

# MONTHLY

REPORT



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## REPORT FOR AUGUST 2015

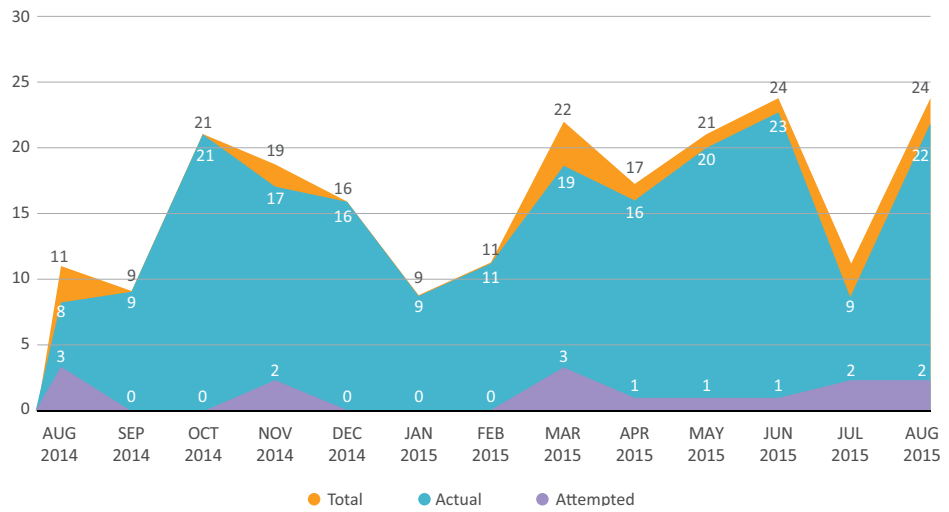
Piracy and Armed  
Robbery against  
Ships in Asia

**ReCAAP**  
Information Sharing Centre

**INCREASE IN NUMBER OF INCIDENTS IN AUGUST 2015**

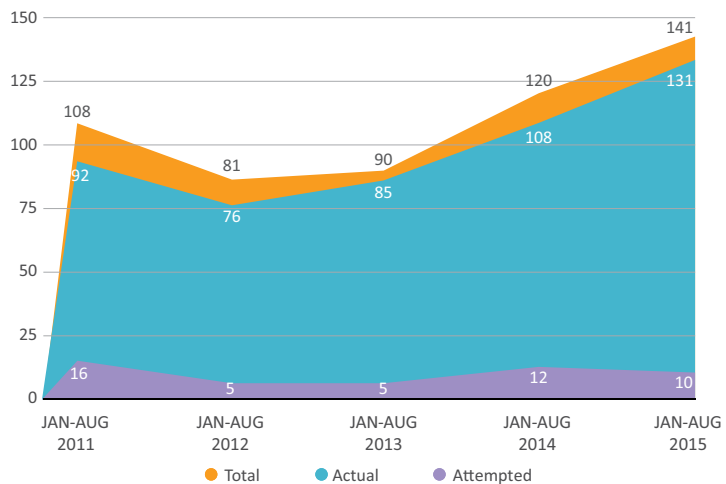
A total of 24 incidents of armed robbery against ships were reported in Asia in August 2015. Of these, 22 were actual incidents and two were attempted incidents. No piracy incident was reported in August 2015. The number of incidents rebounds in August 2015 after a decline of 54% from 24 incidents in June 2015 to 11 in July 2015. Graph 1 shows the monthly number of incidents reported from August 2014 till August 2015.

**Graph 1 – Number of incidents (August 2014 to August 2015)**



Overall, a total of 141 incidents had been reported over the past eight months (January-August 2015); and this accounted for an increase of 18% compared to the same period in 2014. Graph 2 shows the number of incidents reported during January-August in the past four years (2011-2014).

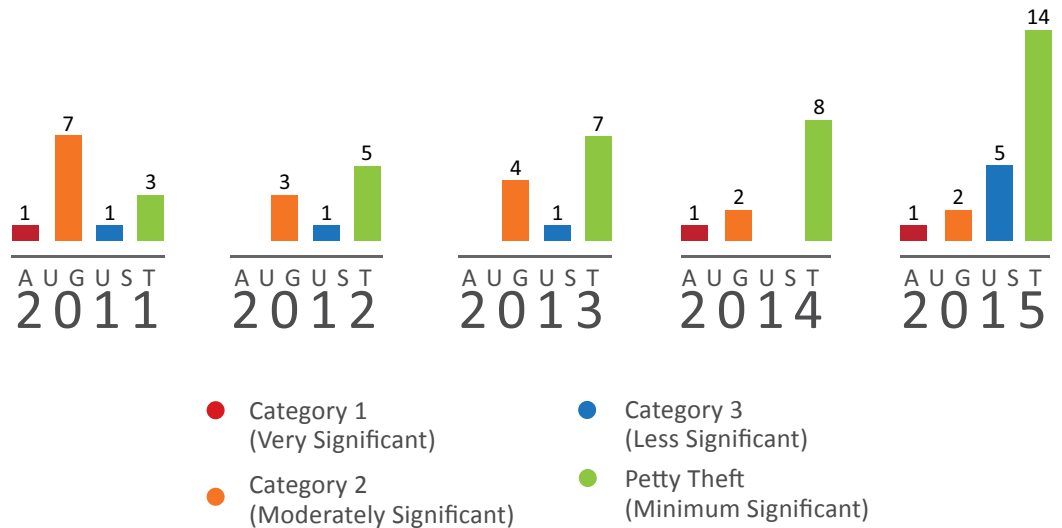
**Graph 2 – Number of incidents (January-August of 2011-2015)**



## SIGNIFICANCE LEVEL OF INCIDENTS INCLUDING SIPHONING OF SHIP FUEL OIL

Of the 24 incidents reported in August 2015, less than half were Category 1, 2 and 3 incidents. One was a Category 1 incident involving the siphoning of ship fuel oil from bunker tanker *Joaquim* in the Malacca Strait. Compared to the same period in 2014, the number of Category 2 incidents remained fairly consistent, however, there has been a surge in number of Category 3 and other incidents, namely unauthorised boarding incidents where there were no direct encounter with the crew or economic loss. Refer to Chart 1 for the significance level of incidents reported during August of 2011 – 2015.

Chart 1 – Significance level of incidents (August of 2011-2015)



The Category 1 incident of siphoning of ship fuel oil involved *Joaquim* carrying 3,500 metric tons of fuel oil was boarded on 9 Aug 15. When she was found by MMEA, estimated 3,000 metric tons of fuel oil had been siphoned. The crew was safe except for the master and bunker crew who were punched in the face by the perpetrators.

Map 1 – Last known position & recovery of *Joaquim*



**ARREST OF ALLEGED MASTERMIND BEHIND HIJACKING OF *ORKIM HARMONY***

The Indonesian authorities reported that they had arrested the alleged mastermind behind the hijacking of tanker *Orkim Harmony* on 27 Aug 15 in west Jakarta. *Orkim Harmony* was boarded on 11 Jun 15 by 13 perpetrators with possibly the intention to siphon the ULG 95 (petrol) carried on board the tanker. Through timely reporting by the owner and information sharing among the authorities, the Malaysia-registered product tanker was found on 19 Jun 15. This incident demonstrated the close cooperation and timely sharing of information among the regional authorities including the Australian patrol aircraft who localised the tanker, the MMEA who rescued the crew, the Vietnam Coast Guard (who is also the ReCAAP Focal Point for Vietnam) who arrested the eight perpetrators, and the Indonesian authorities who recovered a tug boat, *Meulaboh* believed to be used by the perpetrators, and arrested four other perpetrators and the alleged mastermind behind the hijacking.



Eight perpetrators arrested



Tug boat, *Meulaboh*



Lifeboat used by perpetrators

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## LOCATION AND DESCRIPTION OF INCIDENTS REPORTED IN AUGUST 2015

Of the 24 incidents reported in August 2015, 21 of them occurred in Straits of Malacca and Singapore (SOMS) along the Traffic Separation Scheme (TSS), one in Batangas Port, Philippines, one in Vung Tau anchorage, Vietnam and one in Kuala Tanjung Centre Jetty, Indonesia. Refer map 2 on the location of these incidents; and Appendix for their detailed description.

## SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

In August 2015, 21 incidents of sea robbery were reported on board ships while underway in the eastbound lane of the TSS of SOMS. On 21 and 22 Aug 15, within an interval of approximately 28 hrs, six incidents were reported to Singapore Port Operation Control Centre (POCC) who issued navigational broadcast to mariners and notification to enforcement agencies to warn about these incidents in the vicinity. Considering the close interval of time and proximity of these incidents, the perpetrators could possibly be from the same group. Of concern was their persistence in ‘hovering’ in the vicinity seeking out their next target.

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**CONCLUSION**

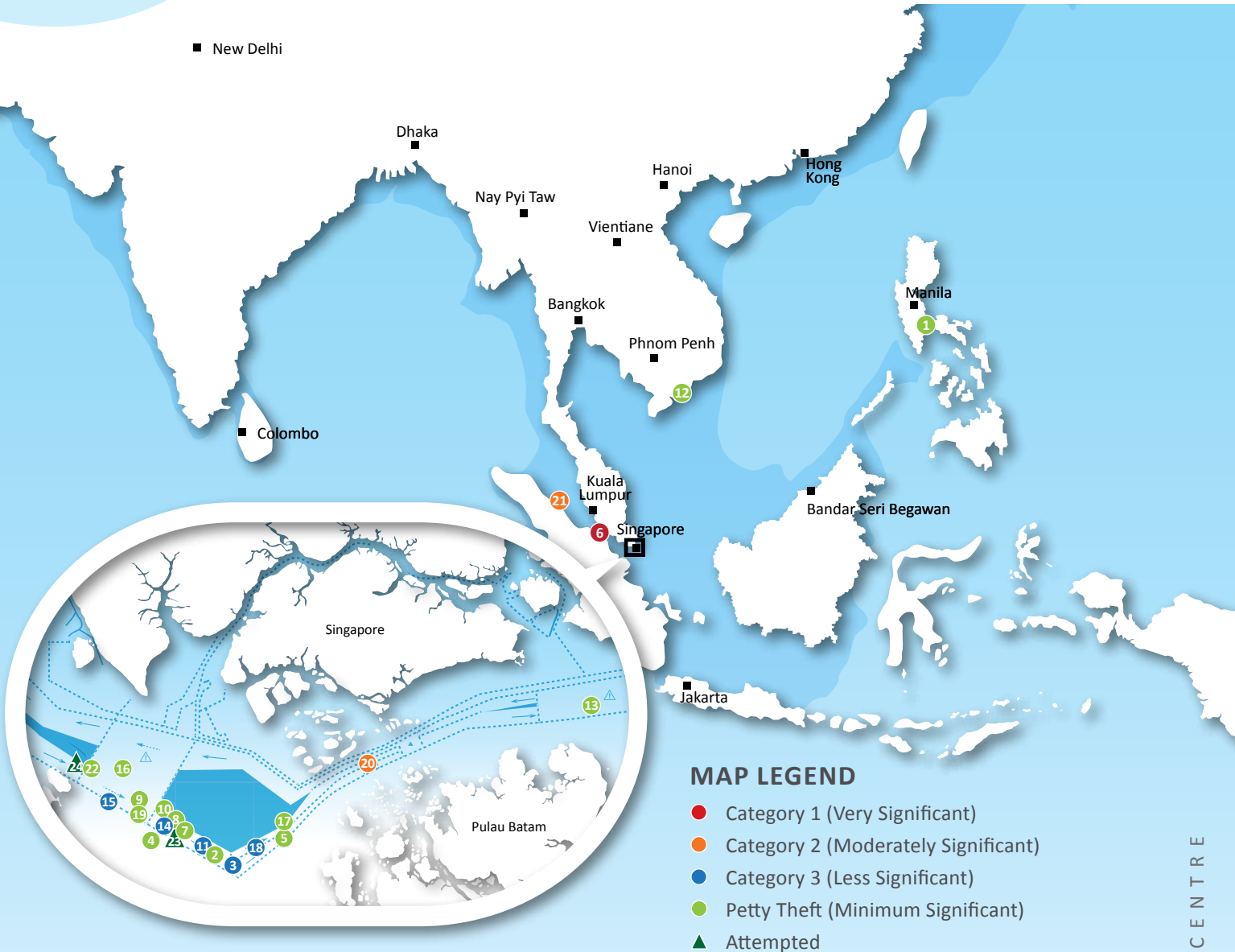
The number of incidents of piracy and armed robbery against ships in Asia for the period January-August 2015 has increased by 18% compared to the same period in 2014. As for the number of siphoning incident reported in August 2015, it remained fairly consistent compared to the same period in 2014. The bulk of the overall increase in number in August 2015 was due to incidents occurred on board ships while underway in the SOMS.

From the description of the incidents reported in August 2015, being vigilant and alert in early detection of a possible boarding is the most effective deterrent, and reduces risk to the crew. It provides the crew an opportunity to sound the alarm, alerting other ships, making immediate report to coastal authorities, and undertaking piracy countermeasures.

Nevertheless, it is collective effort by all stakeholders at sea and on land to do their part towards eradicating such incidents at sea; including timely deployment of patrol vessels by the relevant littoral State(s) and increase its surveillance in the vicinity.

Worth commending was the arrest of the alleged mastermind behind the hijacking of *Orkim Harmony* which demonstrated the effectiveness of the cooperative mechanism in information sharing and operational cooperation among the ReCAAP ISC, ReCAAP Focal Points, regional authorities and relevant stakeholders.

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### MAP LEGEND

- Category 1 (Very Significant)
- Category 2 (Moderately Significant)
- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)
- ▲ Attempted

1	<i>Pearl Ace</i> Vehicle carrier 1 Aug 15 2330 hrs	7	<i>Zaliv Amerika</i> Oil tanker 10 Aug 15 0550 hrs	13	<i>CPO Norfolk</i> Container ship 15 Aug 15 1000 hrs	19	<i>Atout</i> Container ship 22 Aug 15 0525 hrs
2	<i>Slettnes</i> Bulk carrier 3 Aug 15 0136 hrs	8	<i>Federal Crimson</i> Bulk carrier 10 Aug 15 0642 hrs	14	<i>Pacific Assurance</i> Bulk carrier 20 Aug 15 0500 hrs	20	<i>Elbtank Denmark</i> Tanker 22 Aug 15 0535 hrs
3	<i>Magsenger 8</i> Bulk carrier 5 Aug 15 2330 hrs	9	<i>Sol</i> Tanker 12 Aug 15 0327 hrs	15	<i>Navig8 Stealth SV</i> Tanker 21 Aug 15 0340 hrs	21	<i>Hawke Bay</i> Bulk carrier 24 Aug 15 0130 hrs
4	<i>Magnum Fortune</i> Bulk carrier 6 Aug 15 0615 hrs	10	<i>Matar N</i> Container ship 13 Aug 15 0618 hrs	16	<i>Maersk Lebu</i> Container ship 21 Aug 15 0430 hrs	22	<i>Glovis Maestro</i> Bulk carrier 29 Aug 15 0310 hrs
5	<i>Jin Hwa 43 &amp; Jin Hwa 44</i> Tug boat & barge 6 Aug 15 2200 hrs	11	<i>Ibn Al Abbar</i> Container ship 15 Aug 15 0300 hrs	17	<i>Torm Helene</i> Tanker 21 Aug 15 2200 hrs	23	<i>Helen N</i> Bulk carrier 3 Aug 15 0220 hrs
6	<i>Joaquim</i> Bunker tanker 8 Aug 15 1350 hrs	12	<i>Western Houston</i> Bulk carrier 15 Aug 15 0500 hrs	18	<i>Peace Bright</i> Bulk carrier 21 Aug 15 2329 hrs	24	<i>Advantage Summer</i> Tanker 21 Aug 15 0230 hrs

Map 2 – Location of Incidents in August 2015

**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.
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## 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.

CATEGORY	SIGNIFICANCE OF INCIDENT
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
Petty Theft	Minimum Significant

b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

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

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
<b>AUSTRALIA</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) <i>Email: amboc@border.gov.au</i>	+61-2-6275-6000	+61-2-6275-6275
<b>BANGLADESH</b>		
Department of Shipping <i>Email: info@dos.gov.bd</i>	+88-02-9554206	+88-02-7168363
<b>BRUNEI</b>		
National Maritime Coordination Centre Brunei <i>Email: p2mk@jpm.gov.bn</i>	+673-2233751	+673-2233753
<b>CAMBODIA</b>		
Merchant Marine Department <i>Email: mmd@online.com.kh</i>	+85-5-2386-4110	+85-5-2386-4110
<b>CHINA</b>		
China Maritime Search and Rescue Centre (Beijing) <i>Email: cnmrcc@mot.gov.cn</i>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) <i>Email: hkmrcc@mardep.gov.hk</i>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>DENMARK</b>		
Danish Maritime Authority (DMA) <i>Email: ReCAAP-FP-DK@dma.dk</i>	+45-9137-6000	+45-9137-6001
<b>INDIA</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India <i>Email: indsar@vsnl.net</i> <i>icgmrcc_mumbai@mtnl.net.in</i> <i>mrcc-west@indiancoastguard.nic.in</i>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>JAPAN</b>		
Japan Coast Guard (JCG) Ops Centre <i>Email: jcg-op@mlit.go.jp</i>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>REPUBLIC OF KOREA</b>		
Ministry of Oceans and Fisheries Operations Centre <i>Email: piracy@gicomms.go.kr</i>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>LAOS</b>		
International Relation Department Ministry of Public Security <i>Email: keo_kkk@hotmail.com</i>	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
<b>MYANMAR</b>		
MRCC Ayeyarwaddy (Myanmar Navy) <i>Email: mrcc.yangon@mptmail.com.mm</i>	+95-313-1650	+95-1202-417
<b>NETHERLANDS</b>		
Dutch Coastguard Maritime Information Centre (MIK-NL) <i>Email: mik-nl@kustwacht.nl</i>	+31-223-658-382	+31-223-658-358
<b>NORWAY</b>		
Norwegian Maritime Authority <i>Email: morten.alsaker.lossius@sjofartsdir.no</i>	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>PHILIPPINES</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) <i>Email: pcg_cg2@yahoo.com</i> <i>cg2@coastguard.gov.ph</i> <i>isc.cg2@coastguard.gov.ph</i>	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
<b>SINGAPORE</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) <i>Email: pocc@mpa.gov.sg</i>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>SRI LANKA</b>		
Sri Lanka Navy Operations Centre <i>Email: nhqsoo@navy.lk</i> <i>nhqhydrographer@navy.lk</i> <i>nhqadno@navy.lk</i>	+94-11-244 5368	+94-11-244 9718
<b>THAILAND</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) <i>Email: miscdutyofficer@misc.go.th</i>	+66-2475-4532	+66-2475-4577
<b>UNITED KINGDOM</b>		
National Maritime Information Centre Operations Centre <i>Email: nmic-ws@mod.uk</i>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
<b>UNITED STATES</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) <i>Email: rccalameda@uscg.mil</i>	+1-510-437-3701	
<b>VIETNAM</b>		
Vietnam Coast Guard <i>Email: vietnamcoastguard@gmail.com</i> <i>vietnamfocalpoint@yahoo.com.vn</i>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 20 August 2015

### **List of Abbreviations**

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

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

### **Time**

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

### Actual Incidents

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

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
1	<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>
2	<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>
3	<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>
4	<i>Magnum 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>
5	<i>Jin Hwa 43</i> Tug boat Malaysia 148 9689768  <i>Jin Hwa 44</i> Barge Malaysia	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.  <b>[Shipping company]</b>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
6	<i>Joaquim</i> Bunker tanker Singapore 1796 9133989	08/08/15 1350 hrs	02° 34' N, 101° 26.20' E  SOMS	<p>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.</p> <p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
7	<i>Zaliv Amerika</i> Oil tanker Cyprus 60178 9354301	10/08/15 0550 hrs	01° 05.09' N, 103° 35.60' E  SOMS	<p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
8	<i>Federal Crimson</i> Bulk carrier Singapore 32750 9732151	10/08/15 0642 hrs	01° 05.48' N, 103° 34.20' E  SOMS	<p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
9	<i>Sol</i> Tanker 81479 9171462	12/08/15 0327 hrs	01° 07.40' N, 103° 31.10' E  SOMS	<p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
10	<i>Matar N</i> Container ship Cyprus 39824 9509176	13/08/15 0618 hrs	01° 06.10' N, 103° 33.20' E  SOMS	<p>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.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
11	<i>Ibn Al Abbar</i> Container ship Panama 16705 9194490	15/08/15 0300 hrs	01° 03.80' N, 103° 36.53' E  SOMS	<p>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.</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 INCIDENT
12	<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.  <b>[ReCAAP Focal Point (Vietnam)]</b>
13	<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.  <b>[ReCAAP Focal Point (Singapore)]</b>
14	<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.  <b>[ReCAAP Focal Point (Singapore)]</b>
15	<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.  <b>[ReCAAP Focal Point (Singapore)]</b>
16	<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.  <b>[ReCAAP Focal Point (Singapore)]</b>
17	<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>
18	<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>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
19	<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>
20	<i>Elbtank</i> <i>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>
21	<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>
22	<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>



## Attempted Incidents

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
23	<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>
24	<i>Advantage Summer</i> Tanker Marshall Islands 83805 9419890	21/08/15 0230 hrs	01° 10.60' N, 103° 26.70' E  SOMS	While en route to Singapore, five perpetrators attempted to board the tanker at the stern from a speedboat. The crew was alerted and the perpetrators aborted the attempt and fled. The master reported the incident to the VTIS via VHF.  <b>[ReCAAP Focal Point (Singapore)]</b>