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# ANNUAL REPORT

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



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The background is a dark blue gradient with a light blue grid pattern. On the left side, there is a circular technical diagram with concentric circles and radial lines, resembling a gauge or a technical drawing. The text "EXECUTIVE SUMMARY" is centered in the lower-left quadrant of the image.

# EXECUTIVE SUMMARY

## EXECUTIVE SUMMARY

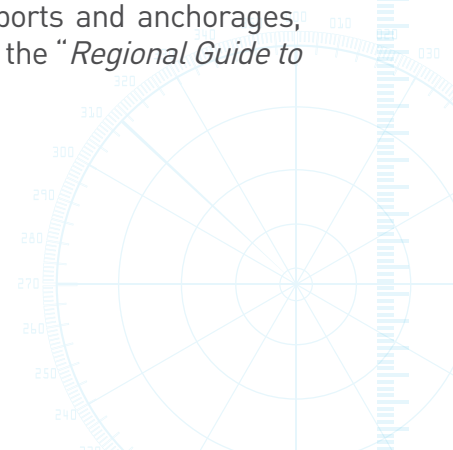
There has been a significant improvement in the situation of piracy and armed robbery against ships in Asia in 2016 compared to the past four years (2012-2015). The total number of incidents reported in 2016 has **decreased by 58%** compared to 2015. A total of 85 incidents were reported in 2016 compared to 203 incidents in 2015. Of the 85 incidents reported in 2016, five were incidents of piracy occurred in the South China Sea and 80 were incidents of armed robbery against ships, mostly occurred at ports and anchorages. 2016 has the lowest total number of reported incidents amongst the five-year reporting period of 2012-2016.

The decrease in overall numbers for 2016 was most apparent in the Straits of Malacca and Singapore (SOMS). Two incidents were reported in the SOMS in 2016 compared to 104 incidents reported there in 2015. The improvement in SOMS was due to joint coordinated patrols and enhanced surveillance carried out by the littoral States and stringent enforcement on land. This had resulted in several arrests of the perpetrators responsible for the incidents occurred in 2015. There were also improvement in incidents involving hijacking of ships for theft of oil cargo. Three incidents were reported in 2016 compared to 12 incidents in 2015. Other improvements were reported at ports and anchorages in Vietnam and Bangladesh.

However, of serious concern was incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off eastern Sabah which accounted for 10 of the 13 Category 1 incidents. Most of these incidents were claimed by a terrorist group based in the Philippines. The other three Category 1 incidents involved the hijacking of ships for theft of oil cargo. The authorities had successfully arrested the perpetrators involved in one of the incidents, and recovered the stolen cargo. Except for the Category 1 incidents, there was decrease in the number of incidents across all categories of incidents in 2016 compared to the past four years (2012-2015).

The overall improvement of the situation of piracy and armed robbery against ships in Asia in 2016 demonstrates the effectiveness of the information sharing mechanism of ReCAAP; and the close cooperation and collaboration among the ReCAAP ISC, ReCAAP Focal Points, regional authorities, partner organisations and the shipping community. While the overall statistics show a significant decrease in number of incidents in 2016, incidents involving abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off eastern Sabah remain a serious concern. Therefore, there is no room for complacency.

The ReCAAP ISC urges all enforcement agencies to beef up surveillance and patrols; and relevant authorities to implement port security measures, particularly in areas of concern. The ReCAAP ISC also encourages ship masters and crew to exercise enhanced vigilance while underway, maintain watch-keeping while at ports and anchorages, and adopt relevant preventive measures taking reference from the “*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*”.





# PART ONE

## OVERVIEW

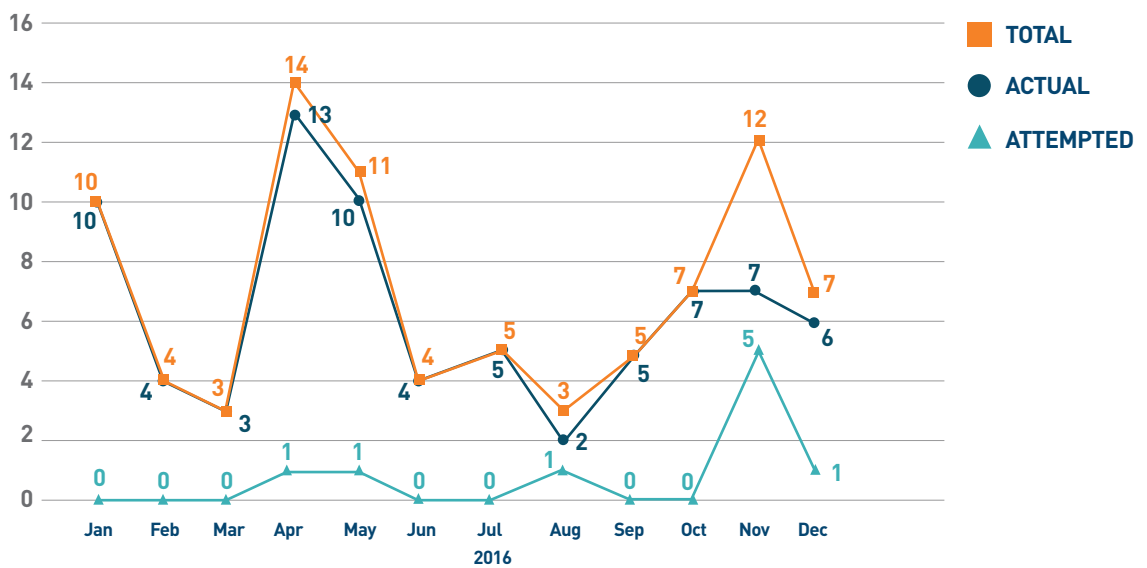
### INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA REPORTED IN 2016

- Number
- Status and location

## PART ONE – OVERVIEW INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA REPORTED IN 2016

### NUMBER OF INCIDENTS

In 2016, a total of 85 incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> were reported in Asia, comprising 76 actual incidents<sup>3</sup> and nine attempted incidents<sup>4</sup>. Of the 85 incidents, five were piracy incidents and 80 were incidents of armed robbery against ships. Refer to Appendix for *Description of incidents (January-December 2016)*.



Graph 1 - Number of incidents (2016)

Graph 1 shows the number of reported incidents that had occurred every month throughout 2016. The number of incidents fluctuates throughout the year, with an average of about three to seven incidents per month, with the exception of April, November and May where 14, 12 and 11 incidents were reported respectively.

<sup>1</sup> Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

<sup>2</sup> Definition of armed robbery against ships is 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). Refer to Appendix for detailed definition.

<sup>3</sup> Actual incidents are incidents where pirates/robbers had boarded the ship; and regardless of whether they steal any items from the ship.

<sup>4</sup> Attempted incidents are incidents where pirates/robbers tried but fail to board the ship.

## STATUS AND LOCATION OF SHIPS

Of the 85 incidents reported in 2016, 59 (69%) incidents occurred on board ships while at anchor/berth, and 26 (31%) incidents on board ships while underway.

### INCIDENTS ON BOARD SHIPS AT ANCHOR/BERTH

Of the 59 incidents reported on board ships at anchor/berth, 29 (50%) occurred at ports and anchorages in Indonesia (Banjarmasin, Belawan, Cilacap, Dumai, Muara Berau, Panjang, Pulau Batam, Samarinda, Semarang, Taboneo and Tanjung Priok). The remaining 30 incidents occurred at other ports and anchorages: 11 in India (at Haldia, Kandla and Visakhapatnam), nine in Vietnam (at Hon Cam, Hon Gai and Vung Tau), three in China (at Shandong Longkou, Tangshan Jingtang and Tianjin), three in Philippines (at Batangas and Davao), two in Bangladesh at Chittagong and two in South China Sea (SCS) off Pulau Bintan. Chart 1 shows the location of the 59 incidents.

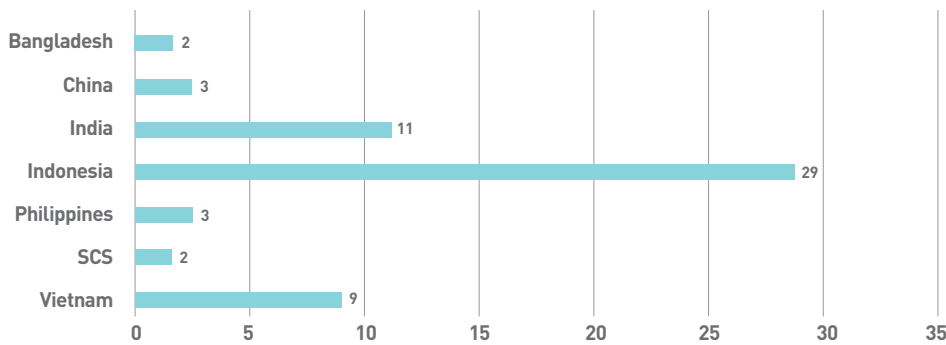


Chart 1 - Incidents on board ships at anchor/berth (2016)

### INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

Of the 26 incidents that occurred on board ships while underway, 12 were reported in Philippine waters (off Doc Can, Languyan, Pata, Sibago, Sibutu, Sitangkai and Tawi-Tawi) involving the abduction of crew from ships (six incidents) and attempted abduction of crew (six incidents). The rest of the 14 incidents occurred: four in waters off Sabah, East Malaysia (off Sempora and Lahad Datu) involving the abduction of crew from ships, one in Sarawak, East Malaysia (off Mukah), three in Indonesia (off Balikpapan, Pulau Belitung and Pulau Bintan), three in SCS (off Bintulu, Pulau Subi Besar and Pulau Aur), two in SOMS (off Nongsa Point and Pulau Lenkang) and one in the Gulf of Khambat, India. Chart 2 shows the location of the 26 incidents.

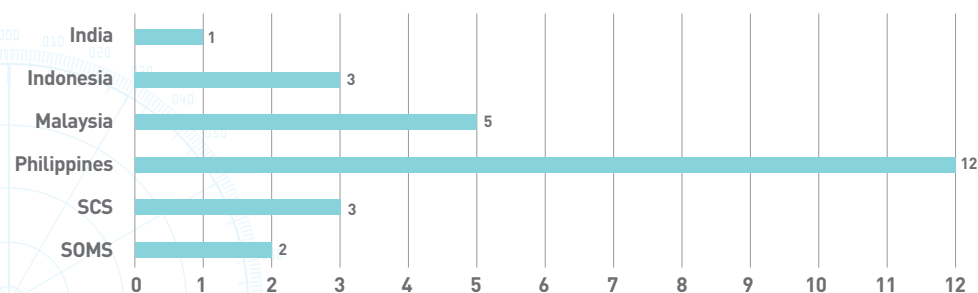
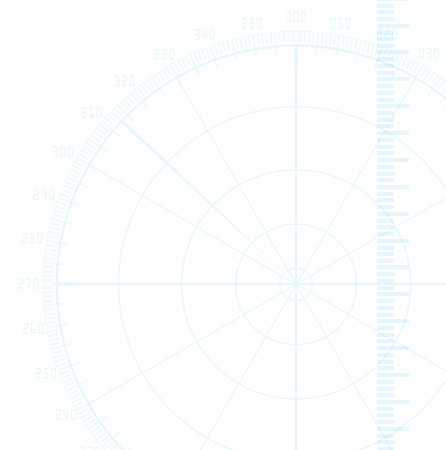
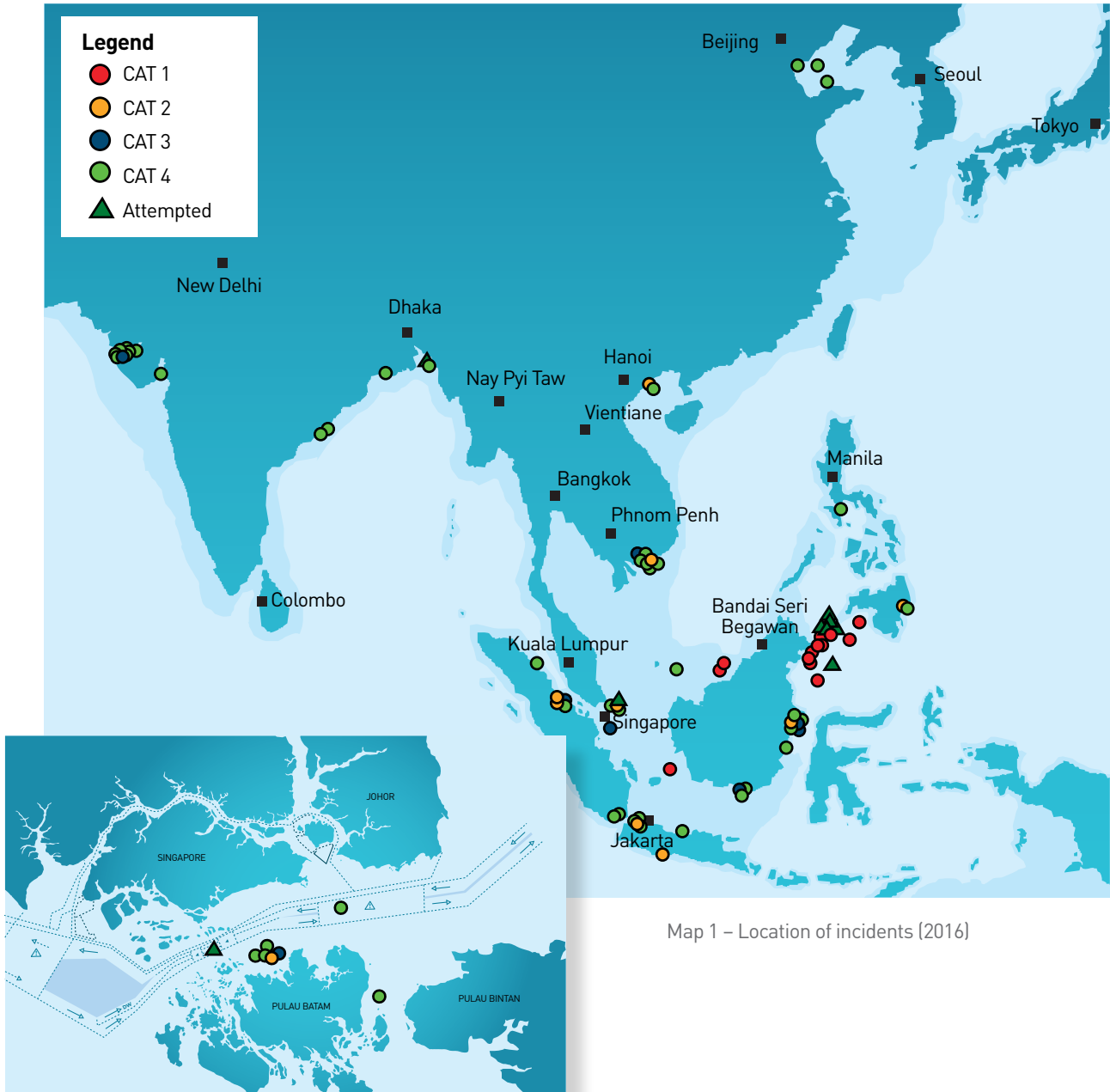


Chart 2 - Incidents on board ships while underway (2016)



Refer to Map 1 for the location of incidents reported in 2016.





# PART TWO

## INSIGHT

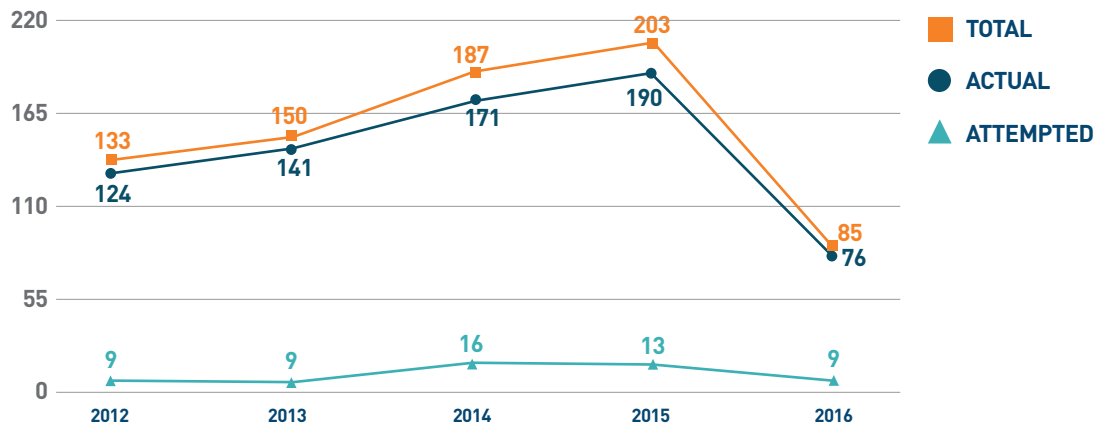
### ANALYSIS OF INCIDENTS IN 2016 COMPARED TO PAST FOUR YEARS (2012-2015)

- Number
- Significance level (actual incidents)
- Location
- Violence factor (actual incidents)
- Economic factor (actual incidents)
- Types of ship

## PART TWO – INSIGHT ANALYSIS OF INCIDENTS IN 2016 COMPARED TO PAST FOUR YEARS (2012-2015)

### NUMBER OF INCIDENTS

A total of 85 incidents comprising 76 actual incidents and nine attempted incidents were reported in Asia in 2016. This accounts for a **58%** decrease in total number of incidents in 2016 compared to 2015. A total of 203 incidents were reported in 2015. Graph 2 shows the total number of incidents reported during 2012-2016. The number of incidents reported in 2016 is also the lowest among the five-year reporting period of 2012-2016.



Graph 2 - Number of incidents (2012-2016)

### SIGNIFICANCE LEVEL (ACTUAL INCIDENTS)

Of the 76 actual incidents reported in 2016, 13 were Category 1 incidents, 10 were Category 2 incidents, eight were Category 3 incidents and 45 were Category 4 incidents. Chart 3 shows the significance level of actual incidents reported from 2012-2016.

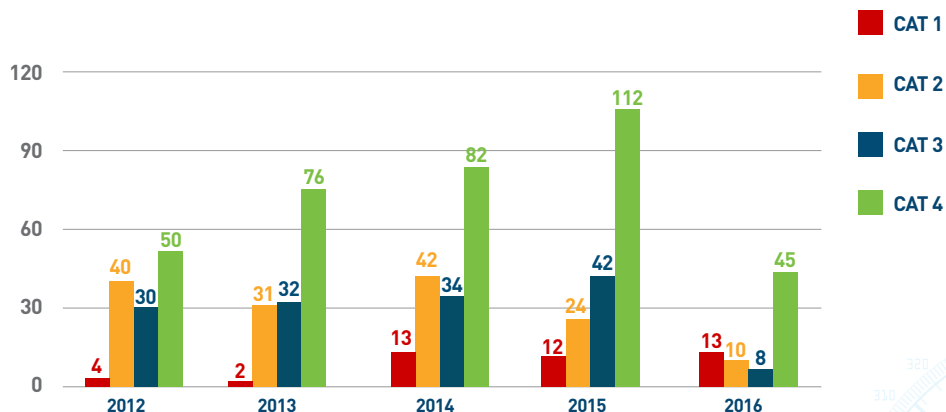


Chart 3 - Significance level of incidents (2012-2016)

<sup>5</sup> Refer to Appendix for the description of the ReCAAP ISC's Classification Methodology which defines the significance level of incidents in its four levels of category: CAT 1, CAT 2, CAT 3 and CAT 4.

Except for the Category 1 incidents, there has been a decrease in the number of incidents across all categories in 2016 compared to the past four years. The bulk of the decrease occurred in the Category 3 and Category 4 groups of incidents which mostly were incidents occurred on board ships while underway in the Singapore Strait in 2015.

A brief description of the type of incidents, type of ships involved and location of incidents of the four Categories are as follows:

### CATEGORY 1

Ten of the 13 Category 1 incidents reported in 2016 involved the abduction of crew from tug boats, namely ***Brahma 12*** (26 Mar 16), ***Massive 6*** (1 Apr 16), ***Henry*** (15 Apr 16), ***Charles 00*** (22 Jun 16) and ***Serudong 3*** (18 Jul 16); general cargo ship ***Dong Bang Giant No. 2*** (20 Oct 16); bulk carrier ***Royal 16*** (11 Nov 16) and ***fishing boats and trawlers*** (9 Jul 16, 10 Sep 16 and 20 Dec 16) in the Sulu-Celebes Sea and waters off eastern Sabah. These incidents occurred since March 2016 with at least one incident per month except May 2016 and August 2016.

The other three CAT 1 incidents involved the hijacking of product tanker, ***Hai Soon 12*** (7 May 16) and tug boat, ***Ever Prosper*** towing ***Ever Dignity*** (3 Jun 16) and tug boat, ***Ever Ocean Silk*** towing ***Ever Giant*** (25 Oct 16) for theft of oil cargo.

### CATEGORY 2

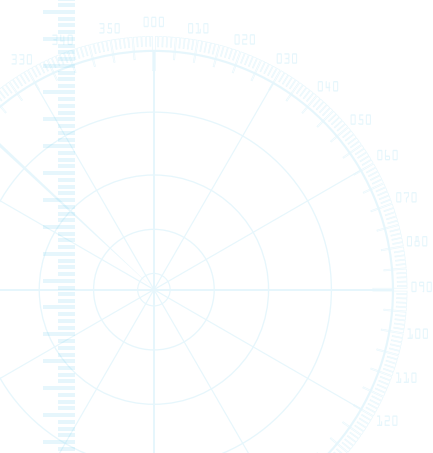
Ten Category 2 incidents were reported in 2016, of which nine incidents occurred on board ships while at anchor/berth, and one incident on board tanker, ***AD Matsu*** while underway in the SCS. Of the nine incidents on board ships at anchor/berth, six occurred at ports and anchorages in Indonesia (Cilacap, Dumai, Pulau Batam, Samarinda and Tanjung Priok), two in Vietnam (Hon Cam and Vung Tau) and one in Philippine port (Davao).

### CATEGORY 3

Eight Category 3 incidents were reported and all occurred on board ships while at anchor/berth. Of these incidents, six were reported at ports and anchorages in Indonesia (Dumai, Muara Berau, Pulau Batam and Taboneo), one at Kandla anchorage in India, and another at Vung Tau anchorage in Vietnam.

### CATEGORY 4

A total of 45 Category 4 incidents were reported, of which 40 occurred on board ships while anchored/berthed at ports and anchorages in Bangladesh (1), China (3), India (10), Indonesia (17), Philippines (2), SCS (1) and Vietnam (6); and five on board ships while underway in Indonesia (2), India (1), SCS (1) and SOMS (1).



## LOCATION OF INCIDENTS

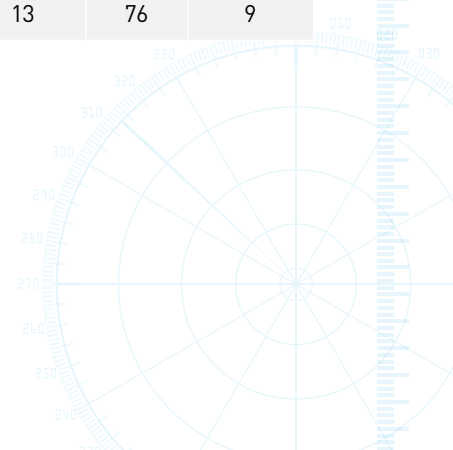
Over the 5-year period, the number of incidents in each location fluctuated over the years.

The most drastic improvement occurred in SOMS; from 104 cases in 2015 to only two in 2016. More detailed insights of these locations are featured in Part 3 of this report.

Table 1 shows the number and location of incidents reported in Asia during 2012-2016.

	2012		2013		2014		2015		2016	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China	1						2		3	
Sub Total	1						2		3	
<b>South Asia</b>										
Bangladesh	11		6		16		10		1	1
Bay of Bengal					2					
India	8	1	11		11	3	12		12	
Sub-Total	19	1	17		29	3	22		13	1
<b>Southeast Asia</b>										
Andaman Sea							1			
Indian Ocean						1				
Indonesia	66	6	83	7	43	5	22	1	32	
Malaysia	11		6		4	1	4		5	
Philippines	3		5		5		7	1	9	6
Singapore	2									
South China Sea	7		10	1	40	2	10	1	4	1
Straits of Malacca and Singapore	12	1	12		44	4	94	10	1	1
Thailand							1			
Vietnam	3	1	8	1	6		27		9	
Sub-Total	104	8	124	9	142	13	166	13	60	8
Overall Total	124	9	141	9	171	16	190	13	76	9

Table 1 – Location of incidents (2012-2016)



### VIOLENCE FACTOR (ACTUAL INCIDENTS)

Compared to 2015, relatively more incidents in 2016 involved larger group of perpetrators (more than 9 men), more incidents of perpetrators armed with guns and correspondingly more physical violence inflicted to crew.



Chart 4 -Number of perpetrators

### NUMBER OF PERPETRATORS

Of the 76 actual incidents reported in 2016, 54% (41) involved perpetrators operating in groups of 1 to 6 men, 5% (4) involved 7 to 9 men, 8% (6) involved more than 9 men, and 33% (25) with no information on the number of perpetrators involved, either due to darkness or the theft/loss was only discovered after the perpetrators had escaped.

As observed in past years, the bulk of the incidents involved group of 1 to 6 men. However, it is noted that there has been an increase in number of incidents involving more than 9 men in 2016 compared to 2015. Six of 76 incidents involved more than 9 men in 2016 compared to three of 203 incidents in 2015.

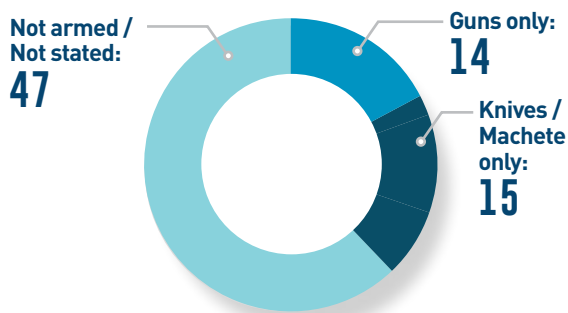
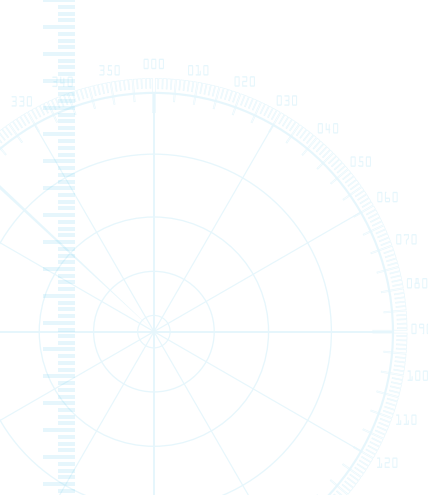


Chart 5 -Type of weapons carried by perpetrators

### TYPE OF WEAPONS CARRIED BY PERPETRATORS

Of the 76 actual incidents, 18% (14) incidents reported that the perpetrators were armed with guns. Of these, nine were incidents of abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off eastern Sabah. As for 2015, 7% of incidents involved perpetrators armed with guns.



### TREATMENT OF CREW

Of the 76 actual incidents reported in 2016, 68% (52) of the incidents reported that the crew either did not suffer any injuries or there was no information available on the condition of the crew. Of the remaining 24 incidents, 10 were incidents of abduction of crew for ransom, seven were incidents of crew taken hostage, three were incidents of crew being assaulted (*Maratha Promise, Ever Prosper* and *Chembulk Jakarta*), and four were incidents of crew being threatened (*IVS Sentosa, Crest Hydra, Anna-Maria* and *KN Forest*). Apart from the 10 incidents of kidnapping of crew reported in 2016, there were more incidents in 2015 involving crew seriously injured, crew thrown overboard, crew taken hostage and crew was assaulted. In 2015, no incident of abduction of crew was reported, however there were two incidents of crew seriously injured, two incidents of crew thrown overboard, 13 incidents of crew taken hostage, six incidents of crew being assaulted and four incidents of crew being threatened.

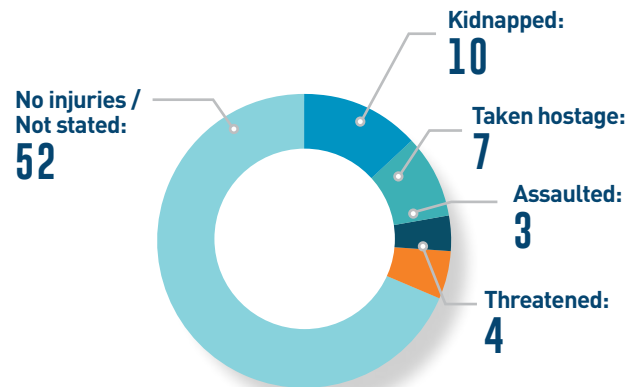


Chart 6 -Treatment of crew

### ECONOMIC FACTORS (ACTUAL INCIDENTS)

#### TYPE OF LOSSES

Majority of the incidents reported in 2016 were opportunistic in nature involving perpetrators who took whatever they laid their hands on. About 66% (50) of incidents in 2016 reported loss of stores, engine spares, unsecured items and cash/property. There were two incidents resulted in cargo being discharged (*Ever Prosper, Ever Ocean*) and two incidents of hijacking of ships (*Brahma 12, Hai Soon 12*) in 2016. About 29% (22) of the incidents in 2016 reported nothing stolen or no information was available.

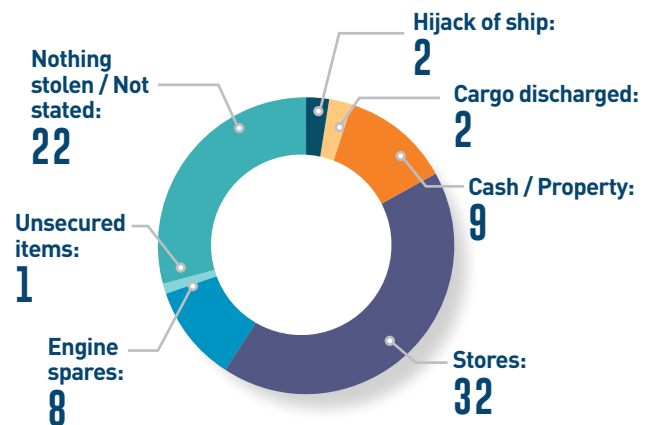
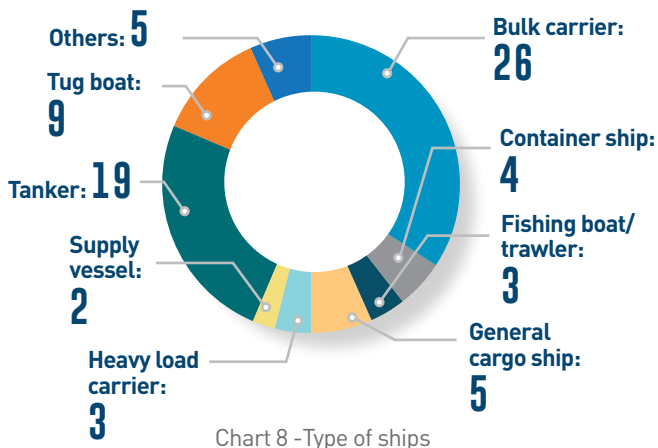


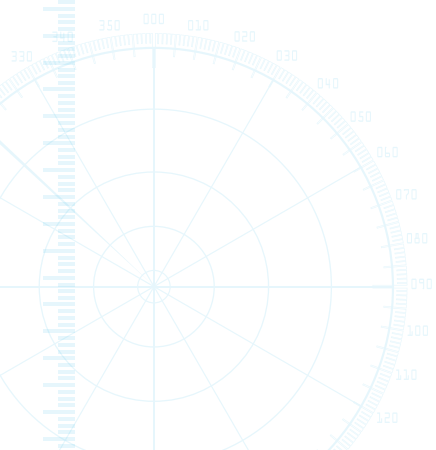
Chart 7 -Type of losses

Compared to 2015, the number of cases involved cargo discharged (oil cargo) has decreased in 2016. A total of 12 such incidents were reported in 2015. Also the number of incidents where perpetrators did not manage to steal anything has also decreased in 2016 compared to 2015. The ReCAAP ISC urges all ship masters and the crew to exercise enhanced vigilance to prevent boarding by perpetrators. However, should boarding takes place, they are to sound the alarm, muster the crew and report incident to the nearest coastal State immediately.

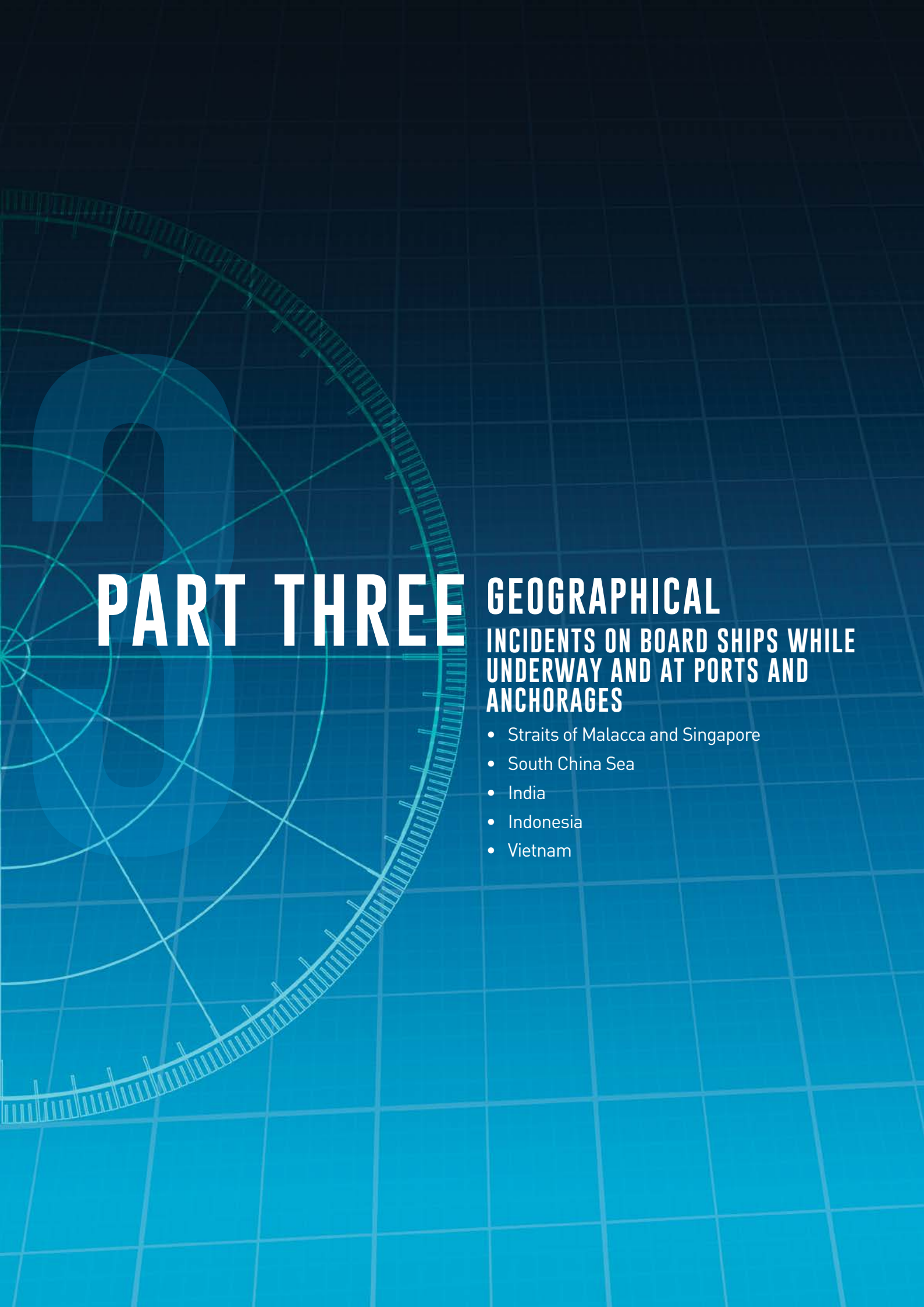


### TYPE OF SHIPS

Of the 76 incidents reported in 2016, 34% incidents occurred on board bulk carriers (26), 25% (19) on board tankers, 12% (9) on board tug boats, 5% (4) on board container ships, and the remaining 24% (18) on board general cargo ship (5), fishing boats (3), heavy load carrier (3), supply vessel (2) and other types of ship including accommodation barge, cutter section dredger, diving support vessel, research ship and vehicle carrier. There is no evidence to suggest that certain type of ships was targeted. However, the ReCAAP ISC notes that ships with crew who were least vigilant, did not exercise anti-piracy measures and lack of situation awareness are relatively more vulnerable and are potential target as perpetrators are constantly lurking out for their next victim.







# **PART THREE**

## **GEOGRAPHICAL INCIDENTS ON BOARD SHIPS WHILE UNDERWAY AND AT PORTS AND ANCHORAGES**

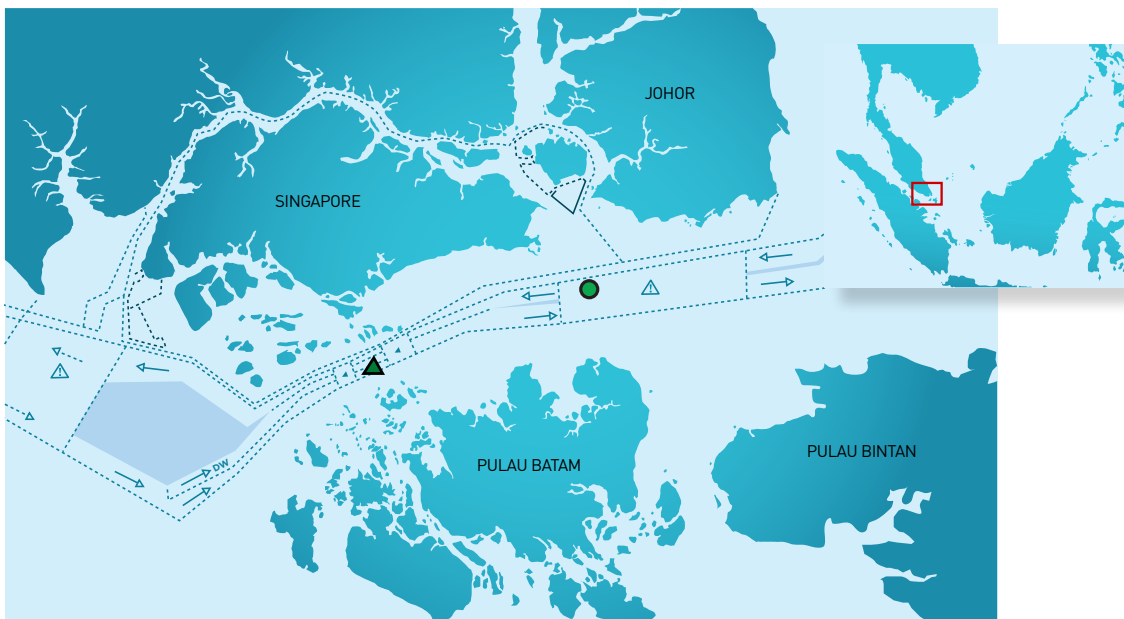
- Straits of Malacca and Singapore
- South China Sea
- India
- Indonesia
- Vietnam

## PART THREE – GEOGRAPHICAL INCIDENTS ON BOARD SHIPS WHILE UNDERWAY AND AT PORTS AND ANCHORAGES

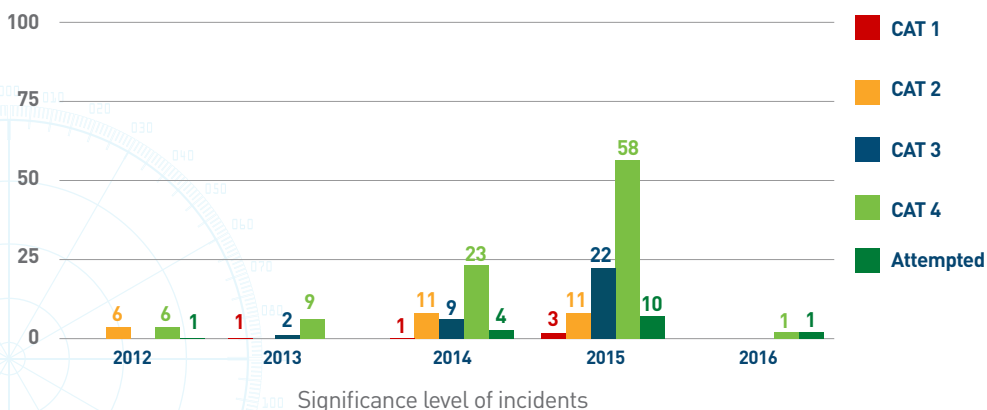
### STRAITS OF MALACCA AND SINGAPORE (SOMS)

Two incidents were reported on board ships while underway in the Singapore Straits (SS) of the SOMS in 2016 compared to 104 incidents occurred in SOMS in 2015. Of the two incidents, one was a Category 4 incident involving *Posh Viking* and the other was an attempted incident involving *Nautica TG Puteri 27*. Tug boat *Posh Viking* was underway in the westbound lane of the Traffic Separation Scheme (TSS) of the SS when two perpetrators boarded the boat and stole a buoy. Due to timely reporting by the master and sharing of information among the littoral States, the perpetrators were arrested by the Indonesian authorities and the stolen item were recovered.

The drastic improvement in the situation in SOMS was a result of enhanced vigilance exercised by the masters and crew; and joint coordinated efforts in patrol and surveillance by the littoral States and enforcement actions on land. This led to several arrests made by the Indonesian authorities since last quarter of 2015.



Map 2 – Location of incidents in SOMS (2016)



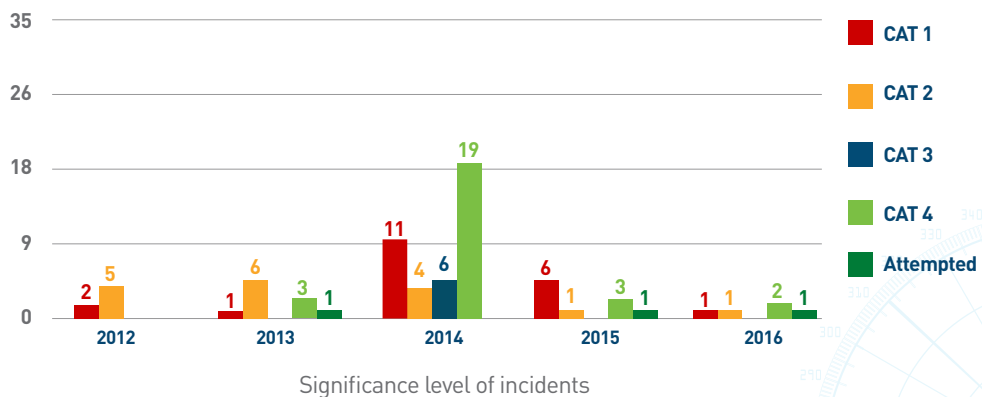
### SOUTH CHINA SEA (SCS)

Five incidents were reported in the SCS in 2016 compared to 11 incidents reported in 2015. Of the five incidents reported in 2016, one was a Category 1 incident, one was a Category 2 incident, two were Category 4 incidents and the other one was an attempted incident. The Category 1 incident involved the hijacking of a tug boat towing a barge for theft of the oil cargo. More than 10 perpetrators armed with long knives boarded tug boat, *Ever Ocean Silk* towing barge, *Ever Giant*, tied the crew and siphoned 2,499 metric tons of palm oil. The Category 2 incident involved *AD Matsu* which was boarded by six perpetrators armed with a pistol and knives. The crew was tied and held in the mess room. Some cash and watches were taken. Due to timely reporting by the master and immediate response by the Indonesian Navy (TNI-AL), one of the perpetrators was arrested.

Of the 11 incidents reported in 2015, six were Category 1 incidents involving the hijacking of ships for theft of oil cargo.



Map 3 – Location of incidents in SCS (2016)



Significance level of incidents

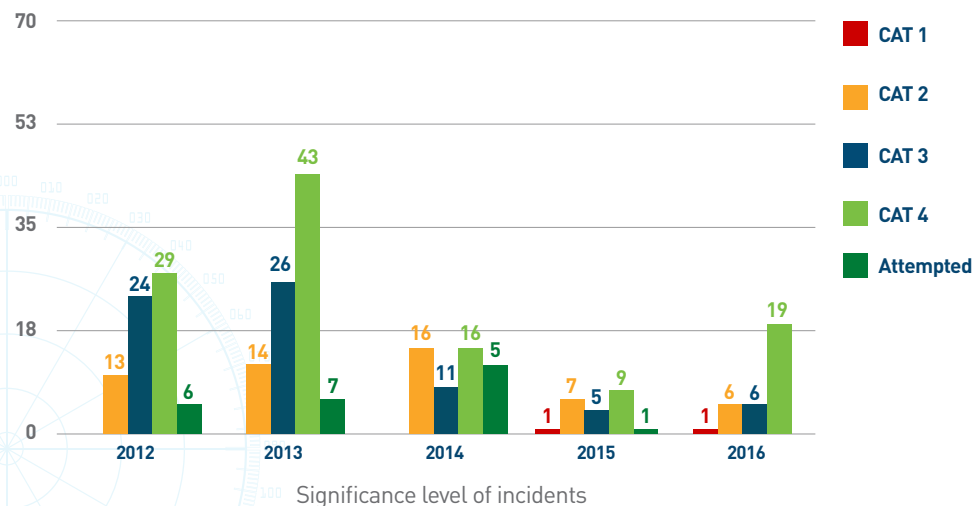
## INDONESIA

A total of 32 incidents were reported in Indonesia in 2016 compared to 23 incidents in 2015. Of these, 29 incidents occurred on board ships at berth/anchor and three on board ships while underway. Of the 32 incidents, one was a Category 1 incident, six were Category 2 incidents, six were Category 3 incidents and 19 were Category 4 incidents. The Category 1 incident involved hijacking of oil tanker *Hai Soon 12* for theft of oil cargo. Nine perpetrators boarded the tanker *Hai Soon 12*, tied up the crew in the mess room and intended to sell the MGO. Due to timely reporting and immediate response by TNI-AL, the tanker was intercepted and all the perpetrators were arrested and the cargo left intact.

Compared to 2012-2014, the number of incidents reported in 2016 has shown much improvement. A total of 72 incidents, 90 incidents and 48 incidents were reported in 2012, 2013 and 2014 respectively.



Map 4 - Location of incidents in Indonesia (2016)



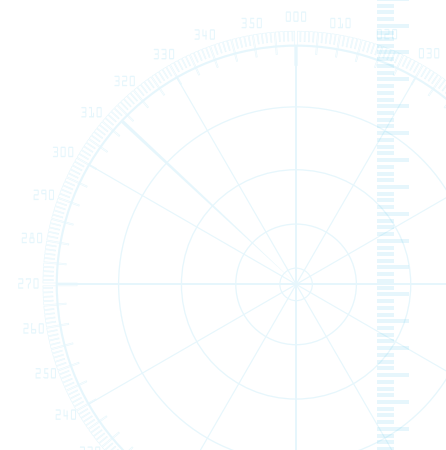
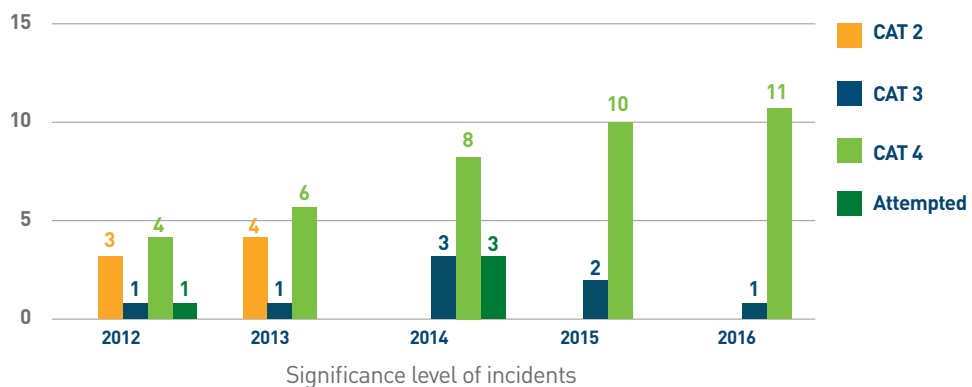
## INDIA

A total of 12 incidents were reported in India in 2016, consistent with that reported in 2015. Of the 12 incidents, 11 occurred on board ships at anchor/berth and one on board ship while underway. Ten of the 11 incidents were Category 4 and one was Category 3. Of the 11 incidents, eight (75%) occurred in the Gulf of Kutch at Kandla port/anchorage, two at Vishakapatnam port and one at Haldia dock complex.

Notably, 10 of the 12 incidents occurred during January to February 2016, which is also the highest in number compared to the same period of the past five years (2012-2016). Taking a strict cognizance of the deteriorating situation, the Indian Coast Guard (ICG) issued advisories and implemented enhanced surveillance in the area, especially during the hours of darkness. During one of the intensified night surveillance and timely reporting by crew on board ships in the Kandla anchorage area, the ICG apprehended eight perpetrators along with their alleged tools in an unlit fishing boat. No incident was reported at the ports and anchorages in India since the last incident reported at Kandla port on 14 May 16.



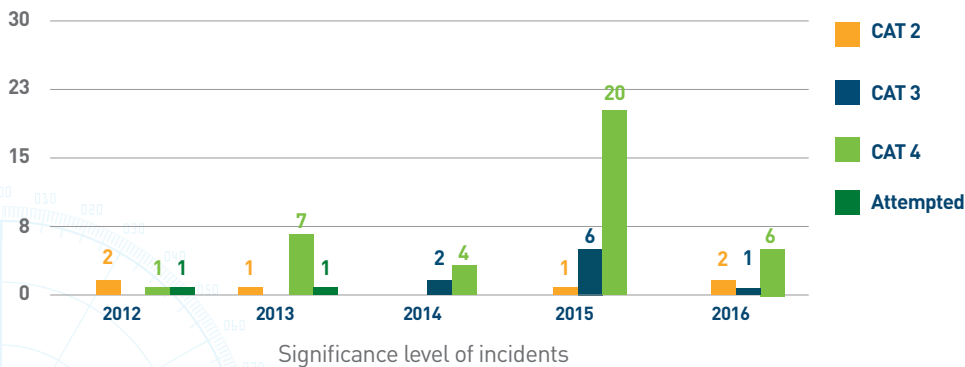
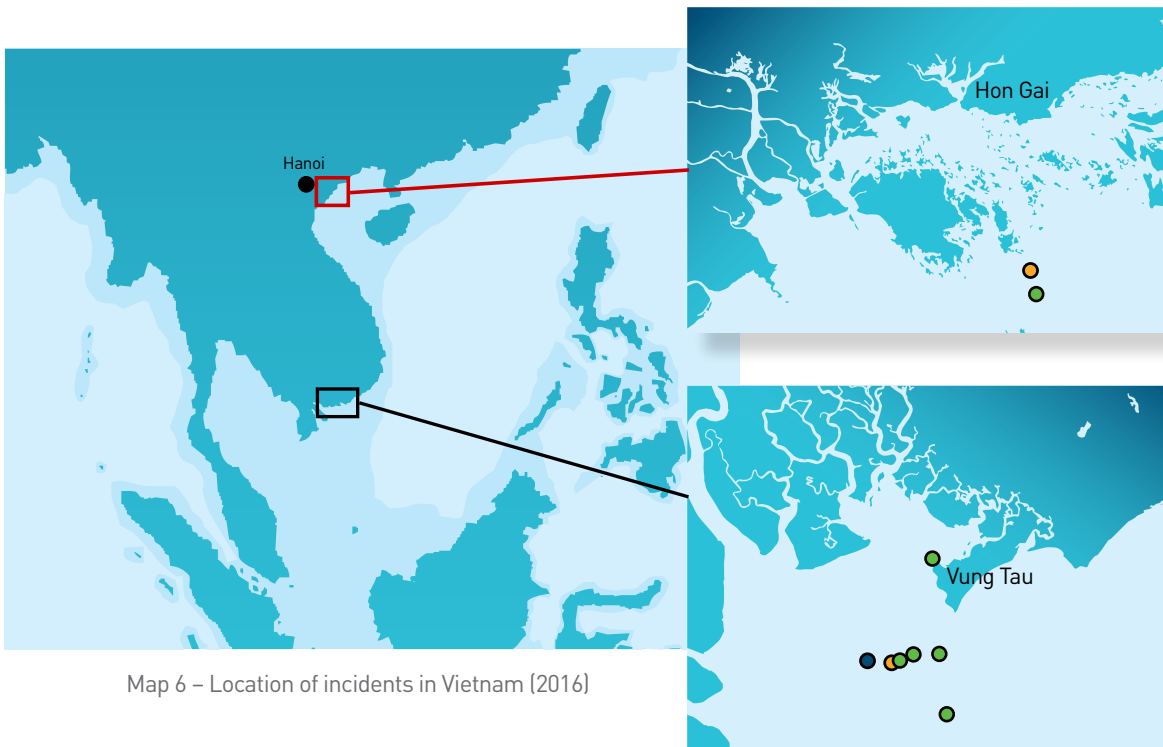
Map 5 – Location of incidents in India (2016)



## VIETNAM

There has been a significant improvement of situation at ports/anchorages in Vietnam in 2016. A total of nine incidents were reported in 2016 compared to 27 incidents in 2015. Of the nine incidents, six were Category 4 incidents, two were Category 2 incidents and one was a Category 3 incident. Seven of the nine incidents occurred at Vung Tau, south of Vietnam while the other two incidents occurred in the northern part of Vietnam.

In most of the incidents the number of perpetrators ranged between 1 to 6 men, did not cause any injury to the crew, and escaped after stealing ship stores, paint and mooring ropes. The improved situation in Vietnam was attributed to enhanced surveillance carried out by the port authorities, enhanced vigilance and watch-keeping measures carried out by the crew.





# PART FOUR

## INCIDENTS OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

- Overview
- Modus Operandi
- Actions by littoral States
- Recommendations

## PART FOUR – INCIDENTS OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND OFF EASTERN SABAH

In 2016, a total of 16 incidents of abduction of crew (comprising 10 actual and six attempted incidents) occurred in the Sulu-Celebes Sea and waters off eastern Sabah were reported to the ReCAAP ISC by the Philippine Coast Guard (PCG) which is also the ReCAAP Focal Point for Philippines. Most of these abduction incidents are claimed by a terrorist group based in the Philippines. Chart 9 shows the 16 incidents reported throughout the months of 2016.

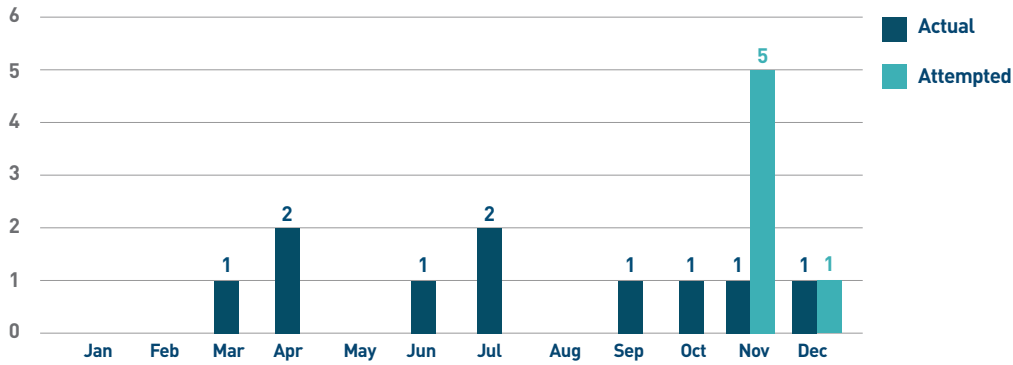
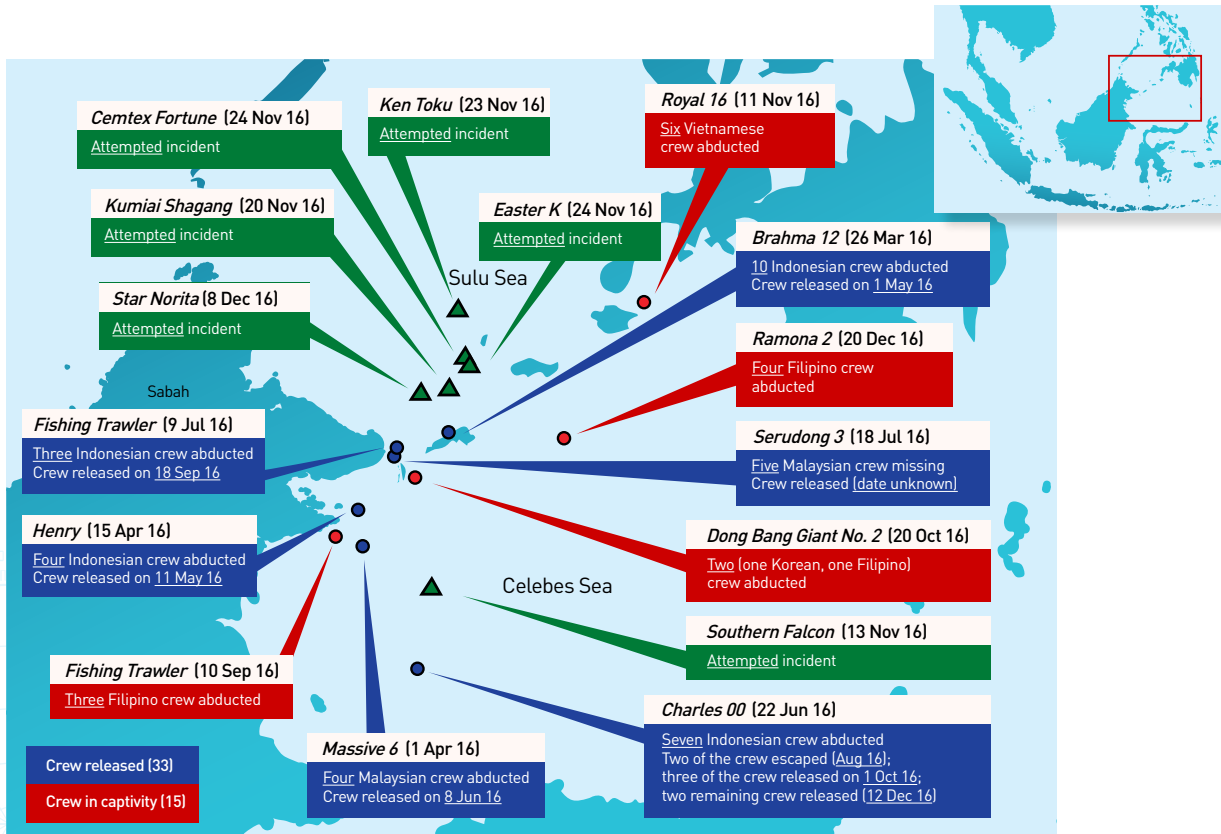


Chart 9 - Number of incidents (2016)

Of the 10 actual incidents, 48 crew had been abducted and held in captivity of which 33 crew (from *Brahma 12*, *Massive 6*, *Henry*, *Charles 00* and *fishing trawler*) had been released. Though no official statement had been given, ransom was believed to have been paid to secure the releases. As of 31 Dec 16, the remaining 15 crew were still being held in captivity.

The map below shows the approximate location of the incidents and status of the abducted crew in 2016.



Map 7 – Location of incidents and status of crew (2016)



## MODUS OPERANDI

The modus operandi of the perpetrators observed in the 16 incidents of abduction of crew and attempted abduction is summarized in the table below.

Modus Operandi		Observations
<b>Type of ships</b>	Bulk carrier (6) Tug boat (5) Fishing boat/trawler (3) General cargo ship (1) Product tanker (1)	<ul style="list-style-type: none"> <li>Tug boats and fishing boats/trawlers were targeted due to their slow speed and low free board</li> <li>All incidents of attempted abduction involved bigger ships (bulk carriers and product tanker)</li> <li>During Oct-Dec 16, eight of nine incidents involved bigger ships</li> </ul>
<b>Flag of ships</b>	Malaysia (4) Indonesia (3) Panama (3) Marshall Islands (1) Norway (1) Philippines (1) Republic of Korea (1) Singapore (1) Vietnam (1)	<ul style="list-style-type: none"> <li>No clear evidence of certain flagged ship was targeted</li> <li>Malaysian and Indonesian registered ships were most likely tug boats and fishing trawlers operating in the area</li> </ul>
<b>Time of incident</b>	Between 0700 hrs and 1800 hrs (12) Between 2230 hrs and 0330 hrs (4)	<ul style="list-style-type: none"> <li>More incidents occurred during daylight hours</li> <li>The perpetrators were bold and not concerned of being detected</li> </ul>
<b>Boats used by perpetrators</b>	Speed boats (13) "Jungkong" pump boats (2) No information available (1)	<ul style="list-style-type: none"> <li>Speed boats were commonly used</li> <li>Colors of speed boats reported: grey, white, blue green with white stripe, white and blue</li> <li>"Jungkong" pump boat are small wooden traditional fishing boats</li> </ul>
<b>Number of perpetrators</b>	3 to 6 men (3) 7 to 9 men (4) 10 to 17 men (4) No information available (5)	<ul style="list-style-type: none"> <li>Larger group of perpetrators are involved</li> <li><i>Brahma 12</i> (17 men), <i>Royal 16</i>, <i>Cemtex Fortune</i>, <i>Easter K</i> (all 10 men)</li> </ul>

Modus Operandi		Observations
<b>Weapons used by perpetrators</b>	Firearms (13) Perpetrators were armed but type of weapons used not known (2) No information available (1)	<ul style="list-style-type: none"> <li>Perpetrators usually armed with firearms</li> <li>Three incidents where shots were fired               <ul style="list-style-type: none"> <li>- <i>Henry</i> (shoot-out between perpetrators and Malaysian Marine Police)</li> <li>- <i>Charles 00</i> (fire at tug boat to force her to stop)</li> <li>- <i>Royal 16</i> (fire at cabin doors to open the doors)</li> </ul> </li> <li><b>DO NOT</b> confront or antagonise the perpetrators, particularly if they are armed</li> </ul>
<b>Treatment of crew</b>	Crew injured (2) No injuries reported (14)	<ul style="list-style-type: none"> <li>Besides abduction of crew, two incidents reported injuries to the crew               <ul style="list-style-type: none"> <li>- <i>Henry</i> (crew suffered gunshot wound)</li> <li>- <i>Royal 16</i> (two crew suffered injuries)</li> </ul> </li> </ul>
<b>Economic loss</b>	Ship property including GPS, VHF radio, navigational equipment, ship compass (4) No other losses/no report of losses (12)	<ul style="list-style-type: none"> <li>Perpetrators did not steal anything from ship in majority of incidents</li> <li>Primary target was to abduct crew</li> <li>There were speculations that perpetrators abducted the crew for a fee and kept stolen items for themselves</li> </ul>
<b>Nationality of abducted crew</b>	24 Indonesians 9 Malaysians 8 Filipinos 6 Vietnamese 1 Korean	<ul style="list-style-type: none"> <li>In one of the incidents, perpetrators only abducted crew with passports</li> <li>In seven of the 10 incidents, only some members of crew were abducted</li> </ul>

## ACTION BY THE LITTORAL STATES

The littoral States continued to step up efforts in combating the threat of abduction incidents in Sulu-Celebes Sea and waters off eastern Sabah.

It was reported that the Malaysian security forces have killed three members of the Philippine militant group in a shootout off Semporna, Sabah, East Malaysia on 8 Dec 16<sup>6</sup>. Among the three members killed was the leader of a squad that had been abducting tourists, fishermen and seafarers in waters off eastern Sabah and the Philippines' Sulu archipelago. In addition, two members of the militant group were also arrested, and two other members had escaped.

The Philippine authorities continued their military operations against the militant group and at least 10 suspected members of the militant group were killed on 10 Dec 16, following a clash with Philippine security forces in Patikul, Sulu. The Joint Task Force Sulu continues to conduct pursuit operations and intensify the conduct of focused military operations to rescue the remaining abducted victims and neutralize the militant group in Sulu.

On a political level, the defence ministers of the Philippines, Indonesia and Malaysia had a trilateral meeting during the ASEAN Defence Ministers' retreat in Laos in November 2016<sup>8</sup>. It was the fifth trilateral meeting since the first one held at the sidelines of the ASEAN Defence Ministers Meeting (ADMM) in May 2016. The three defence ministers agreed that the trilateral defence cooperation should be operationalized soonest. The trilateral joint working group has been tasked to finalize the relevant agreements, specially the Standard Operating Procedure (SOP) on maritime patrol to ensure that incidents of piracy and kidnapping, and other transnational crimes of common concern are addressed in a cooperative and collaborative manner.

<sup>6</sup> Abu Sayyaf kingpin among those killed in shootout. The Star Online dated 10 December 2016. Retrieved from <http://www.thestar.com.my/news/nation/2016/12/10/abu-sayyaf-leader-among-those-killed-in-shootout/>

<sup>7</sup> 10 Abu Sayyaf men killed in Sulu clash – Westmincom. GMA News Online dated 12 December 2016. Retrieved from <http://www.gmanetwork.com/news/story/592133/news/regions/10-abu-sayyaf-men-killed-in-sulu-clash-westmincom>

<sup>8</sup> Department of National Defense, Republic of the Philippines. (2016). ASEAN Defense Ministers Go on a Retreat. Retrieved from <http://www.dndph.org/2016/asean-defense-ministers-go-on-a-retreat>

## RECOMMENDATIONS

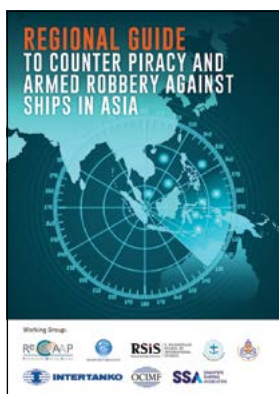
The ReCAAP ISC reiterates its advisory which was issued via the ReCAAP ISC Incident Alert dated 21 November 2016 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area and report immediately to the following Centres:

**(1) Operation Centre in the Philippine Coast Guard District Southwestern Mindanao for monitoring and immediate responses in any eventualities.**

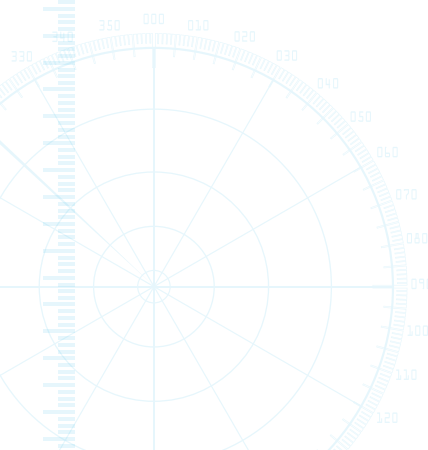
(Sat phones: +63 929686 4129/+63 916626 0689, VHF: Channel 16 with call-sign "ENVY", Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com))

**(2) Eastern Sabah Security Command (ESSCOM) when transiting nearer to eastern Sabah.**

(Tel: +60 89863181/016, Fax: +60 89863182, VHF: Channel 16 with call-sign "ESSCOM", Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my))



Shipping industry is also advised to adopt relevant preventive measures taking reference from the "*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*", which is available at [www.recaap.org](http://www.recaap.org) and in ReCAAP's mobile app with QR code as shown.





# **PART FIVE**

## **CASE STUDIES**

## PART FIVE – CASE STUDIES

### INCIDENT INVOLVING *HAI SOON 12*

On 7 May 16, *Hai Soon 12*, carrying 4,000 metric tons of Marine Gas Oil (MGO), departed Singapore for the Southern Ocean to conduct high seas bunkering/selling MGO to fishing vessels. A day later, the ReCAAP ISC received information from the shipping company about the loss of communications with *Hai Soon 12*.

Upon receipt of the information, the ReCAAP ISC immediately informed BAKAMLA, who in turn shared the information with the TNI-AL. The incident was also reported to the Information Fusion Centre (IFC), who worked closely with the shipping company to monitor the position of *Hai Soon 12*. Two TNI-AL ships were despatched to locate *Hai Soon 12*. On 9 May 16 at about 1430 hrs, the TNI-AL ships intercepted and boarded *Hai Soon 12*. Nine perpetrators found on board were arrested. All the 21 crew were safe and not injured, and the cargo was found to be intact.



Arrest of Perpetrators  
(Photograph Courtesy of TNI-AL)

Initial investigations revealed that on 7 May 16 at about 2045 hrs, nine perpetrators climbed up the poop deck of *Hai Soon 12* from a small boat in waters off Pulau Belitung, Indonesia. They tied up the crew in the mess room and intended to sell the MGO in the night. The ship was reportedly renamed to “*AI SO*”. *Hai Soon 12* was detained in Surabaya for further investigation.

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*Hai Soon 12* is the first ship hijacked for theft of oil cargo in 2016, after an interval of eight months since the last such incident involving *Joaquim* occurred on 8 Aug 15. Contributed to the arrest of the perpetrators were timely reporting of the incident by the ship company; efficient information sharing by the ReCAAP ISC and IFC with the regional authorities; quick response by the Indonesian authorities; and cooperation and collaboration among the littoral States.



Map 8 – Positions of *Hai Soon 12* (8-9 May 16)

## INCIDENT INVOLVING *AD MATSU* (7 AUG 16)

On 7 Aug 16, at about 2130 hrs, *AD Matsu* was underway from Singapore to Hai Phong, Vietnam when six perpetrators armed with gun and knives boarded the tanker from a speed boat at approximately 32.46 nm southeast of Pulau Aur, Malaysia. Two perpetrators confronted the ship master and chief officer who were conducting anti-piracy rounds. The perpetrators tied their hands and brought them to the bridge. The other perpetrators brought the rest of the crew to the mess room. The master switched off the Bridge Navigational Watch Alarm System (BNWAS) and slowed his ship under duress. Thereafter, the perpetrators brought the master from the bridge to his cabin and forced him to hand over the petty cash. The perpetrators then brought the master to the mess room where the rest of the ship's crew was held. At around 2220 hrs, noting that the perpetrators had left the ship, the master conducted a search, navigated the ship to safety and contacted the company. The SSAS was activated and a warning message was broadcasted through VHF Channel 16 to ships in the vicinity. The master also informed the Singapore authorities.



Map 9 – Location of incident involving *AD Matsu*

Upon receipt of the information, the authorities informed the TNI-AL who immediately deployed the Western Fleet Quick Reaction Force and managed to arrest one of the perpetrators from Pulau Belakang Padang (island off Pulau Batam). Information gathered from him revealed that on 7 Aug 16, he met with five other men off Tanjong Berakit (off Pulau Bintan). They boarded a small boat at 1900 hrs and headed towards Pulau Mangkai (off the Anambas Island Group). Thereafter, they spotted *AD Matsu* and boarded the ship. Among the items found on him were two Casio wrist watches which matched the description of the lost items reported by the crew and a Samurai sword. The TNI-AL is currently looking for the remaining perpetrators. The incident again demonstrates best practices of timely reporting, effective information sharing among the littoral States and immediate operational responses by the Indonesian authorities, all of which contributed to the arrest of the perpetrator.





# PART SIX

ReCAAP ISC MAIN ACTIVITIES  
(OCTOBER-DECEMBER 2016)



## PART SIX ReCAAP ISC MAIN ACTIVITIES (OCTOBER-DECEMBER 2016)

### ReCAAP ISC FOCAL POINT SENIOR OFFICERS' MEETING (FPSOM) 2016, SIEM REAP, CAMBODIA (25-26 OCTOBER 2016)



Welcome address by HE Leng Thun Yuthea, Under Secretary of State of Public Works

The ReCAAP ISC FPSOM 2016 was held on 25-26 Oct 16 in Siem Reap, Cambodia. The Meeting was supported by the Ministry of Public Works and Transport, Kingdom of Cambodia, which is also the agency appointed as the ReCAAP Focal Point for Cambodia. The Meeting provided a platform for the ReCAAP Focal Points/Contact Point to share knowledge on recent incidents, latest situation and best practices, and to strengthen the information sharing network. A roadmap on the Future of the ReCAAP ISC to become a “Centre of Excellence” for Information Sharing was also discussed.

Apart from presentations by the ReCAAP Focal Points, guest speakers from Indian Coast Guard, Indonesia Gadjah Mada University, S. Rajaratnam School of International Studies (RSIS), and Asian Shipowners’ Association (ASA) were invited to share their views and knowledge. Interesting and enlightening sharing included UNCLOS in relation to piracy and armed robbery; enforcement, prosecution and evidence preservations; thoughts on the past, present and future of ReCAAP; and concerns from Asian shipowners with regards to the latest piracy and armed robbery situation.



Mr Masafumi Kuroki, Executive Director of ReCAAP ISC (middle) with guest speakers

Through the conduct of this meeting, the working relationship between the ReCAAP ISC and the ReCAAP Focal Points/Contact Point were further strengthened and enhanced for better cooperation in the suppression of piracy and armed robbery against ships in Asia.



Participants of ReCAAP ISC FPSOM 2016

## 12<sup>TH</sup> HEADS OF ASIAN COAST GUARD AGENCIES MEETING (HACGAM), JAKARTA, INDONESIA (11-13 OCTOBER 2016)

The 12<sup>th</sup> HACGAM was jointly hosted by the Indonesia Coast Guard and Japan Coast Guard on 11-13 Oct 16 in Jakarta, Indonesia. The Executive Director of the ReCAAP ISC (ED-ISC) presented on the latest situation of piracy and armed robbery against ships in Asia, highlighting the concern about the abduction of crew from ships in Sulu-Celebes Sea and the combined effort of the littoral States that had contributed to the overall improvement of the situation in Asia. This marks the first time that the ReCAAP ISC made a presentation at the HACGAM plenary meeting. The meeting ended with a Joint Sea Exercise on 13 Oct 16, with eight ships from Japan Coast Guard, Indian Coast Guard and Indonesian Coast Guard / Police participating in the exercise.



Participants of HACGAM

Separately, ED-ISC had a bilateral meeting with Indonesia's Ministry of Foreign Affairs (MFA), BAKAMLA and Indonesia National Shipowners' Association (INSA) to promote operational cooperation.



Mr Kuroki with Ambassador Ferry Adamhar, Director-General for Legal Affairs and International Treaties, Indonesia MFA (left) and VADM Ari Soedewo, Chief Executive, BAKAMLA (right)

## WORKING GROUP MEETING WITH INDUSTRY AND ACADEMIA ON FUTURE OF ReCAAP ISC (18 OCTOBER 2016)

The ReCAAP ISC invited representatives from the shipping industry and academia based in Singapore for a meeting at the office of ReCAAP ISC on 18 Oct 16 to solicit their views on the future of ReCAAP ISC as a “Centre of Excellence” for information sharing on piracy and sea robbery. Attendees of the meeting included representatives from ASA, BIMCO, Singapore Shipping Association (SSA) and RSIS. The meeting was fruitful with frank exchange of views on areas such as improving ReCAAP ISC’s timely reporting, strengthening rapport with the maritime community, expansion of memberships and increasing publicity and profiling efforts of the ReCAAP ISC.



Meeting with the industry and Academia

## VISIT BY MR HENDRICK HOLOLEI, DIRECTOR GENERAL, DG MOVE, EUROPEAN COMMISSION (28 OCTOBER 2016)

Mr Hendrick Hololei, Director General, Directorate-General for Mobility and Transport (DG MOVE), European Commission and his team from Brussels visited ReCAAP ISC on 28 Oct 16. This was Mr Hololei’s third visit to the centre, with his previous visits in May 2013 and November 2015. Mr Hololei reiterated the interest of the EC to promote closer cooperation with the ReCAAP ISC and both sides agreed to consider concrete cooperation between two organisations.



Mr Hendrick Hololei, Director General, DG MOVE (fourth from left) and Mr Kuroki (fifth from left)

## WORKING GROUP MEETING ON FUTURE OF ReCAAP ISC (16-17 NOVEMBER 2016)

The ReCAAP ISC conducted a Working Group meeting at Orchard Hotel, Singapore on 16-17 Nov 16 with members of the Working Group from eight Contracting Parties of the ReCAAP to discuss the future of ReCAAP ISC. The meeting deliberated on the Action Plan of the Roadmap for the future of ReCAAP ISC covering a period of 10 years (2017-2027) with the objective of ReCAAP ISC becoming a Centre of Excellence for Information Sharing by 2020. A report of the Working Group, based on the outcome of the meeting and other consultations conducted by the ReCAAP ISC, will be presented to the 11<sup>th</sup> Governing Council Meeting in March 2017.



Meeting chaired by Mr Kuroki (left) and participants of the meeting (right)

## 97<sup>TH</sup> SESSION OF THE MARITIME SAFETY COMMITTEE (MSC), LONDON, UK (21-25 NOVEMBER 2016)

The ReCAAP ISC team attended the 97<sup>th</sup> MSC meeting on 21-25 Nov 16 and an information paper on the “Progress Report of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)’ was submitted and tabled at the plenary of the MSC. The paper provides an update on the activities carried out by the ReCAAP ISC and the latest situation of piracy and armed robbery against ships in Asia. At the plenary of the meeting, the ReCAAP ISC made an intervention providing an update of the latest developments of the situation in Asia. The attendance of MSC meetings not only enabled ReCAAP ISC to promote the work of the centre in its analysis and capacity building efforts, report the situation of piracy and armed robbery against ships in Asia, but also to maintain linkages with members of States, governmental agencies, shipping associations and other like-minded members present at the MSC meetings.

## EAS SEMINAR ON MARITIME SECURITY COOPERATION, SYDNEY, AUSTRALIA (23-25 NOVEMBER 2016)

The ReCAAP ISC was invited by the Government of Australia to participate in the EAS Seminar on Maritime Security Cooperation, co-chaired by the Foreign Ministries of Australia and Indonesia. The main theme of the Seminar was “Enhancing information sharing on commercial vessels”. The seminar was 1.5 track meeting with the participation of Government representatives of EAS member countries and academia. ED-ISC participated in the Seminar and made a presentation on the activities of the ReCAAP ISC as regional cooperation for information sharing on piracy and robbery. The result of the seminar will be reported to the EAS meeting.



Participants of the seminar

The result of the seminar will be reported to the EAS meeting.

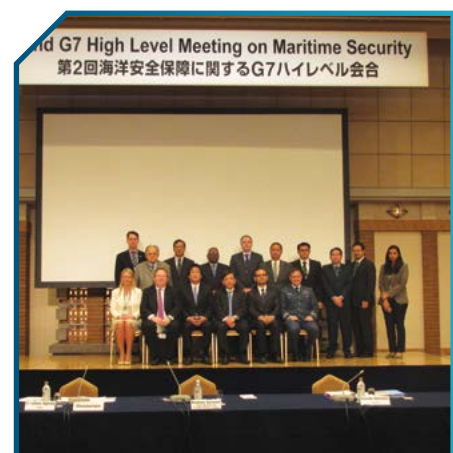
## INTERNATIONAL MARITIME CONFERENCE, GALLE DIALOGUE 2016, COLOMBO, SRI LANKA (28-29 NOVEMBER 2016)

The ReCAAP ISC was invited as one of the panellists in the International Maritime Conference, 'Galle Dialogue 2016', organised by the Sri Lanka Navy in partnership with Ministry of Defence, which was held at the Galle Face Hotel in Colombo, Sri Lanka on 28-29 Nov 16. The theme of conference was 'Fostering Strategic Maritime Partnerships' to affirm strong collaboration with stakeholders in the maritime sphere. About 170 local and foreign scholars and experts in naval and maritime affairs representing 41 countries and 12 International Organisations shared their expertise and discuss matters of professional interest at the two-day dialogue. His Excellency Maithripala Sirisena, President of Sri Lanka, graced the occasion as the Chief Guest. Other VIPs who attended the inaugural session included Sri Lanka's Minister of Finance, Minister of Ports and Shipping, Minister of Foreign Affairs, Minister of Regional Development, several Ambassadors and High Commissioners to Sri Lanka, senior Government and military officials.



## G7 HIGH-LEVEL MEETING ON MARITIME SECURITY, TOKYO, JAPAN (8 DECEMBER 2016)

The ReCAAP ISC was invited by the Ministry of Foreign Affairs of Japan, assuming the Presidency of G7, to participate in the 2<sup>nd</sup> G7 High-Level Meeting on Maritime Security. The first G7 High-Level Meeting was held in Germany in December 2015. ED-ISC participated in the meeting in Japan and made a presentation on the theme "Preventing illegal maritime activities: Strengthening capacity building and regional ownership and responsibility". The ReCAAP ISC was presented as a model of regional cooperation and information sharing on maritime threat. The meeting was attended by representatives of G7 countries and Embassies of EAS in Japan.



Participants of the meeting



# CONCLUSION

## CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia in 2016 has improved significantly compared to 2015. The total number of incidents reported in 2016 was the lowest among the past five years (2012-2016).

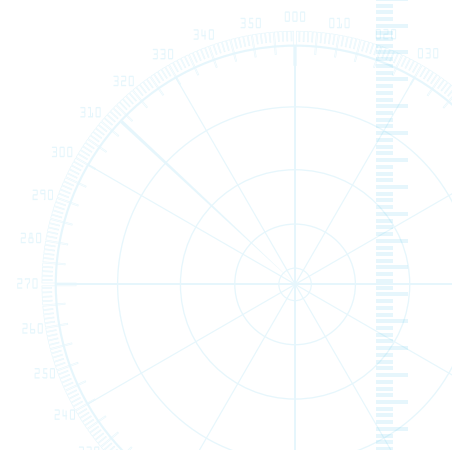
The improvement was mainly attributed to the remarkable improvement of the situation in SOMS, the reduction of incidents involving the hijacking of ships for theft of oil cargo, and the decrease of incidents reported at certain ports and anchorages in Bangladesh and Vietnam.

This is the result of strong commitment, cooperation and coordination among the littoral States and the shipping industry in timely reporting of incidents, information sharing among littoral States, the ReCAAP ISC, ReCAAP Focal Points and regional authorities, and prompt operational responses by the enforcement agencies which led to several arrests of the perpetrators involved.

However, there is no room for complacency. Of serious concern was the increase in incidents of abduction of crew in Sulu-Celebes Sea and waters off eastern Sabah since March 2016.

The ReCAAP ISC urges the respective littoral States to step up surveillance, enhance patrols and initiate timely operational responses to reports by victim ships.

The ReCAAP ISC also urges shipping industry to exercise enhanced vigilance, keep abreast of latest situation update by connecting to ReCAAP ISC website and reports, and adopt relevant preventive measures as recommended in the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*.



The background features a dark blue grid with a lighter blue circular scale or protractor on the left side. The scale has markings and is partially obscured by the text. The overall aesthetic is technical and scientific.

# APPENDICES



## APPENDICES DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

### DEFINITIONS

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

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

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

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

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

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

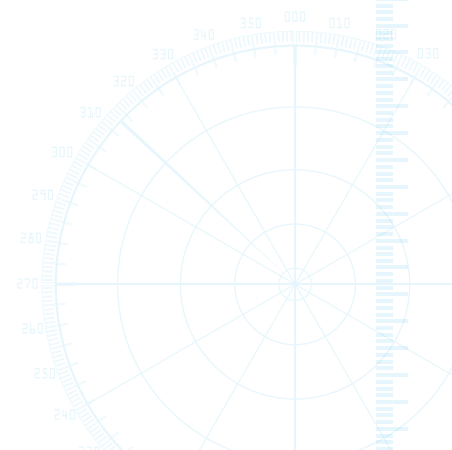
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

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

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

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

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



## METHODOLOGY IN CLASSIFYING INCIDENTS

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

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

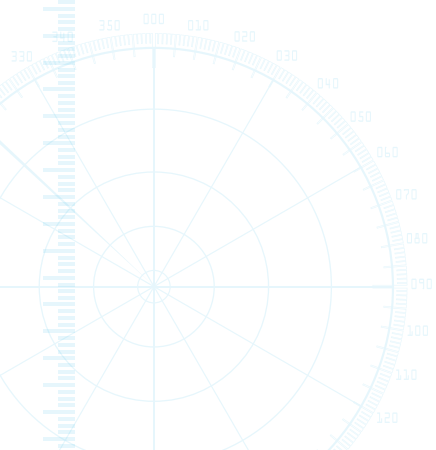
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered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

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

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

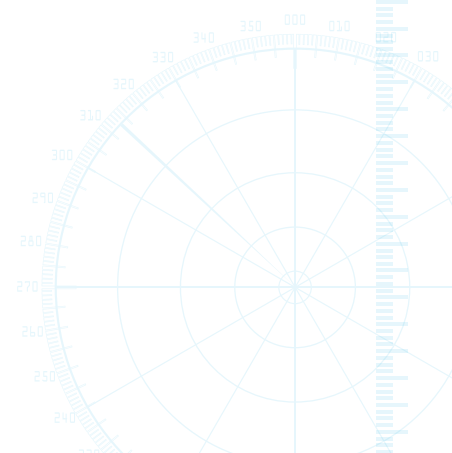
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

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



Category	Description
<b>CAT 1</b>	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.
<b>CAT 2</b>	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.
<b>CAT 3</b>	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 remains a small possibility that the crew could be 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.
<b>CAT 4</b>	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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



## APPENDICES

### DESCRIPTION OF INCIDENTS

#### Actual Incidents

■ CAT 1  
 ■ CAT 2  
 ■ CAT 3  
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<i>Nord Power</i> Bulk carrier Singapore 88594 9271626	01/01/16 1600 hrs	38° 49' N, 118° 49' E  Tianjin outer anchorage, China	<p>While at anchor, the watchman while on roving patrol found the diesel oil storage tank port manhole cover nuts were off the stud bolts. The master, CE, SSO and all personnel were informed of the incident. Tank sounding and quantity check was conducted and upon investigation, they found that about 39 metric tons of Low Sulphur Marine Gas Oil (LSMGO) was stolen from the storage tank. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2	<i>Trident Challenger</i> Bulk carrier Marshall Islands 33044 9555149	05/01/16 0500 hrs	20° 41.15' N, 107° 10.32' E  Outer approach to Hon Gai, Vietnam	<p>While at anchor, perpetrators boarded the bulk carrier, stole ship stores and escaped.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
3	<i>IVS Sentosa</i> Bulk carrier Singapore 20809 9528005	07/01/16 0155 hrs	20° 43.10' N, 107° 09.90' E  Hon Cam Pilot Station anchorage limits, Vietnam	<p>While at anchor, the duty officer on patrol spotted three perpetrators emerging from the cross deck where paint stores are kept. Upon being discovered, the perpetrators chased the officer who immediately alerted the OOW via radio. Announcement was made via the public speaker and the crew was mustered at the bridge. Seven perpetrators were later seen escaping from the forecastle</p>

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				<p>of the main deck area. After the perpetrators escaped, 32 cans of paint were reported missing. The crew was safe.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<i>Shebelle</i> General cargo ship Ethiopia 20471 9385594	07/01/16 1935 hrs	22° 49' N, 070° 04.90' E  Kandla anchorage, India	<p>While at anchor, the crew found two ropes hanging from the fore part of the ship and two locks of the store broken. No person or boat was sighted. The crew sounded the ship's horn and crew mustered. Nothing was stolen and crew was safe. The incident was reported to ICG, who immediately diverted the ship for sanitization and investigation.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
5	<i>CMB Medoc</i> Bulk carrier Panama 50633 9615171	11/01/16 2030 hrs	22° 46.50' N, 069° 59' E  Outer Tuna Buoy anchorage, Kandla, India	<p>While at anchor, the crew discovered some ship's properties missing. No perpetrators were sighted. Items missing included three fog nozzles, hose coupling, four fire hydrant couplings, four hydrant caps, signal bell and item inside the life raft. The crew was safe. Master reported the incident to ICG two days after the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

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6	<i>Bow Kiso</i> Product tanker Panama 19420 9379894	11/01/16 2355 hrs	Kandla anchorage, India	<p>While at anchor, five perpetrators boarded the ship. The master raised the alarm and mustered the crew on the bridge. The crew later conducted rounds on the ship. Nothing was stolen and the crew was safe.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
7	<i>Crest Hydra</i> Diving support vessel Singapore 3023 9373591	15/01/16 0100 hrs	00° 44.40' N, 104° 09.63' E  Galang anchorage, Pulau Batam, Indonesia	<p>While at anchor, the cook discovered three perpetrators, two inside the paint store and another one outside holding a sword and a knife. The perpetrators threatened the cook to return to the accommodation area, and left the ship after stealing 40 tins of marine paint, two flashlights and a SCBA compressor. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
8	<i>Serjeant</i> LPG tanker Singapore 47347 9694634	23/01/16 0630 hrs	17° 39' N, 083° 24' E  Visakhapatnam anchorage, India	<p>While at anchor, ship's crew saw foot prints at the doors of the ship's stores and entrance at the upper deck aft area. One piece of International shore connection and 13 pieces of scupper plugs were reported missing. The crew was safe. The ICG and port authorities are investigating the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
9	<i>Dawn Madurai</i> Product tanker India 28414 9116383	25/01/16 0130 hrs	22° 47.83' N, 070° 02.60' E  Kandla anchorage, India	<p>While at anchor, five perpetrators armed with knives/machetes boarded the product tanker from a craft. The perpetrators were tall and wore black clothes. The alarm was raised and the crew mustered. The perpetrators escaped with two fire hoses and two fire nozzles.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
10	<i>Pomer</i> Product tanker Croatia 30638 9455739	28/01/16 0300 hrs	Kandla anchorage, India	<p>While at anchor, six perpetrators boarded the product tanker. The master reported the boarding to the port control nine hours later after the perpetrators had escaped. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
11	<i>Excelsior Bay</i> Product tanker Marshall Islands 29735 9697612	08/02/16 0405 hrs	22° 47.90' N, 070° 00.90' E  Kandla outer anchorage, India	<p>While at anchor, the duty officer on bridge spotted two perpetrators who were boarding the ship from a boat. The alarm was raised immediately and the perpetrators escaped in their boat. Three other perpetrators remained in the boat. A search on board the ship was conducted and the starboard midship locker padlock was found broken. Nothing was stolen. The incident was reported to the port control and agents for their follow up.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

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12	<i>SBI Maia</i> Bulk carrier Marshall Islands 34447 9705304	14/02/16 0015 hrs	22° 46' N, 070° 00' E  Southwest of Tuna Buoy anchorage, Kandla, India	<p>While at anchor, four perpetrators boarded the ship from starboard side. The perpetrators broke the padlock to the entrance door of the bosun store which is located at the starboard side. The ship security on round saw this, immediately informed the duty officer and raised the alarm, followed by announcement on the PA system. The crew was mustered on bridge. Noting that the crew had been alerted, the perpetrators escaped by using a rope with grappling hook. An investigation was conducted by the crew and it was found that only the padlock was damaged. Nothing was stolen.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
13	<i>Songa Falcon</i> Product tanker Marshall islands 8505 9482653	15/02/16 0600 hrs	22° 02' N, 088° 06' E  Haldia Dock Complex, Kolkata, India	<p>While at berth, the crew of the product tanker discovered that four mooring ropes were missing. The master posted additional lookout on the ship. The crew was not injured. Investigation is underway.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>



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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
14	<i>Pacific Warlock</i> Supply ship Singapore 2327 9250048	19/02/16 1445 hrs	21° 14.40' N, 072° 16.60' E  Gulf of Khambat, Arabian Sea	<p>While underway, suspicious fishing boats approached the supply ship from port quarter. The supply ship was towing barge, <i>Nelson</i>, which is to be scrapped. Perpetrators were seen walking on the ship's rig deck. Furthermore, two fishing boats were also sighted alongside the barge. The crew sounded five short blasts on ship whistle. The crew locked down the ship, monitored the situation and increased vigilance. Upon realizing the crew had been alerted, the perpetrators escaped empty-handed immediately.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
15	<i>SBI Subaru</i> Bulk carrier Marshall Islands 34584 9705160	04/03/16 1600 hrs	Jakarta anchorage, Indonesia	<p>While at anchor, the crew discovered that the security padlock to deck store room was broken. A search was conducted on board and firefighting apparatus were found missing.</p> <p><b>[IMO]</b></p>
16	<i>Maratha Promise</i> Bulk carrier Marshall Islands 22863 9422809	22/03/16 0250 hrs	06° 01' S, 106° 54' E  Tanjung Priok anchorage, Indonesia	<p>While at anchor, five perpetrators armed with iron rods boarded the bulk carrier from a small boat. One of the crew on anti-piracy watch spotted a perpetrator and was assaulted by the perpetrator. One of the perpetrators guarded the watch crew and four perpetrators stole engine spares before they escaped.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
17	<i>Brahma 12</i> Tug boat Indonesia 198 9765407	26/03/16 1000 hrs	05° 16' N, 120° 05' E  Vicinity of Tubig Dakula, Languyan Municipality, Tawi-Tawi Province, Philippines	<p>On 26 Mar 16, tug boat <i>Brahma 12</i> towing a barge was en route from Kalimantan, Indonesia to Batangas, Philippines when 17 perpetrators armed with guns boarded the tug boat and casted off the barge. The perpetrators ransacked all the detachable items on board the tug boat including the navigational equipment, took away the 10 Indonesian crew and abandoned the tug boat. On the same day, the tug boat <i>Brahma 12</i> was found by a passing ship, and towed to Marang Wharf, Languyan Municipality, Tawi-Tawi Province, Philippines. The barge that was casted off was subsequently recovered by the MMEA on 1 Apr 16.</p> <p>It was believed that the kidnapping of the crew was carried out by a group who handed over the crew to an insurgent group who in turn, demanded for ransom from the shipping company for the release of the crew. It was reported that the crew could have been brought to the Philippines. The 10 abducted crew was subsequently released on 1 May 16.</p> <p><b>[ReCAAP Focal Point (Philippines), MMEA]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
18	<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><b>[ReCAAP Focal Point (Japan)]</b></p>
19	<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. The four abducted crew was subsequently released on 8 Jun 16.</p> <p><b>[ReCAAP Focal Point (Philippines), MMEA]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
20	<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 realizing 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><b>[IMO]</b></p>
21	<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  Straits of Malacca and Singapore (SOMS)	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
22	<i>Capricornus Leader</i> Vehicle carrier Singapore 61854 9283863	10/04/16 0340 hrs	13° 45.34' N, 121° 01.02' E  Anchorage Delta, Batangas Bay, Philippines	<p>While at anchor, the Able Seaman (A/B) reported to the Second Officer that the watertight door to the forward mooring station could not be opened. An additional A/B was sent for assistance. At 0410 hrs, the Chief Officer, Bosun and two A/Bs were on site and were not successful in opening the watertight door. The master was then informed and the crew was gathered.</p> <p>At 0600 hrs, an embarkation ladder was rigged to access the watertight door from the outside. The Bosun found that the watertight door was tied with iron rods to prevent the opening. The alarm was raised, the crew was mustered and the agent was informed to arrange for the Philippine Coast Guard (PCG) to be on board.</p> <p>At 1000 hrs, the PCG boarded the vehicle carrier. The watertight door was successfully opened and only some foot prints were found. Ship stores were found to be missing.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
23	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>
24	<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 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 condition. The perpetrators escaped with four abducted crew. The remaining five crew continued with their voyage, and rescued by the Malaysian authority. The four abducted crew was subsequently released on 11 May 16.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
25	<i>Lewek Champion</i> 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><b>[ReCAAP Focal Point (Singapore)]</b></p>
26	<i>Name withheld</i> 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><b>[IMO]</b></p>
27	<i>Sea Holly</i> Oil tanker Marshall Islands 58070 9266865	23/04/16 0140 hrs	37° 50.50' N, 120° 01.90' E  Longkou anchorage, China	<p>While at anchor, the oil tanker was boarded by perpetrators unnoticed. The perpetrators stole 8.46 metric tons of LSMGO and escaped.</p> <p><b>[ReCAAP Focal Point (China)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
28	<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.  <b>[ReCAAP Focal Point (Singapore)]</b>
29	<i>Warrambo</i> Bulk carrier Japan 132512 9621340	29/04/16 0100 hrs	38° 55' N, 119° 13' E  Tangshan Jingtang anchorage, China	While at anchor, the crew of the bulk carrier discovered two oil tankers were opened and approximately 64 tons of light oil had been stolen. Qinhuangdao Coast Guard conducted an investigation on board the ship.  <b>[ReCAAP Focal Point (China)]</b>
30	<i>New Challenge</i> Oil tanker Marshall Islands 41994 9298284	30/04/16 0650 hrs	17° 35' N, 083° 24' E  Vizag anchorage, India	While at anchor awaiting berthing space, two unarmed perpetrators wearing local dress, boarded the starboard side of the poop deck of the ship from a wooden boat. After sighting the perpetrators, the crew sounded the general alarm. The two perpetrators escaped with the ship's fire axe.  <b>[ReCAAP Focal Point (India)]</b>
31	<i>SBI Rumba</i> Bulk carrier Marshall Islands 45200 9712498	04/05/16 0330 hrs	01° 20' S, 116° 52' E  Balikpapan inner anchorage, Indonesia	While underway, perpetrators boarded the bulk carrier, stole ship stores and property, and escaped. The incident was noticed by the duty crew on routine rounds and reported to the port authority.  <b>[IMO]</b>



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32	<i>Alpha Effort</i> Bulk carrier Greece 38564 9189081	04/05/16 0500 hrs	00° 15' S, 117° 40' E  Samarinda anchorage, Indonesia	<p>While at anchor, four perpetrators armed with knives boarded the bulk carrier. They tied the duty A/B who was on patrol. The alarm was raised and the crew mustered. The perpetrators escaped with ship stores.</p> <p><b>[IMO]</b></p>
33	<i>Hai Soon 12</i> Product tanker Cook Islands 3243 9078751	07/05/16 2045 hrs	Off Pulau Belitung, Indonesia	<p>On 8 May 16, the ReCAAP ISC received information from the shipping company about the loss of communications with its product tanker, <i>Hai Soon 12</i> for about 12 hours.</p> <p><i>Hai Soon 12</i>, carrying 4,000 metric tons of MGO, departed Singapore via Sunda Straits for the Southern Ocean to conduct high seas bunkering /selling MGO to fishing vessels. However, the ship was observed to have deviated from her planned route and moved in an easterly direction towards Sulawesi instead.</p> <p>Upon receipt of the information, the ReCAAP ISC immediately informed BAKAMLA, who in turn shared the information with the TNI-AL. The incident was also reported to the IFC, who worked closely with the shipping company to monitor the position of <i>Hai Soon 12</i>. Two TNI-AL ships were dispatched to locate <i>Hai Soon 12</i>, who maintained her course towards Bawean Island until on 8 May 16 at about 2211 hrs, she altered course tracking eastwards.</p>

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				<p>On 9 May 16 at about 1430 hrs, the TNI-AL ships intercepted and boarded <i>Hai Soon 12</i>. Nine perpetrators were found on board the ship and were arrested. All 21 crew of <i>Hai Soon 12</i> were safe and not injured. The cargo was also found to be intact. The ship was reportedly renamed to “<i>AI SO</i>”.</p> <p>Initial investigations revealed that on 7 May 16 at about 2045 hrs, nine perpetrators climbed up the poop deck of <i>Hai Soon 12</i> from a small boat in waters off Pulau Belitung, Indonesia. The crew was tied up in the mess room. Arrangements were overheard stating the intent to sell the MGO in the night. <i>Hai Soon 12</i> has since been detained and is in Surabaya for further investigation.</p> <p><b>[ReCAAP Focal Point (Singapore), IFC, Shipping company]</b></p>
34	<i>Tristen</i> Chemical tanker Panama 1997 9104445	08/05/16 2050 hrs	03° 20.80' N, 109° 36' E  South China Sea	<p>While en route from Labuan to Kuantan, the Third Officer sighted one perpetrator trying to open the entrance door of accommodation on the deck. The Third Officer immediately alerted the duty officer on the bridge who sounded the alarm and switched on all lights. The crew then conducted search in the engine room and accommodation but no perpetrator was found. The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
35	<i>Haydn</i> Container ship Marshall Islands 27786 9308429	09/05/16 2106 hrs	10° 11.70' N, 107° 04.25' E  Mui Vung Tau, Vietnam	<p>While at anchor, perpetrators boarded the container ship from a wooden craft via the forecandle starboard side. The alarm was raised and extra light shone towards the forecandle area. The perpetrators escaped with ship stores.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
36	<i>Gas Snapper</i> LPG tanker Marshall Islands 22978 9447794	14/05/16 0400 hrs	23° 02' N, 070° 13' E  Kandla Port, India	<p>While at berth, the crew noticed ship stores including ship's bell, fire hose couplings and fire hose nozzles were missing from the forecandle bosun store room. The incident was reported to the port control, who investigated the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
37	<i>Name withheld</i> Bulk carrier Hong Kong, China 41586	18/05/16 0001 hrs	00° 14' S, 117° 34' E  Samarinda anchorage, Indonesia	<p>While at anchor, perpetrators boarded the bulk carrier unnoticed. A search was conducted and five coils of mooring ropes (three unusable and two new) were found missing.</p> <p><b>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</b></p>
38	<i>Polar Duchess</i> Research ship Cyprus 7142 9378216	19/05/16 0430 hrs	01° 11' N, 103° 57' E  Pulau Batam anchorage, Indonesia	<p>While at anchor, four perpetrators boarded the ship from a small craft, stole ship's property and escaped.</p> <p><b>[IMO, IFC]</b></p>

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39	<i>Torm Ragnhild</i> Product tanker Singapore 30018 9290579	21/05/16 0100 hrs	06° 02.50' S, 106° 54' E  Jakarta Tanker anchorage, Indonesia	<p>Upon arrival at berth, the Third Mate found the starboard side door padlock and eye broken. The fireman and chemical outfit boxes were also opened. Three chemical sets and two breathing apparatus sets were found missing. The master suspected that the theft could have occurred while the ship was anchored between 0100 hrs to 0330 hrs during heavy rain.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
40	<i>Fairmount Summit</i> Tug boat Netherlands 3239 9315575	21/05/16 0330 hrs	01° 10' N, 103° 58' E  Pulau Batam anchorage, Indonesia	<p>While at anchor, six perpetrators in a boat approached and came alongside the tug boat. Four of the perpetrators wearing ski masks boarded the ship. The duty watchman spotted the perpetrators and informed the duty officer on the bridge, who raised the alarm and crew mustered. Upon hearing the alarm and seeing the crew alertness, the perpetrators escaped. Nothing was stolen.</p> <p><b>[IMO, IFC]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
41	<p><i>Ever Prosper</i> Tug boat Malaysia 126</p> <p><i>Ever Dignity</i> Barge Malaysia 2104</p>	03/06/16 0900 hrs	<p>03° 05.54' N, 112° 26.59' E</p> <p>Off Mukah, Sarawak, East Malaysia</p>	<p>On 3 Jun 16, the ReCAAP ISC received information from the Sarawak and Sabah Shipowners' Association (SSSA) that the owner of tug boat, <i>Ever Prosper</i> towing barge, <i>Ever Dignity</i> had lost communication with the ships on 2 Jun 16. The barge <i>Ever Dignity</i> was carrying crude palm kernel oil (CPKO). Another of the company's tug boat, <i>Ever Master</i> sighted a tug boat and barge were alongside the hijacked ships pumping out the CPKO. At about 0900 hrs on 3 Jun 16, <i>Ever Prosper</i> and barge, <i>Ever Dignity</i> were reported off Mukah, Sarawak, East Malaysia.</p> <p>The ReCAAP ISC reported the incident to the Malaysian Maritime Enforcement Agency (MMEA) immediately. Two MMEA ships were despatched from Bintulu, Sarawak to the location of the ships which was estimated 35 nm away from Bintulu. The MMEA reported that the perpetrators had robbed the crew and pumped out 3000 litres of the CPKO the night before, and entered Bintulu port after completed the transfer. The 10 crew was safe and one of the crew suffered injury to one of his eyes, believed to be punched by the perpetrators. The MMEA ships escorted <i>Ever Prosper</i> and <i>Ever Dignity</i> into Bintulu port on the early morning of 4 Jun 16; and the injured crew was brought to the hospital. Investigation is ongoing.</p> <p><b>[MMEA, SSSA]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
42	<i>Fjell</i> Semi-submersible heavy lift cargo ship Netherlands 15751 8766296	16/06/16 0300 hrs	01° 10.30' N, 103° 57.40' E  Approximately 2.5 nm west-northwest of Batu Ampar, Pulau Batam, Indonesia	<p>While at anchor, five perpetrators boarded the ship from a boat. One of the perpetrators was armed with a shotgun and another perpetrator carried a revolver. The watch keeping A/B was taken hostage by the perpetrators and his walkie-talkie was taken away. The perpetrators were seen carrying three carton boxes and a bag before they escaped. The A/B reported to the Second Officer immediately, who informed the master and switched on the searchlight. The boat was seen leaving in a westerly direction. The crew was mustered, an announcement was made on the PA system and a search on board was conducted. Ship spares were found missing.</p> <p><b>[ReCAAP Focal Point (Netherlands)]</b></p>
43	<i>Anna-Maria</i> Bulk carrier Liberia 30811 9407469	21/06/16 0540 hrs	01° 41.45' N, 101° 30.37' E  Dumai inner anchorage, Indonesia	<p>While at anchor, three perpetrators armed with knives boarded the ship. Two of the perpetrators entered the engine room via the open skylight. They threatened the duty oiler with knives and ordered him not to raise the alarm. The perpetrators stole engine spares and escaped. After the perpetrators had left, the oiler informed the duty officer, who raised the alarm and crew mustered. The crew was not injured.</p> <p><b>[IFC]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
44	<p><i>Charles 00</i> Tug boat Indonesia 175</p> <p><i>Robby 152</i> Barge</p>	22/06/16 1130 hrs	<p>02° 44.40' N, 119° 35.34' E</p> <p>Vicinity waters bordering the Philippines and Indonesia</p>	<p>While the tug boat <i>Charles 00</i> towing barge <i>Robby 152</i> was on its way back to Indonesia after discharging 7,500 metric tons of coal in Gracia, Cagayan de Oro, groups of armed perpetrators in two Jungkong-type pump boats (one colored green and the other red) opened fire and forcibly boarded the tug boat. The armed perpetrators took seven crew members on two separate occasions, with three crew members being abducted at around 1130 hrs on 22 Jun 16 and another four crew members being abducted at around 1245 hrs on the same day. The abduction of the seven crew members is believed to be carried by ASG. The remaining six crew members continued their voyage to Samarinda, Indonesia.</p> <p>The shipping company's local agent reported the incident to the PCG, who relayed the information to the Armed Forces of the Philippines for the monitoring of the abducted Indonesian crew. Maritime patrol operations in the area in coordination with other law enforcement agencies was also intensified.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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45	<i>Name not available</i> Fishing trawler Malaysia	09/07/16 2359 hrs	Approximately 8 nm off east coast of Lahad Datu, Sabah, Malaysia	<p>Five armed men who spoke Malay and local Tausug dialect, boarded an unnamed fishing trawler carrying seven Indonesian fishermen on board. The perpetrators inquired who among the crew have passport; and three fishermen replied that they had. The perpetrators abducted the three fishermen with passports, fled in their white speed boat towards the Philippine waters, leaving the remaining four fishermen on board the fishing boat.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
46	<i>Vishva Nidhi</i> Bulk carrier India 33170 9464742	10/07/16 0500 hrs	03° 41' S, 114° 25' E  Taboneo anchorage, Indonesia	<p>While the bulk carrier was at anchorage and waiting for loading operations, perpetrators boarded the ship. They broke the forepeak store padlock and stole two mooring ropes. The master informed the port authorities, who boarded the ship for investigation.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
47	<i>Atlantic Diana</i> Tanker Hong Kong, China 29266 9332171	16/07/16 1230 hrs	07° 9' N, 125° 39' E  New Davao Bay Coconut Oil Mill (DBCOM) wharf in Lanang Davao City, Philippines	<p>While at dock, three small motor bancas (green, blue and white) came alongside the ship with six unidentified persons on board. Three of them boarded the ship using ropes and hooks while another three served as look-outs. The group who boarded the ship broke the padlock and security seal of the forepeak store and took one set of Self Contained Breathing Apparatus (SCABA) and one spare oxygen tank.</p>



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				<p>The perpetrators were sighted by the ship's boatswain who immediately informed the duty officer. The ship's crew then chased the perpetrators who threatened the crew with knives and guns. Thereafter, the perpetrators jumped into the water with the stolen items and were seen fleeing towards Sasa, Panacan, Davao City. PCGS Davao boarded Atlantic Diana and conducted an investigation.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Contact Point (Hong Kong)]</b></p>
48	<p><i>Serudong 3</i> Tug boat Malaysia 60</p> <p><i>Serudong 4</i> Barge</p>	18/07/16 1400 hrs	<p>05° 08' N, 119° 24' E</p> <p>Tanjung Labian, Lahad Datu, Sabah, Malaysia</p>	<p>A ship passing by at the waters in Tanjung Labian, Lahad Datu, Sabah discovered an abandoned tug boat, <i>Serudong 3</i> with barge, <i>Serudong 4</i>. The tug boat with engine still running had no crew on board, the ship compass was missing and the crew's belongings in a mess. The tug boat and barge were later towed to Lahud Datu Jetty Port for further investigation by the authorities. The five Malaysian crew of <i>Serudong 3</i> were missing and they were later confirmed to had been abducted by the Abu Sayyaf Group (ASG).</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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49	<i>Pacific Jasmine</i> Bulk carrier Panama 15243 9487550	29/07/16 2300 hrs	10° 16.03' N, 107° 01.83' E  Vung Tau anchorage, Vietnam	While at anchor, three perpetrators boarded the ship from a small craft. They stole 25 cans of paint and escaped.  <b>[ReCAAP Focal Point (Vietnam)]</b>
50	<i>Atlantica</i> Bulk Carrier Malta 28693 9216509	07/08/16 0005 hrs	10° 15.50' N 107° 01.26' E  Cai-Mep, Vung Tau, Vietnam	While at anchor, three perpetrators boarded the bulk carrier via the starboard side from a wooden boat. The perpetrators stole six cans of 20-litres paint and escaped.  <b>[ReCAAP Focal Point (Vietnam)]</b>
51	<i>AD Matsu</i> Tanker Singapore 3609 9523782	07/08/16 2130 hrs	02° 00.93' N 104° 52.94' E  South China Sea	While the master and the chief officer conducted rounds aboard the ship, they were confronted by two perpetrators who were armed with a pistol and knives. The perpetrators tied their hands and brought them to the bridge. Another three perpetrators armed with knives brought the rest of the crew to the mess room. The master switched off the Bridge Navigational Watch Alarm System (BNWAS) and slowed his ship under duress. Thereafter, the perpetrators brought the master from the bridge to his cabin and forced him to hand over the petty cash. The perpetrators then brought the master to the mess room where all the rest of the ship's crew was held. After about 10 min, the master and chief officer managed to free himself and escape from the mess room.

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				<p>At around 2220 hrs, the master and the chief officer observed that the perpetrators were no longer on board. A search was conducted and the master navigated the ship to safety and contacted the company. The master then activated the SSAS and broadcasted a warning message through VHF Channel 16 to ships in the vicinity. The master also informed the Singapore authorities.</p> <p>Upon receipt of the information, the authorities informed the TNI-AL who immediately deployed the Western Fleet Quick Reaction Force and arrested one of the perpetrators. Information gathered from him revealed that on 7 Aug 16, he left Pulau Belakang Padang (an island off Pulau Batam), and met with five other men off Tanjung Berakit (off Pulau Bintan). They boarded a small boat at 1900 hrs on the same day and headed towards Pulau Mangkai (off the Anambas Island Group). Thereafter, they spotted <i>AD Matsu</i> and decided to board the ship. Among the items found on him were two Casio wrist-watches which matched the description of the lost items reported by the crew and a Samurai sword.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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52	<i>Maersk Torshavn</i> Product tanker Singapore 29455 9718088	02/09/16 0820 hrs	07° 09.70' N 125° 39.60' E  Davao Port, Philippines	<p>While at berth, the Third Officer spotted a perpetrator on the forecandle deck. The perpetrator was about 1.7m tall, and was dressed in shorts and T-shirt. The perpetrator jumped overboard and escaped via a wooden boat when the Third Officer alerted the duty A/B to raise the alarm. Upon investigation, they discovered that three immersion suits from the LSA box were missing. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
53	<i>Name not available</i> Fishing trawler Malaysia	10/09/16 2359 hrs	22° 13.54' N 091° 41.14' E  Approximately 8 nm off east coast of Lahad Datu, Sabah, Malaysia	<p>While underway, seven armed men boarded the fishing trawler from a speed boat. The armed men kidnapped three of the 11 crew on board and escaped. The three crew were believed to be taken toward Tawi-Tawi, Philippines.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
54	<i>Sea Star</i> Bulk carrier Marshall Islands 33042 9624506	14/09/16 1500 hrs	22° 13.54' N 091° 41.14' E  Chittagong outer anchorage Area 'B', Bangladesh	<p>While at anchor, the duty crew found a bunch of butterfly nuts, chipping hammer and few padlocks were missing. He reported the matter, conducted a search and recovered the missing items from hold no. 2, midway void space of the ship.</p> <p>An initial investigation revealed that six mooring men from a local shipping agent engaged to work for a lighter vessel for unloading cargo,</p>

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				<p>that was alongside <i>Sea Star</i> when they were believed to have had boarded the bulk carrier. The missing items were recovered from <i>Sea Star</i>, and the six men were arrested and handed over to the local police.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
55	<i>Panamana</i> General cargo ship Singapore 39258 9401805	16/09/16 0800 hrs	05° 30' S 105° 17' E  Pajang anchorage, Indonesia	<p>While at anchor, one of the crew discovered that the padlock to the engine store room was broken and that some spare parts were missing. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
56	<i>Apollo Rikuyo</i> General cargo ship Panama 6925 9370355	27/09/16 0220 hrs	10° 15.20' N 107° 00.90' E  Vung Tau anchorage, Vietnam	<p>While at anchor, the watchman spotted three perpetrators armed with a pistol and knife boarded the ship from a small craft. The watchman hid at the port windlass and came out from hiding after the perpetrators had left the ship. He informed the duty officer and the paint locker was discovered to be ransacked. A total of 25 tins of paint were stolen.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

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57	<i>Hanyang</i> Bulk carrier Singapore 24785 9714226	02/10/16 0515 hrs	05° 29.70' S, 105° 17.30' E  Panjang anchorage, Indonesia	<p>While at anchor, three unarmed perpetrators boarded the ship from the port side aft from a wooden boat. The ship's Able Bodied (AB) sighted their presence and reported the incident to the duty officer. The general alarm was activated, and the perpetrators escaped immediately. The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
58	<i>Ken Ten</i> Bulk carrier Vanuatu 14783 9156761	12/10/16 0255 hrs	01° 42.50' N, 101° 29.30' E  Dumai anchorage, Indonesia	<p>While at anchor, four perpetrators armed with knives boarded the ship and threatened one of the crew with knife and tied him. The perpetrators stole a laptop, a camera and a few tools from the engine room before they escaped.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
59	<i>Amadeus</i> Bulk carrier Panama 44425 9749855	12/10/16 0300 hrs	10° 16.02' N, 107° 03.49' E  Vung Tau anchorage, Vietnam	<p>While at anchor, three unarmed perpetrators boarded the ship through the starboard side aft of the ship near the accommodation ladder. They threatened the watchman, and when the alarm was raised, they jumped overboard and escaped in a boat. The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
60	<i>Ardmore Cherokee</i> Product tanker Marshall Islands 15591 9707845	19/10/16 0800 hrs	01° 42.45' N, 101° 27.52' E  Dumai tanker anchorage, Indonesia	While at anchor, the crew discovered spare parts from the engine room missing.  <b>[IMO, IFC]</b>
61	<i>Dong Bang Giant No. 2</i> General cargo ship Republic of Korea 11391 9481788	20/10/16 1400 hrs	04° 34' N, 119° 34' E  Approximately 7.7 nm southeast of Sibutu Island, Philippines	<p>Upon receipt of a satellite alarm from Dong Bang Giant No. 2, the ReCAAP Focal Point (Republic of Korea) reported to the ReCAAP ISC that on 20 Oct 16 at or about 1400 hrs, six armed perpetrators wearing black shirt boarded the general cargo ship from a (green with white stripes) speed boat with 2 OBM. The perpetrators took away the ship captain (Korean) and the 2nd officer (Filipino) at approximately 7.7 nm southeast of Sibutu Island, Philippines, and was seen heading towards Sibutu. The remaining crew was safe on board the ship. A total of 20 crew comprising four Koreans and 16 Filipinos were on board Dong Bang Giant No. 2 when the incident occurred. The ship's last port of call was Australia and she was underway to Korea at a speed of 8 knots when the incident occurred.</p> <p>The ReCAAP ISC informed the Philippines Coast Guard (PCG) who is also the ReCAAP Focal Point (Philippines), and alerted all its 20 ReCAAP Focal Points, the Information Fusion Centre (IFC), Eastern Sabah Security Command (ESSCOM), Malaysian Maritime Enforcement Agency (MMEA) and BAKAMLA.</p>

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				<p>The PCG directed the Coast Guard District Southwestern Mindanao (CGDSWM) to take immediate action. The CGDSWM dispatched a PCG patrol craft DF-316 to proceed to the location of the incident; and coordinated with the Naval Forces of the Western Mindanao (NAVFORWEM) who immediately deployed one high-speed multipurpose attack craft (MPAC) with the Philippine Marines (PMAR) from Task Force Tawi-tawi (TFTT) on board to locate the abducted crew. At about 1830 hrs on 20 Oct 16, another PMAR team boarded and secured Dong Bang Giant No. 2. The ship subsequently sailed to Manila under monitoring by the Coast Guard Action Centre. She departed Manila for Korea on 27 Oct 16.</p> <p><b>[ReCAAP Focal Point (Republic of Korea), ReCAAP Focal Point (Philippines)]</b></p>
62	<p><i>Ever Ocean Silk</i> Tug boat Malaysia</p> <p><i>Ever Giant</i> Barge</p>	25/10/16 2030 hrs	South China Sea	<p>On 25 Oct 16 at about 2030 hrs, more than 10 perpetrators boarded the tug boat, <i>Ever Ocean Silk</i> towing barge, <i>Ever Giant</i> at approximately 60 nm north of Bintulu, Sarawak, East Malaysia. The tug boat and barge, laden with palm oil, had departed Lahad Datu, Sabah, East Malaysia on 20 Oct 16 and were expected to arrive at Port Klang, Selangor, Peninsular Malaysia on 1 Nov 16. The perpetrators armed with parangs (long knives) came alongside the tug boat in a speed boat and a wooden boat, similar to a fishing boat.</p>



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				<p>Once on board, the perpetrators gathered and tied the 10 Indonesian crew in a cabin. It was reported that the perpetrators instructed one of the crew to teach them how to navigate to their desired location. The crew tried to navigate the ships closer to coast but was assaulted by the perpetrators who discovered his intention. The crew then adjusted to the perpetrators' desired course and was later locked up with the other crew.</p> <p>On 26 Oct 16, the master managed to free himself and the perpetrators were nowhere to be found. The master had to stop the tug boat as the perpetrators had stolen the communication and navigation equipment on board and he was unable to ascertain his current location. In addition, the perpetrators also stole personal belongings of the crew and 2,499 metric tons of palm oil (estimated S\$5 million) from the barge.</p> <p>The owner of the tug boat reported the incident to the Malaysian Maritime Enforcement Agency (MMEA), Bintulu after they had lost communications with the tug boat. Three MMEA assets (KM Tabah, KM Jepak and Penggalang 33) were dispatched and on 26 Oct 16 at about 1525 hrs, KM Jepak located the ships at about 30 nm off Tanjung Kidurong, Sarawak. The crew was safe on board. The tug boat and barge were subsequently escorted by the MMEA assets to Bintulu port.</p> <p><b>[Sarawak and Sabah Shipowners Association (SSSA)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
63	<i>Hoang Dung 26</i> Container ship Vietnam 1818	26/10/16 0330 hrs	10° 23.26' N 107° 03.15' E  Vung Tau anchorage, Vietnam	<p>While at anchor, the crew on board the container ship sighted perpetrators boarding the ship via a small wooden boat. The master and crew managed to catch one one of the perpetrators along with the wooden boat. The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
64	<i>Chembulk Jakarta</i> Product tanker Panama 11534 9400370	09/11/16 0450 hrs	01° 41.50' N 101° 30.20' E  Dumai anchorage, Indonesia	<p>While at anchor, 10 perpetrators armed with knives boarded the product tanker and entered the engine room. They took the duty oiler hostage, punched, tied and threatened him with a knife. The perpetrators stole engine spares and escaped. The oiler managed to untie himself and notified the master. The alarm was raised, crew mustered and investigation was conducted on board.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
65	<i>Royal 16</i> Bulk carrier Vietnam 2999 9600011	11/11/16 0330 hrs	06° 40.45' N 122° 29' E  Vicinity water of Sibago island, Basilan province, Philippines	<p>The ReCAAP ISC received inputs from the Vietnam Maritime Security Information Centre (MSIC) about an SSAS alert from <i>Royal 16</i>. The ReCAAP ISC informed all its Focal Points and Malaysian Maritime Enforcement Agency (MMEA).</p> <p>The Philippine Coast Guard (PCG), which is also the Focal Point (Philippines), and the Vietnam Coast Guard (VCG), which is also the Focal Point (Vietnam), followed up with reports to the ReCAAP ISC that around 0330 hrs, <i>Royal 16</i> while underway from Hai Phong, Vietnam</p>

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				<p>towards Davao, Philippines was boarded by 10 men armed with guns. The perpetrators fired at the cabin doors of the ship, wounded two crew; and abducted six others and escaped in a speed boat.</p> <p>Around 0830 hrs on the same day, a passing domestic cargo vessel <i>MV Lorcon</i> rendered assistance to <i>Royal 16</i>, reported the incident to the PCG Operation Station in Zamboanga and evacuated the two wounded crew to Zamboanga City for treatment. The remaining 13 crew on board <i>Royal 16</i> proceeded to Zamboanga port with the assistance of the Zamboanga harbour pilot for investigation.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam)]</b></p>
66	<i>Mighty Servant 1</i> Heavy load semi-submersible Netherlands Antilles 29193 8130875	15/11/16 0100 hrs	01° 25.62' N 104° 41.05' E  South China Sea	<p>While at anchor, an unknown number of perpetrators boarded the ship and stole the ship's engine spares. There was no confrontation between the perpetrators and crew. The Singapore Port Operations Control Centre (POCC) initiated a navigational broadcast regarding the incident and notified Indonesian authority and other relevant agencies.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
67	<i>Mystras</i> Bulk carrier Bahamas 33361 9601168	19/11/16 0240 hrs	00° 15' S, 117° 34.80' E  Muara Berau anchorage, Indonesia	<p>During cargo operations, duty crew on routine rounds on board the bulk carrier noticed the forecandle store door was open and the padlock broken. Upon approaching the store, several perpetrators armed with machetes were seen stealing ship stores. The duty crew shouted at the robbers, raised the alarm and retreated towards the accommodation.</p> <p>Upon seeing that the crew had been alerted, the perpetrators escaped with four mooring ropes. The master instructed the second officer to cross-check the stevedores' identification with the authorized list. It was revealed that among them, there was an unauthorised person who attacked the second officer with a knife. The agent and the second officer were able to avert the attack. The perpetrator jumped overboard and escaped. The incident was reported to the local police.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
68	<i>Trident Star</i> Bulk carrier Hong Kong, China 32370 9707637	20/11/16 1915 hrs	03° 41' S, 114° 25' E  Taboneo anchorage, Indonesia	<p>While at anchor, two perpetrators armed with knives boarded the ship via the anchor chain. They broke the cover of port side hawse pipe and padlock of forecandle store; and opened skylight of forecandle store. The perpetrators stole one mooring rope and one piece of brass hydrant cover before they escaped. Three other perpetrators were waiting in a speed boat.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>

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69	<i>KN Forest</i> Bulk carrier Singapore 32376 9558268	23/11/16 0200 hrs	10° 15.06' N 107° 00.02' E  Vung Tau anchorage, Vietnam	<p>While at anchor, the duty crew sighted a fishing boat going around the bulk carrier. The duty crew monitored the fishing boat, which eventually stopped near the forward part of the ship. Unknown to the crew, another boat came alongside the bulk carrier. The duty A/B was on his routine round on the starboard side when he saw two perpetrators at the paint store. The perpetrators threatened him with a knife but the duty A/B managed to escape; and informed the bridge and other duty crew. The perpetrators jumped overboard and escaped when they saw the duty A/B calling on the radio. Investigation revealed that the padlock of the paint store was broken and found 16 cans of paint missing. It was assessed that the perpetrators had boarded the bulk carrier while the other boat served as a decoy.</p> <p><b>[ReCAAP Focal Point (Vietnam) , ReCAAP Focal Point (Singapore)]</b></p>
70	<i>Pacific Wrangler</i> Supply vessel Indonesia 2335 9270608	26/11/16 0001 hrs	01° 10.14' N, 103° 58.56' E  Batu Ampar port, Pulau Batam, Indonesia	<p>While at anchor, perpetrators armed with knives boarded the supply vessel from a fishing boat, stole engine spares and escaped. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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71	<i>Buena Reina</i> LPG tanker Singapore 2999 9643984	01/12/16 0300 hrs	07° 46.17' N, 109° 04.22' E  Cilacap anchorage, Indonesia	<p>While at berth, four perpetrators armed with knives in a speed boat boarded the ship from the poop deck and held one of the AB hostage. They moved to the engine room, tied up the crew there and took the engine spares and 34 generator spares. A crew managed to sound the alarm, and the master mustered the remaining crew upon hearing the alarm. The perpetrators immediately escaped in their speed boat.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
72	<i>Permata</i> General cargo ship Panama 8714 9636137	01/12/16 1900 hrs	03° 40.30' S, 114° 27.20' E  Banjarmasin anchorage, Indonesia	<p>While at anchor, the AB during his rounds in the ship spotted the three perpetrators on the forecastle deck. By the time the duty officer raised the alarm, the perpetrators escaped through the hawse pipe.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
73	<i>Yamatai</i> Heavy transport vessel Panama 14538 9567714	02/12/16 0330 hrs	01° 05.90' N, 104° 10.30' E  Kabil anchorage, Indonesia	<p>While at anchor, the ship's crew spotted the three perpetrators on board the ship. The duty officer raised the alarm, made the PA announcement and mastered the crew. By that time, the perpetrators fled.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

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74	<i>Aegis Fortune</i> Bulk carrier India 30447 9222601	07/12/16 2225 hrs	00° 14.39' N, 117° 35.09' E  Muara Berau anchorage, Indonesia	<p>While at anchor, the AB during his rounds in the ship found the skylight of the forecastle store open and the plate covering the port anchor chain moved from its position. Upon sighting this, he looked over side and found a small boat near the port anchor chain. By the time he raised the alarm the two perpetrators escaped. He immediately informed the duty officer about the incident. Upon inspection of the forecastle store, it was found out that two old mooring ropes were stolen.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
75	<i>Centaurus Ocean</i> Bulk carrier Singapore 43291 9673824	08/12/16 0050 hrs	00° 17.70' S, 117° 39.90' E  Muara Berau anchorage, Indonesia	<p>While at anchor, three armed perpetrators boarded the bulk carrier. The alarm was raised and crew mustered. Upon seeing the crew alertness, the perpetrators escaped with ship stores. The port control and PFSO were informed. The authorities boarded the ship for investigation.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
76	<i>Ramona 2</i> Fishing boat Philippines	20/12/16 0230 hrs	05° 10' N, 121° 42' E  Approximately 55 nm southeast off Pata island, Sulu, Philippines	<p>While underway, an unknown number of perpetrators armed with firearms boarded the fishing boat from an unmarked speed boat. The perpetrators abducted all four crew including the boat captain; and took away the Global Positioning System (GPS) and VHF radio from the boat, which was left abandoned, unmanned and drifting. The sister boat, Melissa 2 found Ramona 2 when she passed by the vicinity.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
77	<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 that the crew has been alerted, the perpetrators aborted the attempt.  <b>[IMO]</b>
78	<i>Yadanabon Star</i> Container ship Liberia 16801 9122057	15/05/16 0242 hrs	22° 06.40' N, 091° 45.50' E  Chittagong anchorage, Bangladesh	While at anchor, seven perpetrators approached the ship in a small wooden boat. The crew spotted the boat and prevented the attempted boarding.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
79	<i>Nautica TG Puteri 27</i> Tug boat Malaysia 466 9762120	19/08/16 0130 hrs	01° 11.30' N, 103° 52.03' E  Straits of Malacca and Singapore	While underway, a small boat was observed to be trying to come alongside the tug boat. The master raised the emergency alarm and the small boat aborted boarding.  <b>[ReCAAP Focal Point (Singapore)]</b>
80	<i>Southern Falcon</i> Product tanker Panama 5551 9414993	13/11/16 1620 hrs	03° 40.40' N 119° 51.60' E  Approximately 65 nm southeast of Sibutu island, Philippines	While underway, six speed boats with one armed perpetrator in each boat approached and chased the product tanker. The master alerted ships in the vicinity and conducted evasive manoeuvres. After about 15 min, the boats moved away and aborted their attempt. The crew was not injured.  <b>[ReCAAP Focal Point (Japan)]</b>



## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
81	<i>Kumiai Shagang</i> Bulk carrier Marshall Islands 93169 9576337	20/11/16 0705 hrs	05° 34.80' N, 119° 47.90' E  Sulu Sea, Philippines	<p>While underway, the master and the ship's crew on duty noticed a speedboat (white with red lining) at the ship's stern approaching the ship. Five perpetrators armed with guns were sighted in the speed boat. The master further noticed a fishing boat (with the capacity of about 30 persons), believed to be the mother boat was on the port quarter of the ship at about 3 nm heading east. The master sounded the general alarm continuously on automatic mode, made announcement about the situation on the general speaker and immediately informed the PCG on VHF 16 and asked for their assistance. The PCG advised the master to alert ships in the vicinity and maneuver the ship. The master increased speed to maximum and made an evasive manoeuvre. All crew was advised to go out of the accommodation to show the perpetrators that the ship is on alert. Sensing that the ship was alerted, the perpetrators aborted the chase and left the area heading eastern direction (towards the Jolo Island). When the perpetrators left, the crew conducted the general search and inspection around the vessel and maintain strict anti-piracy watch.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
82	<i>Ken Toku</i> Bulk carrier Panama 17979 9316945	23/11/16 0920 hrs	06° 20.40' N, 119° 58.68' E  Vicinity waters of Laparan Island, Pangutaran Municipality, Sulu Sea, Philippines	<p>While underway, approximately nine perpetrators wearing bonnets in a speed boat painted grey with blue stripes chased after the bulk carrier and attempted to board the ship from the starboard. They fired at the starboard side of the ship with high powered firearms.</p>

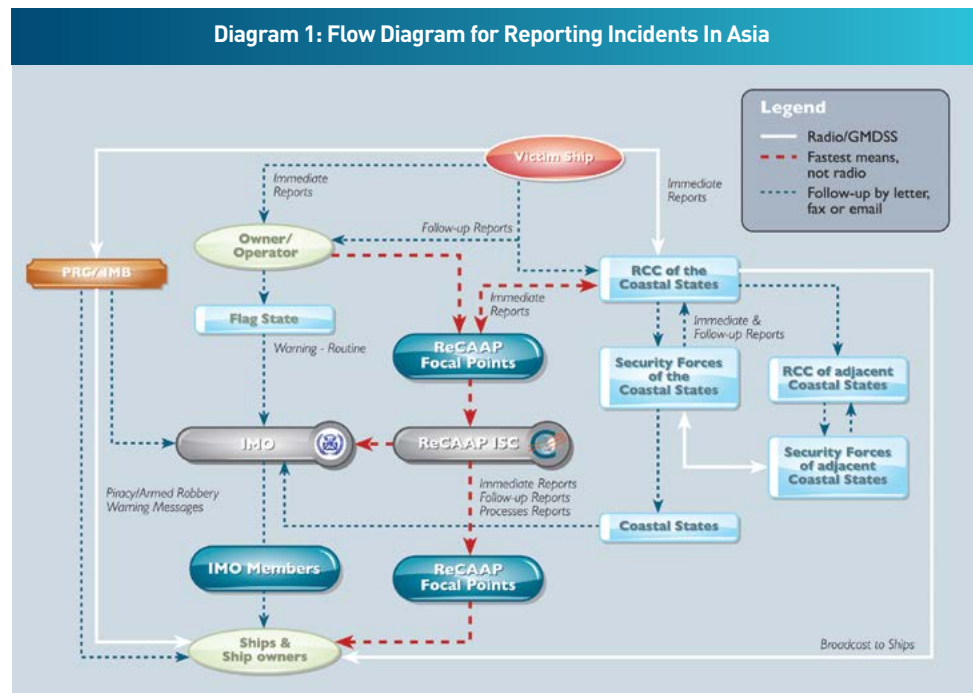
## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>The master raised the alarm, sprayed water using a fire hose and increased its speed. Seeing that the master and crew had been alerted and conducted evasive manoeuvres, the perpetrators aborted the attempt to board and fled towards the direction of Pangutaran island, Jolo, Sulu.</p> <p><b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Philippines)]</b></p>
83	<i>Easter K</i> Bulk carrier Panama 33084 9584889	24/11/16 1040 hrs	05° 47.70' N 119° 51.80' E  Approximately 5.74 nm southwest of Doc Can island, Philippines	<p>While underway, 10 armed perpetrators in a motor boat chased the bulk carrier. The alarm was raised and crew mustered. The perpetrators eventually aborted the chase.</p> <p><b>[ReCAAP Focal Point (Japan) , ReCAAP Focal Point (Philippines)]</b></p>
84	<i>Cemtex Fortune</i> Bulk carrier Singapore 46935 9727106	25/11/16 1058 hrs	05° 47.70' N 119° 51.30' E  Approximately 6.07 nm southwest of Doc Can island, Philippines	<p>While underway, 10 perpetrators armed with firearms and in black shirts approached the bulk carrier. The perpetrators in a blue speed boat aborted the chase after unable to catch up with the bulk carrier.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
85	<i>Star Norita</i> Bulk carrier Norway 32371 9583134	08/12/16 1140 hrs	05° 29.30' N, 119° 38.40' E  Northwest of Tawi-Tawi, Philippines	<p>While underway, three perpetrators in a white and blue speed boat approached on the starboard side of the ship and stop at a distance of about 0.5 nautical miles. The perpetrators wore black and white shirt. They aborted the attempt after seeing that the crew was alerted.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

## APPENDICES

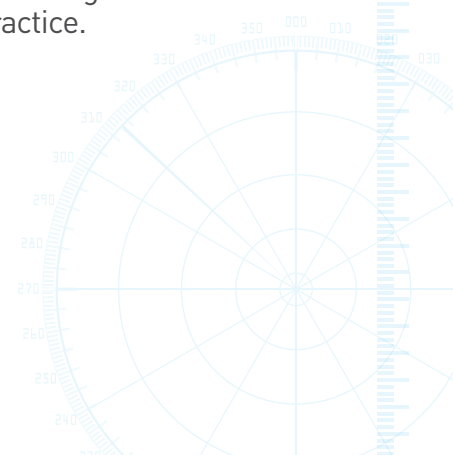
### MARITIME SAFETY COMMITTEE (MSC) CIRCULARS ON PREVENTING AND SUPPRESSING ACTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

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:



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

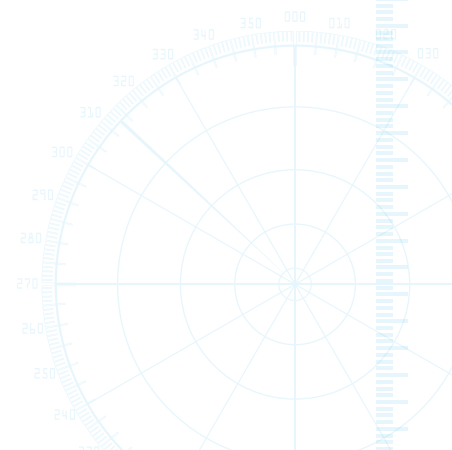
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia (ReCAAP Focal Point)</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:amboc@border.gov.au">amboc@border.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bda">cns@dos.gov.bda</a>	+88-02-9553584	+88-02-9587301
<b>Brunei</b>		
Brunei Police Marine Email: <a href="mailto:kasnol.kincho@police.gov.bn">kasnol.kincho@police.gov.bn</a>	+673-8836495	+673-2774000
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@online.com.kh">mmd@online.com.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:icgmrcc_mumbai@mtnl.net.in">icgmrcc_mumbai@mtnl.net.in</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Relations Department Ministry of Public Security Email: <a href="mailto:Ketkeo_pmc@yahoo.com">Ketkeo_pmc@yahoo.com</a> <a href="mailto:svongdeuane@yahoo.com">svongdeuane@yahoo.com</a>	+856-21-970 151	+856-21-212505 +856-21-212547
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a>	+95-313-1650	+95-1202-417
<b>Netherlands</b>		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:pcg_cg2@yahoo.com">pcg_cg2@yahoo.com</a> <a href="mailto:cg2@coastguard.gov.ph">cg2@coastguard.gov.ph</a> <a href="mailto:isc.cg2@coastguard.gov.ph">isc.cg2@coastguard.gov.ph</a>	+63-917-533-9595 +63-922-839-9513 +63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a> <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:nmic-group@mod.uk">nmic-group@mod.uk</a>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax

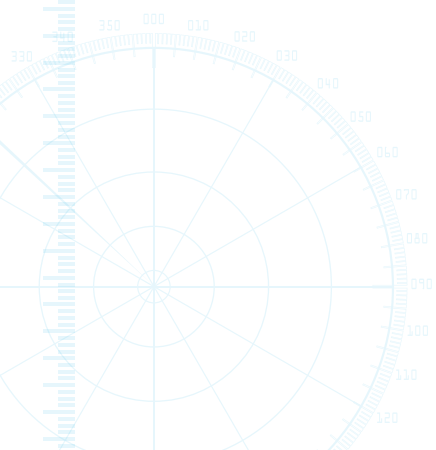
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a> <a href="mailto:vietnamfocalpoint@yahoo.com.vn">vietnamfocalpoint@yahoo.com.vn</a>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 2 Dec 2016



## APPENDICES ACKNOWLEDGEMENTS

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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