



Report for January 2007

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Executive Summary

During the month of January 2007, a total of six armed robberies against ships were reported in the Asia region, five of which were actual incidents and one attempted incident. The incidents took place in the Indian Ocean and the waters of Indonesia. The majority of these incidents occurred while ships were in anchorages. The details of the incidents are described in the Annex. Part 3 of this report features two incidents that are described in more detail for the purpose of sharing of good practices and preventive measures.

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 January 2007

2.1 Number and Significance of Total Incidents

2.1.1 A total of six incidents were reported during the month of January 2007. Of these, five were actual incidents and one was an attempted case. Compared to January 2006 when there was a total of twelve incidents (all actual cases), there was a 50% drop in the total number of incidents in January 2007. It is worth noting that the number of actual incidents in January 2007 has dropped significantly compared to January 2006, from twelve to five. Please see *Table 1* below. The drop in the number of incidents in January 2007 may be attributed to higher sea state caused by bad weather in some areas.

	January 2007	January 2006
Actual	5	12
Attempted	1	0

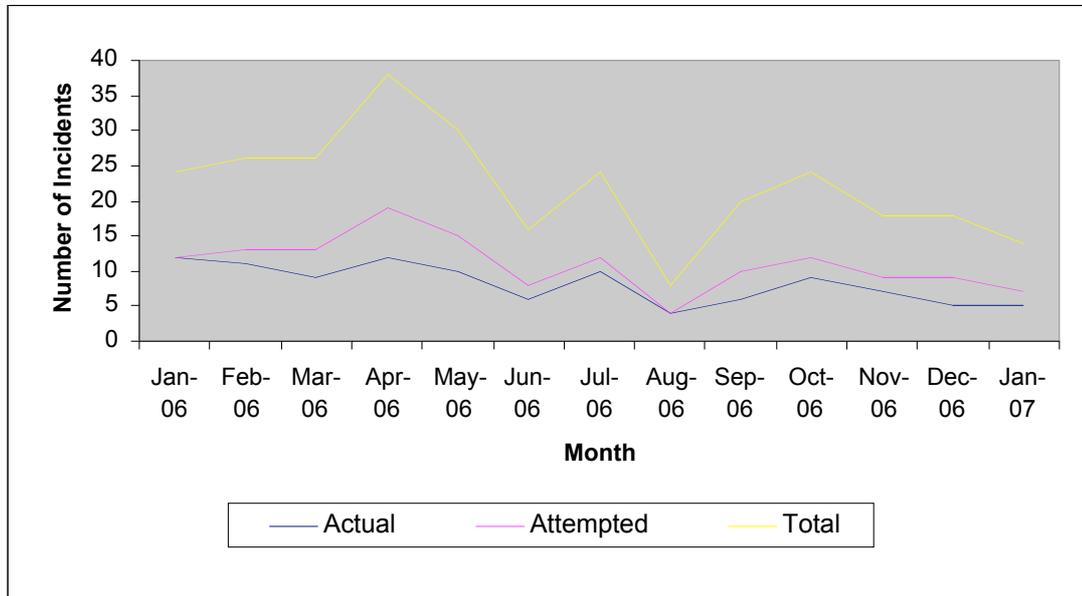
Table 1 – Actual and attempted incidents during January 2007 and January 2006

2.1.2 All five actual incidents in January 2007 were Category 3 incidents. Further details of the incidents are described in the Annex. For January 2006, 58% (seven out of twelve) of the incidents were Category 3 incidents, and the remaining 42% (five out of twelve) were Category 2 incidents. While there was an increase in the number of Category 3 incidents in January 2007, there were no Category 2 cases. Please see *Table 2* below.

Significance Level	January 2007	January 2006
Category 3 (Less Significant)	5 (100%)	7 (58%)
Category 2 (Moderately Significant)	0	5 (42%)
Total	5 (100%)	12 (100%)

Table 2 – Significance Level of Incidents during January 2007 and January 2006

2.1.3 Regarding the total activity for the period January 2006 to January 2007, there were fluctuations in the number of incidents, with the highest monthly number occurring in April 2006, and the lowest in August 2006. *Figure 1* shows the number of actual and attempted incidents during the period from January 2006 to January 2007. The ISC will continue to monitor and analyse incident patterns.



Source: ICC-IMB Reports

Figure 1 – Number of Incidents from January 2006 to January 2007

2.2 Analysis of Incidents in January 2007

2.2.1 **Location of Actual and Attempted Incidents.** All the five actual incidents in January 2007 occurred in the waters off Indonesian ports. *Table 2* further illustrates that this was a lower number than in January 2006, when seven incidents were reported. The number of incidents in the Indonesian waters in January 2007 is at 83% (5 out of 6 cases) compared to January 2006 of 58% (7 out of 12 cases). *Figure 2* (on page 9) shows the general location of incidents in January 2007.

	January 2007		January 2006	
	Actual	Attempted	Actual	Attempted
Bangladesh			2	
India		1		
Indonesia	5		7	
Malaysia			1	
Philippines			1	
Thailand			1	
Total	5	1	12	

Source: ICC-IMB Reports

Table 3 – Location of Incidents during January 2007 and January 2006

2.2.2 **Weapons Used.** Table 4 shows the weapons used in incidents during January 2007 and January 2006. No conclusive deductions can be made regarding the weapons used in incidents during January 2007.

Incidents in January	Guns	Knives	Guns & Knives	Other weapons	Not stated/ Nil
January 2007				1	5
January 2006	2	4			6

Table 4 – Weapons Used in Incidents during January 2007 and January 2006

2.2.3 **Type of Ships.** Table 5 reveals that oil tankers were the most common targets in January 2007, in contrast to January 2006 when container ships experienced a higher number of incidents compared to other ship types.

Type of Ship	January 2007	January 2006
Container	1	3
Bulk Carrier	1	1
Chemical Carrier		2
Oil Tanker	3	2
General Cargo		1
Fishing Boat/Trawler		2
Vehicle Carrier	1	
Yacht		1
Total	6	12

Table 5 – Type of Ships Involved in Incidents during January 2007 and January 2006

2.2.4 **Status of Ships.** *Table 6* shows that, in January 2007, all the actual incidents involved ships that were at the anchorages. The higher sea state in January 2007 is probably one of the factors for the robbers to conduct operations closer to land and targeting at ships at anchorages.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
January 2007		5				1
January 2006	1	7	4			

Table 6 – Status of Ships during Incidents in January 2007 and January 2006

2.2.5 **Time of Incidents.** In January 2007, 67% (four out of six) of the incidents occurred between late evening and early morning. This is expected since ships remain most vulnerable during the hours of darkness, and is comparable to January 2006 when similarly, 67% (eight out of twelve) of the incidents happened during the same window.

No. of Attack in December	1800 hrs to 2359 hrs	2400 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs	Not stated
January 2007		4	2		
January 2006	3	5		1	3

Table 7 – Local Time of Incidents during January 2007 and January 2006

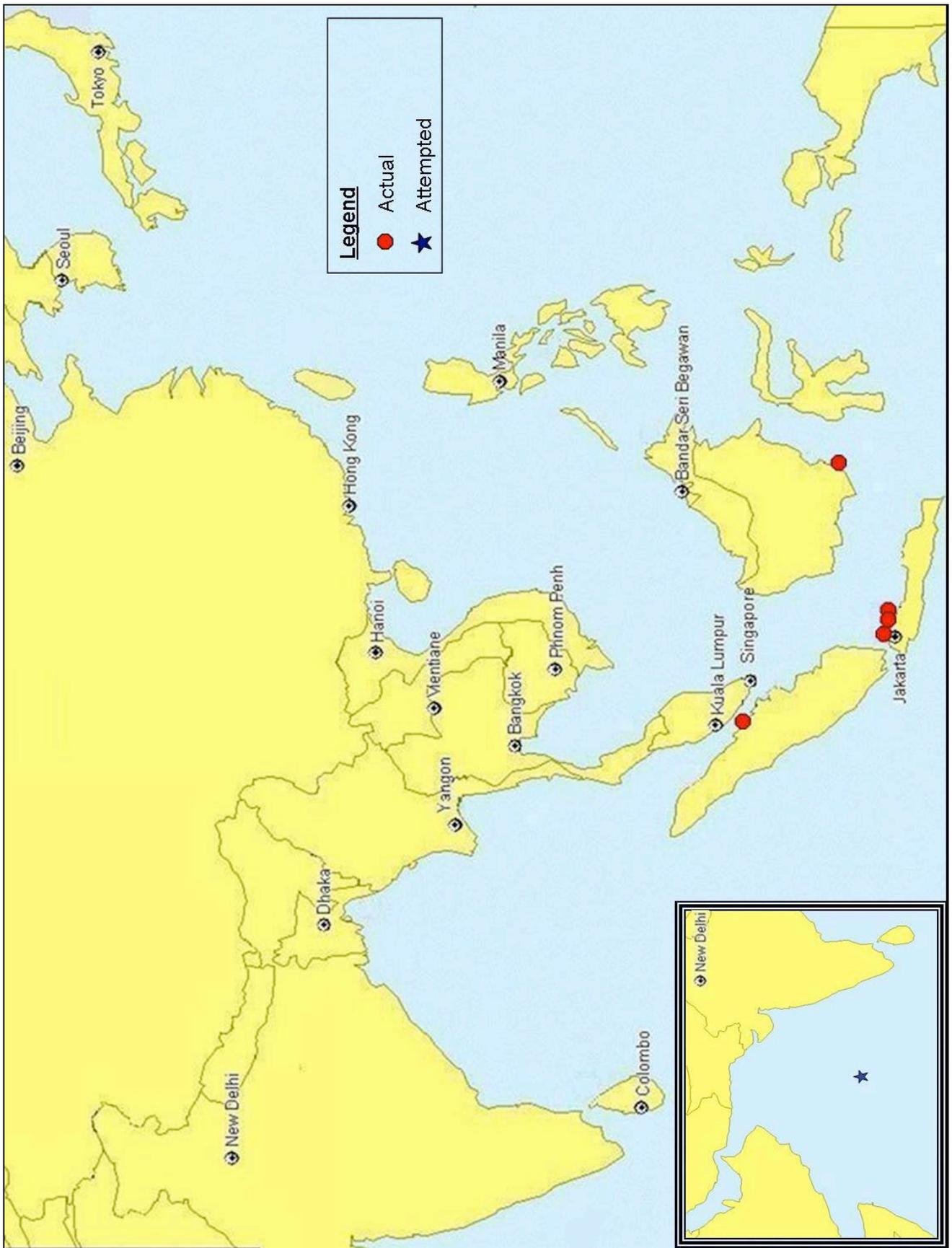


Figure 2 – Location of All Incidents in January 2007

Part 3 - Details of Selected Incidents

3.1 Incident on board the *Sinar Merak*

Name of Ship : *Sinar Merak*
Type of Ship : Container Ship
Flag of Ship : Panama
IMO Number : 8511433
GT : 8,689



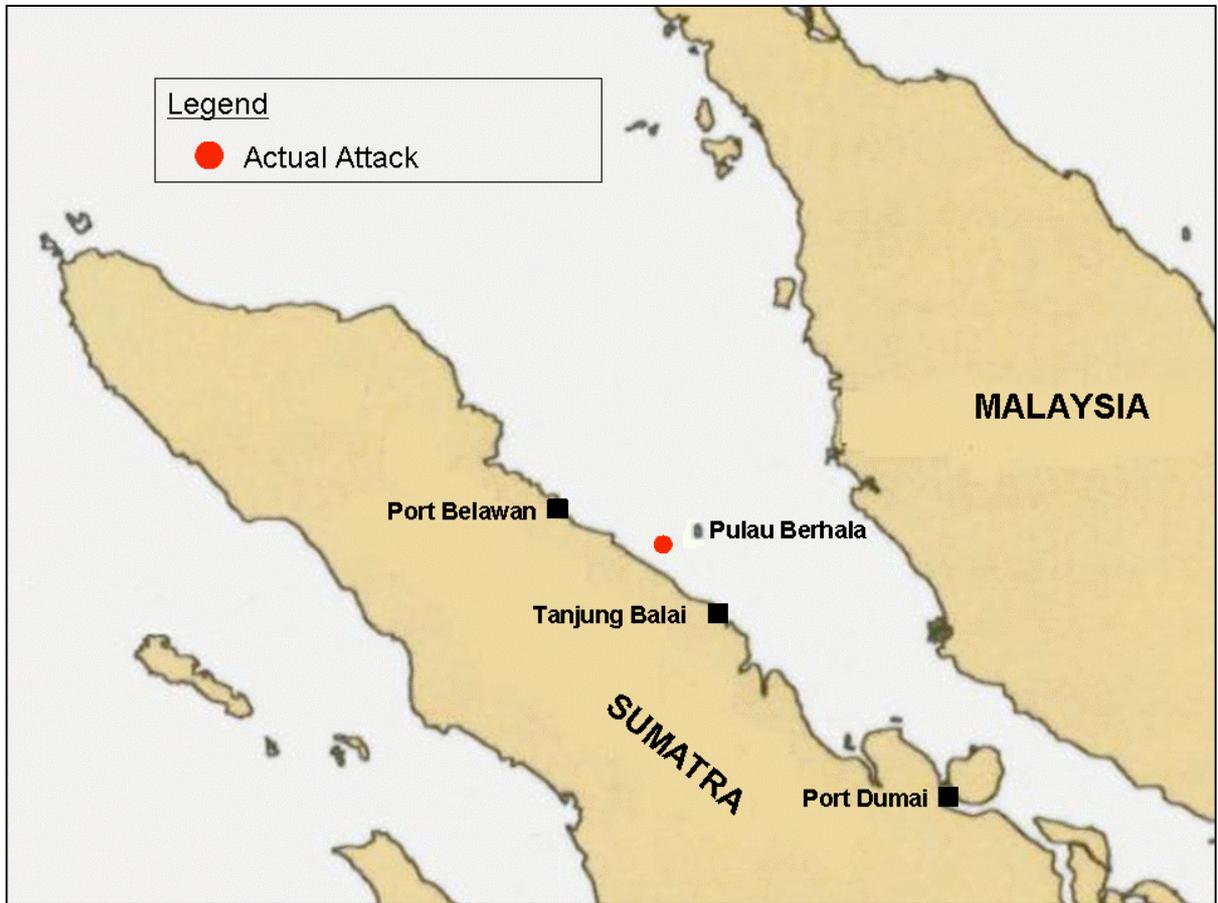
3.1.1 On 22 January 2007, Singapore port authorities received a report of an attempted robbery on board the *Sinar Merak*. The Panama-registered container ship, chartered by Samudera Shipping Line Ltd., had left the port of Belawan on 21 January 2007, and was heading to Singapore to discharge some containers.

3.1.2 According to the master, when the ship was approximately at 30nm east of Belawan (03°38.7' N, 99°30.0' E) on 22 January 2007 at 0425 hrs, her chief officer spotted more than one unlit boat approaching her from her starboard bow. Fearing an attempt by robbers to board the ship, he undertook evasive action by altering her course, and in doing so, her starboard bow hit one of the boats. Upon raising the emergency alarm, the ship's master conducted a search of the ship. Two unknown persons were found on board the *Sinar Merak*. The two men were not injured and unarmed, were unable to speak English, and did not attempt to run or hide. One of them was also reportedly carrying a mobile phone. The master also reported that the *Sinar Merak* was not damaged from the collision, and that there was nothing missing from the ship. He reported the incident to the Port Authority of Belawan, the Rescue Co-ordination Centre at Medan, the National Search and Rescue (SAR) Agency in Jakarta, and the International Maritime Bureau Piracy Reporting Centre, and proceeded to Singapore with the two men on board the ship.

Follow-up Action by Singapore Security Agencies

3.1.3 Upon the *Sinar Merak's* arrival in Singapore on 23 January 2007, officers from Singapore security agencies boarded the ship to conduct an investigation. The officers established the identity of the two men as Indonesian citizens who were survivors of the collision between the *Sinar Merak* and a boat, described above. The Singapore authorities concluded that the two men were not armed robbers and informed the Indonesian embassy in Singapore of the men's situation. The ship's agent, Straits Ship Services Pte Ltd repatriated the 2 men back to Batam, Indonesia by ferry on 27 January 2007¹. The ISC Focal Point (Singapore) informed the ISC of the incident and the outcome of the investigations.

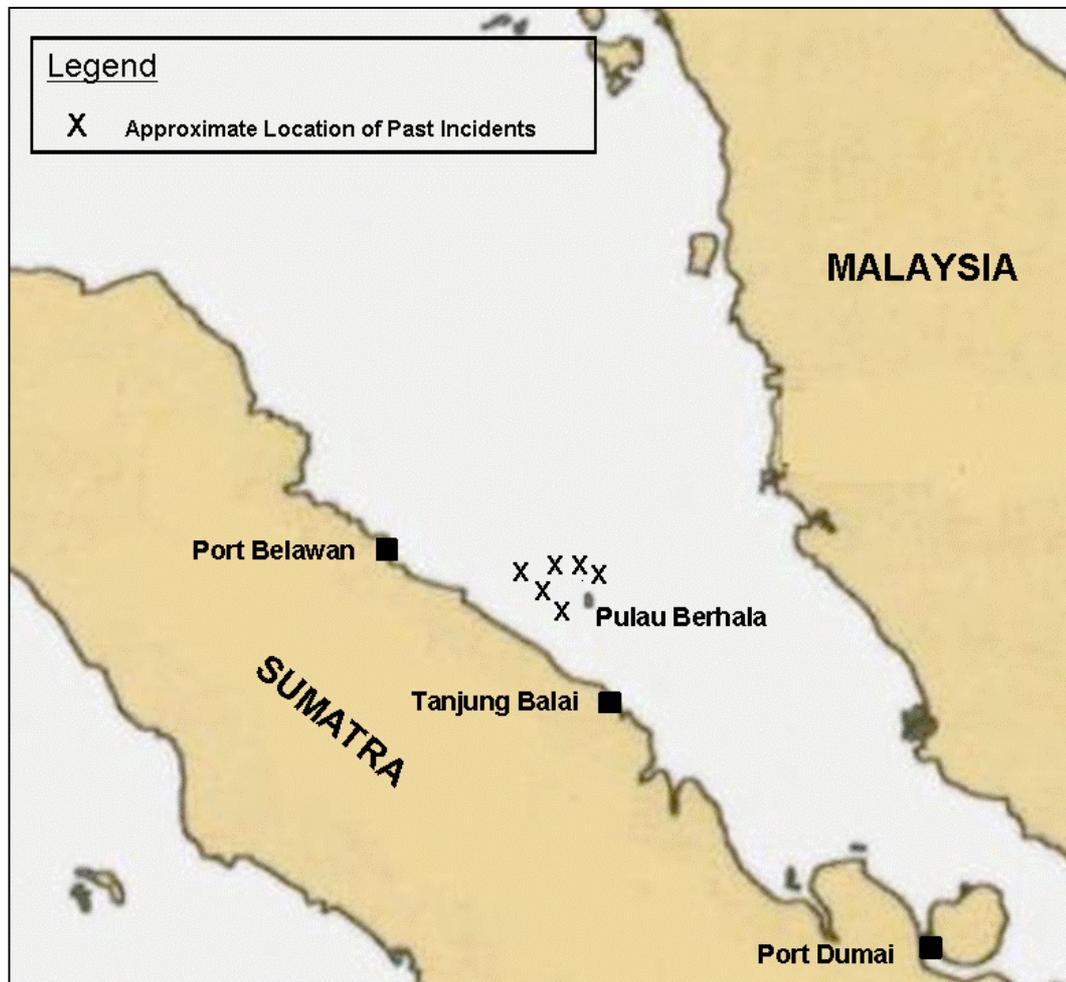
¹ Inputs from the ship agent, Straits Ship Services Pte Ltd.



Location of Incident

Past Incidents in the Region

3.1.4. It is worth noting that, in 2004 and 2005, a total of six Category 1 incidents have occurred in the waters in this region (Port Belawan, Pulau Berhala and Tanjung Balai), some involving the suspected GAM (Free Aceh Movement) insurgents.



Approximate Location of Past Incidents

Observation

3.1.5 The follow-up investigation by Singapore's security agencies provided more clarity on the nature of the incident. The ReCAAP ISC encourages ship masters and owners to report armed robbery and piracy incidents to their nearest or most contactable coastal state.

3.2 Incident on board the *Kourion*

Name of Ship : *Kourion*
Type of Ship : Crude Oil Tanker
Flag of Ship : Singapore
IMO Number : 8413514
GT : 50,049

3.2.1 On 24 January 2007, the ISC Focal Point (Singapore) reported to the Information Sharing Centre (ISC) an incident of armed robbery on board the *Kourion* on 19 January 2007. The Singapore-registered crude oil tanker, managed by World Tankers Management Pte. Ltd., departed from the port of Dumai on 15 January 2007 and arrived at the anchorage of Balongan Terminal in the early morning of 18 January 2007 to discharge oil. Please see map below. On 19 January 2007 at 0115hrs, two robbers armed with steel rods boarded the ship and entered the engine room. They stole six sets of generator piston rings and generator connecting rod bearings each, before leaving through the engine room door that leads to the poop deck. The master raised the emergency alarm and made an announcement over the public address system. The crew conducted a search on board the ship.



Location of Incident

Past Incident at Balongan Terminal

3.2.2 On 19 May 2005 at 0020hrs, three armed robbers boarded *the Agate*, a Singapore-registered tanker, while she was at anchor at Balongan Terminal. One of the robbers held the oiler at knifepoint whilst the other two ransacked the engine room and escaped with ship's stores and properties. The crew was not injured, and the master reported the incident to the Indonesian Navy, the National Search and Rescue (SAR) Agency in Jakarta and Balongan port authorities. The port's security officers boarded the ship at 0520hrs to conduct an investigation².

Observation

3.2.3 Apart from the incident involving the *Kourion* at Balongan Terminal, another incident occurred at the same terminal in the month of January 2007. On 26 January 2007 at 0330 hrs, robbers boarded a tanker at anchor via a small boat and stole her life-rafts. The local police and port security were informed of the incident. With the occurrence of two incidents at Balongan Terminal within the span of one week in the month of January 2007, ships would be well advised to be more alert and take more security precautions when operating in the area.

² International Maritime Organisation, *Reports on Acts of Piracy and Armed Robbery Against Ships, May 2005*.

Part 4 - Observations for January 2007

4.1 Compared to January 2006, the number of incidents of armed robbery against ships in the Asia region in January 2007 dropped by 50% (from twelve to six). Overall, the following observations can be made for incidents in the month of January 2007:

- a. all the actual incidents in January 2007 were of Category 3 status.
- b. attacks did not seem to be targeted at any particular type of ships although oil tankers were targeted on more occasions than other types of ships.
- c. the majority of the incidents took place during the hours of darkness.
- d. most ships were targeted while in anchorages.

ANNEX

DETAILS OF INCIDENTS IN JANUARY 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.	<i>Kourion</i> Tanker 50049 8413514	19/01/2007 0115 hrs	Balongan Anchorage, Indonesia 06° 15.07'S 108°26.78'E	Anchored	Two robbers armed with steel bars boarded a tanker and entered the engine room. They stole generator spares and escaped through engine room door leading to poop deck. The Master raised alarm, mustered crew and informed the local police.	Ship's generator spares stolen	ISC Focal Point (Singapore) ICC-IMB PRC	CAT 3
2.	Bulk Carrier	19/01/2007 Between 0001 to 0400 hrs	Pulau Luat Anchorage, Indonesia 03° 13.6'S 116°25.0'E	Anchored	Robbers boarded a bulk carrier via her anchor chain. They broke the forward store and stole ship's stores. The port authorities were informed.	Ship's stores 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)
4.	Oil Tanker	22/01/2007 1800 UTC	Dumai Anchorage, Indonesia 01° 42'N 101°29'E	Anchored	The Duty Officer raised the alarm and alerted the crew when he noticed one robber on board and another attempting to board. The robbers jumped over board and escaped.		ICC-IMB PRC	CAT 3
5.	Tanker	26/01/2007 0330 hrs	Balongan Anchorage, Indonesia 06° 12.64'S 108°26.01'E	Anchored	While at anchor, the robbers boarded the tanker via a small boat and stole her life-rafts. The local police and port security were informed via the local agent.	Ship's life-rafts stolen.	ICC-IMB PRC	CAT 3
6.	Container ship	27/01/2007 2320 UTC	Tg Priok Anchorage, Indonesia 06° 30'S 106°54'E	Anchored	Armed robbers boarded a container ship at anchor from the stern. They broke open the locked steering room door, entered the engine room via the watertight manhole, and stole ship's stores.	Ship's stores stolen	ICC-IMB PRC	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.	Vehicle Carrier	28/01/2007 0610 UTC	Indian Ocean 11 ° 20.0'N 065°09.9'E	Steaming	A vehicle carrier underway received a call on VHF from a small craft asking for fresh water. The craft closed in to 2 nm from the starboard quarter. Two other craft approached the ship on the port and starboard bow. The ship increased speed, raised alarm and sounded whistle. Subsequently, the craft reduced speed and moved away.	ICC-IMB PRC

Other Incidents (not Acts 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>Sinar Merak</i> Container ship Panama 8511433 8689	22/01/2007 0425 hrs	Off Kuala Tanjung, Straits of Malacca and Singapore 03 ° 38.7'N 099°30.0'E	Steaming	Several unlit fishing boats approached <i>Sinar Merak</i> while underway. Suspecting it to be an attempt to board the ship, the master increased speed and started taking evasive action by altering its course. As a result, one of the boats hit the starboard bow of the ship. The emergency alarm was raised and a search carried out. Two persons were found onboard the <i>Sinar Merak</i> . They were not armed or violent. The master continued his passage towards Singapore with the two men onboard, and upon arriving in Singapore, the security agencies board the vessel to carry out preliminary investigation. Upon establishing that the 2 men were actually survivors, the Indonesian Embassy in Singapore was informed. The 2 men were repatriated to Batam on 27 Jan 2007 by ferry.	ISC Focal Point (Singapore) ICC- IMB PRC
2.	<i>MV 'Peloponnesian Pride'</i> Container Ship	27/01/2007 0520 hrs	Colombo Harbour 06 ° 59.9'N 079°44.5'E	Steaming	The sentries deployed at the Colombo Harbour sighted three fast moving fibre glass dinghies moving into the restricted zone of the Port of Colombo at 0520 hrs. As these boats were presumed to be hostile, the Sri Lanka Navy opened fire. In the meantime, a container ship was approaching the	ISC Focal Point (Sri Lanka)

					<p>harbour. The ship was directed to alter course and steer on a westernly course when three LTTE boats took shelter of the ship <i>[sic]</i> and attempted to flee away. The Sri Lanka Navy opened fire and destroyed two of the boats at 6 nm and 11 nm off Colombo. The third boat caught fire at 16 nm off Colombo due to firing by the Sri Lanka Navy. As a result, five containers onboard the container ship and a small part of the vessel was damaged. Subsequently, the vessel arrived safely at the Port of Colombo. Search operations were carried out and three LTTE suspects were found and handed over to the Sri Lankan authorities for further investigation.</p>	
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