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# Report for May 2008

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# Executive Summary

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A total of seven incidents of armed robbery against ships were reported in Asia in May 2008. Of these, five were actual incidents and two were attempted incidents. Overall, there has been a decline in the total number of incidents reported in May 2008 compared to May 2007. A total of eleven incidents were reported in May 2007, of which nine were actual incidents and two were attempted incidents.

The greatest decrease in the overall number of reported incidents took place in the Category 3 (less significant) incidents. Two Category 3 incidents were reported in May 2008 compared to eight Category 3 incidents in May 2007.

The details of the incidents occurred in May 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.

<b>Category</b>	<b>Significance of Incident</b>
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 May 2008

## 2.1 Number and Significance of Incidents

2.1.1 A total of seven incidents of armed robbery against ships were reported in May 2008. Of these, five were actual incidents and two were attempted incidents. Compared to May 2007, there was a decrease in the total number of incidents reported in May 2008. In May 2007, a total of 11 incidents (nine actual incidents and two attempted incidents) were reported. Comparing the two periods, there has been a decrease in the number of actual incidents in May 2008 compared to May 2007. However, the total number of attempted incidents reported during these two periods was the same. Please see *Table 1* below.

	May 2008	May 2007
Actual	5	9
Attempted	2	2
<b>Total</b>	<b>7</b>	<b>11</b>

**Table 1 – Actual and attempted incidents during May 2008 and May 2007**

2.1.2 Of the five actual incidents reported in May 2008, two were Category 3 incidents, one was a Category 2 incident and two were Category 1 incidents. In May 2007, of the nine actual incidents reported, eight were Category 3 incidents and one was a Category 2 incident. Comparing the two periods, the greatest decrease took place in the Category 3 incidents. Eight Category 3 incidents were reported in May 2007 compared to two Category 3 incidents in May 2008. The number of Category 2 incidents remained the same during the two periods. Please see *Table 2* below.

Significance Level	May 2008	May 2007
Category 3 (Less Significant)	2	8
Category 2 (Moderately Significant)	1	1
Category 1 (Very Significant)	2	0
<b>Total</b>	<b>5</b>	<b>9</b>

**Table 2 – Significance level of incidents during May 2008 and May 2007**

2.1.3 Figure 1 shows the number of actual and attempted incidents reported between May 2007 and May 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.

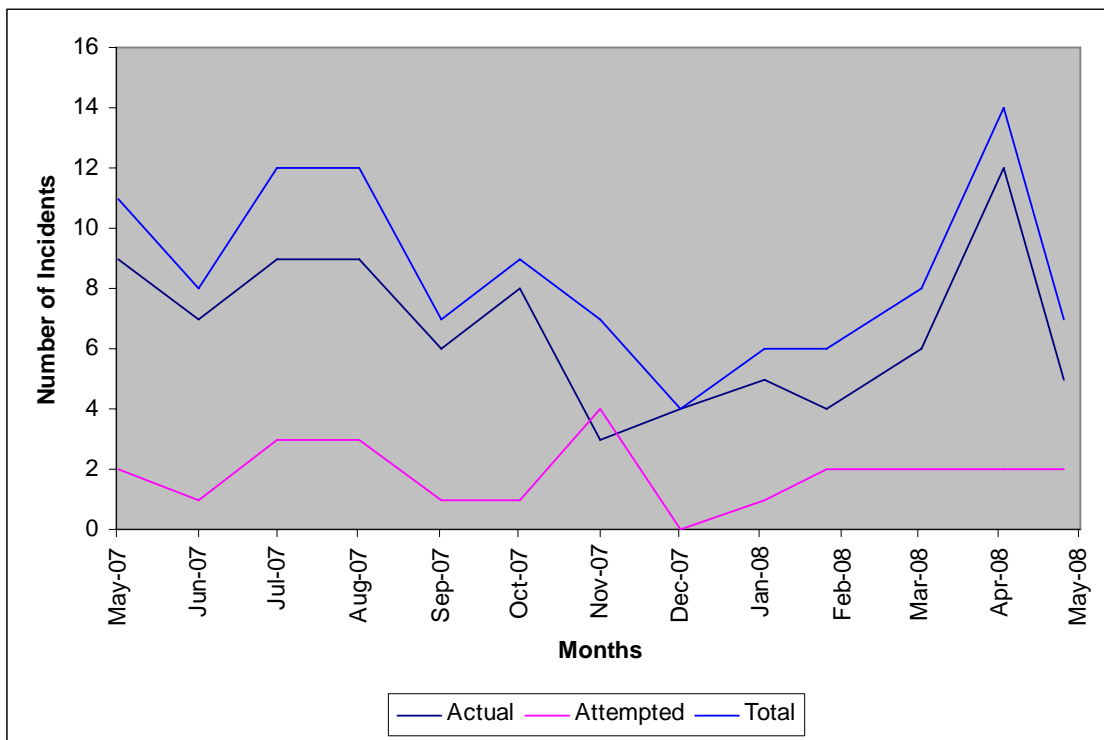


Figure 1 – Number of incidents from May 2007 to May 2008

## 2.2 Analysis of Incidents in May 2008

2.2.1 **Location of Actual and Attempted Incidents.** Table 3 shows the location of incidents in May 2008 and May 2007. Overall, there was a decline in the number of incidents reported in May 2008 compared to May 2007. The decline was most apparent in Vietnam. No incident was reported in Vietnam in May 2008 compared to May 2007 when two incidents were reported. The number of incidents in Bangladesh, India and Malaysia has also declined slightly in May 2008 compared to May 2007. However, there has been an increase in activities in the Straits of Malacca and Singapore. Two incidents (one actual and one attempted) were reported in the Straits of Malacca and Singapore in May 2008 compared to none was reported in May 2007.

	May 2008		May 2007	
	Actual	Attempted	Actual	Attempted
Bangladesh		1	2	
India			1	
Indonesia	3		3	
Malaysia			1	1
Philippines	1			1
Vietnam			2	
Straits of Malacca and Singapore	1	1		
<b>Total</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>2</b>

**Table 3 – Location of incidents during May 2008 and May 2007**

2.2.2 **Weapons Used.** Table 4 shows the weapons used by robbers during actual incidents reported in May 2008 and May 2007. Knives were commonly used by robbers in incidents reported in May 2007 although they may be used to cut mooring ropes. 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
May 2008	2	1			2
May 2007		4			5

**Table 4 – Weapons used in incidents during May 2008 and May 2007**

2.2.3 **Types of Ships Targeted.** Table 5 shows the type of ships involved in actual and attempted incidents in May 2008 and May 2007. No particular type of ships was more susceptible to attack in May 2008. In contrast, tankers appeared to be more commonly targeted in May 2007. Five out of eleven incidents reported in May 2007 involved tankers.

Type of Ship	May 2008	May 2007
Container ship	2	3
Bulk carrier		2
Oil tanker		2
Chemical tanker	1	
Product tanker		3
Tanker (unspecified)	1	
Tug boat & barge	1	1
Fishing trawler	1	
Passenger craft	1	
<b>Total</b>	<b>7</b>	<b>11</b>

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



2.2.4 **Status of Ships.** Of the five actual incidents reported in May 2008, four incidents involved ships that were steaming and one involved ship at berth. Of the four incidents involving ships that were steaming, two were Category 1 incidents, one was a Category 2 incident and one was a Category 3 incident. In contrast, in May 2007, of the nine actual incidents reported, seven occurred while the ships were at anchor and two while the ships were at berth. The ISC notes that incidents involving ships that were steaming were likely Category 1 or Category 2 incidents.

Status of Ships	May 2008				May 2007		
	CAT 1	CAT 2	CAT 3	Total	CAT 2	CAT 3	Total
Berthed			1	1		2	2
Anchored					1	6	7
Steaming	2	1	1	4			
<b>Total</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>9</b>

**Table 6 – Status of ships during incidents and the significance level in May 2008 and May 2007**

2.2.5 **Time of Incidents.** Table 7 shows the local time of actual and attempted incidents in May 2008 and May 2007. In May 2008, four out of the seven reported incidents occurred between 1800hrs to 0559hrs. This is comparable to May 2007 when nine out of the eleven reported incidents occurred during the same period.

	1800 hrs to 2359 hrs	0001 hrs to 0559 hrs	0600hrs to 1159 hrs	1200 hrs to 1759 hrs
May 2008	1	3		3
May 2007	1	8	1	1

**Table 7 – Local time of incidents during May 2008 and May2007**

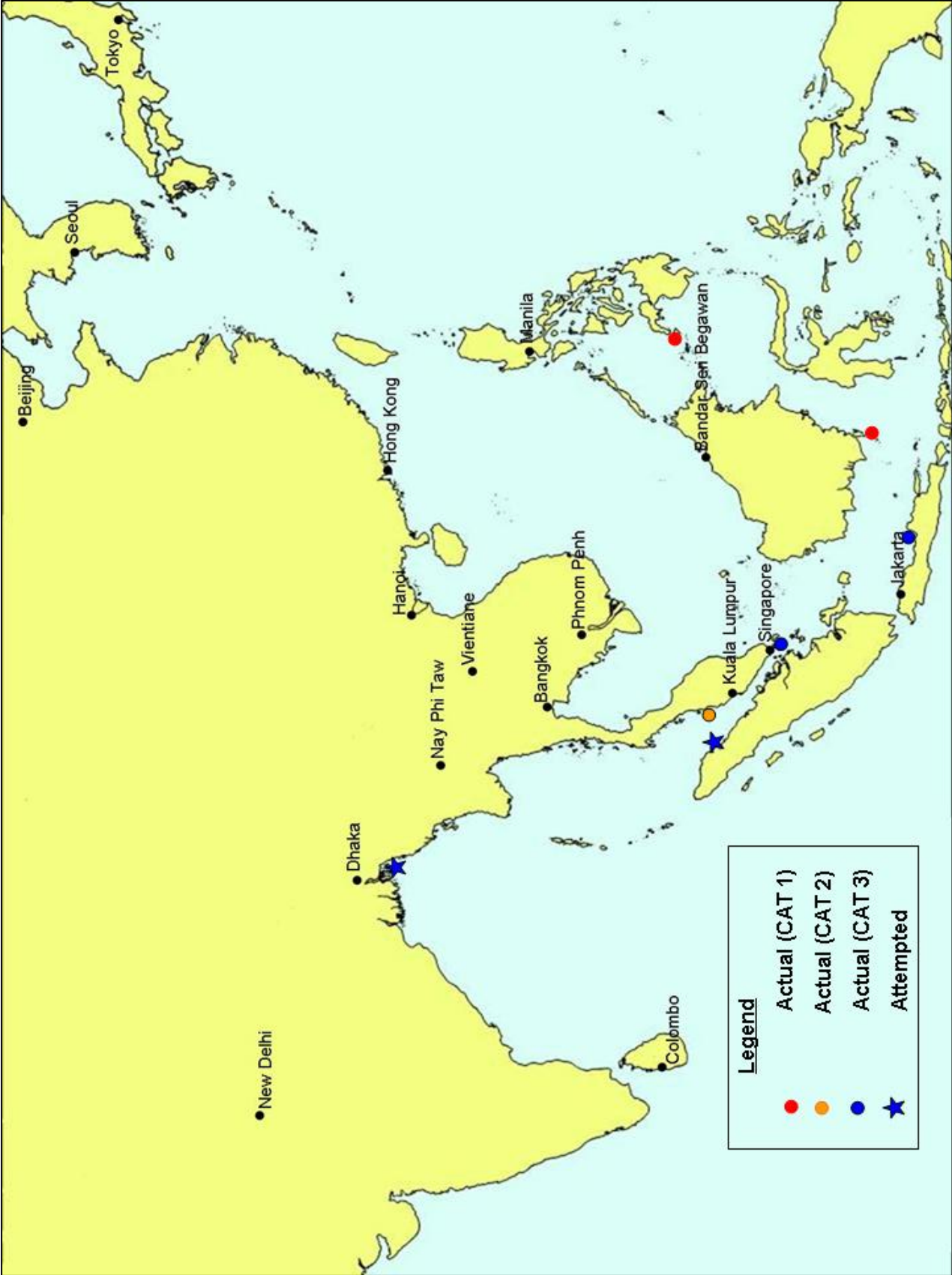


Figure 1 : Location of All Incidents in May 2008

# Part 3 - Details of Selected Incidents

## 3.1 Hijacking of Fishing Trawlers KNF 7547 and KNF 7548

Name of Ship : *KNF 7547 & KNF 7548*  
Type of Ship : Fishing Trawlers  
Flag of Ship : Malaysia

3.1.1 The ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC an incident on board two Malaysian-registered fishing trawlers, *KNF 7547 and KNF 7548*. At 0200 hrs on 2 May 2008, the two fishing trawlers with eight crew on board were underway at approximately 03° 48'N, 100° 43'E in the Straits of Malacca and Singapore when some men boarded the fishing trawlers. Please see map below.



**Approximate location of incident**

3.1.2 All members of the crew were reportedly thrown overboard at a nearby island in Indonesia. They were subsequently rescued by a passing fishing boat and handed over to the Indonesian Navy. The rescued crew had since been repatriated to Malaysia. However, the fishing trawlers have yet to be located. The ReCAAP ISC has classified this incident as a Category 2 (moderately significant) incident.

## **Observation**

3.1.3 The hijackers targeted the fishing trawlers during the hours of darkness when the crew was resting and less alert. The slow speed of the fishing trawlers and small number of crew onboard has made them easy targets and vulnerable to attack by armed robbers.

## **Recommendation**

3.1.4 Fishermen are advised to maintain vigilance and strengthen watch keeping particularly during hours of darkness when their fishing trawlers are transiting close to land, and in areas which are prone to attacks on slow moving ships.

## 3.2 Armed Robbery on board the *Al -Aziz*

Name of Ship : *Al-Aziz*  
Type of Ship : Passenger craft  
Flag of Ship : Philippines

3.2.1 The ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC an incident on board the Philippines-registered passenger craft, the *Al-Aziz*. On 6 May 2008, the passenger craft departed Jolo, Sulu and was heading towards Laminusa Island. At about 1400 hrs on 6 May 2008, the *Al-Aziz* was at position 05° 45'N, 120° 54'E when 20 robbers armed with automatic rifles fired at the passenger craft from four 'Jung Kong' type of sea craft (wooden speed boats). Please see map below.

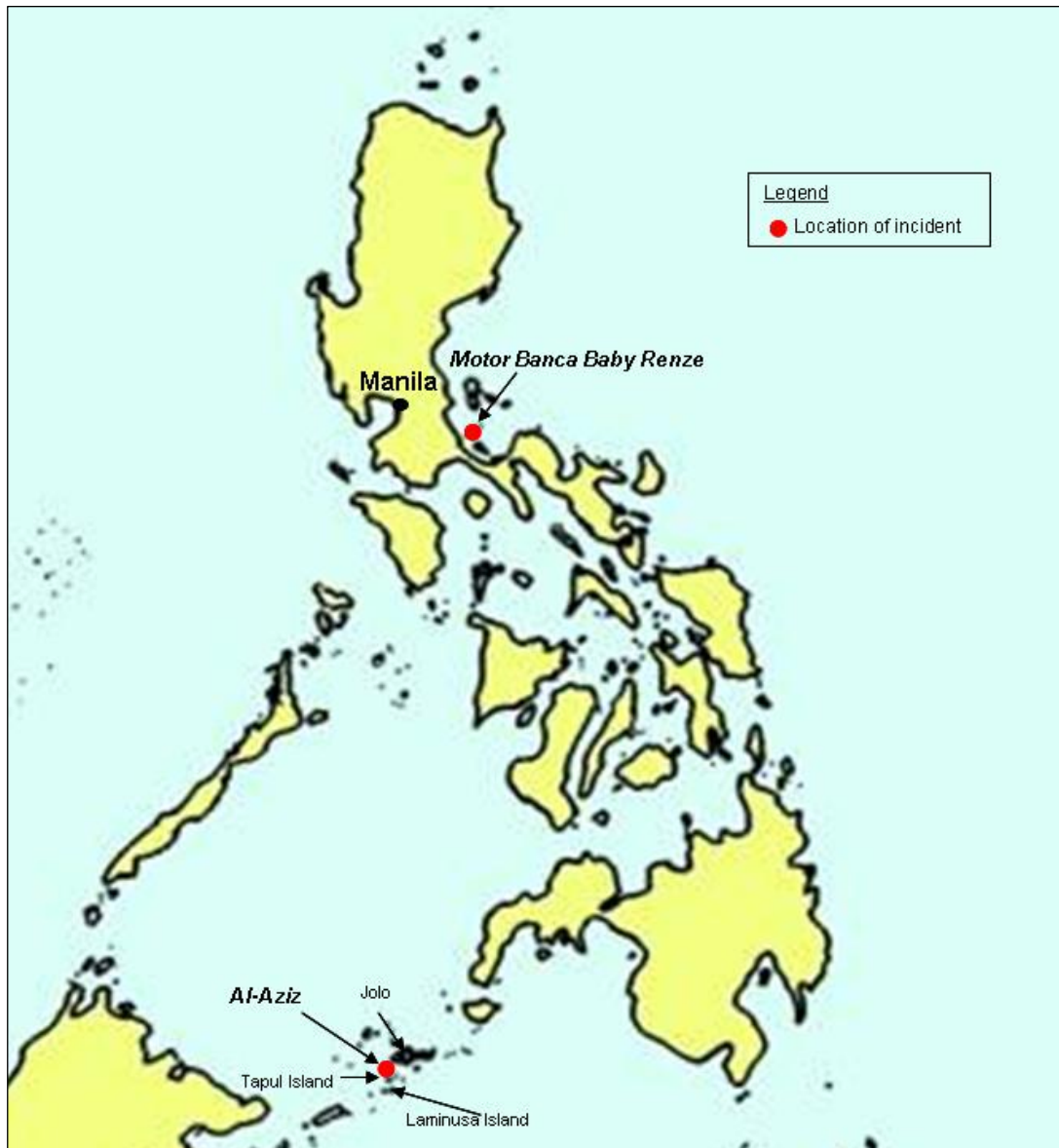
3.2.2 The firing resulted in four people killed and seven injured. The injured passengers were taken ashore for medical treatment. The Philippines Coast Guard (PCG) in coordination with the Philippines National Police was looking for the culprits involved in the incident and the motive for the attack. The ReCAAP ISC has classified this incident as a Category 1 incident.

### Past Incident of Armed Robbery on Passenger Ship in the Philippines

3.2.3 The incident involving the *Al-Aziz* is the second armed robbery incident involving a passenger craft in the Philippines since the beginning of 2008. The first incident occurred on 17 March 2008 involving passenger boat, the *Motor Banca Baby Renze*. The passenger boat was attacked by armed robbers while enroute to Polilli Island after delivering some sacks of copra at the port of Mauban, Quezon. Please see map below.

3.2.4 At 1430 hrs on 17 March 2008, the boat was approximately at 14° 28.00'N, 120° 54.00'E when two unidentified men among the passengers on board the boat announced a holdup. Armed with guns, they shot the boat's captain and four other people. After that, they tied up the bodies of the boat's captain and two other people to the boat anchor and threw them into the sea. One of the wounded passengers jumped over board and was later rescued by the Philippines search and rescue (SAR) team.

3.2.5 The robbers fled with an estimated amount of P50,000 in cash (equivalent to about US\$1220) and other valuables. They escaped in a motor boat driven by one of their accomplices. The ReCAAP ISC has classified the incident involved the *Motor Banca Baby Renze* as a Category 1 incident.



**Approximate location of Incidents**

### **Observation**

3.2.6 The incident involving the *Al-Aziz* appeared to be a planned operation. This was evidenced from the fact that that the robbers were armed with automatic weapons and came in wooden speed boats. They fired at the passengers on board the passenger craft and escaped in their boats. The incidents involving the *Al-Aziz* and the *Motor Banca Baby Renze* were similar in terms of the severity of the incident. However, the motive of the attack on the *Al-Aziz* was not known.

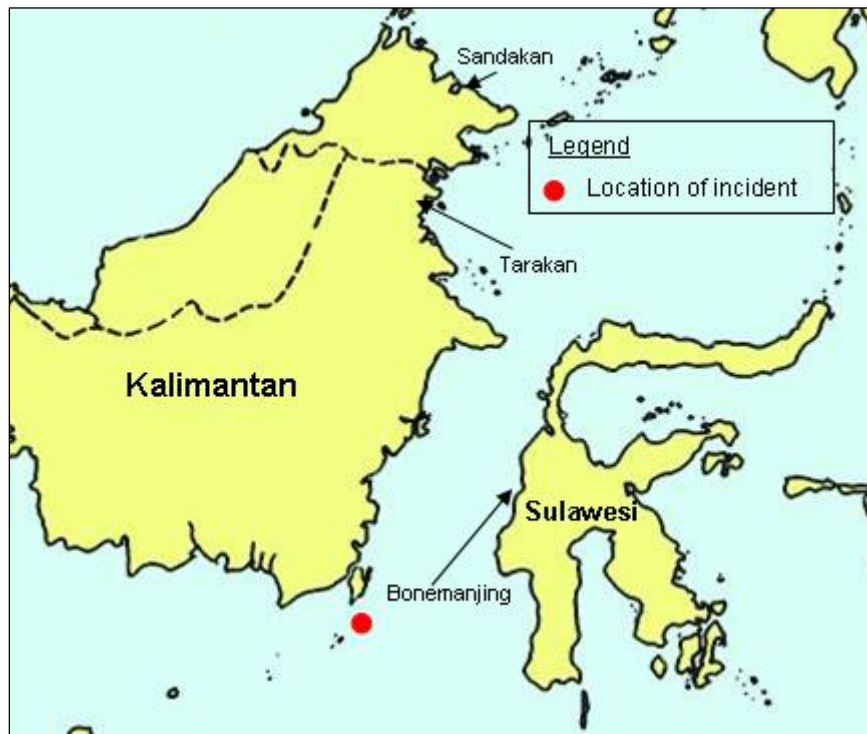
### **Recommendation**

3.2.7 Ship masters are advised to exercise vigilance, and alert the law enforcement agencies immediately when they were attacked. However, early detection of a possible attack is the most effective deterrent and reduces risk to the crew and passengers.

### 3.3 Hijacking of the *MT Blue Ocean 7*

Name of Ship : *MT Blue Ocean 7*  
Type of Ship : Tanker  
Flag of Ship : Indonesia  
IMO Number : 8004117  
GT : 1280

3.3.1 On 21 May 2008, the *MT Blue Ocean 7* departed Bonemanjing, Central Sulawesi with a cargo of crude palm oil onboard. The Indonesian-registered tanker was heading towards Surabaya, Indonesia. The ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC that the owners of the tanker lost contact with the tanker while she was en route from Sulawesi to Surabaya. The owners' last contacted the tanker on 21 May 2008 at 1700 hrs (local time) when she was at position 04° 41.35'S, 116° 07.04'E, approximately 87nm east of Kalimantan. Please see approximate location below.



#### Approximate location of incident

3.3.2 The ReCAAP ISC checked with the Malaysian and Indonesian authorities about the incident. The authorities revealed that the tanker has been hijacked and some members of the crew might have collaborated with the hijackers. The hijackers have reportedly repainted the ship and forged the ship's documents before anchoring at the port of Sandakan. Two of the ship's crew reportedly jumped overboard when the ship arrived at the port of Sandakan, and made a police report. The incident is currently under investigation. The ReCAAP ISC has classified this incident as a Category 1 incident.

## Subsequent Online News Report

3.3.3 It was reported in the Indonesian news, the Antara News that the tanker left the port of Bonemanjing in West Sulawesi on 21 May 2008 for Surabaya, East Java. Six hours after sailing in the southerly direction in the Makassar Straits, she reversed its course to sail in the northerly direction towards Tarakan in East Kalimantan. The tanker eventually anchored at the port of Sandakan, Sabah where the crude palm oil cargo was offloaded. Along the way, the tanker was reportedly repainted black, and her name changed to 'MT EKA'. On arrival at Sandakan, the crude palm oil cargo was delivered to a party who had apparently been waiting for its arrival<sup>1</sup>.

3.3.4 The Antara News reported that the tanker after its departure from Bonemanjing had been tailed by a speedboat with men armed with firearms and sharp weapons who later boarded the ship. The report added that the tanker had all the required shipping documents when she arrived at Sandakan. The hijacking was uncovered after one member of the tanker's crew who had been left behind in Sandakan reported the incident to the shipping company in Jakarta on 19 June 2008. The company then informed the Marine Police in Sandakan who detained eight of the ship's crew and the tanker<sup>2</sup>.

3.3.5 The Antara News also reported that the Indonesian authorities had arrested eleven men suspected to be involved in the incident in Tarakan. Five of the arrested men were the tanker's crew while the other six were not the ship's crew. The eleven men reportedly gathered in Tarakan to distribute the proceeds from the sale of the crude palm oil shipment in Sandakan. They planned to fly to Jakarta soon after the incident as they already had with them the plane tickets. The whereabouts of the tanker's captain was reported unknown<sup>3</sup>.

3.3.6 The IMB PRC also reported on the incident. The report indicated that approximately ten 'pirates' armed with guns and knives boarded and hijacked the tanker. The 'pirates' reportedly took the crew members as hostage and sailed the ship to an unknown location. The Royal Malaysian Marine Police located and detained the ship at the port of Sandakan on 19 June 2008. According to the report, six members of the crew were reportedly missing<sup>4</sup>.

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<sup>1</sup> The Antara News, 24 June 2008 (<http://www.antara.co.id/en/arc/2008/6/24/intl-network-suspected-behind-hijacking-of-cpo-carrying-tanker/>)

<sup>2</sup> *ibid*

<sup>3</sup> *ibid*

<sup>4</sup> The IMB weekly piracy report for the period covering 17 to 23 June 2008.



## **Observations**

3.3.7 The hijacking of the *MT Blue Ocean 7* was well-planned and organized. Similar to the incident involving the *MT Kraton* that occurred on 22 September 2007, the hijackers had repainted the hull of the tanker, changed the name of the ship and forged the ship documents. Arrangements have also been made to fly the hijackers out of the area after the incident.

3.3.8 Both incidents involved the hijacking of tankers carrying cargo of crude palm oil which was relatively lucrative item in view of the recent surge in its prices. In both incidents, the hijackers had ready buyer for the hijacked shipment of crude palm oil.

## **Comment**

3.3.9 The successful arrest of the hijackers demonstrates the quick response by the Indonesian and Malaysian authorities, and the cooperation in information sharing and coordination efforts between the authorities.

## Part 4 - Observations for May 2008

4.1 The total number of incidents of piracy and armed robbery against ships in Asia in May 2008 has decreased compared to May 2007. There were seven incidents in May 2008 compared to eleven incidents in May 2007. Overall, the following observations can be made for incidents reported in May 2008:

a. The number of actual incidents reported in May 2008 has decreased, from nine incidents reported in May 2007 to five incidents in May 2008.

b. The largest decrease in the total number of incidents in May 2008 was the Category 3 incidents. The number of Category 3 incidents had decreased by 75% from eight incidents in May 2007 to two incidents in May 2008. The number of Category 2 incident reported in May 2008 and May 2007 was the same. However, there were two Category 1 incidents reported in May 2008 compared to none reported in May 2007.

c. Overall, there has been an improvement in the situation in Vietnam in May 2008 compared to May 2007. No incident was reported in Vietnam in May 2008 compared to May 2007 when two incidents were reported.

d. Majority of the incidents involving ships that were steaming were either Category 1 or Category 2 incidents. In May 2008, three out of the four incidents involving ships that were steaming were either Category 1 or Category 2 incidents.

## DETAILS OF INCIDENTS IN MAY 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>KNF7547, KNF7548</i> Fishing trawler Malaysia	02/05/2008 0200hrs	03° 48' N 100° 43' E  Straits of Malacca and Singapore	Steaming	Two fishing trawlers with eight crew members were hijacked. All members of the crew were reportedly thrown overboard at a nearby island in Indonesia. They were subsequently rescued by a passing fishing boat and handed over to the Indonesian Navy. The rescued crew had since been repatriated to Malaysia. However, the fishing trawlers have yet to be located.	ReCAAP Focal Point (Singapore)	CAT 2
2.	<i>Al-Aziz</i> Passenger craft Philippines	06/05/2008 1400hrs	05° 45' N 120° 54' E  Between Tapul Island and Parang Island, Philippines	Steaming	Four speedboats carrying 20 robbers armed with automatic rifles fired at the passenger craft that was underway from Jolo, Sulu to Laminusa Island. The firing resulted in four people killed and seven injured. The injured passengers were taken ashore for medical treatment. The Philippines Coast Guard (PCG) in coordination with the Philippines National Police was looking for the culprits involved in the incident and the motive for the attack.	ReCAAP Focal Point (Philippines)	CAT 1
3.	<i>Kota Rajin</i> Container ship Singapore 9296286	09/05/2008 0350hrs	06° 57' S 110° 26' E  Port of	Berthed	Two unknown person were found in the ship's engine room. The alarm was raised and both robbers jumped overboard and escaped in a small boat. Preliminary checks	ReCAAP Focal Point (Singapore)	CAT 3

	9678		Semarang, Indonesia		indicated that two reefer extension wires were stolen. There was no report of injury to crew. The local agent informed the Indonesian authorities at Semarang about the incident.	Shipping company	
4.	<i>Blue Ocean 7</i> , Indonesia Tanker 8004117 1280	25/05/2008 1700hrs	04° 41.35' S 116° 07.4' E  East of Kalimantan, Indonesia	Steaming	<p>The tanker departed Bonemanjing, Central Sulawesi with a cargo of crude palm oil onboard. She was heading towards Surabaya, Indonesia when the owners of the tanker reported that they lost contact with her. The owners' last contacted the tanker on 21 May 2008 at 1700 hrs (local time) when she was approximately 87nm east of Kalimantan.</p> <p>The Malaysian and Indonesian authorities revealed that the tanker has been hijacked and some members of the crew might have collaborated with the hijackers. The hijackers have reportedly repainted the ship and forged the ship's documents before anchored at the port of Sandakan. Two of the ship's crew reportedly jumped overboard when the ship arrived at the port of Sandakan, and made a police report. The incident is currently under investigation.</p> <p>The Antara News reported that six hours after the tanker sailed in the southerly direction in the Makassar Straits, she reversed its course to sail in the northerly direction towards Tarakan in East Kalimantan. The tanker eventually anchored at the port of Sandakan, Sabah where the crude palm oil cargo was offloaded. Along the way, the tanker was reportedly repainted black, and her name changed to '<i>MT EKA</i>'. On arrival at Sandakan, the crude palm oil cargo was</p>	<p>ReCAAP Focal Point (Singapore)</p> <p>Indonesian authorities</p> <p>Malaysian authorities</p> <p>The Antara News dated 24 June 2008</p> <p>ICC-IMB</p>	CAT 1

				<p>delivered to a party who had apparently been waiting for its arrival.</p> <p>The Antara News reported that the tanker after its departure from Bonemanjing had been tailed by a speedboat with men armed with firearms and sharp weapons who later boarded the ship. The report added that the tanker had all the required shipping documents when she arrived at Sandakan. The hijacking was uncovered after one member of the tanker's crew who had been left behind in Sandakan reported the incident to the shipping company in Jakarta on 19 June 2008. The company then informed the Royal Malaysian Marine Police in Sandakan who detained eight of the ship's crew and the tanker.</p> <p>The Antara News also reported that the Indonesian authorities had arrested eleven men suspected to be involved in the incident in Tarakan. Five of the arrested men were the tanker's crew while the other six were not the ship's crew. The eleven men reportedly gathered in Tarakan to distribute the proceeds from the sale of the crude palm oil shipment in Sandakan. They planned to fly to Jakarta soon after the incident as they already had with them the plane tickets. The whereabouts of the tanker's captain was reported unknown.</p> <p>The IMB PRC also reported on the incident. The report indicated that approximately ten 'pirates' armed with guns and knives boarded and hijacked the tanker. The 'pirates' reportedly took the crew members as hostage and sailed the ship to an unknown location. The Royal Malaysian</p>		
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					Marine Police located and detained the ship at the port of Sandakan on 19 June 2008. According to the report, six members of the crew were reportedly missing.		
5.	<i>Cathay 5, CSF 2301</i> Tug boat and barge Singapore 9447512 153	27/05/2008 0315hrs	01° 06.51' N 103° 45.59' E  Off Helen Mar Reef, Indonesia	Steaming	The tug boat towing a barge carrying sand departed Lumut and was sailing towards Singapore. While heading towards Batu Ampar, the ship master reported that four robbers had boarded and left the tug boat. The robbers were armed with a small knife and a parang. They stole cash and three mobile phones. No one was injured.	ReCAAP Focal Point (Singapore)	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>Bow Clipper</i> Chemical tanker Norway 9047518 23197	10/05/2008 1625hrs	05° 35' N 097° 05' E  Straits of Malacca and Singapore	Steaming	Robbers in military camouflage attempted to board a chemical tanker using a bamboo pole attached to a hook. The ship master raised alarm and alerted ships in the vicinity. The robbers aborted the attempt and escaped in their blue hull speedboat.	ICC-IMB
2.	<i>MT Hudson Strait</i> Container Ship Marshall Islands 9187423 9030	04/05/2008 2255hrs	22° 12.9' N 091° 46.88' E  Chittagong Anchorage B, Bangladesh	Anchored	Some robbers came alongside the ship in an engine-driven wooden boat. The ship master reported the incident to the Bangladesh Coast Guard and the Chittagong Port Authority.	ReCAAP Focal Point (Bangladesh)