



Report for April 2008

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Executive Summary

A total of 14 incidents of armed robbery against ships were reported in Asia in April 2008. Of these, 12 were actual incidents and two were attempted incidents. Of the 14 incidents, eight occurred in the Southeast Asian region and six in South Asian region. The details of the incidents are described in the Annex. Part 3 of this report features four incidents in greater detail.

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 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.

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.

1.4 Note on Maps Used to Depict Location of Incidents

The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.

Part 2 - Report for April 2008

2.1 Number and Significance of Incidents

2.1.1 A total of 14 incidents of armed robbery against ships were reported in April 2008. Of these, 12 were actual incidents and two were attempted incidents. This is the highest total number of incidents reported in 2008 compared to the first three months of 2008. There was an increase in the number of actual incidents reported in April 2008 compared to April 2007. However, the number of attempted incidents in April 2008 has decreased by half compared to April 2007. Please see *Table 1* below.

	April 2008	April 2007
Actual	12	7
Attempted	2	4
Total	14	11

Table 1 – Actual and attempted incidents during April 2008 and April 2007

2.1.2 Of the 12 actual incidents reported in April 2008, nine were Category 3 incidents and three were Category 2 incidents. In April 2007, there were five Category 3 incidents, one Category 2 incident and one Category 1 incident. Compared to April 2007, there was an increase in the number of Category 3 incidents and Category 2 incidents in April 2008. There was no Category 1 incident reported in April 2008. Please see *Table 2* below.

Significance Level	April 2008	April 2007
Category 3 (Less Significant)	9	5
Category 2 (Moderately Significant)	3	1
Category 1 (Very Significant)	0	1
Total	12	7

Table 2 – Significance level of incidents during April 2008 and April 2007

2.1.3 Figure 1 shows the number of actual and attempted incidents reported between April 2007 and April 2008. During this period, total activity was the highest in April 2008, and lowest in December 2007. The ISC will continue to monitor and analyse the total activity pattern.

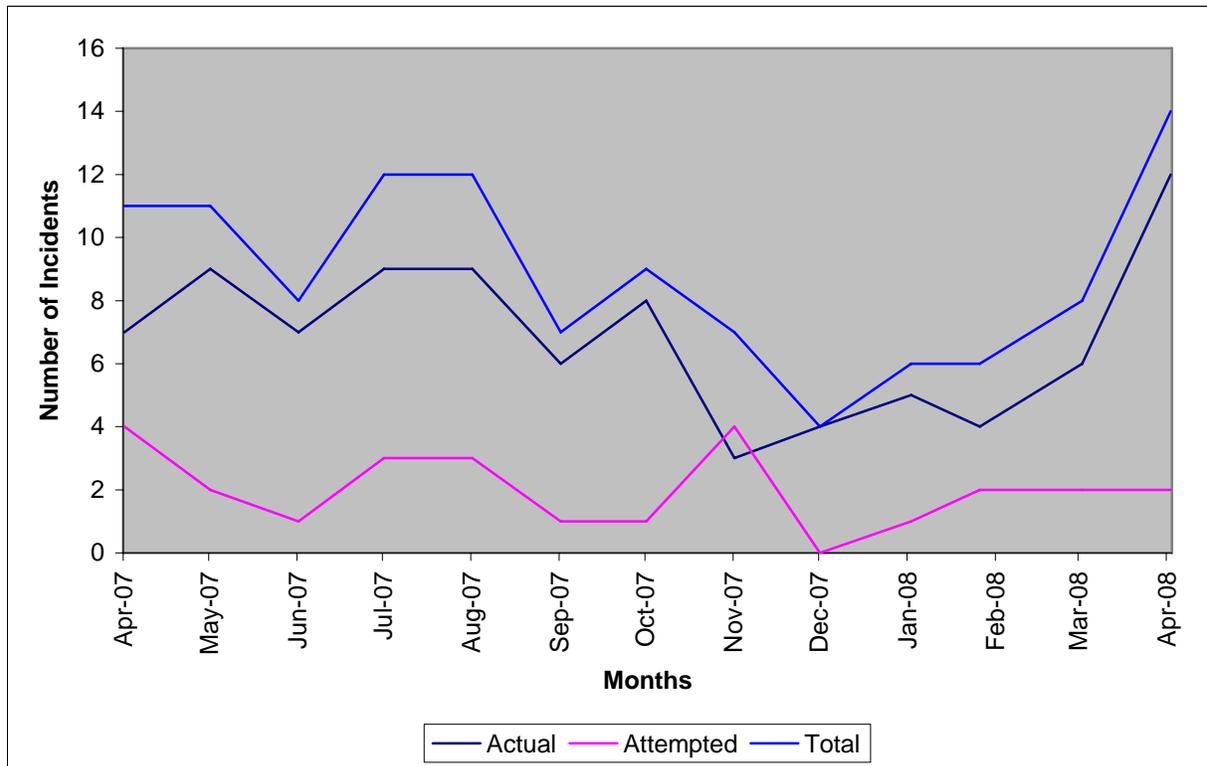


Figure 1 – Number of incidents from April 2007 to April 2008

2.2 Analysis of Incidents in April 2008

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents in April 2008 and April 2007. There was an increase in the number of incidents reported in the South Asian region in April 2008 compared to April 2007. Notably, there were four incidents (three actual and one attempted) reported in the port of Chittagong, Bangladesh in April 2008 compared to none reported in April 2007. In Southeast Asia region, there was a slight decrease in the number of incidents reported in April 2008 compared to April 2007.

	April 2008		April 2007	
	Actual	Attempted	Actual	Attempted
Bangladesh	3	1		
India	1	1	1	1
Indonesia	4		3	3
Malaysia	1		2	
Philippines	1			
Thailand			1	
Viet Nam	1			
South China Sea	1			
Total	12	2	7	4

Table 3 – Location of incidents during April 2008 and April 2007

2.2.2 **Weapons Used.** Table 4 shows the weapons used by robbers during actual incidents reported in April 2008 and April 2007. No substantive conclusion can be drawn from comparing the weapons used by robbers during the two reporting periods.

Period	Guns	Knives	Guns & Knives	Other weapons	Not stated/Nil
April 2008	1	5	1	1	4
April 2007	2	3	1	1	4

Table 4 – Weapons used in incidents during April 2008 and April 2007

2.2.3 **Types of Ships Targeted.** Table 5 below shows that tankers were more frequently involved in incidents in April 2008 and April 2007 than other types of ship. Five out of 14 incidents reported in April 2008 involved tankers. In April 2007, seven out of 11 incidents reported involved tankers.

Type of Ship	April 2008	April 2007
Container	4	
General cargo	2	1
Bulk carrier	1	1
Oil tanker	1	1
LPG tanker	1	1
Chemical tanker	2	1
Product tanker	1	
Tanker (unspecified)		4
Tugboat & barge	1	1
Fishing boat/trawler		1
Research/survey vessel	1	
Total	14	11

Table 5 – Types of ships involved in incidents during April 2008 and April 2007

2.2.4 **Status of Ships.** Of the 12 actual incidents reported in April 2008, three involved ships that were steaming, eight involved ships that were anchored and one involved ship that was berthed. Of the three incidents involving ships that were steaming, two were Category 2 incidents and one was a Category 3 incident. In April 2007, of the three incidents involving ships that were steaming, one was a Category 1 incident, one was a Category 2 incident and one was a Category 3 incident. The ISC notes that majority of the incidents involving ships that were steaming were either Category 2 or Category 1 incidents.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
April 2008	1	8	3		2	
April 2007		4	3		3	1

Table 6 – Status of ships during incidents in April 2008 and April 2007

2.2.5 **Time of Incidents.** Table 7 shows the local time of actual and attempted incidents in April 2008 and April 2007. In April 2008, 13 out of the 14 reported incidents occurred between 1800hrs to 0559hrs. This is comparable to April 2007 when eight out of the 11 reported incidents occurred during the same period. This is expected since ships remain most vulnerable during hours of darkness.

	1800 hrs to 2359 hrs	2400 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs
April 2008	4	9		1
April 2007	3	5	1	2

Table 7 – Local time of incidents during April 2008 and April 2007

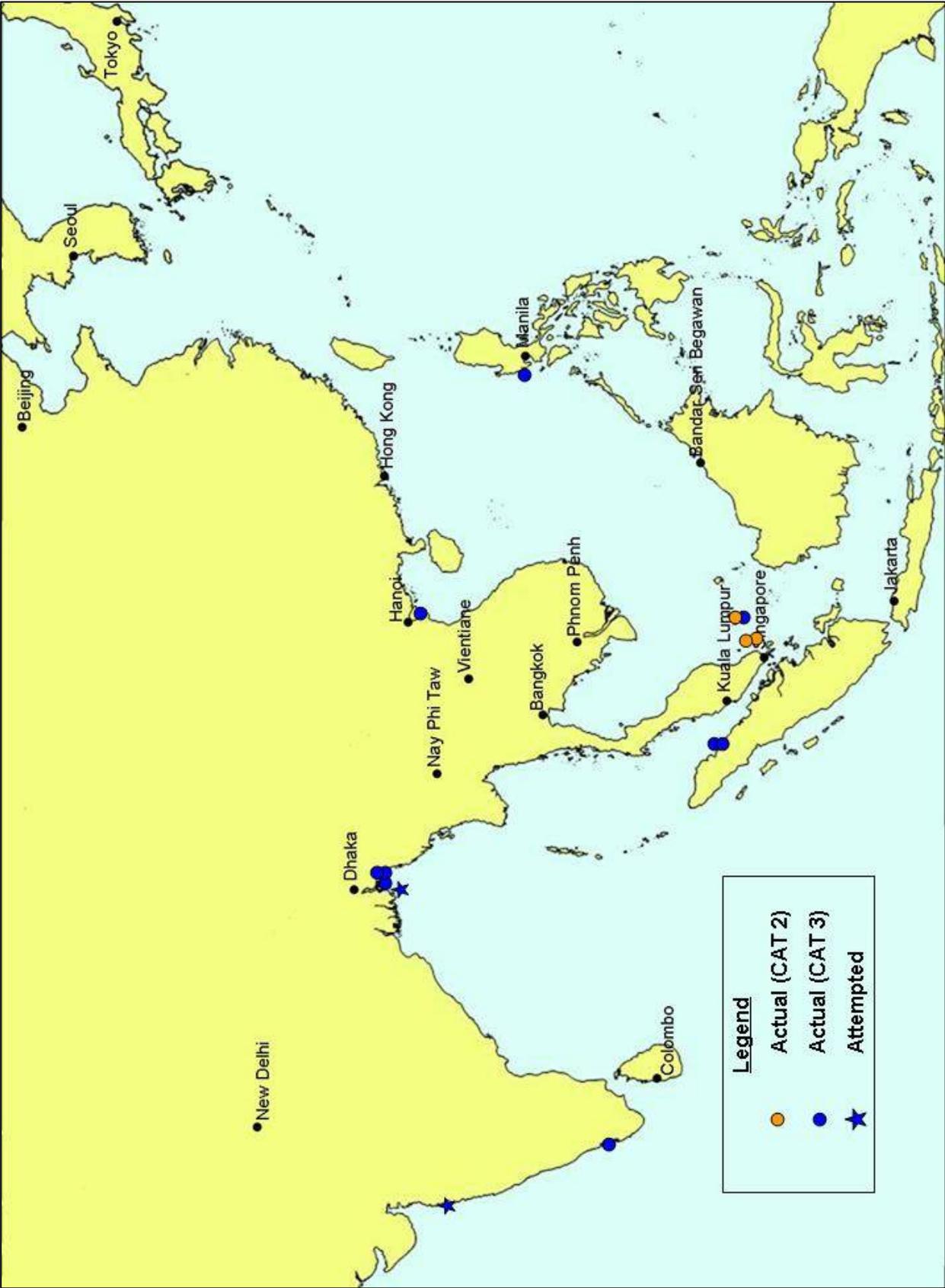


Figure 1 : Location of All Incidents in April 2008

Part 3 - Details of Selected Incidents

3.1 Armed Robbery on board the *MT Sampurna Swarajya*

Name of Ship : *MT Sampurna Swarajya*
Type of Ship : Product tanker
Flag of Ship : India
IMO Number : 9176656
GT : 21,827

3.1.1 The ReCAAP Focal Point (India) reported to the ReCAAP ISC an incident on board the *MT Sampurna Swarajya* on 5 April 2008. The tanker was anchored at the port of Kochi at approximately 09° 57.10'N, 076° 04.8'E. Please see map below. At 0330 hrs on 5 April 2008, six robbers armed with knives boarded the tanker at the forecastle using hooks and ropes.



Approximate location of incident

3.1.2 A crew on watch spotted the robbers on board the tanker, and raised the alarm. The ReCAAP Focal Point (India) reported that the robbers ran and jumped into their boat. They fled with one mooring rope about 210m long. The ship master reported the incident to the port authority of Kochi. The ReCAAP ISC classifies this incident as a Category 3 (less significant) incident.

3.1.3 An Indian Coast Guard (ICG) patrol vessel was dispatched to the location of the incident to investigate. The initial investigation revealed that there were many fishing boats operating in the vicinity at the time of the incident. The ship master and crew were not able to identify the fishing boat used by the robbers due to poor visibility at the time of the incident.

Observation

3.1.4 The modus operandi of the incident was that of robbers coming alongside the ship in a fishing boat under the cover of darkness. They mingled with other fishing boats operating in the vicinity to avoid detection and being identified.

Recommendation

3.1.5 Ship masters are advised to maintain vigilance and strengthen watch keeping particularly during hours of darkness when their ships are at anchor, and in areas where there is heavy concentration of fishing boats.

3.2 Armed Robbery on board the *MV UBT Bay*

Name of Ship : *MV UBT Bay*
Type of Ship : Chemical tanker
Flag of Ship : Singapore
IMO Number : 9417476
GT : 6,149

3.2.1 The ReCAAP Focal Point (Singapore) and Thome Ship Management Pte Ltd reported to the ReCAAP ISC an incident on board the chemical tanker, the *MV UBT Bay* on 17 April 2008. At about 0155hrs on 17 April 2008, the tanker was anchored at approximately 03° 56.31'N, 098° 46.14'E at the port of Belawan, Indonesia while waiting for berth to load cargo of palm oil. Four robbers armed with knives boarded the tanker from a small boat. Please see the approximate location of the incident below.



Approximate location of Incident

3.2.2 An Ordinary Seaman (O/S) on anti piracy watch immediately alerted the bridge through his walkie-talkie when he sighted the robbers at the forecandle of the ship. Two of the robbers attacked him with knives and a piece of wood. The O/S was slashed on his arms and back with a knife.

3.2.3 On receiving the alert, the Officer of the Watch immediately raised the general alarm, announced over the PA system and sounded the ship's horn. On hearing the alarm, the robbers escaped by jumping into the sea. The crew mustered immediately on the bridge and conducted a security search. A fire axe and a crowbar were found missing from the forecandle store.

3.2.4 The O/S suffered a deep cut on his arm and a slash wound on his back. He was provided medical attention at the local hospital.

Observation

3.2.5 The ReCAAP ISC commends Thome Ship Management Pte Ltd for reporting the incident to the ReCAAP ISC on the day of the incident. The timeliness in reporting of the incident enabled the ReCAAP ISC to post an incident alert on the ReCAAP website to inform the maritime community about the incident.

Recommendation

3.2.6 The ReCAAP ISC encourages ship owners and ship operators to report all incidents of piracy and armed robbery against ships in Asia to the ReCAAP Focal Points, and the ReCAAP ISC (where possible).

3.3 Armed Robbery on board the *MV Pataravarin 2* (Category 2)

Name of ship : *MV Pataravarin 2*
Type of Ship : Product tanker
Flag of Ship : Thailand
IMO Number : 8816314
GT : 699



3.3.1 The ReCAAP Focal Point (Thailand) and ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC an incident of armed robbery on board the *Pataravarin 2* on 25 April 2008. The *Pataravarin 2* was carrying a cargo of jet fuel product and was under way towards the port of Phuket, Thailand.

3.3.2 At 0020 hrs on 25 April 2008, the tanker was at 01° 31.00'N, 104° 24.50'E approximately 10nm east of Tg Penawar, when eight masked men armed with pistols came along side the tanker in a speedboat. Please see location below.

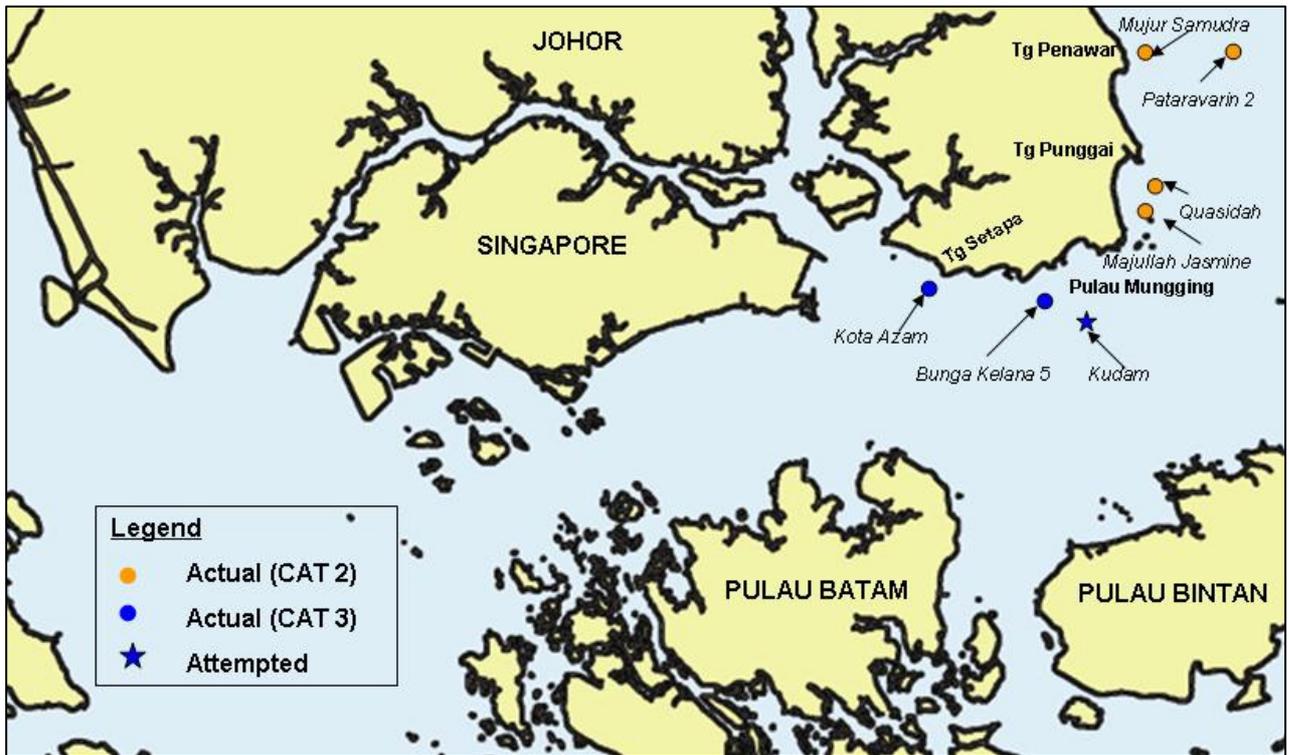
3.3.3 They boarded the *Pataravarin 2* and forced the ship master to reduce the speed of the ship. The robbers ransacked the ship and took away the ship's VHF communication equipment, notebook, the crew's personal belongings and cash. They left the ship at about 0040 hrs on 25 April 2008. No crew was injured. The ReCAAP ISC classifies this incident as a Category 2 (moderately significant) incident.

Past incidents in 2007

3.3.4 In 2007, there were six incidents (five actual and one attempted) occurred off the south-eastern coast of Johor, Malaysia. The incident involving the *Pataravarin 2* was the first incident reported in 2008. Please see location of the incidents below.

3.3.5 Of the five actual incidents reported in January 2007, three were Category 2 (moderately significant) incidents and two were Category 3 (less significant) incidents.

3.3.6 The modus operandi of the incident involving the *Pataravarin 2* is similar to the three incidents that occurred in 2007 involving *Mujur Samudra*, *Quasidah* and *Majullah Jasmine*. In all four incidents, the robbers were armed with guns/pistols and knives, and covered their faces with masks. They came alongside of the ship in a speedboat except for the incident involving the *Quasidah*, the robbers came alongside in a wooden boat. Operating in groups of at least seven men, the robbers tied-up the members of the crew, ransacked the ship and fled with the crew's cash and personal belongings. However, it is not certain if the same group of attackers were involved in the incidents.



Approximate location of incidents

Recommendation

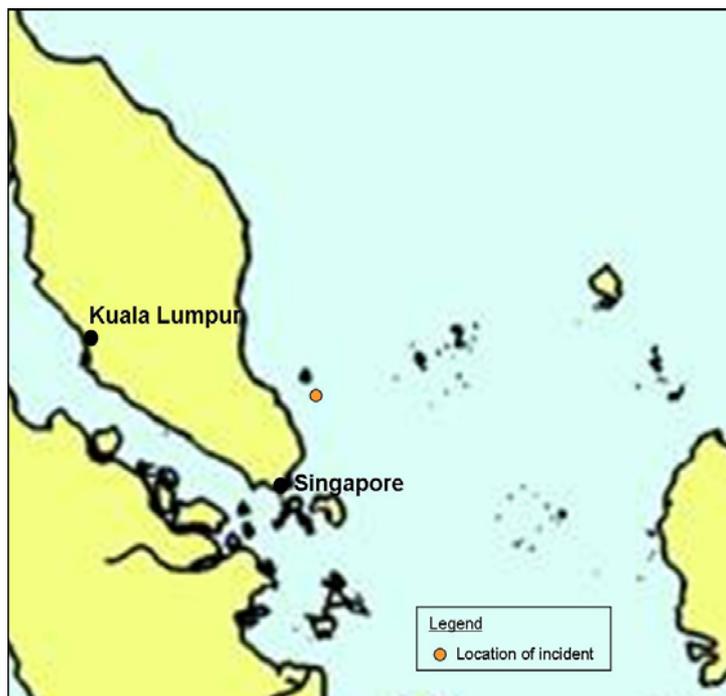
3.3.7 The ReCAAP ISC recommends that ship masters and crew maintain vigilance constantly especially when detecting small boats closing in to the ship while she is under way.

3.4 Armed Robbery on board Tug Boat the *PU 208* (Category 2)

Name of ship : *PU 2008*
Type of Ship : Tug boat
Flag of Ship : Singapore
IMO Number : 9430337
GT : 244

3.4.1 The ReCAAP Focal Point (Singapore) reported an incident of armed robbery on board the Singapore-registered tug boat, the *PU 2008* to the ReCAAP ISC. The *PU 2008* towing the barge, the *PU 3306* was under way to Singapore from Vietnam on 30 April 2008.

3.4.2 At 2330 hrs on 30 April 2008, the tug boat was at 02° 22' N, 104° 24' E (south of Pulau Tioman) in the South China Sea when six masked men armed with long knives boarded the tug boat from a dark blue speed boat measuring approximately 4m long. Please see location of the incident below.



Approximate location of incident

3.4.3 The robbers entered the accommodation area of the crew, took away laptops, mobile phones and wallets of the crew (total estimated worth USD 3600) before escaping. No crew was injured. The ship master activated the ship security

alert system (SSAS) and reported the incident to the Port Operations Control Centre (POCC) of Singapore. The POCC initiated a broadcast on the SafetyNet warning vessels in the vicinity to keep a lookout for the speed boat and increase anti-piracy watch.

Observation

3.4.4 Tug boats are more susceptible to attack especially when under way as they have low freeboards and move at relatively slow speed when towing barges, as in this incident.

Recommendation

3.4.5 Ship masters are advised to maintain vigilance at all times and report incidents of armed robbery and piracy to the nearest coastal state.

Part 4 - Observations for April 2008

4.1 The total number of incidents of armed robbery against ships in Asia in April 2008 has increased compared to April 2007. There were 14 incidents in April 2008 compared to 11 incidents in April 2007. However, there has been a decrease in the number of attempted incidents in April 2008 compared to April 2007. There were two attempted incidents in April 2008 compared to four incidents in April 2007. Overall, the following observations can be made for incidents reported in April 2008:

- a. The number of incidents in April 2008 was the highest compared to the first three months of 2008.
- b. There has been an increase in the number of Category 2 and Category 3 incidents in April 2008 compared to April 2007. However, there was no Category 1 incident reported in April 2008 compared to April 2007 where one Category 1 incident was reported.
- c. There were four incidents (three actual and one attempted) reported in the port of Chittagong, Bangladesh in April 2008 compared to none reported in April 2007.
- d. Majority of the incidents involving ships that were steaming were Category 2 or Category 1 incidents. In April 2008, two out of the three incidents involving ships that were steaming were Category 2 incidents. In April 2007, of the three incidents involving ships that were steaming, one was a Category 1 incident and one was a Category 2 incident.

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DETAILS OF INCIDENTS IN APRIL 2008

ANNEX

Actual 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	Significance Level (as classified by the ReCAAP ISC)
1.	<i>Tabago Bay</i> Container ship Liberia 9393917 9,966	02/04/2008 0300hrs	22° 10.6' N 091° 46.88' E Chittagong "B" Anchorage, Bangladesh	Anchored	Robbers boarded a container ship from an engine-driven boat. They stole two hawsers and fled. The ship master reported the incident to the Chittagong Port authority and Bangladesh Coast Guard. The crew was not injured.	ReCAAP Focal Point (Bangladesh)	CAT 3
2.	<i>MT Sampurna Swarajya</i> Product tanker India 9176656 21827	05/04/2008 0330hrs	09° 57.10' N 076° 04.80' E 9nm west of Cochin Light, Port of Kochi, India	Anchored	<p>A crew on watch spotted the robbers on board the tanker, and raised the alarm. The ReCAAP Focal Point (India) reported that the robbers ran and jumped into their boat. They fled with one mooring rope about 210 meters long. The ship master reported the incident to the port authority of Kochi.</p> <p>An Indian Coast Guard (ICG) patrol vessel was dispatched to the location of the incident to investigate. The initial investigation revealed that there were many fishing boats operating in the vicinity at the time of the incident. The ship master and crew were not able to identify the fishing boat used by the robbers due to poor visibility at the time of the incident.</p>	ReCAAP Focal Point (India)	CAT 3

3.	<i>Kuwana</i> General cargo ship Panama 933375 20087	11/04/2008 2350hrs	14° 31.10' N 120° 54.30' E Manila North Harbour Anchorage Area, Philippines	Anchored	Two crew while on routine watch duty on deck noticed three robbers armed with bladed weapons on the forecastle deck fo the ship. The robbers climbed through the port anchor chain and destroyed the hawse pipe cover padlock and the bosun store securing device. They stole the repair material for pontoon and three rolls of CO2 welding machine cable. The crew reported the presence of robbers to the officer on duty. The emergency alarm was sounded followed by the ship's horn. No injury was sustained by the crew.	ReCAAP Focal Point (Philippines)	CAT 3
4.	<i>NA</i> Bulk carrier	13/04/2008 0205hrs	03° 13' N 105° 26' E Off Pulau Mangkai, Anambas Islands, Indonesia	Steaming	Twelve robbers armed with guns, swords and iron bars in a speedboat approached the bulk carrier while it was underway. The robbers boarded the ship and stole the crew's personal belongings, cash and ship's property. The ship master raised the alarm, while the crew prepared the fire hoses and activated the SSAS. After 50 minutes, the robbers left the ship. There were no injuries sustained by the crew except some minor bruises. The ships in vicinity were alerted of the incident.	ICC-IMB	CAT 2
5.	<i>Monalisa</i> Chemical tanker Singapore 8113748 3802	13/04/2008 0355hrs	03° 16.18' N 105° 26.68' E Near Pulau Jemaja, Anambas Islands, Indonesia	Steaming	Five robbers boarded the ship while it was underway. They took everything from the cabins of the ship master, 3 rd Officer, and 4 th Engineer before leaving the ship. No injury was reported.	ReCAAP Focal Point (Singapore)	CAT 3
6.	<i>UBT Bay</i> Chemical tanker Singapore	17/04/2008 0155hrs	03° 56.31' N 098° 46.14' E Belawan	Anchored	Four robbers armed with knives boarded the tanker from a small boat. An Ordinary Seaman (O/S) on anti piracy watch immediately alerted the bridge through his	ReCAAP Focal Point (Singapore)	CAT 3

	9417476 6149		Anchorage, Indonesia		<p>walkie-talkie when he sighted the robbers at the forecastle of the ship. Two of the robbers attacked him with knives and a piece of wood. The O/S was slashed on his arms and back with a knife.</p> <p>On receiving the alert, the Officer of the Watch immediately raised the general alarm, announced over the PA system and sounded the ship's horn. On hearing the alarm, the robbers escaped by jumping into the sea. The crew mustered immediately on the bridge and conducted a security search. A fire axe and a crowbar were found missing from the forecastle store.</p> <p>The O/S suffered a deep cut on his arm and a slash wound on his back. He was provided medical attention at the local hospital.</p>		
7.	<i>Chelsea Bridge</i> LPG Tanker Bahamas 8519966 47249	21/04/2008 0330hrs	10° 20' N 107° 9' E Vung Tau Anchorage, Vietnam	Anchored	Two robbers climbed on board the ship using a rope and hook. A seaman while on anti piracy patrol spotted the robbers in the forecastle area of the tanker. He raised the general alarm and the robbers escaped. One coil of messenger rope was reported stolen. The Vietnamese police patrol boat arrived at the location of the incident area to investigate.	ReCAAP Focal Point (Vietnam)	CAT 3
8.	<i>Pataravarin 2</i> Product tanker Thailand 8816314 699	25/04/2008 0020hrs	1° 31' N 104° 24.5' E 10nm east of Johor, Malaysia	Steaming	Eight masked men armed with pistols came along side the tanker in a speedboat. They boarded the ship and forced the ship master to reduce the speed of the ship. The robbers ransacked the ship and took away the ship's VHF communication equipment, notebook, the crew's personal belongings and cash. They left the ship at about 0040 hrs on 25 April 2008. No crew was injured.	ReCAAP Focal Point (Thailand)	CAT 2

9.	<i>MV Martha Russ</i> Container ship Singapore 9346562 9956	26/04/2008 1530hrs	22° 10.16' N 091° 46.88' E Chittagong Port, Bangladesh	Berthed	Three robbers in a small boat boarded the ship and stole part of the hawser. The crew spotted them and raised the alarm. Upon detected, the robbers jumped overboard and escaped. No crew was injured.	ReCAAP Focal Point (Bangladesh)	CAT 3
10.	<i>MV Honest Rays</i> General cargo ship Hong Kong 9339923 9585	28/04/2008 0225hrs	Belawan Anchorage, Indonesia	Anchored	Six robbers armed with knives and sticks boarded the ship using ropes. The crew confronted them, raised the general alarm and activated the ship's whistle. The robbers jumped overboard and escaped in a small boat. There were no injuries sustained by the crew. The lock to one of the store room was broken but no item was stolen.	ReCAAP Focal Point (Hong Kong)	CAT 3
11.	NA Container ship	29/04/2008 2310hrs	Chittagong Anchorage B, Bangladesh	Anchored	Eight robbers armed with sticks boarded a container at anchor. Alarm raised and crew mustered. Robbers jumped overboard and escaped without stealing anything. Authorities informed.	ICC-IMB	CAT 3
12.	<i>PU2008</i> Tug Boat Singapore 9430337 244	30/04/2008 2330hrs	2° 22' N 104° 24.' E South of Pulau Tioman, South China Sea	Anchored	Six masked men armed with long knives boarded the tug boat from a dark blue speed boat measuring approximately 4m long. The robbers entered the accommodation area of the crew, took away the laptops, mobile phones and wallets of the crew (total estimated worth USD 3600) before escaping. No crew was injured. The master reported the incident to the coastal state and the flag state. The Singapore Port Operations Control Centre (POCC) initiated a broadcast on SafetyNet warning ships in the vicinity.	ReCAAP Focal Point (Singapore)	CAT 2

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>MV Fugro Gauss</i> Research/Survey Vessel Gibraltar 7824883 1684	22/04/2008 0430hrs	18° 55.3' N 072° 51.9' E West of Mumbai, India	Anchored	Four robbers in a small motorized boat attempted to board the ship while it was anchored. The attempt was aborted.	ReCAAP Focal Point (India)
2.	<i>Tabago Bay</i> Container ship Liberia 9393917 9,966	29/04/2008 2310hrs	22° 10.16' N 91° 46.88' E Chittagong Port, Bangladesh	Anchored	Between 10 to 12 people in an engine-driven wooden boat was near the container ship. They move away after their attempt to board failed.	ReCAAP Focal Point (Bangladesh)