

HALF YEARLY REPORT



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HALF YEARLY REPORT **2015**

1 January 2015 -
30 June 2015

Piracy and Armed
Robbery against
Ships in Asia







Re  AAP
Information Sharing Centre

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HALF YEARLY
REPORT
2015

1 January 2015 -
30 June 2015



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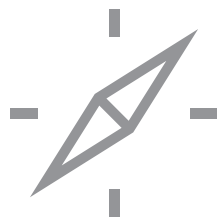
*EXECUTIVE
SUMMARY*

There has been a 18% increase in number of incidents of piracy and armed robbery against ships reported in Asia during January-June 2015 compared to the same period in 2014. The bulk of the increase was due to the increase in the number of petty theft cases onboard ships while underway in the Straits of Malacca and Singapore (SOMS).

During January-June 2015, a total of 106 incidents were reported in Asia, comprising 100 actual incidents and six attempted incidents. Of the 106 incidents, 11 were piracy incidents occurred in the South China Sea (SCS) and 95 were incidents of armed robbery against ships. Amongst these, the number of petty theft incidents was highest during January-June 2015. Of the 62 incidents of petty theft, 35 (56%) occurred onboard ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) of SOMS and 12 (19%) onboard ships at ports and anchorages in Vietnam.

A key area of concern are incidents involving siphoning of ship fuel/oil from product/oil tankers, most of them below 5000 GT. A total of eight incidents of siphoning were reported during January-June 2015 compared to five incidents reported during the same period in 2014. However, the collective efforts by enforcement agencies, relevant International Organisations and shipping industry had produced results, as demonstrated from the arrest of the perpetrators involved in the hijacking of chemical tanker, *Sun Birdie* on 29 Jan 15 and product tanker, *Orkim Harmony* on 11 Jun 15. These outcomes were encouraging and demonstrated the effectiveness of the cooperative mechanism in information sharing and operational cooperation among ReCAAP Focal Points, regional maritime authorities from Malaysia, Indonesia and Australia, INTERPOL and the ReCAAP ISC.

Except for petty theft and siphoning (Category 1) incidents, the other type of incidents (Category 2 and Category 3) reported during January-June 2015 had decreased compared to the same period in the past four years.



PART ONE

Incidents of piracy and armed robbery against ships in Asia reported during the 1st Half of 2015 (January-June 2015)

Incidents of piracy and armed robbery against ships in Asia reported during 1st Half of 2015 (January-June 2015)

NUMBER OF INCIDENTS (JANUARY-JUNE 2015)

A total of 106 incidents, comprising 100 actual incidents and six attempted incidents, were reported in Asia during January-June 2015.

PIRACY VS ARMED ROBBERIES AGAINST SHIPS

Of the 106 incidents, 11 were piracy incidents occurred in the SCS and 95 were incidents of armed robberies against ships. It is important to differentiate between incidents of 'piracy' and 'armed robberies against ships' as piracy incident occurred onboard ship on high seas, while armed robberies against ships occurred within a State's internal waters, archipelagic waters and territorial sea. Unlike incidents of piracy, armed robberies against ships are under the jurisdiction of the sovereign State. Refer to the Appendice for the definition of 'piracy' and 'armed robbery against ships'.

STATUS OF SHIPS

Of the 11 piracy incidents in the SCS, 10 occurred onboard ships while underway and one onboard a bulk carrier anchored approximately 15 nm north-northeast of Pulau Bintan, Indonesia.

Majority of the incidents of armed robbery against ships occurred while the ships were underway. Of the 95 incidents, 62 occurred while the ships were underway (mostly in SOMS) and 33 onboard ships at anchor/berth (mostly in Vietnam). Refer to Chart 1 and Chart 2 on the location of incidents onboard ships while underway and at anchor/berth respectively.

Chart 1 – Incidents onboard ships while underway

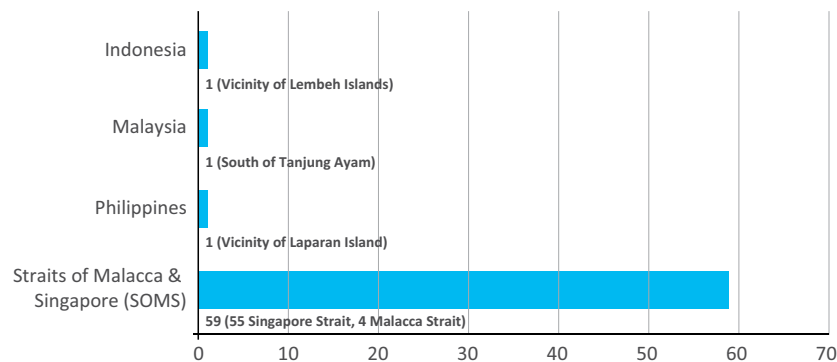
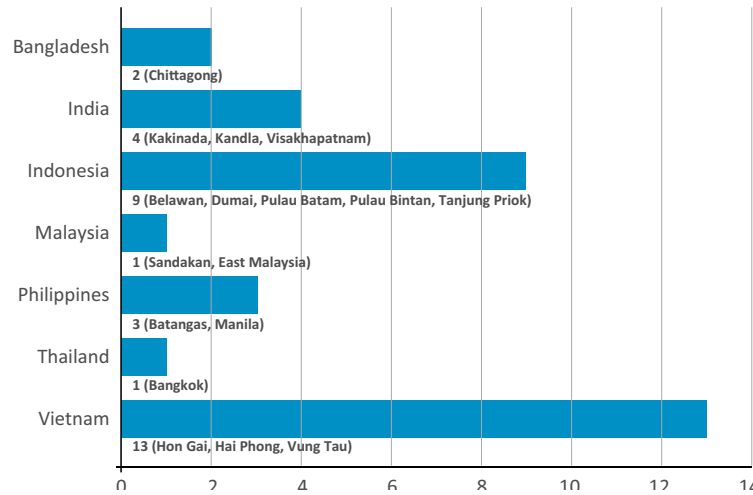


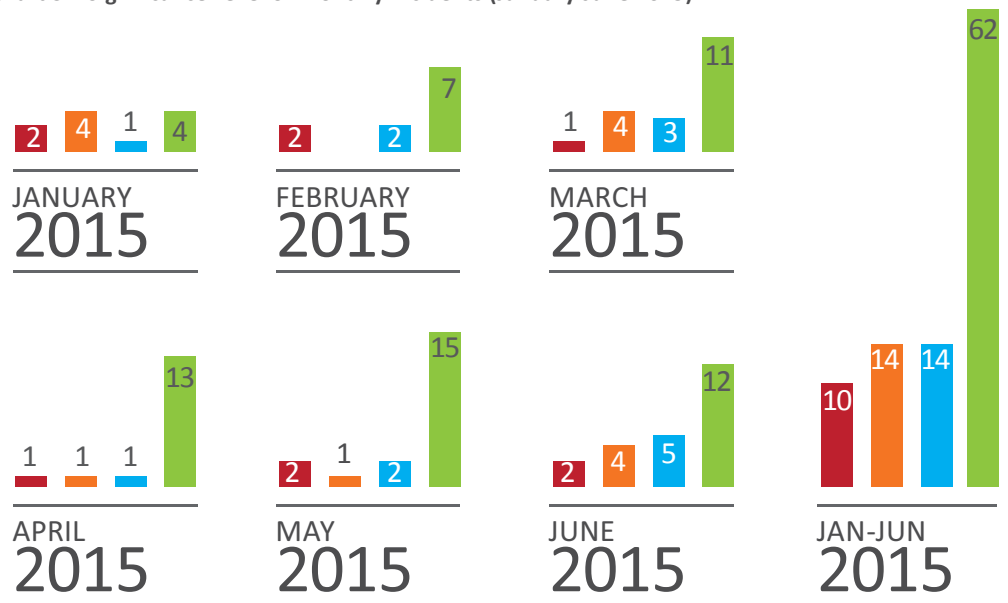
Chart 2 – Incidents onboard ship at anchor/berth



SIGNIFICANCE LEVEL

Chart 3 shows the significance level of the monthly incidents reported from January 2015 to June 2015. Over the six-month period, majority of the incidents reported were petty thefts, with highest number occurred in May 2015. However, of concern was the continued occurrence of at least one Category 1 incident per month during the six-month period.

Chart 3 – Significance Level of Monthly Incidents (January-June 2015)



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

TYPE AND LOCATION OF INCIDENTS

Of the 106 incidents, eight incidents were siphoning of ship fuel/oil, three were attempted siphoning of ship fuel/oil, 89 were boardings targeting at crew's personal effects and ship items, and six were attempted boardings. Refer to Map 1 on the location of incidents reported during January-June 2015.

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





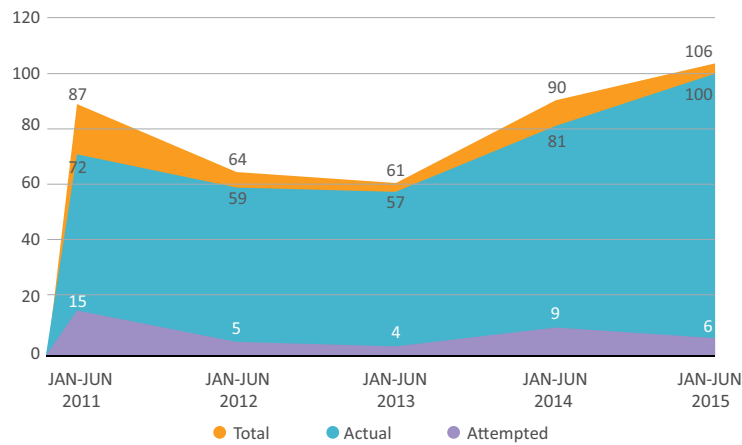
PART TWO

Analysis of incidents during
1st Half of 2015 compared
to the same period in past
four years (January-June of
2011-2014)

NUMBER OF INCIDENTS

Compared to January-June 2014, the number of incidents reported during January-June 2015 has increased by 18%, from 90 to 106 incidents. The bulk of the increase was due to the increase in the number of petty theft incidents. Comparing January-June 2013 with the same period in 2014, the increase was steeper at 48% from 61 to 90 incidents. Nevertheless, more need to be done to improve the situation of piracy and armed robbery against ships in the coming 2nd half of 2015. Graph 1 shows the number of incidents reported during the period of January-June of 2011-2015.

Graph 1 – Number of incidents (January - June of 2011-2015)

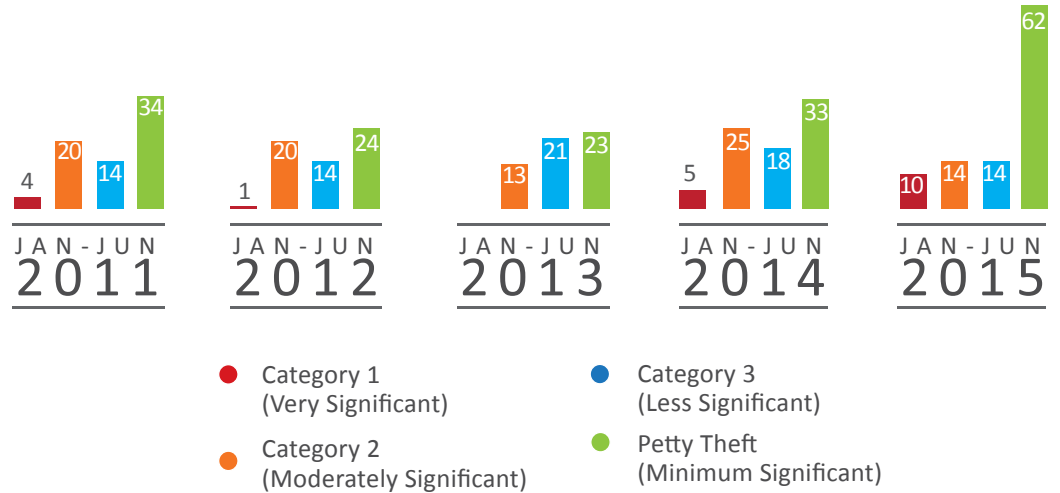


SIGNIFICANCE LEVEL

About 58% of incidents reported during January-June 2015 were petty thefts which accounts for the bulk of the increase in the number of incidents for the period. On a half-yearly-on-half-yearly comparison, the number of petty theft has doubled in 2015 compared to 2014; but the Category 2 and Category 3 incidents had decreased. Of concern was the 10 Category 1 incidents of ship siphoning and hijacking reported during the first six months of 2015.

The Category 1, 2, 3 and petty theft incidents can be incidents of piracy or armed robbery against ships depending on the classification criteria and where the incident occurred. Of the 10 Category 1 incidents, six were piracy cases of siphoning occurred in the SCS; and four were armed robbery against ships incidents involving the siphoning of ship fuel/oil occurred in the Malacca Strait, Indonesia waters (vicinity of Lembek islands) and Malaysia waters (south of Tg Ayam, Johor). Chart 4 shows the significance level of actual incidents reported throughout the five-year reporting period of January-June of 2011-2015.

Chart 4 – Significance Level of Incidents (January-June of 2011-2015)



CATEGORY 1

Of the 10 Category 1 incidents reported during January-June 2015, seven were incidents involving siphoning of ship fuel/oil from tankers, namely *Lapin*, *Phubai Pattra 1*, *David Tide II*, *Dongfang Glory*, *Oriental Glory*, *Ocean Energy* and *Orkim Victory*; and three attempted siphoning incidents involving the hijacking of *MT Rehobot*, *Sun Birdie* and *Orkim Harmony*. Pending more information about the siphoning incident involving *Singa Berlian* on 11 Mar 15, the incident would be reclassified accordingly. More detailed description of the siphoning and hijacking incidents is featured in Part Four of this report.

CATEGORY 2

Of the 14 Category 2 incidents reported during January-June 2015, five incidents occurred onboard ships while anchored/berthed at Belawan, Jakarta and Batam in Indonesia and Dolphin Buoy, Bangkok, Thailand; and nine incidents onboard ships while underway in SOMS and SCS.

CATEGORY 3 AND PETTY THEFT

A total of 76 incidents (comprising 14 Category 3 and 62 petty thefts) were reported during January-June 2015. About three-quarter of these incidents occurred onboard ships while underway in SOMS and at ports and anchorages in Vietnam. The situation in SOMS and Vietnam continued to report with relatively higher number of boardings since January 2015. The littoral States and Vietnam port authorities are strongly encouraged to step up surveillance and implement port security measures, amongst other measures to be taken. More details are highlighted in Part Three of this report.

LOCATION OF INCIDENTS

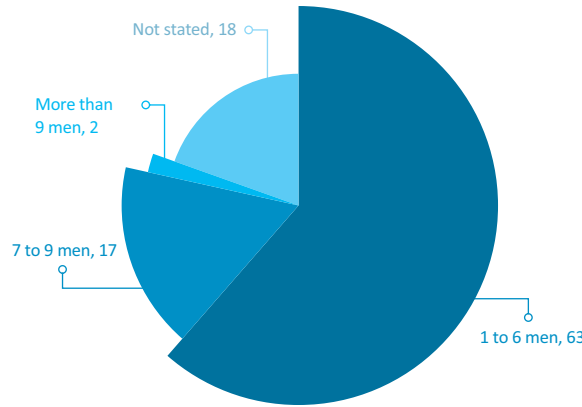
While the situation of piracy and armed robbery against ships in the South Asian region has improved compared to the same period in 2014, the situation in the Southeast Asian region warranted more concerted efforts from the littoral States, shipping industry and relevant stakeholders involved. The increase in the number of incidents in SOMS and at ports and anchorages in Vietnam had contributed towards the bulk of incidents reported in the Southeast Asian region. Refer to Table 1 below.

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

	JANUARY-JUNE 2011		JANUARY-JUNE 2012		JANUARY-JUNE 2013		JANUARY-JUNE 2014		JANUARY-JUNE 2015	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia										
Arabian Sea		4								
Bangladesh	5		8		1		8		2	
Bay of Bengal		1					2			
India	6	2	4	1	3		3	1	4	
Sub-total	11	7	12	1	4		13	1	6	
Southeast Asia										
Indian Ocean								1		
Indonesia	23	1	29	2	37	4	26	4	10	
Malaysia	8		2		4		1	1	2	
Philippines	3		3		1		2		3	1
Singapore	2									
South China Sea	8	6	4		5		17	1	10	1
Straits of Malacca and Singapore	13	1	6	1	3		22	1	55	4
Thailand									1	
Vietnam	4		3	1	3				13	
Sub-total	61	8	47	4	53	4	68	8	94	6
Overall Total	72	15	59	5	57	4	81	9	100	6

**VIOLENCE FACTORS
(ACTUAL INCIDENTS)**

Chart 5 – Number of Perpetrators (January - June 2015)



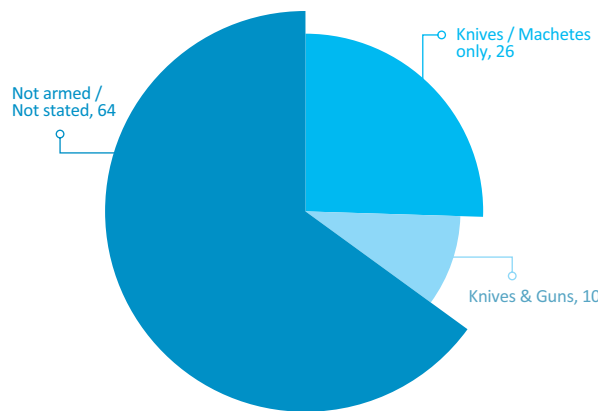
NUMBER OF PERPETRATORS

Majority of the incidents involved perpetrators operating in groups of 1 to 6 men. This accounts for 63% of the incidents reported during January-June 2015. Two incidents involved more than 9 men, and both were incidents involving siphoning of ship fuel/oil that occurred in the SCS; and they were *Dongfang Glory* which was boarded by 25 perpetrators on 1 Apr 15, and *Orkim Harmony* boarded by 13 perpetrators on 11 Jun 15.

TYPE OF WEAPONS USED

About two-thirds of the incidents involved perpetrators who were either not armed or there were no reports on whether they were armed. Of the one-third who was armed, 10 carried guns and knives; and 26 carried knives/machetes. Except for *Orkim Harmony* where one of the crew was shot in the leg, guns were not known to have had been discharged in the other incidents. In the incident involving *Sun Birdie* on 29 Jan 15, upon investigation the MMEA recovered three toy pistols, four machetes, a curved knife and a hammer from the perpetrators.

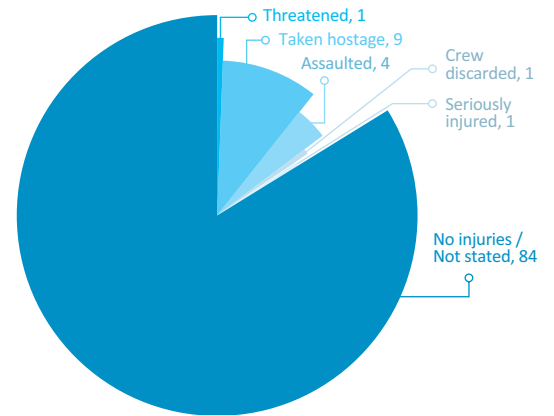
Chart 6 – Type of Weapons Used (January - June 2015)



TREATMENT OF CREW

Majority of the incidents during January-June 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 16 incidents comprising one case of crew being threatened, nine cases of crew being held hostage (temporarily and released when the perpetrators left the ships), four cases of crew being assaulted, one case of crew being discarded (abandoned into a life raft), and one case of crew seriously injured.

Chart 7 – Treatment of Crew (January - June 2015)



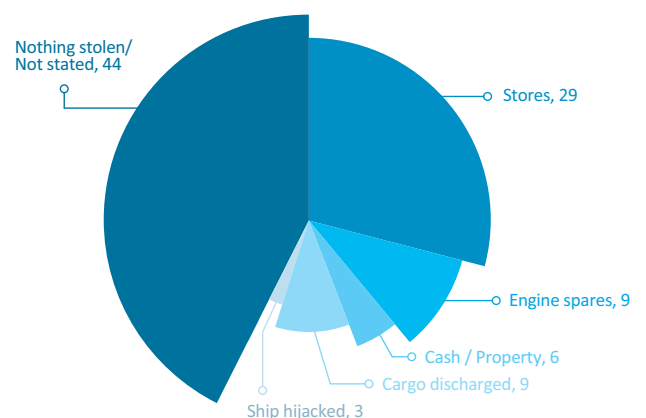
In the incident involving chemical tanker, MT Rehobot on 28 Jan 15, the crew was abandoned into a lift raft. The seriously injured crew was found onboard product tanker, *Orkim Harmony* and had recovered after treatment at the hospital. The perpetrators had reportedly threatened the master of *Orkim Harmony* by harming his family if he reported their movements to the authorities. There were no reports of the condition of the crew in the four incidents with reports that they were assaulted.

ECONOMIC FACTORS (ACTUAL INCIDENTS)

TYPE OF LOSSES

Three hijacking incidents were reported involving *MT Rehobot*, *Sun Birdie* and *Orkim Harmony* which were boarded on 28 Jan 15, 29 Jan 15 and 11 Jun 15 respectively. *MT Rehobot* was eventually found and recovered by the Philippine Coast Guard (PCG). As for *Sun Birdie* and *Orkim Harmony*, the authorities foiled the plan of the hijackers, recovered both vessels and apprehended

Chart 8 – Type of Economic Losses (January - June 2015)



the perpetrators involved. Of the nine incidents of cargo discharged, eight were incidents involving siphoning of ship fuel/ oil, and one was theft of scrap metal from a barge. The ReCAAP ISC will continue to work with the enforcement agencies and INTERPOL, in addressing the siphoning incidents, likely to involve syndicates.



PART THREE

Incidents onboard ships while
underway and at ports and
anchorage

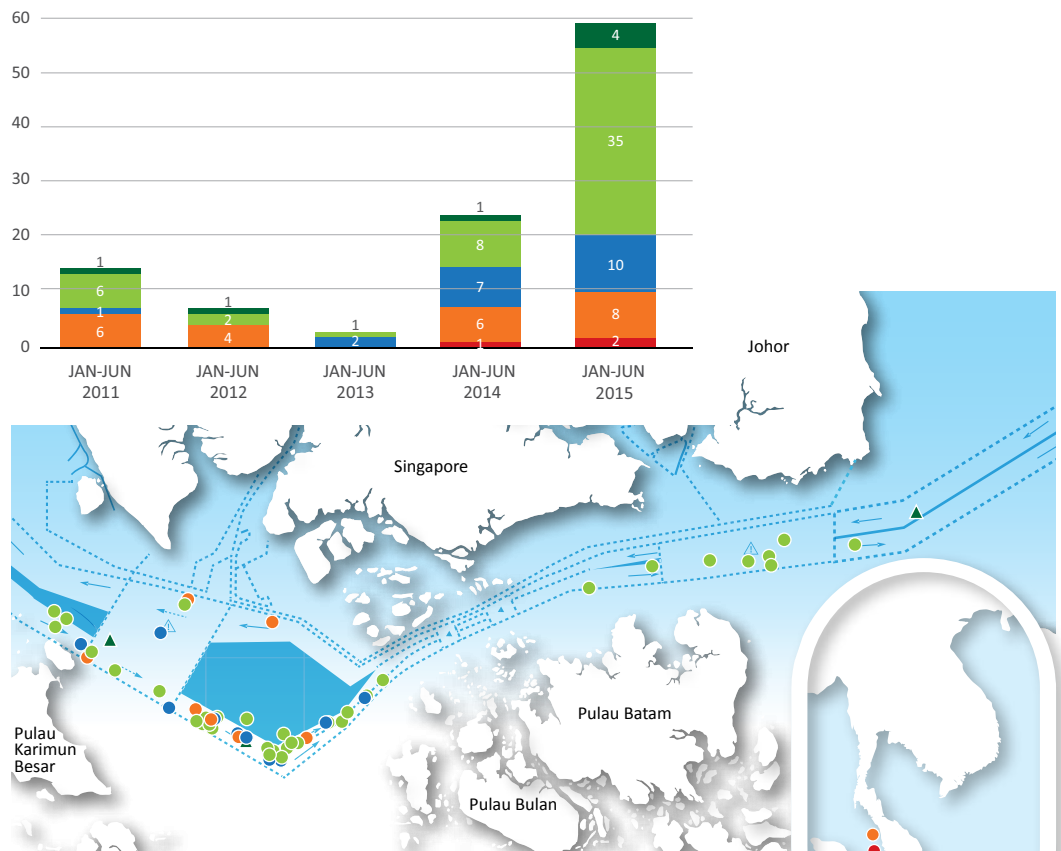
STRAITS OF MALACCA & SINGAPORE (SOMS)

A total of 59 incidents were reported in SOMS during January-June 2015 comprising 55 actual incidents and four attempted incidents. Compared to the same period in 2014, the number of incidents had increased by 1½ times; from 23 to 59 incidents.

Of the 59 incidents, two were Category 1 incidents, eight were Category 2 incidents, 10 were Category 3 incidents, 35 were Petty Theft and four were attempted incidents. The two Category 1 incidents were reported in the Malacca Strait involving siphoning of fuel/oil from *Ocean Energy* and *Lapin*.

About 85% (50 of 59) of the incidents occurred while the ships were underway in the eastbound lane of the TSS, five occurred in the westbound lane and four in the Malacca Strait. In comparison, incidents occurred in the Singapore Strait were more in numbers but relatively less severe in nature compared to those in the Malacca Strait. Refer to Map 2 on incidents reported in SOMS during January-June 2015.

Map 2 – Approximate location of incidents reported in SOMS (January-June 2015)



MAP LEGEND

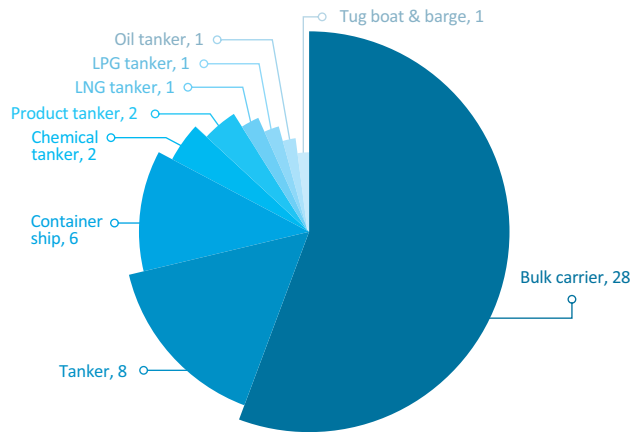
- Category 1 (Very Significant)
- Category 2 (Moderately Significant)
- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)
- ▲ Attempted



EASTBOUND LANE OF TSS

Of the 50 incidents reported in the eastbound lane, majority involved bulk carriers which made up 56% of the overall numbers. Refer to Chart 9 for the type of ships boarded while underway in the eastbound lane of TSS during January-June 2015. There was no indication that a particular type of ship was targeted. The ReCAAP ISC advises ships to exercise enhanced vigilance particularly during hours of darkness between 2130 hrs and 0530 hrs , during which 42 incidents occurred during this period.

**Chart 9 – Type of vessels involved
(January - June 2015)**



WESTBOUND LANE OF TSS

Of the five incidents in the westbound lane, different type of ship had been boarded, including 1 x tug boat, 1 x tanker, 1 x supply vessel, 1 x container ship and 1 x product tanker. No indication that a particular type of ship was targeted.

OBSERVATIONS

Although the incidents reported in SOMS were less severe in nature, it is noted that there were at least two occasions when more than one incident occurred on the same day. On 24 Jun 15, two incidents were reported at an interval of less than 1½ hour in the eastbound lane of TSS. Suspected to be from the same group of perpetrators, both cases reported about 4 to 5 men boarded the ships and proceeded to the engine room. On 26 Jun 15, four incidents were reported within four hours (between 0150hrs – 0530hrs). Of these, three occurred in the eastbound lane of the TSS and one in the westbound lane. The incidents involving groups of 3 to 7 perpetrators who were sighted in the engine and steering rooms, armed with knives and machetes and escaped with engine spares. Based on the modus operandi, at least two groups of perpetrators were believed to be operating in the area. Mostly opportunistic in nature, they escaped empty-handed immediately when they were sighted by the crew as reported in 42 of the 59 incidents (71%).

RECOMMENDATIONS

While majority of the reported incidents were less severe in nature, the ReCAAP ISC is concerned about the situation in SOMS as it noted that there were eight incidents reported over a period of six days (24-29 Jun 15). The ReCAAP ISC urges the littoral States to enhance maritime patrol/presence in SOMS with more emphasis in areas of concern; particularly the eastbound lane of TSS. Likewise, enforcement authorities are encouraged to enhance their intelligence network to gather information and share among the littoral States in identifying the groups/perpetrators involved. Ship masters are also urged to maintain all around vigilance while transiting the vicinity.

As these perpetrators are likely to be operating from island groups/shore, some enforcement actions should also be addressed from the landward end.



Incidents onboard ships while underway and at ports and anchorages

During January-June 2015, a total 13 incidents were reported at the ports and anchorages in Vietnam, of which 12 were petty thefts and one was Category 3 incident. Notably, eight of the 13 incidents occurred at Vung Tau anchorage (in the southern part of Vietnam); and five reported in the vicinity of Hon Gai and Hai Phong (the northern part of Vietnam). Please see Map 3 below.

The perpetrators were relatively bolder and daring at Vung Tau anchorage as five out of the eight boardings occurred during daylight hours of between 0630 hrs and 1610 hrs. The other three incidents occurred during hours of darkness between 0030 hrs and 0430 hrs. All five incidents at Hon Gai and Hai Phong occurred during hours of darkness between 2210 hrs and 0430 hrs. They were petty theft criminals looking for unsecured ship supplies and items that are easily sold for cash such as paints and ropes.

Map 3 – Approximate location of incidents reported in Vietnam (January-June 2015)



MAP LEGEND

- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)



RECOMMENDATIONS

The ReCAAP ISC urges the Vietnam port authorities and enforcement agencies to enhance surveillance and increase patrol/presence in these areas. Ship masters and crew are likewise advised to maintain a watch schedule that enables the provision of additional, fully-briefed lookouts during the vulnerable time window of boarding.



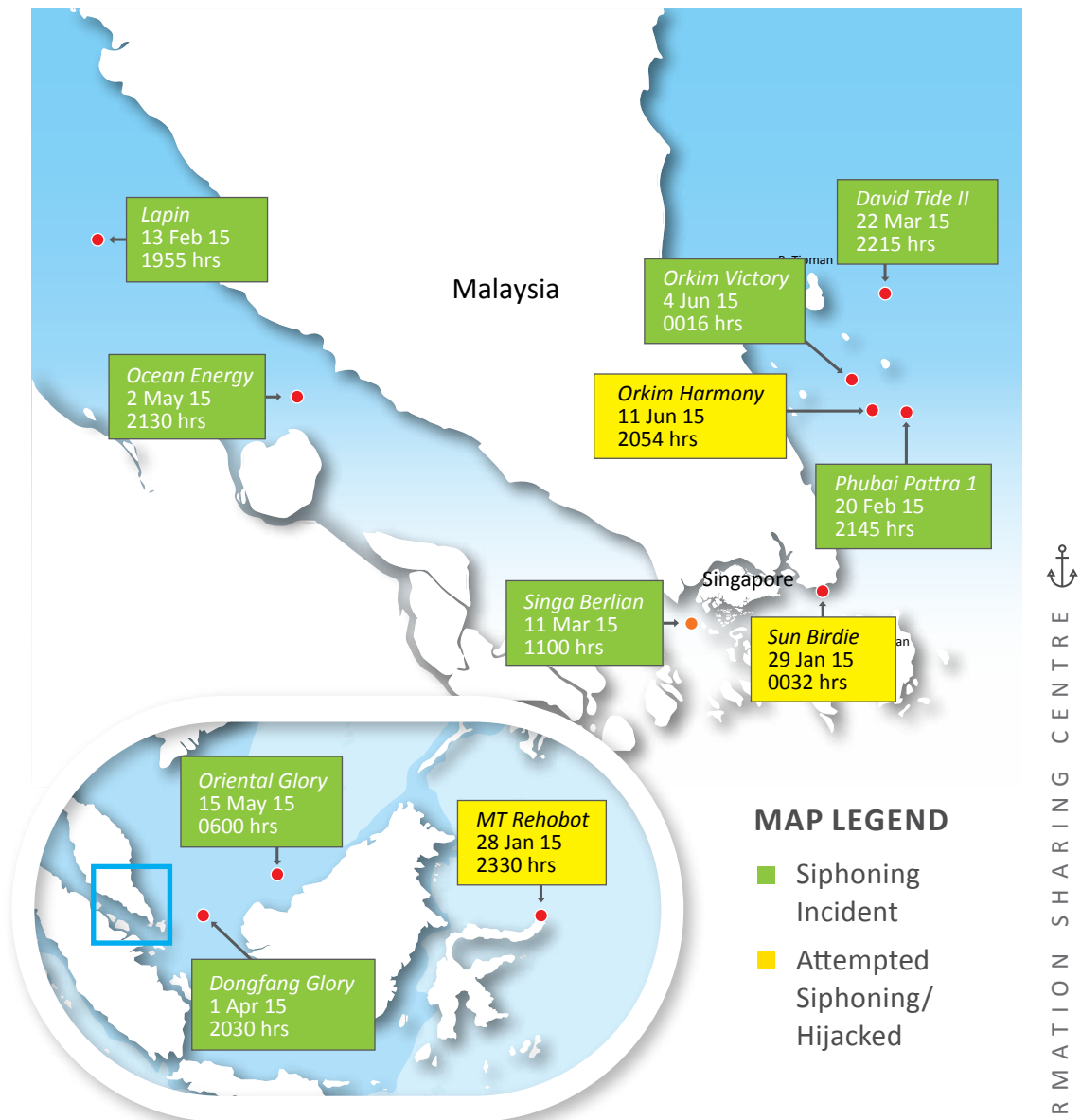


PART FOUR

Update on siphoning of ship
fuel/oil and hijacking; and
case studies

During January-June 2015, eight incidents of siphoning of ship fuel/oil and three attempted cases of siphoning involving ships being hijacked were reported. Map 4 below shows the approximate location of the 11 incidents. This report features the case studies of the five incidents occurred during April-June 2015. Refer to the ReCAAP ISC 1st Quarter Report at www.recaap.org for the six incidents reported during January-March 2015.

Map 4 – Location of Siphoning and Attempted Siphoning/Hijacking Incidents (January-June 2015)



INCIDENT INVOLVING DONGFANG GLORY ON 1 APR 15

Type of Vessel : Product tanker
Flag : Malaysia
GT : 4347
IMO Number : 9554872

On 1 Apr 15 at about 2030 hrs, about 15-25 perpetrators armed with pistols boarded the Malaysia-registered product tanker, *Dongfang Glory* from a speed boat while she was underway at approximately 62 nm north of Pulau Uwi, Indonesia. The perpetrators siphoned an unknown amount of petrol from the product tanker (which reportedly carried 4,000 tonnes of petrol and 1,000 tonnes of diesel at that time) and stole the crew's personal belongings. The perpetrators reportedly transferred the cargo to another ship and damaged all communication equipment before they escaped. The crew was safe and the tanker made her way to Labuan, East Malaysia after the incident.

INCIDENT INVOLVING OCEAN ENERGY ON 2 MAY 15

Type of Vessel : Product tanker
Flag : Singapore
GT : 4832
IMO Number : 9589580

On 2 May 15 at about 0845 hrs, the Singapore-registered product tanker, *Ocean Energy* departed Singapore for Myanmar. At about 2130 hrs, eight perpetrators armed with guns boarded the vessel while underway in SOMs. 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 *Ocean Energy* 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 master managed to report the incident to the Company Security Officer (CSO) at about 0553 hrs. The ship returned to its home port and all crew was reported safe and not injured.



Inmarsat-F Antenna wire was cut



VHF1 handset was removed.



Inmarsat phone handset and portable VHF radios were removed



VDR unit with Memory Stick was removed

(Photos courtesy of shipping company)

INCIDENT INVOLVING ORIENTAL GLORY ON 15 MAY 15

Type of Vessel : Product tanker
Flag : Malaysia
GT : 2223
IMO Number : 9072587

On 15 May 15 at about 0600 hrs, the Malaysia-registered product tanker, *Oriental Glory* departed Labuan, East Malaysia for Tanjung Manis, Sarawak, East Malaysia when three fishing boats surrounded *Oriental Glory* at approximately 60 nm northwest of Bruit Island, Malaysia. About eight perpetrators armed with guns and knives boarded *Oriental Glory* 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. This is the 2nd incident of siphoning from *Oriental Glory*, the previous incident occurred on 15 Jul 14 where the pirates siphoned off 1,600 metric tonnes of marine fuel oil.

INCIDENT INVOLVING ORKIM VICTORY ON 4 JUN 15

Type of Vessel : Product tanker
Flag : Malaysia
GT : 5036
IMO Number : 9420095

On 4 Jun 15 at about 0010 hrs, more than eight perpetrators boarded the Malaysia-registered oil product tanker, *Orkim Victory* from a speed boat when the vessel was en route to Kuantan port, Malaysia from Sg Udang, Malacca, Malaysia. There was limited information about the incident then. Following the investigation carried out by the Malaysian Maritime Enforcement Agency (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, but there was no report of injury sustained by crew.

Subsequently, the perpetrators brought *Orkim Victory* to another location at approximately 15.2 nm southwest of Pulau Aur, Malaysia (02° 13.48' N, 104° 21.95' E) where a motor tanker with a white superstructure and a black hull (approximately 100 m in length and 2,000 GT) came alongside *Orkim Victory*; and siphoned off 770 metric tonnes of Automotive Diesel Oil (ADO). The siphoning took about seven hours and the suspected tanker was seen heading towards Pulau Matak, Anambas, Indonesia thereafter. The perpetrators left *Orkim Victory* at approximately 10.4 nm south-southwest of Pulau Aur, Malaysia (02° 16.27' N, 104° 26.43' E) after damaging all communication equipment, and took away the crew's personal belongings.



INCIDENT INVOLVING ORKIM HARMONY ON 11 JUN 15

Type of Vessel : Product tanker
Flag : Malaysia
GT : 5081
IMO Number : 9524671



Orkim Harmony
(photo courtesy of shipping company)



**Life boat used by suspects, with
name being covered**
(Photo courtesy of ReCAAP Focal
Point (Vietnam))



Tug boat, Meulaboh

The ReCAAP ISC received information that the shipping company of Malaysia-registered product tanker, *Orkim Harmony* had reported loss of communications with the vessel. The company had been receiving the vessel's hourly position update until 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 approximately 17 nm southwest of Pulau Aur, Malaysia.

The MMEA, Indonesian Navy and Marine Police reportedly deployed patrol boats/assets to search for *Orkim Harmony*. *Orkim Harmony* was carrying 6,000 metric tonnes of ULG 95 (petrol) and 22 crew comprising 16 Malaysians, five Indonesians and one Myanmar national. On 17 Jun 15, the Vietnam Coast Guard (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 09° 21' N 102° 44' E, approximately 84 nm southwest of Phu Quoc in the Gulf of Thailand on 17 Jun 15 at or about 1446 hrs (local time). The vessel named '*Kim Harmon*' matches the description of *Orkim Harmony*. Unconfirmed reports indicate that the vessel was loitering in the area waiting for another vessel to transfer the cargo *Kim Harmon* was carrying.

Upon receipt of the information, the VCG despatched two patrol ships to the area to search for the tanker. The Royal Thai Navy (RTN) which is also the ReCAAP Focal Point (Thailand) and the Royal Malaysian Navy (RMN) had also standby with their assets to be deployed. The VCG reported that an MMEA aircraft had flown over the area, and *Orkim Harmony* 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 *Orkim Harmony*.

At or about 0050 hrs on 19 Jun 15, the Malaysian authorities boarded *Orkim Harmony* and reported that the crew was safe except for one who was injured.

Orkim Harmony and crew headed back to Kuantan, Malaysia under escort by the Malaysian patrol boats. Reportedly, the perpetrators managed to escape in a lifeboat under the cover of darkness. However, the group of eight was later arrested by the VCG on 19 Jun 15 after they pulled up to Vietnam's southwestern Tho Chu Island, Vietnam in the lifeboat claiming to have encountered an accident at sea. The group was in possession of excessive foreign currency and dozens of mobile phones. Apparently, there were five other perpetrators who boarded *Orkim Harmony* but had left *Orkim Harmony* for Malaysia earlier to look for buyer for the ULG 95. The five were still at large at the time of writing this report. Reportedly, the MMEA will be working together with the VCG in the investigation and prosecution of the eight perpetrators.

On 30 Jun 15, the Indonesian Navy had identified a tug boat, identified as *Meulaboh* reportedly used by the perpetrators to board *Orkim Harmony*. There were indications that this tug boat also interchangeably used two other names. The tug boat was found abandoned near Pulau Seloko off Batam.

RECOVERY OF HIJACKED SHIPS AND ARREST/PROSECUTION PERPETRATORS

While the number of siphoning and hijacking incidents had increased in the first six months of 2015, actions by the authorities had been commendable. In the incidents involving *Sun Birdie* on 29 Jan 15 and *Orkim Harmony* on 11 Jun 15, the authorities foiled the plan of the perpetrators, recovered the vessels and arrested the perpetrators. The MMEA had arrested nine perpetrators involved in hijacking of *Sun Birdie*, and they had been charged in court for armed gang robbery which carries a maximum of 20 years' jail and caning.

As for *Orkim Harmony*, the VCG had arrested eight perpetrators and seeking out their other five accomplices. The MMEA and VCG are investigating the incident and pending prosecution of the perpetrators.



Arrest of eight perpetrators

(Photo courtesy of ReCAAP Focal Point (Vietnam))

MODUS OPERANDI OF THE 11 INCIDENTS

In the 11 siphoning and hijacking incidents reported during January-June 2015, more than half involved perpetrators operating in groups of 7-9 men. They were usually armed, with nine of the 11 cases involving perpetrators armed with guns and knives. In the incidents involving perpetrators armed with guns, the firearms were not discharged except in the incident involving *Orkim Harmony* where one of the crew was injured in the thigh. Notably, in the incident involving *Lapin* on 13 Feb 15, the perpetrators threatened the crew with an “explosive” package left onboard the vessel. A Thai Explosive Ordnance Disposal (EOD) team subsequently boarded the vessel, disarmed the package and found only an electric circuit with no explosive or detonator attached.

In majority of the incidents, the perpetrators did not injure the crew but tied them to restrict their movements and prevent them from seeing the boat that came alongside to receive the fuel/oil. The only exception was the incident involving *MT Rehobot* on 28 Jan 15 when the crew was abandoned onto life rafts and left adrift. The crew was subsequently found and rescued by the Indonesian authority. In most of the siphoning incidents, the perpetrators destroyed the communications equipment before they left the vessel. This is to prevent and delay the crew from reporting the incident to the company or authorities, thus giving the perpetrators ample time to escape.

In one of the incidents, the perpetrators while waiting for the siphoning to complete, in his conversation with a crew attempted to recruit him for future hijackings, luring him with lucrative returns.

Table 2 – Modus operandi in siphoning and hijacking incidents (January-June 2015)

SIZE OF VESSEL (GT)	NUMBER OF PERPETRATORS	TYPE OF WEAPONS USED	TREATMENT OF CREW	COMMUNICATION EQUIPMENT DAMAGED?
< 1000: 2	4-6 men: 2	Guns & knives: 7	Discarded: 1	Yes: 5
1001-5000: 5	7-9 men: 6	Knives/ machetes only:	Taken hostage: 2	No: 4
> 5000: 3	> 9 men: 2	2	Injured: 1	Turned off: 1
No info: 1	No info: 1	Not armed/no info: 2	No injuries/ no info: 7	No info: 1



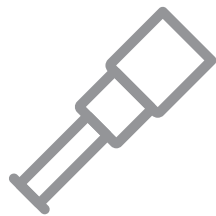
OBSERVATIONS

The number of siphoning incidents has been on the rise during January-June 2015. Eight siphoning incidents were reported during January-June 2015 compared to five during the same period in 2014; and one incident in 2011. No siphoning incidents were reported during January-June of 2013 and 2012.

RECOMMENDATIONS

- (a) The ReCAAP ISC will continue to work closely with the shipping community in making timely reporting and encouraging enforcement agencies to make immediate responses to all incidents, particularly upon the first indication of loss of communication with the ship at sea.
- (b) In response to the frequency of siphoning incidents, the ReCAAP ISC together with relevant stakeholders will be producing a guidance focusing on best practices for the relevant tanker industry, incorporating interviews with ship owners whose vessels had been boarded before.
- (c) Ship master and crew to maintain enhanced vigilance and sharp look out while transiting locations which are more vulnerable.
- (d) Educate master and crew on evidence preservation so that critical leads and evidence can be collected and shared with the INTERPOL to build its maritime piracy database to connect the dots and narrow down the identities of syndicates, individuals and mastermind.
- (e) As the pirates and robbers have to operate and return to land, authorities are also urged to address their efforts from the landward end.





PART FIVE

ReCAAP ISC Activities
(April-June 2015)

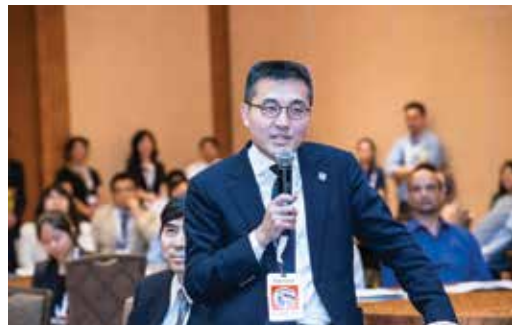
**ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2015
(23 APR 15)**



Keynote Address delivered by Mr. Andrew Winbow of IMO

The ReCAAP ISC, BIMCO, INTERTANKO and RSIS jointly organised the ReCAAP ISC Piracy and Sea Robbery Conference 2015 on 23 Apr 15 at Sands Expo & Convention Centre, Marina Bay Sands, Singapore. The Conference was attended by more than 160 participants from various fields and regions, demonstrating the ReCAAP to be a body of strong relevance in both regional and international maritime community. It also demonstrated the success of ReCAAP's outreach efforts to strengthen its networking and partnership with relevant stakeholders, with the common objective to make the sea in Asia safe. The ReCAAP ISC's achievements to-date were endorsed by senior officials of the authoritative and objective International Organisations, such as the IMO, UN and INTERPOL at the Conference.

Held in conjunction with Singapore Maritime Week 2015, this was the seventh in the series of the annual ReCAAP ISC Piracy and Sea Robbery Conferences. The Conference, with the theme, 'Separating Fact from Fiction', provided a platform for sharing of views, best practices, lessons learned and challenges among the ReCAAP ISC, local and international shipping associations, shipping companies, enforcement agencies, and academic institutes.



Presentation by Mr. John Barry from INTERPOL (left) and remarks made by Mr. Andrew Tan, Chief Executive, MPA (right)



For the first time, the Conference comprised two scenario-based incidents, which were discussed by respective stakeholders who shared their perspective on current practices, challenges and best practices in response to the incidents being discussed. The audience participated actively, debating and discussing intensively at both panel discussions, posing numerous thought-provoking questions based on different perspectives. The report on the proceedings of the Conference can be found at www.recaap.org, under 'Alerts & Reports/ Document Exchange/Reports/2015'.



Sharing of views by panellists (left) and question raised by a participant (right)

11th HEADS OF ASIAN COAST GUARD AGENCIES MEETING (HACGAM) (4-6 MAY 15)

A ReCAAP ISC team attended the 11th HACGAM, which was jointly hosted by the Philippine Coast Guard (PCG) and Japan Coast Guard (JCG), on 4-6 May 15 in Manila, Philippines. The team made an intervention at the meeting, addressing some of the false allegations and criticisms towards the ReCAAP ISC as featured in some media reports. The intervention by the ReCAAP ISC was supported and well-received by both member States to the ReCAAP (Bangladesh, India, Japan and Singapore) and non-member States (Indonesia and Malaysia). The meeting concluded with a joint sea demonstration exercise between the PCG and JCG. Overall, it was a fruitful meeting as the ReCAAP ISC was also successful in incorporating its claim, namely to express concerns about the alarmist reports. In addition, the process of producing the Joint Statement displayed the cooperative relations among the ReCAAP ISC, Malaysia and Indonesia.



ReCAAP ISC's participation at 11th HACGAM

ReCAAP ISC'S OPERATIONAL VISIT TO ReCAAP FOCAL POINT (US) (13-14 MAY 15)

Following the designation of the US Coast Guard Pacific Area (PACAREA) as the ReCAAP Focal Point (US), an operational visit to its base at Alameda Base, Oakland was conducted on 13-14 May 15. The ReCAAP ISC team met up with CAPT Thomas Crabbs, Director of Operations and several key members of the Focal Point from the US Coast Guard (USCG) to brief them on the development of the ReCAAP ISC structure, the requirements of a Focal Point and establish linkages with them. Training on the ReCAAP ISC's Information Network (IFN) system was also conducted for the supervisors and operators at the ReCAAP Focal Point (US) during the visit.

IFN training for ReCAAP Focal Point (US)



95th SESSION OF THE MARITIME SAFETY COMMITTEE (MSC), IMO (3-12 JUN 15)

A ReCAAP ISC team attended the 95th Session of the MSC meeting during 3-12 Jun 15 at International Maritime Organization (IMO) in London, UK. As an observer at the IMO, the objectives of the ReCAAP ISC's participation; amongst others were to engage member States present at the meeting, explore opportunity to profile the ReCAAP ISC and its activities; and to share the ReCAAP ISC's consolidated and updated situation of piracy and armed robbery against ships in Asia. An information paper entitled "Progress Report on the Piracy and Armed Robbery Situation in Asia" was submitted by the ReCAAP ISC to the Secretariat of the MSC; and circulated among members. The ReCAAP ISC team also took the opportunity to visit the National Maritime Information Centre (NMIC) which is the ReCAAP Focal Point (UK) relocated from Northwood to Portsmouth to share latest developments of the ReCAAP ISC and the situation of piracy and armed robbery against ships in Asia.



Mr. Koji Sekimizu, Secretary-General of IMO



VISIT TO INTERPOL (11-12 JUN 15)

Representing ReCAAP ISC, the Executive Director, Mr. Yoshihisa Endo visited INTERPOL in Lyon, France on 11-12 Jun 15 to continue engaging INTERPOL and discuss on enhanced cooperation and collaboration in addressing the challenges in tackling the frequency of incidents of siphoning of ship fuel/oil in Asia. During the visit, Mr. Endo had fruitful discussions with distinguished officials of the INTERPOL including Mr. Jürgen Stock, Secretary General of INTERPOL; Mr. Tim Morris, Executive Director, Police Services; and Mr. Pierre St. Hilaire, Director, Counter-Terrorism, Public Safety and Maritime Security.



(Clockwise from top left) Meeting with Mr. Stock, Mr. Morris and Mr. St. Hilaire





CONCLUSION

There has been a 18% increase in the number of incidents of piracy and armed robbery against ships in Asia during January-June 2015 compared to the same period in 2014. A total of 106 incidents had been reported, continuous increase since 2013. In addressing the increase in the number of incidents due to surge in incidents in the SOMS; and frequency of incidents involving siphoning of ship fuel/oil and attempted siphoning incidents involving ships being hijacked; more need to be done by the ReCAAP ISC, shipping industry, littoral States, regional authorities and relevant stakeholders such as the INTERPOL.

In moving forward, the ReCAAP ISC will continue to work closely with the shipping community and enforcement agencies to ensure timely reporting and responses to all incidents. Together with relevant stakeholders, the ReCAAP ISC will be producing a guidance focusing on best practices for the affected tanker industry in addressing incidents involving siphoning of ship fuel/oil.

Littoral States need to do more, including expanding and strengthening existing co-ordinated counter-piracy patrols in SOMS and exploring the possibilities of enhancing their involvements in the strait by strengthening its respective patrolling/presence. In this regard, the engagement of littoral States' navies are highly welcome.

The ReCAAP ISC recommends that:

- Ship master and crew to maintain enhanced vigilance and keep sharp look out while transiting locations which are relatively more vulnerable.
- The ReCAAP ISC and its Focal Points to continue with their enhanced cooperation on information sharing, education on evidence preservation and joint collaboration with its relevant stakeholders, including INTERPOL leveraging on its expertise on transnational and syndicate crimes.
- Authorities to promote publicity on arrest of perpetrators, identification of syndicates and masterminds involved, and announcement of the prosecution meted out to perpetrators. This is to serve as deterrence to potential syndicates, groups and individuals who are lurking in the area waiting for their next victim.
- Address enforcement action from the landward end.



APPENDICES

DEFINITIONS

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

1. "Piracy" means any of the following acts:

- (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
- (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
- (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

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

2. "Armed robbery against ships" means any of the following acts:

- (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
- (b) any act of inciting or of intentionally facilitating an act described above.

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

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

METHODOLOGY IN CLASSIFYING INCIDENTS

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

(1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

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

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

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

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

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
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
SCBA	Self Contained 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.

HALF YEARLY REPORT 2015

Description of Incidents (January-June 2015)

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 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. [ReCAAP Focal Point (Singapore)]
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 onboard. 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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (China)]
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. [ReCAAP Focal Point (Japan)]

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. [ReCAAP Focal Point (Vietnam)]
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. [ReCAAP Focal Point (Singapore)]
8	<i>MT Rehobot</i> Chemical tanker Indonesia	28/01/15 2330 hrs	Vicinity of Lembeh 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 Lembeh 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 Lembeh 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. [ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]

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 onboard (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 onboard <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>[MMEA, IFC]</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>[ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (Singapore)]</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. [ReCAAP Focal Point (Vietnam)]
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. [ReCAAP Focal Point (Vietnam)]
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. [ReCAAP Focal Point (Thailand)]

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. [ReCAAP Focal Point (Vietnam)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Thailand)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Japan)]

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)]

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S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
26	<i>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 underway, 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 onboard 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)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
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>[IFC]</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>[ReCAAP Focal Point (Vietnam)]</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>[ReCAAP Focal Point (Singapore)]</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>[ReCAAP Focal Point (Japan)]</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>[ReCAAP Focal Point (Singapore)]</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 Tinggi</i> 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)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (India)]

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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. [ReCAAP Focal Point (Philippines)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Vietnam)]
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. [ReCAAP Focal Point (India)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
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>[ReCAAP Focal Point (Singapore), MMEA]</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>[ReCAAP Focal Point (Vietnam)]</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>[ReCAAP Focal Point (Vietnam)]</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
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>[ReCAAP Focal Point (Vietnam), MMEA,]</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>[ReCAAP Focal Point (Japan)]</p>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)] [ReCAAP Contact Point (Hong Kong)]
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. [ReCAAP Focal Point (Singapore)]

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Description of Incidents (January-June 2015)

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
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. [ReCAAP Contact Point (Hong Kong)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Philippines)]
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. [ReCAAP Focal Point (Singapore)]
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. [ReCAAP Focal Point (Singapore)]

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Description of Incidents (January-June 2015)

Attempted Incidents

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
101	<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. [ReCAAP Focal Point (Philippines)]
102	<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. [ReCAAP Focal Point (Singapore)]
103	<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. [ReCAAP Focal Point (Thailand)]
104	<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. [ReCAAP Focal Point (Thailand)]
105	<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. [ReCAAP Focal Point (Singapore)]
106	<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. [ReCAAP Focal Point (Singapore)]

Contact Details of ReCAAP Focal Points / Contact Point

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
AUSTRALIA		
Border Protect on Command Australian Maritime Security Operations Centre (AMSOC) <i>Email: AMIFC@customs.gov.au</i>	+61-2-6275-6000	+61-2-6275-6275
BANGLADESH		
Department of Shipping <i>Email: info@dos.gov.bd</i>	+88-02-9554206	+88-02-7168363
BRUNEI		
National Maritime Coordination Centre Brunei <i>Email: p2mk@jpm.gov.bn</i>	+673-2233751	+673-2233753
CAMBODIA		
Merchant Marine Department <i>Email: mmd@online.com.kh</i>	+85-5-2386-4110	+85-5-2386-4110
CHINA		
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
DENMARK		
Danish Maritime Authority (DMA) <i>Email: ReCAAP-FP-DK@dma.dk</i>	+45-9137-6000	+45-9137-6001
INDIA		
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
JAPAN		
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
REPUBLIC OF KOREA		
Ministry of Oceans and Fisheries Operations Centre <i>Email: piracy@gicom.s.go.kr</i>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
LAOS		
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
MYANMAR		
MRCC Ayeyarwaddy (Myanmar Navy) <i>Email: mrcc.yangon@mptmail.com.mm</i>	+95-313-1650	+95-1202-417
NETHERLANDS		
Dutch Coastguard Maritime Information Centre (MIK-NL) <i>Email: mik-nl@kustwacht.nl</i>	+31-223-658-382	+31-223-658-358
NORWAY		
Norwegian Maritime Authority <i>Email: morten.alsaker.lossius@sjofartsdir.no</i>	+47-5274-5130 +47-5274-5000	+47-5274-5001
PHILIPPINES		
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
SINGAPORE		
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
SRI LANKA		
Sri Lanka Navy Operations Centre <i>Email: nhqsoo@navy.lk</i> <i>nhqhydrographer@navy.lk</i> <i>nhqano@navy.lk</i>	+94-11-244 5368	+94-11-244 9718
THAILAND		
Royal Thai Navy Maritime Information Sharing Centre (MISC) <i>Email: miscdutyofficer@misc.go.th</i>	+66-2475-5432	+66-2475-4577
UNITED KINGDOM		
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
UNITED STATES		
USCG Rescue Coordination Center Alameda (RCCAlameda) <i>Email: rccalameda@uscg.mil</i>	+1-510-437-3701	
VIETNAM		
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 21 July 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.



ReCAAP Information Sharing Centre

Infinite Studios
21 Media Circle
#05-04 Singapore 138562
T: (65) 6376 3091
F: (65) 6376 3066
W: www.recaap.org