

Report for **MAY 2014**

1 May 2014 - 31 May 2014

Piracy and Armed Robbery against Ships in Asia

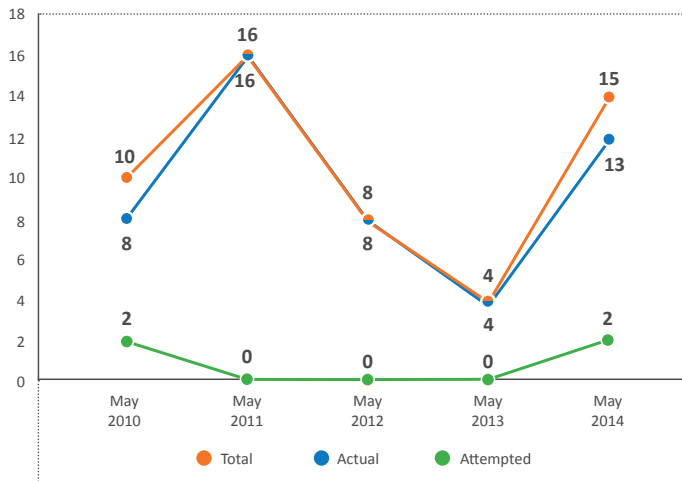
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Report for May 2014

Incidents reported in May 2014

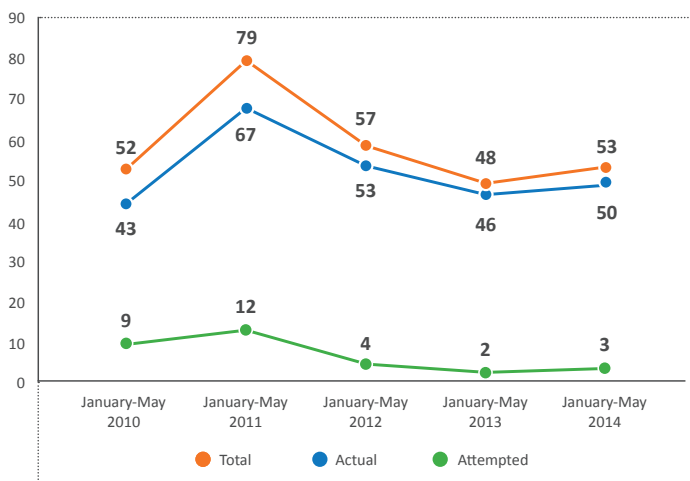
Graph 1 – Number of Incidents (May of 2010-2014)



In May 2014, a total of 15 incidents were reported. See Graph 1. Although there has been an increase in the number of incidents reported in May 2014 compared to May 2013 and May 2012, almost two-thirds of the incidents were petty theft cases.

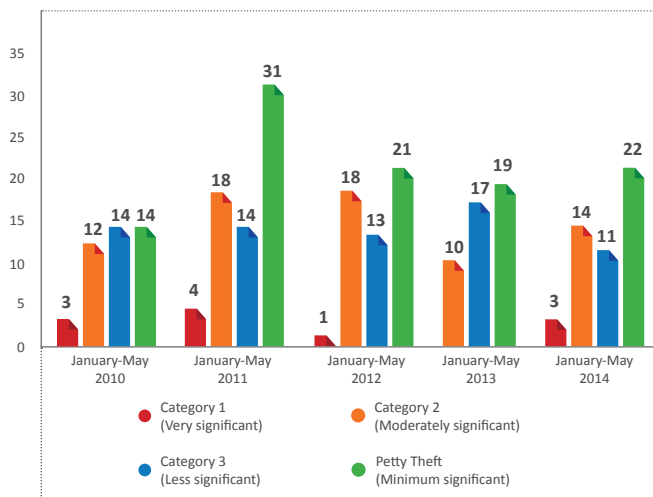
Incidents reported during January-May 2014

Graph 2 – Number of Incidents (January-May of 2010-2014)



Overall, the number of incidents reported between January 2014 and May 2014 has stabilised compared to the same period in 2012 and 2013. Refer to Graph 2 on the total number of incidents reported during the five-year period of January-May of 2010-2014.

Chart 1 – Significance level of incidents (January-May of 2010-2014)



Of the 53 incidents reported during January-May 2014, three were attempted incidents, three were Category 1 incidents, 14 were Category 2 incidents, 11 were Category 3 incidents and 22 were petty thefts. Overall, there has been an improvement in the situation at ports and anchorages, particularly in Indonesia and Vietnam. This was evidenced by the decrease in the number of Category 3 incidents which was the lowest among the five-year period.

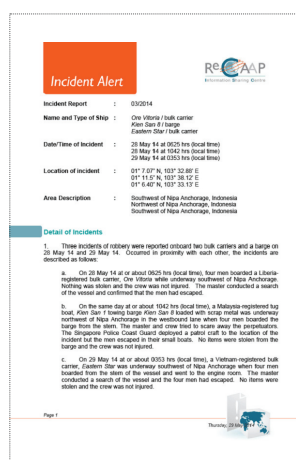
Detailed description of incidents reported in May 2014

Of the 15 incidents reported in May 2014, six incidents occurred onboard ships while anchored at ports and anchorages in Bangladesh (1), Indonesia (4) and South China Sea (1); and nine incidents involved ships while underway in the South China Sea (4) and the Straits of Malacca and Singapore (5). Refer to appendix for detailed description of incidents.

Incidents at ports and anchorages

Of the six incidents at ports and anchorages, one was a CAT 3 incident, three were petty thefts and two were attempted incidents.

Incidents in the Straits of Malacca and Singapore (SOMS)

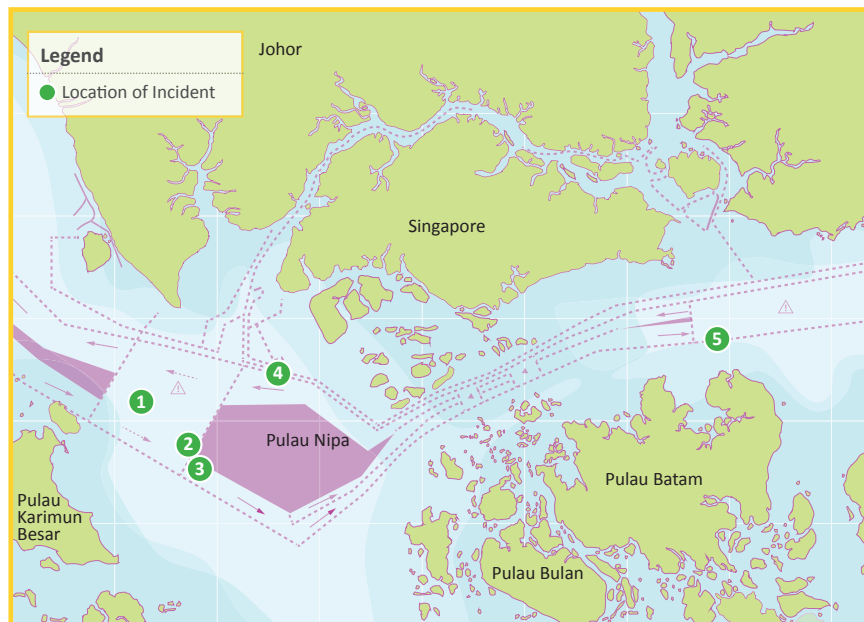


A total of five petty thefts were reported in the Straits of Malacca and Singapore (SOMS) in May 2014. Of these, three incidents occurred within 24 hours between 28 May 14 at 0625 hrs and 29 May 14 at 0353 hrs, in proximity to each other onboard bulk carrier *Ore Vitoria*, barge *Kien San 8* and bulk carrier *Eastern Star*. Although not substantiated with evidence at this juncture, it appeared that the same group(s) of robbers might be involved. Noting that nothing was stolen from the first vessel, *Ore Vitoria*, the robbers could have had lingered around to prey on the other vessels. On this note, the ReCAAP ISC raised an Incident Alert on 29 May 14 warning mariners to exercise enhanced vigilance while in the vicinity. See Incident Alert issued.

Of the five incidents reported in SOMS in May 2014, two incidents occurred onboard barges towed by tug boats. On 4 May 14, barge, *Harbour Pioneer* towed by tug boat, *Harbour Oscar* was boarded by five robbers who forced open three of the containers' doors that contained baby toys and shoes. The master was not able to confirm if anything was stolen due to the cover of darkness. The second incident occurred on 28 May 14 when four men boarded barge, *Kien San 8* from the stern while she was towed by tug boat, *Kien San 1*. On sighting the robbers, the master reported the incident to the Singapore VTIS West immediately, and chased the robbers away. The Singapore Police Coast Guard deployed a patrol craft to the location of the incident, but the robbers had fled. Nothing was stolen from the barge.

Report for May 2014

Map 1 – Straits of Malacca and Singapore (May 2014)



1 *MSC Melatilde*, Container ship
3 May 14 0430 hrs

2 *Ore Vitoria*, Bulk carrier
28 May 14 - 0625 hrs

3 *Eastern Star*, Bulk carrier
29 May 14 - 0353 hrs

4 *Kien San 1 & Kien San 8*, Tug boat & barge
28 May 14 1042 hrs

5 *Harbour Oscar & Harbour Pioneer*, Tug boat & barge
4 May 14 - 2100 hrs

Incidents in the South China Sea (SCS)

Compared to incidents onboard ships while underway in SOMS, incidents in the SCS were relatively more severe in nature. Of the four incidents in SCS, one was CAT 1 incident (involving siphoning of fuel from *Orapin 4*), two were CAT 2 incidents and one was a CAT 3 incident.

Case Study: Siphoning of Fuel from *Orapin 4*



Orapin 4

(Photograph courtesy of shipping company)

An incident of siphoning of fuel was reported on 28 May 14, a third case within a period of two months this year (April - May). The other two incidents occurred on 17 Apr 14 onboard *Sri Phangnga*, and on 22 Apr 14 onboard *Naniwa Maru No. 1*.

On 27 May 14 at or about 1500 hrs (local time), a Thailand-registered product tanker, *Orapin 4*, departed Singapore for Pontianak, Indonesia with 3,975 metric tonnes of Automotive Diesel Fuel (ADF) onboard. The vessel was scheduled to arrive in Pontianak on 29 May 14 at or about 1300 hrs (local time). However, on 28 May 14 at or about 1200 hrs (local time), the shipping company tried to contact *Orapin 4* via email but did not receive a reply. The tanker did not arrive in Pontianak on 29 May as scheduled. The company last contacted the tanker on 27 May 14 at or about 1730 hrs which was approximately 3.64 nm north of Pulau Batam, Indonesia. The last tracked position of *Orapin 4* on 27 May 14 at or about 2357 hrs was approximately 19.47 nm north of Pulau Bintan, Indonesia.

After losing communication with the master on 27 May 14, the owner reported the incident to the local authorities which is the ReCAAP Focal Point (Thailand). On 1 Jun 14, *Orapin 4* arrived at Sriracha Port, Chon Buri, Thailand at or about 1930 hrs. All 14 Thai nationals and crew onboard was safe, and the master upon arrival reported the incident to the local police station. According to the master, at or about 0205 hrs on 28 May 14, 10 pirates armed with guns and knives boarded the tanker from a speed boat when the tanker was approximately 22.7 nm northeast of Pulau Bintan, Indonesia. The pirates repainted the ship name from *ORAPIN 4* to *RAPI*, and destroyed the communication equipment onboard, and cut off all communications. The pirates tied the crew and proceeded to the bridge to control the tanker. Another tanker came alongside and approximately 3,700 metric tonnes of ADF was siphoned from *Orapin 4*. The pirates took about 10 hours in siphoning before leaving the tanker and crew with enough fuel to sail back to shore. Refer to Map 2 on the approximate positions of *Orapin 4* during 27 May to 1 Jun 14.

Map 2 – Approximate positions of *Orapin 4*



- | | |
|---|--|
| ① Last reported position on 27 May 14 at 1730 hrs | ② Last tracked position on 27 May 14 at 2357 hrs |
| ③ Location of boarding on 28 May 14 at 0205 hrs | ④ Vessel anchored on 1 Jun 14 at 1930 hrs |

Conclusion

There has been an overall improvement in the situation of armed robbery against ships at ports and anchorages in Indonesia and Vietnam. Although the overall number of incidents reported in May 2014 had increased compared to the same period in 2013 and 2012, two-thirds of the reported incidents were of least severity in nature and petty theft cases.

The ReCAAP ISC is mindful of a third incident involving the siphoning of fuel from product tanker, *Orapin 4* on 28 May 14. Together with the tanker industry and companies whose vessels had been boarded, the ReCAAP ISC is consolidating best countermeasures and lessons learned from these incidents to share with the industry and enforcement agencies. To the industry, the ReCAAP ISC reiterates the need for timely reporting and information sharing; and to the governmental agencies to enhance coordination, information sharing and step up surveillance and increase patrols in areas of concern.

In the engagement of the shipping industry, the ReCAAP ISC and the Sarawak and Sabah Shipping Association (SSSA) is jointly organizing an Anti-Piracy and Sea Robbery Forum in Miri, Sarawak on 24 Jun 14 involving the shipping industry and governmental agencies of the three littoral States of Singapore, Malaysia and Indonesia.

The ship master and crew are again reminded that timely reporting of all incidents is always vital to facilitate quick response from the authorities and possibility of apprehension of the perpetrators. Enhanced vigilance and alertness as demonstrated in the incident involving barge, *Kien San 8* towed by tug boat, *Kien San 1* has resulted in the perpetrators left the barge empty-handed.

The relevant authorities are strongly advised to maintain presence, conduct regular patrols and surveillance, ensure port security, and provide immediate assistance to victim vessels as and when needed.

Map 3 – Location of Incidents in May 2014



1 Prime Express, Tanker
1 May 14 - 0530 hrs

2 MSC Melatilde, Container ship
3 May 14 - 0430 hrs

3 Harbour Oscar & Harbour Pioneer,
Tug boat & barge
4 May 14 - 2100 hrs

4 Maple Express, Product tanker
7 May 14 - 0241 hrs

5 Nordic Agnetha, Product tanker
22 May 14 - 1440 hrs

6 New Glory, Tanker
25 May 14 - 0520 hrs

7 Independence, LNG tanker
27 May 14 - 0310 hrs

8 Orapin 4, Product tanker
28 May 14 - 0205 hrs

9 Ore Vitoria, Bulk carrier
28 May 14 - 0625 hrs

10 Kien San 1 & Kien San 8,
Tug boat & barge
28 May 14 - 1042 hrs

11 Eastern Star, Bulk carrier
29 May 14 - 0353 hrs

12 Alpine Monique, Product Tanker
29 May 14 - 2150 hrs

13 Lucas, Chemical Tanker
31 May 14 - 0515 hrs

14 Jan Ven Gent, General cargo ship
1 May 14 - 0425 hrs

15 Sea Bay, Oil tanker
14 May 14 - 0440 hrs

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact Phone No	Fax Number
Australia		
Border Protection Command Australian Maritime Security Operations Centre (AMSOC) E-mail: AMIFC@customs.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: info@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Cambodia		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan		
Japan Coast Guard (JCG) Ops Centre Email : op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: pccg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqhydrographer@navy.lk nhqдно@navy.lk	+94-11-244 5368 (Hotline)	+94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Vietnam		
Vietnam Coast Guard Email : phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 31 May 2014

Appendices

Description of incidents

Actual Incidents

● CAT 1 (Very Significant) ● CAT 2 (Moderately Significant) ● CAT 3 (Less Significant) ● Petty theft (Minimum significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	Prime Express Tanker Panama 9459242 28725	01/05/14 0530 hrs	01° 29' N, 104° 47' E Approximately 19.5 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While drifting, the crew upon spotting three robbers armed with knives onboard the tanker, raised the alarm immediately. Upon hearing the alarm, the robbers escaped empty-handed. The crew was not injured. <i>[ReCAAP Focal Point (Japan)]</i>
2	MSC Melatilde Container ship Panama 9404675 153092	03/05/14 0430 hrs	01° 10' N, 103° 30' E West of Nipa anchorage, Indonesia	While the container ship was drifting to wait for pilot boarding time, the crew spotted a motor speed boat approaching the bow and passed close to the starboard stern side. The alarm was raised, the crew mustered and surveillance was increased. The master reported to Singapore VTIS West via VHF 73 that three robbers were seen from the camera near the aft mooring station. The robbers wore hoods and one of them wore a white sweatshirt. The robbers were later seen escaping from the stern into their speed boat. A search was conducted thereafter. Nothing was stolen and the crew was not injured. Singapore VTIS West initiated a navigational broadcast to alert mariners. They also informed the Singapore Police Coast Guard (PCG), the Republic of Singapore Navy (RSN); and the Indonesian and Malaysian authorities. <i>[ReCAAP Focal Point (Singapore)]</i>
3	Harbour Oscar Tug boat Malaysia 9661778 163 Harbour Pioneer Barge Malaysia	04/05/14 2100 hrs	01° 14.03' N, 104° 04.33' E Approximately 4.1 nm south of Eastern buoy (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, five robbers boarded the barge. The master reported to Singapore VTIS that three of the containers' doors were forced opened. The robbers escaped thereafter. The containers contained baby toys and shoes. The master could not confirm if anything was stolen due to cover of darkness. Singapore VTIS initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities. <i>[ReCAAP Focal Point (Singapore)]</i>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4	Maple Express Product tanker Hong Kong, China 9258351 27969	07/05/14 0241 hrs	01° 28' N, 104° 40' E Approximately 15.3 nm north- northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, four robbers boarded the product tanker. The crew spotted the robbers, raised the alarm immediately and the crew was mustered. Upon hearing the alarm, the robbers escaped empty-handed. [ReCAAP Contact Point (Hong Kong)]
5	Nordic Agnetha Product tanker Singapore 9422639 23224	22/05/14 1440 hrs	03° 55.60' N, 098° 46.90' E Belawan anchorage, Indonesia	While at anchor, two robbers were spotted at the forecandle area of the product tanker. The robbers were believed to have boarded the vessel via the anchor chain pipe. Upon sighting of the robbers onboard, the alarm was raised. Upon hearing the alarm, the robbers escaped immediately. A search was conducted and the padlock of a forecandle compartment was discovered broken. Stores such as fire hoses, fire nozzles portable tank cleaning machine etc were missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
6	New Glory Tanker Singapore 9154141 4268	25/05/14 0520 hrs	01° 51.60' N, 104° 31.20' E Approximately 17.69 nm east-northeast of Tanjung Sedili Besar, Malaysia (South China Sea)	While underway, eight armed pirates boarded the tanker via the port side aft from a speed boat. The pirates instructed the crew to assemble on the bridge and the vessel was made to anchor at approximately 19.21 nm southeast of Pulau Aur, Malaysia. The pirates searched the tanker's cargo and realised that the vessel carried hot asphalt and not diesel. The pirates then took the master and the crew to the engine control room, whereby they instructed them to remain in the room until 1200 hrs. When the master and the crew came out from the engine control room, the pirates had already escaped. Cash and personal belongings of the crew were stolen; and the vessel's communication equipments were damaged. [ReCAAP Focal Point (Singapore)]
7	Independence LNG tanker Singapore 9629536 109793	27/05/14 0310 hrs	01° 26.93' N, 104° 37.49' E Approximately 14 nm north- northeast of Pulau Bintan, Indonesia	While at anchor, the deck watches spotted two robbers on the mooring deck and another robber climbing over the railing via a rope with hooks. The deck watches shouted at the robbers, who escaped immediately in a small boat. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]

Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8	Orapin 4 Product tanker Thailand 8210027 1924	28/05/14 0205 hrs	01° 32.58' N, 104° 38.91' E Approximately 22.7 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>On 27 May 14 at or about 1500 hrs, <i>Orapin 4</i> departed Singapore for Pontianak, Indonesia with 3,975 metric tonnes of Automative Diesel Fuel (ADF) onboard. The vessel was scheduled to arrive in Pontianak on 29 May 14 at or about 1300 hrs. However, on 28 May 14 at or about 1200 hrs, the shipping company tried to contact <i>Orapin 4</i> via email but did not receive a reply. The tanker did not arrive in Pontianak on 29 May as scheduled. The company last contacted the tanker on 27 May 14 at or about 1730 hrs which was approximately 3.64 nm north of Pulau Batam, Indonesia. The last tracked position of <i>Orapin 4</i> on 27 May 14 at or about 2357 hrs was approximately 19.47 nm north of Pulau Bintan, Indonesia.</p> <p>After losing communication with the master on 27 May 14, the owner reported the incident to the local authorities which is the ReCAAP Focal Point (Thailand). On 1 Jun 14, <i>Orapin 4</i> arrived at Sriracha Port, Chon Buri, Thailand at or about 1930 hrs. All 14 Thai nationals and crew onboard was safe, and the master upon arrival reported the incident to the local police station. According to the master, at or about 0205 hrs on 28 May 14, 10 pirates armed with guns and knives boarded the tanker from a speed boat when the tanker was approximately 22.7 nm northeast of Pulau Bintan, Indonesia. The pirates repainted the ship name from <i>ORAPIN 4</i> to <i>RAPI</i>, and destroyed the communication equipment onboard, and cut off all communications. The pirates tied the crew and proceeded to the bridge to control the tanker. Another tanker came alongside and approximately 3,700 metric tonnes of ADF was siphoned from <i>Orapin 4</i>. The pirates took about 10 hours in siphoning before leaving the tanker and crew with enough fuel to sail back to shore.</p> <p>[ReCAAP Focal Point (Thailand), ReCAAP Focal Point (Singapore)]</p>
9	Ore Vitoria Bulk carrier Liberia 8802923 116427	28/05/14 0625 hrs	01° 07.07' N, 103° 32.88' E Southwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	<p>While underway, four robbers boarded the bulk carrier. The robbers escaped later and the master conducted a search of the vessel. Nothing was stolen and the crew was not injured. The master reported the incident to Singapore VTIS West, who initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10	<p>Kien San 1 Tug boat Malaysia 9218600 192</p> <p>Kien San 8 Barge Malaysia</p>	28/05/14 1042 hrs	<p>01° 11.50' N, 103° 38.12' E</p> <p>Northwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)</p>	<p>While the tug boat towing barge was underway, four robbers boarded the barge loaded with scrap metal from the stern from four small boats. The master reported the incident to the Singapore VTIS West and with his crew, they tried to scare the robbers away. The Singapore PCG deployed a patrol craft to the location of the incident but the robbers escaped in their small boats. No items were stolen from the barge and the crew was not injured. The Singapore VTIS West had initiated a navigational broadcast to alert mariners. They also informed the RSN.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	<p>Eastern Star Bulk carrier Vietnam 9104500 14431</p>	29/05/14 0353 hrs	<p>01° 06.40' N, 103° 33.13' E</p> <p>Southwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)</p>	<p>While underway, four robbers boarded the bulk carrier from the stern and proceeded to the engine room. The master conducted a search of the vessel but the four robbers had escaped. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
12	<p>Alpine Monique Product tanker Singapore 9451707 29130</p>	29/05/14 2150 hrs	<p>21° 43.80' N, 091° 47' E</p> <p>Kutubdia anchorage, Bangladesh</p>	<p>While at anchor, a robber was spotted on the stern poop deck of the vessel while another robber was seen boarding from a pulling boat, using a rope that was hooked over the railings of the vessel. There were another 10 robbers on the pulling boat and were armed with holding sticks and knives. Realising the crew had been alerted, the robbers escaped immediately. The master raised the alarm and a search of the vessel was conducted. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
13	<p>Lucas Chemical tanker Panama 9181211 3166</p>	31/05/14 0515 hrs	<p>04° 03' N, 112° 26' E</p> <p>Approximately 60 nm northwest of Bintulu Port, Malaysia (South China Sea)</p>	<p>While underway, 10 armed pirates boarded the chemical tanker. The pirates tied the crew, destroyed vessel's communication equipment and stole ship and crew property before they escaped.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendices

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
13	Jan Van Gent General cargo ship Netherlands 9456721 8999	01/05/14 0425 hrs	01° 24' N, 104° 35' E Approximately 10.25 nm north of Pulau Bintan, Indonesia	While at anchor, a small boat was detected by the general cargo ship's radar approaching from the stern. The crew conducted a check and spotted the small boat alongside at the port quarter. There were six robbers armed with handguns in the small boat. The alarm was raised immediately. The robbers aborted the attempt to board the vessel and escaped. <i>[ReCAAP Focal Point (Singapore)]</i>
14	Sea Bay Oil tanker Hong Kong, China 9439539 60193	14/05/14 0440 hrs	01° 04.80' N, 103° 28.60' E Karimun anchorage, Indonesia	While at anchor, two robbers attempted to board the oil tanker via the poop deck. The crew spotted the robbers and raised the alarm immediately. Upon hearing the alarm, the robbers aborted the attempt and escaped. The Indonesian Marine Police boarded the vessel for investigation. <i>[ReCAAP Contact Point (Hong Kong)]</i>