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MONTHLY REPORT

**PIRACY AND ARMED ROBBERY APRIL 2016
AGAINST SHIPS IN ASIA**



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Armed Robbery Against
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**INCIDENTS OF PIRACY
AND ARMED ROBBERY
AGAINST SHIPS IN ASIA
IN APRIL 2016**

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN APRIL 2016

OVERVIEW

A total of 10 incidents of piracy and armed robbery against ships were reported in Asia in April 2016; of these nine were actual incidents of armed robbery and one was an attempted incident. No incident involving hijacking of tankers for theft of oil cargo was reported in April 2016, a situation which has continued since September 2015. However there were two incidents involving the abduction of crew from tug boats in waters off east Sabah and southern Philippines in April 2016; and these were Category 1 (very significant) incidents. The ReCAAP ISC is concerned with the situation there, and has published a Special Report on 22 Apr 16 to share information on the recent situation and proposed measures to be taken by the shipping industry when operating in the vicinity.

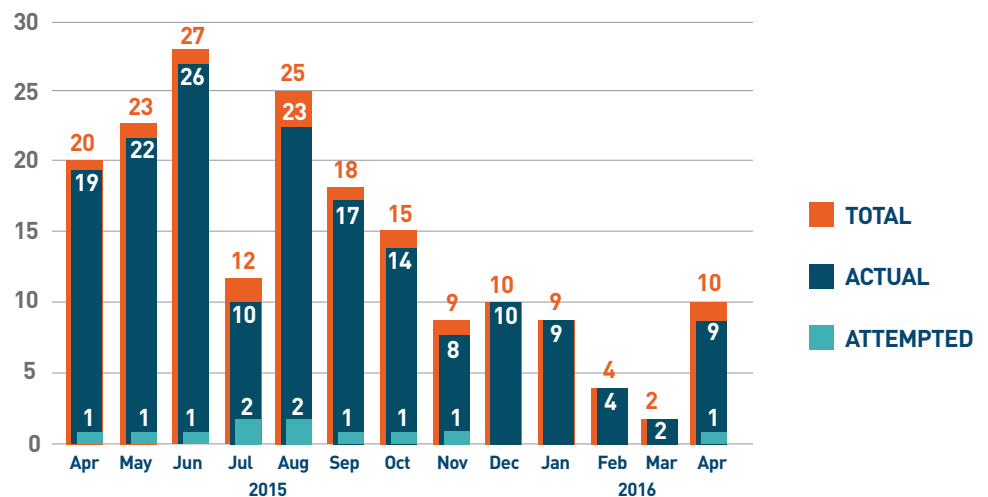
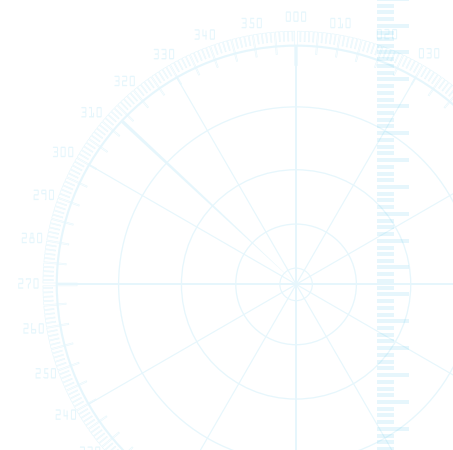


Chart 1 - Number of incidents (April 2015 to April 2016)

Between January and April 2016, a total of 25 incidents were reported in Asia, and this accounts for a 61% decrease in number of incidents compared to the same period in 2015 when 64 incidents were reported. Refer to Chart 2.



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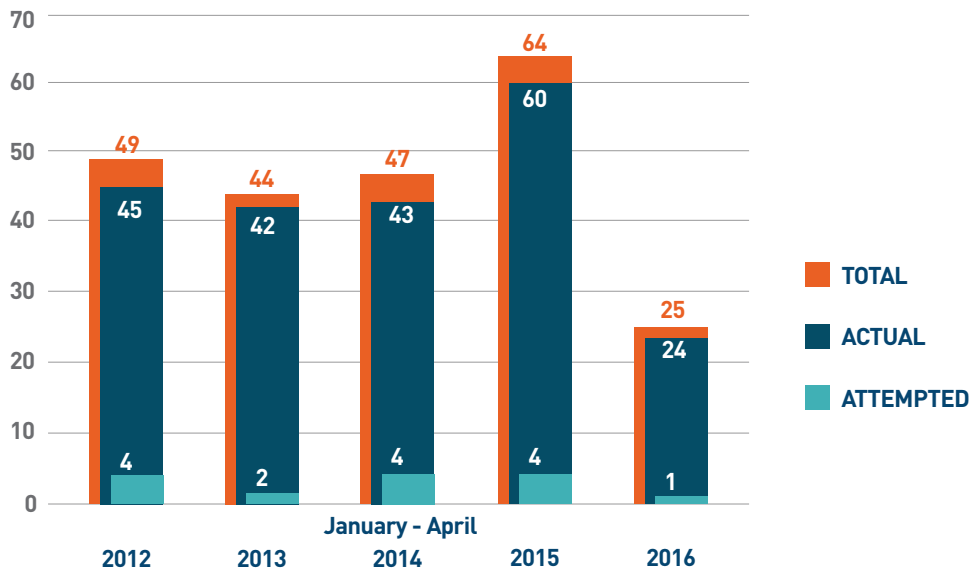


Chart 2 - Number of incidents (January-April of 2012-2016)

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 10 incidents reported in April 2016, two were Category 1 incidents involving the abduction of crew off east Sabah and southern Philippines, seven were Category 4 incidents of petty theft in nature involving perpetrators who were not armed and escaped immediately when sighted by the crew; and one was an attempted incident reported in the South China Sea.

Compared to April 2015, there has been a decrease in Category 4 incidents. Refer to Chart 3. However, there were two Category 1 incidents involving the abduction of crew from *Massive 6* on 1 Apr 16 and *Henry* on 15 Apr 16.

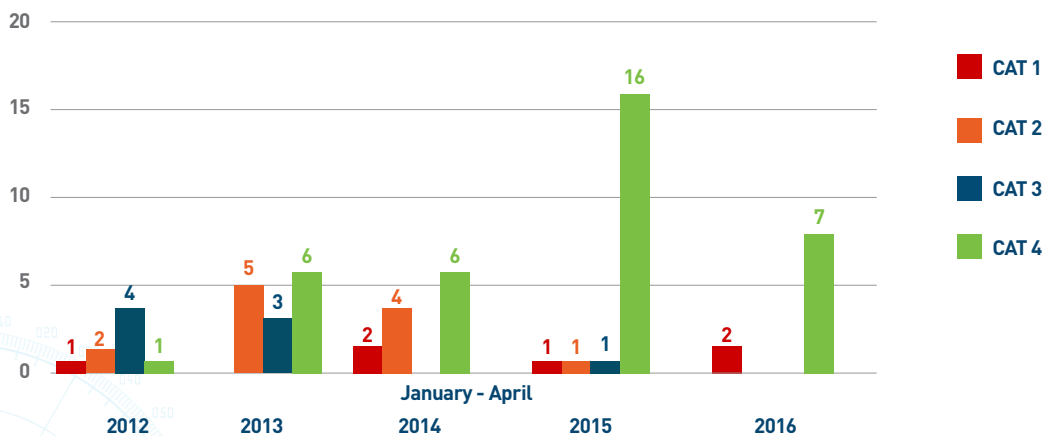


Chart 3 - Significance level of incidents (January-April of 2012-2016)

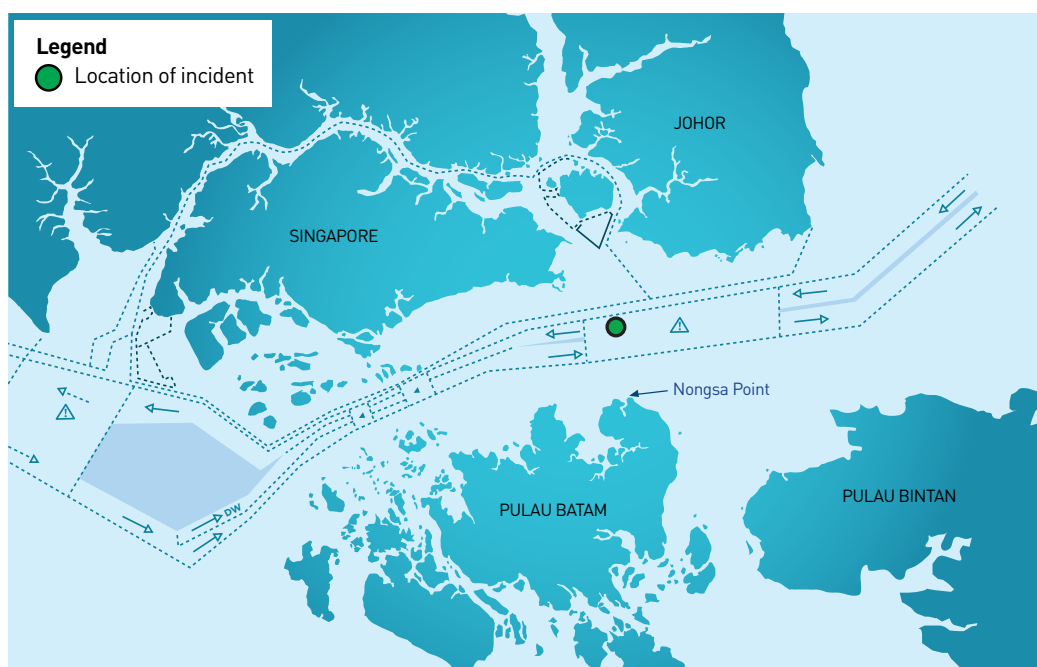
LOCATION AND DESCRIPTION OF INCIDENTS

Of the 10 incidents reported in April 2016, six occurred on board ships while anchored, comprising five at ports and anchorages in Indonesia (Samarinda, Jakarta, Semarang, Belawan and Pulau Batam); and one on board a ship anchored in the South China Sea. Four other incidents occurred on board ships while underway, comprising one reported off Pulau Bintan, Indonesia, one off East Sabah, Malaysia, one in waters off southern Philippines and one in the Straits of Malacca and Singapore (SOMS). Please refer to Map 1 for location of the 10 incidents of piracy and robbery on board ships in Asia in April 2016.

INCIDENT INVOLVING *POSH VIKING* (6 APR 16)

On 6 Apr 16 at or about 1106 hrs, Cayman Islands-registered tug boat, *Posh Viking* towing a Norwegian buoy tied to the stern of barge, *M3319* was underway in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait. At about 4.2 nm northwest of Nongsa Point, Batam, the crew saw two perpetrators in a small wooden boat making off with the Norwegian buoy and heading towards the direction of Pulau Batam. Refer to Map 2. The crew reported the incident to Singapore's POCC (Port Operation Control Centre) which is also the ReCAAP Focal Point (Singapore) who in turn, notified the Indonesian and Malaysian authorities. On 7 Apr 16 at or about 0730 hrs, Indonesia's West Fleet Quick Response (WFQR) team arrested the perpetrators and recovered the stolen buoy at Kampung Agas, Pulau Batam.

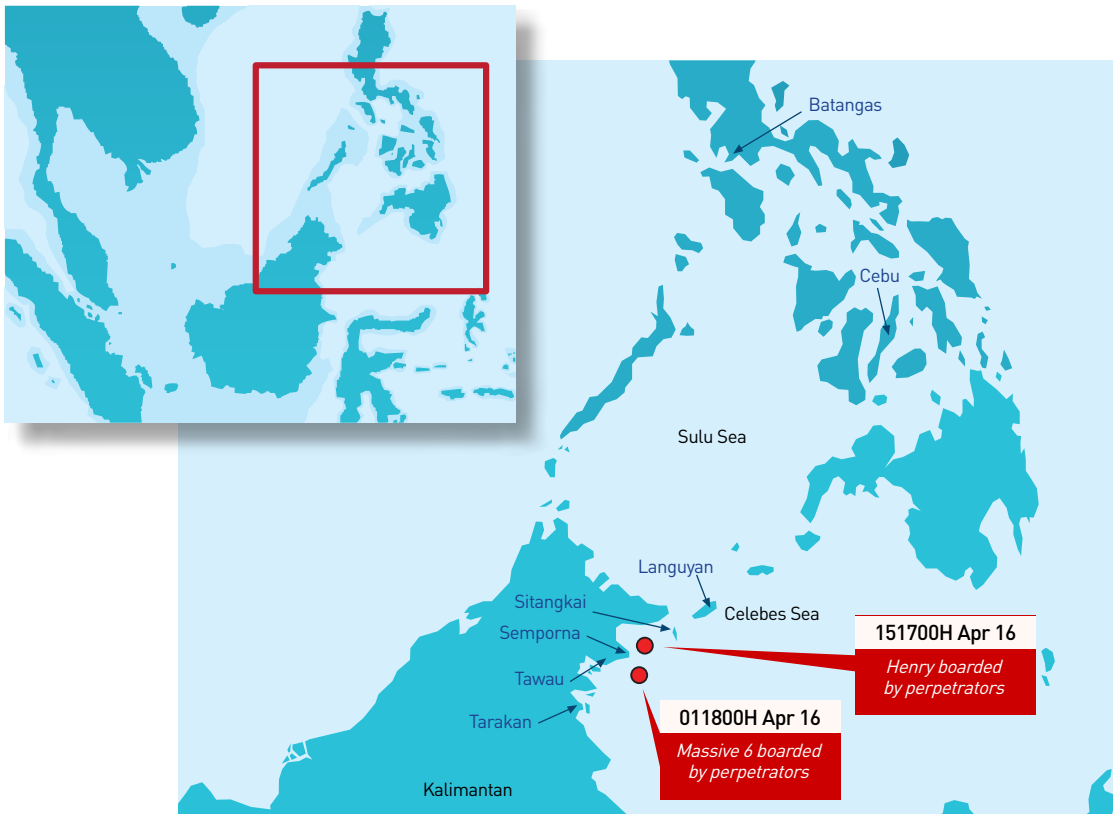
The ReCAAP ISC commends the Indonesian authorities for displaying agility and efficiency in responding to the incident immediately which led to the arrest of the perpetrators and recovery of the stolen buoy. This incident demonstrates the importance of timely reporting by the master to the authorities, close sharing of information among the littoral States, and prompt operational responses carried out by the relevant authorities.



Map 2 – Approximate location of boarding of *Posh Viking*

ABDUCTION OF CREW FROM TUG BOATS OFF EAST SABAH AND SOUTHERN PHILIPPINES

Two incidents of abduction of crew were reported to the ReCAAP ISC by the Philippine Coast Guard (PCG) which is also ReCAAP Focal Point (Philippines). The incidents occurred on board Malaysia-registered *Massive 6* on 1 Apr 16 and Indonesia-registered *Henry* on 15 Apr 16. Refer to Map 3.



Map 3 – Reported locations of *Massive 6* and *Henry*

Incident involving *Massive 6*

On 1 Apr 16 at or about 1800 hrs, *Massive 6* with nine crew was underway from Manila, Philippines to Tawau, Sabah for bunkering when eight perpetrators armed with firearms boarded the tug boat between 1815 and 1840 hrs in the vicinity about 27 nm southeast of Semporna, Sabah. The perpetrators, allegedly spoke Tagalog and English, abducted four of the crew (all Malaysians) in their speed boat, and their mobile phones and laptops. The shipping company managed to establish contact with the remaining crew on or at about 2000 hrs on 1 Apr 16, and reported the incident to the Malaysian Maritime Enforcement Agency (MMEA), Philippine authorities and the ReCAAP ISC. The remaining five crew continued their voyage to Tawau, Sabah escorted by a MMEA ship.

Incident involving *Henry*

On 15 Apr 16 at or about 1700 hrs, *Henry* was underway at approximately 25 nm southwest of Sitangkai island, Philippines when five perpetrators armed with firearms boarded the tug boat. One of the crew was injured during a shoot-out between the perpetrators claimed to be the Abu Sayyaf Group (ASG) and the Malaysian Marine Police. The injured crew was treated at a local hospital in Sabah and reported to be in stable condition¹. The perpetrators escaped with four abducted crew. The remaining five crew continued with their voyage, and rescued by the Malaysian authority.

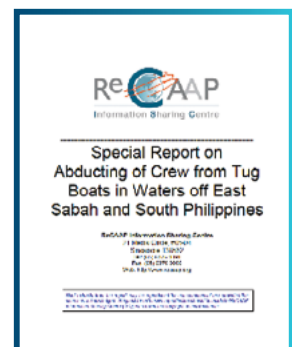
Action by the littoral States

To prevent recurring of such incidents, the Malaysian Government has imposed a temporary ban on the trade route between Sabah and southern Philippines until a comprehensive plan is formulated to ensure the safety and security of crew. In addition, the Malaysian Marine Police had deployed boats along with ships from the MMEA and the RMN to enforce the ban². It was also reported that the Philippine and Malaysian authorities were scheduled to meet to discuss measures to address these recent incidents occurring at the border³. The Indonesian military had called for joint maritime patrols with Philippines and Malaysia; and Indonesia had reportedly dispatched two warships to the area⁴. President of Indonesia, Mr. Joko Widodo had also called upon Indonesia, Malaysia and Philippines to look into possible joint patrols to secure their maritime routes in the seas around southern Philippines and Sabah. Malaysia's Defence Minister, Mr Hishammuddin Hussein said that other States could be roped in as 'observers' in patrolling the Sulu Sea area while Malaysia, Philippines, Brunei and Indonesia work on trying to resolve the new piracy menace⁵.

ReCAAP ISC's Special Report

Following one incident in March 2016 and two incidents in April 2016, the ReCAAP ISC has published a Special Report on '*Abducting of Crew from Tug Boats in Waters off East Sabah and south Philippines*' on 22 Apr 16 to share information on the situation in the vicinity, and proposed measures to be taken by the shipping industry.

The report can be found at the ReCAAP ISC website at www.recaap.org.



¹ The Philippine Star Global dated 17 April 2016 on "4 Indonesians seized off Tawi-Tawi".

² The Strait Times dated 20 April 2016 on "Indonesia firm agrees to pay ransom for crew".

³ Ibid.

⁴ The Maritime Executive dated 19 April 2016 on "Third Tug Attacked by Pirates in Sulu Sea".

⁵ The Strait Times dated 19 April 2016 on "KL, Jakarta call for joint maritime patrols".

In the report, the shipping industry is advised to adopt the following measures when operating in the vicinity:

- Stringent watch-keeping while the ships are anchored.
- Keep ship's surroundings well-lit and switch on the flood lights.
- Enhance vigilance, increase security watch rotations and sound the alarm when unknown people are sighted in the vicinity or on board the ships.
- Maintain a continuous watch to the advisories being issued on NAVTEX.
- Report all incidents in accordance with the IMO MSC.1 / Circular 1334 on *Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships*.
- Reroute/Avoid area if feasible.
- Maintain continuous communications with enforcement agencies/ company.
- Adopt measures suggested in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia* which can be found at www.recaap.org.

Latest update

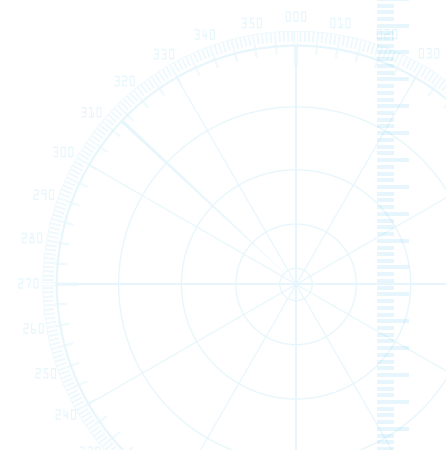
The PCG informed the ReCAAP ISC that the 10 crew who were abducted from tug boat *Brahma 12* on 26 Mar 16 had been released by the ASG on 1 May 16 at about 1315 hrs, after 38 days in captivity. They were dropped off by unidentified individuals in Barangay Asturias, Jolo; and were subsequently turned over to the Headquarters, 2nd Marine Brigade situated in the same town. Afterwards, the 10 crew were airlifted by a Philippine Air Force (PAF) Helicopter to Zamboanga City for medical check-up and stress debriefing. On the same day at about 1925 hrs, they were flown to Indonesia from Zamboanga by a private Indonesian aircraft. There were no reports on whether ransom had been paid or not.

The PCG, in coordination with other concerned government agencies, has taken steps to pre-empt similar attacks perpetrated in Sulu Sea and the waters in the tri-border area of the Philippines, Malaysia and Indonesia.

CONCLUSION

The situation of piracy and armed robbery against ships in Asia has continued to improve with no report of incident involving hijacking of tankers for theft of oil cargo since September 2015. However, there were two incidents involving the abduction of crew for ransom in the waters off east Sabah and southern Philippines in April 2016.

There is no room for complacency as more need to be done to enhance port security at certain ports and anchorages, and the situation in the waters off east Sabah and southern Philippines. Cooperation and collaboration among littoral States need to be reinforced; and the shipping industry is strongly encouraged to adopt precautionary measures when operating in locations of concern.





**DEFINITIONS &
METHODOLOGY IN
CLASSIFYING INCIDENTS**

DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

DEFINITIONS

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

1. “Piracy” means any of the following acts:

(a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) on the high seas, against another ship, or against persons or property on board such ship;

(ii) against a ship, persons or property in a place outside the jurisdiction of any State;

(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

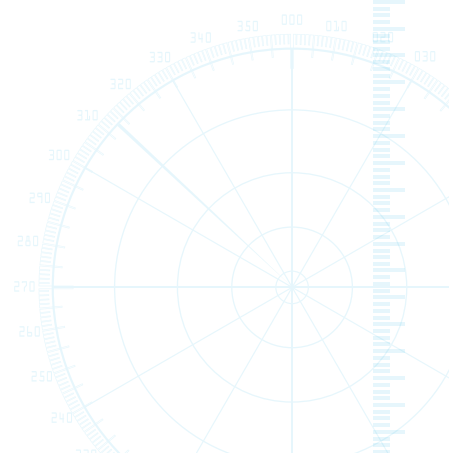
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

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

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

(a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property on board such ship, within a State’s internal waters, archipelagic waters and territorial sea;

(b) any act of inciting or of intentionally facilitating an act described above.



METHODOLOGY IN CLASSIFYING INCIDENTS

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

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

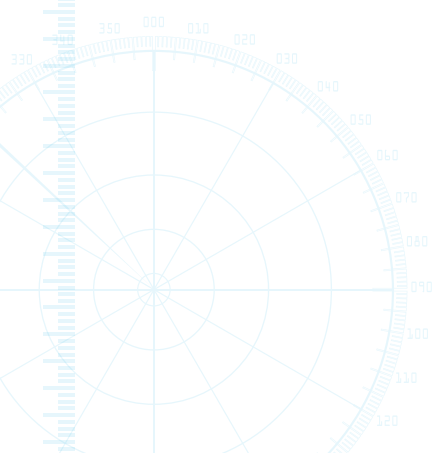
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered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

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

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

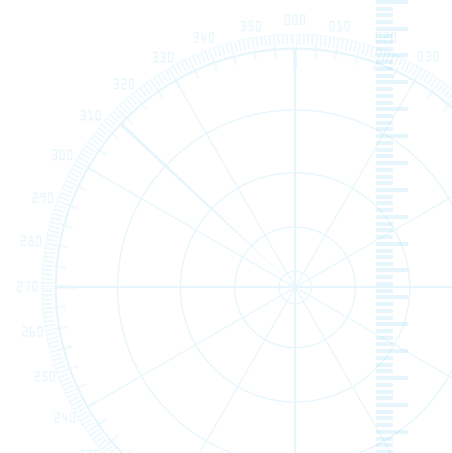
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

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.





APPENDICES

APPENDICES

CONTACT DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

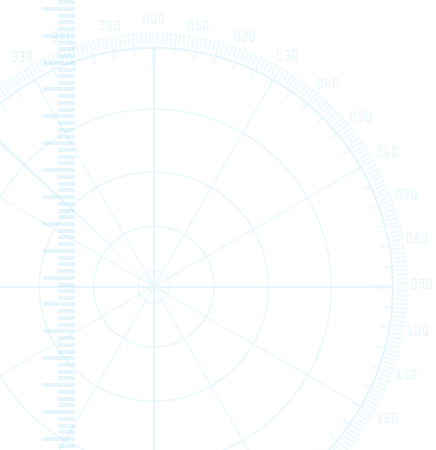
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia (ReCAAP Focal Point)		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bda	+88-02-9553584	+88-02-9587301
Brunei		
National Maritime Coordination Centre Brunei Email: omaralli.moktar@jpm.gov.bn p2mk@jpm.gov.bn	+673-2233751	+673-2233753
Cambodia		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: indsar@vsnl.net icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@milit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Relation Department Ministry of Public Security Email: keo_kkk@hotmail.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-382	+31-223-658-358

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5000 +47-5274-5130	+47-5274-5001
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+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) Email: pocc@mpa.gov.sg	+65-6226-5539 65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@navy.lk nhqdno@yahoo.com	+94-11-244 5368 +94-11-2212230	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-4532	+66-2475-4577

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-group@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 14 April 2016



APPENDICES DESCRIPTION OF INCIDENTS

Actual Incidents

■ CAT 1 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<i>Frontier Hero</i> Bulk carrier Panama 43291 9701308	01/04/16 0315 hrs	00° 15.20' S, 117° 34.80' E Samarinda anchorage, Indonesia	<p>While at anchor, the duty officer heard voices at the forecandle deck on board. The alarm was raised and an announcement was made on the PA system. As the crew rushed to location to muster, three perpetrators escaped with three mooring lines. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>
2	<i>Massive 6</i> Tug boat Malaysia 269 9265823	01/04/16 1800 hrs	04° 06.65' N, 118° 53.87' E Approximately 27 nm southeast of Semporna, Malaysia	<p>On 1 Apr 16, <i>Massive 6</i> with nine crew on board was underway from Manila, Philippines to Tawau for bunkering. Between 1815 and 1840 hrs in the vicinity about 27 nm southeast of Semporna, Sabah, East Malaysia, eight perpetrators armed with firearms approached and boarded the tug boat. The perpetrators, allegedly spoke Tagalog and English, took with them four Malaysian crew in their speed boat, and their mobile phones and laptops.</p> <p>The shipping company managed to establish contact with the remaining crew on or at about 2000 hrs on 1 Apr 16, and reported the incident to the MMEA, Philippine authorities and the ReCAAP ISC. The remaining five crew continued their voyage to Tawau, Sabah escorted by a MMEA ship.</p> <p>[ReCAAP Focal Point (Philippines), MMEA]</p>

Actual Incidents

■ CAT 1
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
3	<i>Cougar</i> Container ship Liberia 17156 9014080	03/04/16 2345 hrs	05° 59.40' S, 106° 54.30' E Jakarta anchorage, Indonesia	<p>While at anchor, five perpetrators boarded the container ship using a hook attached with a rope. The crew spotted the perpetrators and raised the alarm. Upon realising that the crew has been alerted, the perpetrators jumped overboard and escaped. A search was conducted on board, and nothing was found missing. The incident was reported to the port police, who boarded the ship for investigation.</p> <p>[IMO]</p>
4	<i>Posh Viking</i> Tug boat Cayman Islands (UK) 2538 9494292 <i>M3319</i> Barge Singapore	06/04/16 1106 hrs	01° 16.10' N, 104° 05.20' E Westbound lane of the TSS of the Singapore Strait	<p>While the tug boat towing a barge was underway, two perpetrators boarded the barge from a small wooden boat. They stole a Norwegian buoy towed at the stern of the barge and escaped. The master raised the alarm and reported the incident to the Singapore's POCC who initiated navigational broadcast, and informed the Indonesian and Malaysian authorities. On 7 Apr 16 at about 0730 hrs, the Indonesian authorities arrested the perpetrators in Kampung Agas, Batam and recovered the Norwegian buoy.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
5	<i>Kota Rancak</i> Container ship Singapore 9678 9296298	12/04/16 0730 hrs	06° 54.70' S, 110° 22.20' E Semarang anchorage, Indonesia	<p>While at anchor, the duty oiler spotted two perpetrators in the engine room and immediately reported to the Officer-on-watch (OOW). The two perpetrators escaped to the poop deck via the steering gear room. A search was conducted and as all deck stores were locked, nothing was missing. However, some spare parts of the air compressor were found missing from the engine room. It was also discovered that the water tight door of the steering gear room from the deck to engine room was unlocked. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<i>Henry</i> Tug boat Indonesia 245 9302231	15/04/16 1700 hrs	04° 31' N, 119° 00' E Approximately 25.37 nm southwest of Sitangkai Island, Philippines	<p>While underway, five perpetrators armed with firearms boarded the tug boat. One of the crew was injured during a shoot-out between the perpetrators and the Malaysian Marine Police. The injured crew was treated at a local hospital in Sabah and reported to be in stable condition. The perpetrators escaped with four abducted crew. The remaining five crew continued with their voyage, and rescued by the Malaysian authority.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7	Lewek Champion Accommodation barge Singapore 25112 9377377	16/04/16 0342 hrs	01° 23.70' N, 104° 33.60' E Approximately 10.8 nm north of Pulau Bintan, Indonesia	<p>While underway, the storeman supervisor spotted five perpetrators walking out from the deck below the warehouse staircase. The perpetrators were not armed, wore short pants and T-shirt and were barefooted. The perpetrators tried to communicate with the supervisor who alerted the bridge and deck crew. The alarm was sounded and a search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8	Name withheld Chemical tanker Saudi Arabia 29168	19/04/16 0247 hrs	03° 56' N, 098° 45' E Belawan anchorage, Indonesia	<p>While at anchor, the duty Able Seaman (A/B) on routine rounds spotted a perpetrator on the forecastle deck and informed the OOW who raised the alarm. Upon hearing the alarm, the perpetrator escaped immediately. The crew was mustered and a search was conducted on board the ship. Nothing was stolen.</p> <p>[IMO]</p>

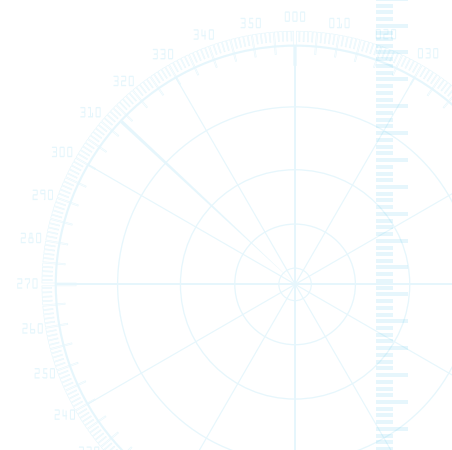
Actual Incidents

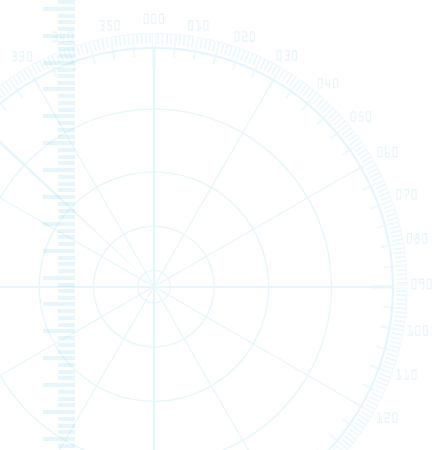
■ CAT 1
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
9	<i>J.F.J De Nul</i> Cutter Suction Dredger Luxembourg 9497 9260677	25/04/16 1000 hrs	01° 09.35' N, 103° 56.69' E Pulau Batam anchorage, Indonesia	While at anchor, three perpetrators were spotted on the main deck near the entrance of the boatswain store. The greaser shouted at the perpetrators who immediately escaped into a waiting small boat [ReCAAP Focal Point (Singapore)]

Attempted Incident

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
10	<i>ANL Darwin Trader</i> General cargo ship Cyprus 5272 9372016	17/04/16 2345 hrs	01° 30' N, 104° 52' E South China Sea	While at anchor, four perpetrators in a wooden boat approached and attempted to board the general cargo ship. The alarm was raised, whistle sounded and crew mustered. Upon hearing the alarm and seeing the crew has been alerted, the perpetrators aborted the attempt. [IMO]









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