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# Report for December 2007- January 2008

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# Executive Summary

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Between December 2007 and January 2008, a total of 10 incidents of piracy and armed robbery against ships were reported in Asia. Of these, nine were actual incidents and one was an attempted incident. Overall, there has been a decline in the number of incidents reported between December 2007 and January 2008 compared to December 2006 and January 2007. The decline in the number of reported incidents was a result of the decrease in the number of attempted incidents. The number of actual incidents reported during these two periods remains fairly consistent.

The details of the incidents that occurred in December 2007 and January 2008 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

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 ISC's report are not drawn to scale and the incident locations depicted are therefore approximations.

## Part 2 - Report for December 2007 – January 2008

### 2.1 Number and Significance of Incidents

2.1.1 A total of 10 incidents were reported between December 2007 and January 2008. Of these, nine were actual incidents and one was an attempted incident. The details of the incidents are provided in the Annex. Between December 2006 and January 2007, a total of 15 incidents were reported, of which ten were actual incidents and five were attempted incidents. Overall, the number of actual incidents has remained fairly consistent during the period December 2007 – January 2008, and December 2006 – January 2007. However, the number of attempted incidents has declined from five incidents during the period December 2006 – January 2007 to one incident during the period December 2007 – January 2008. Please see *Table 1* below.

	December 2007	January 2008	December 2007- January 2008	December 2006	January 2007	December 2006- January 2007
Actual	4	5	9	5	5	10
Attempted	0	1	1	4	1	5
<b>Total</b>	4	6	10	9	6	15

**Table 1 – Number of actual and attempted incidents  
(December 2007-January 2008 and December 2006-January 2007)**

2.1.2 Between December 2007 and January 2008, there were nine actual incidents. Of these, one was a Category 1 incident, one was a Category 2 incident and seven were Category 3 incidents. Compared to the period December 2006 – January 2007, the number of actual incidents remained fairly consistent. A total of 10 actual incidents were reported during the period December 2006 – January 2007. Of these, one was a Category 1 incident, one was a Category 2 and eight were Category 3 incidents. The number of Category 1 and Category 2 incidents has remained the same during these two periods. Please see *Table 2* below.

Significance Level	December 2007	January 2008	December 2007- January 2008	December 2006	January 2007	December 2006- January 2007
Category 1 (Very Significant)	1	0	1	1	0	1
Category 2 (Moderately Significant)	1	0	1	1	0	1
Category 3 (Less Significant)	2	5	7	3	5	8
<b>Total</b>	4	5	9	5	5	10

**Table 2 – Significance level of actual incidents  
(December 2007-January 2008 and December 2006-January 2007)**

## 2.2 Analysis of Incidents for December 2007- January 2008

2.2.1 **Location of Actual and Attempted Incidents.** *Table 3* shows the location of incidents between December 2007 and January 2008, and between December 2006 and January 2007. Overall, there has been a decrease in the number of reported incidents between December 2007 and January 2008 compared to December 2006 and January 2007. The decline was most evident in Indonesia where the number of incidents has declined by half from eight incidents in December 2006 – January 2007 to four incidents in December 2007 – January 2008. The decline occurred mainly at the anchorages of the ports of Balongan and Tanjung Priok in Indonesia. However, there was an increase in activity in India and Philippines during December 2007 – January 2008 compared to the same period a year ago. Figure 1 shows the location of incidents that occurred between December 2007 and January 2008.

	December 2007 – January 2008		December 2006 – January 2007	
	Actual	Attempted	Actual	Attempted
Bangladesh			1	
India	2			1
Indonesia	4		8	
Sri Lanka			1	
Philippines	2			2
Straits of Malacca & Singapore		1		2
Vietnam	1			
<b>Total</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>5</b>

**Table 3 – Location of incidents**  
(December 2007-January 2008 and December 2006-January 2007)

2.2.2 **Weapons Used.** *Table 4* shows the weapons used in actual incidents during the periods December 2007 – January 2008 and December 2006 – January 2007. No substantive conclusion can be drawn by comparing the weapons used in the incidents reported during these two periods.

Weapons Used	Guns/Knives	Other weapons	Not stated/ Nil	Total
December 2007- January 2008	2	0	7	<b>9</b>
December 2006- January 2007	3	1	6	<b>10</b>

**Table 4 – Weapons used in actual incidents**  
(December 2007-January 2008 and December 2006-January 2007)

2.2.3 **Type of Ships.** Table 5 reveals that container ships and tug boats were more frequently involved in incidents between December 2007 and January 2008 than other types of ship. In contrast, tankers experienced a higher number of attacks during the period December 2006 – January 2007.

Type of Ships	December 2007 – January 2008	December 2006 - January 2007
Container ship	3	2
Bulk carrier	2	2
Product tanker		1
Chemical tanker	1	1
Oil tanker		3
General cargo ship		1
Tug/Barge	3	
<b>Total</b>	<b>9</b>	<b>10</b>

**Table 5 – Type of ships involved in actual incidents  
(December 2007-January 2008 and December 2006-January 2007)**

2.2.4 **Status of Ships.** Table 6 shows the status of ships at the time of the incident. Of the nine actual incidents reported during the period December 2007 – January 2008, six involved ships that were anchored and three involved ship that were under way. Between December 2006 and January 2007, all 10 actual incidents occurred while the ships were at anchor or at berth.

Status of ships	December 2007 – January 2008		December 2006 – January 2007	
	Actual	Attempted	Actual	Attempted
Berthed			1	
Anchored	6		9	1
Steaming	3	1		4
<b>Total</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>5</b>

**Table 6 – Status of ships during incidents  
(December 2007-January 2008 and December 2006-January 2007)**



2.2.5 **Status of Ships and the Significance Level.** Table 7 below shows the status of ships and the significance level. Between December 2007 and January 2008, of the six incidents that involved ships at anchor, one was a Category 2 incident and five were Category 3 incidents. Of the three incidents that involved ships that were under way, one was a Category 1 incident and two were Category 3 incidents. However, between December 2006 and January 2007, of the 10 actual incidents that occurred while the ships were at anchor or at berth, one was a Category 1 incident, one was a Category 2 incident and eight were Category 3 incidents. The ReCAAP ISC notes that majority of the incidents involving ships at anchor or at berth are usually less significant (i.e. Category 3) incidents.

Status of ships	December 2007 – January 2008				December 2006 – January 2007			
	CAT 1	CAT 2	CAT 3	Total	CAT 1	CAT 2	CAT 3	Total
Berthed							1	1
Anchored		1	5	6	1	1	7	9
Steaming	1		2	3				
<b>Total</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>10</b>

**Table 7 – Status of ships during incidents and the significance level  
(December 2007-January 2008 and December 2006-January 2007)**

2.2.6 **Time of Incidents.** During the period December 2007 – January 2008, 67% (six out of nine) of the total number of actual incidents occurred between 1800 hrs and 0559 hours. This is expected since ships are most vulnerable under the cover of darkness. This is comparable to the period December 2006 – January 2007 where 90% (nine out of ten) of the total number of actual incidents occurred during the same time.

	1800 hrs to 2359 hrs	2400 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs	Total
December 2007- January 2008	1	5	2	1	9
December 2006- January 2007		9	1		10

**Table 8 – Local time of incidents  
(December 2007-January 2008 and December 2006-January 2007)**

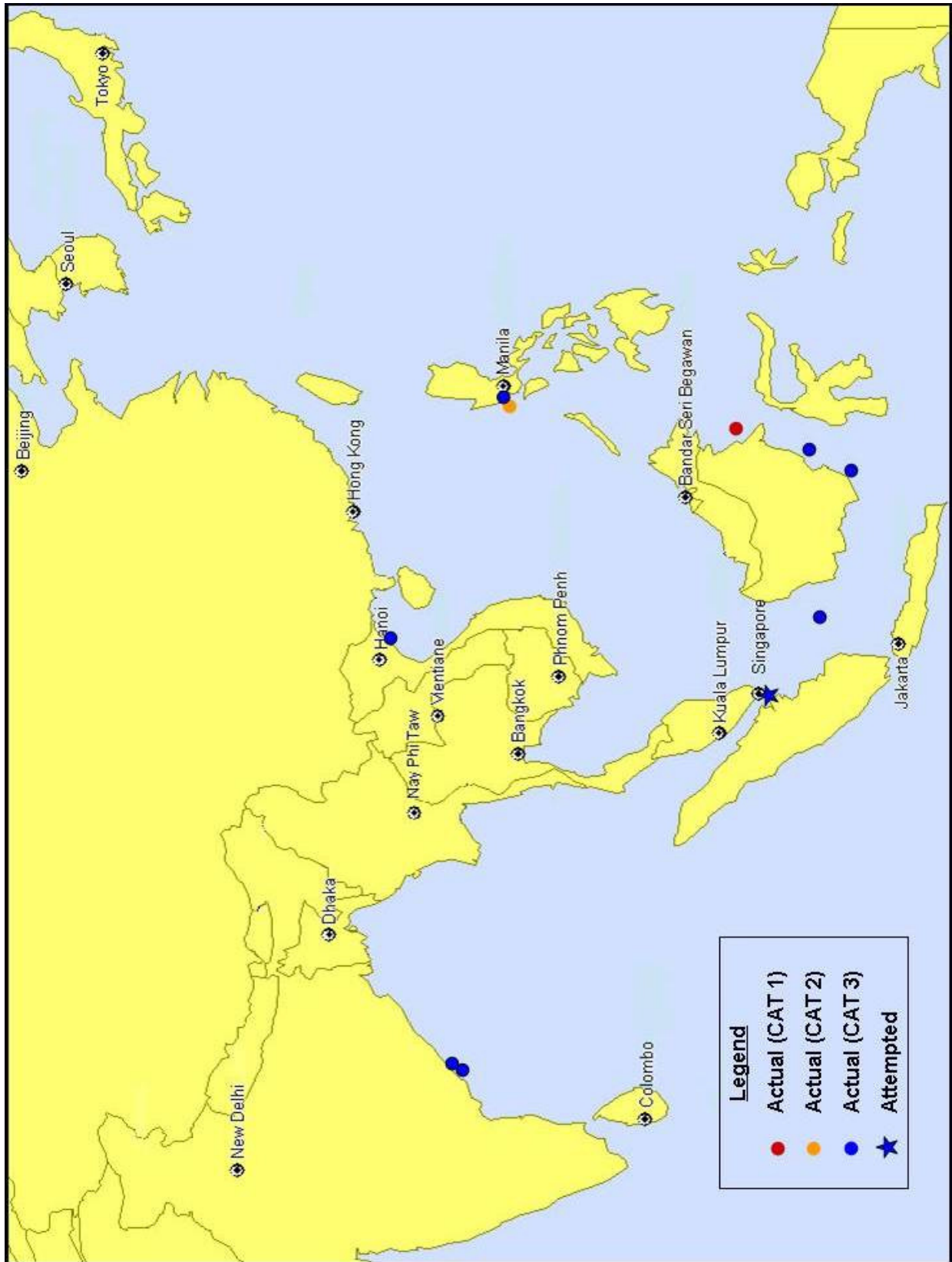


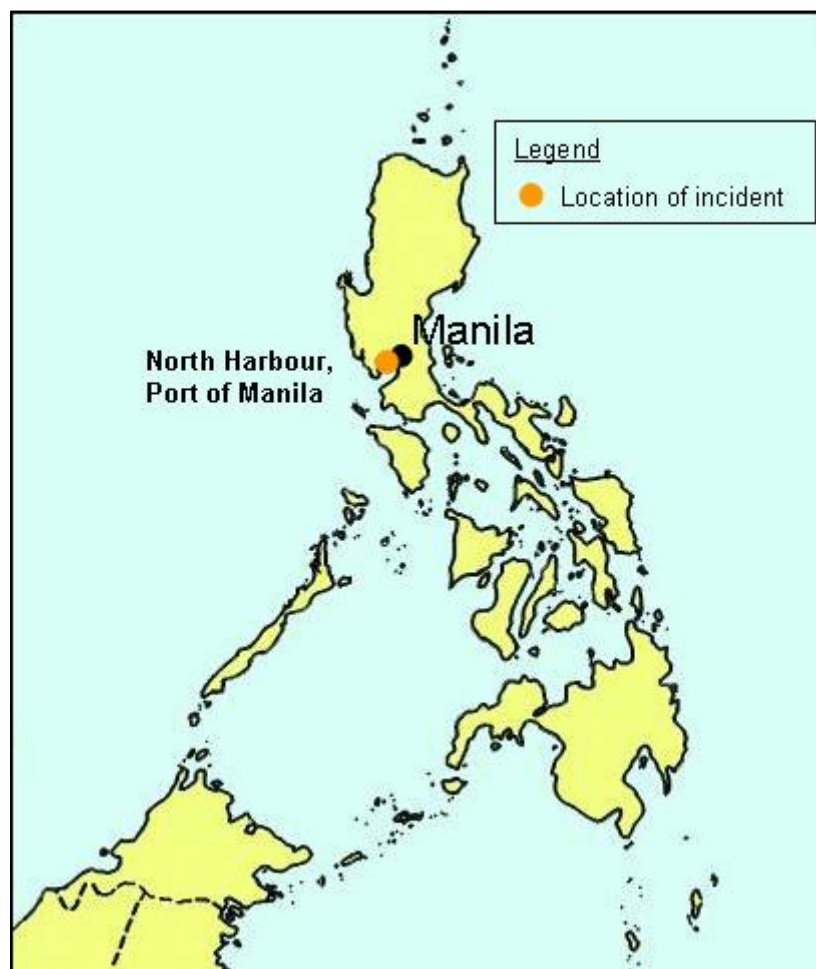
Figure 1 : Location of incidents during December 2007 – January 2008

# Part 3 - Details of Selected Incidents

## 3.1 Robbery on board the *OM Aestatis* on 1 December 2007

Name of Ship : *OM Aestatis*  
Type of Ship : Container ship  
Flag of Ship : Liberia  
IMO Number : 9400590  
GT : 7,170

3.1.1 The ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC an incident on board the *OM Aestatis*. On 1 December 2007, the Liberian-registered container ship was anchored at the North Harbour, Manila at approximately 14 ° 33.6'N, 120° 55.6'E when six robbers armed with pistols boarded the ship using grapnels at about 2200 hrs. Please refer to the map below.



Location of Incident

3.1.2 The robbers were spotted on board the ship by a duty crew who immediately informed the bridge via his hand-held radio set and sounded the ship's alarm. The robbers jumped overboard and escaped in their motor boat with the ship's life raft. There were no injuries reported in the incident. The ReCAAP ISC has categorised this incident as a Category 2 (i.e. moderately significant) incident.

3.1.3 The incident was reported to the authorities, including the Philippines Coast Guard (PCG). The PCG which is the ReCAAP Focal Point of Philippines immediately conducted a search of the area and checked all boats transiting the vicinity. The PCG advised all ship owners and the maritime community in Manila to be vigilant and adopt precautionary measures when their ships were at anchor or moored. Ships were also advised to report immediately to the PCG through the VHF radio when encountering similar incident.

### **Observations**

3.1.4 The alertness of the crew enabled the ship master to undertake the necessary anti-piracy countermeasures promptly which led to the hasty departure of the robbers.

3.1.5 The PCG responded promptly to the incident by alerting other ships in the vicinity about the incident, and reiterated the need to report immediately all incidents to the PCG.

### **Recommendations**

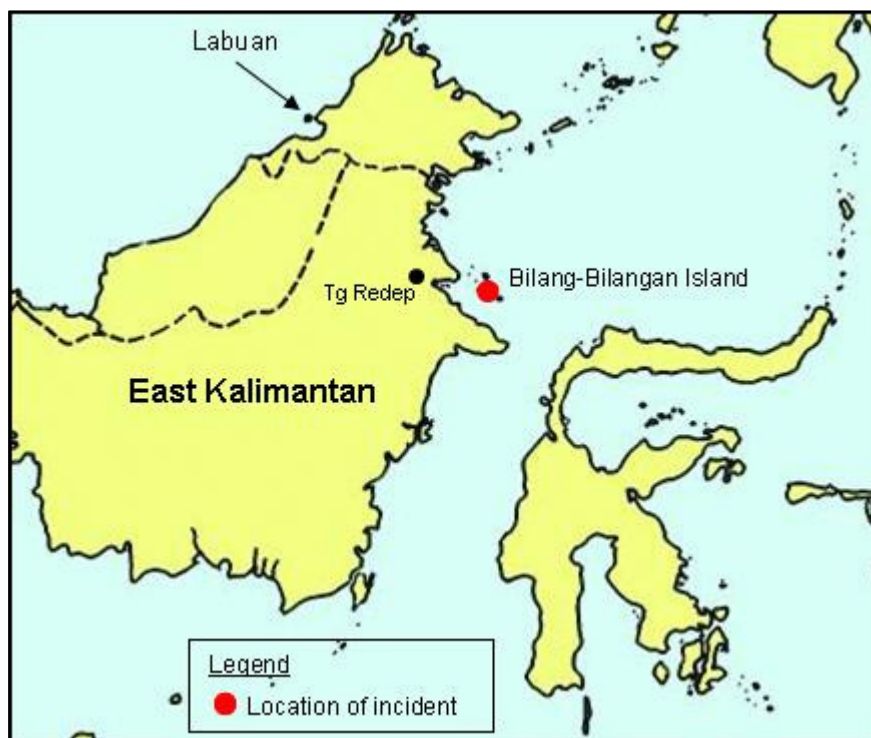
3.1.6 The ReCAAP ISC advises ship masters to remain vigilant and maintain security watches while their ship is at anchor or at berth. Upon detection of intrusion, the ship master should remain calm and adopt appropriate preventive measures such as activating the ship's anti-piracy measures, raising the ship's alarm and mustering all crew.

3.1.7 The ReCAAP ISC also encourages ship masters to report all incidents of piracy and armed robbery to the nearest coastal state immediately. Timely reporting would enable the law enforcement authorities to arrive at the location of the incident quickly and undertake investigation.

## 3.2 Hijacking of the *Makmur Abadi-I* and *Makmur Abadi-V* on 23 December 2007

3.2.1 The Indonesian Navy released in a press statement on the hijacking of tug boat, the *Makmur Abadi-I* towing barge, the *Makmur Abadi-V*. On 23 December 2007, the *Makmur Abadi-I* was towing the *Makmur Abadi-V* carrying a cargo of palm oil from Tanjung Redep, East Kalimantan to Surabaya, Java when seven men armed with sharp weapons boarded the tug boat at about 0430 hrs near the Bilang-Bilangan island. Please refer to the map below.

3.2.2 The hijackers tied up the ship master and crew, and locked them in a room. They took control of the tug boat and steered her towards the port of Labuan, Malaysia. To disguise the ship, the hijackers painted the tug boat black and changed its name from the *Makmur Abadi-I* to the *Ocean Line-1* and the name of the barge from the *Makmur Abadi-V* to the *Ocean Line-2*.



### Location of Incident

3.2.3 Having been informed of the incident, the Indonesian authorities dispatched a Navy ship which was patrolling in the vicinity to locate the tug boat and the barge. On 23 December 2007, at about 1000hrs, the ship successfully intercepted the tug boat, arrested the hijackers and rescued the crew.

3.2.4 Investigations by the authorities revealed that the hijackers had falsified the ship's documents. The ReCAAP ISC has categorized this incident as a Category 1 (i.e. very significant) incident.

### **Observations**

3.2.5 The prompt dispatching of a patrol boat by the authorities to the location of the incident resulted in the arrest of the hijackers and recovery of the tug boat and the barge.

3.2.6 The ReCAAP ISC notes that the *modus operandi* of the hijackers in this incident was similar to the incident involving the hijacking of the *MT Kraton* on 22 September 2007. Both incidents appeared to have been well-planned, and the ships involved carried cargo of palm oil on board. In the incident involving the *MT Kraton*, the hijackers took command of the tanker after assaulting the ship master and crew. To disguise the act, the hijackers reportedly painted the name of the ship and changed it to *Ratu*.

### **Recommendation**

3.2.7 The ReCAAP ISC encourages ship masters to report all incidents of armed robbery and piracy to the nearest coastal state immediately. This is to enable the authorities to respond immediately to the incident.

### 3.3 Robbery on board the *Syms Huashan* on 4 January 2008

Name of Ship : *Syms Huashan*  
Type of Ship : Container ship  
Flag of Ship : Antigua and Barbuda  
IMO Number : 9306251  
GT : 9,957



3.3.1 The ReCAAP Focal Point (Vietnam) reported to the ReCAAP ISC an incident involving the *Syms Huashan*. On 4 January 2008, the Antigua and Barbuda-registered container ship was preparing to anchor at approximately 20° 51.8'N, 107° 07'E in Halong Bay, Vietnam when the crew spotted two wooden boats alongside the container ship at about 0920 hrs. Please refer to the map below.

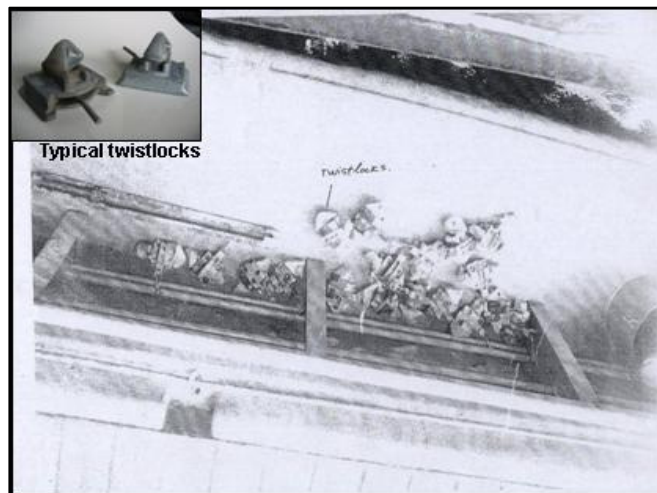


#### Location of Incident

3.3.2 One boat was at the portside of the ship while the other at the starboard quarter. About seven robbers were spotted transferring twistlocks and turnbuckles from the container ship to the wooden boats. The chief crew at the deck of the ship informed the bridge about the incident and mustered the crew in an

attempt to stop the theft. He also reported the incident to the Vietnam Marine Police. The robbers fled with the twistlocks and the turnbuckles. There was no report of injury to the crew or damage to the ship.

3.3.3 The Vietnam Marine Police, which is the ReCAAP Focal Point of Vietnam, promptly investigated the incident, and recovered 26 of the 150 twistlocks from one of the two wooden boats used by the robbers. Please see photograph below. The ReCAAP ISC has categorized this incident as a Category 3 (i.e. less significant) incident.



**Recovered twistlocks in the wooden boat**

## **Observations**

3.3.4 The *modus operandi* suggests that the attack was opportunistic and the incident occurred when the crew was busy preparing to anchor at the Halong Bay.

3.3.5 The timely action by the chief crew at the deck when detecting the intrusion was commendable.

## **Recommendation**

3.3.6 The ReCAAP ISC advises ship masters and crew to remain vigilant and adopt appropriate countermeasures to deter opportunistic attackers.



## 3.4 Incidents at the Kakinada Anchorage, India

3.4.1 Between October 2007 and January 2008, three incidents occurred at the Kakinada Anchorage, India, and its vicinity. All three incidents were Category 3. The details of the incidents are described below.

### Incident on board the *MV Acavus* on 5 January 2008

Name of Ship	: <i>MV Acavus</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Isle of Man
IMO Number	: 9308754
GT	: 8,351

3.4.2 The ReCAAP ISC (India) reported to the ReCAAP ISC an incident on board the *MV Acavus* on 5 January 2008. At about 0556 hrs on 5 January 2008, seven robbers approached the chemical tanker from a 12m long light green boat while the tanker was anchored at Kakinada Roads, India at approximately 16° 59.8'N, 082° 26.7'E. Please refer to the map below.

3.4.3 One robber boarded the ship undetected from the poop deck using a rope attached to a grapnel hook. The robber stole a fire hose with nozzle and a rope before fleeing in the light green boat.

3.4.4 The Indian Coast Guard which is the ReCAAP Focal Point of India verified the incident with the shipping company and intensified patrols in the area.

### Incident on board the *MV Gondwana* on 16 January 2008

Name of Ship	: <i>MV Gondwana</i>
Type of Ship	: Tug boat
Flag of Ship	: Belize
IMO Number	: 7401320
GT	: 1,137

3.4.5 The ReCAAP Focal Point (India) reported to the ReCAAP ISC an incident on board the Belize-registered tug boat, the *MV Gondwana*. At 1345 hrs on 16 January 2008, the ship was under way near the port of Kakinada, India at approximately 16° 58.17'N, 082° 24.26'E when a small craft came alongside the tug boat. Some robbers boarded the tug boat from her starboard side and stole the ship's stores.

3.4.6 The crew raised the alarm and mustered all members of the crew. The crew confronted the robbers, recovered the stolen items and repelled the robbers. The robbers subsequently boarded the barge but left empty-handed 20 minutes later.



### Location of Incidents

#### **Incident in October 2007**

3.4.7 On 10 October 2007 at 0130 hrs, the Croatia-registered bulk carrier, the *Gundulic* was anchored at the Kakinada Anchorage, India, when three robbers boarded from its stern using a grapnel hook. A member of the duty crew who spotted the robbers immediately informed the duty watchman. The ship's alarm was raised and the crew members were mustered. The robbers stole some ship's store before escaping. There were no injuries reported or damage to the ship.

#### **Observations**

3.4.8 The *modus operandi* of the incidents occurred on 5 January 2008 and 10 October 2007 appear similar. However, it is not certain if the two incidents were carried out by the same group of robbers.

3.4.9 In the incident that involved the *MV Gondwana* on 16 January 2008, the ReCAAP ISC recommends that the crew exercises caution when confronting the robbers as such action may antagonise them and cause them to harm the crew.

## **Recommendation**

3.4.10 The ReCAAP ISC strongly recommends ship master to take precautionary measure while at anchor or under way, and to report all piracy and armed robbery incidents to the port authorities immediately.

### 3.5 Attempted boarding of the *Lion City River* on 10 January 2008

Name of Ship : *Lion City River*  
Type of Ship : Crude oil tanker  
Flag of Ship : Singapore  
IMO Number : 9329409  
GT : 56,347

3.5.1 The ReCAAP Focal Point (Japan) and the ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC an incident involving the *Lion City River*. On 10 January 2008 at 2257 hrs, the Singapore-registered tanker was transiting east bound through the Philip Channel at approximately 01° 05.2'N, 103° 35'E when the tanker spotted a small craft with a search light about 1nm before her. Please see map below.



**Location of Incident**

3.5.2 The craft attempted to obstruct the passage of the *Lion City River* by steering into her path. The tanker tried to steer away from the craft when a second unlit craft was spotted on the port side. The crew immediately made an announcement over its public address system, alerted its anti-piracy watch personnel and reported the incident to the Singapore authorities. The crew also switched on the deck lights, blew the ship's whistle and rigged the deck water hose. The ship safety officer immediately informed the company safety officer about the incident.

3.5.3 The two craft aborted the attempt and moved away. There were no injuries sustained by the crew.

### **Observation**

3.5.4 The anti-piracy countermeasures carried out by the crew such as raising alarm signals, mustering the crew and informing the nearest coastal state were commendable.

### **Recommendation**

3.5.5 Early detection of a possible attack is the most effective deterrent and reduces risk to the crew. It provides an opportunity for the crew to sound the alarm, alert the coastal authorities and undertake anti-piracy countermeasures.

## Part 4 - Observations for December 2007 – January 2008

4.1 Compared to the period December 2006 – January 2007, the total number of reported incidents of piracy and armed robbery against ships in Asia for the period December 2007 and January 2008 has decreased by 33% (from 15 to 10). Overall, the following observations can be made regarding incidents that occurred during the period December 2007 – January 2008:

- a. The total number of actual incidents reported during the two periods December 2007 – January 2008, and December 2006 – January 2007 has remained fairly consistent.
- b. The decline in the total number of incidents in the period December 2007 – January 2008 was attributed to the decrease in the number of attempted incidents during this period compared with December 2006 – January 2007.
- c. The decline in the total number of reported incidents in December 2007 – January 2008 was most evident in Indonesia where the number of incidents has declined by half from eight incidents in December 2006 – January 2007 to four incidents in December 2007 – January 2008.
- d. One third of the total number of actual incidents reported during the period December 2007 – January 2008 occurred while ships were under way compared to the period December 2006 – January 2007 when all the actual incidents occurred while ships were at anchor or at berth.
- e. Incidents occurred while ships were at anchor or at berth were usually less significant (i.e. Category 3) incidents.

**ANNEX**

**DETAILS OF INCIDENTS REPORTED BETWEEN DECEMBER 2007 AND JANUARY 2008**

**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.	OM Aestatis Container ship Liberia 9400590 7,170	01/12/2007 2200hrs	14° 33.6' N 120° 55.6' E  North Harbour, Manila, Philippines	Anchored	<p>Six robbers armed with pistols boarded the ship using grapnels. The robbers were spotted on board the ship by a duty crew who immediately informed the bridge via his hand-held radio set and sounded the ship's alarm. The robbers jumped overboard and escaped in their motor boat with the ship's life raft. There were no injuries reported in the incident.</p> <p>The incident was reported to the authorities, including the Philippines Coast Guard (PCG). The PCG which is the ReCAAP Focal Point of Philippines immediately conducted a search of the area and checked all boats transiting the vicinity. The PCG advised all ship owners and the maritime community in Manila to be vigilant and adopt precautionary measures when their ships were at anchor or moored. Ships were also advised to report immediately to the PCG through the VHF radio when encountering similar incident.</p>	ReCAAP Focal Point (Philippines)	CAT 2

2.	<i>Hyundai Concord</i> Container ship Panama 9278985 13,267	17/12/2007 0430hrs	14° 35.2' N 120° 52.5' E  North Harbour, Manila, Philippines	Anchored	Eight armed robbers boarded a container ship while at anchor, awaiting berthing instructions. The anti-piracy watch spotted them and reported to the Duty Officer. The alarm was raised and crew alerted. The robbers jumped overboard and escaped in a waiting boat. Nothing was stolen.	IMO	CAT 3
3.	<i>Makmur Abadi-I</i> Tug boat <i>Makmur Abadi-V</i> Barge	23/12/2007 0430hrs	Near Bilang-Bilangan island, off coast of East Kalimantan	Steaming	Seven men armed with sharp weapons boarded the tug boat. The hijackers tied up the ship master and crew, and locked them in a room. They took control of the tug boat and steered her towards the port of Labuan, Malaysia. To disguise the ship, the hijackers painted the tug boat black and changed its name from the <i>Makmur Abadi-I</i> to the <i>Ocean Line-1</i> and the name of the barge from the <i>Makmur Abadi-V</i> to the <i>Ocean Line-2</i> .  Having been informed of the incident, the Indonesian authorities dispatched a Navy ship which was patrolling in the vicinity to locate the tug boat and the barge. On 23 December 2007, at about 1000hrs, the ship successfully intercepted the tug boat, arrested the hijackers and rescued the crew.  Investigations by the authorities revealed that the hijackers had falsified the ship's documents.	Indonesian authorities  Antara News dated 28/12/2007	CAT 1
4.	<i>Constantinoupolis</i> Bulk carrier Philippines 7930656 68,418	25/12/2007 1515hrs	01° 09.10' S 117° 13.7' E  Samarinda Anchorage, Indonesia	Anchored	The duty crew noticed some robbers on the poop deck. As he shouted to alert the other crew, robbers who hid behind the winches attacked him with iron pipes. Discovering that all crew had been alerted, the robbers jumped overboard and escaped. Nothing was stolen.	IMO	CAT 3



5.	<i>Syms Huashan</i> Container ship Antigua and Barbuda 9306251 9957	04/01/2008 0920hrs	20° 51.8' N 107° 07' E  Halong Bay Anchorage, Vietnam	Anchored	<p>The crew spotted two wooden boats alongside the container ship. One boat was at the portside of the ship while the other at the starboard quarter. About seven robbers were spotted transferring twistlocks and turnbuckles from the container ship to the wooden boats. The chief crew at the deck of the ship informed the bridge about the incident and mustered the crew in an attempt to stop the theft. He also reported the incident to the Vietnam Marine Police. The robbers fled with the twistlocks and the turnbuckles. There was no report of injury to the crew or damage to the ship.</p> <p>The Vietnam Marine Police, which is the ReCAAP Focal Point of Vietnam, promptly investigated the incident, and recovered 26 of the 150 twistlocks from one of the two wooden boats used by the robbers.</p>	ReCAAP Focal Point (Vietnam)	CAT 3
6.	<i>MV Acavus</i> Chemical tanker Isle of Man 9308754 8351	05/01/2008 0556hrs	16° 59.8' N 082° 26.7' E  Kakinada roads, India	Anchored	<p>Seven robbers approached the chemical tanker from a 12m long light green boat. One robber boarded the ship undetected from the poop deck using a rope attached to a grapnel hook. The robber stole a fire hose with nozzle and a rope before fleeing in the light green boat.</p> <p>The Indian Coast Guard, which is the ReCAAP Focal Point of India, verified the incident with the shipping company and intensified patrols in the area.</p>	ReCAAP Focal Point (India)	CAT 3
7.	<i>MV Gondwana</i> Tug boat Belize 7401320	16/01/2008 1345hrs	16° 58.17' N 082° 24.26' E  Kakinada OPL, India	Steaming	<p>A small craft came alongside the tug boat. Some robbers boarded the tug boat from her starboard side and stole the ship's stores. The crew raised the alarm and mustered all members of the crew. The</p>	ReCAAP Focal Point (India)	CAT 3

	1137				crew confronted the robbers, recovered the stolen items and repelled the robbers. The robbers subsequently boarded the barge but left empty-handed 20 minutes later.		
8.	<i>PU 2406</i> Tug boat 287 Towing <i>PU 3306</i> Barge Singapore	19/01/2008 1145 hrs	01° 44.91' S 108° 04.09' E  Karimata Strait	Steaming	The tug boat towing a barge loaded with 9,400 metric tones of steam coal departed Banjarmasin, Indonesia for Kohsichang, South Thailand via the Karimata Strait when the crew on board the tug boat discovered that the store room of the barge was open. Several items including spades, wheelbarrow, mooring ropes, diesel oil, etc were missing.	ReCAAP Focal Point (Singapore)	CAT 3
9.	<i>Princess Nadia</i> Bulk carrier Panama 8409800 84788	29/01/2008 0415 hrs	Pulau Laut Anchorage, Indonesia	Anchored	Four robbers armed with knives boarded the bulk carrier while at anchor. The duty crew confronted the robbers but they continued to steal the ship's stores. The crew raised the alarm, sounded the ship whistle and mustered all crew. The robbers saw the mustering of 14 members of the crew, jumped into the waters and escaped in a 30m long speedboat.	IMO	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>MV Lion City River</i> Crude oil tanker Singapore 9329409 56,347	10/01/2008 2257hrs	01° 05.20'N 103° 35' E  Philip Channel, Straits of Malacca and Singapore	Steaming	The tanker was transiting east bound through the Philip Channel when she spotted a small craft with a search light about 1nm before her. The craft attempted to obstruct the passage of the tanker by steering into her path. The tanker tried to steer away from the craft when a second unlit craft was spotted on the port side. The crew immediately made an announcement over its public address system, alerted its anti-piracy watch personnel and reported the incident to the Singapore authorities. The crew also switched on the deck lights, blew the ship's whistle and rigged the deck water hose. The ship safety officer immediately informed the company safety officer about the incident. The two craft aborted the attempt and moved away. There were no injuries sustained by the crew.	ReCAAP Focal Point (Singapore)  ReCAAP Focal Point (Japan)