



3RD QUARTER REPORT

JANUARY – SEPTEMBER 2023

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



ENHANCING REGIONAL COOPERATION ...

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Executive Summary

All incidents reported during January-September 2023 were incidents of Armed Robbery Against Ships (ARAS). No incident of piracy (on high seas) was reported.

The ships boarded invariably were of low in freeboard and manoeuvring at slow speed in restricted waters, and with crew ill-prepared while traversing the area of concern. However, perpetrators escaped empty-handed or aborted their attempts to board ships where crew were alert and vigilant.

During the third quarter (Q3) (July-September) of 2023, a total of 23 incidents of ARAS in Asia were reported to the ReCAAP ISC. There was an increase in the number of incidents reported compared to the same period in 2022 (21). With the inclusion of 61 incidents reported in first half (January-June) of 2023, the period from January-September 2023 witnessed a total of 84 incidents of ARAS in Asia. This accounts for a **33% increase** of incidents compared to 63 incidents reported during January-September 2022.

The **increase** of incidents during January-September 2023 occurred in India, Indonesia, the Philippines, Straits of Malacca and Singapore (SOMS), Thailand and Vietnam. Of concern was the continued occurrence of incidents in the SOMS, with 56 incidents compared to 41 incidents during the same period in 2022. However, there was a **decrease** of incidents in Bangladesh.

There was no report of abduction of crew for ransom by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas and waters off Eastern Sabah during January-September 2023. The last incident of abduction of crew occurred on 17 Jan 2020. No crew is currently held in captivity by the ASG. With the presence of the remnants of the ASG in the area, the **threat** of abduction of crew for ransom in Sulu and Tawi-Tawi remains. With the reduction of incidents, the Philippine Coast Guard recommended the downgrading of the threat in Sulu-Celebes Seas from 'POTENTIALLY HIGH' to 'MODERATE', which implies that 'incidents are possible to occur, but are relatively less severe in nature'. The ReCAAP ISC advises ships transiting the area to follow the advisory issued by the ReCAAP ISC as updated on 15 Sep 2022, and the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*'.

Through the Dialogue Session and Anti-Piracy Forum conducted by the ReCAAP ISC, the Centre engages the shipping industry in apprising them of the developing situation of piracy and ARAS in Asia with emphasis on the SOMS and recommends to adopt best management practices to detect, deny, delay and deter the perpetrators from boarding the ship. Further, the ReCAAP ISC stresses upon the maritime community for timely reporting of incident to the nearest coastal State RCC for arrest of the perpetrators.

In addition, the Centre urges the maritime authorities and law enforcement agencies to cooperate, coordinate, collaborate and communicate in information sharing amongst the littoral States, and step up the enforcement measures both on land and at sea in our endeavour to suppress the occurrence of piracy and ARAS in Asia.

01

Incidents of Piracy and Armed Robbery Against Ships in Asia

Incidents of Piracy and Armed Robbery Against Ships in Asia

Number of Incidents

A total of **84 incidents** of ARAS¹ were reported in Asia during January-September 2023. No piracy² incident was reported during this period. Of the 84 incidents, 83 were actual incidents³ and one was an attempted incident⁴. There was a **33% increase** in the number of incidents reported during January-September 2023 compared to 63 incidents (comprising 60 actual incidents and three attempted incidents) during the same period in 2022. Refer to the Appendix on 'Description of incidents' for details of the incidents.

Comparing Qtr 2 with Qtr 3 of 2023, there has been a **decrease** of incidents [34 incidents vs 23 incidents]. On a quarter-to-quarter comparison between 2023 and 2022, the number of incidents reported during Qtr 3 of 2023 has increased compared to the same period in 2022 [21 incidents].

Chart 1 shows the number of incidents reported to the ReCAAP ISC in each quarter of 2019-2023, and the total number of incidents each year.

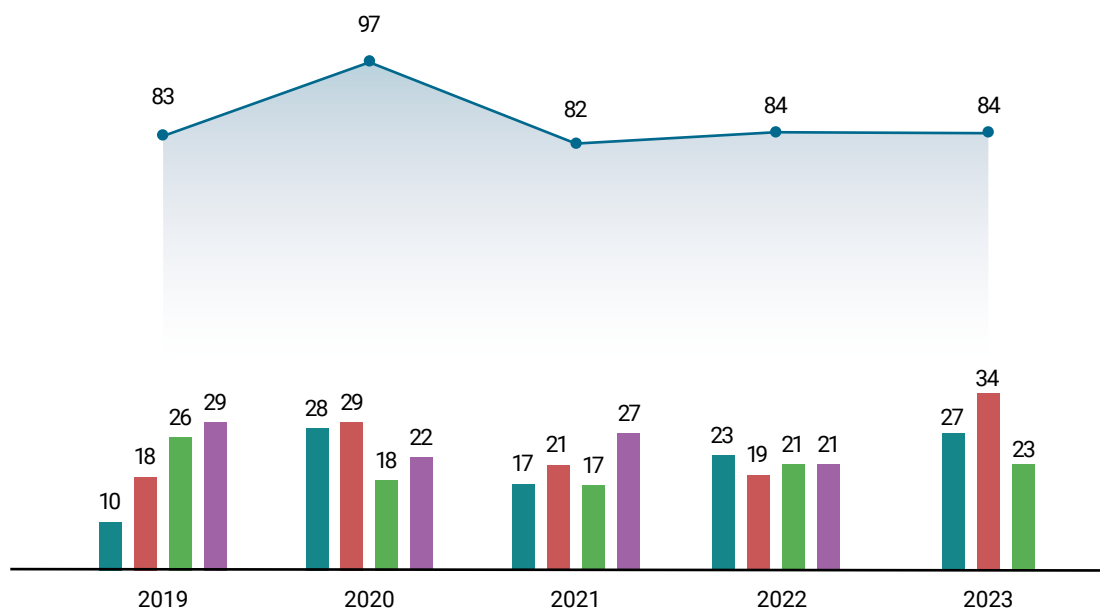


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2019-2022)

● Q1 ● Q2 ● Q3 ● Q4 ● Total

- 1 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.
- 2 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82). Refer to Appendix for detailed definition.
- 3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

Incidents of January-September 2023 Vs January-September 2022

The total number of incidents reported during January-September 2023 has **increased** compared to January-September 2022, in the following locations:

- In India, four incidents were reported compared to three incidents.
- In Indonesia, 12 incidents were reported compared to nine incidents.
- In the Philippines, eight incidents were reported compared to four incidents.
- In the Straits of Malacca and Singapore (SOMS), 56 incidents were reported compared to 41 incidents.
- In Thailand, one incident was reported compared to no incident.
- In Vietnam, two incidents were reported compared to no incident.

The ReCAAP ISC commends the efforts of Bangladesh as incidents in their waters have continued to **decrease** during January-September 2023 (**one incident**) compared to January-September 2022 (**four incidents**).

Areas of Concern

There were two areas of concern arising from incidents of piracy and ARAS in Asia during January-September 2023:

1. Increase of incidents in the Straits of Malacca and Singapore (SOMS)

A total of 56 incidents were reported in SOMS during January-September 2023 compared with 41 incidents during the same period in 2022. Of the 56 incidents - 52 incidents occurred in the Singapore Strait (SS) and four incidents in the Malacca Strait (MS). During January-September 2022, all 41 incidents occurred in the SS, and no incident was reported in the MS. More details of the situation in SOMS outlined in Part Two of this report.

2. Threat of abduction of crew for ransom in the Sulu-Celebes Seas

No incident of abduction of crew by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas during January-September 2023. However, due to the presence of the remnants of the ASG in the Sulu and Tawi Tawi area, the threat of abduction of crew for ransom remains. More details of the threat of abduction of crew in the Sulu-Celebes Seas outlined in Part Three of this report.

Piracy Vs Armed robbery against ships

All 84 incidents reported during January-September 2023 were ARAS. No piracy incident was reported. Piracy takes place on the high seas while ARAS takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

The majority of the incidents reported in Asia were ARAS. Over the 17-year period of January-September of 2007-2023, the number of piracy incidents fluctuated each year, with an average of 10% for piracy incidents and 90% for ARAS. However, from 2018 till 2023, the number of piracy incidents has **decreased** to 3% and ARAS accounts for 97%.

Chart 2 shows number of incidents of piracy vs ARAS for the period of January-September of 2007-2023.

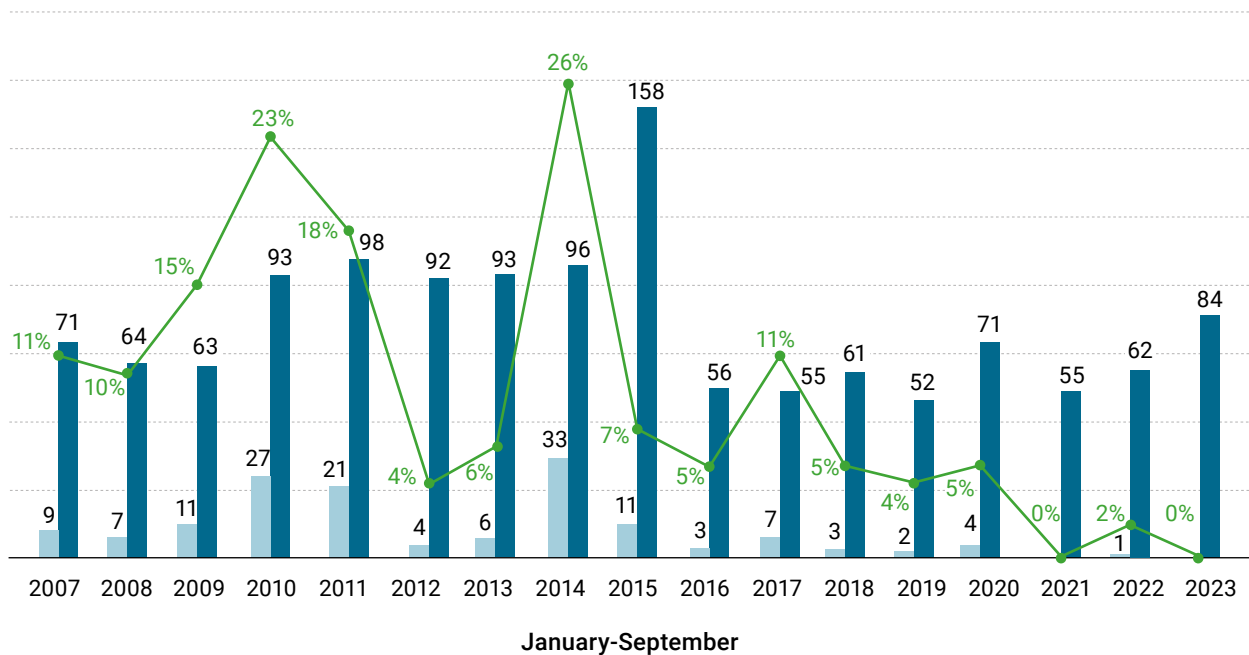


Chart 2 - Piracy Vs Armed Robbery Against Ships (January-September of 2007-2023)

● Piracy ● Armed Robbery ● % of Piracy

Significance level of incidents

To provide a qualitative perspective of the incidents, the ReCAAP ISC classifies each actual incident into one of the four categories to determine its significance level (CAT 1⁵ being most severe incident, CAT 2⁶ moderately severe, CAT 3⁷ less severe and CAT 4⁸ least severe). Refer to the Appendix on pages 43-44 of this report on the 'Methodology in classifying incidents'.

The categorisation of 83 actual incidents reported are: six CAT 2, 24 CAT 3 and 53 CAT 4 incidents, with no CAT 1 incident reported during January-September 2023. On a quarter-to-quarter comparison of 2023, the severity of incidents during Qtr 3 **has increased** compared with the previous two quarters. In Qtr 3, 45% of incidents were CAT 2 and CAT 3 incidents, and 55% were CAT 4 incidents. This was an increase in severity of incidents compared to Qtr 2 [35% were CAT 2 and CAT 3 incidents and 65% were CAT 4 incidents].

Chart 3 shows the significance level of incidents reported for each quarter of 2019-2023.

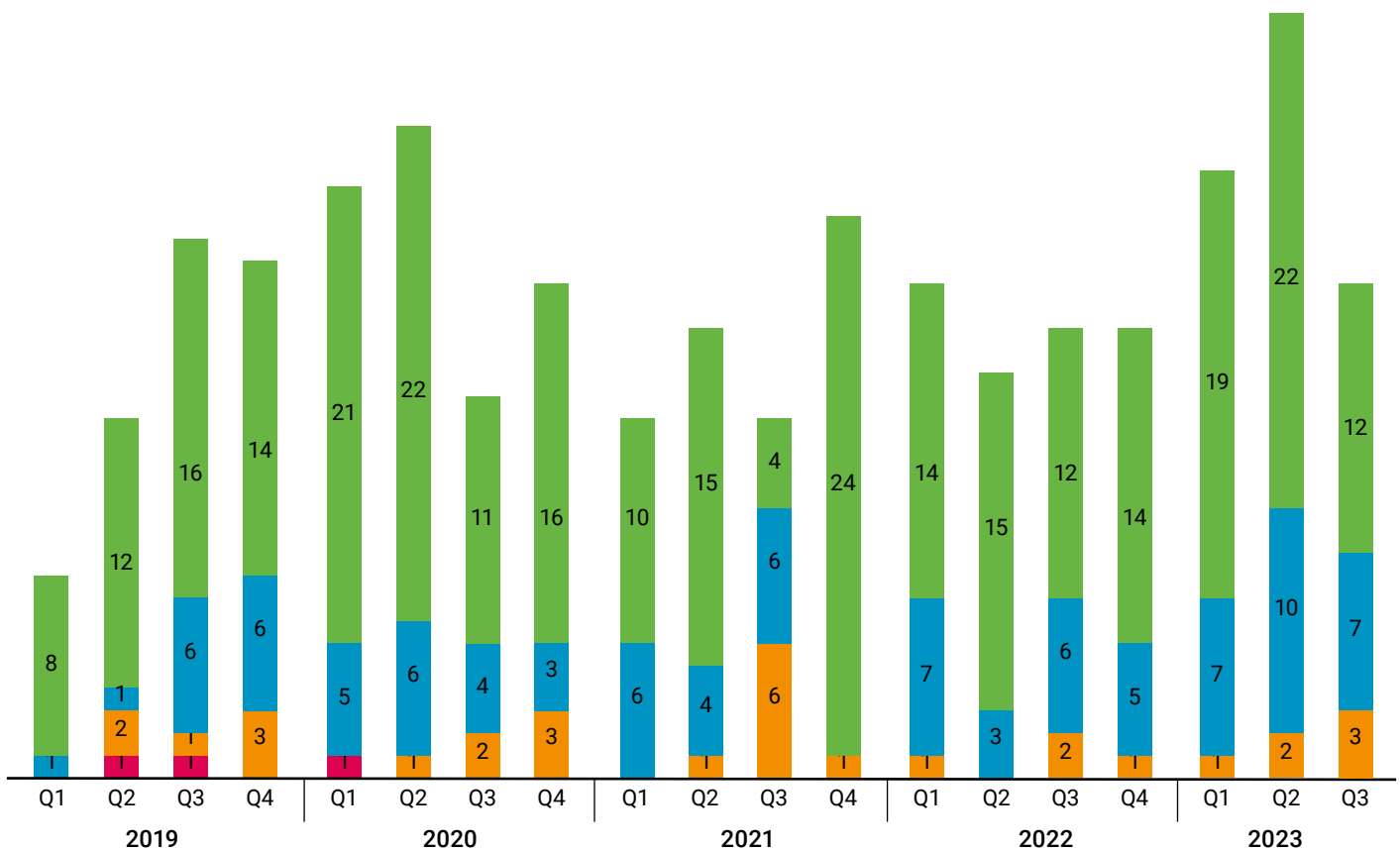


Chart 3 - Significance level of incidents (Quarterly of 2019-2023)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

- 5 **CAT 1** incident is classified as 'very significant' in nature. Under this category, the perpetrators are armed with guns and/or knives, and the crew suffered injury and/or subjected to physical violence. This include cases of the crew being abandoned or kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or took over control by the perpetrators to carry out siphoning of the cargo oil carried on board.
- 6 **CAT 2** incident is 'moderately significant' in nature. Under this category, the perpetrators are armed with knives/machetes and in some incidents armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.
- 7 **CAT 3** incident is classified as 'less significant' in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.
- 8 **CAT 4** incident is classified as 'least significant' in nature. Under this category, the perpetrators are not armed, and the crew not injured. In CAT 4 cases, either nothing is stolen or small items are stolen.

CAT 2 Of the six CAT 2 incidents reported during January-September 2023, five occurred onboard bulk carriers while underway in the SOMS and one occurred onboard a container ship while anchored at Manila Anchorage, Philippines.

All five incidents that occurred in the SOMS involved perpetrators who were armed with either a jungle bolo (1 incident), knives (3) or a gun-like object (1). Engine spares were stolen in four of the incidents, while a crew's personal mobile phone and a torchlight were stolen in one incident. In terms of crew treatment, one incident reported that a crew member was assaulted and suffered minor head injury; three incidents reported that the perpetrators tied the crew members to restrict their movement; and one incident reported that the crew was safe and accounted for.

The incident at Manila Anchorage reported that the perpetrators were armed with guns and knives, boarded the ship, stole a duty crew's mobile phone, and escaped. The crew was not injured.

CAT 3 Bulk of the 24 CAT 3 incidents reported during January-September 2023 occurred onboard ships while underway in the SOMS (15 incidents). The other incidents occurred in Indonesia (6), Bangladesh, Philippines and Vietnam (1 each).

All 15 CAT 3 incidents in the SOMS involved perpetrators who were armed with knives, spanners, adjustable wrenches or a shovel-like weapon. However, 14 of the 15 incidents indicated that the crew was not injured. There was one incident where two crew members sustained minor injuries when the perpetrators threw knives and spanners at them. Of the 15 incidents, four incidents reported losses of engine spares, one reported loss of scrap items and 10 reported nothing was stolen.

For the other nine incidents in Indonesia, Bangladesh, Philippines and Vietnam, the perpetrators were armed with knives or metal bars, and similar to incidents in the SOMS, most of the incidents reported that the crew was not injured. In terms of stolen items, losses of paint, unsecured items such as breathing apparatus cylinder and lights, and engine spares were reported in seven incidents. The other two incidents indicated that nothing was stolen.

CAT 4 As with past trend observed in Asia, the majority of the incidents reported during January-September 2023 were CAT 4 incidents. This accounts for 64% of the number of incidents (53 of 83). In CAT 4 incidents, perpetrators are not armed and the crew not injured.

Status of ships

Of the 84 incidents reported during January-September 2023, 28 incidents (33%) occurred to ships while at anchor/berth and 56 incidents (67%) occurred to ships while underway.

Chart 4 shows the location of the incidents occurred to ships at anchor/berth. All incidents reported in Bangladesh, India, Indonesia, the Philippines, Thailand and Vietnam occurred onboard ships while they were anchored/berthed.

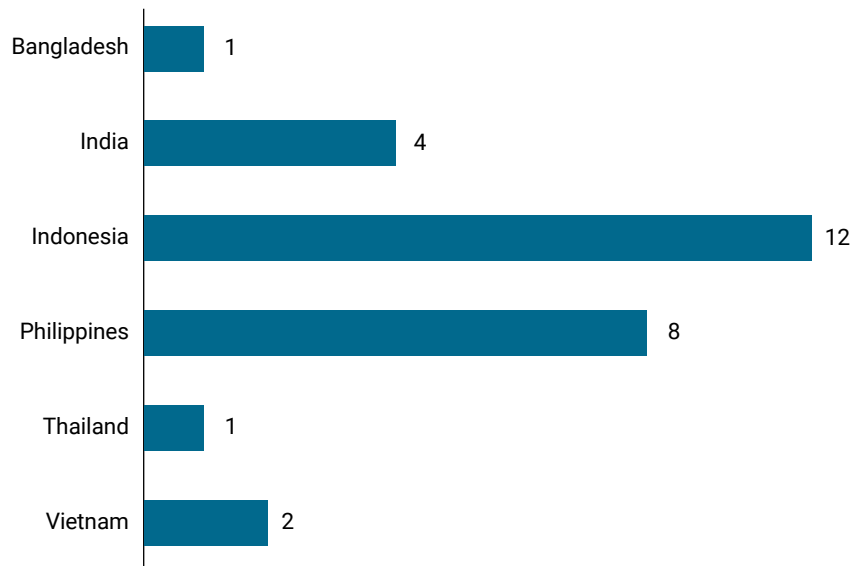


Chart 4 - Incidents on board ships at anchor/berth (January-September 2023)

Chart 5 shows the location of the incidents occurred to ships while underway. All incidents in SOMS occurred onboard ships while underway.



Chart 5 - Incidents on board ships while underway (January-September 2023)

Location of Incidents

Table 1 shows number and location of incidents reported in Asia for past 10 years (January-September of 2014-2023).

Act = Actual, Att = Attempted

January-September																				
	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China					3		1					3								
Sub-total					3		1					3								
South Asia																				
Bangladesh	11		10		1	1	7		9	2			3				3	1	1	
Bay of Bengal	2																			
India	9	1	6		12		1		2	1	3		8		4		2	1	4	
Sub-total	22	1	16		13	1	8		11	3	3		11		4		5	2	5	
Southeast Asia																				
Indian Ocean		1																		
Indonesia	36	5	16	1	20		20	2	20	6	14	3	18	1	9	1	9		12	
Malaysia	3	1	3		1		1	1	5		7		2		1		1			
Pacific Ocean												1								
Philippines	3		5	1	3		14		3	1	2	1	13		10	1	4		8	
South China Sea	29	1	10	1	2	1	4		2	1	1		3	1			1			
SOMS	23	3	88	8	1	1	2	1	6	2	15		22		26	1	40	1	55	1
Sulu-Celebes Seas					7		3	4	1	1	2		1							
Thailand			1																	1
Vietnam	1		19		6		1		2		2		3		2					2
Sub-total	95	11	142	11	40	2	45	8	39	11	43	5	62	2	48	3	55	1	78	1
Overall total	117	12	158	11	56	3	54	8	50	14	49	5	73	2	52	3	60	3	83	1

Table 1 - Location of incidents (January-September of 2014-2023)

Location of Incidents

The location of incidents reported during January-September 2023 are shown in Map 1.



Map 1- Location of incidents (January-September 2023)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

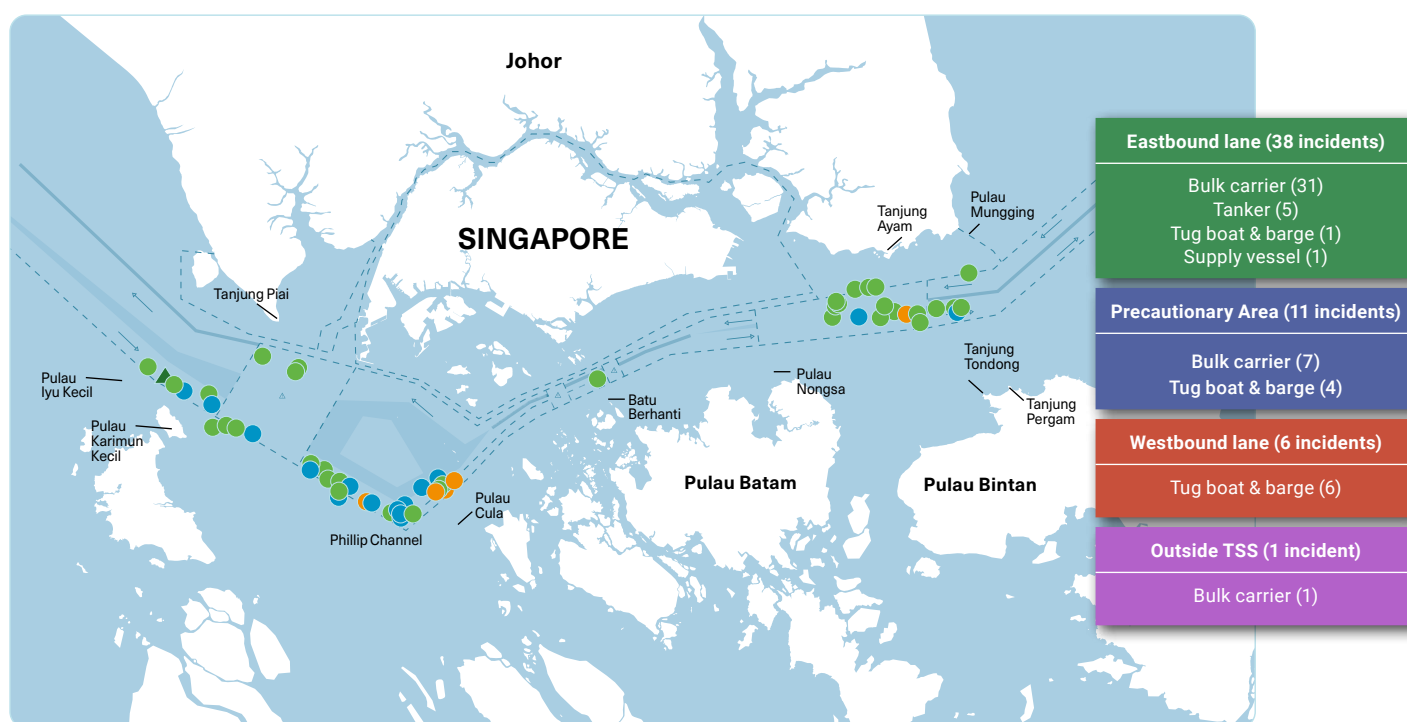
02

Situation of Armed Robbery Against Ships in Straits of Malacca and Singapore

Situation of Armed Robbery Against Ships in Straits of Malacca and Singapore

Situation update

A total of 56 incidents were reported in the Straits of Malacca and Singapore (SOMS) during January-September 2023. Of these, four incidents occurred in the Malacca Strait (MS) and 52 incidents in the Singapore Strait (SS). All four incidents in the MS occurred in the **eastbound lane** of the Traffic Separation Scheme (TSS). Of the 52 incidents in the SS, 34 incidents occurred in the eastbound lane of the TSS, 11 incidents in the **precautionary area**, six incidents in the **westbound lane** and one incident **outside the TSS**. Map 2 shows the location of the 56 incidents in SOMS.



Map 2 - Location of incidents in SOMS (January-September 2023)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SOMS, in particular, the cluster of incidents off Pulau Cula (Indonesia) [23 incidents], and the involvement of armed perpetrators reported in 14 of these incidents in this cluster. Also of concern are the clusters of incidents off Tanjung Tondong, Bintan Island (Indonesia) [12 incidents] and off Pulau Karimun Kecil (Indonesia) [10 incidents].

In 2023, the ReCAAP ISC had issued three Incident Alerts (IAs) on 31 Mar 23, 13 Jun 23 and 9 Aug 23 to the maritime community, advising ships to intensify vigilance and maintain sharp look-out while transiting the SOMS and report all incidents immediately to the nearest coastal State. The IAs can be found at www.recaap.org/alerts.

Modus Operandi

The modus operandi of the 56 incidents that occurred to ships while underway in SOMS during January-September 2023 are summarised in table below:

Factors of incident	Eastbound lane of TSS (38 incidents)		Precautionary area of TSS (11 incidents)		Westbound lane of TSS (6 incidents)		Outside of TSS
	Western Part (30 incidents)	Eastern Part (8 incidents)	Western Part (4 incidents)	Eastern Part (7 incidents)	Western Part (1 incident)	Eastern Part (5 incidents)	Western Part (1 incident)
Type of ship	Bulk carrier (26) Tanker (3) Supply vessel (1)	Bulk carrier (5) Tanker (2) Tug boat & barge (1)	Bulk carrier (2) Tug boat & barge (2)	Bulk carrier (5) Tug boat & barge (2)	Tug boat & barge (1)	Tug boat & barge (5)	Bulk carrier (1)
Number of perpetrators	9 men (1) 6 men (1) 5 men (5) 4 men (11) 3 men (4) 2 men (2) 1 man (2) Unknown (4)	5 men (1) 4 men (3) 3 men (2) 1 man (2)	10 men (1) 6 men (1) 4 men (1) 3 men (1)	6 men (2) 5 men (1) 4 men (3) Unknown (1)	Unknown (1)	10 men (1) 4 men (2) 3 men (1) Unknown (1)	5 men (1)
Weapons carried by perpetrators	Gun-like object (1) Knives (11) Jungle bolo (1) Adjustable wrench (1) Shovel-like weapon (1) Not armed (7) Not stated (8)	Knives (1) Not armed (3) Not stated (4)	Knives & spanners (1) Knives (1) Not armed (1) Not stated (1)	Knives (2) Not stated (5)	Not stated (1)	Not stated (5)	Not armed (1)
Treatment of crew	Crew member tied (3) No injuries (27)	No injuries (8)	Threw spanners at crew that injured two crew members (1) No injuries (3)	Assaulted & injured one crew member (1) No injuries (6)	Not stated (1)	No injuries (4) Not stated (1)	No injuries (1)
Items stolen	Crew's mobile phone & a torchlight (1) Chief engineer's watch & mobile phone, & spare parts of generator (1) Engine spares (12) A small air compressor for filling of Breathing Apparatus (1) Items inside a container & one coil of mooring rope (1) Nothing stolen (13) Not stated (1)	Spare parts of fuel pumps (1) Engine spares (2) Scrap metal on board barge (1) Nothing stolen (4)	Scrap items (1) Scrap metal on board barge (2) Nothing stolen (1)	Engine spares (2) Spare parts (1) Scrap metal on board barge (2) Nothing stolen (2)	Scrap metal on board barge (1)	Scrap metal on board barge (5)	Engines spares (1)
Time of incident	Hours of darkness (30)	Hours of darkness (7) Daylight hours (1)	Hours of darkness (4)	Hours of darkness (5) Daylight hours (2)	Hours of darkness (1)	Hours of darkness (2) Daylight hours (3)	Hours of darkness (1)

The observations are as follows:

1. Majority of the incidents occurred to bigger ships, namely bulk carriers and tankers (44 incidents). The other 12 incidents occurred onboard tug boats towing barges (11 incidents) and a supply vessel (1 incident).
2. Of the 56 incidents, 32 incidents reported groups of 4-6 perpetrators while another 14 incidents involved groups of 1-3 perpetrators. There was one incident that involved 9 perpetrators, two incidents involved 10 perpetrators, and seven incidents had no information on the number of perpetrators involved.
3. Majority of the incidents (64%) had no information if the perpetrators carried weapons (24 incidents) or the perpetrators were not armed (12 incidents). Of the remaining 20 incidents, the perpetrators carried a gun-like object, knives, jungle bolo and other weapons such as adjustable wrench, spanners and a shovel-like weapon. Notably, 15 of the 20 incidents that involved armed perpetrators were reported in the western part of the eastbound lane of the TSS.
4. 91% of the incidents reported that the perpetrators did not harm the crew (49 incidents) or there was no information on the well-being of the crew (2 incidents). In another five incidents, the perpetrators were violent to the crew. In two of these incidents, the crew were assaulted and resulted in minor injuries. Of the remaining three incidents, the perpetrators tied the crew who managed to free themselves and raise the alarm.
5. The perpetrators were sighted in or in the vicinity of the engine room in 25 incidents, and engine spares were stolen in 13 of these incidents. In addition, the perpetrators were sighted in the steering gear room in six incidents, but nothing was stolen in all six incidents.
6. Of the 56 incidents, 50 incidents occurred during hours of darkness. The other six incidents that occurred during daylight hours were reported onboard tug boats towing barges, with three of these incidents occurring in the westbound lane of the TSS.

Efforts by authorities and ReCAAP ISC

The littoral States of SOMS have stepped up enforcement efforts both on land and at sea. Through initiatives such as the Malacca Strait Patrol and the Indonesia-Singapore Coordinated Patrol (CORPAT INDOSIN), they have strengthened operations coordination and patrolling efforts in areas of concern during vulnerable time windows. The authorities, together with ReCAAP ISC have also stepped up engagements of industry stakeholders to, inter alia, encourage adoption of appropriate shipboard security measures and timely reporting of incidents. They also continue to cooperate in sharing information of incidents, sightings of small boats' concentration and suspicious activities, to enable prompt enforcement actions. Singapore's ReCAAP Focal Point has issued advisories to ships transiting the strait to remind ship masters to be vigilant and adopt recommended shipboard security measures.

The ReCAAP ISC, on its part, has been providing the maritime community with the latest information and analytics by issuing periodic reports and Incident Alerts. The Centre also organised Nautical Forum, Piracy & Sea Robbery Conference and Dialogue Sessions to engage the shipping industry. Through these means, the ReCAAP ISC is highlighting the areas of concern and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State RCC and flag State.

Poster on Guidelines and Reporting of Incident by Vessels in SOMS

For ships transiting the SOMS, the ReCAAP ISC has produced a poster that highlights best management practices and contact details of the authorities of the littoral States for incident reporting. The poster is aimed to provide ships transiting SOMS an overview of key measures to undertake and encourage ship master and crew to report incidents to the appropriate local coastal State authority for timely response by the enforcement agencies.

Contact Details of the littoral States

Indonesia	Phone Number	Fax Number
<p>Indonesian Coast Guard (BAKAMLA) [Jakarta] Email: puskodal@bakamla.go.id (maritime incident reporting)</p> <p>Email: contactcenter@bakamla.go.id (general purposes reporting)</p>	<p>+62 895 6003 00846 (maritime incident reporting)</p> <p>+62 821 2518 9898 +62 021 1503 21 (general purposes reporting)</p>	
<p>BAKAMLA – Contact Centre Western Zone [Pulau Batam]</p>	<p>+62 813 6387 7299</p>	
<p>Regional Marine & Air Police of Riau [Pulau Batam]</p>	<p>+62 822 8372 3721</p>	
Malaysia		
<p>Malaysian Maritime Enforcement Agency (MMEA) [Putra Jaya] (Maritime Operation Center) Email: pomarhq@mmea.gov.my</p>	<p>+60 38 943 4001 +60 38 995 7201 +60 19 261 1833</p>	<p>+60 38 941 4527</p>
<p>MMEA [Johor Bahru] Email: pusopjohor@mmea.gov.my</p>	<p>+60 7 219 9402 +60 7 219 9403</p>	<p>+60 7 227 9285</p>
Singapore		
<p>Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg</p>	<p>+65 6226 5539 +65 6325 2493</p>	<p>+65 6227 9971 +65 6224 5776</p>

Recommendations

To address the increase of incidents in the SS, the ReCAAP ISC strongly urges the littoral States of the SS to continue to enhance surveillance and enforcement in their internal water, archipelagic waters and territorial seas; and respond promptly to incidents. The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved to arrest and prosecute the perpetrators.

While transiting the SS or area of concern, the ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by the perpetrators:

- Keep abreast of the latest situation (at www.recaap.org) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance, lookouts for suspicious small boats and increase watch keeping; particularly for crew on board tug boats towing barges during daylight, and for crew on board bigger ships during night time.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- Rounds of the ship's compartment be taken and locked prior entering the area of concern and record on the log book. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed/properly secured.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted on board the ship or barge.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State.

03

**Situation of Abduction of Crew in the
Sulu-Celebes Seas and Waters off Eastern Sabah**

Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah

Situation Update

There was no report of incident of abduction of crew for ransom during January-September 2023. The last known incident occurred on 17 Jan 2020. No crew is currently held in captivity by the ASG. The Philippines, Malaysian and Indonesian authorities continued to maintain surveillance and military operations to neutralise the ASG.

Downgrading of Threat Level Assessment

With inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security measure, the Philippine Coast Guard (PCG) recommends the downgrading of the threat of the 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'POTENTIALLY HIGH' to 'MODERATE'. The MODERATE threat level as per their orders, implies that 'incidents are possible to occur but are relatively less severe in nature'. This is based on the perception that despite the presence of the remnants of the terrorist group in the islands of Basilan, Sulu and Tawi-Tawi, the government's continued ground military operations have reduced the strength of the perpetrators to conduct atrocities at sea.

ReCAAP ISC Advisory

With the PCG's recommendation to downgrade the threat of abduction of crew in the Sulu-Celebes Seas, the ReCAAP ISC updated its Advisory on 15 Sep 22 to all ships to consider re-route from the area as an option based on its prerogative.

However, for ship masters and crew transiting the area, they are strongly encouraged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are shown on the next page in Map 3.

**1 Philippine Coast Guard District
Southwestern Mindanao**

Tel: +63 998 585 7972
+63 917 842 8446
VHF: Channel 16 with call-sign
"NEPTUNE"
Email: hcgdswm@yahoo.com

**2b Philippine Navy – Littoral Monitoring
Station (LMS), Bongao, Tawi-Tawi**

Tel: +63 955 714 0153
VHF: Channel 16
Email: jointtaskgroup@gmail.com

**2a Philippine Coast Guard Station,
Bongao (Central Tawi-Tawi)**

Tel: +63 998 585 7941
+63 917 842 8402
VHF: Channel 16
Email: cgd_tawi2@yahoo.com

**3 Eastern Sabah Security Command
(ESSCOM)**

Tel: +60 89863181/016
Fax: +60 89863182
VHF: Channel 16 with call-sign
"ESSCOM"
Email: bilikgerakan_esscom@jpm.gov.my



Map 3 - Contact details

In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed above, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

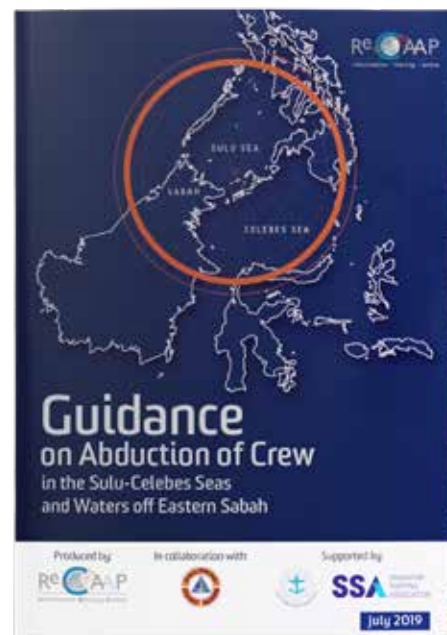
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: pcgcommandcenter2022@gmail.com
(updated on 10 Oct 22)

Guide Book

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019.

The Guide book consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guide Book can be found at www.recaap.org.

The Guide book is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). It complements the general guidance contained in the '*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



04

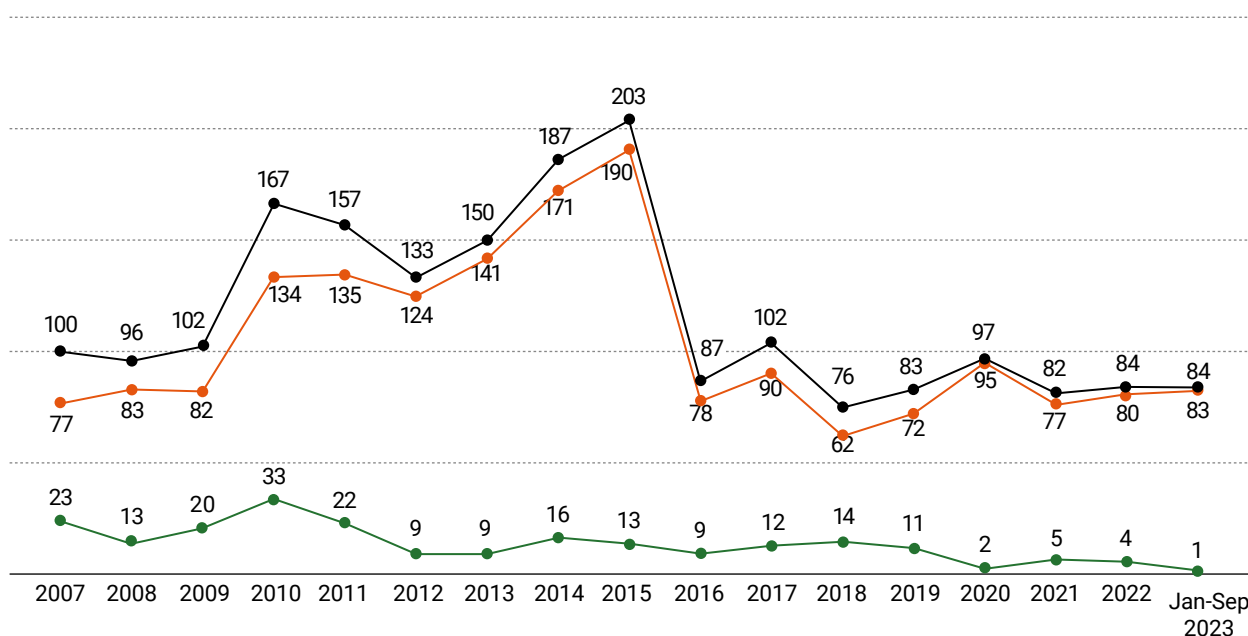
Insights of Incidents in Asia using
Data Analytics

Insights of Incidents in Asia using Data Analytics

This section provides an insight into the incidents reported in Asia during January-September 2023 compared to the trend of past incidents during the 16-year period of 2007-2022. The analysis focuses on the number of perpetrators, weapons carried, treatment of crew, stolen items, type of ships boarded and time of the incidents.

Number of Incidents during 2007-2022 and January-September 2023

During 2007-2022, a total of 1,906 incidents (comprising 1,691 actual incidents and 215 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76). Graph 1 shows the number of incidents reported during 2007-2022 and January-September 2023.



Graph 1 - Number of incidents (2007-2022 and January-September 2023)

● Total ● Actual ● Attempted

Summary of Analysis of Incidents

The 84 incidents reported in Asia during January-September 2023 were consistent with the trend of past incidents during the 16-year period of 2007-2022, in terms of the number of perpetrators, type of weapons carried by perpetrators, treatment of crew and time of incidents. However, there was a deviation in the type of stolen items and type of ships boarded.

During January-September 2023, engine spares were more commonly stolen from ships as compared to other types of losses, and bulk carriers were boarded in more incidents than other types of ships. This is in contrast to the past 16-year period of 2007-2022, where ship stores were mostly stolen, and tankers were boarded.

The characteristics of incidents reported in Asia during January-September 2023 are as follows:

- **63%** (including attempted incident) were CAT 4 incidents
- **49%** involved perpetrators in groups of 4-6 men
- **65%** involved perpetrators who did not carry weapons or no information on the weapons carried, If armed, perpetrators most likely armed with knives, machetes or other weapons (33%)
- **85%** reported no injuries sustained by crew, 5% had no information on well-being of the crew
- **32%** reported nothing was stolen, 1% reported losses cannot be ascertained
Type of items stolen: engine spares (27%), unsecured items (20%), ship stores (16%), crew's personal belongings (4%)
- **51%** occurred on board bulk carriers, 24% on board tankers, 14% on board tug boats/supply vessels, 10% on board container ships and 1% on board fishing trawlers
- **90%** occurred during hours of darkness

Details of Analysis

Number of perpetrators

2007-2022. Among the 1,906 incidents, 628 incidents involved **4-6 men** (33%), 518 incidents involved 1-3 men (27%), 181 incidents involved 7-9 men (10%), 138 incidents involved more than 9 men (7%), and 441 incidents had no information available (23%).

January-September 2023. Of the 84 incidents, 41 incidents involved **4-6 men** (49%), 26 incidents involved 1-3 men (31%), two incidents involved more than 9 men (2%), two incidents involved 7-9 men (2%) and 13 incidents had no information available (16%). The details of the number of perpetrators involved in an incident is indicated in Chart 5 shown below.

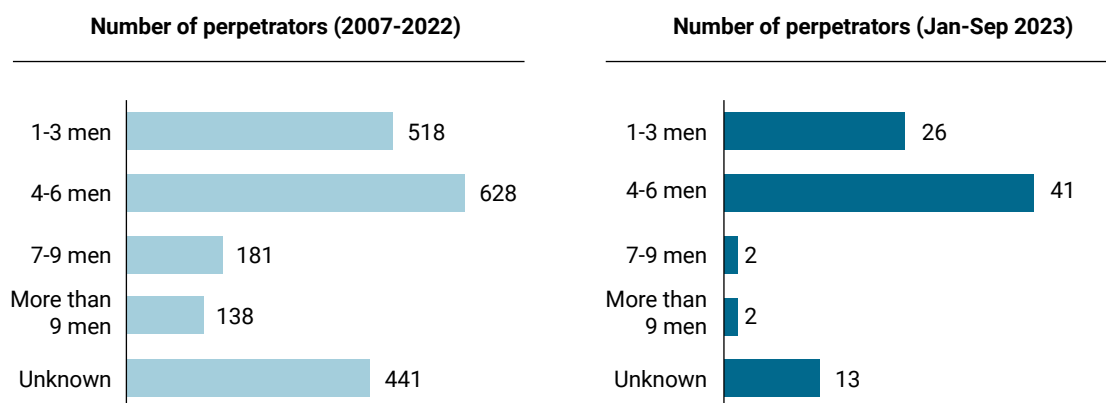


Chart 5 – Number of perpetrators – Asia (2007-2022 & January-September 2023)

Type of weapons

2007-2022. Of the 1,906 incidents, 932 incidents had **no information on the weapons carried by the perpetrators** (49%), 614 incidents reported knives/machetes (32%), 190 reported guns and knives (10%) and 170 did not carry weapons (9%).

January-September 2023. Among the 84 incidents, two incidents reported that the perpetrators were armed with guns or a gun-like object (2%), 28 incidents reported that the perpetrators carried knives, machetes and other weapons such as metal bars, shovel-like weapon and adjustable wrench (33%), 15 incidents reported the perpetrators did not carry weapons (18%) and 39 incidents had **no information of weapons carried by the perpetrators** (47%). In both incidents involving perpetrators who carried guns, they did not discharge their firearms. Chart 6 shows the types of weapons carried by the perpetrators.

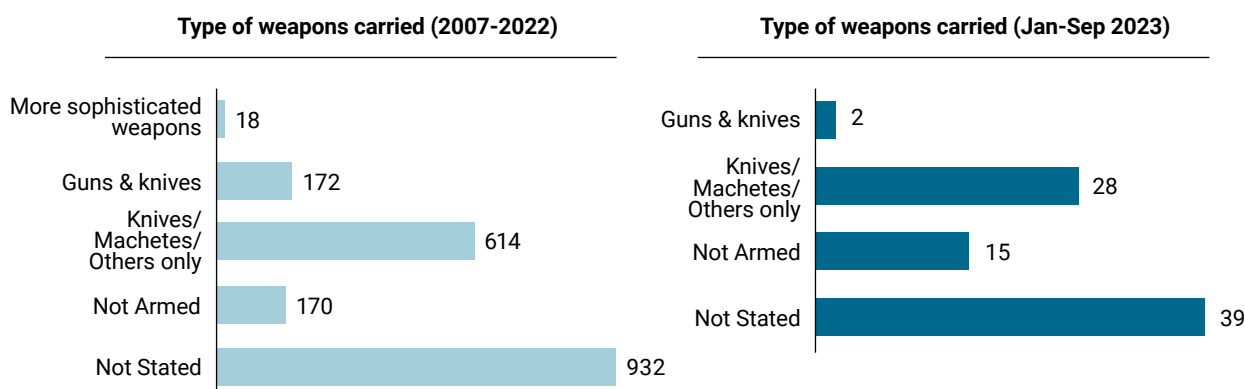


Chart 6 – Type of weapons carried by perpetrators – Asia (2007-2022 & January-September 2023)

Treatment of crew

2007-2022. Among the 1,906 incidents, 1,076 incidents reported that the **crew was not injured** (57%) and 435 incidents had no statement of injury (23%), while 180 incidents reported crew being taken hostage temporarily (9%), 80 incidents of crew being threatened (4%), 77 incidents of crew were assaulted (4%) and 26 incidents of crew kidnapped (1%).

January-September 2023. Of the 84 incidents, 71 incidents reported that the **crew was not injured** (85%) and four incidents (5%) had no information on the well-being of the crew. Of the remaining nine incidents, six incidents reported that the perpetrators tied the crew members to restrict their movement and prevent them from alerting other crew members (7%); one incident reported perpetrators threw knife and spanner at crew, as well as one incident reported a crew member was assaulted that resulted in minor head injury (2%), and one incident reported the duty crew was threatened by the perpetrators (1%). The details of treatment meted out to the crew by the perpetrators is shown on the next page in Chart 7.

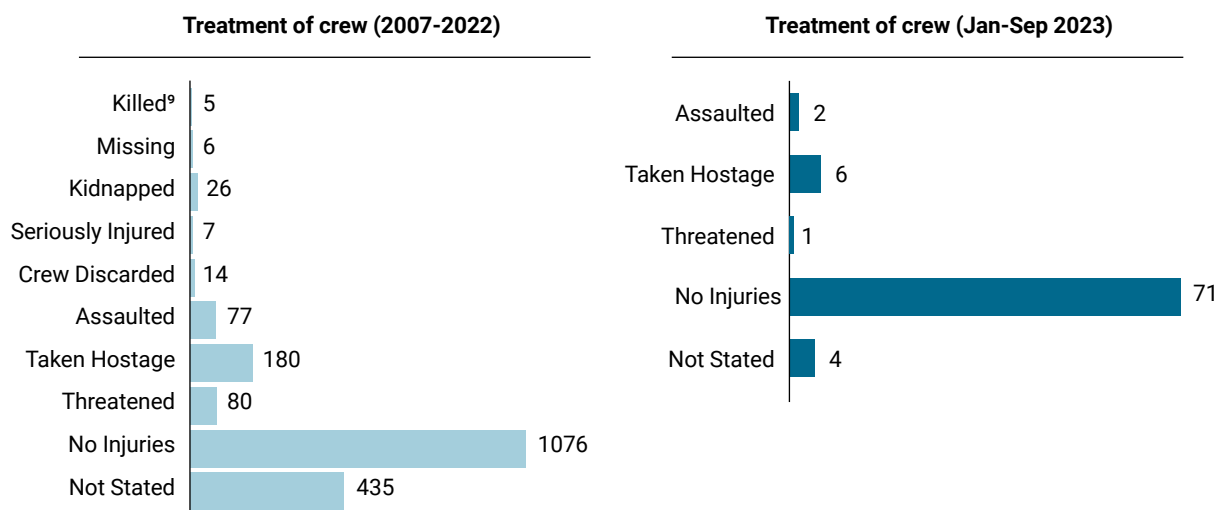


Chart 7 – Treatment of crew – Asia (2007-2022 & January-September 2023)

Stolen items

2007-2022. Of the 1,906 incidents, **losses of ship stores** were reported in 620 incidents (32%), losses of cash/personal belongings in 231 incidents (12%), losses of engine spares in 165 incidents (9%), losses of unsecured items in 107 incidents (6%), 71 incidents with losses not stated (4%) while 636 incidents reported nothing was lost (33%).

January-September 2023. Among the 84 incidents, 23 incidents reported losses of engine spares (27%), 17 incidents reported losses of unsecured items such as scrap metal onboard barges (20%), 13 incidents reported losses of ship stores such as paint, fire nozzle and welding machine (16%), three incidents reported losses of crew’s personal belongings such as mobile phones and watch (4%), one incident reported the type of losses could not be ascertained (1%), and 27 incidents reported **nothing was lost** (32%). Chart 8 shows the details of stolen items from ships.

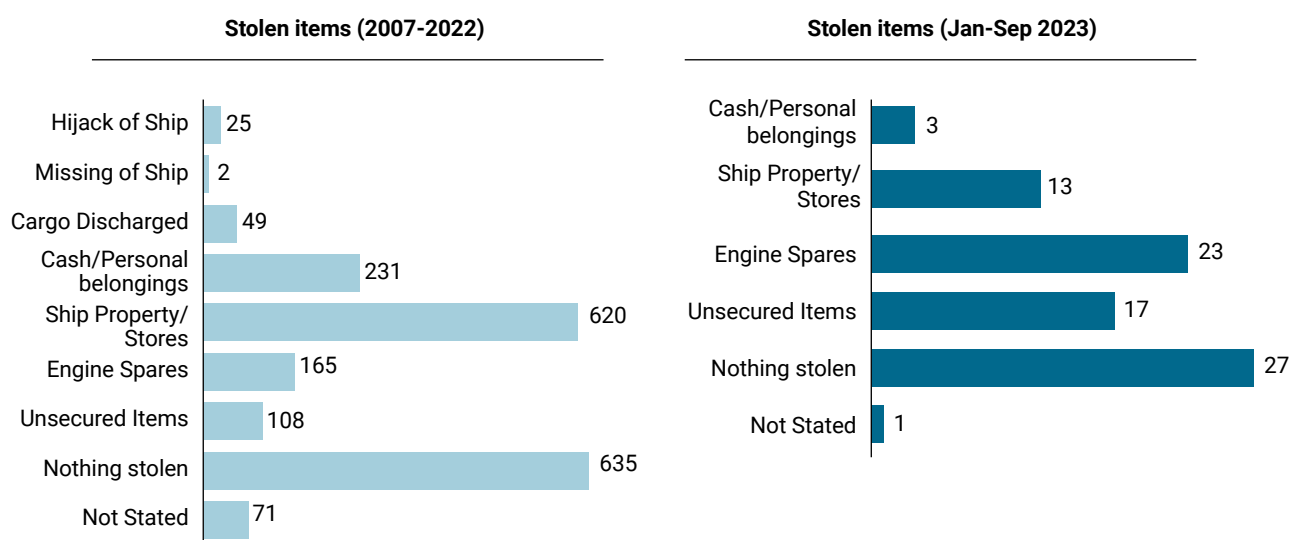


Chart 8 – Stolen items – Asia (2007-2022 & January-September 2023)

9 Regarding the 'Treatment of Crew for 2007-2022', the number of incidents of crew "killed" does not include the number of incidents of abducted of crew in the Sulu-Celebes Seas where crew were killed or died. These incidents are counted as the incidents of crew "kidnapped" in order to avoid the double counting of incidents.

Type of ships boarded

2007-2022. Of the 1,906 incidents, 668 incidents occurred onboard **tankers** (35%), 545 incidents onboard bulk carriers (29%), 279 onboard tug boats/supply vessels (15%), 236 incidents onboard container ships (12%) and 110 incidents onboard general cargo ships (6%).

January-September 2023. Of the 84 incidents, 43 incidents occurred onboard **bulk carriers** (51%), 20 incidents onboard tankers (24%), 12 incidents onboard tug boats towing barges (14%), eight incidents onboard container ships (10%) and one incident onboard a fishing trawler (1%). The type of ships boarded by the perpetrators is shown in Chart 9 below.

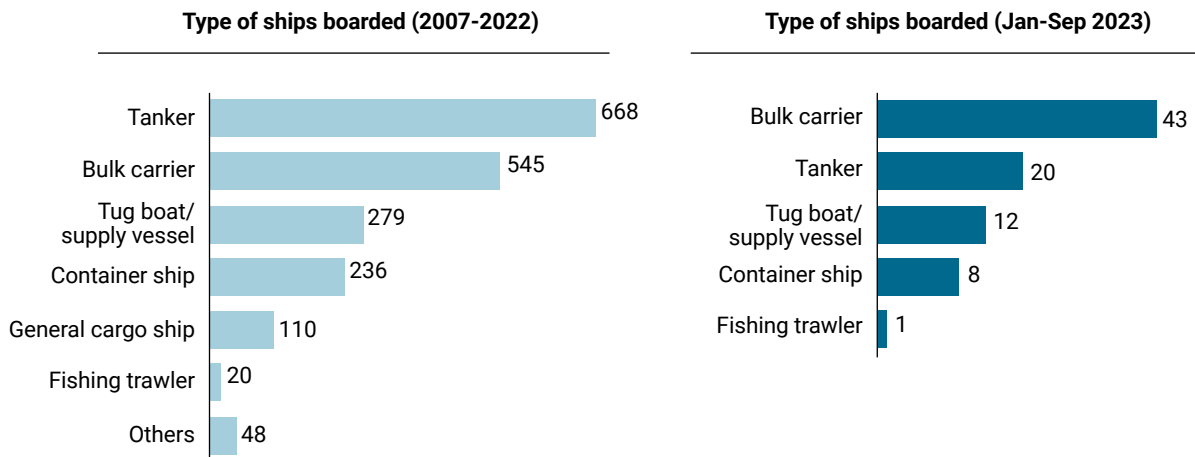


Chart 9 – Type of ships boarded – Asia (2007-2022 & January-September 2023)

Time of incidents

2007-2022. Among the 1,906 incidents, 1,553 incidents occurred during **hours of darkness** (81%) and 353 incidents occurred during daylight hours (19%).

January-September 2023. Of the 84 incidents, 76 incidents (90%) occurred during **hours of darkness** and eight incidents (10%) occurred during daylight hours. The time of incidents reported against ships in Asia is shown in Chart 10 below.

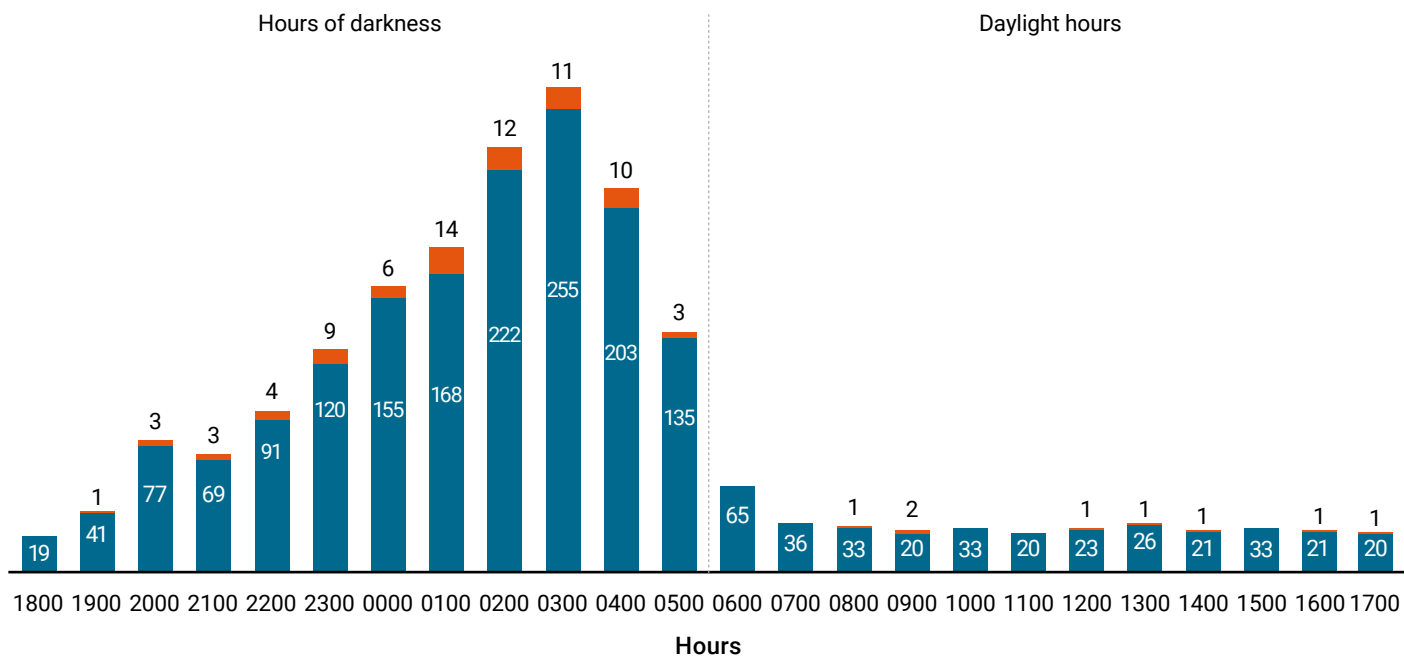
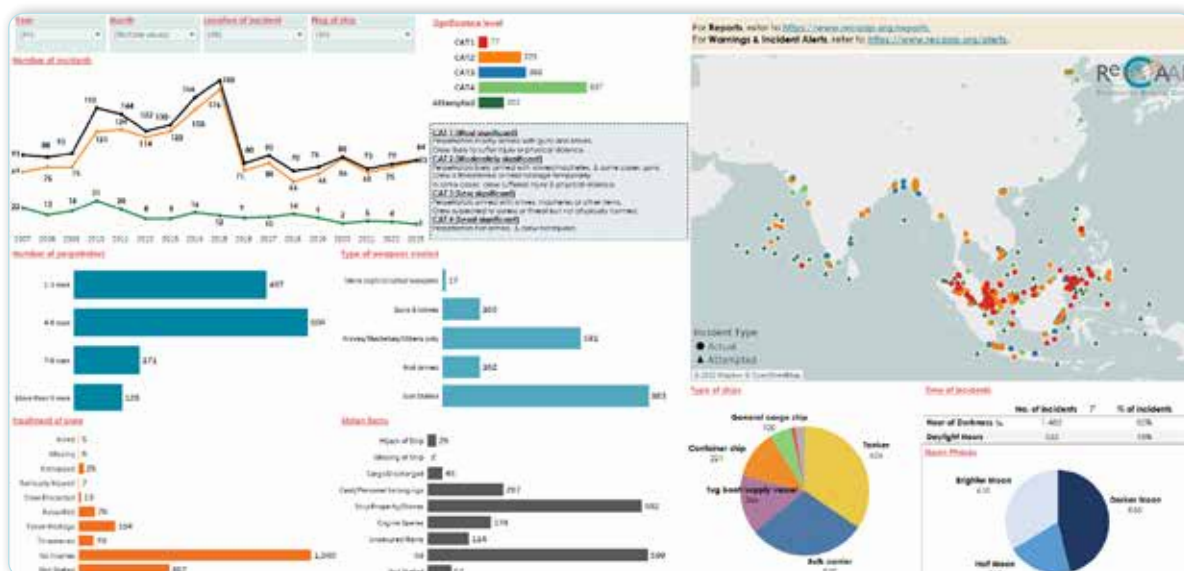


Chart 10 - Time of incidents - Asia (2007-2022 & January-September 2023)

● 2007-2022 ● Jan-Sep 2023

ReCAAP Data Visualisation Map and Panel (Re-VAMP)

The ReCAAP ISC had developed a data visualisation dashboard, known as *Re-VAMP*, for the maritime community. *Re-VAMP* provides a comprehensive overview of past and current data on incidents of piracy and armed robbery against ships in Asia through data visualisation using an interactive dashboard. Through its interactive functions, users are able to view co-relations with other data, gather key insights and information to make informed risk assessments and decisions.



05

**Case Studies – Arrest of Perpetrators
and Recovery of Stolen Items**

Case Studies – Arrest of Perpetrators and Recovery of Stolen Items

This section features the case studies on the arrests of perpetrators in the Philippines and SOMS, as well as recovery of stolen items in Bangladesh.

Philippines

Arrest of perpetrators by PCG (15 September 2023)

On 15 Sep 23, while the PCG Covert Monitoring personnel were conducting operation along Baseco Beach, Baseco Compound, Port Area, Manila, the team sighted two unidentified personnel disembarked from the motorised banca named “MB OMER” and unloaded a large entanglement of wires. The wires were believed to have been stolen from an unknown vessel anchored at/off Manila Bay. The team immediately coordinated with the nearest Police Station for the conduct of verification of the said illegal activities and apprehension of the alleged suspects. Upon coordination, Baseco Police Station 13 immediately deployed its personnel to conduct verification and augmentation with PCG which resulted in the apprehension of two perpetrators, who was later identified to be members of a syndicate responsible for the robberies in Manila anchorage area. The perpetrators were detained and criminal charges filed by the PCG in the Court of Law.



Stolen items and the small boat used by the perpetrators
(Source: PCG)

05

Straits of Malacca and Singapore (SOMS)

Arrest of Perpetrators by Malaysian Maritime Enforcement Agency (MMEA) (10 April 2023)

On 10 Apr 2023, at about 1228 hrs (local time), while the tug boat, *Target 10* was towing barge, loaded with scrap metals at approximately 3.7 nm off Tanjung Setapa, Malaysia, perpetrators in several boats approached and boarded the barge. The perpetrators then started to loot scrap metals from the barge, transferring it to their boats. Upon being informed, MMEA deployed patrol boat to the location of the incident and intercepted a wooden boat laden with stolen scrap metals, and arrested six perpetrators on board.



Perpetrators arrested (left) & stolen scrap metal onboard wooden boat used by perpetrators (right)
(Source: MMEA)

Arrest of Perpetrators by Malaysia Marine Police (1 July 2023)

On 1 Jul 2023, at about 2050 hrs (local time), Malaysia Marine Police patrol boat spotted two boats moored to barge, *Sung Fatt 36*, at approximately 2.6 nm from Tanjung Piai, Malaysia. Several men were spotted on top of scrap metals piled on board the barge. Upon seeing the Malaysian Marine Police patrol boat, the perpetrators immediately jumped and escaped in their boats, which eventually crashed into the side of the Malaysia Marine Police patrol boat, leading to the arrest of the perpetrators and detaining of their boats loaded with scrap metals. An estimated 100 tons of scrap metals with a market value worth RM180,000 were seized by the Malaysian authority during the incident, and investigation is in progress.



Scrap metal in perpetrators' boat
(Source: New Straits Times)



Perpetrators stealing scrap metal from barge
(Source: Shipping company)

Arrest of Perpetrators by MMEA (23 July 2023)

On 23 Jul 2023, at about 2230 hrs (local time), tug boat, *Jin Hwa 49* was towing the barge, *Jin Hwa 39* at approximately 2.5 nm southwest of Tanjung Ayam, Malaysia when four perpetrators were spotted unloading scrap metal from the barge. The incident was immediately reported to the local authority, and upon receipt of the information, MMEA despatched patrol boat to location. MMEA successfully arrested the perpetrators, seized their boats and initial investigation revealed perpetrators were members of syndicate targeting scrap metals in the area.



Scrap metal in perpetrators' boats seized by Malaysian authorities
(Source: Shipping company)

Bangladesh

Recovery of stolen items by Bangladesh Coast Guard (BCG) (24 May 2023)

On 24 May 2023, at about 0115 hrs (local time), six perpetrators armed with long knives boarded motor tanker, *MT Success* while berthed at Dolphin Jetty No. 3, Chattogram, Bangladesh. During the incident, ship's store lock was broken by the perpetrators and 10 cans of paint were stolen. The master immediately reported the incident to the local authorities, which resulted in the quick response of the BCG, who then immediately conducted investigation on board the ship. The BCG carried out follow-up investigation near the land and water areas of the port, and successfully recovered all stolen items which were handed back to the victim ship.

Conclusion

Timely reporting of the incidents by the crew and immediate response by the law enforcement agencies resulted in the arrests of the perpetrators as demonstrated in the above mentioned incidents.

The ReCAAP ISC commends the efforts of PCG, MMEA and Malaysia Marine Police that led to the arrests of perpetrators involved in incidents of ARAS in their waters, as well as BCG on the recovery of stolen items. The ReCAAP ISC urges the authorities to step up surveillance and conduct patrols to deter perpetrators operating in their area of responsibility, and respond immediately to incidents reported by ship master.

06

**ReCAAP ISC's Main Activities
(July-September 2023)**

ReCAAP ISC's Main Activities (July-September 2023)

Capacity Building Executive Programme (26-29 September 2023)

The ReCAAP ISC, along with its Australia Focal Point, the Australia Border Force (Maritime Border Command), co-hosted and conducted a four-day Capacity Building Executive Programme (CBEP) in Sydney, Australia from 26-29 Sep 2023. During the programme, a wide range of topics were discussed including updates and situational analysis of piracy and sea robbery incidents; efforts to address unauthorised boarding and petty theft onboard ships in territorial waters; anchorages and ports; case studies on the arrest and prosecution of perpetrators, legal issues related to piracy, and armed robbery against ships. A dialogue between the law enforcement agencies of different countries was also held to discuss maritime security issues and ways to strengthen cooperation to combat piracy and other transnational maritime crimes.



Commander Neil Horne, Deputy Commander Maritime Border Command (5th from left) and ED-ISC (5th from right) with participants

06

Cluster Meeting (10-13 July 2023)

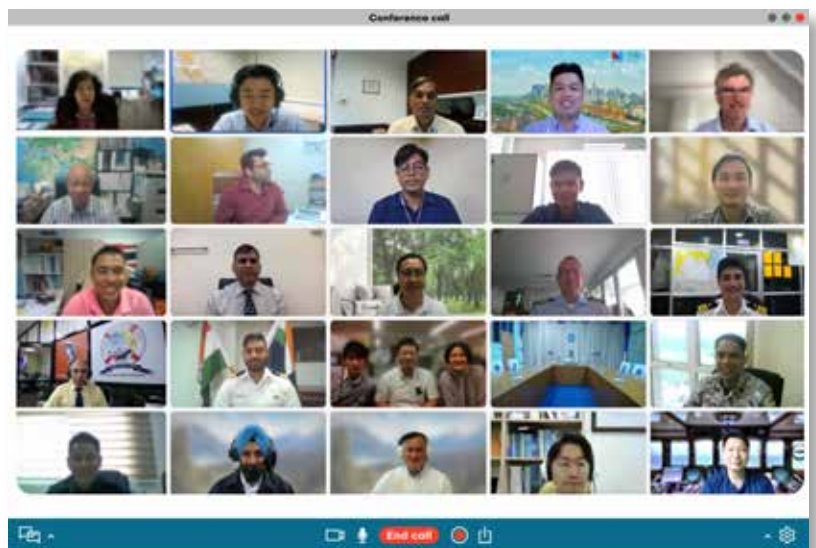
The ReCAAP ISC and the Royal Thai Navy, who is also the ReCAAP Focal Point for Thailand, jointly organised a Cluster Meeting in Bangkok, Thailand during 10-13 July 2023. A total of 59 participants from Thailand government agencies, shipping industry based in Thailand, ReCAAP Focal Points from Cambodia, Myanmar and Singapore, as well as representatives from BAKAMLA and MMEA attended the meeting. The meeting enabled the participants to have a better understanding of the various Thailand government agencies as well as neighbouring ReCAAP Focal Points, strengthen cooperation among relevant stakeholders including the shipping industry, and brainstorm on possible ways to improve existing mechanisms to deal with incidents.



Admiral Choengchai Chomchoengpaet, Commander-in-Chief of the Royal Thai Navy (7th from left) and ED-ISC (7th from right) with participants

Capacity Building Virtual Lecture (5 July 2023)

Held on 5 Jul 2023, 39 officers from ReCAAP Contracting Parties participated in the Capacity Building Virtual Lecture on incidents of maritime cyber-security, including exploring the nexus with incidents of piracy and armed robbery against ships.



Participants attending the Capacity Building Virtual Lecture

Dialogue with Shipping Industry (2 August 2023)

The ReCAAP ISC on 2 Aug 2023 conducted a dialogue session with representatives of regional shipping associations, shipping companies based in Singapore and Malaysia, and local maritime law enforcement agencies. The participants shared case studies, lessons learnt and proposals on how they address maritime threats. Representatives from a tug boat company, MPA, Information Fusion Centre (IFC) and Singapore Police Coast Guard spoke at the session. In particular, the tug boat company shared their experience of the perpetrators, boarded the barge and transferred scrap metal into their boats. The dialogue session further discussed on issues such as need for cooperation in information sharing among the littoral States, adoption of technology onboard ships to detect and deter perpetrators, and management of crew fatigue to ensure a high level of crew alertness and vigilance.



Speakers and participants of dialogue session

Anti-Piracy Forum 2023 (14 September 2023)

The ReCAAP ISC, together with Sarawak and Sabah Shipowners Association (SSSA), co-organised the Anti-Piracy Forum 2023 in Sibu, Sarawak, East Malaysia on 14 Sep 2023. The Forum provided a platform for the shipping industry to share their challenges as well as feedback and suggestions to reduce incidents of theft of scrap metal on board barges on tow in the SOMS, and for the enforcement agencies to take the appropriate measures to arrest the perpetrators.



(Left) ED-ISC presenting memento to Mr Yong Ing Huong, Chairman of SSSA
(Right) Sharing by participant of Forum

19th Heads of Asian Coast Guard Agencies Meeting (HACGAM) High Level Meeting (5-8 September 2023)

The 19th HACGAM High Level Meeting was held from 5-8 Sep 2023 in Istanbul, Turkiye. During the meeting, various issues, such as maritime law enforcement, safety and security of life at sea, marine environment protection, illicit trafficking of drugs, weapons and humans at sea, and among others had been discussed. To facilitate a targeted and goal-oriented approach towards coordinated reaction and synergy to address maritime concerns, the forum consists of four working groups namely, Preventing and Controlling Unlawful Acts at Sea, Capacity Building, Environmental Protection, Short-term Maritime Information Sharing and Search and Rescue (SAR).



HACGAM High Level Meeting 2023 in Istanbul, Turkiye

Engagements with Key Stakeholders

As part of the Centre's efforts to strengthen collaboration with ReCAAP member States and key partners, the team at ReCAAP ISC, led by ED-ISC, held meetings with government authorities, Ambassadors and maritime stakeholders to discuss ways to suppress piracy and armed robbery against ships in Asia, and to forge collaborative partnerships. The following engagements took place from July to September 2023:

14 July 2023



Meeting with Ms Siri Bjune (2nd from right), Head of UNODC Global Maritime Crime Programme (GMCP) and Mr Shanaka Jayasekara (right), Regional Programme Coordinator, Maritime Crime (Southeast Asia and the Pacific), UNODC GMCP

21 July 2023



Meeting with H.E. Shri P. Kumaran, Indian High Commissioner to Singapore

15 August 2023



Meeting with RADM Sean Wat, Chief of Navy, Republic of Singapore Navy

18 August 2023



Courtesy call by Mr Malcolm Brown, UK Governor of ReCAAP ISC Governing Council

22 August 2023



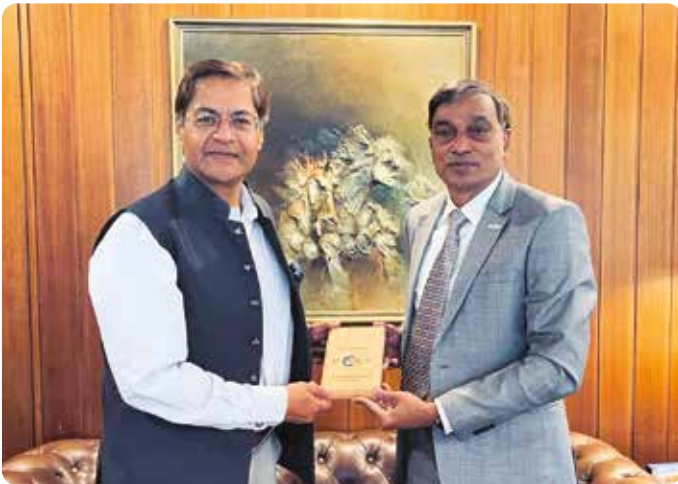
Meeting with H.E. Dr Shilpak Ambule, Indian High Commissioner to Singapore

28 August 2023



Visit by Mr Woo Jung-Yeop, Director-General for Strategy, Ministry of Foreign Affairs, Republic of Korea

22 September 2023



Meeting with H.E. Manpreet Vohra, Indian High Commissioner to Canberra, Australia

Conclusion

The total number of incidents of ARAS in Asia reported during January-September 2023 has increased compared to the same period in 2022.

Of concern was the continued occurrence of incidents in the SOMS which accounts for 67% of the total number of incidents in Asia (56 of 84). Even though most of the incidents in the SOMS (63%) were CAT 4 (where the perpetrators were not armed and crew not injured), several attempts in boarding ships on consecutive days demonstrated the boldness of perpetrators in committing crime in the area. If left unchecked, escalation in severity of incidents in the SOMS is a possibility that cannot be ruled out.

The situation of abduction of crew for ransom by the ASG in the Sulu-Celebes Seas and waters off Eastern Sabah has largely improved over the past three years. However, there is no room for complacency, due to the presence of the remnants of the terrorist group in the islands of Basilan, Sulu and Tawi-Tawi. The ReCAAP ISC will continue to monitor the situation and provide timely updates to the shipping community.

The ReCAAP ISC urges law enforcement agencies in Asia to continue to cooperate, enhance surveillance, increase patrols and respond promptly to incident report. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State. Ships are also advised to implement preventive measures recommended in the *Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*. Collective efforts and shared responsibility of all stakeholders are indispensable in combating piracy and sea robbery to ensure safe and secured seas.

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 82), 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 (in Coastal State's jurisdiction)**;
 - (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 level of each incident in terms on two factors – the violence and economy. The indicators for these two factors are as follows:

1. **Violence.** This factor refers to the intensity of violence in an incident. It is further grouped under the three indicators to determine the gravity of violence:
 - (a) Type of weapons. Perpetrators 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.

- (b) Treatment of crew. Incidents where perpetrators 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.
- (c) Number of perpetrators engaged in attack. As a rule, an incident where a larger number of perpetrators 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.
2. **Economy**. This factor takes into consideration the type of the property stolen from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

Category	Description
CAT 1	The perpetrators are armed with guns and/or knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or abandoned or kidnapped, etc. In term of losses, the ship is either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved men who are armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	At times, the perpetrators are armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew is 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 are unable to steal anything from the ship, but in cases where losses are reported, stores and engine spares are the commonly targeted items.
CAT 4	The perpetrators are not armed and the crew not injured. 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 and to facilitate the maritime community to carry out risk assessment.

Description of Incidents (January-September 2023)

Actual Incidents of Piracy and Armed Robbery against Ships in Asia

● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>HK Tug 3 Tug boat Singapore 253 9399686</p> <p>LKH 9889 Barge Singapore 184</p>	4/1/23 1355 hrs	<p>1° 17.83' N, 104.0° 10.28' E</p> <p>Approximately 2.9 nm from Tanjung Ayam (Malaysia), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)</p> <p>[Straits of Malacca & Singapore (SOMS)]</p>	<p>While underway, the master of tug boat towing an unmanned barge, reported that about two to three small boats came alongside the barge; and three to four perpetrators boarded the barge.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS) East and Port Operations Control Centre (POCC). The VTIS East notified the Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard. About 10 minutes after the master reported the incident to Singapore VTIS East, the perpetrators left the barge and the boats moved away. Some scrap metals from the barge were reported stolen. The crew was not injured during the incident.</p> <p>Some scrap metals were reported stolen, and crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p>Sinhin 5 Tug boat Malaysia 145 5250163</p> <p>Sinhin 6 Barge</p>	5/1/23 1452 hrs	<p>1° 19.09' N, 104° 17.32' E</p> <p>Approximately 2.7 nm south of Pulau Mungging (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat towing an unmanned barge reported to Singapore VTIS on VHF Channel 10, that at about 1452 hrs, 10 perpetrators boarded the barge. At about 1510 hrs, the perpetrators managed to escape with some scrap metals.</p> <p>The tug and the barge continue their voyage en-route from Kuching, East Malaysia to Port Klang, Malaysia. At about 1650 hrs, the master again reported to Singapore VTIS on VHF Channel 10 that there was a second unauthorised boarding by eight perpetrators. The perpetrators escaped from the barge at about 1712 hrs with some scrap metals.</p> <p>Some scrap metals were reported stolen, and crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	MT MH Langoey Chemical tanker Norway 11729 9330783	19/1/23 2030 hrs	22° 48' N, 70° 0' E Kandla Anchorage, India	<p>While at anchor, the ship master raised the alarm and made a general announcement after confirmed that three perpetrators had boarded the ship. Upon hearing the alarm, the perpetrators jumped into the water and escaped with stolen items (comprising brass valves, stainless steel bolts and nuts) in an unidentified small orange fishing boat. The Indian Coast Guard ship C-401 was diverted to investigate the incident. The interceptor boat reached the datum at 2345 hrs on 19 Jan 23.</p> <p>The master reported the incident to Kandla Signal Station. Upon receipt of the report, Kandla Signal Station advised the ship master to lodge FIR. The ship master was not willing to file any formal complaint with the local authorities about the incident in view of its commercial compulsions and next assigned commitments.</p> <p>The Kandla Signal Station broadcasted security message, advising all stakeholders to alert the merchant traffic in the area, and to enhance vigilance and adherence to the standard norms of security and SOPs especially during night/dark hours to mitigate such incident in future.</p> <p><u>Ship stores</u> were reported stolen, and <u>crew was safe</u>.</p> <p>[ReCAAP Focal Point (India)]</p>
4	S Cape Bulk carrier Marshall Islands 88856 9255000	20/1/23 0100 hrs	1° 4.24' N, 103° 35.21' E Approximately 7.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, ship's crew sighted <u>five perpetrators armed with knives</u> inside the steering gear room. Ship's emergency alarm was raised, and at 0200 hrs, a search was concluded by the crew, and the master reported that the preparators had escaped from the ship.</p> <p>The master reported the incident to Singapore POCC through VHF. <u>Nothing was reported stolen</u>, and the <u>crew was not injured</u> during the incident.</p> <p>Asafety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	MT Ceto Oil/chemical/gas tanker Panama 27972 9305348	26/1/23 0215 hrs	6° 10.24' S, 108° 29.48' E Balongan Anchorage, Indonesia	While at anchor, the crew sighted five perpetrators climbing on board the ship using hooks and ropes. The master raised the alarm and mustered all crew. Upon hearing the alarm, the perpetrators immediately escaped. <u>The crew was not injured and nothing was reported stolen.</u> [ReCAAP Focal Point (India)]
6	Izumi Bulk Carrier Marshall Islands 437987 9901831	27/1/23 2335 hrs	1° 2.83' N, 103° 39.11' E Approximately 3.5 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	While underway, the master reported to Singapore VTIS that <u>two perpetrators armed with adjustable wrenches</u> were sighted in the steering gear room. The master raised general alarm, mustered crew to stay in the bridge and engine room, and requested assistance from Singapore VTIS. The RSN vessel, RSS Justice escorted the ship to the Singapore pilot boarding ground. On 28 Jan at 0240 hrs, a search on board the ship was conducted by Singapore Police Coast Guard with no further sighting of the perpetrators. The <u>crew was not injured and nothing was reported stolen.</u> [ReCAAP Focal Point (Singapore)]
7	LBC Green Bulk Carrier Malta 42744 9609469	29/1/23 0400 hrs	5° 30' S, 105° 17' E Panjang port, Indonesia	While at anchor, the second engineer reported to bridge that four perpetrators were sighted trying to open the workshop door leading towards the engine room. The crew reported the incident to the local authority who conducted a search on board the ship with no further sighting of suspicious persons or trace of intrusion. The <u>crew was not injured and nothing was reported stolen.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<p>HK Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Barge Singapore 4430</p>	1/2/23 1903 hrs	<p>1° 17.7' N, 104° 9.55' E</p> <p>Approximately 3.5 nm from Tanjung Setapa (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the Singapore Police Coast Guard surveillance team spotted a suspicious craft proceeding towards the unmanned barge towed by the tug boat, and informed Singapore POCC.</p> <p>POCC notified the master of tug boat, who confirmed sighting of a small boat with three perpetrators alongside the barge. Two of the perpetrators subsequently climbed on board the barge, and appeared to be transferring scrap metal to their boat. The master later updated POCC that the perpetrators had left the barge at about 1915 hrs. No further assistance was required, and the vessels continued their voyage to the next port, Phuy My, Vietnam.</p> <p>At about 2145 hrs, the tug boat and barge were near Ramunia Bay, Johor, Malaysia and the Malaysian Police Coast Guard patrol boat came alongside the vessels to inquire about the incident and check on the safety of the crew.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
9	<p>Chryssa K Bulk carrier Liberia 44230 9595852</p>	3/2/23 0100 hrs	<p>1° 3.5' N, 103° 37' E</p> <p>Approximately 5.9 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the bulk carrier reported to Singapore VTIS that nine perpetrators armed with long knives were sighted in the engine room. The duty oiler was tied but managed to escape and raised the alarm. The perpetrators escaped after alarm was raised. The crew was mustered at the bridge and a security search on board was conducted. At about 0208 hrs, the crew completed the security search and some auxiliary engine parts were discovered stolen. The bulk carrier was en route from Port Said, Egypt to Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore. The ship was cleared with no sighting of the perpetrators on board. The crew was safe and accounted for.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	Pacific West Bulk carrier Marshall Islands 92221 9604029	4/2/23 0130 hrs	1° 11.4' N, 103° 24' E Approximately 2.8 nm east of Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS in the Malacca Strait (SOMS)	<p>While underway, the master of the bulk carrier reported to Singapore VTIS that four perpetrators were sighted in the steering gear room. The master raised the alarm and mustered crew. A security search on board was conducted and at about 0345 hrs, the security search was completed and no perpetrators found. The crew was safe and accounted for. Nothing was stolen. The ship was bound for Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore. At about 0934 hrs, the ship was cleared with no sighting of the perpetrators on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	HK Tug 2 Tug boat Singapore 152 9210763 LKH 3883 Barge Singapore 1847	8/2/23 1730 hrs	1° 12.02' N, 103° 52.4' E Approximately 1.1 nm from Batu Berhanti Racon (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the chief officer of the tug boat towing unmanned barge, spotted a small boat with four perpetrators on board was alongside the barge. Three of the perpetrators subsequently climbed on board the barge and appeared to be transferring scrap metal to their boat.</p> <p>The master reported the incident to his company and the VTIS Central. As the perpetrators had fled, the master did not request for assistance. The tug boat and barge continued its voyage to the next port, Kuantan, Malaysia.</p> <p>There was no injury to the crew during the incident, and some scrap metals were reported missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
12	Malakand Bulk carrier Pakistan 40040 9304198	15/2/23 0415 hrs	1° 16' N, 104° 10' E Approximately 5.7 nm northeast of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the ship master reported to Singapore VTIS via VHF that five unauthorised persons were sighted in the engine room. <u>One of the perpetrators was armed with a knife.</u> The perpetrators escaped upon being sighted. Search on board the ship was conducted. <u>The crew was safe and accounted for. Nothing was stolen.</u></p> <p>No assistance was required, and the ship continued her voyage for Qinzhou, China. The ship's last port of call was Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
13	Spica Harmony Bulk carrier Liberia 22664 9832468	15/2/23 0505 hrs	1° 15.62' N, 104° 11.52' E In the precautionary area of the TSS (SOMS)	<p>While underway, an unknown number of perpetrators boarded the bulk carrier. <u>Some spare parts</u> were reported missing.</p> <p>The master reported that <u>the crew was safe and accounted for.</u> The ship did not require any assistance and continued her voyage to her next port of call (New Zealand).</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
14	Otago Bay Bulk carrier Hong Kong, China 31863 9782015	17/2/23 0430 hrs	1° 4.2' N, 103° 42' E Approximately 1.9 nm north- northwest of Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew discovered that unauthorized entry into the engine room. <u>Some auxiliary engine spare parts</u> were stolen. <u>The crew was not injured.</u></p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	Ocean Creation Bulk carrier Japan 106352 9398125	18/2/23 0400 hrs	1° 16.22' N, 104° 13.78' E Approximately 7.3 nm northwest of Tanjung Tondong, Bintan Island (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS via VHF that six unauthorised persons were sighted at the stern deck at 0400 hrs. At about 0425 hrs, he updated that there was a failed attempt to enter the engine room as the booby hatch leading to the engine room was secured with lashing. The alarm was raised and search on board carried out.</p> <p>At 0510 hrs, the master reported there was no further sighting of the perpetrators on board. <u>The crew was accounted for and safe. Nothing was stolen.</u> No assistance was required, and the ship continued on her passage. The ship departed from port of Singapore and was transiting the traffic separation scheme bound for Villanueva, Philippines.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>
16	Lowlands Amstel Bulk carrier Panama 34810 9738947	23/2/23 0130 hrs	1° 8.1' N, 103° 29.28' E Approximately 4.5 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the master reported to VTIS that <u>six perpetrators armed with knives</u> were sighted in the vicinity of engine room by the motorman and 3rd engineer on duty. There was a standoff between the perpetrators and the engine crew. <u>The perpetrators threw spanners at the crew resulting in the motorman sustained injury to hand and the 3rd engineer with minor injury to the head.</u></p> <p>The six perpetrators escaped when the ship alarm was raised. A small boat was seen close to starboard quarter of the bulk carrier. A search on board was carried out by the crew and at about 0215 hrs, the master confirmed there was no more perpetrators on board. <u>Some scrap items</u> were reported missing. The ship was transiting the TSS bound for Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the bulk carrier to conduct a search upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
17	Metis Petroleum/chemical tanker Singapore 5256 9498949	24/2/23 0354 hrs	5° 29.89' S, 105° 18.1' E Panjang Anchorage, Indonesia	<p>While anchored, the duty able-bodied (AB) sighted a total of five perpetrators, three on board the ship and two on a small boat, and immediately notified the bridge. The perpetrators subsequently escaped via the small boat. The incident was reported to Panjang VTS and the authorities have advised to stay vigilant and increase security measures. There was no reported damage to the ship and the crew was not injured. Engine spares were reported missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
18	Pacific Tamarita Bulk carrier Panama 30053 9702508	2/3/23 2322 hrs	1° 3.38' N, 103° 37.4' E Approximately 5.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to VTIS West of an unauthorised boarding. The crew saw four armed perpetrators at the poop deck.</p> <p>The master raised alarm and mustered the crew. A security search was conducted on board the ship with no further sighting of the perpetrators. The crew was safe and accounted for. Nothing was stolen.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities. The Singapore Police Coast Guard officers boarded the ship upon arrived at Singapore Anchorage. At about 0450 hrs, the ship was cleared, and no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	<p>Bon Speed 10 Tug boat Malaysia 153 8979221</p> <p>POE 2502 Barge</p>	10/3/23 0247 hrs	<p>1° 12.81' N, 103° 32.59' E</p> <p>Approximately 3.7 nm from Tanjung Piai (Malaysia), in the precautionary area of the TSS in the SS</p> <p>(SOMS)</p>	<p>The Singapore Police Coast Guard informed Singapore POCC that some people were on board barge <i>POE 2502</i> that was towed by tug boat <i>Bon Speed 10</i>. The Singapore VTIS contacted the master of the tug boat, who confirmed that there were about 10 people on board the barge. The barge was loaded with scrap metal and was en route from Labuan, Sabah to Pulau Pinang, Malaysia.</p> <p>At about 0259 hrs, the master of the tug boat reported that all the perpetrators had left the barge, after taking away some scrap metals. <u>The crew was not injured and all accounted for.</u> No further assistance was required, and the tug boat and barge resumed its voyage. A safety navigational broadcast was initiated.</p> <p>The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
20	<p>Chios Trinity Bulk carrier Greece 27989 9279379</p>	11/3/23 0518 hrs	<p>1° 5' N, 103 ° 34.4' E</p> <p>Approximately 8.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that there was an unauthorised boarding. Three perpetrators were sighted in the engine room. The master sounded the alarm and mustered the crew. A security search on board was conducted and at about 0558 hrs, the crew completed the search and no perpetrators were found. <u>The crew was safe and accounted for. Nothing was stolen.</u></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The bulk carrier was bound for Singapore, and at about 1044 hrs, the Singapore Police Coast Guard officers boarded the ship upon her arrival in Singapore. At about 1230 hrs, the ship was cleared, with no further sighting of the perpetrators on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
21	MV Merkur Horizon Container ship Liberia 41331 9456989	13/3/23 0400 hrs	14° 35' N, 120° 52' E Manila Anchorage, the Philippines	<p>While at anchor, the crew conducted inspection on the forecastle store on board the ship, and discovered that several ship properties were missing.</p> <p>The master reported the incident to Vessel Traffic Management System (VTMS) Manila. Immediately upon receipt of the report, the Philippine Coast Guard deployed PCG assets to conduct maritime patrol for possible identification and apprehension of perpetrators, but yielded negative result.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
22	MV CO Nagoya Container ship Panama 40165 9380271	19/3/23 0430 hrs	14° 32' N, 120° 53' E Quarantine 26, Anchorage Area, South Harbour, Manila, the Philippines	<p>While at anchor, the master reported to VTMS Manila that the crew sighted three perpetrators on deck, and two others near the vicinity of the ship.</p> <p>Upon receipt of the report, the Philippine Coast Guard Station Manila immediately dispatched DF-312 and AB-005 to the location of incident. The crafts arrived at the location, made coordination through VHF radio to check the status of the crew, ship and gather the details of the incident. However, the perpetrators had already escaped.</p> <p>The crafts conducted inspection of spaces, intensified maritime patrol in the vicinity, intercepted and inspected several vessels plying in the area but yielded negative result.</p> <p>The padlock of the forecastle store was broken, and 3 pcs of fire nozzles, 1 box of brass nuts and bolts, 1 pc of portable fan, and 1 roll of brass seizing wire were missing.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
23	Stolt Sakura Oil/chemical/gas tanker Cayman Islands 7228 9432969	20/3/23 0215 hrs	3° 55' N, 98° 45' E Belawan Anchorage, Indonesia	<p>While at anchor, two perpetrators boarded the ship through starboard anchor chain forcing the house pipe cover, and breaking inside the ship's paint store by destroying the padlocks with bolt cutter.</p> <p>The perpetrators were spotted by the roving crew on watch, the crew sounded the general alarm. Upon being noticed, the perpetrators escaped through a tied rope over the side.</p> <p>The crew was safe, and nothing was reported stolen. The CSO reported the incident to the authorities.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>
24	Bear Mizar Tanker Liberia 81085 9224465	27/3/23 0001 hrs	1° 16.5' N, 104° 16.3' E Approximately 6.2 nm from Tanjung Pergam, (Indonesia) in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS that his crew had sighted about four perpetrators in the ship's engine room.</p> <p>The master sounded the alarm and mustered all crew. The crew was accounted for, and there was no report of injury. A search was conducted, with no sighting of any perpetrators.</p> <p>The crew discovered that some spare parts for the fuel pumps were stolen. The ship continued her voyage to China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
25	Volta Bulk carrier Marshall Islands 92053 9587362	29/3/23 2156 hrs	1° 4.4' N, 103° 41.1' E Approximately 2.7 nm northwest of Pulau Cula, (Indonesia) in the eastbound lane of the TSS in the SS (SOMS)	<p>While at underway, the crew sighted four armed perpetrators in the engine room. The master reported the incident to Singapore VTIS.</p> <p>The master sounded the alarm, mustered the crew, and conducted search on board. At 2356 hrs, the ship informed VTIS that they had concluded the search on board the ship, and found some engine spare parts missing. All crew members were accounted for; no injuries to the crew or further assistance were required. The ship resumed her voyage to Qingdao, China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26	Nippon Princess Tanker Marshall Islands 55909 9380673	31/3/23 0150 hrs	1° 3.58' N, 103° 26.88' E Approximately, 3.3 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted three perpetrators armed with knives in the ship engine room workshop. The master the incident to Singapore VTIS.</p> <p>The master sounded the alarm and mustered all crew. The crew was accounted for, and there was no report of injury. A search was conducted, with no sighting of any perpetrators. The ship was bound for Singapore with an estimated time of arrival to pilot boarding ground at 0430hrs.</p> <p>The RSN vessel, RSS Independence escorted the ship to the pilot boarding ground and Singapore PCG boarded the ship upon arrival to carry out the search.</p> <p>Safety navigational broadcast was initiated. The RSN MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
27	Amani Bulk carrier Singapore 34614 9729910	31/3/23 0325 hrs	1° 5.45' N 103° 34.34' E Approximately, south of the Nipa Transit Anchorage in the eastbound lane of the TSS, main straits of sector 7 in the SS (SOMS)	<p>While underway, the crew sighted four perpetrators at the stern deck of the ship, and immediately alerted the bridge team. The duty officer raised the general alarm to inform crew of the four perpetrators.</p> <p>Upon hearing the alarm, the perpetrators jumped off into a small boat. The master then mustered the crew and conducted a search on board the ship, with no further sighting of the perpetrators. There was no reported damage to the vessel, <u>nothing stolen and no injuries to crew.</u></p> <p>Safety broadcast on anti-piracy watch was issued to warn all ships to maintain a vigilant watch at all times in the Singapore Strait.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
28	Prabhu Shakti Bulk carrier Singapore 44213 9398981	1/4/23 0105 hrs	1° 5.79' N, 103° 33.36' E South of the Nipa Transit Anchorage, in the eastbound lane of the TSS (SOMS)	<p>While underway, the master sighted five to six perpetrators on the starboard poop deck. He raised the alarm immediately and flashed light at the perpetrators. Upon being spotted, the perpetrators escaped in a speed boat immediately.</p> <p>The master mustered the crew, and conducted search on board. The padlock on the engine room entrance from steering gear room was found broken. At 0125 hrs, the ship informed Singapore VTIS that they had completed the search on board the ship, and found <u>some engine spares</u> missing. <u>The crew was not injured.</u></p> <p>Safety navigational broadcast on anti-piracy watch was initiated to warn all ships to maintain vigilance. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
29	Stolt Bismuth Tanker Liberia 17139 9739290	2/4/23 2000 hrs	1° 45.4' N, 101° 22.1' E OSM Jetty 1, Lubuk Gaung, Indonesia	<p>After completion of loading operation, while taking samples on deck duty able seamen noticed one small boat without any lights passed near the starboard side. A few minutes later able seamen made a safety rounds from aft and saw the one suspicious man on the aft poop deck. He immediately informed duty officer by the radio. At that time perpetrator jumped over board and escaped on small boat.</p> <p><u>The crew was not injured. Nothing was stolen.</u></p> <p>[ReCAAP Focal Point (Netherlands)]</p>
30	Jie Shun Da Bulk carrier Panama 25977 9162966	2/4/23 2345 hrs	1° 16.25' N, 104° 12.22' E Approximately 9.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in eastbound lane of the TSS (SOMS)	<p>While underway, the master of the ship reported to Singapore VTIS that one unauthorised person was sighted in the vicinity of the engine room. Ship's alarm was raised, and the crew subsequently conducted search on board the ship, with no further sighting of the perpetrator.</p> <p>The master declared that <u>all crew was safe and with no injuries. Nothing was reported stolen.</u> The master confirmed that no assistance was required. The ship departed Singapore and bound for China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
31	Gibraltar Eagle Bulk carrier Marshall Islands 36332 9702508	3/4/23 0155 hrs	1° 8.62' N, 103° 26.68' E Approximately 2.3nm east of Pulau Karimun Kecil (Indonesia), adjacent to the precautionary area of the TSS (SOMS)	<p>While underway, the master of the ship reported to Singapore VTIS that five unauthorised persons were sighted in the engine room. The alarm was activated and the perpetrators escaped.</p> <p>A search was conducted on board the ship, with no further sighting of the perpetrators. The master declared some engine spares were stolen. All crew members were accounted for and were safe. The ship was transiting the TSS and was bound for port of Singapore.</p> <p>At 0722 hrs, the Singapore Police Coast Guard boarded the ship to conduct search on board upon her arrival in Singapore. At 0829 hrs, the ship was cleared with no further sighting of the perpetrators.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
32	MV Ever Boomy Container ship Panama 33266 9787015	5/4/23 0214 hrs	14° 36.55' N, 120° 51.93' E MICT Anchorage Area, Manila, the Philippines	<p>While at anchor, the duty roving watch while on standby at the forecandle near the anchor house was attacked by six or eight perpetrators armed with metal bar coming from different directions of the ship. As a result, he was caught and his hands were tied, and the perpetrators started to loot the ship.</p> <p>When the crew was able to loosen his hands from being tied, he pushed the man guarding him and ran towards midship where he met another duty watch. Together they immediately proceeded to the bridge and reported the situation. Thereafter, they raised the security alarm and gathered all the crew at the bridge. Upon confirming that all crew members were accounted for, they reported the incident to the local agent and VTMS Manila.</p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>At about 0330 hrs, personnel from Coast Guard Sub-Station (CGSS) North Harbor together with personnel from Coast Guard Station (CGS) Manila on board AB-008 departed Pier 8, North Harbor, Tondo, Manila enroute to the location of the victim ship. The team arrived at the location at about 0350 hrs and immediately conducted intensified patrol around the area for possible sightings of any suspicious motor bancas but yielded negative result.</p> <p>The team also coordinated with the victim ship for the conduct of search and investigation. Upon boarding, the team together with the ship's crew conducted search and inspection from aft to forward deck of the ship, including the storage room for possible sightings of any perpetrators on board and to determine the stolen items.</p> <p>Aside from one crew being tied and managed to escape, all crew were accounted for and safe. <u>One set of self-contained breathing apparatus (SCABA) with breathing apparatus (BA) bottle, two BA bottles, one pc of Suez light, and five ISPS lights</u> were stolen.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
33	<p>Target 10 Tug boat Malaysia 188 5331705</p> <p>Name not available Barge</p>	<p>10/4/23 1228 hrs</p>	<p>1° 16.74' N, 104° 8.8' E</p> <p>Approximately 3.7 nm southeast of Tanjung Setapa, East Johor (Malaysia), in the precautionary area of the TSS (SOMS)</p>	<p>The tug boat towing a barge reported perpetrators in several boats had approached and boarded the barge, which was loaded with scrap metal. MMEA asset was deployed immediately to the location and they successfully intercepted a wooden boat laden with a load of <u>stolen scrap metal</u>, and arrested six perpetrators.</p> <p>The perpetrators and wooden boat were escorted to PMP Jetty for further investigation.</p> <p>[ReCAAP Focal Point (Singapore) and MMEA]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	New Horizon Tanker Hong Kong, China 164680 9486520	13/4/23 2332 hrs	1° 4.8' N, 103° 35.2' E Approximately 7.9 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that the crew sighted four perpetrators in the engine room.</p> <p>The master raised the alarm and mustered the crew. A security search was conducted on board the ship, with no further sighting of the perpetrators. The master declared nothing was stolen. The crew members were safe with no injury. The master confirmed that no assistance required. The ship was transiting the TSS and is bound for Zhou Shan, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
35	Maersk Ningbo Container ship Hong Kong, China 26404 9402639	15/4/23 0450 hrs	14° 33.23' N, 120° 55.57' E Quarantine Anchorage (Q08), Manila, the Philippines	<p>While at anchor, the crew did not notice any suspicious personnel on board. However, the padlock of forward store hatch was destroyed. Some ship properties and stores were stolen.</p> <p>Master reported the incident to VTMS Manila. VTMS Manila informed CGS Manila. CGS Manila immediately dispatched personnel of CGSS South Harbour onboard AB-008 to the location of vessel to verify the veracity of the incident. Upon arrival at the location, the team coordinated with the ship crew for investigation. Upon boarding, the team together with the crew proceeded to the forward deck of the ship for inspection and confirmed that some equipment from the vessel were missing.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	Nordocelot Container ship Malta 18826 9673642	17/4/23 0030 hrs	10° 0.9' N, 107° 0.9' E Ho Chi Minh Pilot Station, Zone 3, Vietnam	<p>While at anchor, the crew noticed two different barefoot traces. It was assessed that the perpetrators probably used rope or ladder to board the ship between midnight and sunrise. The total number of perpetrators assumed to be three to four persons</p> <p>The master mustered all crew and a search was conducted with no further sightings of the perpetrators.</p> <p>During the search, the paint store door padlock was found broken and additional locking device was opened. About 530 litres of paint were stolen. Evidence had indicated that the perpetrators had used knives or sharp objects to cut the ropes in paint store that secured the drums at sea. The crew was not injured.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
37	PPS Luck Bulk carrier Singapore 30811 9407524	17/4/23 0830 hrs	22° 2' N, 88° 5' E Berth No. 13, Port of Haldia, India	<p>While at berth, the 2nd Engineer and motorman discovered that the padlock to the steering gear room was missing during their routine rounds. Further investigation revealed that some engine spare parts and stores were stolen. There were no perpetrators sighted onboard.</p> <p>During the period at berth, gangway watch and security patrol were maintained by the crew. No unauthorised person was allowed onboard except for agent, authorities, draft surveyor, stevedore foreman and buyer's inspectors. All access to the ship were also locked except one into accommodation. Apart from the missing items, there was no reported damage and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
38	<p>Lion Kimtrans TB 6 Tug boat Malaysia 138 5360362</p> <p>Asia Pride 2330 Barge</p>	22/4/23 0930 hrs	<p>1° 16.9' N, 104° 8.75' E</p> <p>Approximately 4.7 nm off Tanjung Ayam (Malaysia), in the westbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS East that a sampan was observed to be alongside the towed barge, Asia Pride 2330.</p> <p>No perpetrators were sighted on board. At about 0945 hrs, the master reported that the sampan had left the barge and some scrap metals were stolen.</p> <p>All crew members were accounted for and the master need no further assistance.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
39	<p>Solar Roma Tanker Liberia 18335 9887372</p>	25/4/23 0130 hrs	<p>22° 45.4' N, 70° 0.9' E</p> <p>Kandla Anchorage, India</p>	<p>While at anchor, crew carried out routine maintenance onboard and noticed some items were missing.</p> <p>The master informed the owner of the ship. CCTV footage ascertained from the owner shows five perpetrators boarded and theft of items. Ship properties & stores were stolen.</p> <p>The local agent/ Master has been directed to provide the CCTV footage for ascertaining the details of the theft/ personnel involved. The ship departed for next port of call Sikka.</p> <p>In addition, all stakeholders / VTS has also been advised/ re-iterated to alert the merchant traffic in area so as to enhance vigilance and adherence to the standard norms of security especially during night / dark hours to mitigate such an incident in future. Local Marine police, Port, Central Industrial Security Force (CISF) Anchorage patrols and Signal station have been sensitised for follow up/ corrective actions.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
40	Ridgebury Katherine Z Oil/chemical/gas tanker Marshall Islands 29905 9439797	27/4/23 0345 hrs	14° 33.55' N, 120° 52.35' E Anchorage at vicinity waters north- northwest of Sangley Point, Cavite, the Philippines	While at anchor, duty roving noticed two perpetrators and immediately raised the alarm. Upon hearing the alarm, the crew mustered and after confirm all members were complete and safe, they reported the incident to VTMS Manila. The master also stated that the perpetrators probably used rope to board and disembark the ship. The padlock of the bosun store was broken, and 1 box of rope, 1 life craft, 1 fire nozzle, 1 fire bell, and 1 fire hydrant were missing. PCG CGS Manila operation informed PCG Coast Guard Intelligence Unit (CGIU) Manila of the incident. [ReCAAP Focal Point (Philippines)]
41	Sol Stride Container ship Panama 10308 9322877	1/5/23 0101 hrs	14° 32.74' N, 120° 55.65' E Manila Bay Anchorage, the Philippines	While at anchor, duty roving noticed two perpetrators jumped into the sea during their watch. Crew members of the said vessel conducted assessment to identify missing items on board. Ship properties & stores were stolen. Personnel of CGS Manila together with the Philippine Coast Guard Auxiliary (PCGA) Squadron on board PCGAR HIB101-425 immediately proceeded to the said location and conducted assessment and monitoring to any suspicious motor bancas and watercraft within the area. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
42	Rainbow Star Tanker Hong Kong, China 26914 9380049	1/5/23 0230 hrs	1° 15.33' N, 104° 13.33' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that the crew sighted four perpetrators on the main deck. The master mustered the crew and conducted a search of the ship. The master declared nothing was stolen and the crew members were not injured . The ship was transiting the TSS, and was on the way to Batangas, Philippines from Pasir Gudang, Malaysia. Safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. [ReCAAP Focal Point (Singapore)]
43	S.Kittichai 1 Fishing trawler Thailand	10/5/23 2200 hrs	7° 19' N, 100° 57' E Off Sri Songkhla Dockyard, Thailand	During the patrol of Thai Marine Police, they spotted one perpetrator trying to steal scrap metals from the fishing trawler in front of Sri Songkhla shipyard. There was no crew on board as the ship was waiting for overhauling. The Thai Marine Police officers boarded the ship and spotted another two perpetrators cutting and pulling off metal sheet in the engine room . All three perpetrators were apprehended for further legal action. [ReCAAP Focal Point (Thailand)]
44	MV Levante Bulk carrier Malta 51255 9457854	19/5/23 2345 hrs	10° 14.5' N, 107° 2.6' E Phu My Anchorage, Vietnam	While at anchor, the master reported to the company that one small boat was sighted alongside the ship. The number and identities of the perpetrators were not known. About 100 liters of paint were stolen. The crew members were safe . [ReCAAP Focal Point (Vietnam)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
45	Lucky Source Bulk carrier Singapore 32505 9333929	22/5/23 0200 hrs	1° 2.56' N, 103° 39.38' E Approximately 3.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty officer spotted about four to five perpetrators entering the engine room workshop. <u>One perpetrator was sighted to be holding a long knife.</u> The duty officer immediately alerted the bridge team and the master raised the alarm to inform crew.</p> <p>The perpetrators fled the ship upon hearing the alarm. A search was subsequently conducted by the crew with no further sightings of the perpetrators. <u>The crew was not injured</u> and <u>some spare parts for the auxiliary engine</u> were reported stolen.</p> <p>The Singapore Police Coast Guard boarded the ship to conduct investigation upon her arrival at the Singapore anchorage.</p> <p>Safety broadcast on anti-piracy watch was initiated to warn all ships to maintain vigilance at all times.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
46	MT Success Tanker India 29335 9285718	24/5/23 0115 hrs	22° 25' N, 91° 52' E Dolphin Jetty No. 3, Bangladesh	<p>While at berth, <u>six perpetrators armed with long knives</u> boarded the tanker, broke the forepeak store lock, stole <u>10 cans of paint</u> and escaped. <u>The crew was not injured.</u></p> <p>The incident was reported to the Port Control, who informed the Bangladesh Coast Guard (BCG). BCG boarded the ship for investigation, which revealed that the ship did not hire local agent watchmen for ship security as recommended, and that ship security monitoring was lacking.</p> <p>BCG also conducted investigation in the vicinity of the location and eventually recovered the stolen items, which were handed over to the master.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
47	Corinthian Phoenix Bulk carrier Panama 93050 9451628	26/5/23 0207 hrs	1° 10.6' N, 103° 26.6' E Approximately 5.4 nm from Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore Police Coast Guard and International Maritime Bureau Piracy Reporting Centre (IMB PRC) that the ship's crew detected that the emergency diesel generator, oxygen and acetylene room padlocks had been broken, and the door to the compartment was opened. The master confirmed that <u>one small air compressor for filling of Breathing Apparatus</u> was stolen.</p> <p>The master and ship security officer conducted checks of the ship's compartments, and no further sighting of any perpetrators. <u>All crew members were safe.</u></p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
48	Jin Hwa 47 Tug boat Malaysia 236 9026095 Jin Hwa 48 Barge Malaysia	29/5/23 0001 hrs	1° 12.38' N, 103° 32.38' E Approximately 3.56 nm off Tanjung Piai, (Malaysia), in the precautionary area of the westbound lane of the TSS (SOMS)	<p>While the tug boat towing barge was underway, the master of the tug boat reported to VTIS West that three perpetrators boarded the barge and stole <u>some scrap metal on board.</u></p> <p>The master sounded the alarm, and all crew was mustered and accounted for. <u>The crew members were safe,</u> and the master confirmed that no further assistance is required.</p> <p>The tug boat towing the barge was on her way to Penang in the westbound lane of TSS in the SS, when the incident occurred.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
49	Nord Adriatic Bulk carrier Singapore 34830 9767584	29/5/23 2300 hrs	1° 4.47' N, 103° 42.33' E Off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the chief engineer spotted four perpetrators in front of the main air compressor. <u>Two perpetrators pointed a jungle bolo at him and tied him up</u> in the engine workshop while the other two perpetrators proceeded to the engine workshop. The chief engineer managed to break free and immediately notified the Bridge.</p> <p>The master activated the alarm and instructed all crew to conduct search on board the ship. The crew did a thorough security search. Some footprints were found on main deck and the boiler room watertight door and sky light were opened, and with no further sightings of the perpetrators.</p> <p>The <u>chief engineer's watch and mobile phone</u> were taken, and <u>some generator spare parts</u> were reported missing. The crew were not injured. The ship departed Singapore and was sailing to Vietnam.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
50	Hoanh Son Galaxy Bulk carrier Panama 39727 9257797	3/6/23 0400 hrs	1° 16.1' N, 104° 16.4' E Approximately 5.8 nm off Pulau Tondang (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that three perpetrators were spotted by the ship's crew in the engine room. <u>The perpetrators were armed with knives.</u> The master sounded the alarm and mustered the crew.</p> <p>At about 0403 hrs, the master reported that the three intruders escaped in a small boat at the astern of her ship. <u>All crew members were safe and accounted for, and nothing was stolen.</u> The master informed that no further assistance is required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
51	Orange Harmony Bulk carrier Panama 43088 9764099	3/6/23 0400 hrs	1° 15.75' N, 104° 7.8' E Approximately 4.8 nm from Pulau Nongsa (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master received information that two to three persons (based on the footprints at the poop deck) could have boarded the ship.</p> <p>Nobody sighted the perpetrators on board the ship. A search was conducted and some ship engine spares were found missing. The theft was noticed five hours after the ship departed Singapore.</p> <p>The crew was not harmed, and the ship continued her voyage to Qingdao, China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
52	Merkur Horizon Container ship Liberia 41331 9456989	5/6/23 0200 hrs	14° 36.64' N, 120° 50.55' E Vicinity waters of Manila International Container Terminal Anchorage (MICT), approximately 7.8 nm west of North Harbour, Tondo, Manila, the Philippines	<p>While at anchor, the duty deck crew while conducting roving at the forecastle deck discovered that the anchor house cover/guard was open, the padlocks of the skylight hatch connecting to Bosun Store were broken and there were many foot marks in the area.</p> <p>The chief mate reported the incident to the VTMS Manila. A search was conducted on board and after the inspection, the crew discovered that one welding machine and two fire nozzles were missing.</p> <p>The CGSS North Harbour, immediately coordinated with the team from CGSS Cultural Centre of the Philippines (CCP), and one boat operator from the PCG auxiliary to conduct investigation of the incident. The team, accompanied by the chief mate and bosun, boarded the ship.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
53	CL Century Bulk carrier Belgium 34349 9715816	11/6/23 0135 hrs	1° 9.83' N, 103° 26.77' E Approximately 5.9 nm from Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the master reported to VTIS West via VHF, that <u>four perpetrators armed with knives</u> were sighted in the steering gear room.</p> <p>The master sounded the alarm and mustered the crew members. A search on board the ship was conducted, with no further sightings of the perpetrators.</p> <p>The crew was accounted for, with <u>no report of injuries. Nothing was stolen.</u> No further assistance was required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
54	Ariana Bulk carrier Marshall Islands 40092 9316048	12/6/23 0130 hrs	1° 11' N, 103° 24.7' E Approximately 3.6 nm from Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS via VHF that the ship's crew sighted one perpetrator in the steering gear room. The <u>perpetrator was armed with a shovel-like weapon.</u> The master sounded the alarm and mustered the crew.</p> <p>A search on board the ship was conducted, and there was no further sighting of the perpetrator. The ship was proceeding to Singapore anchorage from the West at the time of the incident.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship on her arrival and found no perpetrator on board. The crew was accounted for, <u>no injuries to the crew, no loss of property</u> and no further assistance was required.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
55	Pantagruel Bulk carrier Liberia 90085 9274903	13/6/23 0300 hrs	1° 5.23' N, 103° 35.2' E Off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS West that three perpetrators were sighted in the steering gear room. The <u>perpetrators were armed with knives.</u></p> <p>The master sounded the alarm and mustered the crew. A search was conducted on board the ship by the crew, with no further sightings of the perpetrators. The <u>crew was safe and nothing was reported stolen.</u> No further assistance was required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship on her arrival at Singapore anchorage, and found no perpetrators.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
56	Hai Duong 55 Supply vessel Vietnam 1678 9552628	16/6/23 2350 hrs	1° 12.7' N, 103° 22.3' E Approximately 3 nm northwest of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, suspicious movements were captured by ship's CCTV on the main deck. The master raised alarm immediately and mustered crew. Onboard security search was later carried out with no sighting of perpetrators. The master confirmed <u>some items from a container and one coil of mooring rope</u> were stolen. There was no confrontation with crew and all crew members were safe. The master reported the incident to local agent and Singapore Focal Point upon arrival in port at Singapore on 17 Jun 23.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship for search onboard upon receiving information from Singapore Focal Point. At 1951 hrs, the ship was cleared with no sighting of the perpetrators onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
57	Vincent Trader Bulk carrier Philippines 43968 9855525	19/6/23 0445 hrs	1° 16.2' N, 104° 12.9' E Approximately 7.9 nm northwest of Tanjung Tondang, Pulau Bintan (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the mater reported to Singapore VTIS that four perpetrators armed with knives were sighted in the engine room. <u>One of the crew was assaulted and sustained minor head injury in the process.</u> <u>Some engine spares</u> were stolen.</p> <p>The master mustered the crew and conducted a search on board the ship, with no further sighting of the perpetrators. The master declared no assistance was required and resumed the passage to the next port of call. The ship had departed Singapore and was bound for South Korea.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
58	Seavigour Tanker Malta 81368 9774185	22/6/23 0305 hrs	1° 4.95' N, 103° 42.13' E Approximately 2.63 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the tanker reported to Singapore VTIS that <u>two perpetrators armed with machetes</u> were sighted at the poop deck. The master raised the ship's alarm and mustered all crew. Subsequently, a search on board the ship was conducted with no sighting of the perpetrators. The ship was transiting the TSS and was bound for port of Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authority.</p> <p>Upon ship's arrival at Singapore, the Singapore Police Coast Guard officers boarded her for investigation and cleared the ship at about 0739 hrs. <u>All crew are safe and accounted for. Nothing was declared stolen.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
59	Bonny Island Bulk carrier Hong Kong, China 32377 9610731	24/6/23 0031 hrs	1° 16.5' N, 104° 11.9' E Approximately 8.9 nm northwest of Tanjung Tondang, Pulau Bintan (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that four perpetrators were sighted in the engine room. Alert crew raised the ship's alarm and the perpetrators escaped. Subsequently, search on board was carried out with no further sighting of the perpetrators. Some engine spares were stolen; and all crew are safe and accounted for. The master declared no assistance was required and resumed the passage to the next port of call. The bulk carrier was transiting the TSS eastbound for China.</p> <p>Safety broadcasts on anti-piracy watch are carried out to warn all ships to maintain a vigilant watch at all times in the Singapore Strait. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
60	Lila Ace Chemical tanker Liberia 11662 9352597	26/6/23 0300 hrs	1° 41' N, 101° 27' E Dumai Port Inner Anchorage, Indonesia	<p>While at anchor, the duty oiler sighted three perpetrators armed with steel bars near the engine room. The perpetrators tried to threaten the duty oiler when they saw him. The duty oiler managed to run away from the perpetrators, sounded the general alarm, reported incident to the bridge and alerted all crew on board.</p> <p>Noting that they had been sighted, the perpetrators escaped, without stealing any items. The master reported incident immediately to the port authorities. Additional security watch was posted throughout the ship's port stay till her departure from the port on 30 Jun 23.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
61	Daryabar Bulk carrier Iran 41226 9369710	26/6/23 2215 hrs	1° 3.95' N, 103° 35.66' E Approximately 6.1 nm southwest of Pulau Nipa (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS of a breach of security incident on board the ship. One perpetrator was sighted in the engine room by ship's crew. The master sounded the alarm and mustered the crew.</p> <p>A search on board was subsequently carried out. At the time of the incident, the ship was transiting the TSS eastbound for China. At about 2327 hrs, the master confirmed that no further sighting of perpetrator onboard.</p> <p><u>All crew members were safe and accounted for, and nothing was reported stolen.</u> No further assistance was required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
62	Tug boat Sung Fatt 36 Barge	1/7/23 2050 hrs	1° 13.32' N, 103° 30.13' E Approximately 2.6 nm from Tanjung Piai (Malaysia), in the westbound lane of the TSS (SOMS)	<p>While underway, the Malaysian Marine Police patrol boat spotted two boats moored to the barge. Several men were sighted on top of the scrap metal pile on the barge. Upon seeing the patrol boat, the perpetrators immediately escaped in their boats, which crashed into the side of the patrol boat.</p> <p>All perpetrators were arrested and their boats with an <u>estimated 100 ton of scrap metal</u> were seized. Investigation is currently ongoing.</p> <p>[Shipping company]</p>
63	Marianna Golden LPG tanker Indonesia 17527 9166766	3/7/23 0345 hrs	6° 1' S, 106° 54.2' E Tanjung Priok Anchorage, Indonesia	<p>While at anchor, the duty AB sighted one unknown person boarded the ship over its rail. He immediately informed the officer of the watch, and raised the general alarm. The person jumped overboard and escaped in a wooden boat with three other persons in the boat. <u>The crew was not injured. Nothing was stolen.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
64	<p>Jin Hwa 40 Tug boat Malaysia 148 9683752</p> <p>Jin Hwa 41 Barge</p>	4/7/23 0900 hrs	<p>1° 16.62' N, 104° 8.58' E</p> <p>Approximately 4.6 nm from Tanjung Ayam (Malaysia), in the precautionary area of the TSS (SOMS)</p>	<p>While the tug boat towing barge was underway, the master of the tug boat noticed four perpetrators on the barge. The towed barge was carrying scrap metal.</p> <p>The perpetrators left the barge at about 0929 hrs with stolen scrap metal. The alarm was raised and all crew mustered. The crew subsequently conducted a search, with no further sighting of the perpetrators. The crew was not injured and the master did not require any further assistance.</p> <p>Safety broadcast for anti-piracy was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
65	<p>Atlantic Prestige Bulk carrier Marshall Islands 35906 9856232</p>	12/7/23 0300 hrs	<p>1° 5.6' N, 103° 33.4' E</p> <p>Approximately 9.8 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, the ship's crew sighted five perpetrators armed with knives in the vicinity of the engine room. The alarm was raised, deck lighting was switched on, crew mustered and a security search was conducted.</p> <p>The master reported that the perpetrators jumped overboard from the ship's stern and escaped at 0320 hrs. Some engine spares and stores were stolen. All crew members were accounted for, and the crew was not injured.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at Singapore anchorage, Singapore Police Coast Guard boarded and searched the ship, and confirmed no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
66	Efraim A Bulk carrier Cyprus 43024 9520778	15/7/23 0210 hrs	1° 16.6' N, 104° 15.1' E Approximately 6.8 nm from Tanjung Tondong (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that the crew sighted five perpetrators on the aft deck. The master sounded the alarm and mustered the crew.</p> <p>The crew conducted a search on board, with no further sighting of the perpetrators. All crew members were safe and accounted for. Nothing was stolen. The ship was en-route to the next port at Huanghua, China, after departing from Singapore.</p> <p>Safety broadcast for anti-piracy was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
67	Tomini Royalty Bulk carrier Marshall Islands 44015 9842736	15/7/23 2117 hrs	1° 2.88' N, 103° 40.28' E Approximately 2.5 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master of reported to Singapore VTIS West that the crew sighted four perpetrators in the boiler, who escaped after the crew activated the emergency alarm. The crew was mustered to conduct a search on board. Engine spares were stolen and the crew was not injured.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at Singapore anchorage, Singapore Police Coast Guard boarded and searched the ship, and confirmed no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
68	MSM Bulk carrier Panama 26094 9121730	16/7/23 0235 hrs	1° 8.8' N, 103° 27.6' E Approximately 7 nm from Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS West that the crew sighted about five perpetrators in the engine room. The alarm was raised and crew mustered. All crew members were accounted for, and the crew was not injured. The crew conducted a search on board, with no further sighting of the perpetrators. Nothing was stolen.</p> <p>The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at Singapore anchorage, Singapore Police Coast Guard boarded and searched the ship, and confirmed no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
69	Super Ruby Tanker Marshall Islands 30965 9308120	20/7/23 0255 hrs	1° 10.54' N, 103° 56.6' E Batam Anchorage, Indonesia	<p>While at anchor, the ship crew sighted three perpetrators armed with knives at the engine room. The crew raised the alarm and informed the duty officer.</p> <p>All crew mustered, and a search on board was conducted by the crew with no perpetrators found. The crew was not injured. The master reported the incident to IMB PRC.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
70	Fiji Bulk carrier Malta 43990 9630664	22/7/23 0337 hrs	1° 4.9' N, 103° 43.0' E Approximately 2.5 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master of the bulk carrier reported to Singapore VTIS West that the crew sighted <u>six perpetrators in the engine room armed with knives</u>. The alarm was raised, and the crew mustered. The perpetrators escaped after the alarm was raised. The crew conducted a search on board, with no further sighting of the perpetrators. <u>One personal mobile phone belonging to the crew and a torch light</u> were stolen. <u>The crew was not injured</u>.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>Singapore Police Coast Guard boarded and searched the ship upon her arrival at Singapore anchorage, and confirmed no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
71	Stella Alice Bulk carrier Singapore 94710 9522697	22/7/23 0515 hrs	1° 8.6' N, 103° 28.4' E Approximately 3.9 nm east of Pulau Karimun Besar (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty oiler spotted four perpetrators in the engine room. He did not confront the perpetrators due to safety consideration, and the perpetrators later escaped from the scene.</p> <p>The duty oiler immediately informed the Chief Officer who then activated the ship's general alarm. A thorough search on board the ship was conducted, with no further sighting of the perpetrators.</p> <p><u>Some engine spare parts</u> were reported stolen and <u>the crew was not injured</u>.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
72	Edzard Schulte Product tanker Isle of Man 11246 9439852	23/7/23 0350 hrs	5° 32.75' S, 105° 18.54' E Tarahan Anchorage, Indonesia	<p>While at anchor, <u>three perpetrators armed with knives</u> were noticed in the engine room by duty crew onboard. The alarm was raised and crew mustered. Upon hearing the alarm, the perpetrators escaped with <u>stolen engine spares</u>. The incident was reported to Panjang VTS via VHF Ch 16. Indonesian Marine Police HQ boarded the tanker for investigation.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
73	<p>Jin Hwa 49 Tug boat Malaysia 143 9373981</p> <p>Jin Hwa 39 Barge</p>	23/7/23 2230 hrs	<p>1° 17.84' N, 104° 10.93' E</p> <p>Approximately 2.5 nm southwest of Tanjung Ayam (Malaysia), in the westbound lane of the TSS (SOMS)</p>	<p>While underway, four perpetrators were sighted unloading scrap metal from the barge. Upon receipt of the information, MMEA dispatched a patrol boat to the location.</p> <p>The perpetrators were arrested and their boats seized. Initial investigation revealed that the perpetrators were members of a syndicate targeting scrap metal. Investigation is currently ongoing.</p> <p>[Shipping company]</p>
74	<p>Jal Kamal Bulk carrier Marshall Islands 35835 9875056</p>	7/8/23 0058 hrs	<p>1° 16.73' N, 104° 16.67' E</p> <p>Approximately 6.2 nm from Tanjung Tondong (Indonesia), in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, the master reported to Singapore VTIS East that one perpetrator was sighted in the engine room. The master raised the ship's emergency alarm and all crew mustered. Upon hearing the alarm, the perpetrator escaped immediately. Items including main engine spares, generator spares and fuel injection pump were stolen. The crew was not injured.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
75	<p>Osaka Star Bulk carrier Liberia 47003 9740809</p>	8/8/23 2150 hrs	<p>1° 2.85' N, 103° 38.62' E</p> <p>Approximately 4.1 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, the master reported to Singapore VTIS West that four perpetrators were sighted in the engine room. The ship's alarm was raised and crew mustered. A search was conducted on board the ship and at about 2245 hrs, the search was completed with no further sighting of the perpetrators. All crew members were safe and some main engine spare parts were missing. The ship continued to proceed to Singapore to pick up pilot at Pilot Eastern Boarding Ground "B" at 0100 hrs.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>Singapore Police Coast Guard boarded and searched the ship when she was anchored in Singapore port, and confirmed no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
76	Doric Warrior Bulk carrier Liberia 51208 9453511	8/8/23 2230 hrs	1° 2.63' N, 103° 39.22' E Approximately 3.5 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS West that four perpetrators armed with knives were sighted on port quarter deck. The ship's alarm was raised and crew mustered. A search was conducted on board the ship and at about 0040 hrs, the search was completed with no further sighting of the perpetrators. All crew members were safe and some main engine spare parts were missing. The ship continued to proceed to Singapore to pick up pilot at Pilot Eastern Boarding Ground "B" at 0130 hrs.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>Singapore Police Coast Guard boarded and searched the ship when she was anchored in Singapore port, and confirmed no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
77	Sophocles Graecia Bulk carrier Cyprus 44095 9843730	9/8/23 0335 hrs	1° 4.45' N, 103° 42.2' E Approximately 6.2 nm from Tanjung Tondong (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS West that three perpetrators were sighted in the engine room. The ship's alarm was raised and crew mustered. A search was conducted on board the ship and at about 0447 hrs, the search was completed with no further sighting of the perpetrators. All crew members were safe. At about 0521 hrs, the master updated that some main engine spare parts were missing. The ship continued to proceed to Singapore to pick up pilot at Pilot Eastern Boarding Ground "B" at 0530 hrs.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>Singapore Police Coast Guard boarded and searched the ship when she was anchored in Singapore port, and confirmed no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
78	Name withheld Container ship Malta 18826	11/8/23 0017 hrs	14° 35.37' N, 120° 50.33' E Manila North Harbour Anchorage, the Philippines	<p>While at anchor, <u>eight perpetrators armed with gun and knives</u> approached the ship in a water craft painted in white and yellow, and boarded the ship through anchor hawse pipe. While the perpetrators were attempting to open the forecastle by breaking the padlock, <u>the duty crew approached their location, and was subsequently caught and tied up with rope by the perpetrators.</u></p> <p>The duty bridge second officer noticed the incident through the CCTV monitor and sounded the alarm immediately. The perpetrators escaped using the same entry point, and took away <u>the duty crew's mobile phone.</u> The ship's master and crew subsequently conducted an inspection on board to check for any other missing items.</p> <p>The incident was reported to VTMS Manila, who relayed the information to the PCG. PCG deployed their asset and conducted patrol in the vicinity for any suspicious activities, but yielded negative results. PCG later boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
79	Shotan Tanker Panama 5518 9709271	24/8/23 0150 hrs	1° 43' N, 101° 26' E Dumai Anchorage, Indonesia	<p>While at anchor, the duty crew noticed <u>three perpetrators armed with knives</u> near the engine room. The <u>perpetrators threatened the duty crew,</u> who managed to escape and raised the alarm. Upon hearing the alarm, the perpetrators escaped with <u>stolen engine spare parts.</u></p> <p>[ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
80	SLNC Severn Bulk carrier United States of America 33737 9629988	29/8/23 1600 hrs	Berth 112, Belawan Port, Indonesia	While at berth, the duty crew noticed <u>three perpetrators armed with knives</u> at the forecastle. The alarm was raised and crew mustered. Upon hearing the alarm, the perpetrators escaped with stolen <u>ship stores</u> . The incident was reported to the local authorities through the local agent. [IMO]
81	Nexus Tanker Singapore 5371 9291468	31/8/23 0228 hrs	1° 42.85' N, 101° 28.29' E Dumai Anchorage, Indonesia	While at anchor, <u>three perpetrators armed with knives</u> were spotted escaping in a small boat. The master was notified and the general alarm was sounded. The crew conducted a search of the ship and <u>some engine spares</u> were reported missing. <u>The crew was not injured.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
82	Yangze 8 Bulk carrier Liberia 36426 9725732	1/9/23 0135 hrs	1° 3.96' N, 103°41.66' E Approximately 1.78 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS West that four perpetrators were sighted in the engine room. <u>One of the perpetrators was seen with a gun-like object.</u> Master raised the alarm and mustered all crew. The crew subsequently searched the ship and there was no further sighting of the perpetrators.</p> <p>All crew members were accounted for, with <u>no report of injuries to crew.</u> The master reported <u>engine spare parts</u> were stolen. The bulk carrier was proceeding to Pilot Eastern Boarding Ground "B" / Eastern Bunkering C Anchorage.</p> <p>Safety broadcast for anti-piracy was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
83	Maersk Belfast Petroleum/chemical tanker Singapore 19758 9299446	20/9/23 2300 hrs	17° 2.7' N, 82°26.3' E Kakinada Anchorage, India	<p>While at anchor, one of the two watchmen patrolling on deck heard the sound of a boat engine at port aft of the ship. He went to investigate immediately and saw a boat moving away from their ship. As the boat was a distance away, he was unable to determine the number of perpetrators in the boat. A search was conducted onboard, with no further sighting of perpetrators. <u>Two mooring ropes</u> were reported missing. <u>The crew was not injured</u> and there was no reported damage to the ship. The local authorities were notified of the incident through the local agent.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

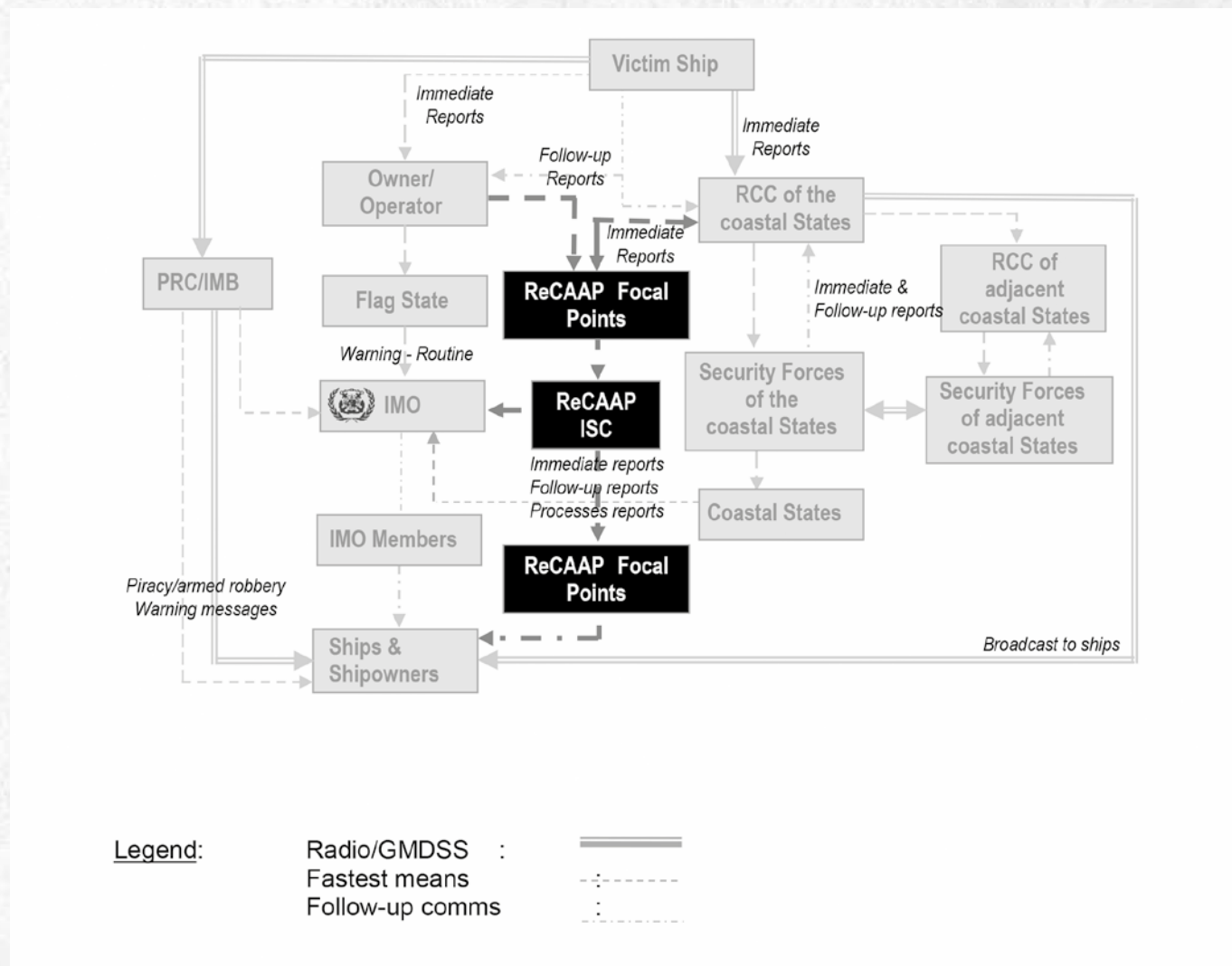
Attempted Incident

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
84	Name withheld Bulk carrier Cyprus 39035	13/7/23 2345 hrs	1° 17.83' N, 104° 10.28' E Approximately 2.4 nm from Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, perpetrators on a wooden boat tried to board the ship using an improvised rope. The ship, maintaining a good anti-piracy watch, detected the wooden boat at approach. The crew immediately informed the master and raised the general alarm. The perpetrators left immediately without boarding the ship. There was no breach of security occurred. [ReCAAP Focal Point (Singapore)]

Flow Diagram on Procedure for Reporting Incidents 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:

FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA



Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate as appropriate the incident information internally to their respective RCCs, maritime authorities and law enforcement agencies.
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.

Contact Details of ReCAAP Focal Points/Contact Point

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United States		
USCG Rescue Coordination Center Alameda (RCC Alameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
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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 (INF). 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 acknowledges these sources.



Information Sharing Centre

**Regional Cooperation Agreement on Combating Piracy
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