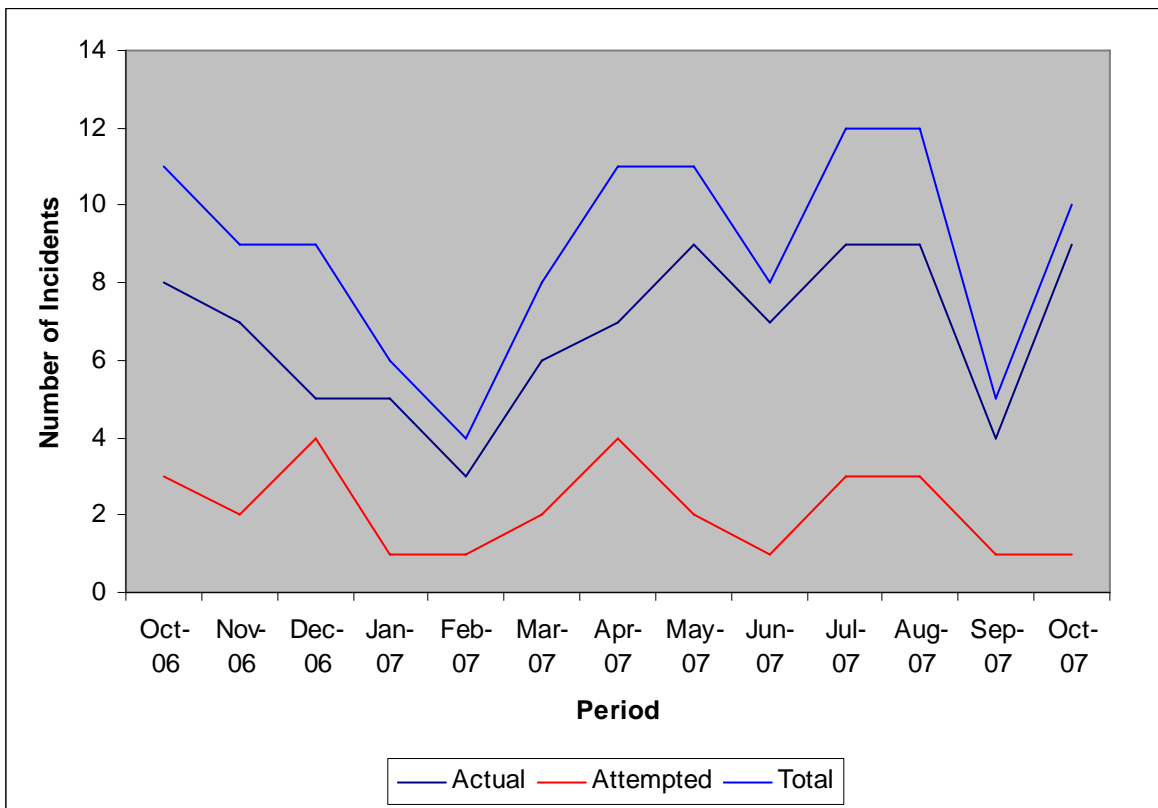


Figure 1 – Number of incidents from October 2006 to October 2007

2.2 Analysis of Incidents in October 2007

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents in October 2007 and October 2006. Overall there was a decline in the number of reported incidents in October 2007 compared to October 2006. The decline is most apparent in Bangladesh. There were two incidents reported in Bangladesh in October 2007, compared to five incidents (three actual and two attempted) reported in October 2006.

	October 2007		October 2006	
	Actual	Attempted	Actual	Attempted
Arabian Sea				1
Bangladesh	2		3	2
India	2		1	
Indonesia	2	1	3	
Sri Lanka				
Malaysia				
Philippines	2		1	
Thailand				
Straits of Malacca & Singapore	1			1
South China Sea				
Vietnam				
Total	9	1	8	4

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

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

Incidents in October	Guns	Knives	Guns & Knives	Not stated/ Nil
October 2007		2		7
October 2006	1	3		4

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

2.2.3 **Types of Ships Targeted.** There is no specific type of ship that was targeted in October 2007. See Table 5 below. This is in contrast to October 2006 when bulk carriers were most common targets compared to other ship types. The ISC notes that the Category 2 incident in October 2007 involved a tug and barge while the two Category 2 incidents in October 2006 involved a fishing boat and a container ship. This is consistent with the general finding that slower moving ships are relatively more susceptible to attack.

Type of Ship	October 2007	October 2006
Container ship	2	2
Bulk Carrier	1	4
Product Tanker	1	1
Tanker	1	
General Cargo	2	
Tug/Barge	1	
Fishing Boat/Trawler		1
Not known	1	
Total	9	8

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

2.2.4 **Status of Ships.** Of the nine actual incidents reported in October 2007, seven incidents involved ships that were anchored, and two involved ships that were steaming. Of the two incidents that involved ship while steaming in October 2007, one was a Category 2 incident. In October 2006, of the eight actual incidents reported, seven involved ships that were anchored and one involved a ship that was steaming. The incident that involved ship that was steaming was a Category 2 incident. The ISC notes that ships at anchor were more vulnerable to attacks compared to ships that were steaming, and ships that were steaming if attacked were likely to be moderately significant incidents.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
October 2007		7	2			1
October 2006		7	1		2	2

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

2.2.5 **Time of Incidents.** In October 2007, eight out of ten reported incidents occurred between 1800 hrs to 0600 hrs. This is expected as ships are most vulnerable during the hours of darkness, and is comparable to October 2006 when nine out of 12 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
October 2007	1	7	1	1
October 2006	3	6	2	1

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

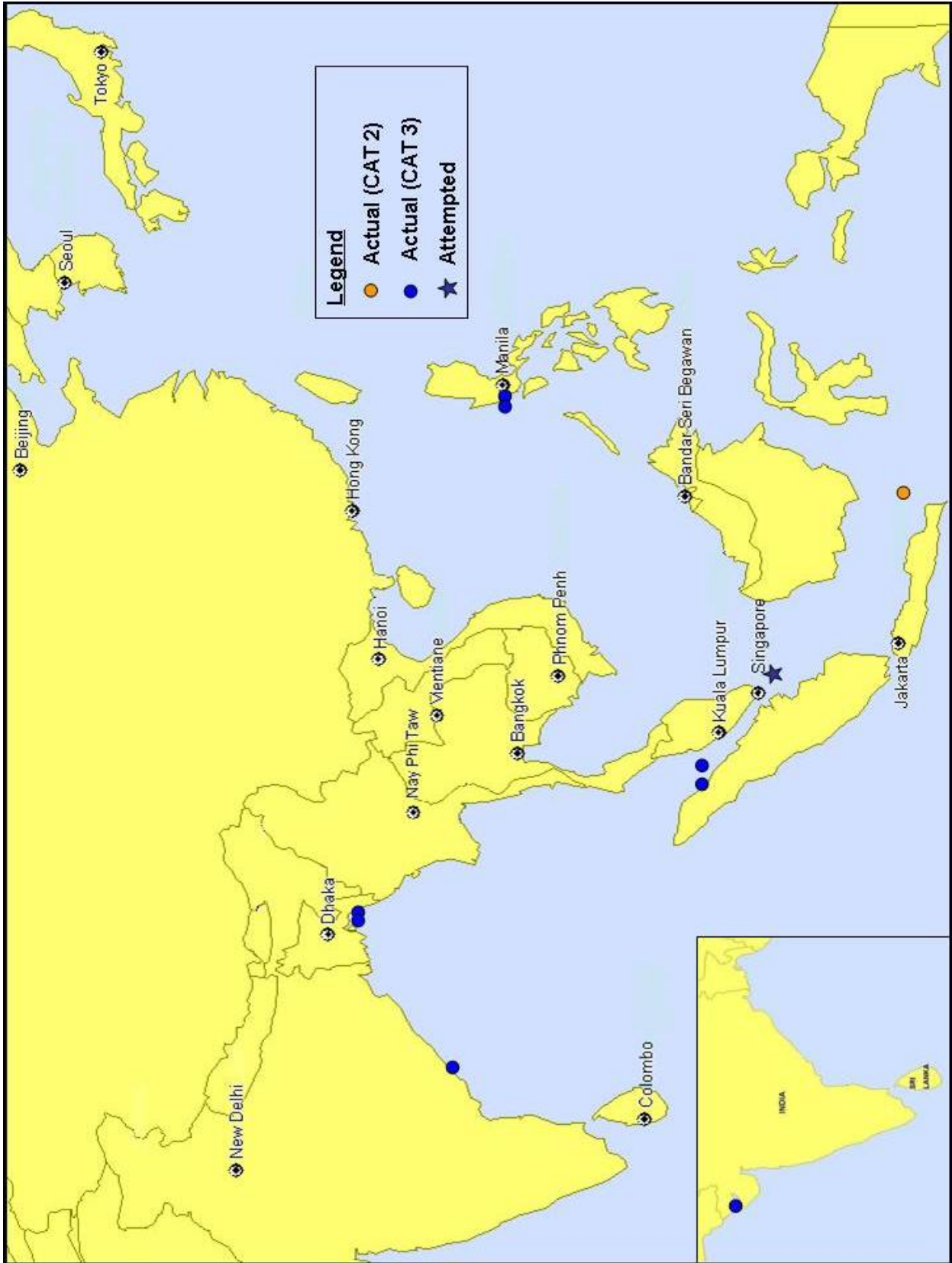


Figure 2 : Location of All Incidents in October 2007

Part 3 - Details of Selected Incidents

3.1 Incident of Piracy in the Straits of Malacca and Singapore Involving the *Kota Teraju*

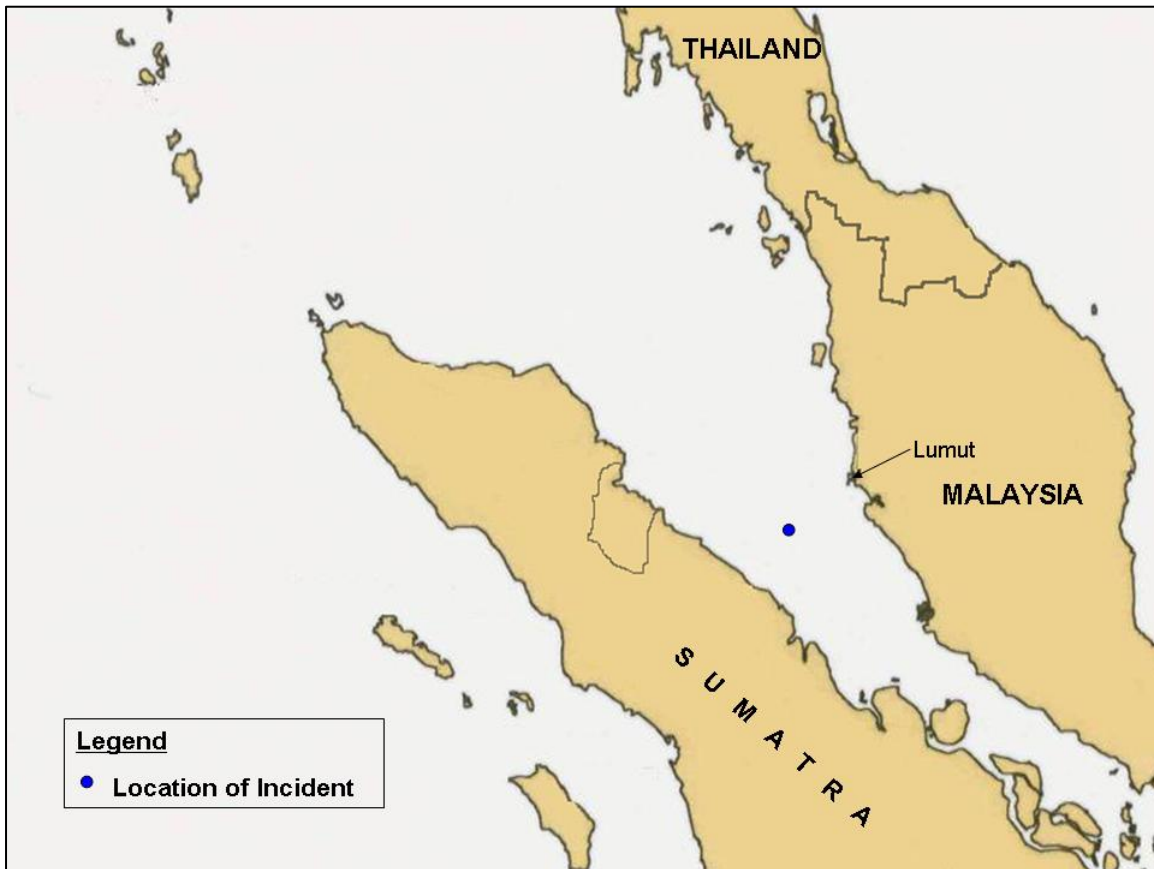
Name of Ship : *Kota Teraju*
Type of Ship : Container Ship
Flag of Ship : Singapore
IMO Number : 9247297
GT : 7,683



3.1.1 The ReCAAP Focal Point (Singapore) reported to the Information Sharing Centre (ISC) an incident involving the *Kota Teraju*, a Singapore-registered container ship. On 19 October 2007, the ship was under way at 04 ° 07.4'N, 099° 52.0'E approximately 40nm southwest of Lumut, Malaysia when the ship master spotted some beams of flash lights on the deck of the ship. Please refer to the map below. The ship master suspected that some intruders have boarded the ship as no crew members were on the deck at that time, and all lookouts on the deck were shifted to the bridge due to the rainstorm.

3.1.2 The ship master raised the general alarm and turned on the lights on the ship's deck. The beams of flashlight were seen scurrying away, and shortly thereafter, a small boat was spotted moving away from the port quarter of the ship. The ship master activated the ship security alert system, mustered the crew on the bridge and locked all doors. The crew members conducted a search of the ship but no intruders were found on board. No items were missing and there was no damage to the ship.

3.1.3 The ship master reported the incident to the Singapore Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point of Singapore. The ReCAAP Focal Point (Singapore) broadcasted the incident on the Navtex to warn other ships operating in the area.



Location of Incident

Observation

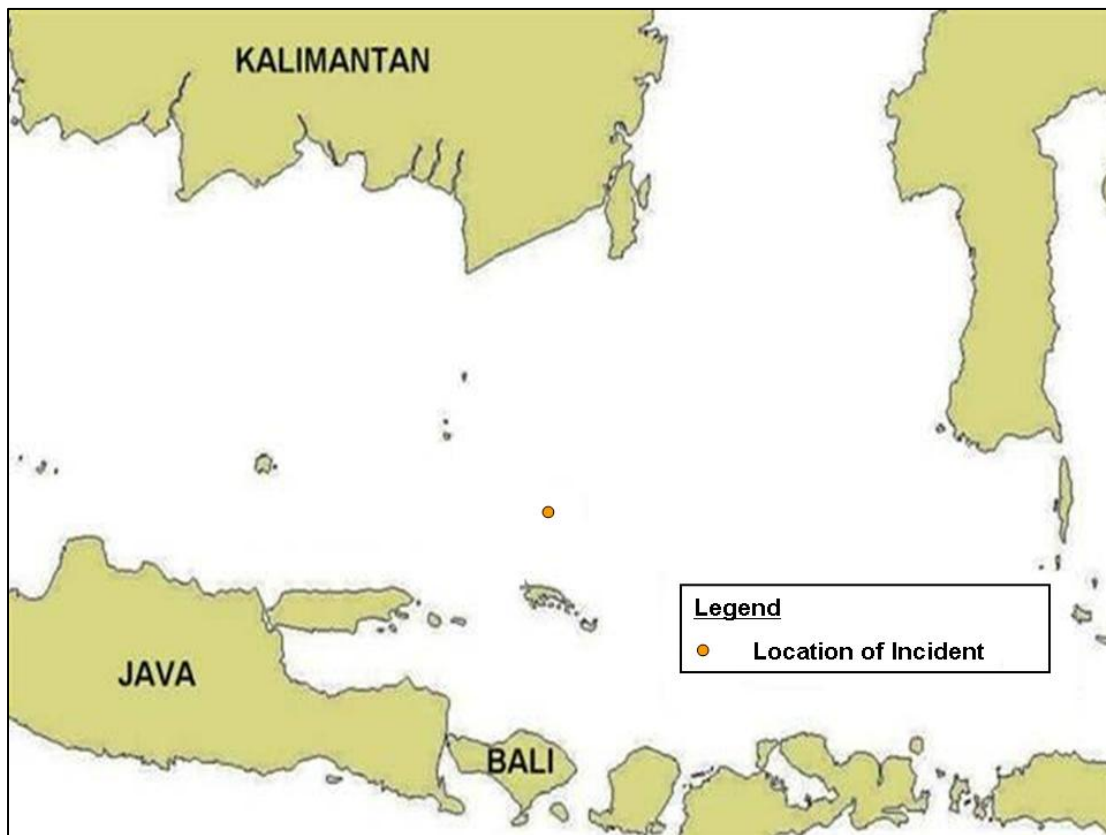
3.1.4 This incident is categorised as an act of piracy. The *modus operandi* suggests that this was an opportunistic attack undertaken by intruders who took advantage of low visibility due to the rainstorm.

Recommendation

3.1.5 The ISC advises ship masters and crew members to maintain vigilance and remain on constant look out for suspicious boats when operating in the vicinity. Shipmasters are also strongly advised to report all incidents to the nearest coastal states so that the authorities can undertake follow-up actions.

3.2 Incident on board the *SM V* and the *Anchor 2*

3.2.1 The ReCAAP Focal Point (Singapore) reported to the Information Sharing Centre (ISC) an incident involving a workboat, the *Anchor 2*, that was being towed by a Singapore-registered tug, the *SM V*. On 19 October 2007, the tug and workboat were under way in the Java Sea at 06 ° 3.1'S, 115° 32.84'E, approximately 120nm north of Bali, Indonesia. Please refer to the map. At about 0100hrs, the ship master on board the *SM V* discovered that the *Anchor 2* was missing.



Location of Incident

3.2.2 The *Anchor 2* was subsequently found at about 2150hrs on 20 October 2007. The towing rope was reportedly missing, and the right side glass window, the doors leading to the steering console and the navigational control were broken. The company security officer suspected that some robbers have boarded the unmanned *Anchor 2* while it was towed by the *SM V*, cut off the towing rope and set the workboat adrift. The company security officer reported the incident to the coastal state and the flag state.

Observation

3.2.3 The ReCAAP ISC classifies this incident as a Category 2 incident.

Recommendation

3.2.4 The ISC commends the ship master for adopting positive and prompt measures in responding to suspected boarding. Ship masters are advised to maintain vigilance, remain on the look out for suspicious boats, and report directly to the nearest coastal state.

3.3 Incident on board the *Banglar Mookh*

Name of Ship : *Banglar Mookh*
Type of Ship : General cargo ship
Flag of Ship : Bangladesh
IMO Number : 8710039
GT : 13,125

3.3.1 The ReCAAP Focal Point (Bangladesh) reported an incident on board the *Banglar Mookh*. On 12 October 2007 at 1706 hrs, the general cargo ship was anchored at the TSP jetty, Chittagong at 22° 14'N, 091° 48'E when five men armed with knives boarded the ship. Please see map below. The robbers stabbed the duty watchman and cut off two pieces of the mooring ropes. The duty officer raised the alarm and the robbers fled with the mooring ropes. There was no damage to the ship.

3.3.2 When informed about the incident, the Bangladesh Coast Guard responded promptly and recovered the stolen ropes which were subsequently returned to the ship.



Location of Incident

Observation

3.3.3 This incident demonstrates the swift action by the law enforcement agency in responding to the reported incident which led to the recovery of the stolen ropes.

Recommendation

3.3.4 The ISC recommends ship masters who report incidents of armed robbery immediately to the coastal state authorities.

3.4 Incidents at the Manila Anchorage, Philippines

3.4.1 Between August 2007 and October 2007, four incidents occurred at the Manila Anchorage, Philippines. Two occurred in October 2007, one in September 2007 and one in September 2007. All four incidents occurred while the ships were at anchor and were Category 3 incidents. The details of the incidents are described below.

Incident on board the *MV Ratstor* on 1 October 2007

Name of Ship	: <i>MV Ratstor</i>
Type of Ship	: General cargo ship
Flag of Ship	: Gibraltar
IMO Number	: 9141704
GT	: 5,025

3.4.2 The ReCAAP Focal Point (Philippines) reported to the Information Sharing Centre (ISC) an incident involving the Gibraltar-registered general cargo ship, the *MV Ratstor*. On 1 October 2007, the ship was anchored at approximately 14° 36.65'N, 120° 53.25'E near the Manila International Container Terminal when an unknown number of robbers boarded the ship undetected between 1900hrs on 30 September 2007 and 0100hrs on 1 October 2007. The robbers reportedly boarded the ship from the anchor chain by rope. They were undetected because of poor visibility due to heavy rain.



Location of Incident

3.4.3 The robbers broke into the CO2 room and stole eight pieces of extension cable for the refrigerator containers and a six-person life raft before escaping. Upon discovery of the robbery, the ship master reported the incident to the Port State Control Centre and the Philippine Coast Guard.

3.4.4 The Philippine Coast Guard is beefing up its maritime patrols, conducting investigation of the incident and advising vessels to take precautionary measures while anchored at the Manila Bay.

Incident on board a container ship on 17 October 2007

3.4.5 On 17 October 2007 at 0230 hrs, a container ship reported that she was boarded while anchored at the Manila Anchorage. The robbers stole its forward lift-raft and escaped.

Past Incidents in August 2007 and September 2007

3.4.6 On 21 August 2007, the *Cape Falcon* reported that she was boarded by two robbers at about 2200hrs while anchored at approximately 14° 35'N, 120° 57'E in the Manila Anchorage. The robbers, armed with long knives, boarded the ship via the anchor chain. They reportedly removed the hawse pipe cover which was secured by three wing nuts, and a 6-person life raft. The robbers escaped in a small motorboat. No crew member was injured in the incident.

3.4.7 On 26 September 2007, the *MV Bay Bridge*, a Liberian-registered container ship was boarded by an unknown number of robbers while she was anchored at approximately 14° 36.4' N, 120° 52.05' E near the Manila International Container Terminal. Between 0230hrs and 0830 hrs, an unknown number of robbers boarded the ship from the starboard using a line and a grapple hook. The robbers reportedly destroyed the lock to the store at the forecastle, and stole three bottles of oxygen breathing apparatus, a fireman's outfit and a 6-person life-raft. The ship master reported to the ReCAAP Focal Point (Philippines) who conducted an investigation of the incident.

Observation

3.4.8 The incidents that took place in September 2007 and October 2007 appeared to be similar in nature. However, it was uncertain if the two incidents were related.

Recommendation

3.4.9 The ReCAAP ISC strongly recommends ship master to take precautionary measure while at anchor.

Part 4 - Observations for October 2007

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

- a. The decline in the total number of incidents in October 2007 compared to October 2006 was the result of the decline in the number of attempted incidents.
- b. In October 2007, there was only one Category 2 incident and eight Category 3 incidents compared to October 2006 when there were two Category 2 incidents and six Category 3 incidents.
- c. Seven out of nine incidents reported in October 2007 occurred while ships were anchored, and all these seven incidents were Category 3 incidents.
- d. Ships at anchor were more vulnerable to attacks compared to ships that were steaming.
- e. Ships that were attacked while steaming were likely to be of higher significance. In October 2007, one of the two reported incidents involving ships that were steaming was a Category 2 incident, and in October 2006, the only incident involving ship that was steaming was also a Category 2 incident.
- f. The majority of the incidents occurred during the hours of darkness.

ANNEX**DETAILS OF INCIDENTS IN OCTOBER 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.	<i>MV Ratstor</i> Container ship Gibraltar 9141704 5,025	01/10/2007	14° 36.65'N, 120° 53.25'E Manila International Container Terminal, Manila	Anchored	An unknown number of robbers boarded the ship undetected between 1900hrs on 30 September 2007 and 0100hrs on 1 October 2007. The robbers reportedly boarded the ship from the anchor chain by rope. They were undetected because of the poor visibility due to heavy rain. The robbers broke into the CO2 room and stole eight pieces of extension cable for the refrigerator containers and a 6-person life raft before escaping. Upon discovery of the robbery, the ship master reported the incident to the Port State Control Centre and the Philippine Coast Guard. The Philippine Coast Guard is beefing up its maritime patrols, conducting investigation of the incident and advising vessels to take precautionary measures while anchored at the Manila Bay.	Eight pieces of extension cable for the refrigerator containers and a 6-person life raft were stolen.	ReCAAP Focal Point (Philippines)	CAT 3
2.	Bulk carrier	10/10/2007 0130hrs	Kakinada Anchorage, India	Anchored	Three robbers boarded the bulk carrier via the stern using grappling hooks. The duty crew spotted them and informed the watch officer who raised the alarm and mustered the crew members. The robbers stole the ship's stores and escaped. There were no damages to the	Ship's stores were 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)
					ship and no injuries suffered by the crew members. The port authorities were informed.			
3.	<i>Banglar Mookh</i> General cargo ship Bangladesh 8710039 13,125	12/10/2007 1706hrs	22° 14'N, 091° 48'E TSP jetty, Chittagong Port, Bangladesh	Anchored	Five robbers armed with knives boarded the ship from the stern. They stabbed the duty watchman and cut off two pieces of the mooring ropes. The duty officer raised the alarm and the robbers fled with the mooring ropes. The Bangladesh Coast Guard responded promptly and recovered the stolen ropes which were subsequently returned to the ship.	The duty watchman was stabbed. Two mooring ropes were stolen, but subsequently recovered and returned to the ship.	ReCAAP Focal Point (Bangladesh)	CAT 3
4.	Container ship	17/10/2007 0230hrs	Manila Anchorage, Philippines	Anchored	Robbers boarded the ship while it was anchored. They stole the forward life-raft and escaped.	Lift-raft was stolen	ICC-IMB PRC	CAT 3
5.	Product tanker	18/10/2007 0200hrs	22°49'N 070°04.5'E Kandla Outer Tuna Buoy, India	Not known	Robbers boarded the ship and broke into the crew smoking room. They stole some of the ship's property.	Ship's property was stolen.	ICC-IMB PRC	CAT 3
6.	<i>Anchor 2</i> <i>SM V</i> Workboat towed by tug Singapore	18/08/2007 0100hrs	06°3.1'S 115°32.84'E Approximately 120nm north of Bali, Indonesia	Steaming	The ship master on board the <i>SM V</i> discovered that the <i>Anchor 2</i> was missing at 0100hrs on 19 October 2007. It was subsequently located at about 2150hrs on 20 October 2007. The towing rope was reportedly missing and the right side glass window, the doors leading to the steering console and the	Towing rope was missing and the window, doors leading to the navigational control and the navigational control were	ReCAAP Focal Point (Singapore)	CAT2

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)
					navigational control were broken. The company security officer suspected that some robbers have boarded the unmanned <i>Anchor 2</i> while it was towed by the <i>SM V</i> , cut off the towing rope and set the workboat adrift. The company security officer also reported the incident to the coastal state and the flag state.	broken.		
7.	<i>Kota Teraju</i> Container ship Singapore 9247297 7,683	19/10/2007 0600hrs	04° 07.4'N, 099° 52.0'E Approximately 40nm southwest of Lumut, Malaysia	Steaming	While under way the ship master spotted some beams of flash lights on the deck of the ship. He suspected that intruders had boarded the ship as no crew members were on the deck at that time, and all lookouts on the deck were moved to the bridge due to rainstorm. The ship master raised the general alarm and turned on the lights on the ship's deck. The beams of the flashlight were seen scurrying away, and shortly thereafter, a small boat was spotted moving away from the port quarter of the ship. The ship master activated the ship security alert system, mustered the crew on the bridge and locked all doors. The crew members conducted a search of the ship but no intruders were found on board. No items were reported missing and there was no damage to the ship.	Nothing was stolen.	ReCAAP Focal Point (Singapore)	CAT 3
8.	N.A	23/10/2007 0400hrs	03°56.0'N 098°47.7'E	Anchored	A seaman spotted several robbers on the forecandle of the ship when he was sent to investigate the duty officer's	Nothing was 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)
			Belawan Anchorage, Indonesia		failure to respond to calls over the radio. The seaman came upon the duty officer who had been tied up by robbers. The alarm was raised and crew members were alerted. On hearing the alarm, the robbers escaped.			
9.	Tanker	28/10/2007 2015hrs	21°40'N 091°40'E Chittagong Anchorage, Bangladesh	Anchored	The duty crew noticed three robbers armed with knives on the poop deck of the ship. He informed the duty officer on the bridge who raised the alarm and flashed the Aldis lamp at the robbers. The robbers jumped overboard and escaped. Several ship stores were found missing. The Coast Guard was informed.	Ship stores were stolen.	ICC-IMB PRC	CAT 3

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	Bulk carrier	07/10/2007 0210hrs	01° 14.2'N 104°59.3'E 20nm northeast of Bintan island, Indonesia	Steaming	Some men in a small speedboat approached the bulk carrier while she was underway. The ship master altered its course to avoid the boat. However, the boat continued to approach the ship. The ship master raised the alarm, sounded the ship whistle and mustered the crew members. The boat aborted the attempt and moved away.	ICC-IMB PRC