



Quarterly Report

1st January 2008 – 31st March 2008

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

Between January 2008 and March 2008, a total of 20 piracy and armed robberies against ships were reported in the Asian region. Of these, 15 were actual incidents and five were attempted incidents. Of the 15 actual incidents, one was a Category 1 (very significant) incident, one was a Category 2 (moderately significant) incident and 13 were Category 3 (less significant) incidents. The details of the incidents occurred in March 2008 are described in the Annex.

Overall, the number of incidents reported during the period January – March 2008 has remained fairly consistent with the number of incidents reported during the same period in 2007. However, compared to January – March 2006, there has been a decline in the number of incidents reported in January – March 2008. The decrease was more apparent in Indonesia and Malaysia. The greatest decrease from 2006 to 2008 occurred in the Category 2 incidents.

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 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 - Quarterly Report

2.1 Analysis of Incidents between January – March 2008

2.1.1 Number of Reported Incidents

A total of 20 incidents were reported between January 2008 and March 2008. Of the 20 incidents, six were reported in January 2008, six in February 2008 and eight in March 2008. About 40% of the total number of incidents reported during the period January – March 2008 occurred in March 2008. The number of incidents reported in January 2008 and February 2008 remains fairly consistent. Please refer to the table below.

	January 2008	February 2008	March 2008	January – March 2008
Actual	5	4	6	15
Attempted	1	2	2	5
Total	6	6	8	20

Table 1 – Actual and attempted incidents (January – March 2008)

2.1.2 Significance of Actual Incidents

During the period January – March 2008, there were 15 actual incidents, of which one was a Category 1 (very significant) incident, one was a Category 2 (moderately significant) incident and 13 were Category 3 (less significant) incidents. Please refer to the table below. The Category 1 incident occurred off the Philippines in March 2008, and the Category 2 incident occurred at the Port of Chittagong, Bangladesh in February 2008¹. The details of the Category 1 incident are described in Part 3 of this report.

	January 2008	February 2008	March 2008	January – March 2008
CAT 1 (Very Significant)			1	1
CAT 2 (Moderately Significant)		1		1
CAT 3 (Less significant)	5	3	5	13
Total	5	4	6	15

Table 2 – Significance of actual incidents (January - March 2008)

¹ This incident was reported in the February 2008 issue of the ReCAAP ISC Report.

2.1.3 Location of Incidents

Of the 20 incidents reported between January and March 2008, nine occurred in the South Asian region, and 11 in the Southeast Asian region. Of the 11 incidents in the Southeast Asian region, six were actual incidents and five were attempted incidents. Notably, all incidents occurred in the South Asian region were actual incidents. Table 3 shows the location of these incidents.

	January 2008		February 2008		March 2008		January – March 2008	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<u>South Asia</u>								
Bangladesh			1		2		3	
India	2		2		2		6	
Sub-total	2		3		4		9	
<u>Southeast Asia</u>								
Indonesia	2				1	1	3	1
Malaysia			1				1	
Vietnam	1						1	
Philippines					1	1	1	1
South China Sea				1				1
Straits of Malacca and Singapore		1		1				2
Sub-total	3	1	1	2	2	2	6	5
Overall Total	5	1	4	2	6	2	15	5

Table 3 – Location of incidents (January - March 2008)

2.1.4 Status of Ships

Table 4 below shows the status of ships during actual and attempted incidents for the period January – March 2008. Of the 20 incidents reported, 12 took place while the ships were either at anchor or at berth, and eight incidents occurred while the ships were under way (or steaming). This trend of incidents occurred mostly when ships were at anchor or at berth has been observed throughout the period January – March 2008.

	Anchored	Berthed	Steaming
<u>South Asia</u>			
Bangladesh	1	2	
India	4	1	1
<u>Southeast Asia</u>			
Indonesia	1	1	2
Malaysia		1	
Vietnam	1		
Philippines			2
South China Sea			1
Straits of Malacca and Singapore			2
Total	7	5	8

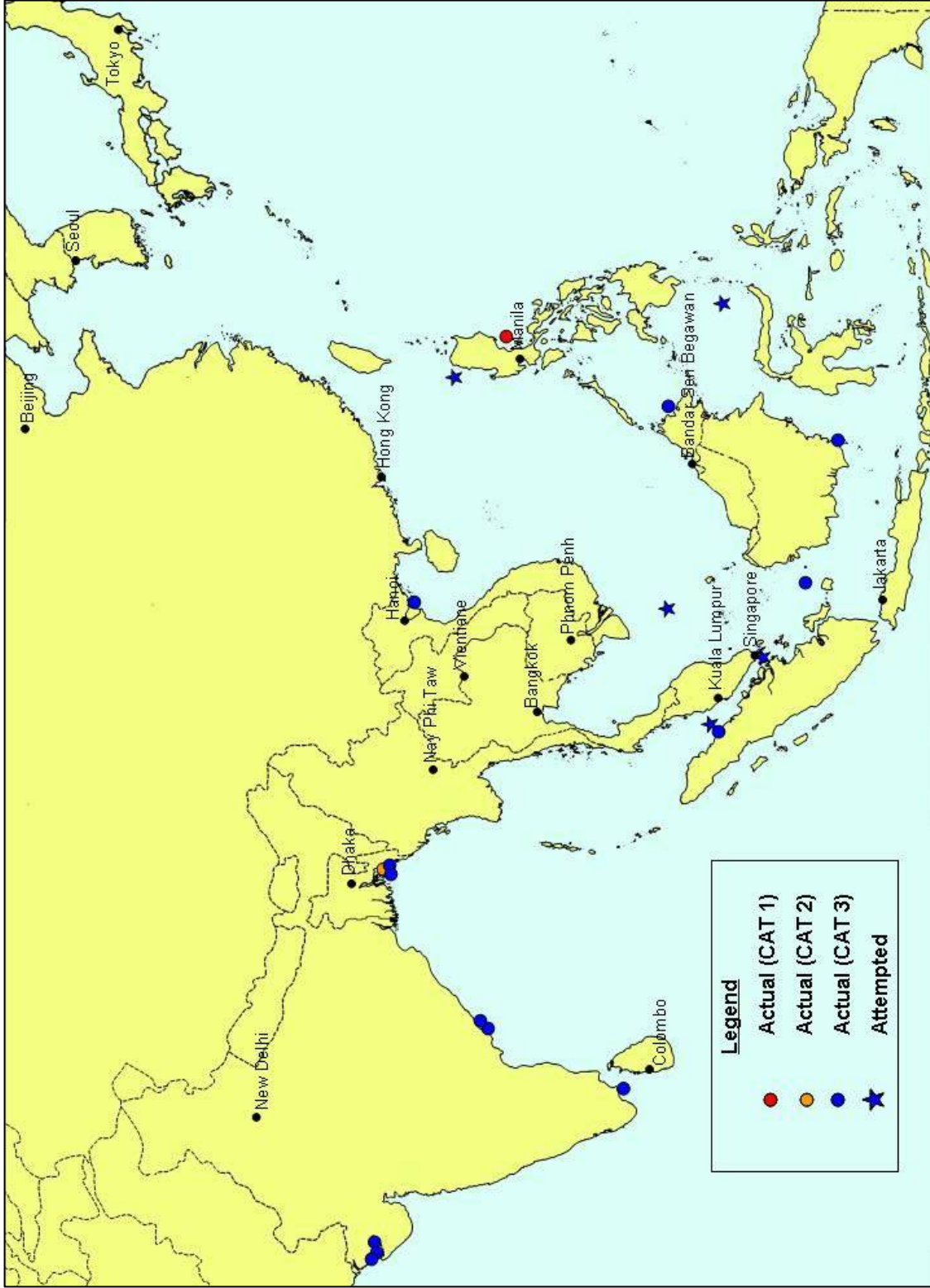
**Table 4 – Status of ships during actual and attempted incidents
(January – March 2008)**

2.1.4 Type of Ships

During the period January – March 2008, tankers appeared to have been more susceptible to attack than other ship types. Please see Table 5 below. Certain type of ship is more prone to attack because of the relative frequency of incidents occurred at the port facilities which cater to that specific type of ship or cargo. Three of the four incidents involving chemical tankers in the first quarter of 2008 occurred at anchorages in India.

	January 2008	February 2008	March 2008	January – March 2008
General cargo		2	2	4
Bulk carrier	1	1	2	4
Container ship	1	1		2
Chemical tanker	1	1	2	4
Oil tanker	1		1	2
Tug boat	2			2
VLCC		1		1
Passenger ship			1	1
Total	6	6	8	20

Table 5 –Type of ships involved in actual and attempted incidents (January - March 2008)



Map 1 : Location of All Incidents (January 2008 – March 2008)

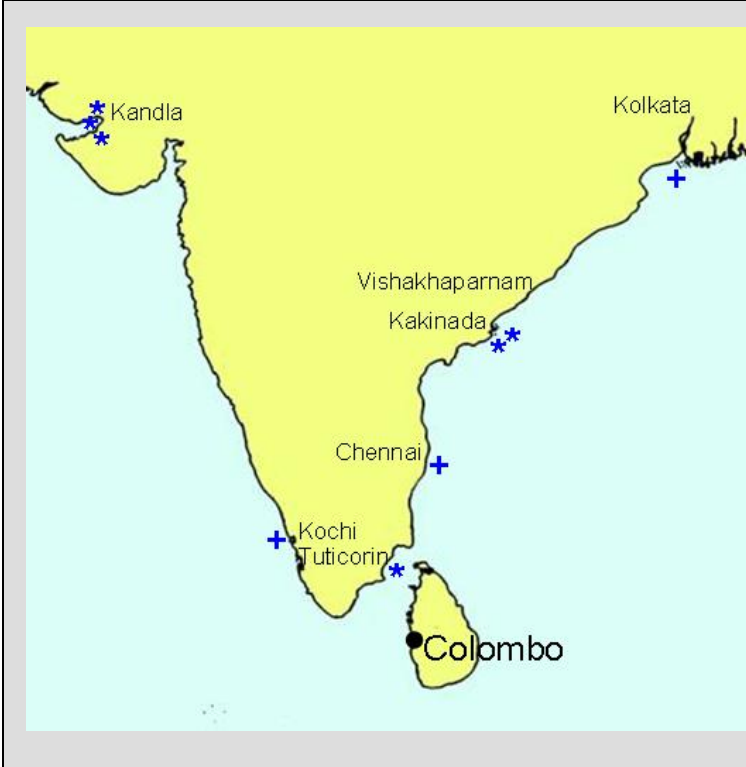
2.2 Overall Analysis of Quarterly Patterns and Trends

2.2.1 Number and Location of Reported Incidents

Table 6 below shows the total number of incidents reported in the first quarter of 2008 compared to the same period in 2007 and 2006. The number of incidents reported between January 2008 and March 2008 are consistent with the numbers reported between January 2007 and March 2007. A total of 20 incidents were reported between January 2008 and March 2008 and 19 incidents reported during the same period in 2007. There has been a significant decrease in the number of incidents reported in the first quarter of 2006 compared to the same period in 2007 and 2008. This decline is more apparent in Indonesia and Malaysia. However, there has been an increase in the number of incidents in India during the period January – March 2008 compared to the same period in 2007 and 2006. Please refer to Maps 2 to 5 below.

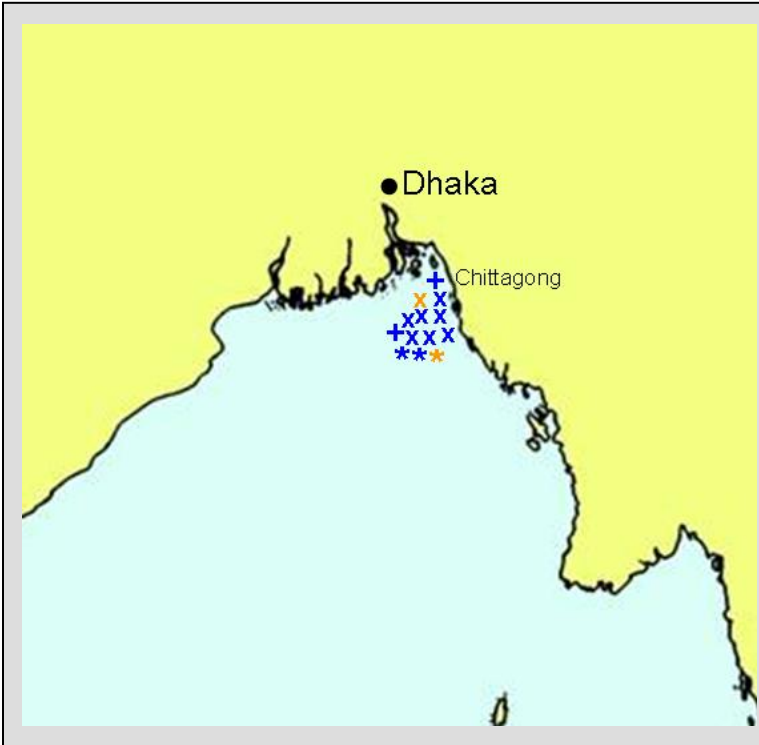
	January – March 2008		January – March 2007		January – March 2006	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
<u>South Asia</u>						
Bangladesh	3		2		8	1
India	6		1			
Arabian Sea				2		
Bay of Bengal			1			
Indian Ocean			1			
<u>Southeast Asia</u>						
Indonesia	3	1	7	1	15	3
Malaysia	1		1		6	
Thailand					1	
Vietnam	1		1		1	
Philippines	1	1				
South China Sea		1	1		1	
Straits of Malacca and Singapore		2		1		
TOTAL	15	5	15	4	32	4

Table 6 – Number of incidents reported (January – March 2008, 2007 and 2006)



Map 2 – Map of actual incidents in the Indian sub-continent during January – March 2008, 2007 and 2006

There has been an increase in the number of incidents reported in the Indian sub-continent in the first quarter of 2008 compared to the same period in 2007 and 2006. Six Category 3 incidents were reported during January – March 2008. Of these, three incidents occurred in the port of Kandla. During the period January – March 2007, only three Category 3 incidents were reported. There was no incident reported during the same period in 2006. All the Category 3 incidents were cases of petty theft that took place at the ports and anchorages.



Map 3 – Map of actual incidents in Chittagong, Bangladesh during January – March 2008, 2007 and 2006

There has been a slight increase in the number of incidents in the port of Chittagong, Bangladesh for the period January – March 2008 compared to the same period in 2007. During the period January – March 2008, there were two Category 3 incidents and one Category 2 incident reported in Chittagong compared to only two Category 3 incidents reported during the period January – March 2007. However, seven Category 3 incidents and one Category 2 incident were reported in the same period of 2006.

X Incident in 2006	+ Incident in 2007	* Incident in 2008
Blue – CAT 3 incident	Amber – CAT 2 incident	Red – CAT 1 incident



Map 4 – Map of actual incidents in the Malaysian region during January – March 2008, 2007 and 2006

There has been a significant improvement in the situation reported in Malaysia during the period January – March 2008 compared to the same period in 2007 and 2006. For the period January – March 2008, there was one Category 3 incident reported in the waters northeast of Sabah. Similarly, there was also only one Category 3 incident reported in the waters north of Sarawak during the period January – March 2007.

However, for the same period of 2006, there were six incidents reported in Malaysia. Of these, three were Category 3 incidents reported to have occurred off Pulau Tioman and three were Category 2 incidents occurred in the waters east of Sabah.

X Incident in 2006
Blue – CAT 3 incident

+ Incident in 2007
Amber – CAT 2 incident

* Incident in 2008
Red – CAT 1 incident



Map 5 – Map of actual incidents in the waters off Jakarta, Indonesia during January – March 2008, 2007 and 2006

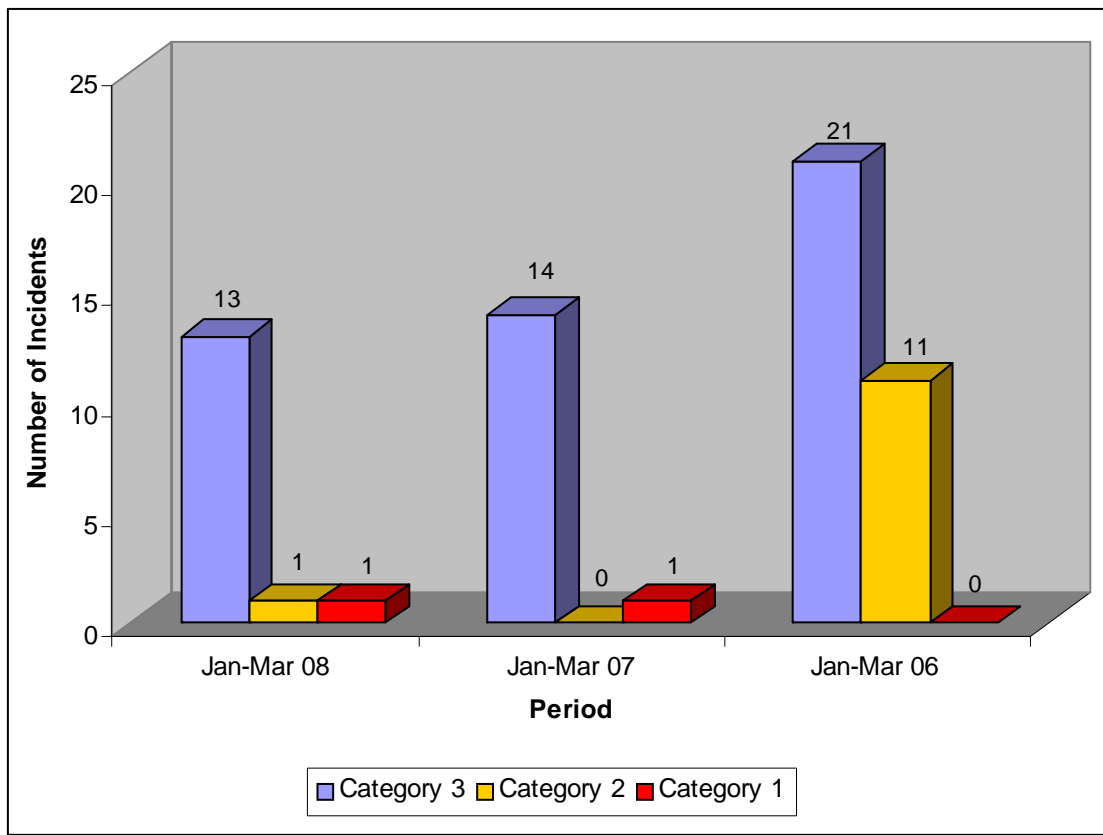
Overall, there has been a significant improvement in the situation in the waters off Jakarta during the period January – March 2008 compared with the same period in 2007 and 2006. No incident was reported in the waters off Jakarta during the period January – March 2008.

In comparison, four Category 3 incidents were reported during January – March in 2007, and six Category 3 incidents and one Category 2 incident were reported during the same period in 2006.

X Incident in 2006	+ Incident in 2007	* Incident in 2008
Blue – CAT 3 incident	Amber – CAT 2 incident	Red – CAT 1 incident

2.2.2 Significance Level of Reported Incidents

The overall number of incidents reported between January 2008 and March 2008, and January 2007 and March 2007 are the same. A total of 15 actual incidents were reported during these two periods. With the exception of one Category 2 incident reported in February 2008, all the other incidents reported during the period January – March 2008 and January – March 2007 are fairly consistent. Compared to January – March 2006, the total number of incidents reported during the same period in 2007 and 2008 has declined. The greatest decrease occurred in the Category 2 incidents. Chart 1 shows the significance of incidents in the three reporting periods.



**Chart 1 – Significance level of reported incidents
(January – March 2008, 2007 and 2006)**

2.2.3 Type of Ships

The three pie-charts below show the type of ships involved in actual and attempted incidents during the period January – March of 2008, 2007 and 2006.

During the period January – March 2008, tankers appeared to be most commonly targeted compared to other ships. Please see Chart 2 below. Three out of the six incidents involving tankers occurred at the anchorages of Kandla and Kakinada, India. Of the four incidents involving general cargo ships, two occurred at the anchorages of Kandla and Tuticorin, India. The other two incidents involving general cargo ships occurred at the port of Sandakan, Malaysia and Chittagong, Bangladesh. There were four incidents involving bulk carriers of which two occurred while the ships were steaming (in the South China Sea and Celebes Sea) and two while ships were at anchor/berth (at Pulau Laut Anchorage and Chittagong Anchorage).

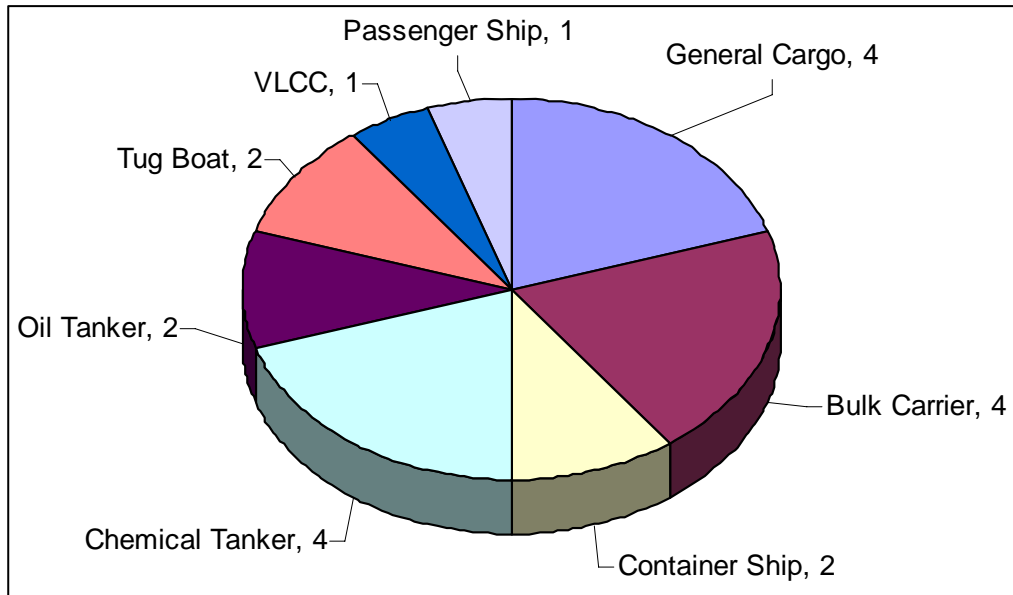


Chart 2 – Type of ships involved in actual and attempted incidents (January – March 2008)

During the period January – March 2007, tankers also appeared to have been most frequently targeted. The oil tankers were targeted more often than the other type of tankers. Five out of the eight reported incidents involving tankers occurred at Indonesian anchorages. Of these, three incidents occurred at Balongan Anchorage and two at Dumai Anchorage.

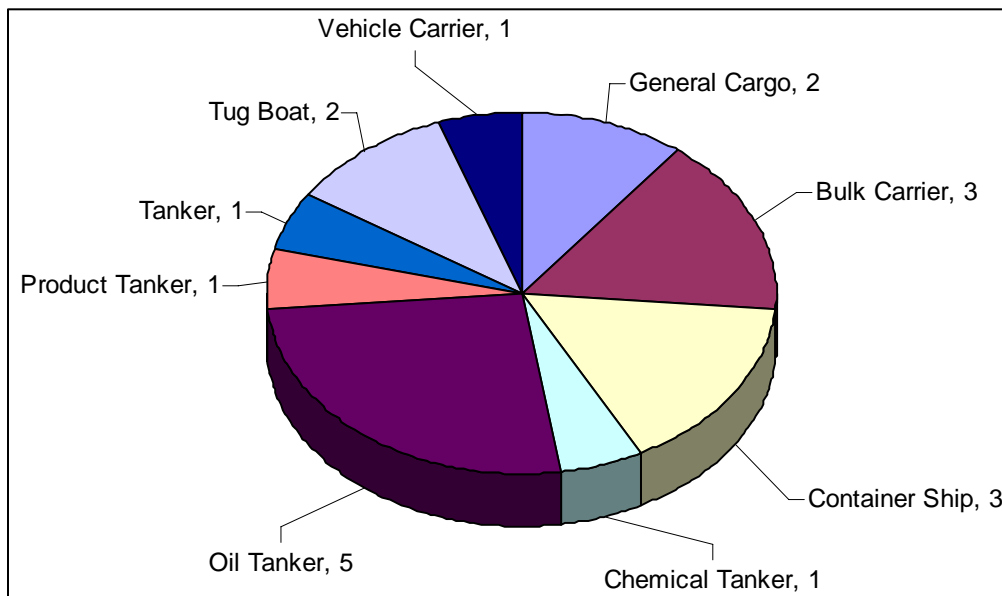


Chart 3 – Type of ships involved in actual and attempted incidents (January – March 2007)

During the period January – March 2006, container ships appeared to have been most frequently targeted. Of the 10 incidents involving container ships, half of them occurred at the anchorages of Chittagong, Bangladesh. There were six incidents involving bulk carriers. Four of these incidents occurred off East Kalimantan in the region between Pulau Laut and Balikpapan. Notably, all the four incidents involving fishing boats were Category 2 incidents. Three of the incidents occurred in the region around Semporna, East Malaysia and one in the Bashi Channel, Philippines.

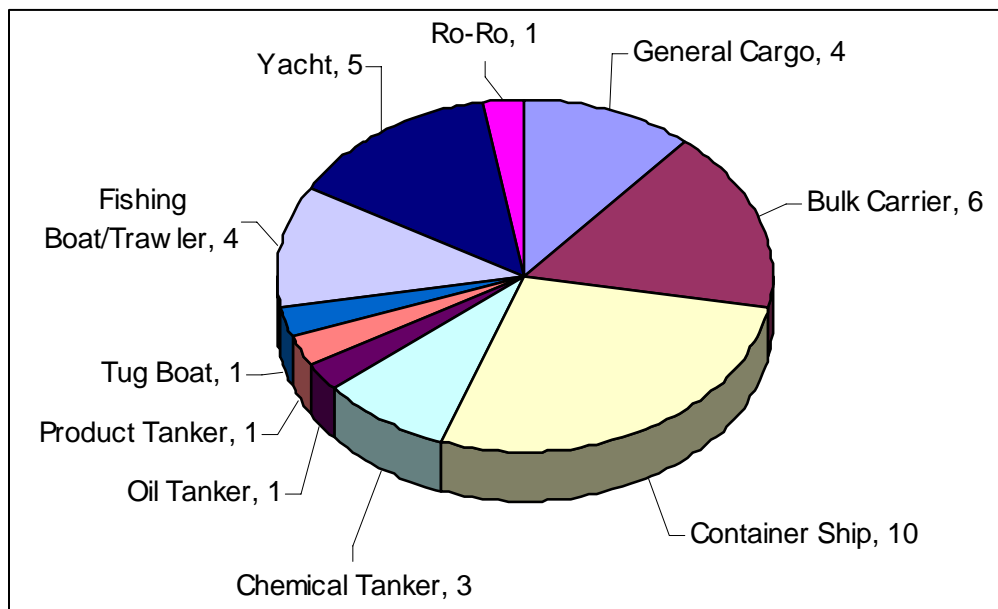
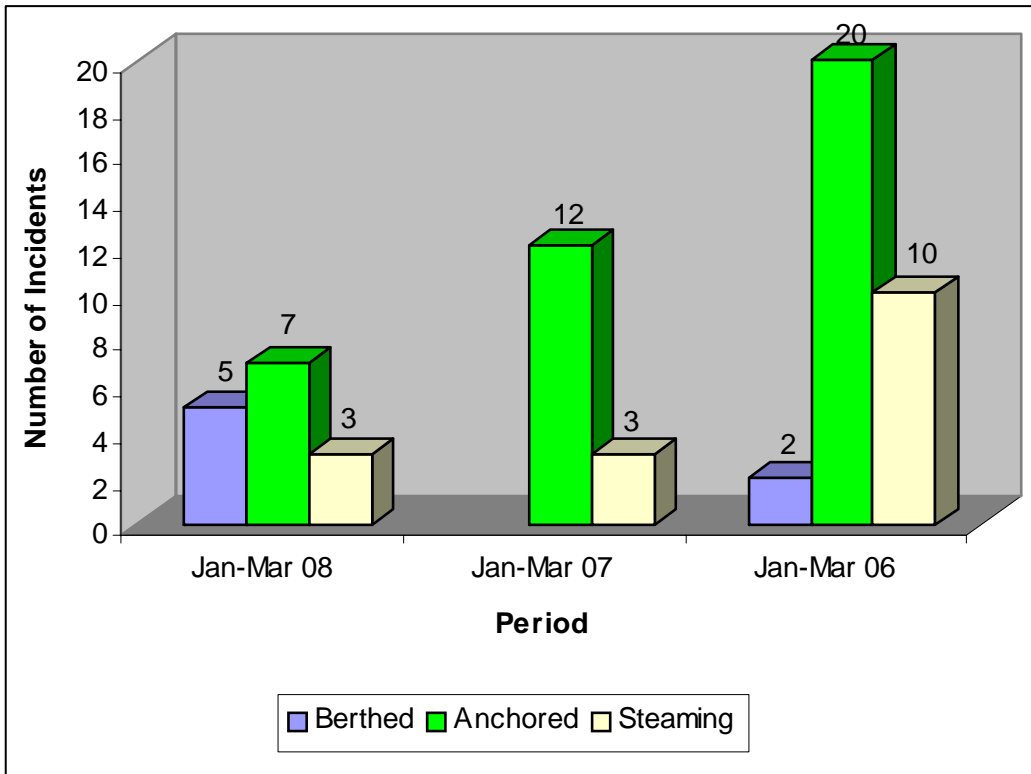


Chart 4 – Type of ships involved in actual and attempted incidents (January – March 2006)

2.2.3 Status of Ships

The chart below shows the status of ships at the time of actual incidents. The majority of incidents occurred while ships were at anchor or at berth during the three recording periods. In comparison, the number of incidents involving ships that were at anchor or at berth has increased during the first quarter of 2008 and 2007 compared to the same period in 2006. During the period January – March 2008, 80% of the total number of incidents occurred while ships were at anchor or at berth. Similarly in January – March 2007, 80% of the total number of incidents occurred while ships were at anchor. However, during the period January – March 2006, 69% of the total number of incidents occurred while ships were at anchor or at berth. Most of these incidents were Category 3 incidents.



**Chart 5 – Status of ships at the time of actual incidents
(January – March 2008, 2007 and 2006)**

During the period January – March 2008, 12 out of 15 incidents involved ships at anchor or at berth. Of the 12 incidents, 11 were Category 3 incidents and one was a Category 2 incident. Similarly during the period January – March 2007, all the 12 incidents involved ships at anchor or at berth were Category 3 incidents. For the period January – March 2006, 22 out of 32 incidents involved ships while at anchor or at berth. Of the 22 incidents, 17 were Category 3 incidents and five were Category 2 incidents. Please see Chart 6 on the status of ships and its significance level at the time of the incidents.

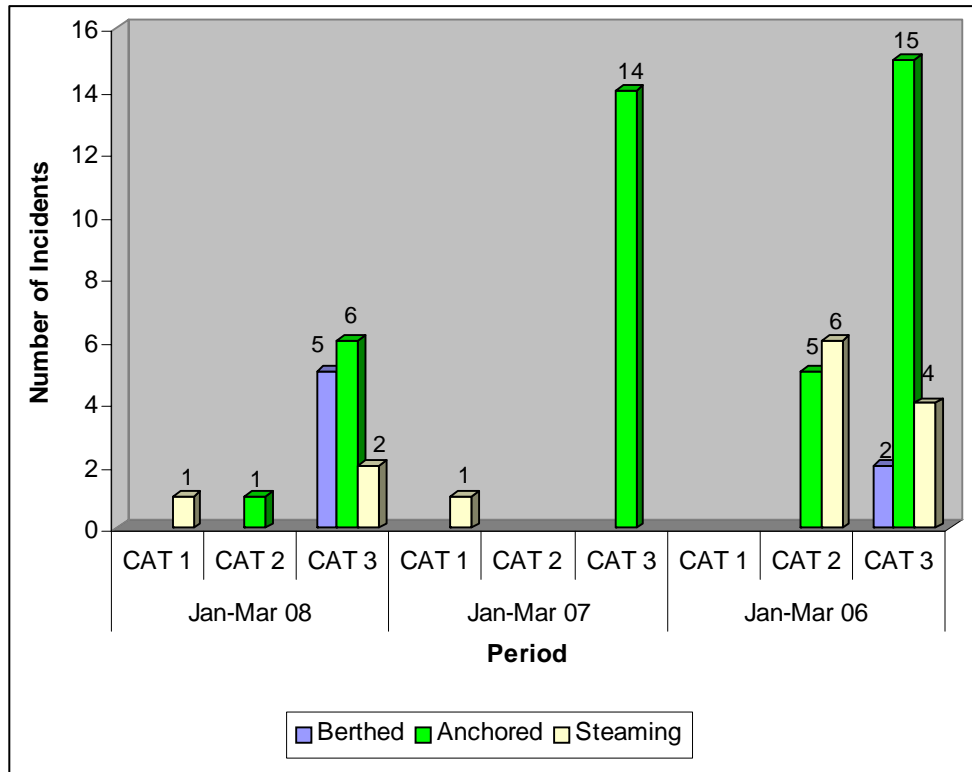
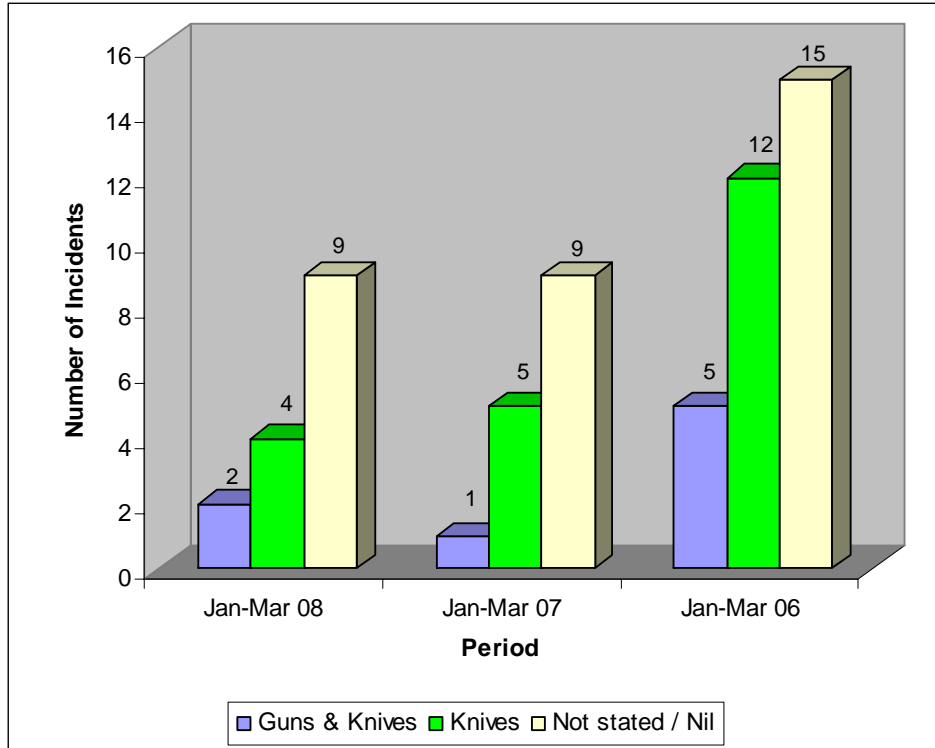


Chart 6 – Status of ships and significance level at the time of the incident (January – March 2008, 2007 and 2006)

2.3 Analysis of Violence Factor

2.3.1 Weapons Used

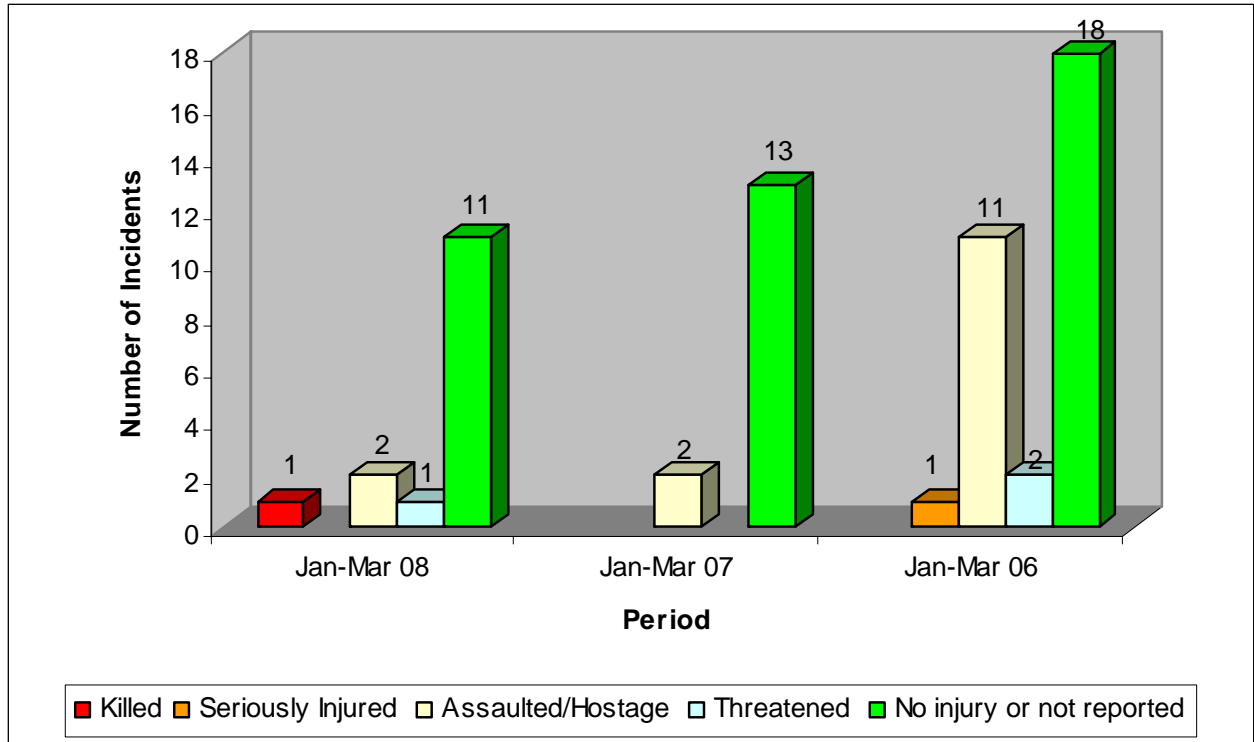
The chart below shows the type of weapons used by robbers in actual incidents during the period January – March of 2008, 2007 and 2006. The use of guns, knives or both by robbers were less prevalent during the periods January – March 2008 and January – March 2007 compared to the same period in 2006. During the period January – March 2006, the robbers operating in east Sabah (Sempona and Lahad Datu), South Kalimantan (around Pulau Laut) and the Bashi Channel, Philippines were reportedly more disposed to being armed with guns and other weapons. A total of five incidents were reported in these regions during the period January – March 2006. Between January 2008 and March 2008, there were two incidents involved the use of guns and knives compared to one incident in January – March 2007. The use of knives by robbers was most common in all three reporting periods. The large number of incidents where the weapons used are ‘not stated or stated as nil’ have also hampered the analysis in this area.



**Chart 7 – Types of weapons used in actual incidents
(January – March 2008, 2007 and 2006)**

2.3.2 Treatment of Crew

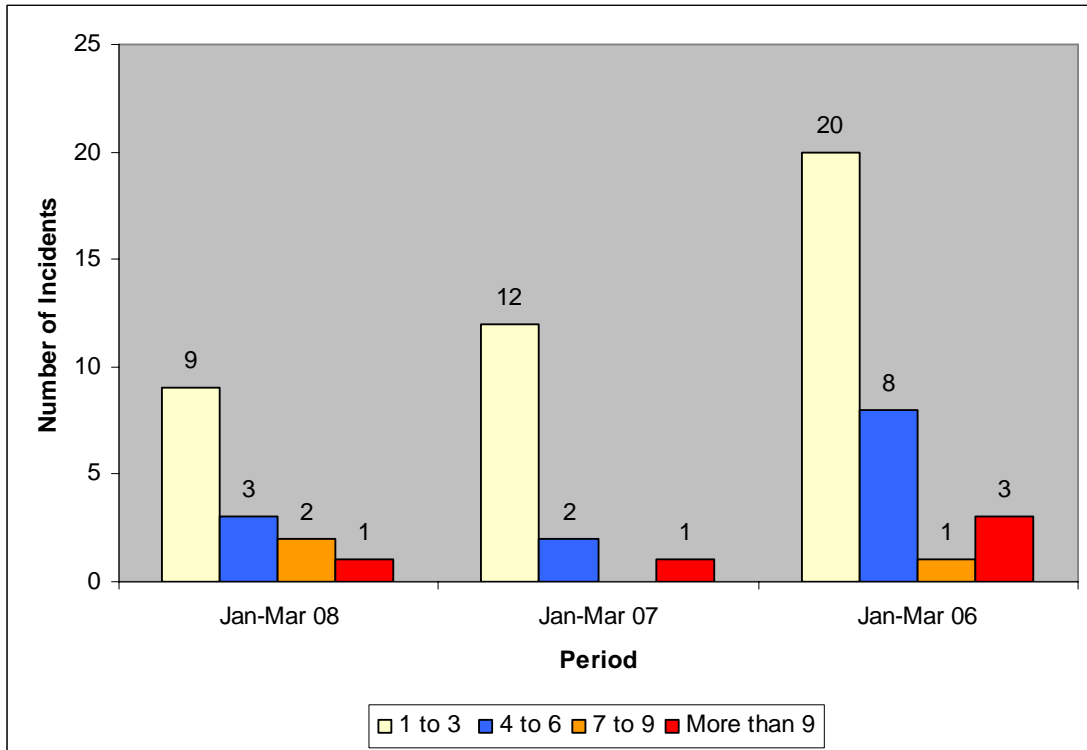
The chart below shows the treatment of crew in actual incidents of piracy and armed robbery. There was one Category 1 incident during the period January – March 2008 where two robbers armed with pistols held up the crew and passengers on board a passenger boat. The robbers shot the boat captain and four other people. Three of the victims were tied to the anchor and thrown overboard. During the period January – March 2007, there was one Category 1 incident where 10 robbers armed with shotguns and knives boarded a tanker. They assaulted the ship’s master, damaged the ship’s radio communication equipment and took away the ship’s document, crew’s passports, cash and other items. The number of incidents involving assault and taking hostage of crew appeared to be fairly consistent throughout the period January – March 2008 and January – March 2007. In comparison, there were more incidents of assault and crew being taken hostage in January – March 2006. These were mainly Category 2 incidents and mostly occurred in the southern and eastern part of Kalimantan, and east Sabah.



**Chart 8 – Treatment of crew in actual incidents
(January – March 2008, 2007 and 2006)**

2.3.3 Number of Robbers/Pirates

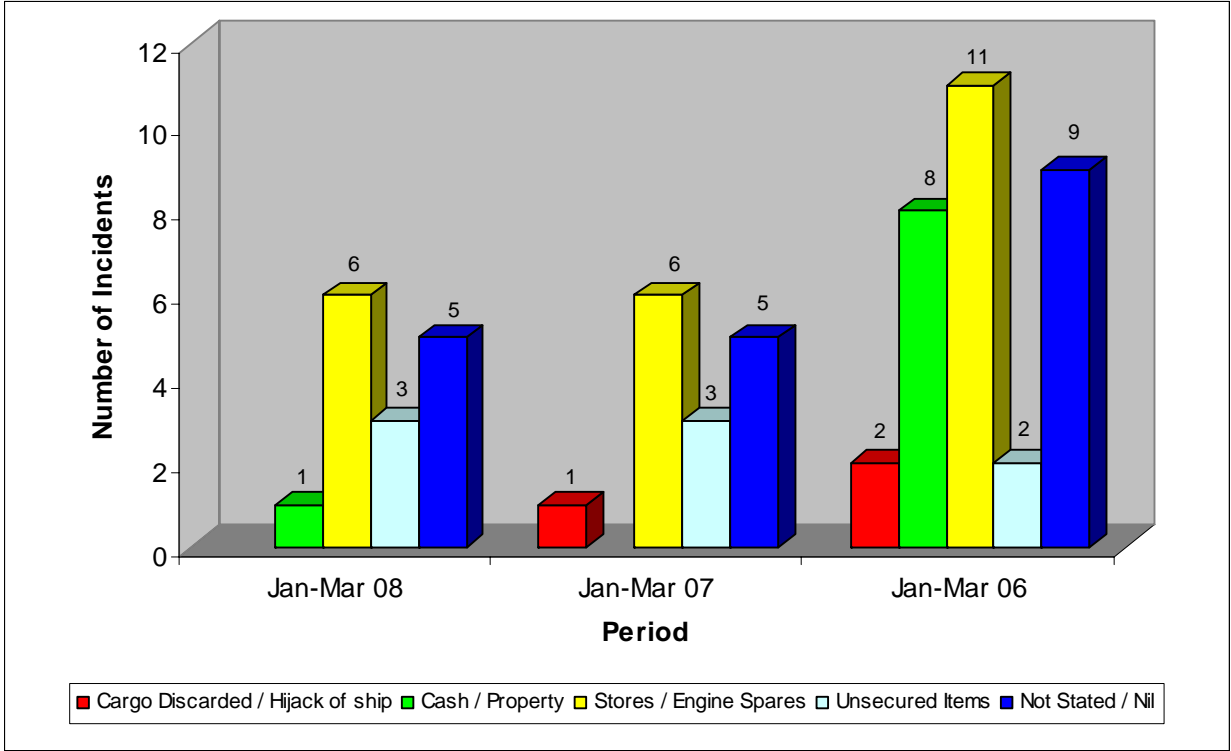
The chart below shows the reported number of pirates and robbers involved in actual incidents. The number of incidents involving between 1 to 3 robbers during the period January – March 2008 appeared to have decreased compared with the same period in 2007. During the period January – March 2008, 60% of the total number of incidents reported involved between 1 to 3 robbers who were mainly engaged in petty theft. However, there was an increase in the number of incidents involving between 4 to 9 robbers during the period January – March 2008. Between January 2008 and March 2008, 33% of the total number of incidents involving 4 to 9 robbers compared to 13% of the total number of incidents during the same period in 2007. Between January 2006 and March 2006, there were three incidents involving groups of more than 9 robbers, and all these incidents occurred at the port of Chittagong, Bangladesh



**Chart 9 – Number of robbers/pirates in actual incidents
(January – March 2008, 2007 and 2006)**

2.4 Analysis of Economic Factor

The chart below shows the reported economic loss per incident. Majority of the incidents involved the loss of stores and engine spares. There was no incident of hijack during the period January – March 2008 compared to one hijacking incident reported during the period January – March 2007 and two such incidents during the same period in 2006.



**Chart 10 – Reported economic loss in actual incidents
(January – March 2008, 2007 and 2006)**

Part 3 - Details of Selected Incidents

3.1 Attempted boarding of the *MV Murshidabad* on 4 March 2008

Name of Ship	: <i>MV Murshidabad</i>
Type of Ship	: Bulk Carrier
Flag of Ship	: India
IMO Number	: 8409769
GT	: 28,739

3.1.1 The ReCAAP Focal Point (India) reported to the ReCAAP ISC an incident involving the *MV Murshidabad*. The Indian-registered bulk carrier departed Hong Kong with 45 crew on board and was heading towards Haypoint, Australia. At 1440 hrs on 4 March 2008, the bulk carrier was at 03° 17.2'N, 124° 18.4'E in the Celebes Sea when about 15 to 20 small speed boats approached the bulk carrier. The speed boats approached the bulk carrier from different directions at speed of between 30 to 40 knots. Some of them came as close as 5 metres from the stern of the bulk carrier, and maintained the same speed and distance from the bulk carrier for about 20 minutes. Please see map below.



Location of Incident

3.1.2 The ship's duty officer raised the alarm, mustered the crew on deck and prepared the fire hoses. The bulk carrier increased its speed, manoeuvred in a zig-zag

course and undertook anti-piracy measures. The ship's master also alerted other ships operating in the vicinity about the incident via the VHF.

3.1.3 The speed boats followed the bulk carrier for about 20 to 30 minutes. They aborted the attempt after seeing that the ship's crew was alerted on deck. Eventually, the speed boats moved away and gathered together near a fishing trawler in the vicinity.

Observation

3.1.4 The early detection of the speed boats allows the ship master to adopt evasive measures and anti-piracy countermeasures to prevent boarding by the robbers.

Recommendation

3.1.5 Early detection of a possible attack is the most effective deterrent and reduces risk to the crew. It provides an opportunity for the crew to raise the alarm and undertake anti-piracy countermeasures.

3.2 Incidents at the Anchorages of Kandla, India

3.2.1 Between February 2008 and March 2008, there were three incidents reported in anchorages at the port of Kandla, India. All were Category 3 incidents. The details of the incidents are described below.

Incident on board the *MT Bow Clipper* on 9 February 2008

Name of Ship	: <i>MT Bow Clipper</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Norway
IMO Number	: 9047518
GT	: 23,197

3.2.2 The ReCAAP Focal Point (India) reported to the ReCAAP ISC an incident on board the Norwegian-registered chemical tanker, the *MT Bow Clipper*. At about 0030hrs on 9 February 2008, the tanker was anchored at approximately 22° 50.08'N, 070° 08.0'E at the port of Kandla, India when an unknown number of robbers climbed on board the tanker. They broke the padlock of the forecastle store.

3.2.3 The duty watchman spotted the robbers and raised the alarm. On being detected, the robbers jumped into the sea and escaped in small boat. There was no report of injury of the crew. The padlock of the forecastle store was broken but nothing was stolen. Please refer to map below.

Incident on board the *MV Atlantic Star* on 5 March 2008

Name of Ship	: <i>MV Atlantic Star</i>
Type of Ship	: General cargo ship
Flag of Ship	: Panama
IMO Number	: 9350082
GT	: 11,872

3.2.4 The ReCAAP Focal Point (India) and ReCAAP Focal Point (Japan) reported to the ReCAAP ISC an incident on board the Panama-registered general cargo ship, the *MV Atlantic Star*. At about 0635hrs on 5 March 2008, the general cargo ship was anchored at approximately 22° 49.5'N, 070° 02.5'E at the port of Kandla, India when four robbers climbed on board the ship and tried to break open the door of the ship's store that was located on the starboard side of the ship.

3.2.5 The crew on watch saw the robbers, raised the alarm and mustered all crew. On being detected, the robbers jumped into the sea and fled in a red fishing boat that was waiting in the vicinity with three other persons in the boat. There was no report on the loss of store or injury of crew.

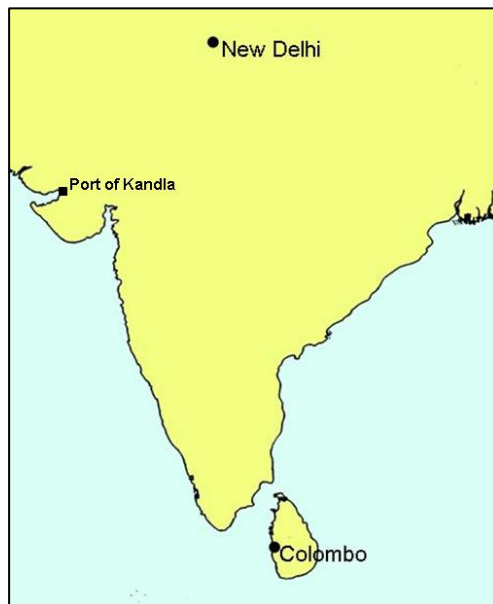
Incident on board the *MV Fantasy-I* on 29 March 2008

Name of Ship	: <i>MV Fantasy-I</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Panama
IMO Number	: 8007975
GT	:12,927

3.2.6 The ReCAAP Focal Point (India) reported to the ReCAAP ISC an incident on board the *MV Fantasy-I* on 29 March 2008. At about 0210 hrs on 29 March 2008, the Panama-registered chemical tanker was anchored at approximately 22° 47.18'N, 070° 04.63'E at an outer anchorage of Kandla, India when three robbers boarded the tanker from her port side main deck.

3.2.7 One of the crew raised the alarm and mustered all crew when he spotted the robbers on board. The robbers stole eight tank cleaning machines and fled in their boat. The ship master reported the incident to the port authority of Kandla.

3.2.8 The Kandla port signal station dispatched a patrol boat to the area and alerted all other ships operating in the vicinity.



Location of Port of Kandla

Past incidents at the Port of Kandla

3.2.9 In 2007, there were two incidents reported at the port of Kandla. The first incident occurred at the outer Tuna Buoy of the port of Kandla on 23 August 2007 and the second occurred on 18 October 2007. There was no incident reported in the port of Kandla in 2006. However, since January 2008, three incidents of robbery had already been reported at the port of Kandla. All three incidents were cases of petty theft (Category 3 incidents).

3.2.10 In the incident on 23 August 2007, it was reported that six robbers armed with wooden sticks boarded the bulk carrier, the *Aviona* from the forecastle of the ship. A crew spotted the robbers on board the ship, raised the alarm and blew the ship's whistle. The robbers jumped overboard and fled in a waiting fishing boat. The port control was informed of the incident through VHF. Patrol boats were dispatched to check on fishing boats in the area as they might be involved in the incident.

3.2.11 In the incident on 18 October 2007, some robbers boarded the product tanker, the *Pegasus* and broke into the crew's smoking room. They stole some of the ship's property and fled.

Observations

3.2.12 The *modus operandi* of the incidents occurred on 9 February 2008, 5 March 2008 and 29 March 2008 appeared similar. However, it is not certain if the three incidents were carried out by the same group of robbers.

3.2.13 The ReCAAP ISC notes that the robbers involved in these incidents were opportunistic in nature. They were generally unarmed, came by the ship in small boats and tend to target ships at anchorages under the cover of darkness (between 2200 hrs to 0600 hrs).

3.2.14 Notably, the robbers were prepared to escape empty-handed when detected and they were not likely to inflict harm to the crew or cause damage to the ship,

Recommendation

3.2.15 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.

3.3 Armed Robbery On Board *Motor Banca Baby Renze*

Name of ship : *Motor Banca Baby Renze*
Type of Ship : Passenger boat
Flag of Ship : Philippines



3.3.1 The ReCAAP Focal Point (Philippines) reported an incident of armed robbery on board the passenger boat, the *Motor Banca Baby Renze* on 17 March 2008. The passenger boat was enroute to Polillo Island after delivering some sacks of copra at the port of Mauban, Quezon². Please see map below.



Location of Incident

² Reported by the Southern Luzon Bureau dated 18 March 2008.

3.3.2 There were 10 persons on board the passenger boat comprising five crew, three passengers and two unidentified males who requested for a ride to Polillo Island to attend a town fiesta. At 1430 hrs on 17 March 2007, the boat was at approximately 14° 28'N, 120° 54'E when the two unidentified men armed with guns announced a holdup. They shot the boat's captain and four other people, and tied the bodies of the boat's captain and two of the four people to the boat anchor and threw them into the sea.

3.3.3 One of the wounded persons jumped over board and was later rescued by the Search and Rescue (SAR) team comprising of personnel from the Philippine Coast Guard (PCG), the Philippine National Police (PNP) and the Philippine Navy. Three other passengers, including two adults and a child were not hurt as they had reportedly pleaded for mercy. The robbers fled with an estimated amount of P50,000 in cash (equivalent to about US\$1220) and other valuables. They escaped in a motor boat driven by one of their accomplices. The ReCAAP ISC has classified this incident as a Category 1 incident.

3.3.4 The SAR team continued with the search for the missing persons who were thrown into the sea and looked out for the motor boat used by the robbers. The authorities had also alerted the maritime community in Quezon and ships operating in the vicinity to exercise vigilance and take appropriate precautionary measures when encounter similar incident.

Observation

3.3.5 The incident on board the *Motor Banca Baby Renz* appeared to be a pre-planned and well-coordinated one. This was evidenced from the fact that the robbers were armed with guns and able to escape via a motor boat driven by one of their accomplices. Knowing that the ship has just delivered some sacks of copra, the robbers may have knowledge that the ship's captain has with him some amount of cash from the sale of the copra.

Recommendation

3.3.6 Ship captains are advised to maintain proper record of the passenger manifest to facilitate investigation after an incident. If possible, ship masters and crew are advised not to carry huge amount of cash on board ships as this would attract potential attackers.

3.4 Missing of Captain Uskov

Name of vessel : *Captain Uskov*
Flag : Cambodia
Ship type : General Cargo Ship
IMO Number : 8203830
GT : 3,155



3.4.1 The ReCAAP Focal Point (China) and the ReCAAP Focal Point (Singapore) reported an incident of a missing Cambodia-registered ship, *Captain Uskov*, to the ReCAAP ISC. On 15 January 2008, the *Captain Uskov* departed Nakhodka, Russia for Hong Kong, China with a cargo of steel coils and 17 Russian crew on board.

3.4.2 The last radio contact between the ship master and the owner was on 20 January 2008 at 0300 hrs when the ship was about 221nm east of the port of Shanghai (please see location below). Thereafter the ship owner lost contact with the ship. The ship did not arrive at her intended port in Hong Kong (scheduled for 24 January 2008).

3.4.3 Upon alerted by the Russian authorities on 24 January 2008, the Maritime Rescue Coordination Centre (MRCC) of China and the Japan Coast Guard conducted search and rescue operations. The MRCC of China carried out a 9-day search operation using a Chinese rescue ship and other ships steaming in the vicinity. The Japan Coast Guard dispatched an aircraft in their search and rescue operation. At the same time, they also broadcasted via NATEX about the missing ship. Missing ship alert was also sent through the INTERPOL network.

3.4.4 At 0800 hrs on 20 February 2008, a fisherman in a fishing boat found a life boat at approximately 35° 55.6' N, 134° 43.7' E and informed the JCG. Please see location below. The JCG dispatched a patrol vessel to the location and confirmed that the life boat was from the *Captain Uskov*. There was no one in the boat.



Courtesy of Japan Coast Guard



Courtesy of Japan Coast Guard



Locations of last known position and lifeboat found

Recommendation

3.4.5 Until further information pertaining to this incident was established, the ReCAAP ISC considers this incident as uncategorised. There were speculations that the *Captain Uskov* could have sunk during the storm or attacked by pirates³.

³ The Russia's Daily News dated 11 April 2008
(http://www.kommersant.com/p-12099/r_530/Captain_Uskov/)

Part 4 - Observations for January – March 2008

4.1 Overall, the following observations can be made regarding incidents which occurred during the period January – March 2008, compared to the same periods in 2007 and 2006:

- a. The total number of incidents reported during the periods January – March 2008 and January – March 2007 was fairly consistent. However, compared to the period January – March 2006, there was a 44% decrease in the number of incidents in January – March 2008.
- b. The decrease in the total number of incidents was more apparent in Indonesia and Malaysia. However, there was a slight increase in the number of incidents in India and Bangladesh during the first quarter of 2008 compared to the same periods in 2007 and 2006.
- c. With the exception of one Category 2 incident reported in the first quarter of 2008, all incidents in the first quarters of 2008 and 2007 were fairly consistent. There were one Category 1 incident, one Category 2 incidents and 13 Category 3 incidents reported in the first quarter of 2008 compared to one Category 1 incident and 14 Category 3 incidents in the same period in 2007. There has been a general decrease in the number of significant incidents reported in 2008 and 2007 compared to the same period in 2006. The greatest decrease occurred in the Category 2 incidents.
- d. Tankers appeared to have been targeted at on more occasions than the other types of ships in the first quarters of 2008 and 2007. In contrast, container ships appeared to be more vulnerable during the same period in 2006.
- e. The majority of the incidents during January – March 2008, 2007 and 2006 occurred while ships were at anchor or at berth. Most of these incidents were Category 3 incidents.
- f. There is a general drop in the violence level in incidents reported during January – March 2008 and January – March 2007 compared to the same period in 2006.
- g. The majority of incidents reported in the three reporting periods involved the loss of ships' stores and engine spares.

DETAILS OF INCIDENTS IN MARCH 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>MV Theodor</i> General cargo ship St Vincent & The Grenadines 7804390 10322	04/03/2008 0100hrs	22° 10.16' N 091° 46.88' E Ruby Cement Jetty, Bangladesh	Berthed	<p>Three robbers armed with knives boarded the general cargo ship. The duty personnel put up resistance against the robbers. The alarm was raised and crew mustered. The robbers injured the duty personnel, jumped over board and escaped with the ship stores. The ship master informed the Bangladesh Coast Guard about the incident.</p> <p>Upon receiving the information, the Bangladesh Coast Guard rushed to the ship to investigate. The police later arrested the suspected alleged persons involved in the incident.</p>	ReCAAP Focal Point (Bangladesh)	CAT 3
2.	<i>MV Atlantic Star</i> General cargo ship Panama 9350082 11872	05/03/2008 0635hrs	22° 49.5' N 070° 02.05' E Kandla Anchorage, India	Anchored	<p>Four robbers climbed on board the ship and tried to break open the door of the ship's store that was located on the starboard side of the ship. The crew on watch saw the robbers, raised the alarm and mustered all crew. On being detected, the robbers jumped into the sea and fled in a red fishing boat that was waiting in the vicinity with three other persons in the fishing boat. There was no report on loss of store or injury of crew.</p>	ReCAAP Focal Point (India), ReCAAP Focal Point (Japan)	CAT 3

3.	<i>Motivator</i> Chemical tanker Marshall Islands 9340386 8539	08/03/2008 0400hrs	Jetty no.106, Belawan port, Indonesia	Berthed	Three robbers armed with long knives boarded the tanker from her offshore side and stole the ship's stores. It was reported that there were people who diverted the attention of the duty crew and shore watchmen when the boarding took place. Fortunately, the duty crew spotted the robbers and raised alarm. Upon seeing that the crew was alerted, the robbers jumped overboard and escaped in a small unlit craft.	ICC-IMB	CAT 3
4.	<i>Baby Renze</i> Passenger boat Philippines	17/03/2008 0230hrs	Off Polillo, Philippines	Steaming	<p>The passenger boat left Mauban port and sailed towards Polillo Island. with 10 passengers on board, comprising five crew, three passengers and two unidentified males who requested for a ride to Polillo Island to attend a town fiesta.</p> <p>While sailing, the two unidentified men armed with guns announced a holdup. They shot the boat's captain and four other people, and tied the bodies of the boat's captain and two of the four people to the boat anchor and threw them into the sea.</p> <p>One of the wounded persons jumped over board and was later rescued by the Search and Rescue (SAR) team comprising of personnel from the Philippine Coast Guard (PCG), the Philippine National Police (PNP) and the Philippine Navy. Three other passengers, including two adults and a child were not hurt as they had reportedly pleaded for mercy. The robbers fled with an estimated amount of P50,000 in cash (equivalent to about US\$1220) and other valuables. They escaped in a motor boat driven by one of their accomplices.</p>	<p>ReCAAP Focal Point (Philippines)</p> <p>The Southern Luzon Bureau dated 18 March 2008.</p>	CAT 1

5.	<i>Butet</i> Bulk carrier Cyprus 7710173 10897	24/03/2008 0230hrs	Chittagong TSP Jetty, Bangladesh	Berthed	Four robbers armed with long knives boarded a bulk carrier during discharging operations. The crew was mustered. The robbers escaped in a waiting boat after stealing the ship's stores.	ICC-IMB	CAT 3
6.	<i>Fantasy I</i> Chemical tanker Panama 8007975 12927	28/03/2008 0200hrs	22° 47.18' N 070° 04.63' E Kandla Outer Anchorage, India	Anchored	Three robbers boarded the tanker from her port side main deck. One of the crew raised the alarm and mustered all crew when he spotted the robbers on board. The robbers stole eight tank cleaning machines and fled in their boat. The ship master reported the incident to the port authority of Kandla. The Kandla port signal station dispatched a patrol boat to the area and alerted all other ships operating in the vicinity.	ReCAAP Focal Point (India)	CAT 3

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency
1.	<i>Murshidabad</i> Bulk Carrier India 8409769 28739	04/03/2008 0610hrs	03° 17.20'N 124° 18.40' E Celebes Sea, Indonesia	Steaming	<p>About 15 to 20 small speed boats approached the bulk carrier. The speed boats approached the bulk carrier from different directions at speed of between 30 to 40 knots. Some of them came as close as 5 metres from the stern of the bulk carrier, and maintained the same speed and distance from the bulk carrier for about 20 minutes.</p> <p>The ship's duty officer raised the alarm, mustered the crew on deck and prepared the fire hoses. The bulk carrier increased its speed, manoeuvred in a zig-zag course and undertook anti-piracy measures. The ship's master also alerted other ships operating in the vicinity about the incident via the VHF.</p> <p>The speed boats followed the bulk carrier for about 20 to 30 minutes. Subsequently they aborted the attempt after seeing that the ship's crew was alerted on deck. Eventually, the speed boats moved away and grouped together near a fishing trawler in the vicinity.</p>	ReCAAP Focal Point (India)
2.	<i>Taizan</i> Crude Oil Tanker 9244635 160084	09/03/2008 1045hrs	18° 03.70'N 119° 55.44' E 1.5 miles west of Luzon, Philippines	Steaming	<p>A tanker was passing by a group of 15 fishing boats. When the boats were about 1.5 nm from the tanker, three boats left the group and approached the tanker at high speed. One boat came within 10 meters of the tanker. The ship master undertook evasive manoeuvres, raised alarm, sounded the ship's horn and mustered the crew. After 15 minutes, the boats aborted the attempt.</p>	ReCAAP Focal Point (Japan)

Other Incidents (not Acts of Piracy or Armed Robbery)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency
1.	<i>CAPTAIN Uskov</i> General cargo ship Cambodia 8203830 3.,155	20/01/2008	31° 40'N 125° 28' E 221nm east of Port of Shanghai, China	Steaming	<p>The <i>Captain Uskov</i> departed Nakhodka, Russia for Hong Kong, China with a cargo of steel coils and 17 Russian crew on board.</p> <p>The last radio contact between the ship master and the owner was on 20 January 2008 at 0300 hrs when the ship was about 221nm east off the port of Shanghai. Thereafter the ship owner lost contact with the ship. The ship did not arrive at her intended port in Hong Kong (scheduled for 24 January 2008).</p> <p>Upon alerted by the Russian authorities on 24 January 2008, the Maritime Rescue Coordination Centre (MRCC) of China and the Japan Coast Guard conducted search and rescue operations. The MRCC of China carried out a 9-day search operation using a Chinese rescue ship and other ships steaming in the vicinity. The Japan Coast Guard dispatched an aircraft in their search and rescue operation. At the same time, they also broadcasted via NATEX about the missing ship.</p> <p>At 2300 hrs on 20 February 2008, a fisherman in a fishing boat found a life</p>	<p>ReCAAP Focal Point (Singapore)</p> <p>ReCAAP Focal Point (Japan)</p> <p>The Russia's Daily News dated 11 April 2008</p>

					<p>boat and informed the JCG. The JCG dispatched a patrol vessel to the location and confirmed the life boat was from the <i>Captain Uskov</i>. There was no one in the boat.</p> <p>Until further information pertaining to this incident was established, the ReCAAP ISC considers this incident as unclassified.</p>	
--	--	--	--	--	---	--