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REPORT FOR JAN – DEC 2015

1 January 2015 -
31 December 2015


Piracy and Armed
Robbery against
Ships in Asia

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ANNUAL
REPORT
2015

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Acknowledgements



*EXECUTIVE
SUMMARY*

A total of 200 incidents of piracy and armed robbery against ships (comprising 187 actual incidents and 13 attempted incidents) were reported to the ReCAAP ISC in 2015. Of these, 11 were acts of piracy and 189 were incidents of armed robbery against ships. Compared to 2014, there has been a 7% increase in total number of incidents in 2015.

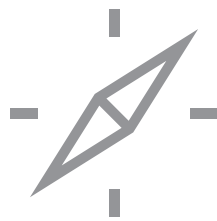
Incidents reported in 2015 has been less severe comparing to 2014; with relatively lesser number of incidents involving more than 9 perpetrators, lesser cases involving perpetrators who were armed; and lesser incidents with reports that crew was threatened, held hostage and assaulted.

Of the 200 incidents, 60% (120) incidents occurred on board ships while underway, and 40% (80) on board ships while at anchor/berth. More than 50% of the total number of incidents reported in 2015 occurred in the Straits of Malacca and Singapore (SOMS) on board ships while underway. A total of 104 incidents were reported there, of which more than half of them were CAT 4 incidents. However, no actual incident had been reported in the straits since November 2015, probably as a result of an increase in patrolling and surveillance carried out by the littoral States who had also arrested perpetrators responsible for some of the incidents.

While the situation at most ports and anchorages in Asia has improved in 2015 compared to 2014; Vietnam reported an increase in number of incidents, particularly at the Vung Tau port/anchorage with 60% of the total number of incidents in Vietnam occurred there.

Incidents involving hijacking of tankers for theft of oil cargo were mostly CAT 1 incidents; and a total of 12 incidents had been reported in 2015, of which two incidents were foiled by the authorities. However, no incidents involving hijacking of tankers had been reported since September 2015. Attributing to this could be the arrests of the masterminds and perpetrators responsible for some of the incidents reported in 2015.

Continuous zeal among the littoral States and cooperation between the authorities and shipping industry demonstrates the determination and commitment in clamping down this illegal maritime crime. With decline in the number of incidents reported in the last quarter of 2015; and more perpetrators being put to task; more need to be done to bring about further decrease in the number of incidents of piracy and armed robbery against ships in Asia.



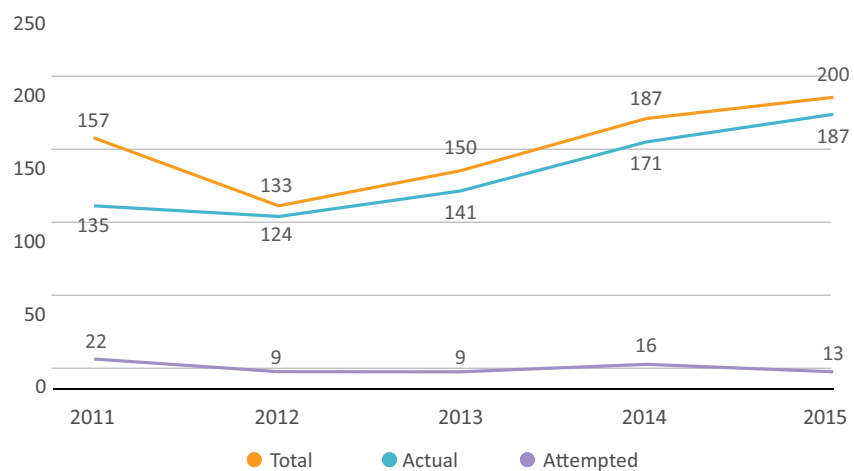
PART ONE

Number, status of ships,
classification and location of
incidents of piracy and armed
robbery against ships in Asia in
2015

NUMBER OF INCIDENTS

A total of 200 incidents, comprising 187 actual incidents and 13 attempted incidents, were reported in Asia in 2015. Compared to 2014, there has been a 7% increase in the number of incidents. Graph 1 shows the number of incidents reported during 2011-2015.

Graph 1 - Number of incidents (2011-2015)



PIRACY VS ARMED ROBBERIES AGAINST SHIPS

Of the 200 incidents, 11 were piracy incidents (occurred in the South China Sea) and 189 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 on board ship on the 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 incidents are under the jurisdiction of the sovereign State; and therefore there is ‘ownership’ on who should manage the maritime crime. This has a direct implication on response and prosecution. Refer to the Appendix for the definition of ‘piracy’ and ‘armed robbery against ships’.



STATUS OF SHIPS

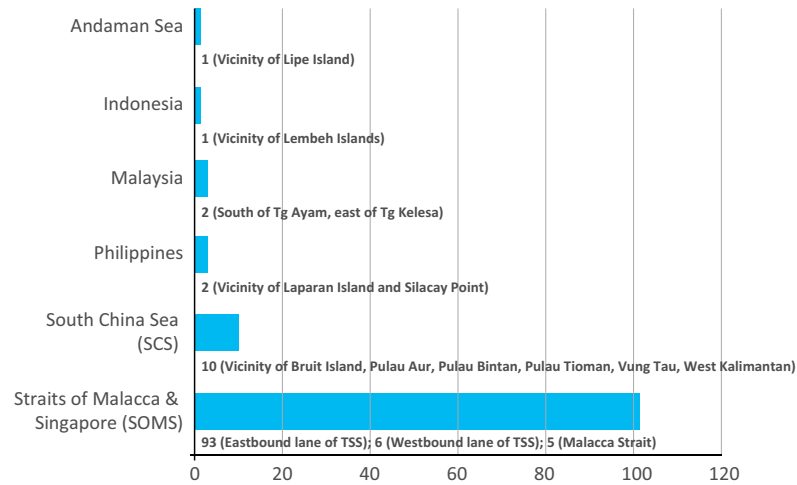
Of the 200 incidents, 60% (120) incidents occurred on board ships while underway and 40% (80) on board ships while at ports and anchorages.

INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

Notably, the bulk of the incidents on board ships while underway occurred in the Straits of Malacca and Singapore (SOMS). Of the 120 incidents, 87% (104) occurred in SOMS, mostly in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS). Chart 1 shows the number and location of incidents on board ships while underway.

About 50% of the incidents on board ship while underway were CAT 4 incidents. Of the 120 incidents, 12 were CAT 1 incidents, 13 CAT 2 incidents, 22 CAT 3 incidents, 61 CAT 4 incidents and 12 attempted incidents. Of the 12 CAT 1 incidents, six occurred in SCS, three in SOMS, one in Indonesia, one in Malaysia and one in the Andaman Sea.

Chart 1 – Incidents on board ships while underway

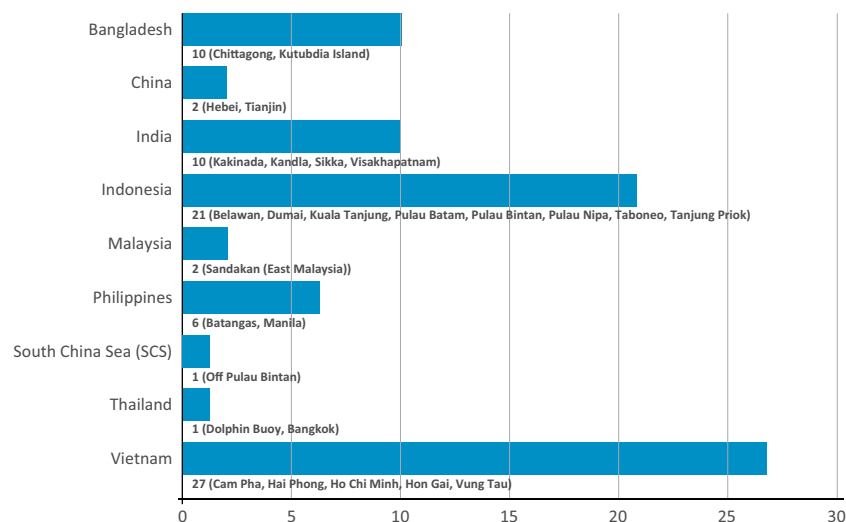


INCIDENTS ON BOARD SHIPS AT ANCHOR/BERTH

Of the 80 incidents reported on board ships at anchor/berth, 27 occurred in Vietnam, 21 in Indonesia, 10 in India and 10 in Bangladesh. The rest occurred at other ports and anchorages. Refer to locations shown in Chart 2.

About 70% of incidents on board ships at anchor/berth were CAT 4 incidents. Of the 80 incidents, nine were CAT 2 incidents, 15 were CAT 3 incidents, 55 were CAT 4 incidents and one was an attempted incident. Seven of the nine CAT 2 incidents occurred at ports/anchorages in Indonesia.

Chart 2 – Incidents on board ships at anchor/berth



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 which refers to intensity of violence in an incident, and the three indicators used to determine this are (1) type of weapons used by the perpetrators, (2) treatment of crew, and (3) number of pirates/robbers.
- b. Economic Factor which takes into consideration the type of the property taken from the ship.

The detailed description of the two factors is found in the appendix.

REVIEW OF METHODOLOGY

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

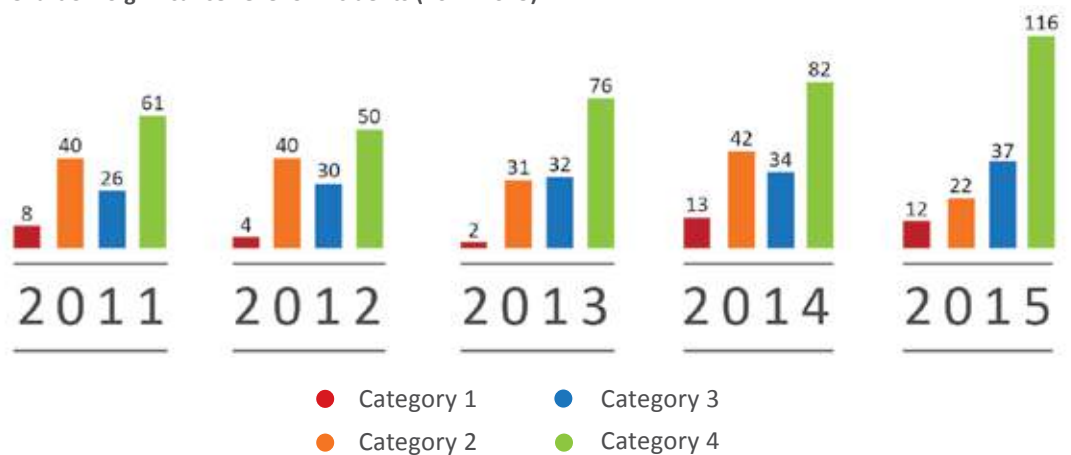


SIGNIFICANCE LEVEL

Of the 200 incidents reported in 2015, more than half (58%) were CAT 4 incidents. Compared to 2014, the largest decrease in 2015 was the CAT 2 incidents. The number of CAT 1 incidents has decreased slightly; while the CAT 3 incidents remained fairly consistent. Of the 200 incidents, 12 were CAT 1 incidents, 22 were CAT 2 incidents, 37 were CAT 3 incidents, 116 were CAT 4 incidents and 13 were attempted incidents.

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

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



CATEGORY 1

Of the 12 CAT 1 incidents reported in 2015, 11 were incidents involving the hijacking of ship for theft of oil cargo. The other CAT 1 incident involved the hijacking of a fishing trawler in Thailand, with crew being abandoned. The crew was later rescued; the ship recovered and incident is pending investigation by the Thai authorities.

CATEGORY 2

Of the 22 CAT 2 incidents reported in 2015, nine incidents occurred on board ships while anchored/berthed, namely in Indonesia (7), Thailand (1) and Vietnam (1); and 13 incidents while ships were underway in SOMS (11), Philippines (1) and SCS (1).

CATEGORY 3 AND CATEGORY 4

A total of 37 CAT 3 and 116 CAT 4 incidents were reported in 2015.

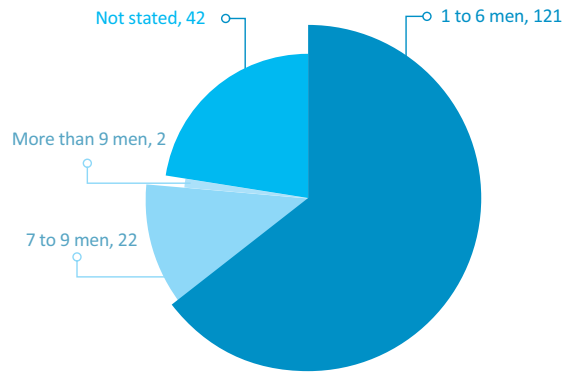
Of the 37 CAT 3 incidents, 22 occurred on board ships while underway in SOMS; and 15 on board ships anchored/berthed, namely in Vietnam (6), Indonesia (5), India (2), Bangladesh (1) and China (1).

Of the 116 CAT 4 incidents, 61 occurred on board ships while underway, namely in SOMS (58), SCS (2) and Malaysia (1); and 55 on board ships anchored/berthed, namely in Vietnam (20), Bangladesh (9), India (8), Indonesia (8), Philippines (6), Malaysia (2), China (1) and SCS (1).



VIOLENCE FACTOR

Chart 4 - Number of Perpetrators (2015)

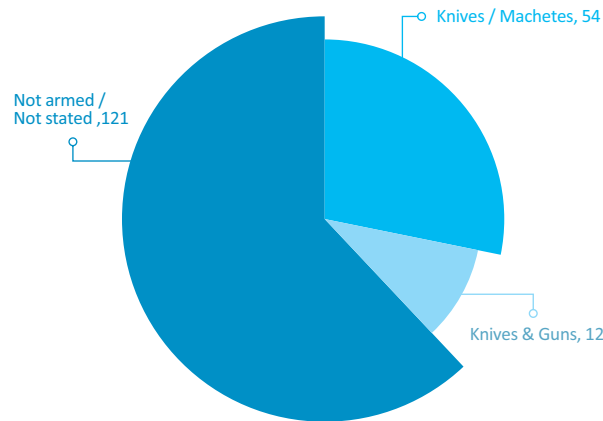


NUMBER OF PERPETRATORS

Majority of the incidents reported in 2015 involved small groups of 1 to 6 perpetrators. Of the 187 actual incidents, 65% (121) involved perpetrators of 1 to 6 men, 12% (22) involved 7 to 9 men and 1% (2) involved more than 9 men. Incidents involving more than 9 men occurred on board *Dongfang Glory* (25 perpetrators) and *Orkim Harmony* (13 perpetrators), both for theft of the cargo oil on board. Compared

to 2014, incidents involving more than 9 men in 2015 had decreased. In 2014, 12% (21) of the incidents involved more than 9 men compared to 1% (2) in 2015.

Chart 5 – Type of Weapons Carried by Perpetrators (2015)

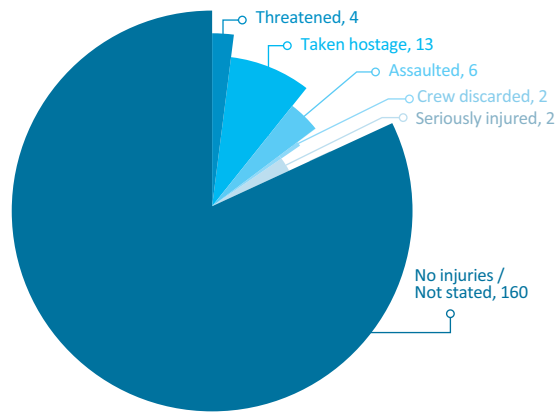


TYPE OF WEAPONS CARRIED BY PERPETRATORS

About 67% (133) of the 200 incidents reported in 2015 involved perpetrators who were either not armed or there were no reports on whether they were armed. Of the 187 actual incidents, 6% of the incidents (12) reported that the perpetrators were armed with guns and knives. This is half of that reported in 2014 where 11% (18) incidents involving perpetrators armed with

guns and knives. The number of incidents involving perpetrators armed with knives and machetes had also decreased in 2015 compared to 2014. A total of 54 such incidents (29%) were reported in 2015 compared to 61 incidents (36%) in 2014.

Chart 6 – Treatment of Crew (2015)



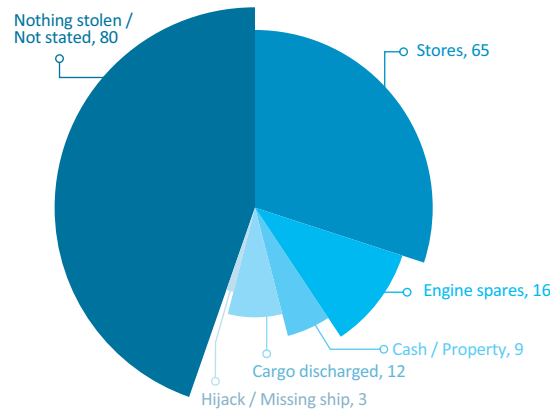
TREATMENT OF CREW

About 86% of the incidents in 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 14% (27) of the incidents of which crew was threatened, being held hostage (perpetrators restrained the crew by tying them so that they can make away with the stolen items with no resistance), assaulted, discarded, and seriously injured (one crew was punched in the face during the hijacking of *Joaquim* on

8 Aug 15; and another crew suffered a gun-shot in his thigh during the hijacking of *Orkim Harmony* on 11 Jun 15). In both incidents, the crew had recovered after treatment. In comparison, 25% (43) of the incidents in 2014 reported some form of violence inflicted on the crew compared with 14% (27) in 2015.

ECONOMIC FACTOR

Chart 7 – Type of Economic Losses (2015)



TYPE OF ECONOMIC LOSSES

About 57% of the actual incidents in 2015 reported some type of losses. Of these, majority involved the theft of stores and engine spares. Of the 187 incidents, 65 reported loss of stores, 18 loss of engine spares, nine loss of cash/property and 12 involving cargo discharged (including 10 incidents of cargo oil being siphoned from product/oil tankers and two incidents of theft of scrap metal from barges). There were two incidents of ships being hijacked and reported missing

(*Sun Birdie* and *Orkim Harmony*). However, these ships were subsequently found and recovered by the authorities who had also arrested the perpetrators. Compared to 2014, there has been a decrease in the number of incidents in 2015 involving loss of cash/property and cargo discharged. Of the 200 incidents reported in 2015, nine (5%) reported loss of cash/property, and 12 (6%) reported ship cargo being discharged; compared to 2014 when 28 of 171 (16%) incidents reported loss of cash/property and 15 (8%) incidents reported cargo being discharged.

TYPE OF SHIPS

Of the 200 incidents reported in 2015, 41% (82) occurred on board bulk carriers, 31% (61) tankers, 16% (31) container ships, 5% (10) tug boats, and the remaining 7% on board general cargo ship (7), supply vessel (4), vehicle carrier (2), cable layer (1), dredger (1) and fishing trawler (1).

LOCATION OF INCIDENTS (2015)

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

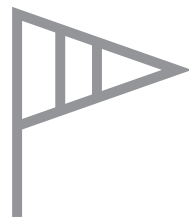
Table 1 – Location of Incidents (2011-2015)

	2011		2012		2013		2014		2015	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China	1		1						2	
Sub-total	1		1						2	
South Asia										
Arabian Sea		4								
Bangladesh	14		11		6		16		10	
Bay of Bengal		1					2			
India	7	2	8	1	11		11	3	10	
Sub-total	21	7	19	1	17		29	3	20	
Southeast Asia										
Andaman Sea									1	
Indian Ocean								1		
Indonesia	47	2	66	6	83	7	43	5	21	1
Malaysia	14	3	11		6		4	1	4	
Myanmar	1									
Philippines	4	2	3		5		5		7	1
Singapore	3		2							
South China Sea	12	6	7		10	1	40	2	10	1
Straits of Malacca and Singapore	24	2	12	1	12		44	4	94	10
Thailand									1	
Vietnam	8		3	1	8	1	6		27	
Sub-total	113	15	104	8	124	9	142	13	165	13
Overall Total	135	22	124	9	141	9	171	16	187	13



Map 1 – Location of Incidents (2015)





PART TWO

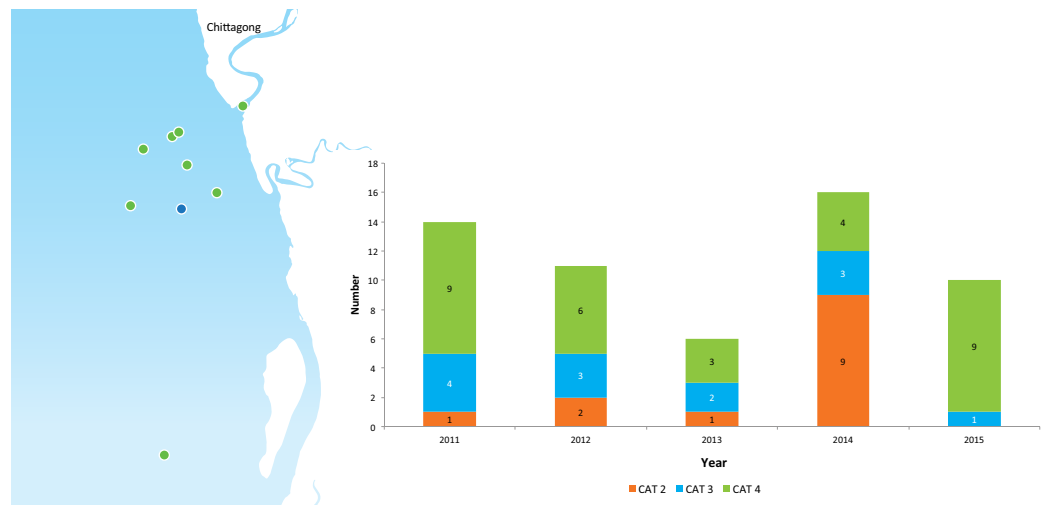
Incidents in 2015 by locations

Incidents in 2015 by locations

BANGLADESH

A total of 10 incidents were reported in 2015 compared to 16 in 2014. Of the 10 incidents, nine were CAT 4 incidents and one was CAT 3 incident. However, there is no room for complacency as the number of incidents reported in 2015 was still higher than that reported in 2013.

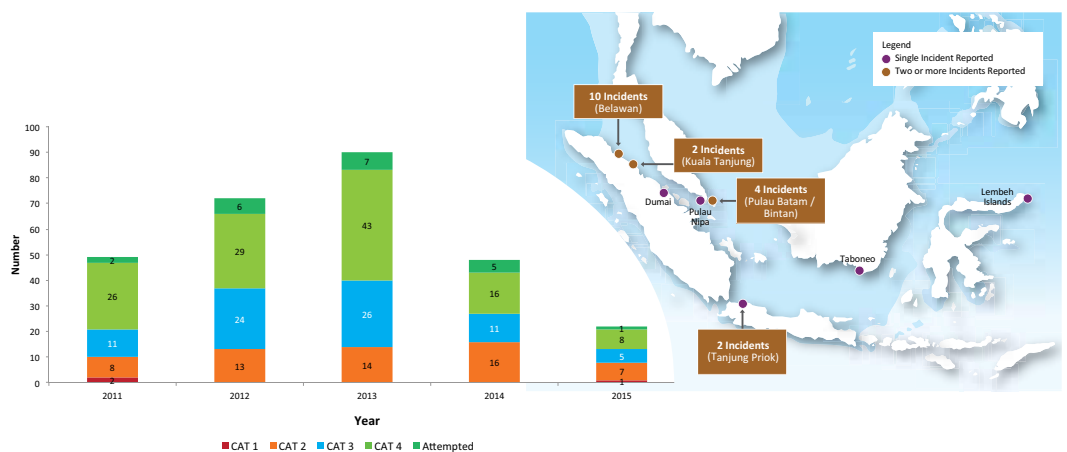
Map 2 – Location of Incidents in Bangladesh (2015)



INDONESIA

A total of 22 incidents, the lowest during the five-year period since 2011, were reported in 2015. Of these, one was a CAT 1 incident, seven were CAT 2 incidents, five were CAT 3 incidents, eight were CAT 4 incidents and one was an attempted incident. The number of incidents was on an upward trend from 2011 till 2013 when the number of incidents reached its peak at 90 incidents in 2013, before it started to decline from 2014 onwards.

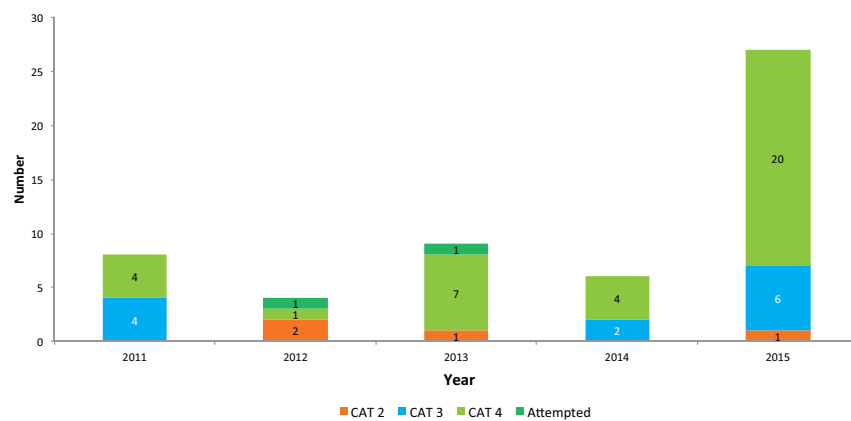
Map 3 – Location of Incidents in Indonesia (2015)



VIETNAM

The number of incidents reported at Vietnam ports and anchorages was highest in 2015 compared to past four years. A total of 27 incidents, comprising one CAT 2 incident, six CAT 3 incidents and 20 CAT 4 incidents were reported. Of these, 16 incidents occurred at Vung Tau port/anchorage. The port authorities and enforcement agencies are encouraged to enhance surveillance and increase presence.

Map 4 – Location of Incidents in Vietnam (2015)

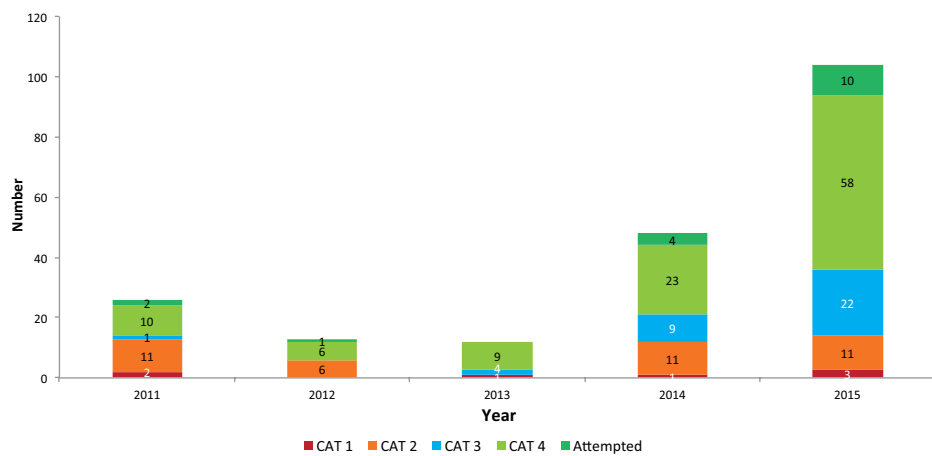


Incidents in 2015 by locations

STRAITS OF MALACCA AND SINGAPORE (SOMS)

A total of 104 incidents were reported in SOMS in 2015, comprising 94 actual incidents and 10 attempted incidents. Compared to 2014, the number of incidents had increased from 48 to 104 incidents. This is also the highest among the 5-year period since 2011. Of the 104 incidents, three were CAT 1 incidents, 11 were CAT 2 incidents, 22 were CAT 3 incidents, 58 were CAT 4 and 10 were attempted incidents. The three CAT 1 incidents were reported in the Malacca Strait involving theft of oil cargo on board *Ocean Energy*, *Lapin* and *Joaquim*.

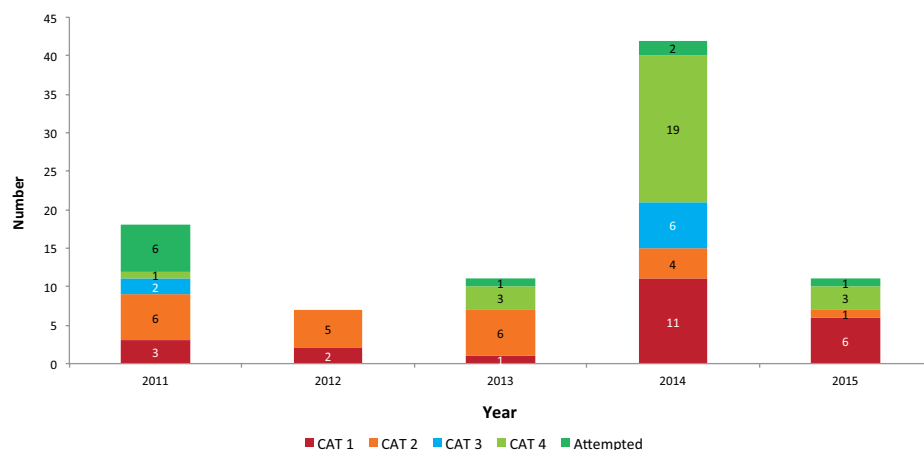
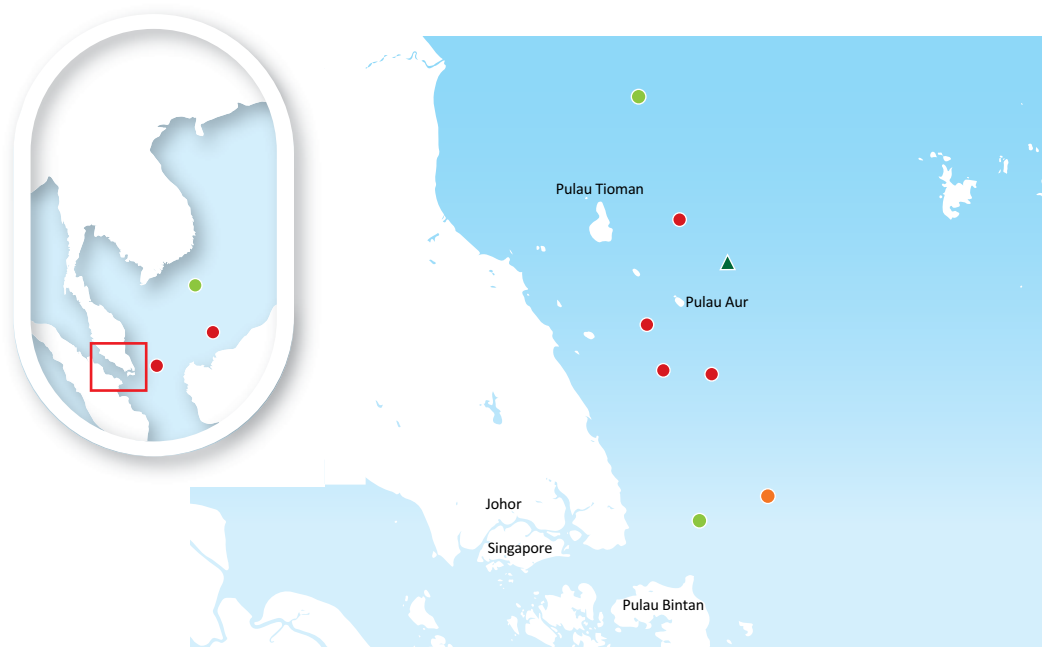
Map 5 – Location of Incidents in SOMS (2015)



SOUTH CHINA SEA (SCS)

The number of incidents reported in the SCS in 2015 has decreased compared to 2014. A total of 11 incidents were reported, of which 10 were incidents on board ships while underway, and one incident on board ship while at anchor. Of the 11 incidents, six were CAT 1 incidents, one was a CAT 2 incident, three were CAT 4 incidents and one was an attempted incident. All six CAT 1 incidents were hijacking of tankers for theft of oil cargo.

Map 6 – Location of Incidents in SCS (2015)





PART THREE

Modus Operandi of Perpetrators
in Asia and Type of Incidents
in 2015

MODUS OPERANDI OF PERPETRATORS IN ASIA

As observed over the past nine years (2007-2015), the perpetrators in Asia broadly belong to three main groups, each adopting its own unique modus operandi pertaining to the location of the incident, status of ship, type of ships targeted and type of cargo.

OPPORTUNISTIC (NON-CONFRONTATIONAL)

These were perpetrators who did not target a specific type of ship or a targeted type of item to be stolen. They targeted ships that were less vigilant and boarded ships during hours of darkness. The perpetrators generally avoided the crew and stole items that were easily accessible, such as mooring ropes, tools, engine spares etc. Once detected by the crew, they escaped immediately by jumping overboard or into their boats, even empty-handed in some incidents. They were the largest in number, engaging in petty theft (lower level of maritime crime), operating mostly in SOMS and at most ports and anchorages. These were mainly the CAT 3 and CAT 4 incidents.

OPPORTUNISTIC (CONFRONTATIONAL)

There were perpetrators who share similar modus operandi as those mentioned earlier. However, the difference is that they were adamant to leave the victim ship with some stolen items. They were confrontational in nature, threatened the crew, or held them hostages temporarily by tying them so that they can make away with the stolen items with no resistance. However, they did not harm the crew although they were armed with knives which were commonly used to cut and remove items from ships. Incidents involving such perpetrators were reported in the SCS on board ships while underway and ships at anchor, and at certain ports and anchorages, particularly those with insufficient enforcement of the ISPS code. These were mainly the CAT 2 incidents.

ORGANISED PERPETRATORS

These perpetrators usually targeted a specific type of ship or a specific type of cargo on board the ship. They may be instructed by a mastermind who works behind the scene. Organised and probably recruited to be members of the syndicates, the perpetrators operated in larger group. Most of these were CAT 1 incidents.

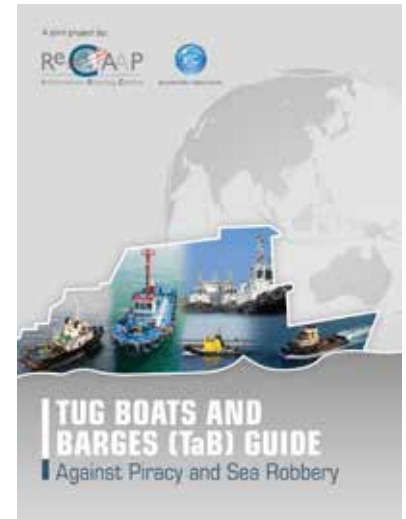


TYPE OF INCIDENTS IN 2015

ROBBERY ON BOARD TUG BOATS TOWING BARGES

Two main types of incidents occurred on board tug boats towing barges, and they were robberies on board tug boats; and robbery of scrap metal from barges. Of the 10 incidents reported in 2015, eight incidents were robbery of cash/property from tug boats and two were robbery of scrap metal from barges.

Incidents involving robbery of scrap metal involved perpetrators who came alongside the barge in small boats. They would board the barge loaded with heaps of scrap metal, and unloaded the scrap metal into their boats. Once unloaded, the perpetrators escaped immediately. They did not come in contact with the crew on board the tug boat. Reportedly, the perpetrators had standby small boats to go alongside the barge for them to download the scrap metal. Arrangements would be made to identify the scrap metal yard to sell the stolen items. As most of the incidents occurred during daylight hours, the perpetrators would ensure having look-out for patrol vessels in the region while the robbery was in progress.



The ReCAAP ISC strongly urges the owners and masters of the tug boat and barges to exercise strict and enhanced vigilance and to adopt the precautionary measures as stipulated in the *ReCAAP ISC's Tug Boats and Barges Guide*.

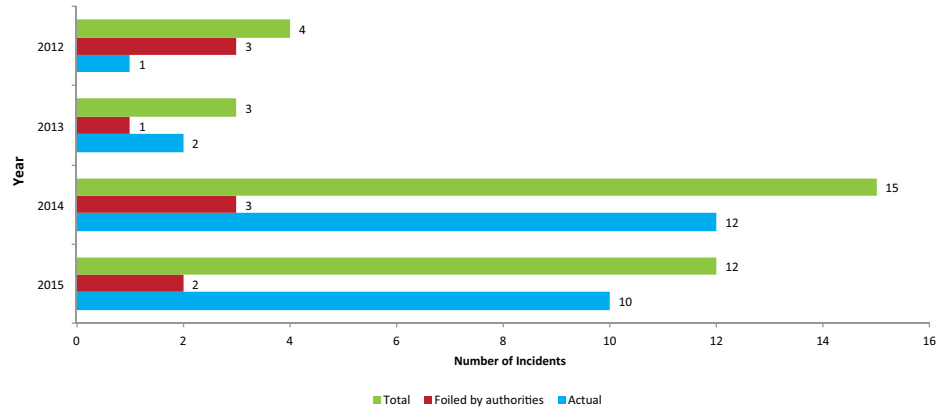
THEFT OF OIL CARGO

These involved perpetrators, mostly armed who boarded and hijacked small tankers for theft of the oil cargo on board. Details of such incidents are elaborated below.

A total of 12 incidents involving hijacking of ships for theft of oil cargo had been reported in 2015, of which the authorities had foiled two of the incidents (*Sun Birdie* and *Orkim Harmony*) and arrested the perpetrators involved in three incidents (*Sun Birdie*, *Orkim Harmony* and *Joaquim*). Of the 12 incidents, six occurred in South China Sea, four in Malacca Strait, one in Indonesia and one in Malaysia. No such incident was reported after 8 Aug 15 when *Joaquim* was boarded. Chart 8 shows the number of incidents of hijacking of tankers for theft of oil cargo during 2012-2015.



Chart 8 – Number of Thefts of Oil Cargo (2012-2015)



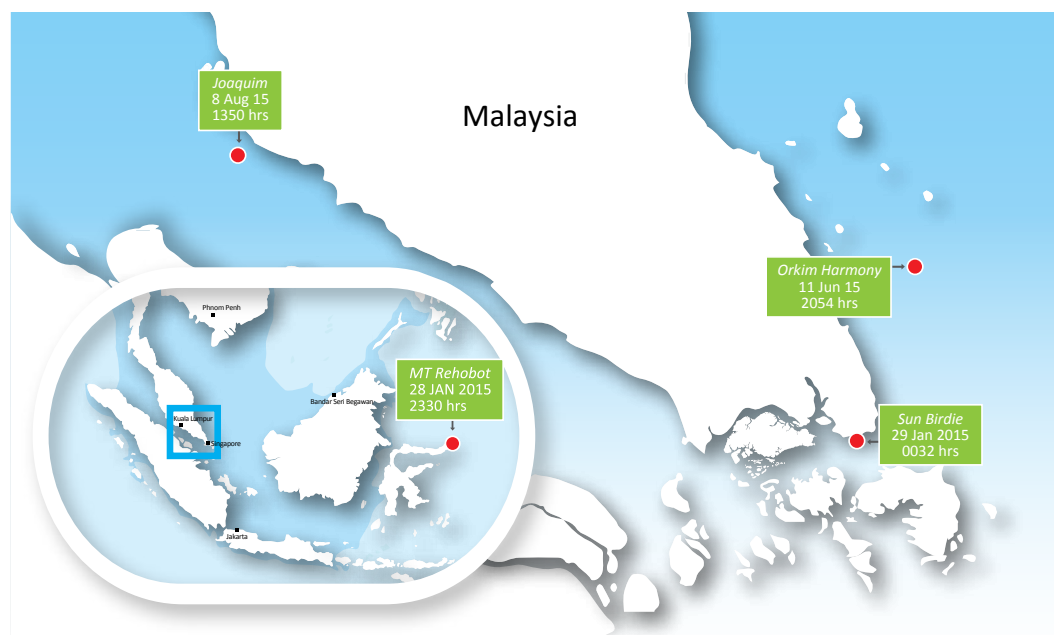
Modus Operandi

Generally, the modus operandi of the perpetrators in most of these incidents is fairly similar. In most of the cases, groups of between 6-9 men armed with guns and knives boarded the tanker (majority of <5000 GT) during hours of darkness. Upon boarding, they usually gathered the crew, took control of the ship and steered her further away from shore. In majority of the incidents, the perpetrators did not injure the crew but tied them to restrict their movements and locked them away in the cabin to prevent them from seeing what was going on. Shortly after, another tanker or barge came alongside the tanker; and with or without the help of the crew, the perpetrators set up the equipment to siphon the oil cargo to the tanker or barge. Before they left the victim ship, they destroyed the communication and navigation equipment, and took away the crew’s cash and personal belongings.

Arrest and Prosecution of Perpetrators

Several arrests of the perpetrators and mastermind involved in incidents reported in 2015 had been made. This could have had served as a deterrence; and explained for no report on the occurrence of such incidents after 8 Aug 15 when *Joaquim* was boarded. There has been arrest of the mastermind and perpetrators responsible for hijacking of *Rehobot* (occurred in Indonesia), *Sun Birdie* (Malaysia), *Orkim Harmony* (South China Sea) and *Joaquim* (Malacca Straits) as follows:

Map 7 – Location of incidents involving perpetrators who were arrested/prosecuted



Modus Operandi of Perpetrators in Asia and Type of Incidents in 2015

REHOBOT (28 JAN 15), INDONESIA

- Four perpetrators arrested in Indonesia in February 2015
- Mastermind arrested in Philippines on 11 Nov 15

SUN BIRDIE (29 JAN 15), MALAYSIA

- Nine perpetrators arrested by MMEA on same day of boarding
- Charged under penal code for armed gang robbery
- 10 years' imprisonment and one stroke of cane



Cabin ransacked - *Sun Birdie*
(Courtesy of MMEA)

ORKIM HARMONY (11 JUN 15), SCS

- Eight perpetrators arrested in Vietnam in June 2015
- A suspect tug boat, *Meulaboh*, detained by Indonesian authorities in June 2015
- Masterminds arrested in August and December 2015

JOAQUIM (8 AUG 15), MALACCA STRAITS

- A suspect ship, *MT Yacon*, detained off Dumai, Indonesia in August 2015. It was also reported in the local media that some suspects had been arrested.

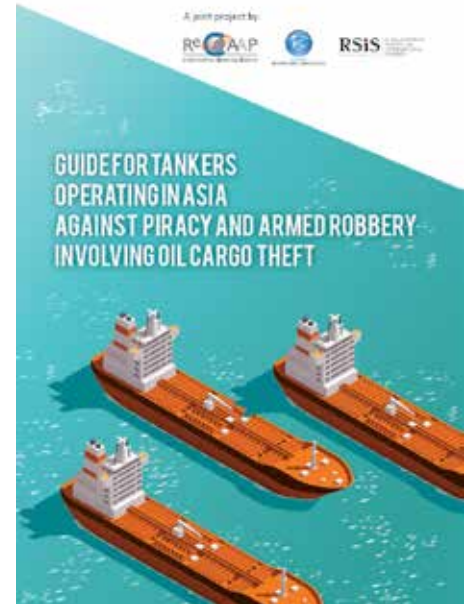


Perpetrators involved in *Orkim Harmony* (Courtesy of ReCAAP Focal Point (Vietnam))



Guide for Tankers Operating in Asia against Piracy and Armed Robbery Involving Oil Cargo Theft

With an increase in the number of incidents involving theft of oil cargo on board tankers since 2014, there were calls from the shipping industry to produce a guide similar to the TaB guide. Addressing this concern, the ReCAAP ISC, together with the Information Fusion Centre (IFC) and S. Rajaratnam School of International Studies (RSIS), jointly embarked on the production of a guide titled, '*Guide for Tankers Operating in Asia against Piracy and Armed Robbery Involving Oil Cargo Theft*' (right). The guide provided an illustration of the threat of incidents involving oil cargo theft in Asia; and recommendations to assist ships to avoid, deter or delay such incidents; as well as post-incident management. The guide was launched on 25 Nov 15.



ROBBERY ON BOARD SHIPS WHILE UNDERWAY IN STRAITS OF MALACCA AND SINGAPORE

Of the 104 incidents occurred in SOMS, 93 occurred in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Straits (SS), six in the westbound lane and five in the Malacca Straits. The perpetrators adopted quite similar modus operandi in terms of the modes of boarding, crew treatment, weapons used and items targeted. The boarding took place during hours of darkness between 0100 hrs and 0630 hrs; and mostly occurred to slow moving ships in the eastbound approach to the Singapore Strait. Operating in groups of between 1-6 men, some perpetrators were reported carrying knives/machetes. Upon detected by the crew and alarm raised, the perpetrators escaped immediately even empty-handed and crew was not harmed. In incidents where losses were reported, mostly were engine spares and stores.

Of concern in this region was the continued boarding of ships at close interval of time and proximity. The ReCAAP ISC notes that such boarding usually occurred when the perpetrators failed in their attempt to steal any item from an earlier ship. More than two boardings had occurred on 25 Feb, 17 Jun, 26 Jun, 21 Aug and 8 Sep 15. However, since November 2015, no actual incident of boarding was reported in the SOMS.



Efforts by the Littoral States

The Indonesian authorities had reportedly stepped up surveillance in the Strait. An open source reported that the Indonesian authorities had arrested two groups of perpetrators responsible for the robbery on board *MV Merlin* and *MV Diamond Star*⁽¹⁾. In another news article⁽²⁾, it was reported that the Indonesian Navy is launching a new campaign among the people living in villages believed to be hotbed for attacks; to create awareness in them about the crime so that they will not participate in such activities should they be approached to rob or hijack ships or steal items from ships. The campaign will involve local police and regional administrators.

REGIONAL GUIDE TO COUNTER PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

Following a request at the ASF meeting at Jeju Island for a regional guide to address the incidents in Asia and recognising the varied type of incidents regardless of the type of ships, status of ships, location of incidents and modus operandi of the perpetrators; the ReCAAP ISC again rises to the call to examine ways to deal with the threat in Asia. The ReCAAP ISC is currently working with the Asian Shipowners' Forum (ASF), Singapore Shipping Association/Federation of ASEAN Shipping Association (SSA/FASA), following a call for any like-minded agencies to participate, in producing a regional guide to counter piracy and armed robbery against ships in Asia. With support from several organisations involved in the production of the guide, including INTERTANKO and Oil Companies International Marine Forum (OCIMF), the working group is reaching out to the shipping industry, regional authorities and experts in the respective fields to gather inputs towards making the guide a comprehensiveness, all-encompassing and most of all, useful and relevant to seafarers operating in the Asian region.



RECOMMENDATIONS

The efforts of regional enforcement agencies including MMEA and the Indonesian authorities in stepping up surveillance and enhancing patrols had resulted in the quick apprehension of masterminds and perpetrators. The continuous zeal by the authorities and shipping industry demonstrates the determination and commitment in clamping down piracy and armed robbery against ships in Asia.

Vigilant and early detection of possible boarding is the most effective deterrent and reduces risk to the crew. It provides the crew an opportunity to sound the alarm, alert ships in vicinity, apprise enforcement agencies and undertake countermeasures / response procedures.

⁽¹⁾Jakarta Post dated 26 Oct 15

⁽²⁾Ship & Bunker dated 29 Dec 15



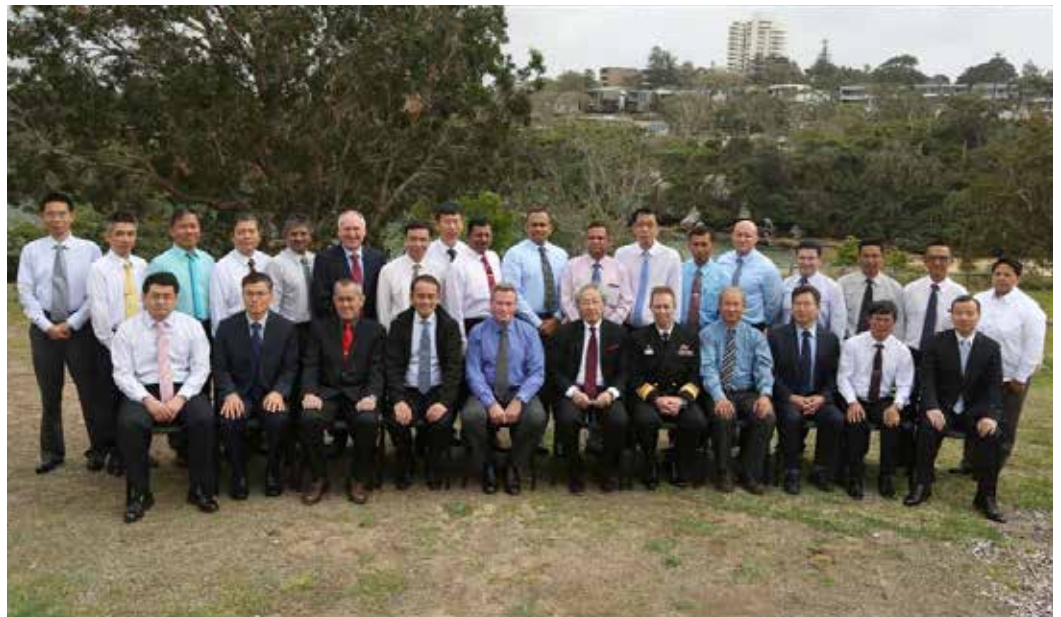


PART FOUR

ReCAAP ISC Activities
(October-December 2015)

**ReCAAP FOCAL POINT SENIOR OFFICERS’ MEETING 8/15
– SYDNEY, AUSTRALIA (6-8 OCT 15)**

The ReCAAP ISC and the Australian Maritime Border Command, who is the ReCAAP Focal Point for Australia, jointly organized the Focal Point Senior Officers’ Meeting (FPSOM) 8/15 from 6 to 8 Oct 15 in Sydney, Australia. Building upon the successful conduct of the previous seven meetings held since 2008, the theme for this Meeting was “Addressing Challenges Together”. The meeting was an important platform for the ReCAAP Focal Points/Contact Point to come together to reiterate the commitments of ReCAAP Focal Points on their roles and responsibilities, share experiences among ReCAAP Focal Points, institutionalise Focal Points’ feedback mechanism under the ambit of the three pillars of ReCAAP; and share ideas on the ‘Road Map to Centre of Excellence’ and 10th anniversary celebration events. A total of 20 senior officers from the ReCAAP Contracting Parties and a senior officer from the Malaysian Maritime Enforcement Agency (MMEA) had good exchanges and interaction at the Meeting.



Participants of the FPSOM, Sydney

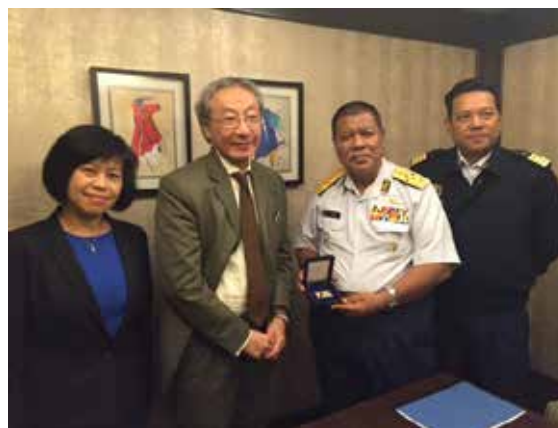


PRESENTATION AT THE SEA POWER CONFERENCE – SYDNEY, AUSTRALIA (6-8 OCT 15)

The Sea Power Conference 2015 hosted by the Royal Australian Navy was held in Sydney, Australia on 7 Oct 15 as part of the biennial Pacific International Maritime Exposition activity. The event has provided the ideal showcase for commercial maritime and naval defence industries to promote their capabilities to decision makers from around the world. The Executive Director of the ReCAAP ISC (ED-ISC), Mr Yoshihisa Endo was invited by RADM Michael Noonan, Australia Governor of the ReCAAP ISC Governing Council to make a presentation about ReCAAP. It was a good regional platform for profiling ReCAAP through ED-ISC's presentation entitled "Enhancing Regional Cooperation-The Asian Initiative" highlighting the situation of piracy and armed robbery against ships in Asia, the achievement of ReCAAP ISC, ReCAAP's contribution towards DCoC developments and the future of ReCAAP ISC.

ReCAAP ISC'S VISIT TO MALAYSIAN MARITIME ENFORCEMENT AGENCY (MMEA) – KUALA LUMPUR, MALAYSIA (26-27 OCT 15)

As part of the ongoing efforts to engage Malaysia, the ED-ISC visited the MMEA HQ in KL, calling on the newly appointed Director General (DG), ADM Maritime Dato Ahmad Puzi Ab Kahar and his Deputy Director General (Logistics), FADM Maritime Dato Zulkifili bin Abu Bakar. The meeting has been very fruitful and successful as the DG was very supportive of the work of the ReCAAP ISC and ReCAAP 10th Anniversary event on 18 Mar 16. Notably, the DG MMEA had penned a very encouraging congratulatory message for the ReCAAP ISC for its 10th Anniversary Commemorative Book. He had also expressed MMEA's support for the ReCAAP ISC's initiatives in producing the *'Guide for Tankers Operating in Asia against Piracy and Armed Robbery Involving Oil Cargo Theft'* and the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*. The ED-ISC's visit further reinforced the excellent relationship between the ReCAAP ISC and the MMEA in information sharing and operational level cooperation.



ED-ISC with DG ADM Maritime Dato Ahmad Puzi



With Dy DG (Log), FADM Maritime Dato Zulkifili

ReCAAP ISC INFORMAL MEETING – KARUIZAWA, JAPAN (5-6 NOV 15)

With the aim to consolidate views among Governors on several pending issues through face-to-face discussions, a two-day informal meeting was held at Karuizawa, Japan from 5 to 6 Nov 15. The meeting discussed various highlights of the 10th Governing Council and the ReCAAP ISC 10th Anniversary celebrations scheduled to be held on 18 Mar 16. Various ideas and inputs were received and shared amongst the Governors and representatives.



HE Dr Pornchai Danvivathana, Chairperson of the ReCAAP ISC Governing Council (second from left) chairing the meeting



Social get-together over dinner

EUROPEAN COMMISSION DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT (DG MOVE)’S VISITS THE ReCAAP ISC (16 NOV 15)

The Director-General for European Commission’s Directorate-General for Mobility and Transport (DG MOVE), Mr Henrik Hololei visited the ReCAAP ISC on 16 Nov 15. Accompanied by the European Union Ambassador to Singapore, HE Dr Michael Pulch, Mr Hololei was hosted by the Ministry of Transport, Singapore, for a working visit.

During the meeting, Mr Hololei applauded the good work done by the ReCAAP ISC and expressed his appreciation for its steady development in the past 10 years which has contributed enormously to the safe navigation in Asia. He reaffirmed that the EC would continue to work closely with the ReCAAP ISC and explore ways and means to deepen the relationship between the two.



Mr Henrik Hololei (fourth from left) and HE Dr Michael Pulch (third from left) visit the ReCAAP ISC



28TH EXTRAORDINARY SESSION AND 29TH ASSEMBLY SESSION OF IMO - UK (19-20 NOV 15 AND 23 NOV – 2 DEC 15)

As part of the cooperative agreement between the ReCAAP ISC and the International Maritime Organization (IMO), the ReCAAP has been a regular and active participant at IMO meetings. This international forum provides the platform for profiling the work done by the ReCAAP ISC and also to share the situation of piracy and armed robbery against ships in Asia. At the 28th extraordinary session held in London, UK, the ED-ISC delivered an intervention covering the steady progress of ReCAAP since its inception in 2006 and situation update in the Asian region.

LAUNCH OF *GUIDE FOR TANKERS OPERATING IN ASIA AGAINST PIRACY AND ARMED ROBBERY INVOLVING OIL CARGO THEFT* – SINGAPORE (25 NOV 15)

Together with the Republic of Singapore Navy's Information Fusion Centre (IFC) and the S. Rajaratnam School of International Studies (RSIS), the ReCAAP ISC launched the "*Guide for Tankers Operating in Asia Against Piracy and Armed Robbery Involving Oil Cargo Theft*" on 25 Nov 15. The guide illustrates the threat of hijacking of tankers for theft of oil cargo in Asia and addresses preventive measures to mitigate the risks involved.



(Left to right) Launch of Guide by Ambassador Ong Keng Yong, Executive Deputy Chairman, RSIS; HE Dr Pornchai Danvivathana, Chairperson of the ReCAAP ISC Governing Council; and SLTC Raymond Ong, Head IFC

G7 HIGH-LEVEL MEETING ON MARITIME SECURITY – BERLIN, GERMANY (14 DEC 15)

For the first time, the ReCAAP ISC was invited by the Federal Foreign Office, Germany to participate in the G7 High-level Meeting on Maritime Security. Based on the theme “Enhancing Maritime Security – Connecting Regions – Governing the Commons”, the ED-ISC delivered a speech at the forum. The ReCAAP ISC’s participation was appreciated by the German Foreign State Minister and others present during the event. The meeting provided an international arena towards enhancing ties with the regional and non-regional prominent figures of the maritime industry. On the sidelines of the meeting, the ED-ISC met Ambassador Dato’ Zulkifli Adnan, ex-DG, Department of Maritime Affairs, Malaysia’s Ministry of Foreign Affairs; and Indonesian Minister of the Coordinating Ministry of Maritime Affairs, Mr Arif Havas Oegroseno.



Group photo with representatives from Japan, Indonesia and Malaysia

ReCAAP 10TH ANNIVERSARY BRIEFING TO LOCAL EMBASSIES OF ReCAAP CONTRACTING PARTIES (17 DEC 15)

The ReCAAP ISC conducted a briefing to staff of the local embassies of the ReCAAP Contracting Parties on 17 Dec 15 to discuss issues related to the participation of the representatives for the High-level meeting scheduled on 18 Mar 16, as part of the ReCAAP 10th anniversary celebration. The aim of the meeting was to establish a common understanding and a local point of contact between the ReCAAP ISC and the respective embassies in Singapore. The various activities with respect to the participation of the Ministerial-level delegation were highlighted during the course of discussion.



Representatives of Local Embassies of ReCAAP Contracting Parties at the Briefing





CONCLUSION

A total of 200 incidents of piracy and armed robbery against ships (comprising 187 actual incidents and 13 attempted incidents) were reported to the ReCAAP ISC in 2015. Compared to 2014, this is about a 7% increase in total number of incidents in 2015.

More than 50% of the total number of incidents reported in 2015 occurred in the Straits of Malacca and Singapore (SOMS) on board ships while underway. A total of 104 incidents were reported there, of which more than half of them were CAT 4 incidents. However, no actual incident had been reported in the straits since November 2015, probably as a result of an increase in patrolling and surveillance by the littoral State, and several arrests of perpetrators involved in past incidents.

While the situation at most ports and anchorages in Asia has improved in 2015 compared to 2014; Vietnam reported an increase in number of attacks, particularly at the Vung Tau port/anchorage which comprised 60% of the total number of incidents reported in Vietnam.

In 2015, 12 incidents involving hijacking of tankers for theft of oil cargo were reported; of which two incidents were foiled by the authorities. Notably, no such incident was reported since 8 Aug 15.

Cooperation and collaboration among the ReCAAP Focal Points, shipping industry and regional authorities is key towards combating piracy and armed robbery against ships in Asia.





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.

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.

Appendices Definitions & Methodology in Classifying Incidents

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

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

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

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

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

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

This 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
ASF	Asian Shipowners' Forum
BCG	Bangladesh Coast Guard
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
SSA	Singapore Shipping Association
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.

Actual Incidents

- Category 1
- Category 2
- Category 3
- Category 4

S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	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 on board. The alarm was raised and upon realising the crew was alerted, the five perpetrators escaped. It was reported that one of them attempted to attack the duty A/B but the duty A/B managed to avoid the attack. The crew was not injured. One unit of navigational light battery was reported missing from the towed barge. [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, GT, IMO NO.	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, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
9	<i>Sun Birdie</i> Chemical tanker Malaysia 742 9073256	29/01/15 0032 hrs	01° 19.39' N, 104° 12.35' E Approximately 1 nm south of Tanjung Ayam, Malaysia	<p>The owner of the chemical tanker reported loss of contact to the MMEA on 29 Jan 15 at or about 1150 hrs. The tanker was not contactable since 28 Jan 15 at or about 2200 hrs. Her last known position was at approximately 1 nm south of Tanjung Ayam, Malaysia on 29 Jan 15 at or about 0032 hrs. <i>Sun Birdie</i> was laden with 700 metric tons of MFO and has a total of 11 crew on board (comprising eight Myanmar nationals and three Indonesians).</p> <p>Upon receipt of the information from IFC, the ReCAAP ISC immediately informed its ReCAAP Focal Points/Contact Point to look out for <i>Sun Birdie</i>. The MMEA and RMN had reportedly deployed vessels to search for <i>Sun Birdie</i>.</p> <p>On 29 Jan 15 at or about 2253 hrs, the MMEA successfully recovered <i>Sun Birdie</i> at approximately 17.63 nm northeast of Tanjung Penawar, Malaysia (01° 42.03' N, 104° 30.46' E) and arrested seven perpetrators on board <i>Sun Birdie</i>. Two other perpetrators jumped overboard and fled, but were picked up by a passing ship, Challenger Premier at approximately 12.73 nm east of Tanjung Penawar (01° 30.2' N, 104° 29.5' E), and were handed over to the MMEA. The MMEA operations director, First Admiral Maritime Ibrahim Mohamed reported that they had also recovered four machetes, three toy pistols, a 'kerambit' (curved knife) and a hammer believed to have been used by the pirates to threaten the crew. The MMEA had brought the vessel back to Penggerang for further investigation.</p> <p>[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>Name withheld</i> Bulk carrier Isle of Man 32376	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, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
12	<i>Sara</i> Container ship Antigua & Barbuda 9590 9322243	10/02/15 0350 hrs	01° 09.10' N, 103° 27.06' E SOMS	While underway, five perpetrators were spotted on board 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. [ReCAAP Focal Point (Singapore)]
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, Hongai P/S Anchorage, Vietnam	While at anchor, five perpetrators armed with knives boarded the bulk carrier. The OOW noticed some movements on the forecandle 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	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 on board and threatened them not to move. At or about 0700 hrs on the same day, the crew of Lapin 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 Lapin 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, GT, IMO NO.	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 forecandle 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)]

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

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32	<i>David Tide II</i> Supply vessel Vanuatu 1529 9528093	22/03/15 2215 hrs	02° 48.60' N, 104° 31.30' E SCS	<p>The ship owner of <i>David Tide II</i> reported to MMEA that they received a distress signal from the supply vessel on 23 Mar 15 at or about 0330 hrs. Upon receipt of the information, the MMEA deployed their assets and managed to locate and recover the vessel anchored off Kuantan Port, Malaysia on the same day at or about 2040 hrs.</p> <p>Preliminary investigation revealed that four perpetrators armed with pistols and parangs boarded the supply vessel from a boat on 22 Mar 15 at or about 2215 hrs. Subsequently an unknown tanker went alongside <i>David Tide II</i> and siphoned 200,000 litres of diesel from the supply vessel. The siphoning operation took about four hours and crew's personal belongings were also taken before the perpetrators escaped.</p> <p>After <i>David Tide II</i> was released, the supply vessel headed towards Kuantan Port before she sent out the distress signal. The Malaysian Police and MMEA are currently investigating the incident.</p> <p>[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</i> Tinggi Tanker Malaysia 7591 9546722	30/03/15 0400 hrs	01° 04.83' N, 103° 34.73' E SOMS	While underway, the crew sighted two perpetrators onboard the tanker. The master raised the alarm and conducted a search but there were no signs of the perpetrators. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
40	<i>Ismar</i> Bulk carrier Bangladesh 25980 8324397	30/03/15 0555 hrs	01° 05.25' N, 103° 34.03' E SOMS	While underway, four perpetrators were sighted in the Engine Room and were attempting to break into the provision stores. The alarm was raised and the perpetrators escaped. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
41	<i>Densa Hawk</i> Bulk carrier Malta 22709 9649093	30/03/15 0800 hrs	01° 27.11' N, 104° 39.83' E SCS	While at anchor, an undetermined number of perpetrators boarded the bulk carrier and broke into the steering gear room. They stole engine spares and escaped. The crew was not injured. [ReCAAP Focal Point (Singapore)]
42	<i>Silver Fern</i> Container ship Panama 13310 9136591	01/04/15 0414 hrs	01° 04.13' N, 103° 36.55' E SOMS	While underway, five perpetrators armed with knives and some tools boarded the container ship from two small boats. The master mustered crew on the bridge and informed the Indonesian authorities who boarded the vessel and conducted a search. There was no sighting of perpetrators and the crew was not injured. Some engine spares were stolen. [ReCAAP Focal Point (Singapore)]

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

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

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56	<i>GSW Adventure</i> Product tanker Liberia 6153 9510577	24/04/15 0045 hrs	22° 07.03' N, 091° 46.90' E Chittagong outer anchorage, Bangladesh	While at anchor, perpetrators boarded the product tanker and stole two mooring ropes. The BCG despatched its patrol ship to the location of the incident but the perpetrators had already escaped. [ReCAAP Focal Point (Bangladesh)]
57	<i>X-press Brahmaputra</i> Container ship Singapore 10752 9152911	24/04/15 1906 hrs	22° 11.64' N, 091° 43.46' E Chittagong outer anchorage, Bangladesh	While at anchor, perpetrators boarded the container ship and stole one mooring rope. The BCG despatched its patrol ship to the location of the incident but the perpetrators had already escaped. [ReCAAP Focal Point (Singapore)]
58	<i>Elpida GR</i> Bulk carrier Malta 29862 9254630	25/04/15 0120 hrs	22° 06' N, 091° 40' E Chittagong outer anchorage, Bangladesh	While at anchor, perpetrators boarded the bulk carrier and stole three mooring ropes, 70 pieces of zinc anodes and 50m of welding cable wire. The BCG despatched its patrol ship to the location of the incident but the perpetrators had already escaped. [ReCAAP Focal Point (Bangladesh)]
59	<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)]
60	<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)]
61	<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 on board. 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 on board 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)]

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62	<i>Ocean Energy</i> Product tanker Singapore 4832 9589580	02/05/15 2130 hrs	02° 14' N, 101° 56' E SOMS	<p>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 .64' 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.</p> <p>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.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
63	<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	<p>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.</p> <p>[IMO]</p>
64	<i>Maritime Champion</i> Bulk carrier Singapore 18873 9527881	04/05/15 0403 hrs	01° 05.40' N, 103° 43.60' E SOMS	<p>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 on board the vessel was conducted but no perpetrators were found. Nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
65	<i>Alpha</i> LPG tanker Hong Kong, China 46632 9290270	08/05/15 0355 hrs	01° 02.66' N, 103° 39.03' E SOMS	<p>While underway, seven perpetrators were sighted in the engine room of the LPG tanker. The alarm was raised and a search on board the vessel was conducted. No perpetrators were found and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
66	<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	<p>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 on board the vessel was conducted. No perpetrators were found and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
67	<i>Milos Warrior</i> Bulk carrier Panama 92944 9579793	09/05/15 0312 hrs	01° 05.28' N, 103° 42.78' E SOMS	<p>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 on board the vessel was conducted but no perpetrators were found and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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68	<i>Nord Seoul</i> Bulk carrier Singapore 22683 9544736	11/05/15 1230 hrs	10° 12.79' N, 107° 04.54' E Phu My 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 on board the vessel was conducted. No perpetrators were found. [ReCAAP Focal Point (Singapore)]
69	<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 on board the vessel was conducted. No perpetrators were found and nothing was stolen. [ReCAAP Focal Point (Singapore)]
70	<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)]
71	<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, six fishing boats surrounded the product tanker. About 30 perpetrators boarded and took the tanker to approximately 188 nm northwest of Bruit Island, Malaysia (05° 22.02' N, 109° 33.06' E) and siphoned off 2,500 metric tonnes of ship fuel/oil. The crew was safe and the vessel subsequently proceeded to Tanjung Manis for further investigation. [IFC]
72	<i>Wadi Albostan</i> Bulk carrier Egypt 33234 9460722	16/05/15 0100-0400 hrs	21° 46' N, 091° 42.70' E Approximately 7 nm west of Kutubdia Island, Bangladesh	While at anchor, perpetrators boarded the bulk carrier. The duty crew sighted the perpetrators and raised the alarm. The perpetrators escaped and stole ship's property and ship's stores. [ReCAAP Focal Point (Bangladesh)]
73	<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 stolen. [ReCAAP Focal Point (Vietnam)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
74	<i>Epic Sasa 2</i> Tug boat Malaysia 342 9458705	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 on board 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. <i>POE Giant 19</i> Barge Singapore [ReCAAP Focal Point (Singapore)]
75	<i>BBC Seine</i> General cargo ship Antigua & Barbuda 12974 9508380	17/05/15 0200 hrs	22° 12' N, 091° 43.90' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, perpetrators boarded the general cargo ship and stole a few mooring ropes. The BCG despatched its patrol ship to the location of the incident but the perpetrators had already escaped. [ReCAAP Focal Point (Bangladesh)]
76	<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 on board the vessel was conducted. No perpetrators were found and nothing was stolen. [ReCAAP Focal Point (Singapore)]
77	<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 to his leg. [ReCAAP Focal Point (Republic of Korea)]
78	<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)]
79	<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 E/R 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)]

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80	<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 on board 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)]
81	<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)]
82	<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, and had dark complexion. [ReCAAP Focal Point (India)]
83	<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	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. The perpetrators subsequently brought Orkim Victory 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 Orkim Victory 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. [ReCAAP Focal Point (Singapore), MMEA]
84	<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	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. [ReCAAP Focal Point (Vietnam)]

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85	<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	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. [ReCAAP Focal Point (Vietnam)]
86	<i>NCC Safa</i> Chemical tanker Saudi Arabia 29168 9411329	08/06/15 0400 hrs	01° 11.80' N, 103° 25.10' E SOMS	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. [ReCAAP Focal Point (Singapore)]
87	<i>Goldengate Park</i> Chemical tanker Liberia 11733 9493145	11/06/15 0630 hrs	Chittagong Urea Fertilizer Limited (CUFL) Jetty, Bangladesh	While at berth, the chief officer on board the chemical tanker sighted four perpetrators attempting to steal ship's property. The alarm was raised and upon realizing the crew had been alerted, the perpetrators escaped empty-handed. [ReCAAP Focal Point (Bangladesh)]
88	<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 Orkim Harmony 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. Orkim Harmony was carrying 6,000 metric tonnes of ULG 95 (petrol) and had crew comprising Indonesians, Malaysians and Myanmar nationals on board. The MMEA and the Indonesian Navy had reportedly deployed patrol boats to search for Orkim Harmony.</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 Orkim Harmony.</p> <p>Upon receipt of the information, the VCG despatched two patrol ships to the area to search for Orkim Harmony. 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 Orkim Harmony. Reportedly, the perpetrators managed to escape and the authorities were tracking their whereabouts. At about 0050 hrs on 19 Jun 15, the crew of Orkim Harmony 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 Orkim Harmony.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

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89	<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	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 on board the vessel and ship stores were found missing. The crew was not injured. [ReCAAP Focal Point (Japan)]
90	<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, Kota Dalia responded and proceeded to the location. Kota Dalia relayed the message via email to Singapore POCC that five perpetrators had robbed the crew of Harbour Trader 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)]
91	<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)]
92	<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 on board the vessel. No perpetrators were found, the crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
93	<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 on board 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)]
94	<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)]

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95	<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 on board the vessel. No perpetrators were found, the crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
96	<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 and escaped empty-handed immediately. The Indonesian Navy subsequently boarded the vessel for investigation. [ReCAAP Contact Point (Hong Kong)]
97	<i>Helmuth Rambow</i> Container ship Antigua & Barbuda 9957 9306275	20/06/15 0642 hrs	22° 10.50' N, 091° 41' E Chittagong 'B' anchorage, Bangladesh	While at anchor, three perpetrators boarded the container ship and stole three fire hoses with nozzle and two spanners. The BCG despatched its patrol ship to the location of the incident but the perpetrators had already escaped. [ReCAAP Focal Point (Bangladesh)]
98	<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 on board the vessel. The crew attempted to approach the perpetrators, who escaped immediately. A search was conducted on board the vessel and a breathing apparatus and a set of fireman outfit was found missing. [ReCAAP Focal Point (Singapore)]
99	<i>Taung Gyi Star</i> Container ship Liberia 9590 9101819	22/06/15 2115 hrs	22° 09.30' N, 091° 44.50' E Chittagong 'C' anchorage, Bangladesh	While at anchor, perpetrators boarded the container ship and stole 20 pieces of container shackle turn buckle, four gas cylinders and 10m of mooring rope. The BCG despatched its patrol ship to the location of the incident but the perpetrators had already escaped. [ReCAAP Focal Point (Bangladesh)]
100	<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 on board the vessel and nothing was stolen from the vessel. [ReCAAP Focal Point (Singapore)]
101	<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 on board the vessel and nothing was stolen from the vessel. [ReCAAP Focal Point (Singapore)]

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102	<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)]
103	<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 on board the vessel was conducted. A portable air compressor was found missing. [ReCAAP Focal Point (Singapore)]
104	<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 on board the vessel was conducted. The master later reported that seven perpetrators were sighted on board the vessel, who escaped empty-handed. The crew was not injured. [ReCAAP Focal Point (Singapore)]
105	<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 stayed lock 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)]
106	<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 on board 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)]
107	<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 stayed lock in the accommodation. The crew later conducted a search on board the vessel and no perpetrators were found. The crew was not injured and some engine spares were stolen. [ReCAAP Focal Point (Singapore)]

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108	<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)]
109	<i>Sinar Bandung</i> Container ship Singapore 12584 9352432	04/07/15 0738 hrs	03° 47.70' N, 098° 43' E Belawan Container Terminal, Indonesia	While at berth, the O/S of the container ship sighted two perpetrators on the deck in the vicinity of the port side gangway. One of the perpetrators boarded via a hook fastened to the port side railing. The perpetrators were heading towards the bosun store when the O/S shouted and chased after them. Upon being spotted, one of the perpetrators escaped to a boat alongside, while the other perpetrator threatened the O/S with a stick. The O/S retreated and contacted the duty officer. By the time the O/S was joined by another duty watchman, the two perpetrators had escaped in their boat. Nothing was stolen. [ReCAAP Focal Point (Singapore)]
110	<i>Adara</i> Product tanker France 23248 9587829	11/07/15 1300 hrs	10° 10.50' N, 107° 05.20' E Vung Tau anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the product tanker unnoticed, stole paint and escaped. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
111	<i>King Sugar</i> Bulk carrier Panama 17025 9574183	15/07/15 0345 hrs	10° 45.80' N, 107° 05.20' E Fertilizer Terminal, Ho Chi Minh City, Vietnam	While at berth, eight perpetrators armed with knives boarded the bulk carrier from the starboard side via two small wooden boats. The perpetrators wore black T-shirts and shorts. The perpetrators stole stores including immersion suits, welding cable, paint spray, scaling machine and blower. Upon realising that the crew had been alerted, the perpetrators escaped immediately. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
112	<i>Bhairavi</i> Product tanker India 8625 9414319	23/07/15 2345 hrs	22° 42.90' N, 070° 04.20' E Kandla anchorage, India	While at anchor, the Third Officer on bridge sighted two perpetrators had boarded the ship via the starboard bow from a small fishing boat. The perpetrators had a dark complexion and wore T-shirts and shorts. The alarm was raised and the two perpetrators escaped empty-handed. [ReCAAP Focal Point (India)]
113	<i>Star Kestrel</i> Product tanker Panama 30068 9321940	24/07/15 0445 hrs	22° 48.50' N, 070° 02.50' E Kandla anchorage, India	While at anchor, the duty watchman sighted two perpetrators on board the product tanker. He reported to the duty officer, who raised the alarm immediately, and mustered the crew. Upon hearing the alarm, the perpetrators jumped overboard and escaped with three fire nozzles. [ReCAAP Focal Point (India)]

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114	<i>Rutland</i> Bulk carrier Singapore 85848 9112301	25/07/15 0200 hrs	01° 03.80' N, 103° 39.70' E SOMS	While underway, the oiler and the Chief Engineer sighted two perpetrators armed with knives in the engine room of the bulk carrier. The bridge was informed immediately, the alarm was raised, the deck lights were switched on and the crew mustered. The two perpetrators jumped overboard and escaped in a small unlit speed boat. Some spare parts were found missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
115	<i>Matrah</i> Tanker Panama 29768 9405849	27/07/15 0110 hrs	01° 03.60' N, 103° 36.70' E SOMS	While en route to Singapore, the crew sighted three perpetrators in the engine room of the tanker. The alarm was raised and a search was conducted immediately. Subsequently, the vessel updated that there were no further sightings of the perpetrators on board and nothing was stolen. The vessel continued its passage to Singapore. [ReCAAP Focal Point (Singapore)]
116	<i>Lion King</i> Supply vessel Marshall Islands 1537 9636319 <i>Maritime East</i> Barge	29/07/15 0715 hrs	01° 43.50' N, 104° 34' E Approximately 21 nm east of Tanjung Kelesa, Malaysia	While the supply vessel towing barge was en route from Pulau Batam, Indonesia to Kuantan, Malaysia, the crew discovered that there were some items missing from the barge. The missing items included mooring ropes, Norwegian buoy and shackle for emergency towing. The crew was not injured and the vessels not damaged. [ReCAAP Focal Point (Singapore)]
117	<i>Ludolf</i> <i>Oldendorff</i> Bulk carrier Portugal 107413 9691955	30/07/15 0300 hrs	01° 04.40' N, 103° 39.70' E SOMS	While en route to Singapore, four perpetrators were sighted at the poop deck on board the bulk carrier. The alarm was raised and the deck light was switched on. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured. [ReCAAP Focal Point (Singapore)]
118	<i>Gallia Graeca</i> Bulk carrier Cyprus 39035 9221607	31/07/15 0150 hrs	01° 05.95' N, 103° 44.05' E SOMS	While underway, the crew sighted five perpetrators on board the bulk carrier and the alarm was raised immediately. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. [ReCAAP Focal Point (Singapore)]
119	<i>Pearl Ace</i> Vehicle carrier Panama 45796 9051818	01/08/15 2330 hrs	13° 44.30' N, 121° 02.30' E Batangas Port, Philippines	While at anchor, the crew discovered traces of some perpetrators on board the vehicle carrier. A security search was conducted but there was no sighting of unauthorized person on board. The crew reported that some personal belongings and ship properties had been stolen. The crew was not injured. [ReCAAP Focal Point (Japan)]

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120	<i>Slettnes</i> Bulk carrier Marshall Islands 32837 9490739	03/08/15 0136 hrs	01° 03.50' N, 103° 37.10' E SOMS	While underway, the crew sighted five perpetrators on board the bulk carrier. The alarm was raised and a search was conducted. There was no sighting of any unauthorised person, and nothing was stolen. [ReCAAP Focal Point (Singapore)]
121	<i>Magsenger 8</i> Bulk carrier Hong Kong 64769 9497244	05/08/15 2330 hrs	01° 02.70' N, 103° 38.50' E SOMS	While underway, four perpetrators armed with knives boarded the bulk carrier and entered the engine room. The perpetrators attempted to hurt the oiler when he sighted them. The alarm was raised and a search was conducted for the perpetrators in the engine room. However, the perpetrators had escaped with some engine spares. [ReCAAP Focal Point (Singapore), ReCAAP Contact Point (Hong Kong)]
122	<i>Magnum Fortune</i> Bulk carrier Liberia 31261 9488970	06/08/15 0615 hrs	01° 04.50' N, 103° 32.88' E SOMS	While underway, five perpetrators were sighted in the engine room of the bulk carrier. The master conducted a security search on board but did not find any perpetrators. Some engine spares were found missing and the crew was not injured. [ReCAAP Focal Point (Singapore)]
123	<i>Jin Hwa 43</i> Tug boat Malaysia 148 9689768 <i>Jin Hwa 44</i> Barge Malaysia	06/08/15 2200 hrs	01° 05' N, 103° 44' E SOMS	Upon arrival at Pasir Gudang anchorage, the master discovered that the barge store door was cut off and removed. Several items were found missing, including three rolls of towing rope (64mm) and one roll of towing rope (80mm) Y rope. The master assessed that the theft had occurred between 2000 hrs and 2300 hrs when the vessels were en route from Port Klang to Pasir Gudang port, Malaysia. [Shipping company]
124	<i>Joaquim</i> Bunker tanker Singapore 1796 9133989	08/08/15 1350 hrs	02° 34' N, 101° 26.20' E SOMS	While en route from Tanjung Pinang, Indonesia to Langkawi, Malaysia, an unknown number of perpetrators boarded the bunker tanker. The ship was carrying 3,500 metric tons of fuel oil. Her last known position on 8 Aug 15 at about 1350 hrs was at approximately 29 nm north of Pulau Rupert, Malacca Strait. The AIS onboard the vessel was reportedly turned off. The shipping company reported the incident to the IFC who notified the ReCAAP ISC, MMEA HQ, the Indonesian authorities and the shipping community to locate the vessel. The Malaysian and Indonesian authorities had reportedly deployed surface and air assets to search for her. The ReCAAP ISC had also informed its contacts in the MMEA and the Indonesian Marine Police. On the morning of 9 Aug 15, the MMEA located Joaquim at approximately 14.1 nm off Tanjung Kling (02° 03' N, 101° 59.39' E). Reportedly about 3,000 metric tons of fuel oil had been siphoned and power to the generator was cut off. The crew was safe except for the master and bunker crew who were injured after being punched by the perpetrators. One of the injured crew was heli-evacuated by the MMEA for medical treatment. [ReCAAP Focal Point (Singapore)]

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125	<i>Zaliv Amerika</i> Oil tanker Cyprus 60178 9354301	10/08/15 0550 hrs	01° 05.09' N, 103° 35.60' E SOMS	While underway, the crew sighted five perpetrators on board the oil tanker. The alarm was raised and the perpetrators escaped immediately. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
126	<i>Federal Crimson</i> Bulk carrier Singapore 32750 9732151	10/08/15 0642 hrs	01° 05.48' N, 103° 34.20' E SOMS	While underway, the crew sighted six to eight perpetrators on board the bulk carrier. The master raised the alarm and requested for security assistance. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
127	<i>Sol</i> Tanker 81479 9171462	12/08/15 0327 hrs	01° 07.40' N, 103° 31.10' E SOMS	While underway, between five and six perpetrators were sighted in the engine room. The alarm was raised and the perpetrators escaped immediately. A security search was conducted and there was no further sighting of the perpetrators. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
128	<i>Matar N</i> Container ship Cyprus 39824 9509176	13/08/15 0618 hrs	01° 06.10' N, 103° 33.20' E SOMS	While underway, the crew sighted six perpetrators in the engine room. The alarm was raised and the crew conducted a security search on board. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
129	<i>Ibn Al Abbar</i> Container ship Panama 16705 9194490	15/08/15 0300 hrs	01° 03.80' N, 103° 36.53' E SOMS	While underway, eight perpetrators armed with long knives were sighted in the engine room. The alarm was raised and a search was conducted. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
130	<i>Western Houston</i> Bulk carrier Hong Kong, China 31639 9455914	15/08/15 0500 hrs	10° 14.37' N, 107° 03.45' E Vung Tau anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the bulk carrier, broke into the paint locker and stole paint drums. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
131	<i>CPO Norfolk</i> Container ship Liberia 41358 9440813	15/08/15 1000 hrs	01° 15.60' N, 104° 07.80' E SOMS	While underway, the crew discovered three damaged padlocks at the aft mooring deck of the ship. Upon raising the alarm, the crew sighted one perpetrator escaping from one of the store rooms. A search on board was conducted but did not find any perpetrators. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]

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132	<i>Pacific Assurance</i> Bulk carrier Singapore 107222 9683104	20/08/15 0500 hrs	01° 06' N, 103° 33.50' E SOMS	While underway, seven perpetrators armed with knives boarded the bulk carrier and went into the engine room. The perpetrators tied the oiler and engine cadet in the engine room workshop. They were eventually untied by the watchkeeping engineer. The alarm was raised and crew mustered. A security search was subsequently conducted and confirmed that the perpetrators had escaped upon hearing the alarm. [ReCAAP Focal Point (Singapore)]
133	<i>Navig8 Stealth SV</i> Tanker Marshall Islands 30040 9396725	21/08/15 0340 hrs	01° 07.20' N, 103° 29.80' E SOMS	While underway, four perpetrators armed with knives were sighted in the engine room of the tanker. The master raised the alarm and the perpetrators escaped immediately. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
134	<i>Maersk Lebu</i> Container ship Hong Kong 89097 9526930	21/08/15 0430 hrs	01° 10.08' N, 103° 30.17' E SOMS	While underway, four perpetrators were sighted on board the container ship. The master raised the alarm and the perpetrators escaped in a waiting small boat. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
135	<i>Torm Helene</i> Tanker Marshall Islands 57031 9143532	21/08/15 2200 hrs	01° 06' N, 103° 44' E SOMS	While underway, the crew sighted three perpetrators on board the tanker. The alarm was raised and the perpetrators escaped. The crew was mustered and a search was conducted. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
136	<i>Peace Bright</i> Bulk carrier Panama 41541 9663362	21/08/15 2329 hrs	01° 04.07' N, 103° 41.58' E SOMS	While underway, four perpetrators armed with knives were sighted on board the bulk carrier. The alarm was raised and the perpetrators escaped in a waiting boat. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
137	<i>Atout</i> Container ship Liberia 18199 9354648	22/08/15 0525 hrs	01° 07.27' N, 103° 31.68' E SOMS	While underway, the crew sighted four perpetrators on board the container ship. The alarm was raised and the perpetrators escaped. A search on board was conducted but did not find any perpetrators. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]

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138	<i>Elbtank</i> Denmark Tanker Liberia 23235 9234680	22/08/15 0535 hrs	01° 10.40' N, 103° 49.80' E SOMS	While underway, the crew sighted four perpetrators armed with knives on board the tanker. The perpetrators stole the crew's personal effects and escaped five minutes later in a small boat. The crew was not injured. [ReCAAP Focal Point (Singapore)]
139	<i>Hawke Bay</i> Bulk carrier Hong Kong 17433 9242546	24/08/15 0130 hrs	03° 23.17' N, 099° 27.50' E Approximately 1.1 nm north of Kuala Tanjung Centre Jetty, Indonesia	While at anchor, five perpetrators armed with gun and knives boarded the bulk carrier from a small boat. The duty crew sighted the perpetrators trying to enter the engine room. Upon realising that the crew had been alerted, the perpetrators escaped. A search was conducted and a lock on the accommodation water-tight door was found broken. The crew was not injured and nothing was stolen. [ReCAAP Contact Point (Hong Kong)]
140	<i>Maersk Borneo</i> Product tanker Singapore 19758 9341445	24/08/15 0400 hrs	03° 23' N, 099° 27' E Kuala Tanjung Jetty A, Indonesia	After the product tanker had departed Kuala Tanjung, Indonesia, the engine room team noticed items missing. One portable drilling machine, one portable jigsaw cutter, one portable grinder medium size, one portable grinder large size, one disc cutting machine (300 mm), few box spanners and extension rod were confirmed missing after the search. [ReCAAP Focal Point (Singapore)]
141	<i>Glovis Maestro</i> Bulk carrier Thailand 21093 9296274	29/08/15 0310 hrs	01° 10.28' N, 103° 27.25' E SOMS	While underway, the crew sighted two perpetrators on board the bulk carrier. The alarm was raised and the perpetrators escaped. A search was conducted on board and three high pressure pumps were found missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
142	<i>Permata 1</i> Tug boat Malaysia 128 5331309 <i>Permata 2</i> Barge Malaysia	01/09/15 0907 hrs	01° 20.88' N, 104° 21.36' E SOMS	While the tug boat towing a barge loaded with scrap metal was underway, the crew sighted three perpetrators on board the barge. The master reported the incident to Singapore's POCC who in turn informed the RSN. The RSN's MSTF deployed a vessel, RSS Resilience to the location of the incident. Upon sighting the vessel, the perpetrators fled in a red hull wooden boat heading in a southerly direction. RSN subsequently shared information about the perpetrators with the Indonesian authorities who deployed their assets to search for the perpetrators. The Indonesian authorities comprising the Indonesian Navy Western Fleet Sea Security Group who managed to arrest the perpetrators and recover the stolen cargo of scrap metal. [ReCAAP Focal Point (Singapore)]
143	<i>Naess</i> <i>Endurance</i> Bulk carrier Marshall Islands 36415 9721334	04/09/15 2306 hrs	01° 10.99' N, 103° 26.87' E SOMS	While underway, five perpetrators armed with knives were sighted in the engine room. The master raised the alarm, mustered the crew and conducted a search on board. Some engine spare parts were found missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]

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145	<i>Yorkgate</i> Bulk carrier Liberia 34570 9689172	08/09/15 0230 hrs	01° 11' N, 103° 25.70' E SOMS	While underway, two perpetrators were sighted boarding the ship. The master raised the alarm, mustered the crew and conducted a search on board. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
146	<i>Ratna Puja</i> Tanker India 58446 9308845	08/09/15 0400 hrs	01° 05.92' N, 103° 34.32' E SOMS	While underway, four perpetrators were sighted in the engine room. The alarm was raised and a search was conducted. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
147	<i>MOL Brightness</i> Container ship Hong Kong, China 113042 9685346	09/09/15 0600 hrs	01° 06.27' N, 103° 32.75' E SOMS	While underway, five perpetrators were sighted boarding the stern. The master raised the alarm and conducted a search. Some engine spares were found missing. The third engineer was assaulted and suffered a broken tooth. Singapore PCG was requested to board the ship for further investigation upon her arrival at Singapore. [ReCAAP Focal Point (Singapore)]
148	<i>Panasiatic</i> Bulk carrier Marshall Islands 42898 9310276	12/09/15 0011 hrs	01° 11.60' N, 103° 24.33' E SOMS	While en route to Singapore from Richard Bay, South Africa, three perpetrators were sighted in the engine room. The alarm was raised and master conducted a search to locate the perpetrators. The master reported that there was no further sighting of the perpetrators on board the ship. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
149	<i>Star Lysefjord</i> Bulk carrier Norway 52290 9008108	12/09/15 0300 hrs	10° 15.01' N, 107° 03.51' E Vung Tau anchorage, Vietnam	While at anchor, perpetrators boarded the ship and stole 440 litres of paint from the paint room. The duty officer found the room door damaged and the perpetrators had escaped. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
150	<i>Crest Jade 1</i> Tug boat Singapore 472 9528251	12/09/15 0500 hrs	01° 04.14' N, 103° 54.23' E PT Dharma Sentosa Marindo Yard, Pulau Batam, Indonesia	While at berth, the cook sighted three perpetrators on board the ship. Two of the perpetrators were in the paint storeroom while the remaining perpetrator waited outside. The perpetrator, armed with knife and sword, threatened the cook and instructed him to go inside the accommodation room. It was reported that the perpetrators stole cash and 40 cans of paint; and escaped in a boat. [ReCAAP Focal Point (Singapore)]
151	<i>Chamchuri Naree</i> Bulk carrier Thailand 21093 9296274	16/09/15 0420 hrs	01° 06.55' N, 103° 31.96' E SOMS	While underway, five perpetrators were sighted escaping from the steering gear room into a small speed boat. The duty officer raised the alarm, announced on the PA system and activated the SSAS. A security search was conducted and the duty oiler was found tied with rope and threatened with knife. Some engine spares were stolen. The crew was not injured. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Thailand)]

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152	<i>Key Mission</i> Bulk carrier Panama 43013 9518177	16/09/15 0820 hrs	10° 14.70' N, 107° 12.80' E Vung Tau anchorage, Vietnam	While at anchor, perpetrators boarded the bulk carrier unnoticed, stole paint and escaped. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
153	<i>Crest Gold 1</i> Tug boat Singapore 472 9468267 <i>Miclyn 258</i> Barge Singapore	17/09/15 2300 hrs	01° 14.33' N, 104° 02.50' E SOMS	While the tug boat towing barge was en route to Pasir Gudang, Malaysia from Delta Shipyard, Batam, Indonesia, perpetrators were sighted at the astern of barge. The master reported the incident to Indonesian Navy and the crew shone their search light on the barge. The tug boat subsequently went alongside the barge and conducted checks on board the barge. Several items including two pieces of chapping chain, one emergency towing rope, one navigation light and one piece of shackle were found missing. It was suspected that the perpetrators had left the barge after search lights were shone on the barge. MMEA officers boarded the tug boat for investigation thereafter. [ReCAAP Focal Point (Singapore)]
154	<i>Challenge Polaris</i> Product tanker Singapore 28051 9426295	18/09/15 0615 hrs	13° 40.46' N, 121° 03.10' E Batangas Port, Philippines	While at berth, perpetrators cut one of the forward head lines from the shore end and used the dangling line to climb on to the vessel. Some brass-made fire nozzles, spanners, hydrant caps and service air/steam line caps were stolen from the forward section of the vessel. [ReCAAP Focal Point (Singapore)]
155	<i>Hojo</i> Tanker Belgium 156990 9457543	19/09/15 0445 hrs	01° 07.26' N, 103° 33.43' E Approximately 6.3 nm southwest of Pulau Nipa, Indonesia	While at anchor, five perpetrators dressed in black clothes and armed with long knives boarded the ship. One of the engine crew was confronted and tied in the engine room. The alarm was raised and a security search was conducted on board. Some engine spares were found missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
156	<i>Paros Seas</i> Bulk carrier Liberia 33044 9491238	20/09/15 0400 hrs	01° 04.14' N, 103° 41.56' E SOMS	While en route to Singapore, three perpetrators, of which one of them was armed with a machete, boarded the ship and tied the oiler in the engine room. The oiler managed to untie himself, raised the alarm and the crew mustered. The perpetrators escaped and security search was conducted on board. It was reported that two sets of breathing apparatus were stolen from the engine room. [ReCAAP Focal Point (Singapore)]
157	<i>Maersk Adriatic</i> Product tanker Singapore 23297 9636632	24/09/15 0900 hrs	03° 56.10' N, 098° 45.60' E Belawan anchorage, Indonesia	While at anchor, the crew discovered that the stores in the forecandle store were scattered. A welding machine and accessories, wolflite, tank cleaning hoses, portable tank cleaning machine, hose saddles and control unit for Famo pump were found missing. [ReCAAP Focal Point (Singapore)]

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158	<i>Hanjin Sao Paulo</i> Container ship Panama 16472 9350147	30/09/15 0400 hrs	10° 46.10' N, 106° 44.10' E V.I.C.T. Port, Ho Chi Minh City, Vietnam	While the container ship was at berth for loading/discharging of container cargoes, a stevedore informed the duty A/B that there were perpetrators at the forward starboard side. The duty A/B informed the duty officer and proceeded to the forward part of the ship. The duty A/B sighted a perpetrator with a long-bladed weapon and warned the other crew. Upon seeing the crew, the two perpetrators jumped into the water and escaped. The crew conducted a search on board and discovered that the padlock of the Bosun Store forward was forcibly opened. Ten fire hose nozzles and six hydrant covers were missing. [ReCAAP Focal Point (Vietnam)]
159	<i>Indian Dawn</i> General cargo ship Netherlands 5460 9671474	05/10/15 0500 hrs	06° 01' S, 106° 54' E Tanjung Priok anchorage, Indonesia	While at anchor, perpetrators boarded the general cargo ship, stole several electrical tools from the engine room workshop and escaped. [ReCAAP Focal Point (Netherlands)]
160	<i>Nord Supreme</i> Product tanker Denmark 30108 9692131	05/10/15 0705 hrs	Belawan anchorage, Indonesia	While at anchor, a passing ship warned the product tanker that five perpetrators attempted to board the ship by climbing the anchor chain. The master immediately alerted the crew by radio and raised the alarm. Upon approaching the forecastle, the crew was threatened by three perpetrators armed with long knives. The forward horn was sounded and the perpetrators escaped empty-handed. The crew was not injured. [ReCAAP Focal Point (Denmark)]
161	<i>Nord Swift</i> Product tanker Denmark 30108 9692155	06/10/15 0630 hrs	Sandakan anchorage, Malaysia	While at anchor, perpetrators boarded the product tanker, stole ship stores and escaped. [ReCAAP Focal Point (Denmark)]
162	<i>Arabella</i> Bulk carrier Malta 36353 9700122	09/10/15 0526 hrs	01° 03.92' N, 103° 37.36' E SOMS	While underway, the master reported to the VTIS West that five perpetrators were sighted on board the bulk carrier. The alarm was raised and crew mustered on the bridge. There was no sighting of the perpetrators and some engine spares were found missing. [ReCAAP Focal Point (Singapore)]
163	<i>Cecilia V</i> General cargo ship Philippines 491 9159610	10/10/15 0900 hrs	05° 35.20' N, 125° 28.40' E Approximately 2.2 nm southeast of Silacay Point, Jose Abad Santos, Davao Occidental, Philippines	While underway, nine perpetrators in two motorbancas (white and blue) approached the general cargo ship. Seven of the perpetrators boarded the ship through its fantail. The perpetrators were armed with guns and covered their faces with bonnet. At 0910 hrs, the ship's security escort informed their office in General Santos City, who then reported to the Coast Guard District South Western Mindanao. The PCG dispatched a patrol boat to the location but the perpetrators had already escaped. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Philippines)]

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164	<i>Lucina Providence</i> LPG tanker Panama 46025 9349784	15/10/15 0350 hrs	01° 04.56' N, 103° 35.22' E SOMS	While underway, four perpetrators boarded the LPG tanker from a craft. The crew sighted the perpetrators attempting to enter the machinery space and raised the alarm. The crew was mustered and the perpetrators escaped via the starboard quarter in their craft. Ship spares were found stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]
165	<i>Almi Spirit</i> Tanker Liberia 57325 9312872	15/10/15 0541 hrs	01° 12.72' N, 103° 23.02' E SOMS	While underway, six perpetrators armed with knives boarded the tanker using a hook to scale the rear of the ship from a boat. Two of the perpetrators entered the main engine room, while the others stayed on the deck. The engineer upon sighted the perpetrators reported to the VTIS, raised the alarm and mustered the crew on the bridge. The MMEA's patrol ship, KM Rawa was patrolling in the vicinity and intercepted the tanker. On seeing the approach of KM Rawa, the perpetrators escaped in their boat and some jumped into the sea without taking anything. The crew was not injured. [ReCAAP Focal Point (Singapore), MMEA, Borneo Post Online dated 16 Oct 15]
166	<i>Diamond Star</i> General cargo ship Panama 9980 9561655	16/10/15 0300 hrs	01° 03' N, 103° 37.80' E SOMS	While underway, five perpetrators armed with knives boarded the general cargo ship. The alarm was raised and a security search was conducted on board. No perpetrators were found and the crew was not injured. Some ship's spare parts were found missing. [ReCAAP Focal Point (Singapore)]
167	<i>Al Khaznah</i> LNG tanker Liberia 110895 9038440	16/10/15 0500 hrs	01° 02.37' N, 103° 39.15' E SOMS	While underway, a perpetrator boarded the LNG tanker. The ship reported to the VTIS, anti-piracy watch was maintained and the alarm was raised. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
168	<i>Erik Spirit</i> Tanker Bahamas 62929 9292515	18/10/15 0900 hrs	10° 06' N, 107° 06' E Vung Tau anchorage, Vietnam	While at anchor, two perpetrators boarded the tanker via the poop deck. The A/B sighted the perpetrators and shouted at them. The alarm was raised, the duty officer made a PA announcement and the crew was mustered. Upon realising the crew had been alerted, the perpetrators jumped overboard and escaped. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Vietnam)]
169	<i>Merlin</i> Bulk carrier Marshall Islands 27980 9223552	22/10/15 0555 hrs	01° 06.80' N, 103° 32' E SOMS	While underway, five perpetrators were sighted disembarking from the bulk carrier in a small boat. The alarm was raised and a search was conducted on board. Some engine spares were found missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]

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170	<i>CSK Longevity</i> Bulk carrier Singapore 40963 9679799	22/10/15 2300 hrs	20° 41' N, 107° 13' E Cai Lan outer anchorage, Vietnam	While at anchor, six perpetrators armed with iron pipes climbed onto the forecastle of the bulk carrier via a rope with a hook attached. The duty officer sighted the perpetrators and informed the OOW, who raised the alarm and the crew mustered. Noting that the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
171	<i>Dorra</i> Oil tanker Bahamas 160782 9386964	29/10/15 0600 hrs	22° 40' N, 069° 56' E Reliance Crude anchorage, Sikka, India	While at anchor, perpetrators boarded the oil tanker via the anchor cable through the hose pipe. The perpetrators stole stores, used ship's messenger line to lower the items and escaped. The crew was not injured. [ReCAAP Focal Point (India)]
172	<i>Foochow</i> Bulk carrier Singapore 24785 9690901	31/10/15 0200 hrs	22° 46.43' N, 070° 02.23' E Kandla anchorage, India	While at anchor, the crew of the bulk carrier discovered that the padlocks on the bosun stores, No. 1, 2 and 3 deck stores were damaged and stores were missing. It was reported that through the CCTV playback footage, a suspicious boat had approached from the ship's bow at 0017 hrs. Footprints of the perpetrators were also found at the port side main deck. Upon investigation, shackles, turnbuckles, spare chains and log lashing chains were found to be missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
173	<i>Tokyo Tower</i> Container ship United Kingdom 17229 9384875	01/11/15 0635 hrs	10° 43.90' N, 106° 45.60' E Near Ho Chi Minh Cat Lai Container Terminal, Vietnam	While at anchor, the duty A/B reported that three perpetrators armed with long knives had boarded the container ship via starboard side using a rope. The perpetrators wore T-shirts and jeans. The alarm was raised, whistle sounded and crew mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately in their speed boat. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Vietnam)]
174	<i>Beks Cyda</i> Bulk carrier Marshall Islands 36353 9748239	03/11/15 0205 hrs	03° 42' S, 114° 26' E Taboneo anchorage, Indonesia	While at anchor, three perpetrators boarded the bulk carrier via the anchor chain. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately. Nothing was stolen. [IMO]
175	<i>Willi</i> General cargo ship Marshall Islands 26125 9160413	06/11/15 1505 hrs	Belawan anchorage, Indonesia	While at anchor, two perpetrators boarded the general cargo ship. The duty crew on routine rounds spotted the perpetrators on board and raised the alarm. Upon hearing the alarm, the perpetrators escaped immediately. Nothing was stolen. [IMO]

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176	<i>MSC Ningbo</i> Container ship Luxembourg 83133 9285677	10/11/15 0445 hrs	10° 15.64' N, 107° 03.11' E Vung Tau anchorage, Vietnam	While at anchor, the duty watchman discovered two broken padlocks at steering gear door and steering gear skylight. A search was conducted and foot prints were seen on the poop deck. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Vietnam)]
177	<i>Name withheld</i> Bulk carrier Marshall Islands 44485	12/11/15 0720 hrs	03° 56.32' N, 098° 45.62' E Belawan outer anchorage, Indonesia	While at anchor, two perpetrators armed with knives boarded the ship via the anchor chain hawse pipe by cutting the razor wire and removing the hawse pipe cover. The perpetrators went to the Bosun store and deck store no. 1. The perpetrators broke the padlock to the stores and stole nozzles and coupling. The OOW sighted the perpetrators and sound the alarm. Upon realising the crew had been alerted, the two perpetrators escaped immediately. [IMO]
178	<i>Cape Fulmar</i> Container ship Marshall Islands 15995 9359313	14/11/15 0540 hrs	10° 14.10' N, 107° 02' E Approximately 6 nm off Vung Tau, Vietnam	While at anchor, the deck watchman sighted perpetrators armed with long knives and iron bar at forecastle. He informed the duty officer on the bridge and the crew was alerted. About five to six perpetrators jumped overboard, boarded a waiting wooden boat and escaped. A search on board the ship was conducted and it was discovered that the padlock to the paint store was broken. Paint and thinner were stolen. [ReCAAP Focal Point (Vietnam)]
179	<i>Kalliopi L</i> Bulk carrier Liberia 39994 9233284	25/11/15 0045 hrs	17° 03.89' N, 082° 24.48' E Kakinada anchorage, India	While at anchor, two perpetrators in a boat boarded the bulk carrier from the aft mooring station. The duty crew sighted the perpetrators, who pulled out about 40 m of mooring rope. The duty crew informed the duty officer and the alarm was raised. Upon hearing the alarm, the perpetrators escaped immediately in their boat. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (India)]
180	<i>Maritime Dinar</i> Product tanker Marshall Islands 29956 9143685	02/12/15 0635 hrs	22° 39.80' N, 069° 57.90' E Sikka anchorage, India	While at anchor, the duty A/B sighted five perpetrators near the port side tank cleaning store. The perpetrators were lowering some ship spares into the water using bucket and rope. Two of the perpetrators were armed with metal rods. The duty A/B informed the bridge immediately and the alarm was raised. Upon hearing the alarm, the perpetrators jumped overboard and escaped in a small dingy boat. A search was conducted on board and ship stores were found missing. The crew was not injured. [ReCAAP Focal Point (India)]

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181	<i>Chok Boonmee</i> 5 Fishing trawler Thailand	02/12/15 2300 hrs	06° 29' N, 099° 20' E Approximately 3.5 nm east of Lipe Island, Thailand (Andaman Sea)	<p>While underway, six perpetrators armed with firearms, axes and slingshots boarded the fishing trawler. The master was able to inform the authorities before the perpetrators hijacked the ship. The perpetrators thereafter abandoned six of the crew, who were later rescued by the RTN. The master was forced to steer the fishing trawler to Malaysia. The Thai authorities immediately requested MMEA to look out for the fishing trawler.</p> <p>The MMEA subsequently managed to intercept the fishing trawler and arrested two of the perpetrators on board. According to the two perpetrators, they were working for the seller of the fishing trawler, who had not been paid in full for the ship. Investigation is still ongoing.</p> <p>[ReCAAP Focal Point (Thailand)]</p>
182	<i>Orient Grace</i> Bulk carrier Vanuatu 33084 9650157	04/12/15 2100 hrs	20° 42.44' N, 107° 10.35' E Campha outer anchorage, Vietnam	<p>While at anchor, two crew reported to the bridge that they detected unusual movements at forward station. The OOW informed the master immediately and sounded the forward and aft whistle continuously. All deck watch was instructed to get inside the accommodation, lock the door access and proceed to the bridge. Three perpetrators armed with long knives were observed to be on board the ship with another three perpetrators waiting in a small boat. The crew sighted the perpetrators hauled one coil of mooring rope into their boat. At 2128 hrs, the armed perpetrators had escaped from the ship. The bosun investigated the forecandle of the ship and found that one coil of spare mooring rope (new), welding cables and two drums of hydraulic oil were stolen.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
183	<i>Alpha Era</i> Bulk carrier Malta 89201 9220990	08/12/15 0020 hrs	38° 46.70' N, 118° 23.60' E Deep draught anchorage, Tianjin, China	<p>While at anchor, three perpetrators in a wooden boat boarded the bulk carrier using a rope. The perpetrators were armed with knives and wore jacket and pants. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (China)]</p>
184	<i>Stella Lucy</i> Bulk carrier Singapore 94788 9721683	14/12/15 0125 hrs	38° 48.60' N, 118° 19.80' E Tianjin outer anchorage, China	<p>While at anchor, the OOW spotted a suspicious small boat with blue hull alongside starboard quarter of the bulk carrier. The master was alerted and all crew mustered at the upper-deck cargo office. After being briefed by the master, the crew proceeded to the starboard side with crowbars and torchlight in an attempt to catch the perpetrators. It was reported that the crew threw crowbars and beer bottles at the perpetrators upon discovering the opened gas store tank with a plastic hose inside. The perpetrators immediately tried to release the hose but could not and they escaped immediately. The hose then parted as the small boat departed from the bulk carrier. The perpetrators had stolen approximately 31.38 metric tonnes of oil. All crew were reported to be safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
185	<i>Arabian Express</i> Container ship Panama 15095 9148532	15/12/15 0800 hrs	10° 14.30' N, 107° 01.40' E Vung Tau anchorage, Vietnam	While at anchor, perpetrators boarded the container ship, stole paint and escaped. [ReCAAP Focal Point (Vietnam)]
186	<i>IVS Kittiwake</i> Bulk carrier Panama 19885 9310769	16/12/15 0430 hrs	20° 55.84' N, 107° 17.59' E Cam Pha, Vietnam	While at anchor, five perpetrators boarded the bulk carrier from a speed boat. The perpetrators stole lashing materials and escaped. [ReCAAP Focal Point (Vietnam)]
187	<i>Ever Unific</i> Container ship Singapore 69246 9168843	22/12/15 0320 hrs	14° 36.10' N, 120° 50.50' E Manila North Harbor Outer Anchorage, Philippines	While at anchor, the deck rover watch noticed and reported that the bosun store was opened and the heaving line was laid-up on deck from inside of bosun store water tight door down to anchor chain hawser pipe. Three pieces of immersion suit, one set of portable emergency light for forward life raft and one piece of fire hose nozzle (3-way) was found missing. The PCG boarded the ship for investigation thereafter. The crew was not injured. [ReCAAP Focal Point (Philippines)]

Attempted Incidents

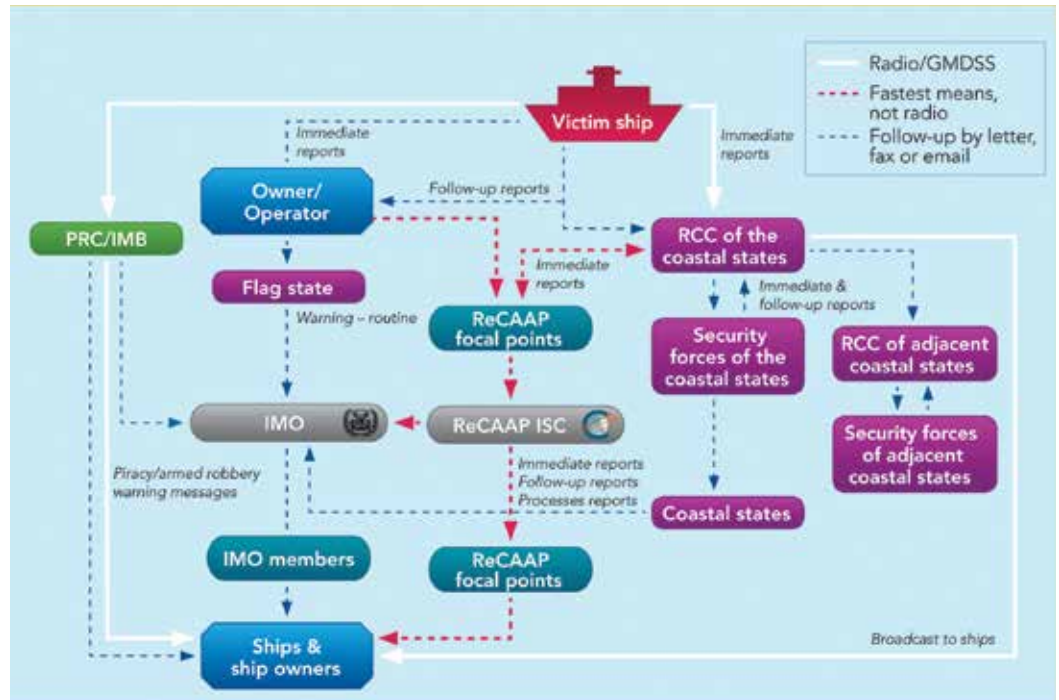
S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
188	<i>Brahms</i> Bulk carrier Malta 41074 9473327	07/03/15 0930 hrs	06° 13.11' N, 119° 50.18' E Approximately 18 nm northwest of Laparan Island, Pangutaran, Sulu, Philippines	While underway, an undetermined 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)]
189	<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)]
190	<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)]
191	<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)]
192	<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)]
193	<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)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
194	<i>Crest Odyssey 1</i> Supply vessel Singapore 49387 9554585	16/07/15 0310 hrs	00° 44.20' N, 104° 09.80' E Bias Delta Pratama Lay Up Anchorage, Pulau Batam, Indonesia	While at anchor, the A/B sighted six perpetrators on a fishing boat trying to board the supply vessel from the starboard air dive station. The A/B shouted at the perpetrators, who moved away immediately. The A/B subsequently informed the watchkeeping oiler and Bias Delta Control. [ReCAAP Focal Point (Singapore)]
195	<i>Setagawa</i> Tanker Panama 159936 9391763	26/07/15 0540 hrs	01° 04.70' N, 103° 36' E SOMS	While underway, the tanker was chased by a small boat, about 15-20m in length, with outboard engine and white cover. The duty crew shone a light at the boat, who subsequently aborted the chase. [ReCAAP Focal Point (Singapore)]
196	<i>Helen N</i> Bulk carrier Liberia 151448 9479163	03/08/15 0220 hrs	01° 05.20' N, 103° 35' E SOMS	While underway, the crew on anti-piracy watch sighted a rope landed on the main deck. The master sounded the alarm and mustered all crew. A boat was seen escaped. [ReCAAP Focal Point (Singapore)]
197	<i>Advantage Summer</i> Tanker Marshall Islands 83805 9419890	21/08/15 0230 hrs	01° 10.60' N, 103° 26.70' E SOMS	While underway, eight perpetrators in a boat approached and attempted to board the bulk carrier. A lock down was initiated and all crew was stationed inside the accommodation. The vessel made evasive maneuvering actions to prevent the boarding. A security search was concluded and the vessel reported no injury to the crew and no items were stolen. [ReCAAP Focal Point (Singapore)]
198	<i>Hamgam</i> Bulk carrier Iran 39517	20/09/15 2325 hrs	01° 04.14' N, 103° 41.56' E SOMS	While underway, eight perpetrators in a boat approached and attempted to board the bulk carrier. A lock down was initiated and all crew was stationed inside the accommodation. The vessel made evasive maneuvering actions to prevent the boarding. A security search was concluded and the vessel reported no injury to the crew and no items were stolen. [ReCAAP Focal Point (Singapore)]
199	<i>Alameda</i> Bulk carrier Malta 86743 9228174	22/10/15 0326 hrs	01° 07' N, 103° 31' E SOMS	While underway, the crew sighted three to four perpetrators in a small boat attempting to board the bulk carrier via the stern. The alarm was raised and the boat sped off upon being sighted. A search was conducted on board the ship. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
200	<i>Salvigilant</i> Tug boat Singapore 2658 9351842 <i>Poe Giant 1</i> Barge Singapore	20/11/15 1113 hrs	01° 10.73' N, 103° 40.50' E SOMS	While the tug boat towing barge was en route from China to India, a small boat attempted to come alongside the barge. The master raised the alarm immediately and the small boat aborted the attempt to board the barge. [ReCAAP Focal Point (Singapore)]

Appendices Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships in Asia

In accordance to the MSC.1/Circ 1334 on ‘Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships’, the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:

Diagram 1 – Flow Diagram for Reporting Incidents in Asia



NOTES:

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

Appendices
Contact Details of ReCAAP Focal Points /
Contact Point

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
AUSTRALIA		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) <i>Email: amboc@border.gov.au</i>	+61-2-6275-6000	+61-2-6275-6275
BANGLADESH		
Department of Shipping <i>Email: cns@dos.gov</i>	+880-2-955 3584	+880-2-958 7301
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 Room / MRCC (Colombo) <i>Email: nhqdn@yahoo.com</i> <i>nhqdn@navy.lk</i>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
THAILAND		
Royal Thai Navy Maritime Information Sharing Centre (MISC) <i>Email: miscdutyofficer@misc.go.th</i>	+66-2475-4532	+66-2475-4577
UNITED KINGDOM		
National Maritime Information Centre Operations Centre <i>Email: nmic-group@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

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.



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