

# QUARTERLY

REPORT



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## REPORT FOR JAN – SEP 2015

1 January 2015 -  
30 September 2015

Piracy and Armed  
Robbery against  
Ships in Asia



Re  AAP  
Information Sharing Centre

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1 January 2015 -  
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Acknowledgements



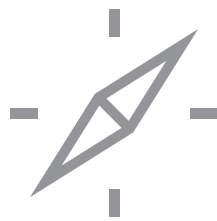
*EXECUTIVE  
SUMMARY*

A total of 161 incidents of piracy and armed robbery against ships had been reported in Asia during January-September 2015. Of these, 11 were piracy incidents and 150 were armed robberies against ships. On a quarter-to-quarter comparison, there had been a 25% increase in the total number of incidents in 2015 compared to 2014.

With feedback from the shipping industry and our partner organizations, and with a view to respond to the concerns of the shipping industry, including seafarers as much as possible, the ReCAAP ISC in consultation with its Focal Points had reviewed the nomenclature of the categories under the ReCAAP ISC's Methodology in Classifying Incidents. For consistency in the use of the terms for all categories, the category of 'petty theft' is renamed 'CAT 4' instead. This is also to avoid misunderstanding of the term 'petty theft' which to some may suggest the intention to downplay the severity of the incident and ignoring the well-being of seafarers. To provide understanding of the four categories of CAT 1, CAT 2, CAT 3 and CAT 4, a narrative-based explanation of its broad characteristic is found in the appendix of this report. The key purpose of categorization is to differentiate the degree of severity in the maritime crime in terms of violence involved and the economic loss incurred to facilitate risk assessment.

Of the 161 incidents, 11 were CAT 1 incidents, 21 were CAT 2 incidents, 26 were CAT 3 incidents, 92 were CAT 4 incidents, and 11 were attempted incidents. Compared to the same period in 2014, the bulk of the increase were CAT 1 incidents and CAT 4 incidents; while CAT 2 and CAT 3 incidents had fluctuated within the range of between 20-30 incidents over the last four years. Accounting for the bulk of the CAT 4 incidents were incidents on board ships while underway in the Straits of Malacca and Singapore (SOMS) which had reported a surge in numbers during January-September 2015 compared to the same period in past four years. Continued to be of concern was the CAT 1 incidents involving the hijacking of product/oil tankers (majority <5000 GT) for theft of its cargo oil occurred between one to two incidents per month on an average.

The ReCAAP ISC and its Focal Points are committed to work collectively with the shipping industry including seafarers, enforcement agencies and relevant stakeholders to address the situation in SOMS and incidents involving hijacking of tankers for theft of cargo oil.



# *PART ONE*

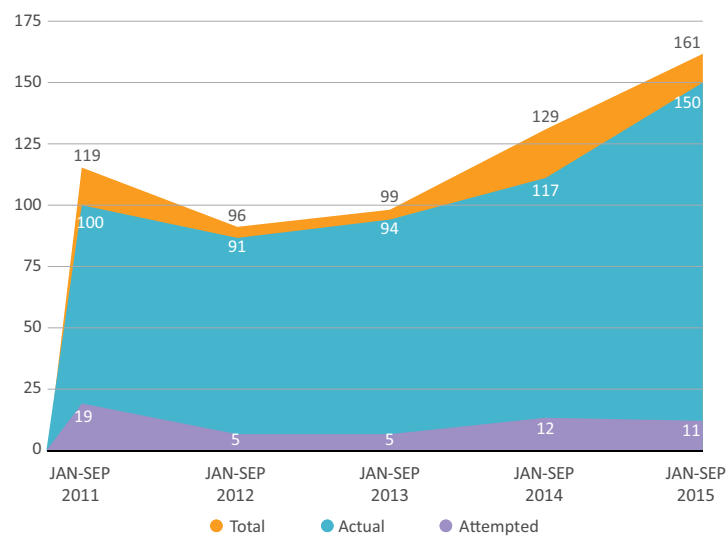
Incidents of piracy and armed robbery against ships in Asia reported during January-September 2015

## Incidents of piracy and armed robbery against ships in Asia reported during January-September 2015

### NUMBER OF INCIDENTS (JANUARY-SEPTEMBER 2015)

A total of 161 incidents, comprising 150 actual incidents and 11 attempted incidents, were reported in Asia during January-September 2015. Compared to January-September 2014, the number of incidents reported during January-September 2015 has increased by 25%, from 129 to 161 incidents. Graph 1 shows the number of incidents reported during the period of January-September of 2011-2015.

**Graph 1 - Number of incidents (January-September of 2011-2015)**



### PIRACY VS ARMED ROBBERIES AGAINST SHIPS

Of the 161 incidents, 11 were piracy incidents and 150 were incidents of armed robbery against ships. It is important to differentiate between incidents of 'piracy' and incidents of 'armed robbery against ships' as piracy incident occurred on board ship on high seas, while armed robbery against ships occurred within a State's internal waters, archipelagic waters and territorial sea. Unlike incident of piracy, the State has the 'ownership' to manage an incident of armed robbery against ships that occurred within its jurisdiction. Refer to the Appendix for the definition of 'piracy' and 'armed robbery against ships'.



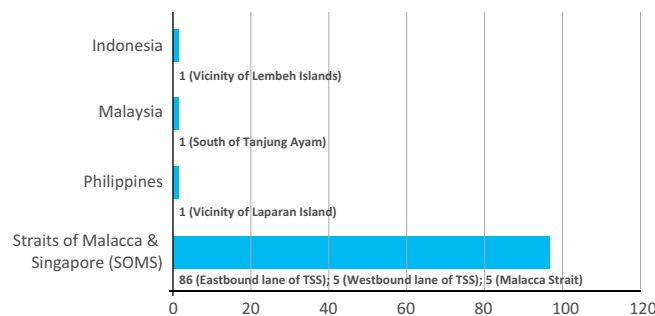
# Incidents of piracy and armed robbery against ships in Asia reported during January-September 2015

## STATUS OF SHIPS

Of the 161 incidents, 110 incidents occurred on board ships while underway and 51 on board ships while at ports and anchorages.

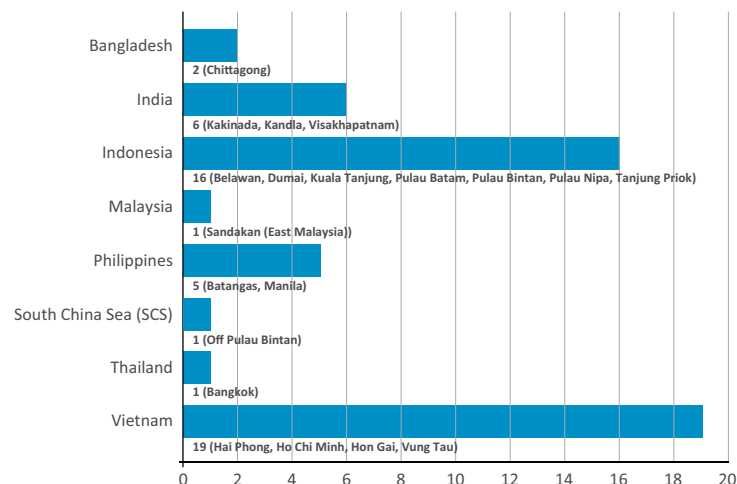
Notably, the bulk of the incidents on board ships while underway occurred in the Straits of Malacca and Singapore (SOMS). Of the 110 incidents, 96 (87%) were reported in SOMS, mostly in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS) where ships are relatively more vulnerable to boarding due to their slow speed while transiting the strait, particularly negotiating the turn at the Philip Channel. Chart 1 shows the location of incidents on board ships while underway.

**Chart 1 – Incidents on board ships while underway**



Of the 51 incidents reported on board ships at anchor/berth, 16 occurred in Indonesia and 19 in Vietnam. The rest occurred in other ports and anchorages as shown in Chart 2 which depicts the location of incidents on board ships while at anchor/berth. Seven of the 16 incidents in Indonesia occurred at Belawan port/anchorage; and 12 of the 19 incidents in Vietnam occurred at Vung Tau port/anchorage.

**Chart 2 – Incidents on board ships at anchor/berth**





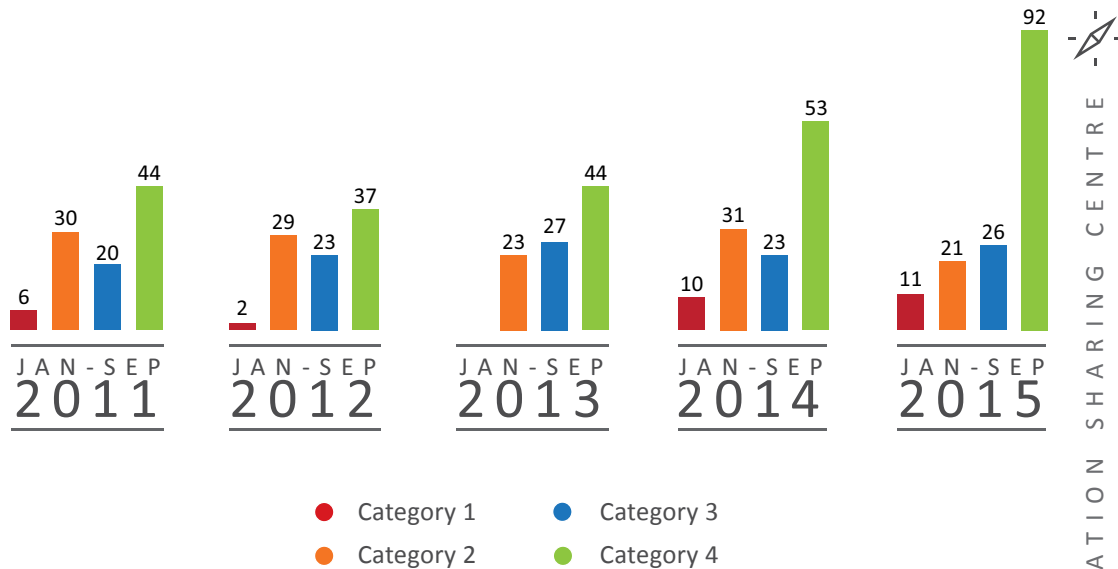
## SIGNIFICANCE LEVEL

With feedback from the shipping industry and our partner organizations, the ReCAAP ISC in consultation with its Focal Points had reviewed the nomenclature of the four categories under the ReCAAP ISC’s Methodology in Classifying Incidents. For consistency in the use of the terms for all categories, the category of ‘petty theft’ is renamed ‘Category 4’ or in short, ‘CAT 4’ instead. This is also to avoid misunderstanding of the term ‘petty theft’ which to some may suggest the intention to downplay the severity of the incident and ignoring the well-being of seafarers. To provide understanding of the four categories of CAT 1, CAT 2, CAT 3 and CAT 4, a narrative-based explanation of each of its broad characteristic is explained in the appendix.

Of the 161 incidents reported during the period January-September 2015, 11 were CAT 1 incidents, 21 were CAT 2 incidents, 26 were CAT 3 incidents, 92 were CAT 4 incidents and 11 were attempted incidents. Compared to the same period in 2014, the bulk of the increase were CAT 1 incidents and CAT 4 incidents; while CAT 2 and CAT 3 incidents had fluctuated within the range of between 20-30 incidents over the last four years.

Chart 3 shows the significance level of actual incidents reported throughout the five-year reporting period of January-September of 2011-2015.

Chart 3 – Significance Level of Incidents (January-September of 2011-2015)



### **CATEGORY 1**

Category 1 (or CAT 1) incidents are most severe in nature; with reports of hijacking of ships for its cargo oil and involved perpetrators who were armed with guns and knives in some incidents. All 11 CAT 1 incidents reported during January-September 2015 were incidents involving the hijacking of ship for theft of cargo oil in the SCS (6), Malacca Strait (3), vicinity of Lembek islands, Indonesia (1) and south of Tg Ayam, Johor, Malaysia (1).

### **CATEGORY 2**

Of the 21 Category 2 (or CAT 2) incidents reported during January-September 2015, eight incidents occurred on board ships while anchored/berthed in Indonesia (6), Thailand (1) and Vietnam (1); and 13 incidents while ships were underway in SOMS (12) and SCS (1).

### **CATEGORY 3 AND CATEGORY 4**

A total of 26 Category 3 (or CAT 3) and 92 Category 4 (or CAT 4) incidents were reported during January-September 2015. Of the 26 CAT 3 incidents, 20 occurred on board ships while underway in SOMS; and six on board ships at anchor/berth in Indonesia (3), Vietnam (2) and Bangladesh (1). Of the 92 Category 4 incidents, 57 occurred on board ships while underway in SOMS (54), SCS (2) and Malaysia (1); and 35 on board ships at anchor/berth, occurring in Vietnam (16), India (6), Philippines (5), Indonesia (5), Bangladesh (1), Malaysia (1) and SCS (1). The littoral States and Vietnam port authorities are strongly encouraged to step up surveillance and implement port security measures respectively to address the situation in these locations. More details are highlighted in Part Three of this report.

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### **LOCATION OF INCIDENTS (JANUARY-SEPTEMBER OF 2011-2015)**

Table 1 show the number and location of incidents reported in Asia during January-September of 2011-2015. Refer to Map 1 on the location of incidents reported during January-September 2015.



Table 1 – Location of Incidents (January-September of 2011-2015)

	JANUARY- SEPTEMBER 2011		JANUARY- SEPTEMBER 2012		JANUARY- SEPTEMBER 2013		JANUARY- SEPTEMBER 2014		JANUARY- SEPTEMBER 2015	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>South Asia</b>										
Arabian Sea		4								
Bangladesh	7		10		6		11		2	
Bay of Bengal		1					2			
India	6	2	6	1	3		9	1	6	
Sub-total	13	7	16	1	9		22	1	8	
<b>Southeast Asia</b>										
Indian Ocean								1		
Indonesia	35	1	46	2	58	4	36	5	16	1
Malaysia	11	3	7		6		3	1	3	
Philippines	4		3		5		3		5	1
Singapore	3		1							
South China Sea	10	6	4		6		29	1	10	1
Straits of Malacca and Singapore	18	2	11	1	5		23	3	88	8
Thailand									1	
Vietnam	6		3	1	5	1	1		19	
Sub-total	87	12	75	4	85	5	95	11	142	11
<b>Overall Total</b>	<b>100</b>	<b>19</b>	<b>91</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>117</b>	<b>12</b>	<b>150</b>	<b>11</b>



Map 1 – Location of Incidents (January-September 2015)



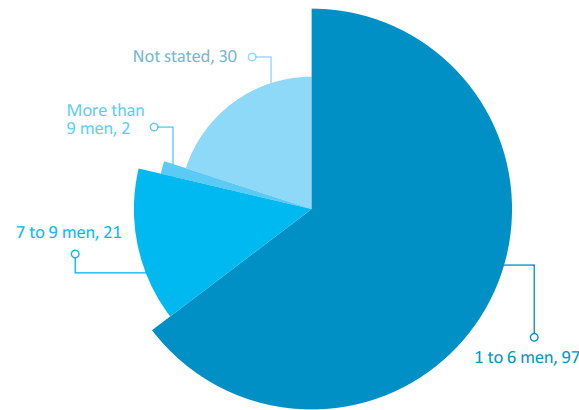


## *PART TWO*

Analysis of incidents in terms  
of its violence and economic  
factors

**VIOLENCE FACTORS**

**Chart 4 – Number of Perpetrators (January - September 2015)**



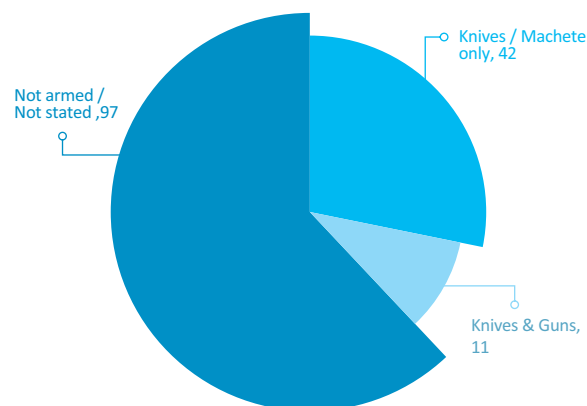
**NUMBER OF PERPETRATORS**

Majority of the incidents reported during January-September 2015 involved group of 1 to 6 men. Of the 150 actual incidents, 97 (65%) involved perpetrators of 1 to 6 men, 21 incidents (14%) reported involvement of 7 to 9 men. Two incidents reported more than 9 men, and these were incidents involving the hijacking of *Dongfang Glory* on 1 Apr 15 and *Orkim Harmony* on 11 Jun 15, both for theft of the cargo oil on board.

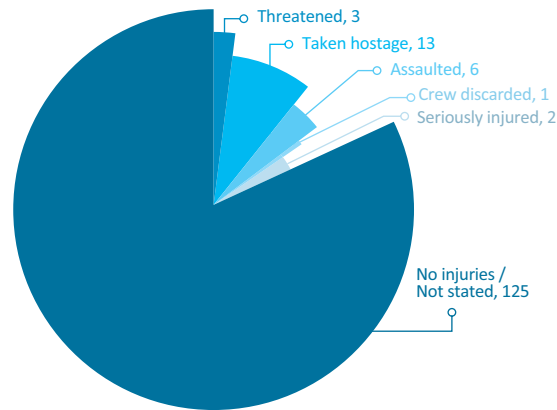
**TYPE OF WEAPONS CARRIED BY PERPETRATORS**

About 65% of the incidents reported during January-September 2015 involved perpetrators who were either not armed or there were no reports on whether they were armed. Of the 150 incidents, 42 incidents (28%) reported that the perpetrators were armed with knives and machetes; and 11 incidents (7%) reported the perpetrators armed with guns and knives. The ReCAAP ISC urges ship master and crew to avoid physical confrontation with perpetrators who are armed.

**Chart 5 – Type of Weapons Used (January - September 2015)**



**Chart 6 – Treatment of Crew  
(January - September 2015)**

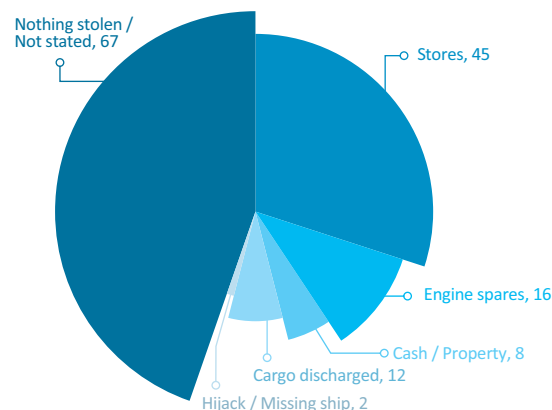


**TREATMENT OF CREW**

Notably, majority of the incidents during January-September 2015 reported that the crew either did not suffer any injuries or there was no information available on the condition of the crew. However, some form of violence was reported in 25 incidents comprising three cases of crew being threatened, 13 cases of crew being held hostage (temporarily and released when the perpetrators left the ships), six cases of crew being assaulted, one case of crew being discarded (abandoned into a life raft), and two cases of crew seriously injured of which one was punched in the face in the hijacking of *Joaquim* on 8 Aug 15; and the other suffered a gun shot in his thigh in the hijacking of *Orkim Harmony* on 11 Jun 15. Both crew recovered after treatment.

**ECONOMIC FACTORS**

**Chart 7 – Type of Economic Losses  
(January - September 2015)**



**TYPE OF LOSSES**

For incidents where the type of losses was reported, majority involved the theft of stores. Of the 150 incidents, 45 reported loss of stores, 16 loss of engine spares and 12 involving cargo discharged (comprising 10 incidents of cargo oil being siphoned from product/oil tankers and two incidents of theft of scrap metal from barges). There were two incidents of ships being hijacked and reported missing (*Sun Birdie* and *Orkim Harmony*) for theft of cargo oil but subsequently foiled by the authorities who arrested the perpetrators.





## *PART THREE*

Incidents on board ships while  
underway and at ports and  
anchorage by locations



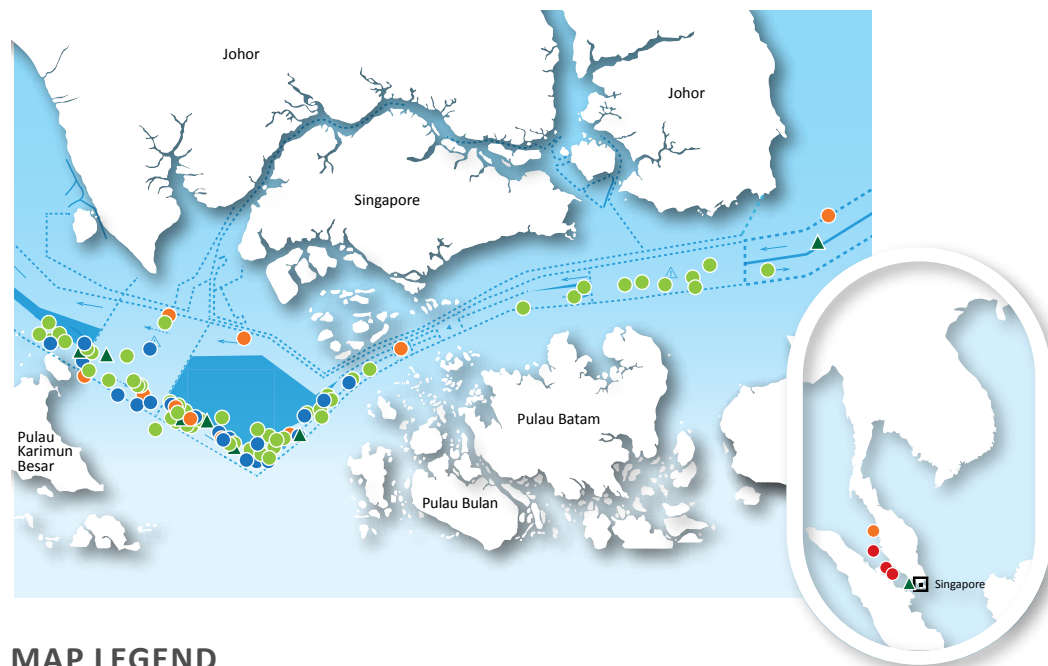
**STRAITS OF MALACCA & SINGAPORE (SOMS)**

A total of 96 incidents were reported in SOMS during January-September 2015 comprising 88 actual incidents and eight attempted incidents. Compared to the same period in 2014, the number of incidents had increased 2.7 times, from 26 to 96 incidents. This is also the highest among the 5-year period since 2011.

Of the 96 incidents, three were CAT 1 incidents, 11 were CAT 2 incidents, 20 were CAT 3 incidents, 54 were CAT 4 and eight were attempted incidents. The three CAT 1 incidents were reported in the Malacca Strait involving theft of cargo oil from *Ocean Energy*, *Lapin* and *Joaquim*.

Of these, 86 (90%) of the incidents occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) of SOMS, five in the westbound lane and six in the Malacca Strait. Refer to map below on incidents reported in SOMS during January-September 2015.

Map 2 – Location of Incidents in SOMS (January-September 2015)



**MAP LEGEND**

- Category 1
- Category 2
- Category 3
- Category 4
- ▲ Attempted



## Incidents on board ships while underway and at ports and anchorages by locations

By and large, the perpetrators operating in the TSS of SOMS adopted similar modus operandi in terms of the modes of boarding, crew treatment, weapons used and items targeted. Taking advantage of the hour of darkness, the perpetrators usually boarded the ships between 0100 hrs and 0630 hrs. In most of the incidents, once discovered by the crew and alarm raised, the perpetrators escaped immediately even empty-handed and crew was not harmed.

The ReCAAP ISC notes that on certain days there were boarding of more than one ship when the perpetrators failed to steal anything from an earlier ship. Considering the close interval of time and proximity of these incidents, the perpetrators could possibly be from the same group. From the description of the incidents, the perpetrators operated in about 4 to 5 men, armed with knives and were opportunistic in nature without targeting at specific type of ships.

The ReCAAP ISC commends ship masters who made timely reporting to the Singapore Vessel Traffic Information System (VTIS) who in turn, issued navigational broadcast to mariners, and notified the enforcement agencies. However, it is collective effort by all stakeholders at sea and on land to do their part towards eradicating such incidents; including timely deployment of patrol vessels by the relevant littoral State(s) and increase its surveillance in the vicinity.

The ReCAAP ISC strongly recommends all ships operating in this area to exercise enhanced vigilance and adopt precautionary measures while underway, and the relevant enforcement agencies to step up surveillance and patrols.



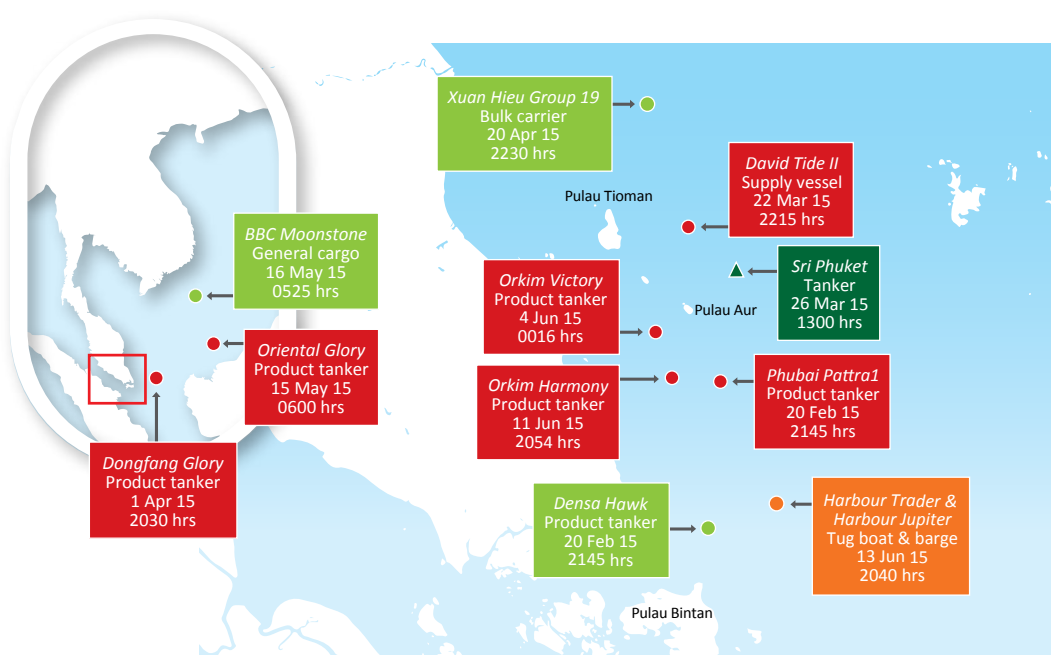
## SOUTH CHINA SEA (SCS)

The number of incidents reported in the SCS during January-September 2015 has decreased compared to the same period in 2014. A total of 11 incidents were reported, of which 10 were incidents on board ships while underway, and one incident on board ship while at anchor.

Of the 11 incidents, six were CAT 1 incidents, one was a CAT 2 incident, three were CAT 4 incidents and one was an attempted incident. All six CAT 1 incidents were hijacking of tankers for theft of cargo oil which involved perpetrators who boarded the victim ships, steered them to the SCS and conducted siphoning of the cargo oil to another tanker or barge that came alongside. The other four incidents were robberies on board ships, and one was an attempted incident.

Master and crew are advised to enhance their vigilance and step up their security measures when transiting the area.

Map 3 – Location of Incidents in SCS (January-September 2015)



### MAP LEGEND

- Category 1
- Category 2
- Category 4
- ▲ Attempted



**INDONESIA**

A total of 17 incidents, comprising one CAT 1 incident, seven CAT 2 incidents, three CAT 3 incidents, five CAT 4 incidents and one attempted incident were reported at ports and anchorages in Indonesia during the period of January-September 2015. Of these, seven incidents were reported in the vicinity of Belawan, four in Pulau Bintan/Batam and two in Kuala Tanjung. Refer to map below on the location of the 17 incidents. The CAT 1 incident involved Indonesia-registered chemical tanker, *Rehobot* which was boarded by eight masked perpetrators who threw the 14 crew overboard into the ship’s life rafts. Subsequently, the crew was rescued and the tanker was found grounded in Barangay Cabuaya, Davao Oriental, Philippines.

Map 4 – Location of Incidents in Indonesia (January-September 2015)



**MAP LEGEND**

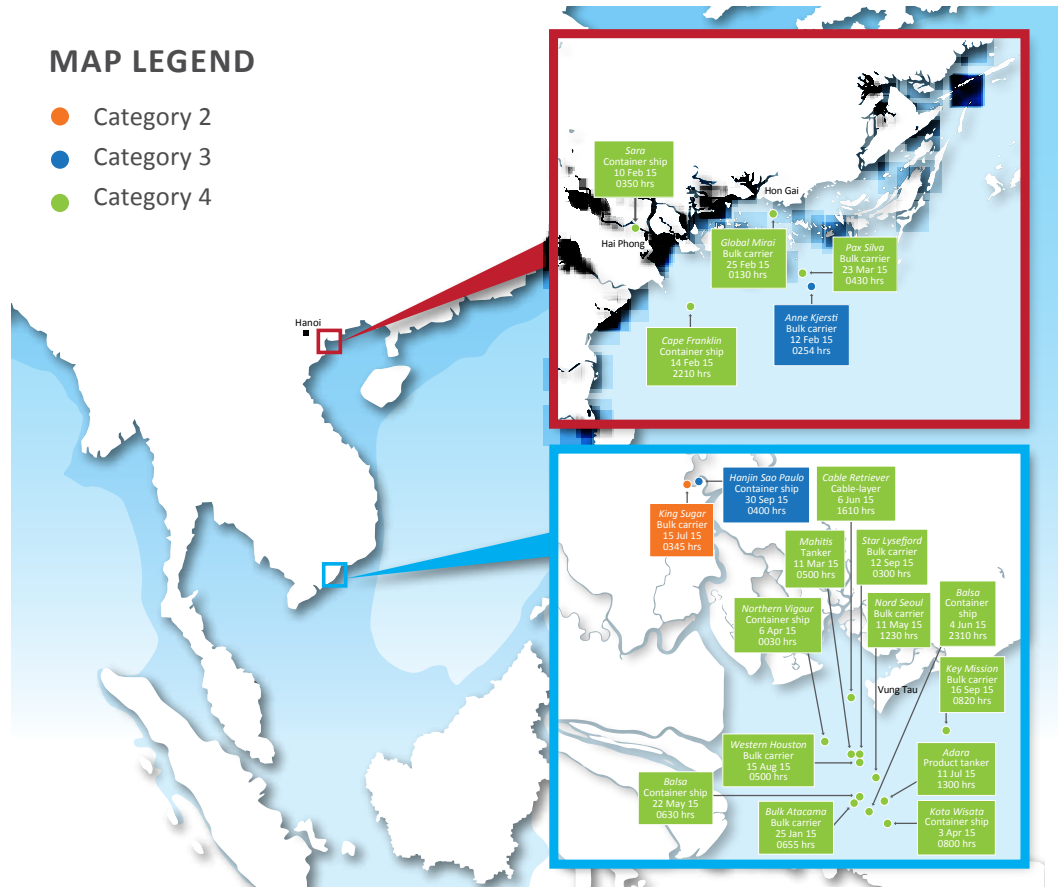
- Single Incident Reported
- Two or more Incidents Reported



## VIETNAM

During January-September 2015, a total of 19 incidents were reported at ports and anchorages in Vietnam, of which 16 were CAT 4, two were CAT 3 and one was a CAT 2 incident. Notably, 12 of the 19 incidents occurred at Vung Tau anchorage (in the southern part of Vietnam); and five incidents reported in the vicinity of Hon Gai and Hai Phong (the northern part of Vietnam). Please see map below for the location of incidents.

Map 5 – Location of Incidents in Vietnam (January-September 2015)



Of the 19 incidents, 12 involved boarding during hour of darkness between 2200 hrs and 0500 hrs; while seven were boarded during daylight hours between 0630 hrs and 1610 hrs. The perpetrators normally stole unsecured ship supplies and items such as paints, ropes or coils. Once sighted by the crew, they escaped immediately without confrontation.

The port authorities and enforcement agencies are encouraged to enhance surveillance and increase patrol/presence in these areas.





## *PART FOUR*

Update on incidents involving  
hijacking of ships for theft of  
cargo oil

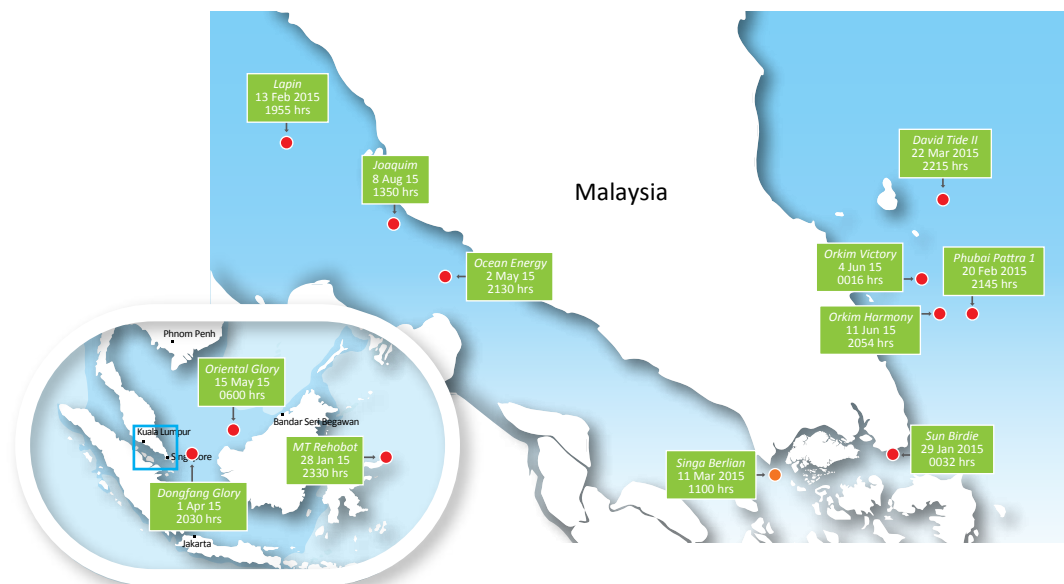
## Update on incidents involving hijacking of ships for theft of cargo oil

A total of 12 incidents of hijacking of ships for theft of cargo oil had been reported in Asia during January-September 2015, of which the authorities had foiled two of the incidents and arrested the perpetrators (*Sun Birdie* and *Orkim Harmony*).

Of the 12 incidents, six occurred in South China Sea, four in Malacca Strait, one in Indonesia and one in Malaysia. Refer to Map 6 on location of the incidents.

Although the modus operandi employed by the perpetrators in these incidents and their target are quite similar, it is noted with inputs from the industry and INTERPOL that the groups operating in the SCS and that in the Malacca Straits are likely to involve different syndicates.

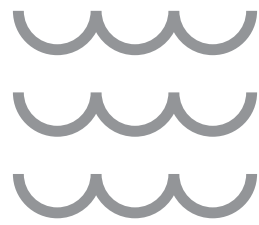
**Map 6 – Approximate location of Incidents of theft of cargo oil (January-September 2015)**



### OBSERVATION

Based on reports received for the period of January-September 2015, an average of about one to two incidents of hijacking of ships for theft of cargo had been reported a month; and this remains a concern.





# *PART FIVE*

Case Studies

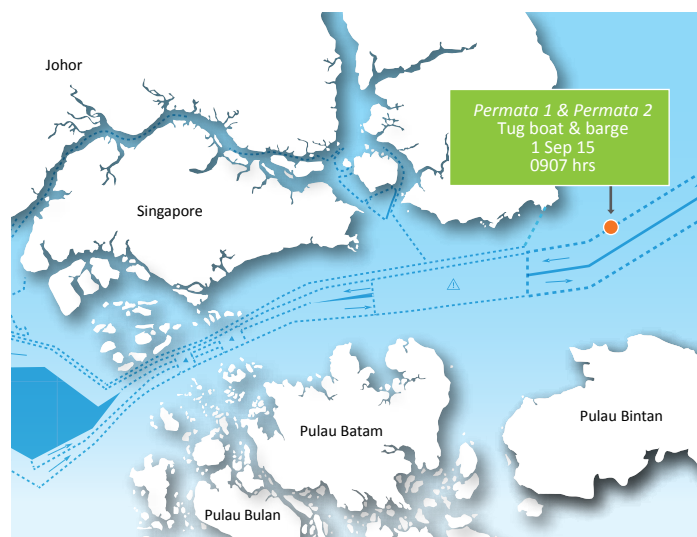


**ARREST OF PERPETRATORS AND RECOVERY OF STOLEN ITEMS INVOLVING PERMATA 1 AND PERMATA 2**

Name : *Permata 1*  
Type of Vessel : Tug boat  
Flag : Malaysia  
GT : 128

Name : *Permata 2*  
Type of Vessel : Barge  
Flag : Malaysia

Map 7 – Approximate location of incident



**MAP LEGEND**

● Location of incident

On 1 Sep 15 at or about 0907 hrs, tug boat, *Permata 1* was towing barge, *Permata 2* loaded with scrap metal when three perpetrators were sighted on board the barge. *Permata 1* and *Permata 2* were transiting the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait at approximately 3.3 nm northwest of Horsburgh Lighthouse. The alarm was raised and the crew mustered. Realising the crew had been alerted, the perpetrators escaped in their red hull wooden boat with some stolen scrap metal. The boat was observed to be heading in a southerly direction.

The master reported the incident to the VTIS, who notified the Republic of Singapore Navy (RSN) and Singapore's Police Coast Guard (PCG). The RSN's Maritime Security Task Force (MSTF) immediately deployed patrol vessel, *RSS Resilience* to the location but the perpetrators had fled towards Indonesian waters. The RSN informed Indonesian Navy's (TNI-AL) Western Fleet Sea Security Group (GUSKAMLABAR) as well as Malaysian Maritime Enforcement Agency (MMEA) about the incident, providing the description of the perpetrators, their boat and the direction of their escape. With the information, the TNI-AL pursued, apprehended the perpetrators and recovered the stolen cargo.

### **OBSERVATIONS**

The ReCAAP ISC commends the TNI-AL's efforts in the apprehension of the perpetrators and recovery of the stolen items. The incident demonstrates the effectiveness of close cooperation and information sharing mechanism between the RSN and TNI-AL.

Timely reporting by the ship master of *Permata 1* had contributed towards the gathering of information about the perpetrators and their boat which led to the apprehension and recovery of the stolen items. Ship masters and crew are advised to report any boardings and suspicious activity in the vicinity to the nearest coastal State immediately.



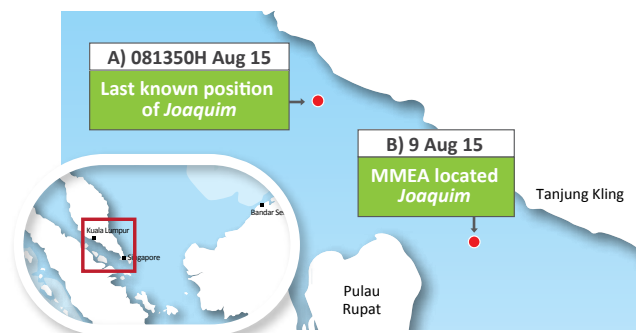
*RSS Resilience escorting Permata 1 & Permata 2*

*Photograph courtesy of Singapore's Ministry of Defence*

## HIJACKING OF JOAQUIM FOR THEFT OF CARGO OIL

Name : *Joaquim*  
Type of Vessel : Bunker tanker  
Flag : Singapore  
GT : 1796  
IMO Number : 9133989

Map 8 – Location of last known position and *Joaquim* located by MMEA



A Singapore-registered product tanker, *Joaquim* while underway in the Malacca Strait was boarded by an unknown number of perpetrators. The ship was carrying 3,500 metric tons of fuel oil and was en route to Langkawi, Malaysia from Tanjung Pinang, Indonesia. Her last known position on 8 Aug 15 at about 1350 hrs was at approximately 29 nm north of Pulau Rupert, Indonesia (02° 34' N, 101° 26.20' E). The AIS onboard the vessel was reportedly turned off.

The shipping company reported the incident to the Information Fusion Centre (IFC) who notified the ReCAAP ISC, MMEA HQ, the Indonesian authorities and the shipping community. The Malaysian, Indonesian, Singapore and Thailand authorities had reportedly deployed surface and air assets to search for the product tanker. The ReCAAP ISC had also informed its contacts in the MMEA and the Indonesian Marine Police.

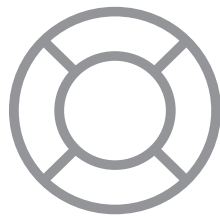
On 9 Aug 15 early morning, the MMEA located *Joaquim* at approximately 13.7 nm off Tanjung Kling, Malaysia (02° 03' N, 101° 59.39' E). Initial reporting revealed that about 3,000 metric tons of fuel oil had been siphoned. The fuel hoses to the generator and main engine were also reportedly damaged; and communications system was cut off. The crew was safe except for the master and bunker crew who were injured after being punched by the perpetrators. The injured crew was airlifted to a nearby hospital for medical treatment.

It was later reported in various media that a tanker, believed to have been used by the perpetrators involved in the siphoning of fuel oil from *Joaquim*, had been seized by Indonesian authorities. The tanker was detained off Dumai, Indonesia and the suspected perpetrators were also apprehended. Investigation is currently ongoing.

## OBSERVATIONS

The incident involving *Joaquim* is the third incident of hijacking of tanker for its cargo oil, reported in the Malacca Strait during January–September 2015. The previous two incidents occurred on 13 Feb 15 and 2 May 15, involving product tankers *Lapin* and *Ocean Energy* respectively. The ReCAAP ISC urges the authorities to step up surveillance and patrols and ship masters to exercise enhanced vigilance while underway in the vicinity.

The ReCAAP ISC will continue to work closely with the regional authorities, shipping industry and relevant stakeholders, including the INTERPOL, to address such maritime crime in Asia.



# *PART SIX*

ReCAAP ISC Activities  
(July-September 2015)

**VISIT TO THE ReCAAP ISC BY MR. KOJI SEKIMIZU, SECRETARY-GENERAL, INTERNATIONAL MARITIME ORGANIZATION (IMO) (28 SEP 15)**

On the invitation of Mr. Yoshihisa Endo, Executive Director of ReCAAP ISC, Mr. Koji Sekimizu, Secretary-General of the IMO, visited the ReCAAP ISC on 28 Sep 15. Mr. Sekimizu was in Singapore as a Keynote Speaker for the Future-Ready Shipping 2015, which was jointly organised by the IMO and Maritime and Port Authority of Singapore (MPA). This is the third visit to the ReCAAP ISC made by the Secretary-General of IMO; the previous ones were made by Mr. Sekimizu on 23 Apr 12 and the former Secretary-General, Mr. E. E. Mitropoulos on 16 Oct 08.



Discussion during the meeting

The meeting covered wide ranging issues of mutual interest, among others, the update of situation in Asia including the increase in number of incidents involving thefts of marine gas oil, the 'Future of ReCAAP ISC' in conjunction with the 10<sup>th</sup> Anniversary of the ReCAAP, and several other recent developments in the Asian region. Mr. Sekimizu was appreciative of the work done by the ReCAAP ISC, which has enormously contributed to the safe navigation in Asia. He also reaffirmed IMO's commitment in sparing no efforts to continue extending its cooperation to the furtherance of the ReCAAP ISC. Followed this meeting, upon return to IMO, Mr. Sekimizu mentioned about his visit to the ReCAAP ISC in his blog, titled 'sharing information to counter piracy'. Below is the full text from the blog, which is carried on the website of IMO ([www.imo.org](http://www.imo.org)).



"Yesterday, I visited the new premises of the Information Sharing Centre (ISC) of ReCAAP (the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia), which recently opened in Singapore's information technology compound.

Next year will mark the tenth anniversary of ReCAAP and its centre. The centre has made a significant contribution to the efforts of Asian countries to counter piracy and armed robbery in the region and has established a good model for other regions to establish similar mechanisms to share vital information on piracy incidents. During my visit, I was accompanied by Mr Andrew Tan, CE of the Maritime and Port Authority of Singapore (MPA), and took the occasion to congratulate Mr Yoshihisa Endo, Executive Director of ReCAAP-ISC, and his staff for the their excellent efforts to promote maritime security and the safety of international shipping in this region.

## ReCAAP ISC Activities (July-September 2015)

With the strong support of the host country, Singapore, ReCAAP-ISC is exploring its future possibilities in the field of maritime security, not only in the region but also in a global context. By transforming itself into a centre of excellence for the world, it could continuously provide shipping with the vital real-time security information that will be essential for sustainable maritime activities in the coming decades.

I wish Mr Endo and his team all the best for their endeavours in preparing for the tenth anniversary year in 2016 and exploring the future of ReCAAP-ISC.”

The visit by Mr. Sekimizu, in addition to prior visits to ReCAAP ISC by top-level IMO officials, all these further demonstrates the existing close cooperative relation between the IMO and ReCAAP ISC. The ReCAAP ISC will continue to work closely with IMO in combating piracy and armed robbery against ships in Asia.



Mr. Koji Sekimizu (fifth from left) and Mr. Andrew Tan, Chief Executive of MPA cum Governor (Singapore) of ReCAAP ISC Governing Council (sixth from left)

## ReCAAP ISC CAPACITY BUILDING WORKSHOP 2015 (4-6 AUG 15)

The ReCAAP ISC conducted its eighth Capacity Building Workshop in Singapore during 4-6 Aug 15. In accordance with the theme, 'Addressing Challenges Together', the Workshop sought to develop and enhance the capabilities of ReCAAP Focal Points representatives through sharing of best practices, experiences on piracy and armed robbery countermeasures, and to further enhance rapport and facilitate networking among the participants. In addition, training on the Information Network System (IFN) was also conducted to strengthen the knowledge of Focal Point staff on the usage of the system. Representatives from INTERPOL, MMEA, Djibouti Code of Conduct (DCoC) ISCs, Singapore Police Coast Guard and MSTF were invited to share their views and roles in combating piracy and armed robbery against ships.



Dr. Pornchai Danvivathana, Chairperson of the ReCAAP ISC Governing Council (front row, sixth from the right) with participants of the workshop

## BRIEFING BY INTERPOL (6 AUG 15)

Taking the opportunity of INTERPOL's participation at ReCAAP ISC Capacity Building Workshop 2015 in Singapore, the ReCAAP ISC invited Mr. John Barry, Project Manager, Security Sub-Directorate, INTERPOL General Secretariat to share their analysis on hijacking of ships for their cargo oil in the region and the importance of evidence preservation. The briefing was conducted at the ReCAAP ISC and among the participants were representatives of government agencies, shipping associations and shipping companies.



Sharing by INTERPOL with participants

The sharing session by INTERPOL was well-received among participants and followed by a frank discussion between the industry and government agencies.





*CONCLUSION*



A total of 161 incidents of piracy and armed robbery against ships were reported in Asia during January-September 2015, of which the bulk of the incidents were CAT 4 incidents. Also incidents involving hijacking of tankers (<5000 GT) for theft of cargo oil remains of concern.

Notably, the number of CAT 4 incidents during January-September 2015 was highest among the same period during 2011-2014. Attributing to the surge in the CAT 4 cases was the increase in incidents occurred in SOMS, and at certain ports and anchorages in Vietnam.

There is need for continuous efforts to tackle these incidents by the authorities and shipping industry collectively and the importance of timely reporting by ship owners/operators/masters, and prompt responses by maritime enforcement agencies.

Majority of the incidents reported during January-September 2015 involved perpetrators operating in groups of 1 to 6 men, consistent with past trends. More than half of the incidents did not have reports of the type of weapons carried or no weapons were carried by the perpetrators. In 83 % of the incidents, the crew was not injured, although there were reports of crew being threatened, taken hostage, assaulted, etc; but no serious injuries were reported except for two incidents onboard *Orkim Harmony* and *Joaquim*.

Ship masters and crew are advised to exercise extra vigilance while operating in locations of concern, carry out risk assessments and make prompt reporting of all incidents in accordance with the IMO MSC Circular of 1334.

The ReCAAP ISC and its Focal Points are committed to work collectively with the shipping industry including seafarers, enforcement agencies and relevant stakeholders to address the challenges; making the most of its characteristics of credibility, analytical capability, wide-ranging networking, etc.

More need to be done in providing timely situation updates, adopting best practices at sea, enhancing surveillance, executing immediate responses and enforcing prosecution on land.

The ReCAAP ISC, together with its Focal Points and partner organisations will constantly review our reports to better tailor it to meet the needs of our stakeholders (enforcement agencies and the shipping industry).



# *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.

## 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 based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

CATEGORY	DESCRIPTION
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	More than half of CAT 4 incidents involved 1-3 men who were not reported to be armed and the perpetrators escaped empty-handed upon sighted by the crew immediately. Nothing was stolen and crew was not harmed.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

## INFORMATION FOR READERS

### *List of Abbreviations*

Below is a list of abbreviations that are commonly used in the reports published by the ReCAAP ISC.

A/B	Able Seaman
ADF	Automotive Diesel Fuel
ADO	Automotive Diesel Oil
CE	Chief Engineer
CPA	Chittagong Port Authority
GMDSS	Global Maritime Distress and Safety System
ICG	Indian Coast Guard
IFC	Information Fusion Centre
IMO	International Maritime Organisation
INTERPOL	International Crime Police Organisation
ISC	Information Sharing Centre
JCG	Japan Coast Guard
MDO	Marine Diesel Oil
MGO	Marine Gas Oil
MMEA	Malaysian Maritime Enforcement Agency
MOGAS	Motor Gasoline
MSTF	Maritime Security Task Force
OOW	Officer-on-Watch
O/S	Ordinary Seamen
PCG	Philippine Coast Guard
PNP	Philippine National Police
POCC	Port Operations Control Centre
RMN	Royal Malaysian Navy
RSN	Republic of Singapore Navy
RTN	Royal Thai Navy
SCUBA	Self-Contained Underwater Breathing Apparatus
SCS	South China Sea
Singapore PCG	Singapore Police Coast Guard
SOMS	Straits of Malacca & Singapore
SSAS	Ship Security Alert System
SSSA	Sabah and Sarawak Shipowners' Association
TNI-AL	Indonesian Navy
TSS	Traffic Separation Scheme
VCG	Vietnam Coast Guard
VTIS	Vessel Traffic Information System
VTMS	Vessel Traffic Management System

### *Time*

The time of incidents indicated in this report is in local time.

**DESCRIPTION OF INCIDENTS**  
*Actual Incidents*

● Category 1 (Very Significant)  
● Category 2 (Moderately Significant)

● Category 3 (Less Significant)  
● Category 4 (Minimum Significant)

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
1	<i>Kien San 1</i> Tug boat Malaysia 192 9218600  <i>Kien San 8</i> Barge	08/01/15 1548 hrs	01° 11.60' N, 103° 38.81' E  SOMS	While the tug boat towing barge was underway, Singapore PCG spotted perpetrators onboard the barge. Singapore PCG informed POCC and deployed their patrol craft towards the tug boat and barge. The perpetrators escaped with stolen scrap metal in two wooden crafts when they spotted Singapore PCG's patrol craft approaching.  <b>[ReCAAP Focal Point (Singapore)]</b>
2	<i>BW Loyalty</i> Tug boat Singapore 9492622 160  <i>Bayswater 128</i> Barge Singapore	14/01/15 0550 hrs	01° 02.06' N, 103° 54.50' E  PT Idros jetty, Tanjung Uncang, Pulau Batam, Indonesia	While at berth, the duty A/B at bridge discovered one perpetrator in the Chief Engineer's room and another outside the room. The duty A/B also spotted another three perpetrators outside the vessel's walkway and two perpetrators waiting in a boat. The perpetrators were armed with samurai swords. After keeping watch on their actions for about five minutes, the duty A/B shouted at the perpetrators and also alerted the other crew on board. The alarm was raised and upon realising the crew was alerted, the five perpetrators escaped. It was reported that one of them attempted to attack the duty A/B but the duty A/B managed to avoid the attack. The crew was not injured. One unit of navigational light battery was reported missing from the towed barge.  <b>[ReCAAP Focal Point (Singapore)]</b>
3	<i>Mineral Faith</i> Bulk carrier Hong Kong, China 91971 9575668	18/01/15 0632 hrs	01° 07' N, 103° 31.40' E  SOMS	While underway, the crew sighted some footprints onboard the bulk carrier. A search was conducted but no perpetrators were found. One air compressor was found missing.  <b>[ReCAAP Focal Point (Singapore)]</b>
4	<i>Egret Oasis</i> Bulk carrier Hong Kong, China 41254 9591006	22/01/15 0350 hrs	01° 06' N, 103° 32' E  SOMS	While underway, the bosun spotted five perpetrators armed with knives on the poop deck. He immediately informed the OOW, who raised the alarm and mustered the crew. The perpetrators assaulted some of the crew who went on deck to assist the bosun. The crew retaliated and the bosun was injured in the scuffle. As more crew mustered, the perpetrators escaped in their boat empty-handed.  <b>[ReCAAP Focal Point (China)]</b>
5	<i>Fujitrans World</i> Vehicle carrier Liberia 27286 9210000	22/01/15 2210 hrs	05° 59.70' S, 106° 54.50' E  Approximately 5 nm off Jakarta Port, Indonesia	While at anchor, four perpetrators armed with knives boarded the vehicle carrier. The perpetrators threatened the crew with their knives and escaped with stolen engine spares.  <b>[ReCAAP Focal Point (Japan)]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
6	<i>Bulk Atacama</i> Bulk carrier Panama 61384 9683130	25/01/15 0655 hrs	10° 10.69' N, 107° 02.12' E  Buoy No. 0, Vung Tau, Vietnam	While at anchor, the duty crew spotted three perpetrators who had boarded the bulk carrier from a small boat. Realising the crew had been alerted, the perpetrators escaped with stolen paint.  <b>[ReCAAP Focal Point (Vietnam)]</b>
7	<i>APL Denver</i> Container ship Gibraltar (UK) 43071 9345960	28/01/15 0414 hrs	01° 03.20' N, 103° 39.11' E  SOMS	While underway, seven perpetrators were spotted in the container ship's engine room. The alarm was raised and a search was conducted. At about 0500hrs, the master reported to Singapore VTIS that the perpetrators had escaped, nothing was stolen and no further assistance was required.  <b>[ReCAAP Focal Point (Singapore)]</b>
8	<i>MT Rehobot</i> Chemical tanker Indonesia	28/01/15 2330 hrs	Vicinity of Lembah Island, North Sulawesi, Indonesia	After the chemical tanker had departed Bitung, North Sulawesi, eight masked perpetrators armed with long knives approached the ship from a small motor wooden boat and took control of the vessel in the vicinity of Lembah Island. <i>MT Rehobot</i> was carrying 1100 tons of diesel. On 31 Jan 15, all 14 Indonesian crew was found in the vicinity of Lembah Island onboard the ship's life rafts by the Indonesian authority.  On 23 Feb 15 at or about 2313 hrs, the PCG, which is also the ReCAAP Focal Point (Philippines), reported to the ReCAAP ISC that <i>MT Rehobot</i> was found grounded in Barangay Cabuaya, Mati City, Davao Oriental, Philippines.  Initial inspection conducted by the PCG revealed that there were no alterations made to the vessel and no damages caused by the grounding. However, the vessel was ransacked by the locals; navigational equipment missing and cabins were opened. However, the PCG managed to retrieve various equipment looted by the locals but no navigational and communications equipment were recovered. The authorities are towing the vessel to a safer place in Davao City and contacting the owner. Investigation is ongoing.  <b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
9	<i>Sun Birdie</i> Chemical tanker Malaysia 742 9073256	29/01/15 0032 hrs	01° 19.39' N, 104° 12.35' E  Approximately 1 nm south of Tanjung Ayam, Malaysia	<p>The owner of the chemical tanker reported loss of contact to the MMEA on 29 Jan 15 at or about 1150 hrs. The tanker was not contactable since 28 Jan 15 at or about 2200 hrs. Her last known position was at approximately 1 nm south of Tanjung Ayam, Malaysia on 29 Jan 15 at or about 0032 hrs. <i>Sun Birdie</i> was laden with 700 metric tons of MFO and has a total of 11 crew on board (comprising eight Myanmar nationals and three Indonesians).</p> <p>Upon receipt of the information from IFC, the ReCAAP ISC immediately informed its ReCAAP Focal Points/Contact Point to look out for <i>Sun Birdie</i>. The MMEA and RMN had reportedly deployed vessels to search for <i>Sun Birdie</i>.</p> <p>On 29 Jan 15 at or about 2253 hrs, the MMEA successfully recovered <i>Sun Birdie</i> at approximately 17.63 nm northeast of Tanjung Penawar, Malaysia (01° 42.03' N, 104° 30.46' E) and arrested seven perpetrators on board <i>Sun Birdie</i>. Two other perpetrators jumped overboard and fled, but were picked up by a passing ship, Challenger Premier at approximately 12.73 nm east of Tanjung Penawar (01° 30.2' N, 104° 29.5' E), and were handed over to the MMEA. The MMEA operations director, First Admiral Maritime Ibrahim Mohamed reported that they had also recovered four machetes, three toy pistols, a 'kerambit' (curved knife) and a hammer believed to have been used by the pirates to threaten the crew. The MMEA had brought the vessel back to Penggerang for further investigation.</p> <p><b>[MMEA, IFC]</b></p>
10	<i>Global Aquarius</i> Bulk carrier Panama 17021 9550436	31/01/15 0512 hrs	01° 09.10' N, 103° 27.06' E  SOMS	<p>While underway, five perpetrators were spotted onboard the bulk carrier, with two small crafts in close vicinity. The Chief Engineer was taken hostage in the engine room and at 0740 hrs, the master reported that the perpetrators had escaped with stolen engine spares.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
11	<i>Mika Manx</i> Bulk carrier Isle of Man 32376 9492907	31/01/15 1530 hrs	03° 55.73' N, 098° 46.45' E  Belawan anchorage, Indonesia	<p>While at anchor, the A/B saw a child on the forecastle deck and immediately reported to the bridge. The Second Officer raised the alarm and the child jumped overboard and swam towards a small boat, where another two men were waiting. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>



S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
12	<i>Sara</i> Container ship Antigua & Barbuda 9590 9322243	10/02/15 0350 hrs	20° 52' N, 106° 40' E  Nam Hai Container Terminal, Hai Phong, Vietnam	While at berth, the deck watchman on routine rounds sighted two perpetrators near the forward store. He alerted the Chief Officer and the local police onboard the ship. Upon seeing the deck watchman, the perpetrators escaped immediately. Upon investigation, the padlock to the door of the paint room was damaged and open. Ship stores, paint and drums of curing agent were reported missing. The ship agent and port authorities were notified.  <b>[ReCAAP Focal Point (Vietnam)]</b>
13	<i>Anne Kjersti</i> Bulk carrier Singapore 32637 9432361	12/02/15 0254 hrs	20° 41' N, 107° 12' E  Approximately 4 nm south- southeast of Orange Island, Hon Gai P/S Anchorage, Vietnam	While at anchor, five perpetrators armed with knives boarded the bulk carrier. The OOW noticed some movements on the forecastle and instructed the duty A/B to check. The OOW then directed the aldis lamp towards the perpetrators who escaped in their boat. Upon investigation, it was discovered that some mooring ropes and paint were stolen.  <b>[ReCAAP Focal Point (Vietnam)]</b>
14	<i>Lapin</i> Product tanker Thailand 1848 7808786	13/02/15 1955 hrs	13/02/15 03° 11' N, 100° 43' E  SOMS	While underway to Krabi province, Thailand, unconfirmed number of between six to eight perpetrators armed with pistols and knives boarded the product tanker from a small boat. The perpetrators gathered the crew and took control of the tanker.  On 14 Feb 15 at or about 0400 hrs, the perpetrators anchored at approximately 62.7 nm southwest of Port Klang (03° 23.94' N, 100° 22.71' E). Thereafter, an unknown vessel came alongside and siphoned five tons of diesel from the tanker which was laden with 2,000 tons of bunker oil. The perpetrators also destroyed the communication devices; and stole the ship property and crew's belongings. Before they left the vessel, they tied the crew, informed them that an improvised explosive package was left onboard and threatened them not to move.  At or about 0700 hrs on the same day, the crew of <i>Lapin</i> managed to free themselves and sailed towards Thailand. They anchored at approximately 14.34 nm west of Ko Tarutao, Thailand and activated the SSAS. The master managed to contact the shipping company with the assistance of a passing fishing vessel.  The RTN, which is the ReCAAP Focal Point (Thailand), boarded <i>Lapin</i> at a location north of Ko Tarutao. The RTN reported that a Thai Explosive Ordnance Disposal (EOD) team disarmed the "improvised" explosive package and found only an electric circuit with no explosive or detonator attached.  <b>[ReCAAP Focal Point (Thailand)]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
15	<i>Cape Franklin</i> Container ship Marshall Islands 15995 9359301	14/02/15 2210 hrs	20° 36.90' N, 106° 51.30' E  Hai Phong OPL Anchorage, southeast of Hon Dau Island, Vietnam	While at anchor, the duty A/B on routine rounds spotted five perpetrators in black jackets on the forecastle deck. He immediately informed the OOW who raised the alarm and mustered the crew. Upon hearing the alarm and realizing the crew had been alerted, the robbers escaped in their wooden motor boat. Upon investigation, the door to the paint store was damaged and five cans of paint were stolen.  <b>[ReCAAP Focal Point (Vietnam)]</b>
16	<i>Sunny Eternity</i> Bulk carrier Panama 40925 9658915	16/02/15 0515 hrs	01° 11.10' N, 103° 24.90' E  SOMS	While underway, seven perpetrators were boarded the vessel from the starboard side. The alarm was raised and all crew locked themselves in the accommodation cabins. Noting that the crew had been alerted, the perpetrators escaped. The master reported the incident to the VTIS West who immediately broadcasted the incident and warned vessels in the vicinity. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
17	<i>Phubai Pattra 1</i> Product tanker Thailand 5681 9481386	20/02/15 2145 hrs	02° 08.60' N, 104° 39.30' E  SCS	While underway, six perpetrators armed with machetes and pistols boarded the product tanker from a small boat. Once boarded, they turned off the navigation and communication systems. One of them seems to be very skillful with the ship equipment. One portable GPS and binocular were seen inside his bag. The perpetrators took control of the vessel, and anchored 15 nm southeast of Pulau Aur. All crew except the captain was confined to the dining hall. Another vessel about 70 m long approached the starboard side and siphoned 980 MT of gasoline.  Before leaving the tanker, the perpetrators broke the CCTV camera recorder, and stole the crew's cash and belongings. The crew was not harmed and the vessel made her way to Siracha, Thailand. Investigation by the Thai authorities is ongoing.  <b>[ReCAAP Focal Point (Thailand)]</b>
18	<i>Amber Beverly</i> Bulk carrier Hong Kong, China 32521 9599717	21/02/15 0515 hrs	01° 09.51' N, 103° 27.18' E  SOMS	While underway, the crew spotted two perpetrators in the engine room. The alarm was raised and the crew mustered. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
19	<i>Global Mirai</i> Bulk carrier Panama 58028 9558256	25/02/15 0130 hrs	20° 54' N, 107° 07' E  Off Hon Gai Anchorage, Vietnam	While at anchor, four perpetrators boarded the bulk carrier. The alarm was raised and the crew mustered at the bridge. Noting that the crew had been alerted, the perpetrators escaped with stores including mooring rope, fire nozzle, hydrant cap etc.  <b>[ReCAAP Focal Point (Japan)]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
20	<i>NYK Daniella</i> Container ship Singapore 27051 9355410	25/02/15 0305 hrs	01° 04.89' N, 103° 34.50' E  SOMS	While underway, the Third Engineer saw three perpetrators in the engine room. He immediately went into the engine control room and reported the incident to the master. The alarm was raised and the crew mustered at the bridge. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
21	<i>LBC Earth</i> Bulk carrier Malta 42744 9644548	25/02/15 0515 hrs	01° 05.36' N, 103° 35' E  SOMS	While underway, the crew spotted three perpetrators in the engine room. The alarm was raised and the crew mustered. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
22	<i>Cape Mercury</i> Bulk carrier Singapore 85722 9150755	25/02/15 0610 hrs	01° 02.30' N, 103° 39.04' E  SOMS	While underway, the crew spotted four perpetrators armed with knives in the engine room. The ship alarm was raised, crew mustered, and a search was conducted onboard the ship. The SSAS was also activated. Upon investigation, several engine spare parts were found missing.  [ReCAAP Focal Point (Singapore)]
23	<i>Mahitis</i> Bulk carrier Greece 76099 9225067	11/03/15 0500 hrs	10° 15.30' N, 107° 02.60' E  Approximately 4.6 nm southwest of Vung Tau, Vietnam	While at anchor, four perpetrators approached the bulk carrier in a small wooden boat and boarded from the starboard side. The duty officer raised the alarm and informed master. An announcement was also made over the PA system. The perpetrators escaped with stolen oil drums.  [ReCAAP Focal Point (Vietnam)]
24	<i>Singa Berlian</i> Tanker Malaysia 998 9062439	11/03/15 1100 hrs	01° 13.06' N, 103° 33.14' E  SOMS	On 11 Mar 15 at or about 1325 hrs, the Singapore PCG informed POCC that they had received information from MMEA that the tanker was reported missing. The tanker's last known position was in the westbound lane of the TSS.  On 11 Mar 15 at or about 1840 hrs, the MMEA had located the tanker at Batu Pahat, Malaysia and is investigating the incident. Preliminary investigation revealed that the tanker was hijacked by perpetrators and her cargo (marine fuel oil) was siphoned off. The communication equipment was also damaged and one of the crew suffered minor injury.  [ReCAAP Focal Point (Singapore)]
25	<i>Front Dee</i> Tanker Marshall Islands 29993 9654581	16/03/15 1900 hrs	17° 38.30' N, 083° 25.20' E  Visakhapatnam anchorage, India	While at anchor, an unknown number of perpetrators boarded the tanker unnoticed and escaped. It was later discovered that ship stores were missing.  [ReCAAP Focal Point (India)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
26	<i>CSC Progress</i> Tanker Hong Kong, China 29593 9344136	18/03/15 0130 hrs	01° 15.60' N, 104° 09' E  SOMS	While underway, four perpetrators were sighted in the engine room of the tanker. The master raised the alarm and the perpetrators escaped. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
27	<i>Ore Pantanal</i> Bulk carrier Singapore 93196 9569774	19/03/15 0248 hrs	01° 16.75' N, 104° 16.60' E  SOMS	While at berth, the crew spotted three perpetrators onboard the bulk carrier at the poop deck. The alarm was raised and all crew mustered on the bridge. At 0330 hrs, the Singapore PCG approached the vessel with her search light illuminating towards the vessel's poop deck. A few minutes later, the Singapore PCG reportedly chased a suspected speed boat in the nearby vicinity of the vessel. The master subsequently requested Singapore PCG's assistance to conduct a search of the vessel. The Singapore PCG conducted the search and confirmed there were no signs of the perpetrators onboard. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
28	<i>Capetan Giorgis</i> Bulk carrier Marshall Islands 39967 9288423	21/03/15 0100 hrs	01° 13.64' N, 103° 58.30' E  SOMS	While underway, four perpetrators were sighted on the poop deck of the bulk carrier. The perpetrators later escaped empty-handed. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
29	<i>Union Explorer</i> Bulk carrier Greece 33280 9449259	21/03/15 0230 hrs	03° 56' N, 098° 45' E  Belawan anchorage, Indonesia	While at anchor, five perpetrators armed with a gun and knives boarded the bulk carrier. The perpetrators tied the duty A/B, stole ship stores from the paint locker and escaped. The A/B eventually managed to untie himself and informed the bridge. The alarm was raised, crew mustered and a search was conducted on board the vessel. Approximately 400 litres of paint was stolen.  [IMO]
30	<i>MSC Vancouver</i> Container ship Luxembourg 83133 9285691	21/03/15 0545 hrs	01° 06' N, 103° 34' E  SOMS	While underway, seven perpetrators armed with knives and tools boarded the container ship. They stole a gold chain and a watch from the Second Engineer before they escaped.  [ReCAAP Focal Point (Singapore)]
31	<i>Southwind</i> Tug boat Curaçao 298 9577484	21/03/15 2100 hrs	22° 06' N, 091° 44' E  Chittagong anchorage, Bangladesh	While at anchor, armed perpetrators boarded the tug boat and stole ship stores and property. The alarm was raised and the crew mustered. As the crew approached the perpetrators, they threw stones at the crew. As a result, the master sustained a head injury. The perpetrators eventually escaped in their boat with the stolen items.  [ReCAAP Focal Point (Netherlands)]

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32	<i>David Tide II</i> Supply vessel Vanuatu 1529 9528093	22/03/15 2215 hrs	02° 48.60' N, 104° 31.30' E  SCS	<p>The ship owner of <i>David Tide II</i> reported to MMEA that they received a distress signal from the supply vessel on 23 Mar 15 at or about 0330 hrs. Upon receipt of the information, the MMEA deployed their assets and managed to locate and recover the vessel anchored off Kuantan Port, Malaysia on the same day at or about 2040 hrs.</p> <p>Preliminary investigation revealed that four perpetrators armed with pistols and parangs boarded the supply vessel from a boat on 22 Mar 15 at or about 2215 hrs. Subsequently an unknown tanker went alongside <i>David Tide II</i> and siphoned 200,000 litres of diesel from the supply vessel. The siphoning operation took about four hours and crew's personal belongings were also taken before the perpetrators escaped.</p> <p>After <i>David Tide II</i> was released, the supply vessel headed towards Kuantan Port before she sent out the distress signal. The Malaysian Police and MMEA are currently investigating the incident.</p> <p><b>[IFC]</b></p>
33	<i>Pax Silva</i> Bulk carrier Panama 39802 9316919	23/03/15 0430 hrs	20° 43.30' N, 107° 11.44' E  Hon Bai Island at Hon Gai Pilot Station, Vietnam	<p>While at anchor, an undetermined number of perpetrators boarded the bulk carrier, stole mooring ropes and escaped unnoticed. A liferaft was also reported to be damaged.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
34	<i>Kota Wangsa</i> Container ship Singapore 16772 9123594	23/03/15 0820 hrs	22° 05.80' N, 091° 48' E  Chittagong anchorage, Bangladesh	<p>While at anchor, the bosun sighted two perpetrators near the bosun's store at the main deck starboard side. The alarm was raised and crew mustered. Realising the crew had been alerted, the perpetrators escaped immediately with ship stores. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
35	<i>Global Trinity</i> Bulk carrier Panama 17019 9590735	25/03/15 1930 hrs	13° 42.40' N, 100° 33.60' E  Dolphin Buoy No. 16, Bangkok, Thailand	<p>While at berth, four perpetrators armed with knives boarded the bulk carrier. The alarm was raised and the crew mustered. Upon seeing the crew's alertness, the perpetrators escaped with ship property.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
36	<i>Aqua-Terra 7</i> Product tanker Singapore 4855 9648790	29/03/15 0345 hrs	01° 05.15' N, 103° 35.20' E  SOMS	<p>While underway, the Second Engineer sighted three perpetrators at poop deck. He informed the master, who immediately raised the alarm. The crew mustered at Wheel House and a search was conducted. The perpetrators could not be found and was believed to have escaped the vessel after their presence was discovered. The engine cadet was reported to have injured his left knee. Some engine spares were also reported missing from the vessel.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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37	<i>United Treasure</i> Bulk carrier Panama 42887 9286607	29/03/15 0457 hrs	01° 10.01' N, 103° 26.65' E  SOMS	While underway, seven perpetrators armed with knives boarded the bulk carrier. At or about 0525 hrs, the master conducted a search and there were no signs of the perpetrators. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
38	<i>Brabo</i> Dredger Belgium 11136 9382372	30/03/15 0030 hrs	16° 59.50' N, 082° 18.90' E  Kakinada anchorage, India	While at anchor, the Second Officer noticed abnormal cracking sound of drag head container opening. The Second Officer proceeded to investigate and saw two perpetrators on aft deck, where one of them was climbing down a rope. The Second Officer yelled at the perpetrators and started running towards them. The other fishermen jumped overboard and escaped with three other perpetrators waiting in a boat. A knife and an empty bucket were found near the aft railing. Nothing was stolen from the vessel.  [ReCAAP Focal Point (India)]
39	<i>Nautica Kota</i> Tinggi Tanker Malaysia 7591 9546722	30/03/15 0400 hrs	01° 04.83' N, 103° 34.73' E  SOMS	While underway, the crew sighted two perpetrators onboard the tanker. The master raised the alarm and conducted a search but there were no signs of the perpetrators. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
40	<i>Ismar</i> Bulk carrier Bangladesh 25980 8324397	30/03/15 0555 hrs	01° 05.25' N, 103° 34.03' E  SOMS	While underway, four perpetrators were sighted in the Engine Room and were attempting to break into the provision stores. The alarm was raised and the perpetrators escaped. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
41	<i>Densa Hawk</i> Bulk carrier Malta 22709 9649093	30/03/15 0800 hrs	01° 27.11' N, 104° 39.83' E  SCS	While at anchor, an undetermined number of perpetrators boarded the bulk carrier and broke into the steering gear room. They stole engine spares and escaped. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
42	<i>Silver Fern</i> Container ship Panama 13310 9136591	01/04/15 0414 hrs	01° 04.13' N, 103° 36.55' E  SOMS	While underway, five perpetrators armed with knives and some tools boarded the container ship from two small boats. The master mustered crew on the bridge and informed the Indonesian authorities who boarded the vessel and conducted a search. There was no sighting of perpetrators and the crew was not injured. Some engine spares were stolen.  [ReCAAP Focal Point (Singapore)]

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43	<i>Dongfang Glory</i> Product tanker Malaysia 4347 9554872	01/04/15 2030 hrs	02° 04.76' N, 107° 14.13' E  SCS	While underway, about 15-25 perpetrators armed with pistols boarded the product tanker from a speedboat at approximately 62 nm north of Pulau Uwi, Indonesia. The perpetrators stole cargo from the vessel (which reportedly carried 4,000 tonnes of petrol and 1,000 tonnes of diesel at the time) and the crew's personal belongings. The perpetrators reportedly transferred the cargo into another vessel and damaged all communication equipment before they escaped. The crew was safe and the vessel made her way to Labuan, East Malaysia after the incident.  [ReCAAP Focal Point (Singapore)]
44	<i>New Frontier</i> Tanker Hong Kong, China 156726 9379727	02/04/15 0536 hrs	01° 03.23' N, 103° 38.83' E  SOMS	While underway, three perpetrators were sighted in the engine room. A search of the vessel was later conducted but the perpetrators were not found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
45	<i>Kota Wisata</i> Container ship Singapore 17125 9071208	03/04/15 0800 hrs	10° 07.40' N, 107° 05.90' E  Vung Tau anchorage, Vietnam	While at anchor, the second engineer sighted five perpetrators on the poop deck carrying four buckets of hydraulic oil and two drums of chemical product. Upon seeing the second engineer, the perpetrators threw the stores into the water and jumped overboard. The second engineer informed the bridge immediately and the crew was mustered. A search was conducted and the lock to the steering gear room was found broken. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
46	<i>Voge Fantasy</i> General cargo ship Liberia 19354 9117600	03/04/15 1300 hrs	05° 48' N, 118° 05' E  Sandakan port berth No. 4, Malaysia	While at berth, two perpetrators boarded the general cargo ship. The alarm was raised and the crew mustered. Upon seeing that the crew has been alerted, the perpetrators escaped with stolen ship property. The local police boarded the ship for investigation.  [IMO]
47	<i>Northern Vigour</i> Container ship Portugal 30700 9304708	06/04/15 0030 hrs	10° 16.09' N, 107° 00.29' E  Outer buoy, Vung Tau, Vietnam	While at anchor, an unknown number of perpetrators boarded the container ship unnoticed. The paint storage door was damaged and a total of 700 litres of paint was missing.  [ReCAAP Focal Point (Vietnam)]
48	<i>Grand Rodosi</i> Bulk carrier Liberia 37519 8800327	11/04/15 0350 hrs	01° 25' N, 104° 37' E  Approximately 12 nm north- northeast of Pulau Bintan, Indonesia	While at anchor, the duty A/B spotted perpetrators on the poop deck and informed the duty officer immediately. The alarm was raised and the crew alerted. Noting realizing that the crew had been alerted, the perpetrators escaped empty-handed.  [ReCAAP Focal Point (Vietnam)]

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49	<i>Far Fosna</i> Supply vessel Norway 2766 9060364	15/04/15 1528 hrs	01° 12.60' N, 103° 33' E  SOMS	While the supply vessel towing an unmanned drillship, Noble Paul Wolff was underway, the crew sighted a few perpetrators boarded the drillship from a sampan. The sampan was later sighted casting off from the drillship. As the length of tow is long, it was not determined if anything had been stolen from the drillship.  [ReCAAP Focal Point (Singapore)]
50	<i>Alam Suria</i> Bulk carrier Panama 17986 9561916	16/04/15 0245 hrs	01° 03.90' N, 103° 41.46' E  SOMS	While underway, four perpetrators armed with parangs (long knives) boarded the bulk carrier from a boat and tied up the oiler in the engine room. The perpetrators escaped later with four sacks of engine spares.  [ReCAAP Focal Point (Singapore)]
51	<i>Spottail</i> Product tanker Marshall Islands 40975 9409479	18/04/15 0445 hrs	01° 07.56' N, 103° 45.52' E  SOMS	While underway, a perpetrator was sighted onboard the product tanker. The alarm was raised and noting that the crew had been alerted, the perpetrator jumped overboard and escaped empty-handed in a speed boat.  [ReCAAP Focal Point (Singapore)]
52	<i>Kara Sea</i> Oil tanker Singapore 59180 9402328	20/04/15 0410 hrs	01° 04' N, 103° 40' E  SOMS	While underway, the engineer and oiler sighted four perpetrators in the engine room. The alarm was raised and a search was conducted. Noting that the crew had been alerted, the perpetrators escaped empty-handed. The crew was not injured. Based on the preliminary investigation, the master reported that the perpetrators could have boarded the vessel either when the vessel was crossing the westbound lane of the TSS or when the pilot disembarked from the vessel.  [ReCAAP Focal Point (Singapore)]
53	<i>Xuan Hieu Group 19</i> Bulk carrier Vietnam 1599 9563316	20/04/15 2230 hrs	03° 36.63' N, 104° 18.43' E  SCS	While underway, an unknown number of perpetrators boarded the vessel, stole the crew's cash and personal belongings, before escaping. Investigation is ongoing.  [ReCAAP Focal Point (Vietnam)]
54	<i>Great Ocean</i> Bulk carrier Hong Kong, China 44543 9592109	22/04/15 0345 hrs	01° 15.30' N, 104° 10.30' E  SOMS	While underway, five perpetrators were sighted in the engine room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
55	<i>Hugli Spirit</i> Tanker Bahamas 29242 9283784	23/04/15 0431 hrs	01° 16.85' N, 104° 11.38' E  SOMS	While underway, five perpetrators were sighted in the steering gear room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]



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56	<i>Medi Yokohama</i> Bulk carrier Panama 32370 9660592	26/04/15 0152 hrs	01° 15.55' N, 104° 06.73' E  SOMS	While underway, two perpetrators were sighted in the engine room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
57	<i>Volme</i> Bulk carrier Bahamas 29414 9284544	26/04/15 0255 hrs	01° 15.81' N, 104° 10.28' E  SOMS	While underway, six perpetrators were sighted in the engine room. The alarm was raised and the crew mustered. A search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
58	<i>Sicilia</i> Container ship Liberia 21018 9430935	01/05/15 0400 hrs	14° 35.70' N, 120° 50.50' E  Approximately 6 nm off Manila North anchorage area, Philippines	While at anchor, the duty watchmen noticed that the paint and bosun store rooms of the vessel were opened and the padlocks were broken. The duty watchmen thereafter noticed a small wooden boat on the port side of the vessel with two persons onboard. They informed the master and Chief Officer immediately. The master contacted VTMS Manila while the Chief Officer, together with the duty watchmen, conducted a search onboard the vessel but no perpetrators were found. Stores including immersion suits, fire hose nozzle jet, fire extinguisher and paint were stolen. The Coast Guard Station Port State Control Manila despatched a patrol craft to intercept the perpetrators but no presence of any suspicious motorbanca or watercraft was sighted.  [ReCAAP Focal Point (Philippines)]
59	<i>Ocean Energy</i> Product tanker Singapore 4832 9589580	02/05/15 2130 hrs	02° 14' N, 101° 56' E  SOMS	While en route from Singapore to Myanmar, eight perpetrators armed with guns boarded the vessel. The perpetrators ordered the vessel to anchor at 02° 19.3' N, 101° 40.4' E (off Port Dickson) where a barge came alongside. While the master and crew were locked away, 2,023 metric tonnes of gas oil was discharged to the barge.  The perpetrators left the vessel at about 0430 hrs on 3 May 15, after damaging the ship's communication equipment and took away the ship's Iridium phone, the crew's cash and mobile phones. The vessel managed to contact the CSO at about 0553 hrs to report the incident. The ship returned to its home port and all crew was reported safe and not injured.  [ReCAAP Focal Point (Singapore)]
60	<i>CS Calvina</i> Bulk carrier Bahamas 24065 9542532	03/05/15 1500 hrs	03° 47' N, 098° 42' E  Berth No.112/113, Belawan Port, Indonesia	While at berth, three perpetrators armed with knives boarded the bulk carrier. The duty crew sighted the perpetrators and the alarm was raised. The crew mustered and approached the perpetrators. The perpetrators threatened and tied the crew before they escaped with ship stores.  [IMO]

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61	<i>Maritime Champion</i> Bulk carrier Singapore 18873 9527881	04/05/15 0403 hrs	01° 05.40' N, 103° 43.60' E  SOMS	While underway, the crew sighted four perpetrators in the engine room of the bulk carrier. The alarm was raised and the master assembled the crew. A search onboard the vessel was conducted but no perpetrators were found. Nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
62	<i>Alpha</i> LPG tanker Hong Kong, China 46632 9290270	08/05/15 0355 hrs	01° 02.66' N, 103° 39.03' E  SOMS	While underway, seven perpetrators were sighted in the engine room of the LPG tanker. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
63	<i>Tiger West</i> Bulk carrier Hong Kong, China 41114 9619866	09/05/15 0156 hrs	01° 07.46' N, 103° 45.48' E  SOMS	While underway, two perpetrators armed with long knives were sighted on the aft deck of the bulk carrier. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
64	<i>Milos Warrior</i> Bulk carrier Panama 92944 9579793	09/05/15 0312 hrs	01° 05.28' N, 103° 42.78' E  SOMS	While en route to Singapore, five perpetrators were sighted in the engine room of the bulk carrier. The alarm was raised and the perpetrators escaped immediately. A search onboard the vessel was conducted but no perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
65	<i>Nord Seoul</i> Bulk carrier Singapore 22683 9544736	11/05/15 1230 hrs	10° 12.79' N, 107° 04.54' E  Vung Tau anchorage, Vietnam	While at anchor, the master of the bulk carrier found the padlocks to deck store 1 and 2 broken and some ship stores were missing. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found.  <b>[ReCAAP Focal Point (Singapore)]</b>
66	<i>MTT Tawau</i> Container ship Malaysia 10743 9126869	13/05/15 0336 hrs	01° 03.72' N, 103° 40.83' E  SOMS	While underway, four perpetrators boarded the vessel. The master raised the alarm immediately and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
67	<i>Overseas Milos</i> Product tanker Marshall Islands 30031 9470258	15/05/15 0340 hrs	Berth No.5, Kandla Port, India	While at berth, an unknown number of perpetrators boarded the product tanker during cargo operations, stole ship stores and escaped. The duty crew later discovered the bosun store padlock was broken; and some fire hoses with nozzles and forward's ship's bell were missing.  <b>[ReCAAP Focal Point (India)]</b>

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68	<i>Oriental Glory</i> Product tanker Malaysia 2223 9072587	15/05/15 0600 hrs	03° 34.50' N, 110° 39.08' E  SCS	While en route from Labuan, East Malaysia to Tanjung Manis, Sarawak, East Malaysia, three fishing boats surrounded <i>Oriental Glory</i> at approximately 60 nm northwest of Bruit Island, Malaysia. About eight perpetrators armed with guns and knives boarded <i>Oriental Glory</i> and steered the tanker to another location at approximately 188 nm northwest of Bruit Island, Malaysia (05° 22.02' N, 109° 33.06' E) to siphon off 2,500 metric tonnes of ship fuel/oil. All crew was safe, and the vessel proceeded to Tanjung Manis for further investigation.  [IFC, shipping company]
69	<i>BBC Moonstone</i> General cargo ship Antigua & Barbuda 12838 9563732	16/05/15 0525 hrs	08° 19.30' N, 108° 51.80' E  SCS	While underway, an unknown number of perpetrators boarded the general cargo ship via the aft from a craft. The Chief Officer heard some noise and immediately switched on the deck light. He also sent look-out watchmen to the aft and called the master. The deck watchmen sighted one boat moving away from the stern of the vessel. It was discovered that the padlocks to the ship's engine stores with entrance from the aft were found missing and the doors were opened. Electric tools and breathing apparatus were also missing.  [ReCAAP Focal Point (Vietnam)]
70	<i>Epic Sasa 2</i> Tug boat Malaysia 342 9458705  <i>POE Giant 19</i> Barge Singapore	16/05/15 2150 hrs	01° 15.25' N, 104° 02.81' E  SOMS	While the tug boat towing barge was en route to Pasir Gudang, Malaysia, two perpetrators were sighted onboard the barge, which was empty without any cargo. The master raised the alarm immediately and saw a sampan (wooden boat) moving away from the barge. Nothing was stolen.  [ReCAAP Focal Point (Singapore)]
71	<i>Jin Ei</i> Tanker Panama 160007 9302023	18/05/15 0630 hrs	01° 04.70' N, 103° 37.60' E  SOMS	While underway, four perpetrators were sighted disembarking from the tanker onto a small boat which moved southward. The alarm was raised and a search onboard the vessel was conducted. No perpetrators were found and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
72	<i>Petro Alpha</i> Chemical tanker Republic of Korea 5680 9554822	19/05/15 0410 hrs	04° 08' N, 099° 54' E  SOMS	While en route from Singapore to Myanmar, seven perpetrators armed with knives and hammers boarded the chemical tanker from a speed boat. The perpetrators tied the Second Officer and headed for the cabins. The perpetrators stole cash and personal belongings and escaped. The Second Officer sustained a bruise in his leg.  [ReCAAP Focal Point (Republic of Korea)]

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73	<i>Sti Ruby</i> Tanker Marshall Islands 29708 9629940	20/05/15 0100 hrs	13° 44.20' N, 121° 02.70' E  Off Batangas Anchorage, Philippines	While at anchor, the duty deck watch-keeper sighted a perpetrator at the forecastle deck of the tanker. He immediately notified the bridge and raised the alarm. Upon hearing the alarm, the perpetrator jumped overboard and escaped. The crew noticed a boat at the bow swiftly moving away towards unknown direction. A piece of the ship's bell fire hose nozzle was reported missing.  <b>[ReCAAP Focal Point (Philippines)]</b>
74	<i>Maersk Tacoma</i> Product tanker Singapore 29445 9708617	20/05/15 0630 hrs	01° 43' N, 101° 29' E  Dumai inner anchorage, Indonesia	While at anchor, the door from engine room casing was found open with its padlock damaged. Two boxes with main engine spare parts and several other tools/spare parts cabinets were found open. However, nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
75	<i>Okyalos</i> Bulk carrier Cyprus 39026 9145059	22/05/15 0255 hrs	01° 02.60' N, 103° 39.71' E  SOMS	While underway to Singapore, one perpetrator was sighted onboard the bulk carrier. About 30 min later, the master updated that two perpetrators were sighted running on deck. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
76	<i>Balsa</i> Container ship Marshall Islands 26412 9603611	22/05/15 0630 hrs	10° 11' N, 107° 03' E  Buoy No. 0, Vung Tau, Vietnam	While at anchor, an unknown number of perpetrators boarded the container ship, stole paint stores and escaped.  <b>[ReCAAP Focal Point (Vietnam)]</b>
77	<i>Torm Marry</i> Tanker Marshall Islands 30128 9246798	27/05/15 0400 hrs	Kandla Port, India	While at berth, four perpetrators boarded the tanker from a fast craft. The perpetrators stole forecastle stores and escaped. The perpetrators were small in stature, had dark complexion and spoke in Indian language.  <b>[ReCAAP Focal Point (India)]</b>

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78	<i>Orkim Victory</i> Oil product tanker Malaysia 5036 9420095	04/06/15 0010 hrs	2.0° 21.76' N, 104° 22.81' E  Approximately 16.3 nm southwest of Pulau Aur, Malaysia	<p>While en route to Kuantan port, Malaysia from Sg Udang, Malacca, Malaysia, more than eight perpetrators boarded the oil product tanker. Following the investigation carried out by the MMEA, the ReCAAP ISC was informed that the perpetrators were armed with two hand guns and one machete; wore masks, t-shirts and were barefooted. They threatened the crew (comprising eight Malaysians, seven Indonesians and three Myanmar nationals) and reportedly assaulted them, though no injuries were reported.</p> <p>The perpetrators subsequently brought <i>Orkim Victory</i> to another location at approximately 15.2 nm southwest of Pulau Aur, Malaysia where a motor tanker with a white superstructure and a black hull (approximately 100 m in length and 2,000 GT) came alongside; and siphoned off 770 metric tonnes of Marine Diesel Oil. The siphoning took about seven hours and the suspected tanker was seen heading towards Pulau Matak, Anambas, Indonesia thereafter. The perpetrators left <i>Orkim Victory</i> at approximately 10.4 nm south-southwest of Pulau Aur, Malaysia after damaging all communication equipment, and robbing the crew's personal belongings. The master sent an INMARSAT C distress alert after the perpetrators left the vessel. The MMEA responded by deploying one helicopter, three ships and five boats to locate the suspected tanker. The ReCAAP ISC has yet to receive reports of the tanker being located.</p> <p><b>[ReCAAP Focal Point (Singapore), MMEA]</b></p>
79	<i>Balsa</i> Container ship Marshall Islands 34171 9603611	04/06/15 2310 hrs	10° 09.86' N, 107° 03.86' E  Vung Tau anchorage, Vietnam	<p>While at anchor waiting for clearance to enter port, the crew discovered that the paint door was damaged. Upon investigation, 50 litres of paint were found missing.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
80	<i>Cable Retriever</i> Cable laying ship Singapore 5235 9063287	06/06/15 1610 hrs	10° 21.5' N, 107° 1.99' E  Vung Tau Anchorage, Vietnam	<p>While at anchor, a perpetrator boarded the vessel from a small boat. The crew sighted the perpetrator, who jumped overboard immediately and escaped in his boat. The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
81	<i>NCC Safa</i> Chemical tanker Saudi Arabia 29168 9411329	08/06/15 0400 hrs	01° 11.80' N, 103° 25.10' E  SOMS	<p>While underway, three perpetrators were sighted in the engine room. The alarm was raised and upon hearing the alarm, the perpetrators escaped empty-handed immediately.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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82	<i>Orkim Harmony</i> Product tanker Malaysia 5081 9524671	11/06/15 2054 hrs	02° 08.90' N, 104° 27.30' E  SCS	<p>The company had been receiving hourly position update of <i>Orkim Harmony</i> until the last reporting on 11 Jun 15 at about 2054 hrs. Subsequently, attempts to contact the vessel on all available communications were not successful. The ship's last known position was at approximately 17 nm southwest of Pulau Aur, Malaysia. <i>Orkim Harmony</i> was carrying 6,000 metric tonnes of ULG 95 (petrol) and had crew comprising Indonesians, Malaysians and Myanmar nationals onboard. The MMEA and the Indonesian Navy had reportedly deployed patrol boats to search for <i>Orkim Harmony</i>.</p> <p>On 17 Jun 15, the VCG, which is also the ReCAAP Focal Point (Vietnam), informed the ReCAAP ISC that they had been notified by MMEA that an Australian patrol aircraft had localized a vessel at approximately 84 nm southwest of Phu Quoc in the Gulf of Thailand (09° 21' N 102° 44' E) on 17 Jun 15 at about 1446 hrs. The vessel renamed 'Kim Harmon' matches the description of <i>Orkim Harmony</i>.</p> <p>Upon receipt of the information, the VCG despatched two patrol ships to the area to search for <i>Orkim Harmony</i>. The RTN, which is also the ReCAAP Focal Point (Thailand), and the RMN had also standby their assets to be deployed. The VCG reported that an MMEA aircraft had flown over the area and the vessel was reported to be located at 09° 10' N 103°10' E. Two Malaysian ships, KD Terengganu (RMN) and KM Amanah (MMEA) were deployed to the area to take over <i>Orkim Harmony</i>. Reportedly, the perpetrators managed to escape and the authorities were tracking their whereabouts. At about 0050 hrs on 19 Jun 15, the crew of <i>Orkim Harmony</i> was reported to be safe except for one crew who was injured.</p> <p>In the afternoon of 19 Jun 15, the VCG informed the ReCAAP ISC that they had arrested eight Indonesians, who are suspected to be involved in the hijacking of <i>Orkim Harmony</i>. The VCG also seized the boat that the suspects were in, which is reportedly the life boat of <i>Orkim Harmony</i>. The suspects claimed that their fishing vessel had sunk. It was later confirmed that the eight Indonesians are involved in the incident. Initial findings revealed that five more suspects were still at large as they had left <i>Orkim Harmony</i> to look for buyer of the ULG onboard the tanker. Investigation is ongoing.</p> <p><b>[ReCAAP Focal Point (Vietnam), MMEA,]</b></p>
83	<i>Water Lily</i> Bulk carrier Panama 43652 9608221	12/06/15 0240 hrs	04° 00.40' N, 098° 54.70' E  Belawan anchorage, Indonesia	<p>While at anchor, the duty officer noticed a small boat without navigation lights approaching the bulk carrier. Seven perpetrators armed with knives subsequently boarded the vessel from the small boat. The alarm was raised and the perpetrators escaped. A search was conducted onboard the vessel and ship stores were found missing. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

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84	<i>Harbour Trader</i> Tug boat Malaysia 158 9753375  <i>Harbour Jupiter</i> Barge Malaysia	13/06/15 2040 hrs	01° 35' N, 105° 00' E  SCS	While the tug boat towing barge was underway, five perpetrators armed with guns and knives boarded the tug boat. The master activated the VHF DSC alert via the VHF equipment. A passing vessel, <i>Kota Dalia</i> responded and proceeded to the location. <i>Kota Dalia</i> relayed the message via email to Singapore POCC that five perpetrators had robbed the crew of <i>Harbour Trader</i> of their cash and personal belongings. The perpetrators also damaged the vessel's communication equipment. Singapore POCC initiated a navigational broadcast to MRCC Putra Jaya. The crew was not injured and the vessel subsequently returned to Johor.  <b>[ReCAAP Focal Point (Singapore)]</b>
85	<i>Densa Shark</i> Bulk carrier Brazil 93153 9607681	17/06/15 0221 hrs	01° 05.23' N, 103° 42.66' E  SOMS	While underway, three perpetrators armed with knives were sighted in the engine room of the vessel and the alarm was immediately raised. The master assembled the crew and conducted a search but no perpetrators found. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
86	<i>Clipper Posh</i> LNG tanker Norway 48051 9656747	17/06/15 0503 hrs	01° 08.23' N, 103° 46.56' E  SOMS	While underway, five perpetrators were sighted in the engine room through the vessel's CCTV. The alarm was raised, crew mustered and a search was conducted onboard the vessel. No perpetrators were found, the crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
87	<i>Pro Triumph</i> Tanker Panama 57773 9404948	17/06/15 0525 hrs	01° 03.80' N, 103° 36.68' E  SOMS	While underway, the crew sighted an unknown number of perpetrators in the engine room. The alarm was raised immediately, the crew mustered and a search was conducted onboard the vessel. The master later reported to Singapore POCC that the Chief Engineer and First Engineer were tied by the perpetrators who stole generator spare parts before they escaped.  <b>[ReCAAP Focal Point (Singapore)]</b>
88	<i>Great Hope</i> Bulk carrier Hong Kong 40913 9629639	18/06/15 0538 hrs	01° 08.26' N, 103° 28.78' E  SOMS	While underway, the crew sighted an unknown number of perpetrators in the aft deck of the vessel. The master raised the alarm and switched on all deck lights. All crew mustered to the citadel except the bridge team. A search was conducted and no perpetrators found. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b> <b>[ReCAAP Contact Point (Hong Kong)]</b>
89	<i>Theresa Aries</i> Chemical tanker Singapore 11254 9348508	19/06/15 0230 hrs	01° 05.25' N, 103° 34.83' E  SOMS	While underway, the crew sighted two perpetrators on deck of vessel. The alarm was raised immediately and a search was conducted onboard the vessel. No perpetrators were found, the crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

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90	<i>Birch 6</i> Bulk carrier Hong Kong, China 16405 9138628	19/06/15 0250 hrs	03° 55.70' N, 098° 46.70' E  Belawan anchorage, Indonesia	While at anchor, seven perpetrators armed with knives boarded the bulk carrier from two small motorised boats, one at port side and the other at starboard side. The crew sighted the perpetrators and the duty officer at the bridge sounded the ship's whistle. Upon realising the crew had been alerted, the perpetrators dived into the sea immediately and escaped empty-handed. The Indonesian Navy subsequently boarded the vessel for investigation.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
91	<i>Ocean Trader 1</i> Bulk carrier Liberia 14770 9190004	22/06/15 0325 hrs	01° 05' N, 103° 34.81' E  SOMS	While underway, the crew sighted five perpetrators onboard the vessel. The crew attempted to approach the perpetrators, who escaped immediately. A search was conducted onboard the vessel and a breathing apparatus and a set of fireman outfit was found missing.  <b>[ReCAAP Focal Point (Singapore)]</b>
92	<i>Pistis</i> Bulk carrier Liberia 30053 9279769	24/06/15 0315 hrs	01° 03.60' N, 103° 40.05' E  SOMS	While underway, five perpetrators were sighted proceeding to the engine room of the vessel. The alarm was raised and upon hearing the alarm, the perpetrators escaped empty-handed immediately. A search was conducted onboard the vessel and nothing was stolen from the vessel.  <b>[ReCAAP Focal Point (Singapore)]</b>
93	<i>Giorgos Dracopoulos</i> Bulk carrier Malta 34810 9668403	24/06/15 0430 hrs	01° 02.41' N, 103° 39.57' E  SOMS	While underway, four perpetrators armed with knives were sighted proceeding to the engine room of the vessel. The alarm was raised and upon hearing the alarm, the perpetrators escaped empty-handed immediately. A search was conducted onboard the vessel and nothing was stolen from the vessel.  <b>[ReCAAP Focal Point (Singapore)]</b>
94	<i>Te Ho</i> Bulk carrier Panama 41372 9290701	26/06/15 0150 hrs	01° 06' N, 103° 44' E  SOMS	While underway, three perpetrators armed with knives were sighted in the engine room of the vessel and the alarm was raised. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
95	<i>Leonid Loza</i> Tanker Liberia 83747 9412347	26/06/15 0300 hrs	01° 11.30' N, 103° 25.50' E  SOMS	While underway, two sets of feet traces at the poop deck were sighted by the crew and a search onboard the vessel was conducted. A portable air compressor was found missing.  <b>[ReCAAP Focal Point (Singapore)]</b>
96	<i>Kiran Turkiye</i> Bulk carrier Malta 92050 9473353	26/06/15 0350 hrs	01° 03.70' N, 103° 37.18' E  SOMS	While underway, the crew sighted one perpetrator armed with knife at the steering gear room. The alarm was raised, the crew mustered and a search onboard the vessel was conducted. The master later reported that seven perpetrators were sighted onboard the vessel, who escaped empty-handed. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>



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97	<i>MSC Deila</i> Container ship Panama 153115 9461415	26/06/15 0530 hrs	01° 10.58' N, 103° 31.63' E  SOMS	While underway, the crew sighted six perpetrators armed with knives in the engine room of the vessel. The alarm was raised, crew mustered and locked themselves in the accommodation. The master requested assistance from Singapore PCG, and was advised to proceed to anchor within port limit in order for Singapore PCG to board for investigation. No perpetrators were found by the Singapore PCG. The crew was not injured and some engine spares were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
98	<i>TH Serenade</i> Tanker Panama 60205 9370848	27/06/15 0010 hrs	13° 43' N, 121° 02' E  Batangas anchorage, Philippines	While at anchor, the duty watch keeper noticed that the fore peak store padlock was broken and immediately informed the OOW at the bridge. The alarm was raised and the crew mustered. A search was conducted onboard the tanker and two perpetrators were seen escaping in a small craft. Ship stores including fire hoses, nozzles, spanners and hydrant caps were stolen. The incident was reported to Port State Control of PCG, who conducted a maritime patrol to intercept the perpetrators but were unsuccessful.  <b>[ReCAAP Focal Point (Philippines)]</b>
99	<i>Olympic Spirit II</i> Tanker Greece 52197 9133587	28/06/15 0404 hrs	01° 05.16' N, 103° 35.15' E  SOMS	While underway, eight perpetrators armed with knives boarded the vessel from two small crafts. The alarm was raised, crew mustered and locked themselves in the accommodation. The crew later conducted a search onboard the vessel and no perpetrators were found. The crew was not injured and some engine spares were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
100	<i>Levan</i> Bulk carrier Bahamas 31198 9287986	29/06/15 0435 hrs	01° 03.68' N, 103° 40.30' E  SOMS	While underway, the crew sighted three perpetrators boarding the vessel via the poop deck. Upon seeing the crew, the perpetrators escaped empty-handed immediately. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
101	<i>Sinar Bandung</i> Container ship Singapore 12584 9352432	04/07/15 0738 hrs	03° 47.70' N, 098° 43' E  Belawan Container Terminal, Indonesia	While at berth, the O/S of the container ship sighted two perpetrators on the deck in the vicinity of the port side gangway. One of the perpetrators boarded via a hook fastened to the port side railing. The perpetrators were heading towards the bosun store when the O/S shouted and chased after them. Upon being spotted, one of the perpetrators escaped to a boat alongside, while the other perpetrator threatened the O/S with a stick. The O/S retreated and contacted the duty officer. By the time the O/S was joined by another duty watchman, the two perpetrators had escaped in their boat. Nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

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102	<i>Adara</i> Product tanker France 23248 9587829	11/07/15 1300 hrs	10° 10.50' N, 107° 05.20' E  Vung Tau anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the product tanker unnoticed, stole paint and escaped. The crew was not injured.  <b>[ReCAAP Focal Point (Vietnam)]</b>
103	<i>King Sugar</i> Bulk carrier Panama 17025 9574183	15/07/15 0345 hrs	10° 45.80' N, 107° 05.20' E  Fertilizer Terminal, Ho Chi Minh City, Vietnam	While at berth, eight perpetrators armed with knives boarded the bulk carrier from the starboard side via two small wooden boats. The perpetrators wore black T-shirts and shorts. The perpetrators stole stores including immersion suits, welding cable, paint spray, scaling machine and blower. Upon realising that the crew had been alerted, the perpetrators escaped immediately. The crew was not injured.  <b>[ReCAAP Focal Point (Vietnam)]</b>
104	<i>Bhairavi</i> Product tanker India 8625 9414319	23/07/15 2345 hrs	22° 42.90' N, 070° 04.20' E  Kandla anchorage, India	While at anchor, the Third Officer on bridge sighted two perpetrators had boarded the ship via the starboard bow from a small fishing boat. The perpetrators had a dark complexion and wore T-shirts and shorts. The alarm was raised and the two perpetrators escaped empty-handed.  <b>[ReCAAP Focal Point (India)]</b>
105	<i>Star Kestrel</i> Product tanker Panama 30068 9321940	24/07/15 0445 hrs	22° 48.50' N, 070° 02.50' E  Kandla anchorage, India	While at anchor, the duty watchman sighted two perpetrators onboard the product tanker. He reported to the duty officer, who raised the alarm immediately, and mustered the crew. Upon hearing the alarm, the perpetrators jumped overboard and escaped with three fire nozzles.  <b>[ReCAAP Focal Point (India)]</b>
106	<i>Rutland</i> Bulk carrier Singapore 85848 9112301	25/07/15 0200 hrs	01° 03.80' N, 103° 39.70' E  SOMS	While underway, the oiler and the Chief Engineer sighted two perpetrators armed with knives in the engine room of the bulk carrier. The bridge was informed immediately, the alarm was raised, the deck lights were switched on and the crew mustered. The two perpetrators jumped overboard and escaped in a small unlit speed boat. Some spare parts were found missing. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
107	<i>Matrah</i> Tanker Panama 29768 9405849	27/07/15 0110 hrs	01° 03.60' N, 103° 36.70' E  SOMS	While en route to Singapore, the crew sighted three perpetrators in the engine room of the tanker. The alarm was raised and a search was conducted immediately. Subsequently, the vessel updated that there were no further sightings of the perpetrators onboard and nothing was stolen. The vessel continued its passage to Singapore.  <b>[ReCAAP Focal Point (Singapore)]</b>

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108	<i>Lion King</i> Supply vessel Marshall Islands 1537 9636319  <i>Maritime East</i> Barge	29/07/15 0715 hrs	01° 43.50' N, 104° 34' E  Approximately 21 nm east of Tanjung Kelesa, Malaysia	While the supply vessel towing barge was en route from Pulau Batam, Indonesia to Kuantan, Malaysia, the crew discovered that there were some items missing from the barge. The missing items included mooring ropes, Norwegian buoy and shackle for emergency towing. The crew was not injured and the vessels not damaged.  <b>[ReCAAP Focal Point (Singapore)]</b>
109	<i>Ludolf</i> <i>Oldendorff</i> Bulk carrier Portugal 107413 9691955	30/07/15 0300 hrs	01° 04.40' N, 103° 39.70' E  SOMS	While en route to Singapore, four perpetrators were sighted at the poop deck onboard the bulk carrier. The alarm was raised and the deck light was switched on. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
110	<i>Gallia Graeca</i> Bulk carrier Cyprus 39035 9221607	31/07/15 0150 hrs	01° 05.95' N, 103° 44.05' E  SOMS	While underway, the crew sighted five perpetrators onboard the bulk carrier and the alarm was raised immediately. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately.  <b>[ReCAAP Focal Point (Singapore)]</b>
111	<i>Pearl Ace</i> Vehicle carrier Panama 45796 9051818	01/08/15 2330 hrs	13° 44.30' N, 121° 02.30' E  Batangas Port, Philippines	While at anchor, the crew discovered traces of some perpetrators on board the vehicle carrier. A security search was conducted but there was no sighting of unauthorised person on board. The crew reported that some personal belongings and ship properties had been stolen. The crew was not injured.  <b>[ReCAAP Focal Point (Japan)]</b>
112	<i>Slettnes</i> Bulk carrier Marshall Islands 32837 9490739	03/08/15 0136 hrs	01° 03.50' N, 103° 37.10' E  SOMS	While underway, the crew sighted five perpetrators on board the bulk carrier. The alarm was raised and a search was conducted. There was no sighting of any unauthorised person, and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
113	<i>Magsenger 8</i> Bulk carrier Hong Kong 64769 9497244	05/08/15 2330 hrs	01° 02.70' N, 103° 38.50' E  SOMS	While underway, four perpetrators armed with knives boarded the bulk carrier and entered the engine room. The perpetrators attempted to hurt the oiler when he sighted them. The alarm was raised and a search was conducted for the perpetrators in the engine room. However, the perpetrators had escaped with some engine spares.  <b>[ReCAAP Focal Point (Singapore) ReCAAP Contact Point (Hong Kong)]</b>
114	<i>Magnum</i> <i>Fortune</i> Bulk carrier Liberia 31261 9488970	06/08/15 0615 hrs	01° 04.50' N, 103° 32.88' E  SOMS	While underway, five perpetrators were sighted in the engine room of the bulk carrier. The master conducted a security search on board but did not find any perpetrators. Some engine spares were found missing and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>

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115	<i>Jin Hwa 43</i> Tug boat Malaysia 148 9689768	06/08/15 2200 hrs	01° 05' N, 103° 44' E  SOMS	Upon arrival at Pasir Gudang anchorage, the master discovered that the barge store door was cut off and removed. Several items were found missing, including three rolls of towing rope (64mm) and one roll of towing rope (80mm) Y rope. The master assessed that the theft had occurred between 2000 hrs and 2300 hrs when the vessels were en route from Port Klang to Pasir Gudang port, Malaysia.  [Shipping company]
	<i>Jin Hwa 44</i> Barge Malaysia			
116	<i>Joaquim</i> Bunker tanker Singapore 1796 9133989	08/08/15 1350 hrs	02° 34' N, 101° 26.20' E  SOMS	While en route from Tanjung Pinang, Indonesia to Langkawi, Malaysia, an unknown number of perpetrators boarded the bunker tanker. The ship was carrying 3,500 metric tons of fuel oil. Her last known position on 8 Aug 15 at about 1350 hrs was at approximately 29 nm north of Pulau Rupert, Malacca Strait. The AIS onboard the vessel was reportedly turned off. The shipping company reported the incident to the IFC who notified the ReCAAP ISC, MMEA HQ, the Indonesian authorities and the shipping community to locate the vessel. The Malaysian and Indonesian authorities had reportedly deployed surface and air assets to search for her. The ReCAAP ISC had also informed its contacts in the MMEA and the Indonesian Marine Police.  On the morning of 9 Aug 15, the MMEA located <i>Joaquim</i> at approximately 14.1 nm off Tanjung Kling (02° 03' N, 101° 59.39' E). Reportedly about 3,000 metric tons of fuel oil had been siphoned and power to the generator was cut off. The crew was safe except for the master and bunker crew who were injured after being punched by the perpetrators. One of the injured crew was heli-evacuated by the MMEA for medical treatment.  [ReCAAP Focal Point (Singapore)]
117	<i>Zaliv Amerika</i> Oil tanker Cyprus 60178 9354301	10/08/15 0550 hrs	01° 05.09' N, 103° 35.60' E  SOMS	While underway, the crew sighted five perpetrators on board the oil tanker. The alarm was raised and the perpetrators escaped immediately. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
118	<i>Federal Crimson</i> Bulk carrier Singapore 32750 9732151	10/08/15 0642 hrs	01° 05.48' N, 103° 34.20' E  SOMS	While underway, the crew sighted six to eight perpetrators on board the bulk carrier. The master raised the alarm and requested for security assistance. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
119	<i>Sol</i> Tanker 81479 9171462	12/08/15 0327 hrs	01° 07.40' N, 103° 31.10' E  SOMS	While underway, between five and six perpetrators were sighted in the engine room. The alarm was raised and the perpetrators escaped immediately. A security search was conducted and there was no further sighting of the perpetrators. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]

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120	<i>Matar N</i> Container ship Cyprus 39824 9509176	13/08/15 0618 hrs	01° 06.10' N, 103° 33.20' E  SOMS	While underway, the crew sighted six perpetrators in the engine room. The alarm was raised and the crew conducted a security search on board. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
121	<i>Ibn Al Abbar</i> Container ship Panama 16705 9194490	15/08/15 0300 hrs	01° 03.80' N, 103° 36.53' E  SOMS	While underway, eight perpetrators armed with long knives were sighted in the engine room. The alarm was raised and a search was conducted. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
122	<i>Western Houston</i> Bulk carrier Hong Kong, China 31639 9455914	15/08/15 0500 hrs	10° 14.37' N, 107° 03.45' E  Vung Tau anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the bulk carrier, broke into the paint locker and stole paint drums. The crew was not injured.  [ReCAAP Focal Point (Vietnam)]
123	<i>CPO Norfolk</i> Container ship Liberia 41358 9440813	15/08/15 1000 hrs	01° 15.60' N, 104° 07.80' E  SOMS	While underway, the crew discovered three damaged padlocks at the aft mooring deck of the ship. Upon raising the alarm, the crew sighted one perpetrator escaping from one of the store rooms. A search on board was conducted but did not find any perpetrators. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
124	<i>Pacific Assurance</i> Bulk carrier Singapore 107222 9683104	20/08/15 0500 hrs	01° 06' N, 103° 33.50' E  SOMS	While underway, seven perpetrators armed with knives boarded the bulk carrier and went into the engine room. The perpetrators tied the oiler and engine cadet in the engine room workshop. They were eventually untied by the watch-keeping engineer. The alarm was raised and crew mustered. A security search was subsequently conducted and confirmed that the perpetrators had escaped upon hearing the alarm.  [ReCAAP Focal Point (Singapore)]
125	<i>Navig8 Stealth SV</i> Tanker Marshall Islands 30040 9396725	21/08/15 0340 hrs	01° 07.20' N, 103° 29.80' E  SOMS	While underway, four perpetrators armed with knives were sighted in the engine room of the tanker. The master raised the alarm and the perpetrators escaped immediately. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
126	<i>Maersk Lebu</i> Container ship Hong Kong 89097 9526930	21/08/15 0430 hrs	01° 10.08' N, 103° 30.17' E  SOMS	While underway, four perpetrators were sighted on board the container ship. The master raised the alarm and the perpetrators escaped in a waiting small boat. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]

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127	<i>Torm Helene</i> Tanker Marshall Islands 57031 9143532	21/08/15 2200 hrs	01° 06' N, 103° 44' E  SOMS	While underway, the crew sighted three perpetrators on board the tanker. The alarm was raised and the perpetrators escaped. The crew was mustered and a search was conducted. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
128	<i>Peace Bright</i> Bulk carrier Panama 41541 9663362	21/08/15 2329 hrs	01° 04.07' N, 103° 41.58' E  SOMS	While underway, four perpetrators armed with knives were sighted on board the bulk carrier. The alarm was raised and the perpetrators escaped in a waiting boat. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
129	<i>Atout</i> Container ship Liberia 18199 9354648	22/08/15 0525 hrs	01° 07.27' N, 103° 31.68' E  SOMS	While underway, the crew sighted four perpetrators on board the container ship. The alarm was raised and the perpetrators escaped. A search on board was conducted but did not find any perpetrators. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore) ReCAAP Focal Point (Japan)]</b>
130	<i>Elbtank Denmark</i> Tanker Liberia 23235 9234680	22/08/15 0535 hrs	01° 10.40' N, 103° 49.80' E  SOMS	While underway, the crew sighted four perpetrators armed with knives on board the tanker. The perpetrators stole the crew's personal effects and escaped five minutes later in a small boat. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
131	<i>Hawke Bay</i> Bulk carrier Hong Kong 17433 9242546	24/08/15 0130 hrs	03° 23.17' N, 099° 27.50' E  Approximately 1.1 nm north of Kuala Tanjung Centre Jetty, Indonesia	While at anchor, five perpetrators armed with gun and knives boarded the bulk carrier from a small boat. The duty crew sighted the perpetrators trying to enter the engine room. Upon realising that the crew had been alerted, the perpetrators escaped. A search was conducted and a lock on the accommodation water-tight door was found broken. The crew was not injured and nothing was stolen.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
132	<i>Maersk Borneo</i> Product tanker Singapore 19758 9341445	24/08/15 0400 hrs	03° 23' N, 099° 27' E  Kuala Tanjung Jetty A, Indonesia	After the product tanker had departed Kuala Tanjung, Indonesia, the engine room team noticed items missing. One portable drilling machine, one portable jigsaw cutter, one portable grinder medium size, one portable grinder large size, one disc cutting machine (300 mm), few box spanners and extension rod were confirmed missing after the search.  <b>[ReCAAP Focal Point (Singapore)]</b>
133	<i>Glovis Maestro</i> Bulk carrier Singapore 33456 9610987	29/08/15 0310 hrs	01° 10.28' N, 103° 27.25' E  SOMS	While underway, the crew sighted two perpetrators on board the bulk carrier. The alarm was raised and the perpetrators escaped. A search was conducted on board and three high pressure pumps were found missing. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
134	<i>Permata 1</i> Tug boat Malaysia 128 5331309	01/09/15 0907 hrs	01° 20.88' N, 104° 21.36' E  SOMS	While the tug boat towing a barge loaded with scrap metal was underway, the crew sighted three perpetrators on board the barge. The master reported the incident to Singapore's POCC who in turn informed the RSN. The RSN's MSTF deployed a vessel, <i>RSS Resilience</i> to the location of the incident. Upon sighting the vessel, the perpetrators fled in a red hull wooden boat heading in a southerly direction.
	<i>Permata 2</i> Barge Malaysia			RSN subsequently shared Information about the perpetrators with the Indonesian authorities who deployed their assets to search for the perpetrators. The Indonesian authorities comprising the Indonesian Navy Western Fleet Sea Security Group who managed to arrest the perpetrators and recover the stolen cargo of scrap metal.
<b>[ReCAAP Focal Point (Singapore)]</b>				
135	<i>Naess</i> <i>Endurance</i> Bulk carrier Marshall Islands 36415 9721334	04/09/15 2306 hrs	01° 10.99' N, 103° 26.87' E  SOMS	While underway, five perpetrators armed with knives were sighted in the engine room. The master raised the alarm, mustered the crew and conducted a search on board. Some engine spare parts were found missing. The crew was not injured.
<b>[ReCAAP Focal Point (Singapore)]</b>				
136	<i>Aquajoy</i> Bulk carrier Liberia 87590 9278521	05/09/15 0045 hrs	01° 10.68' N, 103° 26.87' E  SOMS	While underway, six perpetrators were sighted and one of them observed fleeing from starboard quarter of the vessel. Acting on the request of the master, the Singapore PCG boarded the vessel and conducted a complete search. The crew was not injured and nothing was stolen.
<b>[ReCAAP Focal Point (Singapore)]</b>				
137	<i>Yorkgate</i> Bulk carrier Liberia 34570 9689172	08/09/15 0230 hrs	01° 11' N, 103° 25.70' E  SOMS	While underway, two perpetrators were sighted boarding the vessel. The master raised the alarm, mustered the crew and conducted a search on board. The crew was not injured and nothing was stolen.
<b>[ReCAAP Focal Point (Singapore)]</b>				
138	<i>Ratna Puja</i> Tanker India 58446 9308845	08/09/15 0400 hrs	01° 05.92' N, 103° 34.32' E  SOMS	While underway, four perpetrators were sighted in the engine room. The alarm was raised and a search was conducted. The crew was not injured and nothing was stolen.
<b>[ReCAAP Focal Point (Singapore)]</b>				
139	<i>MOL Brightness</i> Container ship Hong Kong, China 113042 9685346	09/09/15 0600 hrs	01° 06.27' N, 103° 32.75' E  SOMS	While underway, five perpetrators were sighted boarding the stern. The master raised the alarm and conducted a search. Some engine spares were found missing. The third engineer was assaulted and suffered a broken tooth. Singapore PCG was requested to board the vessel for further investigation upon her arrival at Singapore.
<b>[ReCAAP Focal Point (Singapore)]</b>				

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
140	<i>Panasiatic</i> Bulk carrier Marshall Islands 42898 9310276	12/09/15 0011 hrs	01° 11.60' N, 103° 24.33' E  SOMS	While en route to Singapore from Richard Bay, South Africa, three perpetrators were sighted in the engine room. The alarm was raised and master conducted a search to locate the perpetrators. The master reported that there was no further sighting of the perpetrators onboard the ship. Nothing was stolen and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
141	<i>Star Lysefjord</i> Bulk carrier Norway 52290 9008108	12/09/15 0300 hrs	10° 15.01' N, 107° 03.51' E  Vung Tau anchorage, Vietnam	While at anchor, perpetrators boarded the vessel and stole 440 litres of paint from the paint room. The duty officer found the room door damaged and the perpetrators had escaped. The crew was not injured.  <b>[ReCAAP Focal Point (Vietnam)]</b>
142	<i>Crest Jade 1</i> Tug boat Singapore 472 9528251	12/09/15 0500 hrs	01° 04.14' N, 103° 54.23' E  PT Dharma Sentosa Marindo Yard, Pulau Batam, Indonesia	While at berth, the cook sighted three perpetrators on board the ship. Two of the perpetrators were in the paint storeroom while the remaining perpetrator waiting outside. The perpetrator, armed with knife and sword, threatened the cook and instructed him to go inside the accommodation room. It was reported that the perpetrators stole cash and 40 cans of paint; and escaped in a boat.  <b>[ReCAAP Focal Point (Singapore)]</b>
143	<i>Chamchuri Naree</i> Bulk carrier Thailand 21093 9296274	16/09/15 0420 hrs	01° 06.55' N, 103° 31.96' E  SOMS	While underway, five perpetrators were sighted escaping from the steering gear room into a small speed boat. The duty officer raised the alarm, announced on the PA system and activated the SSAS. A security search was conducted and the duty oiler was found tied with rope and threatened with knife. Some engine spares were stolen. The crew was not harmed.  <b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Thailand)]</b>
144	<i>Key Mission</i> Bulk carrier Panama 43013 9518177	16/09/15 0820 hrs	10° 14.70' N, 107° 12.80' E  Vung Tau anchorage, Vietnam	While at anchor, perpetrators boarded the bulk carrier unnoticed, stole paint and escaped. The crew was not injured.  <b>[ReCAAP Focal Point (Vietnam)]</b>
145	<i>Crest Gold 1</i> Tug boat Singapore 472 9468267  <i>Miclyn 258</i> Barge Singapore	17/09/15 2300 hrs	01° 14.33' N, 104° 02.50' E  SOMS	While the tug boat towing barge was en route to Pasir Gudang, Malaysia from Delta Shipyard, Batam, Indonesia, perpetrators were sighted at the astern of barge. The master reported the incident to Indonesian Navy and the crew shone their search light on the barge. The tug boat subsequently went alongside the barge and conducted checks on board the barge. Several items including two pieces of chapping chain, one emergency towing rope, one navigation light and one piece of shackle were found missing. It was suspected that the perpetrators had left the barge after search lights were shone on the barge. MMEA officers boarded the tug boat for investigation thereafter.  <b>[ReCAAP Focal Point (Singapore)]</b>



S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
146	<i>Challenge Polaris</i> Product tanker Singapore 28051 9426295	18/09/15 0615 hrs	13° 40.46' N, 121° 03.10' E  Batangas Port, Philippines	While at berth, perpetrators cut one of the forward head lines from the shore end and used the dangling line to climb on to the vessel. Some brass-made fire nozzles, spanners, hydrant caps and service air/steam line caps were stolen from the forward section of the vessel.  <b>[ReCAAP Focal Point (Singapore)]</b>
147	<i>Hojo</i> Tanker Belgium 156990 9457543	19/09/15 0445 hrs	01° 07.26' N, 103° 33.43' E  Approximately 6.3 nm southwest of Pulau Nipa, Indonesia	While at anchor, five perpetrators dressed in black clothes and armed with long knives boarded the vessel. One of the engine crew was confronted and tied in the engine room. The alarm was raised and a security search was conducted on board. Some engine spares were found missing. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
148	<i>Paros Seas</i> Bulk carrier Liberia 33044 9491238	20/09/15 0400 hrs	01° 04.14' N, 103° 41.56' E  SOMS	While en route to Singapore, three perpetrators, of which one of them was armed with a machete, boarded the vessel and tied the oiler in the engine room. The oiler managed to untie himself, raised the alarm and the crew mustered. The perpetrators escaped and security search was conducted on board. It was reported that two sets of breathing apparatus were stolen from the engine room.  <b>[ReCAAP Focal Point (Singapore)]</b>
149	<i>Maersk Adriatic</i> Product tanker Singapore 23297 9636632	24/09/15 0900 hrs	03° 56.10' N, 098° 45.60' E  Belawan anchorage, Indonesia	While at anchor, the crew discovered that the stores in the forecandle store were scattered. A welding machine and accessories, wolflite, tank cleaning hoses, portable tank cleaning machine, hose saddles and control unit for Famo pump were found missing.  <b>[ReCAAP Focal Point (Singapore)]</b>
150	<i>Hanjin Sao Paulo</i> Container ship Panama 16472 9350147	30/09/15 0400 hrs	10° 46.10' N, 106° 44.10' E  V.I.C.T. Port, Ho Chi Minh City, Vietnam	While the container ship was at berth for loading/discharging of container cargoes, a stevedore informed the duty AB that there were perpetrators at the forward starboard side. The duty AB informed the duty officer and proceeded to the forward part of the ship. The duty AB sighted a perpetrator with a long-bladed weapon and warned the other crew. Upon seeing the crew, the two perpetrators jumped into the water and escaped. The crew conducted a search on board and discovered that the padlock of the Bosun Store forward was forcibly opened. Ten fire hose nozzles and six hydrant covers were missing.  <b>[ReCAAP Focal Point (Singapore)]</b>

**Attempted Incidents**

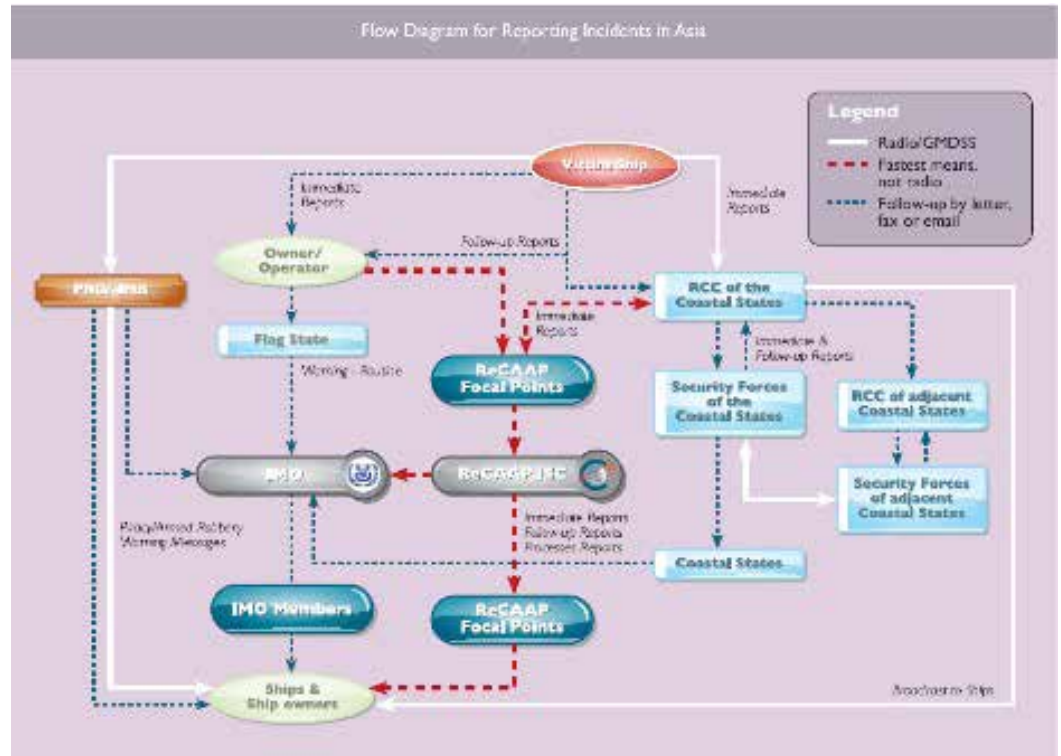
S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
151	<i>Brahms</i> Bulk carrier Malta 41074 9473327	07/03/15 0930 hrs	06° 13.11' N, 119° 50.18' E  Approximately 18 nm northwest of Laparan Island, Pangutaran, Sulu, Philippines	While underway, an undetermined number of perpetrators approached the bulk carrier on six speed boats. The perpetrators wore camouflaged clothes and were armed with guns. The master raised the alarm, ordered General Quarters (GQ) to the crew and requested assistance from the Philippine Navy. Upon noticing that the vessel is already under GQ and hearing the Philippine Navy's response on the call, the robbers aborted the attempt and escaped in an unknown direction.  <b>[ReCAAP Focal Point (Philippines)]</b>
152	<i>MSC Rosa M</i> Container ship Panama 153115 9461398	23/03/15 0630 hrs	01° 10.10' N, 103° 28.40' E  SOMS	While underway, four perpetrators attempted to board the container ship. The master informed POCC about the incident. A search was also conducted onboard the vessel and no perpetrators were found onboard.  <b>[ReCAAP Focal Point (Singapore)]</b>
153	<i>Sri Phuket</i> Tanker Thailand 2995 9062714	26/03/15 1300 hrs	02° 38' N, 104° 43' E  SCS	While underway, an undetermined number of perpetrators approached the bulk carrier on two wooden boats. The perpetrators eventually aborted the attempt.  <b>[ReCAAP Focal Point (Thailand)]</b>
154	<i>Siri Thana</i> Product tanker Thailand 3104 8508814	12/04/15 0619 hrs	01° 19' N, 104° 21' E  SOMS	While underway, the master sighted a speed boat trying to approach the product tanker. The speed boat subsequently aborted the attempt.  <b>[ReCAAP Focal Point (Thailand)]</b>
155	<i>Ocean Ruby</i> Bulk carrier Hong Kong, China 51209 9498705	06/05/15 0445 hrs	01° 03.60' N, 103° 37.20' E  SOMS	While underway, the crew sighted two perpetrators trying to board the bulk carrier from a boat. The alarm was raised and the two perpetrators escaped immediately in their boat. A search onboard the vessel was conducted but no intruders were found. Nothing was stolen and the vessel continued her voyage.  <b>[ReCAAP Focal Point (Singapore)]</b>
156	<i>Prabhu Yuvika</i> Bulk carrier Singapore 39818 9291781	29/06/15 0340 hrs	01° 26.20' N, 103° 06.10' E  SOMS	While underway, two perpetrators in a speed boat attempted to come near the vessel's starboard quarter. When the duty officer spotted the speed boat, the vessel's horn was sounded and the ISPS search light was directed towards the speed boat. The fire pumps were activated and the crew started to spray water from the fire hoses. Upon seeing the alertness of the crew, the perpetrators aborted their attempted boarding.  <b>[ReCAAP Focal Point (Singapore)]</b>

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S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
157	<i>Crest Odyssey 1</i> Supply vessel Singapore 49387 9554585	16/07/15 0310 hrs	00° 44.20' N, 104° 09.80' E  Bias Delta Pratama Lay Up Anchorage, Pulau Batam, Indonesia	While at anchor, the A/B sighted six perpetrators on a fishing boat trying to board the supply vessel from the starboard air dive station. The A/B shouted at the perpetrators, who moved away immediately. The A/B subsequently informed the watchkeeping oiler and Bias Delta Control.  <b>[ReCAAP Focal Point (Singapore)]</b>
158	<i>Setagawa</i> Tanker Panama 159936 9391763	26/07/15 0540 hrs	01° 04.70' N, 103° 36' E  SOMS	While underway, the tanker was chased by a small boat, about 15-20m in length, with outboard engine and white cover. The duty crew shone a light at the boat, who subsequently aborted the chase.  <b>[ReCAAP Focal Point (Singapore)]</b>
159	<i>Helen N</i> Bulk carrier Liberia 151448 9479163	03/08/15 0220 hrs	01° 05.20' N, 103° 35' E  SOMS	While underway, the crew on anti-piracy watch sighted a rope landed on the main deck. The master sounded the alarm and mustered all crew. A boat was seen escaped.  <b>[ReCAAP Focal Point (Singapore)]</b>
160	<i>Advantage Summer</i> Tanker Marshall Islands 83805 9419890	21/08/15 0230 hrs	01° 10.60' N, 103° 26.70' E  SOMS	While underway, eight perpetrators in a boat approached and attempted to board the bulk carrier. A lock down was initiated and all crew was stationed inside the accommodation. The vessel made evasive maneuvering actions to prevent the boarding. A security search was concluded and the vessel reported no injury to the crew and no items were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
161	<i>Hamgam</i> Bulk carrier Iran 39517	20/09/15 2325 hrs	01° 04.14' N, 103° 41.56' E  SOMS	While underway, eight perpetrators in a boat approached and attempted to board the bulk carrier. A lock down was initiated and all crew was stationed inside the accommodation. The vessel made evasive maneuvering actions to prevent the boarding. A security search was concluded and the vessel reported no injury to the crew and no items were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

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  
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# QUARTERLY REPORT JAN – SEP 2015

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Correct as at 27 September 2015

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.