



---

# Half Yearly Report

## 1<sup>st</sup> January 2008 – 30<sup>th</sup> June 2008

---

**ReCAAP Information Sharing Centre**  
456, Alexandra Road, #11-02  
Singapore 119962  
Tel : (65) 6376 3091  
Fax : (65) 6376 3066  
Web : <http://www.recaap.org>

*The ReCAAP Information Sharing Centre owns the copyright of this document. It is for internal use only. No part or parts hereof may be reproduced, distributed, republished, displayed, broadcast, hyperlinked or transmitted in any manner or by any means or stored in an information retrieval system without prior written permission of the ReCAAP Information Sharing Centre. You may not, without the ReCAAP Information Sharing Centre's permission, insert a hyperlink to this document on any website or "mirror" any material contained in this document on any other server. Unauthorised distribution or reproduction of this information, or any part of it, is an infringement of the ReCAAP Information Sharing Centre's copyright.*

# **Executive Summary**

Between January 2008 and June 2008, a total of 45 incidents of piracy and armed robbery against ships were reported in the Asian region. Of these, 36 were actual incidents and nine were attempted incidents. Overall, there has been a decline in the number of incidents reported during this period compared to the same period in 2007 and 2006. The drop in the number of reported incidents is more apparent in areas around the Gelasa Strait, Tanjung Priok and the Makassar Strait, Indonesia and ports and waters off Sarawak and Sabah, Malaysia.

Overall, there has been a decline in the number of Category 2 and Category 3 incidents during the period January-June 2008 compared to January-June 2006. The greatest decrease occurred in the Category 2 incidents. The number of Category 1 incidents has remained relatively consistent in the three reporting periods of January-June 2008, January-June 2007 and January-June 2006.

The details of the incidents that occurred in June 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 – Half Yearly Report

## 2.1 Analysis of Quarterly Patterns and Trends (April-June 2008 and January-March 2008)

### 2.1.1 Number of Reported Incidents

A total of 25 incidents were reported between April 2008 and June 2008. Of these, 13 were reported in April 2008, seven in May 2008 and five in June 2008. About half of the total number of incidents reported during the period April–June 2008 occurred in April 2008<sup>1</sup>. Please see Table 1 below.

	April 2008	May 2008	June 2008	April-June 2008
Actual	11	5	5	21
Attempted	2	2	0	4
Total	13	7	5	25

**Table 1 – Number of actual and attempted incidents (April-June 2008)**

Table 2 below shows the total number of incidents reported between January 2008 and June 2008. Compared to the period January–March 2008, the total number of incidents reported during April–June 2008 has increased by 25%. A total of 25 incidents comprising 21 actual incidents and four attempted incidents were reported during April–June 2008 compared to 20 incidents comprising 15 actual incidents and five attempted incidents were reported during January–March 2008. However, the total number of attempted incidents remained fairly consistent during these two periods.

	January-March 2008	April-June 2008	January-June 2008
Actual	15	21	36
Attempted	5	4	9
Total	20	25	45

**Table 2 – Number of actual and attempted incidents (January-June 2008)**

<sup>1</sup> Similarly in 2007, about half of the total number of incidents reported during the period April–June 2007 occurred in April 2007. Refer to the ReCAAP ISC's Half Yearly Report (1<sup>st</sup> January 2007 – 30<sup>th</sup> June 2007).

### 2.1.2 Significance of Actual Incidents

Table 3 below shows the significance of incidents reported between April 2008 and June 2008. During this period, there were 21 actual incidents, of which two were Category 1 incidents, six were Category 2 incidents and 13 were Category 3 incidents.

	April 2008	May 2008	June 2008	April-June 2008
CAT 1 (Very Significant)	0	2	0	2
CAT 2 (Moderately Significant)	3	1	2	6
CAT 3 (Less significant)	8	2	3	13
<b>Total</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>21</b>

***Table 3 – Significance of actual incidents (April-June 2008)***

Table 4 below shows the significance of incidents reported during the period January-June 2008. Comparing the two quarters of 2008, the second quarter of 2008 observed an increase in the number of Category 2 incidents. The number of Category 1 and Category 3 incidents remained fairly consistent during the two quarters of 2008.

	January-March 2008	April-June 2008	January-June 2008
CAT 1 (Very Significant)	1	2	3
CAT 2 (Moderately Significant)	1	6	7
CAT 3 (Less significant)	13	13	26
<b>Total</b>	<b>15</b>	<b>21</b>	<b>36</b>

***Table 4 – Significance of actual incidents (January-June 2008)***

### 2.1.3 Location of Incidents

The incidence of piracy and armed robbery against ships in Asia was relatively more prevalent in the South-east Asian region during the period April-June 2008. Of the 25 incidents reported during this period, 18 occurred in the South-east Asian region and seven in the South Asian region. Table 5 shows the location of these incidents.

	April 2008	May 2008	June 2008	April-June 2008
<u>South Asia</u>				
Bangladesh	3	1	1	5
India	2	0	0	2
<b>Sub-total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>7</b>

	April 2008	May 2008	June 2008	April-June 2008
<u>South-east Asia</u>				
Indonesia	4	2	2	8
Malaysia	1	1	1	3
Vietnam	1		1	2
South China Sea	1			1
Straits of Malacca and Singapore		2		2
Philippines	1	1		2
<b>Sub-total</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>18</b>
<b>Overall total</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>25</b>

**Table 5 – Location of incidents (April-June 2008)**

#### 2.1.4 Status of Ships

Table 6 below shows the status of ships during actual and attempted incidents. Of the 25 incidents reported between April and June 2008, 13 occurred while ships were anchored and 12 while ships were under way. The general trend of incidents occurring mostly while ships were at anchor was observed during the period April-June 2008 and January-March 2008. The ReCAAP ISC notes that the number of incidents involving ships that were at anchor during the period April-June 2008 has decreased compared to January-March 2008. 52% of the total number of incidents reported between April 2008 and June 2008 involved ships that were at anchor compared to 60% during the period January-March 2008.

	April 2008		May 2008		June 2008		April -June 2008		January -March 2008	
	Anchored/ Berthed	Steaming	Berthed/ Anchored	Steaming	Anchored/ Berthed	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming
<u>South Asia</u>										
Bangladesh	3		1		1		5		3	
India	2						2		5	1
<u>South-east Asia</u>										
Indonesia	2	2	1	2		1	3	5	2	2
Malaysia		1				1		2	1	
Vietnam	1				1		2		1	
South China Sea		1				1		2		1
Straits of Malacca and Singapore				2				2		2
Philippines	1			1			1	1		2
<b>Overall Total</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>8</b>
	<b>13</b>		<b>7</b>			<b>5</b>		<b>25</b>		<b>20</b>

**Table 6 – Status of ships during actual and attempted incidents (January-June 2008)**

### 2.1.5 Type of Ships

Table 7 shows the type of ships involved in actual and attempted incidents during the period April-June 2008 and January-March 2008. Between April 2008 and June 2008, tankers appeared to have been more susceptible to attack than other type of ships. Three of the eight incidents involving tankers occurred in Indonesia. Elsewhere the incidents occurred in India, Vietnam, Malaysia, Straits of Malacca and Singapore, and the South China Sea. During the period January-March 2008, tankers were also appeared to be more susceptible to attack than other type of ships. Three of the seven incidents involving tankers occurred at anchorages in India. Of the other four incidents, two occurred in the Straits of Malacca and Singapore, one in Philippines and one in Indonesia.

	April 2008	May 2008	June 2008	April-June 2008	January- March 2008
General cargo	2		1	3	4
Bulk carrier	1			1	4
Container ship	3	2	2	7	2
Chemical tanker	2	1	1	4	4
Oil tanker	1			1	3
Product tanker	1			1	
LPG tanker	1			1	
Tanker (unspecified)		1		1	
Tug boat	1	1	1	3	2
Passenger craft		1		1	1
Fishing boat/trawler		1		1	
Research/survey vessel	1			1	
<b>Total</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>25</b>	<b>20</b>

**Table 7 – Type of ships involved in actual and attempted incidents (January-June 2008)**

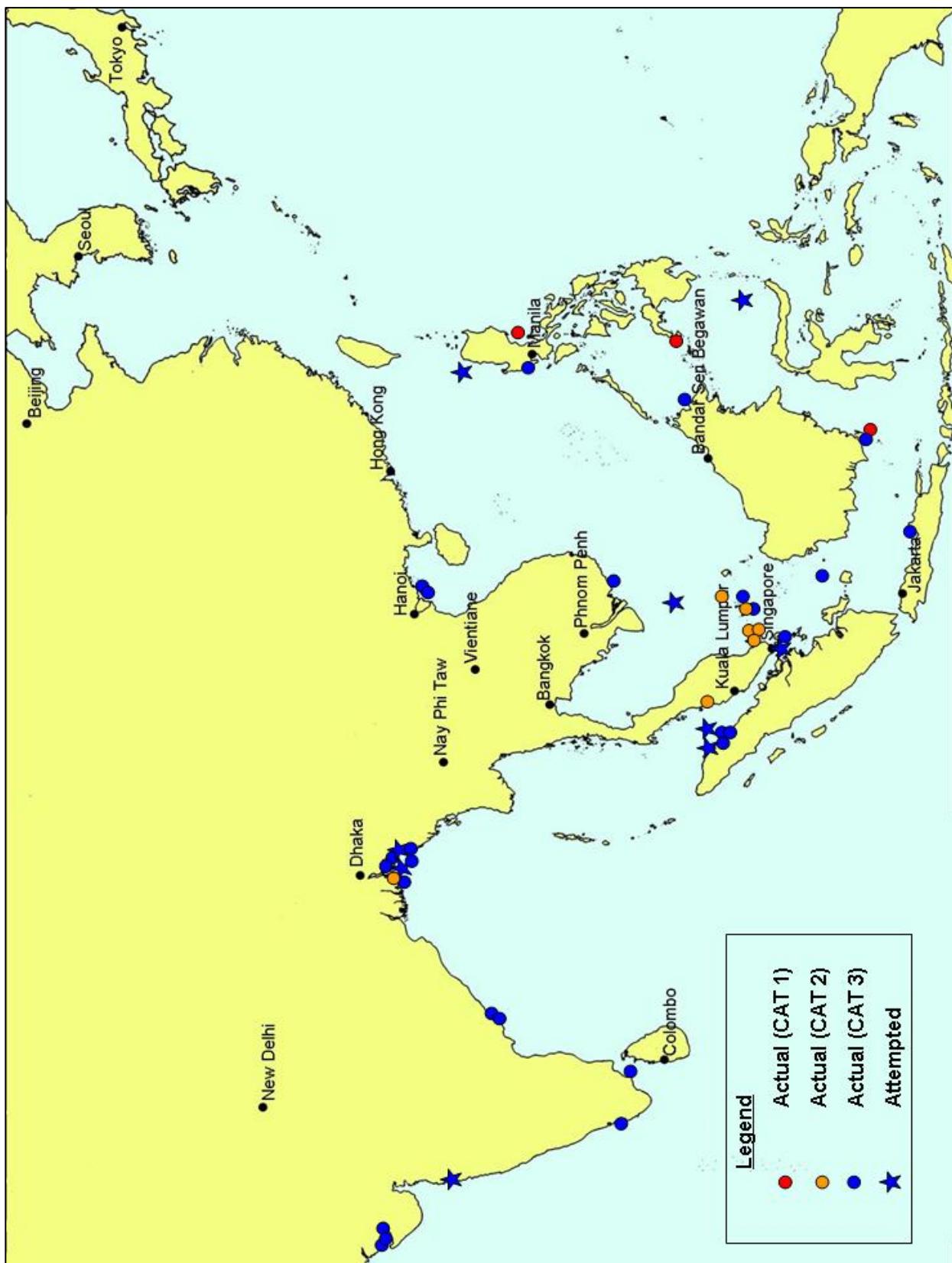


Figure 1 : Location of Incidents Reported between January 2008 and June 2008

## 2.2 Analysis of Half Yearly Patterns and Trends (between 1<sup>st</sup> January 2008 and 30<sup>th</sup> June 2008)

### 2.2.1 Number, Location and Significance of Reported Incidents

#### Number and Location of Reported Incidents

Overall, there has been a decline in the number of incidents reported between January 2008 and June 2008 compared to the same period in 2007 and 2006. The decline was most apparent in areas around the Gelasa Strait, Tanjung Priok and the Makassar Strait in Indonesia and the ports and waters off Sarawak and Sabah in East Malaysia. However, there has been an increase in the number of incidents reported in Bangladesh, India and Philippines. Table 8 below shows the number of incidents reported in the first half of 2008 compared to the same period in 2007 and 2006. Please refer to Maps 2 to 5.

	January-June 2008		January-June 2007		January-June 2006	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b><u>East Asia</u></b>						
China					1	
<b><u>South Asia</u></b>						
Bangladesh	6	2	5		16	8
India	7	1	5		1	
Arabian Sea				3		
<b><u>South-east Asia</u></b>						
Indonesia	11	1	19	5	23	9
Malaysia	3		5	1	9	
Vietnam	3		3		2	
South China Sea	2	1			2	
Straits of Malacca and Singapore	1	3		1	3	2
Philippines	3	1		1	2	
Thailand			1		1	
Overall Total	36	9	38	11	60	19
	45		49		79	

**Table 8 – Total number of incidents reported (January-June 2008, 2007 and 2006)**



Map 2 - Map of actual incidents in the ports and waters of Indonesia during January-June 2008, 2007 and 2006

Overall, there has been a significant improvement in the armed robbery situation in the ports and waters of Indonesia for the period January-June 2008 compared to January-June 2007 and January-June 2006. A total of 11 incidents (one CAT 1, two CAT 2 and eight CAT 3) were reported in Indonesia during the period January-June 2008 compared to 19 incidents (one CAT 1, three CAT 2 and 15 CAT 3) during January-June 2007 and 23 incidents (eight CAT 2 and 15 CAT 3) during the same period in 2006. The decline in the number of incidents was most apparent in areas around the Gelasa Strait, Tanjung Priok and the Makassar Strait.

**X** Incident in 2006  
Blue – CAT 3 incident

**+** Incident in 2007  
Amber – CAT 2 incident

**\*** Incident in 2008  
Red – CAT 1 incident



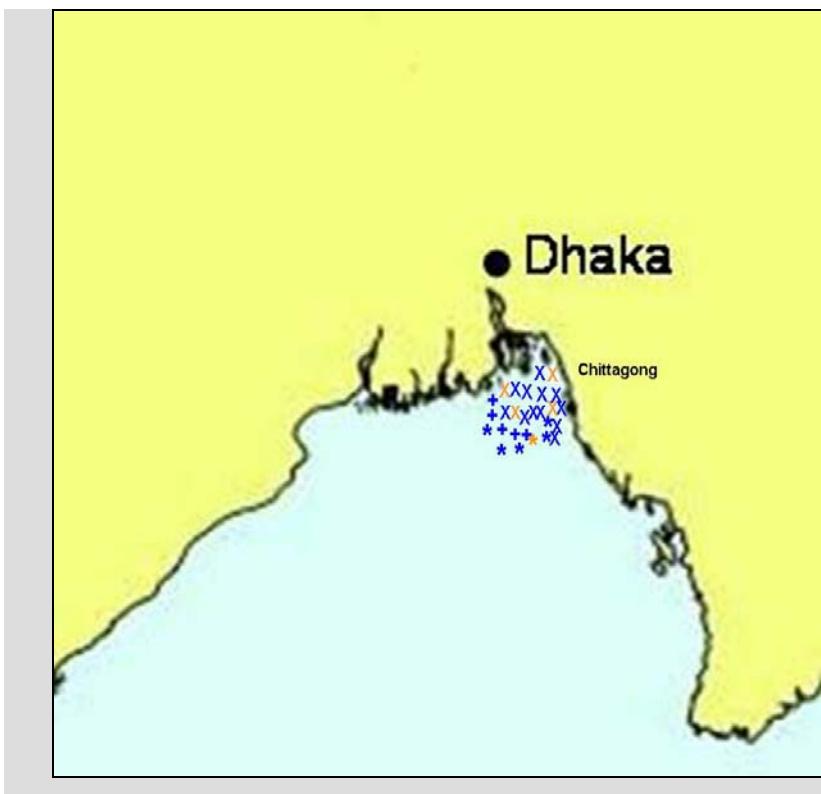
Map 3 - Map of actual incidents in the ports and waters of Malaysia during January-June 2008, 2007 and 2006

Overall, there has been an improvement in the situation of armed robbery in the ports and waters of Malaysia during the period January-June 2008 compared to the same period in 2007 and 2006. A total of three incidents (two CAT 2 and one CAT 3) were reported between January 2008 and June 2008 compared to five incidents (two CAT 2 and three CAT 3) reported during the same period in 2007 and nine incidents (five CAT 2 and four CAT 3) reported in 2006. The improvement was most prominent at the Bintulu Anchorage, Sarawak and areas around Semporna, Sabah. No incident was reported in these areas during the period January-June 2008. However, there has been an increase in activities in the waters off the eastern coast of Peninsular Malaysia, in the areas off Pulau Tioman during this period.

**X** Incident in 2006  
Blue – CAT 3 incident

**+** Incident in 2007  
Amber – CAT 2 incident

**\*** Incident in 2008  
Red – CAT 1 incident



Map 4 - Map of actual incidents in Chittagong, Bangladesh during the period January-June 2008, 2007 and 2006

There has been an increase in the number of incidents reported in the port of Chittagong, Bangladesh during the period January-June 2008 compared to the same period in 2007 and 2006. Between January 2008 and June 2008, six incidents (one CAT 2 and five CAT 3) were reported compared to the period January-June 2007 when five incidents (all CAT 3) were reported. During the period January-June 2006, a total of 16 incidents (comprising four CAT 2 and 12 CAT 3) were reported.



Map 5 - Map of actual incidents in the Indian Sub Continent during January-June 2008, 2007 and 2006

There has been an increase in the number of incidents reported in the Indian sub-continent between January 2008 and June 2008 compared to the same period in 2007 and 2006. A total of seven CAT 3 incidents were reported between January 2008 and June 2008. These were petty theft incidents which occurred mainly in ports and anchorages in India. In comparison, there were five incidents (one CAT 2 and four CAT 3) reported during the period January-June 2007 and one CAT 3 incident was reported during the same period in 2006.

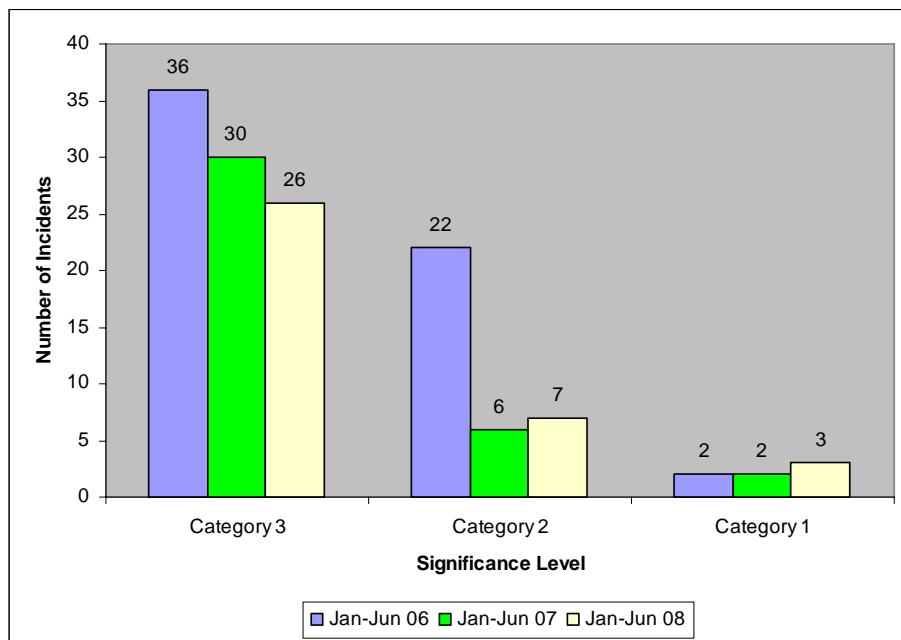
X Incident in 2006  
Blue – CAT 3 incident

+ Incident in 2007  
Amber – CAT 2 incident

\* Incident in 2008  
Red – CAT 1 incident

## Significance of Reported Incidents

Overall, there has been a decline in the number of Category 2 and Category 3 incidents during the period January-June 2008 compared to the same period in 2006. Comparing the three reporting periods, the greatest decrease occurred in the Category 2 incidents. There were 22 Category 2 incidents reported during the period January-June 2006 compared to six Category 2 incidents reported during the same period in 2007 and seven Category 2 incidents in 2008. However, the number of Category 1 incidents has remained relatively constant in the three reporting periods. Chart 1 shows the significance level of incidents reported in the three reporting periods.



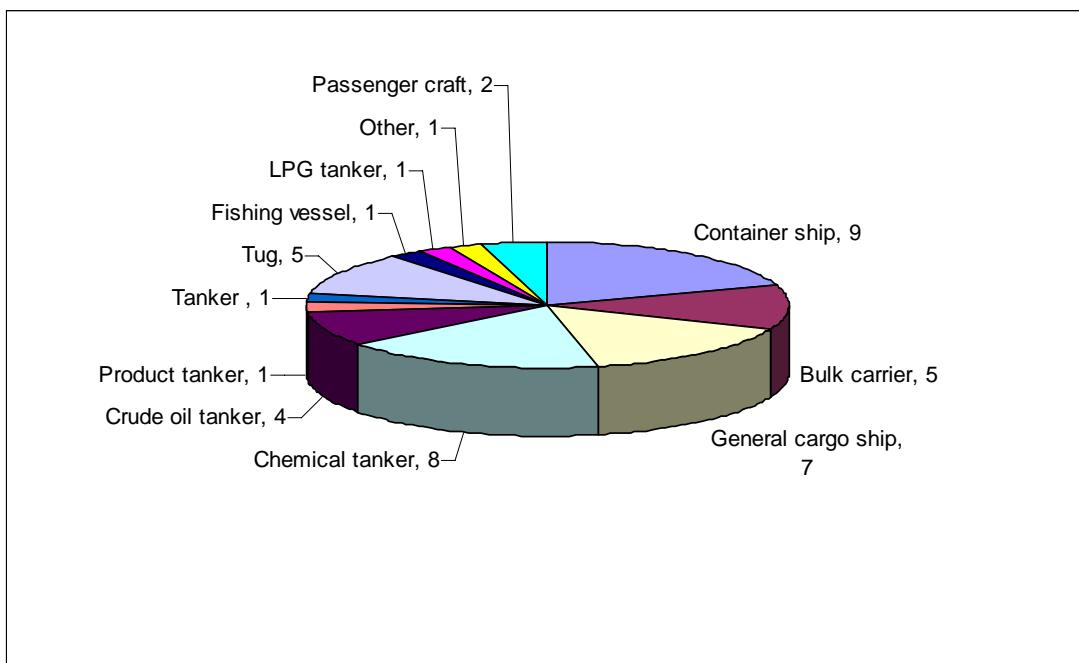
**Chart 1 – Significance of reported incidents (January-June 2008, 2007 and 2006)**

Of the three Category 1 incidents reported during the period January-June 2008, one was the hijacking of the tanker, *Blue Ocean 7* in the Makassar Strait on 21 May 2008. The other two were incidence of armed robbery on board the passenger craft, *Motor Banca Baby Renze* off Polillo, Philippines on 17 March 2008, and the passenger craft, *Al-Aziz* in the coastal waters south of Philippines on 6 May 2008.

## 2.2.2 Type of Ships

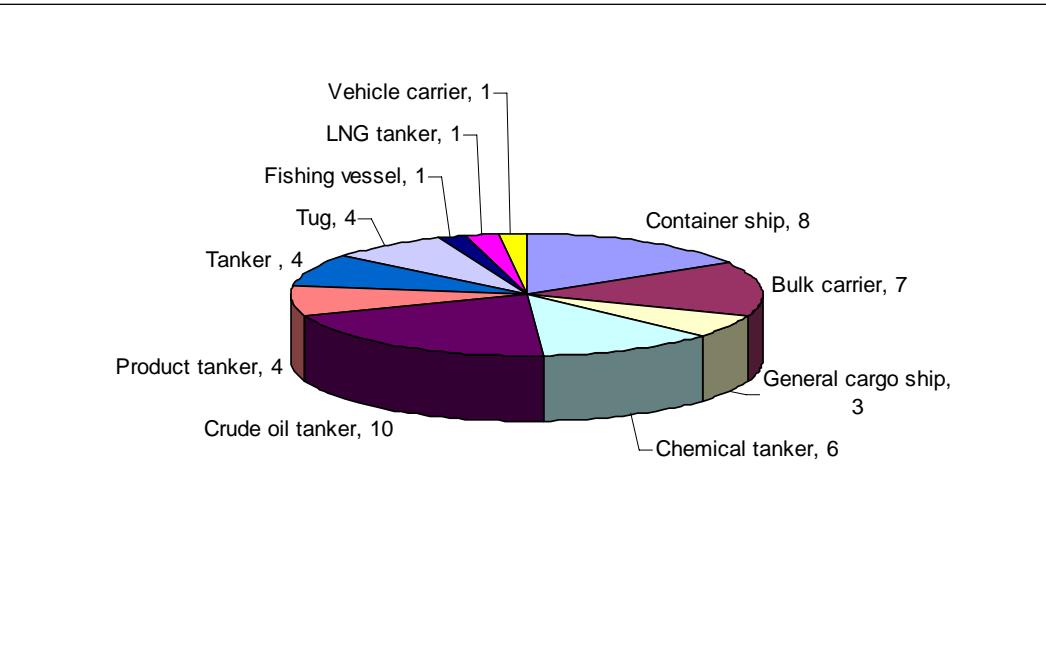
The three pie-charts below show the type of ships involved in actual and attempted incidents reported during the period January-June 2008, January-June 2007 and January-June 2006.

Between January and June 2008, tankers appeared to be more commonly targeted than the other ships. Please see Chart 2 below. Four of the 14 (29%) reported incidents involving tankers occurred in Indonesia and its archipelagic waters. Of these, two were reported in the anchorage of Belawan, one in the Makassar Strait, and one near Pulau Jemaja, Anambas islands. Elsewhere incidents involving tankers occurred at the ports of India at Kandla, Kochi and Kakinada, and in the Straits of Malacca and Singapore.



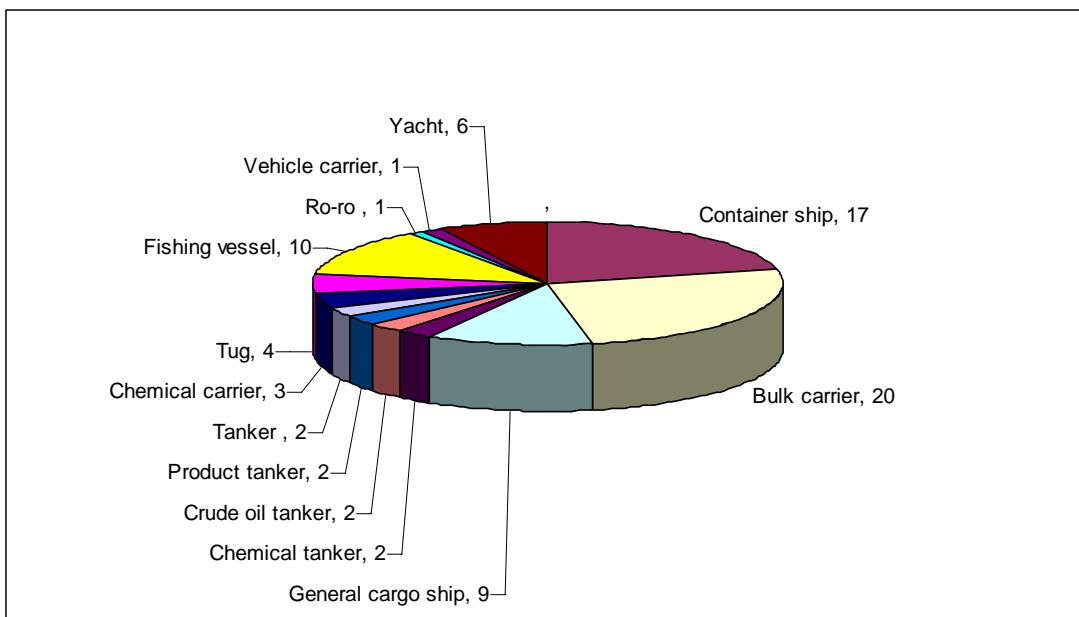
**Chart 2 – Type of ships involved in reported incidents (January-June 2008)**

During the period January – June 2007, tankers also appeared to be targeted more frequently than the other ships. Chart 3 shows the type of ships involved in incidents reported during January-June 2007. Of the 24 incidents involving tankers, 18 occurred when the ships were at anchor, mostly at Indonesian anchorages. These included incidents occurred at the anchorages of Balongan (5), Balikpapan (3), Dumai (3), Belawan (2), Karimum (1) and Jakarta (1) in Indonesia. The other incidents occurred at the anchorages of Sagar and Visakhapatnam in India and the anchorage of Vung Tau in Vietnam.



**Chart 3 – Type of ships involved in reported incidents (January-June 2007)**

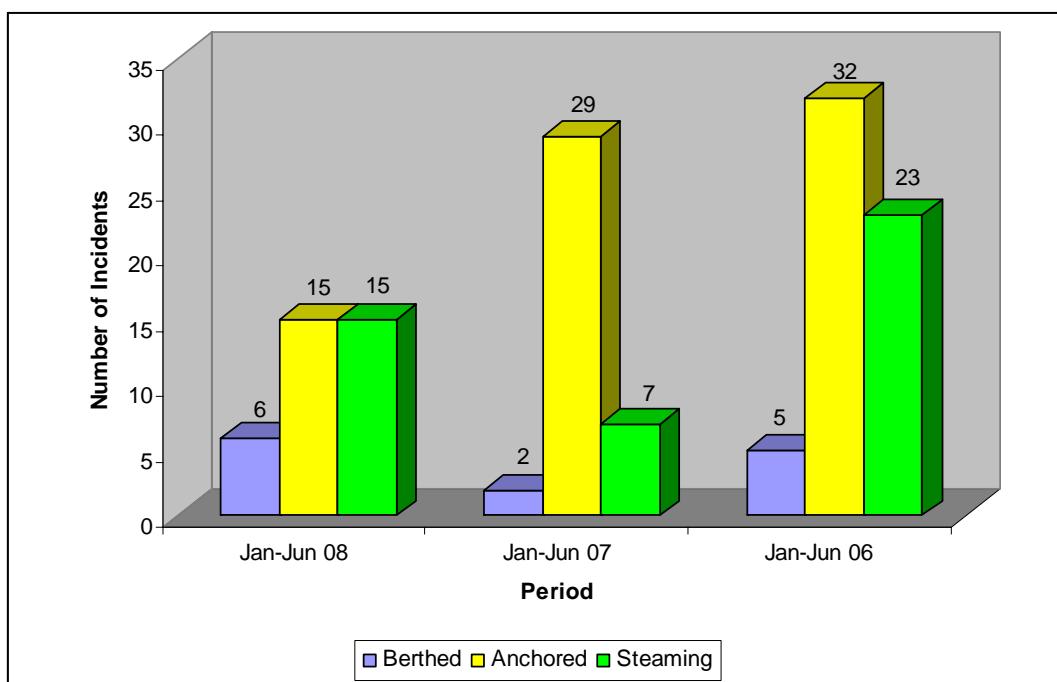
Chart 4 below shows the type of ships involved in incidents reported between January and June 2006. Bulk carriers appeared to be more commonly targeted than the other ships. Seven of the 20 (35%) reported incidents involving bulk carriers occurred at anchorages in the port of Chittagong, Bangladesh. The other incidents involving bulk carriers occurred in the East Kalimantan region, the Gelasa Strait and the Straits of Malacca and Singapore.



**Chart 4 – Type of ships involved in reported incidents (January-June 2006)**

### 2.2.3 Status of Ships

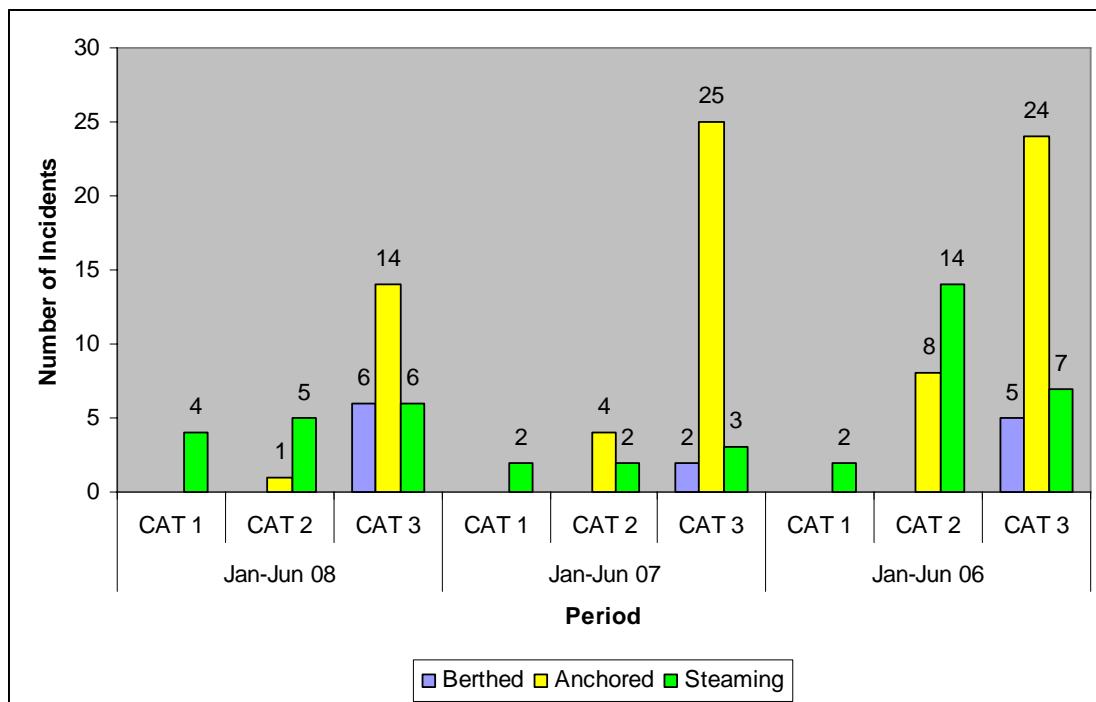
The chart below shows the status of ships at the time of actual incidents. Majority of the incidents occurred when the ships were at anchor/at berth. However, there has been a decrease in the number of incidents occurred when ships were at anchor during the period January-June 2008 compared to the same period in 2007 and 2006. Between January and June 2008, 58% of the total reported incidents occurred when ships were at anchor compared to 82% and 62% during the same period in 2007 and 2006 respectively. Incidents involving ships at anchor are usually less significant incidents of petty theft (i.e. Category 3 incidents) where robbers boarded the ship to steal unsecured items such as ship stores, engine spares, life raft, etc. They were prepared to flee empty-handed when detected by the ship master and crew.



**Chart 5 – Status of ships at the time of actual incidents (January-June 2008, 2007 and 2006)**

Of the 21 incidents involving ships that were anchored or berthed between January 2008 and June 2008, 20 were Category 3 incidents and one was a Category 2 incident. Chart 6 below shows the status of ship at the time of the incidents and the significance of these incidents. The ReCAAP ISC recommends that ship masters and crew strengthen watch keeping when their ships were anchored or berthed in areas where attacks have been reported. Ship masters were also encouraged to conduct regular deck patrols, particularly at vulnerable areas of the ship such as the stern, the low freeboard areas, the hawse pipe/hole, the anchor chain and chain locker.

Incidents involving ships that were under way were generally Category 1 or Category 2 incidents. Between January 2008 and June 2008, nine of the 15 incidents involving ships that were under way were either Category 1 or Category 2 incidents.



**Chart 6 – Status of ships and its significance level at the time of incidents (January-June 2008)**

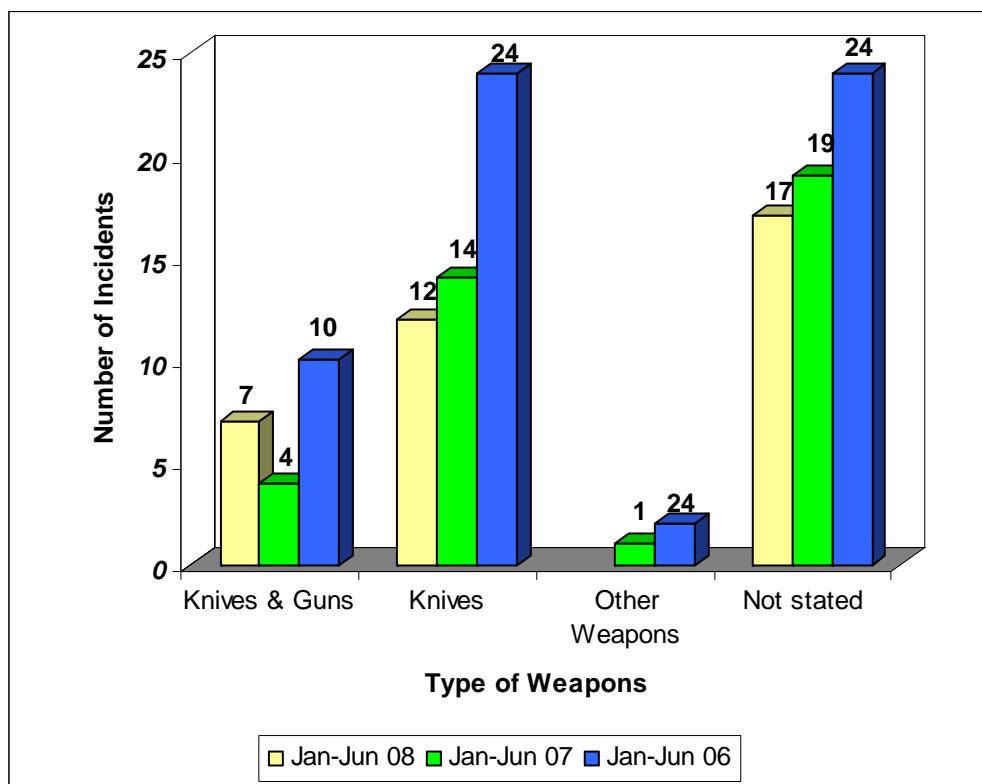
## 2.3 Analysis of Violence Factor

### 2.3.1 Weapons Used

The chart below shows the type of weapons used by robbers in actual incidents. Based on incidents where the type of weapons used was stated, most robbers were armed with knives in the three reporting periods.

The use of guns and knives by robbers appeared to be most prevalent during January-June 2006 compared to the same period in 2007 and 2008. However, the number of such incidents reported during the period January-June 2008 has increased compared to the same period in 2007. Seven incidents involving the use of guns and knives were reported between January 2008 and June 2008 compared to four incidents reported during the same period in the 2007. For the period January-June 2008, of the seven incidents, six incidents occurred while ships were under way and one incident when the ship was at anchor.

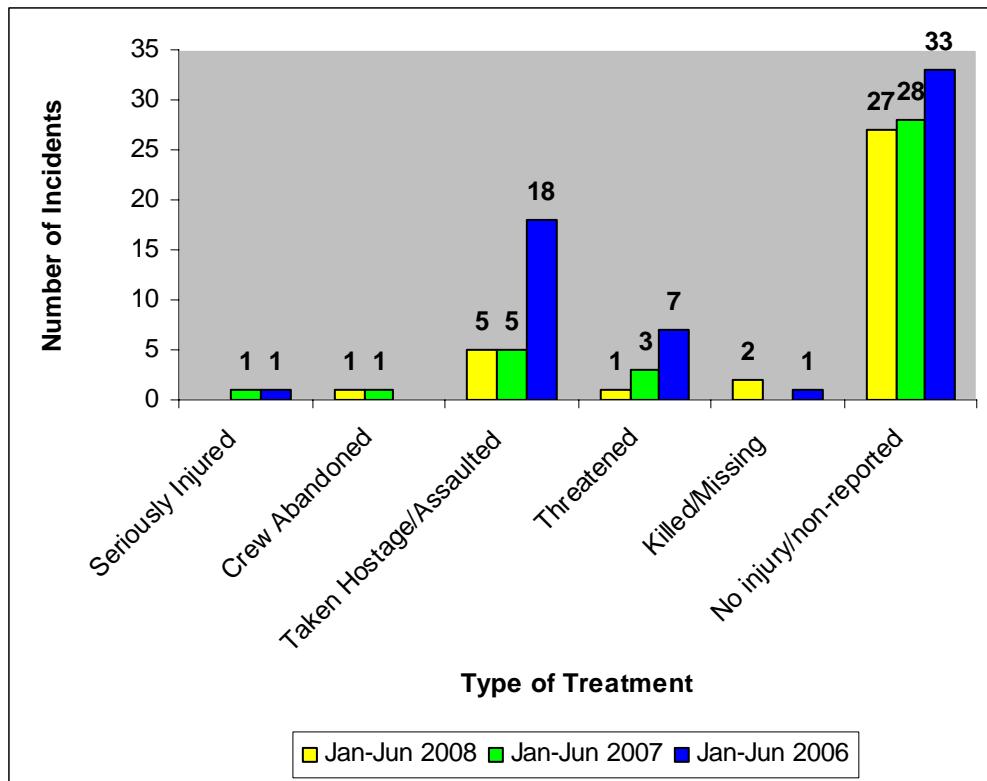
The large number of incidents where weapons used are either ‘not stated or nil’ have hampered analysis in this area. Ship masters, in reporting the incidents of piracy and armed robbery to the authorities, are encouraged to report the type of weapons carried by the pirates/robbers during the attack.



**Chart 7 – Type of weapons used in actual incidents (January-June 2008, 2007 and 2006)**

### 2.3.2 Treatment of Crew

The chart below shows the treatment of crew in actual incidents of piracy and armed robbery. Between January 2008 and June 2008, there were two incidents in which members of the crew were killed. Both were Category 1 incidents. With the exception of these two incidents, the treatment of crew in incidents reported between January 2008 and June 2008 was fairly consistent with incidents reported in 2007. Six of the 36 incidents reported during January-June 2008 involved crew being abandoned, held for hostage and assaulted. This is comparable to the same period in 2007 where six out of the 38 incidents involved crew being abandoned, held for hostage and assaulted. In 2006, this occurred in 19 out of the 60 reported incidents.

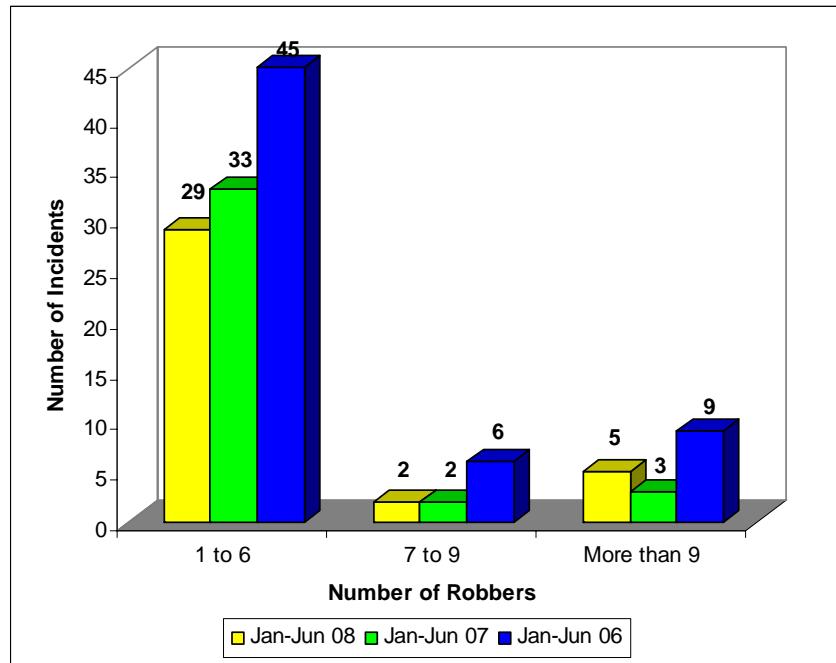


**Chart 8 – Treatment of crew in actual incidents (January-June 2008, 2007 and 2006)**

### 2.3.3 Number of Robbers/Pirates

The chart below shows the reported number of pirates/robbers involved in actual incidents during the period January-June 2008, 2007 and 2006. More than half of the reported incidents for the three reporting periods involved robbers operating in group sizes of between 1 and 6.

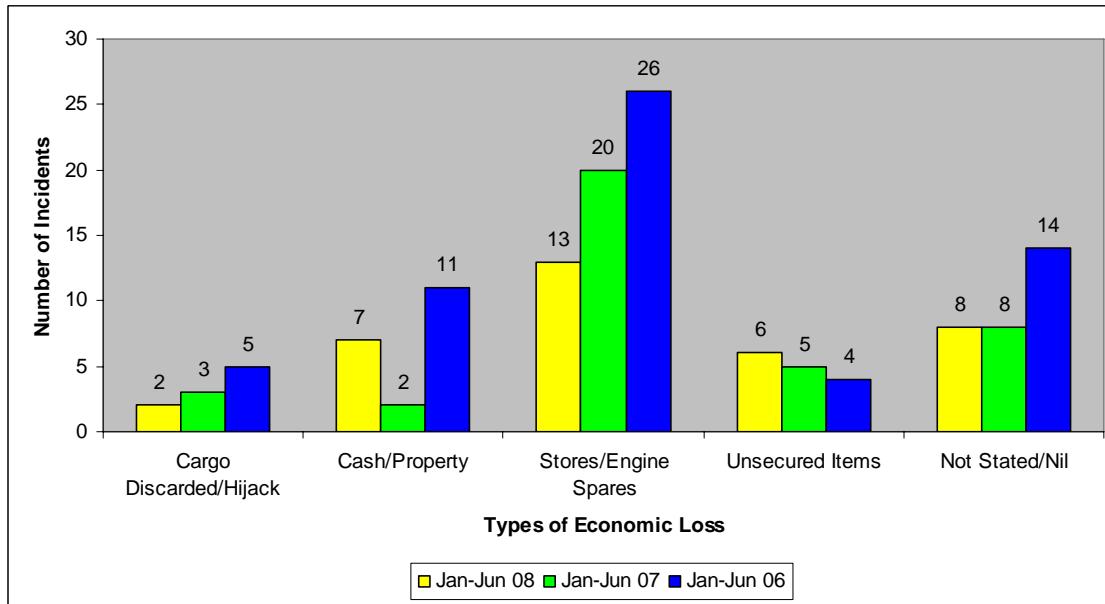
Between January 2008 and June 2008, groups of more than 9 robbers were involved in five incidents. These incidents involving ships while under way off Pulau Mangkai, Anambas Islands; enroute from Jolo, Sulu to Laminusa Island; in the Makassar Strait and south of Pulau Tioman. The other incident occurred when the ship was at anchor at the port of Chittagong, Bangladesh. During the period January-June 2007, groups of more than 9 robbers were involved in two incidents involving ships under way at approximately 30nm east of Pulau Bintan, Indonesia and 2.5nm east of Tanjung Punggai, Malaysia. For the same period in 2006, five out of the nine incidents involving groups of more than 9 robbers occurred at the port of Chittagong, Bangladesh.



**Chart 9 – Number of robbers/pirates in actual incidents (January-June 2008, 2007 and 2006)**

## 2.4 Analysis of Economic Factor

The chart below shows the reported economic losses resulting from each actual incident. Majority of the incidents reported during the three reporting periods involved the theft of ship stores and engine spares.



**Chart 10 – Reported economic loss in actual incidents (January-June 2008, 2007 and 2006)**

# Part 3 - Details of Selected Incidents

## 3.1 Armed robbery on board the *Wecoy 6*

Name of Ship	: <i>Wecoy 6</i>
Type of Ship	: Tug Boat
Flag of Ship	: Singapore
IMO Number	: 9301213
GT	: 245

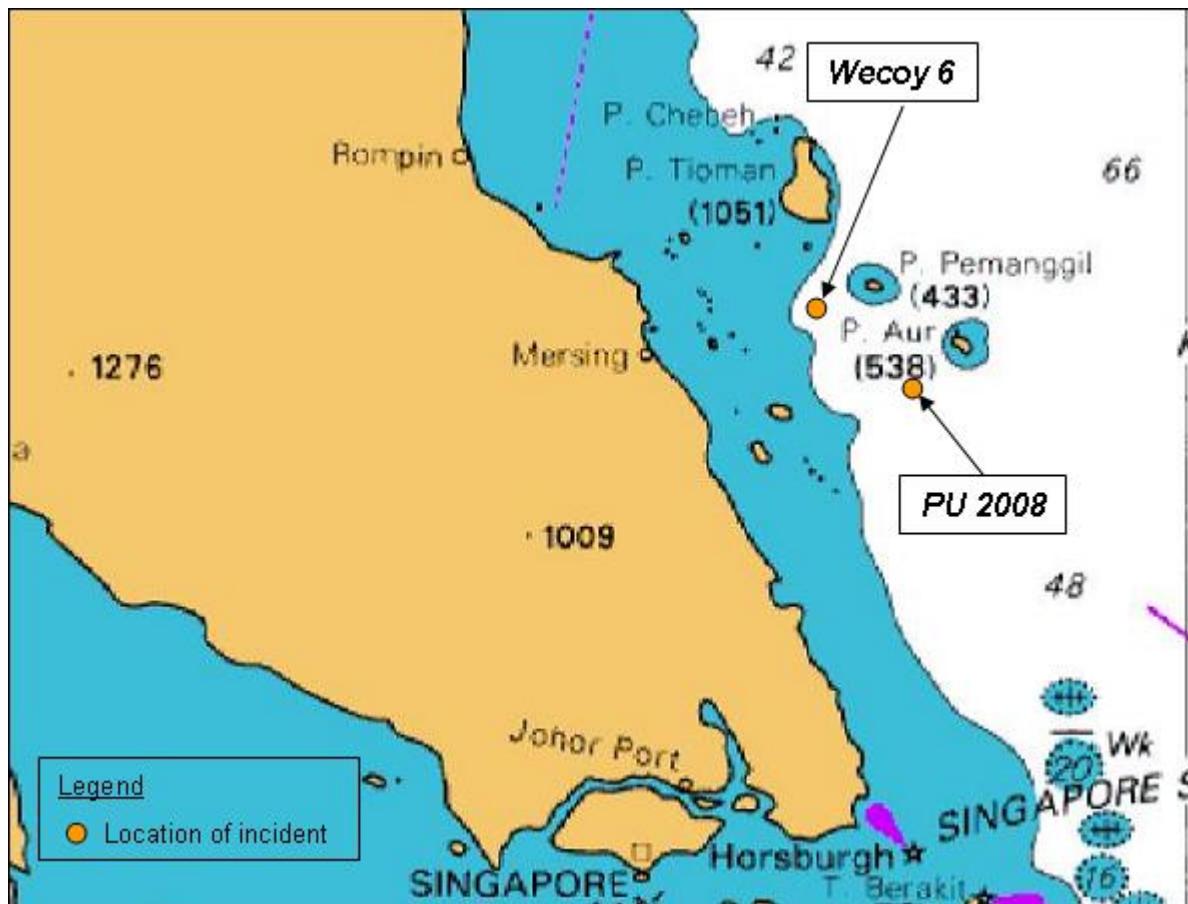
3.1.1 On 29 June 2008, the Singapore-registered tug boat, the *Wecoy 6* was en route to Singapore from Can Tho, Vietnam. At about 0130 hrs on 29 June 2008, the tug boat towing a sand barge was at 02° 30.6'N, 104° 14'E (approximately 10nm south of Pulau Tioman) when six robbers boarded the tug boat from a white speedboat with twin outboard engines. Please see map below.

3.1.2 The ReCAAP Focal Point (Singapore) reported the incident to the ReCAAP ISC. The six robbers armed with axe and long knives boarded the tug boat while four others armed with guns stood by and waited in the speedboat. The robbers stole the crew's personal belongings including a laptop, mobile phones, portable VHF radio and cash (estimated about RP1.5m). They fled in their speedboat which sped off towards Pulau Pemanggil. There was no injury to the crew.

3.1.3 The ship master reported the incident to the MRCC of the coastal state and the flag state. The Singapore Port Operations Control Centre (POCC) initiated a NAVTEX broadcast, warning ships in the vicinity to look out for fast moving craft approaching their ships and to increase anti-piracy watch. The ReCAAP ISC has classified this incident as a Category 2 incident.

### Past Incident in the vicinity

3.1.4 Another incident involving a tug boat was reported in the vicinity some two months ago. At about 2330 hrs on 30 April 2008, a Singapore-registered tug boat, the *PU 2008* was towing a barge, the *PU 3306* at 02° 22'N, 104° 24'E (approximately 25km south of Pulau Tioman) when six masked men armed with long knives boarded the tug boat from a dark blue speed boat measuring about 4m long. The robbers entered the crew's accommodation and stole the crew's laptops, mobile phones and cash (estimated USD 3600) before escaping in their speedboat. There was no injury to the crew.



### Approximate location of incidents

#### **Observation**

3.1.5 In both incidents, tug boats towing barges were targeted. Tug boats were more susceptible to attack especially when under way as they have low freeboard and move at a relatively slow speed when towing barges. In the incidents involving the *Wecoy 6* and the *PU 2008*, the robbers boarded the tug boats under the cover of darkness, stole the crew's personal belongings including cash and fled immediately after taking these items. The crew was not injured in the two incidents.

#### **Recommendation**

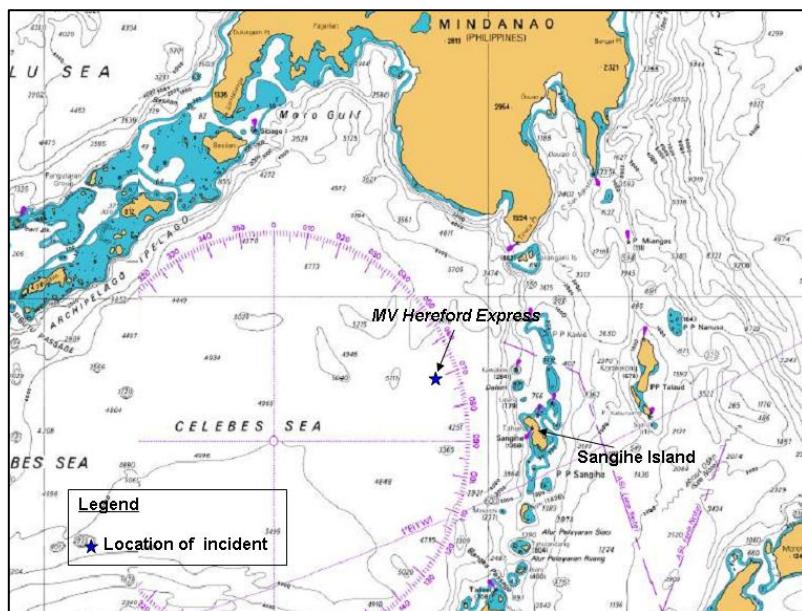
3.1.6 Tug boats towing barges are advised to maintain vigilance and strengthen their watch keeping especially during hours of darkness. The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery immediately to the nearest coastal state.

### 3.2 Incident involving the *MV Hereford Express*

Name of Ship : *MV Hereford Express*  
Type of Ship : Livestock carrier  
Flag of Ship : Philippines  
IMO Number : 8202202  
GT : 4634



3.2.1 The ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC an incident involving the Philippines-registered livestock carrier, the *MV Hereford Express*. On 6 June 2008, the livestock carrier departed the port of General Santos, Philippines for Broome, Western Australia. At about 0945 hrs on 7 June 2008, the *MV Hereford Express* was about 24nm off Sangihe Island, Indonesia when the ship master spotted two speedboats approaching the ship. Please see map below.



#### Approximate location of Incident

3.2.2 The ship master raised the alarm and mustered the crew on the bridge. The speedboats approached the ship on the port and starboard side. The men on board the speedboats introduced themselves from the Indonesian authorities and ordered the ship master to stop the engine. Two other small boats with white-painted hull joined the speedboats. The ship master increased the speed of the *MV Hereford Express* and conducted evasive manoeuvres to avoid the speedboats.

3.2.3 The evasive action prompted the men on board the speedboats to chase after the livestock carrier. At about 1454 hrs on 7 June 2008, the *MV Hereford Express* was at 03° 53.96'N, 124° 33.3'E, approximately 50nm east of Sangihe Island when the livestock carrier was continuously fired upon by the men in the speedboats. The *MV Hereford Express* sustained damages to her communication antenna, radar, the hull and the bridge of the ship. The speedboats aborted the chase after two hours. The *MV Hereford Express* discontinued her passage to Australia and returned to her last port of call at General Santos for inspection of her damages and repair. The crew was not injured in the incident.

### **Online News Report**

3.2.4 It was reported in the GMANews.TV that the Philippines Coast Guard (PCG) had consulted the Indonesian authorities about the incident. The PCG had alerted the maritime industry about the incident and advised ships operating in the area to exercise vigilance and avoid being attacked by armed men<sup>2</sup>.

### **Observation**

3.2.5 Pending the outcome of the investigation of the incident, the ReCAAP ISC does not classify the incident involving the *MV Hereford Express* an incidence of armed robbery at this juncture.

### **Recommendation**

3.2.6 Ships are advised to navigate within the designated Archipelagic Sea Lane (ASL).

---

<sup>2</sup> The GMANews.TV dated 9 June 2008 (<http://www.gmanews.tv/story/100094/Coast-Guard-probes-attack-on-RP-registered-cargo-vessel>)

### **3.3 Armed robbery on board the *Red Wing***

Name of Ship	: <i>Red Wing</i>
Type of Ship	: Chemical tanker
Flag of Ship	: Liberia
IMO Number	: 9327334
GT	: 4859

3.3.1 The ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC an incident on board the Liberia-registered chemical tanker, the *Red Wing*. The chemical tanker was en route to Singapore transiting under ballast through the South China Sea on 4 June 2008.

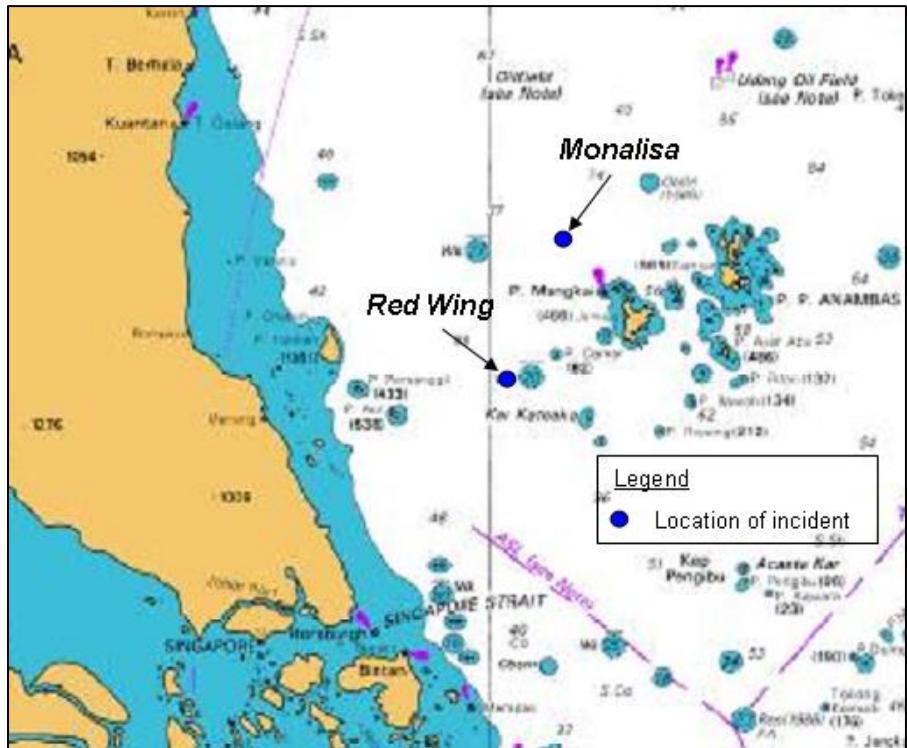
3.3.2 At 2030 hrs on 4 June 2008, the tanker was underway at  $02^{\circ} 36.85'N$ ,  $105^{\circ} 09.9'E$  in the South China Sea when seven robbers armed with long knives and iron bars boarded the tanker from a wooden speedboat. Please refer to map below. The robbers left the tanker 15 minutes later taking with them the crew's cash and personal belongings. No crew was injured. The ReCAAP ISC classifies this incident as a Category 3 (less significant) incident.

3.3.3 The Singapore Port Operations Control Centre (POCC) initiated a NAVTEX broadcast warning ships in vicinity to keep a look out for craft approaching their ship and to increase anti-piracy watch.

#### **Past Incident in the vicinity**

3.3.4 This is the second incident reported in the vicinity since January 2008. The first incident involving a Singapore-registered chemical tanker, the *Monalisa* on 13 April 2008. At 0355 hrs, the *Monalisa* was at  $03^{\circ} 16.18'N$ ,  $105^{\circ} 26.68'E$  near Pulau Jemaja, Indonesia when five robbers boarded the tanker from a speedboat.

3.3.5 The robbers entered the cabins of the ship master and crew and fled after stealing their personal belongings. The crew was not injured. The ship master reported the incident to the coastal state and the flag state.



**Approximate Location of Incidents**

## Recommendations

3.3.6 Ship masters are advised to maintain vigilance at all times and monitor all maritime safety information broadcasts for the area. In risk areas, ship masters should also maintain radar and visual watch for craft that might be trailing the ship.

3.3.7 The ReCAAP ISC encourages ship owners and ship masters to report all incidents of piracy and armed robbery directly to the nearest coastal state and the port authorities immediately.

### 3.4 Incident Involving the *MV Bunga Mas 12*

Name of Ship : *MV Bunga Mas 12*  
Type of Ship : Container ship  
Flag of Ship : Malaysia  
IMO Number : 9168570  
GT : 8612

3.4.1 At 0345 hrs on 26 June 2008, the Malaysia-registered container ship, the *MV Bunga Mas 12* was anchored at  $16^{\circ} 38.8'N$ ,  $096^{\circ} 15.55'E$  near Myanmar International Terminal Thilawah (MITT) when six men came along side the ship in a wooden boat. Please see map below. The crew raised the alarm and directed the search light towards the boat. Subsequently, the wooden boat moved away. The ship master reported the incident to the MRCC of the coastal state and the flag state.

3.4.2 The ReCAAP ISC clarified the incident with the ReCAAP Focal Point (Myanmar). The Myanmar authorities investigated the incident and revealed that the six men in the wooden boat were villagers who approached the container ship for barter trading. They came alongside the ship under the coverage of darkness to offer their goods and services in exchange for items on board the container ship. There was no attempt to board the ship or to rob the crew.



Approximate Location of Incident

## **Observations**

3.4.3 It is common for villagers living in the coastal areas to engage in barter trading with ship that anchored at the ports. They usually exchange local commodities and services for items on board the ship. Such activities were carried out under the cover of darkness to avoid detection by the law enforcement agencies. Notably, the villagers do not carry with them any arms when approaching the ship.

3.4.4 The ReCAAP ISC has verified with the ReCAAP Focal Point (Myanmar) and confirmed that the incident involving the *MV Bunga Mas 12* was not an incidence of armed robbery.

## **Part 4 - Observations for January – June 2008**

4.1 Compared to the period January-June 2006, the number of incidents of armed robbery and piracy against ships in the Asian region for January-June 2008 has dropped by 40% (from 60 to 36). Overall, the following observations can be made regarding incidents which occurred during the period January-June 2008, compared to the same period in 2007 and 2006:

- a. There has been a decrease in the number of Category 2 and Category 3 incidents during the period January-June 2008 compared to the same period in 2006. However, the greatest decrease occurred in the Category 2 incidents. The number of Category 1 incidents has remained relatively constant during the three reporting periods.
- b. The drop in the number of reported incidents is more apparent in the areas around the Gelasa Strait, Tanjung Priok and the Makassar Strait, Indonesia, and ports and waters off Sarawak and Sabah, East Malaysia.
- c. Tankers appeared to have been targeted more frequently than other type of ships between January 2008 and June 2008.
- d. A large proportion of incident reported during January-June 2008, 2007 and 2006 occurred while ships were at anchor and at berth, and during hours of darkness.
- e. Robbers were most commonly armed with knives in incidents reported during the three reporting periods.
- f. More than half of all reported incidents involved robbers operating in group sizes of 1 to 6.
- g. The number of incidents involving crew being abandoned, held for hostage and assaulted between January and June 2008 was fairly consistent with the same period in 2007.

**Annex****DETAILS OF INCIDENTS IN JUNE 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.	Medbothnia Container ship Cyprus 9437220 9900	04/06/2008 0300 hrs	Off Anambas, Indonesia  03° 24' N 105° 31' E	Steaming	Eight robbers armed with long knives and bars boarded the ship while underway. They stole the crew's cash and properties and escaped. The crew was not injured.	Cash and properties stolen.  Crew was not injured	ICC-IMB PRC	CAT 2
2.	Red Wing Chemical tanker Liberia 9327334 4859	04/06/2008 2030 hrs	South China Sea  02° 36.85' N 105° 09.9' E	Steaming	While under way, seven robbers armed with long knives and iron bars boarded the tanker from a wooden speedboat. The robbers left the tanker 15 minutes later taking with them the crew's cash and personal belongings. The crew was not injured.  The Singapore Port Operations Control Centre (POCC) initiated a NAVTEX broadcast warning ships in vicinity to keep a look out for fast moving craft approaching	Cash and personal properties belonging to the crew were stolen.	ReCAAP Focal Point (Singapore)	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)
					their ship and to increase anti-piracy watch.			
3.	<i>Ellens</i> Container ship Antigua and Barbuda 9374117 9957	13/06/2008 2351 hrs	Anchorage B, Port of Chittagong, Bangladesh  22° 13.8'N 091° 44.3'E	Anchored	Six robbers boarded the container ship from a wooden engine-driven boat. The ship master raised the alarm and mustered the crew. The robbers escaped with one rope. The ship master reported the incident to the Chittagong Port Authority who in turn informed the Bangladesh Coast Guard. A patrol boat was dispatched to the incident area. However, due to the delay in the reporting and bad weather, the robbers have escaped when the patrol boat arrived at the incident area.	One rope was stolen.	ReCAAP Focal Point (Bangladesh)	CAT 3
4.	<i>Jimeida</i> Panama General cargo ship 7615165 16,947	13/06/2008 0230 hrs	Inner anchorage of the Port of Campha, Vietnam  20° 53.84' N 107° 15.66' E	Anchored	Robbers boarded the ship from a small fishing boat. The duty AB when patrolling the forecastle deck of the ship discovered three mooring ropes missing and one rope hanging above sea from the fairlead. The	Three mooring ropes were missing and one rope was hanging above sea from the fairlead.	ReCAAP Focal Point (Vietnam)	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)
					ship master reported the incident to the Vietnam Marine Police who is investigating the incident.			
5.	Wecoy 6 Tug boat Cakrawala Barge Singapore 9301213 245	29/06/2008 0130 hrs	10 nm south of Pulau Tioman, Malaysia  02° 30.6' N 104° 14' E	Steaming	<p>Six robbers armed with axe and long knives boarded the tug boat while four others armed with guns stood by and waited in the speedboat. The robbers stole the crew's personal belongings including a laptop, mobile phones, portable VHF radio and cash (estimated about RP1.5m). They fled in their speedboat which sped off towards Pulau Pemanggil. There was no injury to the crew.</p> <p>The ship master reported the incident to the MRCC of the coastal state and the flag state. The Singapore Port Operations Control Centre (POCC) initiated a NAVTEX broadcast, warning ships in the vicinity to look out for fast moving craft approaching</p>	<p>Crew's personal belongings including a laptop, mobile phones, cash (estimated about RP1.5m) and a portable VHF radio were stolen.</p>	<p>ReCAAP Focal Point (Singapore)  Malaysian authorities</p>	CAT 2

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)
					their ship and to increase anti-piracy watch.			

## Other Incidents (not act of piracy and armed robbery)

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.	Hereford Express Livestock carrier Philippines 8202202 4,634	07/06/2008 1000 hrs	Celebes Sea (approximately 50 nm east of Pulau Sangihe, Indonesia)  03° 53.96' N 124° 33.3' E	Steaming	<p>The ship was about 24nm off Sangihe Island, Indonesia when the ship master spotted two speedboats approaching the ship. The ship master raised the alarm and mustered the crew on the bridge. The speedboats approached the ship on the port and starboard side. The men on board the speedboats introduced themselves from the Indonesian authorities and ordered the ship master to stop the engine. Two other small boats with white-painted hull joined the speedboats. The ship master increased the speed of the ship and conducted evasive manoeuvres to avoid the speedboats.</p> <p>The evasive action prompted the men on board the speedboats to chase after the livestock carrier. At about 1454 hrs on 7 June 2008, the livestock carrier was at 03° 53.96'N, 124° 33.3'E, approximately 50nm east of Sangihe Island when the livestock carrier was continuously fired upon by the men in the speedboats. The <i>MV Hereford Express</i> sustained damages to her communication antenna, radar, the hull and the bridge of the ship. The speedboats aborted the chase after two</p>	ReCAAP Focal Point ( Philippines)  Indonesian authorities  The GMANews.TV dated 9 June 2008

					<p>hours. The livestock carrier discontinued her passage to Australia and returned to her last port of call at General Santos for repair and inspection of her damages. The crew was not injured in the incident.</p> <p>Pending the outcome of the investigation of the incident, the ReCAAP ISC does not classify the incident involving the <i>MV Hereford Express</i> an incidence of armed robbery at this juncture.</p>	
2.	<i>Bunga Mas 12</i> Container ship Malaysia 9168570 8,612	26/06/2008 0345 hrs	Thilawah Port Terminal, Yangon, Myanmar  16° 38.8' N 96° 15.55' E	Anchored	<p>While at anchored Myanmar International Terminal Thilawah (MITT), six men came along side the ship in a wooden boat. The crew raised the alarm and directed the search light towards the boat. Subsequently, the wooden boat moved away. The ship master reported the incident to the MRCC of the coastal state and the flag state.</p> <p>The ReCAAP ISC clarified the incident with the ReCAAP Focal Point (Myanmar). The Myanmar authorities investigated the incident and revealed that the six men in the wooden boat were villagers who approached the container ship for barter trading. They came alongside the ship in the hours of darkness to offer their goods and services in exchange for items from the ship. There was no attempt to board the container ship or to rob the crew.</p> <p>The ReCAAP ISC has verified with the ReCAAP Focal Point (Myanmar) and</p>	ReCAAP Focal Point (Myanmar)

					confirmed that the incident involving <i>MV Bunga Mas 12</i> was not an incidence of armed robbery.	
--	--	--	--	--	---	--