

# Report for October 2008

1st October 2008 – 31st October 2008

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# Report for October 2008

## Executive Summary

In October 2008, a total of eight incidents (one incident of piracy and seven incidents of armed robbery against ships) were reported in Asia. All were actual incidents. Compared to October 2007, this was a slight decrease in the total number of incidents reported in October 2008. In October 2007, a total of nine incidents were reported, of which eight were actual incidents and one was an attempted incident.

Notably, there has been an increase in the number of Category 2 (moderately significant) incidents in October 2008 compared to October 2007. However, the number of Category 3 (less significant) incidents in October 2008 has decreased compared to October 2007. Of the eight incidents reported in October 2008, five were Category 2 incidents and three were Category 3 incidents compared to October 2007 when one Category 2 incident and seven Category 3 incidents were reported.

The details of the incidents reported in October 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) *Types of weapons used.*** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
  - (2) *Treatment of the crew.*** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
  - (3) *Number of pirates/robbers engaged in an attack.*** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- b. Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.



## 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 October 2008

### 2.1 Number and Significance of Incidents

**2.1.1** A total of eight incidents were reported in October 2008. All were actual incidents. The total number of incidents reported in October 2008 has decreased compared to October 2007. A total of nine incidents were reported in October 2007, of which eight were actual incidents and one was an attempted incident. Please see Table 1 below.

	October 2008	October 2007
Actual	8	8
Attempted	0	1
<b>Total</b>	<b>8</b>	<b>9</b>

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

**2.1.2** Of the eight actual incidents reported in October 2008, five were Category 2 incidents and three were Category 3 incidents. In October 2007, of the eight actual incidents reported, one was a Category 2 incident, and seven were Category 3 incidents. Please see Table 2 below. Notably, there has been an increase in the number of Category 2 incidents and a decrease in the number of Category 3 incident in October 2008 compared to the same period in 2007. Of concern is the increase in the significance level of incidents reported in October 2008. It remained to be seen if the number of incidents would be on an upward trend in the coming months in view of the current economic downturn.

Significance Level	October 2008	October 2007
Category 1 (Very Significant)	0	0
Category 2 (Moderately Significant)	5	1
Category 3 (Less Significant)	3	7
<b>Total</b>	<b>8</b>	<b>8</b>

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



# Report for October 2008

## Part 2 - Report for October 2008

**2.1.3** Figure 1 shows the number of actual and attempted incidents that occurred between October 2007 and October 2008. During this period, total activity was highest in April 2008 with a total of 13 reported incidents and lowest in December 2007 with a total of four reported incidents. The ReCAAP ISC will continue to monitor the activity level in the coming months, and analyse the total activity pattern.

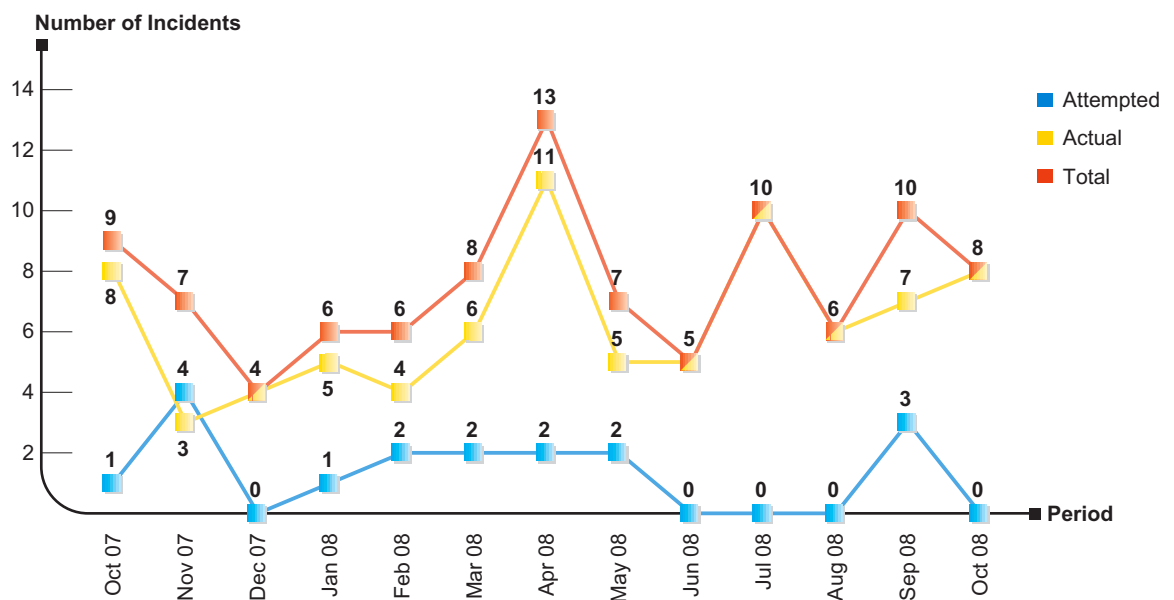


Figure 1 - Number of incidents from October 2007 to October 2008





## Part 2 - Report for October 2008

### 2.2 Analysis of Incidents in October 2008

#### 2.2.1 Location of Actual and Attempted Incidents

Table 3 shows the location of incidents reported in October 2008 and October 2007. Overall, the number of incidents reported in October 2008 has decreased compared to October 2007. The decrease was most apparent in Bangladesh, India and Philippines. No incidents were reported in Bangladesh, India and Philippines in October 2008 compared to the same period in 2007 when one incident was reported in Bangladesh, two incidents in India and two incidents in Philippines.

	October 2008		October 2007	
	Actual	Attempted	Actual	Attempted
Bangladesh			1	
India			2	
Indonesia	3		2	1
Malaysia	2			
Philippines			2	
Straits of Malacca & Singapore			1	
South China Sea	1			
Vietnam	2			
<b>Total</b>	<b>8</b>		<b>8</b>	<b>1</b>

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



## Part 2 - Report for October 2008

### 2.2.2 Weapons Used

Table 4 shows the weapons used in actual incidents in October 2008 and October 2007. The ReCAAP ISC notes that a large number of reported incidents in October 2007 do not indicate the weapons used by the robbers. As such, no substantive conclusion can be drawn from comparing the weapons used in incidents during these two periods.

Incidents in October	Knives	Not stated/ NIL
October 2008	4	4
October 2007	1	7

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



## Part 2 - Report for October 2008

### 2.2.3 Types of Ships Targeted

Table 5 below shows the type of ships involved in incidents in October 2008 and October 2007. In October 2008, a total of three incidents occurred involved container ships and three other incidents involved tankers. The ISC notes that the three incidents involving tankers were Category 2 incidents. There was no particular type of ship that was targeted more frequently in October 2008 compared to October 2007 when container ships were targeted more frequently than other types of ships.

Type of Ship	October 2008	October 2007
Container Ship	3	4
Bulk Carrier		1
Product Tanker		1
Chemical Tanker	1	
LPG Tanker	1	
Tanker	1	
General Cargo	1	1
Tug/Barge	1	1
<b>Total</b>	<b>8</b>	<b>8</b>

Table 5 - Types of ships involved in actual incidents during October 2008 and October 2007



## Part 2 - Report for October 2008

### 2.2.4 Status of Ships

Table 6 shows the status of ships during incidents in October 2008 and October 2007. The ReCAAP ISC notes that there has been an increase in the number of incidents involving ships while under way compared to ships at anchor/berth. Of the eight actual incidents reported in October 2008, three incidents involved ships that were anchored, one involved ship at berth, and four involved ships that were under way (steaming). Notably, all four incidents involved ships that were under way were Category 2 incidents. In October 2007, of the eight actual incidents, six incidents involved ships that were anchored and two involved ships that were under way.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
October 2008	1	3	4			
October 2007		6	2			1

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

### 2.2.5 Time of Incidents

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

	1800 hrs to 2359 hrs	0001 hrs to 0559 hrs	0600 hrs to 1159 hrs	1200 hrs to 1759 hrs	Not stated
October 2008		8			
October 2007		7	1	1	

Table 7 - Local time of incidents during October 2008 and October 2007





**Figure 1: Location of All Incidents in October 2008**

**Legend**

CAT 2	Orange dot
CAT 3	Blue dot

## Part 3 - Details of Selected Incidents

### 3.1 Incidents Occurred Off Batu Berhanti, Indonesia

**3.1.1** Between September 2008 and October 2008, three incidents were reported off Batu Berhanti, Indonesia. All were Category 2 (moderately significant) incidents of armed robbery. The details of the incidents are described below.

#### Incident on board the *Kimtrans Echo* on 8 September 2008

**Name of Ship** : *Kimtrans Echo*  
**Type of Ship** : Tug boat  
**Flag of Ship** : Singapore



**3.1.2** A Singapore-registered tug boat, the *Kimtrans Echo* towing a barge laden with sand departed Vietnam on 31 August 2008 for Singapore. Between 0350 hrs and 0420 hrs on 8 September 2008, five masked robbers armed with parangs and knives boarded the tug boat while she was off Pulau Sebarok along the Traffic Separation Scheme (TSS). The owner of *Kimtrans Echo* reported the incident to the Singapore port authorities. Please refer to the approximate location of the incident below.

**3.1.3** The robbers tied up the six Indonesian crew and took away their cash, mobile phones, walkie talkies and watches. They fled in a wooden sampan fixed with an outboard engine towards Batam island, Indonesia. The crew was not injured.



## Part 3 - Details of Selected Incidents

### Incident on board the *MV Sin Huat* on 4 October 2008

**Name of Ship** : *MV Sin Huat*  
**Type of Ship** : General cargo ship  
**Flag of Ship** : Malaysia  
**IMO Number** : 8217477  
**GT** : 1,539

- 3.1.5** On 4 October 2008, a Malaysian-registered general cargo ship, the *MV Sin Huat* was under way from Singapore to Sibu, Sarawak. At or about 0050 hrs on 4 October 2008, the ship was at 01° 12.5'N, 103° 54.5'E (approximately 2 nm east of Batu Berhanti beacon) in the east bound lane of the TSS when three masked robbers armed with parangs boarded the ship from a speed boat. Please refer to the approximate location of the incident below.
- 3.1.6** The robbers damaged the ship's VHF handset, stole the ship master's computer and cash, and the crew's personal belongings before escaping. No crew was injured.
- 3.1.7** The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point of Singapore. The ReCAAP Focal Point of Singapore broadcasted the incident via NAVTEX to warn ships operating in the vicinity about the incident. The MRCCs of Putra Jaya and Jakarta were also informed.



## Part 3 - Details of Selected Incidents

### Incident on board the *MT Arowana Ranger* on 31 October 2008

**Name of Ship** : *MT Arowana Ranger*

**Type of Ship** : Tanker

**Flag of Ship** : Malaysia

**IMO Number** : 8859471

**GT** : 741

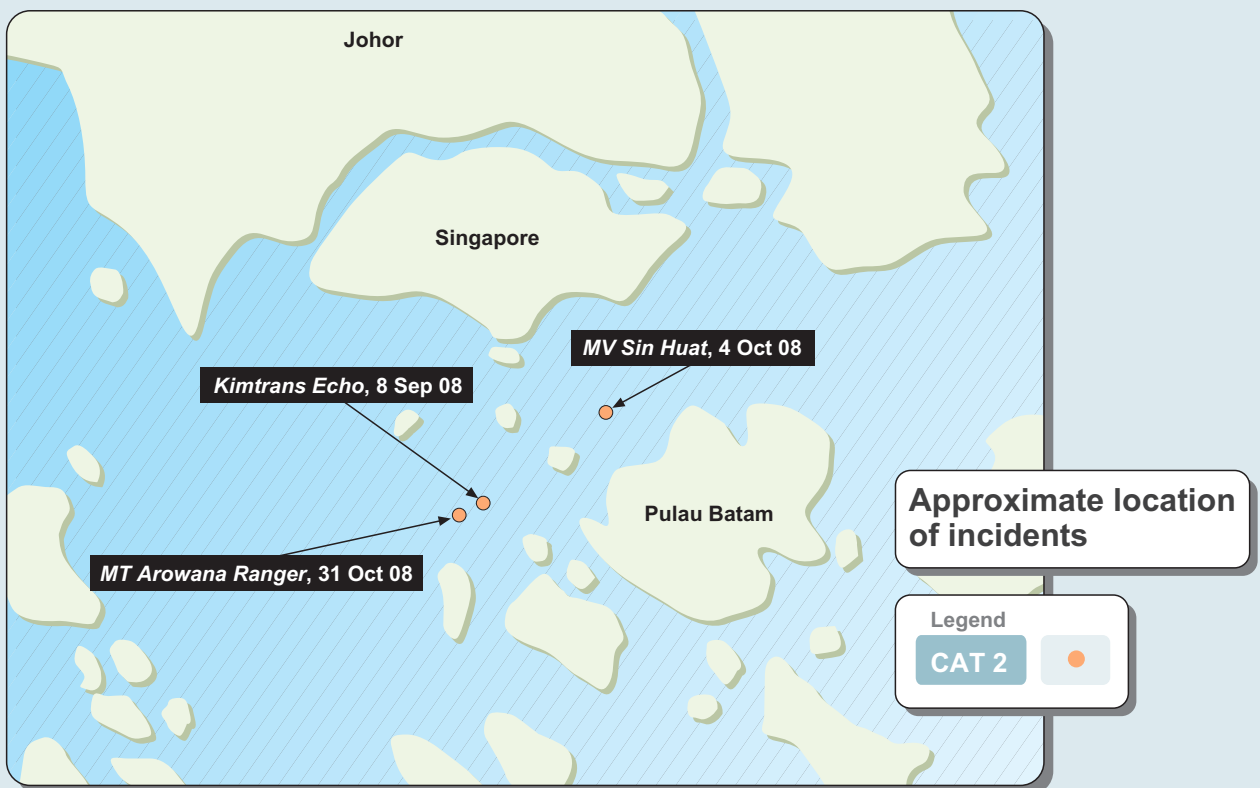
- 3.1.8** On 31 October 2008, a Malaysian-registered tanker, the *MT Arowana Ranger* was en route from Singapore to Pasir Gudang, Malaysia with a cargo of gas oil on board. At or about 0115 hrs, five to six robbers boarded the ship from a small wooden boat at position 01° 11'N, 103° 50'E (west of Batu Berhanti) in the east bound lane of the TSS. Please refer to the approximate location of the incident below.
- 3.1.9** The robbers stole the crew's personal belongings and the ship's communication equipment before escaping in the wooden boat.
- 3.1.10** The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point of Singapore. The ReCAAP Focal Point of Singapore broadcasted the incident via NAVTEX to warn ships operating in the vicinity about the incident.





# Report for October 2008

## Part 3 - Details of Selected Incidents



## Part 3 - Details of Selected Incidents

### Observations

- 3.1.11** The responsiveness of the ship masters of the *MV Sin Huat* and the *MT Arowana Ranger* in reporting the incidents to the ReCAAP Focal Points were commendable. This enabled the ReCAAP Focal Point of Singapore to broadcast the incident via NAVTEX to warn ships to be vigilant and take security precautions when operating in the area.
- 3.1.12** The modus operandi of the robbers in the three incidents was similar in nature. The robbers came along side the ship in a small boat, boarded the ship while she was under way, and escaped with the crew's personal belongings and cash, and the ship's communication equipments. There was no intention to confront the crew or inflict any damage to the ship.

### Recommendations

- 3.1.13** Ship masters and crew are advised to maintain vigilance and strengthen watch keeping particularly during hours of darkness when transiting the area.
- 3.1.14** When under way, ship masters should monitor all maritime safety information broadcasts for the area. In areas where there have been an increase in activities, the ship master are advised to maintain radar and visual watch for boat that may be trailing the ship at a similar speed with a course parallel or following the ship.
- 3.1.15** The ReCAAP ISC encourages ship owners/operators to report incidents of piracy and armed robbery to ReCAAP Focal Points, as in the incident involving the *Kimtrans Echo*. Similarly, the ReCAAP ISC also recommends more enforcement by the relevant authorities in the area.



## Part 3 - Details of Selected Incidents

### 3.2 Incidents Reported in the South China Sea

**3.2.1** Two incidents which resulted in losses of cash occurred in close proximity with each other in the South China Sea on consecutive days were reported. The details of these incidents are described below.

#### Incident on board the *Sun Geranium* on 2 October 2008

**Name of Ship** : *Sun Geranium*  
**Type of Ship** : Chemical tanker  
**Flag of Ship** : Panama  
**IMO Number** : 9012173  
**GT** : 4, 976



**3.2.2** At 0220 hrs on 2 October 2008, eight pirates armed with long knives and pipes boarded the Panama-registered chemical tanker, the *Sun Geranium* while she was under way in the South China Sea (about 70 nm north-east of Pulau Tioman). Please refer to approximate location of incident below. The pirates boarded the tanker from a speed boat, entered the bridge and tied up the duty AB and the 2nd Officer. They brought the duty AB and the 2nd Officer to the ship master's cabin, tied up the ship master, stole his cash and then brought all three to the poop deck of the ship. The pirates escaped in their speedboat. No injuries were sustained by the crew. Please refer to the approximate location of the incident below.

**3.2.3** The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point of Singapore. The ReCAAP Focal Point of Singapore broadcasted the incident via NAVTEX warning ships operating in the area. The Singapore POCC had also informed the MRCC of Putra Jaya and Jakarta about the incident.



## Part 3 - Details of Selected Incidents

### Incident on board the *Diamond Coral* on 3 October 2008

**Name of Ship** : *Diamond Coral*  
**Type of Ship** : LPG tanker  
**Flag of Ship** : Panama  
**IMO Number** : 9392884  
**GT** : 3,419

**3.2.4** On 3 October 2008, the *Diamond Coral*, a Panama-registered LPG tanker was under way at approximately 03° 05.5'N, 105° 31.0'E (about 5 nm off Pulau Mangkai, Indonesia) when six robbers armed with long knives boarded the tanker. Please refer to the approximate location of the incident below. The robbers stole cash from the ship and the crew before escaping. There was no damage to the ship and the crew did not sustain any injury.

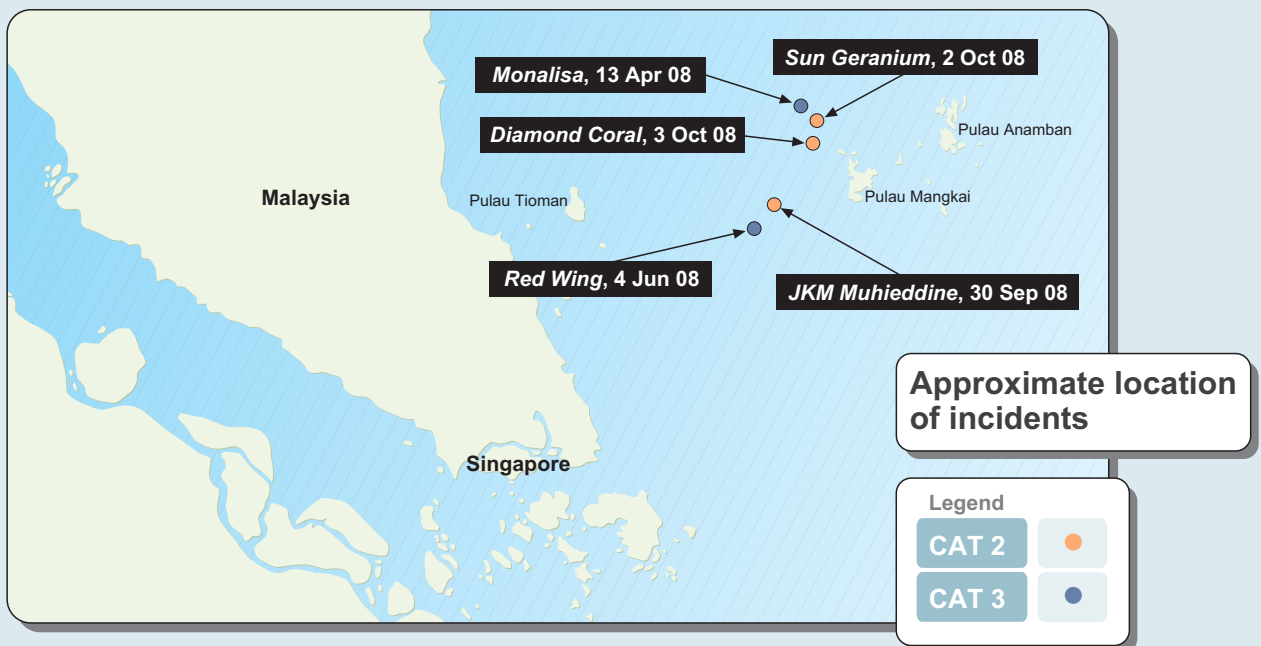
### Observations

**3.2.5** The incidents involving the *Sun Geranium* and the *Diamond Coral* occurred in close proximity with each other on consecutive days. In both incidents, the robbers were armed with long knives, boarded the ships from their boats and made away with cash.



## Part 3 - Details of Selected Incidents

**3.2.6** Between April 2008 and September 2008, three incidents of similar modus operandi occurred in the same vicinity. The incidents involved the *Monalisa*, a Singapore-registered chemical tanker on 13 April 2008, a Liberia-registered chemical tanker, the *Red Wing* on 4 June 2008 and a Panama-registered bulk carrier, the *JKM Muhieddine* on 30 September 2008. Of the five incidents, three were Category 2 incidents and two were Category 3 incidents. All incidents occurred during hours of darkness while the ships were under way. Please see map below.



## Part 3 - Details of Selected Incidents

### Recommendations

- 3.2.7** Ship masters and crew are advised to be on constant alert and adopt appropriate anti-piracy measures when operating in the vicinity. The ReCAAP ISC encourages ship masters and ship owners to report incidents of piracy and armed robbery to the nearest RCC, coastal or port state authorities, whichever appropriate, immediately after an attack.
- 3.2.8** The law enforcement agencies are urged to take necessary measures in preventing and suppressing acts of piracy and armed robbery against ships in or adjacent to their waters, including strengthening their respective security measures and beefing up patrols in the areas.



## Part 3 - Details of Selected Incidents

### 3.3 Incidents Involving Container ships at Vietnam's Anchorages

**3.3.1** Two incidents were reported at Vietnam's anchorage on 12 October 2008 and 26 October 2008. Both were incidents of petty theft which were classified as Category 3 incidents. The details of the incidents were described below.

#### Incident on board the *Sumire* on 13 October 2008

**Name of Ship** : *Sumire*  
**Type of Ship** : Container ship  
**Flag of Ship** : Panama  
**IMO Number** : 9153070  
**GT** : 14,089

**3.3.1** Two ReCAAP Focal Points, the ReCAAP Focal Point (Japan) and the ReCAAP Focal Point (Vietnam) reported to the ReCAAP ISC an incident on board the Panama-registered container ship, the *Sumire*.

**3.3.2** The Panama-registered container ship, the *Sumire* arrived at the anchorage of Vung Tau, Vietnam on 12 October 2008 and anchored outside the port in the early morning of 13 October 2008 at approximately 10° 14.6'N, 107° 26.3'E. Please see location in diagram below.

**3.3.3** At or about 0600 hrs on 13 October 2008, the duty AB during his patrol on board the ship discovered that the padlock to the bosun store was broken and the door to the store was opened. One set of the welding cable and two old mooring ropes on the deck of the ship were found missing. The ship master reported the incident to the Vung Tau port authorities, the ship agent at Ho Chi Minh and the ship owner. The port authorities went on board the ship to investigate. After investigation, the container ship proceeded to Ho Chi Minh container terminal port to unload the cargo according to her schedule.



## Part 3 - Details of Selected Incidents

### Incident on board the *Ocean Mermaid* on 28 October 2008

**Name of Ship** : *Ocean Mermaid*  
**Type of Ship** : Container ship  
**Flag of Ship** : Hong Kong  
**IMO Number** : 9357523  
**GT** : 18,123



**3.3.4** At or about 0300 hrs, the Hong Kong-registered container ship, the *Ocean Mermaid* was at berth at Vietnam International Container Terminal (VICT), Ho Chi Minh at approximately 10° 45.35'N, 106° 43.91'E when five robbers came along side the ship in a small wooden boat. Please see location below.

**3.3.5** Three of the robbers climbed on board the ship using ropes. The ship master reported the incident to the port authorities and the police of the VICT port. The authorities went on board the ship and apprehended the three robbers. The robbers were handed over to the police for investigation.





## Part 3 - Details of Selected Incidents

### Observations

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- 3.3.6** The authorities were commendable for conducting investigation without disrupting the *Sumire's* schedule. This allowed the ship to discharge the cargo at the Ho Chi Minh container terminal port without delay in her schedule.
- 3.3.7** Timely reporting of the incident to the port authorities by the ship master of the *Ocean Mermaid*, and the responsiveness of the law enforcement agency in reaction to the reported incident resulted in the arrest of the robbers.

### Comment

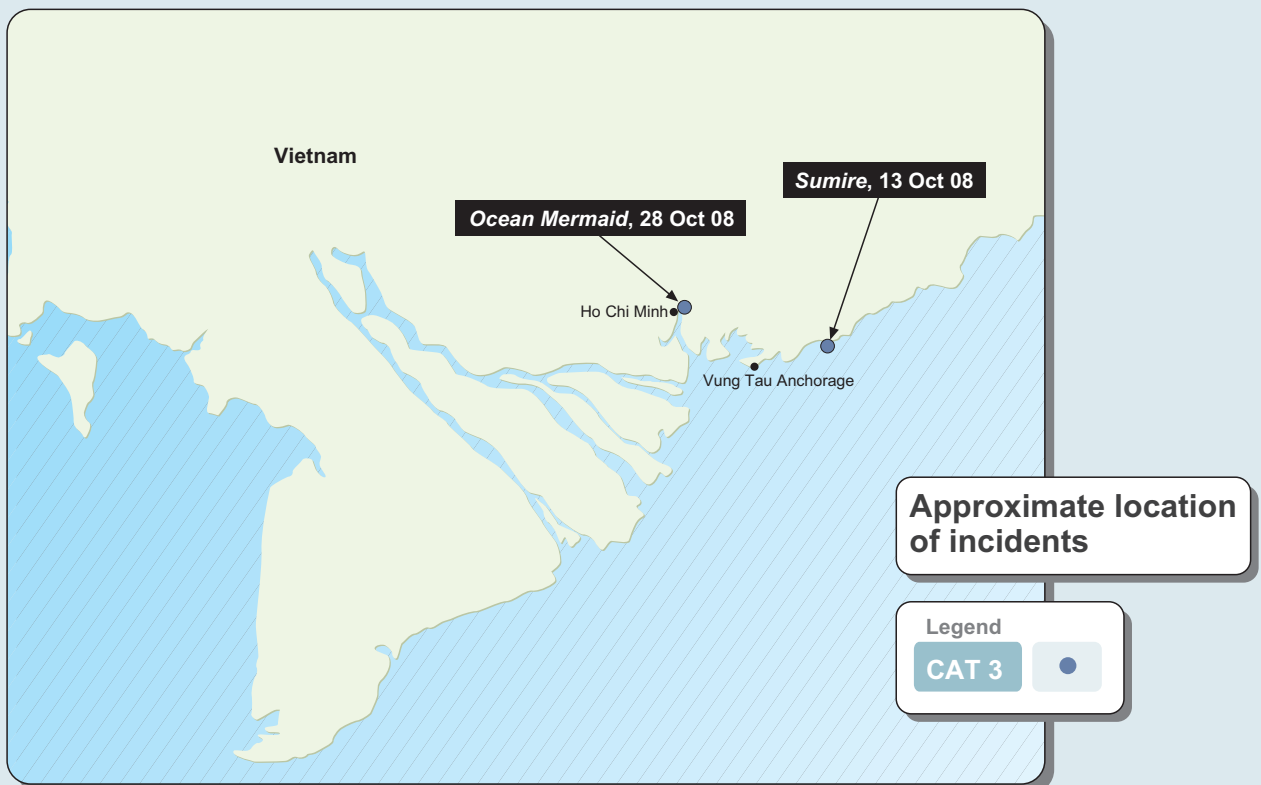
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- 3.3.8** Ship masters and crew were advised to maintain close deck watch and vigilant when their ships were at ports and anchorages especially during hours of darkness. They were strongly encouraged to report all incidents of armed robbery on board their ships to the nearest RCC or coastal authorities immediately so that the law enforcement agencies could respond promptly to assist the victim ship.



# Report for October 2008

## Part 3 - Details of Selected Incidents



## Part 4 - Observations for October 2008

- 4.1** The number of reported incidents of armed robbery against ships in the Asian region in October 2008 has decreased compared to October 2007. Overall, the following observations can be made for incidents reported in October 2008:
- a.** There was an increase in the significance level of incidents reported in October 2008 compared to October 2007. Five Category 2 incidents and three Category 3 incidents were reported in October 2008 compared to one Category 2 incident and seven Category 3 incidents in October 2007.
  - b.** There has been an improvement in the situation in Bangladesh, India and Philippine in October 2008 compared to October 2007. No incidents were reported in these three locations in October 2008 compared to the same period in 2007. In October 2007, one incident was reported in Bangladesh, two incidents in India and two incidents in Philippines.
  - c.** Compared to October 2007, the number of incidents involving ships while under way has increased in October 2008. Half of the total number of incidents reported in October 2008 involved ships that were under way compared to one-third of the total number of incidents involving ships while under way in October 2007.
  - d.** All incidents occurred in October 2008 occurred during the hours of darkness.



## Annex

### DETAILS OF INCIDENTS IN OCTOBER 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>Sun Geranium</i> Chemical tanker Panama 9012173 4976	02/10/2008 0220 hrs	03° 11.84'N 105° 22.40'E 70 nm north-east of Pulau Tioman, South China Sea	Steaming	<p>Eight pirates armed with long knives and pipes boarded the chemical tanker while she was under way in the South China Sea (about 70 nm north-east of Pulau Tioman). The pirates boarded the tanker from a speed boat, entered the bridge and tied up the duty AB and the 2nd Officer. They brought the duty AB and the 2nd Officer to the ship master's cabin, tied up the ship master, stole his cash and then brought all three to the poop deck of the ship. The pirates escaped in their speedboat. No injuries were sustained by the crew.</p> <p>The ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point of Singapore. The ReCAAP Focal Point of Singapore</p>	<p>No injuries to crews.</p> <p>Crew's cash was stolen.</p>	<p>ReCAAP Focal Point (Singapore)</p> <p>IMO</p>	CAT 2

### DETAILS OF INCIDENTS IN OCTOBER 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)
					broadcasted the incident via NAVTEX warning ships operating in the area. The Singapore POCC had also informed the MRCC of Putra Jaya and Jakarta about the incident.			
2.	<i>Diamond Coral</i> LPG tanker Panama 9392884 3419	03/10/2008 0230 hrs	03° 05.5'N 105° 31.0'E  About 5 nm off Mangkai Island, Indonesia	Steaming	Six robbers armed with long knives boarded the tanker while underway. They stole cash from the ship and the crew before escaping.	No injuries to crew.  Ship's cash and crew's cash were stolen.	IMO	CAT 2
3.	<i>MV Sin Huat</i> General cargo ship Malaysia 8217477 1539	04/10/2008 0050 hrs	01° 12.5'N 103° 54.5'E  About 2 nm east of Batu Berhanti Beacon, Indonesia	Steaming	Three masked robbers armed with parangs boarded the ship from a speed boat. The ship was under way from Singapore to Sibu, Sarawak.  The robbers damaged the ship's VHF handset, stole the ship master's computer and cash, and the crew's personal belongings before escaping. No crew was injured.	No injuries to crew.  VHF handset was damaged and crew's personal belongings were stolen.	ReCAAP Focal Point (Singapore)	CAT 2

### DETAILS OF INCIDENTS IN OCTOBER 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 ship master reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point of Singapore. The ReCAAP Focal Point of Singapore broadcasted the incident via the NAVTEX to warn ships operating in the vicinity about the incident. The MRCCs of Putra Jaya and Jakarta were also informed.			
4.	APL Chiwan Container ship Panama 9087946 59622	09/10/2008	01° 18.9'N 104° 15.0'E  South-east of Johor, Malaysia	Anchored	Robbers boarded ship via railing on poop deck, opened emergency escape hatch cover on upper deck bay 59-61 and entered the engine room. They stole valuable engine spare parts from the engine room store. Padlocks on the electric and engine store room in the steering gear room were also broken by the robbers, but nothing was stolen. There was no injury to crew and no damage to ship.	No injuries to crew.  Engine spare parts stolen and padlocks broken.	ReCAAP Focal Point (Japan)  ReCAAP Focal Point (Singapore)	CAT 3

### DETAILS OF INCIDENTS IN OCTOBER 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>Sumire</i> Container ship Panama 9153070 14089	13/10/2008 0600 hrs	10° 14.6'N 107° 26.3'E  Vung Tau Anchorage, Vietnam	Anchored	<p>The duty A/B during his patrol on board the ship discovered that the padlock to the bosun store was broken and the door to the store was opened. One set of the welding cable and two old mooring ropes on the deck of the ship were found missing.</p> <p>The ship master reported the incident to the Vung Tau port authorities, the ship agent at Ho Chi Minh and the ship owner. The port authorities went on board the ship to investigate.</p> <p>After investigation, the container ship proceeded to Ho Chi Minh container terminal port to unload the cargo according to her schedule.</p>	<p>No injuries to crew.</p> <p>Padlock to the bosun store was broken.</p> <p>One set of welding cable and two old mooring ropes on the deck were stolen.</p>	<p>ReCAAP Focal Point (Vietnam)</p> <p>ReCAAP Focal Point (Japan)</p>	CAT 3

### DETAILS OF INCIDENTS IN OCTOBER 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.	<i>Ocean Mermaid</i> Container ship Hong Kong 9357523 18,123	26/10/2008 0300 hrs	10° 45.35'N 106° 43.91'E  Vietnam International Container Terminal, Ho Chi Minh, Vietnam	Berthed	Five robbers came along side the ship in a small wooden boat.  Three of the robbers climbed on board the ship using ropes. The ship master reported the incident to the port authorities and the police of the VICT port. The authorities went on board the ship and apprehended the three robbers. The robbers were handed over to the police for investigation.	No injuries to crew.  Nothing stolen.	ReCAAP Contact Point (Hong Kong)	CAT 3
7.	<i>Mandiri Raya III</i> Tug boat Indonesia	28/10/2008 0400 hrs	01° 13'N 103° 34'E  Malaysia Anchorage	Anchored	About three to four masked robbers armed with knives boarded the tug boat. The robbers blind-folded and tied up the five Indonesian crews and took away cash amounting S\$1,800, mobile phones and shoes.	No injuries to crew.  Crew's cash, mobile phones and shoes were stolen.	ReCAAP Focal Point (Singapore)	CAT 2



### DETAILS OF INCIDENTS IN OCTOBER 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)
8.	<i>Arowana Rangers</i> Tanker Malaysia 8859471 741	31/10/2008 0115 hrs	01° 11'N 103° 51'E  West of Batu Berhanti, Indonesia	Steaming	<p>Five to six robbers boarded the ship from a small wooden boat (west of Batu Berhanti) in the east bound lane of the TSS.</p> <p>The robbers stole the crew's personal belongings and the ship's communication equipment before escaping in the wooden boat.</p> <p>The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point of Singapore. The ReCAAP Focal Point of Singapore broadcasted the incident via NAVTEX to warn ships operating in the vicinity about the incident.</p>	<p>No injuries to crew.</p> <p>Ship's communication equipment and crew's personal effects stolen.</p>	ReCAAP Focal Point (Singapore)	CAT 2