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Executive Summary

A total of eleven incidents (seven actual and four attempted) were reported in the month of April 2007. This is the highest number of incidents reported since the beginning of the year 2007. Of the eleven incidents, nine took place in the Southeast Asian region and two in South Asian region. Notably, the attempted incident occurred in the Arabian Sea falls under the ReCAAP ISC's definition of piracy. The details of all the eleven incidents are described in the Annex. Part 3 of this report features four incidents in greater detail for the purpose of analysis and sharing of good practices.

Part 1 - Definitions & Methodology Used

1.1 Definitions Adopted by ReCAAP Information Sharing Centre

The definitions of piracy and armed robbery adopted by the Information Sharing Centre (ISC) are in accordance with the ReCAAP Agreement, wherein:

Piracy in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS) is defined as:

- (1) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (a) on the high seas, against another ship or persons or property on board such ship;
 - (b) against a ship, persons or property in a place outside the jurisdiction of any State;
- (2) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
- (3) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery in accordance with the International Maritime Organisation's Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships, is defined as:

- (1) any illegal act of violence or detention, or any act of depredation, committed for private ends and directed against a ship, or against persons or property on board such ship, in a place within a Contracting Party's jurisdiction over such offences;
- (2) any act of voluntary participation in the operation of a ship with knowledge of facts making it a ship for armed robbery against ships;
- (3) any act of inciting or of intentionally facilitating an act described in subparagraphs (1) or (2).

1.2 Methodology for Classifying Incidents

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 value of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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
CAT 1	Very significant
CAT 2	Moderately significant
CAT 3	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.

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.

Part 2 - Report for April 2007

2.1 Number and Significance of Total Incidents

2.1.1 A total of eleven incidents were reported in the month of April 2007. Of these, seven were actual incidents and four attempted incidents. Compared to the eighteen incidents in April 2006 (eleven actual incidents and seven attempted incidents), there was a sizable decrease in the reported number of incidents. Please see *Table 1* below.

	April 2007	April 2006
Actual	7	11
Attempted	4	7
Total	11	18

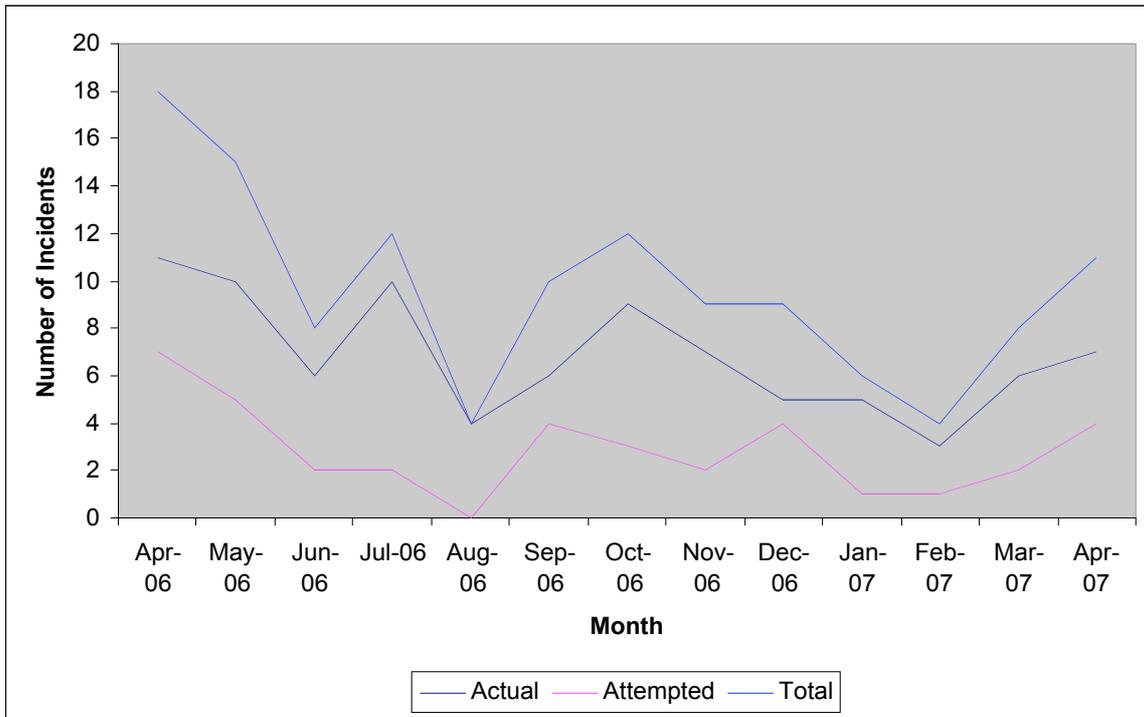
Table 1 – Actual and attempted incidents during April 2007 and April 2006

2.1.2 Of the seven actual incidents in the month of April 2007, five were Category 3 incidents, one was a Category 2 incident and one was a Category 1 incident. Details of the incidents are provided in the Annex. Compared to April 2006, there was a drop in the number of incidents and this was matched by a general decrease in the number of significant incidents. Of the eleven incidents in April 2006, six were Category 3 incidents, three were Category 2 incidents and two were Category 1 incident. Please see *Table 2* below.

Significance Level	April 2007	April 2006
Category 3 (Less Significant)	5	6
Category 2 (Moderately Significant)	1	3
Category 1 (Very Significant)	1	2
Total	7	11

Table 2 – Significance level of incidents during April 2007 and April 2006

2.1.3 Figure 1 shows the number of actual and attempted incidents between the period April 2006 to April 2007. During this period, total activity was highest in the month of April 2006, and lowest in August 2006 and February 2007. The ISC notes that the number of reported incidents started to increase in March 2007, and continued to rise in April 2007 with eleven reported incidents. The ISC will continue to monitor and analyse the total activity pattern.



Source: ICC-IMB & ISC Focal Points

Figure 1 – Number of incidents from April 2006 to April 2007

2.2 Analysis of Incidents in April 2007

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents in April 2007 and April 2006. There was a decline in the number of incidents reported in the Southeast Asian region from thirteen cases in April 2006 to nine cases in April 2007. The drop in the number of reported incidents is matched by a decrease in the number of significant incidents. This is most apparent in Indonesia where there were three Category 3 incidents reported in the month of April 2007 compared to three Category 2 incidents and two Category 3 incidents in April 2006. Notably, there was no incident (actual or attempted) reported in Bangladesh in April 2007 compared to April 2006 when there were four reported incidents, one actual and three attempted. There was also no reported incidents in the Straits of Malacca and Singapore in April 2007 compared to April 2006 when there were three incidents (two actual and one attempted).

	April 2007		April 2006	
	Actual	Attempted	Actual	Attempted
Bangladesh			1	3
India	1	1	1	
Indonesia	3	3	5	3
Malaysia	2		1	
Philippines				
Thailand	1			
Straits Of Malacca & Singapore			2	1
South China Sea			1	
Total	7	4	11	7

Sources: ICC-IMB & ISC Focal Points

Table 3 – Location of incidents during April 2007 and April 2006

2.2.2 **Weapons Used.** Table 4 shows the weapons used in incidents in April 2007 and April 2006. No substantive conclusion can be drawn from comparing the weapons used in incidents during the two periods. The ISC notes that a large number of reported incidents do not mention the weapons used.

Incidents in January	Guns	Knives	Guns & Knives	Other weapons	Not stated/ Nil
April 2007	2	3	1	1	4
April 2006	2	7	1	-	8

Table 4 – Weapons used in incidents during April 2007 and April 2006

2.2.3 **Types of Ships Targeted.** *Table 5* below shows that tankers were most common targets in April 2007. This is in contrast to April 2006 when fishing boats and trawlers were involved in a larger number of incidents than other ship types. The ISC notes that the incident involving a fishing vessel in April 2007 was a Category 1 incident and two of the five reported incidents in April 2006 involving fishing vessels were also Category 1 incidents. It appears that incidents involving fishing vessels are likely to be more significant ones.

Type of Ship	April 2007	April 2006
Container		3
Bulk Carrier	1	3
Chemical Carrier		
Tanker	7	2
General Cargo	1	1
Tug Boat		2
Fishing Boat/Trawler	1	5
Vehicle Carrier		1
Yacht		1
Barge	1	
Total	11	18

Table 5 – Types of ships involved in incidents during April 2007 and April 2006

2.2.4 **Status of Ships.** Of the seven actual incidents reported in April 2007, three involved ships that were steaming, while the other four involved ships that were anchored. Of the three incidents which involved ships that were steaming, one was a Category 1 incident, one a Category 2 incident and one a Category 3 incident. In April 2006, seven incidents involved ships that were steaming, three at anchorages and one berthed along side. Of the seven incidents involving ships that were steaming, one was a Category 1 incident, three were Category 2 incidents and three were Category 3 incidents. The ISC notes that about at least one third of the incidents involving ships that were steaming in April 2007 and April 2006 were Category 2 incidents.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
April 2007		4	3		3	1
April 2006	1	3	7		3	4

Table 6 – Status of ships during incidents in April 2007 and April 2006

2.2.5 **Time of Incidents.** In April 2007, eight out of the eleven reported incidents occurred between 1800 hrs to 0600 hrs. This is expected since ships remain most vulnerable during the hours of darkness, and is comparable to April 2006 when thirteen out of eighteen reported incidents occurred during the same time frame.

	1800 hrs to 2359 hrs	2400 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs	Not stated
April 2007	3	5	1	2	
April2006	8	5	1	2	2

Table 7 – Local time of incidents during April 2007 and April 2006

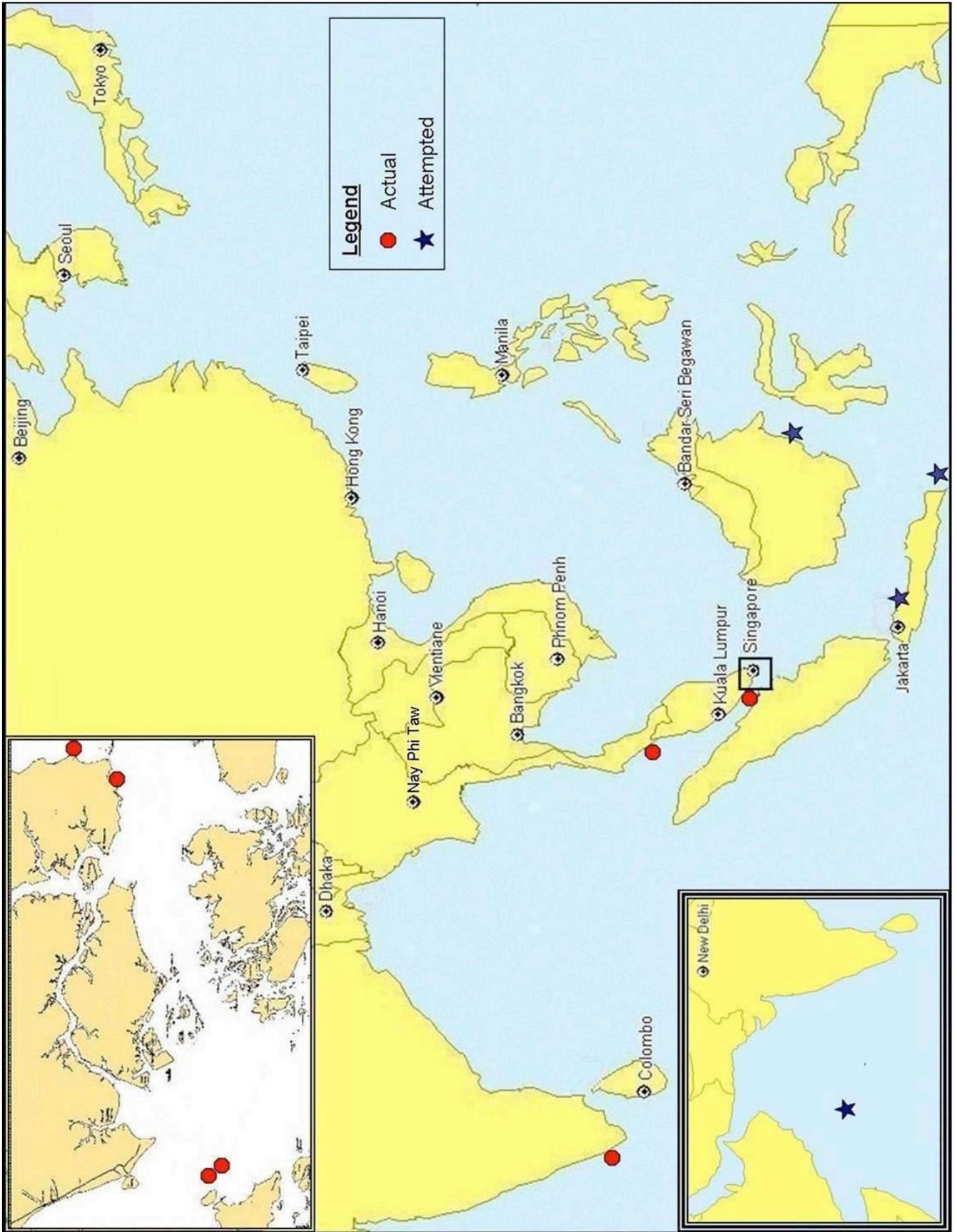


Figure 1 : Location of All Incidents in April 2007

Part 3 - Details of Selected Incidents

3.1 Attempted Robbery on board the *Pacific Discoverer*

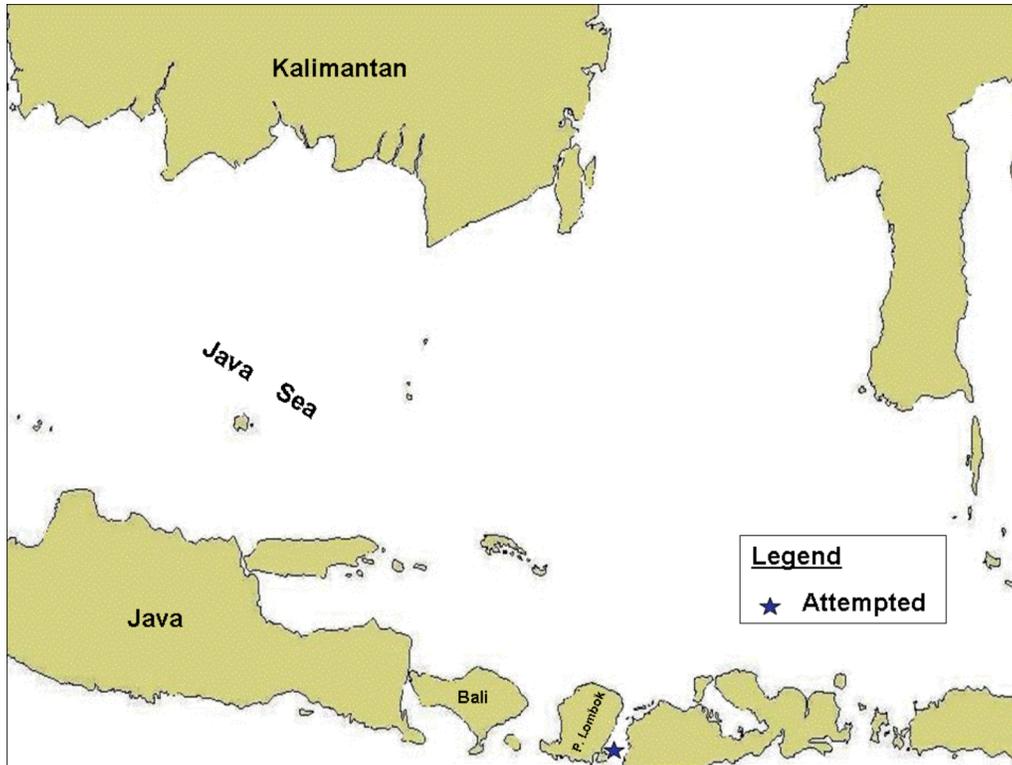
Name of Ship : *Pacific Discoverer*
Type of Ship : General Cargo Ship
Flag of Ship : Hong Kong
IMO Number : 9007374
GT : 18,391



3.1.1 The ISC Focal Point (Singapore) and ISC Contact Point (Hong Kong) reported to the Information Sharing Centre (ISC) an incident involving the *Pacific Discoverer*, a Hong Kong-registered general cargo ship. On 16 April 2007, the *Pacific Discoverer* was anchored east of Pulau Lombok at approximately 08 ° 48.2'S, 116° 32.9'E when she was approached by about four small boats. Please refer to the map below. While two of the boats, each with three men on board attempted to get alongside the ship, another boat with two armed men started to shoot at the ship.

3.1.2 The ship master raised the alarm, mustered the crew on the bridge and locked all entrances to the accommodation and the engine room. In addition, the master activated the ship security alert system and fired two parachute flares into the air. To prevent boarding by the men, the ship master ordered the anchor to be raised, undertook evasive manoeuvres and proceeded towards Benete Bay pilot station. The boats eventually fled in a southerly direction. The ship master also informed the Benete Bay port control, Indonesian Marine Police and the ship agent about the incident.

3.1.3 At the Benete Bay pilot station, the Indonesian Marine Police and representatives from the ship agent boarded the *Pacific Discoverer* to investigate the incident. Three officers from the Indonesian Marine Police reportedly remained on board the ship until she berthed at Benete Bay. The 25 crew members included one Indian national, three Sri Lankans, seventeen nationals of Myanmar and four Chinese. None of them sustained injuries in the incident. There was also no damage to the *Pacific Discoverer*.



Location of Incident

Observation

3.1.4 Two ISC Focal Points submitted reports on the incident of the armed robbers' boats to the ISC. This enables the ISC to collate information from more than one source to provide a comprehensive update of the incident.

3.1.5 The action undertaken by the ship master of the *Pacific Discoverer* was commendable as he had adopted the necessary measures to prevent boarding by the attackers by firing the parachute flares, activating the ship security alert system and informing the nearest coastal authorities of the incident.

3.2 Hijacking of a Fishing Trawler (the *PF 1737*)

3.2.1 A Thai fishing trawler, the *PF 1737* was hijacked on 20 April 2007. Five masked robbers armed with guns boarded the fishing trawler at 1300 hrs at about 5 nm from Tarutao Island, off the west coast of Thailand. Please see map below. The crew members of the fishing trawler were reportedly thrown overboard, and the hijacked trawler was last seen heading towards Sumatra. The crew members were subsequently rescued by the Thai Marine Police, and the fishing trawler found in the vicinity where the hijacking took place. No ransom was paid and none of the crew members were injured.

3.2.2 An investigation conducted by the Thai authorities revealed that a local syndicate from the Satun Province was responsible for the hijacking. The Thai Marine Police reported that the group had attempted to extort money from the owner of the fishing trawler but was not successful, and hence, resorted to hijacking the ship for ransom.



Location of incident

Observation

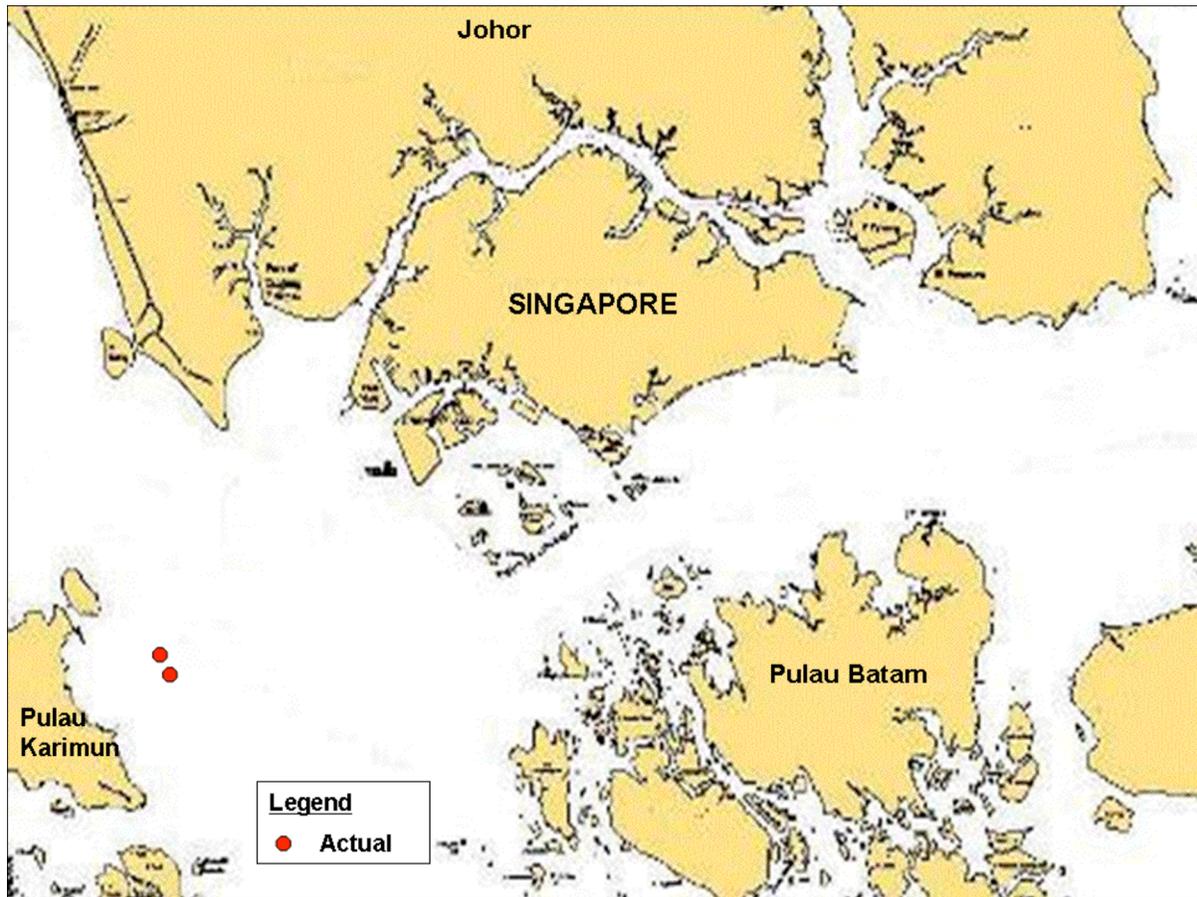
3.2.4 Fishermen are therefore advised to be more alert and take necessary security precaution when out at sea.

3.3 Armed Robberies off Karimun Island

3.3.1 Between 26 April 2007 to 29 April 2007, two ISC Focal Points reported two incidents in close proximity to each other near Karimun Island, Indonesia. Please see map below. Both incidents occurred when the ships were at anchor.

3.3.2 The first incident occurred on 26 April 2007. The LNG carrier had departed Niigata, Japan and was heading towards Western Sudong Bunkering Anchorage in Singapore to lift bunkers. The ship was anchored off Karimun Island at approximately 01 ° 04'N, 103° 30.9'E when a crew member discovered four men in the steering room of the ship. One of the intruders was armed with a knife. The master of the tanker raised the alarm, mustered the crew and kept watch on the deck. The robbers reportedly fled away. The ship master informed the Indonesian authorities who boarded the tanker to conduct an investigation. No injuries were sustained by the crew of six Japanese, four Filipinos and 25 Indonesians.

3.3.3 The second incident reported by two Focal Points involved a chemical tanker, the *Shoko Maru*. On 29 April 2007 at 0540 hrs, the tanker was anchored at the Karimun Anchorage at approximately 01 ° 05.6' N, 103 28.2'E when a crew member on duty discovered two boats alongside and a grappling hook, hooked onto the tanker's railing. There were about four to six men on board these boats which were black in colour with blue canvas covers. Two of the men waved iron bars and knives at the duty crew. The duty crew removed the grappling hook from the railings, informed the bridge and activated the water hoses. The ship master raised the alarm and mustered the crew. Four men armed with iron bars and large spanners, were later found in the engine room. Upon detection, they escaped through the steering gear door. The ship master informed the Indonesian authorities and a security team from the Indonesian Navy boarded the tanker to conduct an investigation. No one was injured. Some engine spares were reportedly missing.



Locations of reported incidents of armed robbery

Observation

3.3.5 Two incidents have taken place off Karimun Island within a period of four days. The ReCAAP ISC advises ships to maintain vigilance and take security precautions when operating in the vicinity.

Part 4 - Observations for April 2007

4.1 Compared to April 2006, the reported number of incidents of piracy and armed robbery against ships in the Asia region in April 2007 has dropped by 39% from 18 to 11. However, the number of incidents reported in April 2007 represents the highest monthly tally for 2007. Overall, the following observations can be made for incidents reported in the April 2007:

- a. Compared to April 2006, the drop in the number of incidents is matched by a decrease in the number of significant incidents.
- b. More than half of the reported incidents involved tankers.
- c. Seven out of eleven reported incidents occurred while ships were at anchor.
- d. The incident which involved a fishing boat was a Category 1 incident.
- e. Three of the seven reported incidents occurred while ships were steaming, and of these, one was a Category 1 incident and another a Category 2 incident.
- f. As in preceding months, the majority of the incidents occurred during the hours of darkness.

ANNEX

DETAILS OF INCIDENTS IN APRIL 2007

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.	Tanker	06/04/2007 0345 hrs	Dumai Anchorage, Indonesia	Anchored	Two robbers boarded the tanker via the open sky light and entered the engine room. The engine room crew spotted them and attempted to apprehend them. The robbers threatened the crew with long knives. The crew informed the bridge and raised the alarm. The robbers escaped from the funnel deck with some engine spares, and on their way out threatened the deck watch with long knives before jumping into the sea. Investigation revealed that the robbers had boarded the vessel when the duty crew went into the accommodation to wake up the next watch while the other	Ship's engine spares stolen.	ICC-IMB PRC	CAT 3

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)
					duty crew was doing his security round on deck. No one was injured.			
2.	Barge	13/04/07 0900 hrs	Off Trivandrum, India 08° 20'N 076° 32'E	Steaming	A large number of men armed with long knives, including fishermen boarded a barge under tow. They stole cargo and escaped.	Ship's cargoes stolen.	ICC-IMB PRC	CAT 3
3.	PSF 1737 Fishing Trawler Thailand	20/04/2007 1200 hrs	About 5nm off Tarutao Island, west coast of Thailand 06° 30'N 99° 40'E	Steaming	Five masked robbers armed with gun boarded the fishing trawler, and threw the crew members overboard. The hijacked trawler was last seen heading towards Sumatra. The crew members were subsequently rescued by the Thai Marine Police and the fishing trawler found in the vicinity where the hijacking took place.	The crew was rescued by the Thai Marine Police. The fishing trawler was later found.	ISC Focal Point (Thailand)	CAT 1
4.	<i>Majullah Jasmine</i> Tanker Saint Kitts and Nevis 7331707 577	21/04/2007 1930 hrs	About 2.5nm east of Tanjung Pungai, Malaysia 01° 25'N 104° 20'E	Steaming	Ten masked men armed with parangs and pistols came alongside the tanker in a speedboat. They boarded the tanker and took S\$17,000 and four mobile phones. No one was injured.	No injury to crew. Cash and crews' handphones stolen.	ISC Focal Point (Singapore)	CAT 2

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.	LNG carrier	26/04/2007 0230 hrs	Near Karimun Island 01° 04'N 103° 30.9'E	Anchored	An oiler noticed four armed robbers in the steering room of the tanker during anchoring operations. The master raised the alarm, mustered the crew and informed the local authorities. The Indonesian authorities boarded the ship and conducted a thorough search. No intruders were found. No one was injured, and there was no loss of cargo.	Nil	ISC Focal Point (Japan) ICC-IMB PRC	CAT 3
6.	<i>Bunga Kelana 5</i> Crude Oil Tanker 9169706 57, 017	27/04/2007 0230 hrs	About 4nm southwest of Pulau Mungging, Malaysia 01° 18.9'N 104° 14.4'E	Anchored	Four robbers armed with long knives boarded the tanker. They entered the engine room via an unlocked main deck door. The robbers threatened the duty engineer with a long knife, tied him up, blindfolded him and assaulted him. The duty engineer managed to free himself, raised the alarm and mustered the crew. The robbers stole some engine spares and escaped via the steering	The duty engineer sustained mild contusions on his hands. The ship's engine spares and tools were stolen.	ISC Focal Point (Singapore)	CAT 3

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)
					gear room door.			
7.	<i>Shoko Maru</i> Chemical Tanker Panama 9154000 20,573	29/04/2007 0540 hrs	Karimun Anchorage, Indonesia 01 ° 05.6' N 103 ° 28.2'E	Anchored	Two boats with about four to six men on board, came alongside the tanker. Two of the men waved iron bars and knives at the duty crew. The ship master raised the alarm and mustered the crew. Four men armed with iron bars and large spanners were later found in the engine room. Upon detection, they escaped through the steering gear door. The ship master informed the Indonesian authorities and a security team from the Indonesian Navy boarded the tanker to conduct an investigation. No one was injured. Some engine spares were reported missing.	No injury to crew. Engine spares found missing.	ISC Focal Point (Singapore) ISC Focal Point (Japan)	CAT 3

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency
1.	Tanker	08/04/2007 2300 hrs	Lawi-Lawi, Balikpapan Anchorage, Indonesia	Anchored	Robbers attempted to board a tanker through the hawse pipe. The crew members stationed fore aft and on the bridge maintained anti-piracy watches. On hearing voices from the hawse pipe, they alerted the crew, informed the bridge and raised the alarm. The robbers escaped and nothing was stolen.	ICC-IMB PRC
2.	Bulk Carrier	13/04/2007 1500 UTC	350 nm east of Socotra, Arabian Sea 11 ° 57'N 060 ° 23'E	Steaming	A speed boat traveling at 20 knots was sighted at a distance of about 8nm from the bulk carrier. The crew of the bulk carrier undertook anti-piracy measures. The suspicious boat closed in at a distance of 2 nm to the bulk carrier. It later aborted the chase, and headed towards the African coast.	ICC-IMB PRC
3.	<i>Pacific Discoverer</i> General Cargo Ship 9007374 18,391	16/04/2007 1603 hrs	East of Pulau Lombok, Indonesia 08 ° 48.2'S 116 ° 32.9'E	Anchored	The general cargo ship while at anchor was approached by at least four boats while at anchor. Warning shots were fired by two men from one of the boats. The ship master raised the alarm, made an announcement over the PA system, and mustered the crew. The ship took evasive manoeuvres by raising her anchor, and firing two parachute flares	ISC Contact Point (Hong Kong) ISC Focal Point (Japan)

					<p>into the air. The ship security alert was also activated. The boats eventually fled.</p> <p>At 1720 hrs, the ship reported that they were proceeding to Benette Bay Pilot Station, and no one was injured.</p>	
4.	Tanker	23/04/2007 2100 UTC	<p>Balongan Anchorage, Indonesia</p> <p>06° 14'S 108° 26'E</p>	Anchored	<p>Five robbers in a boat attempted to board a tanker from her starboard quarter using a grappling hook. The duty crew spotted them and informed the officer who raised the alarm, sounded the ship's whistle and alerted crew members. The robbers aborted the attempt and moved away. Nothing was stolen.</p>	ICC-IMB PRC

Other Incident (not Act of Piracy or Armed Robbery)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incidents	Reporting Agency
1.	<i>Qionghai</i> 08099 Fishing boat	26/04/2007	Sulawesi Sea 04 ° 25'N 119 ° 39'E	Steaming	<p>The China Daily News reported that some armed pirates boarded the fishing boat after the boat was immobilised because of mechanical problems. The pirates reportedly stole the fishermen's catch and sank the boat.</p> <p>The ISC verified the incident with the ISC Focal Point (Beijing) which clarified that the fishing boat sunk because of broken propeller. The eighteen crew members abandoned the boat and got onto two life rafts. They drifted towards land and reported to the Malaysian Police. This is not an incidence of piracy or armed robbery.</p>	<p>ISC Focal Point (Beijing)</p> <p>China Daily News dated 28 April 2007</p>