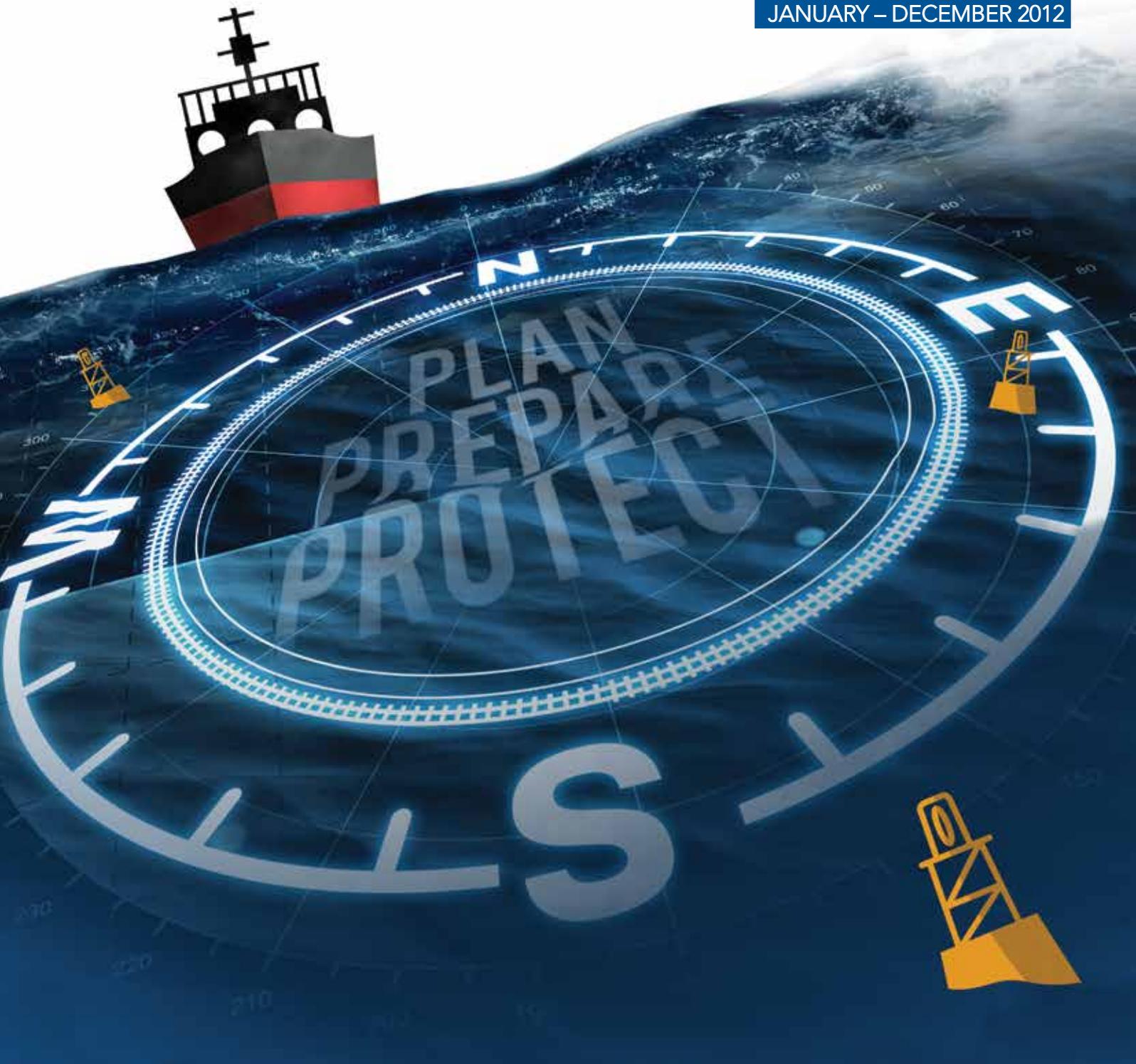


PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

ANNUAL REPORT

JANUARY – DECEMBER 2012



CONTENTS

- 2 | **EXECUTIVE SUMMARY**
- 4 | **PART ONE**
Situation of Piracy and Armed Robbery Against Ships in Asia in 2012
- 10 | **PART TWO**
Incidents by Location
 - Bangladesh
 - Indonesia
 - Vietnam
 - South China Sea
 - Straits of Malacca and Singapore
- 26 | **PART THREE**
Case Studies
 - Incidents involving illegal siphoning of marine gas oil/fuel
- 32 | **PART FOUR**
Update on ReCAAP ISC's contributions towards the Djibouti Code of Conduct (DCoC)
- 37 | **CONCLUSION**
- 39 | **APPENDICES**
 - Description of Incidents (January-December 2012)*
 - Contact details of ReCAAP Focal Points and Contact Point
 - Acknowledgements

* Refer to the ReCAAP ISC website at www.recaap.org for the description of incidents (January-December 2012).

EXECUTIVE SUMMARY



Executive Summary

There has been a marked improvement in the situation of piracy and armed robbery against ships in Asia in 2012. A total of 132 incidents (123 actual and nine attempted incidents) were reported in 2012 compared to 157 incidents (135 actual and 22 attempted) reported in 2011, and 167 incidents (134 actual and 33 attempted) in 2010. Compared to 2011, this is a 16% decrease in the total number of incidents reported in 2012, the largest year-on-year decrease during the five year reporting period of 2008-2012. The decrease was more apparent at the ports and anchorages in Bangladesh and Vietnam, in the South China Sea and the Straits of Malacca and Singapore. While statistics shows a consecutive downward trend commencing from 2010, the total number of incidents reported in 2012 was still higher than 2008 and 2009, hence there is no room for complacency.

Of the 132 incidents reported in 2012, seven were incidents of piracy occurred in the South China Sea, and 125 were armed robberies against ships.

Overall, there is a decrease in the number of Category 1 (very significant) incidents and petty theft (minimum significant) incidents in 2012 compared to 2011. However, the number of Category 2 (moderately significant) and Category 3 (less significant) incidents have remained fairly consistent in 2011 and 2012. Four Category 1 incidents were reported in 2012 compared to eight incidents in 2011. Of the four Category 1 incidents, three were **hijacking** incidents and one was an incident involving illegal siphoning of Marine Gas Oil (MGO) from a tanker. All hijacked vessels (including barges) except for one tug boat were found and recovered, and the 11 pirates involved in the siphoning of MGO were apprehended by the authorities. The crew was not injured in the incidents.

The overall improvement of the situation of piracy and armed robbery against ships in Asia in 2012 demonstrated the effectiveness of the ReCAAP information sharing network, and operational-level cooperation and collaboration among the ReCAAP ISC, ReCAAP Focal Points, regional authorities, partner organisations and the shipping community.

SITUATION OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN 2012



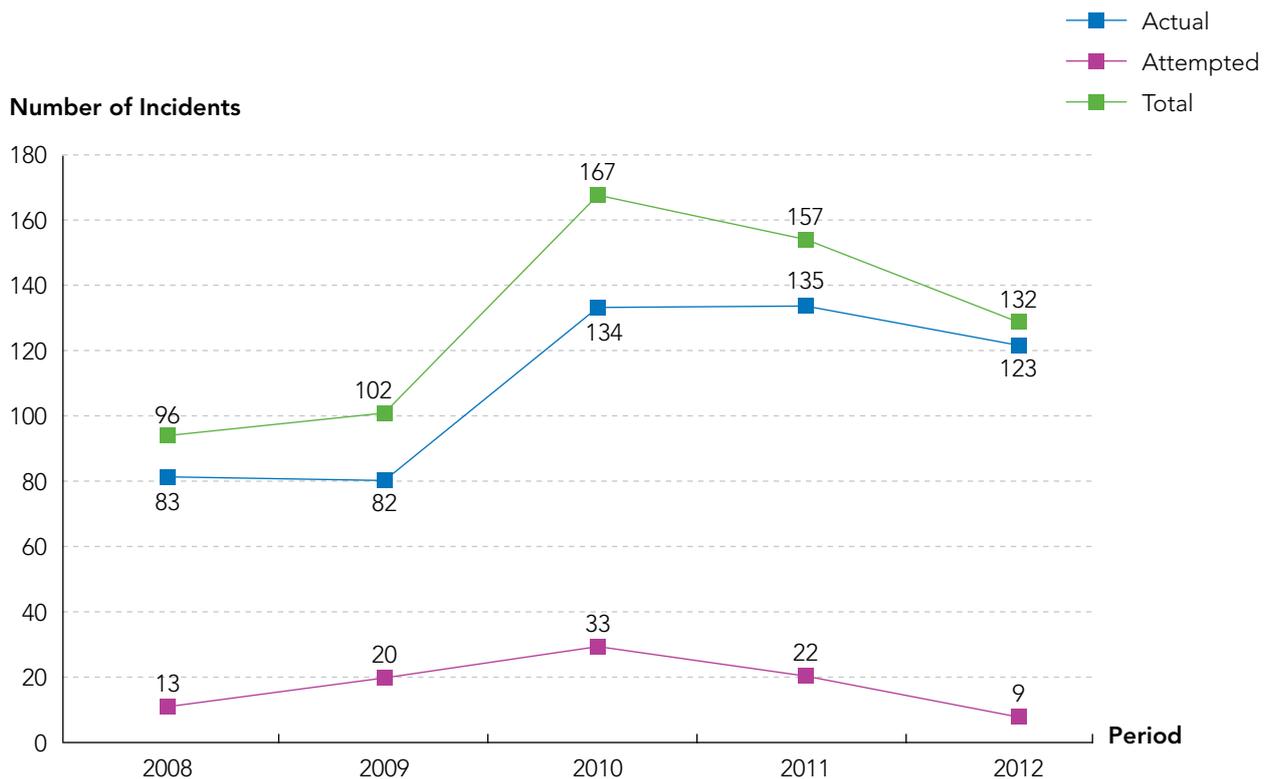
PART
ONE

Situation Of Piracy And Armed Robbery Against Ships In Asia In 2012

Number of Incidents

A total of 132 incidents, comprising 123 actual incidents and nine attempted incidents, were reported in Asia in 2012. Of the 132 incidents, seven were incidents of piracy, occurred in the South China Sea and 125 were incidents of armed robbery against ships.

The situation of piracy and sea robbery has improved in Asia for a second consecutive year from its peak in 2010 when 167 incidents (134 actual and 33 attempted) were reported. Compared to 2011, there has been a 16% decrease in the number of incidents reported in 2012, the largest year-on-year decrease. Graph 1 below shows the number of incidents reported from 2008 to 2012.



Graph 1 – Number of incidents reported (2008-2012)

Significance Level of Incidents¹

Of the 123 actual incidents reported in 2012, four were Category 1 (very significant) incidents, 40 were Category 2 (moderately significant) incidents, 29 were Category 3 (less significant) incidents and 50 were petty theft incidents (minimum significant). Chart 1 shows the significance level of actual incidents reported from 2008 to 2012.

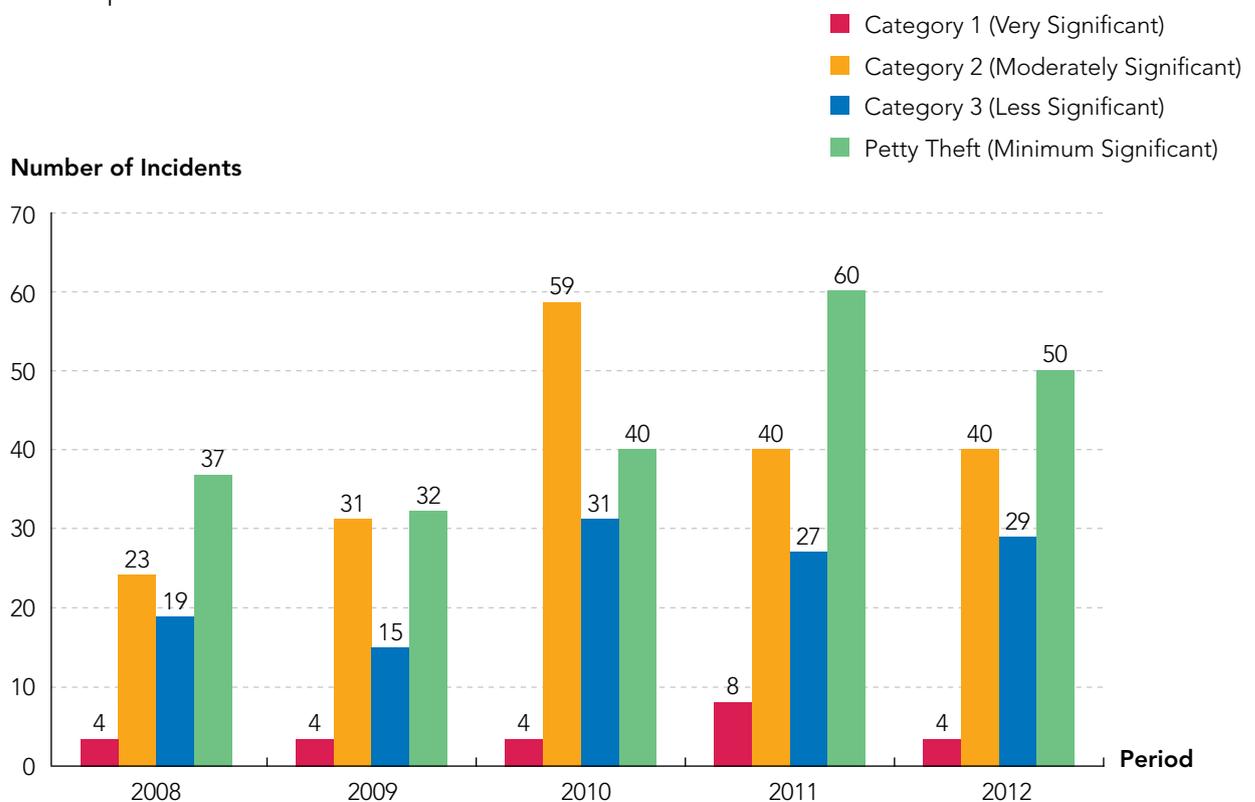


Chart 1 – Significance level of incidents reported (2008-2012)

With the exception of 2011, four Category 1 incidents had been reported annually during the five-year reporting period. From 2008 to 2010, the number of Category 2 incidents had been on an upward trend. However, in the past two years (2011 and 2012), the number of Category 2 incidents had decreased and stabilised. As for the Category 3 incidents, the numbers remained fairly consistent in the past three years (2010-2012). Notably, petty theft incidents had been on an upward trend before the number of incidents decreased in 2012. The decrease in the petty theft incidents accounts for the bulk of the overall decline in the number of incidents reported in 2012.

1. Each actual incident is evaluated based on the classification methodology adopted by the ReCAAP ISC to assess the severity level of the incident based on the intensity of violence associated with the incident and the economic losses incurred. Refer to the ReCAAP ISC website at www.recaap.org for detailed description of the ReCAAP ISC classification methodology.

Situation Of Piracy And Armed Robbery Against Ships In Asia In 2012

Very significant incidents (Category 1)

In 2012, four Category 1 incidents were reported. Of these, three were hijacking incidents and one was an incident involving illegal siphoning of Marine Gas Oil (MGO). The three hijacking incidents involved tug boat, *Wantas 6* towing barge, *Wantas VII* on 17 Apr 12; tug boat, *Woodman 38* towing barge, *Woodman 39* on 27 Jul 12; and chemical tanker, *Zafirah* on 19 Nov 12. In all three hijacking incidents, the crew was abandoned onto life rafts, but later rescued by passing vessels. All vessels (including barges) except tug boat, *Wantas 6* were found and recovered. In the incident involving chemical tanker, *Zafirah*, the 11 hijackers had been apprehended by the authorities. The other Category 1 incident involved illegal siphoning of MGO from tanker, *Yunita* on 11 Nov 12.

Moderately significant incidents (Category 2)

In 2012, 40 Category 2 incidents were reported. Among these, 13 incidents were reported in Indonesia, six incidents in the Straits of Malacca and Singapore and five incidents in the South China Sea. All Category 2 incidents reported in the Straits of Malacca and Singapore, and the South China Sea occurred when the vessels were underway.

The ReCAAP ISC observes that there is an upward trend in the number of Category 2 incidents occurred to vessels when anchored/berthed compared to those underway. In 2012, 58% of the total number of Category 2 incidents occurred to vessels at anchor/berth compared to less than one-third of the total number in 2008 and 2009. Table 1 shows the percentage of Category 2 incidents involving vessels at anchor/berth and underway over the five-year reporting period of 2008-2012.

Ten out of the 23 Category 2 incidents reported in 2012 occurred at ports and anchorages in Indonesia. Among the 10 incidents, the crew was either threatened, held hostage or assaulted resulting in minor injuries. Two of the 10 incidents reported that the robbers were armed with guns and knives. Among the 10 incidents, four reported loss of cash and property, three lost of engine spares and three lost of stores. It appeared that there has been an upward trend in the number of Category 2 incidents (more severe in nature) occurred at some ports and anchorages during the period (2008-2012).

Status of ship	2008	2009	2010	2011	2012
CAT 2 incidents involving vessels anchored/berthed	6	9	21	17	23
CAT 2 incidents involving vessels underway	17	22	38	23	17
Percentage of incidents involving vessels anchored/berthed	26%	29%	36%	43%	58%

Table 1 – Percentage of Category 2 incidents involving vessels at anchor / berth (2008-2012)

Less significant incidents (Category 3) and minimum significant incidents (Petty Theft)

In 2012, 79 Category 3 and petty theft incidents were reported. About two-thirds of the Category 3 and petty theft incident (52) occurred at ports and anchorages in Indonesia. Predominantly, the Category 3 and petty theft incidents involved vessels at anchor/berth. These incidents involved robbers came alongside and boarded the vessel unnoticed during hours of darkness. They operated in small groups of between two to four, and were usually not armed. The robbers headed for the bosun store, paint store or engine room, where they broke into and stole mooring ropes, paint or engine spares. They escaped immediately with the stolen items without confronting the crew. There have been incidents where the robbers escaped empty-handed when the crew had been alerted and the alarm raised. The ReCAAP ISC recommends that ship masters and crew exercise vigilance and deploy extra security personnel and watches at these ports and anchorages to detect and deter robbers from boarding their vessels.

INCIDENTS BY LOCATION

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



PART
TWO

Incidents by Location

Location of Incidents (2008-2012)

	2008		2009		2010		2011		2012	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China			1		1		1		1	
Sub-total			1		1		1		1	
South Asia										
Arabian Sea					5	7		4		
Bangladesh	10	2	15	4	21	3	14		11	
Bay of Bengal					3			1		
India	10	1	8	2	5	2	7	2	8	1
Sub-total	20	3	23	6	34	12	21	7	19	1
Southeast Asia										
Gulf of Thailand					1					
Indonesia	21	1	14	5	37	10	47	2	65	6
Malaysia	13		12	3	18		14	3	11	
Myanmar			1				1			
Philippines	6	2	4	1	5		4	2	3	
Singapore					2		3		2	
South China Sea	5	2	11	2	17	8	12	6	7	
Straits of Malacca and Singapore	7	4	6	3	5	3	24	2	12	1
Thailand			2		1					
Vietnam	11	1	8		13		8		3	1
Sub-total	63	10	58	14	99	21	113	15	103	8
Overall Total	83	13	82	20	134	33	135	22	123	9

Table 2 – Location of incidents reported (2008-2012)

In South Asia, the improvement was most evident in the Arabian Sea and Bangladesh. No incident was reported in the Arabian Sea in 2012, and the lowest number of incidents was reported in Bangladesh in 2012 compared to the past four years (2008-2011). The ReCAAP ISC commends the actions undertaken by the Indian and Bangladeshi authorities in their surveillance and anti-piracy efforts carried out in the area.

Overall, there has been improvement in the Southeast Asia region in 2012 compared to 2011 except for Indonesia. More apparent decrease occurred in the South China Sea, Straits of Malacca and Singapore, and Vietnam. The South China Sea reported a 60% decrease in the number of incidents in 2012 compared to 2011; while Vietnam and the Straits of Malacca and Singapore experienced a 50% decrease each. Notably, Vietnam reported the lowest number of incidents in 2012 compared to the past four years (2008-2011).

Map 1 shows the location of all incidents reported in 2012².

2. The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.

PART TWO

Incidents by Location



Map 1 – Location of incidents reported in 2012

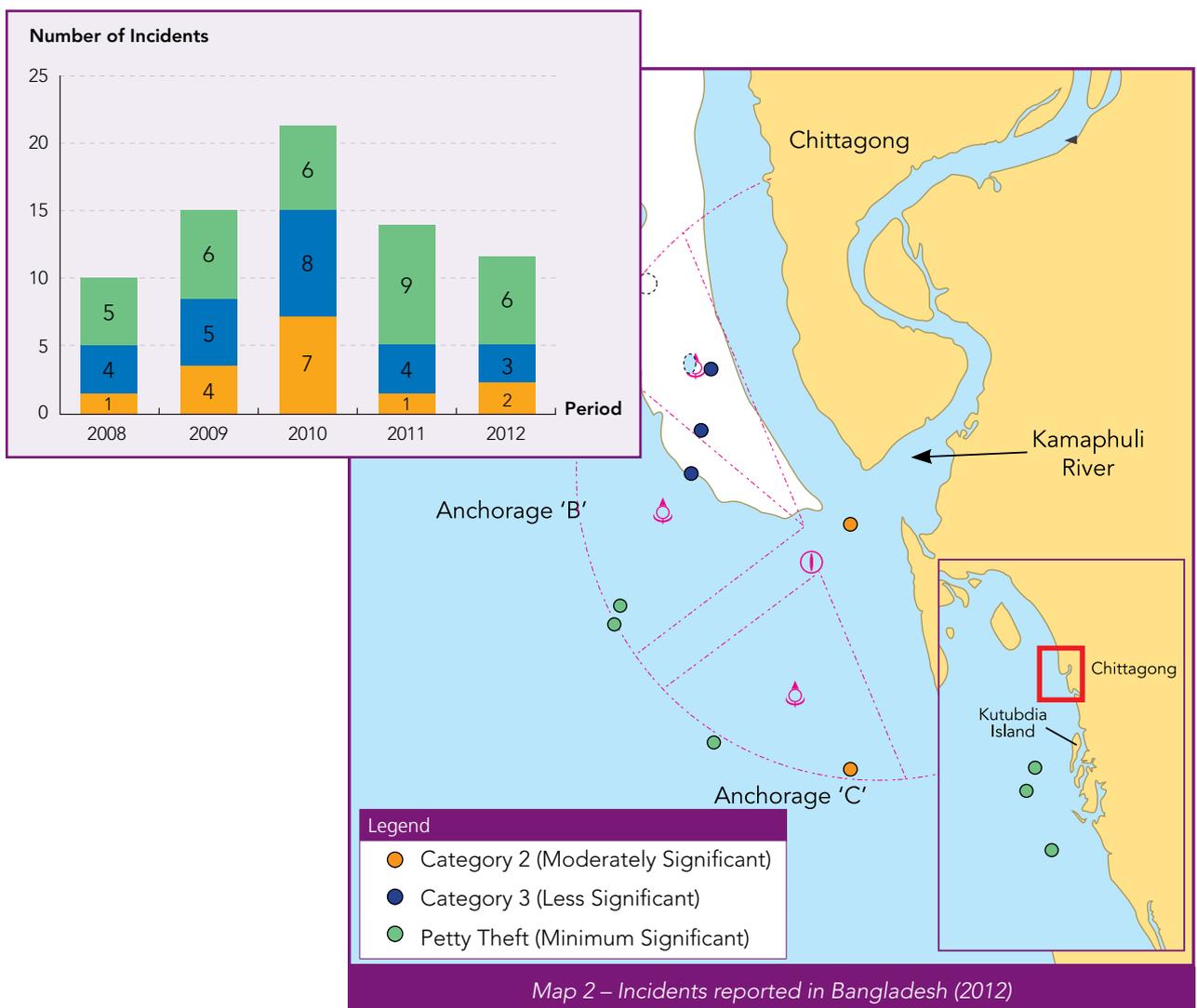
Legend

- Category 1 (Very Significant)
- Category 2 (Moderately Significant)
- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)
- ▲ Attempted Incident

Bangladesh

In 2012, a total of 11 incidents were reported at the port and anchorages of Bangladesh. Compared to the same period in the past four years (2008-2011), there has been an improvement in the situation at the port of Chittagong, Bangladesh in 2012. Most of the incidents were petty theft. Of the 11 incidents, six were petty theft incidents, three were Category 3 incidents and two were Category 2 incidents.

Of the 11 incidents reported during 2012, the authorities had successfully apprehended the robbers and recovered the stolen items in two incidents involving *OXL Lotus* and *Andakini*. This was a result of timely reporting by the master to the port authorities, and the responsiveness of the Bangladesh Coast Guard who dispatched their patrol vessels to the location of the incident.



Incidents by Location

The improvement in the situation at the port and anchorages of Chittagong is attributed to heightened crew's alertness, anti-piracy measures undertaken by the ship master and enhanced surveillance carried out by the enforcement agencies and port authorities. Notably, no incident was reported in the Karnaphuli River, the approach to Chittagong port in 2012 compared to three incidents reported there in 2008, one in 2009, three in 2010 and one in 2011. However, there has been an upward trend in the number of incident reported off Kutubdia anchorages. No incident was reported there prior to 2010 compared to one incident reported in 2011 and three in 2012.

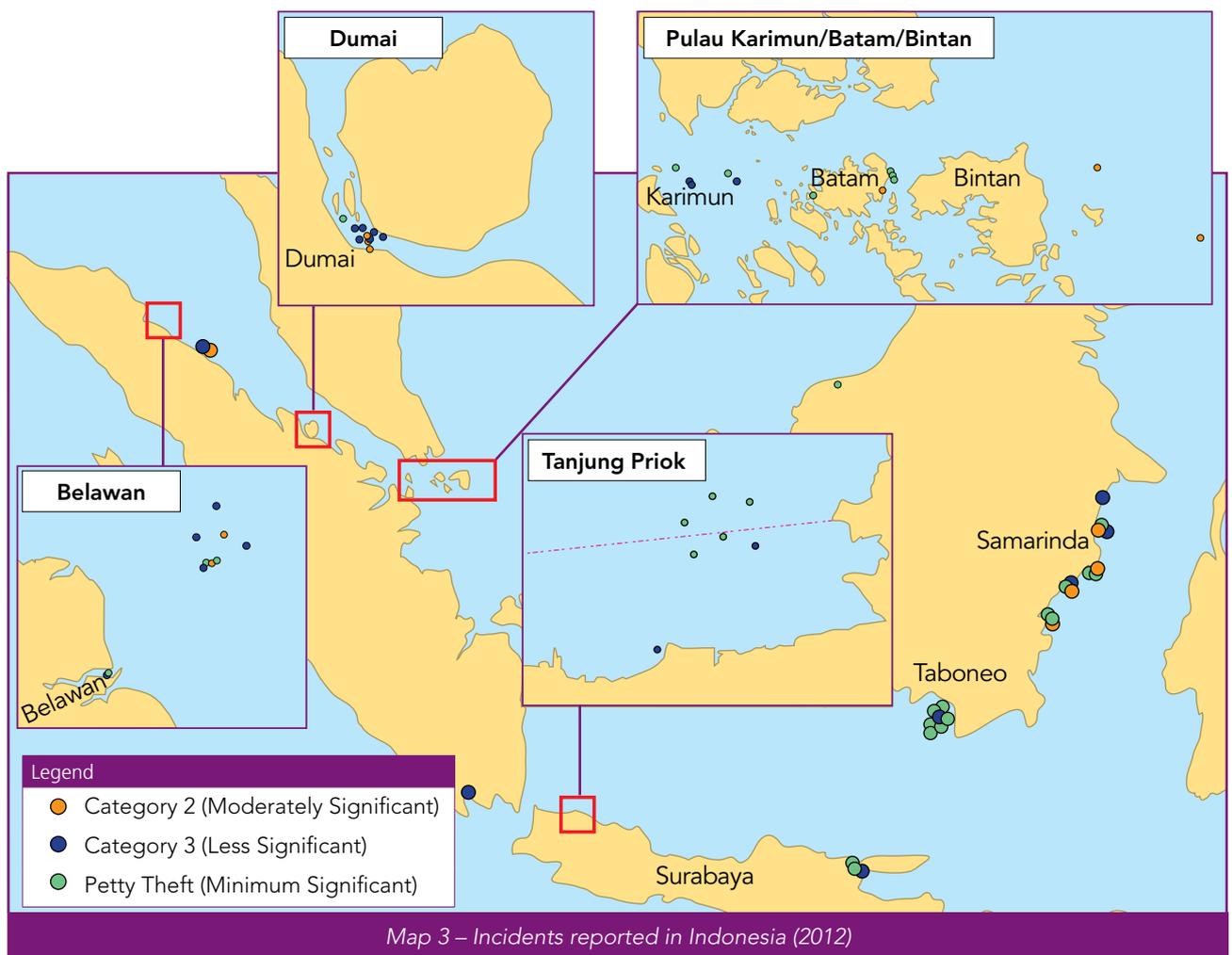
Mostly Category 3 and petty theft incidents, the robbers generally operate in groups of four to five and in a few cases, they were armed with knives and machetes which were used to cut ropes and other items found onboard ships. On some occasions, the robbers used knives to threaten the crew when they were detected. However, the crew did not suffer any injuries.

Recommendations

Ship master and crew are advised to exercise vigilance and adopt precautionary measures when their vessels were anchored at the port and anchorages of Chittagong especially during hours of darkness and times of poor visibility. The ReCAAP ISC strongly advocates ship masters to report all incidents to the nearest coastal State **immediately** so that the relevant authorities may be able to respond to the incident on time.

Indonesia

There has been an increase in the number of incidents in Indonesia, particularly at its ports and anchorages in Belawan, Dumai, off Pulau Karimun/Batam/Bintan, East Kalimantan and Tg Priok. Map 3 shows the location of the incidents in 2012.



Incidents by Location

Of the 65 incidents reported in Indonesia, 52 (80%) were Category 3 and petty theft incidents occurred at ports and anchorages, and 13 Category 2 incidents. No Category 1 incident was reported in 2012.

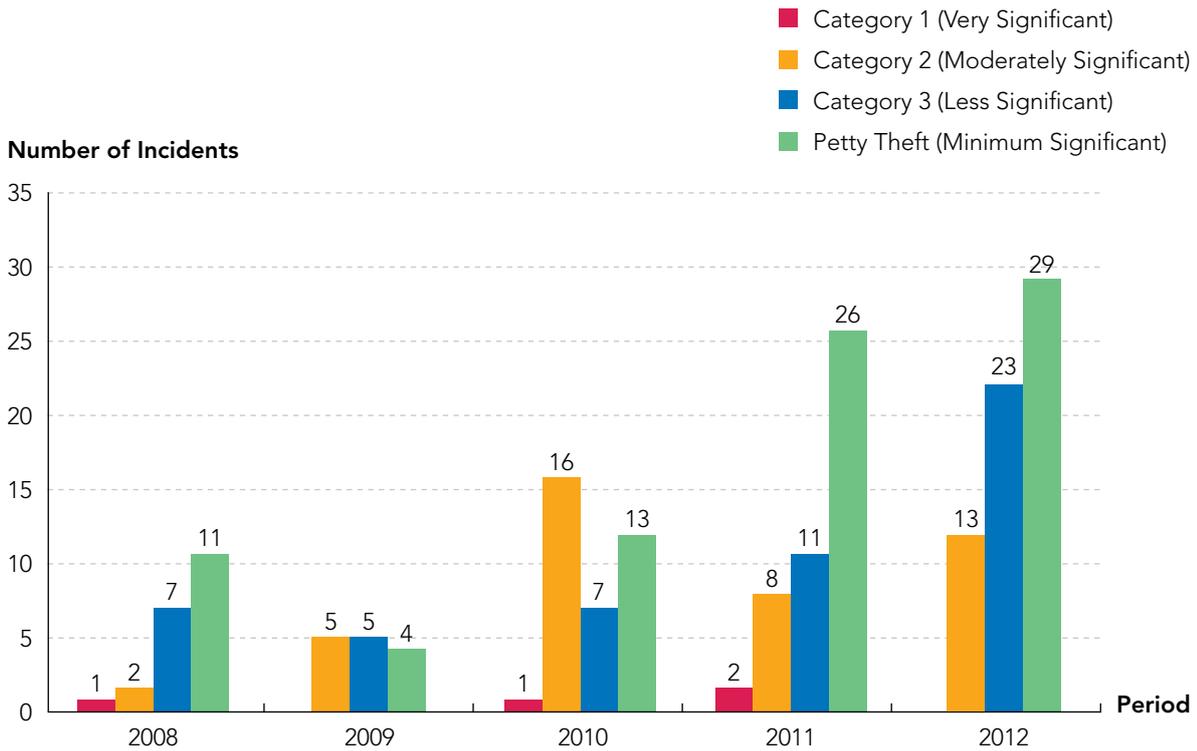
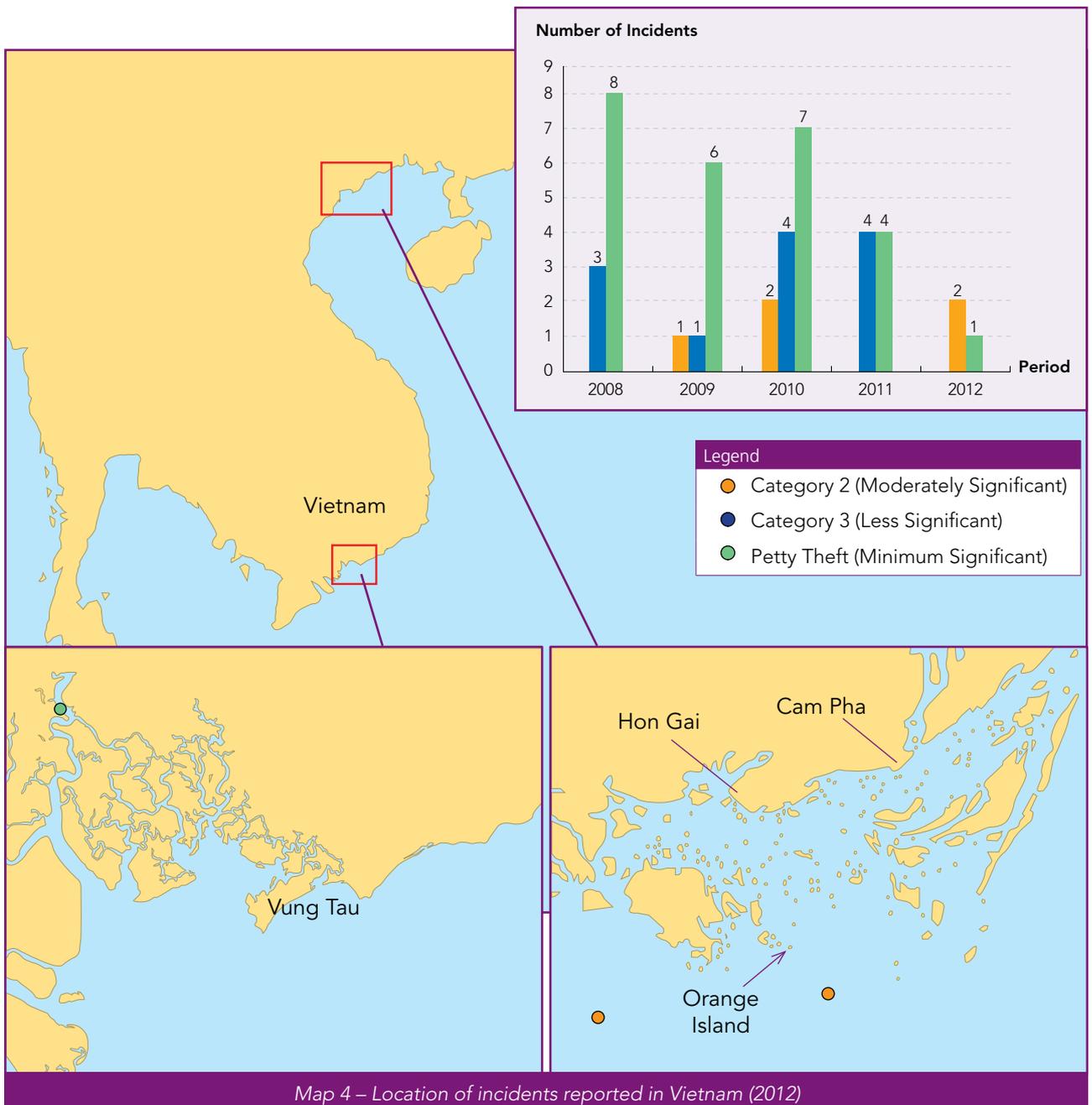


Chart 3 – Significance level of incidents reported in Indonesia (2008-2012)

Vietnam

There has been an improvement in the situation in Vietnam. A total of four incidents, comprising three actual incidents and one attempted incident, were reported in 2012, which is a 50% decrease compared to 2011. This is also the lowest number of incidents reported in Vietnam during the five-year reporting period of 2008-2012. Map 4 show the location of the incidents reported in 2012.



Incidents by Location

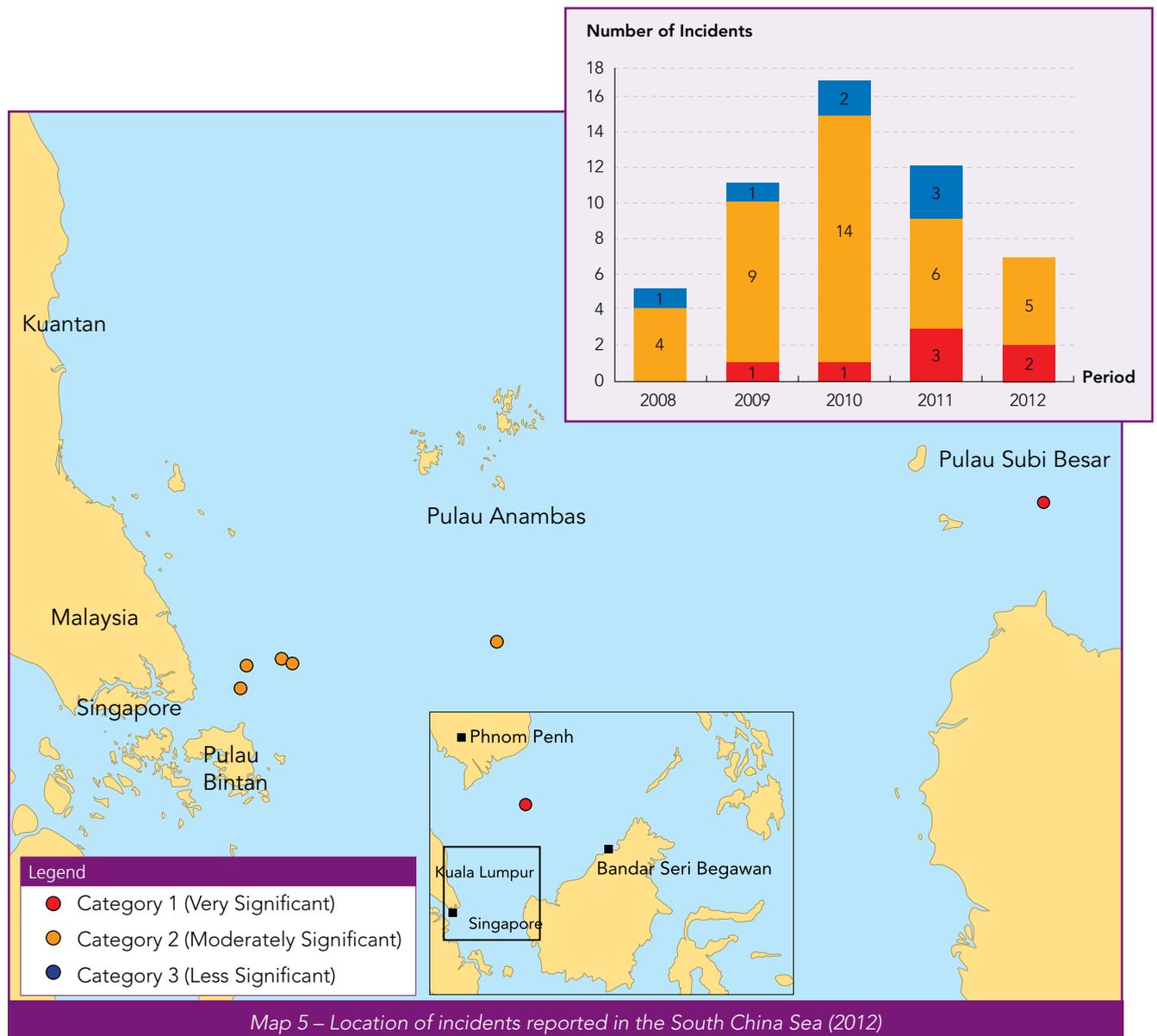
While the number of incidents reported in Vietnam in 2012 had decreased, the incidents were relatively more severe in nature compared to the past years. There were two Category 2 incidents reported in 2012 that involved container ship, *Istrian Express* on 27 Jan 12 and bulk carrier, *Clipper Morning* on 12 Feb 12. In both incidents, the robbers were armed and they threatened the crew, held them hostage and threw knives, sticks and iron rods at them. The robbers escaped with stolen ship stores, namely mooring ropes, paint and power cables.

The ReCAAP ISC observes that there has been an increase in the number of incidents reported in the northern part of Vietnam. From 2008 to 2010, five out of 33 actual incidents (15%) were reported in the northern part of Vietnam. In the past two years (2011 and 2012), six out of 11 actual incidents (55%) were reported in the northern part.

South China Sea

There has been a downward trend in the number of incidents reported in the South China Sea in 2011 and 2012. A total of seven actual incidents were reported in the South China Sea in 2012 compared to 12 incidents in 2011, 17 incidents in 2010, 11 incidents in 2009 and five incidents in 2008.

Of the seven incidents reported in the South China Sea in 2012, two were Category 1 incidents and five were Category 2 incidents. The two Category 1 incidents reported in 2012 involved the hijacking of tug boat, *Wantas 6* towing barge, *Wantas VII* on 17 Apr 12 and hijacking of chemical tanker, *Zafirah* on 19 Nov 12. Map 5 shows the location of the incidents in 2012.



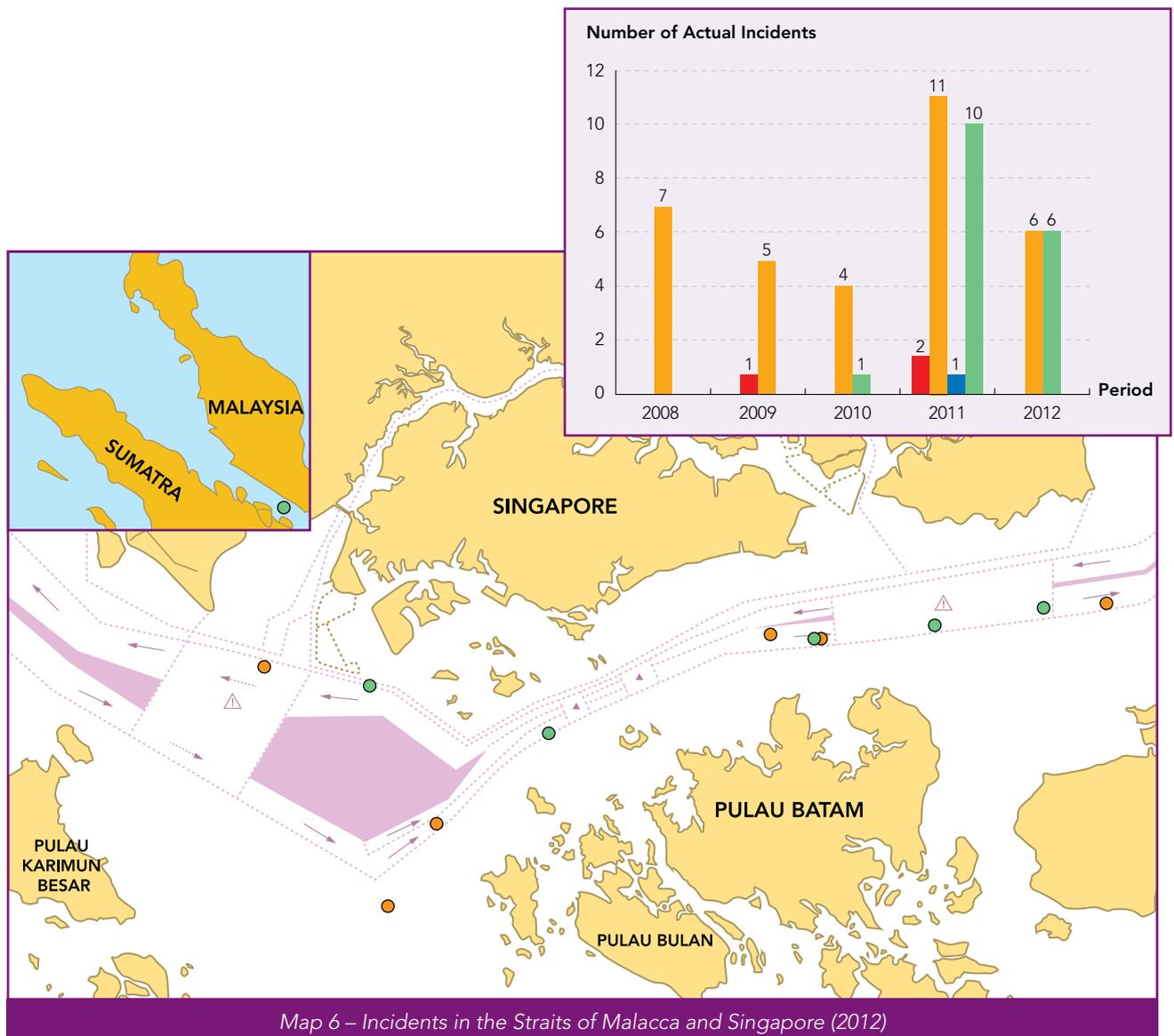
Incidents by Location

Throughout the five-year period (2008-2012), a total of seven Category 1 incidents were reported in the South China Sea. All were hijacking incidents, of which five involved tug boats towing barges and two involved tankers. All hijacked vessels, with the exception of tug boat, *Wantas 6*, were found and recovered by the authorities.

It is assessed that the decrease in the number of incidents is attributed to greater situation awareness among ship masters and crew transiting the area, the weather conditions, and perhaps shift in the area of operation by the pirates in view of the increase in surveillance and patrol efforts carried out by the littoral States in the area.

Straits of Malacca and Singapore

In 2012, a total of 13 incidents (12 actual and one attempted) were reported in the Strait of Malacca and Singapore. This is a 50% decrease in the number of incidents compared to 2011 when 26 incidents comprising 24 actual incidents and two attempted incidents were reported.



- Legend**
- Category 1 (Very Significant)
 - Category 2 (Moderately Significant)
 - Category 3 (Less Significant)
 - Petty Theft (Minimum Significant)

Incidents by Location

Of the 12 incidents, six were Category 2 incidents and six were petty theft incidents. The improvement in the situation in the Straits of Malacca and Singapore was due to better situation awareness among the shipping fraternity, enhanced surveillance and coordinated patrols carried out by the littoral States.

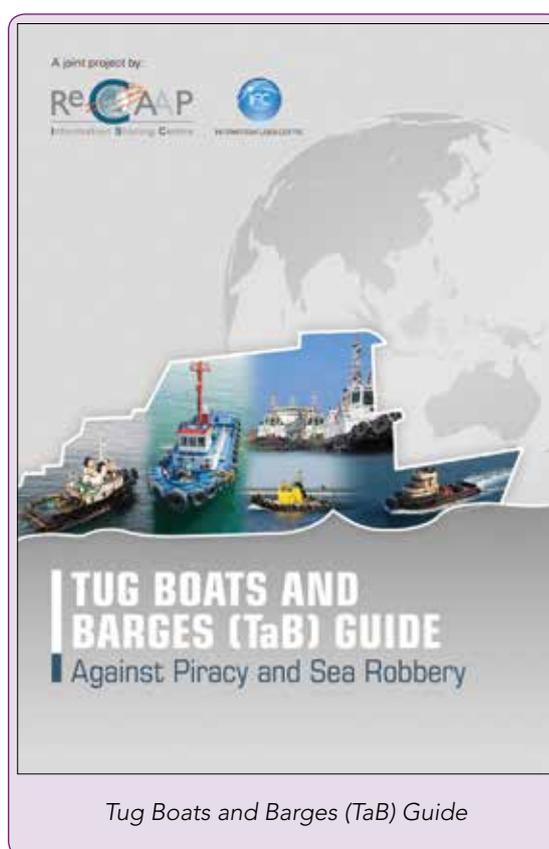
The ReCAAP ISC notes that most of the incidents occurred near to the Singapore Strait traffic lanes and port limits. Six incidents occurred in the eastern sector of the Singapore Strait, five incidents in the western sector and one incident in Malacca Strait at the west entrance of the Singapore Strait.

Majority of the incidents involved tug boats towing barges. Of the 13 incidents (12 actual and one attempted) reported in 2012, 11 involved tug boats, one involved a tug supply vessel and one involved an accommodation barge.

About 85% of the incidents occurred during hours of darkness. In three of the 13 incidents, the robbers were armed with knives, but no information was available on weapons carried in the remaining nine incidents. The ReCAAP ISC notes that the robbers either boarded the tug boat and robbed the crew of their personal belongings such as cash, mobile phones, lap tops, etc; or boarded the barge and discharged the cargo onboard. No injuries were sustained by the crew.

While there has been improvement in 2012, the numbers are still higher than 2008-2010. Hence, there is no room for complacency. The ReCAAP ISC urges masters and crew to continue to exercise enhanced vigilance while transiting the strait especially during hours of darkness, and report all incidents to the nearest coastal State and flag State.

In response to the increase in activities involving tug boats and barges, the ReCAAP ISC together with the Information Fusion Centre (IFC) had launched the Tug Boats and Barges (TaB) Guide, a guide book which contains tips and guidelines against hijacking and robbery, reporting procedures and contact details for tug boat owners, operators and crew.



The guide book complements the 'anti-piracy poster' which was promulgated a year ago. Feedbacks gathered from visits to local tug boat companies and regular Shared Awareness Meetings organised by Information Fusion Centre(IFC) had been incorporated in the guide.

CASE STUDIES

- Incidents involving illegal siphoning of marine gas oil/fuel



PART
THREE

Case Studies

Incidents involving illegal siphoning of marine gas oil/fuel

Two incidents involving illegal siphoning of marine gas oil (MGO)/fuel from tankers were reported in 2012, involving *Scorpio* on 13 Sep 12 and *Yunita* on 11 Nov 12. However, only one incident involving siphoning of MGO/fuel was reported in 2011. No incident was reported in 2010 and 2009. Refer to map below on the location of the five incidents.

The case studies of the incidents reported in 2012 are described below.



Incident onboard *Scorpio* on 13 Sep 12

Name of Ship <i>Scorpio</i>	IMO 7825112
Type of Ship Tanker	GT 1861
Flag of Ship Kiribati	

On 13 Sep 12 at or about 2300 hrs (local time), *Scorpio* was anchored at approximately 4.2 nm southeast of Tanjung Piai, Malaysia (01° 13.27' N, 103° 34.46' E) when six masked robbers boarded the tanker. The robbers tied all crew, ordered the master to weigh anchor and proceeded to anchor at another location which was approximately 3 nm southwest of Tanjung Piai between 0100 hrs and 0130 hrs on 14 Sep 12. When at the location, another tanker, *Sea Jade* came alongside *Scorpio*. A crew of *Scorpio* was ordered to assist in the transfer of the MGO/fuel from *Scorpio* to *Sea Jade* while the remaining 11 crew were locked inside the mess room of *Scorpio*.

At or about 0215 hrs on 14 Sep 12, the robbers saw a MMEA patrol boat, *KM Marudu* in the vicinity. They escaped in a wooden boat. The patrol boat gave chase but was unable to intercept the boat. The robbers left behind six long knives onboard *Scorpio* and escaped with the crew's personal belongings including cash, mobile phones and laptops. Almost 750 tons of MGO/fuel had been siphoned.



Photograph courtesy of the Southern Maritime Region, MMEA

Sea Jade alongside Scorpio

Case Studies

Incident onboard *Yunita* on 11 Nov 12

Name of Ship <i>Yunita</i>	IMO 9257242
Type of Ship Tanker	GT 1893
Flag of Ship Singapore	

On 11 Nov 12 at or about 0200 hrs (local time), a Singapore-registered tanker *Yunita*, was at anchor at approximately 1.3 nm south of Pulau Tekong Kecil Lt, Indonesia (01° 04.32' N, 103° 42.78' E) when eight robbers armed with pistol and long knives boarded the tanker. The robbers forced the crew to siphon about 80 MT of MGO to an unknown barge. The robbers escaped at or about 0700 hrs (local time) with the crew's personal belongings.

Modus Operandi

A total of three incidents involving illegal siphoning of MGO/fuel were reported in 2011 and 2012. They were incidents involving *Namse Dzod* on 11 Apr 11, *Scorpio* on 13 Sep 12 and *Yunita* on 11 Nov 12. Ten hijackers armed with pistols and long knives hijacked *Namse Bang Dzod* for five days before anchored off Pulau Mungging, Malaysia and siphoned 800 litres of diesel.

Another incident suspected to be a case of hijacking of tanker for purpose of siphoning of MGO/fuel occurred on 19 Nov 12, involving chemical tanker, *Zafirah* carrying 320,173 litres of MGO onboard. Eleven hijackers armed with pistols and long knives boarded the tanker, changed her name to *MT SEAHORSE*, and abandoned the crew onto two life raft. From various sources, it was assessed, but not substantiated at this juncture, that the tanker was hijacked for purpose of selling the MGO in Vietnam waters/ports. Due to timely reporting of the incident by the owner to the authorities, the crew was rescued and the hijackers apprehended when *Zafirah* was about 35 nm southeast of Vung Tau, Vietnam.

The ReCAAP ISC believes that syndicates were involved in the hijacking and siphoning of MGO/fuel oil incidents in 2011 and 2012.

Comparing the severity of the incidents, the recent two incidents involving *Scorpio* on 14 Sep 12 and *Yunita* on 11 Nov 12, were relatively less severe in nature as it involved smaller group of pirates/robbers who did not harm the crew. Their objectives were to siphon the MGO/fuel oil, and steal the crew's personal belongings, with no intention of hijacking the tankers.

Recommendations

While incidents involving illegal siphoning of MGO/fuel are not new, the high oil price is the motivation for the culprits to target tankers for their MGO/fuel onboard. It is a lucrative business believed to involve syndicates who target specific tankers with MGO onboard. It is believed that the culprits have access to insider information on the route taken by the tanker and possible location where the siphoning process could be carried out. In incidents where the tanker was repainted, renamed and crew abandoned onto life rafts, it appeared that there is a ready buyer for the tanker together with the cargo onboard, as in the case involving *Zafirah*.

For tankers carrying large amount of MGO/fuel, the ReCAAP ISC urges ship owners to exercise precautionary measures including regular communication checks with the master, maintain non-homogenous crew onboard, install tracking device onboard and provide timely reporting to the relevant authorities should they suspect that the tanker might had been boarded or hijacked.

The master and crew should be familiar with anti-boarding measures and anti-piracy watch-keeping especially in the aft sector/blind sector. Early detection of possible boarding and approaching of suspicious speed boats are the most effective deterrent measures.

The ReCAAP ISC strongly urges ship masters to report all incidents to the nearest coastal State, and ship owners to inform the local Focal Points when lost communications with the master or suspected that the tanker had been boarded or hijacked. Early reporting enables the ReCAAP ISC, its Focal Points and regional authorities to respond and act.

UPDATE ON THE ReCAAP'S CONTRIBUTIONS TOWARDS THE DJIBOUTI CODE OF CONDUCT (DCoC)



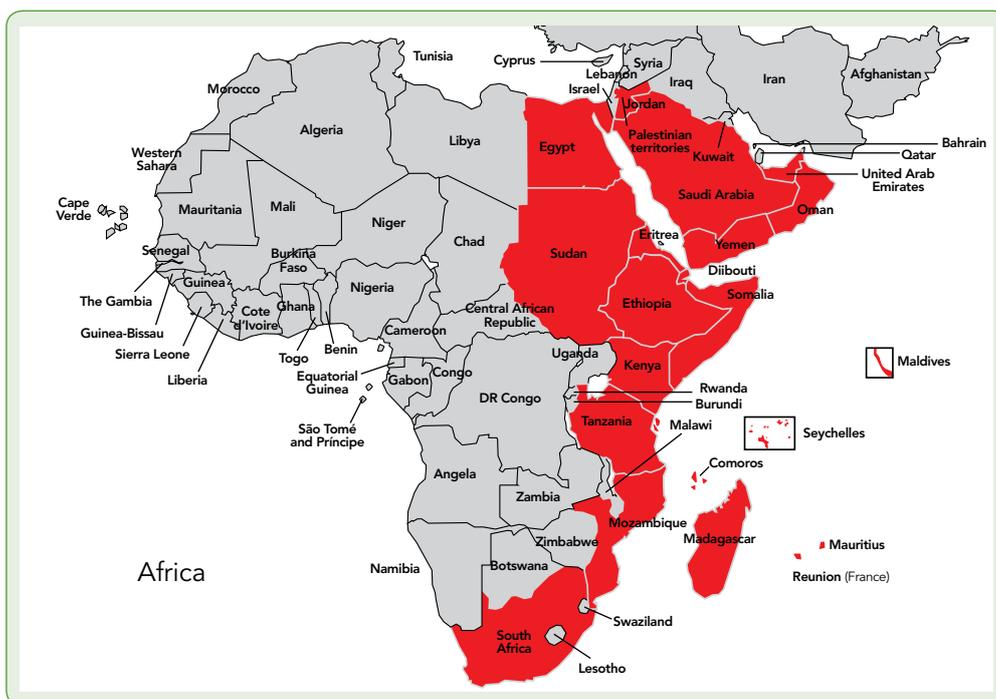
PART
FOUR

PART FOUR

Update on the ReCAAP's contributions towards the Djibouti Code of Conduct (DCoC)

Piracy off the Somali coast has threatened international shipping since the beginning of Somalia's civil war in the early 1990s. Pirates have threatened and seized many ships which contributed towards a rise in shipping costs and insurance premium. Managed by syndicates, the pirates were well-organised, armed and hijacked ships and kidnapped crew for ransom. The situation in Asia is different. Mostly reported at ports and anchorages, the incidents are less severe, the robbers were observed to be opportunist in nature. They boarded the vessels unnoticed and escaped with items such as stores, unsecured items, cash or crew's personal belongings.

In 2012, piracy incidents off the coast of Somalia has showed significant decline. The decrease may be attributed to a combination of factors, including: the presence of naval forces disrupting piracy incidents; implementation of self-protection measures onboard ships and better situational awareness of threats; coupled with more effective action ashore in Somalia by Somali authorities and international community. In addition, the development of the Djibouti Code of Conduct (DCoC) saw the formation of the three regional maritime information sharing centers in Sana'a, Yemen; Dar-es-Salaam, United Republic of Tanzania; and Mombasa, Kenya which, amongst others, focus on information sharing and better situation awareness. Signed on 29 January 2009, the DCoC was inspired by the ReCAAP model.



Mutual Sharing of Update with the Three Regional DCoC ISCs

Arising from the Standard Operating Procedures (SOP) signed between the ReCAAP ISC and the three DCoC ISCs on 11 Nov 11, the ReCAAP ISC shares periodical reports and weekly update of the piracy and armed robbery against ships situation in Asia with the DCoC ISCs. On a daily basis, the DCoC ISCs have also been sharing with the ReCAAP ISC the situation in the Western Indian Ocean and the Gulf of Aden.

Djibouti Regional Training Centre (DRTC) Course on Best Practice for Information Analysis in Mombasa, Kenya (26-29 Jun 12)

In recognition of the ReCAAP ISC's experience in the area of analysis, the centre was invited to support the conduct of the DRTC Course on Best Practice for Information Analysis from 26 to 29 Jun 12. Organised by the MARSIC EU project team, the objectives of the course were to enable the three DCoC ISCs to establish their own analysis processes, derive tools for analysis, and produce reports for sharing with their National Focal Points (NFPs), relevant governmental agencies and the shipping industry. The ReCAAP ISC team shared with the participants the classification methodology, analysis processes and generating of periodical and adhoc reports.



Participants and lecturers with the Director-General of Kenya Maritime Authority (KMA), Ms Nancy W. Karigithu

PART FOUR

Update on the ReCAAP's contributions towards the Djibouti Code of Conduct (DCoC)

ReCAAP / Djibouti Code of Conduct Counter Piracy Seminar and Workshop in Tokyo, Japan (3-6 Dec 12)

The ReCAAP ISC organised the Counter Piracy Seminar and Workshop for the Djibouti Code of Conduct (DCoC) Signatory States from 3 to 6 Dec 12 in Tokyo, Japan. The event was supported by the Japanese Ministry of Foreign Affairs and the Japan Coast Guard.

The theme of the seminar cum workshop was *"Enhancing Cooperation and Linkages"*. The workshop provided a platform for the DCoC Signatory States, international and regional stakeholders to discuss various aspects of mutual cooperation towards combating piracy and armed robbery and mitigate challenges faced by each focal points of the DCoC region. The workshop aimed to continue building awareness of the current piracy situation, further enhance capacity and develop internal work processes among the three DCoC ISCs with their NFPs.

About 50 participants comprising representatives from the International Maritime Organization (IMO), MARSIC EU, the ReCAAP ISC and the ReCAAP Focal Points were involved. A table-top exercise involving the DCoC ISCs and their NFPs was conducted to establish the working processes, information flow and network in information exchanges within each ISC and their NFPs and among the ISCs.



CONCLUSION



Conclusion

There has been a marked improvement in the situation of piracy and armed robbery against ships in Asia in 2012. More apparent decreases were reported at the ports and anchorages in Bangladesh and Vietnam, the waters off Malaysia, in the South China Sea and the Straits of Malacca and Singapore. However, incidents involving vessels anchored/berthed at Indonesian ports and anchorages were observed to be relatively more severe in nature. Ship masters and crew were advised to exercise enhanced vigilance and report all incidents to the relevant authorities. While the total number of incidents reported in 2012 has decreased, the number was still higher than 2008 and 2009, hence there is no room for complacency.

The ReCAAP ISC notes that there had been an increase in incidents involving hijacking of tug boats and tanker and siphoning of MGO/fuel. Although not a new activity, the ReCAAP ISC has to work closely with the regional authorities and the shipping industry to share best management practices and learn from past incidents.

The ReCAAP ISC will continue to provide the Focal Points, enforcement authorities and shipping industries timely situation update and assessment to enable them to carry out their duties more effectively and efficiently. Within the ReCAAP entity, the ReCAAP ISC will explore possible areas of capacity building with its Focal Points, establish inter-governmental cooperation and collaborate with the shipping industry on information sharing and operational level cooperation.

Suppression of piracy and armed robbery against ship requires the collective efforts from maritime authority and the maritime community. As the maritime crime is ever evolving, all should play their part to be vigilant and ready to safeguard against the evolving trend. "You can make the difference".

APPENDICES

- Description of Incidents (January-December 2012)
- Contact Details of ReCAAP Focal Points/Contact Point
- Acknowledgements

Appendices

Description of Incidents (January-December 2012)

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 ■	Grace One Bulk carrier Liberia 9216640 38731	01/01/12 2105 hrs	03° 44' S, 114° 27' E Taboneo Anchorage, Indonesia	While at anchor, the duty A/B noticed one robber onboard the bulk carrier at the starboard hawse pipe trying to break open the lock. One boat was noticed nearby with two other persons onboard. The alarm was raised and the crew mustered. The robber jumped into the water and escaped in the waiting boat. Nothing was stolen. [IMO]
2 ■	San Amerigo Container ship Liberia 9344693 22914	03/01/12 1745 hrs	14° 36.60' N, 120° 53.10' E Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	While at anchor, the bosun was preparing the anchor for heaving up when he noticed that the steel plate for hawse pipe was opened and a small boat was seen leaving the container ship's head with several persons onboard. The crew immediately conducted an investigation and discovered that the padlock for the immersion suit box was broken and six immersion suits and starboard life raft were missing. The portside life raft padlock and skylight padlock were also broken. The master reported the incident to the MICT and the local agent. [ReCAAP Focal Point (Philippines)]
3 ■	Pearl River Bridge Container ship Hong Kong 9444986 17211	06/01/12 0430 hrs	Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	While at anchor, the bosun and Ordinary Seamen (OS) were preparing to heave the anchor when they spotted the Electrician Mate being held hostage by two robbers at the forward station. The Electrician Mate was conducting his security rounds at the forecastle deck when he was grabbed and held at knifepoint by the robbers. The robbers broke into the bosun store and took away spare parts of the reefer container, portable lights, mobile phone, torch, three fire hoses with nozzles, hydraulic jack and six immersion suits. The ship alarm was raised and the robbers escaped through the anchor hawse pipe along the anchor chain. [ReCAAP Focal Point (Philippines)]
4 ■	Sarah Schulte Container ship Germany 9294159 28592	07/01/12 2215 hrs	Jakarta Roads, Indonesia	While at anchor, seven armed robbers boarded the container ship. The duty watchman found the steering gear door open and entered to investigate. The robbers held the watchman hostage, covered his eyes with plastic and stole his walkie talkie. One robber stood guard with the watchman while the others entered the engine room. After 20 min, the robbers left the engine room and escaped. The duty watchman went to the bridge and raised the alarm. [IMO]

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5 ■	Product tanker	11/01/12 0340 hrs	01° 17.30' S, 116° 48' E Balikpapan Inner Anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the product tanker via the anchor chain. They were spotted by the duty AB who reported the incident to the duty officer at the bridge. The alarm was raised. The robbers stole ship stores and escaped in a waiting boat. [IMO]
6 ■	<i>Triton Lark</i> Bulk carrier Panama 9302841 31275	13/01/12 0240 hrs	01° 41' S, 116° 38' E Adang Bay Anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier via the forecastle while the duty crew was busy tending to cargo operations. When the duty crew returned to the forecastle, two robbers pushed him and escaped in a waiting boat. On investigating, it was discovered that the forward store had been broken into and the ship's stores stolen. [IMO]
7 ■	<i>Maersk Prime</i> Tanker Singapore 9180920 61764	19/01/12 0600 hrs	21° 18.10' N, 091° 43.60' E Approximately 26 nm south-southwest of Kutubdia Island, Bangladesh	While at anchor, the duty personnel on their security rounds discovered that two life rafts were missing. The life rafts were believed to have been stolen from the port side. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
8 ■	<i>Hana</i> Bulk carrier Malta 8413497 24652	21/01/12 0500 hrs	22° 14' N, 91° 44.20' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, the duty watchman heard a small boat approaching the bulk carrier. Subsequently, he noted some movements on the forecastle deck and informed the duty officer. On reaching the forecastle, the duty watchman and the duty officer noticed a robber stealing the ship's stores. On confronting the robber, they were attacked and the duty officer was injured. The duty watchman returned to the accommodation and raised the alarm. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard rendered assistance to the vessel and the injured duty officer. [IMO]
9 ■	<i>Fairchem Birdie</i> Chemical tanker Marshall Islands 9423724 15192	22/01/12 0300 hrs	01° 42.30' N, 101° 27' E Dumai Inner Anchorage, Indonesia	While at anchor, four robbers armed with knives boarded the chemical tanker. They entered the engine room, tied up the duty engineer and stole the ship's stores. They took the duty engineer to the stern and disembarked into a waiting boat. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10 ■	<i>OXL Lotus</i> Ro-Ro cargo ship Germany 9144471 5752	22/01/12 2215 hrs	22° 11.90' N, 091° 42.25' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, five robbers boarded the vessel from two boats. The robbers stole three mooring ropes and escaped. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. Upon receipt of the information, the Bangladesh Coast Guard conducted a search in the area for the robbers but they had already escaped. After an extensive search, the Bangladesh Coast Guard recovered the stolen ropes on Kutubdia Island on 25 Jan 12. [ReCAAP Focal Point (Bangladesh)]
11 ■	<i>Mid Nature</i> Chemical tanker Cayman Islands (UK) 9542154 11987	23/01/12 0610 hrs	01° 42' N, 101° 26' E Dumai Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers armed with knives boarded the chemical tanker and held the duty motor man hostage. The duty Third Engineer noticed the robbers and informed the duty officer who raised the alarm. On hearing the alarm, the robbers escaped with some engine spares. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
12 ■	<i>Annette</i> General cargo ship Antigua & Barbuda 9266554 8383	25/01/12 0100 hrs	22° 47.50' N, 070° 02.05' E Kandla Anchorage, India	While at anchor, 10 robbers boarded the general cargo ship, stole the ship's stores and escaped unnoticed. [ReCAAP Focal Point (India)]
13 ■	<i>Istrian Express</i> Container ship Gibraltar (UK) 9474383 12514	27/01/12 2230 hrs	20° 38.40' N, 106° 53' E Haiphong Anchorage, Vietnam	While at anchor, eight robbers armed with knives boarded the container ship. They held the AB hostage, forced him into the bosun store and tied him. The robbers stole six mooring ropes, one power cable and paints before they escaped. As the AB was not answering calls on the walkie talkie, a search party was sent forward to locate him. [ReCAAP Focal Point (Vietnam)]
14 ■	<i>Golden Fountain</i> Chemical tanker Panama 9401403 7745	28/01/12 0340 hrs	05° 48' N, 118° 05' E Sandakan Inner Anchorage, Sabah, Malaysia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The duty AB during his rounds sighted the robbers and informed the duty officer immediately. Noting that the crew had been alerted, the robbers escaped in their small speed craft with ship stores. [Shipping company]
15 ■	<i>MP Panamax 5</i> Bulk carrier Singapore 9202807 38633	28/01/12 0450 hrs	01° 24.03' S, 116° 57.03' E Balikpapan Anchorage, Indonesia	While at anchor, four robbers armed with a gun and knives boarded the bulk carrier during cargo operations. The robbers tried to attack the duty AB, who managed to escape and inform the 2/O. The alarm was raised and all crew mustered. The crew proceeded towards the robbers, who fired four warning shots and escaped with some ship's stores. The crew was not injured. [IMO]

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Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16 ■	<i>Fuji Spirit</i> Oil tanker Bahamas 9268112 57664	30/01/12 0500 hrs	Off Karimun Transshipment area, Indonesia	<p>While at anchor, a robber boarded the oil tanker from the starboard quarter while the crew was draining the hoses after cargo operations. The crew was alerted to the robber's presence and rushed to the starboard deck store. The robber jumped overboard and escaped in a waiting boat, heading towards the direction of Pulau Nipa. Upon investigation, nothing was stolen from the vessel. The incident was reported to the Karimun Pilots, who informed the local authorities.</p> <p>[Shipping company]</p>
17 ■	<i>Siteam Neptun</i> Chemical tanker Liberia 9185499 27185	01/02/12	01° 07' N, 104° 10' E Batam Outer Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the chemical tanker. The robbers stole ship stores before they escaped. The incident was reported to the local authorities.</p> <p>[IMO]</p>
18 ■	<i>Toll Galaxy</i> Tug boat Singapore 9367047 268 <i>Toll 3310</i> Barge Singapore	01/02/12 1300 hrs	01° 14.30' N, 104° 00.50' E South of Changi in the east bound lane of Traffic Separation Scheme (TSS), Straits of Malacca and Singapore	<p>While the tug boat towing a barge was enroute to Pasir Gudang, Malaysia from Singapore, 10 small boats surrounded the barge which was loaded with a cargo of scrap iron. Two robbers boarded the barge from one of the small boats.</p> <p>A Republic of Singapore Navy (RSN) ship appeared in the vicinity at or about 1315 hrs. On seeing the presence of the RSN ship, the two robbers returned to the small boat and took with them some scrap iron. The 10 small boats continued to follow the tug boat and barge as the vessels proceeded to Pasir Gudang, with the RSN ship monitoring from a distance. At or about 1530 hrs, the small boats stopped following the tug boat and barge, and dispersed.</p> <p>The master reported the incident to the Singapore Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore), RSN, Singapore Police Coast Guard, the Indonesian Navy (TNI-AL) and the Information Fusion Centre (IFC). The Singapore POCC also promulgated a broadcast to warn all ships to maintain a good anti-piracy watch when transiting the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
19 ■	Ocean 6 Accommodation barge India 2589	03/02/12 0450 hrs	18° 53.25' N, 072° 52.33' E Approximately 2.6 nm off Dolphin Light, Mumbai Harbour, India	<p>While at anchor, eight robbers in a small rubber dinghy boat boarded the barge. The robbers held the duty seaman hostage and stole ship stores, namely shackles, nylon ropes, snatch block, clamp and chairs. One of the crew fell when he was evading the attack by the robbers.</p> <p>The incident was reported to VTMS Mumbai and the MRCC informed the Coast Guard Ops Room, local police authorities and Mumbai Port. A patrol boat was despatched to the accommodation barge and details of the incident were obtained. The Indian Navy and local authorities were also informed.</p> <p>[ReCAAP Focal Point (India)]</p>
20 ■	Tequila Sunrise Bulk carrier Marshall Islands 9402110 19800	04/02/12 0300 hrs	03° 23.20' N, 099° 27.50' E Tanjung Port, Indonesia	<p>While at anchor, two robbers armed with knives boarded the bulk carrier and entered the engine room. Upon realising the presence of the robbers, the Second Officer alerted the Chief Engineer and the master. A public address announcement was made and the crew mustered. Nothing was reported to be stolen. The oiler on watch was noticeably disturbed by the incident. The incident was reported to the port and Indonesian authorities, who conducted an investigation.</p> <p>[IMO]</p>
21 ■	Swarna Godavari Product tanker India 9414826 42845	07/02/12 0545 hrs	01° 06.20' N, 103° 28.70' E Karimun Anchorage, Indonesia	<p>While at anchor, three robbers armed with rods boarded the product tanker. The duty crew on security rounds discovered the robbers at poop deck and raised the alarm immediately. Noting that the crew had been alerted, the robbers escaped empty-handed. The incident was reported to the port authorities.</p> <p>[IMO]</p>
22 ■	Warnow Mars General cargo ship Liberia 9509712 22863	10/02/12 0400 hrs	07° 06.50' S, 112° 39.80' E Gresik Inner Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the general cargo ship, stole ship's stores and escaped unnoticed. The incident was reported to the local authorities.</p> <p>[IMO]</p>
23 ■	Clipper Morning Bulk carrier Bahamas 9255191 17944	12/02/12 0220 hrs	20° 40' N, 107° 14' E Cailan Outer Anchorage, Vietnam	<p>While at anchor, seven robbers boarded the bulk carrier using a hook and rope. The duty AB noticed the robbers and informed the bridge who raised the alarm. All crew was mustered. The robbers threatened the AB with knives, broke the forepeak store lock and stole ship's stores. The crew tried to stop the robbers but they threw knives, sticks and iron rods at them, and started lowering the stolen stores into their boat. The master stopped the crew from confronting the robbers as some of them were armed with pistols. The robbers escaped with the stolen stores in a small motor boat.</p> <p>[IMO]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
24 ■	<p><i>Kim Hock Tug 3</i> Tug boat Singapore 9399686 253</p> <p><i>L K H 3883</i> Barge Singapore</p>	13/02/12 1859 hrs	<p>01° 12.54' N, 103° 33.80' E</p> <p>Approximately 4.29 nm southeast of Tanjung Piai, Malaysia (Straits of Malacca and Singapore)</p>	<p>While the tug boat towing a barge was enroute to Pulau Karimun, Indonesia from Singapore, six robbers boarded the barge. The master of the tug boat reported that the robbers stole some scrap iron from the barge and escaped in their boats. The crew was not injured and the vessel did not sustain any damages.</p> <p>The master reported the incident to the Singapore POCC, who in turn informed the Singapore Police Coast Guard, IFC, Maritime Rescue Coordination Centre (MRCC) Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also initiated a broadcast to alert all mariners in the vicinity, and advised the master to keep anti-piracy watch while she continued her voyage to Pulau Karimun.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
25 ■	<p><i>Hellen</i> Chemical tanker Singapore 9330783 11729</p>	23/02/12 0330 hrs	<p>03° 23' N, 099° 27' E</p> <p>Off Kuala Tanjung, northeast coast of Sumatra, Indonesia</p>	<p>While underway, four robbers in two fishing boats approached and boarded the chemical tanker. The four robbers armed with long knives were reported to have entered the engine room. The robbers slapped and kicked the rating at the engine room before they tied him. The Second Engineer spotted the robbers and raised the alarm. The robbers escaped with some spares upon realising that the crew was aware of their presence. The incident lasted about 20 min. The incident was reported to the local authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26 ■	<p><i>Crest Gold 1</i> Tug boat Singapore 9468267 472</p> <p><i>Crest 282</i> Barge Singapore</p>	26/02/12 0130 hrs	<p>01° 16.10' N, 104° 17.60' E</p> <p>Approximately 5.7 nm south of Pulau Mungging, Malaysia (Straits of Malacca and Singapore)</p>	<p>While the tug boat towing a barge was underway, four robbers armed with guns boarded the tug boat. The robbers took away a laptop and some valuables from the crew before leaving the tug boat. All crew was reported to be safe, and the tug boat continued its passage to Kuantan, Malaysia.</p> <p>The master reported the incident to Singapore POCC, Singapore Police Coast Guard, RSN, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also promulgated navigational broadcast to inform all ships about the incident and to maintain vigilance when passing the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
27 ■	<i>Kimtrans Laut</i> Tug boat Malaysia 9398503 270 <i>Toll 3310</i> Barge Singapore	29/02/12 1250 hrs	01° 14.23' N, 104° 02.59' E Approximately 4 nm north of Pulau Batam, Indonesia (Straits of Malacca and Singapore)	While the tug boat towing a barge was enroute to Pasir Gudang, Malaysia from Singapore, eight small boats came alongside the barge. An unknown number of robbers boarded the barge which was loaded with scrap iron. At or about 1310 hrs, the master reported that the robbers had left the barge with some scrap iron but a few boats were still in the vicinity of the tug boat. The incident was reported to Singapore POCC, who promulgated a broadcast to advise all vessels passing the vicinity to maintain anti-piracy watch. The Singapore POCC also informed the Singapore Police Coast Guard, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia) about the incident. [ReCAAP Focal Point (Singapore)]
28 ■	<i>Ocean Arrow</i> Container ship Hong Kong, China 9335800 18123	29/02/12 1745 hrs	21° 44' N, 091° 37' E Approximately 12 nm west of Kutubdia Island, Bangladesh	While at anchor, an unknown number of robbers boarded the container ship. The robbers stole aft mooring ropes and escaped. The master reported the incident to the port authority and local agent. [ReCAAP Contact Point (Hong Kong)]
29 ■	<i>Tenyoshi Maru</i> Bulk carrier Panama 9520912 32305	03/03/12 2355 hrs	17° 02.88' N, 082° 25.15' E Approximately 8.5 nm off Vakalapudi Light, India	While at anchor, 10 robbers armed with knives boarded the bulk carrier from two motor boats. Upon discovering the robbers onboard the vessel, the alarm was raised and crew mustered. The robbers escaped with two mooring ropes. The master reported the incident to the port control and the agent of the vessel. [ReCAAP Focal Point (India)]
30 ■	<i>Ocean Amazing</i> Bulk carrier Singapore 9162942 25967	11/03/12 0130 hrs	06° 01' S, 106° 53' E Approximately 6 nm north of Jakarta, Indonesia	While at anchor, two robbers in a fishing boat approached the bulk carrier. The robbers boarded the vessel and entered the engine store room. The duty oiler, who was on routine rounds, spotted the robbers and raised the alarm. The robbers escaped upon hearing the alarm and took with them some engine spare parts. [ReCAAP Focal Point (Singapore)]
31 ■	<i>German S</i> Container ship Antigua & Barbuda 8901858 24344	14/03/12 0205 hrs	22° 11.50' N, 091° 42.18' E Approximately 5.5 nm off Patenga Point Light, Bangladesh	While at anchor, three robbers boarded the container ship. The robbers stole two mooring ropes and escaped. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard despatched a patrol ship immediately and carried out an extensive search but the robbers had already escaped. [ReCAAP Focal Point (Bangladesh)]

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32 ■	<i>Tinus</i> Liberia	15/03/12 0315 hrs	22° 09.50' N, 091° 44.80' E Approximately 5 nm south-southwest of Patenga Light, Chittagong Anchorage, Bangladesh	While at anchor, three robbers boarded the vessel, stole three mooring ropes and two fire hoses, and escaped. The incident was reported to the Bangladesh Coast Guard, who proceeded towards the location of incident immediately and carried out an extensive search for the robbers but the robbers were nowhere to be found. [ReCAAP Focal Point (Bangladesh)]
33 ■	<i>Ina-Lotte</i> Bulk Carrier Liberia 9574030 23268	18/03/12 2130 hrs	Balikpapan Inner Anchorage, Indonesia	While at anchor, three robbers boarded the bulk carrier. They broke into the forward store and stole ship's stores. Duty AB and Third Engineer spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped in their waiting boat. The port authorities had been informed. [IMO]
34 ■	<i>Maple Express</i> Oil tanker Hong Kong, China 9258351 27969	20/03/12 0305 hrs	22° 08.70' N, 091° 46.7' E Approximately 5 nm off Patenga Point Light, Bangladesh	While at anchor, nine robbers armed with knives boarded the oil tanker. They stole a messenger rope and a mooring rope before they escaped. Upon receipt of the information, the Bangladesh Coast Guard despatched a patrol boat to the location of the incident. The Bangladesh Coast Guard also conducted an extensive search in all probable areas but could not locate the robbers. [ReCAAP Focal Point (Bangladesh)]
35 ■	<i>Andakini</i> Tanker Comoros	22/03/12 0003 hrs	22° 15.70' N, 091° 44.55' E Approximately 3.9 nm off Patenga Point Light, Bangladesh	While at anchor, six robbers armed with knives boarded the tanker from a wooden boat. They stole a mooring rope and escaped. Upon receipt of the report, the Bangladesh Coast Guard despatched a patrol ship to the location of the incident. The crew informed that the robbers had escaped in a country boat. The Bangladesh Coast Guard patrol ship carried out an extensive search for the robbers and at or about 0230 hrs, they apprehended three robbers and recovered 40m of rope from the robbers' boat. [ReCAAP Focal Point (Bangladesh)]
36 ■	<i>Ginga Tiger</i> Chemical Tanker Panama 9278715 16232	22/03/12 0215 hrs	01° 42' N, 101° 27' E Dumai Port, Indonesia	While at anchor, six robbers armed with long knives boarded the chemical tanker from two small boats. The robbers held one of the crew hostage but he managed to free himself from the robbers. The crew then shouted about the presence of robbers onboard to alert the other crew. Upon realising that the crew had been alerted, the robbers escaped with stolen engine spares. [ReCAAP Focal Point (Japan), 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
37 ■	<i>Unique Harmony</i> Chemical tanker Hong Kong, China 9609914 29411	25/03/12 0300 hrs	01° 45' N, 101° 23.20' E Dumai Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the chemical tanker, stole engine spares and escaped. [ReCAAP Contact Point (Hong Kong)]
38 ■	<i>AS Ophelia</i> Chemical tanker Philippines 9340439 11561	03/04/12 0230 hrs	01° 43.10' N, 101° 26.30' E Dumai Inner Anchorage, Indonesia	While at anchor, duty crew onboard spotted two robbers armed with long knives. He immediately informed the duty officer who raised the alarm and sounded the ship's whistle. Upon realising the crew had been alerted, the robbers escaped. [IMO]
39 ■	<i>Diamond Orchid</i> Chemical tanker Singapore 9407067 11653	03/04/12 0423 hrs	01° 42.20' N, 101° 27.52' E Dumai Anchorage, Indonesia	While at anchor, a robber armed with knife boarded the chemical tanker. The duty crew spotted the robber onboard the vessel and raised the alarm to alert all crew. The robber escaped immediately upon hearing the alarm. A security check was conducted thereafter and no item was stolen from the vessel. All crew was reported to be safe. [ReCAAP Focal Point (Singapore)]
40 ■	<i>Genuine Galaxy</i> Chemical tanker Singapore 9565699 19899	06/04/12 0320 hrs	01° 42.40' N, 101° 28.80' E Dumai Anchorage, Indonesia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The duty AB had noticed two robbers and alerted the Officer-on-Watch (OOW), who sounded the alarm. Upon hearing the alarm, the two robbers who were detected escaped with another two robbers who appeared after the alarm was sounded. The four robbers escaped from the ship's portside using ropes with hooks. Nothing was stolen from the vessel and all crew were reported to be safe. [ReCAAP Focal Point (Singapore)]

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41 ■	<i>Aphrodite L</i> Bulk carrier Liberia 9487615 44262	07/04/12 0330 hrs	01° 11.10' S, 117° 11.50' E Muara Jawa Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the vessel, entered the forward store and stole ship stores. The duty AB sighted the robbers and alerted the duty officer. The alarm was raised and the robbers escaped with ship stores. [IMO]
42 ■	<i>Oriental Protea</i> Chemical tanker Panama 9330381 8259	08/04/12 0156 hrs	03° 54.70' N, 098° 46.20' E Belawan Anchorage, Indonesia	While at anchor, four armed robbers boarded the chemical tanker from a small boat. They stole ship stores and escaped. The local authorities were informed. [IMO]
43 ■	<i>Great Fish</i> Tanker Panama 8920115 3778	15/04/12 2200 hrs	01° 35' N, 104° 37' E Approximately 20 nm northeast of Horsburgh Lighthouse, Singapore (South China Sea)	While underway, seven pirates armed with guns and knives boarded the tanker when she was enroute from Singapore to Vietnam. The pirates threatened the crew, stole their money and personal possessions, and escaped in a boat. The crew was not injured. The shipping agent based in Singapore reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC, in turn notified MRCC Jakarta (Indonesia), MRCC Putra Jaya (Malaysia), the Republic of Singapore Navy (RSN) and the Singapore's Police Coast Guard (PCG). The Vietnam Maritime Security Information Centre also reported the incident to the ReCAAP ISC after they were informed by the ship master. [ReCAAP Focal Point (Singapore), Vietnam Maritime Security Information Centre]

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
44 ■	<p><i>Wantas 6</i> Tug boat Malaysia</p> <p><i>Wantas VII</i> Barge</p>	17/04/12 2300 hrs	Approximately 35 nm off Tanjung Dato, Sarawak, Malaysia (South China Sea)	<p>On 12 Apr 12, the tugboat towing a barge departed Langkawi, Malaysia for Tawau, Sabah. The vessels were scheduled to arrive at Tawau on 29 Apr 12. On 26 Apr 12, the owner of the vessels reported to the Malaysian Maritime Enforcement Agency (MMEA) that he lost communication with the master. The owner last communicated with the master on 16 Apr 12 at or about 1000 hrs (local time) when the vessels were passing Pulau Batam, Indonesia.</p> <p>On 26 Apr 12 at or about 1705 hrs (local time), the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that a barge, named <i>Wantas VII</i> was found at approximately 3.5 nm southeast of the South Islet, Cagayancillo, Palawan, Philippines. The PCG boarded the barge and discovered eight containers containing electrical/construction supplies/materials, of which some of them had been forcibly opened. The barge was subsequently towed to Cagayan de Oro City, Northern Mindanao, Philippines.</p> <p>Upon receipt of the report, the ReCAAP ISC alerted all ReCAAP Focal Points, MMEA and the Indonesian authorities about the barge, and requested all to look out for the missing crew and tug boat, <i>Wantas 6</i>.</p> <p>On 30 Apr 12, the MMEA reported to the ReCAAP ISC that the crew of <i>Wantas 6</i> was rescued by a passing Vietnamese fishing boat PY 2647 on 30 Apr 12 at about 1045 hrs (local time) in the South China Sea. The crew was in good health when they were rescued. Upon interviewing the crew, the ship owner learned from them that about 20 pirates boarded and hijacked <i>Wantas 6</i> on 17 Apr 12 at or about 2300 hrs (local time) while the tug boat was underway at approximately 35 nm off Tanjung Dato, Sarawak, Malaysia. The crew was held at knifepoint and locked in the lower deck of <i>Wantas 6</i>. On 20 Apr 12 at or about 2000 hrs (local time), the crew was put on a life raft and set adrift.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam), MMEA]</p>
45 ■	<p><i>Intrans Tina</i> Bulk carrier Republic of Korea 9128922 36559</p>	20/04/12 0520 hrs	01° 10' S 117° 15' E Samarinda, Indonesia	<p>While at berth, eight robbers armed with knives boarded the bulk carrier. The robbers stole a mooring rope and a mobile phone before they escaped.</p> <p>[ReCAAP Focal Point (Republic of Korea)]</p>

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
46 ■	Savvy Oil tanker Singapore 9328699 6694	09/05/12 0208 hrs	01° 38' N, 104° 50' E Approximately 30 nm northeast of Horsburgh Lighthouse (South China Sea)	<p>While underway, approximately eight to ten pirates approached and boarded the oil tanker from two speed boats. Armed with guns and chopping knives, the pirates boarded the vessel using a portable ladder on the poop deck.</p> <p>Upon spotting the pirates onboard, the master raised the alarm, carried out evasive manoeuvres and sealed all access from inside leading to the accommodation blocks/engine room. As the pirates failed to gain access to the accommodation block and the engine room, they escaped in their speed boats at or about 0230 hrs (local time). The incident was reported to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
47 ■	Nord Express Bulk carrier Singapore 9403114 32379	10/05/12 1200 hrs	03° 42' S, 114° 27' E Taboneo Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the bulk carrier during cargo operations. The robbers stole some ship stores from the forecabin and escaped, but was spotted by the crew. The master reported the incident to the Indonesian authorities who boarded the vessel to investigate. The crew was not injured.</p> <p>[IMO]</p>
48 ■	Greta Bulk carrier Bahamas 9345829 31261	12/05/12 0500 hrs	01° 11.10' S, 117° 13.90' E Muara Jawa Anchorage, Samarinda	<p>While at anchor, an unknown number of robbers boarded the bulk carrier. The robbers stole ship stores and escaped. The theft was noticed by the duty AB during his routine rounds on deck</p> <p>[IMO]</p>
49 ■	BS Pacific Tug boat Singapore 9631486 198 Swissco 57 Flat top deck cargo barge 2306	12/05/12 2040 hrs	01° 15.03' N, 104° 08.72' E TSS East Bound Area (Straits of Malacca & Singapore)	<p>While the tug boat towing a barge was underway, a Singapore Police Coast Guard (PCG) boat informed Singapore Port Operations Control Centre (POCC) that a PCG boat sighted a small boat alongside the barge <i>Swissco 57</i> which was being towed by tug boat, <i>BS Pacific</i> in the eastbound lane of the Traffic Separation Scheme (TSS). The Singapore POCC informed the crew onboard the tug boat about the sighting. The master of the tug boat confirmed that 12 containers containing engine spare parts were broken into, but the robbers were not sighted onboard the barge at the time of reporting. The seven crew onboard the ship was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
50 ■	<i>Budget 19</i> Tug boat Malaysia 9515369 140 <i>Budget 29</i> Barge	15/05/12 0550 hrs	01° 11.73' N, 103° 39.17' E Approximately 3.11 nm north of Pulau Nipa (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, the Singapore PCG informed Singapore POCC that three men were spotted onboard the barge. The Singapore POCC contacted the master of the tug boat who confirmed that three suspicious men onboard the barge. The men escaped from the barge with some scrap metal and mooring ropes at about 0700 hrs (local time). The master reported that although the men have left the barge, they were still following behind the vessels in their boat. The Singapore POCC informed the Information Fusion Centre (IFC) and initiated a broadcast to alert all mariners in the vicinity. [ReCAAP Focal Point (Singapore)]
51 ■	<i>Manyplus 18</i> Tug boat Malaysia 8996669 266	17/05/12 1530 hrs	Off Talicud Island, Philippines	While enroute from Sasa port, Davao City, Philippines to Thailand, the crew noticed 10 small boats surrounding the barge. About 30 pirates boarded the barge, stole and transferred the cargo to their waiting boats and escaped. The incident was reported to the Philippines police. [IMO]
52 ■	<i>MP Panamax 4</i> Bulk carrier Singapore 9109495 36666	18/05/12 2240 hrs	03° 42.70' S, 114° 26.80' E Taboneo Anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier. Upon detected by the duty watchman, two robbers threatened him with a knife. The duty watchman managed to escape and report the incident to the duty officer who raised the alarm. The robbers broke into the forward store and took two mooring ropes before escaping. The master reported the incident to the Indonesian Marine Police. [ReCAAP Focal Point (Singapore)]
53 ■	<i>Bow Wictor</i> Tanker Norway 8416322 19688	22/05/12 0845 hrs	07° 09' S, 112° 40' E Near Surabaya, Indonesia	While at anchor, the duty officer spotted wet footmarks on the floor and found that a life raft was missing. The authorities were informed and conducted an investigation. [ReCAAP Focal Point (Norway)]
54 ■	<i>DD Vanguard</i> Bulk carrier Panama 9357420 17136	04/06/12 0230 hrs	03° 57.44' N, 098° 46.57' E Belawan Outer Anchorage, Indonesia	While at anchor, seven robbers armed with long knives boarded the bulk carrier at forecandle. The duty AB and duty officer noticed the robbers and raised the alarm. Upon seeing that the crew had been alerted, the robbers threatened them with long knives and escaped empty handed in their waiting boat. The port control and vessels in the vicinity were informed. [IMO]

Appendices

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
55 ■	<i>Ai Maru</i> Tanker Honduras 7727504 1007	05/06/12 1124 hrs	Approximately 30 nm off Horsburgh Lighthouse, Singapore (South China Sea)	<p>While underway, six pirates armed with parangs (long knives) in two grey wooden speed boats approached and boarded the oil tanker via the astern. The pirates covered their faces with their shirts and were wearing overalls. As the crew did not notice the approach of the two speed boats, they did not have time to activate the SSAS. However, the Chief Officer managed to contact the sister ship, <i>Naniwa Maru</i> who in turn informed the ship company who made a police report immediately.</p> <p>During the first three hours when the pirates were onboard the tanker, the company was able to track the position of <i>Ai Maru</i> which was travelling at a slow speed and circling around the location of the boarding.</p> <p>According to the ship master and crew, the pirates boarded <i>Ai Maru</i>, took control of the vessel, tied and locked all crew except the master in the mess room. They tied the master and ordered him to standby on the bridge. About an hour later, the pirates damaged the cabin doors and the communication equipment of the vessel.</p> <p>At or about 1530 hrs (local time), the pirates left the tanker in their speed boat after they noticed a small aircraft flown overhead in the vicinity. They took away all mobile phones, laptops, cash and the crew's personal belongings. After the pirates left <i>Ai Maru</i>, the master managed to free himself, took over the command of the vessel and resumed her voyage to the eastern OPL. At or about 1930 hrs (local time), <i>Hakuyo Maru</i> and <i>Naniwa Maru</i>, the sister ships of <i>Ai Maru</i>, and a Singapore war ship, located <i>Ai Maru</i> and escorted her back to the eastern OPL. <i>Ai Maru</i> arrived and anchored safely at the eastern OPL on 6 Jun 12 at or about 0100 hrs (local time).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
56 ■	<i>Magellan 2</i> Supply vessel Singapore 9633886 1496	05/06/12 1900 hrs	01° 07.27' N, 104° 49.51' E East of Pulau Bintan, Indonesia	<p>While the supply vessel was towing an unladen barge, the duty watch personnel first spotted a fast wooden boat approaching from the port quarter. The alarm was raised and the crew was instructed by the master to lock all the doors.</p> <p>Seven robbers armed with long knives boarded the vessel's aft deck and took the cook, who was on the main deck, as hostage. The robbers managed to gain access to the accommodation and the bridge. They tied up the crew using plastic ropes tied around both thumbs. Two of the crew were hit by the robbers when they did not open their doors. The robbers escaped after taking the crew's personal belongings and cash.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
57 ■	CS Manatee Bulk carrier Bahamas 9255189 17944	17/06/12 0030 hrs	17° 00' N, 082° 18' E Kakinada Anchorage, India	While at anchor, two robbers boarded the bulk carrier via the forecastle deck. The robbers stole about 70 to 80 m of mooring rope and escaped via the port chain cable. The incident was reported to the authorities and the Indian Coast Guard boarded the vessel for investigation. [ReCAAP Focal Point (India)]
58 ■	Highline 26 Tug boat Malaysia 8996580 271 Highline 22 Barge Malaysia	17/06/12 1023 hrs	Kuching Anchorage, Malaysia	While the tug boat was anchored at Kuching Anchorage, the master checked the barge and found all the containers onboard have been opened, and stores were missing. The master reported to the agent in Kuching, who made a police report. [MMEA]
59 ■	Overseas Kimolos Chemical tanker Marshall Islands 9384019 30109	27/06/12 0430 hrs	10° 41.60' N 106° 45' E Nha Be Terminal, Ho Chi Minh City Port, Vietnam	While at anchor, an unknown number of robbers boarded the tanker during cargo operations, stole the fire wire and escaped. The duty A/B on his rounds discovered traces of foot prints and the missing fire wire. The alarm was raised and the authorities were informed. The crew conducted a search but could not find the robbers. [IMO]
60 ■	Maersk Visual Tanker Singapore 9320738 47386	04/07/12 0655 hrs	17° 39.50' N, 083° 23.30' E Approximately 4 nm from Dolphin Light, Vishakhapatnam, India	While at anchor, the watch officer sighted a small wooden boat around the stern of the vessel. He informed the duty A/B on security patrol to check. The duty A/B saw two robbers on the poop deck, and the robbers upon sighted by the duty A/B ran and jumped into the water. They managed to throw one set of the fire hose and nozzle into their boat. However, an additional set fell from the hands of the robber into the water as he jumped off the tanker in a hurry. The master reported the incident to the Vishakhapatnam port control, and the Company Security Officer (CSO). [ReCAAP Focal Point (India)]
61 ■	Tug boat Petronas Carigali	08/07/12 2030 hrs	Off Tanjung Lobang, Miri, Sarawak, Malaysia	While underway, five masked robbers armed with parangs (long knives) boarded the tug boat. The robbers tied the crew and ransacked the rooms onboard for about an hour. The robbers stole cash, mobile phones, laptops and walkie talkies before they escaped. [MMEA]

Appendices

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
62 ■	K. Neptune Bulk carrier Panama 9634892 18462	18/07/12 0300 hrs	01° 43.08' N, 101° 25.55' E Dumai Anchorage, Indonesia	While at anchor, seven robbers armed with knives boarded the bulk carrier. They threatened the crew with knives, broke the padlocks to three stores and attempted to steal ship stores. Due to the alertness of the crew, the alarm was raised, the crew was mustered and the authorities were informed. As a result, the robbers escaped empty-handed. The crew was not injured. [ReCAAP Focal Point (Singapore)]
63 ■	Arifah Aryan Supply vessel Malaysia 9564841 573	18/07/12 2215 hrs	Approximately 5.4 nm off the coast of Miri, Sarawak, Malaysia	While at anchor, an unknown number of robbers armed with knives boarded the vessel while the crew was asleep. The robbers tied the crew and ransacked the crew's cabins. The robbers escaped with two walkie talkies. The Malaysian authorities arrived at the scene after the master sent a distress call over the VHF radio. [MMEA]
64 ■	Eagle Auriga Tanker Singapore 9008744 55962	22/07/12 0510 hrs	01° 05.74' N, 103° 29.16' E Karimun Anchorage, Indonesia	While at anchor, four robbers, of whom one was armed with a long pipe boarded the tanker from a wooden boat. The ship alarm was sounded when the robbers were sighted in the spares locker room. The robbers escaped with some stolen ship spares in a long wooden boat heading away from the Karimun island. [ReCAAP Focal Point (Singapore)]
65 ■	RS 22 Tug boat Thailand 183	23/07/12 2220 hrs	01° 14.75' N, 103° 01.93' E Approximately 9.46 nm north- northeast of Pulau Rangsang, Indonesia (Straits of Malacca & Singapore)	While underway towing a barge, three robbers in four small boats approached the aft of the barge. The master sounded the whistle and shone the searchlight at the barge. The robbers jumped into their boat bringing with them some lashing equipment. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Thailand)]

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
66 ■	Woodman 38 Tug boat Malaysia 9257307 194 Woodman 39 Barge	27/07/12 0200 hrs	Between Kadut and Pulau Banggi, Sabah, Malaysia	<p>On 25 Jul, tug boat, <i>Woodman 38</i> towing an unladed barge <i>Woodman 39</i> departed Miri, Sarawak, East Malaysia, scheduled to arrive at Samarinda, Indonesian on the morning of 31 Jul 12 for loading of coal to be delivered to Davao City, Philippines.</p> <p>The company last communicated with <i>Woodman 38</i> on 27 Jul 12, at or about 1238 hrs (local time) when the vessels were located off Balabac Island, Philippines. The company reported that she was not able to establish contact with the vessel after that. The vessel with 12 crew onboard (comprising seven Indonesians, four Malaysians and one Myanmar national) travelled at a speed of 7.02 knots and had its tracking system switched off after the last contact on 27 Jul 12.</p> <p>Suspecting that the vessels had been hijacked, the shipping company reported the incident to the ReCAAP ISC on the morning of 31 Jul 12 to seek assistance to locate the missing crews and vessels. Upon receipt of the information, the ReCAAP ISC alerted its ReCAAP Focal Points and the maritime authorities in the region including the Malaysian Maritime Enforcement Agency (MMEA) and the Indonesian authorities to assist in locating the missing crew and vessels. An Incident Alert with photographs of the missing vessels was issued and promulgated on the ReCAAP ISC website. The ReCAAP Focal Points, regional authorities, media, local and international shipping associations and shipping companies were alerted and requested to report sighting of <i>Woodman 38</i> and <i>Woodman 39</i> to the nearest coastal State.</p> <p>On 31 Jul 12 at or about 2354 hrs (local time), the 12 crew of <i>Woodman 38</i> was rescued by the Philippine authorities in Datu Blah Sinsuat, Maguindanao province, Philippines after they were sighted by local fishermen. Report from the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines), revealed that on 31 Jul 12 at or about 1700 hrs (local time), the crew onboard two inflatable rafts were sighted by the barangay residents of Brgy Pura, Datu Blah Sinsuat, Maguindanao who immediately reported the incident to the 51st Marine Company. A joint team from 51st Marine Company and Pura Detachment of Echo Company, 38th Company Battalion, Philippine Army (PA) were despatched to bring the crew ashore. The rescued crew was later transferred to Cotabato City via a motorboat. Upon arrival at Cotabato City, the crew was brought to the hospital for medical check-up and debrief. The crew was reported to be in a state of fatigue but overall in good physical condition. On 2 Aug 12 at or about 1253 hrs (local time), the crew met with the Malaysian Consul and representative of the Bureau of Immigration, Davao City to be deported back to Sabah, Malaysia.</p> <p>On 4 Aug 12, the PCG reported to the ReCAAP ISC that two vessels matching the description of tug boat <i>Woodman 38</i> and barge <i>Woodman 39</i> were berthed at Gensan Shipyard in Bawing, Siguil, Maasim, Sarangani province, Philippines. The shipyard manager reported that <i>Woodman 38</i> and <i>Woodman 39</i> were in distress and drifting off Gensan shipyard on 31 Jul 12 at or about 1700hrs (local time). A team from the shipyard rendered assistance and towed <i>Woodman 38</i> and <i>Woodman 39</i> safely inside the docking facility of the shipyard. Six men were onboard <i>Woodman 38</i>. However, during the towing operation, the six men fled when the vessels were secured inside the shipyard at or about 2200 hrs (local time) on 31 Jul 12.</p> <p>The vessels are currently under custody by the PCG, investigation is ongoing, and the shipping company has engaged an agent with the necessary documents to proceed to Philippines to recover the vessels. It appears that the name of the tug boat had been changed from <i>WOODMAN 38</i> to <i>ODI</i>. The IMO number in front of the tug boat had also been changed from "9257307" to "0257307".</p> <p>[ReCAAP Focal Point (Philippines), Shipping company]</p>

Appendices

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67 ■	<i>Sichem Fumi</i> Chemical tanker Panama 9141895 6275	28/07/12 1100 hrs	07° 11.85' S, 112° 43.57' E Tanjung Perak Port, Surabaya, Indonesia	While at berth, two robbers armed with knives boarded the tanker. The robbers stole two stainless steel pipe bends and tried to escape. The watchman noticed the robbers, raised the alarm and the crew was mustered. The crew managed to catch the robbers and recover the stolen items. [ReCAAP Focal Point (Singapore)]
68 ■	<i>Highbury Park</i> Chemical tanker Liberia 9505986 11987	02/08/12 0230 hrs	Dumai Anchorage, Indonesia	While at anchor, five robbers armed with long machetes and knives boarded the chemical tanker. The robbers tied the hands of three of the crew, stole engine spares and escaped. The crew was not injured. [IMO]
69 ■	<i>Ruby Indah</i> Bulk carrier Singapore 9172416 43217	06/08/12 0230 hrs	06° 00.30' S, 106° 53.59' E Jakarta Anchorage, Indonesia	While at anchor, four robbers boarded the bulk carrier and broke open the aft store. The duty officer spotted the robbers, raised the alarm and grappled two of the robbers while the other two escaped with part of a breathing apparatus. The robbers who were grappled with by the duty officer managed to escape when approached by the other crew. All crew was reported to be safe. [ReCAAP Focal Point (Singapore)]
70 ■	<i>Bina Marine 61</i> Tug boat Singapore 9572161 149 <i>Bina Marine 62</i> Barge	17/08/12 0230 hrs	01° 04.32' N, 103° 42.78' E Approximately 1.3 nm south of Pulau Takong Kecil Lt, Indonesia (Straits of Malacca & Singapore)	While the pusher tug towing a barge was enroute from Pulau Karimun, Indonesia to Singapore, two robbers armed with sharp weapons boarded the pusher tug. The robbers tied the master and the crew, and escaped with their personal belongings including cash, mobile phones and laptop. The crew was not injured. The master reported the incident to the POCC, Singapore, which is also the ReCAAP Focal Point (Singapore) who initiated a broadcast to alert mariners in the vicinity, and informed the RSN, Singapore's PCG, MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
71 ■	<i>Pacific Buccaneer</i> Supply vessel Singapore 9149445 1974	17/08/12 0310 hrs	01° 06.30' N, 104° 10.40' E Kabil Anchorage, Indonesia	While at anchor, the duty IR spotted a robber on the main deck during his internal accommodation rounds. He immediately notified the bridge officer who raised the alarm. The robbers escaped in a small wooden boat heading in the direction towards the shore. There were about four to five robbers sighted in the small boat. A check revealed that some shackles, pipe fittings, break coupling and stainless steel pin were stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
72 ■	<i>Triton Stork</i> Bulk carrier Panama 9328675 31242	17/08/12 0445 hrs	21° 52' N, 091° 42' E Kutubdia Anchorage, Bangladesh	While at anchor, an unknown number of robbers boarded the bulk carrier, stole three mooring ropes from the poop deck and escaped unnoticed. The theft was only discovered by the duty crew during routine rounds. The port control and Bangladesh Coast Guard were informed and investigated the incident. [IMO, ReCAAP Contact Point (Hong Kong)]
73 ■	<i>Marcopolo 17</i> Tug boat Indonesia 100 <i>Marcopolo 268</i> Barge	19/08/12 0216 hrs	01° 00.42' N, 103° 39.96' E Approximately 6.6 nm south- southeast of Pulau Takong Kecil Lt, Indonesia (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, four robbers armed with knives boarded the vessel from a speedboat. They escaped with the crew's personal belongings, rice and ration. The crew was not injured. The master reported the incident to the POCC, Singapore who initiated a broadcast to alert mariners in the vicinity, and informed the RSN, Singapore's PCG, MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
74 ■	<i>Svitzer Beta</i> Supply vessel Singapore 9592410 906	28/08/12 0030 hrs	01° 03.39' N, 103° 54.48' E P.T. Global Industries Yard, Pulau Batam, Indonesia	While at berth, two robbers boarded the tug boat from a small boat. The duty AB on the deck spotted the robbers attempting to steal ship stores. The alarm was raised and the robbers escaped empty-handed. [ReCAAP Focal Point (Singapore)]
75 ■	<i>Miletus</i> Bulk carrier Marshall Islands 9423554 32415	28/08/12 2015 hrs	00° 15.40' S, 117° 35.90' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the O/S noticed a robber at forward. The O/S approached the robber, who jumped overboard. The O/S reported to the bosun and the crew went to investigate. The crew saw a boat picking up the robber who had jumped overboard. On further investigation, the crew found the boatswain store opened with six coils of mooring ropes missing. [IMO, Shipping company]
76 ■	<i>Taiho Maru</i> Bulk carrier Panama 9140358 40322	31/08/12 0415 hrs	01° 42.80' N, 101° 27.90' E Dumai Anchorage, Indonesia	While at anchor, three robbers armed with long knives approached the bulk carrier in a small boat. Two robbers boarded the vessel and took the duty O/S hostage. The duty A/B saw the incident, raised the alarm and alerted the crew. The shore security onboard the carrier convinced the robbers to free the O/S. After releasing the O/S, the robber escaped in their small boat. The crew was not injured. [ReCAAP Focal Point (Japan)]

Appendices

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77 ■	<i>Rudolf Schulte</i> Chemical tanker Singapore 9576765 19793	03/09/12 2045 hrs	03° 55' N, 098° 46.60' E Belawan Anchorage, Indonesia	<p>While at anchor, six robbers boarded the vessel from a wooden boat. The forward duty AB while making his rounds spotted the robbers. The robbers pointed a gun and knife at the duty AB and grabbed his radio before tying him to the ship's mooring. The duty AB managed to free himself and raised the alarm. On hearing the alarm, the robbers escaped with 10 tins of paint and the ship bell.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
78 ■	<i>Bum Chin</i> Chemical tanker Hong Kong, China 9304320 11571	04/09/12 0430 hrs	01° 04' N, 104° 08' E Alongside at Jetty No. 3, Kabil Port, Pulau Batam, Indonesia	<p>While at anchor, four robbers armed with spanners and wrenches boarded the chemical tanker from the poop deck and entered the engine room store. The motorman noticed the robbers in the engine room and shouted at them. One of them pushed and hit the motorman on his back/shoulder. The motorman rushed into the engine control room locked himself inside, raised the alarm and informed the duty officer about the intruders. The duty officer announced over the public announcement system about the intruders. The crew was mustered. Upon hearing the alarm, the robbers escaped with some ship stores by climbing down over the poop deck railing apt using a mooring rope. The master reported the incident to the agent and authorities. The authorities boarded the vessel, searched the accommodation and engine room but the robbers were nowhere to be found.</p> <p>[ReCAAP Contact Point (Hong Kong), shipping company]</p>
79 ■	<i>Pacific Installer</i> Accommodation barge Singapore 9649342 12248	06/09/12 0000 hrs	01° 09.41' N, 103° 48.80' E In the vicinity of Buffalo Rock Light (Straits of Malacca and Singapore)	<p>The unmanned accommodation barge was towed by supply vessel <i>Lady Cynthia</i> when an unknown number of robbers assessed to had boarded the barge. The master of <i>Lady Cynthia</i> reported that there were no sightings of suspicious craft approaching the vessel/barge. The robbery was discovered on the morning of 6 Sep 12 when the master boarded the barge. He discovered that the internal door on the port side and the 40-ft stores container on the main deck were forced open. A total of 40 tins of paint, shackles, chain and bikes were missing. The master assessed that boarding by the robbers occurred between 0001 and 0600 hrs,</p> <p>[ReCAAP Focal Point (Singapore)]</p>
80 ■	<i>Malhari</i> Chemical tanker India 9414333 8625	07/09/12 0330 hrs	21° 40.15' N, 088° 01.47' E Approximately 1.4 nm off Sagar Light, India	<p>While at anchor, five robbers armed with knives and rods boarded the chemical tanker at the aft from a fishing boat. The pump man noticed the robbers and alerted the chief officer who ran towards the poop deck. The duty officer raised the general alarm, and mustered the crew. Upon hearing the alarm, the robbers escaped with four mooring ropes.</p> <p>[ReCAAP Focal Point (India)]</p>

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
81 ■	<i>BW Broker</i> LPG tanker Liberia 9377781 19793	08/09/12 0235 hrs	05° 34.90' S, 104° 36.60' E Teluk Semangka, Indonesia	While at anchor, five armed robbers boarded the LPG tanker from a small fishing boat. The duty crew noticed the robbers and alerted the bridge who raised the alarm and mustered the crew. On hearing the alarm, the robbers escaped empty-handed. [ReCAAP Focal Point (Japan)]
82 ■	<i>Kiel</i> Oil tanker Singapore 9555199 4568	09/09/12 0530 hrs	01° 13.80' N, 103° 34.80' E Approximately 4.25 nm southeast of Tanjung Piai Light, Malaysia	While at anchor, an unknown number of robbers could have boarded the oil tanker and stole the rescue boat engine. The duty personnel discovered that the rescue boat engine was stolen while he conducted the routine security rounds in the morning. [ReCAAP Focal Point (Singapore)]
83 ■	<i>Sinar Banten</i> Container ship Panama 9441740 12598	11/09/12 1300 hrs	03° 54.95' N, 098° 46.28' E Belawan Anchorage, Indonesia	While at anchor, the duty officer and crew noticed three small boats near the bow of the container ship. The duty officer reported to the master immediately. The duty A/B approached the bow and saw two robbers stealing ship equipment. Upon seeing the duty A/B, the robbers jumped overboard and escaped in their boats. [ReCAAP Focal Point (Japan)]
84 ■	<i>Scorpio</i> Tanker Kiribati 7825112 1861	13/09/12 2300 hrs	01° 13.27' N, 103° 34.46' E West of Sultan Shoal light house, Singapore	While at anchor, six masked robbers boarded the tanker. The robbers tied all crew and ordered the master to weigh anchor, and proceed to anchor at another location between 0100 hrs and 0130 hrs on 14 Sep 12. When at the location, another tanker, <i>Sea Jade</i> came alongside <i>Scorpio</i> . According to the investigation carried out by the MMEA, a crew of <i>Scorpio</i> was ordered to assist in the transfer of marine fuel oil from <i>Scorpio</i> to <i>Sea Jade</i> while the other 11 crew was locked inside the tanker's mess room. Almost 750 tons of fuel oil was reportedly siphoned from <i>Scorpio</i> to <i>Sea Jade</i> . At or about 0215 hrs, the robbers escaped in a high powered wooden boat after seeing a MMEA patrol boat, <i>KM Marudu</i> in the vicinity. The patrol boat gave chase but was unable to intercept. The robbers left behind six parangs (long knives) onboard <i>Scorpio</i> and escaped with the crew's personal belongings including cash, mobile phones and laptops. The investigation revealed that the robbers had impersonated as the crew of <i>Scorpio</i> and offered to sell fuel to <i>Sea Jade</i> at below market price. <i>Sea Jade</i> and her 12 crew; together with <i>Scorpio</i> were detained by the MMEA to assist in further investigation. [MMEA, Ship manager, New Straits Times dated 16 Sep 12, The Star online dated 19 Sep 12]

Appendices

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
85 ■	<i>E.R. Copenhagen</i> Container ship Germany 9194878 25630	16/09/12 0200 hrs	06° 02.03' S, 106° 53.20' E Jakarta Anchorage, Indonesia	While at anchor, six robbers in an unlit boat boarded the container ship using a hook attached with rope. The robbers broke into the safety store and the deck store; and stole equipment and ship property. The alarm was raised and the crew mustered. The robbers escaped in their boat with the stolen items. [IMO]
86 ■	<i>Liberty Prudencia</i> Bulk carrier Hong Kong, China 9250141 30374	19/09/12 0400 hrs	Chittagong Anchorage, Bangladesh	While at anchor, two robbers armed with knives boarded the bulk carrier which was awaiting cargo operations. They threatened the duty A/B with a knife, while another four robbers boarded the ship via the hawse pipe. The robbers searched the duty A/B for the keys to the forecandle store. When they could not find any keys on him, they tied him up. The robbers then broke into the store and took out a complete coil of mooring roper with hooks. The stevedores on an approaching lighter vessel spotted the robbers and raised the alarm. Noting that the crew had been alerted, the robbers escaped via the hawse pipe with the mooring ropes. The master reported the incident to the port control and the Bangladesh Coast Guard dispatched a patrol boat to the area. [ReCAAP Focal Point (Bangladesh)]
87 ■	<i>Bintang</i> Chemical tanker Mongolia 8514435 4553	22/09/12 2230 hrs	01° 13.12' N, 103° 34.66' E Approximately 4.5 nm southeast of Tanjung Piai Light, Malaysia	While at anchor, eight robbers armed with a pistol and long knives boarded the tanker from a small boat. They took the crew's personal belongings, including laptops, mobile phones and cash. One of the crew sustained a knife wound in his hand during the incident. The crew sounded the alarm and fired hand flares to attract attention from nearby vessels. Another vessel in the vicinity, <i>Grand Ocean</i> proceeded to aid <i>Bintang</i> . Upon seeing another vessel approaching, the robbers escaped in their small boat. [ReCAAP Focal Point (Singapore)]
88 ■	<i>E-Elephant</i> Tanker Marshall Islands 9424261 160278	24/09/12 0545 hrs	01° 07.10' N, 103° 35.40' E Nipah Anchorage, Indonesia	While at anchor, two robbers boarded the tanker from the port quarter sunken deck. The crew noticed the robbers and raised the alarm. Upon hearing the alarm, the robbers jumped overboard and escaped. The authorities were informed via the local agents. [IMO, ReCAAP Focal Point (Singapore)]
89 ■	<i>Go Canopus</i> Supply vessel Singapore 9528926 2310 <i>Crest 300</i> Barge	25/09/12 0035 hrs	01° 16.10' N, 104° 14.10' E South of Tanjung Ayam, Malaysia (Straits of Malacca & Singapore)	While towing barge <i>Crest 300</i> , two robbers boarded the barge. The master activated the SSAS, and raised the security level from 1 to 2. There was no damage to the barge and no items were stolen. It was not known how and when the two robbers left the barge. The crew was reported to be safe. [ReCAAP Focal Point (Singapore)]

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
90 ■	<i>Fairchem Colt</i> Chemical tanker Panama 9304344 11626	29/09/12 1930 hrs	Belawan Anchorage, Indonesia	While at anchor, three robbers armed with knives boarded the chemical tanker at forecandle. The robbers held the duty A/B at knife point and tied him up. Upon sighting the robbers, the D/O raised the alarm and mustered the crew. Noting that the crew had been alerted, the robbers escaped in their fishing boat with stolen stores. The port control was informed. [IMO, ReCAAP Focal Point (Singapore)]
91 ■	<i>Ken Spirit</i> Bulk carrier Panama 9538971 20927	05/10/12 0545 hrs	00° 14' N, 117° 33' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the duty crew noticed three robbers armed with long knives stealing mooring ropes. Upon realising that the crew had been alerted, the robbers chased the crew, who immediately informed the duty officer. The duty officer raised the alarm and blew the whistle. The robbers escaped with five mooring ropes in their boat. [ReCAAP Focal Point (Japan)]
92 ■	<i>Ever Joy</i> Tanker Singapore 8717257 148	12/10/12 0230 hrs	01° 20.80' N, 104° 18.40' E South of Pulau Mungging, Malaysia	While at anchor, 10 masked robbers armed with two pistols and parangs (long knives) boarded the vessel. The robbers tied the hands of the crew with cable ties and stole cash, laptop, mobile phones, desktop printer, watches, clothing and shoes before they escaped. [ReCAAP Focal Point (Singapore)]
93 ■	<i>Samjin</i> Bulk carrier Marshall Islands 9460253 23494	13/10/12 2210 hrs	22° 15.10' N, 091° 44.60' E Chittagong Anchorage 'A', Bangladesh	While at anchor, seven robbers armed with long knives boarded the bulk carrier from the aft during cargo operations. The duty crew noticed the robbers and raised the alarm. On hearing the alarm and realising that the crew had been alerted, the robbers jumped overboard and escaped with an eye of a mooring rope. The Bangladesh Coast Guard was informed and a patrol boat was despatched to search for the robbers but the robbers had fled. [ReCAAP Focal Point (Singapore)]
94 ■	<i>AAL Bangkok</i> General cargo ship Singapore 9521564 14053	15/10/12 0200 hrs	01° 06.70' N, 104° 10.20' E Kabil Citranusa Anchorage, Pulau Batam, Indonesia	While at anchor, three robbers boarded the general cargo ship. The Second Officer on watch-keeping duty discovered the robbers onboard and raised the alarm immediately. Upon hearing the alarm, the robbers escaped empty-handed. The authorities later boarded the vessel for investigation. [ReCAAP Focal Point (Singapore)]

Appendices

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
95 ■	<i>Bulk Neptune</i> Bulk carrier Panama 9430844 31259	16/10/12 0405 hrs	00° 15.67' S, 117° 35.65' E Muara Berau Anchorage, Samarinda, Indonesia	<p>While at anchor, two A/B crew on security rounds saw three men at the forecastle. The crew reported the presence of the men to the duty officer and approached the men to inquire what they were doing at the forecastle. One of the men armed with a knife, kicked and punched one of the A/B crew, who sustained minor injuries on his back, lips and knees. The robbers also took a wrist watch from one of the A/B crew. The two A/B crew then returned to the accommodation. The general alarm was raised and the crew mustered on the bridge. Subsequent checks by the crew revealed that the robbers had escaped and they had broken the padlock from the anchor hawse pipe cover to board the vessel.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
96 ■	<i>Salvage Champion</i> Salvage vessel St. Vincent & The Grenadines 7530444 1830	17/10/12 0200 hrs	00° 52.90' N, 105° 10.70' E Approximately 19.4 nm east of Pulau Mapur, Indonesia	<p>While underway, 10 pirates armed with guns and knives boarded the salvage vessel towing a barge from Singapore to Balikpapan, Indonesia. The pirates stole the ship's properties, the crew's cash and personal belongings and escaped. All crew was safe and the ship continued her passage towards Balikpapan.</p> <p>[IMO]</p>
97 ■	<i>Hub 1</i> Tug boat Malaysia 9319650 122 <i>Hub 8</i> Barge	18/10/12 1345 hrs	01° 51.81' N, 110° 21.59' E Approximately 3.8 nm north of Tanjung Sipang, Sarawak, Malaysia	<p>While the tug boat towing a barge laden with containers was underway, four robbers armed with sticks and machetes boarded the vessels. The vessels were enroute from Port Klang to Miri, Malaysia when the incident occurred. The armed robbers split into two groups, one group tied two crew onboard the barge and stole their personal belongings, while the other group proceeded to the bridge. Upon seeing the armed men, the crew locked themselves in the bridge while keeping in contact with the port. It was reported that the robbers had attempted to break the glass window of the bridge with their weapons but were unsuccessful.</p> <p>At or about 1500 hrs (local time), the Sarawak region MMEA despatched two patrol vessels to locate the tug boat and barge. After 45 min, the MMEA patrol vessels managed to intercept the tug boat and barge and apprehend the robbers. Initial investigation revealed that the robbers wanted to direct the vessels to the border to dispose of the cargo</p> <p>[ReCAAP Focal Point (Singapore)]</p>
98 ■	<i>Pearl River Bridge</i> Container ship Hong Kong, China 9444986 17211	20/10/12 0130 hrs	03° 55.10' N, 098° 46.90' E Belawan Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the container ship unnoticed. The robbers stole a rope and three batteries and escaped.</p> <p>[IMO, ReCAAP Focal Point (Singapore)]</p>

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
99 ■	MSC London Container ship Liberia 8502884 36266	27/10/12 0030 hrs	03° 56' N, 098° 47' E Belawan Anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the container ship via the anchor chain. They held the duty crew hostage and tied him up at the forecandle deck. Another duty crew reported the incident to the bridge. The duty officer raised the alarm and tried to contact the port authorities but was unsuccessful. Three rocket flares were fired at the forecandle and the robbers escaped in their small fishing boat with a mobile phone stolen from the duty crew. [IMO]
100 ■	Medi Imabari Bulk carrier Panama 9339466 31236	27/10/12 2330 hrs	03° 41.50' S, 114° 27.90' E Taboneo Anchorage, Banjarmasin, Indonesia	While at anchor, three robbers boarded the bulk carrier in ballast awaiting cargo operations. The duty crew on rounds noticed a robber on the forecandle deck and informed the D/O, who raised the alarm. On hearing the alarm and realising the crew had been alerted, the robbers jumped overboard and escaped with a mooring hawser in two waiting boats. [ReCAAP Focal Point (Japan)]
101 ■	Vishva Nidhi Bulk carrier India 9464742 33170	12/10/12 0230 hrs	01° 41.80' S, 116° 38.10' E Adang Bay Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier unnoticed, stole ship stores from forward store and escaped. The theft was later discovered during the handing over watch. The port control was informed about the incident. [ReCAAP Focal Point (India)]
102 ■	Westerdiek Container ship Liberia 9316361 32060	03/11/12 2100 hrs	06° 00.40' S, 106° 54.60' E Jakarta Anchorage, Indonesia	While at anchor, four robbers in a small boat approached the stern of the container ship. One robber boarded the ship using a hook attached with rope while the other three robbers remained in their boat. Deck watchmen spotted the robber and raised the alarm. Seeing that the crew had been alerted, the robber escaped empty handed. [IMO]
103 ■	Highline 66 Tug boat Malaysia 9492969 281	06/11/12 1930 hrs	01° 44.58' N, 106° 11.42' E Approximately 58 nm south of Pulau Airabu, Anambas Islands, Indonesia (South China Sea)	While underway, 10 pirates armed with long knives boarded the tug boat towing a barge, which was enroute from Port Klang to Kuching. The pirates assaulted one of the crew, and stole the crews' personal belongings, cash, vessel's document and certificates before escaping. The incident was reported to the owners and the master lodged a police report upon arrival at Kuching, Malaysia on 8 Nov 12. [IMO]

Appendices

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
104 ■	<i>Yunita</i> Tanker Singapore 9257242 1893	11/11/12 0200 hrs	00° 15.67' S, 117° 35.65' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, eight robbers armed with pistol and long knives boarded the tanker. The robbers forced the tanker to pump out about 80MT of Marine Gas Oil (MGO) to an unknown barge. The robbers stole the crew's personal belongings and escaped at or about 0700 hrs. [ReCAAP Focal Point (Singapore)]
105 ■	<i>Moor</i> Chemical tanker Singapore 9359595 8450	16/11/12 0250 hrs	03° 55.90' N, 098° 48.40' E Belawan Anchorage, Indonesia	While at anchor, the AB watchman during his security rounds spotted three robbers armed with knives at the forecastle of the chemical tanker. The robbers broke the padlock to the paint store and escaped with 10 drums of paint when the alarm was raised. The entire incident lasted between 3 to 5 min. The crew was safe. [ReCAAP Focal Point (Singapore)]
106 ■	<i>Penguin Swift</i> Tug boat Singapore 9503316 137 <i>Kim Heng 150</i> Barge Singapore 626	16/11/12 2210 hrs	01° 14.24' N, 104° 02.17' E Eastbound lane of the TSS (Straits of Malacca & Singapore)	While underway, the Singapore Police Coast Guard (PCG) detected an unknown number of men onboard the barge. The master confirmed the boarding and discovered that the containers on the barge had been broken into. The crew was not injured. [ReCAAP Focal Point (Singapore)]
107 ■	<i>Eagle Centaurus</i> Tanker Singapore 9042439 52504	19/11/12 0600 hrs	01° 05.96' N, 103° 36.79' E Nipa Transit Anchorage, Indonesia	While at anchor, four robbers armed with knives boarded the tanker. Upon sighting the robbers, the master raised the alarm and requested immediate assistance from the coastal State. The robbers escaped with some engine spare parts from the engine room. [ReCAAP Focal Point (Singapore)]

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
108 ■	<i>Zafirah</i> Chemical tanker Malaysia 9016387 496	19/11/12 1641 hrs	07° 10.16' N, 109° 09.29' E South China Sea	<p>The chemical tanker, carrying 320, 173 litres of marine gas oil, departed Pasir Gudang, Johor, Peninsular Malaysia for Miri, Sarawak, East Malaysia. On 20 Nov 12, the ReCAAP ISC received information from various sources that the owner had lost communications with <i>Zafirah</i>. The last known position of <i>Zafirah</i> was at approximately 174.4 nm southeast of Con Son Island, Vietnam (07° 10.16' N, 109° 09.29' E) on 19 Nov 12 at or about 1641 hrs (local time). With the information, the ReCAAP ISC immediately alerted the ReCAAP network in the region and the maritime authorities of Malaysia and Indonesia about the incident and keep a lookout for <i>Zafirah</i>.</p> <p>Throughout the incident, the ReCAAP ISC, Information Fusion Centre (IFC), the Vietnam Marine Police (VMP), who is also the ReCAAP Focal Point (Vietnam), Vietnam People's Navy (VPN), Vietnam Maritime Security Information Centre (MSIC), Vietnam Maritime Rescue Coordinating Centre (MRCC) and the shipping company had collaborated closely in sharing inputs on the positions and other essential information of <i>Zafirah</i>. From other sources, it was assessed that the chemical tanker had been hijacked and the hijackers might be targeting to sell the marine gas oil onboard the chemical tanker illegally in Vietnam waters/port. Based on the initial positions gathered, <i>Zafirah</i> was proceeding in a northerly direction on 19 Nov 12 and 20 Nov 12, but on 21 Nov 12, the vessel appeared to be travelling in a south-westerly direction instead.</p> <p>On 21 Nov 12 at or about 0600 hrs (local time), a Vietnamese fishing vessel, BV92350 rescued the nine crew of <i>Zafirah</i> (comprising five Myanmar nationals and four Indonesians), who had been abandoned onto a life raft. The crew was transferred to Vietnam MRCC's search and rescue vessel, SAR 413 on the same day at or about 2330 hrs (local time), and arrived at shore on 22 Nov 12 at or about 0815 hrs (local time). The crew was reported to be in good condition.</p> <p>On 22 Nov 12 at or about 0404 hrs (local time), <i>Zafirah</i> was located at approximately 35 nm southeast of Vung Tau, Vietnam (09° 50.10' N, 107° 19.59' E). The VMP despatched two patrol vessels to the location to monitor the situation. The chemical tanker was reported to have been renamed 'MTSEAHORSE' and her IMO number had been changed from '9016387' to '9016081'.</p> <p>From the statement made by the master of <i>Zafirah</i>, there were 11 pirates onboard the chemical tanker and they were armed with long knives and pistols. On 22 Nov 12 at or about 1600 hrs (local time), the VMP Special Task Force boarded <i>Zafirah</i> and apprehended all 11 pirates, who are currently under the custody of the VMP.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Vietnam), IFC]</p>
109 ■	<i>APJ Kais</i> Bulk carrier India 9491381 32957	21/11/12 0500 hrs	01° 42.92' S, 116° 38.04' E Balikpapan, Indonesia	<p>While at anchor, an unknown number of robbers armed with knives boarded the bulk carrier from a barge during loading operations. Upon boarding, the robbers caught the night patrolling bosun and tied him at the foxle. The robbers then forced open the paint store and escaped with 11 drums of paint, one walkie talkie and the silver chain of the bosun. The general alarm was sounded and the crew mustered.</p> <p>[ReCAAP Focal Point (India)]</p>

Appendices

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
110	■ <i>CMB Maxime</i> Bulk carrier Hong Kong 9425875 32296	22/11/12 2223 hrs	06° 01.70' S, 106° 55.60' E Jakarta East Cargo anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the bulk carrier from a wooden boat. The robbers escaped with auxiliary engine spare parts and firefighting equipment. [ReCAAP Contact Point (Hong Kong)]
111	■ <i>APJ Shirin</i> Bulk carrier Panama 9491408 32987	24/11/12 0135 hrs	17° 02.20' N, 082° 25.80' E Kakinada Anchorage, India	While at anchor, eight robbers in two motor boats approached the bulk carrier from stern. Four of the robbers armed with knives and long rods boarded the vessel and cut the mooring ropes at the winch drum. Upon seeing the duty AB, the robbers escaped with two mooring ropes in their boats. [ReCAAP Focal Point (India)]
112	■ <i>Torm Helvig</i> Chemical tanker Denmark 9288021 30018	27/11/12 1950 hrs	03° 55.90' N, 098° 45.80' E Belawan Anchorage, Indonesia	While at anchor, the deck watchman spotted four robbers armed with knives hiding at the main deck below the cargo piping. The deck watchman alerted the bridge, who raised the alarm and crew mustered. The robbers jumped overboard immediately and a small boat was seen moving away. The robbers had escaped with 21 cans of paint. Preliminary investigation showed that the hose pipe cover for the anchor chain was broken, eye bolt for the paint store locking device broken and padlock missing. The crew was not injured. [ReCAAP Focal Point (Denmark)]
113	■ <i>Hispanic G</i> Bulk carrier Italy 9457842 51255	28/11/12 0405 hrs	00° 18.52' S, 117° 40' E Samarinda Anchorage, Indonesia	While at anchor, an unknown number of robbers armed with a long knife boarded the bulk carrier. The duty watchman noticed the robbers, who threatened him with a long knife and warned him not to approach any closer. The duty watchman alerted the Chief Officer, who raised the alarm and alerted the crew. On seeing the alerted crew, the robbers escaped with ship stores. [IMO]
114	■ <i>Kasugta</i> Chemical tanker Liberia 9286542 11580	29/11/12 2235 hrs	06° 01.50' S, 106° 54' E Tanjung Priok Anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. When the robbers were sighted at poop deck, the alarm was raised and all crew mustered. Realising the crew had been alerted, the robbers escaped with ship stores. [IMO]
115	■ <i>Hua An</i> Tug boat Liberia 7522136 2057	30/11/12 0105 hrs	01° 26.30' N, 104° 34.45' E Approximately 12.6 nm north of Pulau Bintan, Indonesia (South China Sea)	While underway, an unknown number of robbers armed with long knives boarded the tug boat from an unlit fishing boat. The robbers stole the crew's personal belongings and escaped after 25 min. [ReCAAP Focal Point (China)]

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
116 ■	Pecos Tanker Marshall Islands 9594743 81341	30/11/12 0145 hrs	10° 00' N, 076° 03' E Approximately 10 nm from Kochi Light, India	While at anchor, three robbers boarded the tanker and broke the forecastle store lock to enter the fore peak store. On hearing noise at the forecastle, the watch keeper raised the alarm. The robbers escaped in a wooden craft with a stolen mooring rope when heard the alarm. [ReCAAP Focal Point (India)]
117 ■	K Neptune Bulk carrier Panama 9634892 18462	05/12/12 0300 hrs	03° 47.20' N, 098° 42.04' E Belawan Berth No. 111-112, Indonesia	While at berth, four robbers boarded the bulk carrier. The robbers broke into the deck and Bosun stores and stole one set of fireman's outfit with breathing apparatus, one Wilden pump, two nozzles for foam applicator units, 20 pieces of shackles and two sets of chemical suits. The robbers escaped unnoticed. The theft was noticed during the handing over watch when the Third Officer found the padlocks of the store rooms damaged and the padlock of the Bosun store unlocked. [ReCAAP Focal Point (Singapore)]
118 ■	Puteri Tanker Mongolia 7616236 1553	07/12/12 2330 hrs	01° 13.15' N, 103° 33.84' E Southwest of Tuas View, Singapore	While at anchor, the master spotted 10 masked men in two speed boats boarding the tanker. The crew was alerted immediately and took refuge in the Engine Room while the duty officer and master locked themselves in the bridge. The robbers, armed with knives and guns, tried to enter the Engine Room and the bridge but were unable to gain entry. The incident was reported to Singapore Port Operations Control Centre (POCC) & Malaysian Maritime Enforcement Agency (MMEA). The vessel also seek assistance from tug boats that were in the vicinity. Three tug boats approached and surrounded the tanker but despite their presence, the robbers remained onboard the tanker. After failing to gain entry to the Engine Room and bridge, the robbers subsequently left in their speed boats with a few mobile phones and personal clothing. [ReCAAP Focal Point (Singapore)]

Appendices

Actual Incidents

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 ■ 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
119 ■	<i>Luminous Halo</i> Bulk carrier Panama 9303039 31242	10/12/12 2345 hrs	03° 43.80' S, 114° 26.40' E Taboneo Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the bulk carrier. The robbers broke into the forward bosun store, stole ship stores and properties, and escaped. The theft was later discovered by the crew and the stolen items include:</p> <ol style="list-style-type: none"> a. Self-contained breathing apparatus and air tank (two sets) b. Adjustable wrench c. Pliers d. Screwdriver e. Knife f. Cutter for bolt g. Emergency signal lamp h. Wire for welding <p>[IMO, ReCAAP Focal Point (Japan)]</p>
120 ■	<i>Merlion Dua</i> Oil tanker Saint Kitts and Nevis 8518730 740	11/12/12 0150 hrs	01° 17.59' N, 104° 08.31' E Pengerang, Johore Baru, Malaysia	<p>While at anchor, eight robbers armed with long knives and a handgun boarded the oil tanker from the starboard side. The duty officer saw the robbers and alerted the crew. The bridge access door was closed and secured from the inside immediately. The master then informed the vessel's CSO, activated the SSAS alarm and informed MMEA. The crew went into the Engine Room, secured the Engine Room entrance door from the inside and hid in the steering gear flat.</p> <p>While onboard, the robbers assaulted three of the crew and killed the watch dog. They stole the master's watch, ship's phone and cash from the Cargo Officer's and Chief Officer's cabin. The robbers also broke the window glass of the door to the bridge entrance; and damaged the bridge's access door, the master's cabin door and the engine room entrance door. The Malaysian Maritime Enforcement Agency (MMEA) sent two Marine Police patrol boats and armed police to the scene. The robbers were arrested 30 min later.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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
121 ■	Loreto Bulk carrier Indonesia 9197222 26029	14/12/12 2105 hrs	32° 00.24' N, 120° 45.56' E Nantong Working Anchorage, China	While at anchor, three robbers boarded the bulk carrier from a small boat via a barge that was working cargo with the bulk carrier. The alert crew raised the alarm and confronted the robbers, who escaped empty-handed. [ReCAAP Focal Point (Singapore)]
122 ■	Sanko Mercury Bulk carrier Liberia 9401934 30488	29/12/12 2300 hrs	03° 43.10' S, 114° 27.70' E Taboneo Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier while waiting to commence loading operations. The robbers broke into the forward bosun store, stole two mooring ropes and escaped unnoticed. [IMO, ReCAAP Focal Point (Japan)]
123 ■	Nord Discovery Bulk carrier Panama 9309643 30027	29/12/12 2320 hrs	03° 44.30' S, 114° 25.60' E Taboneo Anchorage, Indonesia	While at anchor, duty crew onboard the bulk carrier found the lock of the forward store broken. On checking, he saw ship stores lying on the deck and the robbers escaping in their two boats without stealing anything. [IMO, ReCAAP Focal Point (Japan)]

Appendices

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Sima Saman</i> Container ship Singapore 9330903 15995	07/01/12 0345 hrs	Ho Chi Minh container terminal, Vietnam	While at berth, the duty AB noticed a small boat near the container ship with three robbers attempting to board. The AB raised the alarm, forced the robbers to abort their attempt to board and escaped. Nothing was stolen. The incident was reported to the Vietnam Maritime Information Security Centre. [IMO]
2	<i>OOCL Antwerp</i> Container ship Panama 9307011 66462	14/01/12 0800 hrs	01° 24.28' N, 104° 42.09' E Approximately 12 nm northeast of Pulau Bintan, Indonesia	While at anchor, four robbers wearing masks, armed with choppers and knives approached the container ship in a boat. Two of the robbers attempted to board the ship by climbing the anchor chain. The duty crew noticed the robbers and informed the bridge, who raised the alarm. The crew was mustered and fire hoses activated. The robbers aborted their attempt to board. [IMO]
3	<i>Olympic Flair</i> Tanker Greece 8913966 81194	15/02/12 2220 hrs	09° 57' N, 076° 02' E Approximately 12 nm off Kochi Light, India	While at anchor, about 20 robbers in two boats approached the tanker and attempted to board her. The lookout crew noticed the robbers, raised the alarm and crew mustered. The robbers aborted the attack on seeing the crew's alertness. The incident was reported to the VTS Kochi, who informed the Indian Navy and Indian Coast Guard. The Indian Coast Guard patrol ships in the vicinity were despatched to the location of the incident but the robbers had already escaped. [ReCAAP Focal Point (India)]
4	<i>Erin Schulte</i> Chemical tanker Isle of Man (UK) 9439814 11233	07/04/12 0245 hrs	01° 42.20' N, 101° 27.50' E Dumai Inner Anchorage, Indonesia	While at anchor, five robbers in a small boat attempted to board the vessel. The robbers aborted their approach after they realised the duty watchmen had noticed them. [IMO]
5	<i>Bino Keladi</i> Tug boat Indonesia 130 <i>Yaris Mandiri</i> Barge	06/06/12 2320 hrs	01° 10.86' N, 103° 38.46' E Approximately 2.5 nm northwest of Pulau Nipa (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, the Singapore Police Coast Guard (PCG) sighted two small boats astern of the barge and informed VTM West. The incident was also reported to the Indonesian Navy, who investigated the incident. It was concluded that the robbers did not board the barge and did not take any items from the barge. [ReCAAP Focal Point (Singapore), Indonesian Navy]

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6	<i>Pearl River Bridge</i> Container ship Hong Kong, China 9444986 17211	21/10/12 1630 hrs	03° 47.80' N, 098° 42.10' E Belawan International Container Terminal, Indonesia	While at berth, two robbers armed with long knives onboard a small boat approached the container ship. The duty crew noticed one robber attempting to board the vessel using a rope. The crew shouted at the robber, who aborted the boarding and escaped. [ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Japan)]
7	<i>Triton Lark</i> Bulk carrier Panama 9302841 31275	01/12/12 2100 hrs	01° 23' S, 116° 59' E Balikpapan Outer Anchorage, Indonesia	While at anchor, forward duty O/S saw a small unlit boat approaching the anchor cable and a robber tried to climb on the cable. The duty O/S shouted and informed the bridge, who sounded the alarm and the crew was mustered. Upon realising the crew had been alerted, the robber jumped into the boat and escaped. [IMO, ReCAAP Focal Point (Netherlands)]
8	<i>Kore</i> Chemical tanker Russia 9637583 5144	08/12/12 1235 hrs	03° 55.10' N, 098° 47.50' E Belawan Roads, Indonesia	While at anchor, three wooden boats with five robbers in each boat approached the chemical tanker waiting for cargo operations. Due to the crew's alertness, the robbers were spotted and were unable to board the vessel. Before moving away, one of the robbers gestured to the crew that they would return during the night hours. Due to the threat and no response from port authorities, the master heaved up the anchor and sailed to the open sea. [IMO, Shipping company]
9	<i>Lynda Victory</i> Chemical tanker Norway 9105102 26218	20/12/12 2100 hrs	03° 57.40' N, 098° 47.40' E Belawan Anchorage, Indonesia	While at anchor, the forward watchman checked the hawse pipe and saw a man climbing through the chain. The watchman shouted and informed the bridge. The alarm was raised, an announcement on PA was made and the crew was assembled at the emergency station. Realising that the crew had been alerted, three robbers were seen escaping in their boat. [Shipping company]

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Correct as at 31 December 2012

Acknowledgements

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

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