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# Half Yearly Report

## 1<sup>st</sup> January 2007 – 30<sup>th</sup> June 2007

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# Executive Summary

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Between January and June 2007, a total of 43 incidents of piracy and armed robbery against ships were reported in the Asia region. Of these, 32 were actual incidents and 11 were attempted incidents. Overall, there has been a decline in the number of incidents reported during this period compared to the same period in 2006 and 2005. The drop in the number of reported incidents is more apparent in Bangladesh and the Makassar Strait region.

With the exception of Category 1 (very significant) incident, the drop in the overall number of reported incidents is matched by a general decrease in the number of significant incidents, and the level of violence associated with the incidents. There is a notable decline in the number of Category 2 incidents during the period January–June 2007 compared to the same period in 2006 and 2005, while the number of Category 1 incidents has been relatively consistent across all three years. The details of the incidents that occurred in June 2007 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

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.

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

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 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 reports are not drawn to scale and the locations of incidents depicted are therefore approximations.

## Part 2 – Half Yearly Report

### 2.1 Analysis of Incidents for April-June 2007

#### 2.1.1 Number of Reported Incidents

A total of 25 incidents were reported between April 2007 and June 2007. Of these 25 incidents, 11 were reported in April 2007, 9 in May 2007 and 5 in June 2007. About half of the total number of incidents reported during the period April-June 2007 occurred in April 2007. Compared to the period January-March 2007, the second quarter of 2007 saw an increase of 39% in the total number of reported incidents. Notably, the number of attempted incidents in the second quarter of 2007 increased by 75% compared to the number in the first quarter of 2007. Please refer to the table below.

	April 2007	May 2007	June 2007	April-June 2007	January-March 2007
Actual	7	7	4	18	14
Attempted	4	2	1	7	4
<b>Total</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>25</b>	<b>18</b>

**Table 1 – Actual and attempted incidents (January-June 2007)**

#### 2.1.2 Significance of Incidents

Between April and June 2007, there were eighteen actual incidents, of which one was a Category 1 incident, four were Category 2 incidents and thirteen were Category 3 incidents. There were two Category 2 incidents that occurred in June 2007 and they are described in Part 3 of this report. Notably, there were four Category 2 incidents reported between April and June 2007 compared to none reported between January and March 2007. Please refer to the table below.

	April 2007	May 2007	June 2007	April-June 2007	January-March 2007
Category 1 (Very Significant)	1			1	1
Category 2 (Moderately Significant)	1	1	2	4	
Category 3 (Less significant)	5	6	2	13	13
<b>Total</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>18</b>	<b>14</b>

**Table 2 – Significance of actual incidents (January-June 2007)**

### 2.1.3 Location of Incidents

Incidents of armed robbery against ships remain relatively more prevalent in the South-east Asia region. All five incidents reported in the month of June 2007 occurred in the South-east Asian region. Between April and June 2007, 22 incidents were reported in the South-east Asian region and 3 in the South Asian region. Table 3 shows the location of these incidents.

	April 2007		May 2007		June 2007		April-June 2007	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b><u>South Asia</u></b>								
Bangladesh								
India	1		1				2	
Arabian Sea		1						1
Bay of Bengal								
<b>Sub-total</b>	<b>1</b>	<b>1</b>	<b>1</b>				<b>2</b>	<b>1</b>
<b><u>South-east Asia</u></b>								
Indonesia	3	3	3		3	1	9	4
Malaysia	2		1	1	1		4	1
Vietnam			2				2	
South China Sea								
Straits of Malacca and Singapore								
Thailand	1						1	
Philippines				1				1
<b>Sub-total</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>6</b>
<b>Overall Total</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>7</b>

**Table 3 – Location of incidents (January-June 2007)**

### 2.1.4 Status of Ships

Table 4 below shows the status of ships during actual and attempted incidents between April and June 2007. Of the 25 incidents reported, 17 took place while the ships were at anchor, 2 while the ships were at berth and 6 while the ships were underway. This trend of incidents occurring mostly when ships are at anchor has been observed throughout the first half of 2007.

	April 2007		May 2007		June 2007		April -June 2007		January -March 2007	
	Anchored	Steaming	Berthed/ Anchored	Steaming	Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming
<b>South Asia</b>										
Bangladesh									1	
India		1	1				1	1	1	
Arabian Sea		1						1		2
Bay of Bengal										1
<b>Sub-total</b>		2	1				1	2	2	3
<b>South-east Asia</b>										
Indonesia	6		3		3	1	12	1	8	
Malaysia	1	1	2		1		4	1	1	1
Vietnam			2				2		1	
South China Sea										1
Straits of Malacca and Singapore										1
Thailand		1						1		
Philippines				1				1		
<b>Sub-total</b>	7	2	7	1	4	1	18	4	10	3
<b>Overall Total</b>	7	4	8	1	4	1	19	6	12	6

**Table 4 – Status of ships (January-June 2007)**

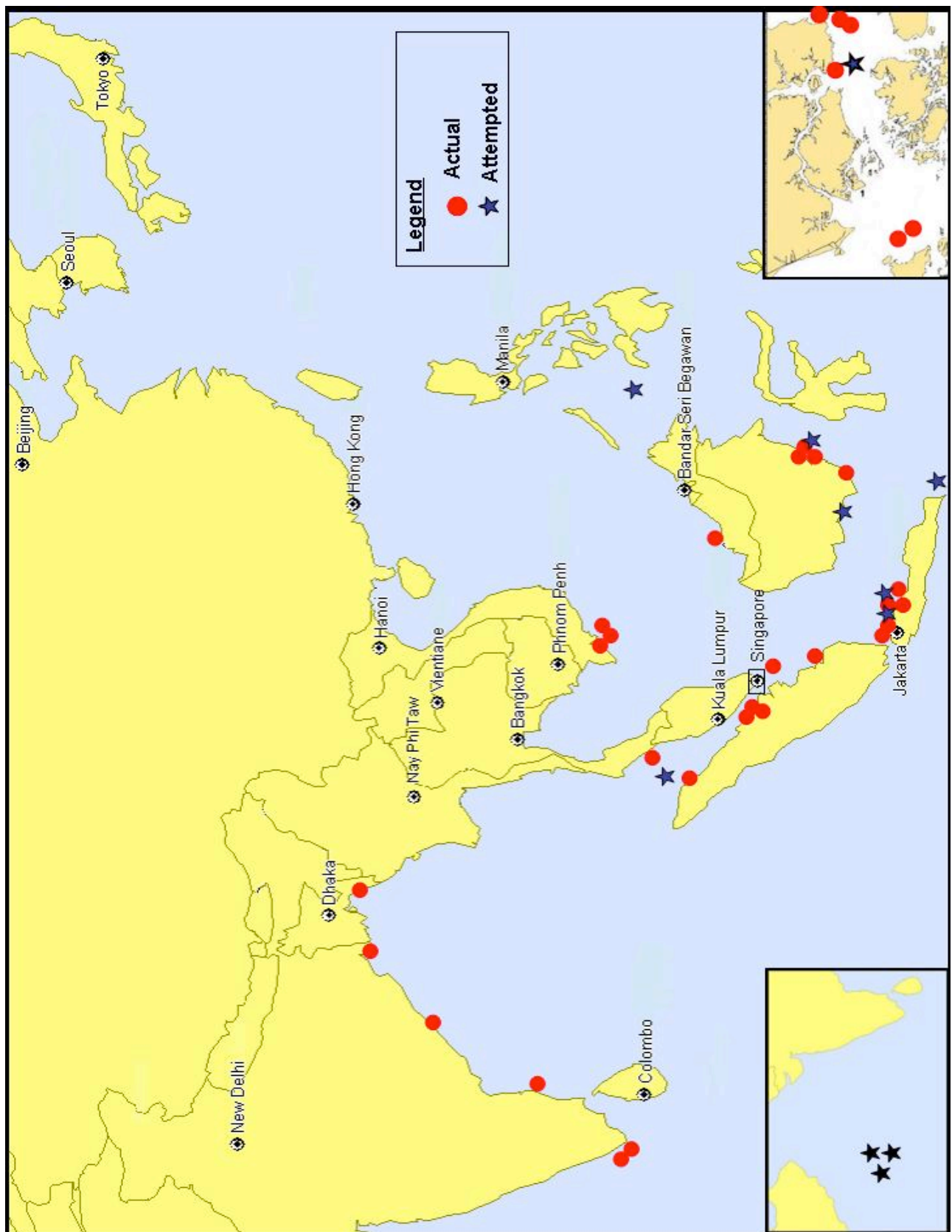
#### 2.1.5 Type of Ships

Between April and June 2007, oil tankers appeared to have been more susceptible to attack. Please refer to Table 5 below. Ten out of the 16 incidents involving tankers occurred at ports and anchorages in Indonesia. The ISC believes that there is a correlation between the type of ships targeted and the nature of the port facilities where the incidents occurred.



	<b>April 2007</b>	<b>May 2007</b>	<b>June 2007</b>	<b>April-June 2007</b>	<b>January- March 2007</b>
General Cargo	1			1	2
Bulk Carrier	1	1	1	3	3
Container		2		2	2
Chemical Tanker	1		1	2	1
Oil Tanker	6	2	3	11	6
Product Tanker		3		3	1
Tug Boat		1		1	2
Fishing Boat/Trawler	1			1	
Vehicle Carrier					1
Barge	1			1	
<b>Total</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>25</b>	<b>18</b>

***Table 5 – Type of ships involved (January-June 2007)***



Map 1 : Location of All Incidents (January – June 2007)

## 2.2 Overall Analysis of Half Yearly Patterns and Trends

### 2.2.1 Number, Location and Significance of Reported Incidents

#### Number and Location of Reported Incidents

Overall there was a decline in the number of reported incidents between January and June 2007 compared to the same period in 2006 and 2005. The decline is most apparent in Bangladesh and the Makassar Strait area of Indonesia. However, the ISC notes a slight increase in the number of incidents reported in the surrounding coastal waters and ports of the Straits of Malacca and Singapore, and India which are classified by the countries whose territories these incidents took place in. Please see Table 6 below. The ISC recommends the need for continual monitoring and enforcement in these areas. Please refer to Maps 2 to 5.

	January-June 2007		January-June 2006		January-June 2005	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b><u>East Asia</u></b>						
China			1		1	
<b><u>South Asia</u></b>						
Bangladesh	1		16	8	7	1
India	3				6	1
Arabian Sea	1	3				
Bay of Bengal	1					1
<b><u>South-east Asia</u></b>						
Indonesia	16	5	23	9	31	4
Malaysia	5	1	10		2	
Philippines		1	1			
Thailand	1		1			
Vietnam	3		2		3	
Gulf of Thailand					1	
South China Sea	1		3		2	3
Straits of Malacca and Singapore		1	2	2	7	5
<b>Overall Total</b>	<b>32</b>	<b>11</b>	<b>60</b>	<b>19</b>	<b>60</b>	<b>15</b>

*Table 6 – Number of incidents reported (January-June 2007, 2006 and 2005)*



**Map 2 - Map of actual incidents in Chittagong, Bangladesh during the period January-June 2007, 2006 and 2005**

Only one Category 3 incident was reported in Chittagong during the period January-June 2007. In comparison, four Category 2 and twelve Category 3 incidents occurred during the same period in 2006, and three Category 2 and four Category 3 incidents in 2005. Overall, there has been a significant improvement in Chittagong during the period January-June 2007 compared to the same period in 2006 and 2005.



**Map 3 - Map of actual incidents in the Makassar Strait during the period January-June 2007, 2006 and 2005**

There has been a drop in the number of reported incidents in the Makassar Strait during the period January-June 2007 compared to the same period in 2006 and 2005. Between January-June 2007, four Category 3 incidents were reported compared to two Category 2 incidents and three Category 3 incidents during the period January-June 2006. This was an improvement compared to January-June 2005, when two Category 2 incidents and eight Category 3 incidents were reported.

**X Incident in 2005**  
Blue – CAT 3 incident

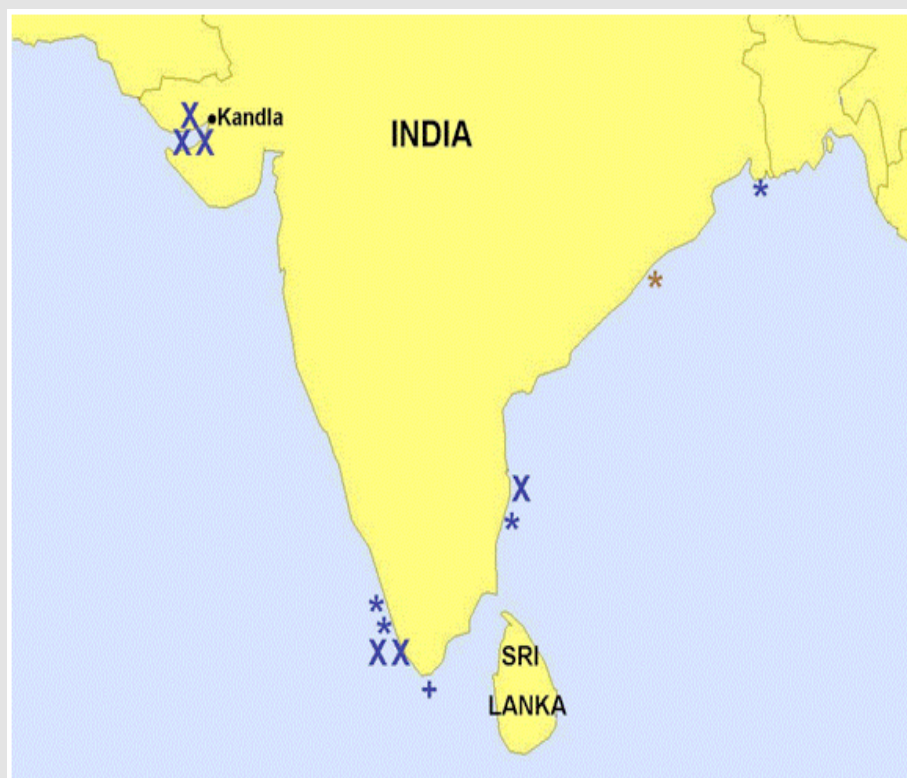
**+ Incident in 2006**  
Amber – CAT 2 incident

**\* Incident in 2007**  
Red – CAT 1 incident



**Map 4 - Map of actual incidents in the areas around the Straits of Malacca and Singapore during the period January-June 2007, 2006 and 2005**

While there was a decline in the overall number of reported incidents in January-June 2007, the number of incidents in the surrounding ports and waters around the Straits of Malacca and Singapore has increased slightly. During the period January-June 2007, eight Category 3 incidents were reported compared to two Category 2 incidents and three Category 3 incidents during January-June 2006, and seven Category 2 incidents and four Category 3 incidents in the same period in 2005.



**Map 5 - Map of actual incidents in the Indian Subcontinent during the period January-June 2007, 2006 and 2005**

One Category 2 and four Category 3 incidents were reported between January and June 2007. This is a slight increase compared to the same period in 2006 when there was only one Category 3 incident. Between January and June 2005, six Category 3 incidents were reported. Of the five incidents in 2007, the enforcement agencies had responded swiftly to three incidents that were reported to the nearest coastal state leading to post-incident investigations, recovery of stolen items and arrest of the culprits.

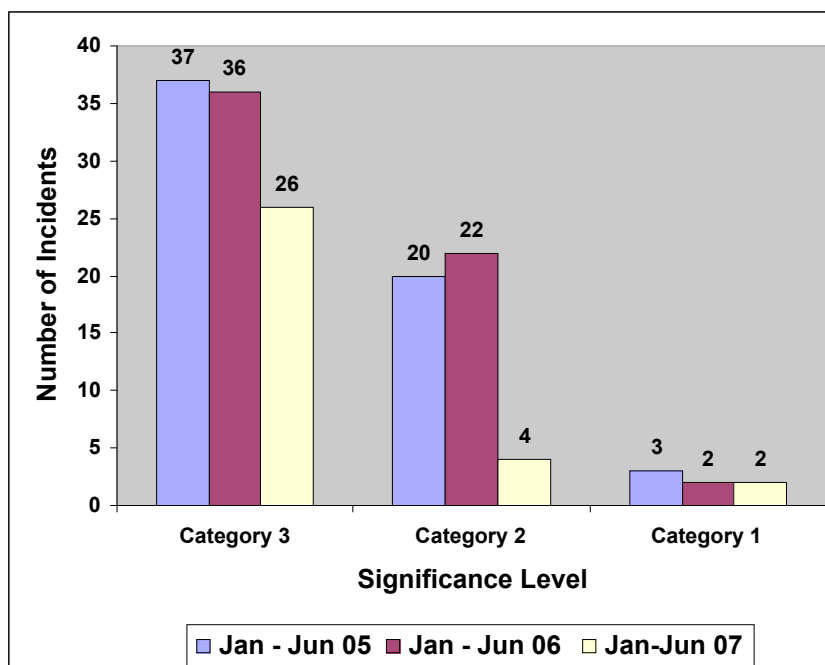
**X Incident in 2005**  
**Blue – CAT 3 incident**

**+ Incident in 2006**  
**Amber – CAT 2 incident**

**\* Incident in 2007**  
**Red – CAT 1 incident**

### Significance Level of Reported Incidents

With the exception of Category 1 incidents, the overall decline in the number of incidents reported in January-June 2007 compared to January-June 2006 and January-June 2005 is matched by a general decrease in the number of significant incidents. Chart 1 shows the significance of incidents in the three reporting periods. The number of Category 1 incidents has remained relatively constant in all three periods.



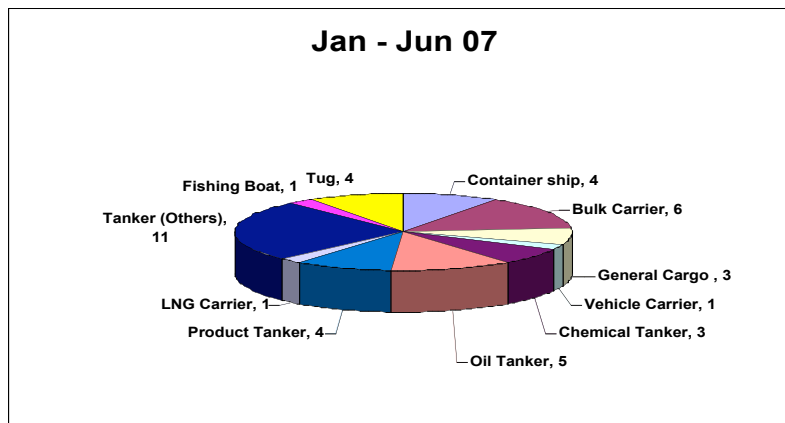
**Chart 1 – Significance level of reported incidents (January-June 2007, 2006 and 2005)**

### **2.2.2 Type of Ships**

The three pie charts below show the type of ships involved in actual and attempted incidents for the three reporting periods.

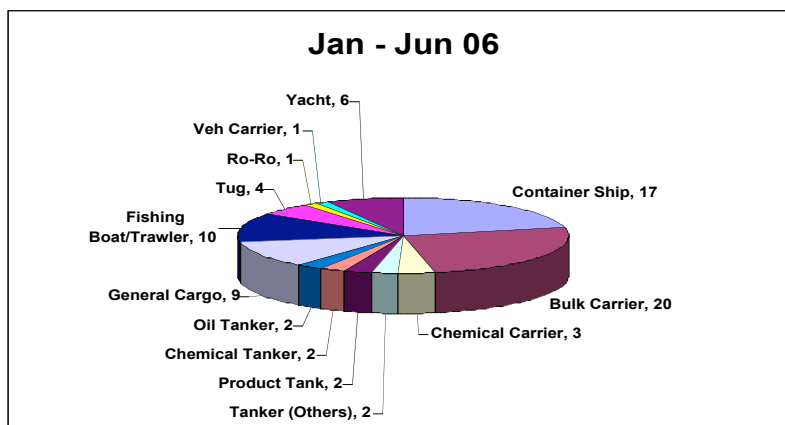
During the period January-June 2007, tankers appeared to be most commonly targeted compared to other ships. Please see Chart 2 below. Fifteen out of 23 (65%) incidents involving tankers occurred when the vessels were at anchor, mostly at Indonesian anchorages.





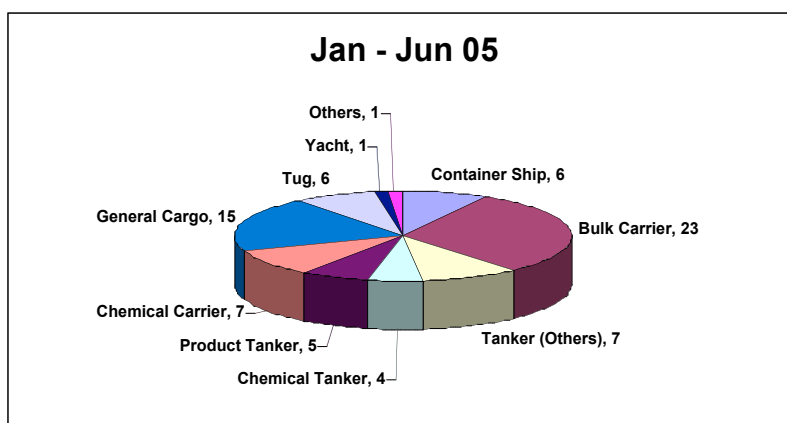
**Chart 2 – Type of ships involved in reported incidents (January-June 2007)**

In January-June 2006, bulk carriers appeared to be more commonly targeted than the other ships. Please see Chart 3 below. Seven of the 20 (35%) reported incidents involving bulk carriers occurred at anchorages in the port of Chittagong in Bangladesh. Bulk carriers were also notably involved in incidents that occurred in the East Kalimantan region, the Gelasa Strait and the Straits of Malacca and Singapore.



**Chart 3 – Type of ships involved in reported incidents (January-June 2006)**

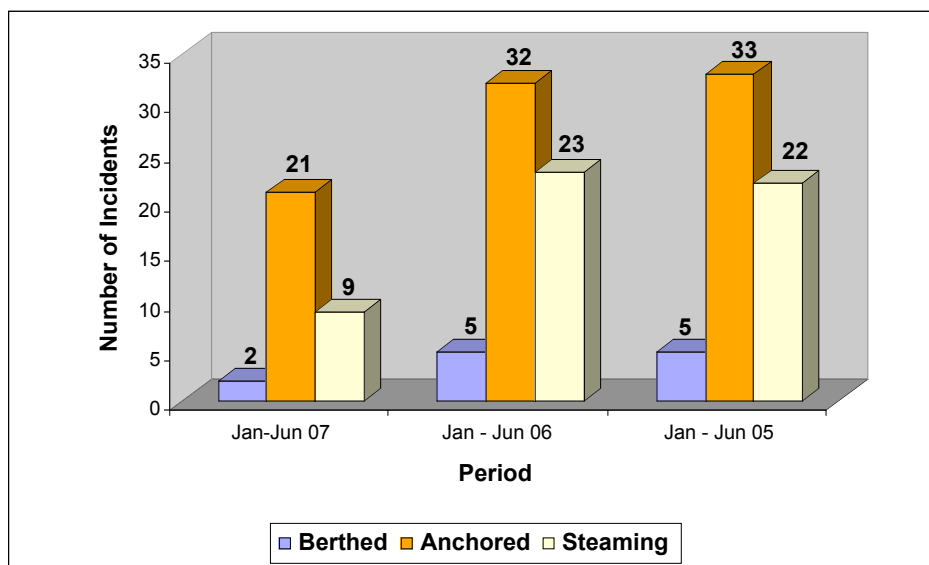
In January-June 2005, bulk carriers appeared to be targeted more frequently than the other ships. Chart 4 shows the type of ships involved in incidents reported in January-June 2005. Of the 23 incidents involving bulk carriers, 13 occurred in the Makassar Strait and the region between Pulau Laut and Balikpapan in East Kalimantan where most of the ports cater to bulk cargo.



**Chart 4 – Type of ships involved in reported incidents (January-June 2005)**

### 2.2.3 Status of Ships

The chart below shows the status of ships at the time of actual incidents. There has been an increase in the number of incidents against ships at anchor, especially during the hours of darkness since January 2007.

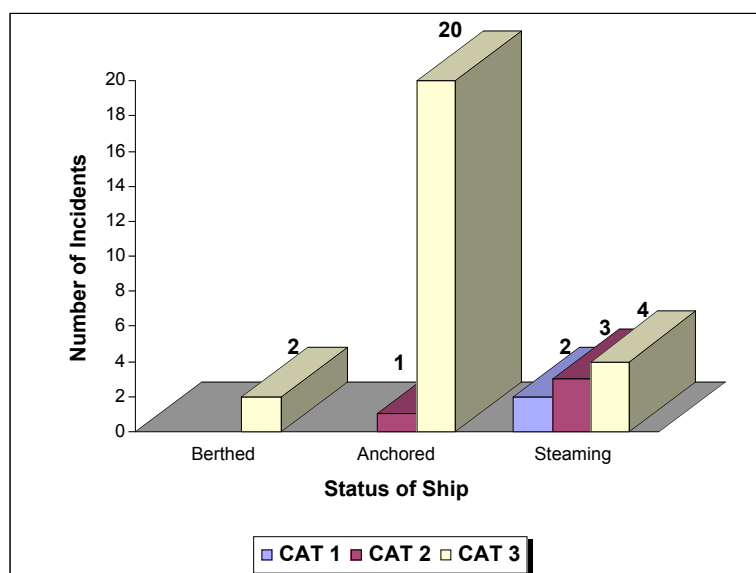


**Chart 5 – Status of ships at the time of incidents (January-June 2007, 2006 and 2005)**

Between January 2007 and June 2007, 63% of the total reported incidents occurred while ships were at anchor compared to 53% and 48% during the same



periods of 2006 and 2005 respectively. These incidents were usually less significant cases of petty theft (i.e. Category 3 incidents). Of the 23 incidents involving ships that were at anchor or berthed since January 2007, 22 were Category 3 incidents and 1 was a Category 2 incident. Please see Chart 6 below. The ISC recommends that ship masters and crew members remain vigilant while their ships were at anchor.



**Chart 6 – Status of ships and the significance level at the time of incidents (January-June 2007)**

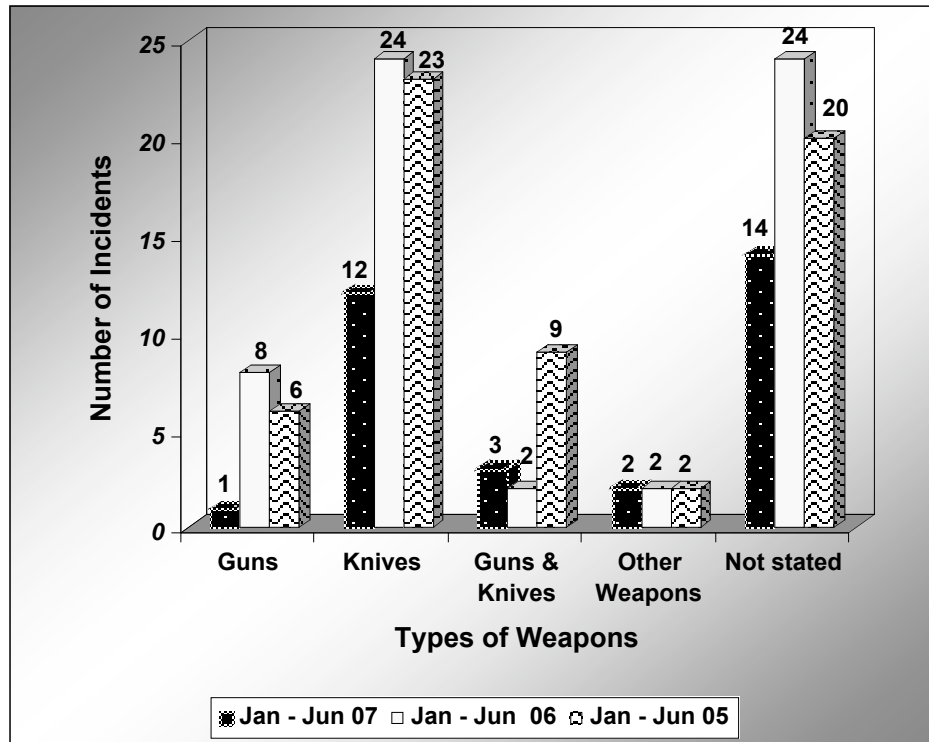
The ISC notes that incidents involving ships that are under way (steaming) are more likely to be Category 1 or Category 2 incidents.

Between January and June 2007, five of the nine incidents involving ships that were under way were Category 1 or Category 2 incidents. During the same period in 2006, 16 of 23 incidents were Category 1 or Category 2 incidents, and during January-June 2005, 12 of 20 incidents were Category 1 or Category 2 incidents.

## 2.3 Analysis of Violence Factor

### 2.3.1 Weapons Used

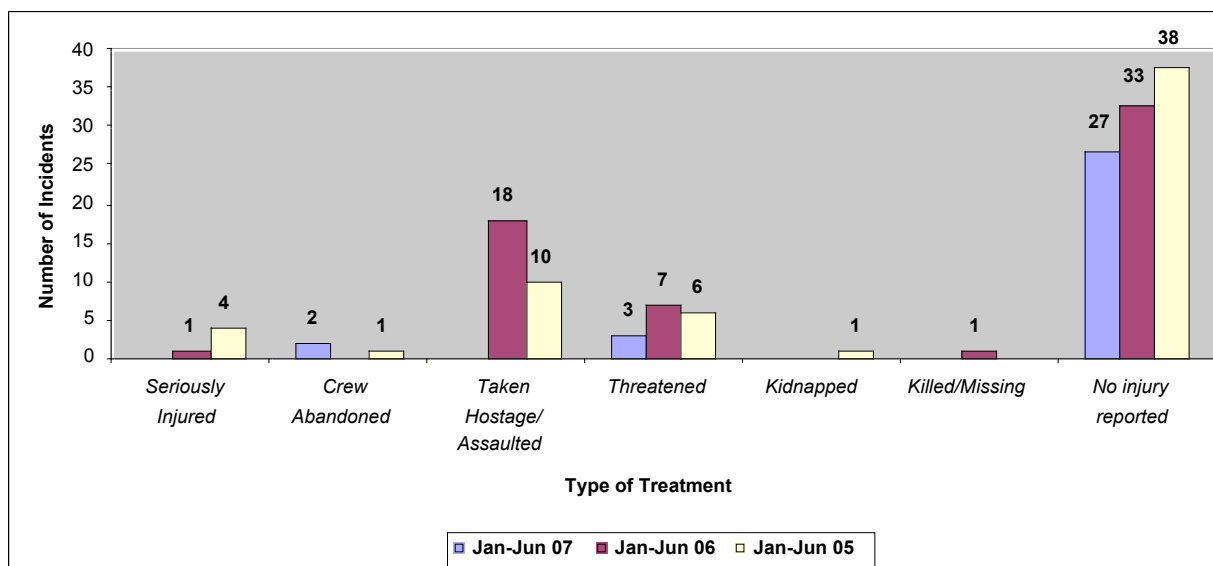
The chart below shows the type of weapons used by robbers in actual incidents. Robbers were most commonly armed with knives in all three reporting periods. The use of guns and knives by robbers appeared to be most prevalent during January-June 2005 compared to the same period in 2006 and 2007.



**Chart 7 – Types of weapons used in actual incidents (January-June 2007, 2006 and 2005)**

### 2.3.2 Treatment of Crew

The chart below shows the treatment of crew in actual incidents of piracy and armed robbery. Between January and June 2007, there were two incidents in which crew members were thrown overboard (one was a Category 1 incident and the other a Category 2 incident), and three other incidents involved crew members being threatened (one was a Category 1 incident and the other two were Category 2 incidents). Eighteen out of the 60 incidents reported during the same period in 2006 involved crew members being held for hostage or assaulted. In 2005, this occurred in 10 out of the 60 incidents.

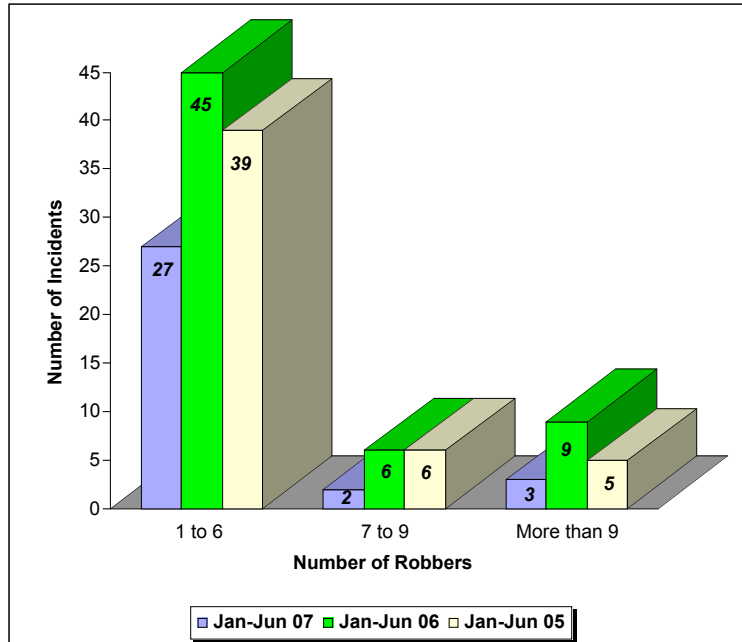


**Chart 8 – Treatment of crew in actual incidents (January-June 2007, 2006 and 2005)**

### 2.3.3 Number of Robbers/Pirates

The chart below shows the reported number of pirates/robbers involved in actual incidents during the first half of 2007, 2006 and 2005. More than half of the reported incidents for the three reporting periods involved robbers operating in groups of between 1 and 6.

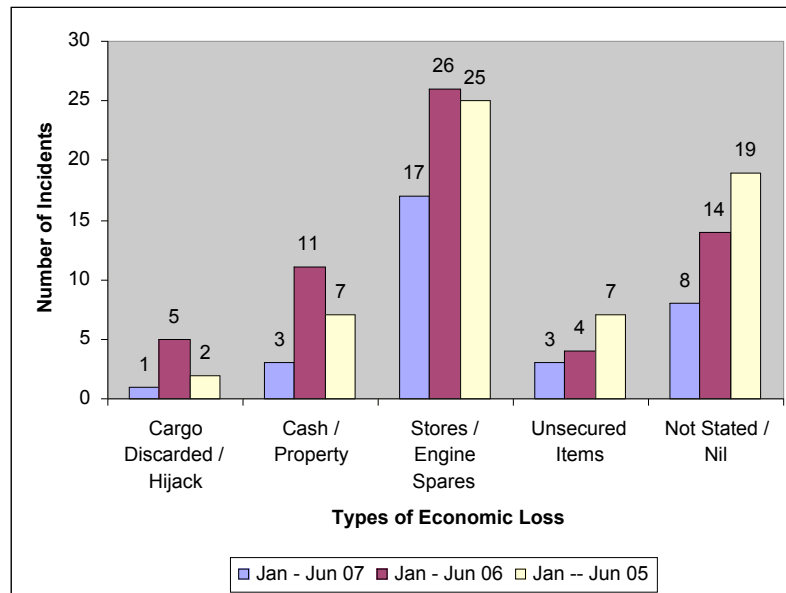
Between January and June 2007, groups of more than 9 robbers were reportedly involved in two incidents involving ships under way at approximately 30nm east of Pulau Bintan, Indonesia and 2.5nm east of Tanjung Punggai, Malaysia. Between January and June 2006, five out of the nine incidents involving groups of more than 9 robbers occurred at the port of Chittagong, Bangladesh. During the same period in 2005, four out of five incidents occurred at this port.



**Chart 9 – Number of robbers/pirates involved in actual incidents (January-June 2007, 2006 and 2005)**

## 2.4 Analysis of Economic Factor

Chart 10 below shows the reported economic losses resulting from incidents. In the first half of 2007, 2006 and 2005, about half of the reported incidents involved theft of ship stores and engine spares.



**Chart 10 – Reported economic loss in actual incidents (January-June 2007, 2006 and 2005)**

## Part 3 - Details of Selected Incidents

### 3.1 Incidents in the Straits of Malacca and Singapore

3.1.1 From 21 April 2007 to 23 June 2007, two incidents which resulted in losses of large amounts of cash occurred in close proximity off the south-eastern coast of Johor. The details of these incidents are described below:

#### Incident on board the *Mujur Samudra* on 23 June 2007

Name of ship : *Mujur Samudra*  
Type of Ship : Product tanker  
Flag of Ship : Mongolia  
IMO Number : 7714832  
GT : 444



3.1.2 On 23 June 2007 at 2100 hrs, the *Mujur Samudra* was anchored near 01° 33.7'N, 104° 21'E (about 4.5nm east of Tanjung Penawar, Malaysia) when a speedboat with seven masked men clad in civilian attire approached her. The men were armed with pistols and parangs, and fired at the tanker. They then boarded the tanker, switched off the ship's communications system and took control of the ship. One of the crew members escaped by jumping overboard, swam to Tanjung Penawar and reported the incident to the Royal Malaysian Marine Police (RMMP). The rest of the crew members were held captive by the robbers with their hands tied up. The robbers ransacked the tanker and took the crew members' passports and a total of RM\$25,000 in cash before fleeing in their speedboat. The crew members managed to free themselves and reported the incident to the RMMP.

#### Incident on board the *Majullah Jasmine* on 21 April 2007

Name of ship : *Majullah Jasmine*  
Type of Ship : Tanker  
Flag of Ship : Saint Kitts and Nevis  
IMO Number : 7331707  
GT : 577

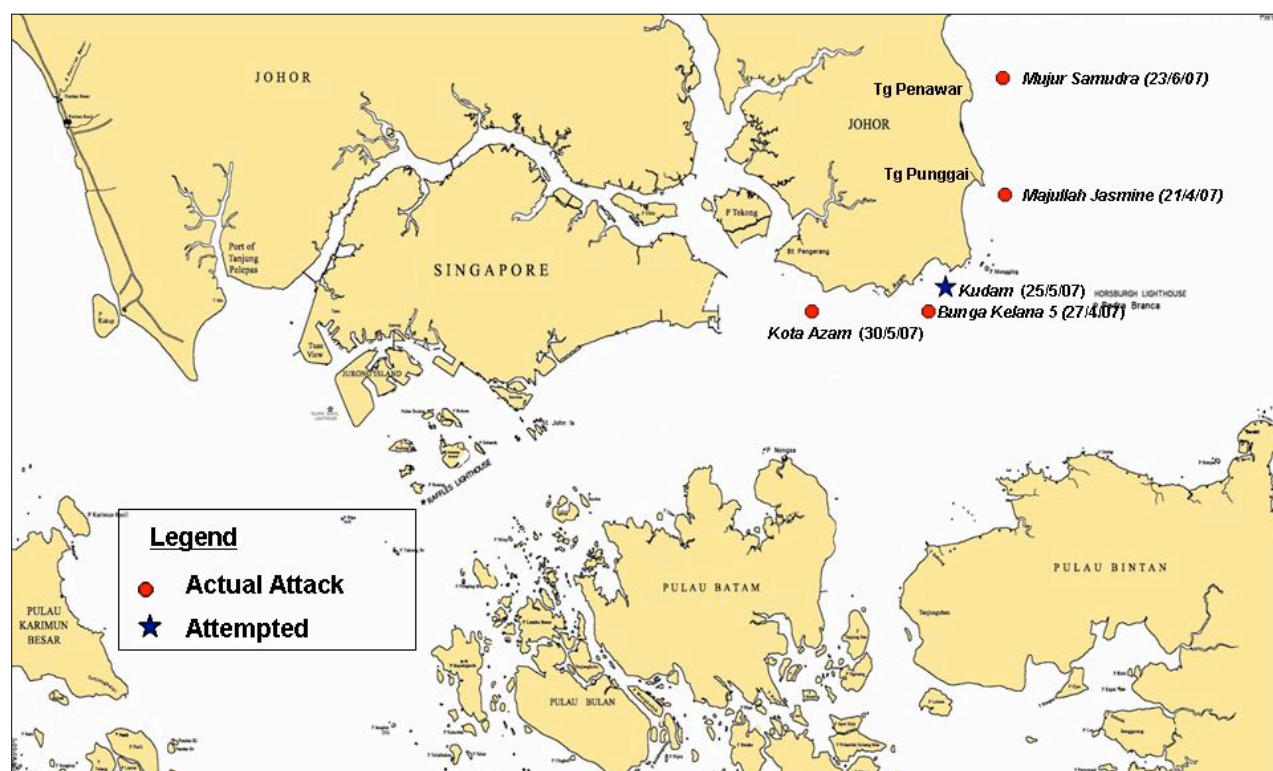
3.1.3 On 21 April 2007 at 1930 hrs, the *Majullah Jasmine* was robbed by a group of ten masked men in the vicinity where the *Mujur Samudra* was attacked. Please see map below. The *Majullah Jasmine* was under way at 01° 25'N, 104° 20'E (about 2.5nm east of Tanjung Punggai, Malaysia) when the ten masked men armed with pistols and parangs came alongside the tanker in a speedboat. They boarded the

tanker, tied up several crew members, stole S\$17,000 in cash, four mobile phones; and left the tanker after 15 minutes. After the robbers had left, the ship master who had managed to hide in the wheelhouse, reported the incident to the Malaysian authorities who boarded the tanker to conduct further investigation. No one was injured in the incident.

## **Observations**

3.1.4 The two incidents occurred in close proximity with each other within a period of two months, and in both incidents the robbers made away with large amounts of cash and the crew members' personal items.

3.1.5 Between 27 April 2007 and 30 May 2007, three other incidents (two actual and one attempted) occurred in close proximity off the south-east coast of Johor<sup>1</sup>. Please see map below. Ship masters and crew members are advised to be on constant alert and adopt appropriate security measures when operating in the vicinity.



### **Approximate locations of Incidents**

<sup>1</sup> The three incidents were reported in Part 3 of the ISC's May 2007 report.

### 3.2 Incident on board the *Siam Bhavas*

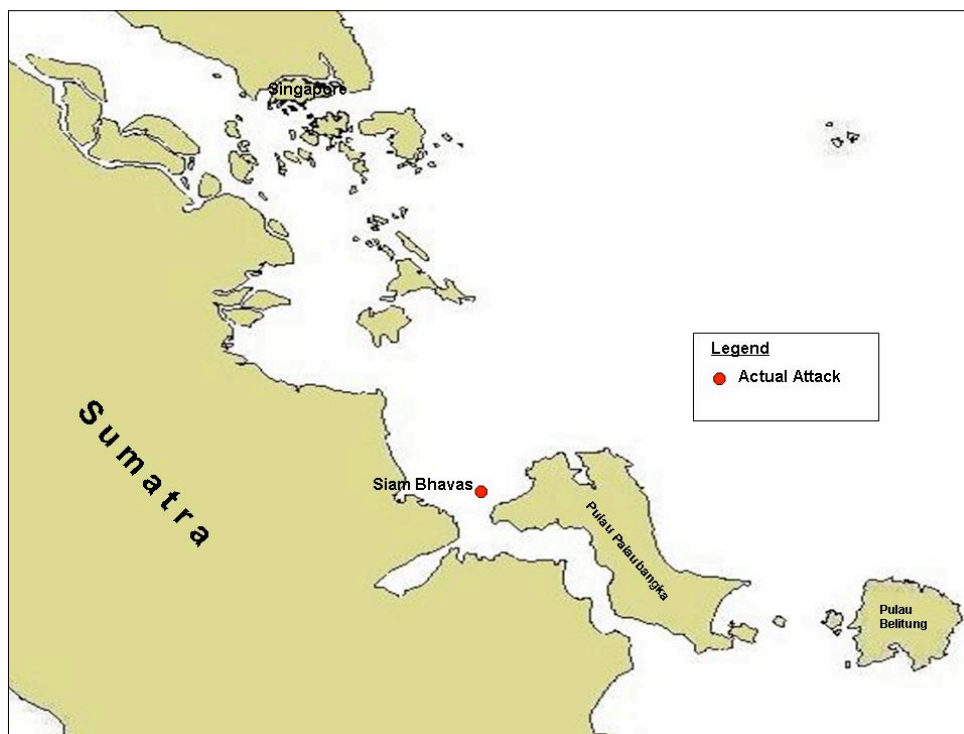
Name of ship	: <i>Siam Bhavas</i>
Type of Ship	: Chemical Tanker
Flag of Ship	: Thailand
IMO Number	: 8300494
GT	: 3,995



3.2.1 The ReCAAP Focal Point (Singapore) reported this incident on board the *Siam Bhavas* to the ISC. On 25 June 2007 at 1820 hrs, the Thailand-registered chemical tanker was approached by a speedboat at approximately 01° 51.5' S, 105° 02.8' E (about 6nm north of Tanjung Ular, Indonesia). The tanker had departed from Palembang, Indonesia and had been sailing for two and a half hours before she was approached by the speedboat. Please see map below.

3.2.2 A crew member working at the aft station saw the speedboat approaching the tanker. He alerted the ship master who informed all crew members to enter their accommodation quarters and lock all doors. Eleven robbers armed with long knives and shot guns managed to board the *Siam Bhavas* from her port side. They got hold of one of the crew members who was still outside the accommodation quarter. The master sounded the alarm and informed the Indonesian authorities about the incident. Upon hearing the alarm, the robbers released the crew member and fled in their speedboat.

3.2.3 No items were stolen from the tanker, and no crew members were injured. After the incident, the Indonesian authorities boarded the tanker to investigate. The ship master was not able to confirm if the robbers had fired any shots during the incident.



**Approximate location of Incident**

### **Previous Incident**

3.2.4 This is the second time the *Siam Bhavas* was attacked. On 29 September 2005, six robbers boarded the *Siam Bhavas* while she was at anchor at the port of Chittagong, Bangladesh. The robbers broke open the forward store and escaped empty-handed when a crew member raised the alarm and mustered the rest of the crew<sup>2</sup>.

### **Observation**

3.2.5 The ISC recommends that ship masters and crew members constantly maintain vigilance especially against high speed boats closing in while the ship is under way. During this incident, the use of alarm signals by the ship master was effective in frightening off the robbers, preventing the situation from escalating.

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<sup>2</sup> Source: International Maritime Organisation, Reports on Acts of Piracy and Armed Robbery Against Ships for September 2005.



## Part 4 - Observations for January-June 2007

4.1 Compared to the period January-June 2005, the number of reported incidents of armed robbery and piracy against ships in the Asian region in January-June 2007 has decreased by 46% (from 79 to 43). Overall, the following observations can be made regarding incidents which occurred during the period January-June 2007, compared to the same period in 2006 and 2005:

- a. The number of Category 1 incidents has been relatively constant in all three periods.
- b. With the exception of Category 1 incidents, the overall decline in the number of reported incidents is matched by a decrease in the number of significant incidents in the first half of 2007 compared to the same period in 2006 and 2005.
- c. Tankers appear to have been targeted on more occasions than other type of ships in the first half of 2007, while bulk carriers experienced a higher number of incidents compared to other ship types in the same period of 2006 and 2005.
- d. A large proportion of incidents reported during January-June 2007, 2006 and 2005 occurred while ships were at anchor, and during the hours of darkness.
- e. Robbers were most commonly armed with knives during incidents in all three reporting periods.
- f. More than half of all reported incidents involved robbers operating in groups of 1 and 6.
- g. No incidents in January-June 2007 involved crew members being held hostage or assaulted, whereas several such incidents took place in January-June 2006 and January-June 2005.

**DETAILS OF INCIDENTS IN JUNE 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>Guru Gobind Singh</i> Tanker India 9070151 80130	08/06/07 0540 hrs	Lawi Lawi Anchorage, Balikpapan  01° 28' S 116° 49' E	Anchored	Two robbers boarded the tanker's forecandle deck. The duty crew alerted the duty officer on the bridge and raised the alarm. When the robbers saw the crew member approaching, they jumped overboard and escaped in a speedboat, taking with them the tanker's forward life raft.  The ISC Focal Point (India) reported that the authorities had recovered the stolen item on 10/07/07 and returned it to the tanker.	Ship's forward life raft stolen.	ISC Focal Point (India)  ICC-IMB PRC	CAT 3
2.	<i>Panagia Lady</i> Chemical Tanker 9241085 27505	10/06/07 0522 hrs	Jakarta Anchorage, Indonesia  06° 0.6' S 106° 53.2' E	Anchored	Two robbers boarded the tanker using grappling hooks when the watch keeper's attention was diverted towards a few fishing boats in the area. The robbers stole two life	Two life rafts 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)
					rafts and escaped. The ship master reported the incident to the port authorities.			
3.	<i>Mujur Samudra</i> Product Tanker Mongolia 7714832 444	23/06/07 2100 hrs	About 4.5nm east of Tanjung Penawar, Malaysia  01° 33.7'N, 104° 21'E	Anchored	Seven masked robbers armed with pistols and parangs boarded the tanker. They switched off the ship's communications system and took control of the ship. One of the crew members escaped by jumping overboard, swam to Tanjung Penawar and reported the incident to the Royal Malaysian Marine Police (RMMP). The rest of the crew members were held captive by the robbers with their hands tied up. The robbers ransacked the tanker and took away the crew members' passports and a total of RM\$25,000 in cash. They then left the tanker and fled away in their speedboat.  The crew members managed to free	Cash and crew members' passports stolen.	ISC Focal Point (Singapore)  ICC-IMB PRC	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)
					themselves and reported the incident to the RMMP.			
4.	<i>Siam Bhavas</i> Thailand Chemical Tanker 8300494 3,995	25/06/07 1820 hrs	About 6nm north of Tanjung Ular, Indonesia  01° 51.5' S 105° 02.8' E	Steaming	<p>A crew member working at the aft station saw a speedboat approaching the tanker. He alerted the master who informed all crew members to enter their accommodation quarters and lock all doors. Eleven robbers armed with long knives and shot guns managed to board from the port side of the tanker. They got hold of one of the crew members who was still outside the accommodation quarter. The master immediately sounded the alarm and alerted the Indonesian Authorities. Upon hearing the alarm, the robbers released the crew member and left the ship. No items were stolen.</p> <p>After the incident, the Indonesian authorities boarded the tanker to investigate. The ship master was not able to</p>	Nil	<p>ISC Focal Point (Singapore)</p> <p>ICC-IMB PRC</p>	CAT 2

<b>S/N</b>	<b>Ship Name, Type of Ship, Flag, IMO No., GT</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Status of Ship</b>	<b>Details of Incident</b>	<b>Consequences for Crew, Cargo, Ship Equipment, etc</b>	<b>Reporting Agency</b>	<b>Significance Level (classified by the ReCAAP ISC)</b>
					confirm if the robbers had fired any shots during the incident.			

## 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>Darya Shakti</i> Bulk Carrier Hong Kong 9291078 31260	23/06/07 0240 hrs	Banjarmasin Coal Loading Anchorage, Indonesia  03° 41' S 114° 26.4' E	Anchored	While waiting for the commencement of the loading operation, the duty watchman spotted two robbers climbing up the starboard anchor chain and three other persons in a small boat close to the anchor cable. He notified the duty officer who raised the alarm. The robbers abandoned the attempt and escaped in the small boat.	ISC Contact Point (Hong Kong)  ICC-IMB PRC