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Incidents of Piracy and Armed Robbery against Ships in Asia (January-September 2014)

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# EXECUTIVE SUMMARY



There has been significant change of the trend in terms of the number of incidents reported within the nine-month period from January to September 2014. For the first six months of 2014, there has been a significant increase in the number of incidents compared to the same period of last year. The ReCAAP ISC witnesses a surge in the number of incidents from 61 reported during January-June 2013 to 90 during the same period in 2014. However, after July 2014, there has been a reduction in the number of incidents within the three-month period from July to September in 2014.

On a quarter-to-quarter comparison, there was a 33% decrease in the number of incidents of piracy and armed robbery against ships reported during July-September 2014 compared to April-June 2014. However, the accumulative number of incidents reported during January-September 2014 was 129 due to the surge of the number of incidents reported during January-June 2014. Compared to January-September 2010-2013, there has been an upward trend in the number of incidents reported during January-September 2014. The bulk of the incidents reported during January-September 2014 were petty thefts, while the Category 2 and Category 3 incidents have remained fairly consistent compared to the same period in 2011-2013. Of concern were the Category 1 incidents involving siphoning of ship fuel/oil. However, there has been a decline in the number of such incidents reported in August 2014 and September 2014, probably due to the ongoing collaborative efforts by the maritime enforcement authorities and the shipping industry. However, the ReCAAP ISC urges the authorities and all stakeholders not to be complacent but carry out their risk assessment, conduct internal checks and enforce vigilance at sea.

While there has been a decrease in incidents reported at some ports and anchorages in Indonesia; ships anchored off north-east of Pulau Bintan in the South China Sea had been boarded more frequently. Of less significance and petty theft in nature, opportunistic robbers also boarded ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Straits of Malacca and Singapore.

The ReCAAP ISC urges the littoral States to step up surveillance, maintain continuous presence and conduct more regular joint coordinated patrols in the strait, and advises ship masters to exercise extra vigilance when traversing areas susceptible to piracy attacks and to report all incidents immediately to the authorities of the coastal States.

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

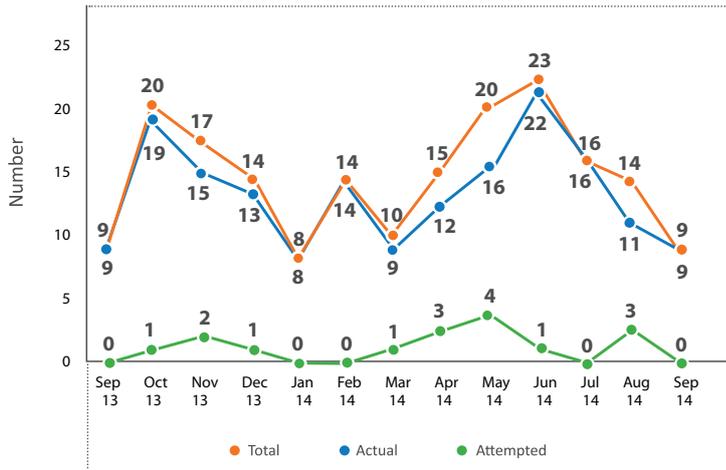
(January-September 2014)



# Part One: Incidents of Piracy and Armed Robbery Against Ships in Asia (January-September 2014)

## Number and Significance Level (monthly)

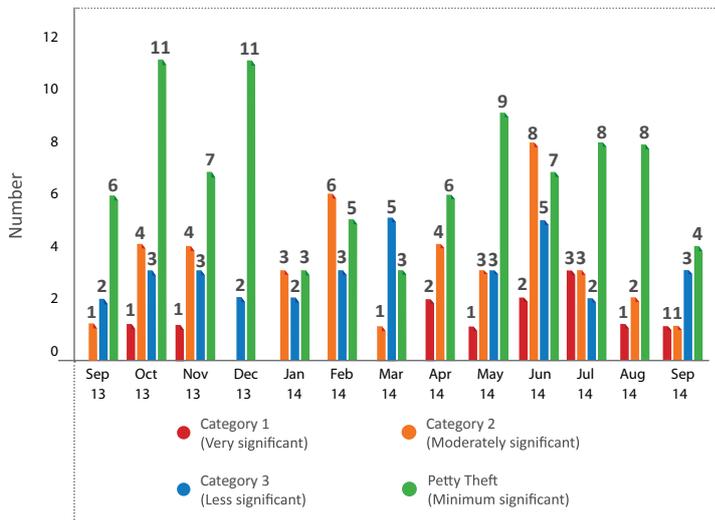
Graph 1 - Number of Incidents (September 2013 - September 2014)



The number of incidents reported in September 2014 continued to decline since June 2014; from 23 incidents reported in June 2014 to 16 in July 2014, 14 in August 2014 and nine in September 2014.

On a quarter-to-quarter comparison, the number of incidents reported during the third quarter of 2014 (July-September 2014) was lower than that reported in the second quarter (April-June 2014). A total of 39 incidents of piracy and armed robbery against ships were reported during July-September 2014 compared to 58 incidents during April-June 2014.

Chart 1 - Significance Level of Incidents (September 2013 - September 2014)



Of the nine incidents reported in September 2014, one was a Category 1 incident, one was a Category 2 incident, three were Category 3 incidents and four were petty thefts.

Notably, incidents involving the siphoning of ship fuel/oil continued into September 2014, but on a decreasing trend. From two cases in April 2014, the number of such incident has decreased and stabilised at one incident per month in August 2014 and September 2014.

## Number and Significance Level (January-September 2014)

Graph 2 - Number of Incidents (January-September of 2010-2014)

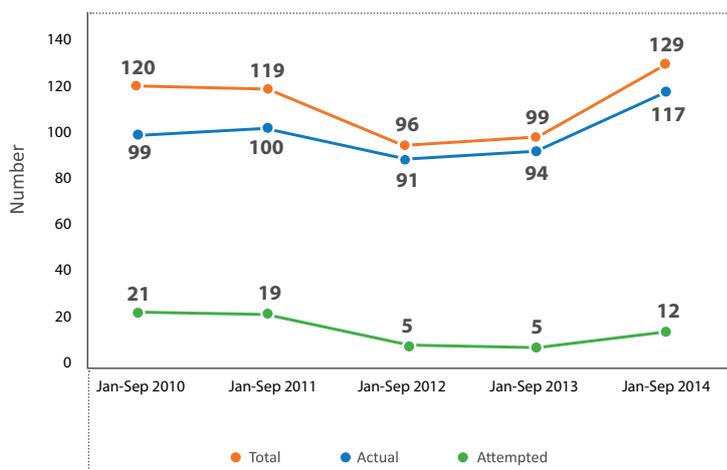
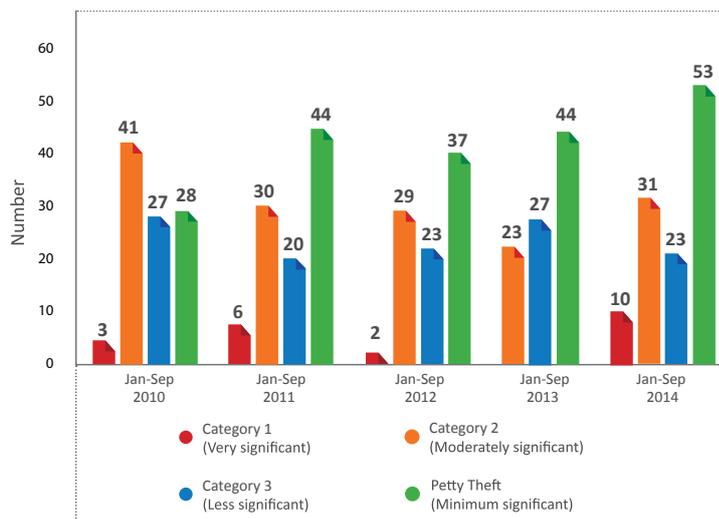


Chart 2 - Significance Level of Incidents (January-September of 2010-2014)



During January-September 2014, a total of 129 incidents of piracy and armed robbery against ships were reported. Except for Category 1 incidents which were mostly siphoning of ship fuel/oil cases, the bulk of the incidents reported during January-September 2014 were petty thefts which was highest in number compared to the same period during the five-year period. The Category 2 and Category 3 incidents fluctuated but overall remained fairly consistent except January-September 2010 when the number of Category 2 incidents was highest.

### Category 1

Of the 10 Category 1 incidents, nine involved siphoning of ship fuel/oil at sea. Case studies on the siphoning incidents are described in Part Two.

### Category 2

Of the 31 Category 2 incidents during January-September 2014, 20 occurred onboard ships while at anchor/berth and 11 while underway. Of concern were the Category 2 incidents onboard ships while anchored/berthed at some ports and anchorages in Indonesia (12), Bangladesh (6), Malaysia (1) and Philippines (1). The 11 Category 2 incidents onboard ships while underway occurred in the Straits of Malacca and Singapore (6), South China Sea (4) and Bangladesh (1).

# Part One: Incidents of Piracy and Armed Robbery Against Ships in Asia (January-September 2014)

## Category 3

A total of 23 Category 3 incidents were reported during January-September 2014. Of these, 15 incidents occurred to ships at anchor/berth; and eight incidents while ships were underway. Of the 15 incidents at anchor/berth, eight occurred at the ports and anchorages in Indonesia. For incidents involving ships while underway, seven of the eight Category 3 incidents occurred in the Straits of Malacca and Singapore.

## Petty theft

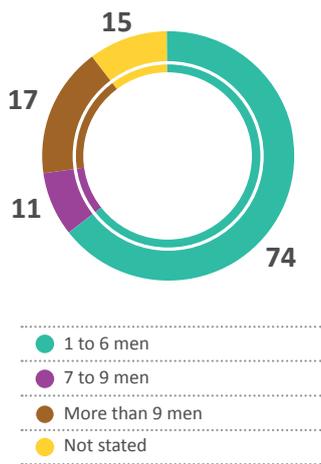
Of the 53 incidents of petty theft reported during January-September 2014, 41 occurred onboard ships at anchor/berth, and 12 onboard ships while underway. Most of the petty thefts occurred at the ports and anchorages in Indonesia (15) and South China Sea (13). Of the 12 incidents of petty theft onboard vessels while underway, nine occurred in the Straits of Malacca and Singapore.

## Characteristics of Incidents

The ReCAAP ISC classifies each incident based on the violence inflicted by the pirates/robbers and the economic loss arising from the incident. The violence factor of an incident refers to the intensity of violence in an incident, and the indicators used to determine the degree of violence are: the number of pirates/robbers involved, type of weapons used by the pirates/robbers and the treatment of crew. The economic factor refers to the type of property and cargoes stolen from the ship.

## Number of pirates/robbers

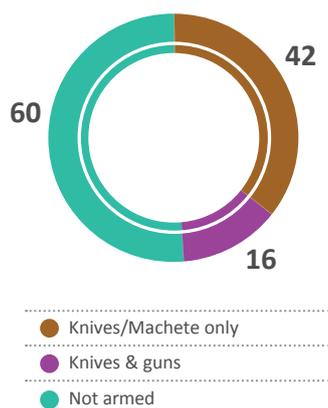
Chart 3 - Number of Pirates/Robbers (January-September 2014)



Majority of the incidents reported during January-September 2014 involved pirates/robbers operating in groups of 1 to 6 men, which is consistent with past trends. However, incidents involving larger groups of pirates/robbers accounted for one-quarter of the overall incidents. Of the 28 incidents that involved 7 and more men, 23 of them were either Category 1 or Category 2 incidents which occurred in the South China Sea (9), Bangladesh (6), Straits of Malacca and Singapore (3), Indonesia (2), Malaysia (2) and Philippines (1).

## Type of weapons used

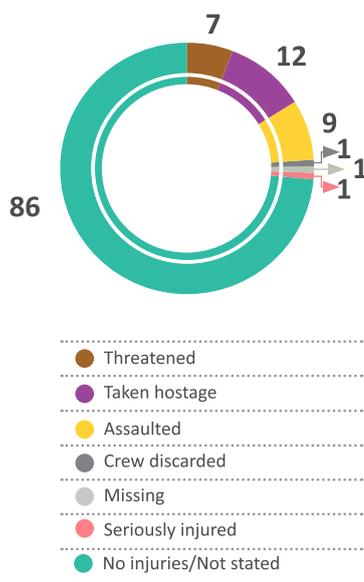
Chart 4 - Type of Weapons Used (January-September 2014)



About half of the total number of incidents reported during January-September 2014 involved pirates/robbers who were not armed or there is no report on whether they were armed or not. About one-third of the incidents involved pirates/robbers who were armed with knives/machetes. Among the 15 incidents involving pirates/robbers armed with guns and knives, seven occurred at ports and anchorages in Indonesia, five in the South China Sea, two at ports and anchorages in Malaysia and one at an anchorage in the Philippines. In 80% of incidents where the pirates/robbers were armed with guns, the crew was either threatened, held hostage or physically assaulted by the pirates/robbers although no serious injuries were reported. In contrast, incidents where the pirates/robbers were armed with knives or machetes, they were less violent.

## Treatment of crew

Chart 5 - Treatment of Crew (January-September 2014)

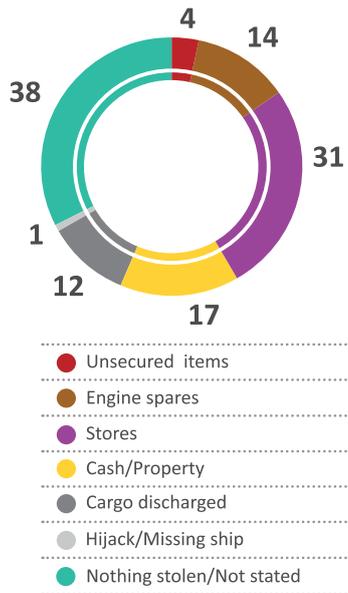


Majority of the incidents (74%) reported during January-September 2014 state that the crew was not injured or there was no information available on this aspect. While the pirates/robbers did not inflict serious physical injury on the crew, the ReCAAP ISC advises crew to avoid confronting the pirates/robbers especially when they were armed. There was one incident involving 'crew discarded' and this referred to the crew onboard tug boat, *Manyplus 12* who was left on the barge *Hub 18* after the tug boat was hijacked on 9 Jun 14. The crew was later rescued by passing fishing boats. The incident involving 'crew seriously injured' occurred onboard *Harbour Hornbill* on 9 Jul 14 when the master reportedly suffered head injuries during the incident. He was subsequently treated for his injuries and discharged from the hospital soon thereafter.

# Part One: Incidents of Piracy and Armed Robbery Against Ships in Asia (January-September 2014)

## Type of economic losses

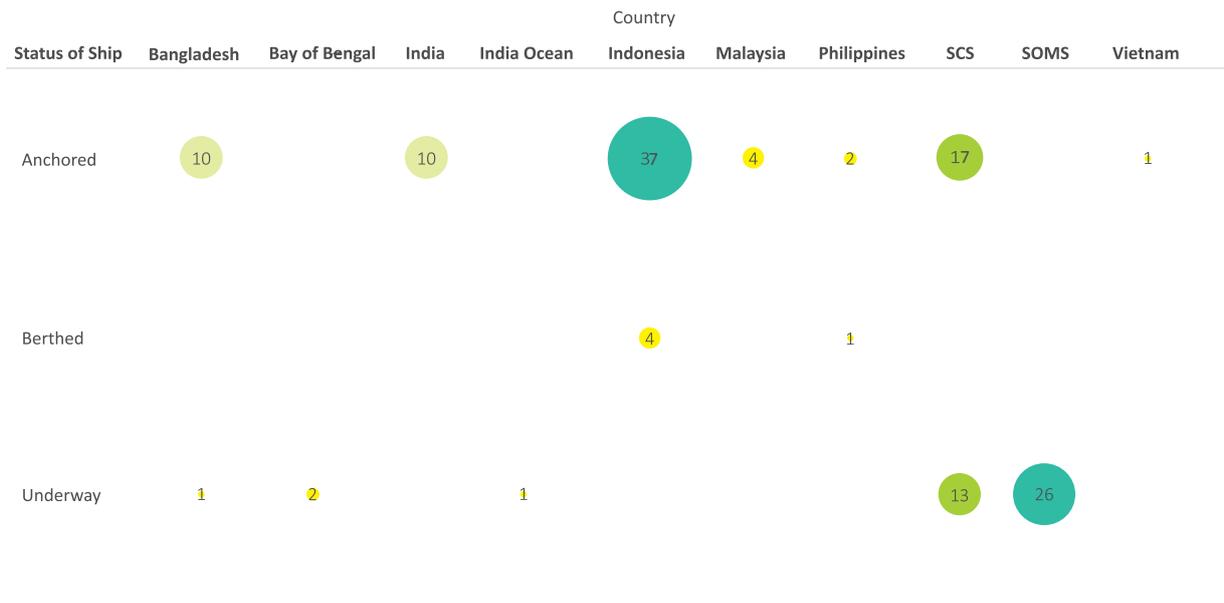
Chart 6 - Type of Economic Losses (January-September 2014)



Majority of the losses were engine spares and stores which accounted for 38% of total economic losses. Occurred mainly at ports and anchorages, the robbers boarded ships which were lax in security, escaped immediately with the stolen items, or after being detected by the crew who sounded the alarm and alerted the other crew. Notably, there has been an increase in the number of incidents involving 'cargo discharged'. Among the 12 incidents of cargo discharged, nine involved the loss of fuel/oil from tankers and three loss of scrap metal from barges. As for the 'hijack/missing ship', it referred to Malaysia-registered tug boat, *Manyplus 12* which is still missing at this juncture.

## Status of ships

Chart 7 - Status of Ships vis-a-vis Location of Incidents (January-September 2014)



Of the 129 incidents reported during January-September 2014, 86 incidents were reported at anchorages and at berth; and 43 incidents involving ships while underway. Of the 86 incidents at ports and anchorages, 41 (48%) occurred in Indonesia, 17 (20%) in the South China Sea, 10 (12%) in Bangladesh, and 10 (12%) in India.

Of the 43 incidents involving ships while underway, 26 (60%) occurred in the Straits of Malacca and Singapore and 13 (30%) in the South China Sea.

## Location of incidents

There has been a significant improvement in the situation at the ports and anchorages in Indonesia during January-September 2014 compared to the same period in 2013. A total of 41 incidents were reported there during January-September 2014 compared to 62 incidents during the same period in 2013. However, there has been an increase in the number of incidents reported in the Straits of Malacca and Singapore, the South China Sea, Bangladesh and India. Refer to table below.

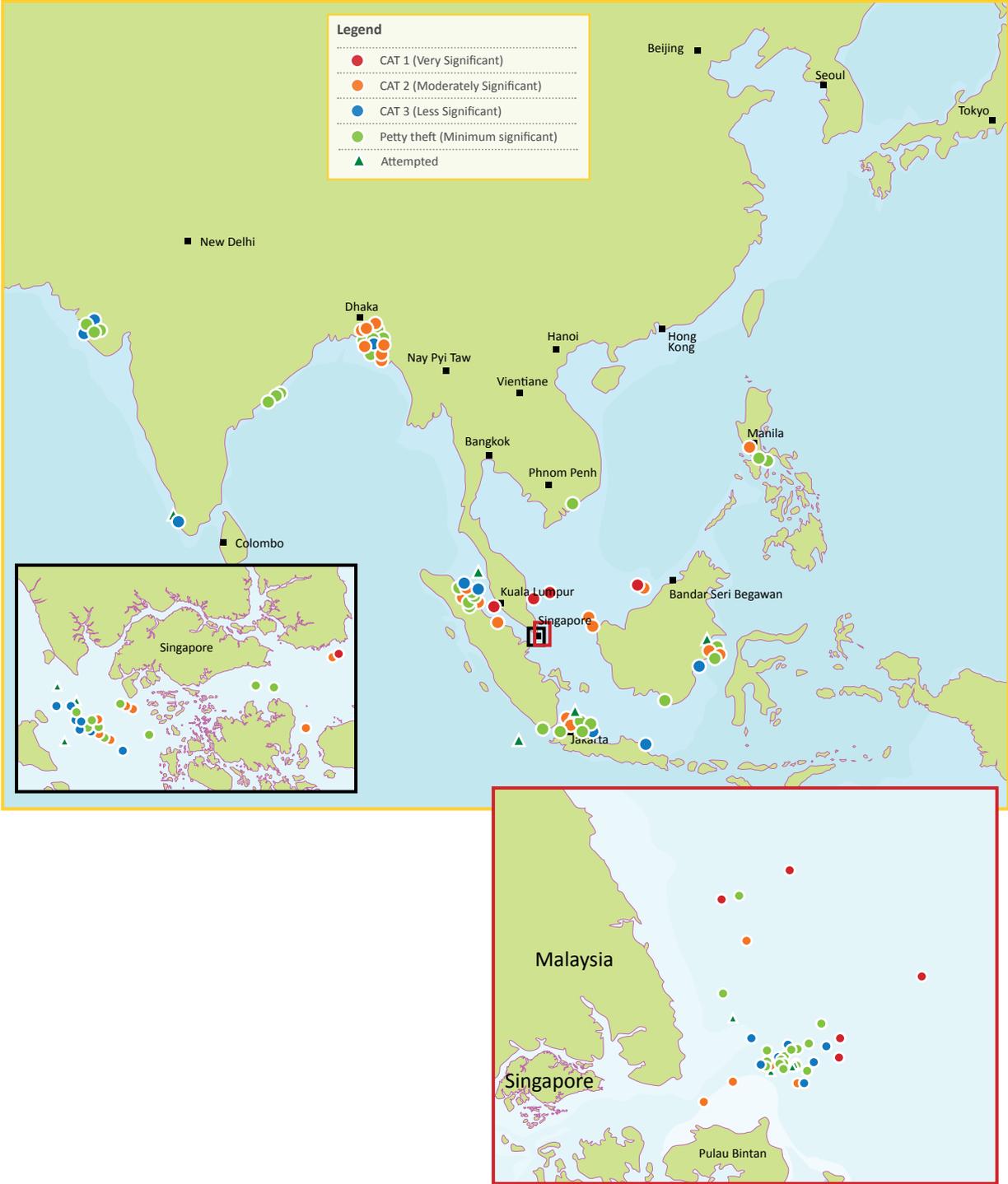
**Table 1 – Location of Incidents (January-September of 2010-2014)**

	January-September 2010		January-September 2011		January-September 2012		January-September 2013		January-September 2014	
	Actual	Attempted								
<b>East Asia</b>										
China	1									
<b>Sub-total</b>	<b>1</b>									
<b>South Asia</b>										
Arabian Sea				4						
Bangladesh	18	2	7		10		6		11	
Bay of Bengal	1			1					2	
India	5		6	2	6	1	3		9	1
<b>Sub-total</b>	<b>24</b>	<b>2</b>	<b>13</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>9</b>		<b>22</b>	<b>1</b>
<b>Southeast Asia</b>										
Gulf of Thailand	1									
Indian Ocean										1
Indonesia	24	9	35	1	46	2	58	4	36	5
Malaysia	13		11	3	7		6		3	1
Philippines	4		4		3		5		3	
Singapore	2		3		1					
South China Sea	17	7	10	6	4		6		29	1
Straits of Malacca and Singapore	2	3	18	2	11	1	5		23	3
Thailand	1									
Vietnam	10		6		3	1	5	1	1	
<b>Sub-total</b>	<b>74</b>	<b>19</b>	<b>87</b>	<b>12</b>	<b>75</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>95</b>	<b>11</b>
<b>Overall Total</b>	<b>99</b>	<b>21</b>	<b>100</b>	<b>19</b>	<b>91</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>117</b>	<b>12</b>

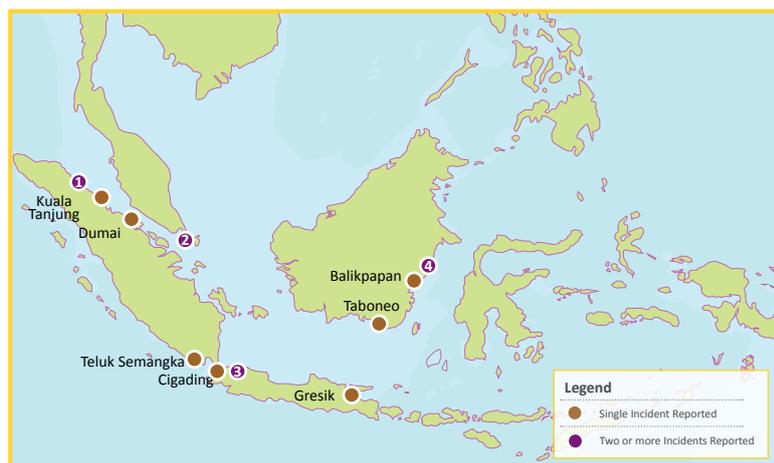
# Part One: Incidents of Piracy and Armed Robbery Against Ships in Asia (January-September 2014)

Refer to map below on the location of incidents reported during January-September 2014.

Map 1 – Location of Incidents (January-September 2014)



Map 2 – Location of Actual Incidents Reported in Indonesia (January-September 2014)



- 1 9 Incidents (Belawan)
- 2 10 Incidents (Pulau Batam/Bintan)
- 3 6 Incidents (Tanjung Priok)
- 4 4 Incidents (Samarinda)

	Jan-Sep 2010	Jan-Sep 2011	Jan-Sep 2012	Jan-Sep 2013	Jan-Sep 2014
CAT 1	1	1	0	0	0
CAT 2	10	5	9	12	12
CAT 3	4	9	8	19	9
PT	9	20	19	27	15
<b>TOTAL</b>	<b>24</b>	<b>35</b>	<b>46</b>	<b>58</b>	<b>36</b>

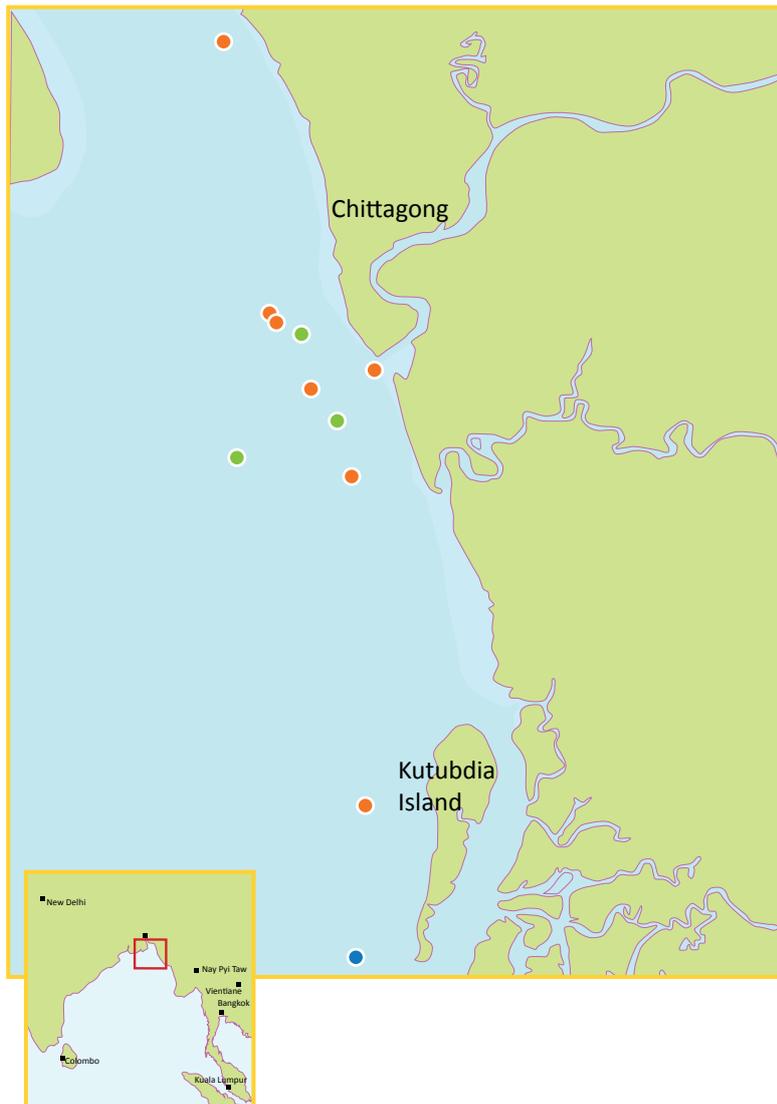
## Indonesia

There has been a marked improvement in the situation at some ports and anchorages in Indonesia. During January-September 2014, a total of 36 incidents were reported, of which 12 were Category 2 incidents, nine were Category 3 incidents and 15 were petty thefts. Except for January-September 2010, the number of incidents reported during January-September 2014 is lowest compared to January-September of 2011-2013.

The improvements occurred at the ports and anchorages off East Kalimantan, namely Balikpapan, Samarinda and Taboneo. A total of six incidents were reported off East Kalimantan during January-September 2014 compared to 22 incidents reported there during the same period in 2013. The ReCAAP ISC commends the efforts of the Indonesian authorities and enforcement agencies for the 40% decrease in the number of incidents during January-September 2014 compared to the same period in 2013.

## Part One: Incidents of Piracy and Armed Robbery Against Ships in Asia (January-September 2014)

Map 3 – Location of Actual Incidents Reported in Bangladesh (January-September 2014)



	Jan-Sep 2010	Jan-Sep 2011	Jan-Sep 2012	Jan-Sep 2013	Jan-Sep 2014
CAT 2 <span style="color: orange;">●</span>	6	1	2	1	7
CAT 3 <span style="color: blue;">●</span>	8	3	2	2	1
PT <span style="color: green;">●</span>	4	3	6	3	3
<b>TOTAL</b>	<b>18</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>11</b>

### Bangladesh

There has been an increase in the number of incidents at Bangladesh ports and anchorages during January-September 2014 compared to the same period of 2011-2013. A total of 11 incidents were reported during January-September 2014, of which eight of them occurred at Chittagong anchorages. In most cases, the robbers boarded the vessels in groups of 5-10, except in some cases when the robbers approached in relatively larger group of 30 as occurred in the incident involving Malta-registered chemical tanker *Histria Agatha* and 20 in the incident involving Liberia-registered bulk carrier, *Loyalty*. Eight out of 11 incidents involved robbers carried knives/machetes. In most of the incidents, the robbers were not violent except in the incident involving Singapore-registered LPG tanker *Gas Batam*, where the robbers assaulted the duty watchman on deck by throwing stones at him.

The ReCAAP ISC urges the authorities to step up enforcement at Chittagong anchorages, and the masters to exercise vigilance and report all incidents to the authorities.

Map 4 – Location of Actual Incidents Reported in India (January-September 2014)



	Jan-Sep 2010	Jan-Sep 2011	Jan-Sep 2012	Jan-Sep 2013	Jan-Sep 2014
CAT 2	0	0	2	1	0
CAT 3	1	1	1	1	3
PT	4	5	3	1	6
<b>TOTAL</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>9</b>

## India

There has been an increase in the number of incidents at the ports and anchorages in India during January-September 2014 compared to the past four years. Notably, the increase occurred in the Gulf of Kutch which reported four incidents at Kandla anchorage and one incident at the outer anchorage of Navlakhi port, Gujarat. The other four incidents occurred at the port of Visakhapatnam (3) and Kochi (1).

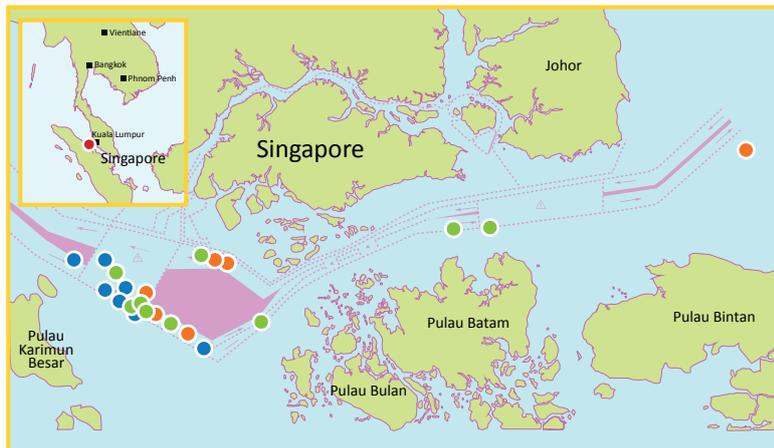
Of the nine incidents, seven occurred during hours of darkness. Opportunistic in nature, the robbers approached the ships in small groups of 2-3, and most of them engaged in petty theft. Notably, the four incidents in the Gulf of Kutch were onboard bigger vessels, namely tankers and bulk carriers, and the robbers were relatively more violent as they used knives to threaten the crew when confronted as reported onboard Marshall Islands-registered bulk carrier *Geneva Queen* and Panama-registered product tanker *Chemroad Echo*.

The Kandla port authorities advised mariners to adopt the following precautionary measures especially during hours of darkness:

- Keep vessel’s surroundings well lit and switched on the flood lights
- Maintain sharp look-out for small fishing boats, and those approaching the vessel
- Ensure that the forward store room is double and heavily locked
- Keep brass items such as fire nozzles, paint drums, etc in safe and secure places, preferably in vessel’s main store
- Deploy an additional deck hand (with communication support) for watch keeping
- Install CCTV (if there are onboard vessel) on the forward and anchor areas
- Should the robbers manage to board the vessel, the crew should immediately sound the siren and shine the flood light on them
- Do not be distracted by robbers who attempted to board from aft, but later changed to broad from forward
- Report all incidents to the port control via VHF on Channel 08 or the Indian Coast Guard on Channel 16
- In tracking the robbers’ boats, report to VTS Gulf of Kutch

## Part One: Incidents of Piracy and Armed Robbery Against Ships in Asia (January-September 2014)

Map 5 – Location of Actual Incidents Reported in SOMS (January-September 2014)



	Jan-Sep 2010	Jan-Sep 2011	Jan-Sep 2012	Jan-Sep 2013	Jan-Sep 2014
CAT 1	0	2	0	0	1
CAT 2	1	7	6	0	6
CAT 3	0	1	0	2	7
PT	1	8	5	3	9
<b>TOTAL</b>	<b>2</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>23</b>

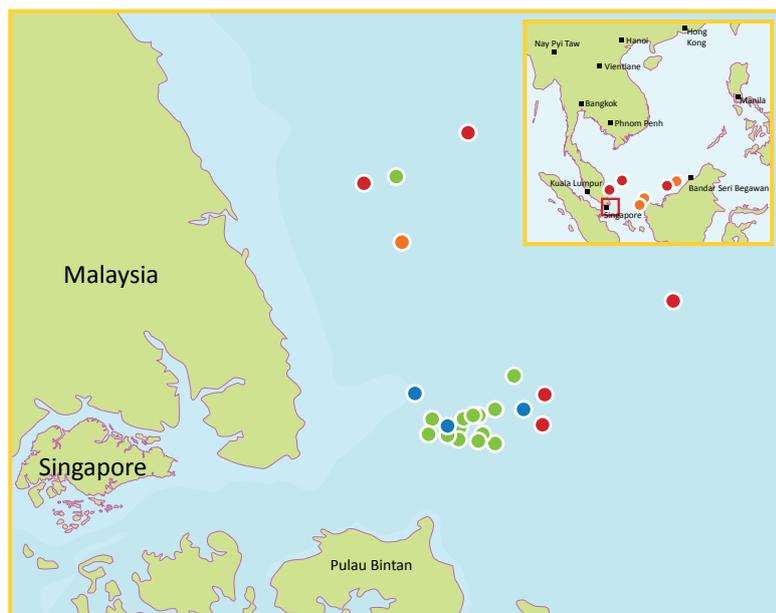
### Straits of Malacca and Singapore (SOMS)

A total of 26 incidents comprising 23 actual incidents and three attempted incidents were reported in SOMS during January-September 2014. Of the 23 actual incidents, one was a Category 1 incident, six were Category 2 incidents, seven were Category 3 incidents and nine were petty thefts. The Category 1 incident occurred onboard Saint Kitts & Nevis-registered oil tanker, *Naniwa Maru No. 1* in the Malacca Strait when robbers boarded the tanker on 22 Apr 14 near Port Klang, Malaysia and siphoned MGO off the tanker. Local enforcement agencies had indicated that “insider involvement” cannot be ruled out.

Slightly more than half of the incidents reported that the robbers escaped empty-handed, after the crew had been alerted. Of the 23 incidents, six involved tug boats towing barges. This is a deviation from past trend where majority of the incidents in SOMS involved tug boats towing barges. However, the ReCAAP ISC notes that scrap metal onboard barges was targeted as evidenced from three of the six incidents involving the theft of scrap metal from barges. Notably, most of these incidents occurred while tug boats towing barges were underway in the westbound lane of the Traffic Separation Scheme (TSS). Tug boat masters are encouraged to exercise extra vigilance and keep a sharp lookout for small boats coming alongside their barges.

Majority of the other incidents of less significant and petty theft in nature occurred onboard larger vessels while underway in the eastbound lane of the TSS as shown in Map 5. The ReCAAP ISC urges the littoral States to step up surveillance, maintain continuous presence and conduct more regular joint coordinated patrols in the strait.

Map 6 – Location of Actual Incidents Reported in SCS (January-September 2014)



	Jan-Sep 2010	Jan-Sep 2011	Jan-Sep 2012	Jan-Sep 2013	Jan-Sep 2014
CAT 1 ●	1	2	1	0	8
CAT 2 ●	14	6	3	4	4
CAT 3 ●	2	2	0	2	3
PT ●	0	0	0	0	14
<b>TOTAL</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>29</b>

## South China Sea (SCS)

A total of 29 incidents, comprising 28 actual incidents and one attempted incident, were reported during January-September 2014 in the SCS. Notably, eight Category 1 incidents were reported in the SCS and all involved the siphoning of fuel/oil from tankers. Pirates chose to carry out siphoning outside state's jurisdiction where there is absence of enforcement.

Notably, there has also been an increase in incidents involving ships anchored in the SCS (north-east of Pulau Bintan, Indonesia) during January-September 2014. Accounting for slightly more than half of the total number of incidents reported in SCS, this is a deviation from past trends where incidents reported in the SCS mainly involved vessels while underway. Ship master and crew were advised to exercise enhanced anti-piracy watch when anchored in the vicinity.

The background features a grid of four quadrants. The top-left and bottom-right quadrants are a solid orange color. The top-right and bottom-left quadrants are a solid yellow color. Overlaid on this grid are several concentric circles. A large, faint orange circle is centered in the upper half of the page. A smaller, more prominent yellow circle is centered in the lower half. The text 'CASE STUDIES' is positioned in the center of the page, spanning across the boundary between the orange and yellow quadrants.

# CASE STUDIES



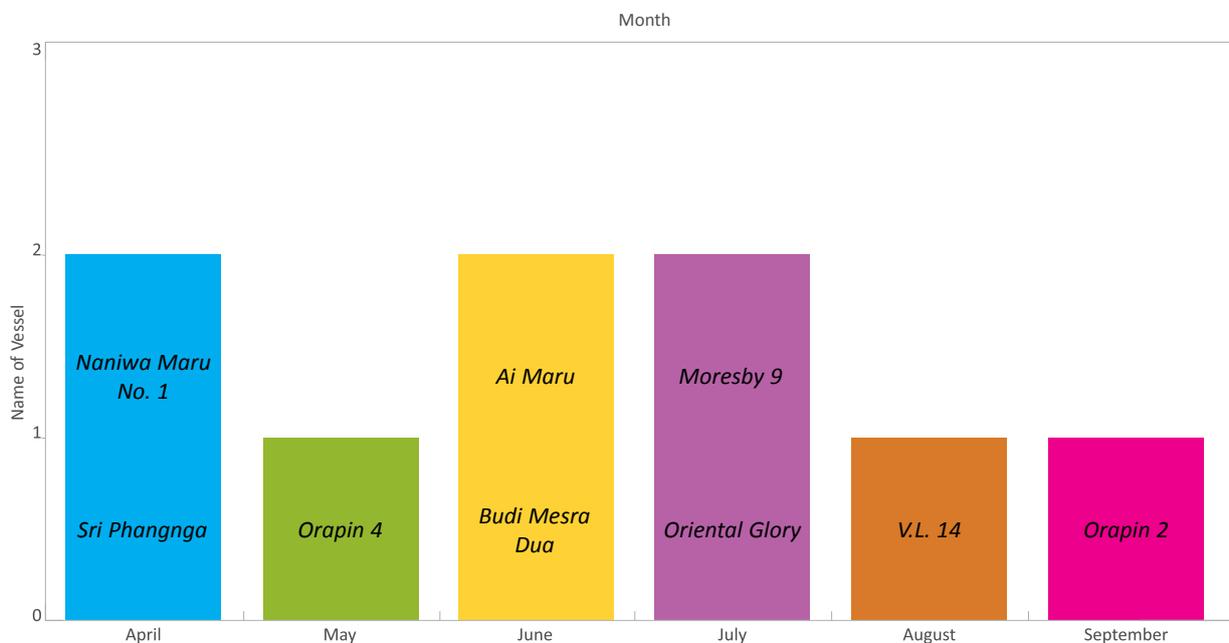
## Part Two: Case Studies

### Siphoning of Ship Fuel/Oil

There has been an increase in the number of incidents involving the siphoning of ship fuel/oil in Asia since April 2014. Between April and September 2014, a total nine incidents of such nature had been reported, of these, eight occurred in the South China Sea.

These incidents are of concern as they involved perpetrators who were armed with guns and knives (in six of the nine incidents), involved more than 9 men (in five incidents), threatened the crew or assaulted them (in seven incidents), and damaged the ship's navigational and communication equipment, stole the crew's personal belongings and successfully siphoned the ship fuel/oil in all nine incidents.

Chart 8 - Vessels Involved in Siphoning Incidents (April-September 2014)



On a month-to-month comparison since April 2014, there has been a decrease in the number of incident reported; with one incident reported in September 2014 compared to two incidents reported in April 2014, June 2014 and July 2014.

The ReCAAP ISC at the 10<sup>th</sup> Heads of Asian Coast Guard Agencies Meeting (HACGM) held in Yokohama, Japan updated the meeting about the increase in reports of siphoning of ship fuel/oil in Asian waters and stressed the need for continuous efforts to tackle these cases and the importance of responses by the maritime enforcement agencies. In the joint statement issued at the meeting on 30 Sep 14, the littoral States comprising Indonesia, Malaysia, Thailand and Singapore expressed their commitment to make continuous effort to address the situation.



As previous incidents had been featured in past ReCAAP ISC periodical reports, this report will focus on the siphoning incident involving *Orapin 2* which occurred on 17 Sep 14.

## Incident involving *Orapin 2*

Name	Type of Vessel	Flag	GT
<i>Orapin 2</i>	Oil tanker	Thailand	1598

Map 7 – Approximate location of boarding of *Orapin 2*



● *Orapin 2*, Oil product tanker  
17 Sep 14 at 2200 hrs

The Thailand-registered oil tanker, *Orapin 2* was en route from Singapore to Dili, Timor Leste carrying 1,048 metric tonnes of Marine Gas Oil (MGO). On 17 Sep 14 at or about 2200 hrs, eight pirates armed with two pistols and four long knives/machetes boarded *Orapin 2* from two speed boats at 01° 26.45' N, 104° 50' E, approximately 19.52 nm northeast of Pulau Bintan, Indonesia (SCS).

Wearing mask hood, t-shirts and short pants, the pirates tied up the crew, locked them in a cabin, and siphoned the MGO to two other vessels, reportedly a 500 metric ton tanker and a 2,000 metric ton tanker which came alongside. They also damaged the ship's navigational and communication equipment and stole the crew's personal belongings and cash before they escaped.

## Part Two: Case Studies

### Modus operandi

Generally, the pirates adopted the same modus operandi as in the previous siphoning of fuel/oil incidents. Organised in groups of more than five, armed with guns and/or long knives/machetes, they boarded the tanker from utilized motorized boats or speed boats. The crew was tied, locked in engine room, mess hall or crew's cabin. In the case of *Moresby 9*, the chief officer was detained at the bridge to assist in navigating the tanker. In most cases, before leaving the ships, the pirates damaged the vessels' navigational and communications system, ransacked the crew cabin and took away cash and crew's personal belongings. In some cases, they repainted the ship name to hide her identity when sailing to another location to carry out the siphoning. The crew was not injured in the incidents.



Cabin ransacked



Pipe cut by pirates



Ship renamed

Photographs courtesy of shipping companies

### Observations

While there has been a downward trend of incidents involving siphoning of ship fuel/oil in August 2014 and September 2014, it remains a concern as incidents are still happening. In view of the lucrative profit the perpetrators obtain from selling the stolen ship fuel/oil in the black market at a lower price, the ReCAAP ISC urged owners, masters and crew to exercise enhanced vigilance and adopt precautionary measures as stipulated in the ReCAAP ISC Special Report on 'Incidents of Siphoning of Fuel/Oil at Sea in Asia'. A local report on the arrest of some men who were allegedly involved in illegal ship fuel trade by the Singapore Police Coast Guard (PCG) demonstrates the efforts made by the littoral States to clamp down these incidents.

### More nabbed for illegal ship-fuel trade

By JALELAN NING BAKIR

THREE illegal bunkers in ships' fuel lines have been seized, and more people have been caught siphoning, selling and buying such fuel, say police.

From January to July this year, 46,400 litres of oil changed hands illegally, 30 times more than the whole of last year.

In total, the oil was worth more than \$20,000.

The illegal was siphoned off boats while they were moored in Singapore waters, and later sold in yards outside the territory through a middleman.

During a hearing yesterday, Police Coast Guard (PCG) Deputy Commander (Special Duties) Tan Kim Kah said the siphoning took place in one of the four cases this year, where a siphoning device of oil had changed hands.

While an average boat can hold only 30,000 litres of oil, offend-

ers will usually refill the boat's fuel tanks illegally so they can build case.

The police arrested 26 men last year for such offences. By July this year, 52 more have been caught.

Of the 16 men arrested, 15 were Indonesians, and three were Singaporeans in their 30s.

The Singaporeans – a shipping company director, an assistant port manager and an unemployed man – had provided the infrastructure with cables to tap the oil, for a cut of the profits.

Assistant Commissioner Lim, the PCG deputy commander, said the coast guard is doing checks on some boats entering Singapore waters. The vessels in question usually have pumps and fuel lines on board to transfer the oil, he said, speaking at the PCG's 16th year in southeast Singapore.

The coast guard also works with the Investigation and Check-

ports Authority and the Maritime and Port Authority to detect such offences.

Private companies also police their own ports.

Mr Tanah Ngah, for instance, a crew coordinator from coastal company Yeng Tong Construction, oversees 30 tugboats with 500 in its crew members each.

He conducts surprise checks and reviews camera footage. 100

companies also run a system to track the movements of its boats.

So far this year, he has reported two cases, he told police after ending oil trading to be sold on his boats.

These local gangs of theft of bunker oil face seven years in jail and a fine. Those who buy the stolen oil could be jailed for three years and fined.

(jalelan@ph.com.sg)

Report on arrest of perpetrators involved in illegal fuel trade  
(Source: The Straits Times dtd 16 Sep 14)

## Comments

- a. With demands for fuel/oil, and its high market price, the groups and syndicates responsible will continue to target tankers at sea with the motive of getting bigger profit margins from sale of the stolen fuel/oil. More needs to be done by the authorities to identify and arrest the culprits involved;
- b. The pirates appeared to know the details of the targeted vessels such as the quantity and kind of cargo she carried onboard the vessel and the vessel's route. The possibility of conspiracy between the crew of the vessel and the pirates; between the shipping company and the pirates cannot be ruled out; and
- c. Shipping companies are urged to review their work process to prevent information leakage/insider information to "interested" parties.

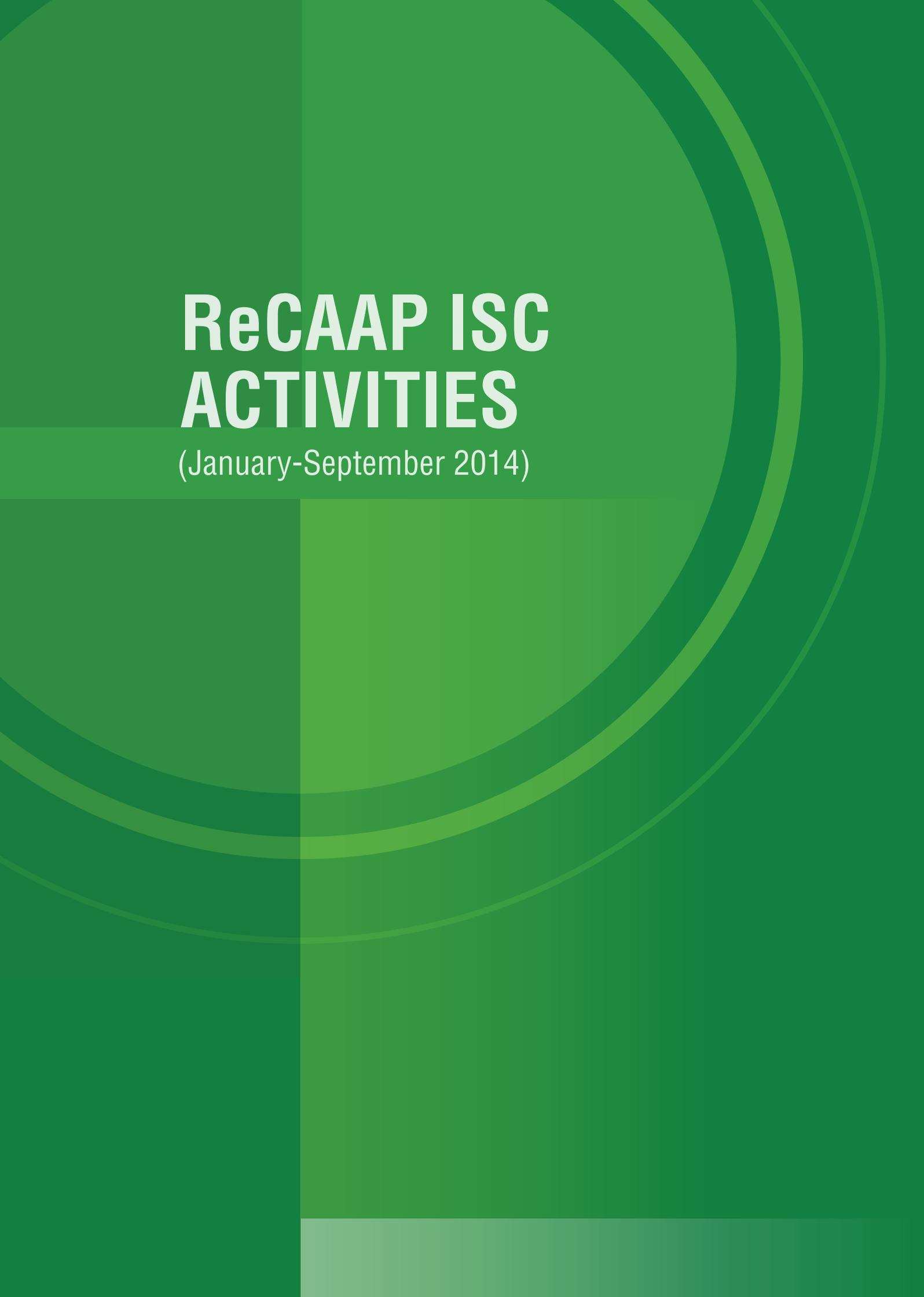
## Recommendations

There must be collective efforts from the shipping companies, masters and crew, enforcement authorities and government of the littoral States as a whole to address the challenges together. Suppressing the maritime crime is a shared responsibility.

As there is a strong possibility of conspiracy between masters and pirates/robbers in some incidents, shipping companies play a big role in the security of their vessels and cargoes carried onboard. Hence, the ReCAAP ISC encourages ship owners to conduct comprehensive background checks of their crew.

Enforcement agencies should continue to conduct round-the-clock maritime patrol to monitor the area.

Vigilance and readiness of the crew are still the key factors to avoid boarding by the pirates/robbers. Should boarding takes place, timely reporting and information sharing are strongly encouraged to enhance better understanding and situation awareness of the pirates/robbers' modus operandi so as to adopt the necessary anti-piracy follow-up actions.



# **ReCAAP ISC ACTIVITIES**

(January-September 2014)

# PART THREE

CHINA • JAPAN • NORWAY • DENMARK • AUSTRALIA • SINGAPORE • THAILAND • CAMBODIA • LAOS • MYANMAR • BANGLADESH • VIETNAM • INDIA • PHILIPPINES • MALAYSIA • SRI LANKA • KOREA • NETHERLANDS • BRUNEI



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## Part Three: ReCAAP Activities (July-September 2014)

### United States becomes 20<sup>th</sup> member of ReCAAP



RADM Paul F. Thomas (left) and Mr Yoshihisa Endo, Executive Director, ReCAAP ISC (right)



Mr Robert M. Gauvin, Senior Officer of the ReCAAP Focal Point (US) (centre) and LTC (Retd) Nicholas Teo, Deputy Director, ReCAAP ISC (second from left)

The United States (US) became the twentieth Contracting Party to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) on 22 Sep 14. The Governor of the US is Assistant Commandant for Prevention Policy of the US Coast Guard, Rear Admiral Paul F. Thomas, and the Focal Point is the US Coast Guard – Rescue Coordination Center Alameda (RCC Alameda). The US's accession to ReCAAP signifies the growing strength of the ReCAAP network and demonstrates the importance of international cooperation in addressing the challenges in combating piracy and armed robbery against ships in Asia.

### ReCAAP ISC's Operational Visit to Vietnam (3-5 Sep 14)



Meeting with Vietnam FP



Discussion with VMA Maritime Administration of Vung Tau

The ReCAAP ISC conducts operational visit to its Focal Points (FPs) to enhance cooperation in information sharing between the ReCAAP ISC and the FP, to promote face-to-face interaction between the staff of the two entities and to share the ReCAAP/ Focal Point network and work processes. The operational visit to FP (Vietnam) was conducted on 3-5 Sep 14 with the objectives of understanding the work done by the FP, which is the Vietnam Coast Guard (VCG) in dealing with the situation at their ports and anchorages; and the challenges encountered by the FP in sharing information with her governmental agencies and shipping industry. The ReCAAP ISC team visited the HQ of the VCG, the Maritime Security Information Centre (MSIC), the Vietnam Maritime Administration (VMA), the Vietnam Maritime Search and Rescue Coordination Centre (MRCC) and the Vung Tau anchorage.

## EU-Asia Dialogue: Sharing a Common Future for Europe and Asia, Brussels, Belgium (18 Sep 14)



Mr Yoshihisa Endo (right) in the panel of the dialogue

The ReCAAP ISC was invited to participate in the EU-Asia Dialogue which was part of a three-year EU-Asia dialogue project on 'Shaping a Common Future for Europe and Asia'. The project aims to enhance exchange and understanding among policy-makers, non-governmental organisations and researchers from Europe and Asia, to address common and emerging challenges and enhance existing relations. Conducted on 18 Sep 14, in Brussels, Belgium, Mr Yoshihisa Endo, Executive Director of the ReCAAP ISC gave an introductory presentation on the ReCAAP, highlighting factors that remained instrumental in making the ReCAAP a successful model of cooperation and collaboration in effectively curbing the rising trends of maritime crime in Asia.

## 27<sup>th</sup> Interim Meeting of the Asian Shipowners' Forum (ASF) Safe Navigation & Environment Committee (SNEC), Shanghai, China (19 Sep 14)

The ReCAAP ISC was invited to participate in the 27<sup>th</sup> Interim Meeting of the ASF SNEC held in Shanghai, China on 19 Sep 14. Representing the ReCAAP ISC was the Assistant Director (Research) who delivered a presentation on the piracy and armed robbery situation in Asia, focusing on incidents involving siphoning of ship fuel/oil at sea. Taking the opportunity of the presence of the shipping associations from Asia, she shared with them the procedures for reporting of incidents in Asia in accordance with the IMO MSC Circular 1334: "Guidance to ship owners and ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships" and the ReCAAP mobile Application (App) on "ReCAAP Focal Points and Contact Point" which is available for download in the App Store (iPhone users) and Google Play Store (Android-based smartphone users). The participants appreciated the App and commended that it would be useful for their members to make timely reporting of incidents to the ReCAAP Focal Points/Contact Point and easy access to the ReCAAP ISC reports and publications anytime and anywhere.

Through the ASF, the ReCAAP ISC reaches out to Asian shipowners to provide them assessment of the situation, timely updates, understanding of the modus operandi of pirates/robbers in the region, share best practices and lesson learned.



## 10<sup>th</sup> Heads of Asian Coast Guard Agencies Meeting (HACGAM), Yokohama, Japan (30 Sep 14)



Heads of delegation with Japanese PM Shinzo Abe & Chairman NF Mr Yohei Sasakawa

The ReCAAP ISC attended the 10<sup>th</sup> Heads of Asian Coast Guard Agencies Meeting (HACGAM) held in Yokohama, Japan, as an observer. The ReCAAP ISC highlighted the situation of piracy and armed robbery against ships in Asia, particularly the concerns over increasing oil siphoning incidents and stressed the need for continuous efforts to tackle these cases and emphasised the importance of responses by the maritime enforcement agencies in the region.

# CONCLUSION

## Conclusion

- A total of 129 incidents of piracy and armed robbery against ships were reported in Asia during January-September 2014, of which the bulk of the incidents were petty theft incidents.
- Majority of the incidents reported during January-September 2014 involved pirates/robbers operating in groups of 1 to 6 men, consistent with past trends. About half of the incidents did not have reports of the type of weapons carried or no weapons were carried by the pirates/robbers. In 74% of the incidents, the crew was not injured, although there were reports of crew being threatened, tied and locked up, assaulted, etc; but no serious injuries were reported except for one incident where the crew was reported to suffer head injuries who was later treated and discharged from hospital.
- Of concern were incidents involving siphoning of fuel/oil which are significant in nature. Although the number of such incidents is on a decline during the quarter of July-September 2014 compared to the previous quarter of April-June 2014, there is no room for complacency. There is need for continuous efforts to tackle these incidents by the authorities and shipping industry collectively; and the importance of timely reporting by ship owners/operators/masters, and prompt responses by maritime enforcement agencies.
- While there has been marked improvement in the situation of armed robbery onboard ships anchored/berthed at some ports and anchorages in Indonesia; incidents onboard ships anchored in the South China Sea were on a rise.
- There has also been an increase in activities involving theft of engine spares/stores and scrap metal onboard ships and barges while underway in the Traffic Separation Scheme (TSS) in the Straits of Malacca and Singapore. The littoral States are urged to step up surveillance, maintain continuous presence and conduct more regular joint coordinated patrols in the strait.
- Ship masters and crew are advised to exercise extra vigilance while operating in locations of concern, carry out risk assessments and make prompt reporting of all incidents to the nearest coastal state; and authorities are encouraged to increase patrols and response immediately to incidents reported to them.



# APPENDICES



# Appendices

## Definitions & Methodology in Classifying Incidents

### Definitions

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

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

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

2. “Armed robbery against ships” means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property on board such ship, within a State’s internal waters, archipelagic waters and territorial sea;
  - (b) any act of inciting or of intentionally facilitating an act described above.

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

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

## Methodology in classifying incidents

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

- a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
  - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
  - (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
  - (3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
Petty Theft	Minimum Significant

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

# Appendices

## Description of Incidents

### Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<b>Giovanna Iuliano</b> Bulk carrier Italy 39385 9122576	03/01/14 0340 hrs	00° 17.15' S, 117° 40.15' E  Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, three robbers armed with a gun boarded the bulk carrier, which was carrying out loading operations. The AB was taken hostage, tied up and his personal effects were stolen. The robbers then broke into the forecandle store, stole ship's property and escaped. The AB later managed to untie himself and reported the incident to the duty officer.  <b>[IMO]</b>
2	<b>Lady Cordelia</b> Chemical tanker Marshall Islands 8689 9411587	03/01/14 0530 hrs	03° 57' N, 098° 47' E  Belawan anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. They stole ship stores such as reducers, fire hose couplings and tank cleaning line hydrant before they escaped. Ropes were found onboard the vessel, indicating that the robbers may have boarded and escaped from the vessel using ropes.  <b>[ReCAAP Focal Point (Singapore)]</b>
3	<b>Jo Spruce</b> Chemical tanker Norway 22415 8919037	06/01/14 1515 hrs	03° 55' N, 098° 46' E  Belawan outer anchorage, Indonesia	While at anchor, six robbers armed with knives boarded the chemical tanker via the anchor chain. The crew spotted the robbers and raised the alarm. Realising the crew had been alerted, the robbers escaped in their wooden boat empty-handed.  <b>[IMO, Indonesian Marine Police]</b>
4	<b>Fairchem Stallion</b> Chemical tanker Panama 11628 9291456	07/01/14 0018 hrs	07° 05.60' S, 112° 39.70' E  Gresik inner anchorage, Indonesia	While at anchor, two robbers armed with a butcher knife boarded the chemical tanker from a wooden boat. The robbers were of medium build and were dressed in t-shirt and pants. They caught the duty officer and threatened him. When the crew spotted the robbers, the alarm was raised, whistle was blown and the crew mustered at the forecandle. The robbers jumped overboard and escaped. One mooring rope was stolen. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5	<b>E. R. Brighton</b> Bulk carrier Liberia 32672 9507788	09/01/14 1935 hrs	03° 42.16' S, 114° 26.59' E  Taboneo anchorage, Indonesia	While at anchor, eight robbers boarded the bulk carrier via the anchor chain. The watchman spotted the robbers, shouted for help and alerted the duty officer. Realising the crew had been alerted, the robbers escaped empty-handed.  [IMO]
6	<b>Sinar Biak</b> Container ship Panama 15184 9101560	10/01/14 0000 hrs	06° 06.24' S, 106° 53.40' E  Tanjung Priok anchorage, Indonesia	While at berth, robbers boarded the container ship unnoticed and stole engine spares. The theft was noticed by the 3/E when the ship departed from the port.  [IMO, Indonesian Marine Police]
7	<b>Au Co 01</b> General cargo ship Vietnam 4095 9346196	17/01/14 0315 hrs	06° 02' S, 106° 53' E  Tanjung Priok anchorage, Indonesia	While at anchor, four robbers armed with a gun and long knives boarded the general cargo ship from a speed boat. They held the duty watchman hostage, entered the engine room and also held the engine room duty crew hostage. The robbers stole engine spares and escaped in their boat, after hearing the alarm raised by the duty officer. Investigation by the Vietnam Coast Guard is currently ongoing.  [ReCAAP Focal Point (Vietnam)]
8	<b>Oriental Sapphire</b> Bulk carrier Panama 9872 9273014	18/01/14 0200 hrs	01° 06.15' N, 104° 10.28' E  Eastern Batam anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier and entered the engine room. The crew spotted the robbers and gathered on the bridge, where they locked themselves in. The maser also reported the incident to Singapore Port Operations Control Centre (POCC) who immediately alerted RSC Tg Pinang for assistance. RSC Tg Pinang later informed Singapore POCC that the robbers had left the vessel and some items were stolen. The crew was not injured. However, it was reported that the vessel was fired upon and dent marks were found on the vessel.  [ReCAAP Focal Point (Singapore)]
9	<b>BSS Pride</b> Tanker Liberia 13402 9345881	01/02/14 0245 hrs	01° 42.60' N, 101° 25.60' E  Dumai inner anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the tanker. They entered the engine room, the duty oiler and Second Engineer captivity and tied them. The Third Engineer later spotted the robbers and raised the alarm, which caused the robbers to escape with stolen engine spares.  [IMO]

## Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10	<b>Global Frontier</b> Bulk carrier Panama 33226 9445605	01/02/14 0511 hrs	01° 11.21' N, 103° 29.18' E  West of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	Four robbers armed with long knives boarded the bulk carrier. The master reported to the Singapore Vessel Traffic Information System West (VTIS-West) immediately, who informed the Singapore Police Coast Guard (PCG) and the Maritime Security Task Force (MSTF). Singapore VTIS-West also promulgated a safety navigational broadcast requesting vessels passing the vicinity to maintain anti-piracy watch. At 0553 hrs (local time), the master reported that the robbers have escaped from the vessel. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]
11	<b>NCC Huda</b> Tanker Saudi Arabia 29168 9399272	05/02/14 0300 hrs	01° 25' N, 104° 34' E  Approximately 11 nm north of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, five robbers armed with knives boarded the tanker unnoticed. The duty watch during his routine rounds noticed some footprints in the engine room and immediately informed the OOW on the bridge, who raised the alarm and alerted the crew. Upon hearing the alarm, the robbers escaped in their boat with stolen stores.  [IMO]
12	<b>Phoenix Nereid</b> Bulk carrier Panama 18465 9586863	05/02/14 2225 hrs	22° 12' N, 091° 45' E  Chittagong anchorage, Bangladesh	While at anchor, the duty OOW noticed four robbers near the stern lowering ship's stores into a wooden boat. There were two wooden boats with three robbers in each boat. The robbers threatened the OOW with knives when he tried to stop them from stealing the ropes. The OOW escaped and informed the duty officer, who raised the alarm, alerted the crew and informed the Bangladesh Coast Guard. The Bangladesh Coast Guard subsequently boarded the vessel to conduct an investigation.  [ReCAAP Focal Point (Singapore)]
13	<b>Kota Berkat</b> General cargo ship Singapore 13274 8918071	06/02/14 0620 hrs	01° 02.71' N, 103° 38.61' E  South of Racon Delta Buoy (Straits of Malacca & Singapore)	While en route from West Africa to Singapore, the duty greaser spotted five robbers armed with machetes near the engine room workshop and reported it to the bridge. The master raised the alarm and mustered all crew in the wheelhouse immediately. The crew was not injured and nothing was stolen from the vessel. However, a lock in the engine room was found broken.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14	<b>Kota Intan</b> General cargo ship Singapore 2714 9358577	06/02/14 0700 hrs	01° 08' N, 103° 32.84' E  Singapore Straits, Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While en route from Palembang to Singapore, two armed robbers boarded the general cargo ship via the stern. The robbers held two crew in captivity, stole main engine spare parts and the crew's mobile phones and escaped.  [ReCAAP Focal Point (Singapore)]
15	<b>Verity</b> Tanker Singapore 7284 9505388	07/02/14 2000 hrs	03° 47.27' N, 098° 41.77' E  Belawan Port, Indonesia	While at berth, four robbers boarded the tanker. The duty AB discovered the robbers had broken into the paint store and raised the alarm immediately. Upon realising the crew had been mustered, the robbers escaped immediately with 21 twenty-litre paint drums. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
16	<b>Prosperity</b> Bulk carrier Liberia 81058 9086083	10/02/14 0330 hrs	01° 21.12' N, 104° 41.41' E  Approximately 10.05 nm northeast of Pulau Bintan, Indonesia	While at anchor, the duty AB spotted a robber with a long knife in the poop deck. The duty oiler also saw five robbers armed with guns and long knives in the engine room. The duty AB and the oiler informed the duty officer immediately, who sounded the alarm, ship's whistle and public address to warn the crew. The bulk carrier's Ship Security Alert System (SSAS) was activated, VTIS East was informed and the crew was mustered at the bridge. The robbers jumped overboard and escaped at about 0332 hrs (local time). The crew conducted a search but did not find anything missing from the vessel. The crew also discovered that the robbers had boarded the vessel from the poop deck using a manrope.  [ReCAAP Focal Point (Singapore)]
17	<b>Progress</b> LPG tanker Singapore 47266 9387750	10/02/14 0400 hrs	17° 37.11' N, 083° 24.15' E  Visakhapatnam anchorage, India	The master of the LPG tanker reported that the vessel had been boarded by robbers between 0400 hrs to 0500 hrs (local time) while the vessel was anchored. It was suspected that the robbers had boarded the vessel via the stern, stole items from the store and escaped. The crew was not injured.  [ReCAAP Focal Point (Singapore)]

## Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
18	<b>Karin Rambow</b> Container ship Antigua & Barbuda 9957 9327566	14/02/14 2030 hrs	06° 06' S, 106° 52' E Tanjung Priok anchorage, Indonesia	While at anchor, the duty crew noticed an unlit small wooden boat leaving the stern of the container ship. The bridge was informed and the master raised the alarm. It was later discovered that the engine room stores had been stolen.  [ReCAAP Focal Point (Singapore)]
19	<b>SG Victory</b> Tug boat Singapore 261 9491276	20/02/14 1130 hrs	21° 00' N, 091° 37' E  Approximately 26.45 nm southwest of Elephant Point, Bangladesh (Bay of Bengal)	While the tug boat towing a scrap vessel was underway, five fishing boats approached the scrap vessel. Pirates boarded and stole items such as paint, cables, butchery items, etc from the scrap vessel before they escaped.  [ReCAAP Focal Point (Bangladesh)]
20	<b>MV Chan</b> Scrap vessel	21/02/14 0650 hrs	22° 00' N, 091° 37.12' E  Approximately 14.13 nm northwest of Kutubdia Island, Bangladesh (Bay of Bengal)	One day after the robbery onboard the scrap vessel, while underway, some pirates again boarded the scrap vessel from several fishing boats. The incident was reported to the Bangladesh Coast Guard, who deployed a high speed boat immediately. The Bangladesh Coast Guard apprehended nine robbers and two boats. They also recovered the stolen items from the scrap vessel, such as paint and cables. The pirates were handed over to local police.  [ReCAAP Focal Point (Bangladesh)]
21	<b>Juara</b> Tug boat Malaysia 172 8936279  <b>Smooth 1</b> Barge	23/02/14 1350 hrs	01° 10.84' N, 103° 40.35' E  Singapore Straits, Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, 20 robbers boarded the barge from four boats. The Singapore PCG and MSTF were informed immediately. At 1400 hrs (local time), the master reported that the robbers had left the barge with stolen scrap metal. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
22	<b>Alpine Mia</b> Chemical tanker Hong Kong, China 29266 9391426	24/02/14 2245 hrs	22° 15.80' N, 091° 43.20' E  Chittagong 'A' Anchorage, Bangladesh	While at anchor, 10 robbers armed with knives boarded the chemical tanker via the poop deck from an unlit boat. The AB sighted the robbers and reported to the bridge. The alarm was raised, ship whistle sounded, announcement made via the PA system and the crew was mustered. The robbers escaped with a messenger rope and floating buoy. The incident was reported to the port authorities and the Bangladesh Coast Guard.  [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
23	<b>Latmar</b> Bulk carrier Marshall Islands 29999 9230191	01/03/14 0040 hrs	22° 14.70' N, 091° 44.60' E  Chittagong anchorage, Bangladesh	While at anchor, robbers boarded the bulk carrier. The incident was reported to the Bangladesh Coast Guard, who deployed patrol boat to investigate and render assistance. The robbers had already escaped. A search was conducted onboard the vessel and nothing was found to be stolen. The master did find a small piece of rope, which was believed to be used by the robbers in escaping.  [ReCAAP Focal Point (Bangladesh)]
24	<b>Sea Voyager</b> Oil tanker Marshall Islands 60205 9408310	06/03/14 0515 hrs	01° 11' N, 103° 26.40' E  Approximately 3 nm off Pulau Karimun Kecil, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers in short pants and t-shirts boarded the oil tanker from a fishing boat. The robbers were armed with knives and boarded the vessel via the stern area at the starboard quarter side. Upon noticing the robbers, the alarm was sounded and the crew proceeded to the protected area of the vessel. The master reported the incident to the Singapore PCG, MSTF and the Singapore VTIS-West, who promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]
25	<b>Orpheas</b> Tanker Liberia 84796 9318149	06/03/14 0540 hrs	01° 08.37' N, 103° 30.55' E  Approximately 3 nm off Pulau Karimun Kecil, Indonesia (Straits of Malacca & Singapore)	While underway, five robbers armed with knives boarded the tanker. The alarm was sounded and the crew locked themselves in a safe room. The incident was reported to the Singapore VTIS-West, who informed Singapore PCG and MSTF. The Singapore VTIS-West also promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. The robbers escaped with engine spares.  [ReCAAP Focal Point (Singapore)]

## Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
26	<b>SP Berlin</b> Tanker Marshall Islands 4535 9387152	08/03/14 0135 hrs	09° 56' N, 076° 09.80' E  Kochi anchorage, India	While at anchor, the duty officer onboard the tanker saw three robbers armed with knives carrying paint drums from the forecastle. The duty officer raised the alarm and alerted other duty personnel, who proceeded toward the forecastle. Upon hearing the alarm, the robbers jumped overboard with three paint drums. The three robbers were seen escaping in a country boat, which had two other robbers onboard. The incident was reported to the port control, who informed the Indian Coast Guard (ICG). The ICG subsequently conducted an investigation.  [ReCAAP Focal Point (India)]
27	<b>Cape Veni</b> Bulk carrier Cyprus 89985 9344485	10/03/14 0150 hrs	01° 07.45' N, 103° 31.10' E  Southwest of Pulau Nipa, TSS East Bound Lane (Straits of Malacca & Singapore)	While underway, four robbers armed with long knives boarded the bulk carrier from a small boat. The crew spotted the robbers and sounded the alarm. Upon hearing the alarm, the robbers escaped immediately. Nothing was stolen and the crew was not injured. The incident was reported to the Singapore VTIS, who informed the Singapore PCG, the Republic of Singapore Navy (RSN) and MRCC Basarnas. Singapore VTIS also promulgated a broadcast to warn passing vessels.  [ReCAAP Focal Point (Singapore)]
28	<b>Pac Schedar</b> Container ship Marshall Islands 21094 9443360	20/03/14 0040 hrs	05° 59' S, 105° 55' E  Cigading anchorage, Indonesia	While at anchor, three robbers boarded the container ship via a rope at the starboard quarter side. The duty AB spotted the robbers and reported to the Second Officer on the bridge, who raised the alarm and the crew mustered. Upon hearing the alarm, the robbers jumped overboard and escaped in a boat. Nothing was stolen and the crew was not injured. The incident was reported to the port authority.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
29	<b>Nordic Anne</b> Tanker Denmark 42010 9488413	29/03/14 0415 hrs	01° 08.20' N, 103° 29.70' E  North of Karimun anchorage, Indonesia (Straits of Malacca & Singapore)	While underway, two robbers armed with long knives boarded the tanker. The robbers assaulted one of the engine crew, who suffered a slight injury. The master sounded the alarm and the robbers escaped with engine spare parts in a small boat. The incident was reported to the Singapore POC, who informed Global Maritime Distress and Safety System (GMDSS), Singapore PCG, MSTF, Basarnas, MRCC Putra Jaya and the ship agent. Singapore POC also promulgated a navigational broadcast informing vessels passing the vicinity to be extra vigilant and to step up their anti-piracy watch.  [ReCAAP Focal Point (Singapore)]
30	<b>Samos</b> Tanker Bahamas 56326 9486934	31/03/14 0328 hrs	01° 24.60' N, 104° 41.70' E  Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, the duty A/B noticed four robbers onboard the tanker near the stern. He informed the OOW, who raised the alarm and the crew mustered. Upon hearing the alarm, the robbers immediately escaped empty-handed.  [IMO, Indonesian Marine Police]
31	<b>Mystic</b> Bulk carrier Malta 89510 9421831	31/03/14 0505 hrs	01° 06' N, 103° 34' E  Approximately 9nm east- northeast of Pulau Karimun Besar, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers boarded the bulk carrier. They entered the engine room, threatened the duty oiler with a knife and tied him. The robbers stole engine spares and escaped. The Second Engineer later found the oiler, released him and raised the alarm.  [IMO]
32	<b>Pacific Galaxy</b> Tanker Panama 59671 9397793	02/04/14 0005 hrs	01° 24' N, 104° 43' E  Approximately 19 nm east of Horsburgh Lighthouse (South China Sea)	While at anchor, the duty AB noticed four pirates had boarded the tanker from the stern and were near the stern mooring winches. The duty AB informed the bridge immediately and the alarm was raised. Upon hearing the alarm, the pirates jumped overboard and escaped. The crew was mustered and a search of the vessel was conducted. The crew was not injured and nothing was stolen from the vessel.  [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
33	<b>Ridgebury John B</b> Oil tanker Marshall Islands 28063 9349631	05/04/14 0100-0400 hrs	01° 25' N, 104° 38' E  Approximately 15 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, pirates boarded the oil tanker. The pirates stole spare parts for auxiliary engines and two sets of firemen outfit before they escaped.  [IMO]
34	<b>Budget 18</b> Tug boat Malaysia 141 9480320  <b>Budget 28</b> Barge Malaysia	07/04/14 0550 hrs	01° 11.23' N, 103° 39.19' E  Singapore Straits, Westbound lane, TSS (Straits of Malacca & Singapore)	While underway, 10 robbers boarded the barge that was towed by the tug boat. The robbers stole approximately 10 tons of scrap metal before they left the barge at or about 0640 hrs (local time). The crew was not injured. The Singapore POCC informed the RSN and also initiated a VHF broadcast to alert mariners.  [ReCAAP Focal Point (Singapore)]
35	<b>Blackfin</b> Bulk carrier Bahamas 25498 9110365	09/04/14 0600 hrs	03° 54' N, 098° 46' E  Belawan anchorage, Indonesia	While at anchor, nine robbers armed with knives in two wooden boats approached and boarded the bulk carrier. The duty crew spotted the robbers and informed the bridge, who raised the alarm, sounded ship's whistle and the crew mustered. Realising the crew had been alerted, the robbers escaped with in their boats with stolen ship properties. The Indonesian Marine Police subsequently boarded the vessel for investigation.  [IMO, Indonesian Marine Police]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
36	<b><i>Sri Phangnga</i></b> Oil tanker Thailand 929 8712257	17/04/14 2010 hrs	01° 59.80' N, 104° 25.40' E  Approximately 18 nm off Tanjung Sedili, Malaysia (South China Sea)	<p>While underway, 16 pirates armed with a shotgun, a handgun and swords boarded the oil tanker. The oil tanker was en route from Singapore to Koh Kong, Cambodia, carrying a cargo of approximately 1.9 million litres of MOGAS. The master and crew were forced to anchor and thereafter, a small-sized tanker came alongside the oil tanker. The robbers then siphoned approximately 450,000 litres of MOGAS from <i>Sri Phangnga</i> to their tanker.</p> <p>The robbers also stole personal belongings of the crew and ship equipment including GPS, VHF and walkie talkies. It was reported that the robbers damaged the windlass hydraulic control pipes, M/E compressed air pipes, communication power line system; and painted over the ship name and company logo on the vessel before they escaped at or about 0240 hrs (local time). The crew managed to repair the damaged system temporarily and proceeded to Cambodia. <i>Sri Phangnga</i> arrived safely in Cambodia on 20 Apr 14. The master suffered minor injuries but the rest of the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Thailand)]</b></p>
37	<b><i>New Sailing 2</i></b> General cargo ship Panama 5542 9071167	19/04/14 0030 hrs	03° 55' N, 098° 46' E  Belawan anchorage, Indonesia	<p>While at anchor, five robbers armed with knives boarded the general cargo ship. They took the duty crew hostage on the forecastle and stole his personal belongings. The incident was noticed by another duty crew near the stern who informed the bridge. The alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped immediately in their wooden boat. The duty crew who was taken hostage suffered minor injuries.</p> <p><b>[IMO]</b></p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
38	<b>SN Federica</b> Product tanker Italy 40763 9256248	20/04/14 0307 hrs	01° 26' N, 104° 38' E  Approximately 12.5 nm from Pulau Bintan, Indonesia (South China Sea)	While at anchor, the duty A/B noticed two pirates on the poop deck and informed the OOW, who raised the alarm and the crew mustered. A search of the vessel was conducted and the lock to the steering gear room was found to be broken. Ship stores were missing from the equipment room store and spare parts were lying in the boiler platform. The crew was not injured. The incident was reported to the Singapore POCC, who informed the Singapore PCG, MSTF of RSN, Putra Jaya and Jakarta MRCC. The Singapore POCC also initiated a broadcast to alert mariners on the incidents.  <b>[ReCAAP Focal Point (Singapore)]</b>
39	<b>SKS Darent</b> Tanker Bahamas 65830 9461843	21/04/14 0300 hrs	01° 24.40' N, 104° 34.80' E  North of Pulau Bintan, Indonesia	While at anchor, robbers boarded the tanker, stole ship property and escaped unnoticed. The robbery was later discovered by the duty watchman on routine rounds.  <b>[IMO, Indonesian Marine Police]</b>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
40	<b>Naniwa Maru No. 1</b> Oil tanker St Kitts & Nevis 3238 9058907	22/04/14 0055 hrs	02° 59' N, 100° 54.90' E  Near Port Klang, Malaysia (Straits of Malacca & Singapore)	<p>On 21 Apr 14 at or about 0620 hrs (local time), <i>Naniwa Maru No. 1</i> departed Singapore for the port of Yangon, Myanmar with 4,344 metric tonnes of Marine Diesel Oil (MDO) onboard. On 22 Apr 14, the shipping company based in Singapore reported to the ReCAAP ISC that two vessels came alongside <i>Naniwa Maru No. 1</i>. Upon receipt of the information, the ReCAAP ISC immediately alerted the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>Subsequently, the shipping company updated the ReCAAP ISC that five robbers appeared at the bridge, held the crew while they siphoned about 2,500 metric tonnes of MDO and escaped. The company also reported that the master, chief officer and chief engineer (all Indonesians) were taken by the robbers, together with their personal belongings and travel documents. The rest of the crew was left onboard <i>Naniwa Maru No. 1</i> without any injury. The shipping company reported that of the two vessels which came alongside <i>Naniwa Maru No. 1</i>, one of them was of a Mongolian flag, with a black and white hull, and shelter at the poop deck.</p> <p>The MMEA boarded <i>Naniwa Maru No. 1</i> and is working closely with the Indonesian Marine Police and authorities to establish where the two vessels were heading towards; and to locate the three missing crew. Investigation is ongoing.</p> <p><b>[Shipping company]</b></p>
41	<b>Loyalty</b> Bulk carrier Liberia 18722 9497488	24/04/14 0355 hrs	21° 51' N, 091° 47' E  Chittagong Outer Port Limit, Bangladesh	<p>While at anchor, 20 robbers armed with knives boarded the bulk carrier from two boats. The robbers broke into the forward store, stole ship properties and escaped. The incident was reported to the Bangladesh Coast Guard after an hour, who was patrolling in the area but did not find the robbers.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
42	<b>Njord Thyra</b> Tanker Singapore 30068 9304588	30/04/14 0150 hrs	22° 08.60' N, 091° 41.60' E  Chittagong anchorage, Bangladesh	<p>While at anchor, the deck patrol sighted two robbers on the aft upper deck of the tanker. The alarm was raised immediately. A search was conducted and the deck hatch to the steering gear room was discovered to be opened. Mooring ropes and gas bottles were found missing. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
43	<b>Zhongji No. 1</b> Chemical tanker Hong Kong, China 29578 9379818	30/04/14 0500 hrs	01° 24.40' N, 104° 41.20' E  Approximately 17 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, three pirates boarded the chemical tanker. Upon noticing the pirates, the alarm was raised. Upon hearing the alarm, the pirates escaped immediately with stolen ship auxiliary generator spares.  [ReCAAP Contact Point (Hong Kong)]
44	<b>Prime Express</b> Tanker Panama 28725 9459242	01/05/14 0530 hrs	01° 29' N, 104° 47' E  Approximately 19.5 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While drifting, the crew upon spotting three pirates armed with knives onboard the tanker, raised the alarm immediately. Upon hearing the alarm, the pirates escaped empty-handed. The crew was not injured.  [ReCAAP Focal Point (Japan)]
45	<b>MSC Melatilde</b> Container ship Panama 153092 9404675	03/05/14 0430 hrs	01° 10' N, 103° 30' E  West of Nipa anchorage (Straits of Malacca & Singapore)	While the container ship was drifting to wait for pilot boarding time, the crew spotted a motor speed boat approaching the bow and passed close to the starboard stern side. The alarm was raised, the crew mustered and surveillance was increased. The master reported to Singapore VTIS West via VHF 73 that three robbers were seen from the camera near the aft mooring station. The robbers wore hoods and one of them wore a white sweatshirt. The robbers were later seen escaping from the stern into their speed boat. A search was conducted thereafter. Nothing was stolen and the crew was not injured. Singapore VTIS West initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.  [ReCAAP Focal Point (Singapore)]
46	<b>Iver Express</b> Chemical tanker Netherlands 29456 9314208	04/05/14 0420 hrs	01° 27.20' N, 104° 35.20' E  Approximately 13 nm north of Pulau Bintan, Indonesia (South China Sea)	While at anchor, the crew noticed the door of the steering gear room was opened and saw a robber, who jumped overboard and escaped. The crew informed the bridge, who raised the alarm and the crew was mustered. A search was conducted and engine spares were found stolen.  [ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
47	<b>Harbour Oscar</b> Tug boat Malaysia 163 9661778  <b>Harbour Pioneer</b> Barge Malaysia	04/05/14 2100 hrs	01° 14.03' N, 104° 04.33' E  Approximately 4.1 nm south of Eastern buoy (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, five robbers boarded the barge. The master reported to Singapore VTIS that three of the containers' doors were forced opened. The robbers escaped thereafter. The containers contained baby toys and shoes. The master could not confirm if anything was stolen due to cover of darkness. Singapore VTIS initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.  [ReCAAP Focal Point (Singapore)]
48	<b>Histria Agatha</b> Chemical tanker Malta 25804 9357559	05/05/14 2155 hrs	22° 08' N, 091° 46.50' E  Chittagong 'C' Anchorage, Bangladesh	While at anchor, 30 robbers armed with knives approached the chemical tanker in a country boat. Four of the robbers boarded the vessel via the aft, stole mooring ropes and a life buoy and escaped. The incident was reported to the Bangladesh Coast Guard, who deployed a patrol boat to conduct a search.  [ReCAAP Focal Point (Bangladesh)]
49	<b>Maple Express</b> Product tanker Hong Kong, China 27969 9258351	07/05/14 0241 hrs	01° 28' N, 104° 40' E  Approximately 15.3 nm north- northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, four pirates boarded the product tanker. The crew spotted the pirates, raised the alarm immediately and the crew was mustered. Upon hearing the alarm, the pirates escaped empty-handed.  [ReCAAP Contact Point (Hong Kong)]
50	<b>Nordic Agnetha</b> Product tanker Singapore 23224 9422639	22/05/14 1440 hrs	03° 55.60' N, 098° 46.90' E  Belawan anchorage, Indonesia	While at anchor, two robbers were spotted at the forecandle area of the product tanker. The robbers were believed to have boarded the vessel via the anchor chain pipe. Upon sighting of the robbers onboard, the alarm was raised. Upon hearing the alarm, the robbers escaped immediately. A search was conducted and the padlock of a forecandle compartment was discovered broken. Stores such as fire hoses, fire nozzles, portable tank cleaning machine etc were missing. The crew was not injured.  [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
51	<b>Maratha Paramount</b> Bulk carrier Marshall Islands 19785 9561344	23/05/14 0020 hrs	06° 01' S, 106° 54' E  Jakarta anchorage, Indonesia	While at anchor, three robbers boarded the bulk carrier. The deck patrol noticed the robbers and alerted the bridge, who raised the alarm and the crew mustered. The robbers threatened the deck patrol with a knife and escaped with stolen engine spares. The incident was reported to the Tanjung Priok Port Control and the Indonesian Marine Police boarded the ship for investigation.  [IMO, Indonesian Marine Police]
52	<b>New Glory</b> Tanker Singapore 4268 9154141	25/05/14 0520 hrs	01° 51.60' N, 104° 31.20' E  Approximately 17.69 nm east- northeast of Tanjung Sedili Besar, Malaysia (South China Sea)	While underway, eight armed pirates boarded the tanker via the port side aft from a speed boat. The pirates instructed the crew to assemble on the bridge and the vessel was made to anchor at approximately 19.21 nm southeast of Pulau Aur, Malaysia. The pirates searched the tanker's cargo and realised that the vessel carried hot asphalt and not diesel. The pirates then took the master and the crew to the engine control room, whereby they instructed them to remain in the room until 1200 hrs (local time). When the master and the crew came out from the engine control room, the pirates had already escaped. Cash and personal belongings of the crew were stolen; and the vessel's communication equipments were damaged.  [ReCAAP Focal Point (Singapore)]
53	<b>Independence</b> LNG tanker Singapore 109793 9629536	27/05/14 0310 hrs	01° 26.93' N, 104° 37.49' E  Approximately 14 nm north- northeast of Pulau Bintan, Indonesia	While at anchor, the deck watches spotted two robbers on the mooring deck and another robber climbing over the railing via a rope with hooks. The deck watches shouted at the robbers, who escaped immediately in a small boat. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
54	<b>Orapin 4</b> Product tanker Thailand 1924 8210027	28/05/14 0205 hrs	01° 32.58' N, 104° 38.91' E  Approximately 22.7 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>On 27 May 14 at or about 1500 hrs, <i>Orapin 4</i> departed Singapore for Pontianak, Indonesia with 3,975 metric tonnes of Automative Diesel Fuel (ADF) onboard. The vessel was scheduled to arrive in Pontianak on 29 May 14 at or about 1300 hrs (local time). However, on 28 May 14 at or about 1200 hrs (local time), the shipping company tried to contact <i>Orapin 4</i> via email but did not receive a reply. The tanker did not arrive in Pontianak on 29 May as scheduled. The company last contacted the tanker on 27 May 14 at or about 1730 hrs (local time) which was approximately 3.64 nm north of Pulau Batam, Indonesia. The last tracked position of <i>Orapin 4</i> on 27 May 14 at or about 2357 hrs (local time) was approximately 19.47 nm north of Pulau Bintan, Indonesia.</p> <p>After losing communication with the master on 27 May 14, the owner reported the incident to the local authorities which is the ReCAAP Focal Point (Thailand). On 1 Jun 14, <i>Orapin 4</i> arrived at Sriracha Port, Chon Buri, Thailand at or about 1930 hrs (local time). All 14 Thai nationals and crew onboard was safe, and the master upon arrival reported the incident to the local police station. According to the master, at or about 0205 hrs (local time) on 28 May 14, 10 pirates armed with guns and knives boarded the tanker from a speed boat when the tanker was approximately 22.7 nm northeast of Pulau Bintan, Indonesia. The pirates repainted the ship name from <i>ORAPIN 4</i> to <i>RAPI</i>, and destroyed the communication equipment onboard, and cut off all communications. The pirates tied the crew and proceeded to the bridge to control the tanker. Another tanker came alongside and approximately 3,700 metric tonnes of ADF was siphoned from <i>Orapin 4</i>. The pirates took about 10 hours in siphoning before leaving the tanker and crew with enough fuel to sail back to shore.</p> <p>[ReCAAP Focal Point (Thailand), ReCAAP Focal Point (Singapore)]</p>

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55	<b>Ore Vitoria</b> Bulk carrier Liberia 116427 8802923	28/05/14 0625 hrs	01° 07.07' N, 103° 32.88' E  Southwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers boarded the bulk carrier. The robbers escaped later and the master conducted a search of the vessel. Nothing was stolen and the crew was not injured. The master reported the incident to Singapore VTIS West, who initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.  [ReCAAP Focal Point (Singapore)]
56	<b>Kien San 1</b> Tug boat Malaysia 192 9218600  <b>Kien San 8</b> Barge Malaysia	28/05/14 1042 hrs	01° 11.50' N, 103° 38.12' E  Northwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, four robbers boarded the barge loaded with scrap metal from the stern from four small boats. The master reported the incident to the Singapore VTIS West and with his crew, they tried to scare the robbers away. The Singapore PCG deployed a patrol craft to the location of the incident but the robbers escaped in their small boats. No items were stolen from the barge and the crew was not injured. The Singapore VTIS West had initiated a navigational broadcast to alert mariners. They also informed the RSN.  [ReCAAP Focal Point (Singapore)]
57	<b>Eastern Star</b> Bulk carrier Vietnam 14431 9104500	29/05/14 0353 hrs	01° 06.40' N, 103° 33.13' E  Southwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers boarded the bulk carrier from the stern and proceeded to the engine room. The master conducted a search of the vessel but the four robbers had escaped. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]
58	<b>Alpine Monique</b> Product tanker Singapore 29130 9451707	29/05/14 2150 hrs	21° 43.80' N, 091° 47' E  Kutubdia anchorage, Bangladesh	While at anchor, a robber was spotted on the stern poop deck of the vessel while another robber was seen boarding from a pulling boat, using a rope that was hooked over the railings of the vessel. There were another 10 robbers on the pulling boat and were armed with holding sticks and knives. Realising the crew had been alerted, the robbers escaped immediately. The master raised the alarm and a search of the vessel was conducted. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
59	<b>Lucas</b> Chemical tanker Panama 3166 9181211	31/05/14 0515 hrs	04° 03' N, 112° 26' E  Approximately 60 nm northwest of Bintulu Port, Malaysia (South China Sea)	While underway, 10 armed pirates boarded the chemical tanker. The pirates tied the crew, destroyed vessel's communication equipment and stole ship and crew property before they escaped.  [ReCAAP Focal Point (Singapore)]
60	<b>Nord Tokyo</b> Bulk carrier Singapore 17023 9519200	02/06/14 0310 hrs	03° 22.17' N, 099° 27.10' E  Kuala Tanjung, Indonesia	While at berth, four robbers boarded the vessel. Upon spotting the robbers, the alarm was raised and the robbers left the engine room with stolen items in their sacks. When the duty oiler approached the robbers, they thrust knives at him. The Second Officer and A/B later approached the robbers at the poop deck and the robbers again thrust knives at them before they escaped. The padlock on the watertight door of the steering room was found to be broken and the inside pin was badly dented. Spare parts for the engine generator were also discovered missing.  [ReCAAP Focal Point (Singapore)]
61	<b>Kim Hock Tug 8</b> Tug boat Singapore 299 9557537  <b>LKH 2882</b> Barge	03/06/14 0011 hrs	01° 21.41' N, 104° 27.91' E  Approximately 3.92 nm northeast of Horsburgh Lighthouse (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, 10 robbers boarded the barge from four small boats. After about an hour, the robbers escaped from the barge with stolen items, believed to be scrap metal. The RSN informed the Indonesian and Malaysian authorities. Singapore VTIS tried to contact the tug boat but there was no reply. The owner later informed that the crew onboard the tug boat was not aware of the incident and no one was injured.  [ReCAAP Focal Point (Singapore)]
62	<b>Gallant Pescadores</b> General cargo ship Panama 5002 9175860	03/06/14 2150 hrs	14° 29.28' N, 120° 37.73' E  Lamao Anchorage Area, Limay, Bataan, Philippines	While at anchor, nine robbers armed with guns boarded the vessel from a motorbanca. The robbers entered the crew cabins, threatened them with their guns and robbed them of their cash and personal belongings such as mobile phones, laptops, watches, camera, DVD player etc. The robbers also entered the master's cabin and demanded to open the safe. The master reported the incident to Vessel Traffic Management System (VTMS) Manila and the Port State Control Bataan boarded the vessel to conduct an investigation. After the investigation, the incident was coordinated to the local Philippine National Police (PNP) and PNP Maritime Group in Bataan for possible sightings and apprehension of the robbers.  [ReCAAP Focal Point (Philippines)]

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63	<b>Gemina</b> Tanker Panama 53829 9083316	03/06/14 2350 hrs	01° 16.81' N, 104° 21.64' E  Approximately 5 nm northwest of Pulau Bintan, Indonesia	While at anchor, the master reported to Singapore VTIS that he suspected four robbers had boarded the vessel. The master and crew conducted a search of the ship. Two bags were missing but there were no robbers onboard.  [ReCAAP Focal Point (Singapore)]
64	<b>Kweichow</b> General cargo ship Hong Kong, China 18451 9070694	07/06/14 0500 hrs	01° 40.20' N, 104° 25.90' E  Approximately 10.77 nm northeast of Tanjung Balau, Malaysia	While at anchor, the duty crew spotted four robbers onboard the vessel and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.  [ReCAAP Focal Point (Singapore)]
65	<b>Budi Mesra Dua</b> Product tanker Malaysia 5153 9554913	07/06/14 2330 hrs	Approximately 70 nm off Bintulu, East Malaysia (South China Sea)	Six pirates armed with knives and swords boarded the product tanker from a high speed wooden boat, tied, locked the crew in the mess room; and forced the master and Chief Officer to steer the vessel to another location. Later, an unknown barge came alongside and another 20 pirates boarded the vessel. The pirates siphoned 940 metric tonnes of diesel oil from <i>Budi Mesra Dua</i> to the barge. The pirates then ordered the master to sail towards Labuan and they escaped in a grey wooden boat on 8 Jun at or about 0911 hrs. The pirates damaged the navigational and communication equipment onboard the vessel, and stole the crew's cash and personal belongings.  [ReCAAP Focal Point (Singapore), MMEA]
66	<b>Gas Batam</b> LPG tanker Singapore 4485 9526992	08/06/14 2320 hrs	22° 29.15' N, 091° 40.98' E  Anchorage Modya, Sonaichari, Chittagong, Bangladesh	While at anchor, the forward watchman spotted a boat approaching at high speed and immediately notified the duty officer on the bridge, who raised the alarm and mustered all crew at the bridge. Six robbers threw stones at the watchman on the deck and boarded the vessel using a portable ladder with hook. The robbers forced open the hatch of the bosun store using bars and escaped with stolen stores, including mooring ropes, fire wires etc. The master triggered the SSAS alert and notified the Bangladesh Coast Guard via VHF, who arrived at the location.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
67	<b>Manyplus 12</b> Tug boat Malaysia 198 8996671  <b>Hub 18</b> Barge	09/06/14 1910 hrs	02° 06.58' N, 108° 37.05' E  Approximately 61.37 nm west of Tanjung Datu, Sarawak, East Malaysia (South China Sea)	The tug boat, towing barge loaded with 138 containers, had departed Sibul, Sarawak for Port Klang, Peninsula Malaysia. The vessels were scheduled to arrive at Port Klang in the morning of 13 Jun 14 but did not arrive. The shipping company last contacted the master on 9 Jun 14 at or about 1910 hrs when the vessels were approximately 61.37 nm west of Tanjung Datu, Sarawak. The barge, together with the 11 crew onboard, was later located and rescued by fishing boat at approximately 100 nm northwest of Kota Kinabalu, Sabah, East Malaysia on 22 Jun 14 at 1612 hrs.  [Shipping company]
68	<b>Ratna Shalini</b> Oil tanker India 57144 9439670	10/06/14 0645 hrs	17° 37.50' N, 083° 24.30' E  Approximately 7 nm off Dolphin Light, India	While at anchor, the duty crew spotted two robbers trying to open the lock of the pump man store. The duty crew immediately informed the OOW and master, who raised the alarm. Upon hearing the alarm, the crew was mustered and the robbers escaped in a boat, where another two robbers were waiting. Brass items were stolen and the incident was reported to Port Control Vizag.  [ReCAAP Focal Point (India)]
69	<b>Ai Maru</b> Product tanker Honduras 1007 7727504	14/06/14 2030 hrs	02° 06.90' N, 104° 39.80' E  Approximately 20 nm southeast of Pulau Aur, Malaysia (South China Sea)	While en route from western Singapore OPL to the Gulf of Thailand with 1520 metric tonnes of Marine Gas Oil (MGO) onboard, seven pirates armed with pistols and knives boarded the vessel from three speed boats. They tied and locked the crew in a room. The pirates also damaged the ship's communication equipment, reportedly siphoned 620 metric tonnes of the MGO; and stole crew's personal belongings including laptops, cash and mobile phones. The pirates escaped when they saw the enforcement agencies' vessels closing in.  [Shipping company]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
70	<b>Orion T1202</b> Tug boat Singapore 151 9534755	16/06/14 2226 hrs	01° 14.23' N, 104° 01.29' E  Eastbound lane of Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, the MSTF informed Singapore POCC that there were two small boats behind the vessels. Singapore POCC immediately established communications with the tug boat, who reported the loss of a small sea anchor.  [ReCAAP Focal Point (Singapore)]
71	<b>Bulk Ecuador</b> Bulk carrier Panama 32309 9426192	17/06/14 1800 hrs	03° 57' N, 098° 46' E  Belawan anchorage, Indonesia	While at anchor, the duty A/B noticed the padlock to the paint locker broken and spotted four robbers armed with knives. He immediately informed the Chief Officer, who raised the alarm and crew mustered. Upon hearing the alarm, the robbers escaped with ship stores and property.  [IMO, Indonesian Marine Police]
72	<b>British Gannet</b> Oil tanker United Kingdom 63661 9282481	25/06/14 0115 hrs	13° 38' N, 121° 13' E  Batangas Bay Anchorage 'A', Philippines	While at berth, two robbers boarded the vessel from their small boats. The crew subsequently discovered that the anchor house cover plate with securing butterfly bolts and nuts and rope lashing were removed. Three pairs of fire hoses and nozzles were missing. Upon receipt of information about the incident, Coast Guard Action Center forwarded the information to Coast Guard District Southern Tagalog for immediate response.  [ReCAAP Focal Point (Philippines)]
73	<b>Torm Helene</b> Tanker Marshall Islands 57031 9143532	25/06/14 0428 hrs	01° 25.22' N, 104° 34.49' E  North of Pulau Bintan, Indonesia (South China Sea)	While at anchor, pirates boarded the vessel unnoticed. The duty watchman later discovered that the padlock to the entrance of the steering gear room was broken. The alarm was raised and the crew mustered. A search onboard the vessel was subsequently conducted and engine spares were found missing from the Engine Room.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
74	<b>NCC Tihama</b> Chemical tanker Saudi Arabia 29575 9295270	25/06/14 0430 hrs	01° 04.20' N, 103° 36.40' E  South of Pulau Nipa, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the duty engineer spotted five robbers armed with long knives, who entered the Engine Room. The duty engineer found the Third Engineer tied in the Engine Room and raised the alarm. The crew was mustered and a search was conducted onboard the vessel but the robbers had escaped with engine spares.  [ReCAAP Focal Point (Singapore)]
75	<b>An May</b> Bulk carrier Hong Kong, China 88955 9313395	26/06/14 0615 hrs	01° 07' N, 103° 32' E  South of Nipa anchorage, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the crew spotted three robbers near the steering gear room. A search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]
76	<b>Piera</b> Bulk carrier Italy 50868 9450909	27/06/14 0335 hrs	01° 17.60' S, 116° 47.60' E  Balikpapan Inner anchorage, Indonesia	While at anchor, the duty AB noticed the padlock to the forecastle store broken and spotted three robbers armed with knives onboard. He immediately informed the Second Officer, who raised the alarm. Realising the crew had been alerted, the robbers escaped with ship stores.  [IMO]
77	<b>Minerva Maya</b> Tanker Greece 57508 9233234	29/06/14 0532 hrs	01° 05.2' N, 103° 35.22' E  South of Nipa anchorage, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the crew spotted five robbers on deck. The crew was mustered and a search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]
78	<b>Mercury</b> Bulk carrier Panama 24646 8307624	30/06/14 0250 hrs	01° 30.50' N, 104° 31.50' E  Approximately 15 nm east of Tanjung Sedili, Malaysia (South China Sea)	While at anchor, five pirates armed with long knives boarded the vessel. The alarm was raised and the crew mustered. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
79	<b>Hanjin Qingdao</b> Container ship Panama 27104 9359727	30/06/14 0315 hrs	01° 25.30' N, 104° 44.30' E  Approximately 15 nm northeast of Pulau Bintan, Indonesia	While at anchor, the Second Officer noticed an unlit small craft at the starboard quarter side and six robbers armed with long knives and steel bars at the main deck of the port quarter. The alarm was raised and the crew mustered. Upon hearing the alarm, The robbers jumped overboard and escaped in their small craft. A search was conducted but did not find any robbers onboard. A box of spare parts of the auxiliary engine was found stolen from the engine store. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
80	<b>G Commander</b> LPG tanker Korea 44574 9114581	30/06/14 0517 hrs	01° 06.39' N, 103° 32.83' E  Off Nipa anchorage, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the crew spotted six armed robbers on deck. The crew was mustered and a search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured.  [ReCAAP Focal Point (Singapore)]
81	<b>Barcelona</b> Vehicle carrier Panama 47367 9078232	30/06/14 2345 hrs	Tanjung Priok Anchorage, Indonesia	While at anchor, five robbers armed with guns boarded the vehicle carrier, stole engine spares and escaped.  [ReCAAP Focal Point (Japan)]
82	<b>Pacific Dawn</b> Tanker Panama 56172 9307140	02/07/14 0330 hrs	01° 28.70' N, 104° 40' E  North of Pulau Bintan, Indonesia	While at anchor, two robbers in T-shirts and shorts boarded the tanker. The crew spotted the robbers on the stern and the alarm was raised and crew mustered. The crew sighted a long wooden fishing boat on starboard quarter moving away from the vessel in a southerly direction at about 6 knots. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
83	<b>Moresby 9</b> Product tanker Honduras 1321 7705740	04/07/14 2015 hrs	03° 45.93' N, 105° 10.24' E  Approximately 48.6 nm northwest of Pulau Anambas, Indonesia (South China Sea)	<p>While underway, an unmarked vessel came alongside and the crew suddenly heard a gunshot. Nine pirates armed with machetes and three pistols were sighted on the deck of <i>Moresby 9</i>. The pirates gathered the crew at the starboard bridge wing, tied and locked them in the engine control room except the Chief Officer who was detained at the bridge for navigation purposes. At or about 2140 hrs, the tanker was forced to anchor at approximately 39.4 nm northwest of Pulau Anambas and her engines were turned off. At this point, the Chief Officer who was at the bridge allegedly noticed an approximately 3000 GT orange motor tanker came alongside <i>Moresby 9</i>. The crew was not injured and managed to get out from the engine control room through the funnel. Approximately 2,118 metric tons of oil had been siphoned off <i>Moresby 9</i>. The ReCAAP ISC immediately alerted the regional maritime authorities in the area, including MMEA who responded that their assets were on standby nevertheless, noting that the location of boarding was not within their territorial waters. The TNI-AL also deployed their ships to the location of the incident. However, they were not able to locate the vessel off Anambas. The last known position of the vessel was approximately 36 nm from Anambas islands.</p> <p>On 5 Jul 14, the shipping company managed to establish communications with the vessel and instructed her to anchor at approximately 3.9 nm southeast of Tanjung Ramunia, Johor. MMEA vessel, KM TEGAS boarded the product tanker to conduct an inspection and interview the crew.</p> <p><b>[ReCAAP Focal Point (Singapore), MMEA]</b></p>
84	<b>Nord Gainer</b> Tanker Denmark 30241 9448724	06/07/14 2300 hrs	22° 48' N, 070° 01' E  Kandla anchorage, India	<p>While at anchor, the duty crew spotted two robbers at the forward section of starboard side main deck. The robbers wore shorts and were barefoot. The duty crew raised the alarm immediately and informed the OOW. The robbers escaped in a small boat with a socket wrench, a hacksaw and a wire cutter. The ICG boarded the vessel for investigation.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
85	<b>Concept</b> Chemical tanker Marshall Islands 27357 9272204	07/07/14 0030 hrs	22° 47' N, 070° 03' E  Kandla anchorage, India	While at anchor, the duty crew spotted two robbers at the forward section of starboard side main deck. The duty crew raised the alarm immediately and informed the OOW. Upon hearing the alarm, the robbers jumped overboard and were picked up by a small boat in the vicinity. The door eye of the bosun store used for putting the padlock was later found broken. Items reported stolen were heaving line, rope and stainless steel flanges. The ICG boarded the vessel for investigation.  [ReCAAP Focal Point (India)]
86	<b>Kmarin Mugunghwa</b> Bulk carrier Panama 23247 9694995	09/07/14 0130 hrs	01° 26.60' N, 104° 36.79' E  North of Pulau Bintan, Indonesia (South China Sea)	While at anchor, five pirates armed with long knives boarded the bulk carrier via the poop deck using a hook attached with rope. The duty crew spotted the pirates and informed the duty officer, who raised the alarm immediately. The crew was mustered and the pirates escaped empty-handed in their small boat. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
87	<b>Harbour Hornbill</b> General cargo ship Malaysia 4044 9150638	09/07/14 0200 hrs	01° 59' N, 108° 28' E  Approximately 38 nm west- southwest of Pulau Merundung, Indonesia (South China Sea)	While en route from Bintulu, Sarawak to Port Klang, nine pirates armed with machetes and wooden sticks boarded the general cargo ship from a small boat. It was reported that the master suffered serious head injuries during the incident. The pirates later escaped with the crew's personal belongings. The master was treated for his injuries in Kuching, Sarawak and was subsequently discharged.  [MMEA]
88	<b>Vinalines Glory</b> Tanker Vietnam 30042 9337303	09/07/14 0300 hrs	01° 27.20' N, 104° 38.50' E  Approximately 14 nm north of Pulau Bintan, Indonesia (South China Sea)	While at anchor, six pirates in short pants and blue shirts boarded the tanker at the stern from a wooden boat. Upon sighting the robbers, the alarm was raised and an announcement made over the PA system. The crew was mustered on bridge and a search was conducted but the pirates had already escaped. Nothing was stolen.  [ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
89	<b>C. P. 41</b> Oil tanker Thailand 2752 9186455	13/07/14 2300 hrs	02° 01.09' N, 104° 29.50' E  Approximately 23.5 nm south of Pulau Aur, Malaysia (South China Sea)	While en route from Singapore to Song Khla, Thailand, pirates boarded the oil tanker. The OOW noticed a small boat near the tanker and raised the alarm. Seeing that the crew had been alerted, the pirates escaped empty-handed. The MMEA deployed a patrol craft, KM Manjung to the location off Pulau Aur to investigate, but the tanker was not there. No police report was lodged.  [ReCAAP Focal Point (Thailand), MMEA]
90	<b>Stella Kosan</b> LPG tanker Singapore 9175 9373591	15/07/14 0630 hrs	01° 29' N, 104° 43.30' E  Approximately 21 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, the crew discovered suspicious footprints at the engine workshop and steering room portside deck stores during their security rounds. The footprints revealed the presence of two pirates onboard the vessel. Upon investigation, the crew discovered the lock to the watertight door at the steering room was broken. Stores including five sets of SCBA, flashlights and a grinding tool from the safety lockers and the engine room workshop were missing. The crew was not injured. Three days later, an Indonesian media reported that the TNI-AL in response to the report made by the Singapore maritime authority about this incident, deployed its assets and detained a wooden boat behaving suspiciously. The men and the items found onboard the boat were brought to the TNI-AL naval base in Tanjung Pinang for further investigation.  [ReCAAP Focal Point (Singapore), KOMPAS dated 18 Jul 14]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
91	<b><i>Oriental Glory</i></b> Product tanker Malaysia 2223 9072587	15/07/14 2345 hrs	01° 44.01' N, 105° 07.66' E  Approximately 44.5 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>On 16 Jul 14, the shipping company reported that they had lost communication with their product tanker, which was carrying 2,500 metric tonnes of marine fuel oil. The company received a security alert from the vessel at 0551 hrs on the same day. The company then tried to communicate with the vessel but was unsuccessful. On 16 Jul 14 at or about 1300 hrs, RMN vessel KD TRENGGANU arrived at the location of the incident and boarded the vessel for investigation. It was also reported that the TNI-AL also deployed their asset in response to the incident.</p> <p>Initial investigation revealed that pirates boarded the product tanker on 15 Jul 14 at or about 2345 hrs, siphoned 1,600 metric tonnes of marine fuel oil from the product tanker; and stole cash and the crew's personal belongings, including watch, laptop and perfumes. The pirates also damaged the anchor windlass and other machineries. The pirates subsequently left the vessel on 16 Jul 14 at or about 0350 hrs.</p> <p><b>[ReCAAP Focal Point (Singapore), SSSA]</b></p>
92	<b><i>Pacific Silver</i></b> Oil tanker Marshall Islands 56943 9184603	19/07/14 0300 hrs	13° 44' N, 121° 02' E  Anchorage 'A', Tabangao, Batangas, Phillippines	<p>While at anchor, four robbers boarded the oil tanker via the anchor chain from a fishing boat. Upon noticing the robbers, the duty A/B informed the OOW. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, the robbers jumped overboard and escaped with items including hydrant caps, bottle screw, fire hoses and nozzle.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
93	<b><i>Golden Adventure</i></b> Product tanker Liberia 6153 9510577	24/07/14 0030 hrs	22° 10' N, 091° 46' E  Chittagong anchorage, Bangladesh	<p>While at anchor, three robbers boarded the product tanker. The alarm was raised, the crew mustered and the port control notified. Upon realising the crew had been alerted, the robbers escaped with stolen ship property.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
94	<b>Sea Dias</b> Bulk carrier Marshall Islands 33036 9535876	25/07/14 0315 hrs	00° 15' S, 117° 34' E  Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, three armed robbers boarded the bulk carrier from a small wooden boat. The robbers tied the duty A/B, who later managed to escape and alert the master. Upon realising the crew had been alerted, the robbers escaped with ship property.  [ReCAAP Focal Point (United Kingdom)]
95	<b>JBU Opal</b> Tanker Hong Kong, China 11561 9400409	25/07/14 1035 hrs	03° 55.10' N, 098° 45.10' E  Belawan anchorage, Indonesia	While at anchor, four robbers in a speed boat approached and came alongside the tanker. One of the robbers made an attempt to board the tanker but aborted the attempt upon seeing the duty Bosun. The OOW later noticed a robber onboard the tanker and raised the alarm. The crew was mustered and upon realising the crew had been alerted, the robber escaped with his accomplices in their boat. Upon investigation, it was found that the paint store was broke into but nothing was stolen.  [ReCAAP Focal Point (Singapore)]
96	<b>Ji Xiang</b> Product tanker Mongolia 1986 8403909	25/07/14 2030 hrs	01° 19.54' N, 104° 15.46' E  Approximately 2.78 nm southwest of Pulau Lima, Malaysia	While at anchor, 10 robbers armed with guns and knives boarded the product tanker. It was reported that the robbers had discharged their firearms and one of the crew suffered a minor neck injury. The robbers escaped with the ship's property. The crew subsequently made a police report to the Malaysian authorities.  [ReCAAP Focal Point (Singapore), MMEA]
97	<b>Amur River</b> Container ship Cyprus 9940 9378943	31/07/14 2130 hrs	Chittagong anchorage, Bangladesh	While at anchor, seven robbers armed with knives in a fishing boat approached and boarded the container ship via the poop deck. The duty crew sighted the robbers, raised the alarm and the crew mustered. Realising the crew had been alerted, the robbers escaped with ship stores. The incident was reported to the Bangladesh Coast Guard, who advised the master to be vigilant and report any suspicious movement. A patrol boat was also deployed to search the area.  [ReCAAP Focal Point (Netherlands)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
98	<b>BW Tokyo</b> LPG tanker Singapore 4795 9398307	04/08/14 0151 hrs	05° 34.30' S, 104° 38' E  Teluk Semangka, Indonesia	While at anchor, the crew spotted three robbers at starboard side poop deck. The alarm was raised and upon hearing the alarm, the robbers escaped immediately in a boat. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
99	<b>Giuseppe Mauro Rizzo</b> Bulk carrier Italy 47984 9448580	08/08/14 0345 hrs	00° 17' S, 117° 41' E  Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, two robbers boarded the bulk carrier. The duty A/B spotted the robbers, raised the alarm and mustered the crew. Noting that the crew had been alerted, the robbers escaped immediately. A search onboard the vessel was conducted and padlocks to the store room were found broken, but nothing was stolen.  [ReCAAP Focal Point (Singapore)]
100	<b>Dews 3</b> Water barge Mongolia 377 8810322	10/08/14 2300 hrs	01° 19.50' N, 104° 16.60' E  Approximately 2 nm south of Tanjung Ramunia, Malaysia	While at anchor, 15 to 20 robbers in two fiberglass boats approached and boarded the vessel via astern. The robbers were armed with pistols and knives, and wore face masks. They gathered the crew, tied them; and reportedly slapped and punched the crew as they seek to gather information about the cargo <i>Dews 3</i> was carrying. The robbers eventually stole the crew's personal belongings (mobile phones, watches, laptops etc.), ship equipment (GPS transceiver unit, VHF transceiver unit, walkie-talkies etc.); and damaged the navigation and communication equipment before they escaped. The incident lasted about an hour.  [ReCAAP Focal Point (Singapore)]
101	<b>Bomar Prelude</b> Tanker Marshall Islands 5770 9272723	11/08/14 0630 hrs	03° 54' N, 098° 46' E  Belawan outer anchorage, Indonesia	While at anchor, four robbers boarded the tanker via the forecastle from a wooden boat. The robbers subsequently escaped empty-handed. The crew was not injured.  [ReCAAP Focal Point (United Kingdom)]
102	<b>Challenge Procyon</b> Tanker Panama 28735 9527403	20/08/14 0405 hrs	01° 33.57' N, 104° 46.40' E  Approximately 22.36 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, four robbers boarded the tanker from a wooden boat. The crew spotted the robbers and informed the master who activated the SSAS and communicated with ships in vicinity via VHF. Realising the crew had been alerted, the robbers escaped empty-handed. A search was later conducted onboard the vessel.  [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
103	<b>Lake Dahlia</b> Bulk carrier Panama 41662 9391969	20/08/14 0405 hrs	00° 14' S, 117° 40' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty A/B noticed the forward stores door locks were broken. Upon searching the store, it was found that mooring ropes were missing.  [IMO, Indonesian Marine Police]
104	<b>Navios Oriana</b> Bulk carrier Panama 34795 9614969	22/08/14 0030 hrs	22° 15.42' N, 091° 43.48' E  Chittagong 'A' Anchorage, Bangladesh	While underway, 14 robbers in a wooden motor boat approached the bulk carrier. Four of the robbers armed with knives and machete boarded the vessel from the astern. The crew locked themselves in the accommodation and raised the alarm. The incident was reported to the Bangladesh Coast Guard, who deployed a patrol boat but the robbers had already escaped with stolen mooring rope.  [ReCAAP Focal Point (Bangladesh)]
105	<b>Zealand Amsterdam</b> Bulk carrier Netherlands 33312 9610884	22/08/14 0404 hrs	01° 26' N, 104° 37' E  Approximately 13 nm north- northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, the crew noticed three pirates using a bamboo pole to board the ship and alerted the OOW, who raised the alarm. Upon realising the crew had been alerted, the pirates escaped.  [IMO, Indonesian Marine Police]
106	<b>Port Hainan</b> Bulk carrier Hong Kong, China 33036 9456422	23/08/14 0700 hrs	06° 05' S, 106° 53' E  Berth 114, Jakarta Port, Indonesia	While at berth, robbers boarded the bulk carrier, stole ship stores including fireman's outfit, breathing apparatus, air bottles, nozzles, couplings and spanners. The crew discovered the missing items and conducted a search onboard the vessel but the robbers had already escaped.  [ReCAAP Contact Point (Hong Kong)]
107	<b>Lincoln Express</b> Livestock vessel Philippines 3185 8616611	24/08/14 0635 hrs	01° 05.23' N, 103° 43.44' E  Off Pulau Takong Light, eastbound lane of Traffic Separation Scheme (Straits of Malacca & Singapore)	While underway, the master sighted robbers onboard the livestock vessel. The alarm was raised and the crew was mustered. Realising that the crew had been alerted, the robbers escaped from the vessel empty-handed. The incident was reported to Singapore VTIS, who initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and MRCC Indonesia.  [ReCAAP Focal Point (Singapore)]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
108	<b>V.L. 14</b> Product tanker Thailand 1074 9084712	28/08/14 2040 hrs	03° 24' N, 104° 04.80' E  Approximately 30 nm north of Pulau Tioman, Malaysia (South China Sea)	<p>While underway, six pirates armed with guns boarded the oil product tanker. The vessel of 1074 GT was en route to Bangkok, carrying 1,296 tonnes of lube oil. The pirates came alongside in a wooden speed boat, approached the vessel on the port quarter, and boarded from stern. They broke the bridge glass, gained access to the crew's cabins and gathered the crew in the engine room.</p> <p>The pirates temporarily took control of the vessel and sailed about 10 nm away from the location of boarding. They ordered the crew to open all cargo valves, activate the cargo pump and transfer the lube oil to two tankers which came alongside. The pirates also stole the crew's personal belongings, damaged the navigational and communication system before they left <i>V.L. 14</i> at or about 0400 hrs on 29 Aug 14. The crew managed to repair the windlass, heaved up the anchor, sailed towards Pulau Tioman and reported the incident to the company. The vessel returned to Thailand on 1 Sep 14. The crew was not injured.</p> <p>Upon receiving report about the incident from the ship owner on 29 Aug 14, the ReCAAP ISC alerted the MMEA and triggered the ReCAAP Focal Point (Thailand) to follow up with the investigation of the incident.</p> <p><b>[ReCAAP Focal Point (Thailand), MMEA, Shipping company]</b></p>
109	<b>Chemroad Echo</b> Product tanker Panama 20117 9284685	03/09/14 0230 hrs	22° 44.40' N, 070° 01' E  Kandla outer anchorage, India	<p>While at anchor, the crew on watch noticed a small boat approaching at the starboard bow of the vessel, with no visual ladder or weapon onboard. Persons on boat tried to communicate with the vessel's crew, who informed the bridge and told the boat to move away. The boat later approached the port bow of the vessel near cargo tank and three robbers boarded the vessel from the boat using rope. The robbers threatened the crew with their pocket-size knife, stole ship stores and escaped.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
110	<b>Kokuka Courageous</b> Chemical tanker Panama 19349 9568495	14/09/14 0630 hrs	17° 40' N, 83° 23' E  Visakhapatnam anchorage, India	While at anchor, seven robbers in a fishing boat with white stripe on the hull and blue deck approached the chemical tanker. Four of the robbers boarded the vessel via the astern using a small heaving line. The crew spotted the robbers, raised the alarm and mustered the other crew. Upon hearing the alarm, the robbers escaped with fire hose couplings and fire hose nozzles.  [ReCAAP Focal Point (India)]
111	<b>Geneva Queen</b> Bulk carrier Marshall Islands 44096 9638642	15/09/14 0225 hrs	22° 44' N, 070° 01.60' E  Outer anchorage, Navlakhi Port, Gujarat, India	While at anchor, the duty AB noticed from the bridge that the door to the forecabin of the ship was opened and there was some movement of a person in the vicinity. The duty A/B immediately informed the OOW, who sounded the alarm. On hearing the alarm, three robbers armed with knives threatened the duty AB and escaped in a speed boat with stolen fire hoses nozzles and cable of the welding machine.  [ReCAAP Focal Point (India)]
112	<b>Reliance II</b> Chemical tanker Singapore 30032 9289764	15/09/14 0350 hrs	22° 45.30' N, 070° 00.50' E  Kandla outer anchorage, India	While at anchor, the duty AB conducting deck rounds discovered that the port midship store was broken into and three fire hoses were missing.  [ReCAAP Focal Point (India)]
113	<b>Orapin 2</b> Product tanker Thailand 1598 8122323	17/09/14 2200 hrs	01° 26.45' N, 104° 50' E  Approximately 19.52 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While underway, eight pirates armed with two pistols and four long knives/machetes boarded the product tanker from two speed boats. Wore mask hood, t-shirts and short pants, the pirates tied up the crew, locked them in a cubicle, and siphoned the MGO to two other vessels, reportedly a 500 metric ton tanker and a 2,000 metric ton tankers. They destroyed the navigational and communication equipment and stole the crew's personal belongings and cash before they escaped.  The vessel was en route from Singapore to Dili, Timor Leste carrying 1,048 metric tonnes of MGO.  [ReCAAP Focal Point (Thailand)]
114	<b>Pacific London</b> Tanker Marshall Islands 62619 9171838	19/09/14 0230 hrs	10° 14.90' N, 107° 03.10' E  Vung Tau anchorage, Vietnam	While at anchor, three robbers boarded the tanker unnoticed. They stole paint drums and escaped.  [ReCAAP Focal Point (Vietnam)]

## Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
115	<b>Zilos</b> Bulk carrier Panama 25543 919920	24/09/14 0600 hrs	01° 24' N, 104° 34' E  Approximately 10 nm north of Tg Berakit, Pulau Bintan, Indonesia	While at anchor, four robbers armed with knives boarded the bulk carrier. The duty crew noticed the robbers and informed the bridge, who raised the alarm and crew mustered. Seeing the crew alertness, the robbers escaped empty-handed.  [IMO]
116	<b>Sentek 23</b> Tanker Singapore 1602 9601003	25/09/14 0530 hrs	01° 24.21' N, 104° 35.46' E  Approximately 10.75 nm north of Pulau Bintan, Indonesia	While at anchor, 10 robbers in a wooden craft approached the tanker. The wooden craft was about 7 to 8 m long with blue canvas cover on top. Seven of the robbers boarded the tanker via the starboard quarter using rope. The robbers were armed with guns, swords and machetes. They were dressed in black. The robbers stole the crew's personal belongings, including mobile phones, laptops and cash, before escaping. Two of the crew suffered injuries to their finger and face.  [IFC]
117	<b>Stena Superior</b> Oil tanker Bermuda (UK) 81187 9579030	25/09/14 0545 hrs	01° 28' N, 104° 40' E  Approximately 15.22 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, three robbers boarded the oil tanker. The OOW spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.  [ReCAAP Focal Point (United Kingdom)]

## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
118	<b>Lewek Ebony</b> Supply vessel Malaysia 1623 9423877	11/03/14 2248 hrs	07° 04' S, 102° 32' E  Approximately 190 nm west of Sunda Strait, Indonesia (Indian Ocean)	While underway, the supply vessel was chased by a fast boat. About 10 min later, a second fast boat was seen ahead of the vessel. The master took evasive actions by turning away from the second boat. The pirates eventually aborted the attempt.  [ReCAAP Focal Point (Singapore)]
119	<b>Kim Hock Tug 2</b> Tug boat Singapore 152 9210763	11/04/14 1608 hrs	01° 14.50' N, 103° 27' E  Approximately 4 nm southwest of Tanjung Piai, Malaysia	While underway, two small boats approached the tug boat. The master carried out evasive manoeuvres and the small boats aborted their approach. Thereafter, the small boats continued to follow the tug boat but did not approach.  [MMEA]
120	<b>Prem Mala</b> Product tanker India 28522 9209972	18/04/14 0355 hrs	09° 55.30' N, 076° 08.50' E  Kochi anchorage, India	While at anchor, the duty A/B spotted three robbers attempting to board the product tanker via the forecastle. The alarm was raised and upon hearing the alarm, the robbers aborted the attempt and escaped in their small fishing boat.  [ReCAAP Focal Point (India)]
121	<b>Vishva Nidhi</b> Bulk carrier India 33170 9464742	18/04/14 1930 hrs	00° 13' S, 117° 35' E  Samarinda anchorage, Indonesia	While at anchor, the duty officer noticed three robbers trying to board the vessel near the forecastle. The alarm was raised and the crew mustered. Realising the crew had been alerted, the robbers aborted the attempt and escaped.  [IMO, Indonesian Marine Police]
122	<b>Jan Van Gent</b> General cargo ship Netherlands 8999 9456721	01/05/14 0425 hrs	01° 24' N, 104° 35' E  Approximately 10.25 nm north of Pulau Bintan, Indonesia	While at anchor, a small boat was detected by the general cargo ship's radar approaching from the stern. The crew conducted a check and spotted the small boat alongside at the port quarter. There were six robbers armed with handguns in the small boat. The alarm was raised immediately. The robbers aborted the attempt to board the vessel and escaped.  [ReCAAP Focal Point (Singapore)]

## Appendices

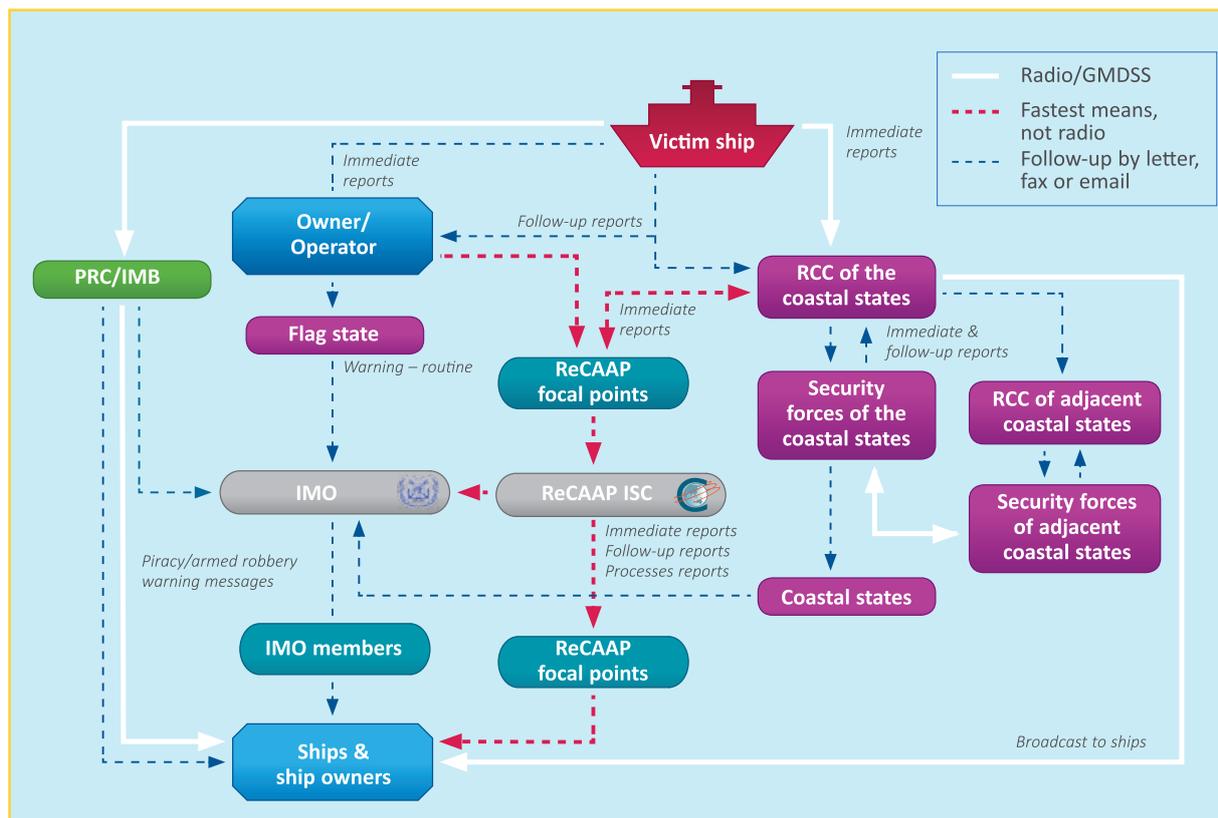
S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
123	<b>Zhongji No. 1</b> Chemical tanker Hong Kong, China 29578 9379818	03/05/14 0310 hrs	01° 24.40' N, 104° 41.20' E  Approximately 17 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, the duty A/B saw a boat alongside at the port quarter of the chemical tanker. The A/B noticed a hook attached with rope was thrown onboard and five robbers were attempting to board the tanker. The A/B informed the OOW via walkie-talkie, who raised the alarm. Upon hearing the alarm, the robbers aborted the attempt and escaped in their boat.  <b>[IMO, Indonesian Marine Police]</b>
124	<b>Sea Bay</b> Oil tanker Hong Kong, China 60193 9439539	14/05/14 0440 hrs	01° 04.80' N, 103° 28.60' E  Karimun anchorage, Indonesia	While at anchor, two robbers attempted to board the oil tanker via the poop deck. The crew spotted the robbers and raised the alarm immediately. Upon hearing the alarm, the robbers aborted the attempt and escaped. The Indonesian Marine Police boarded the vessel for investigation.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
125	<b>Charlotte Kosan</b> LPG tanker Panama 3435 9293600	29/05/14 0600 hrs	01° 34.40' N, 104° 27.60' E  Approximately 10.75 nm northeast of Tanjung Penawar, Malaysia	While at anchor, the crew noticed three robbers in a small boat approaching the LPG tanker. The alarm was raised and realising the crew had been alerted, the robbers aborted the attempt and escaped.  <b>[ReCAAP Focal Point (Japan)]</b>
126	<b>RHL Calliditas</b> Container ship Liberia 48799 9495777	26/06/14 0200 hrs	01° 24' N, 104° 40' E  Approximately 11 nm north- northeast of Pulau Bintan, Indonesia	While at anchor, the crew noticed a small boat with ropes and hooks approaching from the stern. The alarm was raised and upon realizing the crew had been alerted, the robbers aborted the attempt.  <b>[IMO]</b>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
127	<b>Pentradar</b> Tanker Malaysia 492 8604955	02/08/14 2200 hrs	05° 24' N, 100° 05' E  Approximately 6 nm west of Penang Island, Malaysia (Straits of Malacca & Singapore)	While underway, robbers armed with machetes followed the tanker in a small speed boat. The crew noticed the boat, raised the alarm and switched on the deck lights. Upon hearing the alarm, the robbers jumped into the sea and disappeared. The master reported the incident to Penang Port Control Center, who informed MMEA. MMEA deployed a vessel to the location of the incident to provide assistance. A search was also conducted but the suspected boat could not be found.  [MMEA]
128	<b>Kota Juta</b> Container ship Hong Kong, China 18502 9226839	22/08/14 0440 hrs	01° 10.89' N, 103° 30.56' E  Traffic Crossing area, West of Nipa Anchorage (Straits of Malacca & Singapore)	While underway, eight robbers attempted to board the container ship. The alarm was raised and the robbers aborted the attempt. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]
129	<b>Bro Vario</b> Singapore Product tanker 9882 9276303	25/08/14 0230 hrs	06° 01.15' S, 106° 53.80' E  Tanjung Priok, Jakarta, Indonesia	While at anchor, three robbers in a craft attempted to board the product tanker. The duty officer raised the alarm and the crew was mustered. Realising the crew had been alerted, the robbers aborted the attempt and escaped. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (Singapore)]

## Appendices

### Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia

Diagram 1 – Flow Diagram for Reporting Incidents in Asia



#### Notes:

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

## Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Border Protection Command Australian Maritime Security Operations Centre (AMSOC)  Email: <a href="mailto:AMIFC@customs.gov.au">AMIFC@customs.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping  Email: <a href="mailto:info@dos.gov.bd">info@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
National Maritime Coordination Centre Brunei  Email: <a href="mailto:p2mk@jpm.gov.bn">p2mk@jpm.gov.bn</a>	+673-2233751	+673-2233753
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China Maritime Search and Rescue Centre (Beijing)  Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong)  Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
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<b>Japan</b>		
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## Appendices

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Email: <a href="mailto:pcg_cg2@yahoo.com">pcg_cg2@yahoo.com</a> <a href="mailto:cg2@coastguard.gov.ph">cg2@coastguard.gov.ph</a> <a href="mailto:isc.cg2@coastguard.gov.ph">isc.cg2@coastguard.gov.ph</a>		
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<b>Sri Lanka</b>		
Sri Lanka Navy Operations Centre	+94-11-244 5368 (Hotline)	+94-11-244 9718
Email: <a href="mailto:nhqsoo@navy.lk">nhqsoo@navy.lk</a> <a href="mailto:nhqhydrographer@navy.lk">nhqhydrographer@navy.lk</a> <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a>		

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC)  Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a>	+66-2475-5432	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre  Email: <a href="mailto:nmic-ws@mod.uk">nmic-ws@mod.uk</a>	+44(0)2392-211951	+44(0) 2392-212024 Please indicate "FAO NMIC-A leg" if send via fax
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda)  Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard  Email: <a href="mailto:phongqhqtcsb@vnn.vn">phongqhqtcsb@vnn.vn</a> <a href="mailto:vietnamfocalpoint@yahoo.com.vn">vietnamfocalpoint@yahoo.com.vn</a>	+84-4-3355-4378	+84-4-3355-4363

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