



Report for August 2008

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Executive Summary

In August 2008, a total of six incidents of armed robbery against ships were reported in the Asian region. All six were actual incidents. The details of the incidents were described in the annex.

Compared to August 2007, there was a decrease in the total number of incidents reported in August 2008. In August 2007, 12 incidents were reported, of which nine were actual incidents and three were attempted incidents. In comparison, there was also a decrease in the significance level of the incidents reported in August 2008 compared with August 2007. All six incidents reported in August 2008 were Category 3 incidents. However, for August 2007, of the nine actual incidents reported, one was a Category 1 incident, three were Category 2 incidents and five were Category 3 incidents. Part 3 of this report features some of the incidents in greater detail for the purpose of analysis and sharing of good practices.

Part 1 - Definitions & Methodology Used

1.1 Definitions Adopted by ReCAAP Information Sharing Centre

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

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

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

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

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

1.2 Methodology for Classifying Incidents

1.2.1 To provide some perspective on incidents of piracy and armed robbery, the ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

(1) Types of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who *generally* operate in small groups.

b. **Economic Factor.** This factor takes into consideration the 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 August 2008

2.1 Number and Significance of Incidents

2.1.1 A total of six incidents were reported in August 2008. Of these, all were actual incidents. The total number of incidents reported in August 2008 has declined by half compared to August 2007 when a total of 12 incidents were reported. The drop in the number of incidents in August 2008 was a result of the decrease in the number of actual and attempted incidents. Please see *Table 1*.

	August 2008	August 2007
Actual	6	9
Attempted	0	3
Total	6	12

Table 1 – Number of actual and attempted incidents during August 2008 and August 2007

2.1.2 Of the six actual incidents reported in August 2008, all were Category 3 incidents. Details of these incidents are provided in the Annex. Compared to August 2007, there was a decrease in the total number of incidents in the Category 2 and Category 1 type of incidents in August 2008. In August 2007, of the nine incidents, five were Category 3 incidents, three were Category 2 incidents and one was a Category 1 incident. Please see *Table 2*.

Significance Level	August 2008	August 2007
Category 3 (Less Significant)	6	5
Category 2 (Moderately Significant)	0	3
Category 1 (Very Significant)	0	1
Total	6	9

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

2.1.3 The total number of incidents reported during the period January 2008 – August 2008 has declined compared to the same period in 2007. A total of 52 incidents were reported between January 2008 and August 2008 compared to 55 incidents reported during the same period in 2007. The drop in the number of incidents occurred mainly in the Category 3 and Category 2 incidents. The number of Category 1 incidents remained constant during the periods January 2008 – August 2008 and January 2007 – August 2007. Please see *Table 3*.

	CAT 3				CAT 2				CAT 1				Total
	Jan - Jun	Jul	Aug	Sub - total	Jan - Jun	Jul	Aug	Sub - total	Jan - Jun	Jul	Aug	Sub - total	
2007	29	8	5	42	6	1	3	10	2	0	1	3	55
2008	26	8	6	40	7	2	0	9	3	0	0	3	52

Table 3 – Significance level of incidents reported during Jan-Aug 2008 and Jan-Aug 2007

2.1.4 Figure 1 shows the number of actual and attempted incidents occurred between August 2007 and August 2008. During this period, total activity was highest in April 2008 with a total of 13 reported incidents. The ReCAAP ISC noted that there has been no report of attempted incidents for the past three months since June 2008. The ReCAAP ISC will continue to monitor and analyse the total activity pattern.

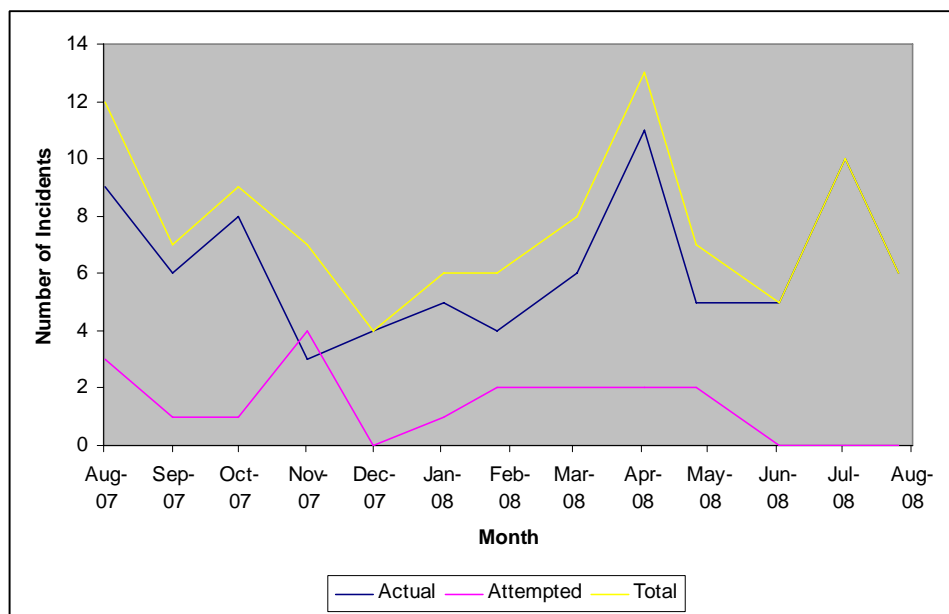


Figure 1 – Number of incidents from August 2007 to August 2008

2.2 Analysis of Incidents in August 2008

2.2.1 **Location of Actual and Attempted Incidents.** *Table 4* shows the location of incidents in August 2008 and August 2007. There was a decrease in the number of incidents reported in the Southeast Asian region, from 10 incidents in August 2007 to four incidents in August 2008. The decrease was most apparent in Indonesia where there were seven incidents (five actual and two attempted) reported in August 2007 compared to four actual incidents reported in August 2008. Elsewhere, it was observed that there were improvements in the situation in the Straits of Malacca and Singapore, and Malaysia. In August 2007, two incidents (one actual and one attempted) were reported in the Straits of Malacca and Singapore compared to no reported incident in August 2008. In Malaysia, one incident was reported in Sandakan, Sabah in August 2007 compared to no reported incident in August 2008.

	August 2008		August 2007	
	Actual	Attempted	Actual	Attempted
India	2		2	
Indonesia	4		5	2
Malaysia			1	
Straits of Malacca & Singapore			1	1
Total	6		9	3

Table 4 – Location of incidents during August 2008 and August 2007

2.2.2 **Weapons Used.** *Table 5* shows the weapons used by robbers in actual incidents in August 2008 and August 2007. No substantive conclusion can be drawn from comparing the weapons used in incidents during the two periods. The ReCAAP ISC notes that a large number of reported incidents do not mention the weapons used. However, based on the information available, incidents reported in August 2007 appeared to be relatively more violent compared to incidents reported in August 2008. Guns were used in two of the nine incidents reported in August 2007.

Incidents in August	Guns	Knives	Guns & Knives	Others	Not stated/ Nil
August 2008					6
August 2007	1	1	1	2	4

Table 5 – Weapons used in actual incidents during August 2008 and August 2007

2.2.3 **Type of Ships Targeted.** *Table 6* below shows the type of ships involved in actual incidents during August 2008 and August 2007. In August 2008, four out of six incidents involved tankers. This is comparable to August 2007 when tankers were also involved in more incidents compared to other type of ships. Of the nine incidents reported in August 2007, four involved tankers and two involved general cargo ships.

Type of Ships	August 2008	August 2007
General cargo ship		2
Bulk carrier		1
Container ship	1	1
Chemical tanker	1	2
Product tanker	1	2
LPG tanker	2	
Tug/barge		1
Vehicle carrier	1	
Total	6	9

Table 6 – Types of ships involved in actual incidents during August 2008 and August 2007

2.2.4 **Status of Ships.** Of the six actual incidents reported in August 2008, five involved ships that were anchored and one involved a ship that was berthed. Of the nine actual incidents reported in August 2007, seven involved ships that were anchored, one involved a ship that was under way (or steaming) and one involved a ship that was berthed. *Table 7* shows the status of ship during incidents reported in August 2008 and August 2007.

	Actual Incidents			Attempted Incidents		
	Berthed	Anchored	Steaming	Berthed	Anchored	Steaming
August 2008	1	5				
August 2007	1	7	1			3

Table 7 – Status of ships during incidents in August 2008 and August 2007

2.2.5 *Table 8* shows the status of ships during incidents reported in August 2008 and August 2007, and the significance level of these incidents. All six incidents reported in August 2008 were Category 3 incidents which occurred when the ships were at anchorages or berthed along side. In August 2007, of the seven incidents which involved ships at anchorages and one incident involved a ship berthed along side, three were Category 2 incidents and five were Category 3 incidents. The only incident which involved a ship that was steaming was a Category 1 incident. Majority of the incidents involving ships that were at anchorages or berthed along side were Category 3 incidents.

Status of Ships	August 2008		August 2007			
	CAT 3	Total	CAT 1	CAT 2	CAT 3	Total
Berthed	1	1			1	1
Anchored	5	5		3	4	7
Steaming			1			1
Total	6	6	1	3	5	9

Table 8 – Status of ships during incidents in August 2008 and August 2007, and their significance level

2.2.6 **Time of Incidents.** In August 2008, five of the six reported incidents occurred between 1800 hrs to 0600 hrs. This is expected since ships are most vulnerable during the hours of darkness, and is comparable to August 2007 when eight out of nine reported incidents occurred during the same time frame.

	1800 hrs to 2359 hrs	2400 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs	Not stated
August 2008	1	4	1		
August 2007	3	5			1

Table 9 – Local time of incidents during August 2008 and August 2007

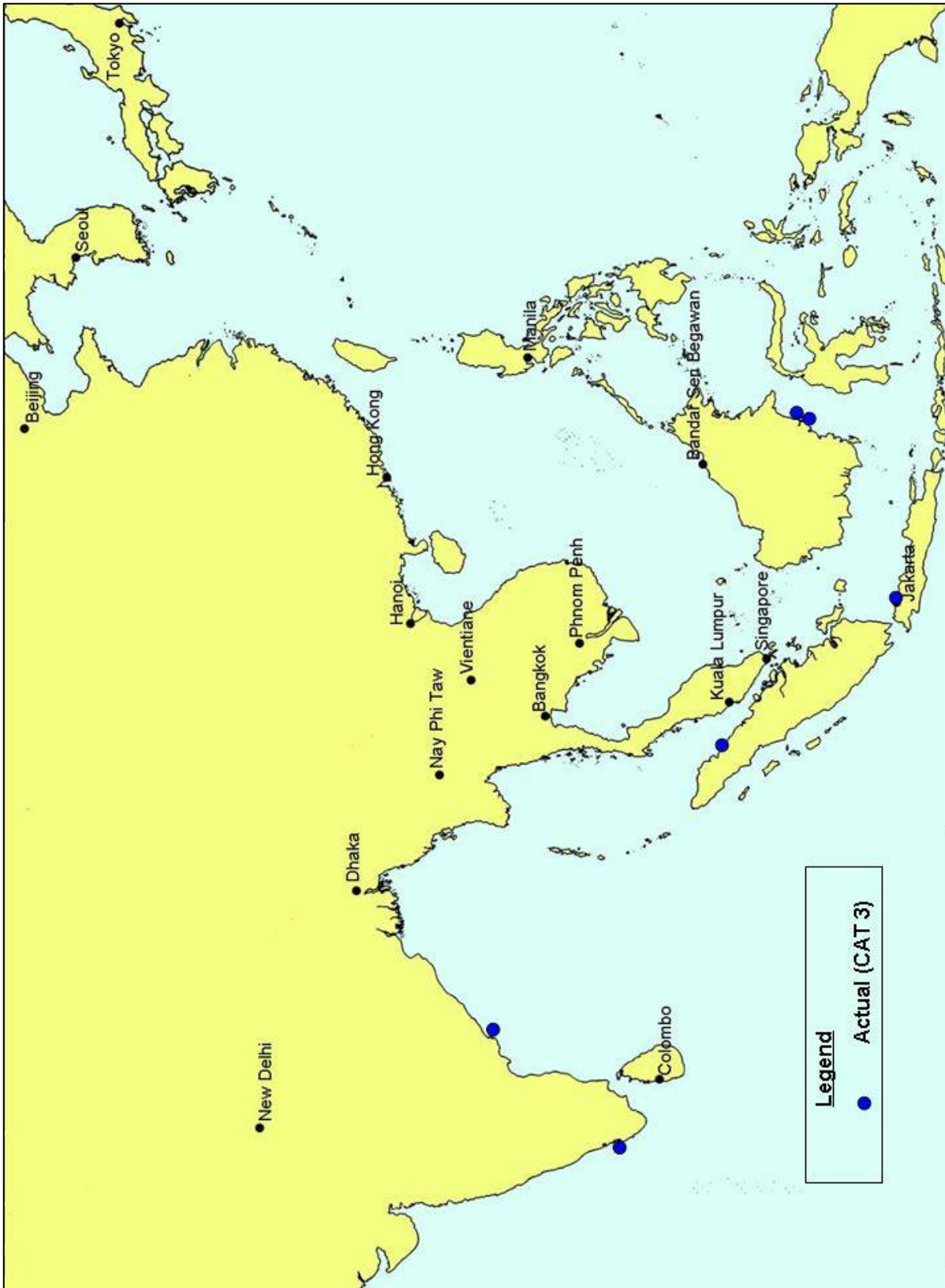


Figure 1 : Location of All Incidents in August 2008

Part 3 - Details of Selected Incidents

3.1 Incident on board the *MT Clipper Tobago* at Kakinada, India

Name of Ship : *MT Clipper Tobago*
Type of Ship : Chemical tanker
Flag of Ship : Bahamas
IMO Number : 9209001
GT : 5,483

3.1.1 The ReCAAP Focal Point (India) reported to the Information Sharing Centre (ISC) an incident on board the Bahamas-registered chemical tanker, the *MT Clipper Tobago*. On 24 August 2008 at about 0005 hrs, the ship was anchored at approximately 16° 59.7'N, 082° 21.3'E at the port of Kakinada, India when two robbers boarded the tanker from a motor wooden boat. Please refer to the approximate location of the incident below.

3.1.2 The robbers worn plain shirts and pants and appeared to be local fishermen. They managed to cut about 15 m of the mooring rope. The crew, on sighting the robbers, sounded the ship's horn and activated the emergency alarm. On hearing the alarm, the robbers fled with a fire wire but left behind the 15 m mooring rope on board the tanker. The robbers jumped into their motor wooden boat which had two other robbers waiting on board. There was no damage to the tanker, and the crew did not sustain any injury.



Approximate location of incident

Past Incidents

3.1.3 This is the third incident reported to have occurred at the port of Kakinada, India and its proximity since January 2008. Two incidents were reported in January 2008, one involved a chemical tanker on 5 January 2008 and the other involved a tug boat on 16 January 2008. All three are Category 3 incidents.

3.1.4 The incident on 5 January 2008 occurred when the Isle of Man-registered chemical tanker, the *MV Acavus* was anchored at Kakinada Roads, India at approximately 16° 59.8'N, 082° 26.7'E. At about 0556 hrs on 5 January 2008, seven robbers approached the chemical tanker from a 12m long light green boat. One robber boarded the ship undetected using the grapnel hook attached with the rope via the poop deck of the ship. The robber stole a fire hose with nozzle and a rope before fleeing in the light green boat.

3.1.5 The second incident on 16 January 2008 occurred when the Belize-registered tug boat, *MV Gondwana* was under way in near the port of Kakinada, India at approximately 16° 58.17'N, 082° 24.26'E. At about 1345 hrs on 16 January 2008, some robbers came along side the tug boat in small craft. They boarded the tug boat on her starboard side and stole the ship's stores. The crew raised the alarm and mustered all crew. The crew confronted the robbers, recovered the stolen items and pushed the robbers back to their craft. Subsequently the robbers boarded the barge but left empty-handed 20 minutes later

Observation

3.1.6 The port control of Kakinada and the Indian Coast Guard are currently investigating the incident involving the *MT Clipper Tobago* on 24 August 2008. In view of the increase in activities at the port of Kakinada, the authorities have stepped up patrol activities and enhanced port security.

Recommendation

3.1.7 The ReCAAP ISC encourages ship masters and ship owners to report incidents of piracy and armed robbery to the nearest coastal state. This allows law enforcement agencies to investigate the incident and, where possible, assist the ship involved in the incident of piracy and armed robbery.

3.2 Incident on board the *MV Oel Dubai* at Kochi, India

Name of Ship : *MV Oel Dubai*
Type of Ship : Container ship
Flag of Ship : Panama
IMO Number : 9351804
GT : 9,990



3.2.1 The ReCAAP Focal Point (India) reported an incident on board the Panama-registered container ship, the *MV OEL Dubai* to the ReCAAP ISC. On 20 August 2008, the container ship was anchored at the port of Kochi (west coast of India) at approximately 09° 55.00' N, 076° 05.00' E. At 0350 hrs on 20 August 2008, four robbers boarded the ship from a wooden boat via the starboard side. Please refer to the approximate location of the incident below.

3.2.2 The robbers broke open the paint locker at the main deck of the ship and stole 10 drums of paint. On sighting the robbers, the duty crew informed the bridge and raised the alarm. The ship master mustered all crew. The robbers, on hearing the alarm, jumped into their boat and fled.

3.2.3 The ship master reported the incident to the Port Authority of Kochi who informed the Indian Coast Guard (ICG). The ICG and the local police are investigating the incident.



Approximate location of incident

Observations

3.2.4 The ReCAAP ISC classifies this incident as Category 3 (less significant) incident. The ship master was commended for reporting the incident to the port authorities.

3.2.5 This is the second incident reported at the port of Kochi since January 2008. The first incident occurred on 5 April 2008 at 0330 hrs involving a product tanker, the *MV Sampurna Swarajya*. The tanker was anchored at the port of Kochi when six robbers armed with knives boarded the tanker at the forecastle using rope and grapnel. The robbers when detected fled with one mooring rope of about 210 m long. The ship master reported the incident to the port authority of Kochi.

3.2.6 The modus operandi of the robbers in both incidents was opportunistic in nature. The robbers boarded the ship during hours of darkness, stole some stores on board the ship and fled in their boat. There was no intention to confront the crew or inflict any damage to the ship.

Recommendations

3.2.7 Ship master and crew are advised to maintain vigilance and strengthen their watch keeping particularly during hours of darkness when their ship is at anchor.

3.2.8 The ReCAAP ISC would like to commend the ship master for reporting the incident to the port authority of Kochi. This enabled the Indian Coast Guard (ICG) and the local police to investigate the incident.

Part 4 - Observations for August 2008

4.1 The number of reported incidents of armed robbery against ships in the Asian region in August 2008 has decreased by 50% compared to August 2007. Overall, the following observations can be made for incidents reported in August 2008:

- a. The drop in the number of incidents in August 2008 was a result of the decrease in the number of actual and attempted incidents.
- b. There was a decrease in the number of incidents reported in the Southeast Asian region. The number of incidents in the Southeast Asian region decreased from 10 incidents in August 2007 to four incidents in August 2008. The decrease was most apparent in Indonesia where there were seven incidents reported in August 2007 compared to four incidents reported in August 2008. Elsewhere, there was improvement in the situation in the Straits of Malacca and Singapore, and Malaysia.
- c. Compared to August 2007, there was a drop in the number of Category 2 incidents and Category 1 incidents in August 2008. In August 2008, all six incidents were Category 3 incidents compared to August 2007 when there were one Category 1 incident, three Category 2 incidents and five Category 3 incidents.
- d. More than half of the reported incidents in August 2008 involved tankers.
- e. All the reported incidents in August 2008 occurred while the ships were either at anchor or berth.
- f. Five of the six reported incidents in August 2008 occurred during the hours of darkness.

ANNEX**DETAILS OF INCIDENTS IN AUGUST 2008****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.	Product tanker	06/08/2008 2330hrs	Port of Belawan, Indonesia	Anchored	Robbers boarded a product tanker by climbing the anchor chain. The robbers opened the forecastle store and attempted to steal the ship's stores. The duty crew spotted the robbers, raised the alarm and mustered all crew. Noting that the crew had been alerted, the robbers jumped overboard and escaped.	No injuries to crew. Nothing was stolen.	ICC-IMB PRC	CAT 3
2.	LPG tanker	06/08/2008 0400hrs	00°10.19'N 117°36.12'E Bontang Anchorage, Indonesia	Anchored	Robbers boarded a LPG tanker to steal ship's equipment. The duty crew on board saw them and raised the alarm. All crew was alerted. On seeing that the crew was alerted, the robbers escaped by jumping into a waiting boat.	No injuries to crew. Ship's stores and equipment stolen.	ICC-IMB PRC	CAT 3
3	Vehicle	12/08/2008	Jakarta Car	Berthed	Robbers boarded a	No injuries to	ICC-IMB	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)
	carrier	0600hrs	Terminal, Indonesia.		vehicle carrier while she was at berth. The robbers stole the ship's spares from the spare parts locker. The crew did not notice the robbers when they boarded the carrier.	crew. Ship's spares were stolen.	PRC	
4.	<i>MV OEL Dubai</i> Container ship Panama 9351804 9990	20/08/2008 0350hrs	09°55.00'N 076°05.00'E Port of Kochi India	Anchored	Four robbers boarded the container ship from a wooden boat via the starboard side. They broke open the paint locker at the main deck of the ship and stole 10 drums of paint. On sighting the robbers, the duty crew informed the bridge and raised the alarm. The ship master mustered all crew. The robbers, on hearing the alarm, jumped into their boat and fled. The ship master reported the incident to the Port Authority of Kochi who informed the Indian Coast Guard (ICG). The ICG and the local police are investigating the incident.	No injuries to crew. Ten drums of paint stolen.	ReCAAP Focal Point (India)	CAT 3
5.	<i>MT Clipper</i>	24/08/2008	16°59.70'N	Anchored	Two robbers boarded the	No injuries to	ReCAAP	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)
	<i>Tobago</i> Chemical tanker Bahamas 9209001 5483	0005hrs	082°21.30'E Port of Kakinada, India		tanker from a motor wooden boat. The robbers worn plain shirt and pants and appeared to be local fishermen. They managed to cut 15 m of the mooring rope. The crew, on sighting the robbers, sounded the ship's horn and activated the emergency alarm. On hearing the alarm, the robbers fled with a fire wire but left behind the 15 m mooring rope on board the tanker. The robbers fled in their motor wooden boat which has two other robbers waiting on board.	crew. A fire wire was stolen.	Focal Point (India)	
6.	LPG tanker	30/08/2008 0430hrs	00°4.80'S 117°34.30'E Port of Santan, Indonesia	Anchored	Several robbers boarded the LPG tanker at the forward mooring station. The ship's crew raised the alarm and the robbers escaped in a waiting boat. Due to heavy rain, the ship master was not able to confirm the number of robbers and the weapons carried by the robbers.	No injuries to crews.	ICC-IMB PRC	CAT 3