



Quarterly Report

1st January 2007 – 31st March 2007

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Executive Summary

Between January and March 2007, a total of eighteen armed robberies against ships were reported in the Asia region, fourteen of which were actual incidents and four attempted incidents. With the exception of one CAT 1 (very significant) incident that occurred in March 2007, all the incidents were CAT 3 (less significant) incidents. The CAT 1 incident is described in Part 3 of this report, together with two other incidents that occurred in March 2007 for the purpose of sharing of good practices and preventive measures. The details of the incidents occurred in March 2007 are described in the Annex.

Overall, there has been a significant decline in the number of incidents reported in the period January – March 2007 compared to January – March 2006 and January – March 2005. More apparent is the drop in the number of incidents reported in Bangladesh, India, Indonesia and Malaysia. The drop in the overall number of incident is matched by the general decrease in the number of significant incidents, and the level of violence associated with the incidents.

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

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 value 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.

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

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 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.

Part 2 - Quarterly Report

2.1 Analysis of Incidents between January – March 2007

2.1.1 Number of Reported Incidents

A total of eighteen incidents were reported between January 2007 and March 2007. Of these eighteen incidents, six were reported in the month of January 2007, four in the month of February 2007 and eight in the month of March 2007. Notably, approximately half of the total incidents reported between during this period occurred in the month of March 2007. The lower number of incidents in January and February 2007 may be attributed to bad weather in some areas. Please refer to the table below.

	January 2007	February 2007	March 2007	January – March 2007
Actual	5	3	6	14
Attempted	1	1	2	4
Total	6	4	8	18

Table 1 – Actual and attempted incidents (January – March 2007)

2.1.2 Significance of Actual Incidents

During the period between January and March 2007, there were 14 actual incidents, of which 13 were Category 3 (less significant) incidents. The remaining incident, a Category 1 (very significant) incident, occurred in the South China Sea in March 2007, and is described in greater detail in Part 3. Six of the actual incidents during this period occurred during the month of March 2007. Please refer to the table below.

	January 2007	February 2007	March 2007	January – March 2007
CAT 1 (Very Significant)			1	1
CAT 2 (Moderately Significant)				
CAT 3 (Less significant)	5	3	5	13
Total	5	3	6	14

Table 2 – Significance of actual incidents (January - March 2007)

2.1.3 Location of Incidents

Of the eight incidents reported in month of March 2007, two occurred in the South Asian region, and the other six in the Southeast Asian region. The incidence of armed robbery and piracy remains relatively more prevalent in the Southeast Asia region. The same observation prevails for the period between January and March 2007 with a total of twelve incidents reported in the Southeast Asian region and six in the South Asian region. Table 3 shows the location of these incidents.

	January 2007		February 2007		March 2007		January – March 2007	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<u>South Asia</u>								
Bangladesh			1				1	
India					1		1	
Arabian Sea		1		1	1		1	2
Bay of Bengal			1				1	
Sub-total	0	1	2	1	2	0	4	2
<u>Southeast Asia</u>								
Indonesia	5		1		1	1	7	1
Malaysia					1		1	
Vietnam					1		1	
South China Sea					1		1	
Straits of Malacca and Singapore						1		1
Sub-total	5	0	1	0	4	2	10	2
Overall Total	5	1	3	1	6	2	14	4

Table 3 – Location of incidents (January - March 2007)

2.1.4 Status of Ships

Table 4 below shows the status of ships during actual and attempted incidents in the period January – March 2007. Of the eighteen incidents reported, twelve took place while the targeted ships were at anchor and six while ships were underway. Three of the six incidents which did not occur at anchorages took place in the South Asian region. Two of these were incidents of attempted piracy in the Arabian Sea as highlighted in our February 2007 report.

	Anchored	Steaming
South Asia		
Bangladesh	1	
India	1	
Arabian Sea		2
Bay of Bengal		1
Southeast Asia		
Indonesia	8	
Malaysia		1
Vietnam	1	
South China Sea		1
Straits of Malacca and Singapore		1
Total	12	6

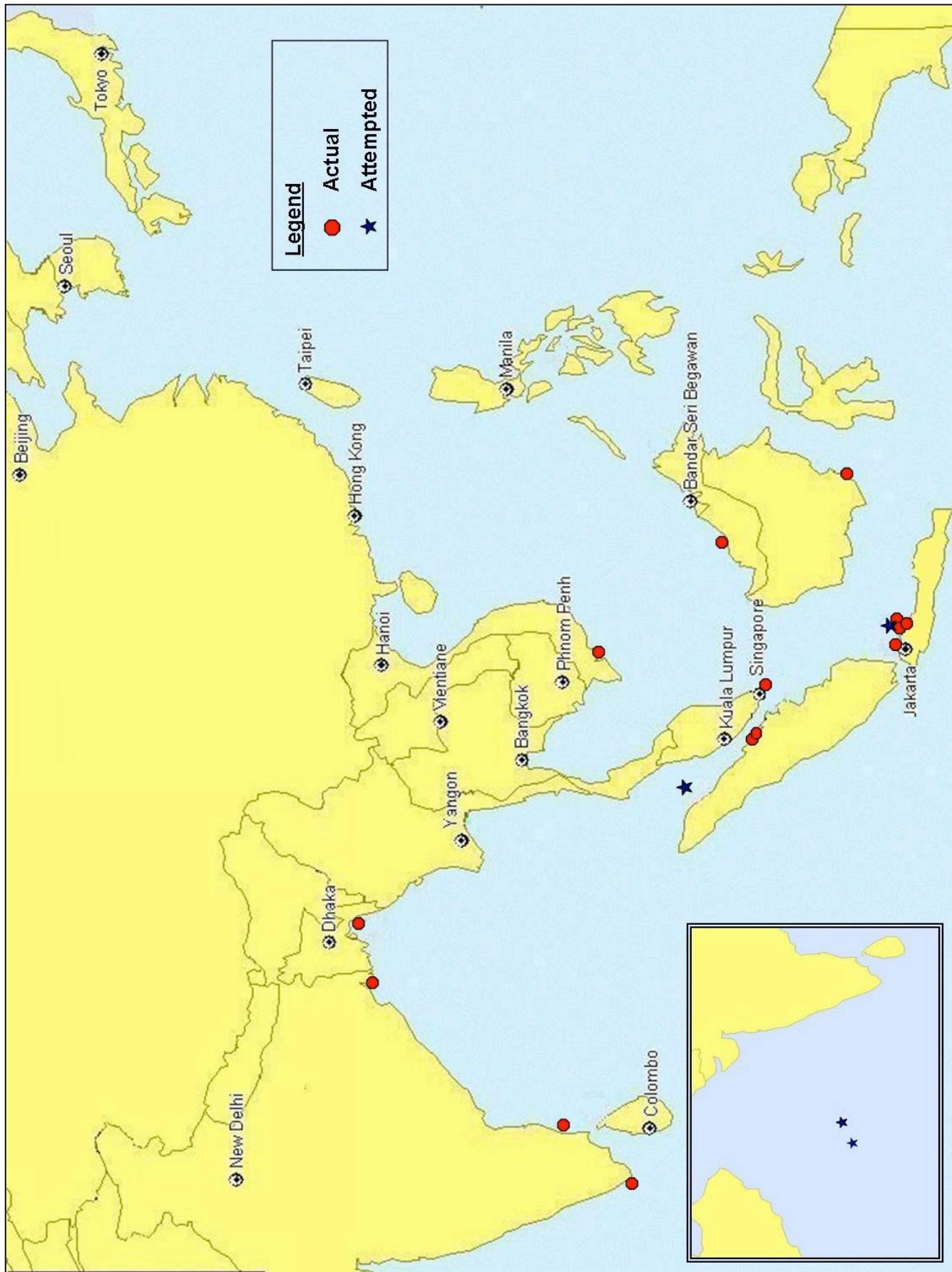
Table 4 – Status of ships during actual and attempted incidents (January – March 2007)

2.1.5 Type of Ships

During the period January – March 2007, oil tankers appeared to have been more susceptible to attack. Please refer to Table 5 below. Four of the six incidents involving oil tankers in the first quarter of 2007 occurred at the Balongan Terminal. Certain types of ships could appear more prone to attack because of the relative frequency of incidents at port facilities which cater to specific types of ships and/or cargo.

	January 2007	February 2007	March 2007	January – March 2007
Oil Tanker	3	1	2	6
General Cargo		1	1	3
Bulk Carrier	1	1	1	3
Container	1		1	2
Chemical Tanker			1	1
Product Tanker			1	1
Tug Boat		1	1	1
Fishing Boat/Trawler				
Vehicle Carrier	1			1
Total	6	4	1	18

Table 5 –Types of ships involved in actual and attempted incidents (January - March 2007)



Map 1 : Location of All Incidents (January 2007 – March 2007)

2.2 Overall Analysis of Quarterly Patterns and Trends

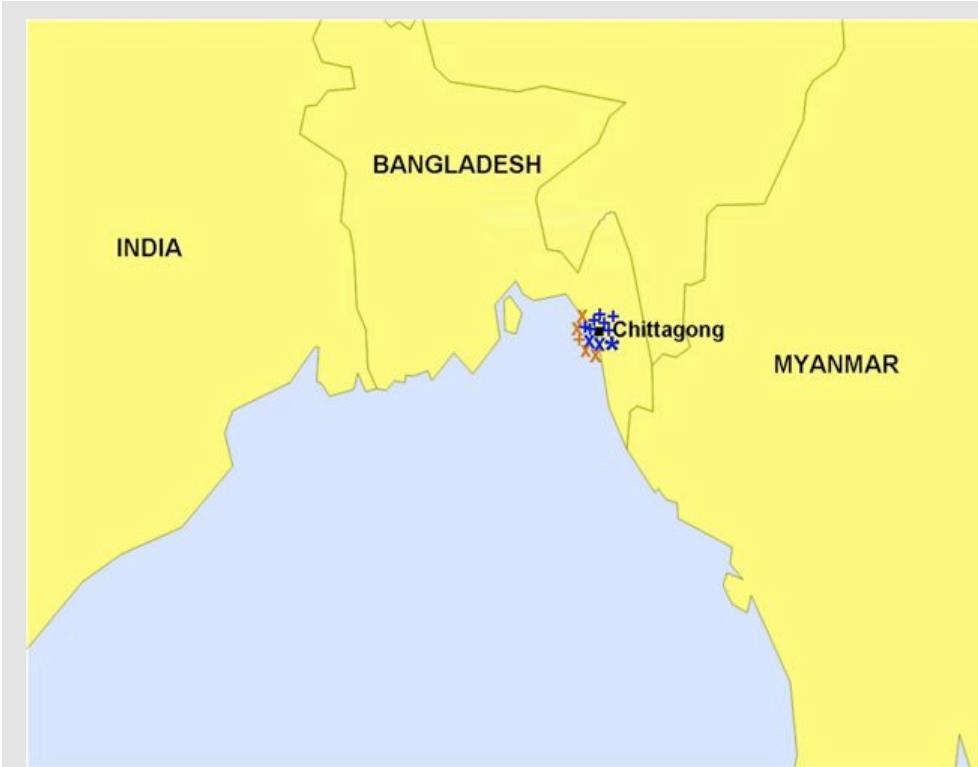
2.2.1 Number, Location and Significance of Reported Incidents

Number and Location of Reported Incidents

Table 6 below shows the number of incidents reported in the first quarter of 2007, compared against the same period in 2006 and 2005. There has been a significant decrease in the number of incidents reported for the first quarter of 2007 compared to the first quarters of 2006 and 2005. This decline is most apparent in the number of incidents reported in Bangladesh, India, Indonesia and Malaysia. Please refer to Maps 2 to 5. As highlighted in the ISC's February 2007 report, there appears to be an organised group of pirates targeting ships in the Arabian Sea. The ISC and ISC Focal Points will continue to monitor this trend. Also worthy of note is that the number of attempted incidents has remained consistent, even though the number of actual incidents reported has declined.

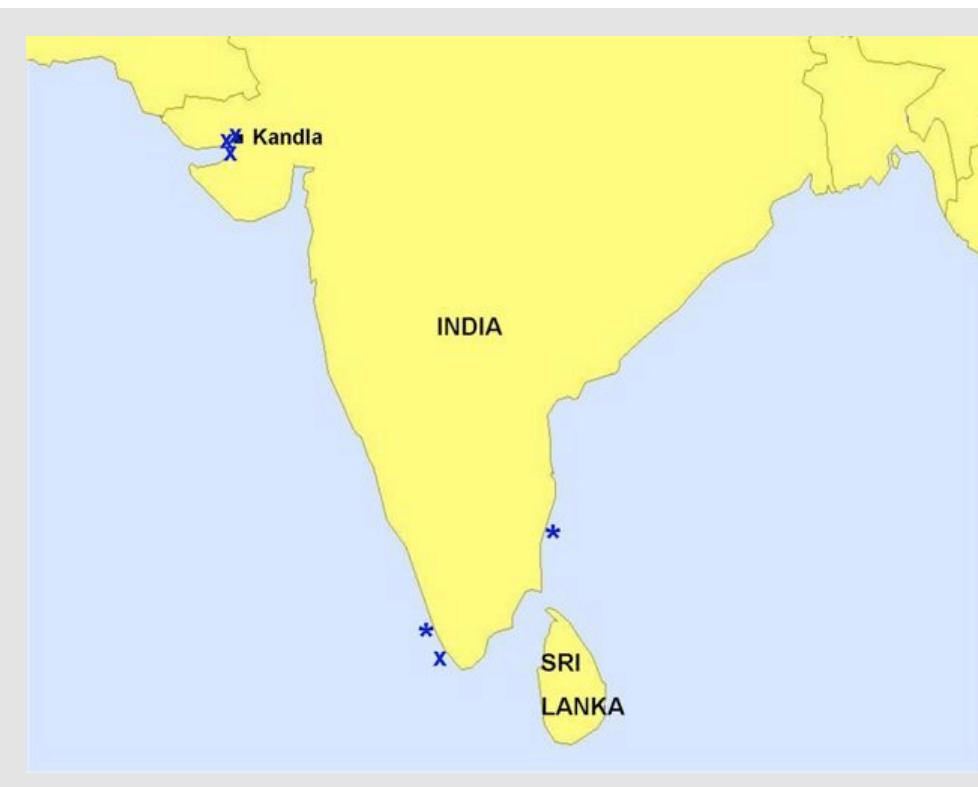
	January – March 2007		January – March 2006		January – March 2005	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia						
China					1	
South Asia						
Bangladesh	1		8	1	6	
India	1				4	1
Arabian Sea		2				
Bay of Bengal	1					
Indian Ocean	1					
Southeast Asia						
Indonesia	7	1	15	3	15	2
Malaysia	1		6		2	
Thailand			1			
Vietnam	1		1		3	
Gulf of Thailand					1	
South China Sea	1		1			1
Straits of Malacca and Singapore		1			5	1
TOTAL	14	4	32	4	37	5

Table 6 – Number of incidents reported in the 1st Quarter of 2007, 2006 and 2005



Map 2 - Map of Actual Incidents in Chittagong, Bangladesh, January – March 2007, 2006 and 2005

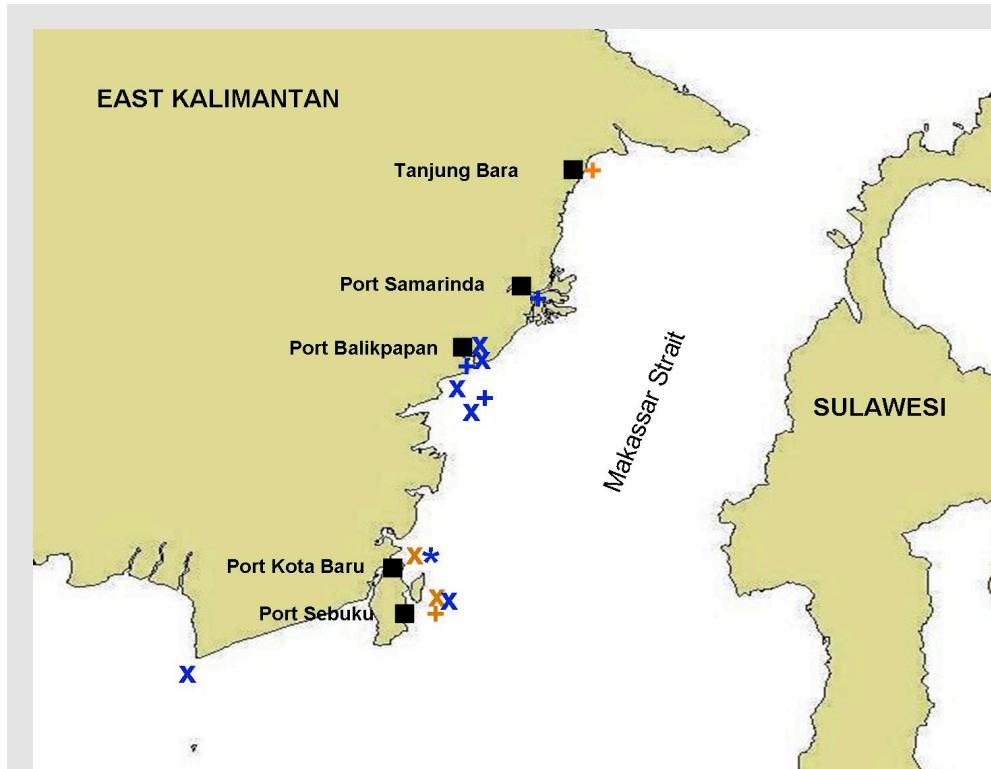
Only one Category 3 incident occurred at Chittagong in the period January – March 2007. In comparison, seven Category 3 incidents and one Category 2 incident were reported in the first quarter of 2006. However, two Category 3 incidents and four Category 2 incidents were reported in the first quarter of 2005. Overall, there has been a large improvement at Chittagong during the period January – March 2007 as compared to the two corresponding quarters in the previous two years.



Map 3 - Map of Actual Incidents in the Indian sub-continent, January – March 2007, 2006 and 2005

Two Category 3 incidents were reported in India in the period January – March 2007. This is a slight increase as compared to the first quarter of 2006 when there were no reported incidents. However, there were three Category 3 incidents at Kandla anchorage and one Category 3 incident off the south coast of India in the period January – March 2005.

X Incident in 2005	+ Incident in 2006	* Incident in 2007
Blue – CAT 3 incident	Amber – CAT 2 incident	Red – CAT 1 incident



Map 4 - Map of Actual Incidents in the Makassar Strait region, January – March 2007, 2006 and 2005

The Makassar Strait region has seen one of the largest decreases in the number of reported incidents with only one incident reported during the period January – March 2007. In comparison, there were two Category 2 incidents and three Category 3 incidents reported during the same period in 2006, and five Category 3 incidents, and two Category 2 incidents reported during the period January – March 2005. Of the fourteen incidents reported in the first quarter of 2007, 2006 and 2005, ten incidents involved bulk carriers.



Map 5 - Map of Actual Incidents in the East Sabah region, January – March 2007, 2006 and 2005

There were no incidents reported in the East Sabah region during the period January – March 2007. During the same period in 2006, there were three Category 2 incidents reported in the area between Port Lahad Datu and the port of Semporna. During the same period in 2005, there was one Category 1 and one Category 3 incident reported in the region.

X Incident in 2005

Blue – CAT 3 incident

+ Incident in 2006

Amber – CAT 2 incident

* Incident in 2007

Red – CAT 1 incident

The overall decline in the number of incidents reported is matched by a general decrease in the significance level of the reported incidents. Chart 1 shows the significance of incidents for the three reporting periods. With the exception of one Category 1 incident in March 2007, all the other incidents reported during the period January – March 2007 were Category 3 incidents.

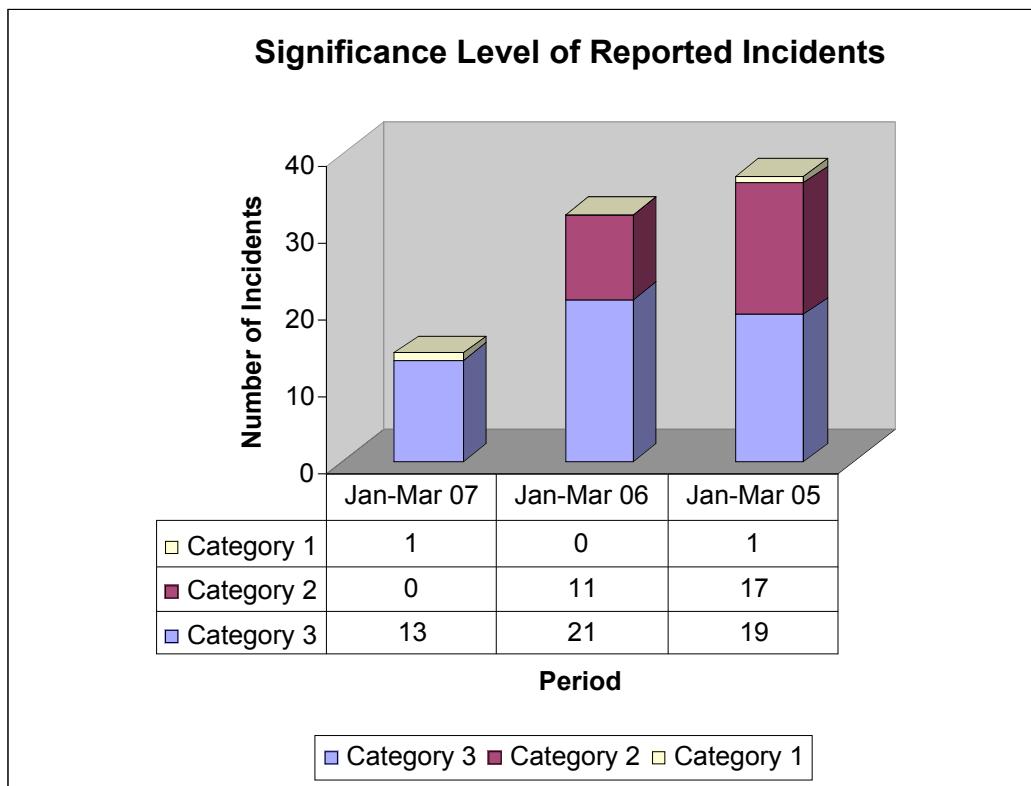


Chart 1 – Significance level of reported incidents (January – March 2007, 2006 and 2005)

2.2.2 Type of Ships

The three pie-charts below show the type of ships involved in actual and attempted incidents for the three reporting periods. During the period January – March 2005, bulk carriers, general cargo ships and chemical carriers appeared most vulnerable to attack. Eight out of the thirteen incidents involving bulk carriers occurred in the region between Pulau Laut and Balikpapan in East Kalimantan where the ports are known to specialise in bulk cargo. Elsewhere, the anchorages at Hai Pong (Vietnam), Tanjung Priok (Indonesia) and Kandla (India), each accounts for two incidents involving general cargo ships. Of the seven incidents involving chemical carriers, three occurred while the ships were underway.

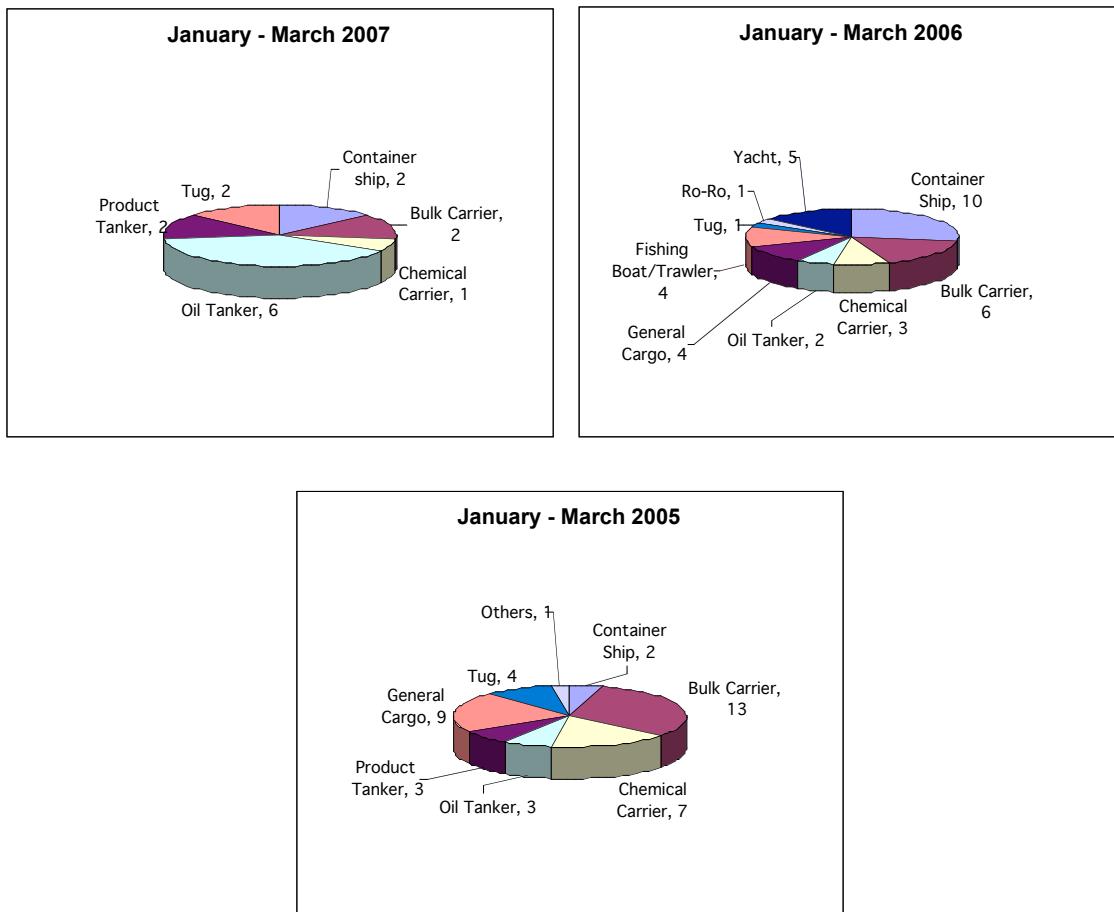


Chart 2 – Type of ships reportedly involved in actual and attempted incidents (January – March 2007, 2006, 2005)

During the period January – March 2006, container ships, bulk carriers and small boats (fishing trawlers, yachts and tugs) appeared to have been most frequently targeted. Half of the reported incidents involving container ships occurred at Chittagong anchorages, and four of the six incidents involving bulk carriers occurred in the region between Pulau Laut and Balikpapan in East Kalimantan. The four incidents involving fishing boats were Category 2 incidents, three of which occurred in the region around Semporna (Malaysia) and one in the Bashi Channel (South China Sea). Of the five incidents involving yachts, three occurred off Pulau Tioman (Malaysia) on the same day and were perpetrated by the same group of robbers who were later arrested and prosecuted. During the period January – March 2007, oil tankers appear to have been targeted more often than the other ships. Based on the above observations, there is a correlation between the type of ships targeted and the nature of port facilities where the incidents occurred.

2.2.3 Status of Ships

The chart below shows the status of ships at the time of actual and attempted incidents. The majority of incidents occurred while ships were anchored. Interestingly, incidents that took place while the targeted vessels were streaming were more likely to be Category 2 incidents. During the period January – March 2006, six of the ten incidents that took place while ships were steaming were Category 2 incidents. Similarly, during the period January – March 2005, seven of the thirteen incidents that took place while ships were steaming were of also Category 2 status. The ISC will continue to monitor and study this issue.

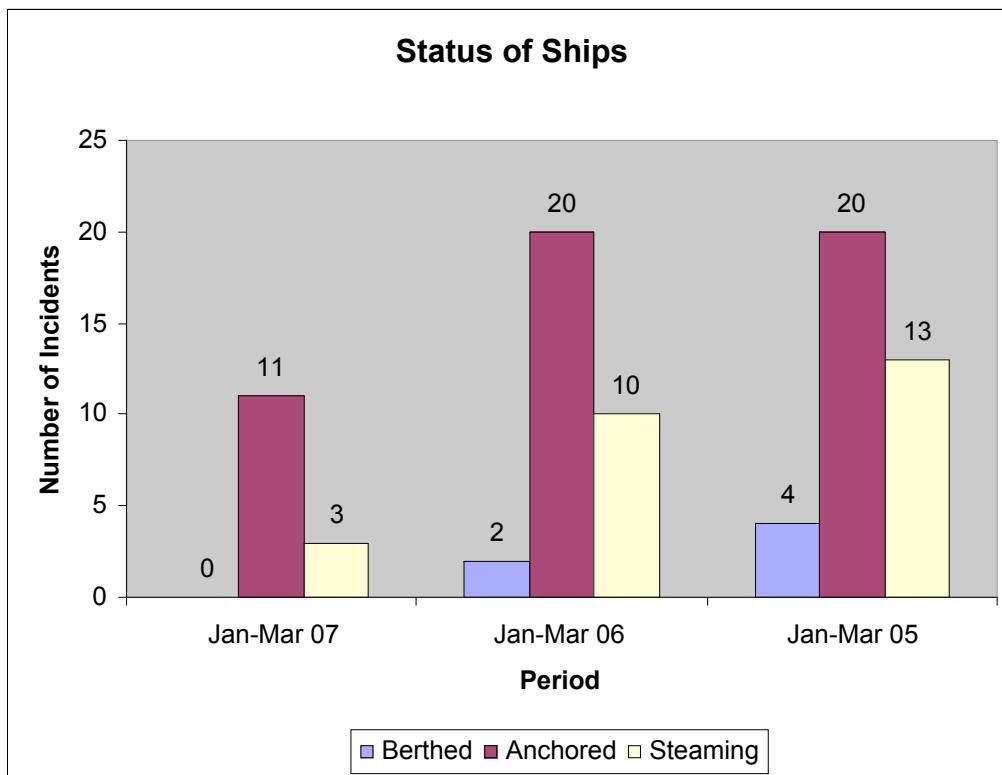


Chart 3 – Status of ships at the time of incidents (January – March 2007, 2006 and 2005)

2.3 Analysis of Violence Factor

2.3.1 Weapons Used

The use of guns, knives or both in incidents during the period January – March 2007 appeared to be less prevalent compared with the same period in 2006 and 2005. For the first quarters of 2006 and 2005, robbers and pirates operating in the Straits of Malacca and Singapore, South Kalimantan (around Pulau Laut) and East Sabah were reportedly more

disposed to being armed with guns and other weapons. There were no significant incidents reported in these areas during the period January – March 2007 to predict the persistence of this trend. The large number of incidents where the weapons used are ‘not stated/nil’ have also hampered the analysis on this area.

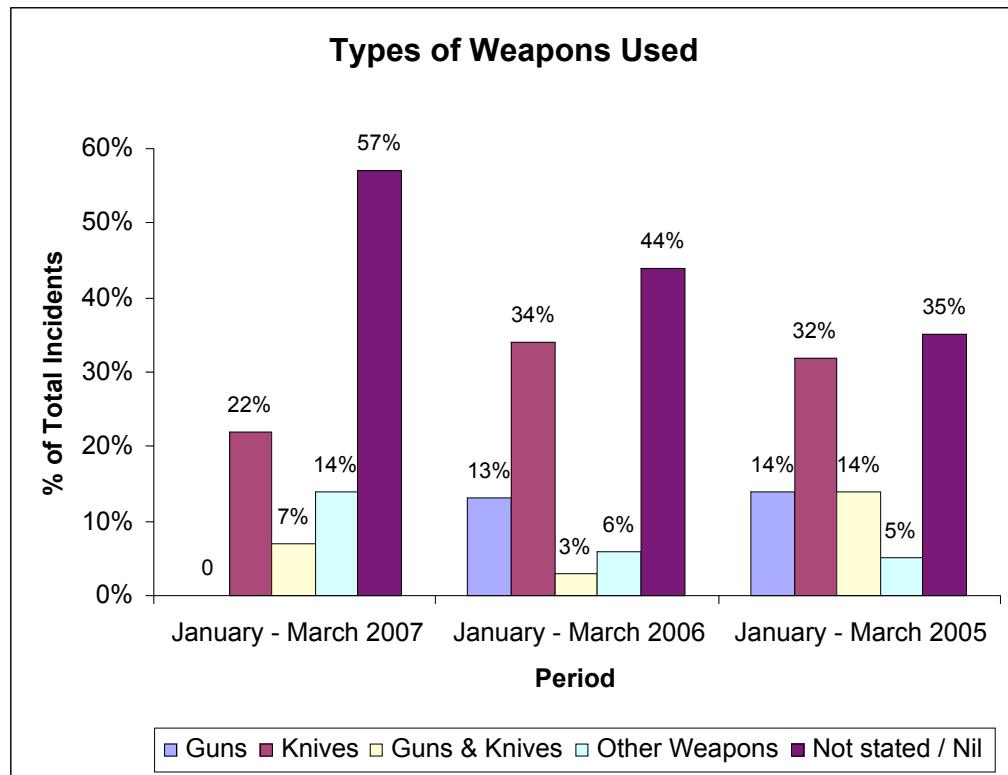


Chart 4 – Types of weapons used in actual incidents (January – March 2007, 2006 and 2005)

2.3.2 Treatment of Crew (in Actual Incidents)

The chart below shows the treatment of crew in actual incidents of armed robbery and piracy. There was only one Category 1 incident in the period January – March 2007, where the ship’s master and crew were threatened. During the same period in 2006 and 2005, there were more significant incidents (Category 1 and Category 2) involving serious injuries to seafarers. These incidents were reported to have occurred in the Straits of Malacca and Singapore, South and East Kalimantan, and East Sabah. These three areas are also those earlier identified as having more heavily armed robbers.

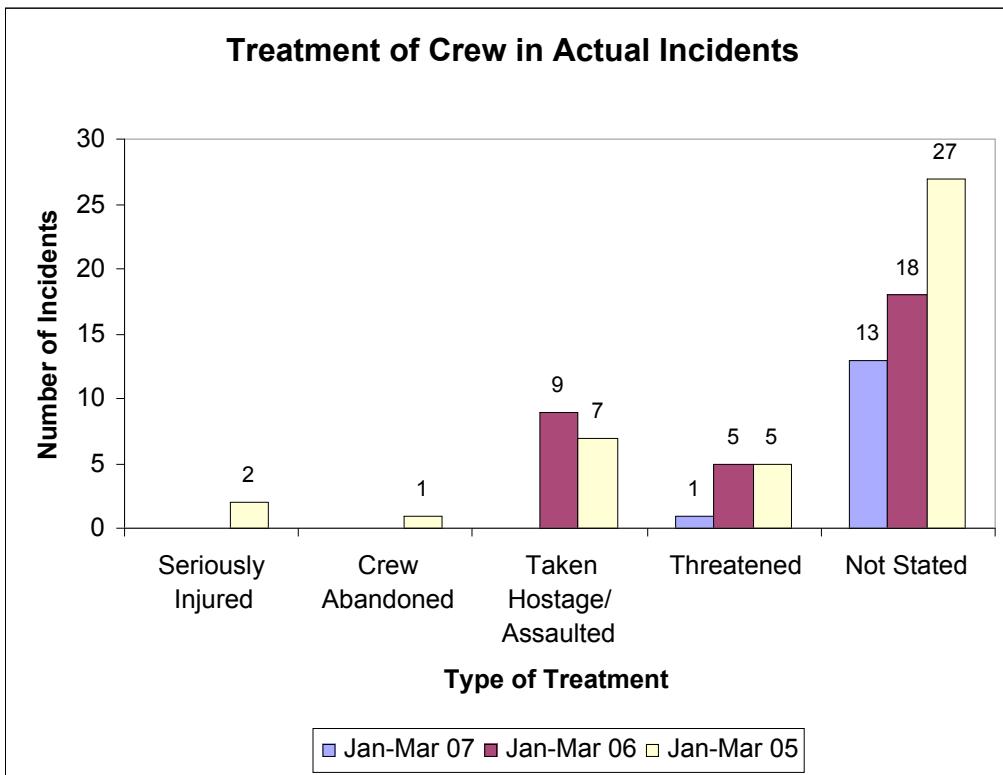


Chart 5 – Treatment of crew in actual incidents (January – March 2007, 2006 and 2005)

2.3.3 Number of Robbers/Pirates

The chart below shows the reported number of robbers/pirates involved in actual incidents. During the period January – March 2007, 80% of the incidents reported involved between 1 to 3 robbers who were mainly engaged in petty theft. During the periods January – March 2006 and January – March 2005, groups of more than 9 were reportedly involved in incidents at Chittagong. In South and East Kalimantan regions, the average size of groups of robbers appeared to be about 3 during these periods.

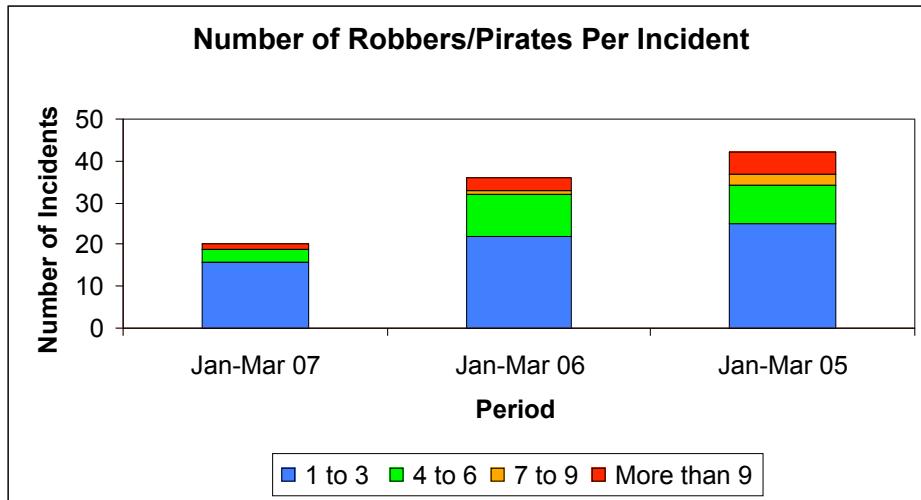


Chart 6 – Number of robbers/pirates in actual incidents (January – March 2007, 2006 and 2005)

2.4 Analysis of Economic Factor

The chart below shows the reported economic loss per incident. There were no incidents of hijack in the period January – March 2007. During the period January – March 2006, there were two cases of hijack; one incident occurred off Phuket (Thailand) and the other off Tanjung Sampit (Central Kalimantan). There was one hijacking case during the period January and March 2005 which occurred off Mataking Island (off East Sabah).

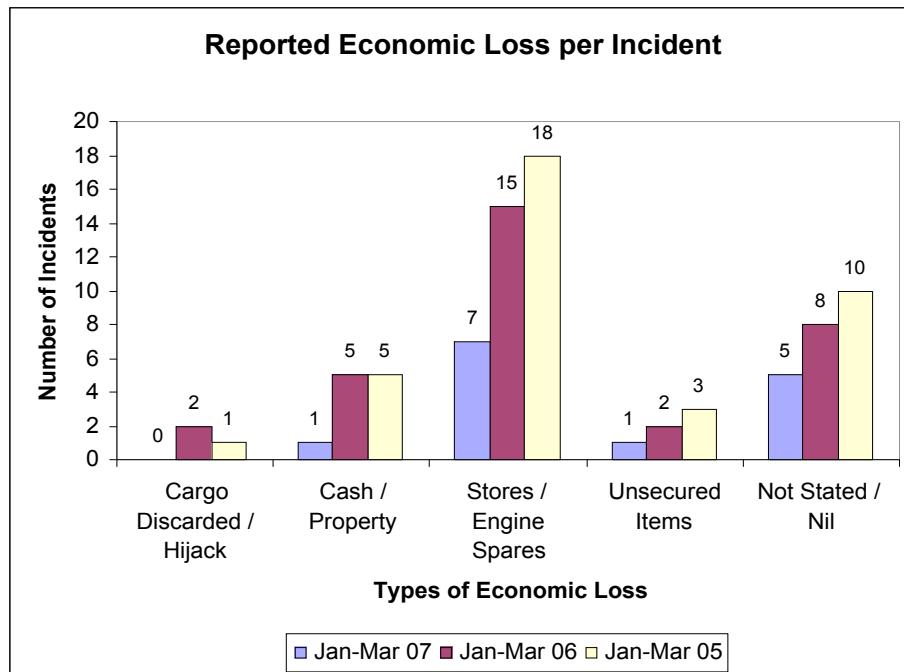


Chart 7 – Reported economic loss in actual incidents (January – March 2005, 2006 and 2007)

Part 3 - Details of Selected Incidents

3.1 Incidents on board *Kourion*

Name of ship	:	<i>Kourion</i>
Type of Ship	:	Crude Oil Tanker
Flag of Ship	:	Singapore
IMO Number	:	8413514
GT	:	50,049



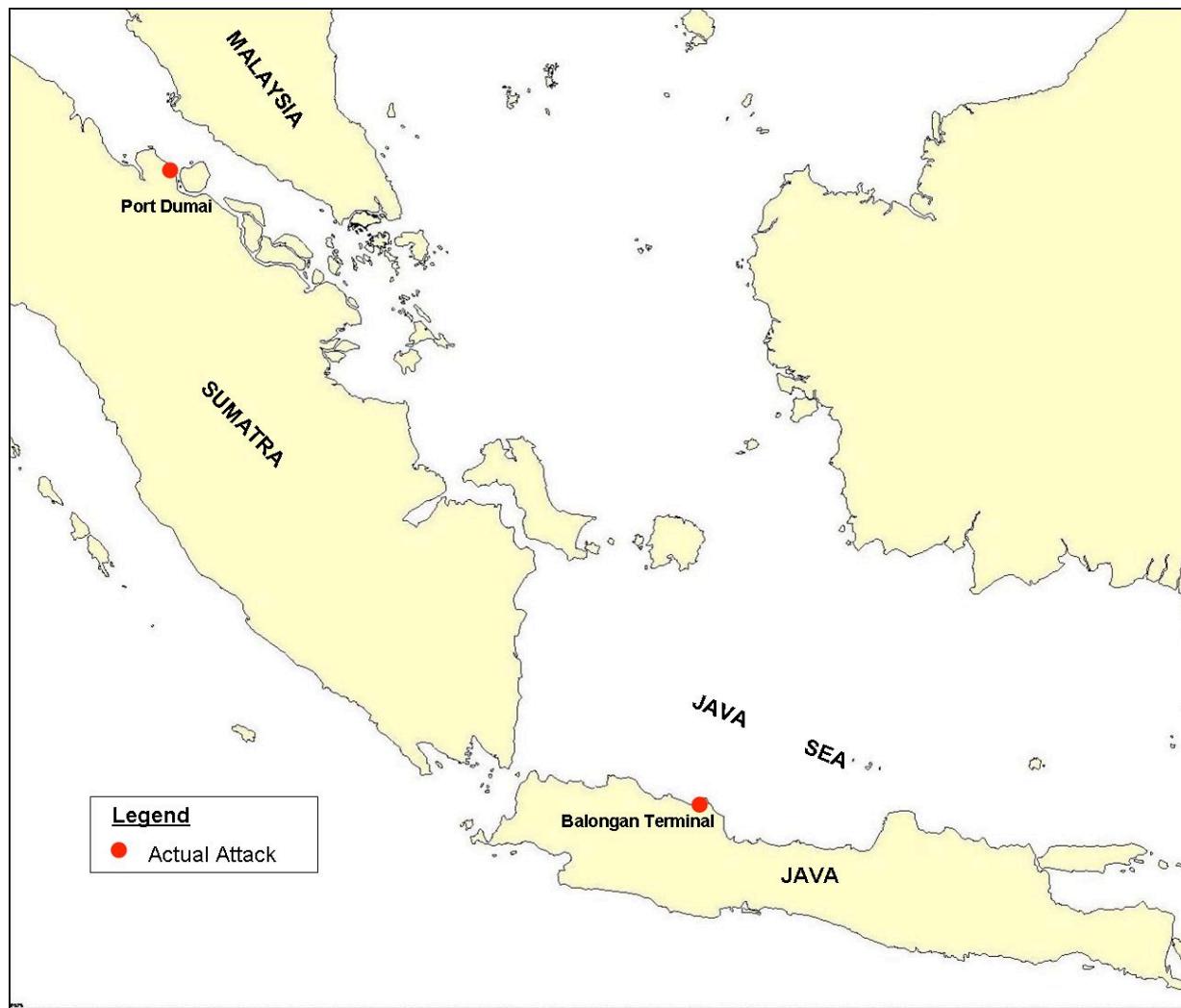
3.1.1 Between January and March 2007, two incidents occurred on board the *Kourion*. The first was a Category 3 incident which took place at the Balongan Terminal on 19 January 2007¹. The second incident was also a Category 3 incident which occurred at the port of Dumai on 22 March 2007. The details of this incident are given below.

INCIDENT ON BOARD THE *KOURION* AT PORT OF DUMAI

3.1.2 On 26 March 2007, the ISC Focal Point (Singapore) reported an incident of armed robbery on board the *Kourion*. Please see map below. While the *Kourion* was berthed at the port of Dumai on 22 March 2007 at 0155 hrs, three robbers boarded her port quarter from a speedboat. The robbers, who were armed with knives, entered the tanker's accommodation. One of them was barefooted, wore a red T-shirt and instructed the Second Officer to 'keep quiet'.

3.1.3 The master of the tanker raised the alarm, made an announcement over the public address system and mustered the crew members. The robbers jumped off the tanker from the port quarter, and fled in their speedboat. A search of the ship was conducted and no items were found missing. The master of the ship reported the incident to the local agent, harbour master and port security officer. The company security officer subsequently reported the incident to the Singapore authorities.

¹ This incident was reported in the ReCAAP ISC Report for January 2007.



Location of Incidents

Observation

3.1.4 The ISC encourages ship masters to maintain vigilance and watch while their ships are at anchor.

3.2 Incident on board the *Aban-VII* towed by *Malaviya-III* and *Malaviya-IV*

Name of Tug : *Malaviya-III*
Flag of Tug : India
IMO Number : 8220292
GT : 1,084

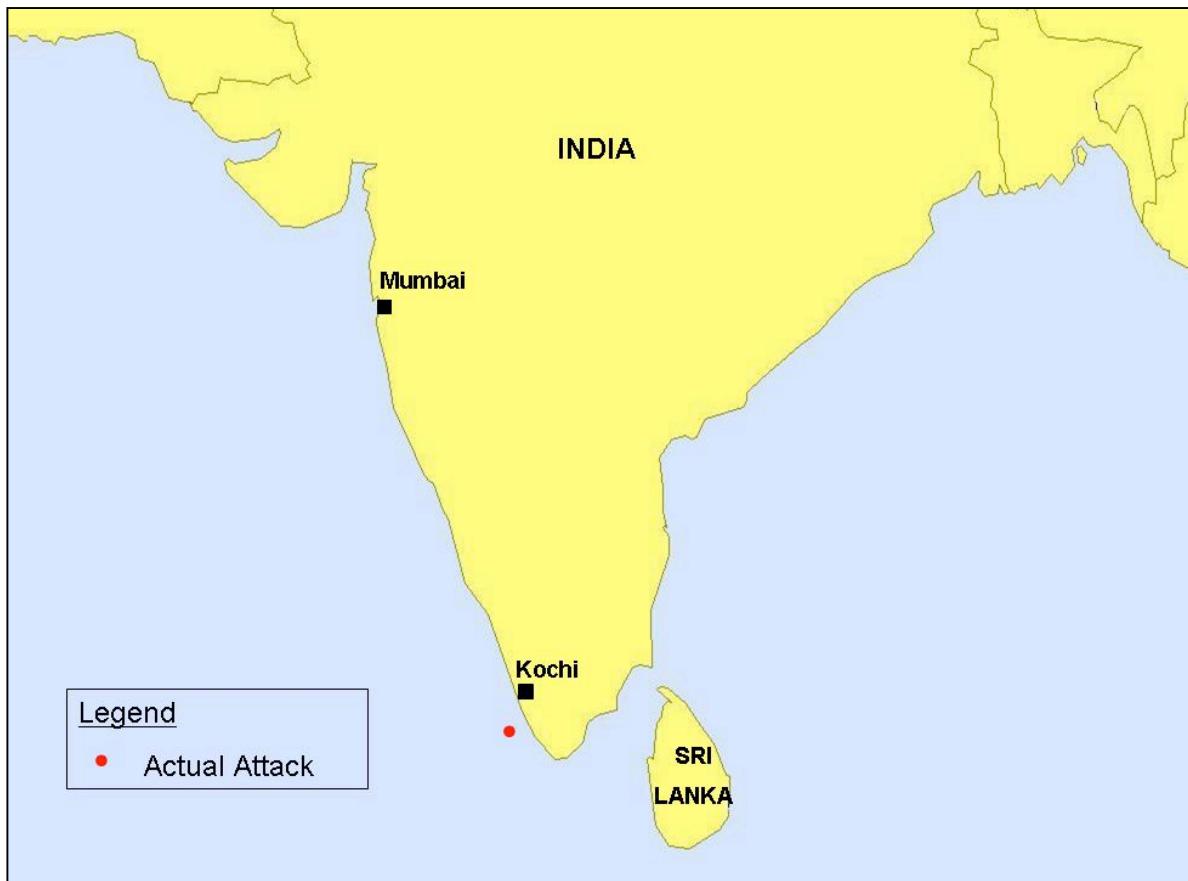
Name of Tug : *Malaviya-VI*
Flag of Tug : India
IMO Number : 8220307
GT : 1,085

Name of Rig : *Aban-VII*
Flag of Rig : Panama



3.2.1 The ISC Focal Point (India) reported an incident on board the *Aban-VII* to the Information Sharing Centre. On 22 March 2007 at 1235 hrs, two speed boats approached the Panama-registered oil rig which was being towed by two tugs, the *Malaviya-III* and the *Malaviya-VI*, at approximately 30.4nm southwest of India (08 ° 43.0'N, 076 ° 07.14'E). The incident was reported to the Maritime Rescue Coordination Centre (MRCC) in Mumbai. The Maritime Rescue Sub-coordination Centre (MRSC) in Kochi was also informed and the Indian Coast Guard dispatched a ship, the *Varuna*, to investigate the incident. Please see map below.

3.2.2 The *Varuna* established communication with the *Malaviya-III* and reported that the *Aban-VII* had been boarded by three robbers from two speed boats. The robbers were reportedly seen transferring some equipment from the oil rig to their speed boats. The tug master raised the alarm and alerted the crew. The robbers jumped overboard and escaped in their boats which headed towards the shore. The *Malaviya-III* informed the *Varuna* that no further assistance was required.



Location of Incident

Observation

3.2.3 The ReCAAP ISC encourages ship masters to report incidents of armed robbery or piracy to the nearest coastal state. This allows law enforcement agencies to investigate the incident and, where possible, assist ships involved in incidents of armed robbery and piracy. The responsiveness of ISC Focal Point (India) in reacting to reported incidents is commendable. In February 2007, an Indian Coast Guard aircraft was sent to investigate an incident which occurred about 16.5 nm off Chennai involving a tug towing a floating crane².

² This incident was reported in the ReCAAP ISC Report for February 2007.

3.3 Incident on board *Ai Maru*

Name of ship	: <i>Ai Maru</i>
Type of Ship	: Crude Oil Tanker
Flag of Ship	: Singapore
IMO Number	: 8413514
GT	: 50,049

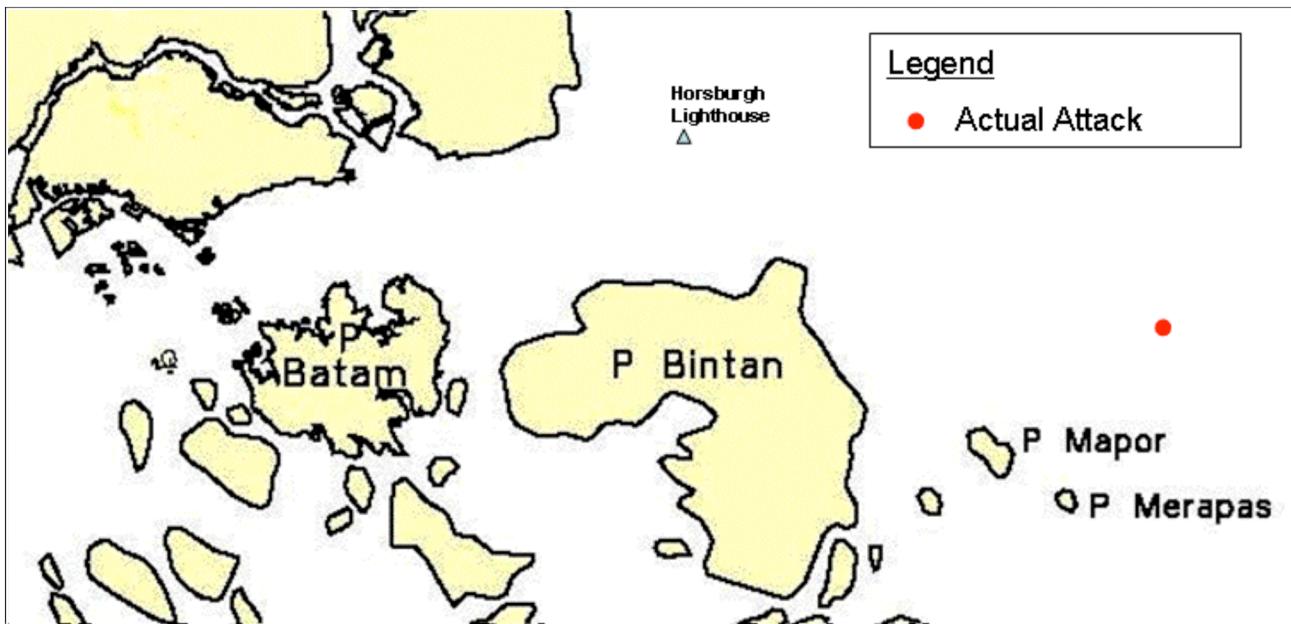
3.3.1 On 16 March 2007, the ISC Focal Point (Singapore) reported to the Information Sharing Centre that the *Ai Maru*, a Honduras-registered tanker, had been approached by two speedboats, with grey fibreglass bodies³. The crude oil tanker had departed for the port of Kereman (Papua New Guinea) from Singapore on 10 March 2007 with a cargo of marine gas oil.

3.3.2 The speedboats, with ten robbers on board intercepted the *Ai Maru* at about 30nm east of Pulau Bintan ($01^{\circ} 07.29'N$, $105^{\circ} 03.66'E$). The robbers were armed with shot guns, rifles and daggers, and were reportedly wearing camouflage attire and black caps. One robber was also reportedly using a ski mask. One of the tanker's crew activated the AIS alert system and issued a distress call when the robbers boarded the tanker. The robbers demanded that the crew to comply with their orders at gun point. They tied up all the crew members with ropes and blindfolded them with black cloth. The master of the ship was punched several times but sustained no serious injuries. The robbers took control of the tanker and ordered the master to sail southwest towards the Merapas Island. After steaming for about 45 minutes, the robbers damaged the ship's communications equipment, and took the ship's documents, crew's passports, seaman books, cash and mobile phones. After sailing for another 15 minutes, the ship's engines stalled at about 40 nm from the Horsburgh Lighthouse. When the robbers could not restart the engines, they abandoned the tanker and escaped in their speed boats⁴.

3.3.3 The crew subsequently freed themselves. The master accounted for all the crew members and decided to turn westwards towards the eastern Outer Port Limits (OPL) located at $1^{\circ} 18.0'N$, $104^{\circ} 09.0'E$ to repair the communication equipment. The master of the ship reported that the cargo on board remained intact, and that the robbers did not discharge their weapons during the incident. Please see locations on the map below.

³ The Indonesian authorities informed Singapore's Port Operations Coordination Centre about the incident.

⁴ Source: The ship agency, Canter Singapore Pte Ltd.



Location of Incident

Part 4 - Observations for January – March 2007

4.1 Compared to the period January – March 2005, the number of incidents of armed robbery and piracy against ships in the Asian region for January – March 2007 has dropped by 57% (from 42 to 18). Overall, the following observations can be made regarding incidents which occurred during the period January – March 2007, compared to the same period in 2006 and 2005:

- a. With the exception of one Category 1 incident, all incidents in the first quarter of 2007 were Category 3 incidents. There has been a general decrease in the number of significant incidents reported compared to the same period in 2006 and 2005.
- b. Oil tankers appeared to have been targeted at on more occasions than the other types of ships in the first quarter of 2007. In contrast, in the same period in 2006, container ships experienced a higher number of incidents compared to other ship types, and in the same period in 2005, bulk carriers appeared to be more vulnerable.
- c. The majority of the incidents during January – March 2007, 2006 and 2005 occurred while ships were at anchor.
- d. There is a general drop in the violence level in incidents during January – March 2007 as compared to the same period in 2006 and 2005.
- e. The majority of incidents reported in January – March 2007 involved the loss of ships' stores, engine parts, and seafarers' cash and personal effects.

DETAILS OF INCIDENTS IN MARCH 2007

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.	Chemical Tanker	08/03/2007 0345 hrs	Sagar Anchorage, India 21° 39.95'N 088°01.05'E	Anchored	One robber boarded the chemical tanker's poop deck. Two officers on board the tanker noticed the robber, raised the alarm and mustered the crew. The robber jumped overboard and escaped with ship's stores in a small wooden boat.	Ship's stores stolen	ICC-IMB PRC	CAT 3
2.	<i>Ai Maru</i> Tanker Honduras 7727504 1007	14/03/2007 1630 hrs	About 30 nm east of Bintan, Indonesia 01° 07.29'N 105°03.66'E	Steaming	The tanker was approached by two speedboats with ten men while steaming. The men, in camouflage attire and black caps, including one with a ski mask, carried shot guns, rifles and daggers. They boarded the tanker, tied up all the crew members and blindfolded them. The master of the ship was punched several times but sustained no serious injuries. The men also damaged the		ISC Focal Point (Singapore)	CAT 1

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)
					<p>ship's radio communications equipment and took the ship's documents, crew passports, seaman books, cash and mobile phones, before fleeing in their speedboats.</p> <p>The crew subsequently freed themselves. All crew members were accounted for and unhurt. The ship's cargo was also intact. The master reported that no shot was fired by the men during the incident.</p>			
3.	MSC <i>Denisse</i> Container Vessel Panama 7435292 28,176	15/03/2007 1640 UTC (2340 hrs)	5 km south of South of Vung Tau, Vietnam 10° 14.4'N 107°04.8'E	Anchored	Robbers boarded the container vessel at her forecastle deck, and stole the ship's stores.	Ship's stores stolen	ISC Focal Point (Vietnam) ICC-IMB PRC	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)
4.	<i>Malaviya-III</i> Tug India 8220292 1,085 <i>Malaviya-VI</i> Tugs India 8220307 1,084 <i>Aban-VII</i> Rig Panama	22/03/2007 0705 UTC	SW Coast, India 08:43.0N - 076:14.0E	Steaming	Three men in two speed boats boarded a rig under tow by two tug boats. The men were noticed preparing to transfer equipment from the rig to their speed boats. The master raised the alarm and the men jumped overboard and escaped in their boats.		ISC Focal Point (India)	CAT 3
5.	Tanker	21/03/2007 1855 UTC	Dumai Port, Indonesia 01:41.20N - 101:27.90E	Anchored	Three robbers armed with knives boarded the tanker from her port quarter, and entered the accommodation. The master raised the alarm, alerted the crew, and informed the authorities. A search party conducted a thorough search on board and nothing was found missing / stolen.		ICC-IMB PRC	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)
6.	Grace Casablanca General Cargo ship Hong Kong 9353462 5702	29/03/2007 0200 hrs	Bintulu general cargo anchorage, Malaysia 03:14N - 112:58E	Anchored	Five robbers armed with knives boarded a general cargo ship. The Second Office spotted them, raised the alarm and alerted the crew who proceeded to the forecastle. The robbers threw shackles at the crew but no one was injured. The robbers stole ship's stores and escaped in their boat. Port control was informed and a patrol boat arrived two hours later and conducted an investigation.		ISC Focal Point (Japan) ICC-IMB PRC	CAT 3

Attempted 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
1.	Product Tanker	12/03/2007 0410 hrs	Balongan Anchorage, Indonesia 06:14.2S – 108:26.5E	Anchored	Robbers armed with knives in an unlit boat approached a product tanker at anchor and threw a line onboard the ship at her port quarter. The duty watchmen were standing by with pipes in hand. The robbers aborted the attempt and fled.	ICC-IMB PRC
2.	Bulk Carrier	28/03/2007 0707 UTC	Straits of Malacca and Singapore 04:40.0N - 099:15.5E	Steaming	Four men in a 15 metre-long grey wooden speed boat were observed drifting across the bulk carrier's courseline, and suddenly approached her. The master raised the alarm, took evasive manoeuvres, mustered the crew, and activated fire hoses. The men attempted to board the ship with ropes and a long stick with steps. After 20 minutes they moved away.	ICC-IMB PRC