



Report for July 2008

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Executive Summary

A total of 10 incidents of armed robbery against ships were reported in Asia in July 2008. All were actual incidents. Overall, there has been a decline in the number of incidents reported in July 2008 compared to July 2007. The decline in the total number of reported incidents was a result of the decrease in the number of attempted incidents in July 2008. The number of actual incidents reported during July 2008 and July 2007 was fairly consistent.

The details of the incidents occurred in July 2008 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 report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.

Part 2 - Report for July 2008

2.1 Analysis of Number and Significance of Incidents

2.1.1 A total of 10 incidents of armed robbery against ships were reported in July 2008. All were actual incidents. The details of the incidents are provided in the Annex. There was a decline in the total number of incidents in July 2008 compared to July 2007. In July 2007, a total of 12 incidents were reported, of which nine were actual incidents and three were attempted incidents. In comparison, the number of actual incidents reported in July 2008 and July 2007 has remained fairly consistent. The decline in the total number of incidents in July 2008 was a result of a decrease in the number of attempted incidents. Please see *Table 1* below.

	July 2008	July 2007
Actual	10	9
Attempted	0	3
Total	10	12

Table 1 – Actual and attempted incidents during July 2008 and July 2007

2.1.2 Of the 10 actual incidents reported in July 2008, eight were Category 3 incidents and two were Category 2 incidents. A total of nine actual incidents were reported in July 2007, of which eight were Category 3 incidents and one was a Category 2 incident. Compared to July 2007, there was a slight increase in the number of Category 2 incident in July 2008. The number of Category 3 incidents has remained the same during the two reporting periods. Please see *Table 2* below.

Significance Level	July 2008	July 2007
Category 3 (Less Significant)	8	8
Category 2 (Moderately Significant)	2	1
Category 1 (Very Significant)	0	0
Total	10	9

Table 2 – Significance level of incidents during July 2008 and July 2007

2.1.3 Figure 1 shows the number of actual and attempted incidents reported between July 2007 and July 2008. During this period, total activity was the highest in April 2008, and lowest in December 2007. There was no attempted incident reported in Jun 2008 and July 2008.

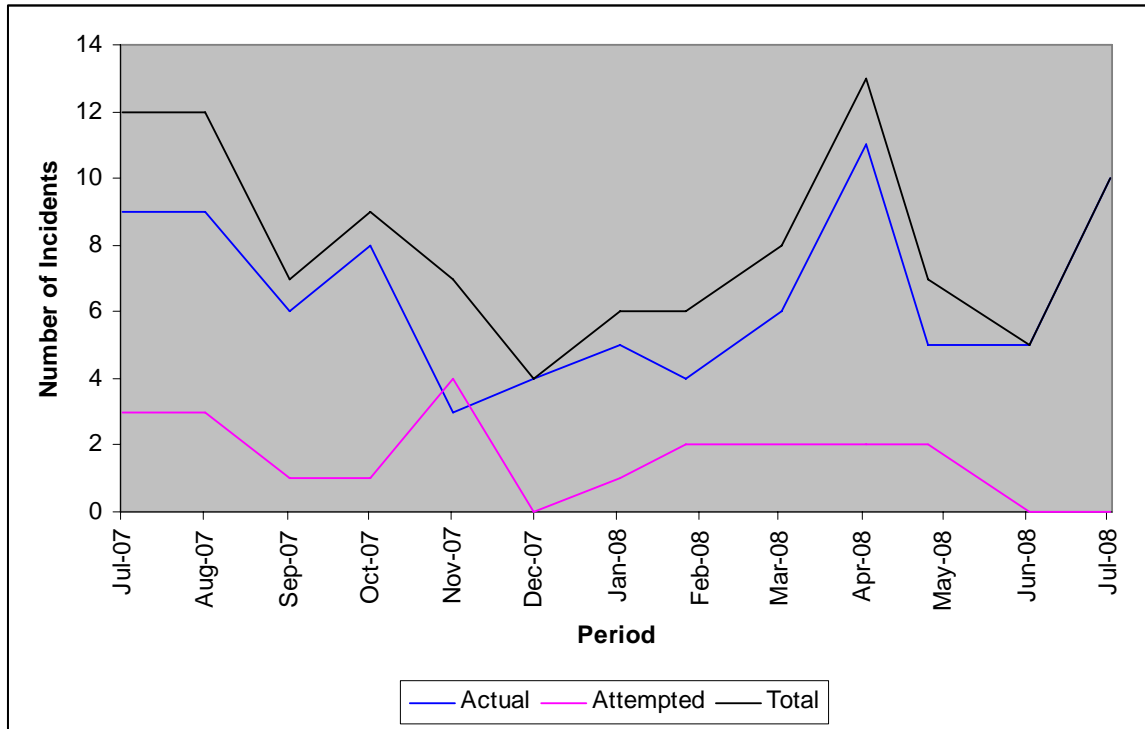


Figure 1 – Number of incidents from July 2007 to July 2008

2.2 Analysis of Incidents in July 2008

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents reported in July 2008 and July 2007. There was a decline in the total number of incidents reported in July 2008 compared to July 2007. The decline was most apparent in Bangladesh where there were six incidents reported in July 2007 compared to only one incident reported in July 2008. However, the number of incidents reported in Philippines and Vietnam has increased in July 2008 compared to July 2007. Two incidents were reported in Philippines in July 2008 compared to none reported in July 2007. In Vietnam, four incidents were reported in July 2008 compared to only one incident reported in July 2007. The total number of incidents reported in Indonesia has remained the same during the two periods.

	July 2008		July 2007	
	Actual	Attempted	Actual	Attempted
Bangladesh	1		5	1
Indonesia	3		3	
Philippines	2			
Vietnam	4		1	
Sri Lanka				1
South China Sea				1
Total	10	0	9	3

Table 3 – Location of incidents during July 2008 and July 2007

2.2.2 **Weapons Used.** Table 4 shows the weapons used by robbers during actual incidents reported in July 2008 and July 2007. No substantive conclusion can be drawn by comparing the weapons used by robbers during these two periods. This was due to the large number of incidents where weapons used by the robbers were either not stated or nil. Ship masters were advised to report the type of weapons used by robbers during the incident. The ReCAAP ISC notes that knives were used by robbers in some incidents and these could be used to cut ropes.

Period	Guns	Knives	Guns & Knives	Other weapons	Not stated/Nil
July 2008		3			7
July 2007		4			5

Table 4 – Weapons used in incidents during July 2008 and July 2007

2.2.3 **Types of Ships Targeted.** Table 5 shows the type of ships involved in actual incidents and attempted incidents during July 2008 and July 2007. Tankers appeared to have been more susceptible to attack than other type of ships in July 2008. Half of the total number of incidents reported in July 2008 involved tankers. No particular type of ships was more susceptible to attack in July 2007.

Type of Ship	July 2008	July 2007
General Cargo ship	1	2
Bulk carrier	2	2
Container ship	2	3
Oil tanker	1	
Chemical tanker	2	3
Product tanker	1	
LPG tanker	1	
Fishing trawler		1
Ro-ro ship		1
Total	10	12

Table 5 – Type of ships involved in incidents during July 2008 and July 2007

2.2.4 **Status of Ships.** Table 6 shows the status of ships during incidents in July 2008 and July 2007, and the significance level of the incidents. All incidents reported in July 2008 occurred when the ships were at anchor. Of these, two were Category 2 incidents and eight were Category 3 incidents. In July 2007, nine incidents were reported, of which two incidents occurred when the ships were at berth and seven incidents occurred when the ships were at anchor. Of the nine incidents reported, eight were Category 3 incidents and one was a Category 2 incident. The majority of the incidents involving ships that were at berth and at anchor were Category 3 incidents.

Status of Ships	July 2008			July 2007		
	CAT 2	CAT 3	Total	CAT 2	CAT 3	Total
Berthed					2	2
Anchored	2	8	10	1	6	7
Total	2	8	10	1	8	9

Table 6 – Status of ships during incidents in July 2008 and July 2007, and their significance level

2.2.5 **Time of Incidents.** Table 7 shows the local time of actual and attempted incidents occurred in July 2008 and July 2007. In July 2008, eight out of ten reported incidents occurred between 1800hrs to 0559hrs. This is comparable to July 2007 when nine out of twelve reported incidents occurred during the same period.

	1800 hrs to 2359 hrs	0001 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs
July 2008	2	6	2	
July 2007	2	7	3	

Table 7 – Local time of incidents during July 2008 and July 2007

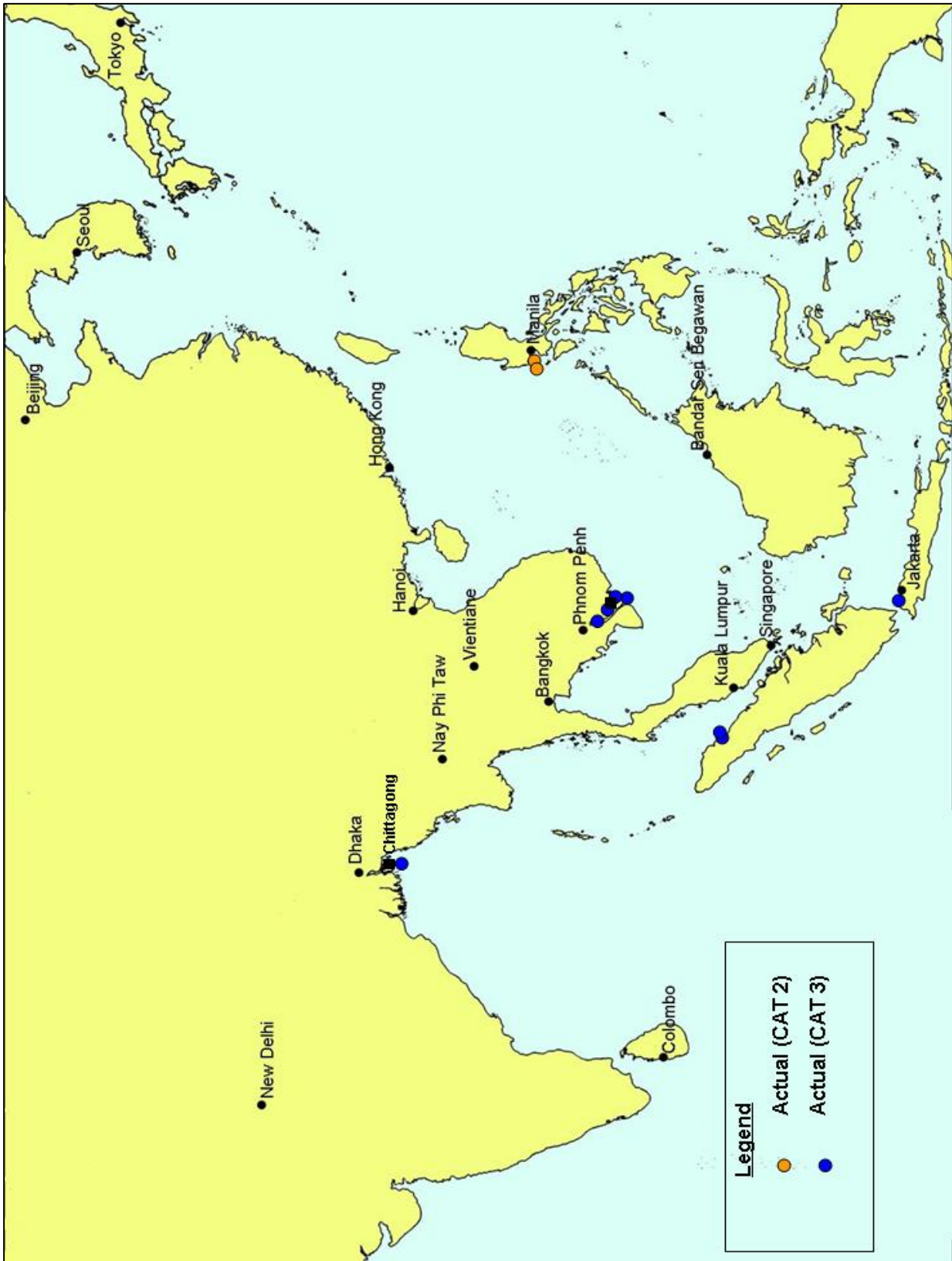


Figure 1 : Location of All Incidents in July 2008

Part 3 - Details of Selected Incidents

3.1 Incidents at anchorages near the port of Manila, Philippines

3.1.1 In July 2008, two Category 2 (moderately significant) incidents were reported at anchorages near the Port of Manila, Philippines. Please see map below. The details of the incidents are described below.

Incident on board the *MV Gaz Millenium* on 13 July 2008

Name of Ship : *MV Gaz Millenium*
Type of Ship : Liquefied Gas Carrier
Flag of Ship : Panama
IMO Number : 9229233
GT : 16,685

3.1.2 The ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC an incident on board a Panama-registered liquefied gas carrier, the *MV Gaz Millenium*. At about 0250 hrs on 13 July 2008, the liquefied gas carrier was anchored at approximately 14° 36.42'N, 120° 56.23'E at the Manila quarantine area, the port of Manila, Philippines, when the shore security guards noticed four robbers armed with knives and pipe on the forecastle of the ship while the crew was busy preparing to receive bunkers. Please refer to map below.

3.1.3 The shore security guard alerted the crew of the ship. On seeing that the crew has been alerted, the robbers jumped overboard and escaped in two waiting boats. There were 12 other personnel waiting in the boats. No crew was injured, however some of the ship's equipment and stores were found missing.

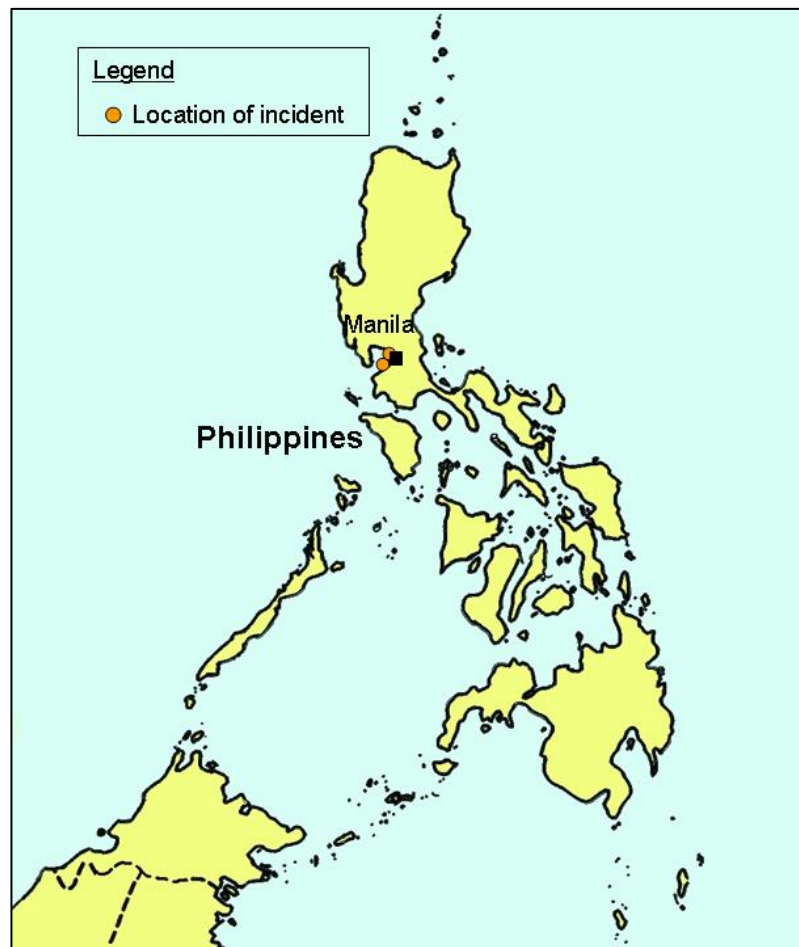
Incident on board the *MV Victoria Strait* on 22 July 2008

Name of Ship : *MV Victoria Strait*
Type of Ship : Container ship
Flag of Ship : Antigua and Barbuda
IMO Number : 9265574
GT : 9966

3.1.4 The ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC an incident on board the Antigua and Barbuda-registered container ship, the *MV Victoria Strait*. At about 0400 hrs on 22 July 2008, the container ship was anchored at approximately 14° 33.4'N, 120° 55.1'E at the Outer Breakwater (OBW) anchorage area, Manila, Philippines. Please refer to map below. The ship was waiting for berthing when 12 unidentified robbers armed with knives and pipes boarded the ship from a motorized banca (wooden boat).

3.1.5 The robbers stole several items on board the ship, including one set of breathing apparatus, one set of chemical suit, nine pieces of fire hose nozzle, 13 pieces of fire hose coupling and four tins of paint. The robbers fled with these items in the motorized banca.

3.1.6 The ship master reported the incident to the port authorities and the Philippine Coast Guard (PCG). Personnel from the Coast Guard Port State Control (PSC) Centre proceeded to the incident area to investigate the incident.



Approximate location of the incidents

Past incidents at anchorages near the port of Manila

3.1.7 Since January 2008 till July 2008, three incidents of armed robbery have been reported in the vicinity of the port of Manila. Of these, two were Category 2 incidents (involving the *MV Gaz Millenium* on 13 July 2008 and the *MV Victoria Strait* on 22 July 2008), and one was a Category 3 incident (involving a general cargo ship, the *Kuwana* on 11 April 2008). No incidents were reported between January 2007 and July 2007.

3.1.8 The PSC Centre has expressed concern about the situation in the area, and has intensified security measures to prevent the recurrence of such incidents.

Observations

3.1.9 The *modus operandi* of the incidents occurred on 13 July 2008 and 22 July 2008 appeared similar. However, it was not certain if the same group of robbers were involved in the two incidents.

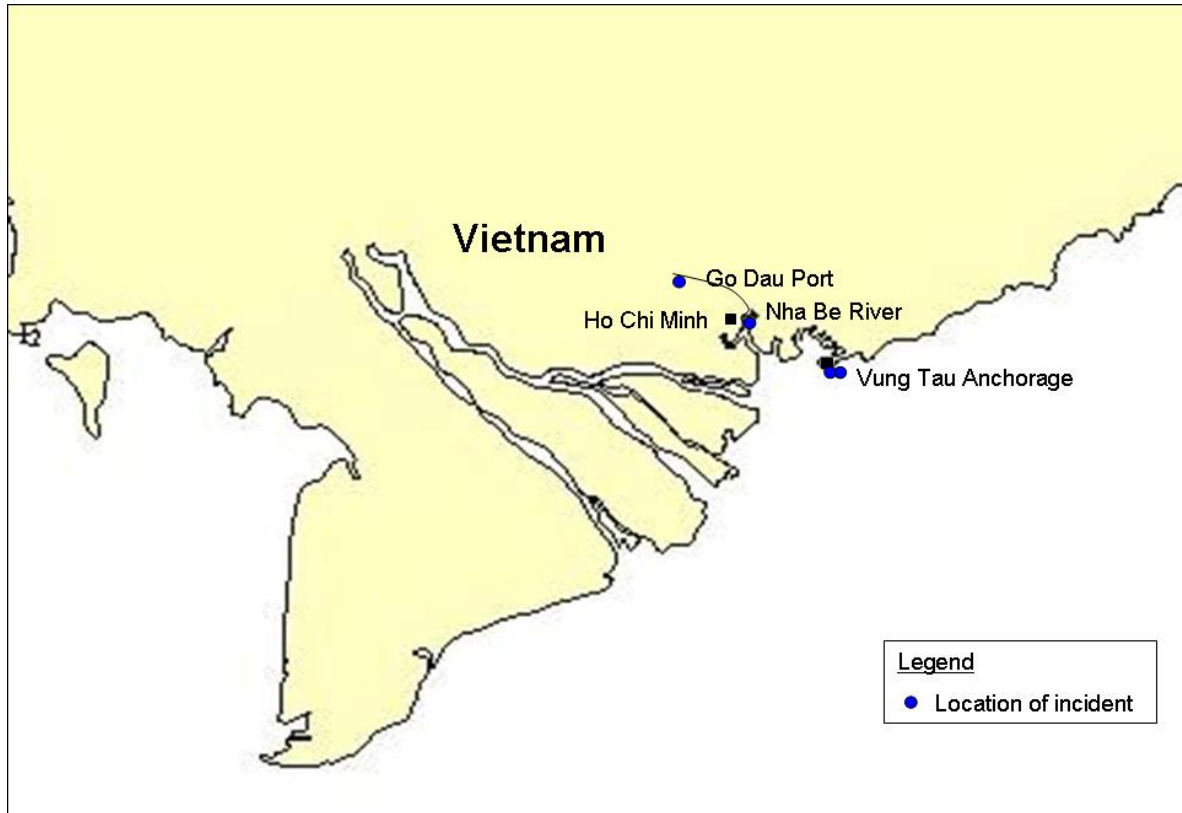
3.1.10 The ReCAAP ISC notes that the robbers involved in these incidents operated in groups of more than six men, armed with knives and ready to attack when confronted. They boarded the ship from small boats and targeted at ships while at anchor during hours of darkness.

Recommendation

3.1.11 The ReCAAP ISC recommends that ship master take precautionary anti-piracy measure while the ship is at anchor and report all robbery incidents to the port authorities immediately.

3.2 Robbery Incidents reported at Anchorages in Vietnam

3.2.1 In July 2008, a total of four Category 3 (less significant) incidents of armed robbery against ships were reported at anchorages in Vietnam. Of these, two incidents occurred at the anchorage of Vung Tau, one incident occurred at the anchorage along the Nha Be River and another incident occurred at the port of Go Dau, Vam Co Dong River. Please see map below. The details of the incidents are described below.



Approximate location of incidents occurred at Vietnam's Anchorages

Incident on board the *Garden City River* at Vung Tau Anchorage on 1 July 2008

Name of Ship : *Garden City River*
Type of Ship : Crude oil tanker
Flag of Ship : Singapore
IMO Number : 9302970
GT : 56,146

3.2.2 The ReCAAP Focal Point (Vietnam) and ReCAAP Focal Point (Japan) reported to the ReCAAP ISC an incident on board the Singapore-registered crude oil tanker, the *Garden City River*. At about 2040 hrs on 1 July 2008, the tanker was at the anchorage of Vung Tau at approximately 10° 15'N, 107° 07'E when the watch-keepers on the bridge sighted a boat approaching close to the stern of the tanker. The crew directed the flashlights in the direction of the boat which passed about 30

metres from the stern of the tanker. At 2100 hrs, the crew spotted one unlit boat alongside the ship, and the robbers were believed to have boarded the tanker by using grapnels and ropes. The ship master activated the ship security alert system and raised the general alarm. All crew was mustered, head count taken and the ship's whistle was sounded continuously. On hearing the alarm, the robbers left the ship. The crew was not able to verify the number of robbers boarded the tanker and whether they were armed as the robbers were in the forecastle area of the tanker and the incident occurred at night under the cover of darkness.

3.2.3 As the *Garden City River* was the only ship at the anchorage, and there were several small unlit craft and fishing boats in the vicinity, the tanker decided to proceed towards the sea to anchor at a position approximately 20 nm from the port. A thorough search of the forecastle of the ship was carried out and no robbers were found on board the ship. The crew discovered that four nylon ropes and the ship's signal bell were missing. None of the crew was injured.

Incident on board the *Marcompetition* at anchorage along the Nha Be River, Ho Chi Minh on 1 July 2008

Name of Ship	: <i>Marcompetition</i>
Type of Ship	: Container ship
Flag of Ship	: Antigua & Barbuda
IMO Number	: 9106144
GT	: 16,269

3.2.4 On 1 July 2008 at 0330 hrs, the Antigua & Barbuda-registered container ship, the *Marcompetition* was at anchor in the Nha Be River when three robbers boarded the container ship using a grapnel and rope. The duty watchkeepers spotted the robbers and raised the alarm. The robbers escaped by jumping into a boat. The crew was not injured and nothing was stolen.

3.2.5 The ship company mentioned that the crew was maintaining anti-piracy watches at the forecastle and aft of the ship when the robbers were spotted. He also mentioned that the robbers broke the padlocks of the forward store of the ship but escaped empty-handed when the alarm was raised¹.

¹ Source : STX Pan Ocean Pte Ltd based in the Republic of Korea.

Incident on board the *MV CSL SAMS* at the port of Go Dau, Vam Co Dong River on 25 July 2008

Name of Ship : *MV CSL SAMS*
Type of Ship : Bulk carrier
Flag of Ship : Barbados
IMO Number : 8618188
GT : 11,532

3.2.6 The ReCAAP Focal Point (Vietnam) reported to the ReCAAP ISC an incident on board the Barbados-registered bulk carrier, the *MV CSL SAMS*. At about 2130 hrs on 25 July 2008, two robbers armed with long knives boarded the bulk carrier. They broke the padlocks to the forward store of the bulk carrier. The duty crew raised the alarm and alerted the crew when noticed that the padlocks were broken and the doors to the store were opened. On hearing the alarm, the robbers escaped in a small boat.

3.2.7 The ship master reported the incident to the Vietnam Marine Police who is also the ReCAAP Focal Point (Vietnam), and the Vietnam Maritime Security Information Centre. The Vietnam Marine Police immediately informed the local authorities and co-ordinate with the police in investigating the incident.

Incident on board the *MT Rengganis* at Vung Tau Anchorage on 31 July 2008

Name of Ship : *MT Rengganis*
Type of Ship : Chemical tanker
Flag of Ship : Singapore
IMO Number : 9064217
GT : 2,543

3.2.8 Another incident was reported at the anchorage of Vung Tau on 31 July 2008 involving a Singapore-registered chemical tanker, the *MT Rengganis*. At about 2015 hrs on 31 July 2008, the tanker was at position 10° 16.36'N, 107° 02.85'E, when the duty officer of the *MT Rengganis* noticed a suspicious person on boarded the tanker. He raised the general alarm, alerted the crew and sounded the ship's whistle. The crew rushed to the forecandle deck of the tanker, saw the person jumped overboard and escaped in a sampan which was near the bow of the tanker.

3.2.9 The ReCAAP Focal Point (Singapore) verified the incident with the Singapore-based shipping company who revealed that a rope measuring 100 metres has been cut off².

² Source : GBLT Ship Management Pte Ltd

Observations

3.2.10 Notably, there has been an increase in activities in the ports and anchorages in Vietnam in July 2008. Between January 2008 and July 2008, a total of six incidents were reported in Vietnam compared to four incidents reported during the same period in 2007. Of the six incidents reported since January 2008, three occurred at the anchorage of Vung Tau.

3.2.11 Investigations carried out by the Vietnamese authorities revealed that incidents that occurred at ports and anchorages in Vietnam were cases of petty theft where robbers boarded the ship from a small boat during the hours of darkness and stole unsecured items such as ropes and ship stores. When discovered, they fled and escaped in their small boats. They did not harm the crew and were prepared to escape empty-handed when detected.

Recommendations

3.2.12 The ReCAAP ISC advises ship masters to strengthen watch keeping and surveillance when their ships were at anchor or at berth. To deter boarding at night, ship owners and ship managers are advised to provide proper lightings on the deck of the ship as ship with poor lighting would increase their vulnerability at night. In addition, the crew was advised to conduct deck patrols at staggered and irregular intervals to prevent robbers from deciphering the crew's routine.

3.2.13 Ship masters are encouraged to report all incidents of piracy and armed robbery to the nearest RCC, coastal or port state authorities, whichever appropriate, immediately after an actual or attempted attack. This enables the authorities to take immediate action in investigating the incident. It also allows the authorities to issue precautionary warnings to ships operating in the vicinity to be on lookout for suspicious boats and persons.

Part 4 - Observations for July 2008

4.1 The total number of incidents of piracy and armed robbery against ships in Asia in July 2008 has decreased compared to July 2007. There were 10 incidents reported in July 2008 compared to 12 incidents in July 2007. Overall, the following observations can be made for incidents reported in July 2008:

- a. The decline in the total number of incidents in July 2008 was due to the decrease in the number of attempted incidents in July 2008 compared to July 2007. No attempted incident was reported in July 2008 compared to three attempted incidents reported in July 2007. The number of actual incidents reported in July 2008 and July 2007 were fairly consistent.
- b. There was a slight increase in the number of Category 2 incident in July 2008 compared to July 2007. The number of Category 3 incidents has remained the same during the two periods.
- c. There has been an improvement in the situation in Bangladesh in July 2008 compared to July 2007. However, there has been an increase in activities in Philippines and Vietnam in July 2008 compared to the same period in 2007.
- d. Majority of the incidents involving ships that were at anchor or at berth were Category 3 incidents. In July 2008, eight out of ten incidents involving ships that were at anchor were Category 3 incidents. This is comparable to July 2007 when eight out of nine incidents involving ships that were at anchor or at berth were Category 3 incidents.
- e. Half of the total number of incidents reported in July 2008 involved tankers.

ANNEX

DETAILS OF INCIDENTS IN JULY 2008

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>Garden City</i> River Crude oil tanker Singapore 9302970 56,146	01/07/2008 2100 hrs	10° 15' N 107° 07' E Vung Tau Anchorage, Vietnam	Anchored	<p>The watch-keepers on the bridge sighted a boat approaching close to the stern of the tanker. The crew directed the flashlights in the direction of the boat which passed about 30 metres from the stern of the tanker. At 2100 hrs, the crew spotted one unlit boat alongside the ship, and the robbers were believed to have boarded the tanker by using grapnels and ropes. The ship master activated the ship security alert system and raised the general alarm. All crew was mustered, head count taken and the ship's whistle was sounded continuously. On hearing the alarm, the robbers left the ship. The crew was not able to verify the number of robbers boarded the tanker and whether they were armed as the robbers were in the forecandle area of the tanker and the incident occurred at night under the cover of darkness.</p> <p>As the ship was the only ship at the anchorage, and there were several small unlit craft and fishing boats in the vicinity, the tanker decided to proceed towards the sea to anchor at a position approximately 20 nm from the port. A thorough search of</p>	ReCAAP Focal Point (Vietnam) ReCAAP Focal Point (Japan)	CAT 3

					the forecastle of the ship was carried out and no robbers were found on board the ship. The crew discovered that four nylon ropes and the ship's signal bell were missing. None of the crew was injured.		
2.	<i>Marcompetition</i> Container ship Antigua & Barbuda 9106144 16,269	01/07/2008 0330 hrs	Nha Be River, Ho Chi Minh, Vietnam	Anchored	The duty watch-keepers spotted the robbers and raised the alarm. The robbers escaped by jumping into a boat waiting on board. The crew was not injured and nothing was stolen. The shipping company reported that the crew was maintaining anti-piracy watches at the forecastle and aft of the ship when the robbers were spotted. He also mentioned that the robbers broke the padlocks of the forward store of the ship but escaped empty-handed when the alarm was raised.	IMO	CAT 3
3.	<i>Port Louis</i> Product tanker Marshall Islands 9223253 24,910	06/07/2008 0135 hrs	21° 48' N 091° 42' E Kutubdia Island, Bangladesh.	Anchored	Two robbers boarded the tanker while at anchor using a grapnel and rope. The duty watch-keepers spotted the robbers and raised the alarm. The robbers escaped by jumping into a waiting boat which had four other men waiting on board. The crew was not injured and nothing was stolen.	IMO	CAT 3
4.	<i>Eighth Ocean</i> General Cargo ship Malta 9165803 15,670	11/07/2008 0655 hrs	06° 02.54' S 106° 53.68'E Jakarta Anchorage, Indonesia.	Anchored	Robbers attempted to board a general cargo ship on four different occasions while the ship was at anchor. Finally, the robbers succeeded in boarding the ship on the fifth attempt. The robbers stole the ship's stores and escaped. The ship master informed the port authorities who went onboard the ship to investigate.	IMO	CAT 3
5.	<i>MV Gaz</i> <i>Millennium</i>	13/07/2008 0250 hrs	Manila Quarantine	Anchored	The shore security guards noticed four robbers armed with knives and pipe on the	ReCAAP Focal Point	CAT 2

	LPG tanker Panama 9229233 16,685		Anchorage, Philippines.		forecastle of the ship while the crew was busy preparing to receive bunkers. The shore security guards alerted the crew of the ship. On seeing that the crew has been alerted, the robbers jumped overboard and escaped in two waiting boats. There were 12 other personnel waiting in the boats. No crew was injured. However some of the ship's equipment and stores were found missing.	(Philippines)	
6.	<i>Palau</i> Bulk carrier Malta 9261035 19,795	20/07/2008 0155 hrs	One nm from buoy no.2, Belawan Anchorage, Indonesia.	Anchored	The duty watchman on board the bulk carrier noticed some robbers trying to open the door to the forecastle store. He immediately reported the incident to the OOW who in turn raised the alarm and mustered the crew. Upon seeing that the crew had been alerted, the robbers jumped overboard empty handed and escaped in a waiting boat with one accomplice on board.	IMO	CAT 3
7.	<i>MV Victoria Strait</i> Container ship Antigua & Barbuda 9265574 9966	22/07/2008 0400 hrs	14° 33.4' N 120° 55.1'E Outer breakwater (OBW) anchorage area, Manila, Philippines	Anchored	Twelve robbers armed with knives boarded the container ship from a motorized banca (wooden boat) while the ship was waiting for berthing. The robbers stole several items on board the ship, including one set of breathing apparatus, one set of chemical suit, nine pieces of fire hose nozzle, 13 pieces of fire hose coupling and four tins of paint. The robbers fled with these items in the motorized banca. The ship master reported the incident to the port authorities and the Philippine Coast Guard (PCG). Personnel from the Coast Guard Port State Control (PSC) Centre proceeded to the incident area to investigate the incident.	ReCAAP Focal Point (Philippines)	CAT 2

8.	<i>MV CSL SAMS</i> Barbados Bulk carrier 8618188 11532	25/07/2008 2130 hrs	11° 06' N 106° 15.4'E Go Dau port, Vam Co Dong river, South Vietnam	Anchored	Two robbers armed with long knives boarded the bulk carrier. They broke the padlocks to the forward store of the bulk carrier. The duty crew raised the alarm and alerted the crew when noticed that the padlocks were broken and the doors to the store were opened. On hearing the alarm, the robbers escaped in a small boat. The ship master reported the incident to the Vietnam Marine Police who is also the ReCAAP Focal Point (Vietnam), and the Vietnam Maritime Security Information Centre. The Vietnam Marine Police immediately informed the local authorities and co-ordinate with the police in investigating the incident.	ReCAAP Focal Point (Vietnam)	CAT 3
9.	<i>CPO Germany</i> Chemical tanker United Kingdom 9353096 23,353	26/07/2008 0330 hrs	03° 57' N 098° 48'E Belawan Anchorage, Indonesia.	Anchored	Four robbers boarded the tanker via the anchor cable. On seeing the robbers, the ship master raised the alarm. The robbers jumped overboard and escaped in an unlit boat. The ship master reported the incident to the port authority.	IMO	CAT 3
10.	<i>MT Rengganis</i> Chemical tanker Singapore 9064217 2,543	31/07/2008 2015 hrs	10° 16.36'N 107° 02.85'E Vung Tau Anchorage, Vietnam.	Anchored	The duty officer of the tanker noticed a suspicious person on boarded the tanker. He raised the general alarm, alerted the crew and sounded the ship's whistle. The crew rushed to the fore-castle deck of the tanker, saw the person jumped overboard and escaped in a sampan which was near the bow of the tanker. A rope measuring 100 metres has been cut off.	ReCAAP Focal Point (Vietnam) CBLT Ship Management Pte Ltd	CAT 3