

ANNUAL REPORT

1st January - 31st December 2014

Piracy And Armed Robbery Against Ships In Asia



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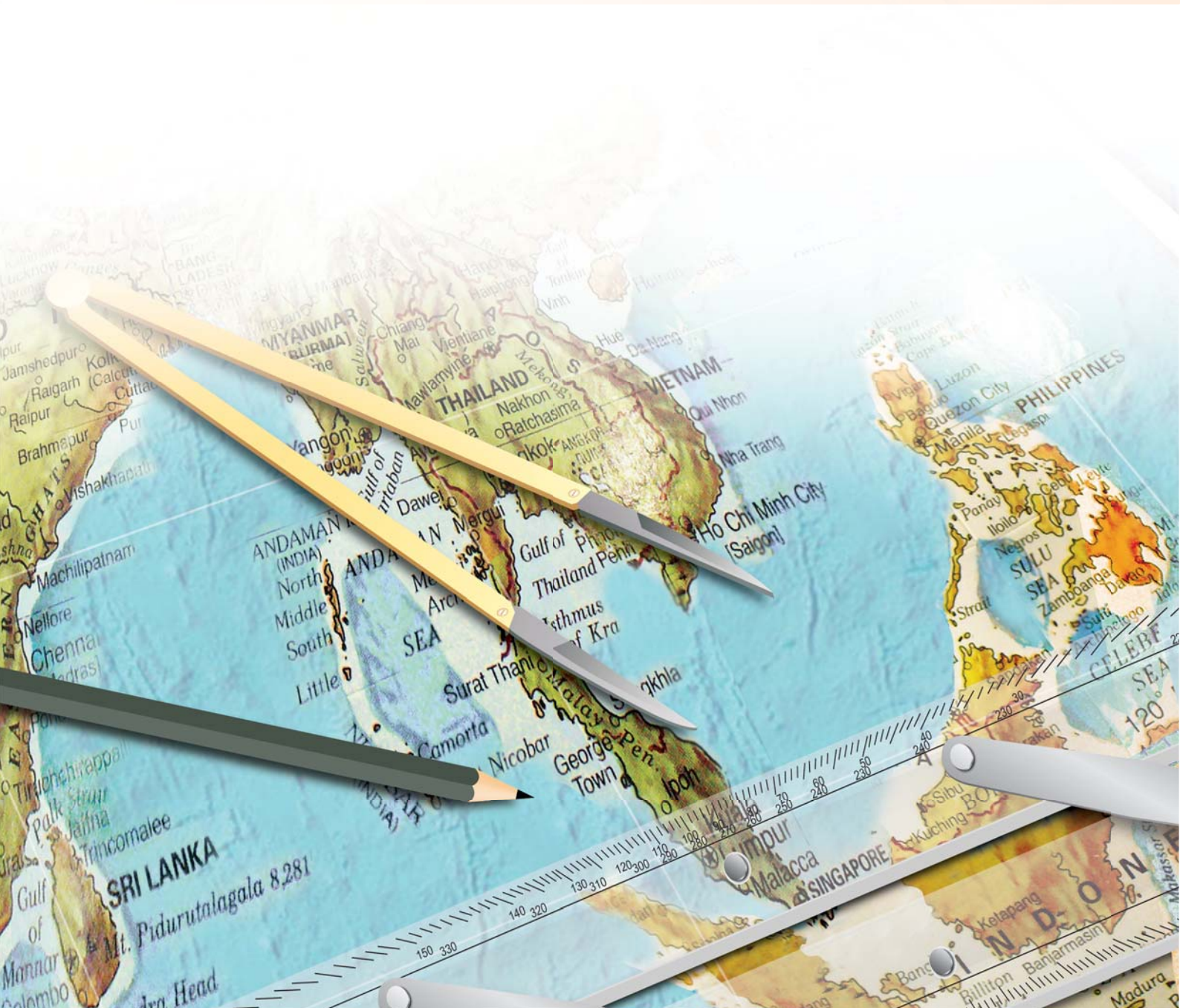
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ACKNOWLEDGEMENTS

EXECUTIVE SUMMARY



There has been an increase in the number of piracy and armed robbery against ships incidents in Asia in 2014 compared to the past four years (2010-2013). A total of 183 incidents comprising 168 actual incidents and 15 attempted incidents were reported. On a year-on-year comparison, this represents an increase of 22% in the total number of incidents in 2014 compared to 2013. Of the 183 incidents, 13 (7%) were Category 1 (very significant) incidents, 41 (23%) were Category 2 (moderately significant) incidents and 114 (62%) were Category 3 (less significant) and petty theft (minimum significant) incidents.

Of the 13 Category 1 incidents, 11 incidents were siphoning of ship fuel/oil by perpetrators who boarded the ship to siphon the ship manifest of fuel/oil. Most of these incidents were Category 1 in nature because the perpetrators were armed with guns and knives; involved larger group of men who took control of the ship; threatened, tied and locked the crew in the cabin; siphoned the fuel/oil onboard the ship to another tanker/barge that came alongside; and before escaping, destroyed the ship's communication and navigational equipment and took the crew's cash and personal belongings.

In 2014, there has also been an increase in number of incidents in the Straits of Malacca and Singapore (SOMS) and the South China Sea (SCS). Most were Category 3 and petty theft incidents occurred onboard ships while underway in SOMS and onboard ships while anchored/berthed in the SCS. These incidents involved perpetrators who were opportunistic in nature, did not harm or treat the crew with violence; and entailed little or no economic loss as the perpetrators escaped immediately when the crew was alerted. Incidents resulted in the perpetrators escaped empty-handed occurred in 55% of the incidents in SOMS and 65% of incidents in the SCS.

In light of the development of the situation in Asia in 2014, more need to be done collectively by the shipping community and governmental agencies in building trust and confidence in timely reporting, information sharing and operational responses.

As vessels need to return to shore, the counter-measures also need to be managed from the landward side, to which due attention needs to be channelled to the entities concerned from the shore end.



**PIRACY AND ARMED
ROBBERY AGAINST
SHIPS IN ASIA IN 2014**

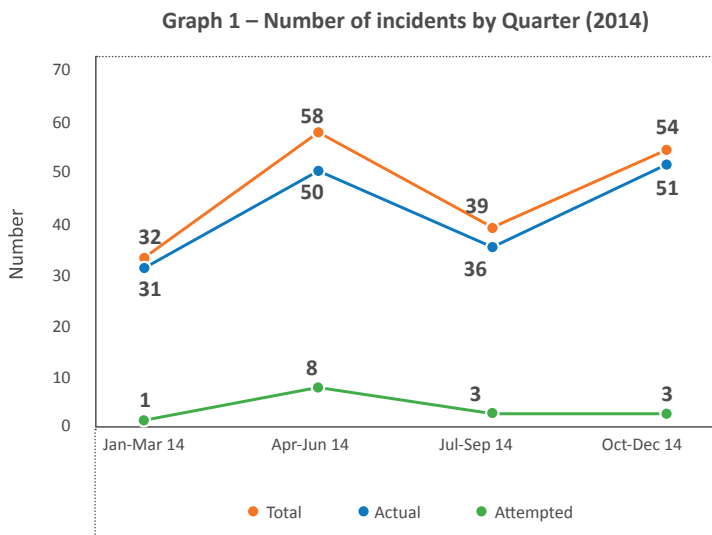
PART ONE

1



Part One: Piracy and Armed Robbery Against Ships in Asia 2014

Number of Incidents Quarter-on-Quarter Comparison



On a quarter-on-quarter comparison, the number of incidents fluctuates over the quarters. There was an increase in the number of incidents reported in the 2nd quarter of 2014 (April-June 2014), followed by a decline in the 3rd quarter (July-September 2014) before an increase recurred in the last quarter (October-December 2014).

Overall, a total of 183 incidents were reported in 2014, of which 168 were actual incidents and 15 were attempted incidents. Refer to Graph 1 on the number of incidents reported in the four quarters of 2014.

Significance Level (by quarter)

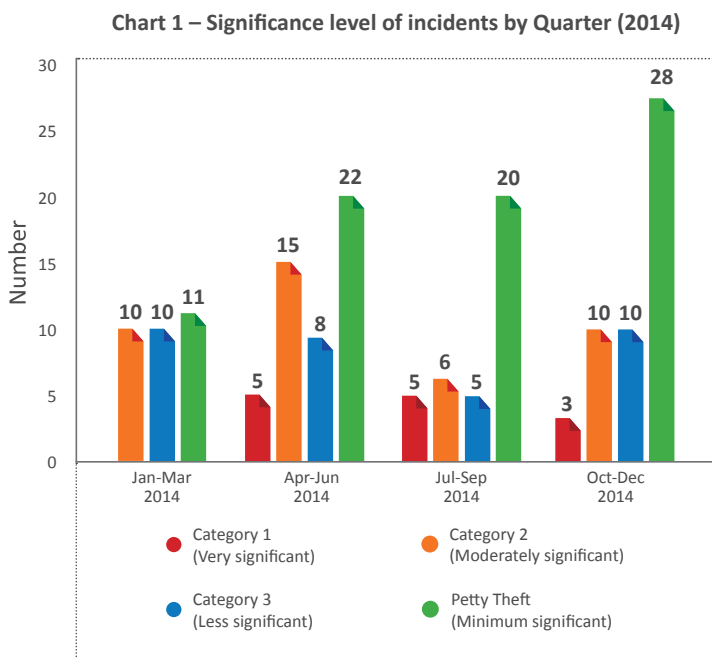


Chart 1 shows the significance level of incidents reported in the four quarters of 2014.

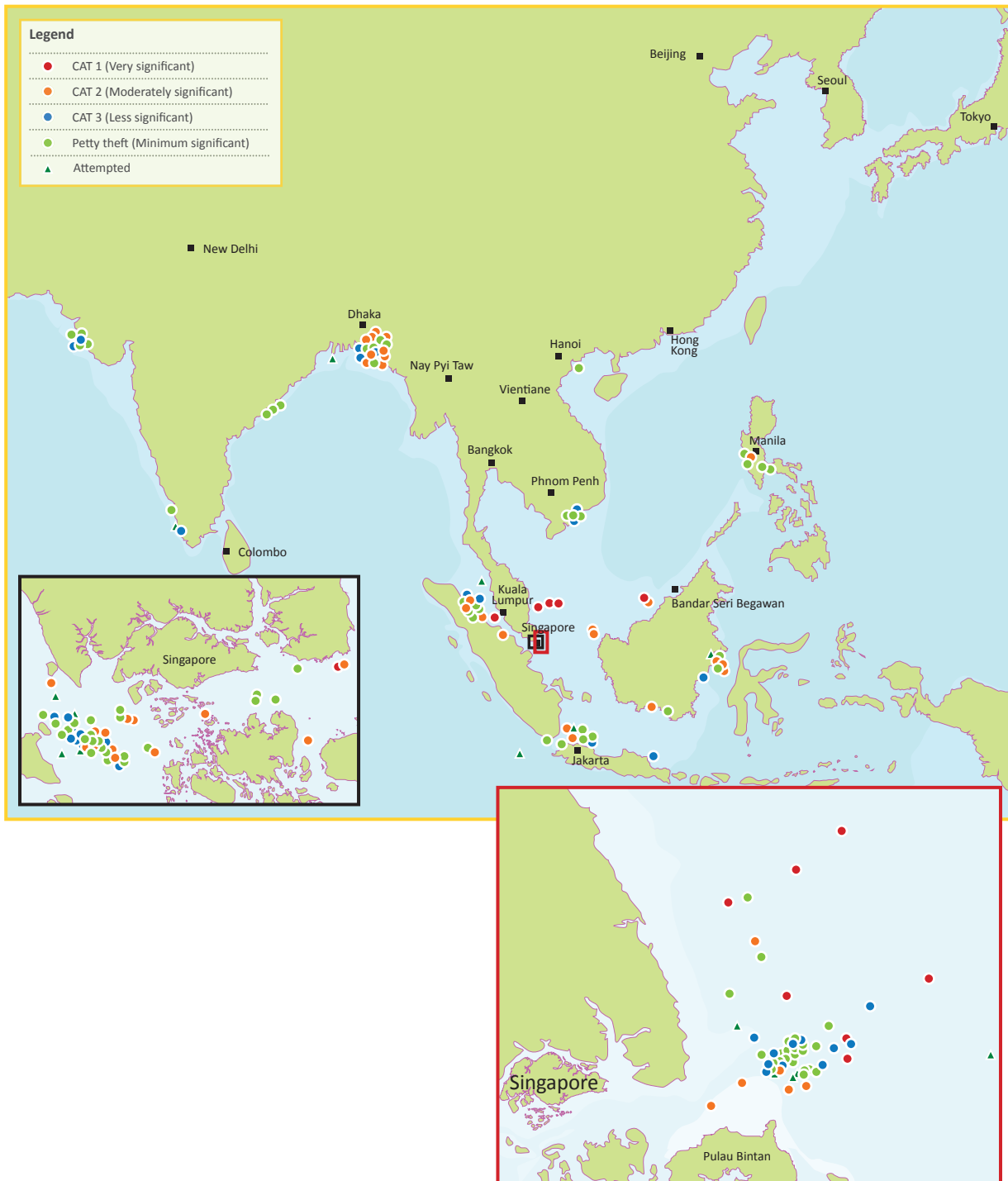
The bulk of the incidents reported in the last quarter (October-December 2014) were Category 3 and petty theft incidents. This accounts for three-quarters of the total number of actual incidents reported in October-December 2014.

Of the three Category 1 incidents reported during October-December 2014; two were siphoning of gas oil from chemical tanker, *Sunrise 689* on 3 Oct 14, and gasoline from tanker, *Suratchanya* on 15 Oct 14. The third incident involved the death of a crew onboard tanker, *VP Asphalt 2* as a result of injuries sustained in his forehead.

Location of Incidents

Refer to map below on the location of incidents reported in 2014.

Map 1 – Location of incidents (2014)



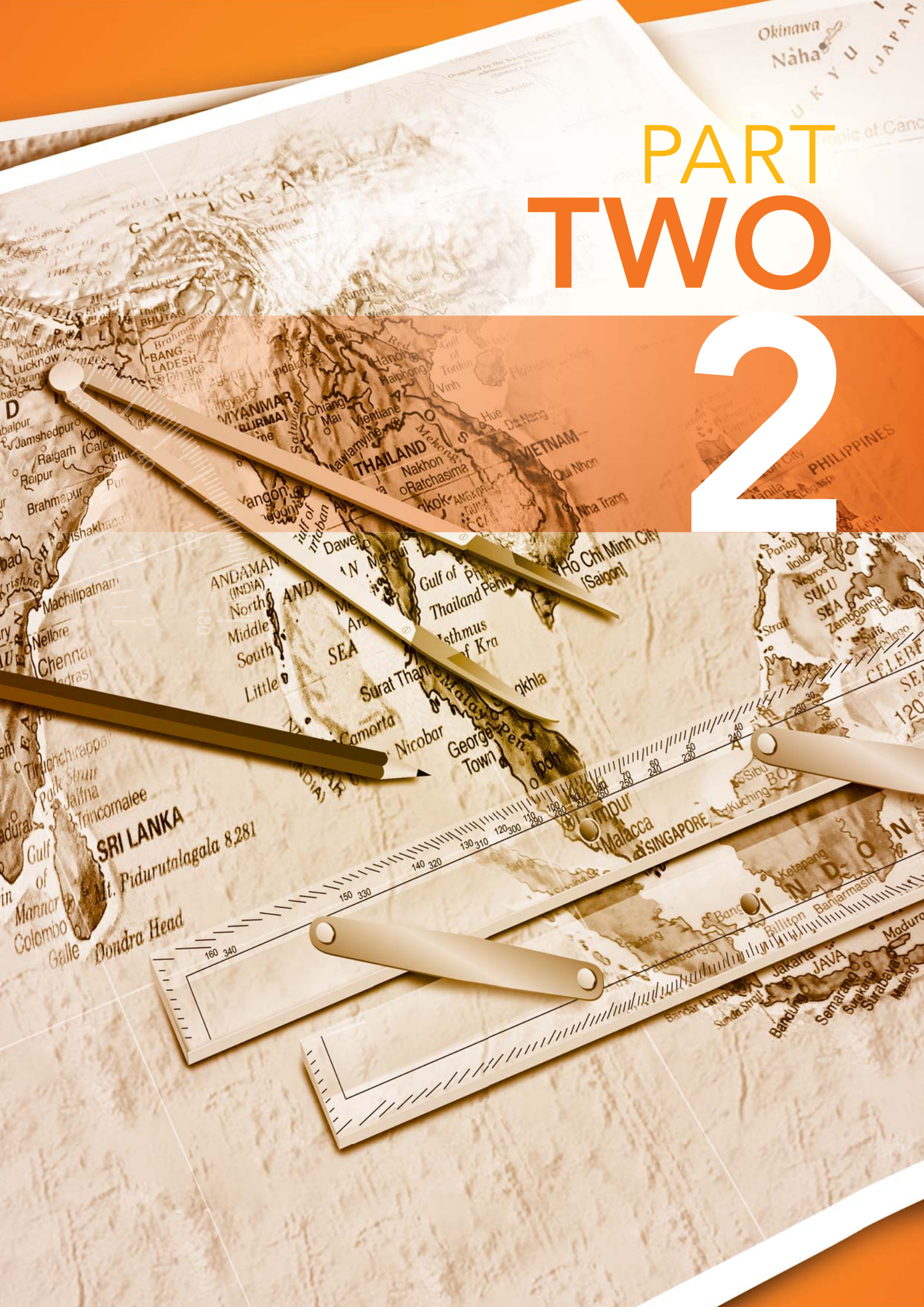


ANALYSIS OF INCIDENTS REPORTED IN 2014 COMPARED TO PAST FOUR YEARS

(2010-2013)

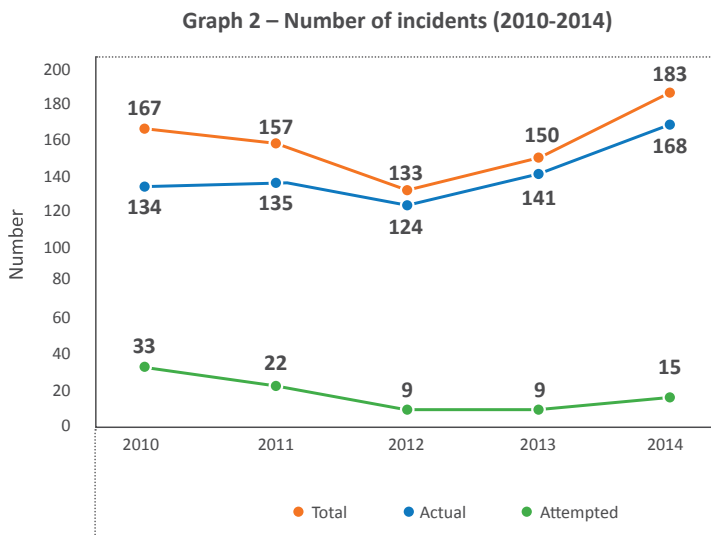
PART TWO

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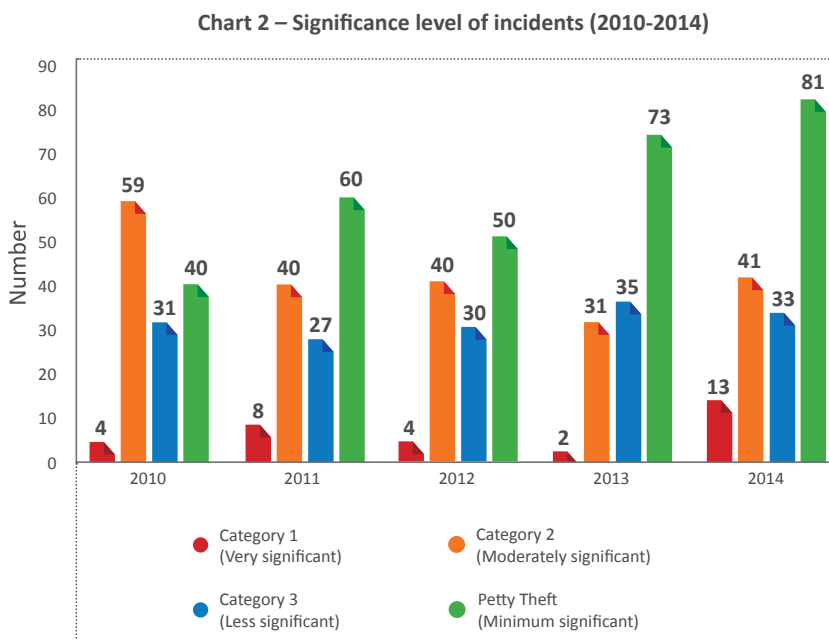
Part Two: Analysis of Incidents reported in 2014 compared to past four years (2010-2013)

Number of Incidents Year-on-Year Comparison



Of the 183 incidents reported in 2014 in Asia, 45 were piracy incidents and 138 were incidents of armed robbery against ships. The number of incidents reported in 2014 is highest among the five-year reporting period (2010-2014). It represents a 22% increase compared to 2013 (150). Graph 2 shows the number of incidents reported during 2010-2014.

Significance Level (by year)



Of the 168 actual incidents reported in 2014, 13 were Category 1 incidents, 41 were Category 2 incidents, 33 were Category 3 incidents and 81 were petty thefts. Majority of the incidents were less significant and petty theft in nature, which accounts for 62% of the total number of incidents reported in 2014. Of concern was the Category 1 incidents, highest among the five-year reporting period; were siphoning of ship fuel/oil cases occurred in the SCS. Chart 2 shows the significance level of incidents reported throughout the five-year reporting period of 2010-2014.

Category 1

All 13 Category 1 incidents were siphoning of ship fuel/oil cases, of which 11 were successful siphoning incidents and two were not successfully carried out (*Ji Xiang* and *VP Asphalt 2*). In the case of *Ji Xiang*, 10 perpetrators armed with guns and knives boarded the Mongolia-registered product tanker off Pulau Lima, Malaysia on 25 Jul 14. Believed to target the fuel/oil onboard, the perpetrators' intention was foiled by the presence of a Malaysian Maritime Enforcement Agency (MMEA) patrol boat which arrived at the location and pursued the perpetrators who fled. In their haste to escape from the authorities, the perpetrators left behind two pistols and one machete onboard *Ji Xiang*. A crew was reported to have had suffered a neck injury.

Map 2 – Approximate location of boarding of *VP Asphalt 2*



The other unsuccessful siphoning incident occurred on 7 Dec 14 when seven perpetrators armed with guns boarded the Vietnam-registered tanker, *VP Asphalt 2*. They took control of the ship, checked the cargo tanks, and stole the crews' personal belongings before leaving the vessel. Subsequently, the Third Engineer was found lying on his bed with injuries to his forehead. He succumbed to his injuries and was pronounced dead upon arrival at the hospital. Investigation is currently ongoing.

Category 2

A total of 41 Category 2 incidents were reported in 2014, of which 23 incidents occurred onboard ships while at anchor/berth and 18 onboard ships while underway. Of the 23 Category 2 incidents onboard ships anchored/berthed, 13 occurred at ports and anchorages in Indonesia (Belawan, Dumai, Samarinda, off Pulau Bintan, Tg Priok), eight in Bangladesh (Chittagong and off Pulau Kutubdia), one in Malaysia and one in the Philippines. The ReCAAP ISC encourages enhanced port security measures and implementation of the ISPS code at these locations. More details are featured in Part Three of this report.

Of the 18 incidents onboard ships while underway, 11 occurred in the SOMS, four in the SCS, two in Indonesia and one in Bangladesh. Master and crew are encouraged to exercise enhanced vigilance when their ships are underway in the vicinity. More details are featured in Part Four of this report.

Category 3 and petty theft

A total of 114 Category 3 incidents and petty thefts were reported in 2014. Of these, two-thirds occurred onboard ships at ports and anchorages; namely in Indonesia (26), SCS (22), India (11), Bangladesh (6), Vietnam (6), Philippines (4) and Malaysia (2); and one-third occurred onboard ships while underway in the SOMS (32), SCS (3) and Bay of Bengal (2).

Part Two: Analysis of Incidents reported in 2014 compared to past four years (2010-2013)

Location of Incidents (2010-2014)

South Asian region

There has been an increase in the number of incidents reported in the South Asian region in 2014 compared to 2013, mostly attributed to the increase in Bangladesh.

Southeast Asian region

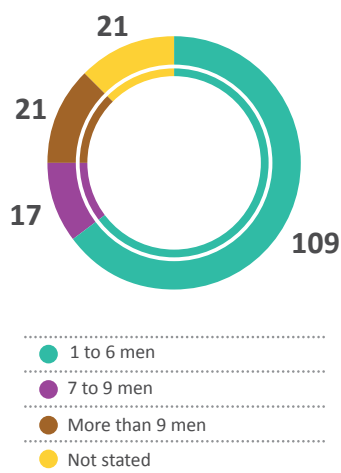
Notably, the number of incidents reported in the Southeast Asian region in 2014 is highest among the five-year period (2010-2014). Compared to 2013, this is a 15% increase, mainly in the SCS and the SOMS. The number of incidents reported in these two areas had tripled in 2014 compared to 2013. However, improvements occurred at certain ports and anchorages in Indonesia, such as Belawan, Dumai, Pulau Nipa and Samarinda, which reported an overall decline of 50% in 2014 compared to 2013. On this note, the ReCAAP ISC commends the efforts undertaken by the Indonesian authorities and encourages them to continue with the good work in other areas under their jurisdiction.

Table 1 – Location of incidents (2010-2014)

	2010		2011		2012		2013		2014	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China	1		1		1					
Sub-total	1		1		1					
South Asia										
Arabian Sea	5	7		4						
Bangladesh	21	3	14		11		6		15	
Bay of Bengal	3			1					2	
India	5	2	7	2	8	1	11		11	2
Sub-total	34	12	21	7	19	1	17		28	2
Southeast Asia										
Gulf of Thailand	1									
Indian Ocean										1
Indonesia	37	10	47	2	66	6	83	7	41	5
Malaysia	18		14	3	11		6		4	1
Myanmar			1							
Philippines	5		4	2	3		5		5	
Singapore	2		3		2					
South China Sea	17	8	12	6	7		10	1	40	2
Straits of Malacca and										
Singapore	5	3	24	2	12	1	12		44	4
Thailand	1									
Vietnam	13		8		3	1	8	1	6	
Sub-total	99	21	113	15	104	8	124	9	140	13
Overall Total	134	33	135	22	124	9	141	9	168	15

Violence Factors

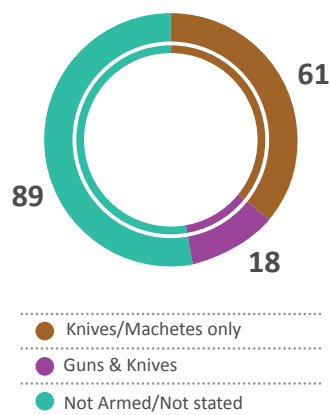
Chart 3 – Number of Perpetrators (2014)



Number of perpetrators

Majority of the incidents reported in Asia in 2014 involved small groups of perpetrators (1 to 6 men). Of the 168 actual incidents reported in 2014, 109 incidents (65%) involved pirates/robbers operating in groups of 1 to 6 men. However, the ReCAAP ISC notes that incidents involving more than nine men had increased in 2014 compared to 2013¹. In 2014, 21 incidents (13%) reported the involvement of more than 9 men compared to 6% in 2013. The increase in number of perpetrators in 2014 was due to the larger number of perpetrators targeting ships anchored at the port of Chittagong, Bangladesh and ships underway in the SCS for its manifest of fuel/oil.

Chart 4 – Type of Weapons Used (2014)



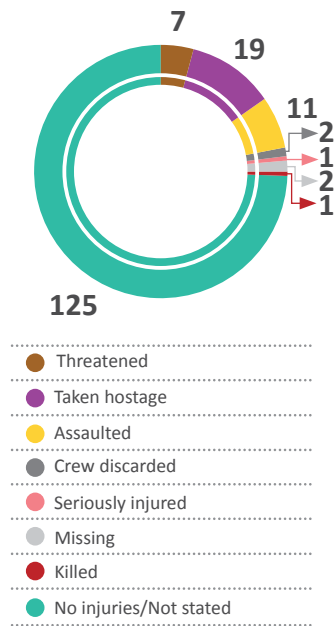
Type of weapons carried by perpetrators

About 55% of the incidents reported in 2014 involved perpetrators either not armed with weapons or there were no reports on whether they were armed. Of the 168 incidents, 18 incidents (11%) reported that the perpetrators were armed with guns and knives, which was consistent with 2013. The ReCAAP ISC urges ship master and crew to avoid physical confrontation with perpetrators who are armed.

¹ Refer to ReCAAP ISC Piracy and Armed Robbery Against Ships in Asia Annual Report for 2013.

Part Two: Analysis of Incidents reported in 2014 compared to past four years (2010-2013)

Chart 5 – Treatment of Crew (2014)

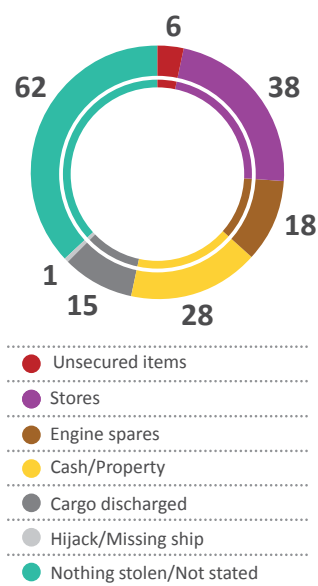


Treatment of crew

Of the 168 actual incidents reported in 2014, 43 incidents (26%) reported some form of physical harm or injury sustained by the crew. Amongst these were two incidents involving crew being abandoned onto life rafts (incident involving tug boat, *Manyplus 12* on 9 Jun 14 and product tanker, *Srikandi 515* on 9 Oct 14). In both incidents, the crew was rescued by passing fishing boats. An incident of serious injury occurred onboard general cargo ship, *Harbour Hornbill* on 9 Jul 14 when the master suffered head injuries, and had recovered after treatment. There were two incidents reported missing crew; product tanker, *Naniwa Maru No. 1* and tug boat, *Ever Alpha* on 22 Apr 14 and 17 Nov 14 respectively. In the incident involving *Naniwa Maru No. 1*, the crew comprising the Master, Chief Officer and Chief Engineer had reportedly 'left' the tanker with the perpetrators, bringing along with them their travel documents and personal belongings. In the incident onboard *Ever Alpha*, a crew was reported missing after he was pushed overboard into the water by the perpetrators before they escaped. A first incident of death of a crew since 2009 was reported on 7 Dec 14 onboard *VP Asphalt*, when the Third Engineer succumbed to his injuries.

Economic Factors

Chart 6 – Type of Economic Losses (2014)



Type of economic losses

Majority of the incidents reported in 2014 were opportunistic in nature involving robbers who took whatever they laid their hands on. About 54% of the incidents in 2014 reported loss of stores, engine spares, unsecured items and cash/property. A total of 15 incidents of cargo discharged were reported in 2014, of which 12 were incidents involving siphoning of fuel/oil and three were theft of scrap metal from barges towed by tug boats. About 37% of the incidents in 2014 reported nothing stolen. The ReCAAP ISC urges ship master and crew to exercise enhanced vigilance to prevent boarding by perpetrators, but should boarding takes place, to sound the alarm, muster the crew and report to the nearest coastal State immediately.



INCIDENTS INVOLVING SHIPS AT ANCHOR AND AT BERTH

PART THREE

3



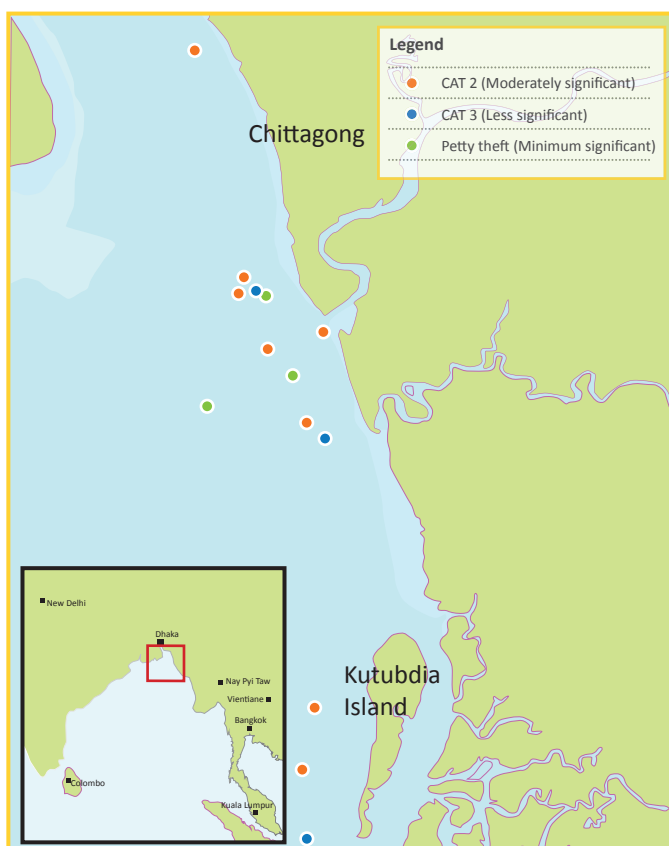
Part Three: Incidents involving ships at anchor and at berth

Of 168 actual incidents in 2014, 102 incidents (61%) occurred onboard ships at anchor and at berth. These incidents occurred at ports and anchorages in Indonesia (39), SCS (23), Bangladesh (14), India (11), Vietnam (6), Philippines (5) and Malaysia (4).

Mainly opportunistic in nature, the robbers were interested in stealing easily accessible stores, engine spares and unsecured items onboard ships.

Majority of Category 2 incidents reported at ports and anchorages involved theft of crew's cash/property. The perpetrators were observed to operate in relatively larger groups (9-12 men) at ports and anchorages in Bangladesh and in smaller groups in Indonesia (4-6 men).

Map 3 – Location of incidents in Bangladesh (2014)



Bangladesh

A total of 14 incidents were reported at ports and anchorages in Bangladesh. Of these, eight were Category 2 incidents, which was highest in 2014 compared to the past four years (2010-2013). Six of the eight Category 2 incidents occurred at Chittagong anchorage. The perpetrators were observed to approach victim ships in large groups (of more than 9 men), armed with knives/machetes, and targeting easily accessible/unsecured stores/items onboard ships.

The authorities urge ship masters to adopt appropriate piracy watches, be vigilant, avoid barter trading and report all incidents to the port authorities and enforcement agencies immediately. The ReCAAP ISC strongly urges the authorities to increase their presence and patrols in the area.

Map 4 – Location of incidents in India (2014)



India

All incidents were petty theft and Category 3 in nature. Of the 11 incidents, five occurred at the port of Kandla, three in Visakhapatnam, two in Cochin and one in Navlakhi. With majority of the incidents (6 of 11) reported in the Gulf of Kutch in 2014, this region warrants increase in enforcement. The ReCAAP ISC encourages the port authorities and enforcement agencies to step up surveillance, and urges crew to exercise enhanced vigilance when in the region.

Part Three: Incidents involving ships at anchor and at berth

Map 5 – Location of incidents in Indonesia (2014)

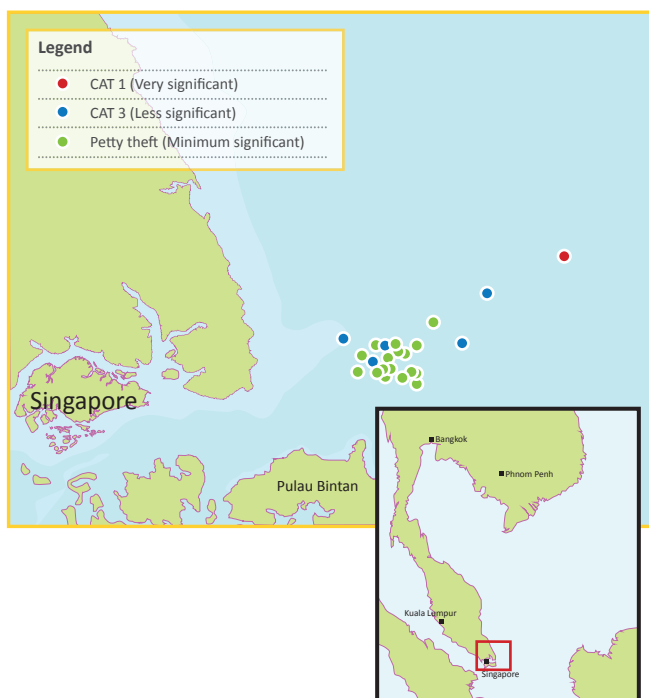


Indonesia

The number of incidents reported at ports and anchorages in Indonesia has decreased by half in 2014 compared to 2013. A total of 39 incidents were reported in 2014 compared to 78 incidents in 2013. However, Indonesia recorded the highest number of Category 2 incidents reported at its ports and anchorages in the five-year reporting period (2010-2014). Of the 13 Category 2 incidents, three reported that the perpetrators were armed with guns and knives. In terms of crew treatment, five incidents involved crew being held hostage, and three involved crew being assaulted.

The ReCAAP ISC urges the port authorities and enforcement agencies in Indonesia to increase their presence at these ports and anchorages, and ship masters and crew to exercise extra vigilance when anchored or berthed in the area.

Map 6 – Location of incidents in SCS (2014)



South China Sea (SCS)

There has been a surge in the number of incidents involving ships anchored in the SCS. Of the 23 incidents reported, 22 were Category 3 and petty theft in nature, and one was a Category 1 incident. The perpetrators were observed to operate in small groups (1-6 men), armed with knives/machetes, generally opportunistic in nature and not violent in majority of the incidents. Bigger vessels such as bulk carriers, container ships, general cargo ships and tankers were boarded, and the perpetrators normally escaped with ship's stores/property. The Category 1 incident involved a Malaysian-registered product tanker, *Oriental Glory* which was boarded by pirates who siphoned 1,600 metric tonnes of Marine Fuel Oil (MFO) and stole crew's cash and personal belongings.

More need to be done by crew to stay vigilant and the littoral States to step up surveillance, intensify patrols and respond immediately to report made by victim ship.

The background is a dark orange color with a faint world map and a grid. A compass rose is visible on the right side, showing degrees from 0 to 180. On the left side, there is a vertical scale with tick marks.

INCIDENTS INVOLVING SHIPS WHILE UNDERWAY

PART FOUR

4



Part Four: Incidents involving ships while underway

A total of 66 actual incidents (39%) involving ships underway were reported in 2014. Of these, 61 were reported in SOMS and SCS, accounting for 92% of the incidents onboard ships underway.

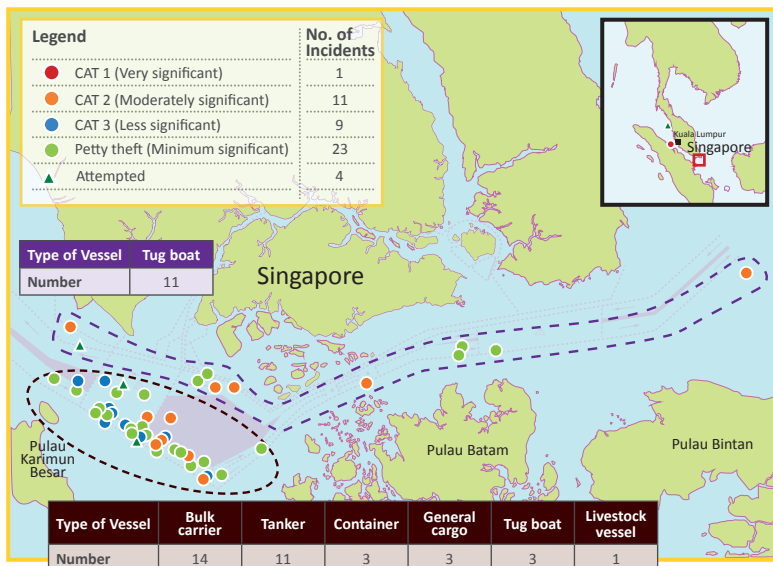
Straits of Malacca and Singapore (SOMS)

There has been an increase in the number of incidents reported in SOMS. A total of 48 incidents, comprising 44 actual and 4 attempted incidents, were reported in 2014. Compared to 2013, this number has quadrupled; and it accounts for one-quarter of the total number of incidents reported in 2014. Notably, 50% of these incidents were petty theft in nature, mainly occurred in the southwest of Pulau Nipa anchorage onboard ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS). Of the 44 incidents, 11 involved tug boats towing barges in the westbound lane of the TSS.

Robberies of scrap metal onboard barges were reported in three of the 11 incidents. All were Category 2 incidents involving 8-10 small boats which came alongside the barges to unload the scrap metal onto their boats.

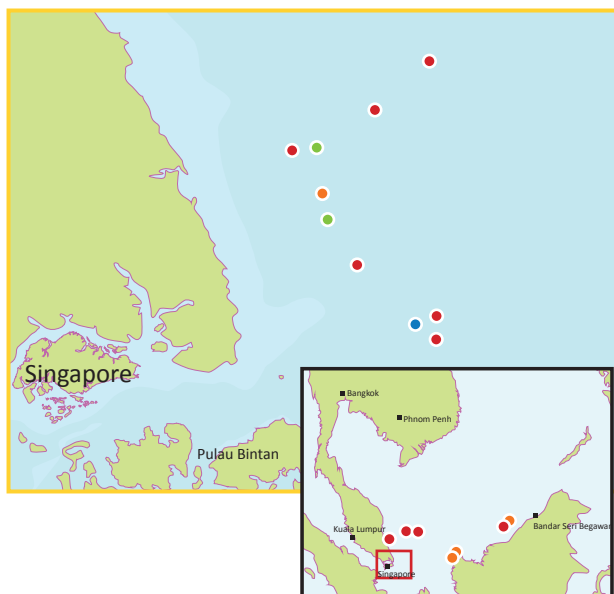


Map 7 – Location of incidents in SOMS (2014)



Notably, there has been a shift in the perpetrators' area of activities from targeting ships while anchored/berthed off Pulau Nipa anchorage to ships while underway in the eastbound lane of SOMS. A total of 12 incidents were reported off Pulau Nipa in 2013 but none was reported in 2014. The improvement in the situation off Pulau Nipa anchorages could explain the shift of the perpetrators to other areas less patrolled. The other contributing factors include slow moving of ships in the congested strait, easy accessibility due to low freeboard of ships loaded with cargoes, lack of crew's vigilance during resting hours of darkness and possibly insufficient surveillance by the authorities. The ReCAAP ISC encourages the littoral States to continue with the good efforts in joint coordinated patrols in SOMS, and commends the Indonesian authorities in their recent arrest of six perpetrators reportedly responsible for three robbery cases in SOMS on 25 Dec 14.

Map 8 – Location of incidents in SCS (2014)



South China Sea (SCS)

The number of incidents involving ships underway in SCS has increased consecutively for 3 years since 2012. A total of 17 actual incidents were reported in 2014 compared to nine in 2013 and seven in 2012.

Of the 17 actual incidents, 10 were Category 1 incidents (all were siphoning of ship fuel/oil), four were Category 2 incidents, and three were Category 3 and petty theft incidents. More detailed description of the siphoning incidents are in Part Five of this report.



CASE STUDIES

PART FIVE

5



Part Five: Case studies

Robberies onboard tug boats and barges

A total of 20 incidents were reported, comprising 18 actual incidents and two attempted incidents in 2014. There has been a continuous decline in the number of incidents reported onboard tug boats and barges since 2011. See Graph 3 below. Of the 18 actual incidents, 10 were Category 2 incidents and eight were petty theft cases.

Graph 3 – Number of incidents involving Tug Boats & Barges (2010-2014)

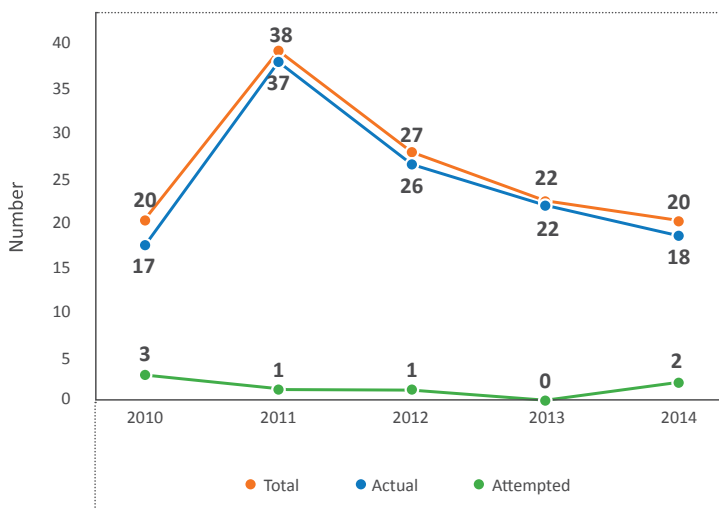
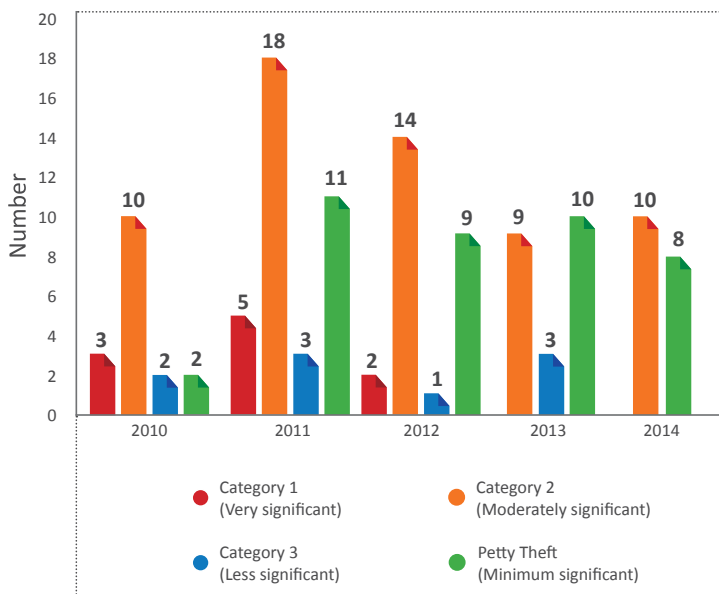


Chart 7 – Significance level of incidents involving Tug Boats & Barges (2010-2014)



Modus Operandi

Of the 18 actual incidents, 17 occurred onboard vessels while underway, and one while anchored. Of these, boarding occurred during hours of darkness between 1900-0430 hrs in 10 incidents. However, three out of five incidents involving theft of scrap metal onboard barges occurred during day light hours between 1030-1700 hrs.

Of the 18 incidents, 11 incidents involved boarding by a smaller group of robbers (1-6 men), three incidents involved 7-9 men, two incidents involved a larger group of 20 men. On 23 Feb 14 at or about 1350 hrs, 20 perpetrators in four small boats boarded the barge *Smooth 1* while underway in the Singapore Straits TSS. They escaped with approximately one-quarter of scrap metal cargo onboard the barge. On 10 Aug 14 at or about 2300 hrs, 15 to 20 perpetrators in two fiberglass boats approached and boarded the Mongolian-registered water barge *Dews 3* which was anchored at approximately 2 nm southeast of Tanjung Ramunia, Malaysia. The perpetrators gathered the crew, tied and assaulted them to gather information about the cargo *Dews 3* was carrying. The robbers eventually stole the crew's personal belongings (mobile phones, watches, laptops etc.), ship equipment (GPS transceiver unit, VHF transceiver unit, walkie-talkies etc.); and damaged navigation and communication equipment before they escaped.

Case Study

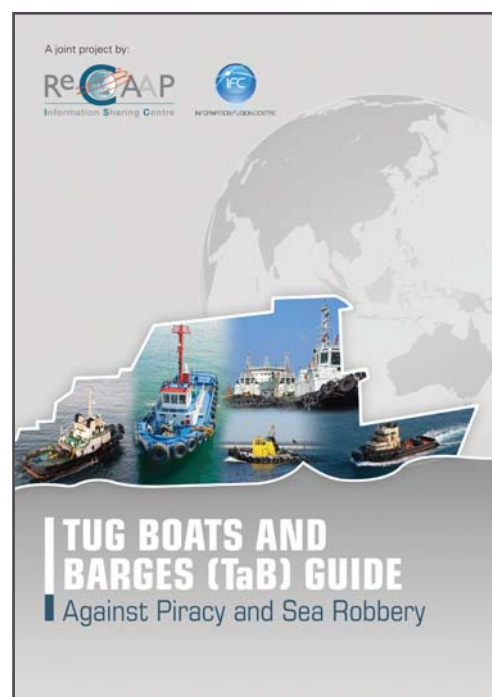
Incident onboard tug boat *Tip Top 1* on 13 Nov 14

While Malaysia-registered tug boat, *Tip Top 1* towing barge, *Tip Top 8* was underway at or about 1640 hrs, four crafts were seen in the vicinity, and two of them went alongside the barge. The master sounded the alarm and a Singapore Police Coast Guard (PCG) patrol craft in the vicinity responded. Upon seeing the PCG patrol craft, five perpetrators onboard the barge escaped in their crafts. Nothing was stolen from the barge and the crew was not injured.

Recommendations

While the number of incidents involving tug boats and barges has decreased in 2014, there is no room for complacency. The ReCAAP ISC encourages collaborative efforts among maritime enforcement authorities and other relevant agencies, in the conduct of regular patrols along routes frequently taken by tug boats and barges. Considering that tug boats and barges are slow-moving vessels and are vulnerable to boarding by robbers, master and crew are encouraged to exercise vigilance and adopt precautionary measures when their vessels are underway, as stipulated in the ReCAAP ISC's *Tug Boats and Barges Guide*.

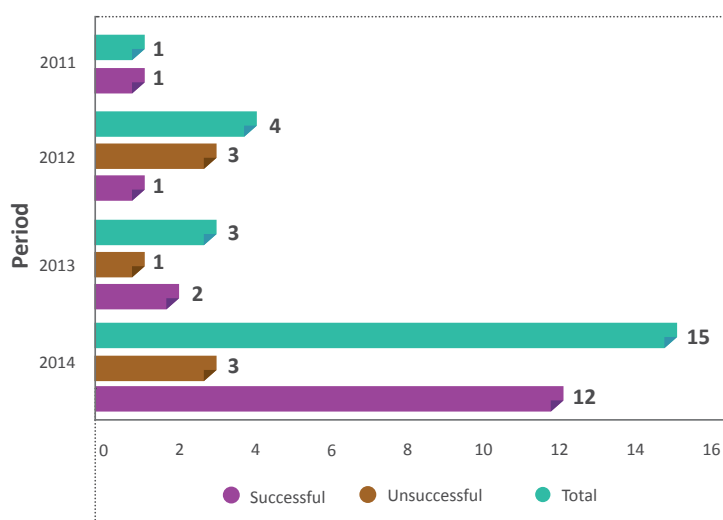
The ReCAAP ISC encourages timely reporting by ship master to the nearest coastal States as demonstrated in the incident onboard *Tip Top 1* towing *Tip Top 8* where the authorities responded and the perpetrators escaped without stealing anything.



Part Five: Case studies

Illegal siphoning of Ship Fuel/Oil

Chart 8 – Number of Siphoning incidents (2011-2014)



A total of 15 incidents of siphoning of ship fuel/oil were reported onboard oil/product tankers in Asia in 2014. Of these, 12 siphoning were successfully carried out, and three incidents were not successful. Siphoning of ship fuel/oil is not a new trend, but it has been of concern to the ReCAAP ISC as the frequency of such incidents has increased in 2014.

Between 2010 and 2014, a total of 23 incidents were reported, with highest number reported in 2014. Of these, siphoning was not successfully carried out in seven incidents due to intervention by enforcement agencies resulting from timely reporting by the ship owner/master to the authorities, boarding of ships which did not carry the type of fuel/oil targeted, and vigilance exercised by crew.

Modus Operandi of Perpetrators in 2014 Incidents

Generally, the modus operandi in most of the siphoning incidents was fairly similar. Perpetrators were interested in the manifest of fuel/oil onboard the ships. Upon boarding, they tied the crew and locked them in the cabin, steered the ship to another location to siphon the fuel/oil to another ship which would come alongside. After siphoning, the perpetrators would destroy the ship's communication and navigation equipment, stole the crew's cash and personal belongings before leaving the ship. The modus operandi of the 12 incidents of siphoning² reported in 2014 are summarised below:

- Size of Ship.** Of the 12 incidents, majority involved tankers of less than 2000 GT. Seven incidents involved tankers between 1000-2000 GT, two incidents involved tankers of 2148 GT and 2223 GT each, one incident involved a tanker of 3238 GT, one incident involved a tanker of 4080 GT and one incident involved a tanker of 5153 GT.
- Time of Incident.** All boardings occurred during hours of darkness, with nine boardings took place between 2000-2345 hrs, two between 0055-0205 hrs, and one at 0600 hrs.
- Duration the Perpetrators were onboard Ships.** Of the nine incidents with reports on the duration the perpetrators remained onboard the ships; six incidents involved the perpetrators onboard for estimated 6-10 hours, and two incidents for estimated 4-5 hours. However, in the incident involving *Srikandi 515*, the owner 'lost' the tanker for 49 days (9 Oct-27 Nov 14). Investigation is ongoing as to what happened onboard *Srikandi 515* during this period.

² Refer to the ReCAAP ISC Special Report on "Incidents of Siphoning of Fuel/Oil at Sea in Asia (Part II)" for more details.

- d. Number of Perpetrators. Of the 12 incidents, six involved 8-10 perpetrators, three involved 5-7 perpetrators, one involved 16 perpetrators and two involved 25-26 perpetrators.
- e. Weapons. Majority of the incidents involved the perpetrators armed with firearms (either guns or handguns or pistols) and knives. Of the 12 incidents, eight reported that the perpetrators were armed with firearms and knives.
- f. Treatment of Crew. In most incidents, the crew was tied and locked in the mess room or engine control room when the perpetrators steered the vessel to the South China Sea to carry out siphoning. The crew was not injured in most of the incidents except in two incidents; *Sri Phangnga* and *Sunrise 689* where the crew was injured.
- g. Action by the Crew. The SSAS was activated in four incidents, of which the maritime enforcement agencies responded to three incidents, namely *Ai Maru* on 14 Jun 14 (where six naval/coast guard vessels from Malaysia, Indonesia and Singapore were deployed), *Oriental Glory* on 16 Jul 14 (where *KD Trengganu* from the Royal Malaysian Navy was deployed), and *Suratchanya* on 15 Oct 14 (where three vessels from the Indonesian Navy were reportedly deployed).

Part Five: Case studies

Case studies

During October-December 2014, three incidents of siphoning were reported. The incidents were described as follows.

Incident involving *Sunrise 689* on 2 Oct 14

Name	Type of Vessel	Flag	GT
<i>Sunrise 689</i>	Oil product tanker	Vietnam	4080

Map 9 – Approximate positions of *Sunrise 689*



The owner of Vietnam-registered oil product tanker *Sunrise 689* reported to the Vietnam Coast Guard (which is the ReCAAP Focal Point for Vietnam) when he lost contact with the master. The tanker departed Singapore for Vietnam on 2 Oct 14 with 5,000 ton of gas oil. The last known location of *Sunrise 689* was off Pulau Anambas (3° 45.76' N, 105° 45.84' E) on 3 Oct 14. On receiving the information, the ReCAAP ISC immediately alerted all its Focal Points, Information Fusion Centre (IFC), MMEA and the Indonesian authorities. The MMEA responded by despatching its maritime patrol aircraft CL415 which swept the area of search from northeast of Pulau Tioman towards Southern Johor water till sunset on 6 Oct 14, but *Sunrise 689* was not sighted.

On 9 Oct 14, the Vietnam Coast Guard and the Vietnam Maritime Administration (VMA) reported to the ReCAAP ISC that the master of *Sunrise 689* contacted him at about 0405 hrs (local time). According to the crew, the perpetrators armed with guns and knives boarded *Sunrise 689*, siphoned the gas oil to another ship. The perpetrators damaged the communication equipment and injured two crew. The Vietnam Coast Guard sent their patrol ship to render assistance to the tanker, and bring her and her crew back to Vietnam.



Incident involving *Srikandi 515* on 9 Oct 14

The Indonesia-registered product tanker, *Srikandi 515* laden with 3,100 tons of palm oil while en route to Gresik, East Java, Indonesia from Sampit, Indonesia, was boarded by perpetrators in Sampit waters, Central Kalimantan, Indonesia on 9 Oct 14 at or about 0600 hrs. The perpetrators reportedly blindfolded and tied the crew; took control of the tanker and sailed in a north-westerly direction. On 22 Oct 14 at or about 2000 hrs, the perpetrators forced the crew onto a life raft and abandoned them in the middle of the sea. The crew was rescued by a passing fishing vessel on 24 Oct 14. On 27 Nov 14, the Royal Thai Navy (RTN) found and located *Srikandi 515* at approximately 9 nm off Narathiwat province, Thailand and apprehended the perpetrators onboard. The name of the tanker has been painted over and renamed *CHONGLI 2*. This incident will be reclassified when more information about the perpetrators and details of the incident are gathered after investigation.



Renaming of “*Srikandi 515*” to “*Chongli 2*”
(Photograph courtesy of ReCAAP Focal Point (Thailand))



Perpetrators apprehended
(Photograph courtesy of ReCAAP Focal Point (Thailand))

Map 10 – Approximate location of boarding and apprehension of perpetrators



1 *Srikandi 515*, Robbers boarded
090600H Oct 14

2 *Srikandi 515* found and
perpetrators arrested
271030H Oct 14

Part Five: Case studies

Incident involving *Suratchanya* on 15 Oct 14

On 15 Oct 14 at or about 1600 hrs, a Thailand-registered tanker, *Suratchanya* laden with 2,100 metric tons of gasoline departed Tanjung Bin, Malaysia for Bangkok, Thailand. The owner received several SSAS alerts from the tanker, and had tried to contact the master but was not successful. He reported the incident to the local authorities.

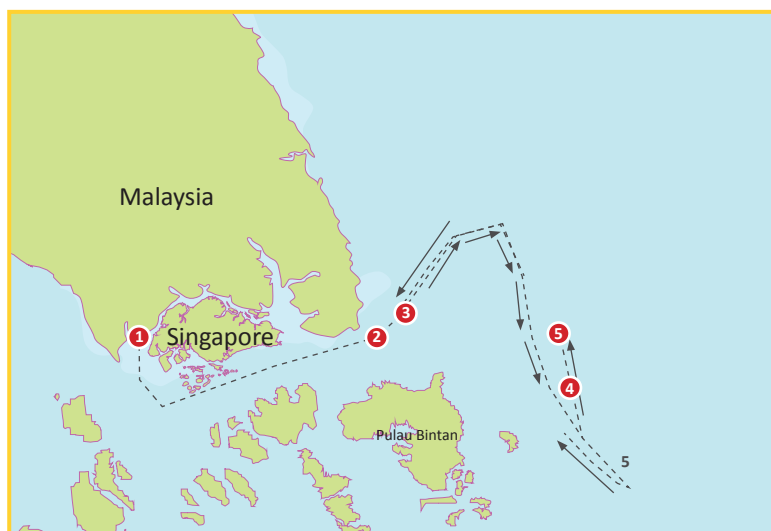
Reportedly, at or about 2200 hrs on 15 Oct 14, nine perpetrators had boarded and took control of *Suratchanya*.

On 16 Oct at or about 0325 hrs, the tanker was located at approximately 3.5 nm north of Pulau Bintan, Indonesia (1° 15.03' N, 104° 25.35' E) by a Singapore PCG patrol boat. In response to the PCG's query, the tanker mentioned that she was experiencing engine problem, the crew was safe and she was making her way to Bangkok. However, the owner continued to receive SSAS alerts from the tanker, and tracked her to be moving in a southerly direction, off east of Pulau Bintan.

Between 0245 hrs and 0745 hrs on 17 Oct 14, the perpetrators reportedly carried out siphoning of the gasoline onboard the tanker to another ship (suspected to be a chemical tanker) which came alongside *Suratchanya*. On the same day, the perpetrators left the tanker after damaging all communication equipment onboard. The crew was safe and *Suratchanya* subsequently arrived at Sri Racha port, Thailand on 20 Oct 14 at or about 0930 hrs.



Map 11 – SSAS Tracked movement of *Suratchanya*



- | | | |
|--|--|--|
| 1 Departed Tanjung Bin, Malaysia
151600H Oct 14 | 2 Perpetrators boarded
152200H Oct 14 | 3 PCG sighted tanker and checked
160325H Oct 14 |
| 4 Perpetrators siphoned gasoline
170245H-170745H Oct 14 | 5 Perpetrators left tanker
17 Oct 14 | |

Recommendations

The ReCAAP ISC notes that there is a dire need to strengthen national coordination among the littoral States through their respective enforcement agencies to curb illegal siphoning activities in this region. In response, more need to be done by the littoral States such as enhancing existing joint coordinated patrols by the littoral States (which is currently ongoing in the Straits of Malacca and Singapore) to other parts in the region to maintain presence and serve as deterrence to potential perpetrators.

The background features a light-colored map of the Pacific region, including North America, South America, and Australia. A white grid is overlaid on the map. A white protractor is positioned on the right side, with its center at approximately 180 degrees longitude and 0 degrees latitude. The protractor's scale is marked from 0 to 180 degrees. The text is centered on the left side of the map.

ReCAAP ISC ACTIVITIES

(October to December 2014)

PART SIX

6



Part Six: ReCAAP ISC Activities (October to December 2014)

Cluster Meeting in Phnom Penh, Cambodia (30 Oct 14)



(Left) Mr Sokhom Vireakphal, ReCAAP ISC Governor for Cambodia (centre) addressing the participants
(Right) Group photo of the participants at the Cluster Meeting

The ReCAAP ISC conducted its Cluster Meeting in Phnom Penh, Cambodia on 30 Oct 14. Participants were from various governmental agencies in Cambodia, including Ministry of Public Works and Transport, Ministry of National Defence, Ministry of Interior, General Secretariat of Maritime Security, Anti-Terrorism Unit, Ministry of Foreign Affairs, Fishery Administration, Customs and Exercise; and the local shipping industry. Recognising that the effort of combating piracy and armed robbery is not the sole responsibility of individual agency; inter-ministries officials and local shipping industry representatives gathered to seek avenues for better cooperation and collaboration. Collectively, the meeting addressed the mechanisms to improve communications and identified areas for mutual support. The meeting was a good platform to engage the various stakeholders in Cambodia.

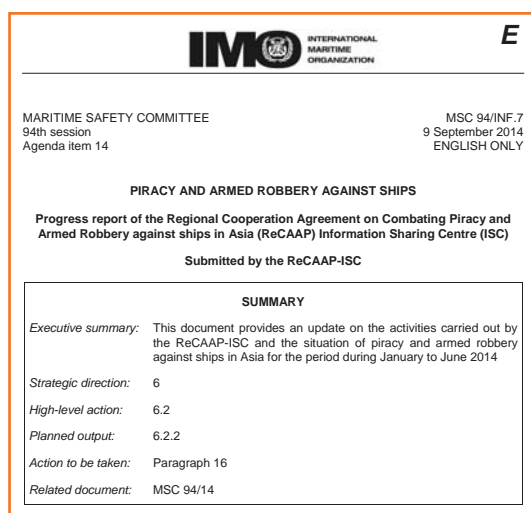
ReCAAP ISC's Visit to Jakarta Indonesia (11-12 Nov 14)

A team from the ReCAAP ISC visited Jakarta, Indonesia on 11 to 12 Nov 14, as part of its continuous efforts to engage the Indonesian law enforcement agencies and its local shipping industry. The team visited the Indonesian Marine Police (IMP) Headquarters, BAKORKAMLA and Indonesia National Shipowners' Association (INSA). The visit was fruitful, with frank and open discussion on the challenges encountered in combating incidents of piracy and armed robbery in Indonesia.



ReCAAP ISC's Visit to Indonesian Marine Police HQ

94th Maritime Security Committee (MSC) Meeting, London, UK (17-21 Nov 14)



Under the cooperative agreement between the ReCAAP ISC and the International Maritime Organization (IMO), the ReCAAP ISC has been attending the MSC to profile the work done by the ReCAAP ISC and share the situation of piracy and armed robbery against ships in Asia. At the 94th MSC meetings held in London, UK on 17-21 Nov 14, the ReCAAP ISC tabled an information paper on the progress and achievements of the ReCAAP ISC and made an intervention covering the accession of the United States to ReCAAP; and highlighted the concerns of adverse reports projecting the situation in Asia as the next hotspot to warrant the employment of privately contracted armed guards.

Progress Report of the ReCAAP ISC tabled at 94th MSC

Engagement with INTERPOL Global Complex for Innovation (IGCI) (25 Nov 14)

With the establishment of INTERPOL Global Complex for Innovation (IGCI) in Singapore, its Executive Director Mr Noboru Nakatani together with his team visited the ReCAAP ISC on 25 Nov 14. The aim of the visit was to find out more about the work carried out by the ReCAAP ISC, apprised of the latest piracy and sea robbery situation in Asia, exchanged views and discussed areas of cooperation between the ReCAAP ISC and INTERPOL under the cooperative agreement established between the two agencies in 2012.



Exchange of memento between Mr Yoshihisa Endo (left) and Mr Noboru Nakatani (right)



Mr Noboru Nakatani and his team's visit to ReCAAP ISC

Part Six: ReCAAP ISC Activities (October to December 2014)

ReCAAP Focal Point Senior Officers' Meeting (FPSOM) 6/14 (12-13 Dec 14)

The ReCAAP ISC organised the sixth ReCAAP Focal Point Senior Officers' Meeting in Tokyo, Japan on 12 to 13 Dec 14. The main objectives of this meeting were to share the experiences of ReCAAP Focal Points on information management, reiterate their commitments on information sharing; and establish rapport and facilitate networking among the participants. Besides participants from the ReCAAP Contracting Parties, a senior officer from MMEA, and three participants from the Djibouti Code of Conduct (DCoC) Signatory States including the IMO participated in the Meeting. The participants were divided into groups to discuss information management and work processes, highlight concerns and challenges, and share ideas on the way forward and the future of ReCAAP. The inputs were presented to the Governors of the ReCAAP ISC Governing Council at the 3rd Special Governing Council Meeting, which was held back-to-back with the FPSOM. The dialogue between the participants of FPSOM and the Governors was useful in promoting mutual understanding between both parties, and appreciation of ReCAAP ISC's operational and policy issues.



Group discussion among participants



Group photo of the participants at the ReCAAP FPSOM

ReCAAP ISC 3rd Special Governing Council Meeting (13-14 Dec 14)

The ReCAAP ISC Governing Council convened its Third Special Governing Council Meeting on 13 to 14 Dec 14 in Tokyo, Japan. The main objective of this Meeting was for the ReCAAP ISC Governors to accelerate their discussion on the future directions for the ReCAAP ISC and to make preparations for the celebration of the 10th Anniversary of ReCAAP. For the first time, the Governing Council conducted a dialogue with the ReCAAP Focal Points Senior Officers. The IMO and participants of the DCoC updated the Governing Council their latest developments.



HE Dr Pornchai Danvithana, Chairperson of the ReCAAP ISC Governing Council (centre) chairing the meeting



Group photo of the Governors of the ReCAAP ISC Governing Council

Presentation at the Japan Shipowners' Association (JSA) (16 Dec 14)

The ReCAAP ISC Governor for Japan, His Excellency Shingo Yamagami and the ReCAAP ISC team led by ED-ISC met some 20 shipping companies' representatives at the JSA Building on 16 Dec 14. The meeting was aimed at engaging the shipping industry in Japan. Following the Opening Remarks delivered by Mr Yoshikiyo Ono, Director General of JSA, His Excellency Yamagami made a briefing on ReCAAP's engagements with Indonesia and Malaysia; and ED-ISC delivered an introduction on the ReCAAP ISC. These were followed by presentations made by the ReCAAP ISC team on the background of ReCAAP ISC, situation of piracy and armed robbery against ships in Asia, recent developments including expansion in ReCAAP membership, and ReCAAP ISC's contribution to the developments of DCoC.



Exchanging of memento between Mr Yoshikiyo Ono (left) and Mr Yoshihisa Endo, ED-ISC



CONCLUSION

Conclusion

There has been an increase in the number of incidents of piracy and armed robbery against ships in Asia in 2014 compared to the past four years (2010-2013). Compared to 2013, this is a 22% increase in total number of incidents in 2014. Accounting for 62% of the total number of incidents reported in 2014, the less significant and petty theft incidents occurred onboard ships while underway in the SOMS; onboard ships while anchored/berthed in the SCS and at some ports and anchorages.

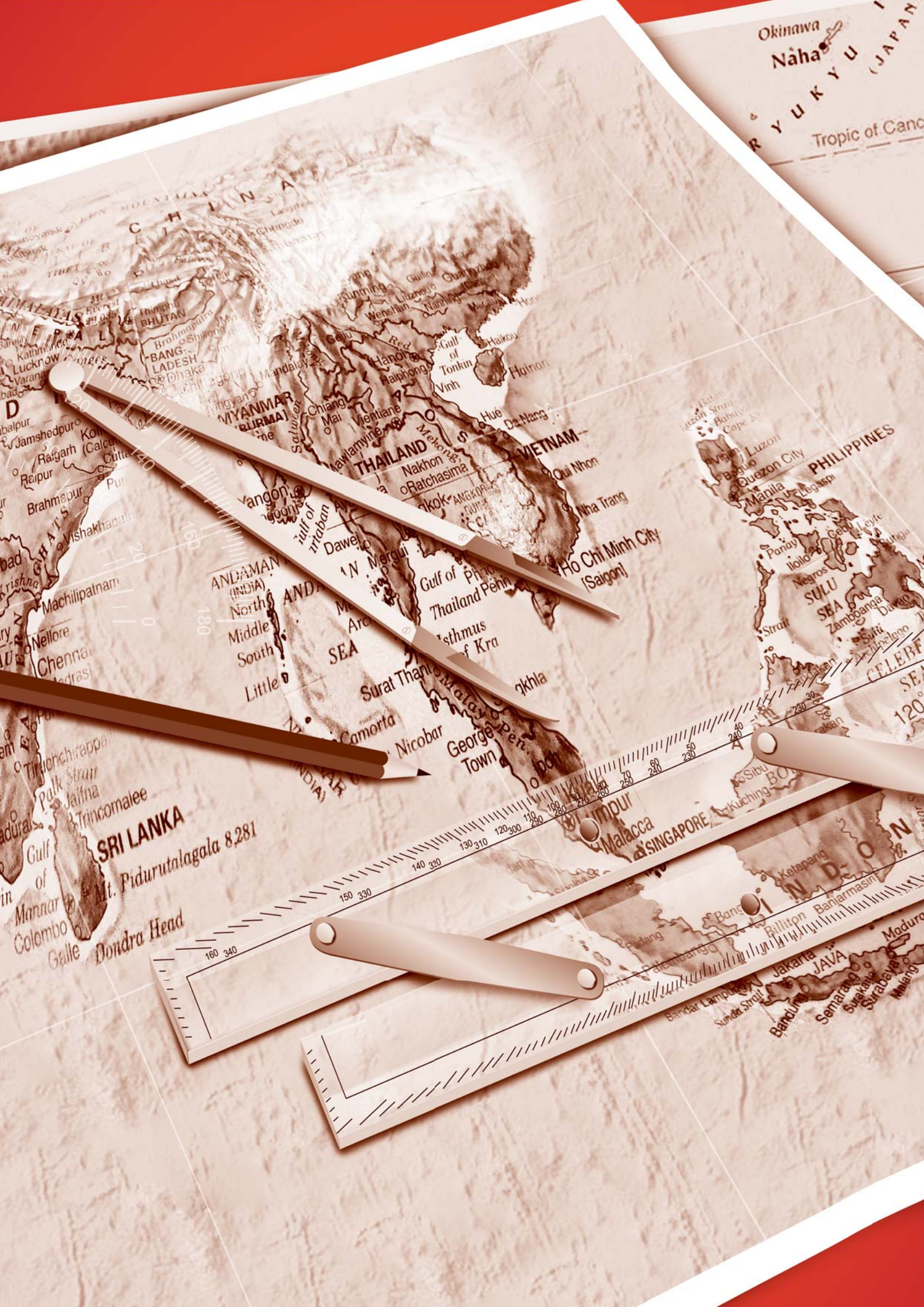
Of concern was the increase in incidents involving siphoning of ship fuel/oil from product/oil tankers in 2014. Notably, as the key target was the manifest of ship fuel/oil, the perpetrators steered the ship away from the surveillance of the authorities to siphon the fuel/oil carried onboard. To display a strong commitment and determination to clamp down illegal siphoning activities, the littoral States may consider enforcement initiatives such as extension of joint coordinated patrols to areas of concern and arrest of the culprits to serve as deterrence.

Collective responses from authorities and shipping industry are important in tackling the situation in 2014. The ReCAAP ISC encourages increase in surveillance and enforcement by the authorities; timely reporting and enhanced vigilance by ship owner, master and crew in accordance with the MSC Circular of 1334 as described in the Appendix.





APPENDICES



Okinawa
Naha
RYUKYU (JAPAN)
Tropic of Canc

CHINA
Lanzhou
Chengde

MYANMAR
Burmese
Mandalay

THAILAND
Nakhon
Ratchasima

VIETNAM
Hue
Da Nang

PHILIPPINES
Manila
Quezon City

SRI LANKA
Mt. Pidurutalagala 8,281
Dondra Head

Malacca
SINGAPORE

INDONESIA
Ketapang
Banjarmasin

JAVA
Jakarta
Semarang
Surabaya

Appendices

Definitions & Methodology in Classifying Incidents

Definitions

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

1. “Piracy” means any of the following acts:
 - (a) any illegal act 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:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) 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;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. “Armed robbery against ships” means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property on board such ship, within a State’s internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner’s consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following pre-requisites:

- o Incident meets the criteria to be considered as an act of armed robbery against ships, and
- o Incident is categorised as a Category 3 incident, and
- o The robbers who boarded the vessel were not armed or no reports that they were armed, and
- o The crew of the vessel was not harmed or no reports that the crew was harmed.

Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP 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) Type 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.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
Petty Theft	Minimum Significant

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

Appendices

Description of Incidents

Actual Incidents

- CAT 1 (Very Significant)
- CAT 2 (Moderately Significant)
- CAT 3 (Less Significant)
- Petty Theft (Minimum Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	Giovanna Iuliano Bulk carrier Italy 39385 9122576	03/01/14 0340 hrs	00° 17.15' S, 117° 40.15' E Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, three robbers armed with a gun boarded the bulk carrier, which was carrying out loading operations. The AB was taken hostage, tied up and his personal effects were stolen. The robbers then broke into the forecastle store, stole ship's property and escaped. The AB later managed to untie himself and reported the incident to the duty officer. [IMO]
2	Lady Cordelia Chemical tanker Marshall Islands 8689 9411587	03/01/14 0530 hrs	03° 57' N, 098° 47' E Belawan anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. They stole ship stores such as reducers, fire hose couplings and tank cleaning line hydrant before they escaped. Ropes were found onboard the vessel, indicating that the robbers may have boarded and escaped from the vessel using ropes. [ReCAAP Focal Point (Singapore)]
3	Jo Spruce Chemical tanker Norway 22415 8919037	06/01/14 1515 hrs	03° 55' N, 098° 46' E Belawan outer anchorage, Indonesia	While at anchor, six robbers armed with knives boarded the chemical tanker via the anchor chain. The crew spotted the robbers and raised the alarm. Realising the crew had been alerted, the robbers escaped in their wooden boat empty-handed. [IMO, Indonesian Marine Police]
4	Fairchem Stallion Chemical tanker Panama 11628 9291456	07/01/14 0018 hrs	07° 05.60' S, 112° 39.70' E Gresik inner anchorage, Indonesia	While at anchor, two robbers armed with a butcher knife boarded the chemical tanker from a wooden boat. The robbers were of medium build and were dressed in t-shirt and pants. They caught the duty officer and threatened him. When the crew spotted the robbers, the alarm was raised, whistle was blown and the crew mustered at the forecastle. The robbers jumped overboard and escaped. One mooring rope was stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5	E. R. Brighton Bulk carrier Liberia 32672 9507788	09/01/14 1935 hrs	03° 42.16' S, 114° 26.59' E Taboneo anchorage, Indonesia	While at anchor, eight robbers boarded the bulk carrier via the anchor chain. The watchman spotted the robbers, shouted for help and alerted the duty officer. Realising the crew had been alerted, the robbers escaped empty-handed. [IMO]
6	Sinar Biak Container ship Panama 15184 9101560	10/01/14 0000 hrs	06° 06.24' S, 106° 53.40' E Tanjung Priok anchorage, Indonesia	While at berth, robbers boarded the container ship unnoticed and stole engine spares. The theft was noticed by the 3/E when the ship departed from the port. [IMO, Indonesian Marine Police]
7	Au Co 01 General cargo ship Vietnam 4095 9346196	17/01/14 0315 hrs	06° 02' S, 106° 53' E Tanjung Priok anchorage, Indonesia	While at anchor, four robbers armed with a gun and long knives boarded the general cargo ship from a speed boat. They held the duty watchman hostage, entered the engine room and also held the engine room duty crew hostage. The robbers stole engine spares and escaped in their boat, after hearing the alarm raised by the duty officer. Investigation by the Vietnam Coast Guard is currently ongoing. [ReCAAP Focal Point (Vietnam)]
8	Oriental Sapphire Bulk carrier Panama 9872 9273014	18/01/14 0200 hrs	01° 06.15' N, 104° 10.28' E Eastern Batam anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier and entered the engine room. The crew spotted the robbers and gathered on the bridge, where they locked themselves in. The maser also reported the incident to Singapore Port Operations Control Centre (POCC) who immediately alerted RSC Tg Pinang for assistance. RSC Tg Pinang later informed Singapore POCC that the robbers had left the vessel and some items were stolen. The crew was not injured. However, it was reported that the vessel was fired upon and dent marks were found on the vessel. [ReCAAP Focal Point (Singapore)]

Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9	BSS Pride Tanker Liberia 13402 9345881	01/02/14 0245 hrs	01° 42.60' N, 101° 25.60' E Dumai inner anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the tanker. They entered the engine room, the duty oiler and Second Engineer captivity and tied them. The Third Engineer later spotted the robbers and raised the alarm, which caused the robbers to escape with stolen engine spares. [IMO]
10	Global Frontier Bulk carrier Panama 33226 9445605	01/02/14 0511 hrs	01° 11.21' N, 103° 29.18' E SOMS	Four robbers armed with long knives boarded the bulk carrier. The master reported to the Singapore Vessel Traffic Information System West (VTIS-West) immediately, who informed the Singapore Police Coast Guard (PCG) and the Maritime Security Task Force (MSTF). Singapore VTIS-West also promulgated a safety navigational broadcast requesting vessels passing the vicinity to maintain anti-piracy watch. At 0553 hrs (local time), the master reported that the robbers have escaped from the vessel. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
11	NCC Huda Tanker Saudi Arabia 29168 9399272	05/02/14 0300 hrs	01° 25' N, 104° 34' E Approximately 11 nm north of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, five robbers armed with knives boarded the tanker unnoticed. The duty watch during his routine rounds noticed some footprints in the engine room and immediately informed the OOW on the bridge, who raised the alarm and alerted the crew. Upon hearing the alarm, the robbers escaped in their boat with stolen stores. [IMO]
12	Phoenix Nereid Bulk carrier Panama 18465 9586863	05/02/14 2225 hrs	22° 12' N, 091° 45' E Chittagong anchorage, Bangladesh	While at anchor, the duty OOW noticed four robbers near the stern lowering ship's stores into a wooden boat. There were two wooden boats with three robbers in each boat. The robbers threatened the OOW with knives when he tried to stop them from stealing the ropes. The OOW escaped and informed the duty officer, who raised the alarm, alerted the crew and informed the Bangladesh Coast Guard. The Bangladesh Coast Guard subsequently boarded the vessel to conduct an investigation. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
13	Kota Berkat General cargo ship Singapore 13274 8918071	06/02/14 0620 hrs	01° 02.71' N, 103° 38.61' E SOMS	<p>While en route from West Africa to Singapore, the duty greaser spotted five robbers armed with machetes near the engine room workshop and reported it to the bridge. The master raised the alarm and mustered all crew in the wheelhouse immediately. The crew was not injured and nothing was stolen from the vessel. However, a lock in the engine room was found broken.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
14	Kota Intan General cargo ship Singapore 2714 9358577	06/02/14 0700 hrs	01° 08' N, 103° 32.84' E SOMS	<p>While en route from Palembang to Singapore, two armed robbers boarded the general cargo ship via the stern. The robbers held two crew in captivity, stole main engine spare parts and the crew's mobile phones and escaped.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
15	Verity Tanker Singapore 7284 9505388	07/02/14 2000 hrs	03° 47.27' N, 098° 41.77' E Belawan Port, Indonesia	<p>While at berth, four robbers boarded the tanker. The duty AB discovered the robbers had broken into the paint store and raised the alarm immediately. Upon realising the crew had been mustered, the robbers escaped immediately with 21 twenty-litre paint drums. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
16	Prosperity Bulk carrier Liberia 81058 9086083	10/02/14 0330 hrs	01° 21.12' N, 104° 41.41' E Approximately 10.05 nm northeast of Pulau Bintan, Indonesia	<p>While at anchor, the duty AB spotted a robber with a long knife in the poop deck. The duty oiler also saw five robbers armed with guns and long knives in the engine room. The duty AB and the oiler informed the duty officer immediately, who sounded the alarm, ship's whistle and public address to warn the crew. The bulk carrier's Ship Security Alert System (SSAS) was activated, VTIS East was informed and the crew was mustered at the bridge. The robbers jumped overboard and escaped at about 0332 hrs (local time). The crew conducted a search but did not find anything missing from the vessel. The crew also discovered that the robbers had boarded the vessel from the poop deck using a manrope.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
17	Progress LPG tanker Singapore 47266 9387750	10/02/14 0400 hrs	17° 37.11' N, 083° 24.15' E Visakhapatnam anchorage, India	The master of the LPG tanker reported that the vessel had been boarded by robbers between 0400 hrs to 0500 hrs (local time) while the vessel was anchored. It was suspected that the robbers had boarded the vessel via the stern, stole items from the store and escaped. The crew was not injured. [ReCAAP Focal Point (Singapore)]
18	Karin Rambow Container ship Antigua & Barbuda 9957 9327566	14/02/14 2030 hrs	06° 06' S, 106° 52' E Tanjung Priok anchorage, Indonesia	While at anchor, the duty crew noticed an unlit small wooden boat leaving the stern of the container ship. The bridge was informed and the master raised the alarm. It was later discovered that the engine room stores had been stolen. [ReCAAP Focal Point (Singapore)]
19	SG Victory Tug boat Singapore 261 9491276	20/02/14 1130 hrs	21° 00' N, 091° 37' E Bay of Bengal	While the tug boat towing a scrap vessel was underway, five fishing boats approached the scrap vessel. Pirates boarded and stole items such as paint, cables, butchery items, etc from the scrap vessel before they escaped. [ReCAAP Focal Point (Bangladesh)]
20	MV Chan Scrap vessel	21/02/14 0650 hrs	22° 00' N, 091° 37.12' E Bay of Bengal	One day after the robbery onboard the scrap vessel, while underway, some pirates again boarded the scrap vessel from several fishing boats. The incident was reported to the Bangladesh Coast Guard, who deployed a high speed boat immediately. The Bangladesh Coast Guard apprehended nine robbers and two boats. They also recovered the stolen items from the scrap vessel, such as paint and cables. The pirates were handed over to local police. [ReCAAP Focal Point (Bangladesh)]
21	Juara Tug boat Malaysia 172 8936279 Smooth 1 Barge	23/02/14 1350 hrs	01° 10.84' N, 103° 40.35' E SOMS	While the tug boat towing barge was underway, 20 robbers boarded the barge from four boats. The Singapore PCG and MSTF were informed immediately. At 1400 hrs (local time), the master reported that the robbers had left the barge with stolen scrap metal. The crew was not injured. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
22	Alpine Mia Chemical tanker Hong Kong, China 29266 9391426	24/02/14 2245 hrs	22° 15.80' N, 091° 43.20' E Chittagong 'A' Anchorage, Bangladesh	<p>While at anchor, 10 robbers armed with knives boarded the chemical tanker via the poop deck from an unlit boat. The AB sighted the robbers and reported to the bridge. The alarm was raised, ship whistle sounded, announcement made via the PA system and the crew was mustered. The robbers escaped with a messenger rope and floating buoy. The incident was reported to the port authorities and the Bangladesh Coast Guard.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
23	Latmar Bulk carrier Marshall Islands 29999 9230191	01/03/14 0040 hrs	22° 14.70' N, 091° 44.60' E Chittagong anchorage, Bangladesh	<p>While at anchor, robbers boarded the bulk carrier. The incident was reported to the Bangladesh Coast Guard, who deployed patrol boat to investigate and render assistance. The robbers had already escaped. A search was conducted onboard the vessel and nothing was found to be stolen. The master did find a small piece of rope, which was believed to be used by the robbers in escaping.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
24	Sea Voyager Oil tanker Marshall Islands 60205 9408310	06/03/14 0515 hrs	01° 11' N, 103° 26.40' E SOMS	<p>While underway, four robbers in short pants and t-shirts boarded the oil tanker from a fishing boat. The robbers were armed with knives and boarded the vessel via the stern area at the starboard quarter side. Upon noticing the robbers, the alarm was sounded and the crew proceeded to the protected area of the vessel. The master reported the incident to the Singapore PCG, MSTF and the Singapore VTIS-West, who promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
25	Orpheas Tanker Liberia 84796 9318149	06/03/14 0540 hrs	01° 08.37' N, 103° 30.55' E SOMS	<p>While underway, five robbers armed with knives boarded the tanker. The alarm was sounded and the crew locked themselves in a safe room. The incident was reported to the Singapore VTIS-West, who informed Singapore PCG and MSTF. The Singapore VTIS-West also promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. The robbers escaped with engine spares.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
26	<i>SP Berlin</i> Tanker Marshall Islands 4535 9387152	08/03/14 0135 hrs	09° 56' N, 076° 09.80' E Kochi anchorage, India	While at anchor, the duty officer onboard the tanker saw three robbers armed with knives carrying paint drums from the forecastle. The duty officer raised the alarm and alerted other duty personnel, who proceeded toward the forecastle. Upon hearing the alarm, the robbers jumped overboard with three paint drums. The three robbers were seen escaping in a country boat, which had two other robbers onboard. The incident was reported to the port control, who informed the Indian Coast Guard (ICG). The ICG subsequently conducted an investigation. [ReCAAP Focal Point (India)]
27	<i>Cape Veni</i> Bulk carrier Cyprus 89985 9344485	10/03/14 0150 hrs	01° 07.45' N, 103° 31.10' E SOMS	While underway, four robbers armed with long knives boarded the bulk carrier from a small boat. The crew spotted the robbers and sounded the alarm. Upon hearing the alarm, the robbers escaped immediately. Nothing was stolen and the crew was not injured. The incident was reported to the Singapore VTIS, who informed the Singapore PCG, the Republic of Singapore Navy (RSN) and MRCC Basarnas. Singapore VTIS also promulgated a broadcast to warn passing vessels. [ReCAAP Focal Point (Singapore)]
28	<i>Pac Schedar</i> Container ship Marshall Islands 21094 9443360	20/03/14 0040 hrs	05° 59' S, 105° 55' E Cigading anchorage, Indonesia	While at anchor, three robbers boarded the container ship via a rope at the starboard quarter side. The duty AB spotted the robbers and reported to the Second Officer on the bridge, who raised the alarm and the crew mustered. Upon hearing the alarm, the robbers jumped overboard and escaped in a boat. Nothing was stolen and the crew was not injured. The incident was reported to the port authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29	Nordic Anne Tanker Denmark 42010 9488413	29/03/14 0415 hrs	01° 08.20' N, 103° 29.70' E SOMS	<p>While underway, two robbers armed with long knives boarded the tanker. The robbers assaulted one of the engine crew, who suffered a slight injury. The master sounded the alarm and the robbers escaped with engine spare parts in a small boat. The incident was reported to the Singapore POCC, who informed Global Maritime Distress and Safety System (GMDSS), Singapore PCG, MSTF, Basarnas, MRCC Putra Jaya and the ship agent. Singapore POCC also promulgated a navigational broadcast informing vessels passing the vicinity to be extra vigilant and to step up their anti-piracy watch.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
30	Samos Tanker Bahamas 56326 9486934	31/03/14 0328 hrs	01° 24.60' N, 104° 41.70' E Tanjung Berakit, Pulau Bintan, Indonesia	<p>While at anchor, the duty A/B noticed four robbers onboard the tanker near the stern. He informed the OOW, who raised the alarm and the crew mustered. Upon hearing the alarm, the robbers immediately escaped empty-handed.</p> <p>[IMO, Indonesian Marine Police]</p>
31	Mystic Bulk carrier Malta 89510 9421831	31/03/14 0505 hrs	01° 06' N, 103° 34' E SOMS	<p>While underway, four robbers boarded the bulk carrier. They entered the engine room, threatened the duty oiler with a knife and tied him. The robbers stole engine spares and escaped. The Second Engineer later found the oiler, released him and raised the alarm.</p> <p>[IMO]</p>
32	Pacific Galaxy Tanker Panama 59671 9397793	02/04/14 0005 hrs	01° 24' N, 104° 43' E SCS	<p>While at anchor, the duty AB noticed four pirates had boarded the tanker from the stern and were near the stern mooring winches. The duty AB informed the bridge immediately and the alarm was raised. Upon hearing the alarm, the pirates jumped overboard and escaped. The crew was mustered and a search of the vessel was conducted. The crew was not injured and nothing was stolen from the vessel.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33	Ridgebury John B Oil tanker Marshall Islands 28063 9349631	05/04/14 0100-0400 hrs	01° 25' N, 104° 38' E SCS	While at anchor, pirates boarded the oil tanker. The pirates stole spare parts for auxiliary engines and two sets of firemen outfit before they escaped. [IMO]
34	Budget 18 Tug boat Malaysia 141 9480320 Budget 28 Barge Malaysia	07/04/14 0550 hrs	01° 11.23' N, 103° 39.19' E SOMS	While underway, 10 robbers boarded the barge that was towed by the tug boat. The robbers stole approximately 10 tons of scrap metal before they left the barge at or about 0640 hrs (local time). The crew was not injured. The Singapore POCC informed the RSN and also initiated a VHF broadcast to alert mariners. [ReCAAP Focal Point (Singapore)]
35	Blackfin Bulk carrier Bahamas 25498 9110365	09/04/14 0600 hrs	03° 54' N, 098° 46' E Belawan anchorage, Indonesia	While at anchor, nine robbers armed with knives in two wooden boats approached and boarded the bulk carrier. The duty crew spotted the robbers and informed the bridge, who raised the alarm, sounded ship's whistle and the crew mustered. Realising the crew had been alerted, the robbers escaped with in their boats with stolen ship properties. The Indonesian Marine Police subsequently boarded the vessel for investigation. [IMO, Indonesian Marine Police]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
36	<i>Sri Phangnga</i> Oil tanker Thailand 929 8712257	17/04/14 2010 hrs	01° 59.80' N, 104° 25.40' E SCS	<p>While underway, 16 pirates armed with a shotgun, a handgun and swords boarded the oil tanker. The oil tanker was en route from Singapore to Koh Kong, Cambodia, carrying a cargo of approximately 1.9 million litres of MOGAS. The master and crew were forced to anchor and thereafter, a small-sized tanker came alongside the oil tanker. The robbers then siphoned approximately 450,000 litres of MOGAS from <i>Sri Phangnga</i> to their tanker.</p> <p>The robbers also stole personal belongings of the crew and ship equipment including GPS, VHF and walkie talkies. It was reported that the robbers damaged the windlass hydraulic control pipes, M/E compressed air pipes, communication power line system; and painted over the ship name and company logo on the vessel before they escaped at or about 0240 hrs (local time). The crew managed to repair the damaged system temporarily and proceeded to Cambodia. <i>Sri Phangnga</i> arrived safely in Cambodia on 20 Apr 14. The master suffered minor injuries but the rest of the crew was not injured.</p> <p>[ReCAAP Focal Point (Thailand)]</p>
37	<i>New Sailing 2</i> General cargo ship Panama 5542 9071167	19/04/14 0030 hrs	03° 55' N, 098° 46' E Belawan anchorage, Indonesia	<p>While at anchor, five robbers armed with knives boarded the general cargo ship. They took the duty crew hostage on the forecastle and stole his personal belongings. The incident was noticed by another duty crew near the stern who informed the bridge. The alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped immediately in their wooden boat. The duty crew who was taken hostage suffered minor injuries.</p> <p>[IMO]</p>

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38	SN Federica Product tanker Italy 40763 9256248	20/04/14 0307 hrs	01° 26' N, 104° 38' E SCS	<p>While at anchor, the duty A/B noticed two pirates on the poop deck and informed the OOW, who raised the alarm and the crew mustered. A search of the vessel was conducted and the lock to the steering gear room was found to be broken. Ship stores were missing from the equipment room store and spare parts were lying in the boiler platform. The crew was not injured. The incident was reported to the Singapore POCC, who informed the Singapore PCG, MSTF of RSN, Putra Jaya and Jakarta MRCC. The Singapore POCC also initiated a broadcast to alert mariners on the incidents.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
39	SKS Darent Tanker Bahamas 65830 9461843	21/04/14 0300 hrs	01° 24.40' N, 104° 34.80' E North of Pulau Bintan, Indonesia	<p>While at anchor, robbers boarded the tanker, stole ship property and escaped unnoticed. The robbery was later discovered by the duty watchman on routine rounds.</p> <p>[IMO, Indonesian Marine Police]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
40	Naniwa Maru No. 1 Oil tanker St Kitts & Nevis 3238 9058907	22/04/14 0055 hrs	02° 59' N, 100° 54.90' E SOMS	<p>On 21 Apr 14 at or about 0620 hrs (local time), <i>Naniwa Maru No. 1</i> departed Singapore for the port of Yangon, Myanmar with 4,344 metric tonnes of Marine Diesel Oil (MDO) onboard. On 22 Apr 14, the shipping company based in Singapore reported to the ReCAAP ISC that two vessels came alongside <i>Naniwa Maru No. 1</i>. Upon receipt of the information, the ReCAAP ISC immediately alerted the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>Subsequently, the shipping company updated the ReCAAP ISC that five robbers appeared at the bridge, held the crew while they siphoned about 2,500 metric tonnes of MDO and escaped. The company also reported that the master, chief officer and chief engineer (all Indonesians) were taken by the robbers, together with their personal belongings and travel documents. The rest of the crew was left onboard <i>Naniwa Maru No. 1</i> without any injury. The shipping company reported that of the two vessels which came alongside <i>Naniwa Maru No. 1</i>, one of them was of a Mongolian flag, with a black and white hull, and shelter at the poop deck.</p> <p>The MMEA boarded <i>Naniwa Maru No. 1</i> and is working closely with the Indonesian Marine Police and authorities to establish where the two vessels were heading towards; and to locate the three missing crew. Investigation is ongoing.</p> <p>[Shipping company]</p>
41	Loyalty Bulk carrier Liberia 18722 9497488	24/04/14 0355 hrs	21° 51' N, 091° 47' E Chittagong Outer Port Limit, Bangladesh	<p>While at anchor, 20 robbers armed with knives boarded the bulk carrier from two boats. The robbers broke into the forward store, stole ship properties and escaped. The incident was reported to the Bangladesh Coast Guard after an hour, who was patrolling in the area but did not find the robbers.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

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42	Njord Thyra Tanker Singapore 30068 9304588	30/04/14 0150 hrs	22° 08.60' N, 091° 41.60' E Chittagong anchorage, Bangladesh	While at anchor, the deck patrol sighted two robbers on the aft upper deck of the tanker. The alarm was raised immediately. A search was conducted and the deck hatch to the steering gear room was discovered to be opened. Mooring ropes and gas bottles were found missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
43	Zhongji No. 1 Chemical tanker Hong Kong, China 29578 9379818	30/04/14 0500 hrs	01° 24.40' N, 104° 41.20' E SCS	While at anchor, three pirates boarded the chemical tanker. Upon noticing the pirates, the alarm was raised. Upon hearing the alarm, the pirates escaped immediately with stolen ship auxiliary generator spares. [ReCAAP Contact Point (Hong Kong)]
44	Prime Express Tanker Panama 28725 9459242	01/05/14 0530 hrs	01° 29' N, 104° 47' E SCS	While drifting, the crew upon spotting three pirates armed with knives onboard the tanker, raised the alarm immediately. Upon hearing the alarm, the pirates escaped empty-handed. The crew was not injured. [ReCAAP Focal Point (Japan)]
45	MSC Melatilde Container ship Panama 153092 9404675	03/05/14 0430 hrs	01° 10' N, 103° 30' E SOMS	While the container ship was drifting to wait for pilot boarding time, the crew spotted a motor speed boat approaching the bow and passed close to the starboard stern side. The alarm was raised, the crew mustered and surveillance was increased. The master reported to Singapore VTIS West via VHF 73 that three robbers were seen from the camera near the aft mooring station. The robbers wore hoods and one of them wore a white sweatshirt. The robbers were later seen escaping from the stern into their speed boat. A search was conducted thereafter. Nothing was stolen and the crew was not injured. Singapore VTIS West initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities. [ReCAAP Focal Point (Singapore)]

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46	Iver Express Chemical tanker Netherlands 29456 9314208	04/05/14 0420 hrs	01° 27.20' N, 104° 35.20' E SCS	<p>While at anchor, the crew noticed the door of the steering gear room was opened and saw a robber, who jumped overboard and escaped. The crew informed the bridge, who raised the alarm and the crew was mustered. A search was conducted and engine spares were found stolen.</p> <p>[ReCAAP Focal Point (Japan)]</p>
47	Harbour Oscar Tug boat Malaysia 163 9661778 Harbour Pioneer Barge Malaysia	04/05/14 2100 hrs	01° 14.03' N, 104° 04.33' E SOMS	<p>While the tug boat towing barge was underway, five robbers boarded the barge. The master reported to Singapore VTIS that three of the containers' doors were forced opened. The robbers escaped thereafter. The containers contained baby toys and shoes. The master could not confirm if anything was stolen due to cover of darkness. Singapore VTIS initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
48	Histria Agatha Chemical tanker Malta 25804 9357559	05/05/14 2155 hrs	22° 08' N, 091° 46.50' E Chittagong 'C' Anchorage, Bangladesh	<p>While at anchor, 30 robbers armed with knives approached the chemical tanker in a country boat. Four of the robbers boarded the vessel via the aft, stole mooring ropes and a life buoy and escaped. The incident was reported to the Bangladesh Coast Guard, who deployed a patrol boat to conduct a search.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
49	Maple Express Product tanker Hong Kong, China 27969 9258351	07/05/14 0241 hrs	01° 28' N, 104° 40' E SCS	<p>While at anchor, four pirates boarded the product tanker. The crew spotted the pirates, raised the alarm immediately and the crew was mustered. Upon hearing the alarm, the pirates escaped empty-handed.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

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50	Nordic Agnetha Product tanker Singapore 23224 9422639	22/05/14 1440 hrs	03° 55.60' N, 098° 46.90' E Belawan anchorage, Indonesia	While at anchor, two robbers were spotted at the forecandle area of the product tanker. The robbers were believed to have boarded the vessel via the anchor chain pipe. Upon sighting of the robbers onboard, the alarm was raised. Upon hearing the alarm, the robbers escaped immediately. A search was conducted and the padlock of a forecandle compartment was discovered broken. Stores such as fire hoses, fire nozzles, portable tank cleaning machine etc were missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
51	Maratha Paramount Bulk carrier Marshall Islands 19785 9561344	23/05/14 0020 hrs	06° 01' S, 106° 54' E Jakarta anchorage, Indonesia	While at anchor, three robbers boarded the bulk carrier. The deck patrol noticed the robbers and alerted the bridge, who raised the alarm and the crew mustered. The robbers threatened the deck patrol with a knife and escaped with stolen engine spares. The incident was reported to the Tanjung Priok Port Control and the Indonesian Marine Police boarded the ship for investigation. [IMO, Indonesian Marine Police]
52	New Glory Tanker Singapore 4268 9154141	25/05/14 0520 hrs	01° 51.60' N, 104° 31.20' E SCS	While underway, eight armed pirates boarded the tanker via the port side aft from a speed boat. The pirates instructed the crew to assemble on the bridge and the vessel was made to anchor at approximately 19.21 nm southeast of Pulau Aur, Malaysia. The pirates searched the tanker's cargo and realised that the vessel carried hot asphalt and not diesel. The pirates then took the master and the crew to the engine control room, whereby they instructed them to remain in the room until 1200 hrs (local time). When the master and the crew came out from the engine control room, the pirates had already escaped. Cash and personal belongings of the crew were stolen; and the vessel's communication equipments were damaged. [ReCAAP Focal Point (Singapore)]
53	Independence LNG tanker Singapore 109793 9629536	27/05/14 0310 hrs	01° 26.93' N, 104° 37.49' E Approximately 14 nm north-northeast of Pulau Bintan, Indonesia	While at anchor, the deck watches spotted two robbers on the mooring deck and another robber climbing over the railing via a rope with hooks. The deck watches shouted at the robbers, who escaped immediately in a small boat. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]

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54	Orapin 4 Product tanker Thailand 1924 8210027	28/05/14 0205 hrs	01° 32.58' N, 104° 38.91' E SCS	<p>On 27 May 14 at or about 1500 hrs, <i>Orapin 4</i> departed Singapore for Pontianak, Indonesia with 3,975 metric tonnes of Automative Diesel Fuel (ADF) onboard. The vessel was scheduled to arrive in Pontianak on 29 May 14 at or about 1300 hrs (local time). However, on 28 May 14 at or about 1200 hrs (local time), the shipping company tried to contact <i>Orapin 4</i> via email but did not receive a reply. The tanker did not arrive in Pontianak on 29 May as scheduled. The company last contacted the tanker on 27 May 14 at or about 1730 hrs (local time) which was approximately 3.64 nm north of Pulau Batam, Indonesia. The last tracked position of <i>Orapin 4</i> on 27 May 14 at or about 2357 hrs (local time) was approximately 19.47 nm north of Pulau Bintan, Indonesia.</p> <p>After losing communication with the master on 27 May 14, the owner reported the incident to the local authorities which is the ReCAAP Focal Point (Thailand). On 1 Jun 14, <i>Orapin 4</i> arrived at Sriracha Port, Chon Buri, Thailand at or about 1930 hrs (local time). All 14 Thai nationals and crew onboard was safe, and the master upon arrival reported the incident to the local police station. According to the master, at or about 0205 hrs (local time) on 28 May 14, 10 pirates armed with guns and knives boarded the tanker from a speed boat when the tanker was approximately 22.7 nm northeast of Pulau Bintan, Indonesia. The pirates repainted the ship name from <i>ORAPIN 4</i> to <i>RAPI</i>, and destroyed the communication equipment onboard, and cut off all communications. The pirates tied the crew and proceeded to the bridge to control the tanker. Another tanker came alongside and approximately 3,700 metric tonnes of ADF was siphoned from <i>Orapin 4</i>. The pirates took about 10 hours in siphoning before leaving the tanker and crew with enough fuel to sail back to shore.</p> <p>[ReCAAP Focal Point (Thailand), ReCAAP Focal Point (Singapore)]</p>

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55	Ore Vitoria Bulk carrier Liberia 116427 8802923	28/05/14 0625 hrs	01° 07.07' N, 103° 32.88' E SOMS	While underway, four robbers boarded the bulk carrier. The robbers escaped later and the master conducted a search of the vessel. Nothing was stolen and the crew was not injured. The master reported the incident to Singapore VTIS West, who initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities. [ReCAAP Focal Point (Singapore)]
56	Kien San 1 Tug boat Malaysia 192 9218600 Kien San 8 Barge Malaysia	28/05/14 1042 hrs	01° 11.50' N, 103° 38.12' E SOMS	While the tug boat towing barge was underway, four robbers boarded the barge loaded with scrap metal from the stern from four small boats. The master reported the incident to the Singapore VTIS West and with his crew, they tried to scare the robbers away. The Singapore PCG deployed a patrol craft to the location of the incident but the robbers escaped in their small boats. No items were stolen from the barge and the crew was not injured. The Singapore VTIS West had initiated a navigational broadcast to alert mariners. They also informed the RSN. [ReCAAP Focal Point (Singapore)]
57	Eastern Star Bulk carrier Vietnam 14431 9104500	29/05/14 0353 hrs	01° 06.40' N, 103° 33.13' E SOMS	While underway, four robbers boarded the bulk carrier from the stern and proceeded to the engine room. The master conducted a search of the vessel but the four robbers had escaped. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
58	Alpine Monique Product tanker Singapore 29130 9451707	29/05/14 2150 hrs	21° 43.80' N, 091° 47' E Kutubdia anchorage, Bangladesh	While at anchor, a robber was spotted on the stern poop deck of the vessel while another robber was seen boarding from a pulling boat, using a rope that was hooked over the railings of the vessel. There were another 10 robbers on the pulling boat and were armed with holding sticks and knives. Realising the crew had been alerted, the robbers escaped immediately. The master raised the alarm and a search of the vessel was conducted. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]

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59	Lucas Chemical tanker Panama 3166 9181211	31/05/14 0515 hrs	04° 03' N, 112° 26' E SCS	<p>While underway, 10 armed pirates boarded the chemical tanker. The pirates tied the crew, destroyed vessel's communication equipment and stole ship and crew property before they escaped.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
60	Nord Tokyo Bulk carrier Singapore 17023 9519200	02/06/14 0310 hrs	03° 22.17' N, 099° 27.10' E Kuala Tanjung, Indonesia	<p>While at berth, four robbers boarded the vessel. Upon spotting the robbers, the alarm was raised and the robbers left the engine room with stolen items in their sacks. When the duty oiler approached the robbers, they thrust knives at him. The Second Officer and A/B later approached the robbers at the poop deck and the robbers again thrust knives at them before they escaped. The padlock on the watertight door of the steering room was found to be broken and the inside pin was badly dented. Spare parts for the engine generator were also discovered missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
61	Kim Hock Tug 8 Tug boat Singapore 299 9557537 LKH 2882 Barge	03/06/14 0011 hrs	01° 21.41' N, 104° 27.91' E SOMS	<p>While the tug boat towing barge was underway, 10 robbers boarded the barge from four small boats. After about an hour, the robbers escaped from the barge with stolen items, believed to be scrap metal. The RSN informed the Indonesian and Malaysian authorities. Singapore VTIS tried to contact the tug boat but there was no reply. The owner later informed that the crew onboard the tug boat was not aware of the incident and no one was injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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62	Gallant Pescadores General cargo ship Panama 5002 9175860	03/06/14 2150 hrs	14° 29.28' N, 120° 37.73' E Lamiao Anchorage Area, Limay, Bataan, Philippines	While at anchor, nine robbers armed with guns boarded the vessel from a motorbanca. The robbers entered the crew cabins, threatened them with their guns and robbed them of their cash and personal belongings such as mobile phones, laptops, watches, camera, DVD player etc. The robbers also entered the master's cabin and demanded to open the safe. The master reported the incident to Vessel Traffic Management System (VTMS) Manila and the Port State Control Bataan boarded the vessel to conduct an investigation. After the investigation, the incident was coordinated to the local Philippine National Police (PNP) and PNP Maritime Group in Bataan for possible sightings and apprehension of the robbers. [ReCAAP Focal Point (Philippines)]
63	Gemina Tanker Panama 53829 9083316	03/06/14 2350 hrs	01° 16.81' N, 104° 21.64' E SOMS	While at anchor, the master reported to Singapore VTIS that he suspected four robbers had boarded the vessel. The master and crew conducted a search of the ship. Two bags were missing but there were no robbers onboard. [ReCAAP Focal Point (Singapore)]
64	Kweichow General cargo ship Hong Kong, China 18451 9070694	07/06/14 0500 hrs	01° 40.20' N, 104° 25.90' E Approximately 10.77 nm northeast of Tanjung Balau, Malaysia	While at anchor, the duty crew spotted four robbers onboard the vessel and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. [ReCAAP Focal Point (Singapore)]

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65	Budi Mesra Dua Product tanker Malaysia 5153 9554913	07/06/14 2330 hrs	SCS	<p>Six pirates armed with knives and swords boarded the product tanker from a high speed wooden boat, tied, locked the crew in the mess room; and forced the master and Chief Officer to steer the vessel to another location. Later, an unknown barge came alongside and another 20 pirates boarded the vessel. The pirates siphoned 940 metric tonnes of diesel oil from <i>Budi Mesra Dua</i> to the barge. The pirates then ordered the master to sail towards Labuan and they escaped in a grey wooden boat on 8 Jun at or about 0911 hrs. The pirates damaged the navigational and communication equipment onboard the vessel, and stole the crew's cash and personal belongings.</p> <p>[ReCAAP Focal Point (Singapore), MMEA]</p>
66	Gas Batam LPG tanker Singapore 4485 9526992	08/06/14 2320 hrs	22° 29.15' N, 091° 40.98' E Anchorage Modya, Sonaichari, Chittagong, Bangladesh	<p>While at anchor, the forward watchman spotted a boat approaching at high speed and immediately notified the duty officer on the bridge, who raised the alarm and mustered all crew at the bridge. Six robbers threw stones at the watchman on the deck and boarded the vessel using a portable ladder with hook. The robbers forced open the hatch of the bosun store using bars and escaped with stolen stores, including mooring ropes, fire wires etc. The master triggered the SSAS alert and notified the Bangladesh Coast Guard via VHF, who arrived at the location.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
67	Manyplus 12 Tug boat Malaysia 198 8996671 Hub 18 Barge	09/06/14 1910 hrs	02° 06.58' N, 108° 37.05' E SCS	<p>The tug boat, towing barge loaded with 138 containers, had departed Sibu, Sarawak for Port Klang, Peninsula Malaysia. The vessels were scheduled to arrive at Port Klang in the morning of 13 Jun 14 but did not arrive. The shipping company last contacted the master on 9 Jun 14 at or about 1910 hrs when the vessels were approximately 61.37 nm west of Tanjung Datu, Sarawak. The barge, together with the 11 crew onboard, was later located and rescued by fishing boat at approximately 100 nm northwest of Kota Kinabalu, Sabah, East Malaysia on 22 Jun 14 at 1612 hrs.</p> <p>[Shipping company]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
68	Ratna Shalini Oil tanker India 57144 9439670	10/06/14 0645 hrs	17° 37.50' N, 083° 24.30' E Approximately 7 nm off Dolphin Light, India	While at anchor, the duty crew spotted two robbers trying to open the lock of the pump man store. The duty crew immediately informed the OOW and master, who raised the alarm. Upon hearing the alarm, the crew was mustered and the robbers escaped in a boat, where another two robbers were waiting. Brass items were stolen and the incident was reported to Port Control Vizag. [ReCAAP Focal Point (India)]
69	Ai Maru Product tanker Honduras 1007 7727504	14/06/14 2030 hrs	02° 06.90' N, 104° 39.80' E SCS	While en route from western Singapore OPL to the Gulf of Thailand with 1520 metric tonnes of Marine Gas Oil (MGO) onboard, seven pirates armed with pistols and knives boarded the vessel from three speed boats. They tied and locked the crew in a room. The pirates also damaged the ship's communication equipment, reportedly siphoned 620 metric tonnes of the MGO; and stole crew's personal belongings including laptops, cash and mobile phones. The pirates escaped when they saw the enforcement agencies' vessels closing in. [Shipping company]
70	Orion T1202 Tug boat Singapore 151 9534755 Orion 1202 Barge Singapore	16/06/14 2226 hrs	01° 14.23' N, 104° 01.29' E SOMS	While the tug boat towing barge was underway, the MSTF informed Singapore POCC that there were two small boats behind the vessels. Singapore POCC immediately established communications with the tug boat, who reported the loss of a small sea anchor. [ReCAAP Focal Point (Singapore)]
71	Bulk Ecuador Bulk carrier Panama 32309 9426192	17/06/14 1800 hrs	03° 57' N, 098° 46' E Belawan anchorage, Indonesia	While at anchor, the duty A/B noticed the padlock to the paint locker broken and spotted four robbers armed with knives. He immediately informed the Chief Officer, who raised the alarm and crew mustered. Upon hearing the alarm, the robbers escaped with ship stores and property. [IMO, Indonesian Marine Police]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
72	British Gannet Oil tanker United Kingdom 63661 9282481	25/06/14 0115 hrs	13° 38' N, 121° 13' E Batangas Bay Anchorage 'A', Philippines	While at berth, two robbers boarded the vessel from their small boats. The crew subsequently discovered that the anchor house cover plate with securing butterfly bolts and nuts and rope lashing were removed. Three pairs of fire hoses and nozzles were missing. Upon receipt of information about the incident, Coast Guard Action Center forwarded the information to Coast Guard District Southern Tagalog for immediate response. [ReCAAP Focal Point (Philippines)]
73	Torm Helene Tanker Marshall Islands 57031 9143532	25/06/14 0428 hrs	01° 25.22' N, 104° 34.49' E SCS	While at anchor, pirates boarded the vessel unnoticed. The duty watchman later discovered that the padlock to the entrance of the steering gear room was broken. The alarm was raised and the crew mustered. A search onboard the vessel was subsequently conducted and engine spares were found missing from the Engine Room. [ReCAAP Focal Point (Singapore)]
74	NCC Tihama Chemical tanker Saudi Arabia 29575 9295270	25/06/14 0430 hrs	01° 04.20' N, 103° 36.40' E SOMS	While underway, the duty engineer spotted five robbers armed with long knives, who entered the Engine Room. The duty engineer found the Third Engineer tied in the Engine Room and raised the alarm. The crew was mustered and a search was conducted onboard the vessel but the robbers had escaped with engine spares. [ReCAAP Focal Point (Singapore)]
75	An May Bulk carrier Hong Kong, China 88955 9313395	26/06/14 0615 hrs	01° 07' N, 103° 32' E SOMS	While underway, the crew spotted three robbers near the steering gear room. A search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
76	Piera Bulk carrier Italy 50868 9450909	27/06/14 0335 hrs	01° 17.60' S, 116° 47.60' E Balikpapan Inner anchorage, Indonesia	While at anchor, the duty AB noticed the padlock to the forecandle store broken and spotted three robbers armed with knives onboard. He immediately informed the Second Officer, who raised the alarm. Realising the crew had been alerted, the robbers escaped with ship stores. [IMO]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
77	Minerva Maya Tanker Greece 57508 9233234	29/06/14 0532 hrs	01° 05.2' N, 103° 35.22' E SOMS	While underway, the crew spotted five robbers on deck. The crew was mustered and a search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
78	Mercury Bulk carrier Panama 24646 8307624	30/06/14 0250 hrs	01° 30.50' N, 104° 31.50' E SCS	While at anchor, five pirates armed with long knives boarded the vessel. The alarm was raised and the crew mustered. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
79	Hanjin Qingdao Container ship Panama 27104 9359727	30/06/14 0315 hrs	01° 25.30' N, 104° 44.30' E Approximately 15 nm northeast of Pulau Bintan, Indonesia	While at anchor, the Second Officer noticed an unlit small craft at the starboard quarter side and six robbers armed with long knives and steel bars at the main deck of the port quarter. The alarm was raised and the crew mustered. Upon hearing the alarm, The robbers jumped overboard and escaped in their small craft. A search was conducted but did not find any robbers onboard. A box of spare parts of the auxiliary engine was found stolen from the engine store. The crew was not injured. [ReCAAP Focal Point (Singapore)]
80	G Commander LPG tanker Korea 44574 9114581	30/06/14 0517 hrs	01° 06.39' N, 103° 32.83' E SOMS	While underway, the crew spotted six armed robbers on deck. The crew was mustered and a search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
81	Barcelona Vehicle carrier Panama 47367 9078232	30/06/14 2345 hrs	Tanjung Priok Anchorage, Indonesia	While at anchor, five robbers armed with guns boarded the vehicle carrier, stole engine spares and escaped. [ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
82	<i>Pacific Dawn</i> Tanker Panama 56172 9307140	02/07/14 0330 hrs	01° 28.70' N, 104° 40' E North of Pulau Bintan, Indonesia	<p>While at anchor, two robbers in T-shirts and shorts boarded the tanker. The crew spotted the robbers on the stern and the alarm was raised and crew mustered. The crew sighted a long wooden fishing boat on starboard quarter moving away from the vessel in a southerly direction at about 6 knots. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
83	<i>Moresby 9</i> Product tanker Honduras 1321 7705740	04/07/14 2015 hrs	03° 45.93' N, 105° 10.24' E SCS	<p>While underway, an unmarked vessel came alongside and the crew suddenly heard a gunshot. Nine pirates armed with machetes and three pistols were sighted on the deck of <i>Moresby 9</i>. The pirates gathered the crew at the starboard bridge wing, tied and locked them in the engine control room except the Chief Officer who was detained at the bridge for navigation purposes. At or about 2140 hrs, the tanker was forced to anchor at approximately 39.4 nm northwest of Pulau Anambas and her engines were turned off. At this point, the Chief Officer who was at the bridge allegedly noticed an approximately 3000 GT orange motor tanker came alongside <i>Moresby 9</i>. The crew was not injured and managed to get out from the engine control room through the funnel. Approximately 2,118 metric tons of oil had been siphoned off <i>Moresby 9</i>. The ReCAAP ISC immediately alerted the regional maritime authorities in the area, including MMEA who responded that their assets were on standby nevertheless, noting that the location of boarding was not within their territorial waters. The TNI-AL also deployed their ships to the location of the incident. However, they were not able to locate the vessel off Anambas. The last known position of the vessel was approximately 36 nm from Anambas islands.</p> <p>On 5 Jul 14, the shipping company managed to establish communications with the vessel and instructed her to anchor at approximately 3.9 nm southeast of Tanjung Ramunia, Johor. MMEA vessel, KM TEGAS boarded the product tanker to conduct an inspection and interview the crew.</p> <p>[ReCAAP Focal Point (Singapore), MMEA]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
84	Nord Gainer Tanker Denmark 30241 9448724	06/07/14 2300 hrs	22° 48' N, 070° 01' E Kandla anchorage, India	While at anchor, the duty crew spotted two robbers at the forward section of starboard side main deck. The robbers wore shorts and were barefoot. The duty crew raised the alarm immediately and informed the OOW. The robbers escaped in a small boat with a socket wrench, a hacksaw and a wire cutter. The ICG boarded the vessel for investigation. [ReCAAP Focal Point (India)]
85	Concept Chemical tanker Marshall Islands 27357 9272204	07/07/14 0030 hrs	22° 47' N, 070° 03' E Kandla anchorage, India	While at anchor, the duty crew spotted two robbers at the forward section of starboard side main deck. The duty crew raised the alarm immediately and informed the OOW. Upon hearing the alarm, the robbers jumped overboard and were picked up by a small boat in the vicinity. The door eye of the bosun store used for putting the padlock was later found broken. Items reported stolen were heaving line, rope and stainless steel flanges. The ICG boarded the vessel for investigation. [ReCAAP Focal Point (India)]
86	Kmarin Mugunghwa Bulk carrier Panama 23247 9694995	09/07/14 0130 hrs	01° 26.60' N, 104° 36.79' E SCS	While at anchor, five pirates armed with long knives boarded the bulk carrier via the poop deck using a hook attached with rope. The duty crew spotted the pirates and informed the duty officer, who raised the alarm immediately. The crew was mustered and the pirates escaped empty-handed in their small boat. The crew was not injured. [ReCAAP Focal Point (Singapore)]
87	Harbour Hornbill General cargo ship Malaysia 4044 9150638	09/07/14 0200 hrs	01° 59' N, 108° 28' E SCS	While en route from Bintulu, Sarawak to Port Klang, nine pirates armed with machetes and wooden sticks boarded the general cargo ship from a small boat. It was reported that the master suffered serious head injuries during the incident. The pirates later escaped with the crew's personal belongings. The master was treated for his injuries in Kuching, Sarawak and was subsequently discharged. [MMEA]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
88	<i>Name withheld</i> Tanker Vietnam 30042	09/07/14 0300 hrs	01° 27.20' N, 104° 38.50' E SCS	<p>While at anchor, six pirates in short pants and blue shirts boarded the tanker at the stern from a wooden boat. Upon sighting the robbers, the alarm was raised and an announcement made over the PA system. The crew was mustered on bridge and a search was conducted but the pirates had already escaped. Nothing was stolen.</p> <p>[ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Singapore)]</p>
89	C. P. 41 Oil tanker Thailand 2752 9186455	13/07/14 2300 hrs	02° 01.09' N, 104° 29.50' E SCS	<p>While en route from Singapore to Song Khla, Thailand, pirates boarded the oil tanker. The OOW noticed a small boat near the tanker and raised the alarm. Seeing that the crew had been alerted, the pirates escaped empty-handed. The MMEA deployed a patrol craft, KM Manjung to the location off Pulau Aur to investigate, but the tanker was not there. No police report was lodged.</p> <p>[ReCAAP Focal Point (Thailand), MMEA]</p>
90	Stella Kosan LPG tanker Singapore 9175 9373591	15/07/14 0630 hrs	01° 29' N, 104° 43.30' E SCS	<p>While at anchor, the crew discovered suspicious footprints at the engine workshop and steering room portside deck stores during their security rounds. The footprints revealed the presence of two pirates onboard the vessel. Upon investigation, the crew discovered the lock to the watertight door at the steering room was broken. Stores including five sets of SCBA, flashlights and a grinding tool from the safety lockers and the engine room workshop were missing. The crew was not injured. Three days later, an Indonesian media reported that the TNI-AL in response to the report made by the Singapore maritime authority about this incident, deployed its assets and detained a wooden boat behaving suspiciously. The men and the items found onboard the boat were brought to the TNI-AL naval base in Tanjung Pinang for further investigation.</p> <p>[ReCAAP Focal Point (Singapore), KOMPAS dated 18 Jul 14]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
91	Oriental Glory Product tanker Malaysia 2223 9072587	15/07/14 2345 hrs	01° 44.01' N, 105° 07.66' E SCS	<p>On 16 Jul 14, the shipping company reported that they had lost communication with their product tanker, which was carrying 2,500 metric tonnes of marine fuel oil. The company received a security alert from the vessel at 0551 hrs on the same day. The company then tried to communicate with the vessel but was unsuccessful. On 16 Jul 14 at or about 1300 hrs, RMN vessel KD TRENGGANU arrived at the location of the incident and boarded the vessel for investigation. It was also reported that the TNI-AL also deployed their asset in response to the incident.</p> <p>Initial investigation revealed that pirates boarded the product tanker on 15 Jul 14 at or about 2345 hrs, siphoned 1,600 metric tonnes of marine fuel oil from the product tanker; and stole cash and the crew's personal belongings, including watch, laptop and perfumes. The pirates also damaged the anchor windlass and other machineries. The pirates subsequently left the vessel on 16 Jul 14 at or about 0350 hrs.</p> <p>[ReCAAP Focal Point (Singapore), SSSA]</p>
92	Pacific Silver Oil tanker Marshall Islands 56943 9184603	19/07/14 0300 hrs	13° 44' N, 121° 02' E Anchorage 'A', Tabangao, Batangas, Phillippines	<p>While at anchor, four robbers boarded the oil tanker via the anchor chain from a fishing boat. Upon noticing the robbers, the duty A/B informed the OOW. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, the robbers jumped overboard and escaped with items including hydrant caps, bottle screw, fire hoses and nozzle.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
93	Golden Adventure Product tanker Liberia 6153 9510577	24/07/14 0030 hrs	22° 10' N, 091° 46' E Chittagong anchorage, Bangladesh	<p>While at anchor, three robbers boarded the product tanker. The alarm was raised, the crew mustered and the port control notified. Upon realising the crew had been alerted, the robbers escaped with stolen ship property.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
94	<i>Sea Dias</i> Bulk carrier Marshall Islands 33036 9535876	25/07/14 0315 hrs	00° 15' S, 117° 34' E Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, three armed robbers boarded the bulk carrier from a small wooden boat. The robbers tied the duty A/B, who later managed to escape and alert the master. Upon realising the crew had been alerted, the robbers escaped with ship property. [ReCAAP Focal Point (United Kingdom)]
95	<i>JBU Opal</i> Tanker Hong Kong, China 11561 9400409	25/07/14 1035 hrs	03° 55.10' N, 098° 45.10' E Belawan anchorage, Indonesia	While at anchor, four robbers in a speed boat approached and came alongside the tanker. One of the robbers made an attempt to board the tanker but aborted the attempt upon seeing the duty Bosun. The OOW later noticed a robber onboard the tanker and raised the alarm. The crew was mustered and upon realising the crew had been alerted, the robber escaped with his accomplices in their boat. Upon investigation, it was found that the paint store was broke into but nothing was stolen. [ReCAAP Focal Point (Singapore)]
96	<i>Ji Xiang</i> Product tanker Mongolia 1986 8403909	25/07/14 2030 hrs	01° 19.54' N, 104° 15.46' E Approximately 2.78 nm southwest of Pulau Lima, Malaysia	While at anchor, 10 robbers armed with guns and knives boarded the product tanker. It was reported that the robbers had discharged their firearms and one of the crew suffered a minor neck injury. The robbers escaped with the ship's property. The crew subsequently made a police report to the Malaysian authorities. [ReCAAP Focal Point (Singapore), MMEA]
97	<i>Amur River</i> Container ship Cyprus 9940 9378943	31/07/14 2130 hrs	Chittagong anchorage, Bangladesh	While at anchor, seven robbers armed with knives in a fishing boat approached and boarded the container ship via the poop deck. The duty crew sighted the robbers, raised the alarm and the crew mustered. Realising the crew had been alerted, the robbers escaped with ship stores. The incident was reported to the Bangladesh Coast Guard, who advised the master to be vigilant and report any suspicious movement. A patrol boat was also deployed to search the area. [ReCAAP Focal Point (Netherlands)]

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98	BW Tokyo LPG tanker Singapore 4795 9398307	04/08/14 0151 hrs	05° 34.30' S, 104° 38' E Teluk Semangka, Indonesia	While at anchor, the crew spotted three robbers at starboard side poop deck. The alarm was raised and upon hearing the alarm, the robbers escaped immediately in a boat. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
99	Giuseppe Mauro Rizzo Bulk carrier Italy 47984 9448580	08/08/14 0345 hrs	00° 17' S, 117° 41' E Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, two robbers boarded the bulk carrier. The duty A/B spotted the robbers, raised the alarm and mustered the crew. Noting that the crew had been alerted, the robbers escaped immediately. A search onboard the vessel was conducted and padlocks to the store room were found broken, but nothing was stolen. [ReCAAP Focal Point (Singapore)]
100	Dews 3 Water barge Mongolia 377 8810322	10/08/14 2300 hrs	01° 19.50' N, 104° 16.60' E Approximately 2 nm south of Tanjung Ramunia, Malaysia	While at anchor, 15 to 20 robbers in two fiberglass boats approached and boarded the vessel via astern. The robbers were armed with pistols and knives, and wore face masks. They gathered the crew, tied them; and reportedly slapped and punched the crew as they seek to gather information about the cargo <i>Dews 3</i> was carrying. The robbers eventually stole the crew's personal belongings (mobile phones, watches, laptops etc.), ship equipment (GPS transceiver unit, VHF transceiver unit, walkie-talkies etc.); and damaged the navigation and communication equipment before they escaped. The incident lasted about an hour. [ReCAAP Focal Point (Singapore)]
101	Bomar Prelude Tanker Marshall Islands 5770 9272723	11/08/14 0630 hrs	03° 54' N, 098° 46' E Belawan outer anchorage, Indonesia	While at anchor, four robbers boarded the tanker via the forecastle from a wooden boat. The robbers subsequently escaped empty-handed. The crew was not injured. [ReCAAP Focal Point (United Kingdom)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
102	Challenge Procyon Tanker Panama 28735 9527403	20/08/14 0405 hrs	01° 33.57' N, 104° 46.40' E SCS	While at anchor, four robbers boarded the tanker from a wooden boat. The crew spotted the robbers and informed the master who activated the SSAS and communicated with ships in vicinity via VHF. Realising the crew had been alerted, the robbers escaped empty-handed. A search was later conducted onboard the vessel. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]
103	Lake Dahlia Bulk carrier Panama 41662 9391969	20/08/14 0405 hrs	00° 14' S, 117° 40' E Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty A/B noticed the forward stores door locks were broken. Upon searching the store, it was found that mooring ropes were missing. [IMO, Indonesian Marine Police]
104	Navios Oriana Bulk carrier Panama 34795 9614969	22/08/14 0030 hrs	22° 15.42' N, 091° 43.48' E Chittagong 'A' Anchorage, Bangladesh	While underway, 14 robbers in a wooden motor boat approached the bulk carrier. Four of the robbers armed with knives and machete boarded the vessel from the astern. The crew locked themselves in the accommodation and raised the alarm. The incident was reported to the Bangladesh Coast Guard, who deployed a patrol boat but the robbers had already escaped with stolen mooring rope. [ReCAAP Focal Point (Bangladesh)]
105	Zealand Amsterdam Bulk carrier Netherlands 33312 9610884	22/08/14 0404 hrs	01° 26' N, 104° 37' E SCS	While at anchor, the crew noticed three pirates using a bamboo pole to board the ship and alerted the OOW, who raised the alarm. Upon realising the crew had been alerted, the pirates escaped. [IMO, Indonesian Marine Police]
106	Port Hainan Bulk carrier Hong Kong, China 33036 9456422	23/08/14 0700 hrs	06° 05' S, 106° 53' E Berth 114, Jakarta Port, Indonesia	While at berth, robbers boarded the bulk carrier, stole ship stores including fireman's outfit, breathing apparatus, air bottles, nozzles, couplings and spanners. The crew discovered the missing items and conducted a search onboard the vessel but the robbers had already escaped. [ReCAAP Contact Point (Hong Kong)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
107	Lincoln Express Livestock vessel Philippines 3185 8616611	24/08/14 0635 hrs	01° 05.23' N, 103° 43.44' E SOMS	<p>While underway, the master sighted robbers onboard the livestock vessel. The alarm was raised and the crew was mustered. Realising that the crew had been alerted, the robbers escaped from the vessel empty-handed. The incident was reported to Singapore VTIS, who initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and MRCC Indonesia.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
108	V.L. 14 Product tanker Thailand 1074 9084712	28/08/14 2040 hrs	03° 24' N, 104° 04.80' E SCS	<p>While underway, six pirates armed with guns boarded the oil product tanker. The vessel of 1074 GT was en route to Bangkok, carrying 1,296 tonnes of lube oil. The pirates came alongside in a wooden speed boat, approached the vessel on the port quarter, and boarded from stern. They broke the bridge glass, gained access to the crew's cabins and gathered the crew in the engine room.</p> <p>The pirates temporarily took control of the vessel and sailed about 10 nm away from the location of boarding. They ordered the crew to open all cargo valves, activate the cargo pump and transfer the lube oil to two tankers which came alongside. The pirates also stole the crew's personal belongings, damaged the navigational and communication system before they left <i>V.L. 14</i> at or about 0400 hrs on 29 Aug 14. The crew managed to repair the windlass, heaved up the anchor, sailed towards Pulau Tioman and reported the incident to the company. The vessel returned to Thailand on 1 Sep 14. The crew was not injured.</p> <p>Upon receiving report about the incident from the ship owner on 29 Aug 14, the ReCAAP ISC alerted the MMEA and triggered the ReCAAP Focal Point (Thailand) to follow up with the investigation of the incident.</p> <p>[ReCAAP Focal Point (Thailand), MMEA, Shipping company]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
109	Chemroad Echo Product tanker Panama 20117 9284685	03/09/14 0230 hrs	22° 44.40' N, 070° 01' E Kandla outer anchorage, India	<p>While at anchor, the crew on watch noticed a small boat approaching at the starboard bow of the vessel, with no visual ladder or weapon onboard. Persons on boat tried to communicate with the vessel's crew, who informed the bridge and told the boat to move away. The boat later approached the port bow of the vessel near cargo tank and three robbers boarded the vessel from the boat using rope. The robbers threatened the crew with their pocket-size knife, stole ship stores and escaped.</p> <p>[ReCAAP Focal Point (India)]</p>
110	Kokuka Courageous Chemical tanker Panama 19349 9568495	14/09/14 0630 hrs	17° 40' N, 83° 23' E Visakhapatnam anchorage, India	<p>While at anchor, seven robbers in a fishing boat with white stripe on the hull and blue deck approached the chemical tanker. Four of the robbers boarded the vessel via the astern using a small heaving line. The crew spotted the robbers, raised the alarm and mustered the other crew. Upon hearing the alarm, the robbers escaped with fire hose couplings and fire hose nozzles.</p> <p>[ReCAAP Focal Point (India)]</p>
111	Geneva Queen Bulk carrier Marshall Islands 44096 9638642	15/09/14 0225 hrs	22° 44' N, 070° 01.60' E Outer anchorage, Navlakhi Port, Gujarat, India	<p>While at anchor, the duty AB noticed from the bridge that the door to the forecastle of the ship was opened and there was some movement of a person in the vicinity. The duty A/B immediately informed the OOW, who sounded the alarm. On hearing the alarm, three robbers armed with knives threatened the duty A/B and escaped in a speed boat with stolen fire hoses nozzles and cable of the welding machine.</p> <p>[ReCAAP Focal Point (India)]</p>
112	Reliance II Chemical tanker Singapore 30032 9289764	15/09/14 0350 hrs	22° 45.30' N, 070° 00.50' E Kandla outer anchorage, India	<p>While at anchor, the duty A/B conducting deck rounds discovered that the port midship store was broken into and three fire hoses were missing.</p> <p>[ReCAAP Focal Point (India)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
113	Orapin 2 Product tanker Thailand 1598 8122323	17/09/14 2200 hrs	01° 26.45' N, 104° 50' E SCS	While en route from Singapore to Dili, Timor Leste carrying 1,048 metric tonnes of MGO, eight pirates armed with two pistols and four long knives/machetes boarded the product tanker from two speed boats. Wore mask hood, t-shirts and short pants, the pirates tied up the crew, locked them in a cubicle, and siphoned the MGO to two other vessels, reportedly a 500 metric ton tanker and a 2,000 metric ton tankers. They destroyed the navigational and communication equipment and stole the crew's personal belongings and cash before they escaped. [ReCAAP Focal Point (Thailand)]
114	Pacific London Tanker Marshall Islands 62619 9171838	19/09/14 0230 hrs	10° 14.90' N, 107° 03.10' E Vung Tau anchorage, Vietnam	While at anchor, three robbers boarded the tanker unnoticed. They stole paint drums and escaped. [ReCAAP Focal Point (Vietnam)]
115	Zilos Bulk carrier Panama 25543 9199206	24/09/14 0600 hrs	01° 24' N, 104° 34' E Approximately 10 nm north of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, four robbers armed with knives boarded the bulk carrier. The duty crew noticed the robbers and informed the bridge, who raised the alarm and crew mustered. Realising the crew had been alerted, the robbers escaped empty-handed. [IMO]
116	Sentek 23 Tanker Singapore 1602 9601003	25/09/14 0530 hrs	01° 24.21' N, 104° 35.46' E Approximately 10.75 nm north of Pulau Bintan, Indonesia	While at anchor, 10 robbers in a wooden craft approached the tanker. The wooden craft was about 7 to 8 m long with blue canvas cover on top. Seven of the robbers boarded the tanker via the starboard quarter using rope. The robbers were armed with guns, swords and machetes. They were dressed in black. The robbers stole the crew's personal belongings, including mobile phones, laptops and cash, before escaping. Two of the crew suffered injuries to their finger and face. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
117	<i>Stena Superior</i> Oil tanker Bermuda (UK) 81187 9579030	25/09/14 0545 hrs	01° 28' N, 104° 40' E SCS	<p>While at anchor, three robbers boarded the oil tanker. The OOW spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.</p> <p>[ReCAAP Focal Point (United Kingdom)]</p>
118	<i>Hai Jie 1</i> Tug boat Belize 87	01/10/14 0450 hrs	01° 02.75' N, 103° 39.33' E SOMS	<p>While underway, six robbers boarded the tug boat, stole ship's navigation equipment and escaped. The crew was not injured. Singapore VTIS initiated a broadcast to warn vessels in the vicinity and also informed Singapore PCG, RSN and Indonesian authorities about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
119	<i>Sunrise 689</i> Product tanker Vietnam 4080 9624196	03/10/14	03° 45.76' S, 105° 45.84' E SCS	<p>On 2 Oct 14, the owner reported to the ReCAAP Focal Point (Vietnam) that he lost communication with the master. This was relayed to the ReCAAP ISC who immediately alerted all its ReCAAP Focal Points, IFC, MMEA and the Indonesian authorities. The MMEA despatched its maritime patrol aircraft which swept the area of search from northeast of Pulau Tioman towards Southern Johor waters but could not locate the vessel. The IFC also alerted its network of agencies to locate the vessel.</p> <p>On 9 Oct 14 at or about 0405 hrs, the master called the owner and mentioned that some pirates armed with guns and knives had boarded the vessel and siphoned the gas oil from the tanker to their ship. The pirates damaged the communication equipment and two crew were slightly injured. The Vietnam Coast Guard despatched its patrol ship to bring the tanker, which was located at approximately 78 nm southwest of Hon Khoai Island, Vietnam, back to Vietnam for investigation.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
120	<i>Dubai Star</i> Product tanker Panama 30042 9365362	07/10/14 0410 hrs	22° 48' N, 070° 05' E Kandla anchorage, India	<p>While at anchor, two robbers were sighted near the mid ship store. The master and crew confronted the robbers, who jumped overboard and escaped empty-handed. The master reported to the Kandla Port Control, who relayed the information to the Central Industrial Security Force (CISF).</p> <p>[ReCAAP Focal Point (India)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
121	Arizona Bulk carrier Liberia 33044 9592733	08/10/14 2340 hrs	03° 54' N, 098° 46' E Belawan outer anchorage, Indonesia	<p>While at anchor, 12 robbers armed with knives boarded the bulk carrier. The alarm was raised, all crew mustered and port control notified. Upon realising the crew had been alerted, the robbers escaped with some ship properties.</p> <p>[ReCAAP Focal Point (United Kingdom)]</p>
122	Srikandi 515 Product tanker Indonesia 1975 9710828	09/10/14 0600 hrs	Sampit, Central Kalimantan, Indonesia	<p>While the product tanker, laden with 3,100 tons of palm oil, was en route to Gresik, East Java, Indonesia from Sampit, perpetrators boarded the vessel. The perpetrators blindfolded and tied the crew; took control of the vessel and sailed in a north-westerly direction.</p> <p>On 22 Oct 14 at or about 2000 hrs, the perpetrators forced the crew of <i>Srikandi 515</i> onto a life raft and abandoned them in the middle of the sea. The next day at or about 1930 hrs, the crew was found and rescued by Malaysian fishermen, who brought them to Chendering, Malaysia on 24 Oct 14 at or about 0250 hrs.</p> <p>On receiving the information, the ReCAAP ISC immediately alerted the regional authorities to be on the lookout for the vessel. These included the MMEA and the Indonesian authorities. The RTN deployed a maritime patrol aircraft to search for <i>Srikandi 515</i> but was unsuccessful.</p> <p>On 27 Nov 14 at or about 1030 hrs, the RTN reported to the ReCAAP ISC that <i>Srikandi 515</i> has been identified and located at approximately 9 nm off Narathiwat province, Thailand by the RTN and Thai Marine Police. The Thai authorities also apprehended eight perpetrators onboard <i>Srikandi 515</i>. <i>Srikandi 515</i> was also renamed from “<i>Srikandi 515</i>” to “<i>Chong Li 2</i>”. The palm oil cargo onboard the vessel was apparently left intact. The vessel was subsequently escorted back to Songkhla, Thailand for further investigation.</p> <p>[ReCAAP Focal Point (Thailand)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
123	Jules Point Bulk carrier Hong Kong, China 24428 9610690	11/10/14 0400 hrs	10° 42.76' N, 106° 45.26' E Mooring Buoy HL- 2, Ho Chi Minh, Vietnam	While at anchor, three robbers armed with long knives boarded the bulk carrier. The robbers assaulted and tied the crew; and escaped with stolen paint. [ReCAAP Focal Point (Vietnam), ReCAAP Contact Point (Hong Kong)]
124	Veronique D Bulk carrier Marshall Islands 33139 9572070	14/10/14 0215 hrs	01° 28.4' N, 104° 37.7' E SCS	While at anchor, the crew sighted robbers in the engine room. The alarm was raised and a search of the vessel was conducted. The robbers escaped empty-handed via the starboard quarter of the vessel. The crew was not injured. Singapore POCC initiated a broadcast to warn vessels in the vicinity and also informed Singapore PCG, RSN and Indonesian authorities about the incident. [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
125	Suratchanya Tanker Thailand 2148 9066930	15/10/14 2233 hrs	01° 39.96' N, 104° 37.24' E Approximately 3.4 nm north of Pulau Bintan, Indonesia	<p>While en route from Tanjung Bin, Malaysia to Bangkok, Thailand, the ship owner received several SSAS alerts from the tanker, which was carrying 2,100 metric tons of gasoline. The ship owner tried to contact the vessel but was unsuccessful. The ship owner/agent reported to the ReCAAP Focal Point (Singapore) and IFC, who informed the regional authorities immediately. The Indonesian Navy reportedly deployed three vessels to locate the tanker.</p> <p>The vessel was later located at approximately 3.5 nm north of Pulau Bintan, Indonesia (1° 15.03' N, 104° 25.35' E), reportedly experiencing engine problem and the crew was safe onboard. It was also reported that the tanker will be sailing back to Bangkok. However, the vessel continued to send out SSAS alerts thereafter. The vessel was also tracked by the owner to be moving in a southerly direction, off east of Pulau Bintan.</p> <p>The ship owner later informed that nine pirates, who had boarded the tanker earlier, had left the vessel on 17 Oct 14 at or about 0700 hrs. The pirates had siphoned the gasoline onboard <i>Suratchanya</i> to another vessel (suspected to be a chemical tanker), damaged all communications before they escaped. The 14 crew onboard was safe. <i>Suratchanya</i> subsequently sailed back to Thailand and reached Sriracha Harbour on 20 Oct 14 at or about 0930 hrs. The Thai authorities are currently investigating the incident.</p> <p>[ReCAAP Focal Point (Thailand), ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
126	Lycaste Peace LPG tanker Panama 46021 9249336	19/10/14 0530 hrs	01° 10.10' N, 103° 32.60' E SOMS	While underway, two robbers boarded the LPG tanker. The Third Engineer reported to the bridge that he saw two robbers escaping from the steering flat. The master raised the alarm and the crew mustered. A search of the vessel was conducted but no robbers were found. A few spares were found to be missing from the engine room storeroom. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed the Singapore PCG, RSN and the Indonesian authorities. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]
127	Saigon Bridge Container ship Panama 21980 9444998	19/10/14 2015 hrs	10° 12.44' N, 107° 2.47' E Approximately 7.21 nm south of Vung Tau, Vietnam	While at anchor, 10 robbers approached the container ship in a boat. Three of the robbers boarded the vessel and stole paint drums. The alarm was raised but the robbers had escaped. [ReCAAP Focal Point (Vietnam)]
128	Spar Taurus Bulk carrier Norway 32474 9299288	20/10/14 0535 hrs	01° 08.38' N, 103° 29.03' E SOMS	While underway, the engineer spotted two robbers on the poop deck. The robbers approached the engineer, who escaped into the engine room and informed the duty crew who raised the alarm, sounded the whistle and switched on ship lights. The crew was mustered and a search was conducted onboard the vessel. It was discovered that ship stores and spares had been stolen from the stores in machinery space. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed the Singapore PCG, RSN and the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
129	Yufeng 6 Tanker Hong Kong, China 5031 9588718	21/10/14 0300 hrs	01° 48.20' N, 104° 31.70' E SCS	While underway, an unknown number of robbers boarded the tanker. The robbers destroyed the GPS and VHF equipment onboard the vessel before they escaped. Singapore POCC initiated broadcast to warn vessels in the vicinity and informed Singapore PCG, RSN and MMEA. [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
130	Swiber Raven Tug boat Singapore 298 9502116 Kruetz 232 Barge Indonesia	21/10/14 0330 hrs	01° 13.8' N, 104° 1.1' E SOMS	While the tug boat towing barge was underway, the OOW saw two men onboard the barge. Search light was flashed at the men and at the same time, the master gave verbal warnings using vessel's public address (PA) system. All crew was mustered at the bridge. The robbers escaped when realised that the crew had been alerted. Some deck cargo on the barge were reported missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
131	Irenes Reliance Container ship Greece 28592 9315862	21/10/14 0740 hrs	10° 09.70' N, 107° 06.10' E Approximately 9.39 nm south of Vung Tau, Vietnam	While at anchor, five robbers armed with knives boarded the container ship from a boat. The crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. [ReCAAP Focal Point (Vietnam)]
132	Aruna Hulya Bulk carrier Marshal Islands 32474 9299288	22/10/14 0300 hrs	01° 25.50' N, 104° 35.80' E Approximately 11.9 nm northeast of Pulau Bintan, Indonesia	While at anchor, five robbers boarded the bulk carrier using hooks via the astern. The robbers wore black-coloured T-shirts and were armed with knives. The lights on main deck were switched on and a search was conducted but no robbers were found. The crew was not injured and nothing was stolen. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
133	Glory Sun Bulk carrier Panama 15879 8402917	23/10/14 0558 hrs	01° 07.45' N, 103° 31.33' E SOMS	While underway, the crew sighted four robbers onboard the bulk carrier. The crew was mustered and conducted a search of the vessel but no robbers were found. The crew was not injured and nothing was stolen. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
134	<i>Shropshire</i> Bulk carrier Malta 32957 9497115	24/10/14 2045 hrs	22° 15' N, 091° 43' E Chittagong anchorage, Bangladesh	<p>While at anchor, 12 robbers approached the bulk carrier in two boats. Three robbers armed with long knives boarded the vessel using hooks attached with ropes. They took three shore watchmen captive, tied and threatened them with long knives. The duty A/B on routine rounds noticed that the robbers were trying to break into the forecandle store and raised the alarm. The crew was mustered; and the Port Control, Coast Guard and vessels in the vicinity were informed. Upon hearing the alarm and realising the crew had been alerted, the robbers jumped overboard and escaped with personal belongings of the crew and ship stores in their boats. A Bangladesh Coast Guard patrol boat was despatched to the location of the incident and managed to apprehend one of the boat and its occupants.</p> <p>[ReCAAP Focal Point (United Kingdom)]</p>
135	<i>Hyundai Stride</i> Container ship Panama 21611 9149835	26/10/14 0300 hrs	14° 33.17' N, 120° 52.06' E Approximately 5.8 nm off South Harbour Anchorage Area, Philippines	<p>While at anchor, the crew noticed that the boatswain's store room was not locked and that the paint and ship stores were lying on deck but there was no sign of any unauthorised person. The crew immediately reported the incident to the duty officer on the bridge. The alarm was raised, crew mustered and investigation carried out. Five immersion suits, two breathing apparatus and two cylinders were missing. Port State Control Manila carried out initial investigation and advised the master to file a marine protest.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
136	<i>Fred</i> Container ship Marshall Islands 28007 9360269	26/10/14 0520 hrs	01° 24.70' N, 104° 35.90' E Approximately 11.27 nm north of Pulau Bintan, Indonesia	<p>While at anchor, four robbers boarded the container ship via stern from a small boat with green canopy. The robbers wore T-shirt/shorts and were armed with knives, bolo and hammer. The crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. The crew was mustered and a search of the vessel was conducted but no robbers were found onboard. The crew was not injured. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities, who boarded the vessel for investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
137	<p>Pioneer 89 Tug boat Singapore 133 8984446</p> <p>Comfort Shipping 2578 Barge Singapore</p>	27/10/14 0430 hrs	01° 08' N, 103° 35' E SOMS	<p>While the tug boat towing barge was underway, five robbers armed with knives boarded the tug boat from a wooden speed boat with twin screw engines. The robbers tied the crew and stole cash, a mobile phone and a gold ring. The robbers also damaged the vessel's communication set before they escaped.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
138	<p>Pavian Bulk carrier Liberia 40568 9248904</p>	27/10/14 0545 hrs	01° 04.80' N, 103° 36' E SOMS	<p>While underway, the crew spotted two robbers onboard the bulk carrier. The alarm was raised and upon hearing the alarm, the robbers escaped empty-handed immediately. A search of the vessel was conducted but no robbers were found onboard. The crew was not injured. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
139	<p>Winstar Grace Tug boat Singapore 142 9092836</p> <p>Winstar 2310 Barge Singapore</p>	07/11/14 0550 hrs	01° 11.10' N, 103° 52.80' E SOMS	<p>While the tug boat towing barge was underway, six armed robbers approached the barge on a 7-8 m speedboat. Five of the robbers boarded from the port aft side of the barge, stepping on tyre fender. The robbers tied the master and crew before they ransacked the cabins. The robbers stole crew's personal belongings, including cash, a watch, a gold ring and a mobile phone, destroyed the vessel's VHF radio and escaped.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
140	<p>Galissas Tanker Panama 29924 9397781</p>	08/11/14 0300 hrs	01° 28.30' N, 104° 38.40' E SCS	<p>While at anchor, the security watchman during routine rounds noticed three pirates at the poop deck of the tanker's starboard side. One of the pirates carried a long knife. The alarm was raised, the crew mustered and a search was conducted. No pirates were found, nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
141	Vishva Nidhi Bulk carrier India 33170 9464742	08/11/14 2345 hrs	00° 17' S, 117° 36' E Samarinda anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier and tied two of the crew. The robbers stole crew's personal belongings, including gold chain, mobile phone etc, and ship stores before they escaped. The crew was not injured. [ReCAAP Focal Point (India)]
142	Tip Top 1 Tug boat Malaysia 147 3126980	13/11/14 1640 hrs	01° 11.67' N, 103° 38.49' E SOMS	While the tug boat towing a barge was underway, four crafts were seen in the vicinity. Two of them went alongside the barge and the master sounded for help from a Singapore PCG patrol craft in the vicinity. Upon seeing the PCG patrol craft responding, five robbers escaped from the barge to their crafts. Nothing was stolen from the barge and the crew was not injured. [ReCAAP Focal Point (Singapore)]
143	Berge Kangchenjunga Bulk carrier Isle of Man 148159 9073438	16/11/14 0510 hrs	01° 38' N, 104° 55' E SCS	While at anchor, the duty crew spotted five pirates onboard the bulk carrier, of which one was armed with a long knife. He immediately informed the bridge, raised the alarm and mustered the crew. A search was conducted but the pirates were no longer onboard. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (United Kingdom)]
144	Crystal Dream Chemical tanker Panama 6961 9498080	16/11/14 0525 hrs	01° 08' N, 103° 30' E SOMS	While underway, five robbers boarded the chemical tanker. The master sounded the alarm and mustered the crew in the wheelhouse. A search was conducted but the robbers were no longer onboard. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
145	Ever Alpha Tug boat Malaysia 272 5630237 Ever Jupiter Barge	17/11/14 0230 hrs	01° 16.28' N, 103° 26.04' E SOMS	While the tug boat towing barge was en route to Pulau Pinang, Malaysia, four armed robbers boarded the tug boat. The robbers stole crew's personal belongings, including cash and mobile phones. One of the crew was pushed overboard into the water by the robbers before they escaped. The incident was reported to Singapore POCC, who informed MMEA. The MMEA subsequently conducted SAR operations for the missing crew. [ReCAAP Focal Point (Singapore)]

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146	SOL 1005 Tug boat Indonesia 152 8663547	17/11/14 0255 hrs	01° 05.47' N, 103° 33.70' E SOMS	While the tug boat was en route to Singapore, seven robbers armed with knives approached and boarded the vessel. The robbers stole crew's personal belongings, including cash and mobile phones, and escaped. The crew was not injured. [ReCAAP Focal Point (Singapore)]
147	Aral Sea Tanker Singapore 58129 9161314	19/11/14 0230 hrs	01° 29.70' N, 104° 51' E SCS	While at anchor, the pump man spotted the pirates at the poop deck when he was about to refill the hydraulic oil tank. When the pump man tried to escape, the pirates hit his head with a radio and tied his feet. The on-watch duty personnel witnessed the incident and immediately reported to the duty engineer. The alarm was raised and the crew mustered at mess room. The vessel had also warned all ships in the vicinity. A search was later conducted but the pirates were no longer onboard. A VHF radio was reported to be stolen. [ReCAAP Focal Point (Singapore)]
148	Gas Aries Tanker Liberia 50357 8906810	20/11/14 1800 hrs	10° 15.17' N, 107° 03.45' E Vung Tau, Vietnam	While at anchor, three robbers boarded the tanker. The crew spotted the robbers and upon realising the crew had been alerted, the robbers escaped empty-handed. [ReCAAP Focal Point (Vietnam)]
149	New Emerald Bulk carrier Panama 27116 9110987	21/11/14 0624 hrs	01° 06.08' N, 103° 34.37' E SOMS	While the bulk carrier was en route to Singapore, six robbers armed with knives boarded the vessel. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
150	Norgas Sonoma LPG tanker Singapore 8720 9240134	22/11/14 0315 hrs	01° 24.60' N, 104° 41.70' E SCS	While at anchor, the second mate spotted three pirates carrying bags at the starboard wing first poop deck during security checks. The second mate raised the alarm and the crew was mustered on the bridge. At or about 0320 hrs, the crew spotted a small target escaping from the vessel and the crew conducted a search. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
151	Alpine Maya Tanker Hong Kong, China 29733 9387932	22/11/14 0342 hrs	01° 05.30' N, 103° 33.80' E SOMS	While underway, five robbers boarded the tanker. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
152	River Eternity Tanker Panama 56285 9323974	23/11/14 0230 hrs	01° 11.25' N, 103° 24.53' E SOMS	While underway, four robbers boarded the tanker. A search was later conducted but the robbers were no longer onboard. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
153	Cape York General cargo ship Hong Kong, China 17433 9218088	23/11/14 0500 hrs	01° 07.50' N, 103° 29.80' E SOMS	While en route from Port Klang, Malaysia to Bunbury, Australia, six robbers armed with knives boarded the general cargo ship from a 10 m long speedboat and entered the engine room. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, the robbers escaped with stolen engine spares. [ReCAAP Focal Point (Singapore), ReCAAP Contact Point (Hong Kong)]
154	Kimolos Trader Container ship Singapore 25145 9658458	23/11/14 1950 hrs	22° 07' N, 091° 48' E Chittagong anchorage, Bangladesh	While at anchor, the duty watchman spotted two robbers armed with long knives at the poop deck. The duty watchman immediately reported the incident to the bridge and the alarm was raised. Upon hearing the alarm, the robbers escaped immediately. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
155	Doradus Product tanker Marshall Islands 4599 9471185	25/11/14 0200 hrs	09° 54' N, 076° 11' E Cochin anchorage, India	While at anchor, five robbers in two speedboats boarded the product tanker via the forward port bow from port bridge wing. The duty crew spotted the robbers and raised the alarm. Upon realising the crew had been alerted, the robbers escaped immediately with stolen paint drums and cans. The master reported the incident to Cochin Port Control, who informed the ICG. The ICG despatched a patrol boat to the location of the incident and conducted investigation. [ReCAAP Focal Point (India)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
156	Olympic Gemini Bulk carrier Marshall Islands 42887 9331397	04/12/14 0415 hrs	01° 26' N, 104° 39' E SCS	While at anchor, three pirates in a small wooden boat approached and boarded the bulk carrier from the stern. Duty AB spotted one of the pirates onboard the ship and informed the bridge. The alarm was raised and the whole crew mustered. Upon seeing the alertness of the crew, the pirates escaped empty handed. [IMO]
157	Gaschem Pacific LPG tanker Liberia 13879 9402574	04/12/14 0520 hrs	01° 29' N, 104° 40' E SCS	While at anchor, four pirates in a small boat approached and boarded the anchored ship from the stern. Duty AB spotted the pirates and informed the bridge. The alarm was raised and the crew mustered. Upon seeing the alertness of the crew, the pirates escaped empty handed. [IMO]
158	VP Asphalt 2 Tanker Vietnam 3118 9616395	07/12/14 0530 hrs	02° 15.15' N, 104° 49.3' E SCS	While sailing, seven perpetrators armed with guns boarded the vessel and took control of the ship. They checked the cargo tanks and took away the crews' personal belongings before leaving the vessel at or about 0645h (local time). After the perpetrators left the vessel, master carried out a check and found the 3 rd engineer lying on his bed with injuries on his forehead. The master informed the owner and agent in Singapore and requested for medical assistance for the injured crew urgently. The injured crew was evacuated via a helicopter to a hospital in Singapore, but unfortunately was pronounced dead at 1139 hrs. The vessel returned to Singapore. Investigation is ongoing. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Vietnam)]
159	Barry Trader Container ship Singapore 25145 9658446	14/12/14 2324 hrs	22° 15' N, 91° 44' E BGCGP Roads, Anchorage Alpha, Chittagong, Bangladesh	While at anchor, one of the duty watchmen spotted six men armed with long knives removing two mooring hawsers from the vessel's poop deck. The watchman was too overwhelmed with fear and only reported to the bridge after considerable delay, until which the armed men had already escaped. Later, search of the vessel was carried out two mooring ropes were found missing. There was no reported injury to crew. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
160	Pendulum Bulk carrier Marshall Islands 43143 9344095	19/12/14 0427 hrs	1° 10.29' N, 103° 26.45' E SOMS	While sailing, four robbers boarded the vessel. Master sounded alarm, taken all necessary measures and carried out a search of the vessel but no intruder found onboard. [ReCAAP Focal Point (Singapore)]
161	Komati General cargo ship Panama 21018 9362700	20/12/14 0100 hrs	14° 34.26' N, 120° 54.42' E Approximately 2.6 nm west off Breakwater South Entrance, Manila, Philippines	While at anchor, the duty crew noticed barefoot print on forecastle deck. One knife cover was also found with sign of cutting lashing rope of razor wire. Hawse pipe cover and razor wire had been removed. The padlock securing eyes of forward store and paint store were also broken. The master, ship's security officer and deck crew were immediately alerted about the incident. They searched for any robber onboard but nothing was found. Some paint and ship store items were found missing. Report of the incident was made to the Vessel Traffic Management System (VTMS) Manila. [ReCAAP Focal Point (Philippines)]
162	UMT6 Tug boat Singapore 165 9188104 Surya Nawa 8 Barge Singapore	20/12/14 0300 hrs	1° 5' N, 103° 44' E SOMS	While sailing, eight perpetrators armed with sharp weapons boarded the vessel and tied up the ship's crew. At around 0340 hrs, they escaped with personal belongings of the crew including money, laptop etc and 2 binoculars from the bridge. There were no injuries to crew. [ReCAAP Focal Point (Singapore)]
163	Maersk Mediterranean Product tanker Singapore 29348 9314911	20/12/14 0820 hrs	1° 19' N, 104° 8.5' E Johor anchorage, Malaysia	While at anchor, intruders boarded the ship during dark hours and broke open Security padlock to steering gear room. Technical store items were found missing. [ReCAAP Focal Point (Singapore)]
164	Madeira Bulk carrier Malta 91373 9355161	21/12/14 0240 hrs	1° 8.25' N, 103° 28.96' E SOMS	While underway, four unauthorised persons were sighted in the engine room of the vessel. Master raised alarm and alerted the crew. [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
165	Ephesus General cargo ship Marshall Islands 19846 9412622	25/12/14 0030 hrs	20° 41.10' N, 107° 12.60' E Campa pilot boarding ground, Vietnam	While at anchor, four robbers boarded the general cargo ship from a wooden boat fitted with motor. They stole ship stores from the boatswain store at forecandle of the vessel and escaped. [ReCAAP Focal Point (Vietnam)]
166	Alabara Tanker Singapore 25669 9032654	25/12/14 0345 hrs	1° 2.6' N, 103° 38.5' E SOMS	While underway, about eight or nine robbers armed with knives and gunny bags approached from astern of the vessel in a high speed craft. They tied up the duty oiler in the engine room workshop. The ship alarm was raised, crew mustered, and a search was carried out on deck and the engine room but no intruder was found. Some engine spares were found missing. There was no reported injury to crew. [ReCAAP Focal Point (Singapore)]
167	Billion Trader II Bulk carrier Philippines 43151 9323053	25/12/14 0500 hrs	1° 3.3' N, 103° 36.7' E SOMS	While underway, an intruder was sighted onboard the ship. Master of the vessel raised the alarm immediately. The intruder was seen escaping in a small boat. A search was conducted onboard, to look for more intruders but nothing found. [ReCAAP Focal Point (Singapore)]
168	Bulk India Bulk carrier Panama 88490 9284271	25/12/14 0500 hrs	1° 3.4' N, 103° 38.2' E SOMS	While underway, intruders were sighted onboard. Master raised alarm, and the intruders escaped empty-handed. [ReCAAP Focal Point (Singapore)]

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
169	Lewek Ebony Supply vessel Malaysia 1623 9423877	11/03/14 2248 hrs	07° 04' S, 102° 32' E Approximately 190 nm west of Sunda Strait, Indonesia (Indian Ocean)	While underway, the supply vessel was chased by a fast boat. About 10 min later, a second fast boat was seen ahead of the vessel. The master took evasive actions by turning away from the second boat. The pirates eventually aborted the attempt. [ReCAAP Focal Point (Singapore)]
170	Kim Hock Tug 2 Tug boat Singapore 152 9210763	11/04/14 1608 hrs	01° 14.50' N, 103° 27' E Approximately 4 nm southwest of Tanjung Piai, Malaysia	While underway, two small boats approached the tug boat. The master carried out evasive manoeuvres and the small boats aborted their approach. Thereafter, the small boats continued to follow the tug boat but did not approach. [MMEA]
171	Prem Mala Product tanker India 28522 9209972	18/04/14 0355 hrs	09° 55.30' N, 076° 08.50' E Kochi anchorage, India	While at anchor, the duty A/B spotted three robbers attempting to board the product tanker via the forecastle. The alarm was raised and upon hearing the alarm, the robbers aborted the attempt and escaped in their small fishing boat. [ReCAAP Focal Point (India)]
172	Vishva Nidhi Bulk carrier India 33170 9464742	18/04/14 1930 hrs	00° 13' S, 117° 35' E Samarinda anchorage, Indonesia	While at anchor, the duty officer noticed three robbers trying to board the vessel near the forecastle. The alarm was raised and the crew mustered. Realising the crew had been alerted, the robbers aborted the attempt and escaped. [IMO, Indonesian Marine Police]
173	Jan Van Gent General cargo ship Netherlands 8999 9456721	01/05/14 0425 hrs	01° 24' N, 104° 35' E Approximately 10.25 nm north of Pulau Bintan, Indonesia	While at anchor, a small boat was detected by the general cargo ship's radar approaching from the stern. The crew conducted a check and spotted the small boat alongside at the port quarter. There were six robbers armed with handguns in the small boat. The alarm was raised immediately. The robbers aborted the attempt to board the vessel and escaped. [ReCAAP Focal Point (Singapore)]

Appendices

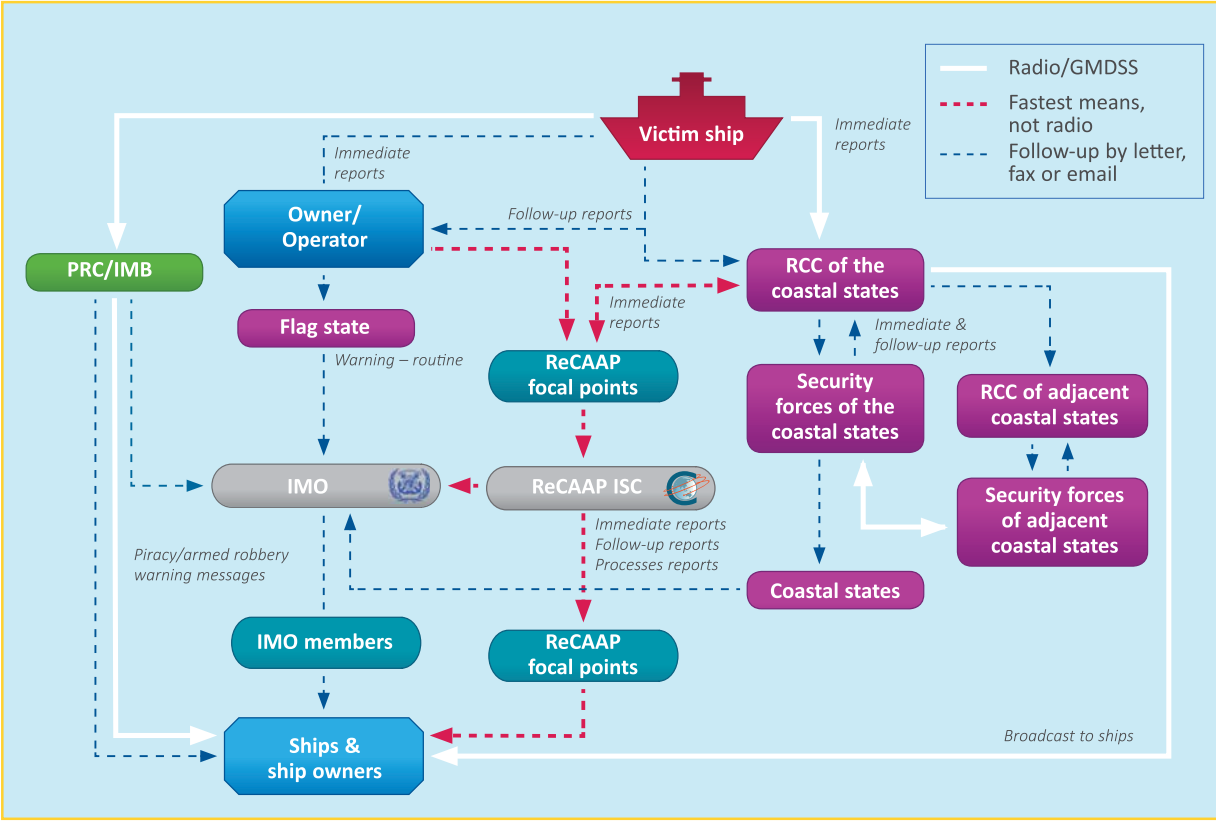
S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
174	Zhongji No. 1 Chemical tanker Hong Kong, China 29578 9379818	03/05/14 0310 hrs	01° 24.40' N, 104° 41.20' E SCS	While at anchor, the duty A/B saw a boat alongside at the port quarter of the chemical tanker. The A/B noticed a hook attached with rope was thrown onboard and five robbers were attempting to board the tanker. The A/B informed the OOW via walkie-talkie, who raised the alarm. Upon hearing the alarm, the robbers aborted the attempt and escaped in their boat. [IMO, Indonesian Marine Police]
175	Sea Bay Oil tanker Hong Kong, China 60193 9439539	14/05/14 0440 hrs	01° 04.80' N, 103° 28.60' E Karimun anchorage, Indonesia	While at anchor, two robbers attempted to board the oil tanker via the poop deck. The crew spotted the robbers and raised the alarm immediately. Upon hearing the alarm, the robbers aborted the attempt and escaped. The Indonesian Marine Police boarded the vessel for investigation. [ReCAAP Contact Point (Hong Kong)]
176	Charlotte Kosan LPG tanker Panama 3435 9293600	29/05/14 0600 hrs	01° 34.40' N, 104° 27.60' E Approximately 10.75 nm northeast of Tanjung Penawar, Malaysia	While at anchor, the crew noticed three robbers in a small boat approaching the LPG tanker. The alarm was raised and realising the crew had been alerted, the robbers aborted the attempt and escaped. [ReCAAP Focal Point (Japan)]
177	RHL Calliditas Container ship Liberia 48799 9495777	26/06/14 0200 hrs	01° 24' N, 104° 40' E Approximately 11 nm north-northeast of Pulau Bintan, Indonesia	While at anchor, the crew noticed a small boat with ropes and hooks approaching from the stern. The alarm was raised and upon realizing the crew had been alerted, the robbers aborted the attempt. [IMO]
178	Pentradar Tanker Malaysia 492 8604955	02/08/14 2200 hrs	05° 24' N, 100° 05' E SOMS	While underway, robbers armed with machetes followed the tanker in a small speed boat. The crew noticed the boat, raised the alarm and switched on the deck lights. Upon hearing the alarm, the robbers jumped into the sea and disappeared. The master reported the incident to Penang Port Control Center, who informed MMEA. MMEA deployed a vessel to the location of the incident to provide assistance. A search was also conducted but the suspected boat could not be found. [MMEA]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
179	Kota Juta Container ship Hong Kong, China 18502 9226839	22/08/14 0440 hrs	01° 10.89' N, 103° 30.56' E SOMS	While underway, eight robbers attempted to board the container ship. The alarm was raised and the robbers aborted the attempt. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
180	Bro Vario Singapore Product tanker 9882 9276303	25/08/14 0230 hrs	06° 01.15' S, 106° 53.80' E Tanjung Priok, Jakarta, Indonesia	While at anchor, three robbers in a craft attempted to board the product tanker. The duty officer raised the alarm and the crew was mustered. Realising the crew had been alerted, the robbers aborted the attempt and escaped. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
181	Oriental Glory Tanker Malaysia 2223 9072587	12/11/14 0215 hrs	01° 27.13' N, 105° 20.06' E SCS	While underway, a boat was seen approaching the tanker. The alarm was raised, the crew mustered and search light was directed at the boat. The tanker also carried out evasive maneuvering actions and the attempt was eventually aborted. [ReCAAP Focal Point (Singapore)]
182	MOL Maneuver Container ship Marshall Islands 78316 9475648	24/11/14 0500 hrs	01° 06.60' N, 103° 32.10' E SOMS	While underway, two robbers in a small boat approached and attempted to board the container ship. The robbers eventually aborted the attempt. [ReCAAP Focal Point (Singapore)]
183	Dimitris L Bulk carrier Greece 39958 9216456	27/11/14 0355 hrs	20° 55.90' N, 088° 07.30' E Sandheads anchorage, India	While at anchor, seven robbers in a wooden boat attempted to board the bulk carrier via the aft. The robbers eventually aborted the attempt. [ReCAAP Focal Point (India)]

Appendices

Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia

Diagram 1 – Flow Diagram for Reporting Incidents in Asia



Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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Border Protection Command Australian Maritime Security Operations Centre (AMSOC) Email: AMIFC@customs.gov.au	+61-2-6275-6000	+61-2-6275-6275
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Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
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Appendices

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United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-ws@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	+1-510-409-9437
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 2 February 2015



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The ReCAAP 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 ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.



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