

Quarterly Report

1st January 2008 – 30th September 2008

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Executive Summary

Between January 2008 and September 2008, a total of 71 incidents of piracy and armed robbery against ships were reported in Asia. Of these, 59 were actual incidents and 12 were attempted incidents. Overall, there has been a decline in the total number of incidents reported during this period compared to the same period in 2007 and 2006.

With the exception of Category 1 incidents, there was a drop in the number of Category 2 and Category 3 incidents during the period January-September 2008 compared to January-September 2007. The number of Category 1 incidents remained the same during these two periods.

Overall, the number of Category 3 incidents has remained fairly consistent during the period January-September 2008, January-September 2007 and January-September 2006. However, there is a notable decline in the number of Category 2 incidents during the period January-September 2008 compared to the same period in 2006. The details of the incidents that occurred in September 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).



Part 1 - Definitions & Methodology Used

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) **Type 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 the crew, 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 larger 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 on board or theft of the vessel.



Part 1 - Definitions & Methodology Used

Using these indicators, the ISC categorises all actual incidents into one of the three categories to determine their overall significance.

| Category | Significance of Incident |
|----------|--------------------------|
| CAT1 | Very Significant |
| CAT2 | Moderately Significant |
| CAT3 | Less Significant |

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.



Part 1 - Definitions & Methodology Used

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 - Quarterly Report

2.1 Analysis of Incidents Reported During July-September 2008

2.1.1 Number of Reported Incidents

A total of 26 incidents were reported between July 2008 and September 2008. Of these, ten were reported in July 2008, six in August 2008 and ten in September 2008. The number of incidents reported during the period July-September 2008 is the highest compared to the preceding two quarters of 2008. Among the first three quarters of 2008, the lowest number of incidents was reported during January-March 2008 compared to April-June 2008 and July-September 2008. Please refer to Table 1 below.

| | Jul 2008 | Aug 2008 | Sep 2008 | Jul-Sep 2008 | Apr-Jun 2008 | Jan-Mar 2008 | Jan-Sep 2008 |
|--------------|-----------|----------|-----------|--------------|--------------|--------------|--------------|
| Actual | 10 | 6 | 7 | 23 | 21 | 15 | 59 |
| Attempted | 0 | 0 | 3 | 3 | 4 | 5 | 12 |
| Total | 10 | 6 | 10 | 26 | 25 | 20 | 71 |

Table 1 - Actual and attempted incidents (January-September 2008)

2.1.2 Significance of Incidents

Between July 2008 and September 2008, there were 23 actual incidents, of which one was Category 1 incident, four were Category 2 incidents and 18 were Category 3 incidents. There was a drop in the number of Category 1 and Category 2 incidents during the period July-September 2008 compared to the period April-June 2008. Between April 2008 and June 2008, there were two Category 1 incidents, six Category 2 incidents and 13 Category 3 incidents. For the period January-March 2008, one Category 1 incident, one Category 2 incident and 13 Category 3 incidents were reported. Please refer to the Table 2 below.

| | Jul 2008 | Aug 2008 | Sep 2008 | Jul-Sep 2008 | Apr-Jun 2008 | Jan-Mar 2008 | Jan-Sep 2008 |
|--------------|-----------|----------|----------|--------------|--------------|--------------|--------------|
| Category 1 | 0 | 0 | 1 | 1 | 2 | 1 | 4 |
| Category 2 | 2 | 0 | 2 | 4 | 6 | 1 | 11 |
| Category 3 | 8 | 6 | 4 | 18 | 13 | 13 | 44 |
| Total | 10 | 6 | 7 | 23 | 21 | 15 | 59 |

Table 2 - Significance of actual incidents (January-September 2008)



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2.1.3 Location of Actual and Attempted Incidents

Between July 2008 and September 2008, 22 incidents were reported in the South-east Asian region and four in the South Asian region. Table 3 shows the location of these incidents. There was a decrease in the number of incidents reported in the South Asian region during the period July-September 2008 compared to the two preceding quarters of 2008. However, there was an increase in the number of incidents reported in the South-east Asian region during the period July-September 2008 compared to April-July 2008 and January-March 2008. The ReCAAP ISC observes that incidents of piracy and armed robbery against ships in Asia remained relatively more prevalent in the South-east Asian region compared to the South Asian region across the first three quarters of 2008.

| | Jul 2008 | | Aug 2008 | | Sep 2008 | | Jul-Sep 2008 | | Apr-Jun 2008 | | Jan-Mar 2008 | |
|------------------------------------|-----------|-----------|----------|-----------|-----------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|
| | Actual | Attempted | Actual | Attempted | Actual | Attempted | Actual | Attempted | Actual | Attempted | Actual | Attempted |
| South Asia | | | | | | | | | | | | |
| ■ Bangladesh | 1 | | | | | | 1 | | 3 | 2 | 3 | |
| ■ India | | | 2 | | 1 | | 3 | | 1 | 1 | 6 | |
| ■ Sub-total | 1 | | 2 | | 1 | | 4 | | 4 | 3 | 9 | |
| South-east Asia | | | | | | | | | | | | |
| ■ Indonesia | 3 | | 4 | | 2 | | 9 | | 9 | | 3 | 1 |
| ■ Malaysia | | | | | 2 | | 2 | | 2 | | 1 | |
| ■ Vietnam | 4 | | | | | 1 | 4 | 1 | 2 | | 1 | |
| ■ South China Sea | | | | | 1 | 1 | 1 | 1 | 1 | | | 1 |
| ■ Straits of Malacca and Singapore | | | | | 1 | 1 | 1 | 1 | 1 | 1 | | 2 |
| ■ Philippines | 2 | | | | | | 2 | | 2 | | 1 | 1 |
| ■ Sub-total | 9 | | 4 | | 6 | 3 | 19 | 3 | 17 | 1 | 6 | 5 |
| ■ Overall Total | 10 | | 6 | | 7 | 3 | 23 | 3 | 21 | 4 | 15 | 5 |
| | 10 | | 6 | | 10 | | 26 | | 25 | | 20 | |

Table 3 - Location of incidents (January-September 2008)



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2.1.4 Status of Ships During Actual and Attempted Incidents

Of the 26 incidents reported between July 2008 and September 2008, 21 occurred while the ships were at anchor/berth and five while the ships were under way. Table 4 below shows the status of ships during actual and attempted incidents. This trend of incidents occurred mostly when ships were at anchor/berth has been observed throughout the three quarters of 2008. The ReCAAP ISC notes that the number of incidents involving ships that were at anchor/berth during the period July-September 2008 has increased compared to April-June 2008. About 81% of the total number of incidents reported between July 2008 and September 2008 involved ships that were at anchor/berth compared to 52% during the period April-June 2008, and 60% during January-March 2008.

| | Jul 2008 | | Aug 2008 | | Sep 2008 | | Jul-Sep 2008 | | Apr-Jun 2008 | | Jan-Mar 2008 | |
|------------------------------------|----------------------|----------|----------------------|----------|-----------|----------|----------------------|----------|--------------------|-----------|--------------------|----------|
| | Berthed/ Anchored | Steaming | Berthed/ Anchored | Steaming | Anchored | Steaming | Berthed/ Anchored | Steaming | Berth/ Anchored | Steaming | Berth/ Anchored | Steaming |
| South Asia | | | | | | | | | | | | |
| ■ Bangladesh | 1 | | | | | | 1 | | 5 | | 3 | |
| ■ India | | | 2 | | 1 | | 3 | | 2 | | 5 | 1 |
| Sub-total | 1 | | 2 | | 1 | | 4 | | 7 | | 8 | 1 |
| South-east Asia | | | | | | | | | | | | |
| ■ Indonesia | 3 | | 4 | | 2 | | 9 | | 3 | 5 | 2 | 2 |
| ■ Malaysia | | | | | 1 | 1 | 1 | 1 | | 2 | 1 | |
| ■ Vietnam | 4 | | | | 1 | | 5 | | 2 | | 1 | |
| ■ South China Sea | | | | | | 2 | | 2 | | 2 | | 1 |
| ■ Straits of Malacca and Singapore | | | | | | 2 | | 2 | | 2 | | 2 |
| ■ Philippines | 2 | | | | | | 2 | | 1 | 1 | | 2 |
| Sub-total | 9 | | 4 | | 4 | 5 | 17 | 5 | 6 | 12 | 4 | 7 |
| Overall Total | 10 | | 6 | | 5 | 5 | 21 | 5 | 13 | 12 | 12 | 8 |
| | 10 | | 6 | | 10 | | 26 | | 25 | | 20 | |

Table 4 - Status of ships (January-September 2008)



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2.1.5 Type of Ships

Between July 2008 and September 2008, tankers were targeted at more frequently compared to the other type of ships. Of the 26 incidents reported during the period January-September 2008, 10 involved tankers, five involved container ships and five involved bulk carriers. Please refer to Table 5 below on the type of ships involved in actual and attempted incidents.

| | Jul 2008 | Aug 2008 | Sep 2008 | Jul-Sep 2008 | Apr-Jun 2008 | Jan-Mar 2008 | Jan-Sep 2008 |
|------------------------|-----------|----------|-----------|--------------|--------------|--------------|--------------|
| General Cargo | 1 | | 1 | 2 | 3 | 4 | 9 |
| Bulk Carrier | 2 | | 3 | 5 | 1 | 4 | 10 |
| Container Ship | 2 | 1 | 2 | 5 | 7 | 2 | 14 |
| Chemical Tanker | 2 | 1 | 1 | 4 | 4 | 4 | 12 |
| Oil Tanker | | | | | 1 | 2 | 3 |
| Product Tanker | | 1 | | 1 | 1 | | 2 |
| LPG Tanker | | 2 | | 2 | 1 | | 3 |
| Tanker (unspecified) | 3 | | | 3 | 1 | | 4 |
| Tug Boat/ Barge | | | 2 | 2 | 3 | 2 | 7 |
| Fishing Boat/ Trawler | | | | | 1 | | 1 |
| Vehicle Carrier | | 1 | | 1 | | | 1 |
| VLCC | | | | | | 1 | 1 |
| Passenger Ship | | | | | 1 | 1 | 2 |
| Research Survey Vessel | | | | | 1 | | 1 |
| Supply Vessel | | | 1 | 1 | | | 1 |
| Total | 10 | 6 | 10 | 26 | 25 | 20 | 71 |

Table 5 - Type of ships involved (January-September 2008)





Map 1: Location of All Incidents (January-September 2008)

Legend

| | |
|-----------|---|
| CAT 1 | ● |
| CAT 2 | ● |
| CAT 3 | ● |
| Attempted | ★ |

Part 2 - Quarterly Report

2.2 Overall Analysis of Patterns and Trends of incidents reported between January 2008 and September 2008

2.2.1 Number, Location and Significance of Reported Incidents

Number and Location of Reported Incidents

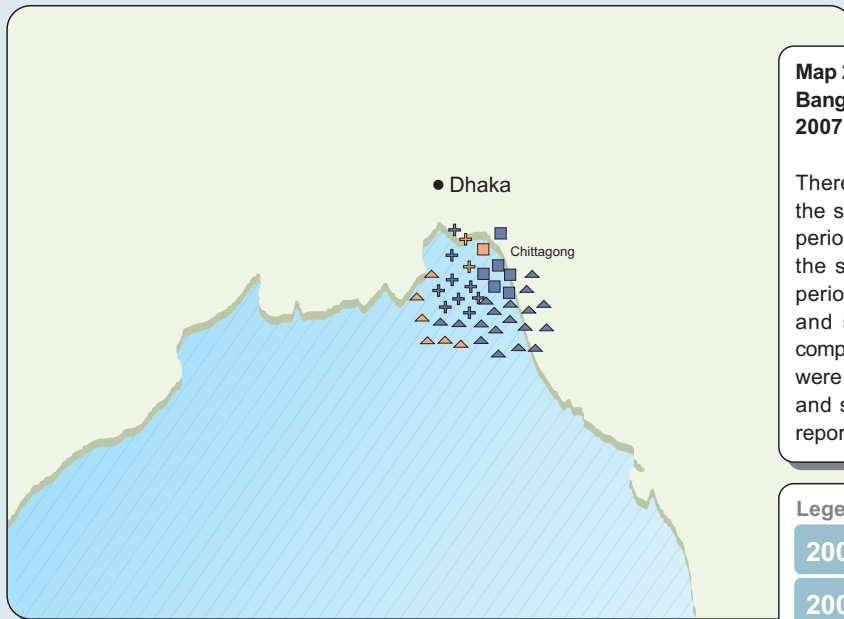
Overall, there has been a decline in the number of reported incidents between January 2008 and September 2008 compared to the same period in 2007 and 2006. The decline was most apparent in Bangladesh and Indonesia. However, there was an increase in the number of incidents reported in India, Vietnam and Philippines. Please refer to Maps 2 to 5. The ReCAAP ISC recommends the need for continual monitoring and enforcement in these areas. Please see Table 6 below.

| | Jan-Sep 2008 | | Jan-Sep 2007 | | Jan-Sep 2006 | |
|----------------------------------|--------------|-----------|--------------|-----------|--------------|-----------|
| | Actual | Attempted | Actual | Attempted | Actual | Attempted |
| East Asia | | | | | | |
| China | | | | | 1 | |
| Sub-total | | | | | 1 | |
| South Asia | | | | | | |
| Bangladesh | 7 | 2 | 11 | 1 | 24 | 12 |
| India | 10 | 1 | 5 | | 2 | |
| Arabian Sea | | | 1 | 3 | | |
| Bay of Bengal | | | 1 | | | |
| Sri Lanka | | | | 1 | | |
| Sub-total | 17 | 3 | 18 | 5 | 27 | 12 |
| South-east Asia | | | | | | |
| Indonesia | 21 | 1 | 28 | 6 | 31 | 10 |
| Malaysia | 5 | | 8 | 2 | 10 | |
| Vietnam | 7 | 1 | 4 | | 3 | |
| South China Sea | 2 | 2 | 1 | 3 | 3 | |
| Straits of Malacca and Singapore | 2 | 4 | 1 | 1 | 3 | 3 |
| Thailand | | | 1 | | 1 | |
| Philippines | 5 | 1 | 1 | 1 | 2 | |
| Sub-total | 42 | 9 | 44 | 13 | 53 | 13 |
| Overall Total | 59 | 12 | 62 | 18 | 80 | 25 |
| | 71 | | 80 | | 105 | |

Table 6 - Number of incidents reported (January-September 2008, 2007 and 2006)



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Map 2 - Map of actual incidents in Chittagong, Bangladesh during January-September 2008, 2007 and 2006

There has been a significant improvement in the situation at the port of Chittagong for the period January-September 2008 compared to the same period in 2007 and 2006. For the period January-September 2008, one CAT 2 and six CAT 3 incidents were reported. In comparison, two CAT 2 and nine CAT 3 incidents were reported during the same period in 2007, and six CAT 2 and 18 CAT 3 incidents were reported in 2006.

| Legend | CAT 1 | CAT 2 | CAT 3 |
|--------|-------|-------|-------|
| 2006 | ▲ | ▲ | ▲ |
| 2007 | + | + | + |
| 2008 | ■ | ■ | ■ |

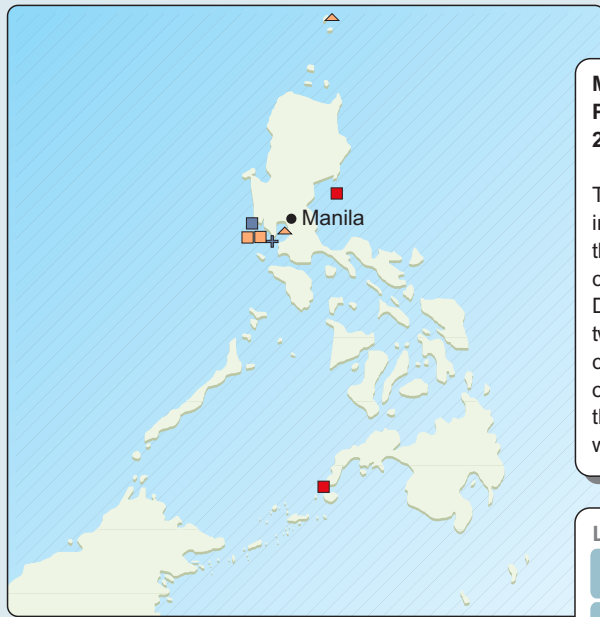


Map 3 - Map of actual incidents in Indonesia during January-September 2008, 2007 and 2006

Overall, there has been an improvement in the armed robbery situation in Indonesia for the period January-September 2008 compared to January-September 2007 and January-September 2006. A total of 21 actual incidents (one CAT 1, two CAT 2 and 18 CAT 3) were reported in Indonesia during the period January-September 2008 compared to 28 actual incidents (two CAT 1, six CAT 2 and 20 CAT 3) during January-September 2007 and 31 incidents (13 CAT 2 and 18 CAT 3) during the same period in 2006. The decline in the number of incidents was most apparent in areas around the Gelasa Strait and Tanjung Priok.



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Map 4 - Map of actual incidents in the Philippines during January-September 2008, 2007 and 2006

There has been an increase in the number of incidents and the severity of these incidents in the Philippines during January-September 2008 compared to the same period in 2007 and 2006. During January-September 2008, two CAT 1, two CAT 2 and one CAT 3 incidents were reported compared to the same period in 2007 when only one CAT 3 incident was reported. During the same period in 2006, two CAT 2 incidents were reported.

| Legend | CAT 1 | CAT 2 | CAT 3 |
|--------|-------|-------|-------|
| 2006 | ▲ | ▲ | ▲ |
| 2007 | + | + | + |
| 2008 | ■ | ■ | ■ |



Map 5 - Map of actual incidents in the Indian subcontinent during January-September 2008, 2007 and 2006

There has been a slight increase in the number of incidents reported in the Indian subcontinent between January and September 2008 compared to the same period in 2007 and 2006. Between January 2008 and September 2008, ten CAT 3 incidents were reported in the Indian subcontinent compared to one CAT 2 and six CAT 3 incidents reported during the same period in 2007 and two CAT 3 incidents in 2006. Notably, the increase in the number of incidents was most apparent in the ports and anchorages of Kandla, Kochi and Kakinada.



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Significance of Reported Incidents

Overall, there was a decline in the number of Category 2 incidents reported during the period January-September 2008 compared to the same period in 2007 and 2006. The decline was most apparent for the period January-September 2008 compared to the same period in 2006. A total of 11 Category 2 incidents were reported between January-September 2008 compared to 12 incidents reported during the same period in 2007 and 32 incidents reported in 2006. However, the number of Category 3 incidents has remained fairly consistent across the three reporting periods. The ReCAAP ISC notes that the number of Category 1 incidents has remained the same for the period January-September 2008 and January-September 2007. Chart 1 shows the significance level of incidents in the three reporting periods.

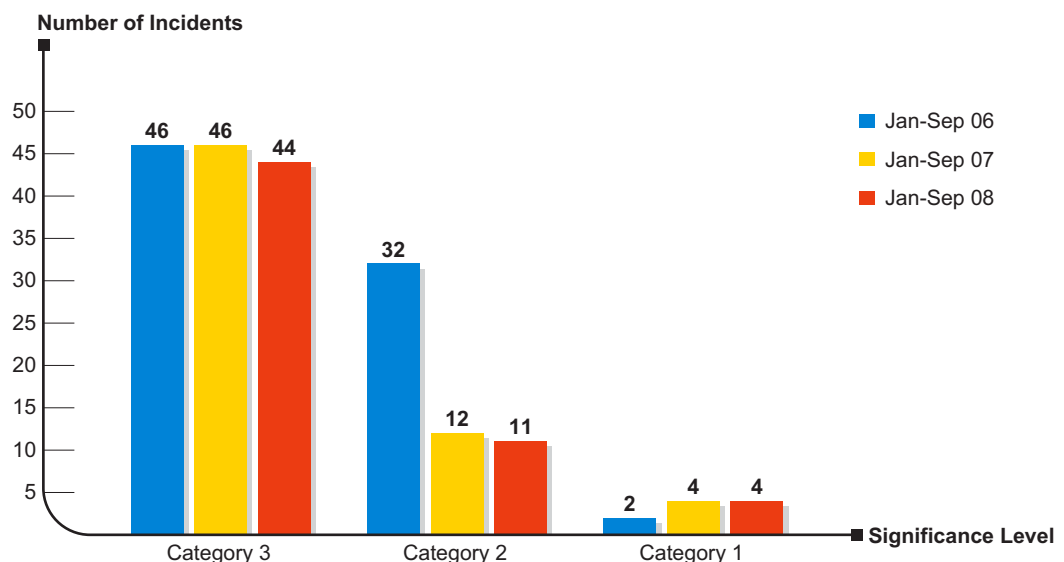


Chart 1 - Significance level of reported incidents (January-September 2008, 2007 and 2006)



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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-September 2008, tankers were most vulnerable to attack compared to the other ships. One third of the total number of reported incidents involved tankers. Of the 71 incidents reported between January 2008 and September 2008, 24 (34%) involved tankers, 14 (20%) involved container ships and 10 (14%) involved bulk carriers. Of the 24 incidents involving tankers, nine occurred in Indonesia, five in India and three in Vietnam. Elsewhere the incidents involving tankers occurred in the Straits of Malacca and Singapore, Philippines, Malaysia and Bangladesh. Please see Chart 2 below.

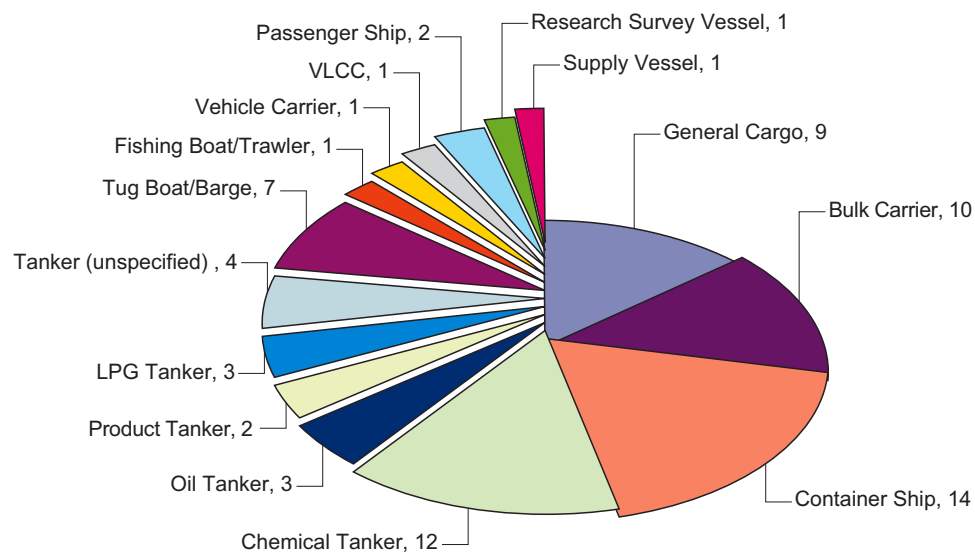


Chart 2 - Type of ships involved in reported incidents (January-September 2008)



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During the period January-September 2007, tankers were more commonly targeted compared to other ships. Please see Chart 3 below. Thirty-five out of 80 incidents (44%) involved tankers. Of the 35 incidents involving tankers, 26 (74%) took place in Indonesia, and majority of these incidents occurred at ports and anchorages.

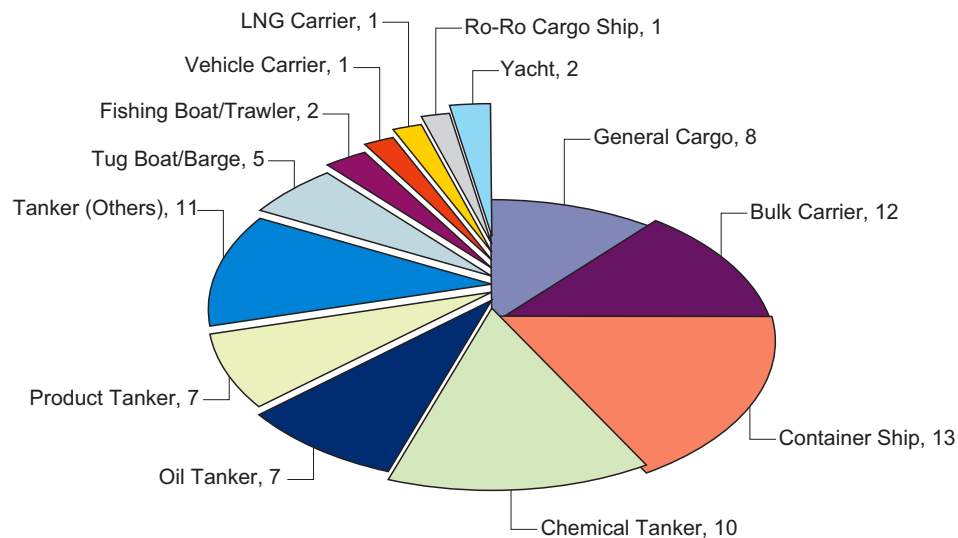


Chart 3 - Type of ships involved in reported incidents (January-September 2007)



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In January-September 2006, bulk carriers appeared to be more commonly targeted than the other ships. Please see Chart 4 below. Thirteen out of the 30 (43%) reported incidents involving bulk carriers occurred at anchorages in the port of Chittagong, 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.

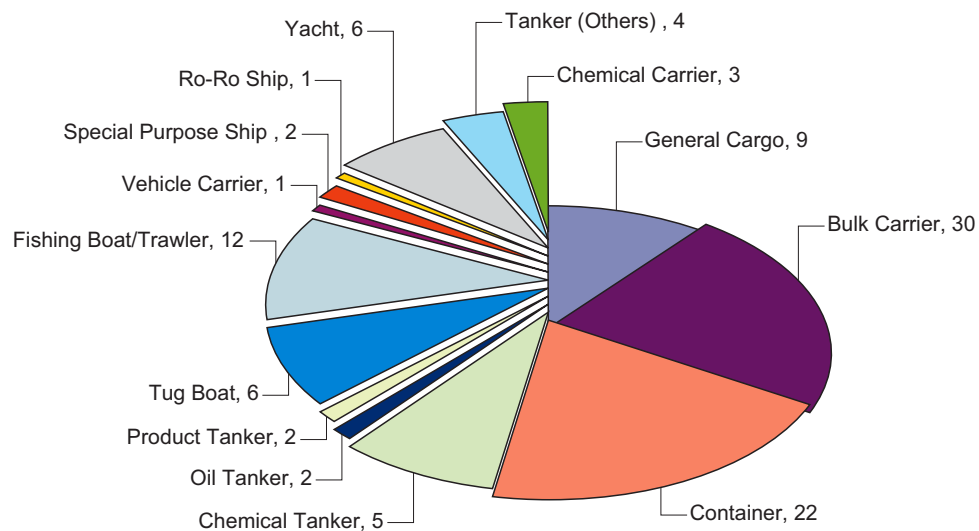


Chart 4 - Type of ships involved in reported incidents (January-September 2006)



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2.2.3 Status of Ships

Chart 5 below shows the status of ships at the time of actual incidents. There has been a decline in the number of incidents involving ships at anchor/berth between January 2008 and September 2008 compared to the same period in 2007. Between January 2008 and September 2008, 69% of the total number of reported incidents occurred while the ships were at anchor/berth compared to 79% and 65% during the same period in 2007 and 2006 respectively. These incidents were usually less significant cases of petty theft (i.e. Category 3 incidents).

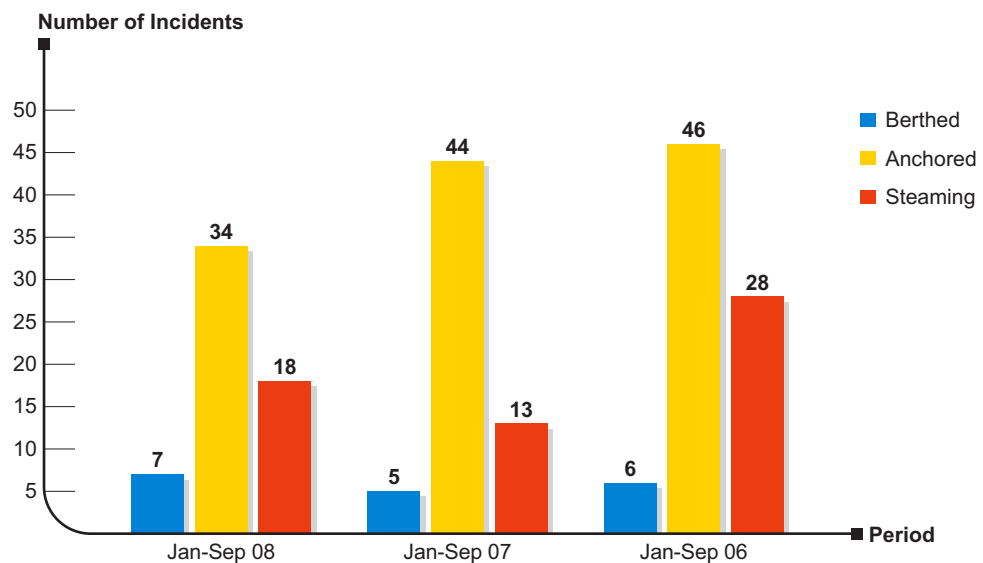


Chart 5 - Status of ships at the time of the incidents (January-September 2008, 2007 and 2006)



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Of the 41 incidents involving ships that were at anchor/berth during the period January-September 2008, 38 were Category 3 incidents and three were Category 2 incidents. The chart below shows the status of ship at the time of the incidents and the significance level of the incidents.

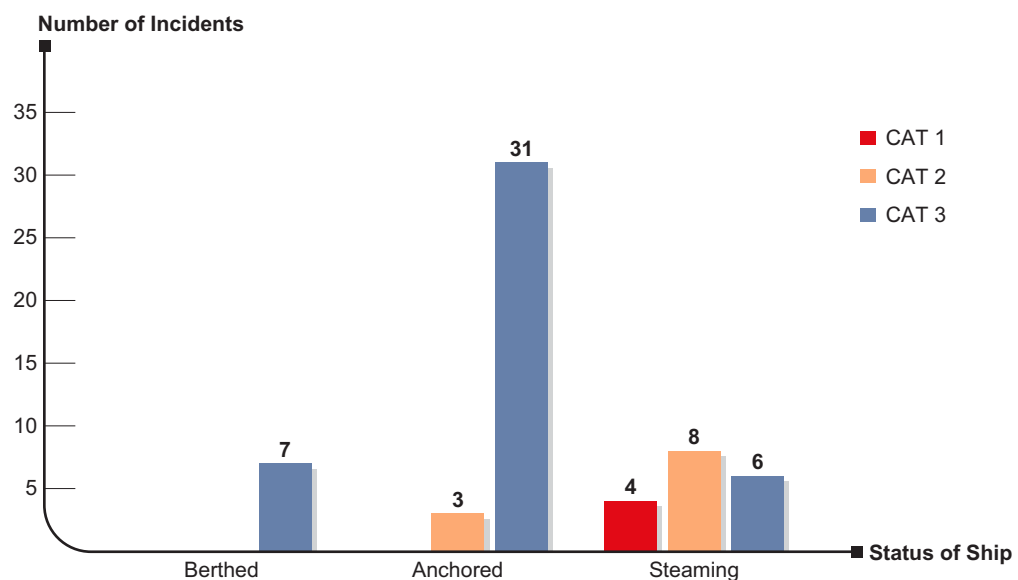


Chart 6 - Status of ships and the significance level at the time of the incidents (January-September 2008)



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Between January 2008 and September 2008, 12 of the 18 incidents (67%) involving ships that were under way were either Category 1 or Category 2 incidents. Of the 12, four were Category 1 incidents and eight were Category 2 incidents. During the same period in 2007, eight of the 11 incidents (73%) were either Category 1 or Category 2 incidents, and during January to September 2006, 21 of the 28 incidents (75%) were either Category 1 or Category 2 incidents. Refer to chart below.

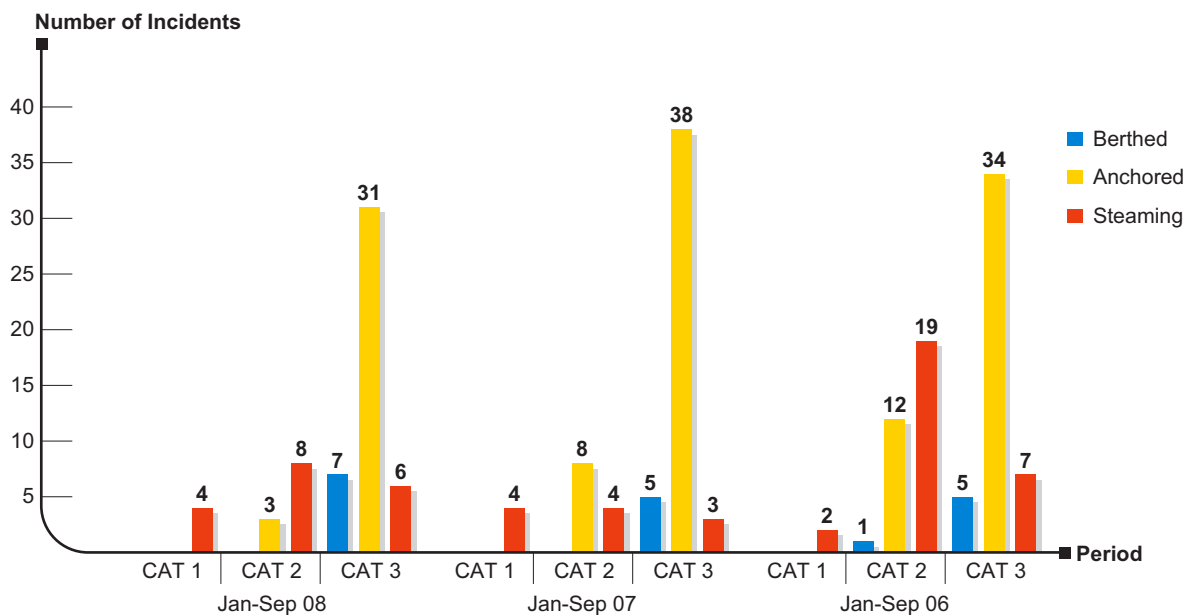


Chart 7 - Status of ships and significance level at the time of incident (January-September 2008, 2007, 2006)



Part 2 - Quarterly Report

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. Most of the robbers were armed with knives which may have been carried to cut mooring ropes. The use of guns by robbers appeared to be most prevalent during the period January-September 2006 compared to the same period in 2007 and 2008. Fourteen out of 80 incidents (18%) during the period January-September 2006 involved the use of guns compared to eight out of 62 incidents (13%) and seven out of 59 incidents (12%) during the same period in 2007 and 2008 respectively.

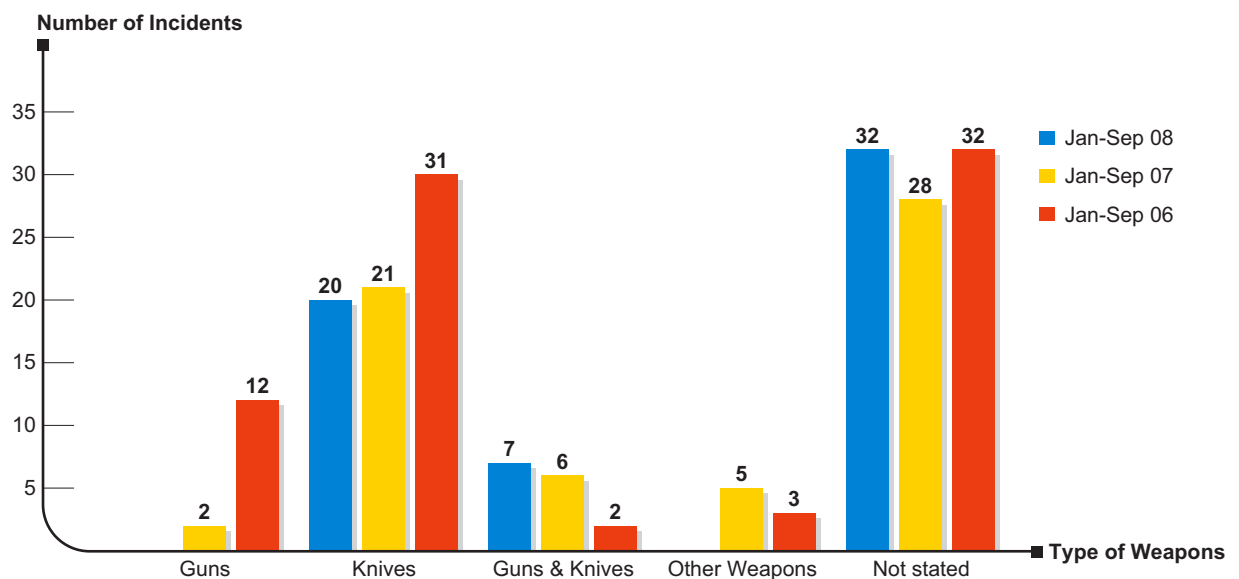


Chart 8 - Type of weapons used at the time of the incidents (January-September 2008, 2007 and 2006)



Part 2 - Quarterly Report

2.3.2 Treatment of Crew

The chart below shows the treatment of crew in actual incidents of piracy and armed robbery. Between January 2008 and September 2008, there were two incidents in which members of the crew were killed. Both were Category 1 incidents, one involving a passenger boat, the *Baby Renze* while she was under way off Polillo Island, Philippines on 17 March 2008, and the other involving another passenger boat, the *Al-Aziz* while she was en route from Jolo, Sulu to Laminusa Island, Philippines on 6 May 2008.

During the period January-September 2007, there were two incidents of kidnap (both were Category 1 incidents), two incidents of crew being thrown overboard (one was a Category 1 incident and the other a Category 2 incident) and one incident of missing crew (a Category 2 incident). During the period of January-September 2006, 18 out of the 62 incidents involving crew being held hostage or assaulted.

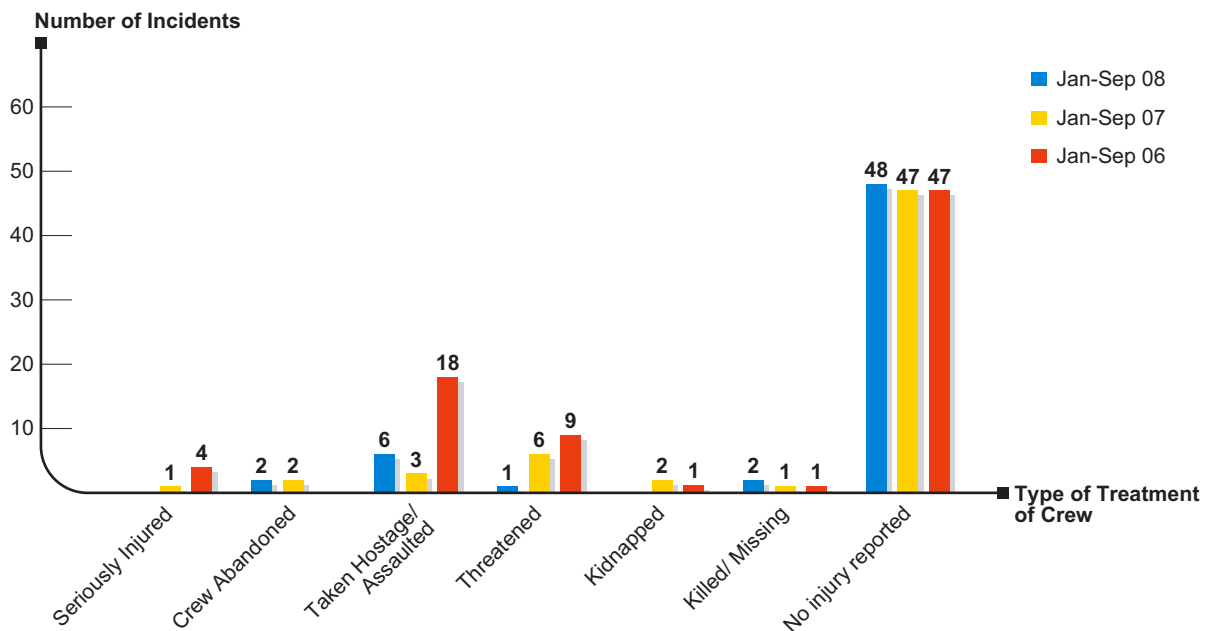


Chart 9 - Treatment of crew in actual incidents (January-September 2008, 2007 and 2006)



Part 2 - Quarterly Report

2.3.3 Number of Robbers/Pirates

The chart below shows the reported number of robbers involved in actual incidents during the first three quarters of 2008, 2007 and 2006. More than half of the incidents reported for the three reporting periods involved robbers operating in groups of between 1 and 6.

Between January 2008 and September 2008, groups of more than 9 robbers were involved in eight incidents. Of these, five incidents involving ships while under way and three incidents involving ships while at anchor. Of the eight incidents, three were Category 1 incidents and five were Category 2 incidents. These incidents occurred at:

- North of Pulau Tioman, Malaysia involving the *Wecoy 6* on 29 June 2008 and the *Whale 7* on 7 Sep 2008.
- East of Kalimantan, Indonesia involving the *Blue Ocean 7* on 25 May 2008.
- At the Manila Anchorage, Philippines involving the *MV Gaz Millennium* on 13 July 2008 and the *MV Victoria Strait* on 22 July 2008.
- En route from Jolo to Laminusa Island, Philippines involving the *Al Aziz* on 6 May 2008.
- Off Pulau Mangkai, Anambas Islands involving the *Spar Cetus* on 13 April 2008.
- At the port of Chittagong, Bangladesh involving the *Kota Tegap* on 13 February 2008.



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Between January 2007 and September 2007, groups of more than 9 robbers were involved in six incidents, of which four incidents involving ships while under way. These incidents occurred at approximately east of Pulau Bintan, Indonesia, east of Tanjung Pungai, Malaysia and the Straits of Malacca and Singapore.

Between January 2006 and June 2006, six out of the 11 incidents involving groups of more than 9 robbers occurred at the port of Chittagong, Bangladesh.

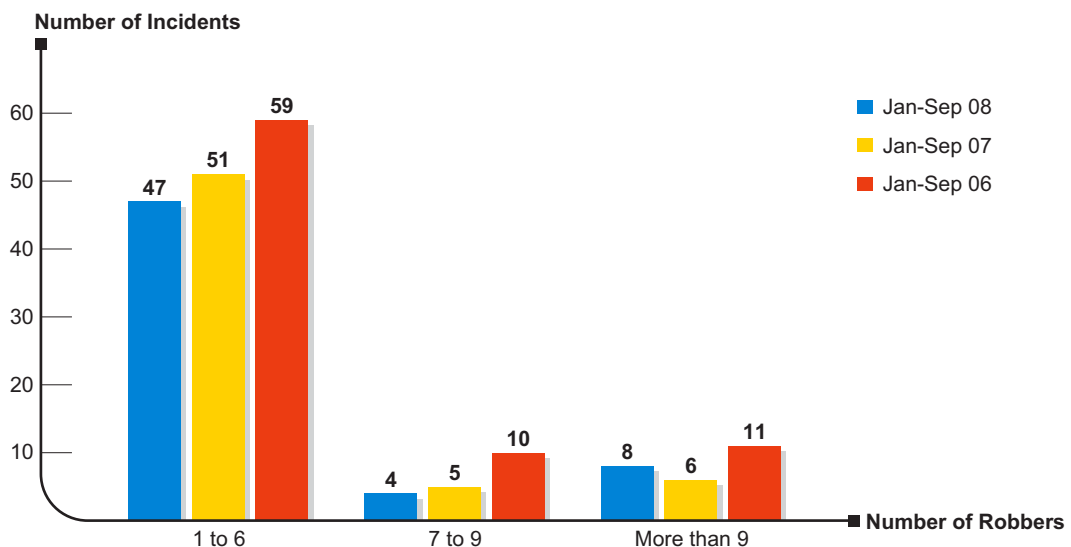


Chart 10 - Number of robbers involved in actual incidents
(January-September 2008, 2007 and 2006)



Part 2 - Quarterly Report

2.4 Analysis of Economic Factor

About half of the total number of incidents reported in the first three quarters of 2008, 2007 and 2006 involved the theft of ship stores and engine spares. The ReCAAP ISC notes that there has been a 50% decline in the number of incidents involving the hijacking of ships and discarding of cargo during the period January-September 2008 and January-September 2007 compared to the same period in 2006. Please see chart 11 below.

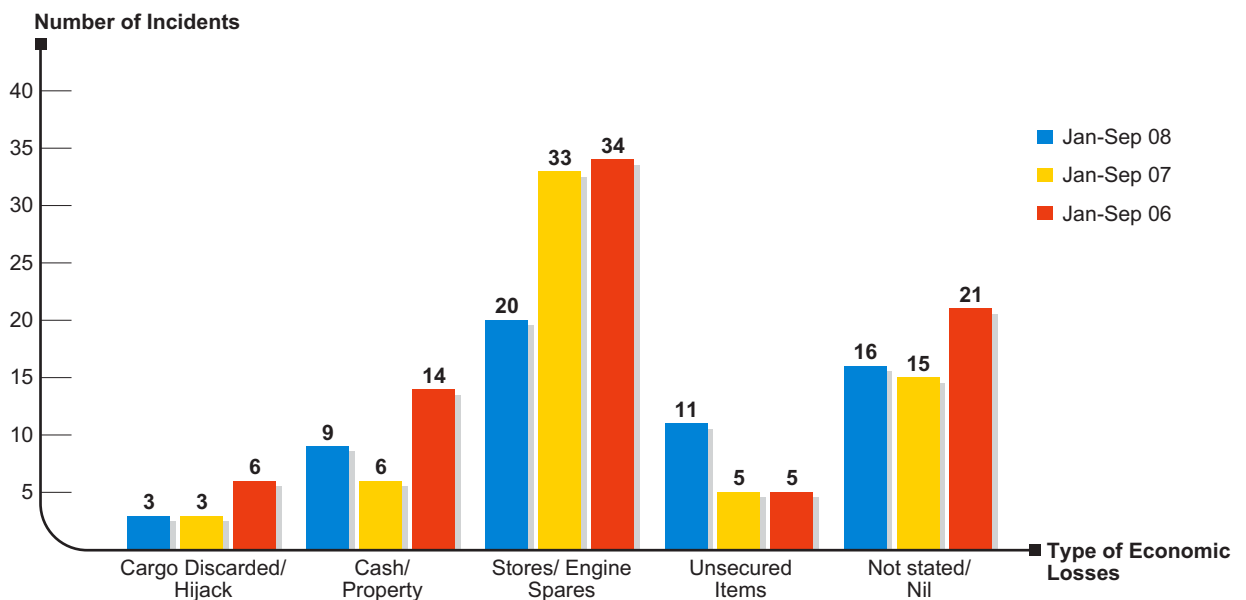


Chart 11 - Reported economic loss in actual incidents (January-September 2008, 2007 and 2006)



Part 3 - Details of Selected Incidents

3.1 Incident on board the *MV Kinship Prosperity* at Port of Kochi, India

Name of Ship : *MV Kinship Prosperity*
Type of Ship : General cargo ship
Flag of Ship : India
IMO Number : 8027884
GT : 4,371



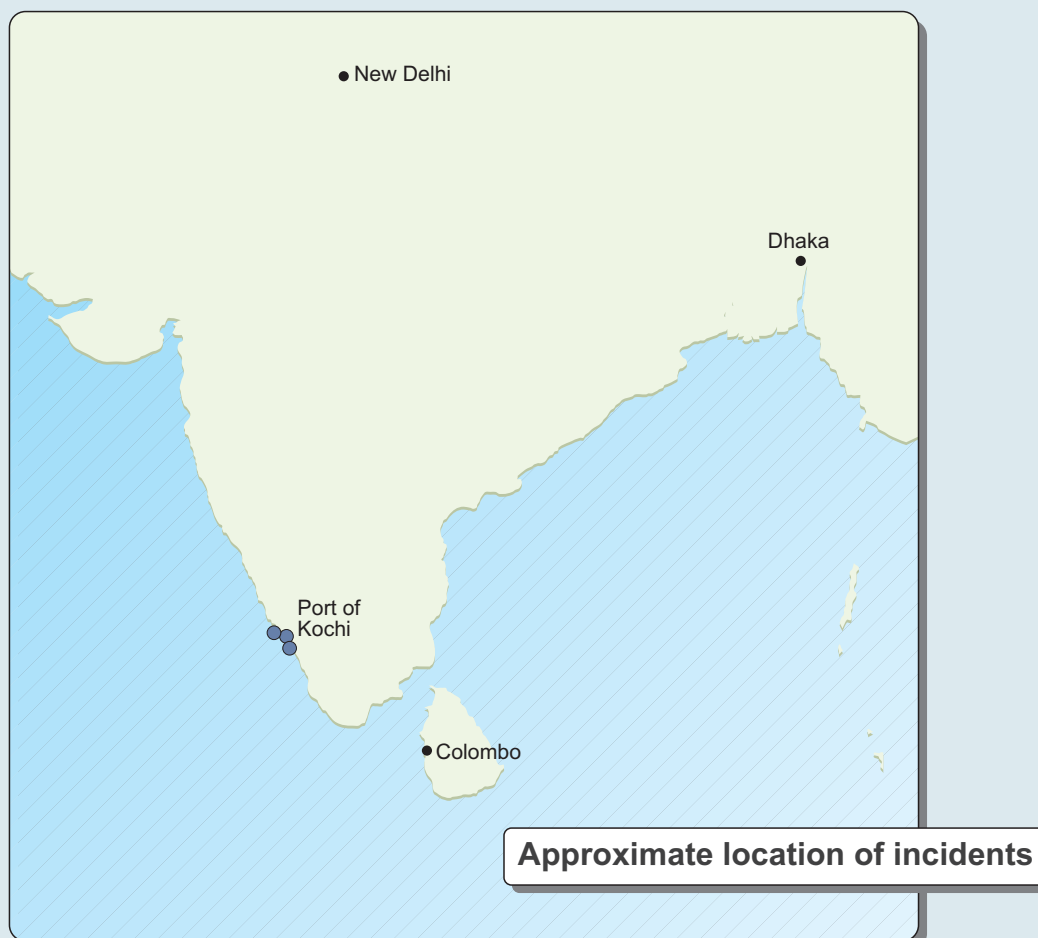
- 3.1.1** On 13 September 2008, the Indian-registered general cargo ship, the *MV Kinship Prosperity* was anchored at 09° 57.7'N, 76° 15.8'E in the Mattan Cheri channel at the port of Kochi, India. At about 0320 hrs (local time), two robbers dressed in local attire boarded the general cargo ship from a speed boat with 10 other men waiting in the boat. The robbers boarded the ship from the starboard bow and broke the lock of the forward store.
- 3.1.2** On sighting the robbers, the ship's duty crew shouted at them, raised the alarm and assembled the crew. The robbers escaped by jumping overboard and fled in their speed boat. There was no damage to the ship, and the crew did not sustain any injury. The ship master reported the incident to the port authority of Kochi. The Indian Coast Guard (ICG) and the local police boarded the general cargo ship to investigate the incident.



Part 3 - Details of Selected Incidents

Past Incidents

3.1.3 This is the third incident reported to have occurred at the port of Kochi, India since January 2008. The first incident occurred on 5 April 2008 involving a product tanker, the *MT Sampurna Swarajya* and the second incident occurred on 20 August 2008 involving a container ship, the *MV Oel Dubai*. All were three Category 3 (less significant) incidents. Please see approximate locations of the incidents below.



Part 3 - Details of Selected Incidents

a. Incident involving the *MT Sampurna Swarajya* on 5 April 2008

At 0330 hrs (local time) on 5 April 2008, the Indian-registered product tanker, the *MT Sampurna Swarajya* was anchored at the port of Kochi when six robbers armed with knives boarded the tanker at the forecastle using rope and grapnel. The robbers when detected fled with one mooring rope of about 210 m long.

b. Incident involving the *MV Oel Dubai* on 20 August 2008

At 0350 hrs (local time) on 20 August 2008, the Panama-registered container ship, the *MV Oel Dubai* was anchored at the port of Kochi at approximately 09° 55.00'N, 076° 05.00'E when four robbers boarded the ship from a wooden boat via the starboard side. The robbers broke open the paint locker at the main deck of the ship and stole 10 drums of paint. The robbers, when detected, jumped into their boat and fled.

Observations

3.1.4 The ReCAAP ISC notes the similarities in the modus operandi of the robbers in the three incidents reported at the port of Kochi. Typically, the robbers came along side the ship in a speed boat when the ship was at anchor. They boarded the ship via the starboard side or the forecastle between 0320 hrs and 0350 hrs (local time). Operating in a group of between two to six men, the robbers headed straight to the store after boarding the ship. In the incident involving the *MT Sampurna Swarajya*, the robbers were armed with knives which were used to cut mooring rope. In all three incidents, the robbers fled by jumping into their speed boats with the items they took from the ship when detected by the crew. They did not retaliate or inflict harm on the crew.

3.1.5 The ship masters in the three incidents reported the attack on their ships to the port authority of Kochi who in turn informed the Indian Coast Guard (ICG). The ICG boarded the ships together with the port control authorities and police to investigate the incident.



Part 3 - Details of Selected Incidents

Measures by the authorities to counter armed robbery

3.1.6 The ICG and the other maritime security agencies have implemented enhanced security measures by increasing the frequency of patrolling activities in the anchorage areas. Fishing activities were prohibited at the anchorage areas to keep away boats lingering in the vicinity.

Recommendations

3.1.7 The ReCAAP ISC encourages ship masters and ship owners to report incidents of piracy and armed robbery to the nearest coastal state immediately. This allows the law enforcement agencies to investigate the incident and assist the victim ship.

3.1.8 The ReCAAP ISC advises ship masters to exercise vigilance and strengthen watch keeping especially during hours of darkness. The ship masters should ensure that regular deck patrols are carried out, focusing on vulnerable areas of the ship where boarding by robbers occurred more frequently. The ReCAAP ISC recommends that patrols should be staggered at irregular intervals to prevent robbers from predicting and timing their attack to avoid being detected by the duty crew. Ship owners and ship masters are also advised to provide proper lighting on the deck of the ships.



Part 3 - Details of Selected Incidents

3.2 Hijacking of the *Whale 7* and the *Sinobest 2503* north of Pulau Tioman

| | |
|---------------|------------------------|
| Name of Ship | : <i>Whale 7</i> |
| Type of Ship | : Tug boat |
| Flag of Ship | : Singapore |
| IMO Number | : 9455428 |
| GT | : 227 |
| Name of Barge | : <i>Sinobest 2503</i> |
| Type of Ship | : Barge |
| Flag of Ship | : Singapore |

- 3.2.1** On 7 September 2008, the tug boat *Whale 7* was towing a Singapore-registered barge, the *Sinobest 2503* en route from Singapore to Sattahip, Thailand. At about 2030 hrs on 7 September 2008, the *Whale 7* was approached by three speed boats with 15 robbers onboard whilst she was approximately 12 nm north of Pulau Tioman.
- 3.2.2** The robbers boarded the tug boat and took control of the *Whale 7*. All seven members of the crew were tied, blindfolded and was subsequently abandoned on a remote beach at Pulau Tioman. Villagers from the island found them and brought them to the police station. The crew did not sustain any injury and was later repatriated to Singapore.
- 3.2.3** The tug boat's owner reported the hijacking incident to the Singapore's Port Operation Control Centre (POCC) which is also the ReCAAP Focal Point for Singapore. The report was duly transmitted to the ReCAAP ISC and the other Focal Points in the network. The tug boat's owner also reported the incident to the MRCC of Putra Jaya. According to the tug boat's company's tracking system, the boat's last known position was at 03° 27'N, 103° 57.85'E on 8 September 2008. Please see approximate location below. This information indicated that the tug boat was heading in a northerly direction after the robbers had boarded.



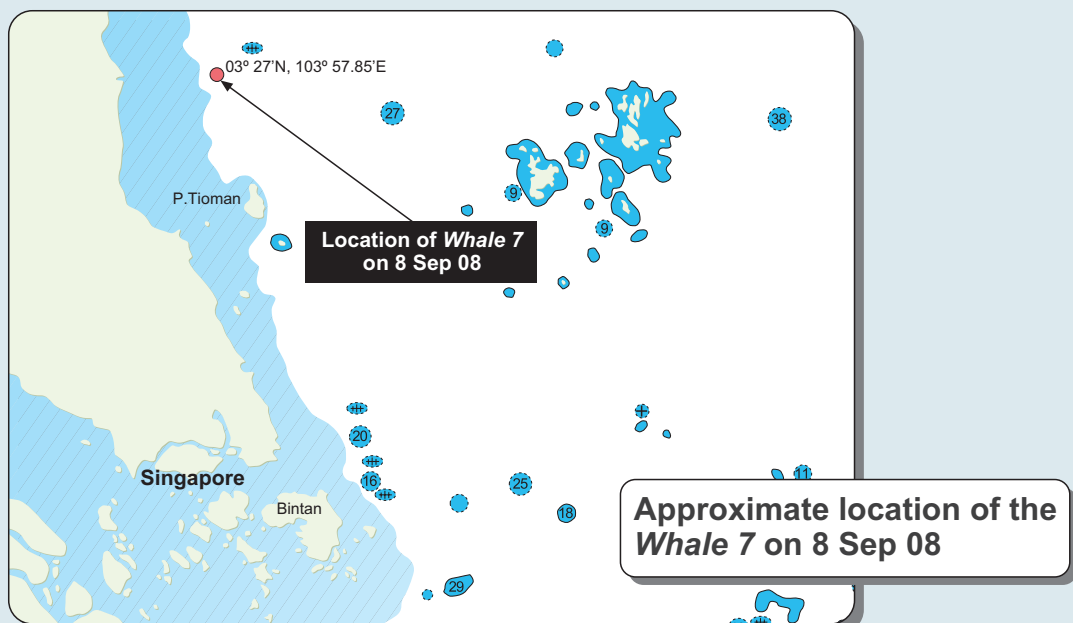
Part 3 - Details of Selected Incidents

Broadcast of incident to all ships

3.2.4 The Singapore's Focal Point promulgated four hourly Navtex broadcast and twice daily SafetyNet broadcast to all ships about the incident. Ships operating in the vicinity were requested to look out for the missing tug boat and barge.

Inputs from the Malaysian Authorities

3.2.5 Apart from the ReCAAP Focal Point (Singapore), the Malaysian Maritime Enforcement Agency (MMEA) also provided updates of the incident to the ReCAAP ISC. The MMEA assessed that the hijacked boat might have been brought to Thailand.



Part 3 - Details of Selected Incidents

Follow-up action by the ReCAAP ISC

- 3.2.6** From the indication of the last known position and with MMEA's inputs that the hijacked boat was navigating north towards Thailand, the ReCAAP ISC alerted the Royal Thai Navy which is the ReCAAP Focal Point for Thailand to look out for the *Whale 7* and the *Sinobest 2503*. The ReCAAP ISC also informed all its Focal Points and requested them to disseminate the information to their local maritime communities and law enforcement agencies.
- 3.2.7** The details of the tug boat and the barge were forwarded to provide better clarity of the missing vessel. The ReCAAP ISC classified this incident as a Category 1 (very significant) incident.

Follow-up action by the ReCAAP Focal Points

- 3.2.8** The ReCAAP Focal Point (Cambodia), upon receipt of the information from the ReCAAP ISC, disseminated to the Cambodian Marine Police to look out for the hijacked tug boat and barge.
- 3.2.9** On 24 September 2008, the Thai Marine Police captured a tug boat named the *Saga 01* and barge, the *Sinoveht 2503*. The Thai Marine Police reported that the *Saga 01* bears the same IMO number as the *Whale 7*. The Thai Marine Police believed that the robbers had re-painted the *Whale 7* and changed its name to *Saga 01*. See photograph of the *Saga 01* above.
- 3.2.10** The Thai Marine Police reported that five robbers involved in the incident were arrested at a location about 7 miles off Prajuabkirikahn Province, Amphur Prانبuri, Thailand. The robbers revealed that they had been paid 1.2 million baht (US\$34,863) to bring the tug boat and barge to Ko Chang, Trad Province, Thailand. The Thai Marine Police is investigating the incident, and the culprits are put on trial in court.



Courtesy of the Thai Marine Police

Photograph of the "Saga 01"



Part 3 - Details of Selected Incidents

Observations

- 3.2.11** The hijacking of the *Whale 7* appeared to be pre-planned and well organised. However, unlike in other previous hijacking incidents where members of the crew were normally thrown overboard, the crew of the *Whale 7* was abandoned on a remote beach at Pulau Tioman.
- 3.2.12** The successful recovery of the hijacked boat demonstrated the responsiveness of the Thai's authorities and close co-operation between the Royal Thai Navy and the Thai Marine Police. This incident also reflects the value and importance of co-operation and information sharing among the port authorities of Cambodia, Singapore, Malaysia and Thailand.
- 3.2.13** The ReCAAP ISC would like to commend the ship owner for reporting the incident to the ReCAAP Focal Point (Singapore). This enables the Focal Point to issue timely Navtex broadcasts of the incident alerting ships operating in the vicinity. In addition, the ReCAAP Focal Point, upon receipt of such information has informed the local maritime communities and law enforcement agencies. An incident report was also extended to all ReCAAP Focal Points via the ReCAAP Information Network System to inform neighbouring ReCAAP Focal Points who could render assistance to the crew or victim ship in accordance with their country's national jurisdiction and policy.

Recommendation

- 3.2.14** In accordance with the IMO MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3¹, ship masters should report incidents of piracy and armed robbery against ships to the nearest coastal states as soon as possible for timely recovery/enforcement actions. The ReCAAP ISC also encourages ship owners and ship operators to report incidents of piracy and armed robbery against ships in Asia to the ReCAAP Focal Points. This procedure reflects the enhanced information sharing process for incidents of piracy and armed robbery against ships in Asia.

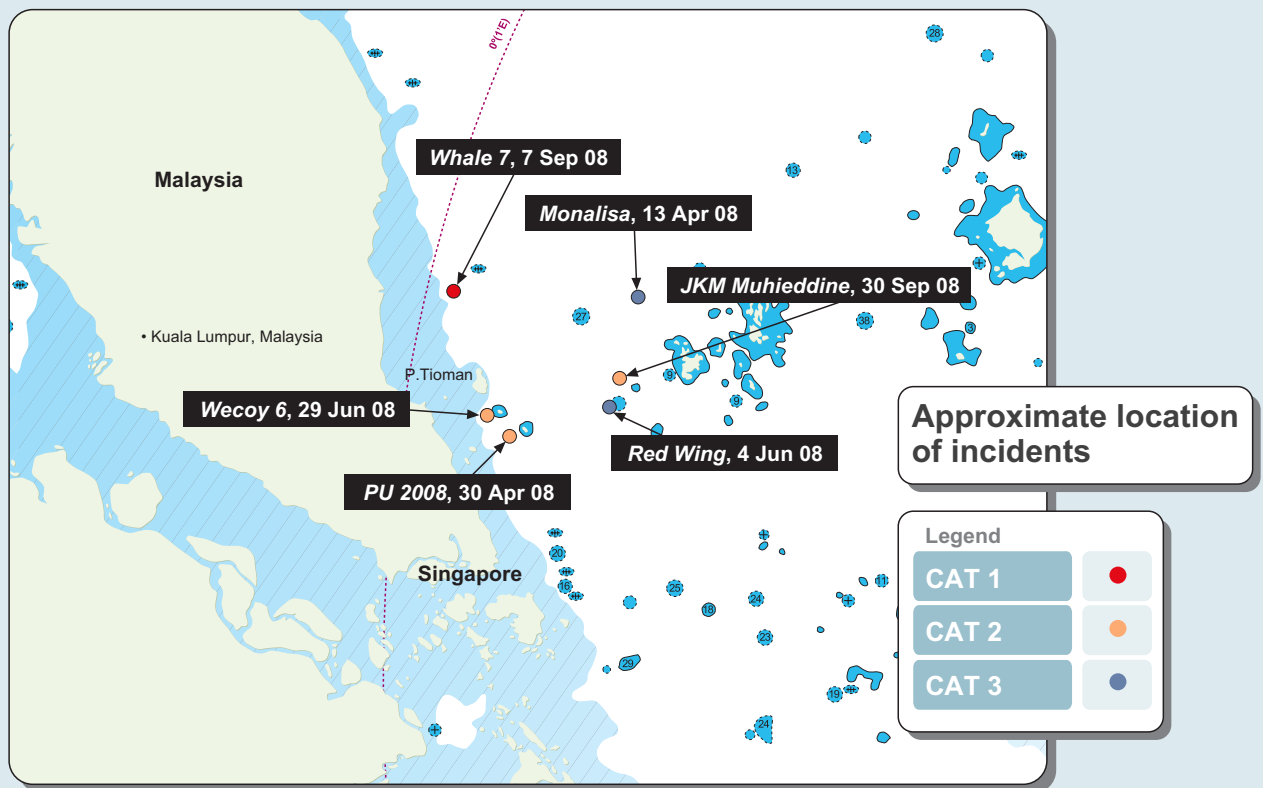
¹The MSC/Circ.622/Rev.1 is on recommendations to Governments for preventing and suppressing piracy and armed robbery against ships. The MSC/Circ.623/Rev.3 is on guidance to ship owners and ship operators, ship masters and crews on preventing and suppressing acts of piracy and armed robbery against ships.



Part 3 - Details of Selected Incidents

3.3 Armed Robbery on board the *JKM Muhieddine* in the South China Sea

3.3.1 Between January 2008 and September 2008, six incidents of piracy and armed robbery were reported in the waters of South China Sea and off Pulau Tioman, Malaysia. Of the six incidents, one was Category 1 incident, three were Category 2 and two were Category 3 incidents. All incidents occurred while the ships were under way. The latest incident occurred on 30 September 2008 involving a Panama-registered bulk carrier, the *JKM Muhieddine*. Please see approximate location of the incidents below.



Part 3 - Details of Selected Incidents

Incident on board the *MV JKM Muhieddine*

Name of Ship : *JKM Muhieddine*
Type of Ship : Bulk Carrier
Flag of Ship : Singapore
IMO Number : 7917123
GT : 15,033

- 3.2.2** On 30 September 2008, a Panama-registered bulk carrier, the *JKM Muhieddine* was at approximately 02° 48'N, 105° 09.2'E in the South China Sea (about 64 nm east of Pulau Tioman). At about 0350 hrs on 30 September 2008, the bulk carrier heading towards Singapore at about 11 knots when seven pirates armed with long knives boarded the ship from the aft.
- 3.2.3** The pirates tied the ship master and the crew with ropes, and stole their money and personal belongings including camera, mobile phones, shoes and clothes. They also went to the chief's engineer's cabin and stole his money. After that, they tied the ship captain in the aft bollard and left the ship at about 0410 hrs. No injuries were sustained by the crew. The ReCAAP ISC classified this incident as a Category 2 (moderately significant) incident.



Part 3 - Details of Selected Incidents

Observations

- 3.2.4** Notably, three out of the six reported incidents involved tug boats towing barges. Tug boats are more susceptible to attack when under way as they have low freeboard and move at a relatively slow speed when towing barges. Incidents involving tug boat were either Category 2 (moderately significant) incident or Category 1 (very significant) incident. The tug boats that had been attacked were the *PU 2008* on 30 April 2008 (a Category 2 incident), the *Wecoy 6* on 29 June 2008 (a Category 2 incident) and the *Whale 7* on 7 September 2008 (a Category 1 incident).
- 3.2.5** All six incidents occurred during hour of darkness and carried out by robbers operating in groups of at least five men armed with knives. Five out of the six incidents took place between 2030 hrs and 0130 hrs. Typically, the robbers came alongside the ships in their speed boats, boarded the ships and stole the crew's personal belongings and cash. Except for one incident of hijacking (of the *Whale 7*), the robbers in the other incidents escaped swiftly when detected.

Recommendations

- 3.2.6** The ReCAAP ISC advises ship masters to strengthen watch keeping and surveillance when their ships transit through these waters especially during hours of darkness.
- 3.2.7** 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 warning to ships operating in the vicinity to look out for suspicious boats.



Part 4 - Observations for January-September 2008

- 4.1** Compared to the period January-September 2007, the number of reported incidents of armed robbery and piracy against ships in the Asian region for the period January-September 2008 has decreased by 11% (from 80 to 71). Overall, the following observations can be made for incidents reported during the period January-September 2008, compared to the same period in 2007 and 2006:
- a.** With the exception of Category 1 incidents, there has been a decrease in the number of Category 2 and Category 3 incidents for the period January-September 2008 compared to the same period in 2007 and 2006. The greatest decrease occurred in the Category 2 incidents for the period January-September 2008 compared to the same period in 2006.
 - b.** The number of Category 1 incidents has remained the same during the period January-September 2008 and January-September 2007.
 - c.** The drop in the number of reported incidents was most apparent in Bangladesh and Indonesia during the period January-September 2008 compared to the same period in 2007 and 2006. However, there has been an increase in the number of incidents reported in India, Philippines and Vietnam.
 - d.** Tankers appeared to have been targeted more frequently than other type of ships between January 2008 and September 2008.
 - e.** Incidents occurred while ships were at anchor/berth were usually less significant cases of petty theft (Category 3 incidents). However, incidents involving ships while under way were likely to be Category 1 or Category 2 incidents.
 - f.** Robbers were most commonly armed with knives in all three reporting periods.
 - g.** More than half of all reported incidents involved robbers operating in groups of between 1 to 6 men.



Annex

DETAILS OF INCIDENTS IN SEPTEMBER 2008

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>Star Capella 1</i> Bulk carrier Greece 9228071 25388 | 01/09/2008 0305 hrs | 01° 18.11'N 104° 11.58'E South of Tanjung Ayam, Malaysia | Anchored | Three robbers armed with knives boarded the bulk carrier from its starboard quarter using grappling hooks and lines. They stole the ship's VHF radio and escaped in a speed boat. No crew was injured. | No injuries to crew. The ship's VHF radio was stolen. | ReCAAP Focal Point (Singapore) | CAT 3 |
| 2. | <i>Whale 7</i> Tug boat Singapore 9455428 227 | 07/09/2008 2030 hrs | 03° 27.00'N 103° 57.85'E North of Pulau Tioman, Malaysia | Steaming | The tug boat was approximately 12 nm north of Pulau Tioman when she was approached by three speed boats with 15 robbers on board. The robbers boarded the tug boat and took control of the tug boat. All seven members of the crew were tied, blindfolded and were subsequently abandoned on a remote beach at Pulau Tioman. Villagers from the island found them and brought them to the police station. The crew did not sustain any injury and was later repatriated to Singapore. | The crew was abandoned on a remote beach, and tug boat hijacked. | ReCAAP Focal Point (Singapore) ReCAAP Focal Point (Thailand) ReCAAP Focal Point (Cambodia) MMEA Thailand's Marine Police | CAT 1 |

DETAILS OF INCIDENTS IN SEPTEMBER 2008

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) |
|-----|--|-----------|----------------------|----------------|--|---|------------------|---|
| | | | | | <p>The tug boat's owner reported the hijacking incident to the Singapore's Port Operation Control Centre (POCC) which is also the ReCAAP Focal Point for Singapore. The ship owner also reported the incident to the MRCC of Putra Jaya.</p> <p>On 24 September 2008, the Thai Marine Police captured a tug boat named the <i>Saga 01</i> and barge, the <i>Sinoveht 2503</i>. The Thai Marine Police reported that the <i>Saga 01</i> bears the same IMO number as the <i>Whale 7</i>. The Thai Marine Police believed that the robbers had re-painted the tug boat to another colour and changed its name to <i>Saga 01</i>. The Thai Marine Police reported that five robbers involved in the incident were arrested at a location about 7 miles off Prajuabkirikahn Province, Amphur Pranburi, Thailand.</p> | | | |

DETAILS OF INCIDENTS IN SEPTEMBER 2008

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) |
|-----|--|------------------------|---|----------------|--|--|--------------------------------|---|
| | | | | | The robbers revealed that they had been paid 1.2 million baht (US\$34,863) to bring the tug boat and barge to Ko Chang, Trad Province, Thailand. | | | |
| 3. | Bulk carrier | 06/09/2008 0240 hrs | Tanjung Bara Anchorage, Indonesia | Anchored | Robbers boarded the bulk carrier via the forecastle and stole the ship's stores. The alarm was raised and crew mustered. The robbers escaped. | No injuries to crew. Nothing was stolen. | ICC-IMB | CAT 3 |
| 4. | <i>Kimstrans Echo</i> Tug boat | 08/09/2008 0405 hrs | Off Batu Berhenti Straits of Malacca and Singapore | Steaming | Five masked robbers armed with four parangs and one long knife boarded the tug boat. The robbers tied up all the six crew and stole their cash, two Nokia mobile phones, two walkie-talkies and three watches. They fled in a wooden sampan fixed with an outboard engine towards the direction of Batam, Indonesia. The crew was not injured. | No injuries to crew. Cash, mobile phones, walkie-talkies and watches were stolen. | ReCAAP Focal Point (Singapore) | CAT 2 |

DETAILS OF INCIDENTS IN SEPTEMBER 2008

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) |
|-----|---|------------------------|--|----------------|---|--|----------------------------------|---|
| 5. | <i>MV Kinship Prosperity</i> General cargo India 8027884 4371 | 13/09/2008 0320 hrs | 09° 57.70'N 076° 15.80'E Mattan Cheri Channel, Port of Kochi, India | Anchored | <p>Two robbers dressed in local attire boarded the ship from a speedboat with 10 other men waiting in the boat.</p> <p>The robbers boarded the ship from the starboard bow and broke the lock of the forward store. On sighting the robbers, the ship's duty crew shouted at them, raised the alarm and assembled the crew. The robbers escaped by jumping overboard and fled in the speed boat.</p> <p>The ship master reported the incident to the Port Authority of Kochi. The Indian Coast Guard (ICG) and the local police boarded the general cargo ship to investigate the incident.</p> | <p>No injuries to crew.</p> <p>Nothing was stolen but forward store lock was broken.</p> | ReCAAP Focal Point (India) | CAT 3 |

DETAILS OF INCIDENTS IN SEPTEMBER 2008

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) |
|-----|---|------------------------|---|----------------|---|--|--------------------------------------|---|
| 6. | Container ship | 24/09/2008 0325 hrs | 06° 2.45'S 106° 54.61'E Tanjung Priok, Jakarta, Indonesia | Anchored | Three robbers armed with knives boarded the ship via the stern. The watchman was alerted and notified the duty officer who raised ship's alarm and whistle. The robbers immediately jumped overboard and escaped. | No injuries to crew. Nothing was stolen. | ICC-IMB PRC | CAT 3 |
| 7. | <i>JKM Muhieddine</i> Bulk carrier Panama 7917123 15033 | 30/09/2008 0350 hrs | 2° 48.0'N 105° 09.2'E South China Sea | Steaming | Seven pirates armed with long knives boarded the bulk carrier while she was under way in the South China Sea (at about 64 nm east of Pulau Tioman). The bulk carrier was steaming at about 11 knots heading towards Singapore when the pirates boarded the ship from the aft. The pirates tied the ship master and another crew member with ropes, and stole their money and personal belongings including camera, mobile phones, shoes and clothes. The pirates also went | No injuries to crew. Crew's personal belongings and properties were stolen. | ReCAAP Focal Point (Singapore) | CAT 2 |

DETAILS OF INCIDENTS IN SEPTEMBER 2008

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) |
|-----|--|-----------|----------------------|----------------|--|---|------------------|---|
| | | | | | <p>to the chief engineer's cabin and stole his money. After that, they tied the ship captain in the aft bollard and left the ship at about 0410 hrs. No injuries were sustained by the crew.</p> <p>The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) who initiated a NAVTEX broadcast to warn ships of the incident. The Singapore POCC also informed the MRCC of Putra Jaya about the incident.</p> | | | |

DETAILS OF INCIDENTS IN SEPTEMBER 2008

Attempted 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 |
|-----|---|------------------------|---|----------------|---|---|--------------------------------------|
| 1. | <i>Theresa Leo</i> Chemical tanker Singapore 9348534 11254 | 01/09/2008 0225 hrs | 02° 43.1'N 101° 13.2'E Off Port Klang Straits of Malacca and Singapore | Steaming | Three high speed craft approached the tanker from her port stern. Each craft was about 4-5m long and had about 3 to 4 men on boarded. They were armed with knives. On sighting the men, the ship master raised the general alarm. The men immediately fled upon hearing the alarm. | No injuries to crew. Nothing was stolen. | ReCAAP Focal Point (Singapore) |
| 2. | <i>Maesrk Aberdeen</i> Container ship Hong Kong 9175793 14063 | 08/09/2008 2230 hrs | 10° 16.005'N 107° 05.972'E Anchorage of Vung Tau, Vietnam | Anchored | Four robbers came along side the container ship in a small boat. The watch AB found one robber climbing the anchor chain and the small boat with three robbers on board hooked onto the anchor chain. He alerted the duty officer and the other crew by radio. The watch AB shouted at the robber who was climbing the anchor chain and made banging noise on the deck of the ship. Two other duty watch men came to assist the watch AB. On seeing that the crew has been alerted, the robber climbing the anchor chain jumped into the water and the small boat steered away. | No injuries to crew. Nothing was stolen. | ReCAAP Focal Point (Vietnam) |

DETAILS OF INCIDENTS IN SEPTEMBER 2008

Attempted 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 |
|-----|--|------------------------|--|----------------|---|---|--------------------------------------|
| 3. | <i>Petra Pioneer</i> Supply vessel Marshall Islands 9446805 1678 | 27/09/2008 1915 hrs | 01° 18'N 104° 39'E 15 nm east of Horsburgh light house | Steaming | Six armed men were trailing the vessel in a speed boat. The suspicious speed boat was trailing the vessel about 50 m away from her starboard stern. The ship master activated a distress alert which was received by another vessel, <i>MV Kota Harta</i> who in turn, relayed the report to the Singapore POCC. The ship master continued to maintain vigilant and took prompt anti-piracy measures. Eventually, the suspicious boat moved away. | No injuries to crew. Nothing was stolen. | ReCAAP Focal Point (Singapore) |