

# Report for November 2008

1st November 2008 – 30th November 2008

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# Report for November 2008

## Executive Summary

During November 2008, a total of 10 incidents of armed robbery against ships (nine actual incidents and one attempted incident) were reported in Asia. Of the nine actual incidents, two occurred off Batu Berhanti in the east bound lane of the Traffic Separation Scheme (TSS) of the Straits of Malacca and Singapore, two off Tanjung Ayam, Johor, Malaysia and five at anchorages in Indonesia, Philippines and Vietnam.

Compared to the same period in November 2007, there has been an increase in the number of incidents reported in November 2008. A total of seven incidents were reported in November 2007, of which three were actual incidents and four were attempted incidents.

The details of the incidents reported in November 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

**1.2.1** To provide some perspective on incidents of piracy and armed robbery, the ISC evaluates the significance of each incident in terms of two factors - the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- a. Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
  - (1) 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 crew members, assault, or serious injury.
  - (3) Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- b. Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.



## Part 1 - Definitions & Methodology Used

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

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

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



## 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 on other secondary sources of information, including those from the International Maritime Organisation (IMO), the International Chamber of Commerce-International Maritime Bureau (ICC-IMB), and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ISC makes every effort to acknowledge these sources.

### 1.4 Note on Maps Used to Depict Location of Incidents

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



## Part 2 - Report for November 2008

### 2.1 Number and Significance of Incidents

**2.1.1** A total of 10 incidents of armed robbery against ships were reported in November 2008. Of these, nine were actual incidents and one was an attempted incident. The number of incidents reported in November 2008 has increased compared to November 2007. A total of seven incidents were reported in November 2007, of which three were actual incidents and four were attempted incidents. Please see Table 1 below.

	November 2008	November 2007
Actual	9	3
Attempted	1	4
<b>Total</b>	<b>10</b>	<b>7</b>

Table 1 - Actual and attempted incidents during November 2008 and November 2007

**2.1.2** Of the nine actual incidents reported in November 2008, four were Category 2 incidents and five were Category 3 incidents. In November 2007, of the three actual incidents reported, one was a Category 2 incident and two were Category 3 incidents. Please see Table 2 below. The number of Category 2 incidents has increased by four-folds in November 2008 compared to same period in 2007, and the number of Category 3 incidents in November 2008 has more than doubled the number reported in November 2007.

Significance Level	November 2008	November 2007
Category 1 (Very Significant)	0	0
Category 2 (Moderately Significant)	4	1
Category 3 (Less Significant)	5	2
<b>Total</b>	<b>9</b>	<b>3</b>

Table 2 - Significance level of actual incidents during November 2008 and November 2007



## Part 2 - Report for November 2008

**2.1.3** Figure 1 shows the number of actual and attempted incidents that occurred between November 2007 and November 2008. During this period, total activity was highest in April 2008 with a total of 11 actual incidents and two attempted incidents reported. There has been an increase in the number of actual incidents since August 2008 till November 2008. We will continue to monitor the activity level in the coming months, and analyse the total activity pattern.

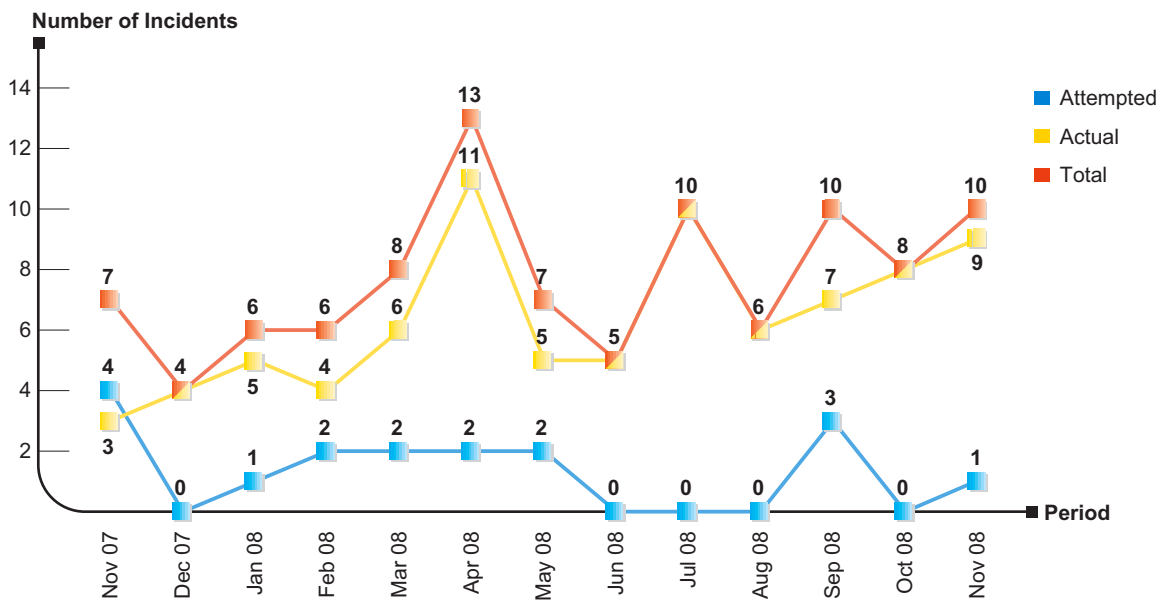


Figure 1 - Number of incidents from November 2007 to November 2008





## Part 2 - Report for November 2008

### 2.2 Analysis of Incidents in November 2008

#### 2.2.1 Location of Actual and Attempted Incidents

Table 3 shows the location of incidents reported in November 2008 and November 2007. Overall, the number of incidents reported in November 2008 has increased compared to November 2007. There has been an increase in activities off Batu Berhanti in the east bound lane of the Traffic Separation Scheme (TSS) of the Straits of Malacca and Singapore, and Tanjung Ayam, off Johor, Malaysia. The ReCAAP ISC recommends continual monitoring and enforcement in these areas. No incidents were reported in India and the South China Sea in November 2008 compared to the same period in 2007 when one incident was reported in India and two attempted incidents were reported in the South China Sea.

	November 2008		November 2007	
	Actual	Attempted	Actual	Attempted
Bangladesh	1			
India			1	
Indonesia	2		1	
Malaysia	2			
Philippines	1	1		
Straits of Malacca & Singapore	2			2
South China Sea				2
Vietnam	1		1	
<b>Total</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>4</b>

Table 3 - Location of incidents during November 2008 and November 2007



## Part 2 - Report for November 2008

### 2.2.2 Weapons Used

Table 4 shows the weapons used by robbers in actual incidents in November 2008 and November 2007. The ReCAAP ISC observes that knives were more commonly used in incidents reported during these two periods.

Incidents in November	Knives	Guns and Knives	Not stated/ Nil
November 2008	6	1	2
November 2007	2	1	

Table 4 - Weapons used in actual incidents during November 2008 and November 2007

### 2.2.3 Type of Ships Targeted

Table 5 below shows the type of ships involved in incidents in November 2008 and November 2007. No particular type of ship was targeted more frequently than others during these two periods.

Type of Ship	November 2008	November 2007
Container Ship	2	
Bulk Carrier	1	
Product Tanker	2	
Chemical Tanker		2
Tanker	1	
General Cargo	1	1
Tug/Barge	2	
<b>Total</b>	<b>9</b>	<b>3</b>

Table 5 - Type of ships involved in actual incidents during November 2008 and November 2007



## Part 2 - Report for November 2008

### 2.2.4 Status of Ships

Table 6 shows the status of ships during the actual incidents in November 2008 and November 2007. There has been an increase in the number of incidents against ships at anchor or berthed in November 2008 compared to November 2007. Of the nine actual incidents reported in November 2008, seven incidents involved ships that were at anchor and berthed compared to November 2007 when two out of three incidents involved ships that were at anchor and berthed.

	Actual Incidents		
	Berthed	Anchored	Steaming
November 2008	1	6	2
November 2007	1	1	1

Table 6 - Status of ships during incidents in November 2008 and November 2007

**2.2.5** Table 7 shows the correlation between the status of ships and its significance level for incidents reported in November 2008 and November 2007. The ReCAAP ISC notes that incidents involving ships that are under way are more likely to be Category 1 or Category 2 incidents, and incidents involving ships that were at anchor or berthed are mainly Category 3 incidents. In November 2008, the two incidents involving ships that were under way were Category 2 incidents. Of the seven incidents involving ships that were at anchor and berthed, two were Category 2 incidents and five were Category 3 incidents. Similar observations were noted for incidents reported in November 2007. In November 2007, the incident involving a ship that was under way was a Category 2 incident, and the two incidents involving ships that were at anchor and berthed were Category 3 incidents.

Status of Ships	November 2008			November 2007		
	CAT 2	CAT 3	Total	CAT 2	CAT 3	Total
Berthed		1	1		1	1
Anchored	2	4	6		1	1
Steaming	2		2	1		1
<b>Total</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>3</b>

Table 7 - Status of ships during incidents in November 2008 and November 2007, and their significance level



## Part 2 - Report for November 2008

### 2.2.6 Time of Incidents

In November 2008, majority of the incidents occurred between 0001 hrs and 0559 hrs. This is expected since ships remain most vulnerable during the hours of darkness, and is comparable to November 2007 when all three reported incidents occurred during the same time frame.

	1800 hrs to 2359 hrs	0001 hrs to 0559 hrs
November 2008	3	6
November 2007		3

Table 8 - Local time of incidents during November 2008 and November 2007





**Figure 1: Location of Incidents Reported in November 2008**

**Legend**

Actual (CAT 2)	●
Actual (CAT 3)	●
Attempted	★

## Part 3 - Details of Selected Incidents

### 3.1 Incidents of Armed Robbery Off Tanjung Ayam, Malaysia

**3.1.1** In November 2008, two incidents were reported off Tanjung Ayam, Johor. Both were Category 2 incidents involving product tankers. The details of the incidents are described below.

#### Incident on board the *MT Kirana Dwitya*

**Name of Ship** : *MT Kirana Dwitya*  
**Type of Ship** : Product tanker  
**Flag of Ship** : Singapore  
**IMO Number** : 9279666  
**GT** : 13,203

**3.1.2** At about 0230 hrs on 22 November 2008, the Singapore-registered product tanker, the *MT Kirana Dwitya* was anchored at approximately 01° 18.24'N, 104° 12.43'E, south of Tanjung Ayam, outside the eastern Johor port limit, to perform tank cleaning, when five suspected robbers, drenched, armed with one pistol and four knives boarded the tanker from a speed boat. They entered the engine room and tied up two members of the crew. Please refer to map below for the approximate location of the incident.

**3.1.3** One of the engineers spotted the robbers and immediately proceeded to the bridge to inform the Duty Officer who reported the incident to the ship master. The ship master activated the alarm and alerted the crew. The crew was mustered and a search for the robbers was conducted. The robbers fled upon hearing the alarm, taking with them some engine spare parts. There was no report of injury to the crew.

**3.1.4** The ship master reported the incident to the local Marine Police in Johor and the Port Operations Control Centre (POCC), Singapore which is also the ReCAAP Focal Point for Singapore. The Singapore's POCC transmitted a navigational broadcast on VHF and Navtex to warn mariners and seafarers about the incident, and also informed the MRCC Putra Jaya and RCC Jakarta.



## Part 3 - Details of Selected Incidents

### Incident on board the *MT Akamas*

**Name of Ship** : *MT Akamas*  
**Type of Ship** : Product tanker  
**Flag of Ship** : Singapore  
**IMO Number** : 9018414  
**GT** : 25,800

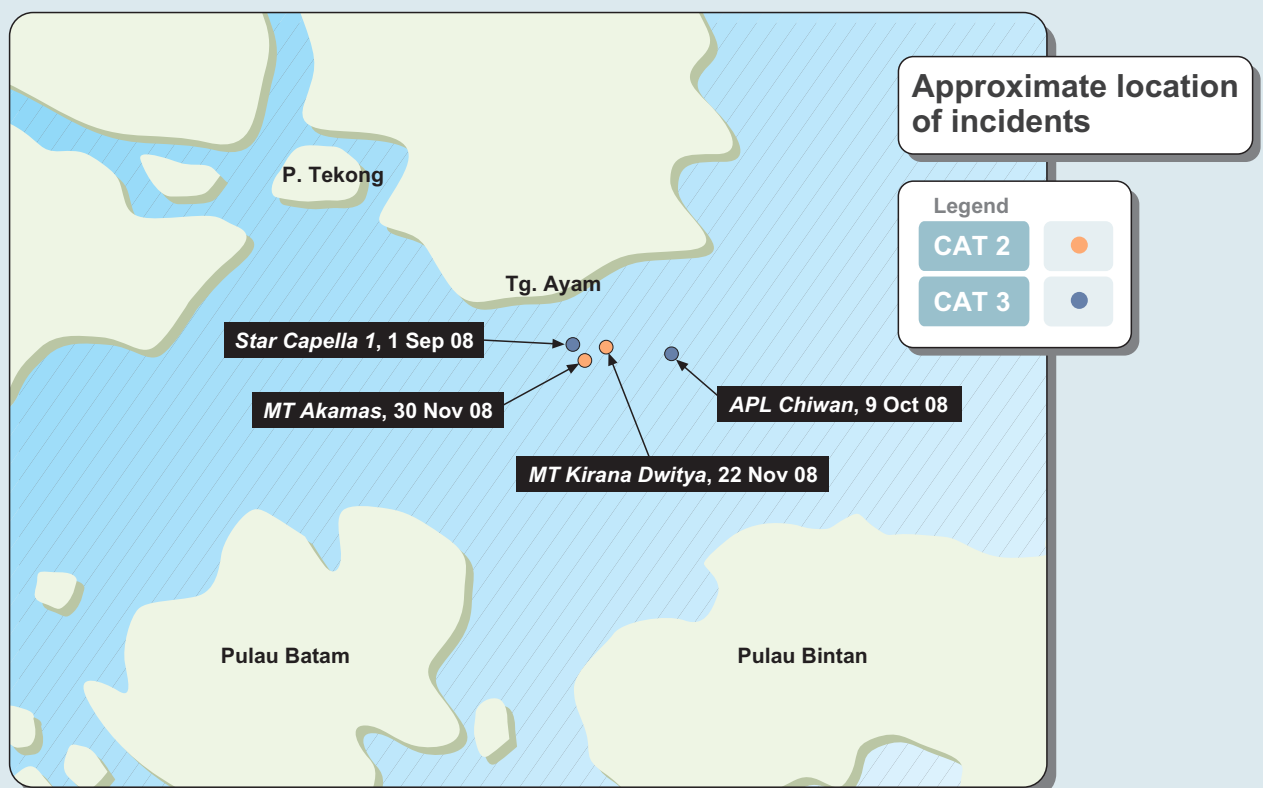
- 3.1.5** The ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC another incident involving a Singapore-registered product tanker, the *MT Akamas* that occurred off Tanjung Ayam. At about 0220 hrs on 30 November 2008, the tanker was anchored at approximately 01° 18.04'N, 104° 11.33'E, about 2 nm south-west of Tanjung Ayam, Johor, when five masked robbers armed with knives and ropes boarded the tanker. Please refer to map below for the approximate location of the incident.
- 3.1.6** The robbers climbed up the ship from the poop deck and entered the engine room workshop. They tied up the 3rd Engineer and the Oiler and took away two gold rings from the 3rd Engineer. At this time, the 2nd Officer noticed an unlit boat near the port quarter of the tanker and raised the alarm. The robbers fled on hearing the alarm taking with them the gold rings and some engine spare parts. The crew assembled in the bridge wing and found the robbers leaving the ship. The crew was not injured.
- 3.1.7** The ship master reported the incident to the Port Operations Control Centre (POCC), Singapore. The Singapore's POCC transmitted a navigational broadcast on VHF and Navtex to warn mariners and seafarers about the incident, and also informed the MRCC Putra Jaya and RCC Jakarta. The ship owner also reported the incident to the Johor authorities.



## Part 3 - Details of Selected Incidents

### Past Incidents

**3.1.8** Between September 2008 and November 2008, four incidents of armed robbery had occurred in the waters off Tanjung Ayam, Johor. Of these, two were Category 2 incidents and two were Category 3 incidents. Please refer to map below for the approximate location of the incidents.





## Part 3 - Details of Selected Incidents

### Observations

- 3.1.9** In the four incidents, the robbers came along side the ships in a speed boat during hours of darkness between 0220 hrs and 0320 hrs when the ships were at anchor off Tanjung Ayam. Operating in groups of between three to five men, the robbers were armed with knives. They boarded the ship via the poop deck (in two of the four incidents) and stole engine spare parts (in three of the four incidents) before escaping in their speed boats. The robbers in one of the incidents were armed with a pistol in addition to knives.
- 3.1.10** Two of the four incidents involved product tankers, one incident involved a container ship and one involved a bulk carrier. There is no evidence to suggest that the robbers specifically targeted a particular type of ship. The incidents were believed to be opportunistic in nature. No crew was injured in all the incidents.

### Recommendations

- 3.1.11** The ReCAAP ISC advises ship masters to strengthen watch keeping and surveillance when their ships are at anchor in the waters off Tanjung Ayam especially during hours of darkness.
- 3.1.12** Ship masters are encouraged to report all incidents of piracy and armed robbery to the nearest RCC, coastal or port state authorities, whichever appropriate, immediately after an actual or attempted attack. This enables the authorities to take immediate action in investigating the incident. It also allows the authorities to issue precautionary warnings to ships operating in the vicinity to be on lookout for suspicious boats and persons.



## Part 3 - Details of Selected Incidents

### 3.2 Incidents of Armed Robbery off Batu Berhanti

**3.2.1** Two incidents of armed robbery involving tug boats were reported in the vicinity off Batu Berhanti in November 2008. Both incidents occurred while the tug boats were under way. The ReCAAP ISC has classified the incidents as Category 2 incidents. The details of these incidents are described below.

#### Incident on board the *Maju Daya 3* on 10 November 2008

**Name of Ship** : *Maju Daya 3*

**Type of Ship** : Tug boat

**Flag of Ship** : Indonesia

**GT** : 167

**3.2.2** On 10 November 2008, an Indonesian-registered tug boat, the *Maju Daya 3* was towing a Singapore-registered barge, the *Marcopolo 188* off Batu Berhanti in the east bound lane of the Traffic Separation Scheme of the Straits of Malacca and Singapore. The tug boat was travelling at a speed of 3.5 knots when a wooden speed boat pulled alongside the starboard of the tug boat. Five masked robbers armed with parangs boarded the tug boat at about 0130 hrs at approximate position 01° 11.13'N, 103° 51.83'E, off Batu Berhanti. Please see approximate location of the incident below.

**3.2.3** The robbers were in civilian attire and spoke Bahasa Indonesia. They tied up the crew with raffia strings and took their mobile phones, personal belongings, watches and cash. About 15 minutes later, the robbers fled in their speed boat after cutting the wires to all the communication equipment on the tug boat. No injury was reported by the crew. The tug boat proceeded to Batu Ampar, Indonesia after the incident.

**3.2.4** The ship master reported the incident to the coastal state, the flag state and Port Operations Control Centre (POCC), Singapore. The Singapore's POCC initiated a navigational broadcast to warn mariners and seafarers about the incident, and notified the Indonesian authorities.



## Part 3 - Details of Selected Incidents

### Incident on board the *Sung Thai Lee 3* on 14 November 2008

**Name of Ship** : *Sung Thai Lee 3*  
**Type of Ship** : Tug boat  
**Flag of Ship** : Malaysia  
**GT** : 115

- 3.2.5** Another incident involving a tug boat was reported in the vicinity off Batu Berhanti on 14 November 2008. At about 0420 hrs, a Malaysian-registered tug boat, the *Sung Thai Lee 3* was towing a barge, the *Sinar Asia 2912* which was loaded with a crane and four second-hand cars. The tug boat was en route to Sarawak from Port Klang when three masked robbers boarded the tug boat from a speed boat at approximate position 01° 11.36'N, 103° 52.38'E off Batu Berhanti beacon, in the east bound lane of the Traffic Separation Scheme. A fourth robber waited in the speed boat. The robbers took away cash, mobile phones, gold items, TV set and a VHF set.
- 3.2.6** The ship master reported the incident to the Port Operations Control Centre (POCC), Singapore, and the Malaysian port authorities. The Singapore's POCC initiated a navigational broadcast on VHF and Navtex to warn mariners and seafarers about the incident, and notified the RCC Jakarta.



## Part 3 - Details of Selected Incidents

### Past Incidents

**3.2.7** Between September 2008 and November 2008, five incidents of armed robbery were reported off Batu Berhanti. All were Category 2 incidents.



## Part 3 - Details of Selected Incidents

### Observations

- 3.2.8** Three of the five incidents reported off Batu Berhanti involved tug boats<sup>1</sup>. The ReCAAP ISC notes the similarities in the modus operandi of robbers in these incidents. In two of the incidents, the robbers wore masks and spoke Bahasa Indonesia. During the incident, one of the robbers waited in the speed boat while the rest boarded the tug boat. Upon boarding, the robbers tied up the crew and stole their cash, mobile phones and watches. They fled after taking these items, and did not inflict harm on the crew. Although there is no conclusive evidence as yet, it appears that these incidents might involve the same group of robbers.
- 3.2.9** Majority of the incidents reported off Batu Berhanti occurred between 0050 hrs and 0150 hrs when the vessels were under way. Operating in groups of between three to six men, the robbers were armed with long knives or parangs, and they stole cash, mobile phones, watches and the ship's communication equipment.

### Recommendation

- 3.2.10** Tug boats are known to be vulnerable to attack when under way as they move at relatively slow speed particularly when towing barges. Ship masters and crew are advised to maintain vigilance and strengthen watch keeping particularly during hours of darkness when transiting the area.

<sup>1</sup> The incidents involved a Singapore-registered tug boat, the *Kimstrans Echo* on 8 September 2008, a Malaysian-registered tug boat, the *Maju Daya 3* on 10 November 2008 and a Malaysian-registered tug boat, the *Sung Thai Lee 3* on 14 November 2008.



## Part 4 - Observations for November 2008

- 4.1** The number of reported incidents of armed robbery against ships in the Asian region in November 2008 has increased compared to November 2007. Overall, the following observations can be made for incidents reported in November 2008:
- a.** Compared to November 2007, there has been an increase in the number of Category 2 (moderately significant) incidents and Category 3 (less significant) incidents in November 2008. The number of Category 2 incidents has increased by four-folds and the number of Category 3 incidents has more than doubled in November 2008 compared to November 2007.
  - b.** The number of attempted incidents has decreased from four incidents in November 2007 to only one incident in November 2008.
  - c.** There has been an increase in activities off Batu Berhanti and Tanjung Ayam.
  - d.** Seven of the nine actual incidents reported in November 2008 involved ships that were anchored and berthed.
  - e.** All incidents reported in November 2008 occurred during hours of darkness.



## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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>MV Grand Ocean</i> Container ship Panama 6775 9176503	01/11/2008 2325 hrs	14° 36.8'N 126° 53'E  Anchorage of the Manila North Harbour	Anchored	<p>Two robbers boarded the ship through the passage of anchor chain. They attempted to take away one inflatable life raft but was unsuccessful because of the presence of the crew. When the robbers saw the crew, they jumped into the water.</p> <p>The duty AB informed the duty officer about the incident. The duty officer raised the alarm and informed the Philippines Coast Guard (PCG) and mustered all crew. The PCG responded immediately and searched for the robbers. After investigation by the PCG, the information centre advised the ship master to file a marine protest through his local shipping agent and take precautionary measures while the ship anchored at the anchorage area.</p>	No injuries to crews.	ReCAAP Focal Point (Philippines)	CAT 3

### DETAILS OF INCIDENTS IN NOVEMBER 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)
2.	<i>Kota Harta</i> Container ship Singapore 9135092 13,272	02/11/2008 0445 hrs	06° 06'S 106° 53'E  Jakarta International Container Terminal	Berthed	<p>Three robbers broke the padlock on the funnel door and entered the engine room while the ship was berthed at Jakarta International Container Terminal Berth 4. One of the robbers threatened the duty greaser with a knife, and pushed him into the engine room workshop. The other two robbers went to the spares storage area in the engine room workshop and stole two pieces of pistons, four pieces of con-rod bolts with nut and two pieces of connecting rod assembly.</p> <p>The two robbers left the engine room with the stolen items while the other robber who was wielding a knife at the duty greaser locked him in the engine room workshop.</p>	<p>No injuries to crews.</p> <p>Two pieces of pistons, four pieces of con-rod bolt with nut and two pieces of connecting rod assembly were stolen.</p>	ReCAAP Focal Point (Singapore)	CAT 3



### DETAILS OF INCIDENTS IN NOVEMBER 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 3rd engineer who was also in the engine room working at the bottom platform was not aware of the incident until he found the duty greaser locked in the workshop.</p> <p>When the 3rd engineer and the duty greaser came on the deck, they saw a small boat moving away from the ship on the port side. The authorities upon alerted, went on board the ship to search and check for other breaches. There were no reports of damage to the ship and injuries sustained by the crew.</p> <p>The ship owner reported the incident to the Singapore's Port Operation Coordinating Centre (POCC), the coastal state and the flag state, including the Indonesian authorities.</p>			

### DETAILS OF INCIDENTS IN NOVEMBER 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)
3.	Bulk Carrier	05/11/2008 0300 hrs	03° 40.8'S 114° 26.7'E  Taboneo Anchorage, Kalimantan, Indonesia	Anchored	Four robbers armed with catapults, knives and hacksaws boarded the bulk carrier. They threatened the crew with catapults and stole the ship's stores from the forward locker. The crew raised the alarm and sounded the ship's siren. The robbers jumped overboard and escaped in a wooden fast boat. The ship master reported the incident to the coastal authorities.	No injuries to crew.  Ship's stores were stolen.	ICC-IMB	CAT 3
4.	MT Baizo Crude/oil product tanker Panama 9263916 28,517	07/11/2008 2055 hrs	22° 0'N 93° 0'E  Chittagong Anchorage 'A', Bangladesh	Anchored	Five robbers boarded the tanker while at anchor. Upon sighted by the crew, the robbers jumped overboard. Nothing was stolen and the crew was not injured.	No injuries to crew.  Nothing stolen.	ReCAAP Focal Point (Japan)	CAT 3

### DETAILS OF INCIDENTS IN NOVEMBER 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>Maju Daya 3</i> Tug boat Indonesia 167  towing <i>Marcopolo 188</i> Barge Singapore 1,995	10/11/2008 2000 hrs	01° 11.7'N 103° 52.2'E  Off Batu Berhanti in the east bound lane of the Traffic Separation Scheme	Steaming	Five masked robbers armed with parangs in a wooden speed boat pulled alongside the starboard of the tug boat which was towing a barge in the east bound lane of the Traffic Separation Scheme.  The robbers were in civilian attire and spoke Bahasa Indonesia. They tied up the crew with raffia strings and took their mobile phones, personal belongings, watches and cash. About 15 minutes later, the robbers fled in their speed boat after cutting the wires to all the communication equipment on the tug boat. No injury was reported by the crew. The tug boat proceeded to Batu Ampar, Indonesia after the incident.  The ship master reported the incident to the coastal state, the flag state and Port Operations	No injuries to crew.  The crew's mobile phones, watches and cash were stolen.	ReCAAP Focal Point (Singapore)	CAT 2

## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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)
					Control Centre (POCC), Singapore. The Singapore's POCC initiated a navigational broadcast to warn mariners and seafarers about the incident, and notified the Indonesian authorities.			
6.	<p><i>Sung Thai Lee 3</i> Tug boat Malaysia 115</p> <p><i>Sinar Asia</i> 2912 Barge Malaysia</p>	14/11/2008 0150 hrs	<p>01° 11.36'N 103° 53.38'E</p> <p>Off Batu Berhanti</p>	Steaming	<p>Three masked robbers boarded the tug boat from a speed boat while a fourth robber waited in the boat. The robbers took away cash, mobile phones, gold items, TV set and a VHF set.</p> <p>The ship master reported the incident to the Port Operations Control Centre (POCC), Singapore, and the Malaysian port authorities. The Singapore's POCC initiated a navigational broadcast on VHF and Navtex to warn mariners and seafarers about the incident, and notified the RCC Jakarta.</p>	<p>No injuries to crew.</p> <p>Cash, laptop, mobile phones, gold items, a TV set and a VHF set were stolen.</p>	ReCAAP Focal Point (Singapore)	CAT 2

### DETAILS OF INCIDENTS IN NOVEMBER 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)
7.	<i>Kirana Dwitya</i> Product tanker Singapore 9279666 13,203	22/11/2008 0230 hrs	01° 18.24'N 104° 12.43'E  South of Tg. Ayam, Johor	Anchored	<p>The ship was anchored outside the eastern Johor port limit to perform tank cleaning when five suspected robbers, fully drenched, armed with one pistol and four knives boarded the tanker from a speed boat. They entered the engine room and tied up two crew.</p> <p>One of the engineers spotted the robbers and immediately proceeded to the bridge to inform the Duty Officer who reported the incident to the ship master. The master activated the alarm and alerted the crew. The crew was mustered and a search for the robbers was conducted. The robbers fled upon hearing the alarm taking with them some engine spare parts. There was no report of injury to the crew.</p> <p>The ship master reported the incident to the local Marine</p>	<p>No injuries to crew.</p> <p>Engine spare parts stolen</p>	ReCAAP Focal Point (Singapore)	CAT 2

### DETAILS OF INCIDENTS IN NOVEMBER 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)
					Police in Johor and the Port Operations Control Centre (POCC), Singapore. The Singapore's POCC transmitted a navigational broadcast on VHF and Navtex to warn mariners and seafarers about the incident, and also informed the MRCC Putra Jaya and RCC Jakarta.			
8.	BBC Orinoco General cargo ship Antigua & Barbuda 9366110 11,864	29/11/2008 0255 hrs	10° 16.1'N 107° 02.2'E  Vung Tau Outer Anchorage, Vietnam	Anchored	Six robbers in a fishing boat approached the ship while at anchor. Two robbers armed with knives boarded the ship. One of them threatened the duty crew with a knife while the other robber stole the ship's stores. The robbers jumped overboard and escaped in their boat with the stolen stores.  The Vung Tau port authorities and the local police are investigating the incident.	No injuries to crew.  Ship's store stolen.	ReCAAP Focal Point (Vietnam)	CAT 3

### DETAILS OF INCIDENTS IN NOVEMBER 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)
9.	Akamas Tanker Singapore 9018414 25,800	30/11/2008 0220 hrs	01° 18.04'N 104° 11.33'E  South of Tg. Ayam, Johor	Anchored	<p>Five masked robbers armed with knives and ropes boarded the product tanker. The robbers climbed up the ship from the poop deck and entered the engine room workshop. They tied up the 3rd Engineer and the Oiler and took away two gold rings from the 3rd Engineer. At this time, the 2nd Officer noticed an unlit boat near the port quarter of the tanker and raised the alarm. The robbers fled on hearing the alarm taking with them the gold rings and some engine spare parts. The crew assembled in the bridge wing and found the robbers leaving the ship. The crew was not injured.</p> <p>The ship master reported the incident to the Port Operations Control Centre (POCC), Singapore. The Singapore's</p>	<p>No injuries to crew.</p> <p>Crews personal belongings.</p>	ReCAAP Focal Point (Singapore)	CAT 2

## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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)
					POCC transmitted a navigational broadcast on VHF and Navtex to warn mariners and seafarers about the incident, and also informed the MRCC Putra Jaya and RCC Jakarta. The ship company had also reported the incident to the Johor authorities.			



## Annex

### DETAILS OF INCIDENTS IN NOVEMBER 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>MV Vancouver Victory</i> Bulk carrier Panama 8010843 35,592	21/11/2008 0930 hrs	16° 17'N 119° 32'E  West coast Luzon, Philippines	Steaming	<p>Three fibre glass speed boats with two men each on board approached the port and starboard quarter of the bulk carrier. The men wearing rain coats attempted to board the bulk carrier.</p> <p>The ship master increased speed and made evasive manoeuvres. He raised the alarm, mustered the crew and prepared the fire hoses. The robbers aborted the attempt after 30 minutes.</p> <p>The PCG investigated the incident and found no speed boats of the stated description in the vicinity. The PCG intensified its patrol in the region.</p>	No injuries to crews.	ReCAAP Focal Point (Philippine)