



Quarterly Report 1st January 2007 – 30th September 2007

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Executive Summary

Between January 2007 and September 2007, a total of 77 incidents of piracy and armed robbery against ships were reported in the Asia region. Of these, 59 were actual incidents and 18 were attempted incidents. Overall, there has been a decline in the number of incidents reported for this period compared to the same period in 2006 and 2005. Comparing the period January – September 2007 with the period January – September 2005, the drop in the overall number of reported incidents is matched by a general decrease in the number of significant incidents.

Comparing the two periods January – September 2006 and January – September 2007, the total number of Category 2 incidents (moderately significant) registered a 72% drop in the latter period. However, the total number of Category 3 (less significant) incidents remained fairly consistent for the two reported periods.

Overall, the drop in the number of reported incidents is more apparent in Bangladesh and areas around the Gelasa Straits and Tanjung Priok, Indonesia. The details of the incidents that occurred in September 2007 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).

1.2 Methodology for Classifying Incidents

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.

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

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 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 the ISC's reports are not drawn to scale and the locations of incidents depicted are therefore approximations.

Part 2 – Quarterly Report

2.1 Analysis of Incidents for July-September 2007

2.1.1 Number of Reported Incidents

A total of 29 incidents were reported between July 2007 and September 2007. Of these incidents, 12 were reported in July 2007, 12 in August 2007 and five in September 2007. The number of incidents reported in the period July – September 2007 is consistent with the number reported in the previous quarter. The number of incidents reported for the period January – March 2007 is the lowest among the first three quarters of 2007. Please refer to table below.

	July 2007	August 2007	September 2007	July-September 2007	April-June 2007	January-March 2007
Actual	9	9	4	22	23	14
Attempted	3	3	1	7	7	4
Total	12	12	5	29	30	18

Table 1 – Actual and attempted incidents (January-September 2007)

2.1.2 Significance of Incidents

Between July 2007 and September 2007, there were 22 actual incidents, of which two were Category 1 incidents, three were Category 2 incidents, 16 were Category 3 incidents and 1 was an uncategorised incident. For the periods between April 2007 and June 2007, and between January 2007 and March 2007, only one Category 1 incident was reported in each of this quarter. Please refer to the table below.

	July 2007	August 2007	September 2007	July-September 2007	April-June 2007	January-March 2007
Category 1 (Very Significant)	0	1	1	2	1	1
Category 2 (Moderately Significant)	1	2	0	3	6	
Category 3 (Less significant)	8	5	3	16	16	13
Uncategorised		1		1		
Total	9	9	4	22	23	14

Table 2 – Significance of actual incidents (January-September 2007)

2.1.3 Location of Incidents

Between July 2007 and September 2007, 19 incidents were reported in the South-east Asian region and 10 in the South Asian region. Table 3 shows the location of these incidents. The ISC observes that incidence of piracy and armed robbery against ships in Asia was more prevalent in the South-east Asia region in the first three quarters of 2007.

	July 2007		August 2007		September 2007		July –September 2007		April –June 2007		January –March 2007	
	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming
<u>South Asia</u>												
Bangladesh	6				1		7		3		1	
India			2				2		1	1	1	
Arabian Sea										1		2
Bay of Bengal												1
Sri Lanka		1						1				
Sub-total	6	1	2		1		9	1	4	2	2	3
<u>South-east Asia</u>												
Indonesia	3		5	1	1	1	9	2	14	1	8	
Malaysia			1				1		4	1	1	1
Vietnam	1						1		2		1	
South China Sea		1		1		1		3				1
Straits of Malacca and Singapore				2				2				1
Thailand										1		
Philippines					1		1			1		
Sub-total	4	1	6	4	2	2	12	7	20	4	10	3
Overall Total	10	2	8	4	3	2	21	8	24	6	12	6
	12		12		5		29		30		18	

Table 3 – Location of incidents (January-September 2007)

2.1.4 Status of Ships

Table 4 below shows the status of ships during actual and attempted incidents between July 2007 and September 2007. Of the 29 incidents reported, 18 took place while ships were at anchor, 3 while ships were at berth and eight while ships were underway. This general trend of incidents occurring mostly when ships are at anchor was observed throughout the three quarters of 2007.

	July 2007		August 2007		September 2007		July –September 2007		April –June 2007		January –March 2007	
	Berthed/Anchored	Steaming	Berthed/Anchored	Steaming	Anchored	Steaming	Berthed/Anchored	Steaming	Berthed/Anchored	Steaming	Berthed/Anchored	Steaming
South Asia												
Bangladesh	6				1		7		3		1	
India			2				2		1	1	1	
Arabian Sea										1		2
Bay of Bengal												1
Sri Lanka		1						1				
Sub-total	6	1	2		1		9	1	4	2	2	3
South-east Asia												
Indonesia	3		5	1	1	1	9	2	14	1	8	
Malaysia			1				1		4	1	1	1
Vietnam	1						1		2		1	
South China Sea		1		1		1		3				1
Straits of Malacca and Singapore				2				2				1
Thailand										1		
Philippines					1		1			1		
Sub-total	4	1	6	4	2	2	12	7	20	4	10	3
Overall Total	10	2	8	4	3	2	21	8	24	6	12	6
	12		12		5		29		30		18	

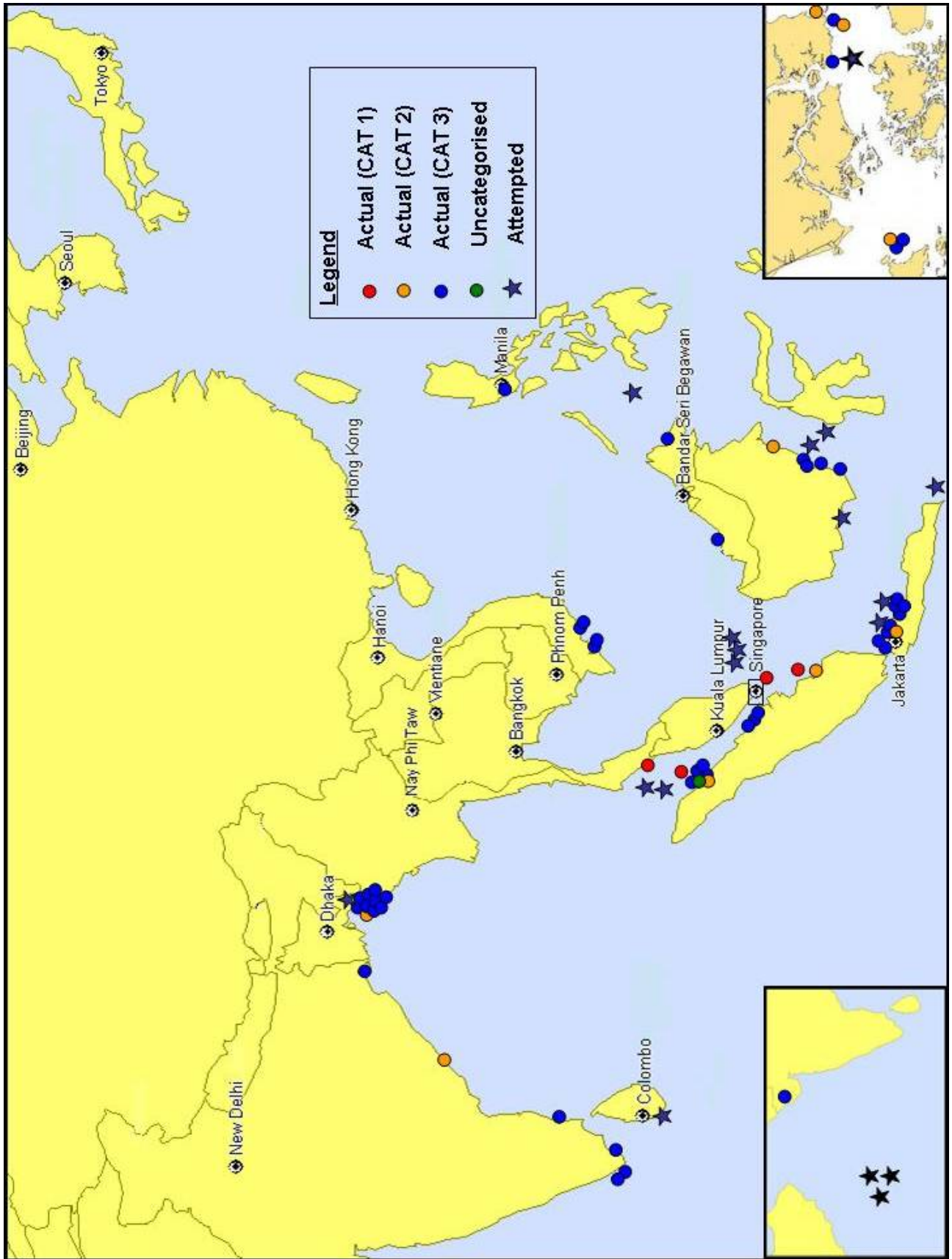
Table 4 – Status of ships during actual and attempted incidents (January-September 2007)

2.1.5 Type of Ships

Between July 2007 and September 2007, tankers appeared to have been more susceptible to attack. Please refer to Table 5 below.

	Jul 2007	Aug 2007	Sep 2007	July-September 2007	April-June 2007	January-March 2007
General Cargo	2	3		5	1	2
Bulk Carrier	2	2	1	5	4	3
Container Ship	3	1	1	5	5	2
Chemical Tanker	2	2		4	3	1
Oil Tanker	1		1	2	11	6
Product Tanker		2	1	3	3	1
Tug Boat/Barge		1		1	2	2
Fishing Boat/Trawler	1			1	1	
Vehicle Carrier						1
Ro-Ro Cargo ship	1			1		
Yacht		1	1	2		
Total	12	12	5	29	30	18

Table 5 – Type of ships involved in actual and attempted incidents (January-September 2007)



Map 1 : Location of All Incidents (January – September 2007)

2.2 Overall Analysis of Patterns and Trends for January to September 2007

2.2.1 Number, Location and Significance of Reported Incidents

Number and Location of Reported Incidents

Overall, there was a decline in the number of incidents reported between January 2007 and September 2007 compared to the same period in 2006 and 2005. The decline is most apparent in Bangladesh and Indonesia. However, the ISC notes a slight increase in the number of incidents reported in India and the surrounding coastal waters and ports of the Straits of Malacca and Singapore. These figures are reflected in the table below under the countries where these incidents took place. Please see Table 6 below. The ISC recommends continual monitoring and enforcement in these areas. Please refer to Maps 2 to 5.

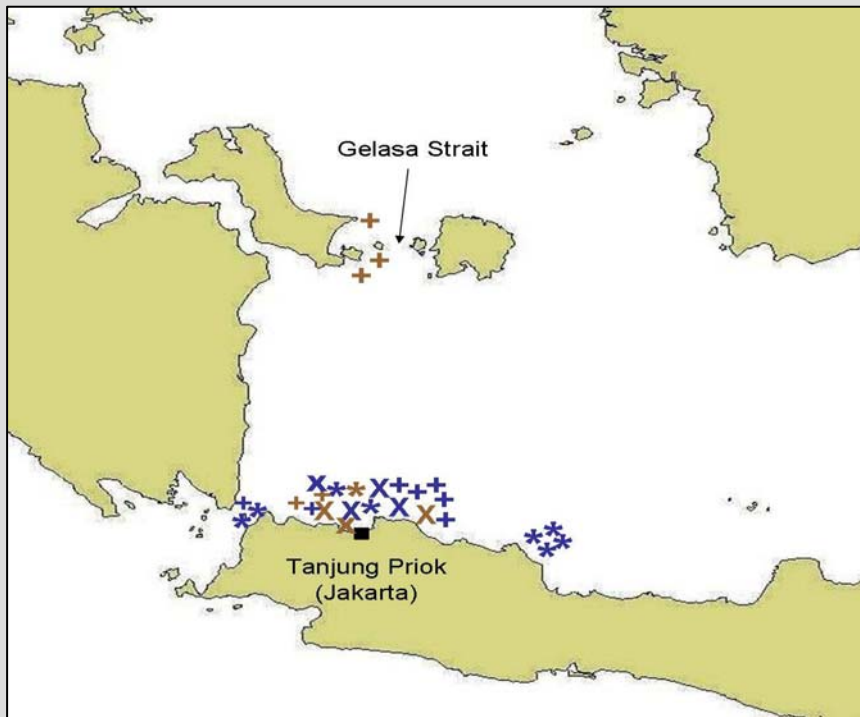
	January -September 2007		January -September 2006		January -September 2005	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
<u>East Asia</u>						
China			1		2	
<u>South Asia</u>						
Bangladesh	10	1	24	12	14	4
India	5		2		10	1
Arabian Sea	1	3				
Bay of Bengal	1					1
Sri Lanka		1				
<u>South-east Asia</u>						
Indonesia	28	6	31	10	45	7
Malaysia	6	2	10		2	
Vietnam	4		3		9	
Gulf of Thailand					1	
South China Sea	1	3	3		3	4
Straits of Malacca and Singapore	1	1	3	3	8	7
Thailand	1		1			
Philippines	1	1	2			
Overall Total	59	18	80	25	94	24
	77		105		118	

Table 6 – Number of incidents reported (January-September 2007, 2006 and 2005)



Map 2 - Map of actual incidents in Chittagong, Bangladesh during January-September 2007, 2006 and 2005

Overall, there has been a significant improvement in Chittagong for the period January – September 2007 compared to the same periods in 2006 and 2005. For the period January – September 2007, one CAT 2 and nine CAT 3 incidents were reported. In comparison, six CAT 2 and 18 CAT 3 incidents were reported during the same period in 2006, and four CAT 2 and 10 CAT 3 incidents in 2005.



Map 3 - Map of actual incidents in the areas around Gelasa Straits and Tanjung Priok January - September 2007, 2006 and 2005

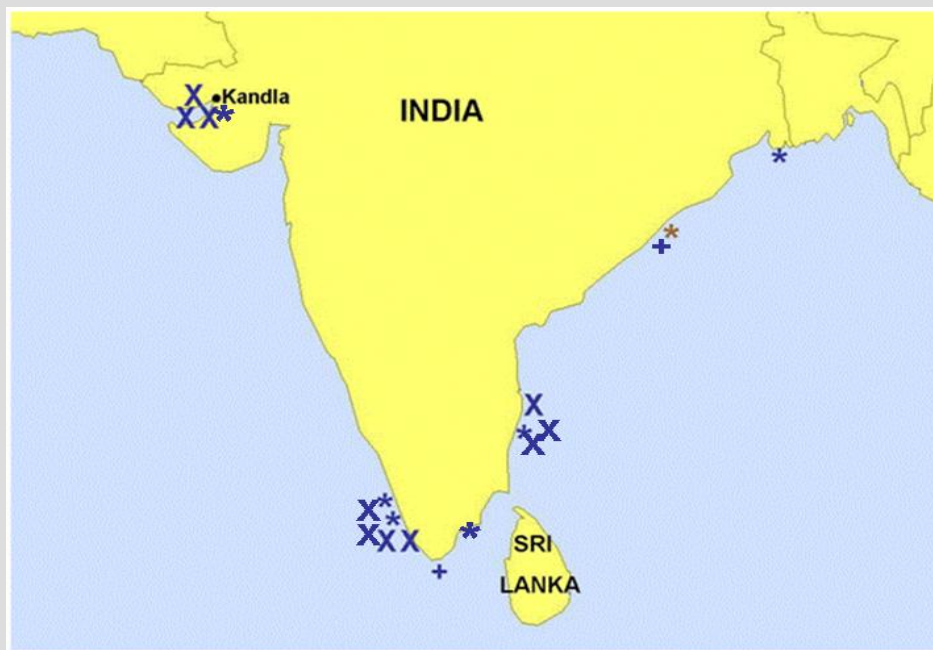
The number of incidents reported in the areas around the Gelasa Straits and the port of Tanjung Priok has decreased for the period January – September 2007 compared to the same period in 2006 and 2005. For the period January - September 2007, one CAT 2 and eight CAT 3 incidents were reported compared to five CAT 2 incidents and seven CAT 3 incidents reported in the period January – September 2006, and three CAT 2 and four CAT 3 incidents in the same period in 2005.

X Incident in 2005	+ Incident in 2006	* Incident in 2007
Blue – CAT 3 incident	Amber – CAT 2 incident	Red – CAT 1 incident



Map 4 - Map of actual incidents in the areas around Straits of Malacca and Singapore during January - September 2007, 2006 and 2005

While there was a decline in the overall number of reported incidents between January 2007 and September 2007 compared to the same period in 2006 and 2005, the number of incidents in the surrounding ports and waters of the Straits of Malacca and Singapore has increased. During the period January - September 2007, one CAT 1, four CAT 2, 10 CAT 3 and one uncategorised incident were reported compared to six CAT 2 incidents and four CAT 3 incidents during the period January - June 2006, and one CAT 1, ten CAT 2 incidents and five CAT 3 incidents in the same period in 2005.



Map 5 - Map of actual incidents in the Indian Sub Continent during January - September 2007, 2006 and 2005

There has been a slight increase in the number of incidents in the Indian sub-continent. One CAT 2 and six CAT 3 incidents were reported between January 2007 and September 2007 compared to the same period in 2006 when there were two CAT 3 incidents. In the same period of 2005, ten CAT 3 incidents were reported.

X Incident in 2005	+ Incident in 2006	* Incident in 2007
Blue – CAT 3 incident	Amber – CAT 2 incident	Red – CAT 1 incident
		Green – Uncategorised

Significance of Reported Incidents

With the exception of Category 1 incidents, the overall decline in the number of incidents reported in the period January - September 2007 compared to the same period in 2006 is matched by a general decrease in the number of significant incidents. There was an apparent decline in the number of Category 2 incidents reported for this period. Comparing the period January – September 2007 to January -September 2005, the decline in the overall number of incidents in the period January - September 2007 is matched by a general decrease in the number of significant incidents. Chart 1 shows the significance of incidents in the three reporting periods.

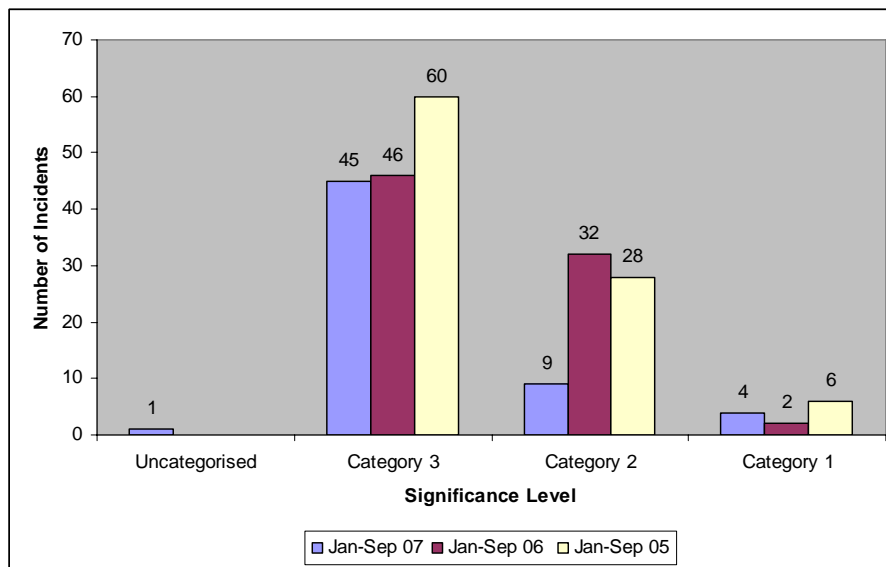


Chart 1 – Significance level of reported incidents (January-September 2007, 2006 and 2005)

2.2.2 Type of Ships

The three pie charts below show the type of ships involved in actual and attempted incidents for the three reporting periods.

During the period January-September 2007, tankers appeared to be most commonly targeted compared to other ships. Please see Chart 2 below. Thirty-three out of 77 (43%) incidents involving tankers occurred when the vessels were at anchor.

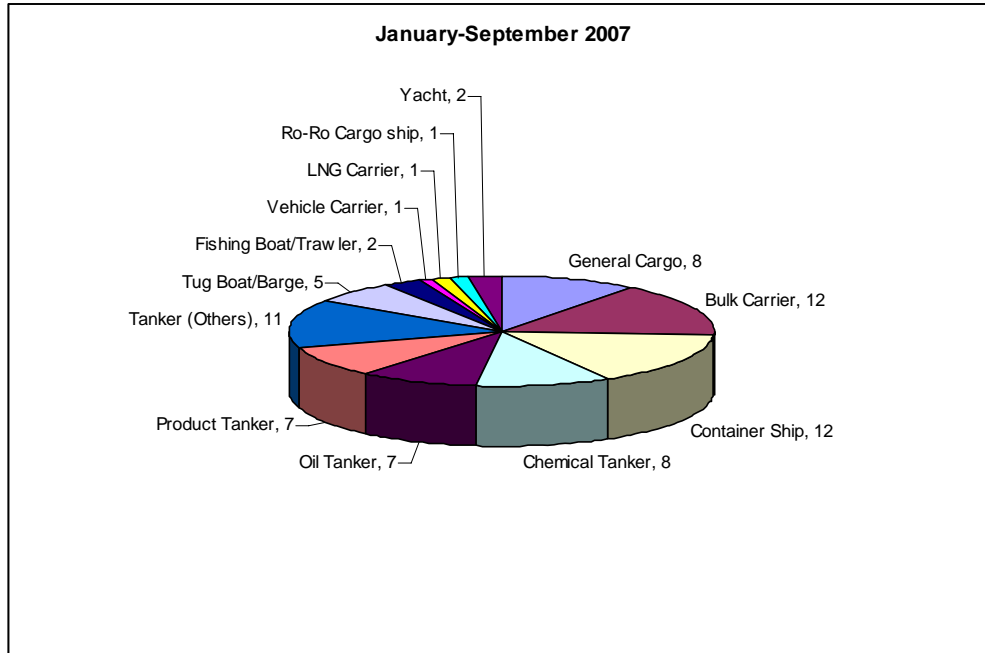


Chart 2 – Type of ships involved in reported incidents (January-September 2007)

Between January 2006 and September 2006, bulk carriers appeared to be more commonly targeted than the other ships. Please see Chart 3 below. Thirteen out of the 30 (43%) reported incidents involving bulk carriers occurred at anchorages in the port of Chittagong in Bangladesh. Bulk carriers were also notably involved in incidents that occurred in the East Kalimantan region, the Gelasa Strait and the Straits of Malacca and Singapore.

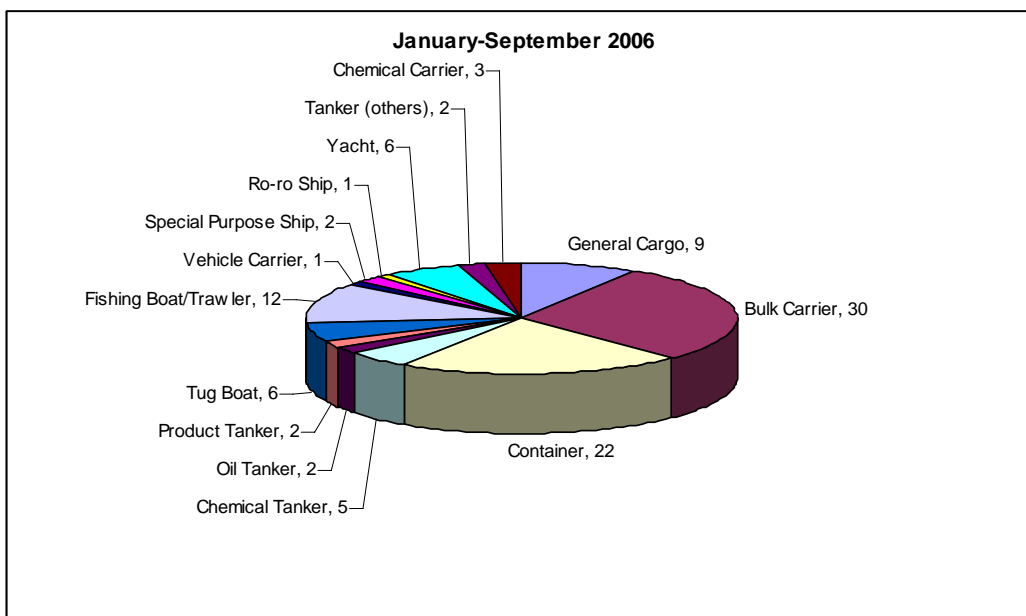


Chart 3 – Type of ships involved in reported incidents (January-September 2006)

Between January 2005 and June 2005, bulk carriers appeared to be targeted more frequently than the other ships. Chart 4 shows the type of ships involved in incidents reported in the period January - June 2005. Of the 42 incidents involving bulk carriers, 17 occurred in the Makassar Strait and the region between Pulau Laut and Balikpapan in East Kalimantan. The ports in these areas generally handle bulk cargo.

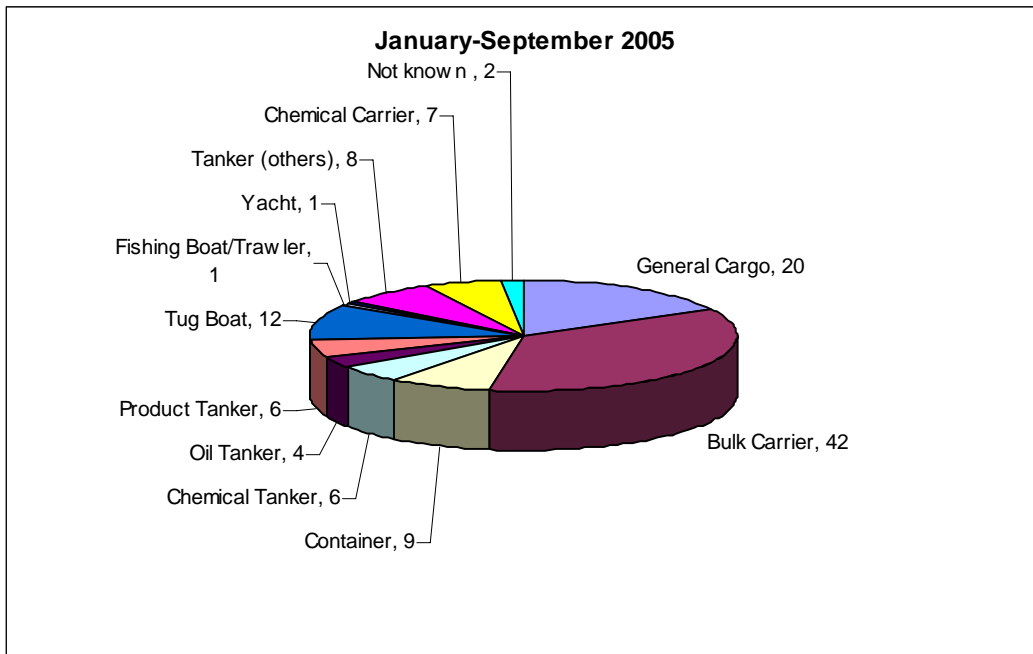


Chart 4 – Type of ships involved in reported incidents (January-September 2005)

2.2.3 Status of Ships

Chart 5 below shows the status of ships at the time of actual incidents. There has been an increase in the number of incidents against ships at anchor between January 2007 and September 2007 compared to the same period in 2006 and 2005. Between January 2007 and September 2007, 73% of the total reported incidents occurred while ships were at anchor compared to 58% and 62% during the same period in 2006 and 2005 respectively. These incidents were usually less significant cases of petty theft (i.e. Category 3 incidents).

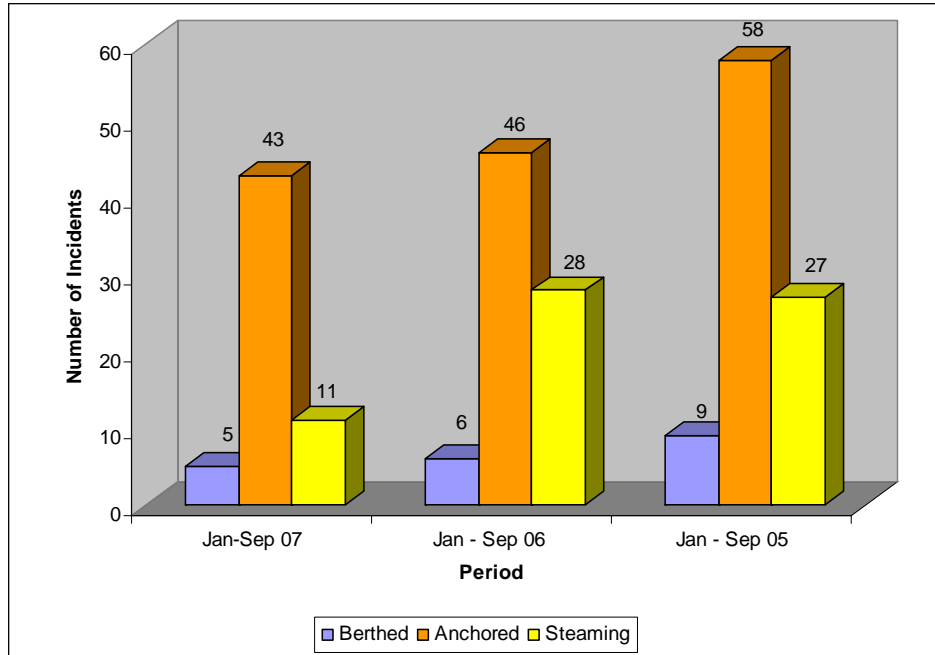


Chart 5 – Status of ships at the time of incidents (January-September 2007, 2006 and 2005)

Of the 48 incidents involving ships that were anchored or berthed between January 2007 and September 2007, 41 were Category 3 incidents, 6 were Category 2 incidents and 1 was an uncategorised incident. The chart below shows the status of ship at the time of the incidents and the significance level of the incidents.

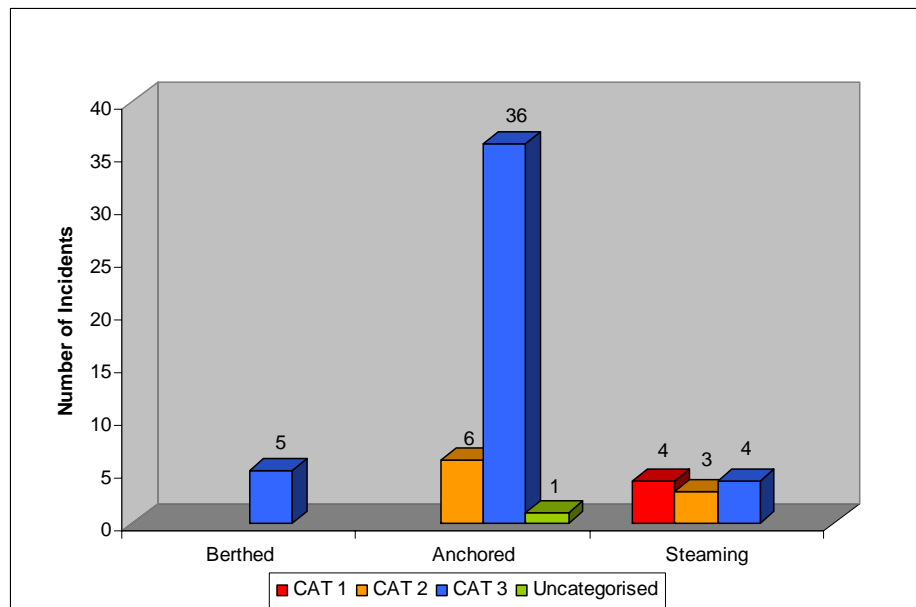


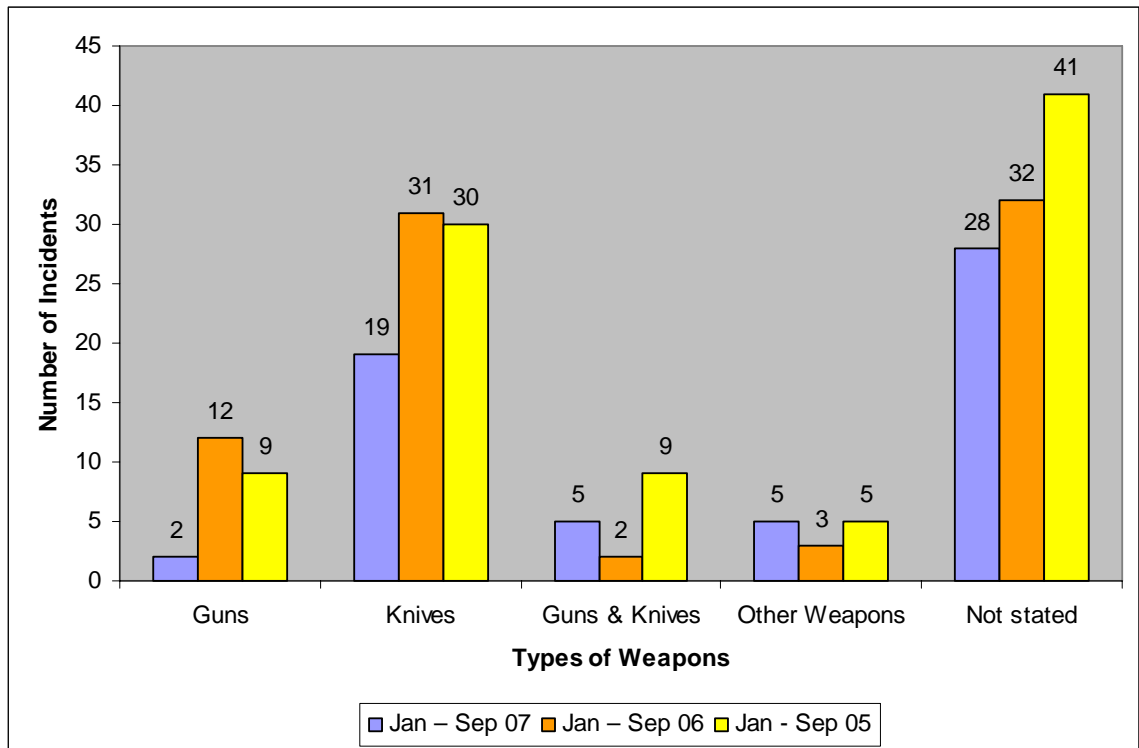
Chart 6 – Status of ships and the significance level at the time of incidents (January-September 2007)

However, incidents involving ships that were under way (steaming) were generally Category 1 or Category 2 incidents. Between January and September 2007, seven of the 11 incidents involving ships that were under way were either Category 1 or Category 2 incidents. For the period in 2006, 18 of 27 incidents were either Category 1 or Category 2 incidents, and during the period January - September 2005, 21 of 28 incidents were either Category 1 or Category 2 incidents.

2.3 Analysis of Violence Factor

2.3.1 Weapons Used

The chart below shows the type of weapons used by robbers in actual incidents. Robbers were most commonly armed with knives in all three reporting periods. The use of guns by robbers appeared to be most prevalent during January-September 2006 and January-September 2005 compared to the same period in 2007.



**Chart 7 – Types of weapons used in actual incidents
(January-September 2007, 2006 and 2005)**

2.3.2 Treatment of Crew

The chart below shows the treatment of crew in actual incidents of piracy and armed robbery. Between January 2007 and September 2007, there were two incidents of kidnap, both of which were Category 1 incidents. There were also two incidents where crew members were thrown overboard, one of which was a Category 1 incident and the other a Category 2 incident. During the same period, there was one incident in which the crew member remained missing, and this incident has been classified as uncategorized until further details are established. Notably, only one incident reported during the period January – September 2007 involved crew members being held for hostage or assaulted, compared to 18 out of the 80 incidents reported during the same period in 2006. In 2005, this occurred in 13 out of the 94 incidents.

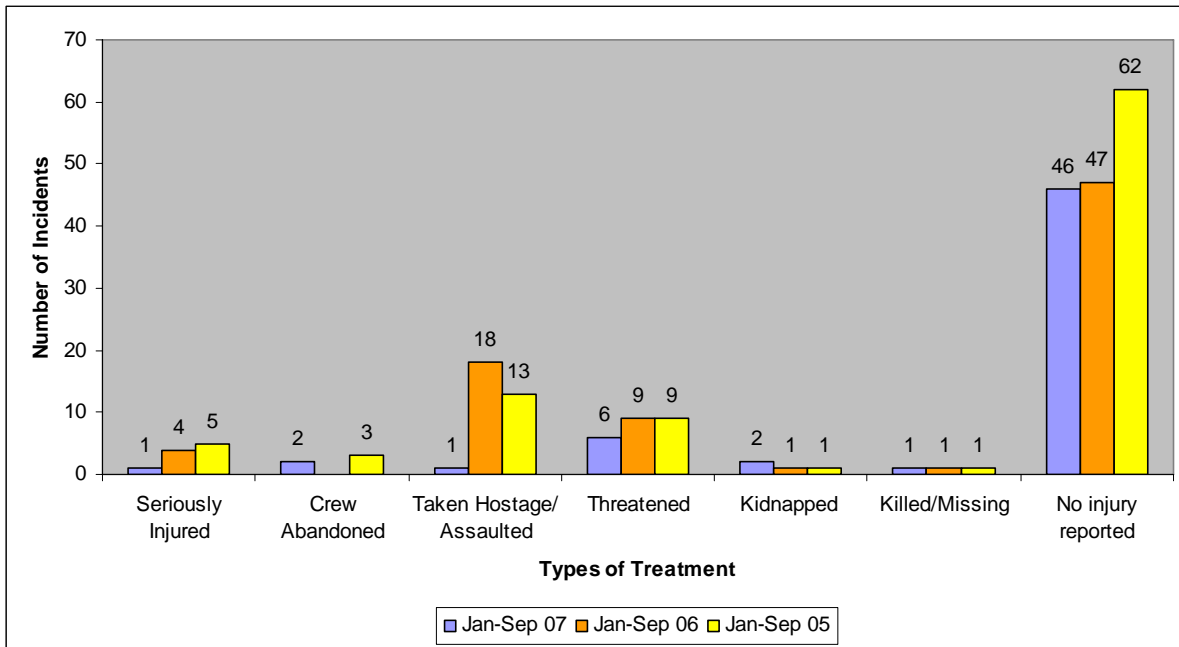


Chart 8 – Treatment of crew in actual incidents (January-September 2007, 2006 and 2005)

2.3.3 Number of Robbers/Pirates

The chart below shows the reported number of pirates/robbers involved in actual incidents between January 2007 and September of 2007, 2006 and 2005. More than half of the reported incidents for the three reporting periods involved robbers operating in groups of between 1 and 6.

Between January 2007 and September 2007, groups of more than 9 robbers were reportedly involved in six incidents. Of these six incidents, four involved ships that were under way (steaming). These incidents occurred at approximately the following locations:

- 30nm east of Pulau Bintan, Indonesia (involving the *Ai Maru* on 16 March 2007);
- 2.5nm east of Tanjung Punggai, Malaysia (involving the *Majullah Jasmine* on 21 April 2007), and
- the Straits of Malacca and Singapore (involving a tug towing a barge loaded with steel billets on 13 August 2007 and another incident involving the *MV Kraton* on 22 September 2007).

Between January 2006 and June 2006, six out of the eleven reported incidents involving groups of more than 9 robbers occurred at the port of Chittagong, Bangladesh. For the same period in 2005, four out of five incidents occurred at this port.

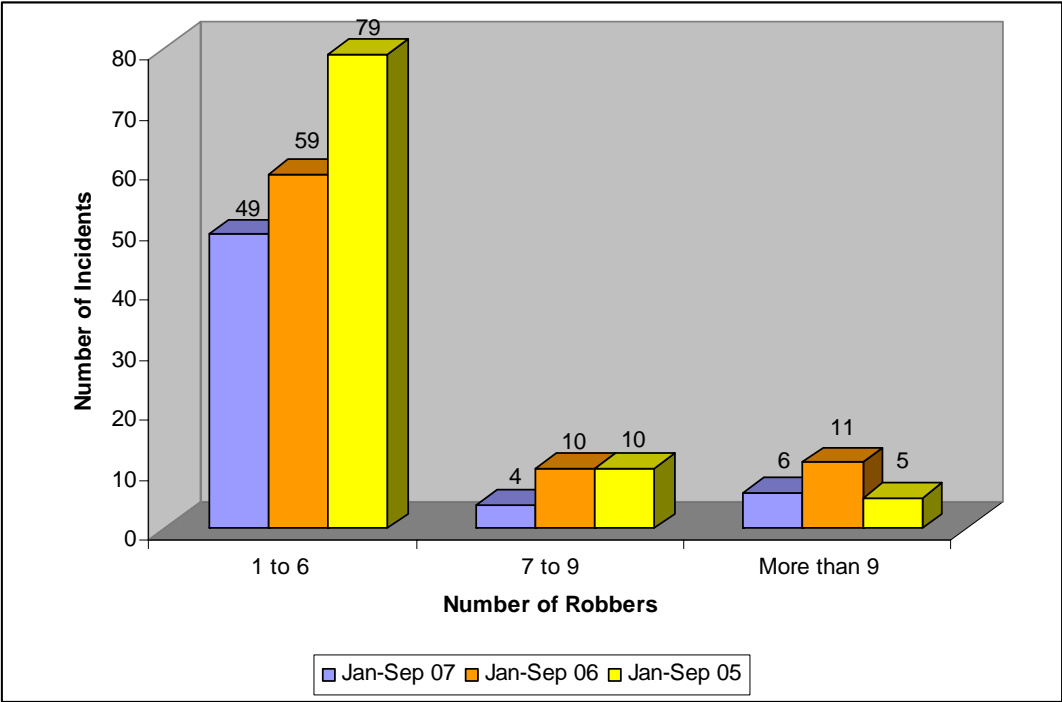
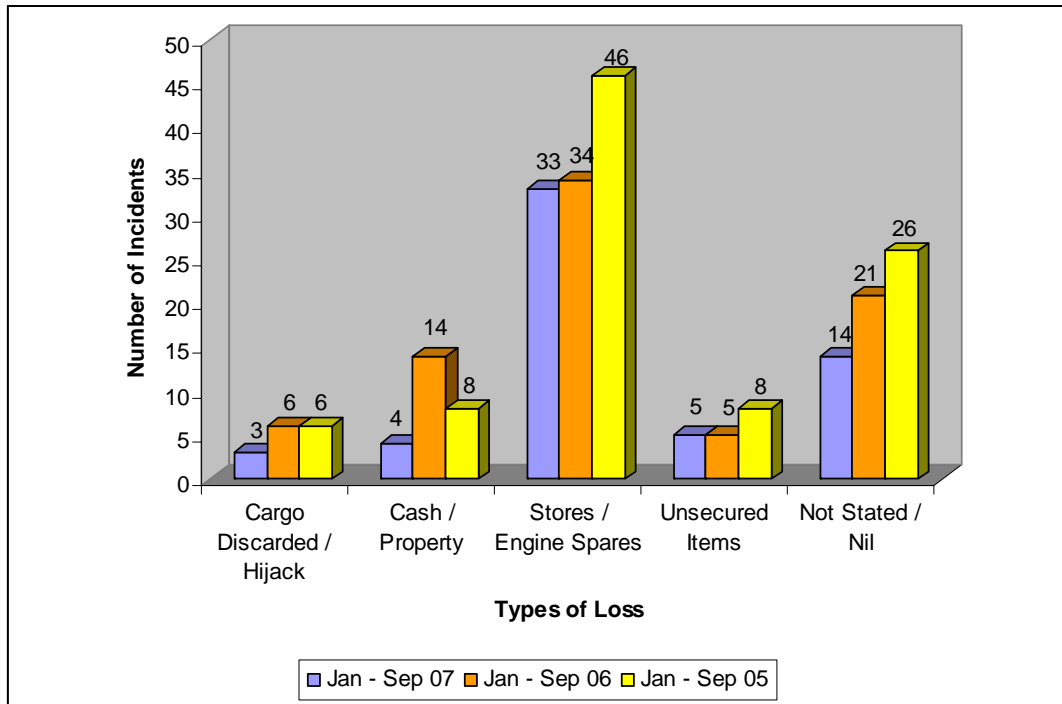


Chart 9 – Number of robbers/pirates involved in actual incidents (January-September 2007, 2006 and 2005)

2.4 Analysis of Economic Factor

In the first three quarters of 2007, 2006 and 2005, about half of the reported incidents involved theft of ship stores and engine spares. Notably, the number of hijackings and/or incidents involving discharging of cargo has dropped by 50% during the period January - September 2007 compared to the same period in 2006 and 2005. Please see chart 10 below.



**Chart 10 – Reported economic loss in actual incidents
(January-September 2007, 2006 and 2005)**

Part 3 - Details of Selected Incidents

3.1 Incident onboard *the Kourion* on 9 September 2007 at Balongan Anchorage

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



3.1.1 On 9 September 2007 at about 0030hrs, two robbers boarded the *Kourion* while it anchored at 06° 15.43'S, 108° 27.23'E in the anchorage of Balongan. Please refer to the map below. The robbers boarded the tanker from a boat and broke into the store to steal the ship's property.

3.1.2 While the robbers were in the ship's store, the boat which was used by the robbers to board the tanker drifted away with the current due to a failure of its engine. The ship crew members raised the alarm and confronted the robbers. In an attempt to escape, the two robbers jumped overboard but were unable to board their boat which had drifted away. One robber held onto the ballast overboard discharge on the starboard side of the tanker while the other robber drifted away with the current. The crew members gathered on deck and rescued the robber who was holding onto the ballast.

3.1.3 The Indonesian authorities were informed of the incident. They boarded the ship for investigation and arrested the robber who was rescued by the crew members. The authorities managed to locate the boat that was adrift but were unable to find the second robber. There were no injuries sustained by the crew members and no items were stolen.



Approximate location of the incident

Past Incidents involving the *Kourion* since January 2007

3.1.4 The *Kourion* was involved in two separate incidents since January 2007. The first incident occurred at the port of Dumai on 22 March 2007, and the second, at the anchorage of the Balongan Terminal on 19 January 2007.

3.1.5 In the incident at the port of Dumai, it was reported that three robbers who were armed with knives boarded the tanker and entered the accommodation. When the boarding was discovered, the master of the tanker raised the alarm, made an announcement over the public address system and mustered the crew members. The robbers jumped off the tanker from the port quarter, and fled in their speedboat. A search of the ship was conducted and no items were found missing. The master of the ship reported the incident to the local agent, harbour master and port security officer. The company security officer subsequently reported the incident to the Singapore authorities.

3.1.6 In the incident at the Balongan Terminal on 19 January 2007, 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, before leaving through the engine room door that led to the poop deck. The master raised the emergency alarm and made an announcement over the public address system.

Past Incidents Reported at Anchorage of Balongan since January 2007

3.1.7 Since January 2007, a total of five incidents of armed robbery were reported at the anchorage of Balongan. Of the five incidents, three were actual incidents and two were attempted incidents. The three actual incidents were cases of petty theft (i.e. Category 3 incidents).

Observation

3.1.8 The ISC commends the precautionary measures taken by the shipmaster and crew members of the *Kourion* in maintaining watch and vigilance and their quick response in reporting the incident to the relevant authorities¹.

¹ World Tankers Management Pte Ltd

3.2 Hijacking of the *MV Kraton* on 22 September 2007

Type of Ship : Tanker
Flag of Ship : Indonesia
IMO Number : **7629518**
GT : 1,173



Picture with courtesy of Indonesian authorities

3.2.1 On 22 September 2007 at 1315 hrs, the *MV Kraton* departed from the port of Palembang, Sumatra, with 17 crew members and a cargo of crude vegetable oil onboard. The Indonesian-registered tanker was heading towards the port of Cilacap, Indonesia.

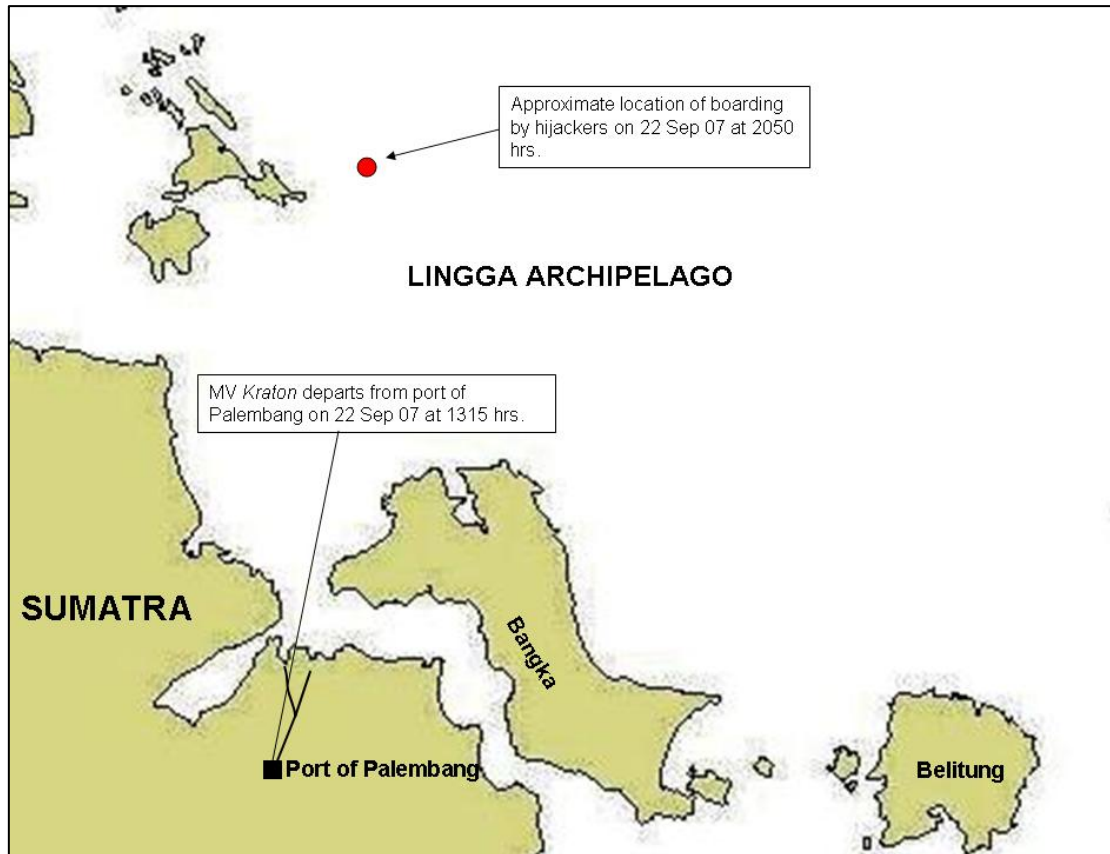
3.2.2 At about 1950 hrs, the ship was at 00° 03.6'S, 105° 16.2'E, approximately 40nm south-east of Bintan Island, when the shipmaster spotted a suspicious speedboat approaching the tanker. Please refer to the map below. He immediately raised the alarm to muster the crew members and turned on the ship's flood lights. However, the speedboat closed in on the port side of the ship, and two hijackers armed with pistols boarded the ship. They were followed by another 12 accomplices. The intruders were armed with four pistols, one grenade, seven *parangs* and three daggers².

3.2.3 The shipmaster activated the ship's security alarm system (SSAS) and informed the pilot station at Tanjung Buyot, Palembang of the boarding. The hijackers assaulted the shipmaster and threatened him with a pistol. He was instructed to turn off the alarm, obey their instructions and hand over the command of the ship.

3.2.4 The authorities at the Tanjung Buyot pilot station, in turn, relayed the information to the relevant authorities of the three littoral states, including the Singapore Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The Singapore POCC broadcasted the incident through the NAVTEX and SAFETYNET and requested ships in the vicinity to keep a lookout for the *MV Kraton*.

3.2.5 The Jakarta-based shipowner, PT Tarunaciptak Kencana, continued to track the ship through the ship tracking system and updated the authorities on the location of the ship. The tracking revealed that the ship sailed at a speed of 8.8 knots on a course of 012, and was headed towards Singapore or Malaysia. Please refer to the map below.

² *Berita Nasional*, Batam, 25 September 2007, at <http://beritanasional.blogspot.com/2007/09/tni-al-bekuk-belasan-perompak.html>.



Location of incident involving the MV Kraton

3.2.6 In response to the incident, the Indonesian Navy reportedly dispatched six warships that were patrolling in the area and an aircraft to locate the vessel. Surveillance of the areas through which the ship was suspected to pass through was conducted³.

3.2.7 At about 0950hrs on 24 September 2007, the authorities spotted the ship approximately 2nm off Tanjung Ayam. Please see map below. The hijackers reportedly changed the name of the ship from *Kraton* to *Ratu* while on passage towards Malaysia using paint that was of a similar colour to the ship to disguise the act. The Indonesian Navy undertook an operation involving 20 officers to rescue the crew members and detain the ship. When confronted by the Indonesian Navy, the group of the hijackers gave up without any resistance. All 17 crew members were rescued⁴.

³ *ibid.*

⁴ Antara News, 30 September 2007, at <http://www.antara.co.id/arc/2007/9/30/dua-warga-singapura-terlibat-pembajakan-tanker-kraton-di-batam/>

Post-Investigation Information

3.2.8 It was reported that the hijacking was planned before the ship departed from the port of Palembang. The group of hijackers planned to deliver the ship to some location in Malaysia based on instructions given via a satellite phone from supposedly buyers interested in the cargo. The plan also included flight arrangements for the 14 hijackers to return to Palembang from Batam after the hijacking operation⁵.

3.2.9 The Commander of the Indonesian Navy's Western Sea Security Group (Guskamlabar), First Admiral Denny Novendy reportedly said that one of the 14 hijackers resembled a former member of the Indonesian Armed Forces who had deserted the military sometime between 1995 and 1996.

3.2.10 It was also reported that one of the hijackers confessed that the group was taking instructions from a person in Palembang. The hijacking was also allegedly planned by this person from Palembang who tasked the group to take over the ship if the attempt to hijack the *MV Kraton* was successful.

3.2.11 Another person was also arrested by the Indonesian authorities from a company called "Prosperous Oceans" located in Jodoh, Batam. This person was reported to have planned the hijacking and provided a satellite handphone to the hijackers⁶.

Observations

3.2.12 The ISC notes the response by the Indonesian Navy and their coordination with the Malaysian authorities in the conduct of the rescue operation, and the importance of information-sharing among the three littoral states in responding to the incident.

3.2.13 The incident highlights the importance of having a ship security plan which crew members are familiar with. The effort of the ship owner to monitor the location of the ship through the ship tracking system was also commendable, and was clearly an important factor that led to the rescue of the crew members.

⁵ *ibid.*

⁶ *ibid.*

3.3 Incident Involving the MV *Bay Bridge* at International Container Terminal at the port of Manila

Name of Ship : MV *Bay Bridge*
Type of Ship : Container Ship
Flag of Ship : Liberia
IMO Number : 8413203
GT : 34,461



3.3.1 The ReCAAP Focal Point (Philippines) informed the ReCAAP ISC that the Liberian-registered container ship was boarded on 26 September 2007 while it was anchored at approximately 14° 36.4' N, 120° 52.05' E at International Container Terminal at the port of Manila, the Philippines. Please refer to the map.

3.3.2 On 26 September between 0230hrs and 0830 hrs, an unknown number of robbers boarded the ship from the starboard side of the ship using a line and a grapple hook. The robbers reportedly destroyed the lock to the store at the forecastle, and stole three bottles of oxygen breathing apparatus, a fireman's outfit and a 6-person life-raft.

3.3.3 The shipmaster reported the incident to the Philippines Coast Guard (PCG) who conducted an investigation of the incident and advised the vessel to take precautionary measures.



Approximate location of the incident

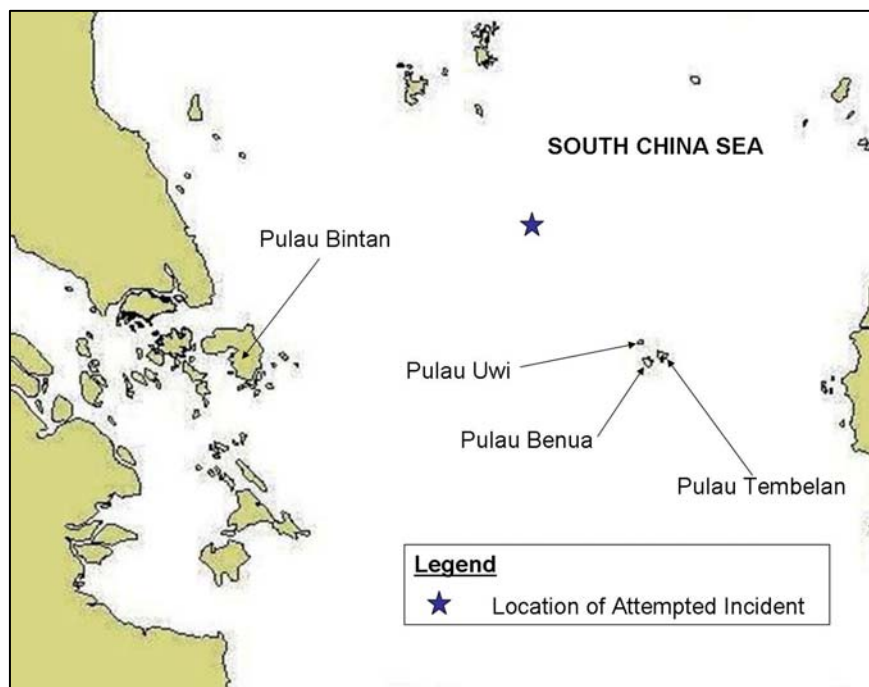
Observation

3.3.3 The ReCAAP ISC advises ship masters to maintain anti-piracy watches and remain vigilant during the hours of darkness when their ship was at anchor or berth.

3.4 Attempted Incident involving the *Dilan* in the South China Sea

3.4.1 The ReCAAP Focal Point (Singapore) informed the ReCAAP ISC of an incident involving a yacht that occurred on 9 September 2007. At 1145hrs, the *Dilan* was at 01° 54.1' N, 106° 31.49' E, approximately 80nm north-west of Pulau Uwi, South China Sea when two speedboats with an unknown number of men onboard appeared to have been trailing her at close proximity. Suspicious of their intentions, the yacht broadcasted the information of the suspicious speedboats on her VHF radio.

3.4.2 The ship master of a container ship, the *Hub Trader*, received the report over his VHF radio and relayed the information to the Singapore Port Operations Control Centre (POCC). The Singapore Port Operation Control Centre, which is also the ReCAAP Focal Point (Singapore), immediately informed the Maritime Rescue and Co-ordination Centre (MRCC) of Jakarta and made navigational broadcasts on the NAVTEX and SAFETYNET system. The attempted attack was aborted.



Approximate Location of the Incident

Observation

3.4.3 The alertness and quick reaction by the captain of the yacht to broadcast the attempt made by the speedboats over the VHF radio are commendable.

Part 4 - Observations for January-September 2007

4.1 Compared to the period January - September 2005, the number of reported incidents of armed robbery and piracy against ships in the Asian region for the period January - September 2007 has decreased by 35% (from 118 to 77). Overall, the following observations can be made regarding incidents which occurred for the period January - September 2007, compared to the same period in 2006 and 2005:

- a. The number of Category 1 incidents reported during the period January-September 2007 has increased compared to the period January-September 2006.
- b. With the exception of Category 1 incidents, there has been a decrease in the number of Category 2 incidents and Category 3 incidents.
- c. Tankers appear to have been targeted on more occasions than other type of ships between January 2007 and September 2007.
- d. A large proportion of incidents reported in the period January - September 2007, 2006 and 2005 occurred while ships were at anchor, and during the hours of darkness.
- e. Incidents occurred while ships were at anchor were usually less significant cases of petty theft (i.e. Category 3 incident). However, incidents involving ships that were under way (steaming) were likely to be Category 1 or Category 2 incidents.
- f. Robbers were most commonly armed with knives during incidents in all three reporting periods.
- g. More than half of all reported incidents involved robbers operating in groups of 1 and 6.

DETAILS OF INCIDENTS IN SEPTEMBER 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> Crude Oil Tanker Singapore 8413514 50,049	09/09/07 0030 hrs	Balongan Anchorage 06° 15.43' S 108° 27.23' E	Anchored	Two robbers boarded tanker that was anchored in the anchorage of Balongan. The robbers boarded the tanker from a boat, and broke into the store to steal some of the ship's property. While the robbers were in the ship's store, the boat which was used by the robbers to board the tanker drifted away with the current due to the failure of its engine. This prevented the robbers from fleeing with the ship's property. The ship crew members raised the alarm and confronted the robbers. In an attempt to escape, the two robbers jumped overboard but were unable to board their boat which had drifted away. One robber held onto the ballast	Nothing was stolen.	ICC-IMB PRC World Tankers Management Pte Ltd	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)
					<p>overboard discharge on the starboard side of the tanker. The crew members gathered on deck and rescued the robber who was holding onto the ballast.</p> <p>The Indonesian authorities were informed of the incident. They boarded the ship for investigation and arrested the robber who was rescued by the crew members. The authorities managed to locate the boat that was adrift but unable to find the second robber. There were no injuries sustained by the crew members and no items were stolen.</p>			
2.	<i>Kraton</i> Tanker Indonesia 7629518	22/09/07 1950 hrs	Approximately 40nm southeast of Bintan Island 00° 03.6'S, 105° 16.2'E,	Steaming	The <i>MV Kraton</i> departed from the port of Palembang, Sumatra, with 17 crew members and a cargo of crude vegetable oil onboard. The Indonesian-registered tanker was heading towards the port of Cilacap, Indonesia.	No injuries of crew members	ReCAAP Focal Point (Singapore) Indonesian authorities Antara News Berita	CAT 1

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
					<p>At about 1950hrs, the ship was at approximately 40nm southeast of Bintan Island when the ship master spotted a suspicious speedboat approaching them. He immediately raised the alarm, mustered the crew and turned on the ship's flood lights. However, the speedboat had closed in on the port side of the ship, and two men armed with pistols boarded the ship. They were followed by another 12 accomplices. The intruders were armed with four pistols, one grenade, seven <i>parangs</i> and three daggers.</p> <p>The ship master activated the ship security alarm ship (SSAS) and contacted the pilot station at Tanjung Buyot, Palembang. The men assaulted the shipmaster, and threatened him with a pistol. He was instructed to turn off the alarm, obey their instructions and</p>		Nasional, Batam	

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
					<p>hand over command of the ship.</p> <p>The authorities at the Tanjung Buyot pilot station, in turn, relayed the information to the relevant authorities of the three littoral states, including the Singapore Port Operations Control Centre (POCC). The POCC, which is also the ReCAAP Focal Point (Singapore), broadcasted the incident through the NAVTEX and SAFETYNET and requested ships in the vicinity to keep a lookout for the <i>MV Kraton</i>. ReCAAP Focal Point (Singapore) also sent a report to the ReCAAP ISC and all other ReCAAP Focal Points informing them of the incident.</p>			
3.	<i>Dubai Crown</i> Bulk Carrier 9326378 30738	23/09/07	Port of Chittagong	Anchored	The crew member whilst carrying out anti piracy rounds on the bulk carrier found the forecandle store, door and lock	Ship stores missing.	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)
					broken. Some stores were found missing.			
4.	MV <i>Bay Bridge</i> Container ship Liberia 8413203 34,461	26/09/07 Between 0236hrs and 0830 hrs	Vic North Harbour Anchorage, Manila, Philippines 14° 36.4' N 120° 52.05' E	Anchored	An unknown number of robbers boarded the ship from the starboard side of the ship using a grapple hook. The robbers reportedly destroyed the lock to the store at the forecastle, and stole three bottles of oxygen breathing apparatus, a fireman's outfit and a 6-person life-raft. The shipmaster reported the incident to the Philippines Coast Guard (PCG) who conducted an investigation of the incident and advised the vessel to take precautionary measures.	Three bottles of oxygen breathing apparatus, a fireman's outfit and a 6-person life-raft were missing.	ReCAAP Focal Point (Philippines)	CAT 3

Attempted Incident

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>Dilian</i> Yacht	09/09/07 1145 hrs	Approximately 80nm northwest of Pulau Uwi, South China Sea 01° 54.1' N, 106° 31.49' E	Sailing	<p>Two speedboats with an unknown number of men onboard appeared to trail the yacht at close proximity. Suspicious of their intentions, the yacht broadcasted the information on the suspicious speedboats on her VHF radio.</p> <p>The master of a container ship, the <i>Hub Trader</i>, received the report over his VHF radio and relayed the information to the Singapore Port Operations Control Centre (POCC). The Singapore Port Operation Control Centre, which is also the ReCAAP Focal Point (Singapore), immediately informed the Maritime Rescue and Co-ordination Centre (MRCC) of Jakarta and made navigational broadcasts on the NAVTEX and SAFETYNET system. The attempted attack was aborted.</p>	ReCAAP Focal Point (Singapore)