

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

ANNUAL REPORT

JANUARY – DECEMBER 2013



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EXECUTIVE SUMMARY

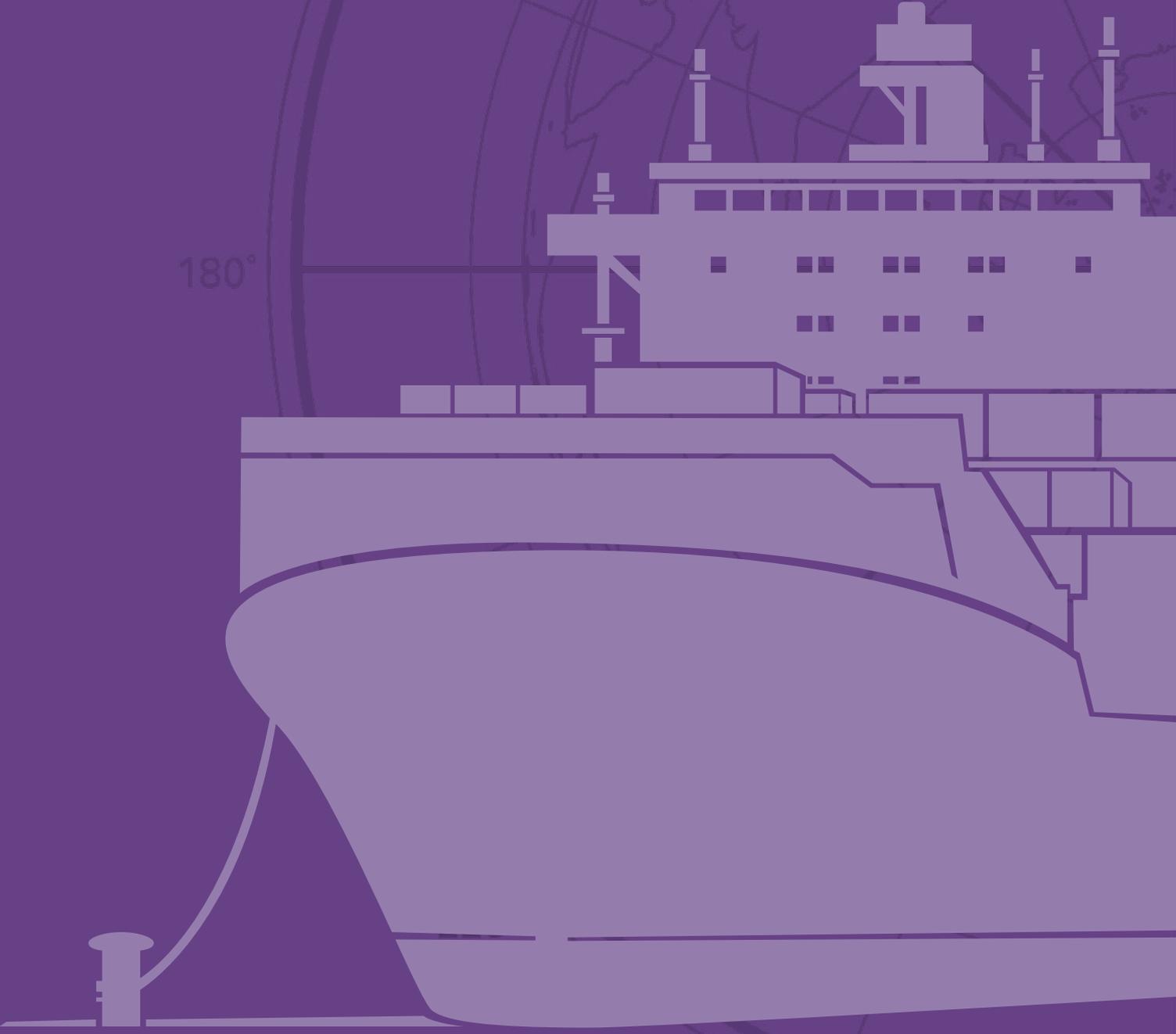
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Executive Summary

Overall improvement of the situation of piracy and armed robbery against ships¹ in Asia has continued. Although the number of incidents has increased, the bulk of them were petty theft. Notably, compared to 2012, there has been a remarkable reduction in the number of Category 1 (very significant) incidents and Category 2 (moderately significant) incidents, while Category 3 (less significant) incidents has remained fairly consistent. The petty theft (73) and Category 3 (36) incidents comprised 77% of the incidents reported in 2013. The other 23% comprised the Category 1 (2) and Category 2 (30) incidents, which was lowest based on a year-on-year comparison. The two Category 1 incidents involved the hijacking of product tankers for illegal siphoning of marine gas oil (MGO)/crude oil they carried onboard.

In 2013, a total of 150 incidents comprising 141 actual incidents and nine attempted incidents were reported to the ReCAAP ISC after verification by the ReCAAP Focal Points. Amongst these incidents, 11 were piracy incidents and 139 were incidents of armed robbery against ships which occurred mostly at ports and anchorages. Compared to 2012, the number of incidents reported in 2013 has increased by 13%, but compared to 2011 and 2010, it has decreased by 4% and 10% respectively.

The incidents reported in 2013 were generally less violent compared to the previous four years (2009-2012). Incidents involving crew being assaulted, held hostage and threatened were less frequent in 2013 compared to previous years. Of incidents where losses were reported, theft of ship stores made up a higher proportion of incidents reported (42%) compared to loss of cash and personal property (15%).

Incidents involving ships at anchor and berth accounted for 80% of the total incidents reported in 2013, with more than 50% of them occurred at ports and anchorages in Indonesia, and mostly were Category 3 and petty theft incidents. Incidents involving ships while underway occurred mostly in the South China Sea (11) and the Straits of Malacca and Singapore (12). Of the 11 incidents in the South China Sea, one was a Category 1 incident and five were Category 2 incidents. However, incidents in the Straits of Malacca and Singapore were mostly Category 3 and petty theft in nature and involved tug boats and barges. Incidents involving tug boats and barges were on a decline in numbers and severity level in 2013 compared to previous years. No hijacking of tug boat was reported for the first time in five years (2009-2013).

1 Refer to page 48 of the Appendices for the definition of piracy and armed robbery against ships.

PIRACY AND ARMED ROBBERY AGAINST SHIPS INCIDENTS IN ASIA IN 2013

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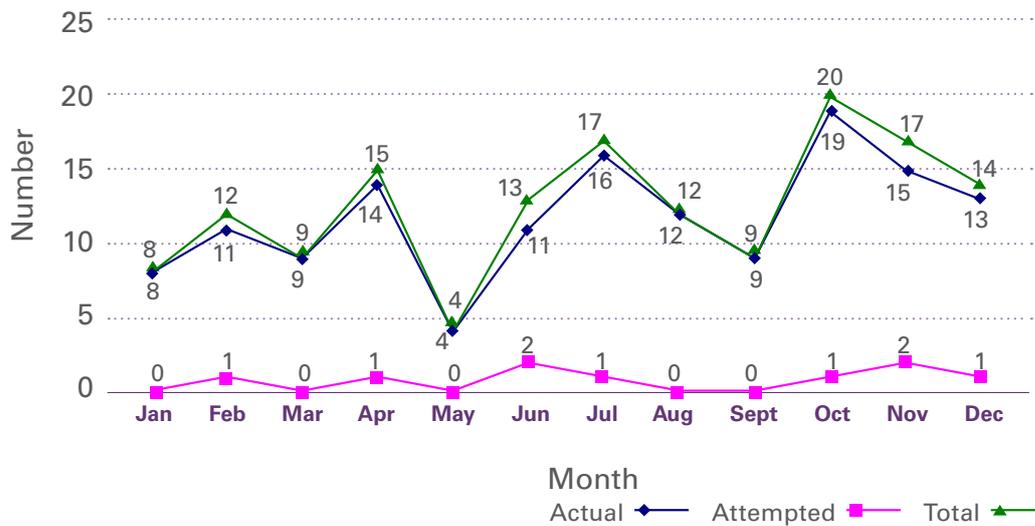


PART ONE

Piracy and Armed Robbery Against Ships Incidents in Asia in 2013

Number of incidents by quarters

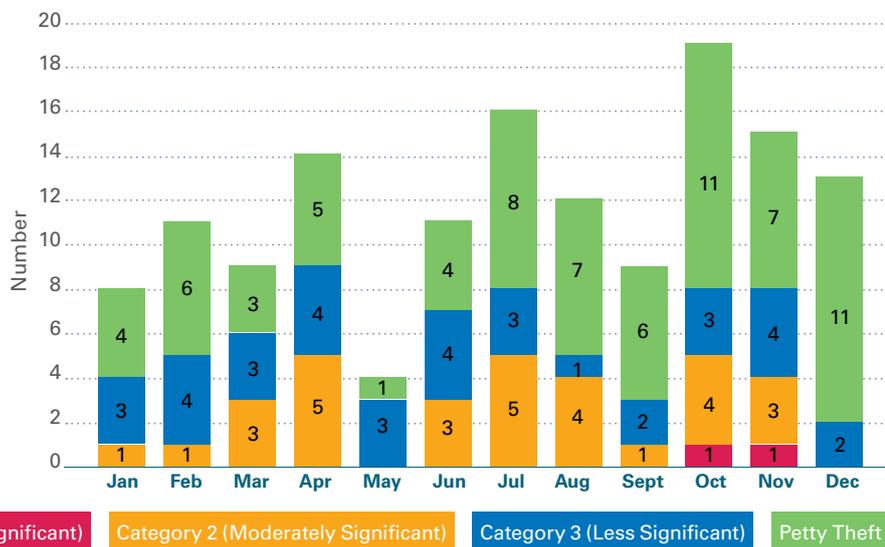
A total of 150 incidents were reported in 2013. Of these, 141 were actual incidents and nine were attempted incidents. During January-March of 2013, an average of nine incidents were reported per month. This increased to 11 incidents during the second quarter (April-June); and 13 incidents during the third quarter (July-September). In the last quarter of 2013 (October-December), an average of 17 incidents were reported per month. Refer to Graph 1 on the monthly number of incidents reported in 2013.



Graph 1 - Number of Incidents (January-December 2013)

Significance Level

Incidents reported during the last quarter of 2013 were mostly Category 3 and petty theft cases. It was also during this period that the two Category 1 incidents involving illegal siphoning of MGO/crude oil occurred. There was no particular pattern or trend of the occurrence of certain type of incidents throughout 2013. Refer to Chart 1 on the significance level of the monthly incidents reported in 2013.

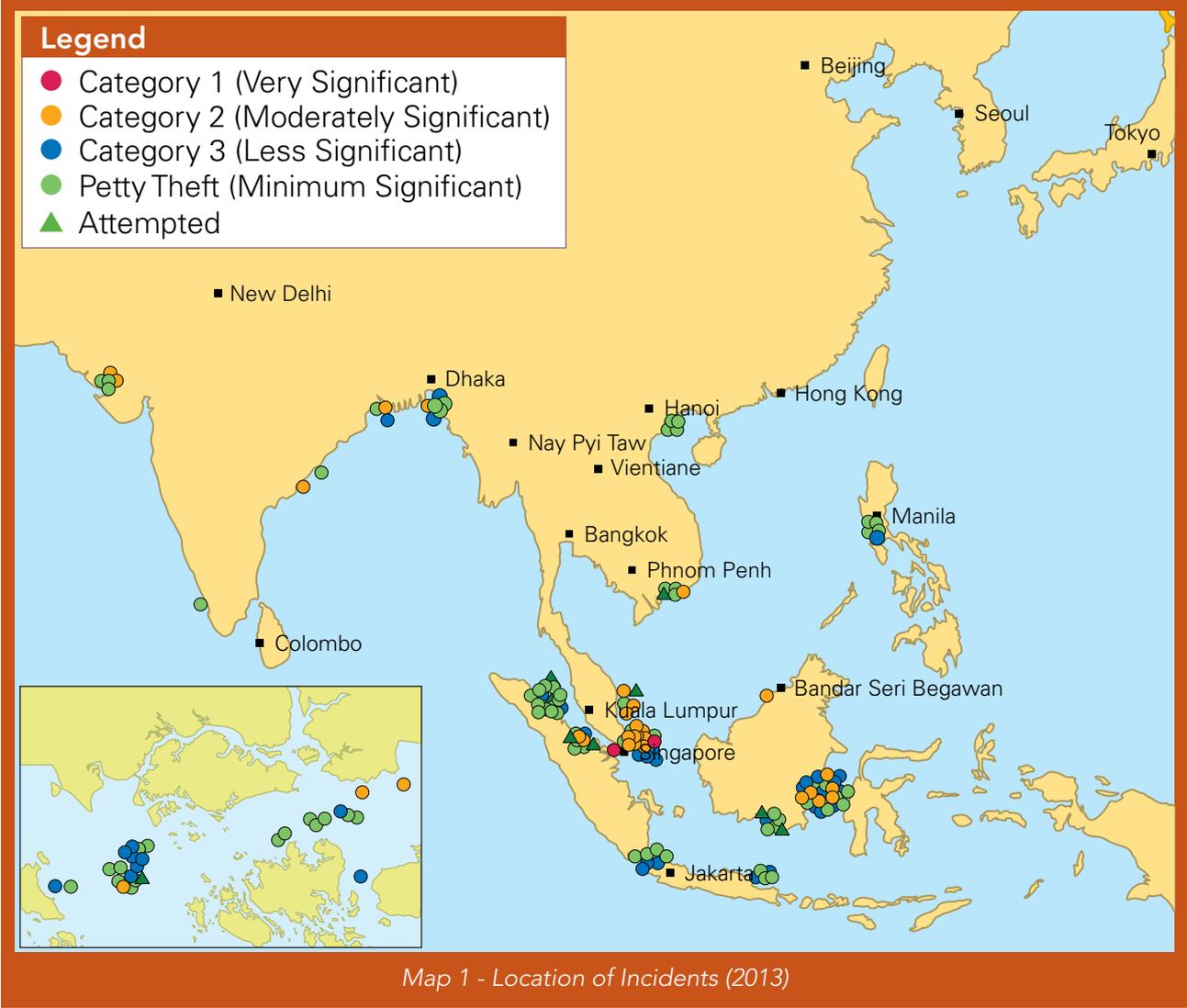


Category 1 (Very Significant) Category 2 (Moderately Significant) Category 3 (Less Significant) Petty Theft (Minimum Significant)

Chart 1 - Significance Level of Incidents (January-December 2013)

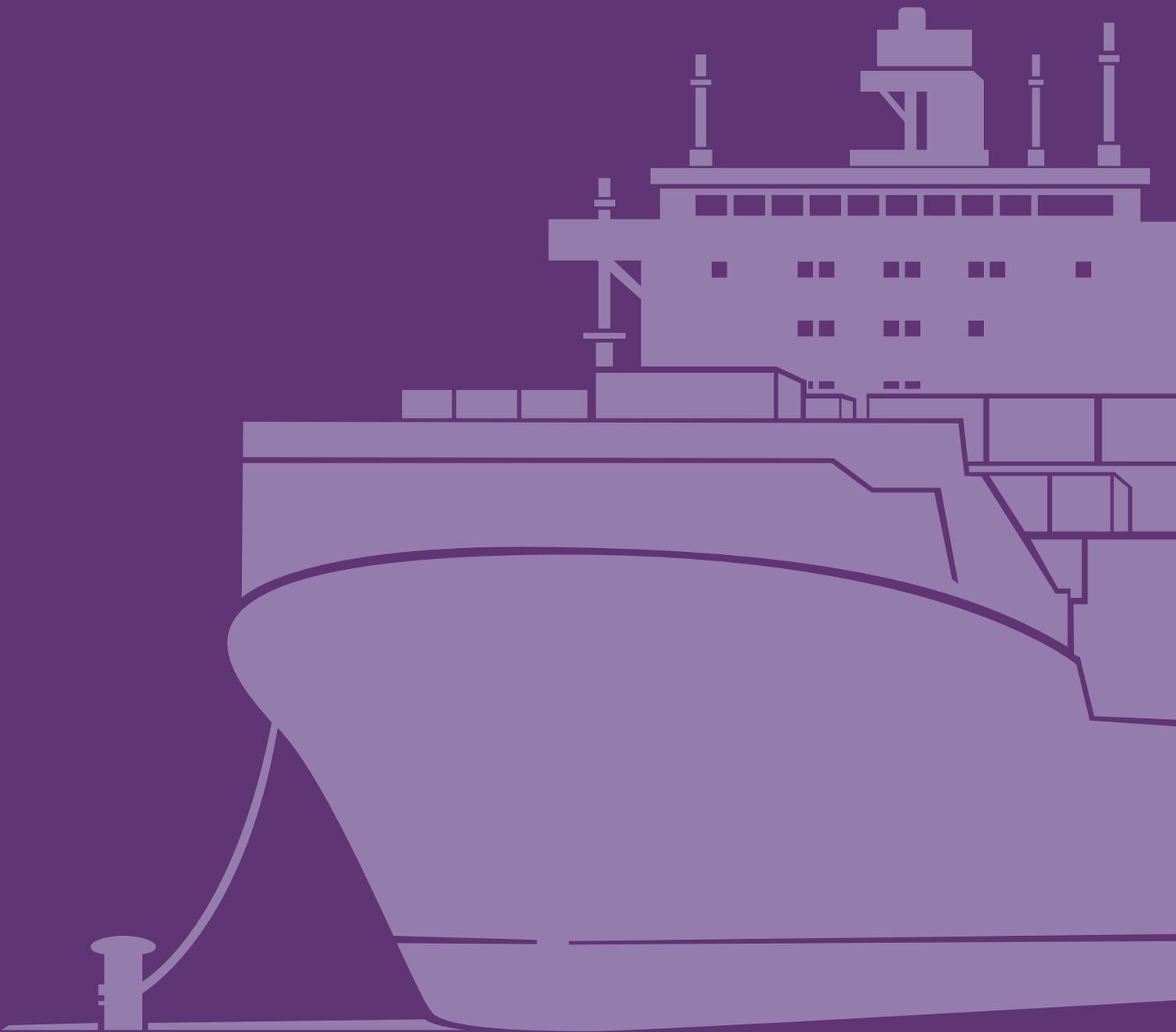
Location of Incidents

Refer to map below on the location of incidents reported in 2013.



COMPARISON OF INCIDENTS OVER FIVE-YEAR PERIOD (2009-2013)

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PART
TWO

Comparison of Incidents over Five- Year Period (2009-2013)

Number of Incidents year-on-year comparison

Of the 150 incidents reported in 2013, 141 were actual incidents and nine were attempted incidents. Of which, 11 were piracy incidents and 139 were incidents of armed robbery against ships. There has been a 13% increase in the number of incidents in 2013 compared to 2012, but a 4% decrease compared to 2011 and 10% decrease compared to 2010. Notably, the number of actual incidents in 2013 was highest among the five-year reporting period which indicates that the pirates/robbers had been more successful in their boarding attempts. Graph 2 shows the number of incidents reported in 2009-2013.



Graph 2 - Number of Incidents (2009-2013)

Significance Level

Of the 141 actual incidents reported in 2013, two were Category 1 (very significant) incidents, 30 were Category 2 (moderately significant) incidents, 36 were Category 3 (less significant) incidents and 73 were petty theft (minimum significant) incidents. Chart 2 below shows the significance level of incidents reported throughout the five-year reporting period of 2009-2013.

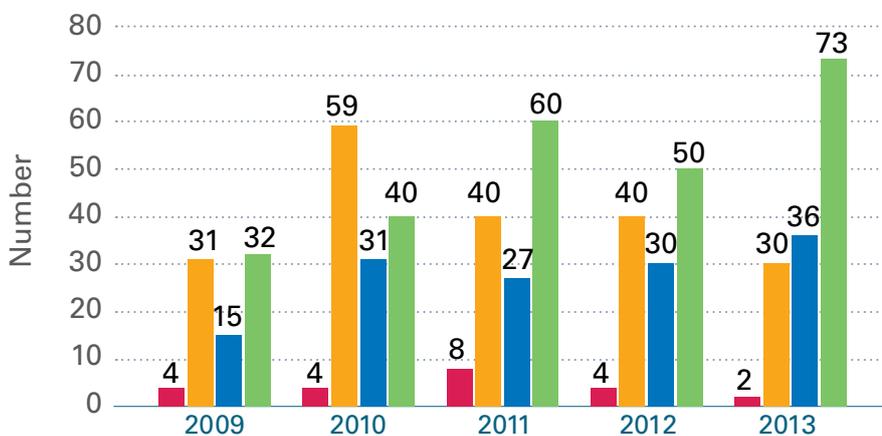


Chart 2 - Significance Level of Incidents (2009-2013)

Category 1

Two Category 1 incidents were reported in 2013 and both incidents involved the illegal siphoning of MGO/crude oil from product oil tankers. The two incidents are discussed in greater detail in Part Five of this report.

Category 2

Of the 30 Category 2 incidents reported in 2013, 18 incidents (60%) occurred onboard ships at anchor and berth and 12 incidents (40%) onboard ships while underway. This was a deviation from past trend when more Category 2 incidents occurred to ships while underway than at anchor and berth. Of the 18 Category 2 incidents reported at ports and anchorages, 10 occurred in Indonesia, four in India, two in Malaysia, one in Bangladesh and one in Vietnam.

The number of Category 1 and Category 2 incidents reported in 2013 were the lowest among the five-year reporting period. About 23% of Category 1 and Category 2 incidents were reported in 2013 compared to 35% in 2012, 36% in 2011, 47% in 2010 and 43% in 2009.

Category 3 and petty theft

Conversely, the number of Category 3 and petty theft incidents were the highest in 2013 among the five-year reporting period. About 77% of Category 3 and petty theft incidents were reported in 2013 compared to 65% in 2012, 64% in 2011, 53% in 2010 and 57% in 2009. It is evident that more severe incidents (Category 1 and Category 2 incidents) had declined in the past three years while the less severe incidents (Category 3 and petty theft incidents) had increased. In 2013, four out of every five incidents reported were less severe incidents.

Location of Incidents

The increase in the number of piracy and armed robbery against ships in Asia was most apparent in the Southeast Asian region, with the number of incidents reported in 2013 the highest among the five-year reporting period. On the contrary, there has been an improvement in the South Asian region for 2013, recording the lowest number of incidents reported during 2009-2013.

South Asian region

A total of 17 actual incidents were reported in the South Asian region in 2013. While the overall situation in the region has improved, the number of incidents reported at the ports and anchorages in India had increased compared to the past four years (2009-2012).

Southeast Asian region

A total of 133 incidents, comprising 124 actual and nine attempted incidents, were reported in the Southeast Asian region in 2013. This was almost a 20% increase from the total of 112 incidents reported in 2012, and this was due to increase in incidents reported in Indonesia, Vietnam and the South China Sea.

PART TWO

Comparison of Incidents over Five- Year Period (2009-2013)

	2009		2010		2011		2012		2013	
	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	15	4	21	3	14		11		6	
Bay of Bengal			3			1				
India	8	2	5	2	7	2	8	1	11	
Sub-total	23	6	34	12	21	7	19	1	17	
Southeast Asia										
Gulf of Thailand			1							
Indonesia	14	6	37	10	47	2	66	6	83	7
Malaysia	12	3	18		14	3	11		6	
Myanmar	1				1					
Philippines	4	1	5		4	2	3		5	
Singapore			2		3		2			
South China Sea	11	2	17	8	12	6	7		10	1
Straits of Malacca and Singapore	6	2	5	3	24	2	12	1	12	
Thailand	2		1							
Vietnam	8		13		8		3	1	8	1
Sub-total	58	14	99	21	113	15	104	8	124	9
Overall Total	82	20	134	33	135	22	124	9	141	9

Table 1 - Location of Incidents (2009-2013)

VIOLENCE FACTOR

Number of pirates/robbers

Majority of the incidents involved groups of pirates/robbers operating between 1-6 men. Approximately one-quarter of the incidents reported had no information on the number of pirates/robbers involved. In these incidents, the crew was not able to ascertain the number of pirates/robbers involved due to poor visibility during hours of darkness, or the crew only discovered the theft after the pirates/robbers had left the ship. This also reinforces the fact that pirates/robbers targeted vessels that were lax in vigilance, crew was negligent and did not maintain a proper lookout.

There were 24 incidents which involved pirates/robbers operating in larger groups (>7 men). Of these, 17 were more severe incidents (Category 1 and Category 2 incidents) while seven were less severe incidents (Category 3 and petty theft incidents). Though there is no concrete link between the number of pirates/robbers and the severity of the incidents, a larger group of pirates/robbers is deemed more likely to inflict harm to the crew, bolder, more aggressive and hence the incident is likely to escalate to higher level of severity.

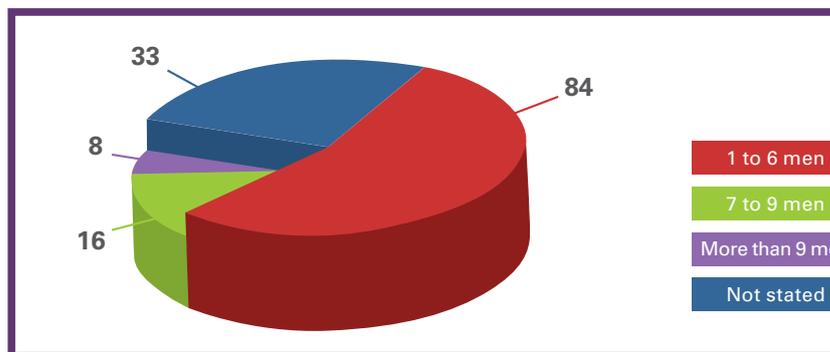


Chart 3 -
Number of pirates/robbers (2013)

Types of weapon carried by pirates/robbers

Slightly more than half of the incidents reported in 2013 involved pirates/robbers who were not armed or no information available if they were armed. Usually, pirates/robbers who were not armed did not harbour the intention to hurt the crew. There were no injuries reported in the 78 incidents where pirates/robbers were reported to be unarmed or no reports of them being armed. Conversely, 12 of the 14 incidents involving pirates/robbers who were armed with guns and knives had reportedly held the crew hostage or threatened them. In incidents involving pirates/robbers who were armed with knives or machetes, they usually threatened the crew at knife-point to prevent them from raising the alarm. In some cases, they demanded the crew to bring them to the master's cabin to take cash from the safe, or the crew's cabin to take their cash and personal belongings. Knives or machetes were also commonly used to cut mooring ropes or to break the locks to the stores.

Comparison of Incidents over Five- Year Period (2009-2013)

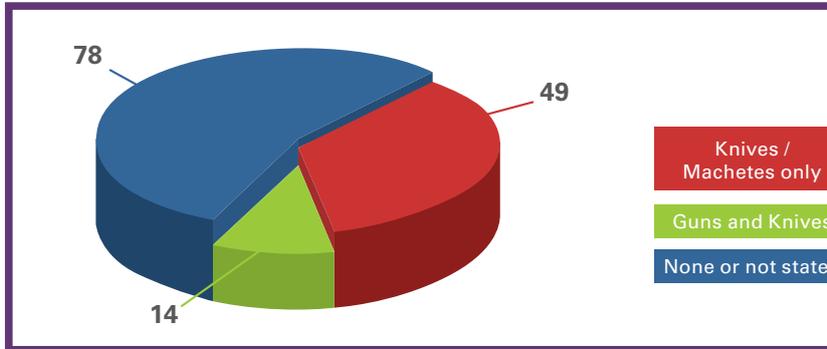


Chart 4 - Type of weapons used (2013)

Treatment of crew

Slightly more than three-quarters of the incidents in 2013 reported that the crew was not injured or there was no information available. For incidents where the crew were held hostage or threatened, they were released as soon as the pirates/robbers obtained the items they wanted. There was an incident where the master was injured by the robbers. The incident occurred onboard product tanker, *King River* when she was anchored off Sarawak, East Malaysia on 17 Jun 13. Ten robbers armed with long knives boarded the vessel, assaulted the crew and tied them. The master's left palm was cut, while the Chief Officer and Chief Engineer suffered minor cuts. After the robbers had escaped with the ship properties, crew's personal belongings and cash, the vessel was diverted to Miri port where the master and crew received medical assistance.

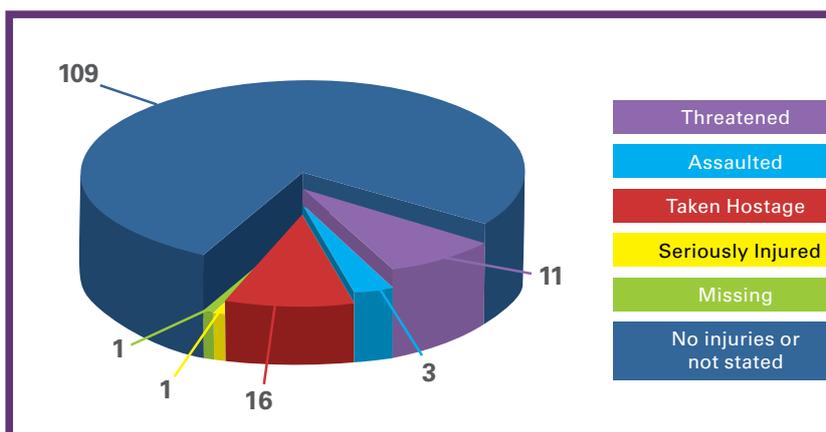


Chart 5 - Treatment of crew (2013)

ECONOMIC FACTOR

Type of losses

Half of the incidents in 2013 reported loss of stores and engine spares. One of the possible reasons for the theft of stores and engine spares could be the existence of second-hand and black markets for items such as mooring ropes, shackles, auxiliary engine spares etc. Another possible reason could be that the theft of stores or engine spares would allow the pirates/robbers to avoid physical confrontation with the crew as opposed to stealing the crew's cash and personal belongings. In addition, ship masters or shipping companies usually do not lodge an official report on such losses as they deemed them to be "insignificant" or "negligible".

There were two incidents involving the siphoning of MGO/crude oil onboard the product tankers which was categorised under 'cargo discharged' as shown in Chart 6.

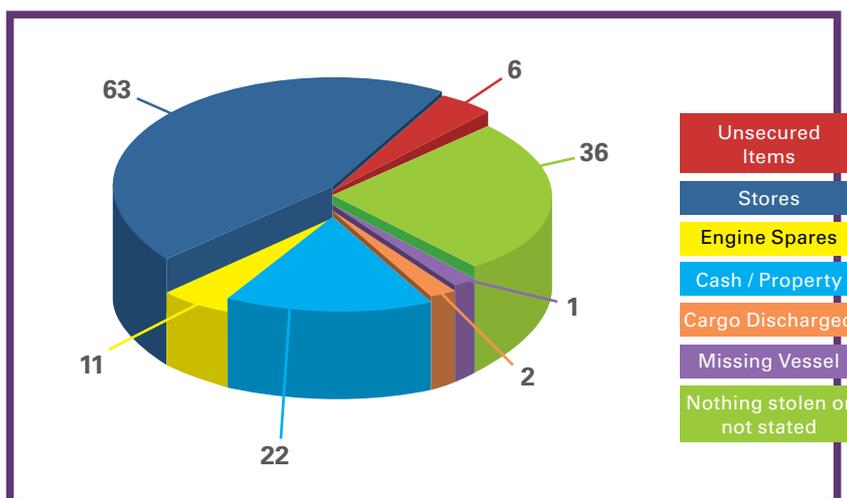


Chart 6 -
Type of economic losses (2013)

INCIDENTS INVOLVING SHIPS AT ANCHOR AND AT BERTH

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PART
THREE

Incidents involving ships at anchor and at berth

Out of 150 incidents, 110 (or 80%) incidents involved ships at anchor and at berth. Of these, 84% (92 incidents) were Category 3 and petty theft incidents, and 16% (18) were Category 2 incidents. The incidents occurred at the ports and anchorages in Indonesia (78), India (11), Vietnam (7), Bangladesh (6), Philippines (5) and others.

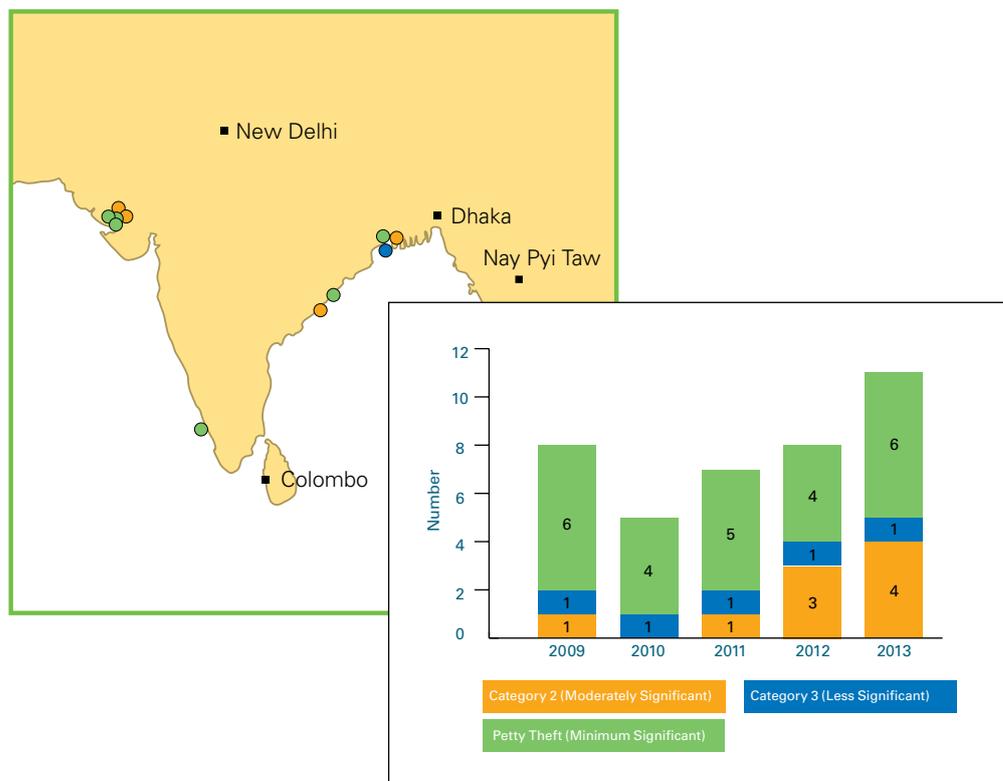
Category 3 incidents

Mainly opportunistic in nature, the robbers were interested in stealing stores, engine spares and unsecured items onboard ships.

Category 2 incidents

Of the 18 Category 2 incidents reported at ports and anchorages, 10 incidents occurred in Indonesia, four in India, two in Malaysia, one in Vietnam and one in Bangladesh. Reportedly, four out of the 18 Category 2 incidents involved robbers armed with guns and knives, and these occurred at Adang Bay anchorage, Samarinda anchorage and Dumai anchorage in Indonesia; and Gas PVC Phuc Thai jetty in Vietnam.

India

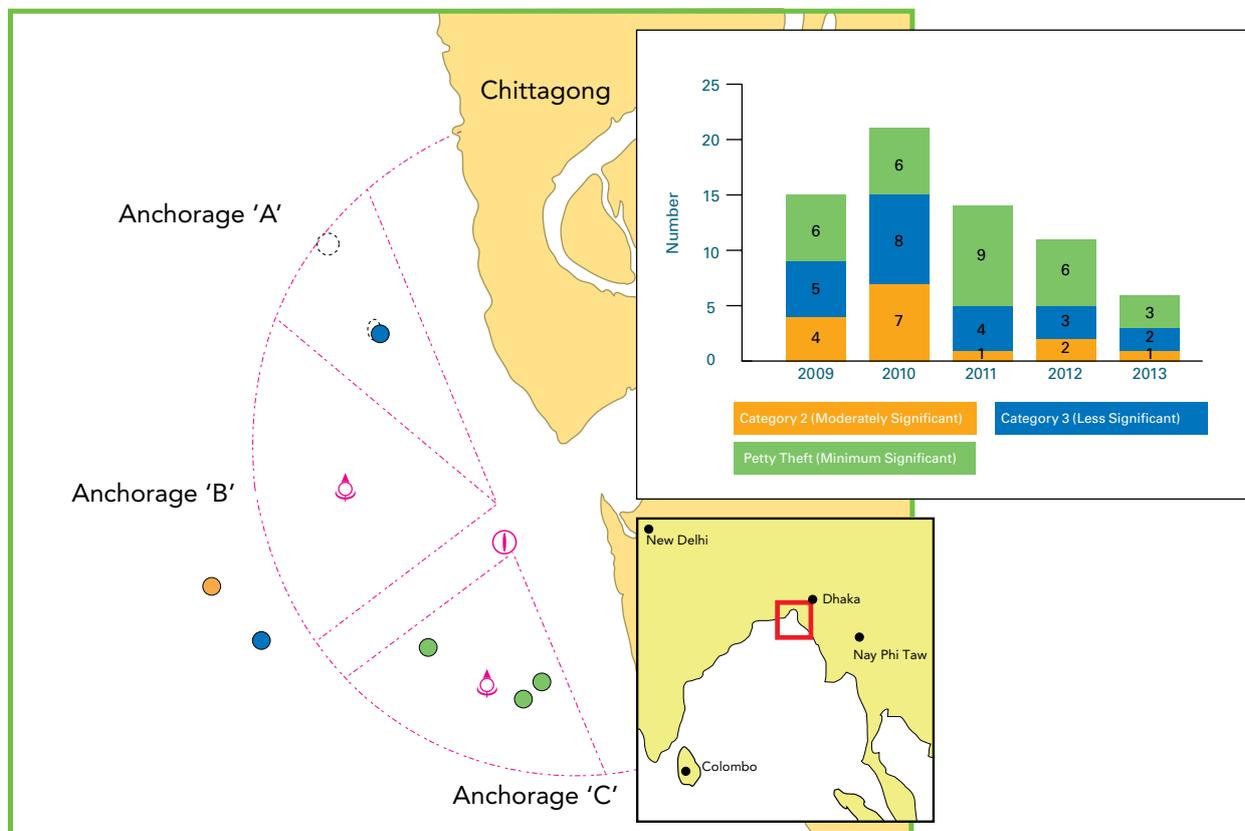


Map 2 - Incidents at ports and anchorages in India (2013)

There has been an increase in the number of incidents reported at the ports and anchorages in India in 2013 compared to previous years (2009-2012). A total of 11 incidents comprising four

Category 2, one Category 3 and six petty theft incidents were reported in 2013, making it the highest number reported during the five-year period. The four Category 2 incidents involved 7-10 men while the seven Category 3 and petty theft incidents involved 1-6 men. Five of the 11 incidents involved robbers armed with knives, and 10 of the 11 incidents reported loss of stores. There were no reports of injury sustained by the crew in the 11 incidents. The ReCAAP ISC urges the port authorities and enforcement agencies to step up surveillance, and crew to exercise enhanced vigilance.

Bangladesh



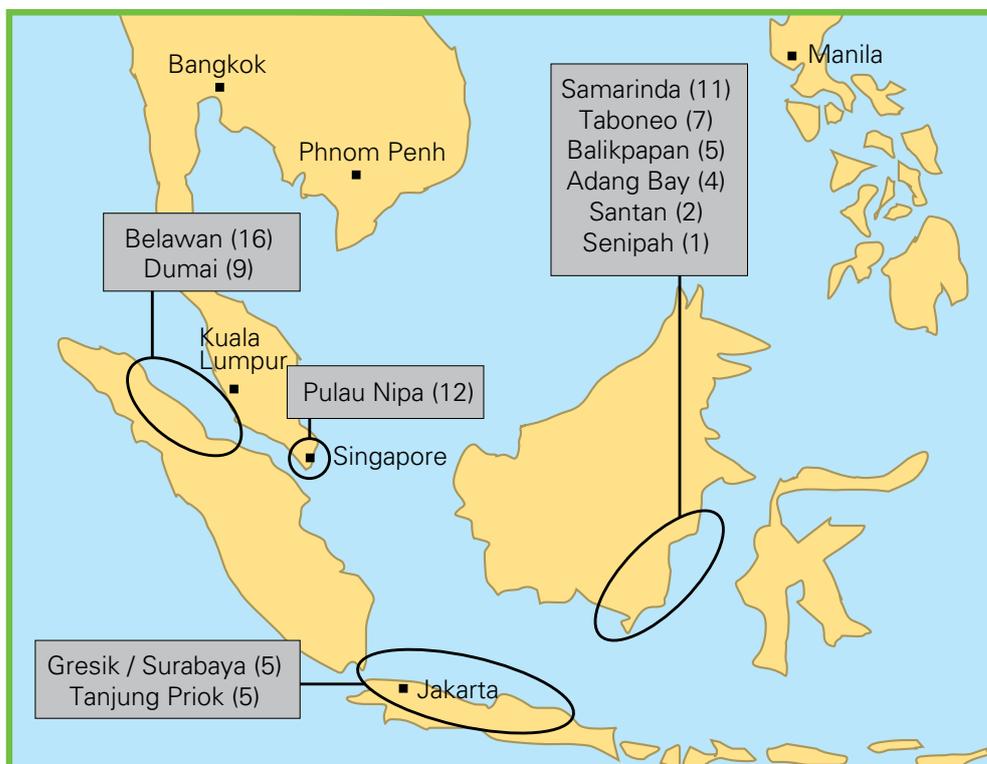
Map 3 - Incidents at ports and anchorages in Bangladesh (2013)

A total of six incidents were reported to the ReCAAP ISC after verification by the ReCAAP Focal Point (Bangladesh) which is the Department of Shipping. Several other incidents after investigated and verified by the Focal Point (Bangladesh) revealed that the incidents did not occur due to the following investigation outcomes: no reports of boarding, the master only reported the incident after long delay which makes investigation challenging, incidents did not occur at all, barter trading went wrong, etc. The authorities urge ship masters to adopt security measures, be vigilant, avoid barter trading and report all incidents to the port authorities and enforcement agencies immediately.

Incidents involving ships at anchor and at berth

Indonesia

In 2013, a total of 78 incidents were reported at the ports and anchorages in Indonesia. Of these, one-third occurred off Kalimantan. Of the 28 incidents reported off Kalimantan, six were Category 2 incidents, 11 were Category 3 incidents and 11 were petty theft incidents. Unlike incidents reported in the other parts of Indonesia, incidents off Kalimantan were relatively more severe in nature involving robbers who threatened and held the crew hostage to demand for cash and their personal belongings. The other incidents occurred at ports and anchorages in or off Belawan (16), Pulau Nipa (12), Dumai (9), Surabaya (5) and Tg Priok (5).

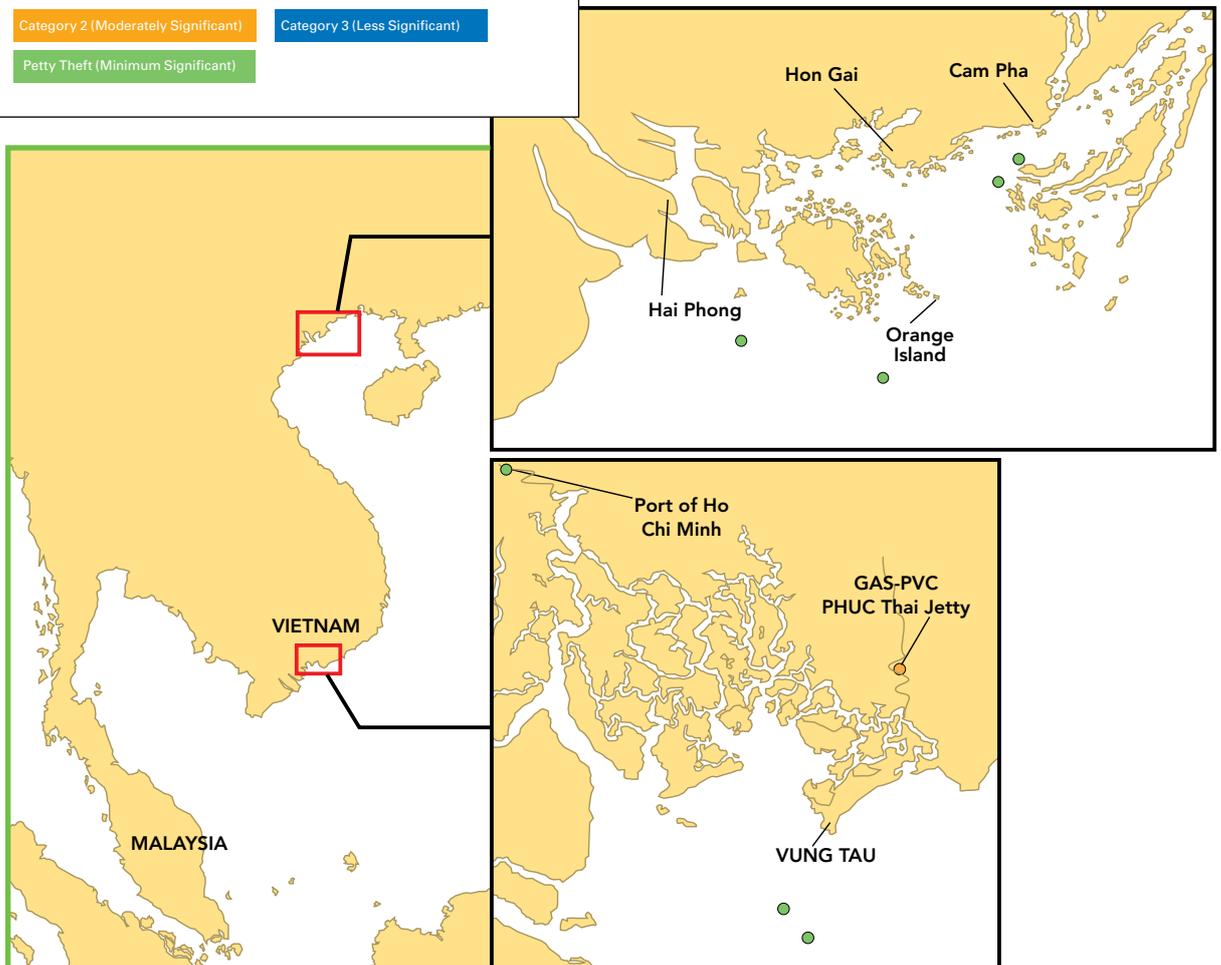
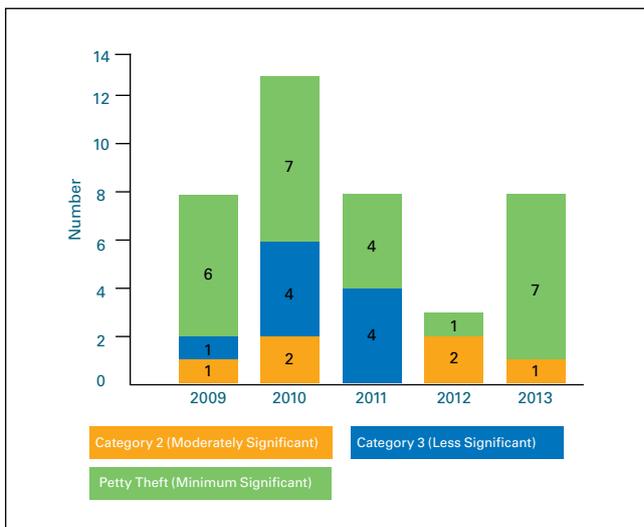


Map 4 - Incidents at ports and anchorages in Indonesia (2013)

The ReCAAP ISC urges the port authorities and law enforcement agencies to increase their presence at these ports and anchorages to serve as deterrence to robbers attempting to board any vessels anchored or berthed there. The ReCAAP ISC also urges the ship masters and crew to exercise extra vigilance when at anchor and at berth.

Vietnam

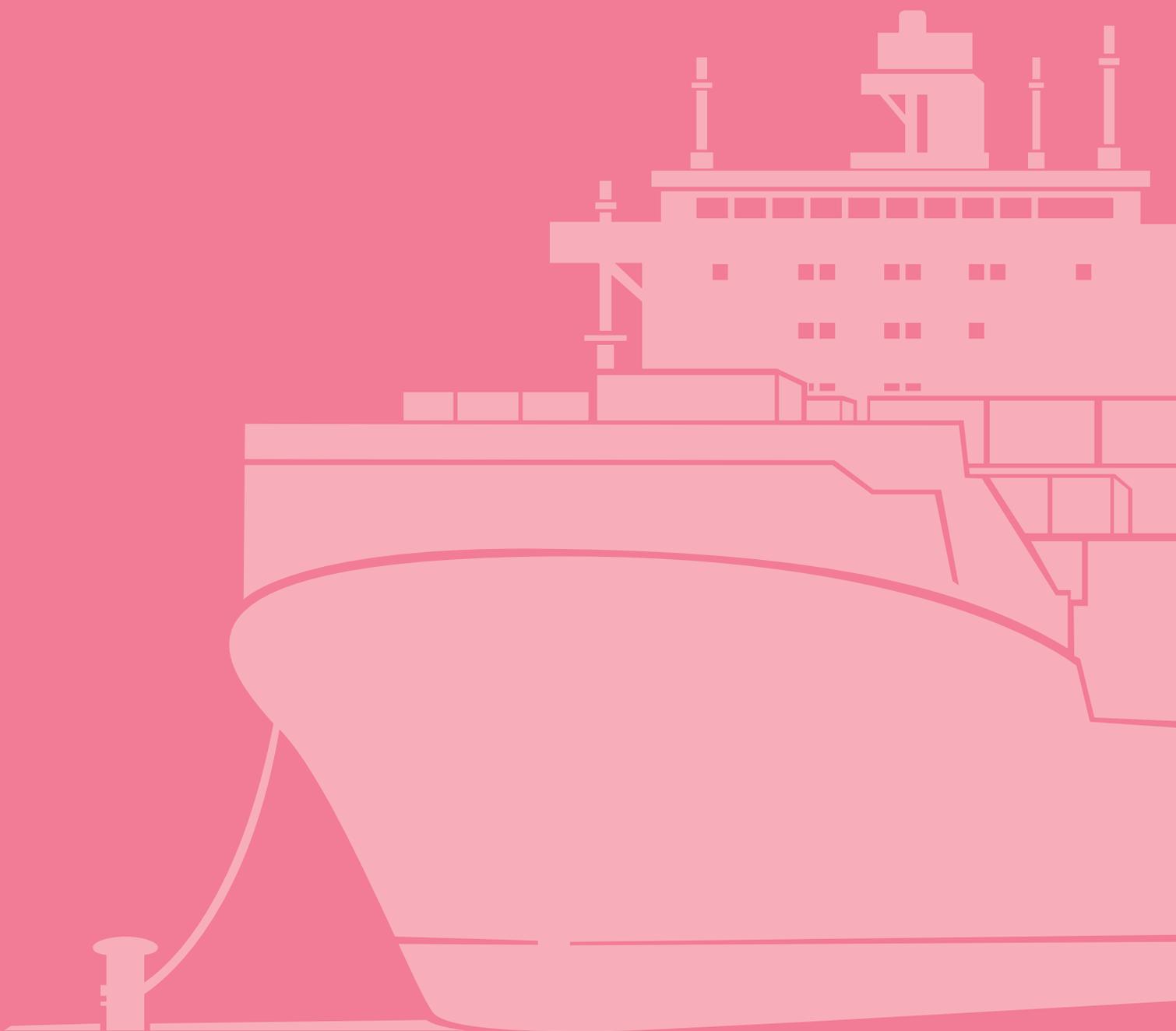
A total of eight incidents were reported in Vietnam in 2013. Of these, one was a CAT 2 incident and seven were petty theft incidents. The CAT 2 incident involved LPG tanker, *Diamond Coral* boarded by five robbers armed with guns and knives at Gas PVC Phuc Thai jetty on 8 Nov 13. The other six incidents occurred at Vung Tau anchorage (2), Cam Pha anchorage (2), Hai Phong anchorage (1) and Ho Chi Minh port (1).



Map 5 - Incidents at ports and anchorages in Vietnam (2013)

INCIDENTS INVOLVING SHIPS WHILE UNDERWAY

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IV PART FOUR

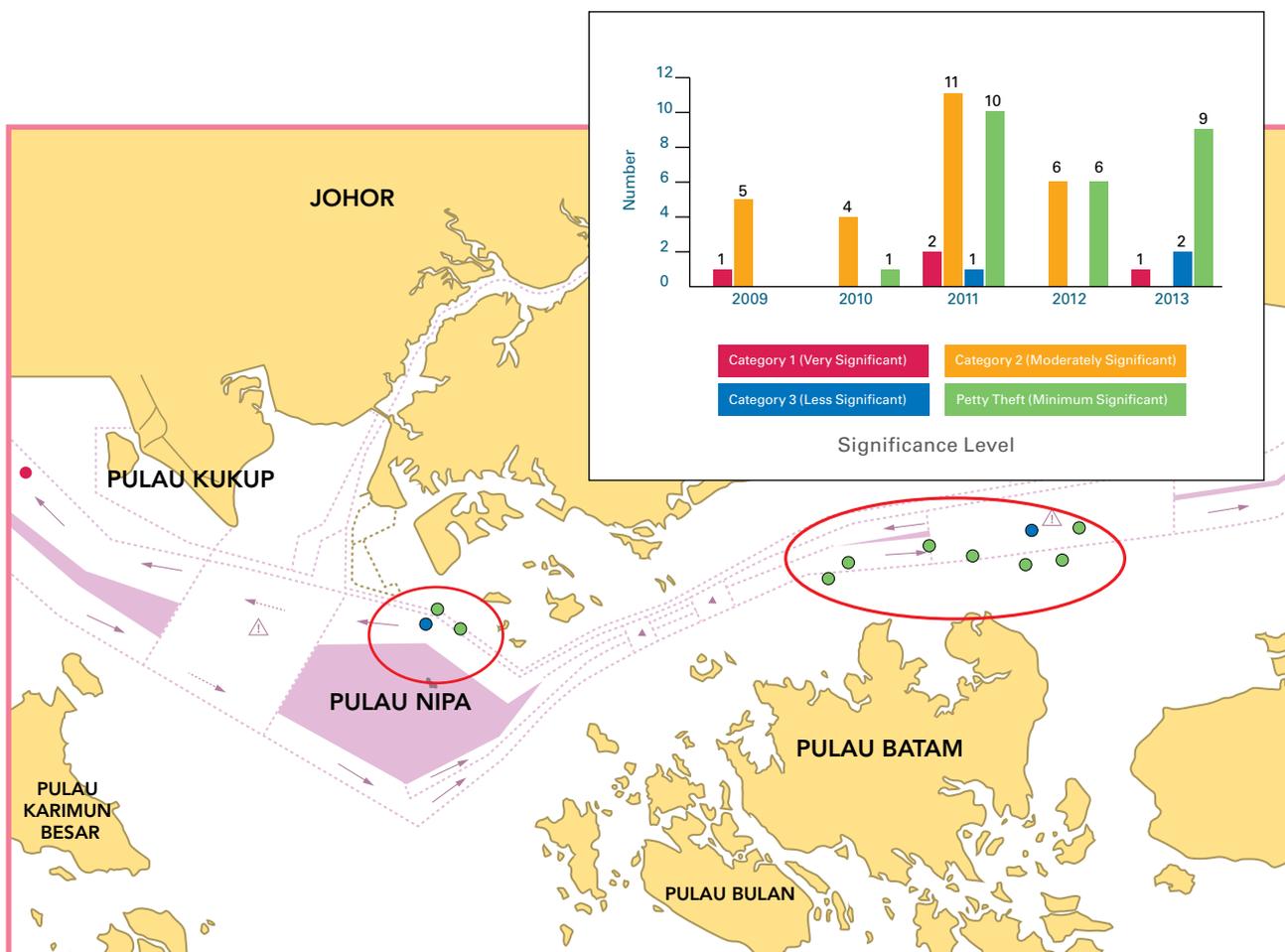
Incidents involving ships while underway

Of the 150 incidents of piracy and armed robbery against ships reported in 2013, 32 (20%) involved ships while underway. Of these, two were Category 1 incidents, 12 were Category 2 incidents, six were Category 3 incidents, 11 were petty thefts and one was an attempted incident. In comparison, incidents involving ships while underway were relatively more severe than those onboard ships when at anchor and at berth. The Category 1 and Category 2 incidents comprise 44% of the total number of incidents occurred to ships while underway compared to 15% of Category 1 and 2 incidents reported to ships at anchor and at berth.

Incidents involving ships while underway in 2013 occurred in the Straits of Malacca and Singapore (12), the South China Sea (10), Indonesia (5), Malaysia (4) and Vietnam (1).

Straits of Malacca and Singapore (SOMS)

Of the 12 incidents reported in SOMS in 2013, one was a Category 1 incident, two were Category 3 incidents and nine were petty theft incidents. Of these, eight incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) off Pulau Batam, three occurred in the westbound lane of the TSS off Pulau Nipa, and one incident west of Pulau Kukup, Malacca Strait.



Map 6 - Incidents reported in the Straits of Malacca and Singapore (2013)

Tug boats and barges remained vulnerable in SOMS due to its low free board and slow speed. Of the 12 incidents in SOMS, 75% involved tug boats towing barges. More details on the modus operandi of robbers attacking tug boats and barges are highlighted in Part Five of this report.

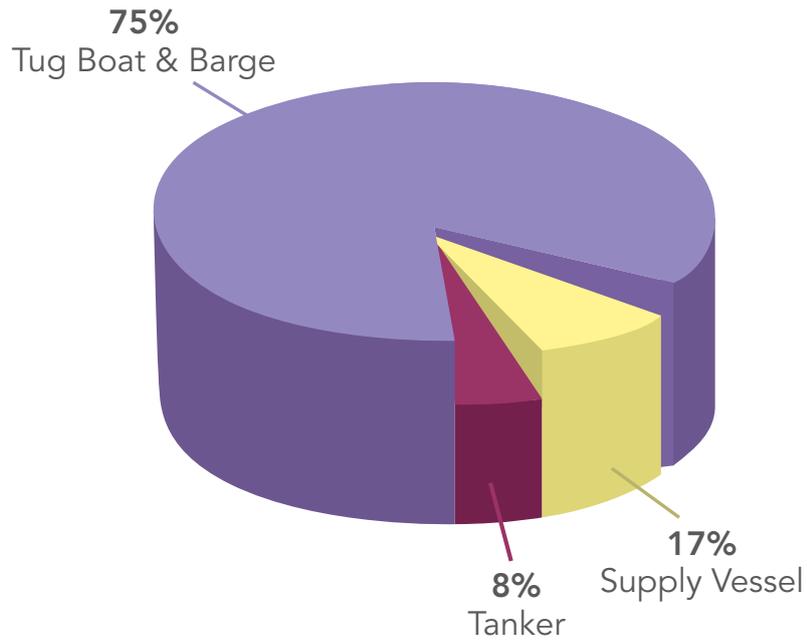


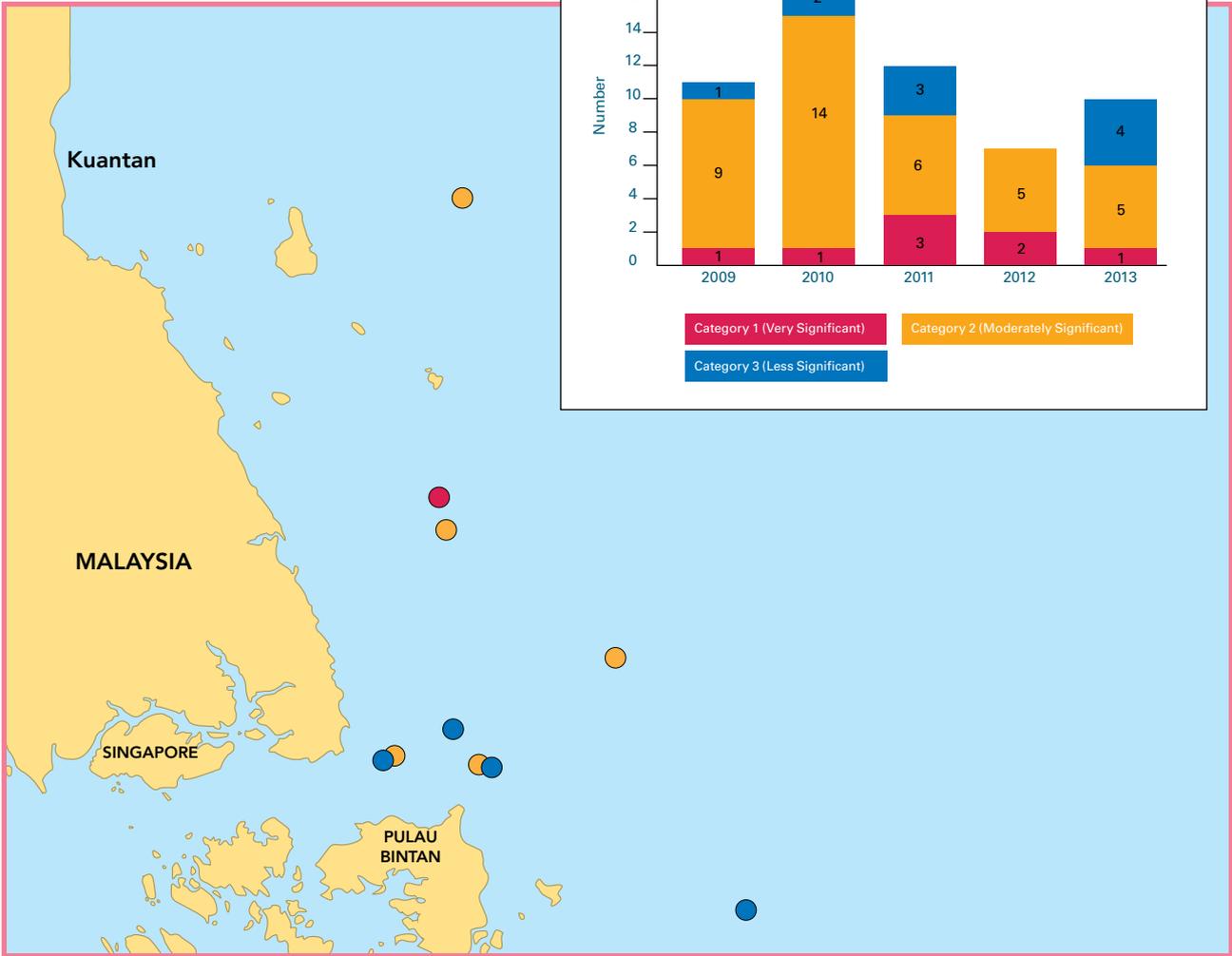
Chart 7 - Type of vessels targeted in the Straits of Malacca and Singapore (2013)

South China Sea

There has been an increase in the number of incidents reported in the South China Sea in 2013 compared to 2012. A total of 11 (10 actual and one attempted) incidents were reported in 2013 compared to seven actual incidents reported in 2012. While the number of incidents reported in the South China Sea in 2013 is lower than that reported during 2009-2011, there is no room for complacency. Among the 10 actual incidents reported in 2013, 60% were more severe incidents (Category 1 and Category 2 incidents). Ship masters and crew are advised to exercise enhanced vigilance, especially during hours of darkness. Increased security patrols, whenever possible, are also recommended when transiting the South China Sea.

No specific type of vessel was targeted by pirates who were usually armed with knives. There were four incidents involving pirates armed with guns. The pirates held the crew hostage, robbed their cash and personal properties before escaped. There was no report of injury sustained by the crew, except in the incident involving *Crest Apache* on 12 Jul 13 when one crew was discovered missing after the incident. However, it was not known if the crew went missing because of the incident or other reasons.

The ReCAAP ISC recommends that seafarers continue to enhance anti-piracy watch, undertake the necessary physical measures before transiting the area and maintain close and regular communication with their ship owners/managers. In the event of boarding, ship masters and owners are strongly encouraged to report the incident to the nearest coastal State and flag State immediately.

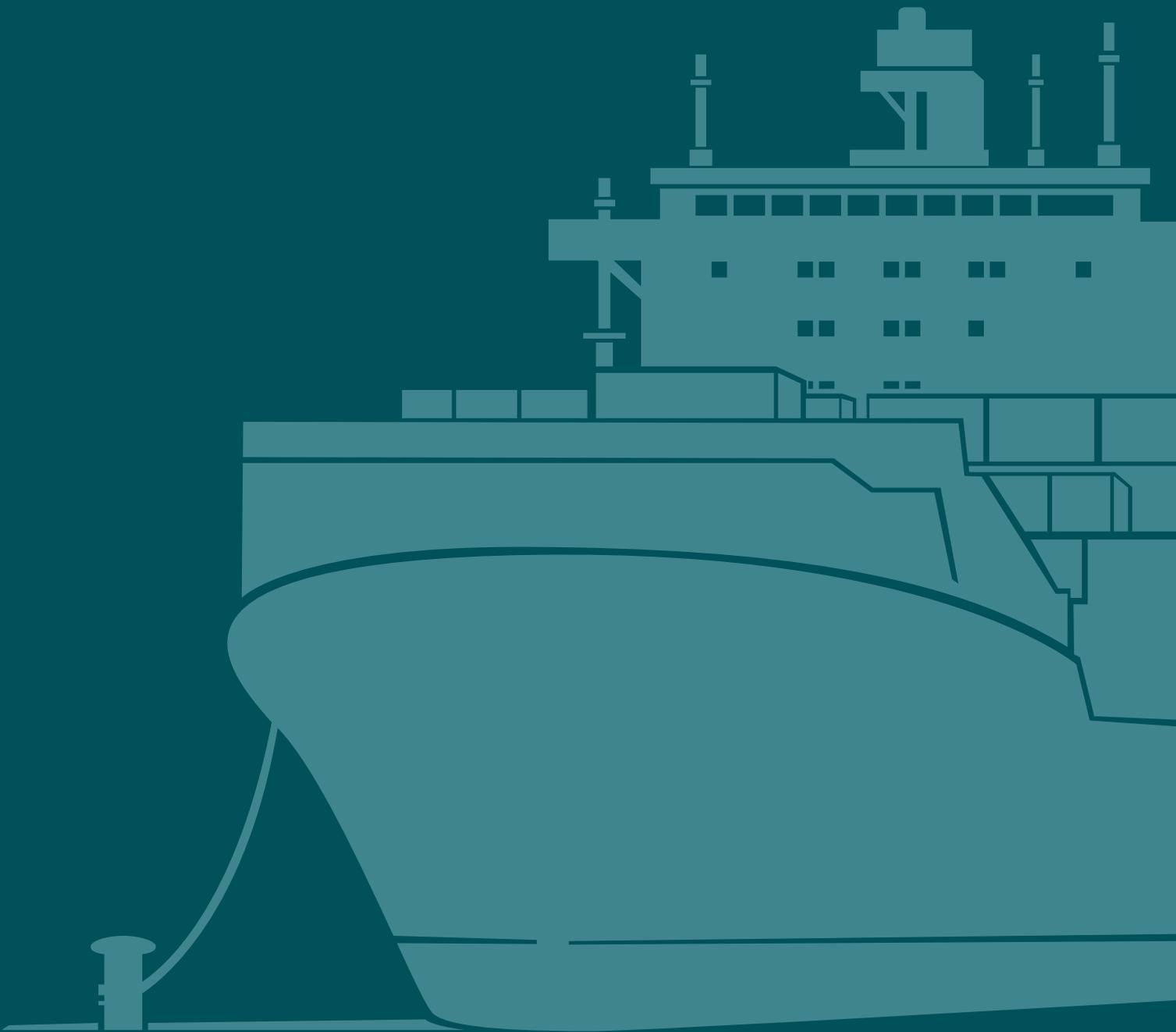


Map 7 - Incidents reported in the South China Sea (2013)

CASE STUDIES

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- Theft while ships conducting STS operations
- Incidents onboard tug boats and barges
- Illegal siphoning of MGO/crude oil

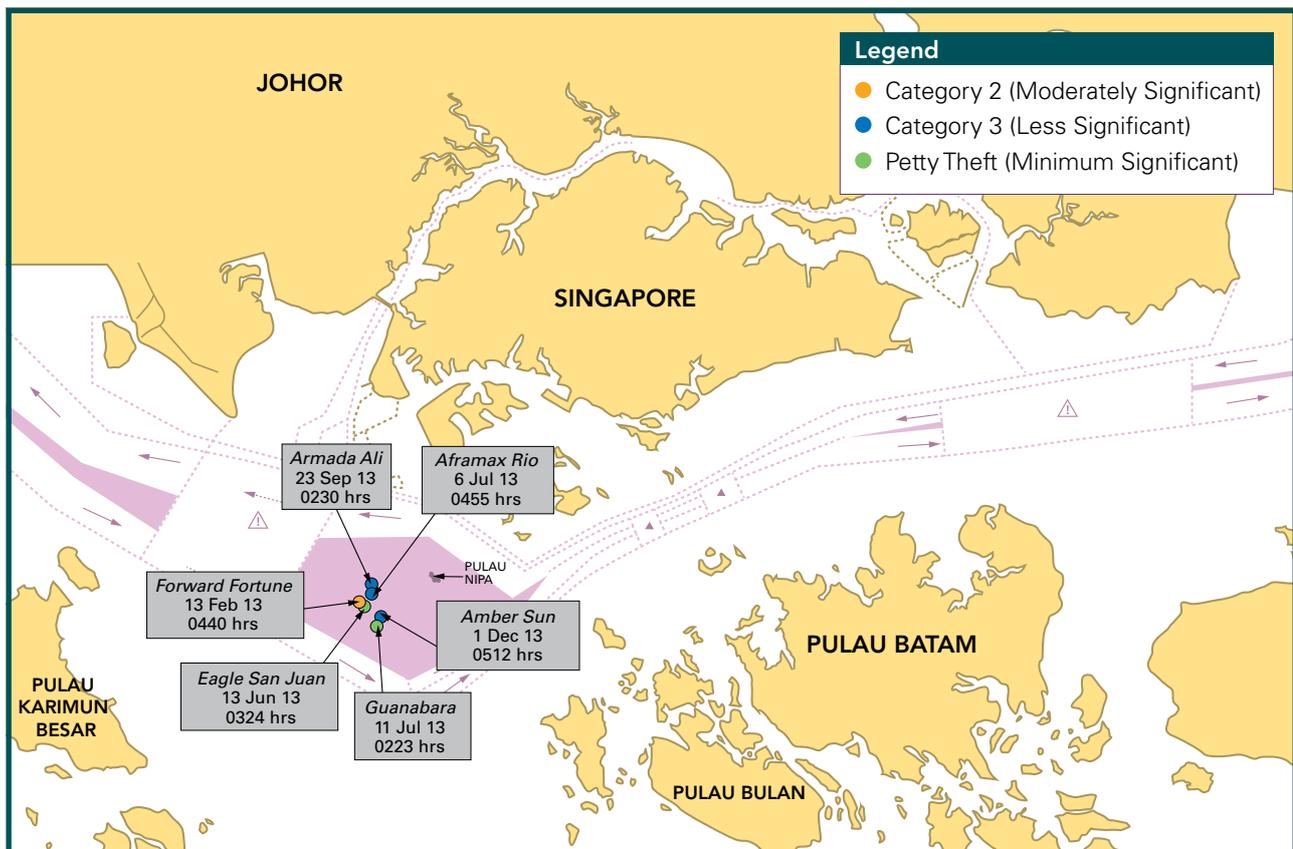




PART
FIVE

THEFT WHILE CONDUCTING SHIP-TO-SHIP (STS) OPERATION

Six incidents occurred to ships while engaging in ship-to-ship (STS) operation off Pulau Nipa, Indonesia in 2013. Appeared to be an emerging trend as no such incident was reported in 2012 and only one incident was reported in 2011, refer to map below on location of the six incidents occurred in 2013:



Map 8 - Incidents off Pulau Nipa while ships were engaged in STS operation (2013)

Modus Operandi

Taking advantage of the busy schedule of the crew during STS operations, robbers in group of 4-6 approached the ship during hours of darkness. Armed with knives and rather aggressive in some incidents, the robbers boarded from the disengaged side of the ship. On 13 Feb 13, the robbers boarded *MT Forward Fortune*, tied up the motorman on watch and searched for engine spares. The motorman managed to free himself and raised the alarm, and the robbers escaped with some engine spares. In another incident onboard *MT Armada Ali* on 23 Sep 13, the crew confronted the robbers who threw some bolts and a knife at the crew before escaped empty-handed. The crew was not injured in both incidents.

Recommendations

The ReCAAP ISC observes that during STS operations, ships were more vulnerable to boarding, and therefore strongly recommends the following:

- Increase in patrols by crew on all sides of the ship especially the disengaged side.
- Ensure constant communication between ship and VTMS/port authority to facilitate immediate calls for assistance should the situation warrant for it.
- Raise alarm, sound ship horn or announce via loud hailers when suspicious persons were sighted.
- Enhance vigilance at all times as demonstrated in the two incidents involving *MT Amber Sun* on 1 Dec 13 and *MT Aframax Rio* on 7 Jul 13 as described below.

Incident onboard *MT Amber Sun* on 1 Dec 13

<i>Name:</i> Amber Sun	<i>Type of Ship:</i> Tanker	<i>Flag:</i> Liberia	<i>IMO No.:</i> 9281891	<i>GT:</i> 58100
----------------------------------	---------------------------------------	--------------------------------	-----------------------------------	----------------------------

On 1 Dec 13 at or about 0512 hrs (local time), *MT Amber Sun* was engaged in ship-to-ship operations with *MT Torm Fox* at Nipa transit anchorage area, Indonesia when a robber was found onboard. The OS spotted the robber trying to enter the engine room and hide beside the port side's outboard mooring winch. Upon being spotted by the OS, the robber charged towards him. The OS ran up to the manifold and informed the OOW on the bridge. The OOW called the master and the crew was mustered. The general alarm and ship horn were sounded continuously and the robber fled. A search was conducted thereafter but no robber was found onboard. The crew was not injured and no items were stolen.

Incident onboard *MT Aframax Rio* on 7 Jul 13

<i>Name:</i> Aframax Rio	<i>Type of Ship:</i> Tanker	<i>Flag:</i> Panama	<i>IMO No.:</i> 9273844	<i>GT:</i> 57948
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On 7 Jul 2013 at or about 0455 hrs (local time), four robbers boarded the ship while she was conducting STS with *MT Seadancer* at Nipa anchorage. The deck watch-keeper while patrolling on deck noticed the robbers on the poop deck of the starboard side. One of the robbers was wielding a long knife. The watch-keeper shouted at the robbers, and alerted the cargo control room via his walkie-talkie. The deck watch-keeper then ran into the accommodation area and locked the door. The general alarm was raised and all crew mustered. Cargo operation was temporarily halted and a search of the ship was conducted. Nothing was found missing.

ROBBERIES ONBOARD TUG BOATS AND BARGES

A total of 22 incidents were reported onboard tug boats and barges in 2013. For the first time during the five-year period (2009-2013), there was no Category 1 incident involving hijacking of tug boat reported. Of the 22 incidents, eight were Category 2, four were Category 3 and 10 were petty theft cases. Out of 22 incidents, 11 incidents were reported in SOMS, four in the South China Sea, three in Indonesia, three in Malaysia and one in the Philippines.



Graph 3 - Number of incidents involving tug boats and barges (2009-2013)

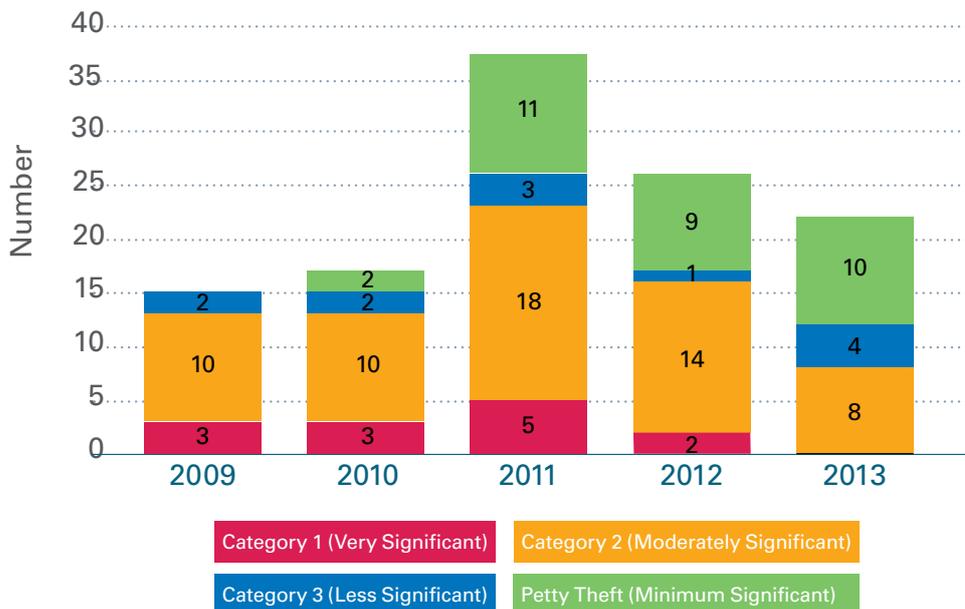


Chart 8 - Significance Level of Incidents involving Tug Boats and Barges (2009-2013)

Modus Operandi



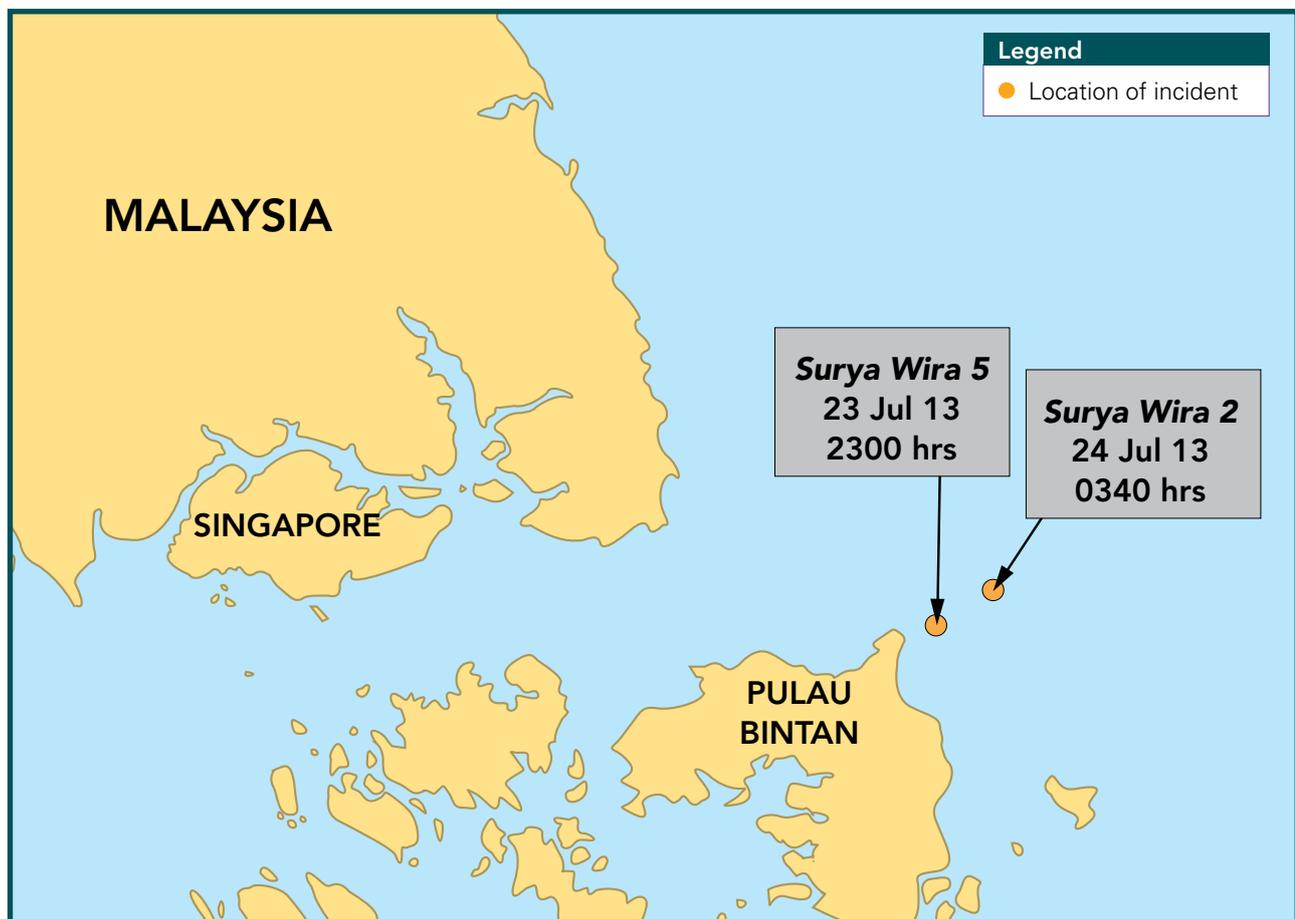
Photograph courtesy of shipping company

Majority of the incidents occurred during hours of darkness between 2000 hrs and 0400 hrs. Organised in group of 5-10, the robbers boarded the barges from speed boats and stole the cargoes onboard the barge or boarded the tug boat to rob the crew's cash and personal belongings. Of the 22 incidents, two incidents reported that the robbers were armed with guns and knives. One of which involved the robbers siphoned fuel oil to another boat, and six incidents involved robberies onboard barges.

In the incident involving tug boat *PU 2417* (top) on 9 Jun 13, six robbers armed with revolvers and machetes boarded the tug boat from a white speed boat. They forced the crew to pump fuel oil from the tug boat to an unknown fishing boat. Before leaving the tug boat, they tied up the crew, took their personal belongings and ship stores.

Incidents involving same group of robbers

The same group of robbers was suspected to be involved in two incidents involving tug boats, *Surya Wira 2* and *Surya Wira 5* which occurred on consecutive days in the same vicinity with similar modus operandi carried out by the robbers. At or about 2300 hrs on 23 Jul 13, seven robbers armed with knives boarded *Surya Wira 5* from a speed boat east of Pulau Bintan, Indonesia while the vessel was enroute to Jambi, Indonesia. The robbers took the crew's personal belongings and cash, and fled in a speed boat. On the next day at or about 0340 hrs in the same vicinity, seven robbers armed with knives boarded *Surya Wira 2* from a speed boat east of Pulau Bintan, Indonesia while the vessel was enroute to Kantang, Thailand. The robbers took the crew's personal belongings, and fled in the speed boat. See map on locations of the two incidents.



Map 9 - Incidents Involved *Surya Wira 5* and *Surya Wira 2*

Robberies onboard barges are getting more frequent as robbers took advantage of unmanned barges loaded with cargoes and moving at very slow speed as in the case involving *Kim Hock Tug 2*.

Incident onboard tug boat *Kim Hock Tug 2* on 6 Nov 13

Name: <i>Kim Hock Tug 2</i>	Type of Ship: Tug Boat	Flag: Singapore	IMO No.: 9210763	GT: 152
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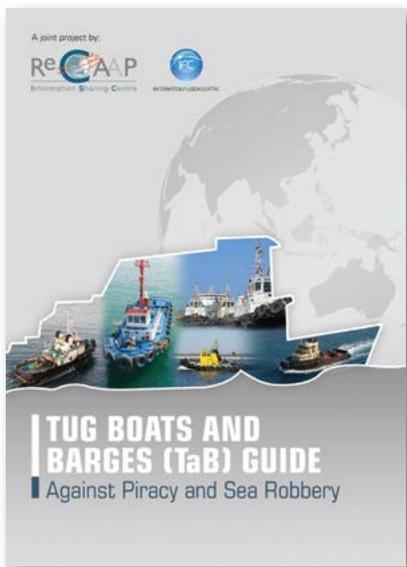
Loading of scrap metal onto barge and tug boat (Photographs courtesy of shipping company)

On 6 Nov 13 at or about 1245 hrs (local time), *Kim Hock Tug 2* towing barge, *LKH 3883* was underway at approximately 1.6 nm northwest of Horsburgh Lighthouse when some small boats, each with about two to three men onboard approached the barge at various intervals.

The men transferred the scrap metal from the barge onto the boats which moved off before another boat came alongside to collect the scrap metal. A total of 16 small boats were filled with scrap metal and at or about 1300 hrs (local time), upon seeing a patrol vessel from the Republic of Singapore Navy (RSN), the robbers left the barges.



Robbers unloading scrap metal from barge (Photograph courtesy of shipping company)



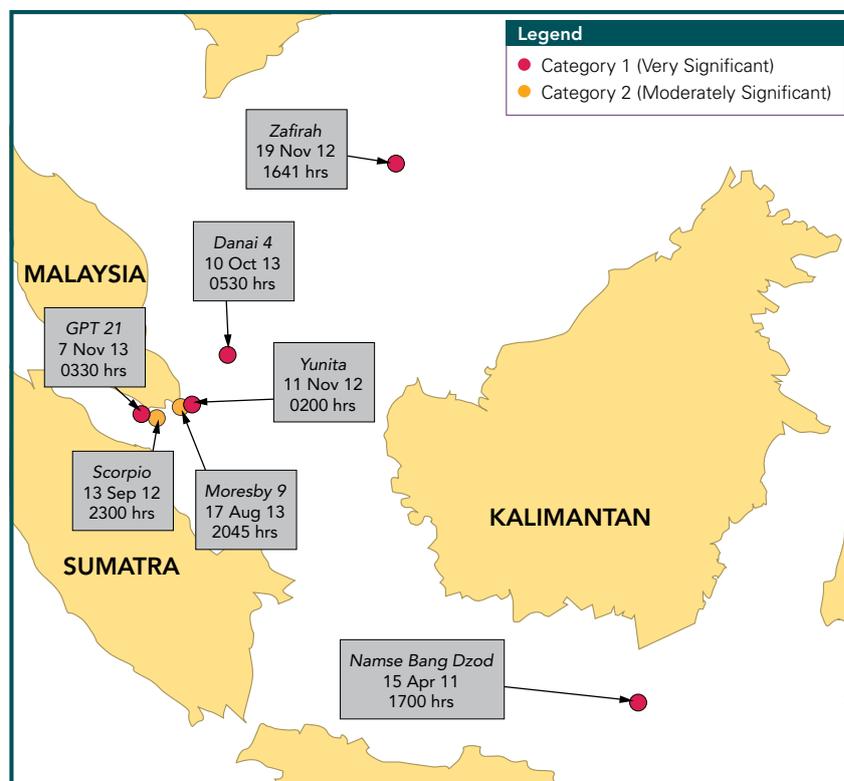
Recommendations

While the number of incidents involving tug boats and barges has decreased in 2013, there is no room for complacency. The ReCAAP ISC strongly urges owners and masters of tug boat and barges to:

- exercise extra vigilance during hours of darkness
- maintain communication with authorities at all times
- inform ships in the vicinity as well as activating ship siren, using portable VHF sets and loud hailer to draw attention of ships/boats
- refer to the guidelines highlighted in the Tug Boats and Barges (TaB) Guide

ILLEGAL SIPHONING OF MARINE GAS OIL (MGO)/CRUDE OIL

Incidents involving illegal siphoning of MGO and crude oil were first reported to the ReCAAP ISC in 2011. The incident in 2011, a Category 1 incident involved *Namse Bang Dzod* occurred on 15 Apr 11. The number of incidents increased to three in 2012 and another three in 2013. Incidents of such nature had been rather severe in nature. Of the seven incidents reported during 2011-2013, five were Category 1 incidents and two were Category 2 incidents. Refer to map below on location of the seven incidents.



Map 10 - Incidents Involving Illegal Siphoning of Marine Gas Oil/Crude Oil (2011-2013)

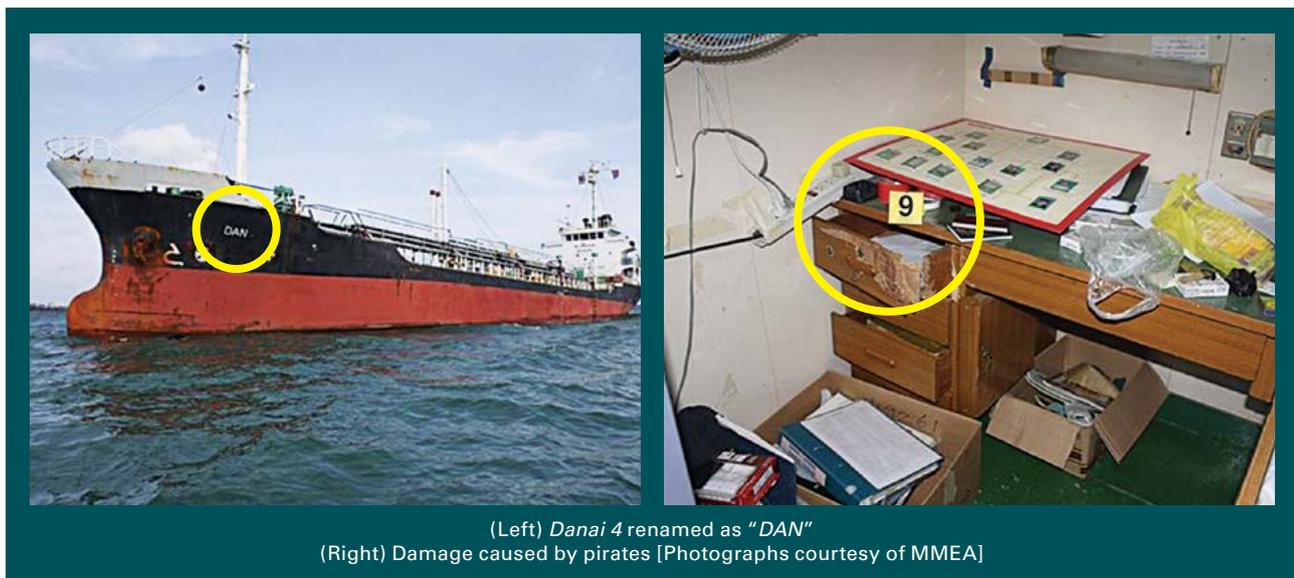
Modus Operandi

In the incidents involving *Danai 4* and *GPT 21*, the modus operandi was rather similar. The robbers came in a group of more than 5, armed with knives and also pistol (in one of the incidents). After assuming control of the tanker, they assembled the crew in the mess room/cabin and brought the ship to a pre-decided position to meet up with some ships to siphon off the MGO/crude oil. They sought assistance from the crew whenever required in navigating the ship as well as operating the pumps etc. In all the incidents, the robbers also stole the crew's personal properties and cash, and other store items before leaving the ship. In the incident involving *Danai 4*, the robbers damaged the ship's communication equipment before departing, leaving the crew with no means of communication or navigation.

Incident onboard *MT Danai 4* on 10 Oct 13

Name: <i>Danai 4</i>	Type of Ship: Product Tanker	Flag: Thailand	IMO No.: 8613530	GT: 964
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While underway at or about 0530 hrs (local time), about seven or nine pirates boarded the product tanker from a speed boat at approximately 18.72 nm southeast of Pulau Aur, Malaysia. They threatened the crew and brought them down to the mess room. The pirates tied up the crew's hands with cable ties and took over the ship. They stayed onboard the ship for five days, repainted and renamed the ship as "DAN" and off-loaded about 100,000 litres of MGO. The pirates also damaged the ship's navigation equipment before leaving.



The ReCAAP ISC encourages ship's master and crew to exercise vigilance and report all boardings to the nearest coastal state and ships in the vicinity immediately as evidenced in the case involving *Morseby 9* as described in the following page:

Incident onboard *MT Moresby 9* on 17 Aug 13

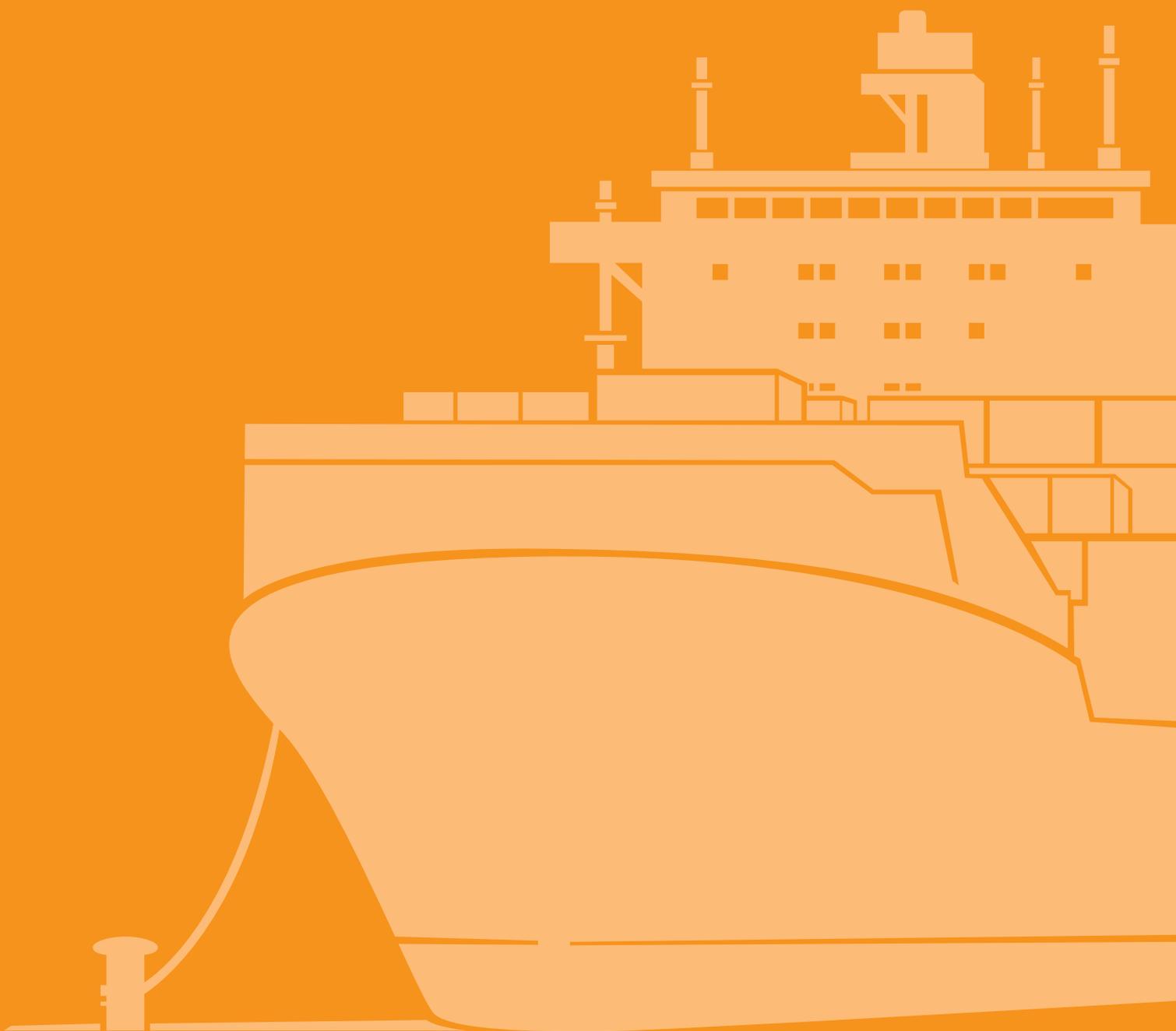
<i>Name:</i> Moresby 9	<i>Type of Ship:</i> Petroleum Product Tanker	<i>Flag:</i> Honduras	<i>IMO No.:</i> 7705740	<i>GT:</i> 1321
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On or at about 2045 hrs (local time), *Morseby 9* was anchored approximately 1.83 nm southeast of Tanjung Ramunia, Malaysia when 10 robbers armed with long knives came alongside in two speed boats. The chief officer activated the SSAS and informed an anchored vessel in the vicinity via radio. The robbers gathered the crew, including the master in the mess room and ordered the master to sail the vessel to Tompok Utara, Indonesia. After a few minutes of sailing, eight of the robbers left the tanker. The remaining two robbers ordered the master to sail to Pulau Lima, Malaysia instead. After less than seven minutes, the two robbers upon seeing a Malaysian Maritime Enforcement Agency (MMEA) patrol vessel approaching *Moresby 9*, escaped via the port side of the bridge with cash and the crew's personal belongings. The robbers also left behind their knives. The MMEA personnel boarded the vessel, ordered the crew to assemble at the bow of the ship and dropped anchor.

The initial investigation carried out by the MMEA revealed that the motive of the robbers was to hijack the tanker and transfer the fuel to other vessels at less 'monitored' locations. The timely arrival of the MMEA patrol vessel had foiled the plan of the robbers to hijack the tanker and siphon the fuel.

ReCAAP ACTIVITIES (OCTOBER TO DECEMBER 2013)

ReCAAP ISC Annual Report





135°

157°

180°

202°

225°

247°

VII PART SIX

ReCAAP ISC Focal Point Senior Officers' Meeting (FPSOM) 5/13 (12-14 Nov 13)

The ReCAAP ISC, together with the China Maritime Search and Rescue Centre (China MRCC), who is also the ReCAAP Focal Point for China, jointly organized the Focal Point Senior Officers' Meeting (FPSOM) 5/13 from 12 to 14 November 2013 in Guilin City, Guangxi Autonomous Region, China. Besides the ReCAAP Focal Points, the China Shipowners' Association and the MMEA were speakers at the meeting. Working along the theme, *Enhancing Information Management*, the meeting reiterated the commitments of the ReCAAP Focal Points on their roles and responsibilities; and shared experiences among the ReCAAP Focal Points and the ReCAAP ISC on information management.



Participants of the FPSOM



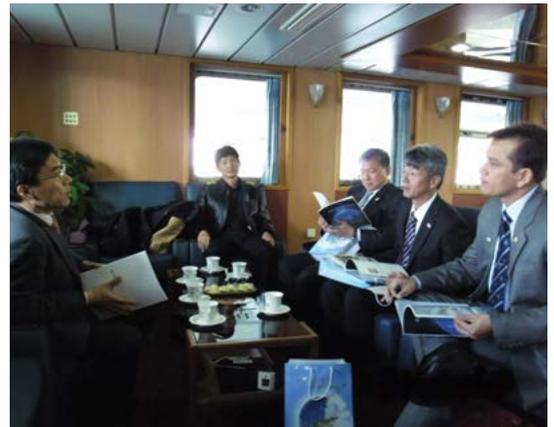
Break-out discussion among ReCAAP Focal Points

The presentations were followed by the ReCAAP Focal Points gathered in smaller groups for more focused and interactive discussion on pertinent issues faced by the ReCAAP Focal Points. The meeting was a success with frank views exchanged among the participants, which allowed the ReCAAP ISC to better understand the functions and challenges faced by the various ReCAAP Focal Points.

Presentation at Hanjin Shipping and Lecture at Korea Maritime and Ocean University (KMOU) in Busan, Republic of Korea (18-19 Dec 13)

The Ministry of Oceans and Fisheries, Republic of Korea extended an invitation to the ReCAAP ISC to attend the seminar on "Preventing Maritime Terrorism & Piracy and Security Training" held on 18 Dec 13 in Busan, Republic of Korea. The event was organised by the ministry and co-sponsored by M/s Hanjin Shipping.

On the next day, the ReCAAP ISC team visited Korea Maritime and Ocean University and delivered lectures on the 'Role of ReCAAP' in combating piracy and armed robbery against ships and updated the situation of piracy and armed robbery against ships in Asia. It was a good opportunity to profile ReCAAP and also to instill in the young cadets the work of the ReCAAP ISC and its efforts in reaching out to the shipping industry. The delegation also paid courtesy visit to the Korea Maritime Officers' Union and was able to refresh ties and establish network with the maritime stakeholders in Korea.



(Left) Addressing students of KMOU onboard training ship *Hanbada*

(Right) Interaction with the Dean from KMOU and Captain of TS *Hanbada*

Lecture at Japan Coast Guard Academy (10 Oct 13)

The ReCAAP ISC was invited to deliver lectures on the background of ReCAAP and situation of piracy and armed robbery against ships in Asia to the 3rd Asian Coast Guard Junior Officers Course of Japan at Japan Coast Guard Academy in Kure, Japan, on 10 Oct 13. It is a one-year course attended by junior officers from Japan, Indonesia, Malaysia, Vietnam and the Philippines. The ReCAAP ISC aimed to establish linkages with the maritime stakeholders and enforcement agencies in the region and to profile the activities of ReCAAP.



ReCAAP delegates with officers undergoing 3rd Asia Coast Guard junior officers' course

Lecture at Singapore Maritime Academy/Singapore Polytechnic (SMA/SP) (14 Nov 13)

The Singapore Maritime Officers' Union (SMOU) organised a 'Piracy Tea Seminar' at Singapore Maritime Academy/Singapore Polytechnic on 14 Nov 13 for students and faculty staff. An invitation was extended to ReCAAP ISC to provide presentations on activities conducted by ReCAAP and the situation update on piracy and armed robbery against ships in Asia. The event provided a platform for the ReCAAP ISC to connect with the future maritime stakeholders' community.

Participants at the lecture comprised more than 200 students including almost 100 who just returned from sea after completing their sea training as part of the overall curriculum.



Presenting situation update in Asia to students and faculty staff of Singapore Maritime Academy/Singapore Polytechnic

ReCAAP ISC Co-organised the “Counter-Piracy and Information Sharing Meeting” with the International Institute for Strategic Studies (IISS) in London (2 Dec 13)

For the first time, the ReCAAP ISC co-organised a meeting with the IISS to share the ReCAAP model with members of IISS and representatives from local embassies in London. The ReCAAP ISC team presented the background of the ReCAAP, the ReCAAP mechanism, its contributions towards the Djibouti Code of Conduct (DCoC); and the situation of piracy and armed robbery against ships in Asia with case studies to elaborate on the ReCAAP mechanism and its information sharing network with Focal Points, regional authorities and the shipping industry.



Meeting chaired by Mr Christian Le Miere

About 30 representatives from the Ministry of Defence, UK, the Royal Navy, local embassies in UK, think tanks and researchers attended the meeting. The collaboration with the IISS, one of the most globally reputable research institutes in the centre of the global maritime community will certainly contribute towards the profiling of the achievements made by the ReCAAP, promoting its brand name and expanding its information sharing network.



Lunch meeting with a separate group of participants

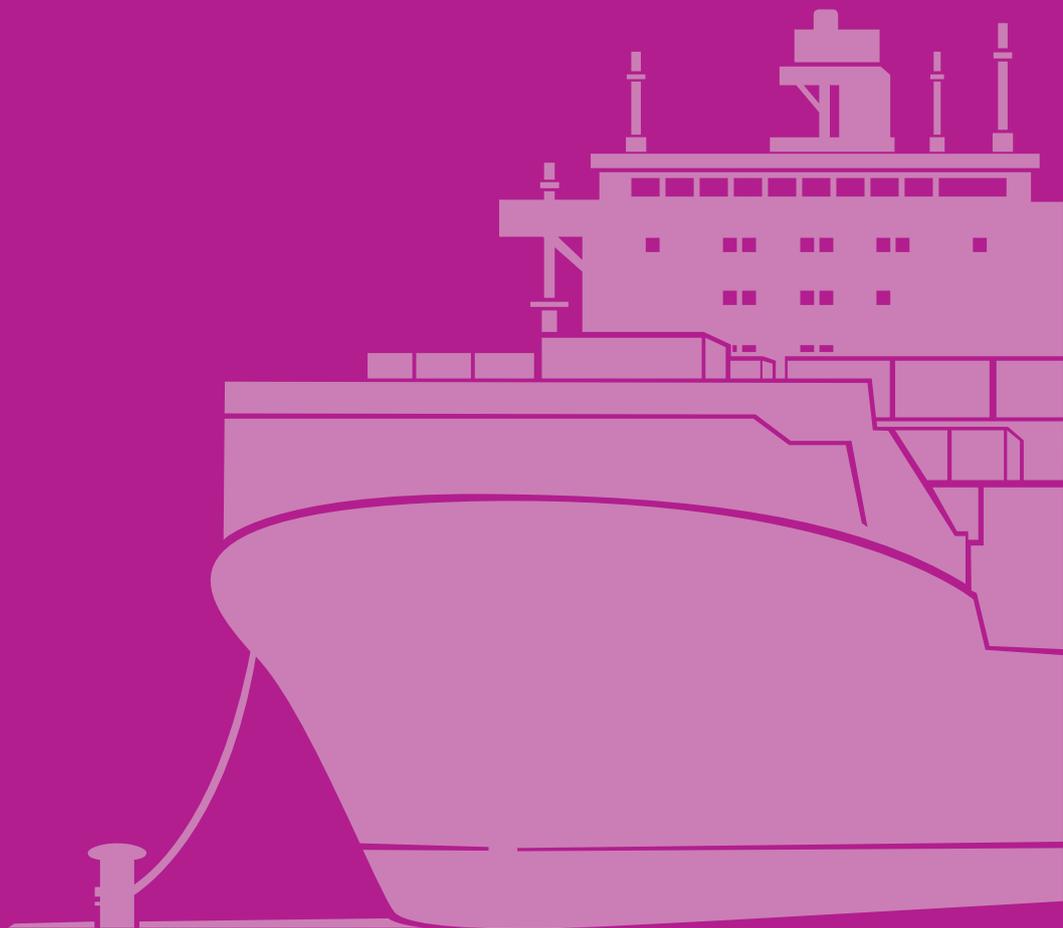
CONCLUSION

ReCAAP ISC Annual Report

Although the overall improvement of the situation of piracy and armed robbery against ships in Asia has continued in 2013 yet, there is no room for complacency. With the increase in the number of incidents reported in 2013, of which mostly were petty theft, the number of successful incidents of piracy and armed robberies against ships has, in fact increased in 2013.

Through sharing of the modus operandi of the three typical incidents reported in 2013 (i.e. incidents onboard ships while conducting STS operations, incidents onboard tug boats and barges; and incidents involving hijacking of tankers for illegal siphoning of MGO and crude oil); the ReCAAP ISC hopes to instill situation awareness among ship owners, operators, masters and crew so that appropriate anti-piracy measures can be adopted. Selected case studies demonstrating best practices and lessons learned were also incorporated in this report to reinforce the need for timely reporting, enhanced vigilance, contingency planning, and close communications. Timely reporting would warn other seafarers to be more vigilant, and enable the authorities to focus on the deployment of limited resources and orchestrate responses.

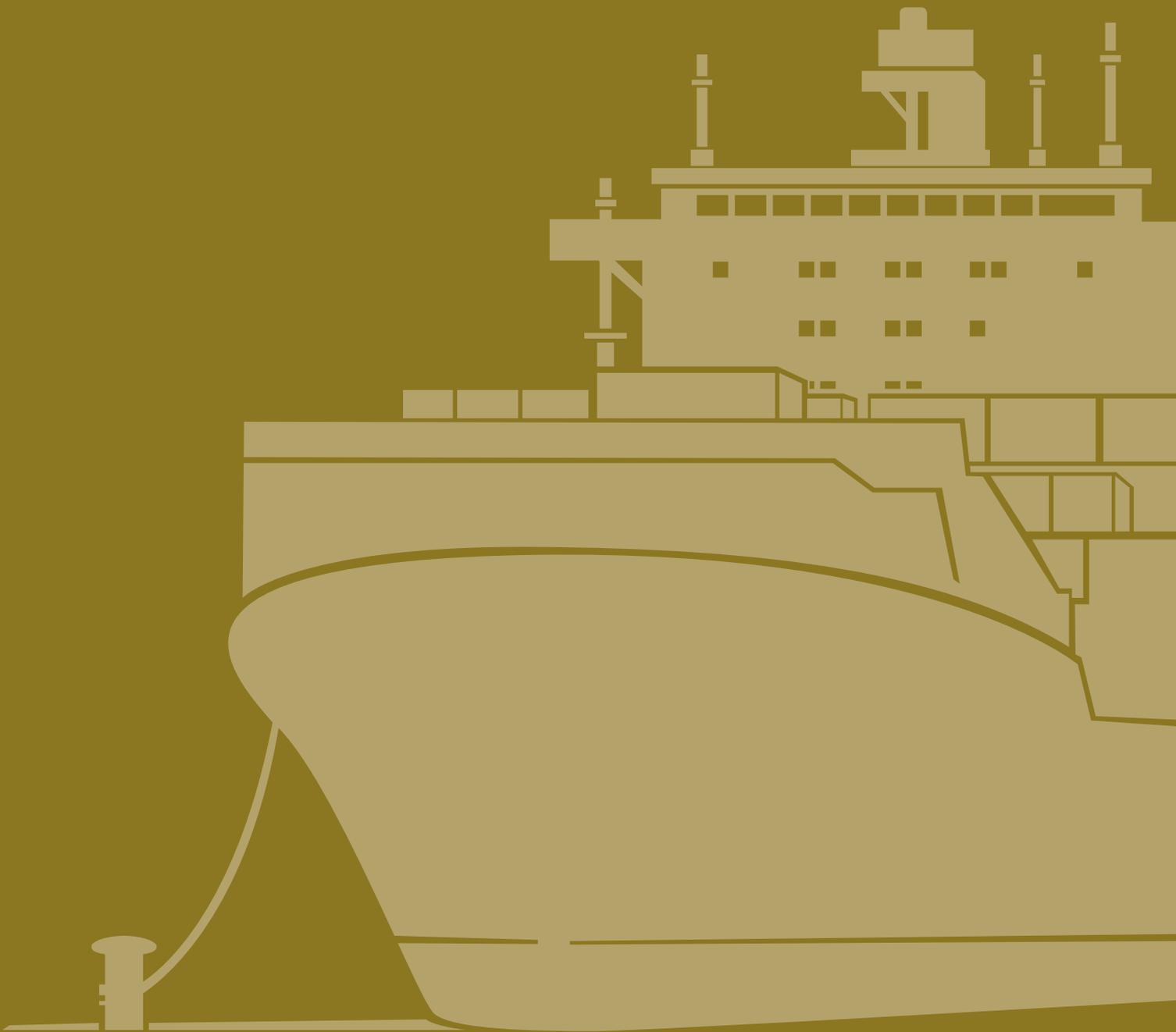
Without emphasizing further, more need to be done at certain ports and anchorages and precautionary measures are to be taken for certain type of vessels which are more vulnerable to attacks, such as tug boats, barges and tankers carrying MGO and crude oil.



APPENDICES

ReCAAP ISC Annual Report

- Definitions & Methodology in Classifying Incidents
- Description of Incidents in 2013
- Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia
- Contact Details of ReCAAP Focal Points / Contact Point
- Acknowledgements



Definitions & Methodology in Classifying Incidents

Definitions

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

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

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

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

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

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

Methodology in classifying incidents

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

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

Appendices

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

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

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

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

Description of Incidents

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1 ■	<i>Histria Prince</i> Chemical tanker Marshall Islands 9436666 25864	04/01/13 2215 hrs	01° 16' S, 116° 49' E Jetty No. 5C, Balikpapan port, East Kalimantan Indonesia	Four robbers approached the chemical tanker while engaged in loading operations. One of the robbers boarded the vessel, stole the ship's property and escaped. The incident was reported to the local agent and port authorities. [IMO]
2 ■	<i>De Hui</i> Tug boat China 9609328 4024	08/01/13 1710 hrs	01° 11.50' N, 103° 37.80' E Approximately 3.4 nm northwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	While underway, five robbers in camouflage uniforms in a speed boat approached the tug boat. Two of the robbers boarded the tug boat, took the duty Bosun hostage and held him face down at knife point. The master raised the alarm and the crew was mustered. Realising the crew had been alerted; the robbers escaped empty-handed. [ReCAAP Focal Point (China)]
3 ■	<i>Hua Heng 167</i> Bulk carrier China 9604603 32965	12/01/13 0105 hrs	01° 11.10' S, 116° 46.70' E Balikpapan anchorage, East Kalimantan, Indonesia	While at anchor, two robbers armed with long knives boarded the vessel through the anchor chains. The duty crew spotted the robbers, raised the alarm and rushed towards them. The robbers jumped into the sea and escaped in a speedboat. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (China)]
4 ■	<i>Torm Ohio</i> Tanker Denmark 9234678 23235	17/01/13 1345 hrs	01° 22' S, 116° 56.40' E Balikpapan outer anchorage, East Kalimantan, Indonesia	While at anchor, two robbers boarded the tanker. The duty officer on the bridge raised the alarm and sounded the ship horn upon noticing some movements at the forecastle deck. Upon hearing the alarm, the robbers jumped overboard and escaped. On investigation, it was discovered that the forward rope hatch lock was broken and ship stores were stolen. [ReCAAP Focal Point (Denmark)]
5 ■	<i>Siva Mumbai</i> Chemical tanker Hong Kong, China 9565637 19968	22/01/13 0200 hrs	01° 42.30' N, 101° 29.20' E Dumai inner anchorage, Indonesia	While at anchor, robbers boarded the vessel, stole engine spares and escaped unnoticed. The theft was discovered after the tanker departed the port and when the crew was conducting maintenance work on the generator engine. Some foot prints were discovered on the floor. [ReCAAP Focal Point (China)]

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
6 ■	<i>Champion Trust</i> Chemical tanker Norway 9080493 26218	27/01/13 0200 hrs	17° 01.50' N, 082° 24.80' E Godavari Pt., Kakinada anchorage India	While at anchor, eight robbers in two boats approached the chemical tanker. Two robbers armed with long knives boarded the vessel from the forecastle while the rest of the robbers waited in the boats. The ship's watchman noticed the robbers at the bow and informed the Officer-on-Watch (OOW). The OOW informed the master immediately and raised the alarm. The crew tried to stop the robbers from escaping but was not successful. The robbers managed to escape with a mooring line. The crew was safe and two mooring ropes from forecastle were discovered missing. <i>[ReCAAP Focal Point (India)]</i>
7 ■	<i>BWYangtze</i> Tanker Singapore 9393096 43797	29/01/13 0030 hrs	20° 56.60' N 088° 10.10' E Sagar anchorage, India	While at anchor, three armed robbers boarded the vessel. Upon discovering the robbers, the OOW informed the master, who raised the alarm and sought assistance from the Indian Coast Guard, who is also the ReCAAP Focal Point (India). The robbers escaped with three coils of mooring ropes. The crew was not injured. <i>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</i>
8 ■	<i>AAL Nanjing</i> General cargo ship Singapore 9521552 14053	31/01/13 1350 hrs	14° 33.80' N 120° 54.80' E Manila Bay, South Quarantine anchorage, Philippines	While at anchor, a crew who was securing the accommodation block noticed a robber emerging from the forecastle store. Upon realising that the crew had been alerted, the robber escaped using a rope. On investigation, it was discovered that the robber had broken the padlock of the forecastle store and escaped the ship with a breathing apparatus, two cylinders, six pieces of fog nozzles, one fire axe and two pieces of safety flashlights. <i>[ReCAAP Focal Point (Singapore)]</i>
9 ■	<i>Wehr Blankenese</i> Container ship Marshall Islands 9149902 16117	04/02/13 2015 hrs	10° 47.38' N, 106° 43.29' E Port of Ho Chi Minh, Vietnam	While at berth, a small boat was alongside on port side bow of the container ship during the evening hours. The padlock of the paint store was later found broken and 14 drums of paint were missing. <i>[ReCAAP Focal Point (Singapore)]</i>

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
10 ■	<i>Ince Inebolu</i> Bulk carrier Turkey 9254472 30011	06/02/13 0245 hrs	01° 41.80' S, 116° 38.60' E Adang Bay anchorage, East Kalimantan, Indonesia	While at anchor, three robbers armed with knives boarded the bulk carrier via the anchor chain. They attacked the duty crew on the forecastle. The duty crew managed to escape and raise the alarm. The crew was mustered and proceeded forward. Realising that the crew had been alerted, the robbers jumped overboard and escaped in their boat. On investigation, it was discovered that ship stores were stolen from the forecastle store. [IMO]
11 ■	<i>Stargate</i> Bulk carrier Liberia 9493212 17025	12/02/13 0150 hrs	01° 42.36' N, 101° 27.27' E Dumai anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the bulk carrier using a rope and a hook attached to a long pole. The duty officer noticed the robbers, raised the alarm, sounded the ship's whistle and informed the local authorities. On hearing the alarm and noting that the crew had been alerted, the robbers escaped empty-handed. [ReCAAP Focal Point (United Kingdom)]
12 ■	<i>Torm Garonne</i> Chemical tanker Denmark 9288930 23246	12/02/13 0540 hrs	01° 17' S, 116° 48' E Balikpapan inner anchorage, East Kalimantan, Indonesia	While at anchor, an unknown number of robbers boarded the chemical tanker. On sighting the robbers, the master raised the alarm and the crew mustered. The robbers escaped with one mooring line. [ReCAAP Focal Point (Denmark)]
13 ■	<i>Forward Fortune</i> Tanker Panama 9317717 59158	13/02/13 0440 hrs	01° 06.50' N, 103° 36.20' E Nipa anchorage, Indonesia	While at anchor, seven robbers boarded the tanker during ship-to-ship operation and tied the motorman in the engine room. The motorman managed to escape and inform the OOW and Second Officer, who informed the master. The master raised the alarm and upon hearing the alarm, the robbers escaped with some engine spares. [IFC, Shipping company]
14 ■	<i>Atlantic Latvia</i> Chemical tanker Liberia 9222168 23740	14/02/13 0100 hrs	09° 54' N, 076° 08' E Kochi Light, India	While at anchor, three robbers boarded the chemical tanker via the anchor chain from a wooden boat. The robbers entered the forecastle paint room. The duty crew spotted the robbers and informed the duty officer, who sounded the alarm. Upon hearing the alarm, the robbers escaped with stolen stores including 10 cans of paint and two cans of thinner. [ReCAAP Focal Point (India)]

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
15 ■	<i>Selma</i> Container ship Antigua & Barbuda 9057159 14619	14/02/13 2340 hrs	20° 37.25' N, 106° 51.82' E Haiphong anchorage, Vietnam	While at anchor, an unknown number of robbers boarded the container ship via the anchor chain after breaking the locks on the hawse-pipe cover. They broke into the forepeak store, paint store and deck store. The robbers escaped with two mooring ropes. [ReCAAP Focal Point (China)]
16 ■	<i>APL Bahrain</i> Container ship Liberia 9395927 40741	18/02/13 2310 hrs	00° 08.90' N, 106° 18.90' E Approx. 52 nm west of Pulau Penjantan, Indonesia (South China Sea)	While underway, the duty officer onboard the container ship noticed two masked pirates on the bridge wing attempting to enter the bridge. The alarm was raised and the crew mustered on bridge. Seeing that crew had been alerted, and unable to enter the locked bridge, the pirates escaped. [IMO]
17 ■	<i>Eships Prelude</i> Chemical tanker Marshall Islands 9272723 5770	20/02/13 0600 hrs	01° 23.30' S, 116° 56' E Balikpapan anchorage, East Kalimantan, Indonesia	While at anchor carrying out bunkering operation, the master observed some activity on the forecastle deck. The alarm was raised and the crew was mustered. The crew saw four robbers onboard the vessel, of whom two were armed with long swords trying to threaten the crew. The robbers eventually escaped by jumping overboard with four ropes stolen from the forecastle store. [ReCAAP Focal Point (Singapore)]
18 ■	<i>Red Rum</i> LPG tanker Singapore 9012886 42341	20/02/13 2100 hrs	05° 34' N, 104° 35' E Teluk Semangka anchorage, Indonesia	The loss of engine spares was only reported after the LPG tanker had departed Teluk Semangka, Indonesia. Throughout her stay at Teluk Semangka anchorage, the vessel kept strict anti-piracy watches with three people on deck during cargo operations. Although the entrances to the engine store were locked, it was suspected that the items were pilfered through the chain block trolley travelling opening above the gate. [ReCAAP Focal Point (Singapore)]
19 ■	<i>Stolt Rindo</i> Chemical tanker Panama 9314765 6944	27/02/13	01° 42.19' N, 101° 29.11' E Dumai Quarantine anchorage, Indonesia	While at anchor, the chemical tanker was boarded by an unknown number of robbers, who stole engine spares and escaped unnoticed. The incident was discovered by a crew who noticed the broken lock and missing engine spares. [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
20 ■	<i>Kilian S</i> Bulk carrier Antigua & Barbuda 9456173 32987	14/03/13 0402 hrs	01° 40.20' S, 116° 39.10' E Adang Bay anchorage, East Kalimantan, Indonesia	While at anchor, three robbers armed with long knives boarded the bulk carrier. The duty seaman spotted the robbers attempting to enter the forecandle store and informed the duty officer, who raised the alarm and sounded the forward fog horn. The crew was mustered and proceeded towards the forecandle. Upon seeing the crew, the robbers jumped overboard and escaped. Nothing was stolen and no injuries to crew were reported. <i>[IMO]</i>
21 ■	<i>Global Andes</i> Bulk carrier Panama 9633032 30660	21/03/13 0240 hrs	07° 05.30' S, 112° 39.40' E Surabaya anchorage, Indonesia	While at anchor, four robbers armed with long swords boarded the bulk carrier. They broke into the forward store and stole mooring ropes, immersion suits and hoses. The crew noticed the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped. <i>[ReCAAP Focal Point (Japan)]</i>
22 ■	<i>Cape Norviaga</i> Container ship Singapore 9182021 17609	24/03/13 0200 hrs	05° 59.36' S, 106° 54.76' E Tanjung Priok anchorage, Indonesia	While at anchor, the crew was conducting security rounds on deck and discovered that the steering gear room was opened. It was suspected that the robbers stole items near the entrance of the steering gear room. The stolen items include six fire hose nozzle, six spanner keys for fire hose nozzle, 10 hydrant cups, one set of oxy and acetylene regulator plus flashback arrestor and one set of welding rod holder. <i>[ReCAAP Focal Point (Singapore)]</i>
23 ■	<i>Pandurata</i> General cargo ship Panama 9162318 6448	25/03/13 0130 hrs	01° 42' N, 101° 27' E Dumai inner anchorage, Indonesia	While at anchor, five robbers armed with knives and guns boarded the general cargo ship. The robbers held two crew hostage and tied their hands with rope. The two crew were ordered to lead the robbers to the engine room store where they stole some items. <i>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</i>
24 ■	<i>Mosor</i> Bulk carrier Croatia 9191527 24533	26/03/13 0405 hrs	03° 40' S, 114° 26' E Taboneo anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier. The duty crew noticed the robbers and informed the duty officer, who raised the alarm. Realising the crew had been alerted, the robbers jumped overboard and escaped empty-handed. <i>[IMO]</i>

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
25 ■	<i>Siberian Express</i> Bulk carrier Gibraltar (UK) 9498717 51209	27/03/13 1530 hrs	03° 56' N, 098° 47' E Belawan anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier, stole ship stores from bosun store at forecastle and escaped. The theft was only discovered after the robbers had escaped. The stolen items include fire nozzles, fire coupling, fire hydrant cover and fire hoses. [ReCAAP Focal Point (Netherlands)]
26 ■	<i>Theometer</i> Bulk carrier St Vincent & The Grenadines 9595759 32543	28/03/13 0900 hrs	01° 08' S, 117° 15' E Muara Jawa anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty AB noticed an unknown number of robbers near the bosun store trying to remove mooring ropes. The robbers pointed a gun at the AB, who took cover and informed the duty officer. The robbers managed to lower the rope into a waiting boat and escaped. The port control and coast guard were informed. [IMO]
27 ■	<i>Dietrich Oldendorff</i> Bulk carrier Luxembourg 9665542 35812	29/03/13 0210 hrs	01° 11' S, 117° 16' E Samarinda anchorage, East Kalimantan, Indonesia	While at anchor, two robbers armed with long knives boarded the bulk carrier and stole ship stores from the forecastle store. They were spotted by the crew and the alarm was raised. The robbers escaped with stolen stores. [IMO]
28 ■	<i>Bourbon Liberty 308</i> Supply vessel Luxembourg 9619086 2245	30/03/13 2030 hrs	02° 07' N, 104° 51' E Approximately 26.42 nm southeast of Pulau Aur, Malaysia (South China Sea)	While underway, the crew discovered seven masked pirates on the deck. The alarm was raised and an announcement was made via the PA system. The pirates were observed to be armed with big knives, rods and possibly a gun. The crew activated the SSAS and informed the ship agent and CSO. At or about 2155hrs (local time), the pirates escaped in a high speed wooden boat with laptop, mobile phones, cash and clothes. [ReCAAP Focal Point (Singapore)]
29 ■	<i>Crane</i> Bulk carrier Marshall Islands 9441283 33045	01/04/13	Chittagong 'A' anchorage, Bangladesh	During a routine patrol, six robbers armed with long knives were found on the forecastle. The robbers escaped when the crew was mustered. The ReCAAP Focal Point (Bangladesh) reported that the Bangladesh Coast Guard patrol vessels were patrolling in the vicinity but did not receive any report from the master or crew of <i>Crane</i> . [IMO]

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
30 ■	<i>Sher E Punjab</i> Bulk carrier Liberia 9523495 43753	03/04/13 0330 hrs	01° 43.40' S, 116° 39.10' E Adang Bay anchorage, East Kalimantan, Indonesia	While at anchor, six robbers armed with a gun and knives boarded the bulk carrier. The robbers held the duty crew hostage at knife-point and broke the lock of the ship's store. The robbers stole mooring ropes and walkie-talkie before they escaped. [ReCAAP Focal Point (Japan)]
31 ■	<i>Garden City River</i> Oil tanker Singapore 9302970 56146	04/04/13 2200 hrs	01° 42.10' N, 101° 29.40' E Dumai inner anchorage, Indonesia	On 5 Apr 13, the crew noticed bare footprints leading to the store and found the lock of the engine room store broken. The CSO reported that the robbers could have boarded the vessel when she was anchored at Dumai inner anchorage on 4 Apr 13, and escaped unnoticed with the ship's engine spares. [ReCAAP Focal Point (Singapore)]
32 ■	<i>Maersk Bering</i> Chemical tanker Singapore 9299422 19758	06/04/13 1200 hrs	03° 56.90' N, 098° 44.10' E Belawan anchorage, Indonesia	While at anchor, some items were reported to be missing from the ship's store. The master assessed that robbers had boarded the chemical tanker between 1200-1300 hrs (local time) on 6 Apr 13 as there was no anti-piracy watch then. The theft was discovered the following day when the crew realised two sets of cargo samplers, two chemical ullage temperature interface, four machine couplings, a fog bell and three tank cleaning lines were missing. [ReCAAP Focal Point (Singapore)]
33 ■	<i>Densa Jaguar</i> Bulk carrier Malta 9586837 33331	13/04/13 0230 hrs	07° 05.60' S, 112° 39.50' E Surabaya port, Indonesia	While at berth, three robbers armed with long knives approached the bulk carrier in a small boat. The duty AB noticed the robbers, informed the duty officer and retreated into the accommodation. The alarm was raised and the crew mustered. Realising the crew had been alerted, the robbers escaped empty-handed. [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
34 ■	<i>IVS Magpie</i> Bulk carrier Singapore 9604732 17019	17/04/13 0210 hrs	Cam Pha outer anchorage, Vietnam	<p>While at anchor, three robbers boarded the bulk carrier undetected. One of the robbers had entered on port side while the other robbers entered via the hawse pipe. The duty AB discovered the robbers when they were in the process of lowering the stolen mooring rope into a waiting boat. The duty AB informed the master who raised the alarm and alerted the crew. The crew tried to recover the rope but the robbers cut the rope and escaped with about 150m of the mooring rope.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
35 ■	<i>Singapore River</i> Crude oil tanker Singapore 9402263 59258	19/04/13 0250 hrs	01° 41.45' N, 101° 30.74' E Dumai inner anchorage Indonesia	<p>While at anchor, four robbers armed with knives boarded from the poop deck, held the duty AB at knife-point and tied him at the aft of the vessel. The robbers tried to enter the engine room but were unable to do so as the doors were shut from inside. They also failed to open the hatch on the poop deck as it was secured with a wire from the inside. The robbers eventually left after untying the duty AB but took his silver chain with pendant, a torch light and a messenger line kept on the poop deck.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
36 ■	<i>Eng Tou 266</i> Flat top deck cargo barge Singapore 624	22/04/13 2250 hrs	01° 19.42' N 104° 10.10' E Off Tanjung Ayam, Malaysia	<p>While at anchor, the crew from a neighbouring barge noticed an unknown tug boat pulling the flat top deck cargo barge away. He took a speedboat to the location of the barge to check, and when it was verified that the barge was missing, the incident was reported to the barge master and the charterer, as well as the Malaysian Marine Police. The charterer also lodged a police report on the theft of the barge.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
37 ■	<i>AD Phoenix</i> Tanker Singapore 9276298 1523	23/04/13 0407 hrs	01° 19' N 104° 47' E Approximately 13 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While underway, a security watch officer noticed a wooden craft approaching the tanker. The general alarm was raised subsequently. The crew used fire hoses to deter the pirates from boarding but gave up when the pirates pointed their guns at them. Five pirates armed with guns and long knives boarded the vessel, searched the engine room and crew's cabin. The pirates escaped with a laptop, speaker and cash at or about 0445 hrs (local time).</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
38 ■	<i>Hub 21</i> Tug boat Malaysia 9616333 296	24/04/13 0330 hrs	01° 36' N 105° 23' E Approximately 53 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While underway, 15 pirates armed with guns and long knives boarded the tug boat from three high speedboats. The pirates took nine crew hostage, assaulted some of the crew and tied them. The pirates ransacked all cabins, stole ship property, cash and personal belongings before they escaped. [IMO]
39 ■	<i>Nadiya Melisende</i> Product tanker Kiribati 9118745 1584	25/04/13 0400 hrs	01° 17' N, 104° 50' E Approximately 16 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While underway, an unknown number of pirates boarded the product tanker and robbed the crew of their personal belongings and cash before they escaped. [ReCAAP Focal Point (Singapore)]
40 ■	<i>Fairchem Maverick</i> Chemical tanker Panama 9558402 12042	27/04/13 1550 hrs	Berth Ocean Quay 106, Belawan Port, Indonesia	While at berth, two robbers boarded the chemical tanker from a small speed boat using ropes and bamboo sticks. The robbers entered the tank cleaning store and stole a sounding cap and 12 pieces of cargo diffusers. The crew spotted the robbers, raised the alarm and ran towards the tank cleaning store. Realising the crew had been alerted, the robbers escaped. The robbers appeared to be moderately aggressive. [ReCAAP Focal Point (Singapore)]
41 ■	<i>Crest 2821</i> Flat top deck cargo barge Singapore 3347	29/04/13 0200 hrs	01° 13.46' N, 103° 58.17' E Approximately 3.2 nm northwest of Pulau Batam, Indonesia (Straits of Malacca & Singapore)	While the tug boat, <i>Crest Gold 1</i> towing barge, <i>Crest 2821</i> was underway from Port Klang to Bintulu, Sarawak, Malaysia, some property onboard the barge were reported missing. The missing items included offshore installation parts, spare towing wire bridles, towing shackles and delta plate. The theft was only discovered on 29 Apr 13 at or about 1600 hours (local time) when the tug boat master carried out checks on the barge. [ReCAAP Focal Point (Singapore)]

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
42 ■	<i>Kohinoor</i> General cargo ship Panama 9400954 20236	30/04/13 2000 hrs	03° 47' N, 098° 42' E Belawan port, Indonesia	While at berth, an unknown number of robbers armed with knives boarded the general cargo ship. The duty crew noticed the robbers at the poop deck store and the alarm was raised immediately. Realising that the crew had been alerted, the robbers escaped with a pump, three scupper plugs and four empty cans. [ReCAAP Focal Point (Japan)]
43 ■	<i>Sam Hawk</i> General cargo ship Hong Kong, China 9637416 31760	12/05/13 0415 hrs	03° 42' S, 114° 28' E Taboneo anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the ship via the anchor cable from a boat. The robbers broke into the stores and stole three mooring ropes. The robbers were reported to be wearing spiked shoes and belt over the waist. [ReCAAP Contact Point (Hong Kong)]
44 ■	<i>Crest 2825</i> Barge Singapore 3344	12/05/13 2100 hrs	01° 15.30' N, 104° 07.60' E North of Tanjung Babi, Pulau Batam, Indonesia (Straits of Malacca & Singapore)	The barge towed by Singapore-registered tug boat, <i>Crest Jade 1</i> , was underway when four men armed with knives and parangs boarded the barge. The master activated the alarm immediately. Upon hearing the alarm, the robbers fled in a small boat. The crew conducted an inventory check and found the following ship stores missing: one towing rope, one towing gear, seven shackles, two chapping chain, two pennant wires, two wire bridle. [ReCAAP Focal Point (Singapore)]
45 ■	<i>Crest 289</i> Barge Singapore 2620	15/05/13 0000- 0400 hrs	03° 17.11' N, 103° 48.83' E Approximately 9.8 nm west- southwest of Pulau Berhala, Malaysia	Upon arrival at the Kuantan port, the master discovered 12 pieces of manhole cover and sternlight solar cell were missing from the barge. It was assessed that the theft occurred when the barge towed by Singapore-registered tug boat, <i>TCL4401</i> , was enroute to Kuantan Port from Singapore. [ReCAAP Focal Point (Singapore)]
46 ■	<i>Anna-Barbara</i> Bulk carrier Liberia 9407500 30811	25/05/13 0350 hrs	05° 59' S, 105° 57' E Cigading anchorage, Indonesia	While at anchor, three robbers armed with machetes in a speed boat boarded the bulk carrier. The duty crew noticed the robbers and raised the alarm, which resulted in the robbers escaping. On investigation, it was found that engine spares were stolen. The port control was informed. [IMO]

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
47 ■	<i>Spar Libra</i> Bulk carrier Norway 9328534 32474	03/06/13 0345 hrs	01° 10.70' S, 117° 15.90' E Muara Jawa anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty AB spotted two robbers onboard the bulk carrier, attempting to open the forecastle store. The duty AB shouted at the robbers and informed the duty officer via walkie talkie. The alarm was raised and the crew was mustered. Upon realising the crew had been alerted, the robbers escaped empty-handed in an unlit speed boat, where another two robbers were waiting. The robbers wore T-shirt and shorts. [ReCAAP Focal Point (Norway)]
48 ■	<i>Bandai V</i> Chemical tanker Panama 9540170 2826	08/06/13 1150 hrs	03° 54.70' N, 098° 46.60' E Belawan anchorage, Indonesia	While at anchor, two robbers armed with knives boarded the chemical tanker. The duty crew raised the alarm when they spotted the robbers attempting to enter the paint store. Realising that the crew had been alerted, the robbers aborted their attempt and escaped in a boat. [ReCAAP Focal Point (Japan)]
49 ■	<i>PU 2417</i> Tug boat Singapore 9570527 288 <i>PU 3316</i> Barge Singapore	09/06/13 2015 hrs	04° 18' N, 103° 36' E Approximately 6 nm off Trengganu, Malaysia	While the tug boat towing barge was underway from Thailand to Indonesia, six robbers armed with guns and choppers boarded the tug boat from a white speedboat. The robbers forced the crew to pump fuel oil from the tug boat to an unknown fishing boat. The robbers then tied the crew, took their personal belongings and ship stores before they left the tug boat at about 2340 hours (local time). All crew onboard the tug boat was reported to be safe. [ReCAAP Focal Point (Singapore), Shipping company]
50 ■	<i>Anna-Barbara</i> Bulk carrier Liberia 9407500 30811	10/06/13 0400 hrs	03° 42.30' S, 114° 28.50' E Taboneo anchorage, East Kalimantan, Indonesia	While at anchor, robbers boarded the bulk carrier which was waiting for loading operations. The robbers broke into the forecastle store, stole ship stores and escaped unnoticed. [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
51 ■	<i>Sentosa River</i> Oil tanker Singapore 9392822 59258	12/06/13 2345 hrs	01° 05' S, 117° 14' E Senipah anchorage, East Kalimantan, Indonesia	While at anchor, robbers boarded the oil tanker. The robbers attempted to break open the forepeak store hatch but were unsuccessful as it was secured from inside. They attempted to break open the lock and additional lashing of forepeak store door, which resulted in the activation of the alarm on the wheelhouse. One robber was sighted to have escaped upon hearing the alarm. There were no reports of missing items and no injury was sustained by the crew. [ReCAAP Focal Point (Singapore)]
52 ■	<i>Eagle San Juan</i> Oil tanker Singapore 9594846 80783	13/06/13 0324 hrs	01° 06.40' N, 103° 36.70' E Nipa anchorage, Indonesia	While the oil tanker was engaged in ship-to-ship transfer operations, four robbers boarded the vessel and stole two bearing shells. The robbers escaped when the alarm was activated. The crew was not injured. [ReCAAP Focal Point (Singapore)]
53 ■	<i>CSK Brilliance</i> Bulk carrier Hong Kong, China 9528665 94051	13/06/13 2325 hrs	01° 12' S, 117° 13' E Muara Jawa anchorage, Samarinda, East Kalimantan, Indonesia	While the bulk carrier was loading coal cargo from barges, six robbers armed with long knives boarded the vessel from a boat via the forecastle through the port side anchor chain. The robbers assaulted and tied two duty crew, and stole their personal belongings (gold necklace and mobile phone). The robbers also broke the locks of the bosun store room and stole ship stores (one walkie-talkie, one emergency torchlight and four spare mooring ropes). The duty crew managed to free himself subsequently and informed the duty officer, who sounded the alarm and made a PA announcement. The crew was mustered and the robbers escaped immediately in a boat. [ReCAAP Contact Point (Hong Kong)]
54 ■	<i>CMA CGM Kailas</i> Container ship Panama 9339545 21971	16/06/13 0333 hrs	06° 06' S, 106° 52' E Jakarta Cargo anchorage, Indonesia	While at anchor, four robbers armed with long knives boarded the container ship. They attempted to force their way into the engine room by breaking the padlock. When the duty watchman spotted the robbers, he was threatened and chased by the robbers. The duty watchman was able to enter the accommodation and alert the bridge officer who raised the alarm. A thorough search was conducted by the crew and nothing was missing from the vessel. [IMO]

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>King River</i> Product tanker Malaysia 8660167 378	17/06/13 1930 hrs	04° 31' N, 113° 52' E Approximately 8 nm off Lutong, Sarawak, Malaysia	While underway, 10 robbers armed with long knives in a speed boat approached and boarded the product tanker. The robbers assaulted the crew and tied their hands. The master's left palm was severely cut, while the Chief Officer and Chief Engineer also suffered minor cuts. The robbers cut the communication cables and ransacked the bridge and accommodation. The robbers stole ship properties, crew's personal belongings and cash before they escaped. The incident lasted for about an hour. The vessel was diverted to Miri port to provide medical assistance to the injured crew. [IMO, SSSA]
56 ■	<i>Ocean Garnet</i> Bulk carrier Hong Kong, China 9477244 51209	19/06/13 0255 hrs	01° 12' S, 117° 11' E Muara Jawa anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, five robbers armed with long knives boarded the bulk carrier from an unlit wooden boat. The duty crew spotted the robbers and reported to the duty officer, who raised the alarm and sounded the whistle. The robbers broke the lock of the forward store and stole a mooring rope before they escaped. The robbers were reported to be wearing t-shirts and shorts. [ReCAAP Contact Point (Hong Kong)]
57 ■	<i>Senna Jumbo</i> LPG tanker Thailand 9006679 42286	20/06/13 0530 hrs	01° 09.30' N, 103° 38.40' E Nipa Transit anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the LPG tanker. Two of them entered the engine room while the other three tried to break into the provision stores. When a crew approached the provision store area, a robber caught him and threatened him with a knife while the other robbers escaped. The alarm was subsequently raised and on investigation, it was found that engine spares were stolen. [ReCAAP Focal Point (Thailand)]
58 ■	<i>Sanko Mercury</i> Bulk carrier Liberia 9401934 30488	04/07/13 1945 hrs	03° 40.80' S, 114° 25.30' E Taboneo anchorage, East Kalimantan, Indonesia	While at anchor, three robbers boarded the bulk carrier at the forecastle from a boat. The duty crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. [ReCAAP Focal Point (Japan)]

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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
59 ■	<i>Aframax Rio</i> Oil tanker Panama 9273844 57948	06/07/13 0455 hrs	01° 07.63' N, 103° 37.43' E Nipa Transit anchorage, Indonesia	While the oil tanker was anchored and carrying out ship-to-ship operations, four robbers boarded the vessel. The deck watch spotted the robbers on the poop deck of the starboard side. One of the robbers was armed with a long knife. The deck watch shouted at the robbers and alerted the cargo control room via his walkie-talkie. The deck watch ran into the accommodation and locked the door. The alarm was raised and the crew was mustered. Cargo operations were halted while a search of the ship was conducted. There were no robbers onboard and no items were missing from the vessel. The robbers were dressed in t-shirts and trousers with caps. [ReCAAP Focal Point (Singapore)]
60 ■	<i>LG Asphalt 1</i> Tanker Malaysia 9540900 1642	10/07/13 0345 hrs	03° 02' N, 104° 18' E Approximately 12 nm north-northeast of Pulau Tioman, Malaysia	While underway, eight robbers armed with guns and knives boarded the tanker. They ordered the C/E to reduce speed to minimum and then mustered the crew including watch officers at the bridge and engine room in the mess room where they tied them up. The robbers then stole the crew's cash and ship properties, and left the ship an hour later. The crew regained control of the vessel and sailed to Kemaman port. The robbers wore masks, long-sleeve shirts and shorts. [IMO, MMEA]
61 ■	<i>Cape Mahon</i> Container ship Cyprus 9348857 28007	10/07/13 2330 hrs	14° 32.80' N, 120° 55.50' E Manila Bay anchorage, Philippines	While at anchor, three robbers boarded the container ship using hooks. The robbers loaded one inflatable life raft and one torchlight onto a red/maroon motorbanca and immediately fled in an unknown direction. The incident lasted about 15 to 25 min. The incident was reported to VTMS Manila, and personnel from Port State Control (PSC) Manila and Maritime Police boarded the vessel for investigation. [ReCAAP Focal Point (Philippines)]
62 ■	<i>Guanabara</i> Tanker Singapore 9384992 57462	11/07/13 0223 hrs	01° 05.60' N, 103° 38' E Nipa anchorage, Indonesia	While the tanker was engaged in ship-to-ship transfer operations, four robbers were sighted on the poop deck and one robber was climbing from a boat onto the deck. The robbers escaped when the ship's alarm was activated. Thereafter, a search was conducted and no robbers were found onboard. [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
63 ■	<i>Crest Apache</i> Supply vessel Singapore 9672973 952	12/07/13 0130 hrs	03° 07.50' N, 104° 57.20' E Approximately 34.2 nm northwest of Pulau Damar, Indonesia (South China Sea)	While underway, an unknown number of armed pirates boarded the supply vessel. They stole the crew's personal belongings. One of the crew was discovered missing after the incident. However, it was not clear if the crew went missing due to the incident or other reasons. The vessel returned to its previous position before the boarding took place to search for the missing crew. The vessel returned to Singapore on 13 Jul 13 and the crew was still missing at the time of the vessel's arrival. [ReCAAP Focal Point (Singapore)]
64 ■	<i>Jaya Mermaid 3</i> Supply vessel Singapore 9429596 1079 <i>Teras 3710</i> Barge Singapore	16/07/13 1525 hrs	13° 46.4' N, 120° 59.1' E Bauan anchorage area, Batangas City, Philippines	While at anchor, a number of men boarded the barge to do hot works (gas cutting of steel structures). When the master of <i>Jaya Mermaid 3</i> learned that the boarding was unauthorised, he reported the ongoing activities of the robbers to VTMS Batangas, who in turn, relayed the report to the Philippine Coast Guard. Subsequently, the robbers were arrested and their motorbanca and cutting equipment were confiscated. [ReCAAP Focal Point (Philippines)]
65 ■	<i>Dolfijngracht</i> General cargo ship Netherlands 9420825 13706	18/07/13	01° 14' N, 104° 45' E Approximately 6.45 nm north of Pulau Mapor, Indonesia	While underway, 10 robbers armed with guns and knives boarded the general cargo ship and entered the ship accommodation via the bridge. The robbers threatened the crew, stole cash, computers and personal belongings before they escaped. The master was slightly injured when he tried to escape. It was reported that the robbers discharged their firearms as a bullet hole was found on the vessel. No crew was injured. [ReCAAP Focal Point (Netherlands)]
66 ■	<i>Helmuth Rambow</i> Container ship Antigua and Barbuda 9306275 9957	22/07/13 0500 hrs	14° 36.03' N, 120° 52.51' E Approximately 4 nm off MICT Breakwater, North Harbour, Manila, Philippines	While at anchor, the security patrol watch noticed the broken padlocks of several rooms on their deck and saw four unidentified persons onboard the forecastle. The watch immediately informed the duty officer about the incident. They checked the radar in the bridge for monitoring but they hardly identified the small boat because of the thick water lilies surrounding their vessel. When they checked the forecastle, the robbers had already escaped via the hawse pipe. The incident was reported to VTMS Manila and PSC Manila whose personnel boarded the vessel and conducted an investigation. [ReCAAP Focal Point (Philippines)]

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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
67 ■	<i>Surya Wira 5</i> Tug boat Singapore 9282211 271	23/07/13 2300 hrs	01° 16' N, 104° 37' E East of Pulau Bintan, Indonesia	While the tug boat was enroute to Jambi, Indonesia, seven robbers armed with knives boarded the vessel from a speed boat. The robbers stole the crew's personal belongings and cash before they escaped in their speed boat. [ReCAAP Focal Point (Singapore)]
68 ■	<i>Surya Wira 2</i> Tug boat Singapore 9338462 191	24/07/13 0340 hrs	01° 18.70' N, 104° 41.50' E East of Pulau Bintan, Indonesia	While the tug boat was en route to Kantang, Thailand, seven robbers armed with knives boarded the vessel from a speed boat. The robbers stole the crew's personal belongings before they escaped. [ReCAAP Focal Point (Singapore)]
69 ■	<i>APL Los Angeles</i> Container ship Gibraltar (UK) 9345958 43071	26/07/13 0225 hrs	14° 33.80' N, 120° 55.60' E Outside breakwater of South Harbour, Manila, Philippines	While at anchor, the deck watchman reported to the duty officer that some footprints were observed on the vessel's forecastle. The general alarm was activated, vessel's security measures raised and crew mustered. The incident was reported to VTMS Manila and the PCG Special Operating Unit was despatched to the area to conduct barrier patrol for possible interception of the robbers. A team from PSC Manila also boarded the vessel for ocular inspection. [ReCAAP Focal Point (Philippines)]
70 ■	<i>Torm Loire</i> Chemical tanker Denmark 9282986 23246	27/07/13 2040 hrs	22° 09' N, 091° 47' E Chittagong anchorage, Bangladesh	While at anchor, four robbers in a wooden motor boat tried to distract the chemical tanker's watchkeepers. When the watchkeeper on the poop deck was looking for the boat on the port side, one of the robbers boarded from the aft or starboard side with a rope and hook. The alarm was sounded, an announcement was made on the vessel's PA system and the crew mustered. The robbers escaped with two full length mooring lines and one mooring rope. The incident was reported to the Chittagong port control and Bangladesh Coast Guard, who despatched a patrol vessel for assistance. [ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Denmark)]
71 ■	<i>Global Peace</i> Chemical tanker Hong Kong, China 9409522 11623	28/07/13 0225 hrs	07° 05' S, 112° 39' E Gresik anchorage, Indonesia	While at anchor, seven robbers in a small, unlit wooden boat boarded the chemical tanker via rope and hook. The crew spotted the robbers and the alarm was raised. The crew mustered and approached the robbers, who escaped with drums of paint. [ReCAAP Contact Point (Hong Kong)]

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
72 ■	<i>Reference Point</i> LPG tanker Panama 8910720 44490	29/07/13 0412 hrs	01° 06.30' N, 104° 10.90' E Tanjung Uban, Indonesia	While underway, the duty AB onboard the LPG tanker noticed about eight robbers armed with knives boarding the ship from the poop deck. The duty officer was informed and the alarm was raised. The crew stayed inside the accommodation until the police arrived and boarded the ship. A search was conducted with the police. No robbers were found onboard and nothing was stolen. <i>[ReCAAP Focal Point (Singapore)]</i>
73 ■	<i>Garnet Express</i> Product tanker Marshall Islands 9609639 29289	30/07/13 2147 hrs	03° 55' N, 098° 47' E Belawan anchorage, Indonesia	While at anchor, three robbers boarded the product tanker. The crew spotted the robbers and the alarm was raised. Upon hearing the alarm, the robbers escaped immediately with tank cleaning equipment. <i>[ReCAAP Focal Point (Japan)]</i>
74 ■	<i>Mare Nostrum</i> Oil tanker Italy 9346885 59611	02/08/13 0415 hrs	01° 06' N, 103° 58' E Nipa anchorage, Indonesia	While at anchor, the duty crew onboard the oil tanker noticed a robber outside the accommodation. He retreated into the bridge immediately and informed the duty officer who raised the alarm. Realising the crew had been alerted, the robber escaped. The crew conducted a search and discovered that the robber had tried to enter the steering gear room but failed as it was locked from the inside. The robbers escaped empty-handed. The crew was reported to be safe. <i>[ReCAAP Focal Point (Singapore)]</i>
75 ■	<i>Danai 6</i> Product tanker Thailand 9009774 949	02/08/13 2230 hrs	01° 21.47' N, 104° 33.59' E Approximately 7.8 nm north of Tanjung Berakit, Pulau Bintan, Indonesia	While underway, six robbers armed with guns and knives boarded the product tanker. The robbers reportedly fired at the glass panel of the door at the bridge. They entered the bridge, took control of the vessel and tied the crew in the mess room. No injuries were reported. The robbers escaped with the crew's cash and personal belongings, a GPS and an echo sound display. <i>[ReCAAP Focal Point (Singapore)]</i>

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
76 ■	<i>St. Michaelis</i> Product tanker Hong Kong, China 9304588 30068	04/08/13 0200 hrs	22° 11.60' N, 091° 41' E Chittagong anchorage, Bangladesh	While at anchor, seven robbers armed with long knives boarded the product tanker via the aft from a wooden fishing boat. The crew raised the alarm, locked themselves inside the accommodation and reported the incident to the Bangladesh Coast Guard, Port Control and Department of Shipping. The robbers left the tanker with ship properties. A Bangladesh Coast Guard patrol boat proceeded to the location, and conducted a search and investigation onboard the tanker. [ReCAAP Contact Point (Hong Kong)]
77 ■	<i>Garnet Express</i> Product tanker Marshall Islands 9609639 29289	04/08/13 0850 hrs	03° 47' N, 098° 42' E Belawan anchorage, Indonesia	While at berth, two robbers boarded the product tanker from a small wooden boat. When the crew spotted the robbers, they escaped with 4-6 pieces of corrosion proof zinc plates that were attached at the tanker astern. [ReCAAP Focal Point (Japan)]
78 ■	<i>Kota Harta</i> Container ship Singapore 9135092 13272	10/08/13 0145 hrs	22° 09.30' N, 091° 47.60' E Chittagong 'C' anchorage, Bangladesh	While at anchor, three robbers in a small wooden boat boarded the container ship from the poop deck using a hook and rope. Upon discovering the robbers, the duty watchman raised the alarm immediately. Two of the robbers jumped off the ship while the third robber grabbed a life ring from the ship, threw it overboard and escaped in a small wooden boat. The crew was reported to be safe. [ReCAAP Focal Point (Singapore)]
79 ■	<i>Star Manx</i> Bulk carrier Isle of Man (UK) 9496135 32354	10/08/13 2345 hrs	00° 16' S, 117° 36.30' E Samarinda anchorage, East Kalimantan, Indonesia	While at anchor, three robbers in boiler suits boarded the bulk carrier which was waiting for the cargo barge. The robbers held the Third Officer, who was on routine rounds at the forecastle. They hit and threatened him with a knife while another five robbers boarded the vessel, broke the hatch cover with pipes and crowbars and stole the ship stores. The robbers escaped in a speed boat with the stolen stores and the Third Officer's personal belongings upon seeing the duty crew approaching the forecastle. On investigation, it was found that the robbers boarded the vessel by breaking the hawse pipe security steel grill / cover bolt and nut lock. The port authorities were informed. [ReCAAP Focal Point (United Kingdom)]

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
80 ■	<i>Henriette Schulte</i> Container ship Liberia 9130171 16281	16/08/13 0238 hrs	22° 10' N, 091° 42' E Chittagong anchorage, Bangladesh	<p>While at anchor, robbers armed with knives boarded the container ship. The OOW spotted the robbers, raised the alarm immediately and the crew was mustered. Upon realising that the crew had been alerted, the robbers escaped with ship stores. The master reported the incident to the Port Control and Bangladesh Coast Guard. Two Coast Guard speed boats proceeded to the location of the incident, but no robbers were spotted. After detailed investigation, it was revealed that the ship was anchored outside the limit of Chittagong anchorage, her upper deck gears were not properly secured, and the ship had no watchman on duty onboard.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
81 ■	<i>Moresby 9</i> Product tanker Honduras 7705740 1321	17/08/13 2045 hrs	01° 20.09' N, 104° 16.79' E Approximately 1.83 nm southeast of Tanjung Ramunia, Malaysia	<p>While at anchor, 10 robbers armed with long knives boarded the product tanker from two speed boats. The Chief Officer saw the speed boats and activated the SSAS. One of the crew also managed to alert other vessels anchored nearby via the vessel's radio. The robbers threatened, gathered and tied the crew, including the master, in the mess room. The robbers then ordered the master to go up to the bridge to steer the vessel to Tompok Utara. After a few minutes of sailing, eight of the robbers went to the main deck and left the product tanker. The remaining two robbers then commanded the master to sail to Pulau Lima instead, to wait for speed boat to pick him. After less than seven minutes, the two robbers upon seeing a MMEA patrol vessel approaching <i>Moresby 9</i>, escaped via the port side of the bridge with cash and crew's personal belongings such as mobile phones, laptops and watch. The robbers, in their escape, left behind their long knives. The MMEA personnel boarded the vessel, ordered the crew to assemble at the bow of the ship and dropped anchor. The initial investigation carried out by the MMEA revealed that the motive of the robbers was to hijack the tanker and transfer the fuel cargo onboard into other vessels at less 'monitored' locations.</p> <p>[ReCAAP Focal Point (Singapore), MMEA, Shipping company]</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
82 ■	<i>Bahtera Mulia</i> Supply vessel Malaysia 9616127 2245 <i>M3320</i> Barge	18/08/13 2054 hrs	01° 15.02' N, 104° 07.33' E Approximately 5.6 nm south of Tanjung Setapa, Malaysia (Straits of Malacca & Singapore)	While the supply vessel towing a barge was en route from Malacca to Labuan, two to three small wooden boats approached the barge, which was loaded with oil rig spare parts. When the crew spotted the robbers, the alarm was raised and an announcement was made via the PA system. The master of the supply vessel conducted evasive manoeuvring; and the crew also shone the search light on the barge and shortened the towing line. At 2320 hrs, the master confirmed that the robbers had left the barge and that a power cable was stolen. <i>[ReCAAP Focal Point (Singapore)]</i>
83 ■	<i>Tequila Sunrise</i> Bulk carrier Marshall Islands 9402110 19800	23/08/13 0400 hrs	01° 15.06' S, 117° 36.10' E Samarinda anchorage, East Kalimantan, Indonesia	While at anchor, the crew onboard the bulk carrier discovered that the door to the boatswains store was opened. The crew conducted a check and discovered that a mooring rope was missing from the store. <i>[ReCAAP Focal Point (Japan)]</i>
84 ■	<i>Name withheld</i> General cargo ship Marshall Islands 19846	28/08/13 2330 hrs	21° 01' N, 107° 19' E Cam Pha Port, Quang Ninh Province, Vietnam	While at anchor, six robbers boarded the general cargo ship. The robbers removed the hawse pipe cover and anchor lashing before they climbed through the anchor chain. They cut open the padlock to the water-tight door accessing to the forecastle store, removed the turnbuckle and lashing of the forecastle store's rope hatch, while the topside padlock locking the hatch was also cut. The robbers broke into the forecastle store, stole shackles and escaped. <i>[ReCAAP Focal Point (Vietnam)]</i>
85 ■	<i>Violetta</i> Container ship Marshall Islands 9344710 17360	29/08/13 2045 hrs	22° 09.60' N, 091° 44.90' E Chittagong anchorage, Bangladesh	While at anchor, seven robbers in a boat boarded the container ship from the stern. The crew spotted the robbers, raised the alarm and blew the steam whistle immediately. Upon realising the crew had been alerted, the robbers escaped empty-handed. <i>[ReCAAP Focal Point (Japan)]</i>

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
86 ■	<i>Atlantic Star</i> Chemical tanker Hong Kong, China 9337523 29266	03/09/13 2110 hrs	10° 13.98' N, 107° 02.05' E Vung Tau anchorage, Vietnam	<p>While at anchor, six robbers in an unlit wooden fishing boat used hook and rope to board the chemical tanker via the foxle. The robbers broke the forward store lock and stole 250 to 300 litres of paint. The duty AB spotted the robbers, shouted at them and informed the bridge immediately. The alarm was raised, the crew mustered and they approached the robbers. Upon realising the crew had been alerted, the robbers jumped overboard and escaped. The incident was reported to the Vung Tau port control and an immigration officer boarded the vessel to investigate.</p> <p>[ReCAAP Focal Point (Vietnam), ReCAAP Contact Point (Hong Kong)]</p>
87 ■	<i>Cartola</i> Oil tanker Bahamas 9183283 80086	15/09/13 1744 hrs	01° 09.18' N, 103° 34.44' E Approximately 4.92 nm off Pulau Nipa, Indonesia	<p>While at anchor, the duty crew onboard the oil tanker noticed four robbers on the poop deck. The duty officer was informed, the alarm was raised and the crew mustered. Upon realising the crew had been alerted, the robbers escaped.</p> <p>[IMO]</p>
88 ■	<i>Fen</i> Chemical tanker Singapore 9359600 8450	16/09/13 0310 hrs	07° 09.90' S, 112° 40.20' E Port Gresik terminal, Indonesia	<p>While at berth scheduled to carry out loading operations, a robber was discovered on the chemical tanker's deck. Upon discovering the robber, the OOW raised the alarm and the robber escaped immediately with drums of paint.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
89 ■	<i>Name withheld</i> Tanker Panama 28063	21/09/13 2230 hrs	06° 01' S, 106° 53' E Jakarta anchorage, Indonesia	<p>While at anchor, the duty crew onboard the tanker noticed five robbers disembarking the tanker and escaping in a small unlit boat near the stern. The alarm was raised and the crew was mustered. It was assessed that the robbers had gained access during the change of watch. The robbers had entered the engine room and stole ship stores.</p> <p>[IMO]</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
90 ■	<i>Usole</i> Bulk carrier Liberia 8800315 37519	21/09/13 0230 hrs	00° 16.40' S, 117° 41.70' E Samarinda anchorage, East Kalimantan, Indonesia	While at anchor, 10 robbers armed with knives and steel bars boarded the bulk carrier during cargo operations. They took the duty AB hostage, assaulted him, took his personal belongings and tied him. The robbers also broke into the bosun locker and stole ship stores. The duty officer spotted the robbers, raised the alarm and mustered the crew. Upon hearing the alarm, the robbers escaped in their wooden boat. The port authorities were informed via VHF radio. [IMO]
91 ■	<i>Budget 17</i> Tug boat Malaysia 9443322 141 <i>Budget 27</i> Barge	22/09/13 0735 hrs	01° 11.46' N, 103° 39.49' E Approximately 2.83 nm north of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)	While the tug boat was towing barge, robbers were found onboard the barge. The robbers escaped in their small boats with scrap metal pieces stolen from the barge. [ReCAAP Focal Point (Singapore)]
92 ■	<i>Armada Ali</i> Tanker Marshall Islands 9178757 160279	23/09/13 0230 hrs	01° 07' N, 103° 37' E Approximately 2.83 nm north of Pulau Nipa, Indonesia	While at anchor and conducting STS operations with another vessel, three robbers armed with knives and metal rods boarded the tanker. The crew confronted the robbers who threw some bolts at the crew. A knife was also allegedly thrown by the robbers at one of the crew. The alarm was raised and the crew mustered. The robbers escaped empty-handed. The robbers were described as sturdy, middle-aged men and violent in nature. They were clad in blue overalls but were barefooted. Footprints were later seen in the vicinity of three port cargo tank, indicating the robbers could have boarded from port shipside forward of manifold. The Singapore Police Coast Guard and Republic of Singapore Navy were informed; and a NAVTEX broadcast was initiated to warn vessels in the vicinity. [ReCAAP Focal Point (Singapore)]
93 ■	<i>Rosalia D'amato</i> Bulk carrier Italy 9225201 40562	26/09/13 0200 hrs	Samarinda anchorage, East Kalimantan, Indonesia	While at anchor, eight robbers armed with knives boarded the bulk carrier. The robbers stole ship stores and escaped. [IMO]

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
94 ■	<i>Fairchem Maverick</i> Chemical tanker Panama 9558402 12042	27/09/13 1440 hrs	03° 58' N, 098° 45' E Belawan anchorage, Indonesia	<p>While at anchor, five robbers in a motor boat approached the chemical tanker. One of the robbers boarded the vessel at the starboard side via the anchor cable and hawse pipe. The duty crew spotted the robber and raised the alarm immediately. He also alerted the master and the bridge. Upon hearing the alarm, the robber escaped empty-handed in the waiting motor boat.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
95 ■	<i>HS Carmen</i> Oil tanker Liberia 9242120 62254	05/10/13 0048 hrs	00° 06' S, 117° 32' E Santan anchorage, East Kalimantan, Indonesia	<p>While at anchor, four robbers armed with long knives boarded the oil tanker awaiting cargo operations. The duty crew noticed movement at the forecandle and informed the bridge before they proceeded to the forecandle to investigate. The duty officer raised the alarm and the crew mustered. Upon reaching the forecandle, the robbers threatened the crew with long knives and escaped. The crew was able to retrieve some of the stores that the robbers were trying to steal. The incident was reported to the local police via the ship's agent.</p> <p>[IMO]</p>
96 ■	<i>Armada Ali</i> Tanker Marshall Islands 9178757 160279	06/10/13 0410 hrs	01° 08.71' N, 103° 35.51' E Nipa anchorage, Indonesia	<p>While at anchor, six robbers dressed in black attire boarded the tanker from the stern/port quarter side. The robbers tried to enter the accommodation area, which was locked. The duty crew saw the robbers, raised the alarm and sounded the whistle. A public announcement was also made. Upon hearing the alarm, the robbers escaped empty-handed in their wooden boat, which was about 7 m long with an orange canopy. There were no injuries to the crew.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
97 ■	<i>Pioneer Express</i> Tanker Panama 9380104 26938	07/10/13 0345 hrs	01° 05.50' N, 103° 28.20' E Karimun Transshipment anchorage, Indonesia	<p>While at berth and carrying out STS operations, five robbers approached the vessel in a high-speed craft and boarded the vessel at the poop deck side. Upon noticing the robbers, the alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped empty-handed in their unlit craft.</p> <p>The other vessel that was conducting STS with <i>Pioneer Express</i> was immediately informed about the incident. The vessel subsequently conducted a search and discovered that robbers had also boarded their vessel. The robbers also escaped in an unlit boat when they saw the crew had been alerted.</p> <p>[ReCAAP Focal Point (Singapore)]</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
98 ■	<i>SKS Donggang</i> Product tanker Bahamas 9461855 65830	07/10/13 0342 hrs	Karimun Transshipment area	While at anchor, four armed robbers were sighted on the poop deck. The alarm was sounded and upon hearing the alarm, the robbers escaped empty-handed. [ReCAAP Focal Point (Norway)]
99 ■	<i>X-press Brahmaputra</i> Container ship Singapore 9152911 10752	09/10/13 2050 hrs	22° 02.50' N, 088° 12.80' E Hooghly River, off Haldia, India	While at anchor, robbers boarded the container ship and stole one full coil of mooring rope. The robbers were uncoiling a second coil of mooring rope when the crew spotted the robbers. The ship alarm was raised and the crew mustered. The crew stopped the uncoiling of the rope and the robbers cut the rope at the water level and left with the mooring ropes. [ReCAAP Focal Point (Singapore)]
100 ■	<i>Port Hainan</i> Bulk carrier Hong Kong, China 9456422 33036	10/10/13 0315 hrs	00° 15.30' S, 117° 41.60' E Samarinda anchorage, East Kalimantan, Indonesia	While at anchor, five robbers using ropes with hooks boarded the bulk carrier from a wooden boat. The robbers, who were armed with long knives and bars, held one of the duty crew hostage. Another crew was chased by the robbers but he managed to escape and inform the OOW. The alarm was raised, the whistle blown and the crew mustered. The robbers escaped with four mooring ropes. [ReCAAP Contact Point (Hong Kong)]

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
101 ■	<i>Danai 4</i> Product tanker Thailand 8613530 964	10/10/13 0530 hrs	02° 16' N, 104° 48' E Approximately 18.72 nm southeast of Pulau Aur, Malaysia (South China Sea)	<p>On 13 Oct 13, the ReCAAP Focal Point (Thailand) reported to the ReCAAP ISC that the owner of <i>Danai 4</i> had lost contact with the vessel. <i>Danai 4</i>, laden with MGO, departed Singapore on 9 Oct 13 and was scheduled to anchor off Vietnam for transferring of fuel on 12 Oct 13. The owner's last communication with the vessel was on 9 Oct 13 at or about 2000 hrs (local time) at approximately 17.78 nm northeast of Tanjung Penawar, Malaysia.</p> <p>The ReCAAP ISC, upon receiving the information, alerted the ReCAAP Focal Points in the region, and urged the regional maritime authorities to locate <i>Danai 4</i>. The ReCAAP ISC also promulgated an Incident Alert immediately to inform the maritime community about the missing tanker, and seek assistance from passing vessels to look out and report when spotted <i>Danai 4</i>. On 15 Oct 13, the owner of <i>Danai 4</i> informed the ReCAAP ISC that the pirates had left the tanker at or about 0745 hrs (local time), and the vessel was returning to port.</p> <p>Subsequent interview with the crew revealed that about seven to nine masked pirates armed with knives and handguns boarded <i>Danai 4</i> from a speed boat on 10 Oct 13 at or about 0530 hrs (local time). The pirates threatened the crew, gathered them in the mess room and tied the crew's hands with cable ties. The pirates left the vessel on 15 Oct 13 after they had offloaded the MGO from the vessel, damaged the navigation equipment, and stole cash, properties and portable communications equipment.</p> <p>[ReCAAP Focal Point (Thailand)]</p>
102 ■	<i>Svitzer Beta</i> Tug boat Singapore 9592410 906 <i>Westsea 95</i> Barge Singapore 5844	12/10/13 0235 hrs	01° 14' N, 103° 59' E Eastbound lane of the TSS (Straits of Malacca and Singapore)	<p>While the tug boat towing barge was underway en route to Lampung, Indonesia, VTIS Singapore alerted the crew of a suspicious craft approaching the barge. The duty officer shone the search light at the vessel immediately and spotted the robbers onboard the barge. The robbers stole a stern railing, emergency tow line and a Norwegian buoy before they escaped in a small boat. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</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
103 ■	<i>Nord Nightingale</i> Chemical Tanker Denmark 9376816 24066	12/10/13 2000 hrs	06° 01' S, 106° 53' E Jakarta anchorage, Indonesia	While at anchor, four robbers were sighted on the stairs leading from tank deck to A-deck at starboard side. The robbers had boarded the chemical tanker from a small boat using bamboo with hook attached to railing. The crew shouted at the robbers, who escaped empty-handed immediately. The incident lasted for about a minute. The crew was not injured. [ReCAAP Focal Point (Denmark)]
104 ■	<i>Magna 1</i> Tug boat Malaysia 3770420 81 <i>Lingco 1813</i> Barge	13/10/13 0040 hrs	01° 14.67' N, 104° 03.43' E Approximately 4.2 nm from Eastern Buoy (Straits of Malacca and Singapore)	While the tug boat towing barge was underway, the Republic of Singapore Navy informed POCC that they sighted some unknown small crafts alongside the barge. When informed by VTIS, the tug boat master confirmed that two robbers were on the barge. The two robbers escaped empty-handed in their craft when the crew shouted at them. The crew was not injured. [ReCAAP Focal Point (Singapore)]
105 ■	<i>Miclyn Opal</i> Tug boat Panama 9500338 498	17/10/13 2020 hrs	01° 13.79' N, 104° 04.62' E Approximately 1.45 nm north of Pulau Nongsa, Pulau Batam, Indonesia (Straits of Malacca and Singapore)	While the tug boat towing barge was underway, two robbers in two small crafts boarded the barge from astern and stole the emergency towing wire. The crew was not injured. [ReCAAP Focal Point (Singapore)]
106 ■	<i>High Presence</i> Tanker Liberia 9325324 28794	19/10/13 0330 hrs	01° 25.02' N, 104° 34.54' E Approximately 11.56 nm north of Pulau Bintan, Indonesia	While at anchor, the duty oiler saw three robbers in the engine room workshop. The duty oiler alerted all crew and raised the alarm. The crew was mustered and they saw a rope tied to the poop deck. The crew subsequently conducted a check on the deck and the engine room but could not find the robbers. [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
107 ■	<i>Mika Manx</i> Bulk carrier Isle of Man (UK) 9492907 32400	19/10/13 0415 hrs	00° 14.63' S, 117° 33.38' E Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, six robbers armed with long knives boarded the bulk carrier via the anchor chain. The robbers held two duty watchmen hostage, tied them and stole their personal belongings. After 45 min, the Second Officer on routine deck rounds noticed the robbers and raised the alarm. Upon realising the crew had been alerted, the robbers escaped with ship stores. [ReCAAP Focal Point (Singapore)]
108 ■	<i>Shanghai</i> Oil tanker Liberia 9118458 80637	19/10/13 0640 hrs	17° 41.50' N, 083° 19' E Visakhapatnam anchorage, India	While at anchor, the duty crew heard a loud noise on the aft deck and went to investigate. He saw three robbers escaping into a boat. The duty crew informed the duty officer on the bridge immediately. Two drums of epoxy paint were found missing from the aft paint locker. [ReCAAP Focal Point (India)]
109 ■	<i>Svitzer Kallang</i> Tug boat Singapore 9464194 493	21/10/13 0300 hrs	01° 22.73' N, 104° 42.24' E Approximately 11.7 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, the master discovered four robbers in the mess room. The robbers threatened the master with an iron lance before they escaped in their boat, with another two robbers waiting. The master raised the alarm and the crew conducted security patrols. A laptop, portable welding machine, fire axe and generator spare parts and filters were stolen. [ReCAAP Focal Point (Singapore)]
110 ■	<i>Senna 3</i> LPG tanker Thailand 9179270 3499	22/10/13 1545 hrs	22° 49.80' N, 070° 06.30' E Kandla anchorage, India	While at anchor, seven masked robbers in black attire boarded the LPG tanker via the starboard bow from a small fishing boat. The robbers threatened the crew with a knife and stole cash and stores. The alarm was raised and the robbers escaped with the stolen items. [ReCAAP Focal Point (India)]
111 ■	<i>Torm Fox</i> Product tanker Denmark 9302114 23246	23/10/13 0025 hrs	07° 06' S, 112° 40' E Gresik inner anchorage, Indonesia	While at anchor, two robbers in T-shirts and shorts boarded the product tanker. The forward horn was sounded and the robbers escaped empty-handed immediately. The crew was not injured. [ReCAAP Focal Point (Denmark)]

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
112 ■	<i>Name withheld</i> Tanker Singapore 5076	30/10/13 0345 hrs	01° 21.20' N, 104° 24.30' E South China Sea	<p>While the tanker was underway en route to China from Singapore, five robbers boarded the vessel. The Second Officer spotted the robbers outside the bridge when he was carrying out temperature reading. He also found the duty AB and Second Engineer tied-up. The Second Officer informed the master immediately, who raised the alarm. Upon realising that the crew had been alerted, the robbers escaped with the crew belongings such as money, watch, jewellery, mobile phone and flash light. The crew subsequently conducted a search and found the Fourth Engineer tied in his cabin.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
113 ■	<i>Chembulk Jakarta</i> Chemical tanker Panama 9400370 11534	30/10/13 0345 hrs	22° 49' N, 070° 05.50' E Kandla anchorage, India	<p>While at anchor, five robbers in a small wooden boat with an outboard motor approached the chemical tanker. The robbers passed the astern without the motor running and kept close to the vessel's hull. The duty A/B spotted two robbers boarding the vessel near the mid-ship store area at the starboard side of the main deck and informed the OOW immediately, who sounded the alarm and ship's whistle. The crew was mustered at the bridge. Upon realising the crew had been alerted, the robbers escaped with one scupper plug.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>
114 ■	<i>Jindal Tara</i> Container ship India 9129770 5850	02/11/13 0330 hrs	21° 40.28' N, 088° 01.40' E Sagar anchorage, Haldia, India	<p>While at anchor, 10 robbers armed with knives boarded the container ship from three boats. The duty crew noticed the robbers and raised the alarm. The robbers escaped with three mooring ropes. Upon receipt of information, an Indian Coast Guard ship rendered assistance immediately and conducted an investigation.</p> <p>[ReCAAP Focal Point (India)]</p>
115 ■	<i>Lady Gloria</i> Chemical tanker Marshall Islands 9332494 8689	04/11/13 1230 hrs	03° 54.34' N, 098° 46.77' E Belawan anchorage, Indonesia	<p>While at anchor, the crew spotted two small boats near the chemical tanker. The robbers in one of the boats tried to board the vessel via the anchor chain; and the crew sounded the horn and mustered the crew. Upon realising the crew had been alerted, the robbers aborted the attempt and escaped. The second boat was seen hiding near the propeller. The crew tried to chase them away using water hoses but was unsuccessful. The propeller was then turned on and the robbers escaped with four to five anodes taken from the aft near rudder.</p> <p>[ReCAAP Contact Point (Hong Kong)]</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
116 ■	<i>Kim Hock Tug 2</i> Tug boat Singapore 9210763 152 <i>LKH 3883</i> Barge	06/11/13 1245 hrs	01° 21.25' N, 104° 23.60' E South China Sea	While the tug boat towing a barge was underway, 16 small boats, each carrying two to three men on each boat, approached the barge. The men boarded the barge and unloaded scrap metal onto their small boats before they escaped. The boats then reportedly moved towards Pulau Batam, Indonesia. [ReCAAP Focal Point (Singapore)]
117 ■	<i>GPT 21</i> Product tanker Panama 8504430 1981	07/11/13 0330 hrs	01° 20.60' N, 103° 18.20' E Approximately 6.8 nm west of Pulau Kukup, Malaysia (Straits of Malacca & Singapore)	On 7 Nov 13 at or about 0200 hrs (local time), <i>GPT 21</i> , laden with MGO, departed Eastern OPL for Yangon, Myanmar. At or about 0330 hrs (local time), five robbers boarded the product tanker. One of the robbers was armed with a pistol and the others armed with knives. The robbers ordered the AB to bring them to the master's cabin. The crew was tied and led to a cabin. The robbers ordered the master to steer the vessel to an unknown location. After sailing for about 24 nm, the master was ordered to reverse the vessel and head back to the original location. During this time, the robbers ordered the bosun to demonstrate the operation of the winches and pumps. An orange-hulled tanker subsequently came alongside <i>GPT 21</i> and the robbers unloaded the MGO onto the tanker between 0930 hrs and 1530 hrs (local time). The crew managed to free themselves at or about 1600 hrs (local time), but the robbers had already left the tanker. The crew conducted a search and discovered that the crew's personal belongings such as laptops, mobile phones, cash, and ship's equipment including portable gas detector, VHF marine communications, knives, screwdrivers, spanners were taken. [IFC, MMEA]
118 ■	<i>Kittiwake</i> Bulk carrier Marshall Islands 9254549 30000	08/11/13 0225 hrs	01° 43' S, 116° 38' E Adang Bay anchorage, East Kalimantan, Indonesia	While at anchor, six robbers armed with knives boarded the bulk carrier. The duty A/B spotted the robbers and alerted the OOW, who raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. [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
119 ■	<i>Diamond Coral</i> LPG tanker Panama 9392884 3419	08/11/13 0320 hrs	10° 31.20' N, 107° 10.90' E Gas PVC Phuc Thai jetty, Vietnam	While at anchor, three robbers armed with pistol and knives boarded the LPG tanker at the forecandle deck starboard bow. When the crew spotted the robbers, the alarm was raised and the crew mustered. Upon realising the crew had been alerted, the robbers escaped with one coil of mooring rope in a wooden motor boat, where another two robbers were waiting. Upon receipt of the information, the Vietnam Coast Guard deployed a patrol vessel to intercept the robbers but was ultimately unsuccessful. [ReCAAP Focal Point (Vietnam)]
120 ■	<i>An Ho</i> Bulk carrier Panama 9290713 41372	09/11/13 0250 hrs	03° 40' S, 114° 26' E Taboneo anchorage, Indonesia	While at anchor, robbers boarded the bulk carrier unnoticed. They broke into the bosun store and escaped with ship stores and properties. The theft was only realised during the duty crew's routine rounds. [IMO]
121 ■	<i>Marine Express</i> Tanker Panama 9403322 28054	14/11/13 0345 hrs	01° 23' N, 104° 42' E Approximately 11.52 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, seven robbers boarded the tanker from a motor boat. The robbers wore dark T-shirts, shorts and trousers. The duty oiler spotted the robbers, informed the duty engineer, who sounded the alarm. The crew was mustered and a search of the vessel was conducted. The robbers escaped with vessel spare parts stolen from the Emergency Room Workshop. [ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]
122 ■	<i>Marex Express</i> Tanker Singapore 9596260 29829	16/11/13 1300 hrs	03° 55' N, 098° 47' E Belawan anchorage, Indonesia	While at anchor, the duty crew noticed a boat approaching the tanker. A robber transferred three reducers from the vessel to the boat and escaped. [ReCAAP Focal Point (Japan)]
123 ■	<i>G Whale</i> Oil tanker Liberia 9468853 172146	21/11/13 0245 hrs	22° 39.42' N, 069° 55.20' E Approximately 3.6 nm north of Piroutan Island, India	While at anchor, eight robbers armed with knives boarded the oil tanker using ropes. The crew spotted the robbers and the master sounded the alarm and made a public announcement. The robbers escaped with ship stores. Upon receipt of the information, an Indian Coast Guard patrol vessel was despatched to the location of the incident. [ReCAAP Focal Point (India)]

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
124 ■	<i>Tokio</i> Oil tanker Panama 9311270 159953	21/11/13 0300 hrs	22° 38.60' N, 069° 53.30' E Crude vessels anchorage Sikka, India	While at anchor, robbers boarded the oil tanker and stole ship stores. The crew only realised the loss after the robbers had escaped. [ReCAAP Focal Point (India)]
125 ■	<i>Chembulk Kings Point</i> Product tanker Panama 9393008 11534	22/11/13 0600 hrs	Dumai port, Indonesia	While at berth, robbers boarded the product tanker unnoticed during cargo operations. The robbers stole engine spares and escaped. [ReCAAP Focal Point (Singapore)]
126 ■	<i>Pine 2</i> General cargo ship Panama 9438353 22998	23/11/13 0330 hrs	05° 59.30' S, 106° 55.10' E Tanjung Priok anchorage, Indonesia	While at anchor, three robbers armed with knives boarded the general cargo ship from the poop deck. The robbers entered the Engine Room from the boiler platform door located at poop deck and held the duty motorman hostage. The robbers escaped with stolen engine spares. The incident was reported to the port authorities and the law enforcement agency. [ReCAAP Contact Point (Hong Kong)]
127 ■	<i>Name withheld</i> Bulk carrier Marshall Islands 19846	23/11/13 1220 hrs	Belawan anchorage, Indonesia	While at anchor, the duty officer noticed a robber escaping from the bulk carrier. Upon investigation, it was discovered that the robber had broken into the forecandle store and stole ship equipment. [IMO]
128 ■	<i>Clipper Helen</i> LPG tanker Norway 9358682 13893	27/11/13 0410 hrs	01° 25.90' N, 104° 42.90' E Approximately 14.7 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, the duty crew spotted one pirate at the aft starboard stern. Another five pirates were seen climbing on the portable steel ladder they hooked up onboard. Upon seeing the duty crew, the pirates jumped overboard immediately and escaped in their motor boat empty-handed. [ReCAAP Focal Point (Norway)]

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
129 ■	<i>Amber Sun</i> Tanker Liberia 9281891 58100	01/12/13 0512 hrs	01° 06' N, 103° 38' E Nipa Transit anchorage, Indonesia	While at anchor and engaged in ship-to-ship operations, the OS spotted a robber hiding beside the port side's outboard mooring winch. Upon being spotted by the OS, the robber charged towards him. The OS ran up to the manifold and informed the OOW on the bridge. The OOW called the master and the crew was mustered. The alarm was raised and the horn blast was sounded continuously to scare the robber. A search was conducted but no robbers were found onboard. The crew was not injured and nothing was stolen. <i>Torm Fox</i> , the vessel engaged in STS operations with <i>Amber Sun</i> , noticed a wooden boat leaving from <i>Amber Sun</i> . [ReCAAP Focal Point (Singapore)]
130 ■	<i>Sanuki</i> Container ship Singapore 9146065 13448	02/12/13 0100 hrs	20° 36.32' N, 107° 05.64' E Off Iles Norway, Vietnam	The master of the container ship reported the missing of shipboard items and suspected that they were taken from the vessel off Iles Norway, Vietnam. It was reported that the stores at the forecastle were missing, which included mooring ropes, paints, lifebuoy, fire hose and nozzle. The crew was not injured and there was no damage to the vessel. [ReCAAP Focal Point (Singapore)]
131 ■	<i>Sun Island</i> General cargo ship Panama 9342243 10959	04/12/13 0430 hrs	10° 10.92' N, 107° 04.20' E Vung Tau anchorage, Vietnam	While at anchor, robbers boarded the vessel from the forecastle. The robbers broke into the store and stole 100 paint tanks before they escaped. The duty AB discovered the broken lock and informed the master, who reported the incident to the port control. [ReCAAP Focal Point (Vietnam)]
132 ■	<i>Thurgau</i> Bulk carrier Switzerland 9611618 20924	04/12/13 2000 hrs	22° 47' N, 070° 05' E Kandla anchorage, India	While at anchor, three robbers boarded the bulk carrier from the forward part. The robbers attempted to break the stores locks and steal the items inside. The duty officer spotted the robbers and raised the alarm immediately. Upon hearing the alarm, the robbers escaped with stolen stores. [ReCAAP Focal Point (India)]

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
133 ■	<i>Trident Star</i> Tanker Singapore 9343211 56365	07/12/13 0530 hrs	01° 07' N, 103° 36' E Nipa anchorage, Indonesia	While at berth, four robbers armed with knives boarded the tanker. The robbers were sighted near the engine control room. The duty engineer raised the alarm and the crew was mustered. Upon realising the crew had been alerted, the robbers escaped empty-handed via the poop deck. The crew was not injured. [ReCAAP Focal Point (Singapore)]
134 ■	<i>Baizo</i> Product tanker Panama 9263916 28517	10/12/13 0120 hrs	01° 25' N, 104° 42' E Off Pulau Bintan, Indonesia	While at anchor, five robbers boarded the product tanker while the crew was busy performing tank cleaning procedures. The Second Engineer noticed the robbers and informed the bridge, who raised the alarm. Upon hearing the alarm, the robbers escaped with stolen engine spares. [ReCAAP Focal Point (Japan)]
135 ■	<i>Budget 17</i> Tug boat Malaysia 9443322 140 <i>Budget 27</i> Barge Malaysia 1412	15/12/13 1348 hrs	01° 11.82' N, 103° 38.78' E South of Rasu Buoy (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, six robbers in three small boats approached and boarded the barge. The six robbers escaped with scrap metal about an hour later. The crew was not injured. The Singapore Police Coast Guard and the MSCC were informed of the incident. The Singapore POCC also promulgated a navigational broadcast to warn vessels of suspicious crafts when in the vicinity. [ReCAAP Focal Point (Singapore)]
136 ■	<i>Mare Nostrum</i> Oil tanker Italy 9346885 59611	16/12/13 2000 hrs	00° 06' S, 117° 34' E Santan anchorage, East Kalimantan, Indonesia	While at anchor, a robber boarded the oil tanker. The duty watchman notified the bridge and the alarm was raised, resulting in the robber escaping. The crew was mustered and a search was conducted. The crew was not injured and nothing was stolen. [IMO]
137 ■	<i>Svitzer Foxtrot</i> Supply vessel Singapore 9592525 906 <i>Westsea 93</i> Barge Singapore	18/12/13 0430 hrs	01° 15.30' N, 104° 09.60' E Southwest of Tanjung Ayam, Eastbound lane of TSS (Straits of Malacca & Singapore)	While the supply vessel towing barge was underway, robbers in a wooden craft approached and boarded the barge. The robbers left the barge with some ropes after about an hour. The crew was not injured, and no damage to the barge. [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
138 ■	<i>Raina</i> Tanker Singapore 9665308 14320	18/12/13 2100 hrs	03° 47.50' N, 098° 42.60' E Belawan port, Indonesia	While at anchor conducting discharging operations, the duty A/B conducted safety and security rounds and discovered that the padlock of the forecandle store door was found broken. Ship stores such as breathing apparatus, air bottle cylinders and fire hoses with couplings were found missing from the forecandle store. The crew was not injured. [ReCAAP Focal Point (Singapore)]
139 ■	<i>Concord</i> Chemical tanker Marshall Islands 9258600 27357	19/12/13 0830 hrs	03° 54.80' N, 098° 47.90' E Belawan outer anchorage, Indonesia	While at anchor, the crew discovered that the door locks of the forward stores were broken. Ship stores such as tank cleaning machine, pneumatic light, nozzle and hose coupling were found missing. [ReCAAP Focal Point (Singapore)]
140 ■	<i>Topaz</i> Chemical tanker Turkey 9494199 1803	20/12/13 2320 hrs	03° 54' N, 098° 47' E Approximately 7 nm north- northeast of Belawan Port, Indonesia	While at anchor, robbers boarded the chemical tanker unnoticed, broke into the forecandle store and stole ship properties. [IMO]
141 ■	<i>NP Lotus</i> Tug boat Thailand 9396464 248 <i>NP Lovegistics 9</i> Barge Thailand 4946	23/12/13 2025 hrs	01° 15.19' N, 104° 05.24' E Eastbound lane of the TSS (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, two wooden crafts approached and two robbers boarded the barge. The master reported the incident to the Singapore GMDSS, Singapore Police Coast Guard and MSCC. The robbers left in their wooden crafts after about 10 min. Nothing was stolen from the barge. [ReCAAP Focal Point (Singapore)]

Attempted Incidents

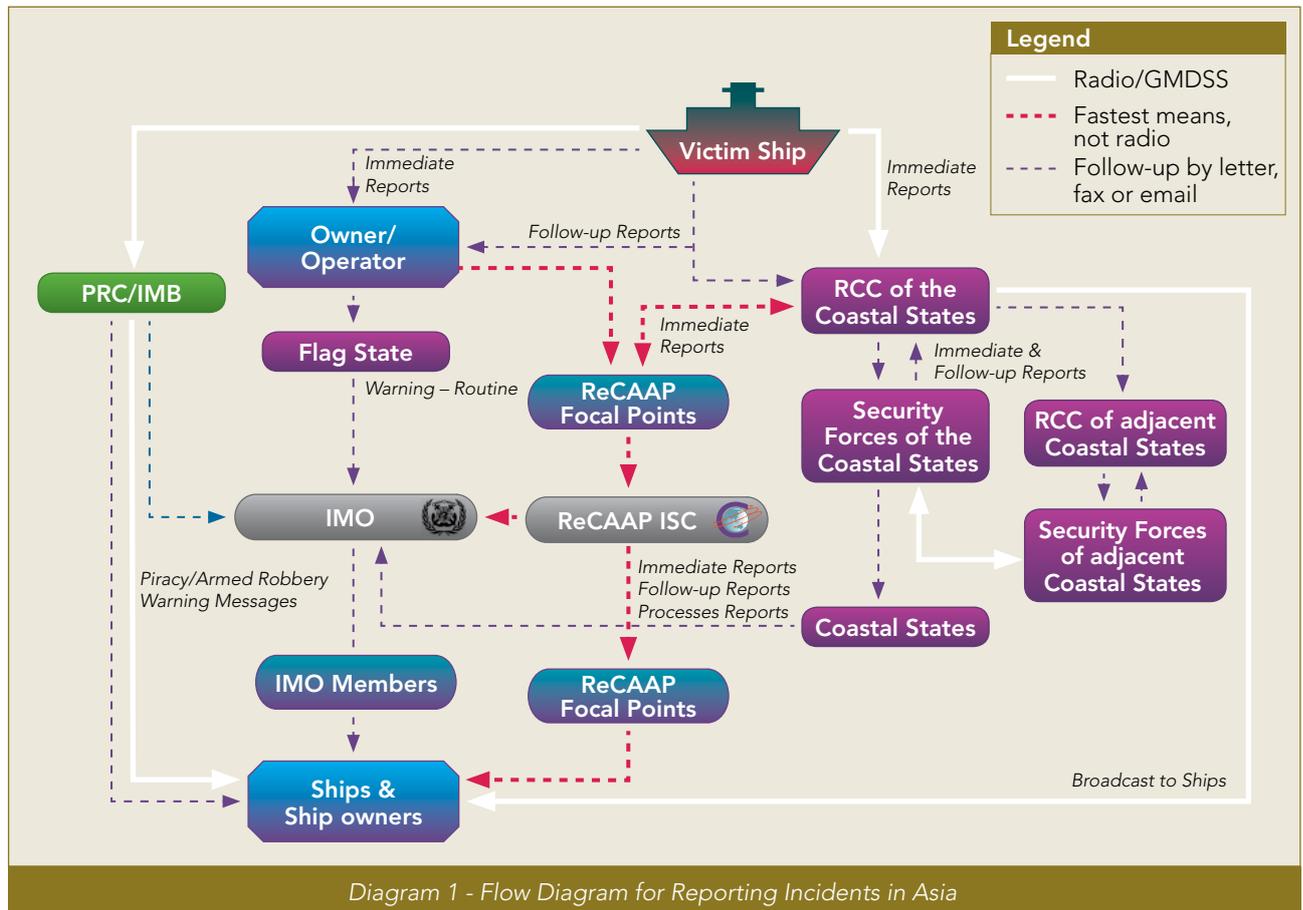
S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
142	<i>Fairchem Stallion</i> Chemical tanker Panama 9291456 11628	03/02/13 0430 hrs	03° 55.60' N, 098° 48.60' E Belawan anchorage, Indonesia	<p>While at anchor, six robbers armed with knives in a small-sized wooden motor boat approached the chemical tanker from the shadowed section of the forecastle and then towards the forward of the midship. One of the robbers attempted to board the tanker by hooking a rope onto the ship's railing. The duty crew spotted the robber immediately and informed the duty officer. The duty officer raised the alarm and the crew was mustered on the wheelhouse. Upon hearing the alarm and realising the crew had been alerted, the robbers aborted the attempted boarding. The incident lasted for 15 min. The robbers were observed to be lean and dark-skinned, and were dressed in worn-out t-shirts.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
143	<i>Iver Exact</i> Tanker Gibraltar (UK) 9307982 29456	03/04/13 0245 hrs	01° 42.78' N, 101° 25.91' E Dumai anchorage, Indonesia	<p>While at anchor, the mate observed a small unlit boat approaching from the aft. He alerted the deck watches and one of the watchman blew the horn. The mate also sounded the loudhailer and switched on the flashlight on stroboscope setting. The robbers aborted their attempt and escaped.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>
144	<i>Atlantic Canyon</i> Chemical tanker Hong Kong, China 9383974 23342	03/06/13 1310 hrs	03° 55.47' N, 098° 46.93' E Belawan anchorage, Indonesia	<p>While at anchor, robbers in a small boat attempted to board the chemical tanker via the anchor chain. The duty crew spotted the robbers and raised the alarm. Upon realising the crew had been alerted, the robbers aborted the attempt. The port control was informed.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
145	<i>Emerald Star</i> Bulk carrier Hong Kong, China 9449261 33205	15/06/13 2015 hrs	03° 41' S, 114° 25.50' E Taboneo anchorage, Indonesia	<p>While at anchor, three robbers armed with swords and knives in an unlit boat attempted to board the bulk carrier via the port anchor chain. The duty crew spotted the robbers and informed the duty officer, who raised the alarm. The crew was mustered and the robbers aborted their attempt to board the vessel upon realising that the crew had been alerted.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
146	<i>Kirana Tritya</i> Product tanker Singapore 9279678 13203	21/07/13 0200 hrs	10° 42' N, 106° 44.34' E Nha Be terminal, Vietnam	While the product tanker was engaged in discharging operations, the ship's anti-piracy watch spotted two robbers using and climbing a messenger rope from a small craft at the forward starboard side of the vessel. There were three other robbers sighted on the small craft. The ship's alarm was activated and all crew gathered at the forward of the vessel. The robbers, who were climbing the rope, jumped into the river and escaped. There were no injuries to the crew and no items stolen. [ReCAAP Focal Point (Singapore)]
147	<i>Danai 5</i> Product tanker Thailand 8519473 1358	27/10/13 0152 hrs	03° 40.41' N, 103° 54.07' E Approximately 27.5 nm northeast of Pahang, Malaysia (South China Sea)	While underway, the crew noticed two speed boats approaching the vessel. The alarm was raised; the master increased speed and changed direction. The robbers subsequently aborted the attempt. [ReCAAP Focal Point (Thailand)]
148	<i>Cartagena</i> Chemical tanker Libyan Arab Jamahiriya 9389318 29304	24/11/13 0300 hrs	01° 42' N, 101° 29' E Dumai anchorage, Indonesia	While at anchor, robbers in a wooden boat approached and attempted to board the chemical tanker via the poop deck. The crew spotted the robbers, raised the alarm and prepared the fire pump. Upon realising the crew had been alerted, the robbers aborted the attempt and escaped. [ReCAAP Focal Point (Singapore)]
149	<i>Oceanis</i> Tanker Greece 9532757 161273	29/11/13 0410 hrs	01° 06' N, 103° 36' E Nipa anchorage, Indonesia	While at anchor, five robbers armed with knives in a speed boat approached the tanker. The crew spotted the boat and raised the alarm. Upon realising the crew had been alerted, the robbers aborted the attempt and escaped. [IMO, IFC]
150	<i>Eilhard Schulte</i> Bulk carrier Liberia 9188623 28073	05/12/13 2100 hrs	03° 43' S, 114° 25' E Taboneo anchorage, Indonesia	While at anchor, a robber attempted to board the bulk carrier via the hawse pipe. The duty crew saw the robber and immediately informed the OOW, who raised the alarm resulting in the robber escaping without stealing anything. The incident was reported to the port authority. [IMO]

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

Flow Diagram for Reporting Incidents in Asia



Notes:

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

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Border Protection Command Australian Maritime Security Operations Centre (AMSOC) E-mail: AMIFC@customs.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: dosdgd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Cambodia		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
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China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
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Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
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Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358

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Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqhydrographer@navy.lk nhqdno@navy.lk	+94-11-244 5368 (Hotline)	+94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
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Correct as at 1 January 2014

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The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (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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