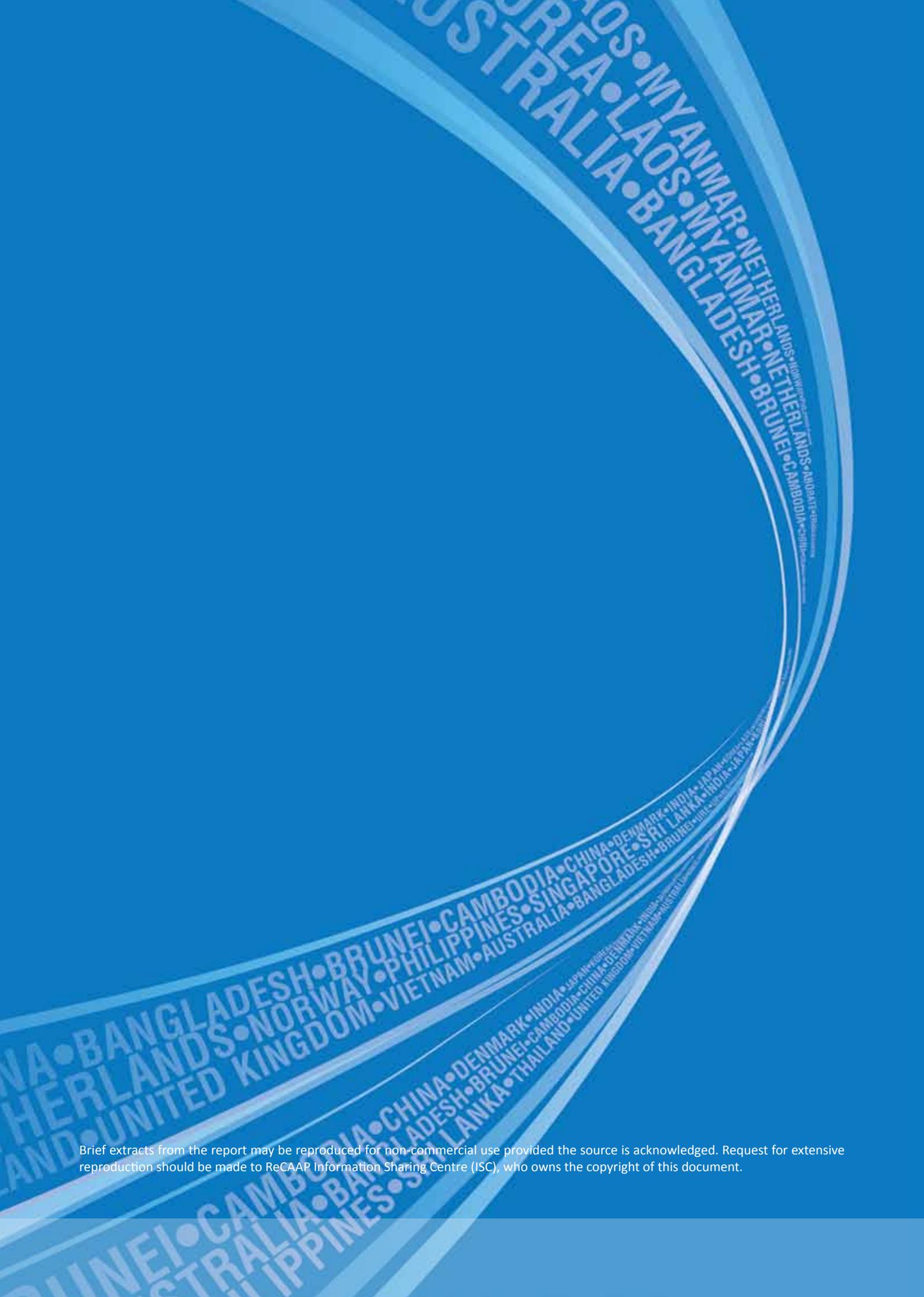


# Half Yearly Report

1st January - 30th June 2014

Piracy and Armed Robbery against Ships in Asia





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# EXECUTIVE SUMMARY



A total of 73 incidents of piracy and armed robbery against ships were reported in Asia during January-June 2014, of which 18 were piracy incidents and 55 were armed robberies against ships. Notably, the number of incidents of armed robbery against ships was lowest during January-June 2014 compared to the same period of 2010-2013, and this was attributed to, amongst others, a decline in the number of incidents at ports and anchorages in Indonesia.

Except for incidents involving the siphoning of fuel/oil from product/oil tankers which warrants careful monitoring and collective efforts by the shipping industry and authorities in addressing the situation; the overall significance level of incidents reported during January-June 2014 has stabilised and remains fairly consistent compared to the same period in past four years.

It is noted that the cooperative mechanism of the littoral States in information sharing and operational cooperation in responding to transnational maritime crime was demonstrated in the incident involving *Ai Maru* which was boarded by pirates on 14 Jun 14. Timely reporting by the ship owner enabled the ReCAAP ISC to alert the Focal Point of Singapore, the Information Fusion Centre (IFC) and the enforcement agency of Singapore who together with the regional maritime authorities from Malaysia, Singapore and Indonesia deployed their assets to the location of the incident.

# **INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA**

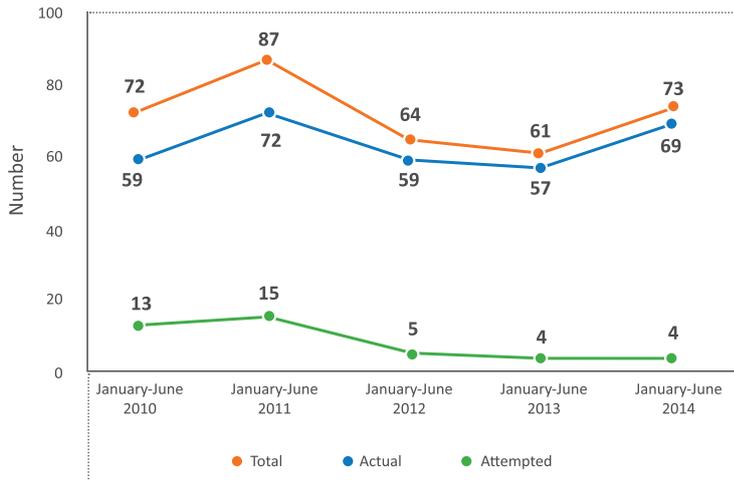
(January-June 2014)



# Part 1: Incidents of Piracy and Armed Robbery Against Ships in Asia (January - June 2014)

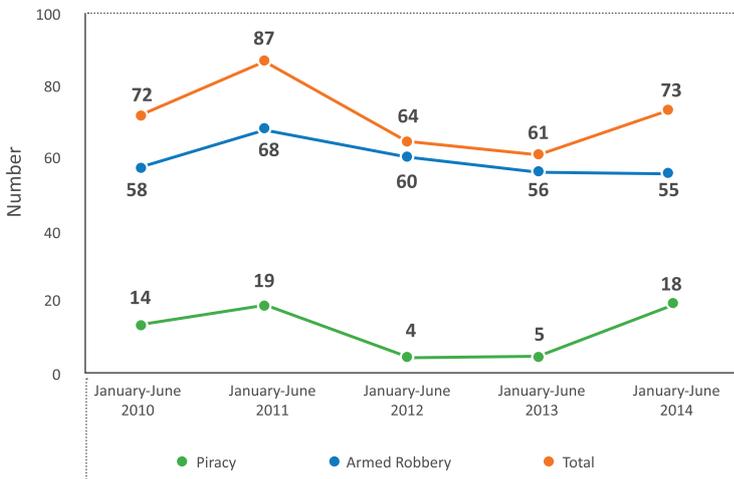
## Number of incidents

Graph 1 - Number of incidents (January-June of 2010- 2014)



A total of 73 incidents of piracy and armed robbery against ships were reported in Asia during January-June 2014. Compared to the same period in 2011, this was a 16% decrease in total number of incidents. Of the 73 incidents reported during January-June 2014, 69 were actual incidents and four were attempted incidents. Graph 1 shows the number of actual and attempted incidents reported during January-June of 2010-2014.

Graph 2 - Number of incidents of piracy and armed robbery against ships (January- June of 2010- 2014)



Of the 73 incidents reported during January-June 2014, 18 were piracy incidents and 55 were incidents of armed robbery against ships. Among the five year reporting period of January-June of 2010-2014, the number of incidents of armed robbery against ships was lowest during January-June 2014. Graph 2 shows the number of incidents of piracy and armed robbery against ships reported during January-June 2010-2014.

Of the 18 piracy incidents reported during January-June 2014, 15 occurred in the South China Sea (SCS), two in the Bay of Bengal and one attempted incident in the Indian Ocean.

## Significance level

Chart 1 - Significance level of incidents (January- June of 2010- 2014)

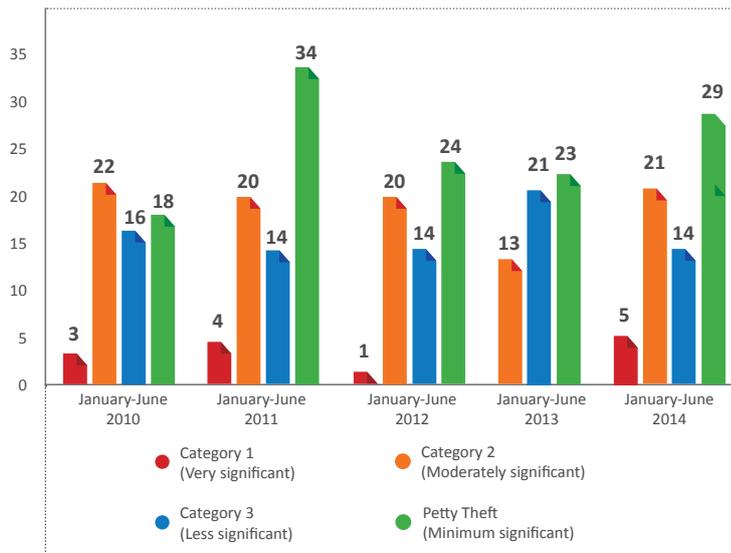


Chart 1 shows the significance level of incidents occurred during January-June 2014 compared with the same period in 2010-2013.

Except for the five Category 1 (very significant) incidents, the overall significance level of incidents reported during January-June 2014 was fairly consistent with that reported in the past four years (January-June of 2010-2013).

## Category 1

Five Category 1 incidents were reported during January-June 2014, and all were incidents of siphoning of fuel/oil involving *Sri Phangnga* (17 Apr 14), *Naniwa Maru No. 1* (22 Apr 14), *Orapin 4* (28 May 14), *Budi Mesra Dua* (7 Jun 14) and *Ai Maru* (14 Jun 14). The Category 1 incidents reported during January-June 2014 were different from past years' Category 1 incidents which were mostly hijacking of tug boats for resale to another buyer. Notably, siphoning of fuel/oil did not involve the hijacking of tankers, but the transfer of fuel/oil from the victim ship to another vessel. However, common to the hijacking of tug boats, pirates/robbers involved in siphoning were also armed with guns and knives, but their key target was the fuel/oil onboard the tankers. In all five incidents, the guns were not fired. The details and modus operandi of the five incidents are described in Part Two of this report.

## Category 2

There were 21 Category 2 incidents reported during January-June 2014, which was consistent with that reported during the same period in 2010-2012. Of the 21 reported incidents, 12 occurred while the vessels were anchored or berthed, and nine while the vessels were underway. Of the 12 incidents occurred to vessels that were anchored or berthed during January-June 2014, seven incidents occurred in Indonesia, three in Bangladesh, one in the Philippines and one in the Straits of Malacca and Singapore (SOMS). The ReCAAP ISC urges the relevant enforcement agencies and port authorities to enhance port security, and enforce the implementation of the ISPS code.

# Part 1: Incidents of Piracy and Armed Robbery Against Ships in Asia (January - June 2014)

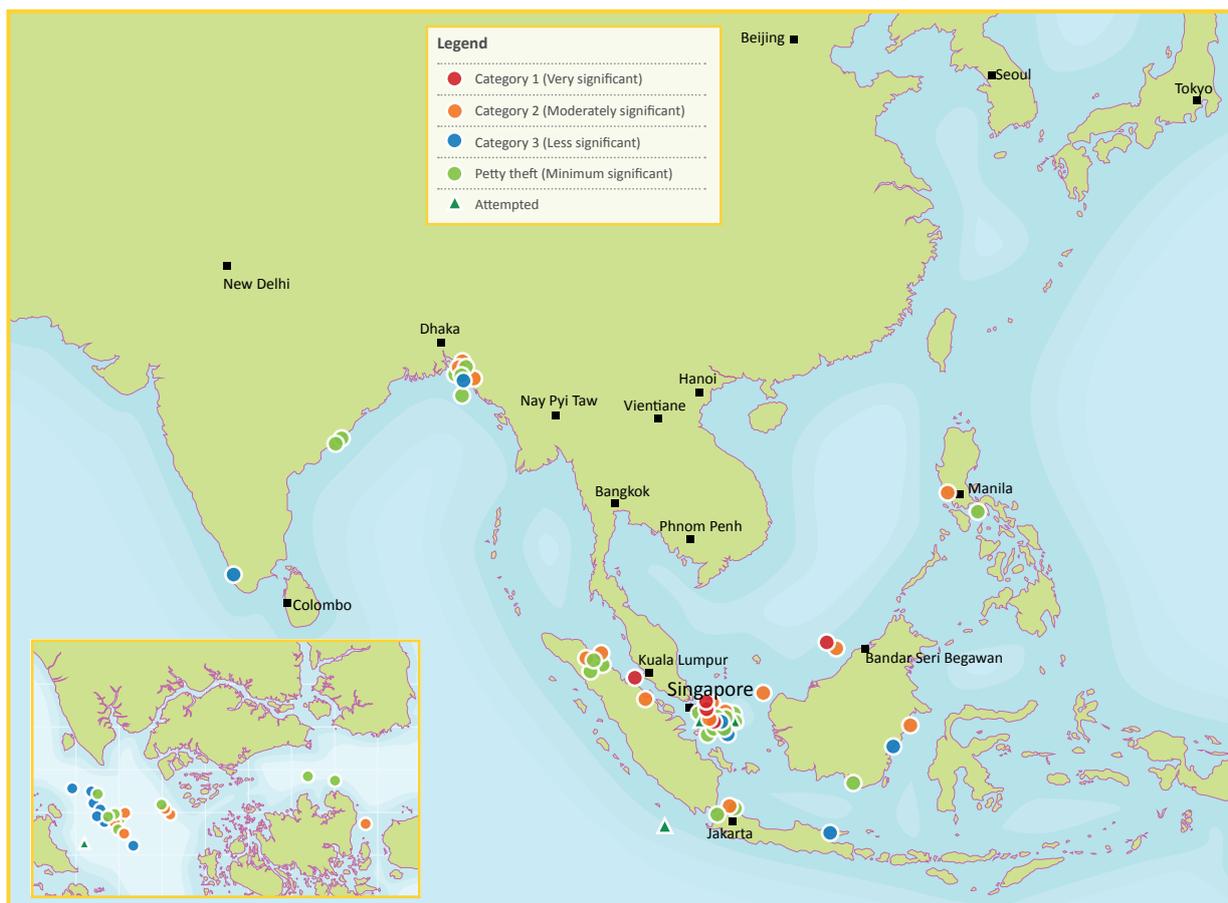
## Category 3 and petty theft

A total of 43 Category 3 incidents and petty thefts were reported during January-June 2014, which accounts for about 60% of the overall number of incidents. This conforms with past trends of Category 3 incidents and petty thefts forming the bulk of reported incidents. Reportedly, 15 of the 18 Category 3 and petty theft incidents reported during January-June 2014 occurred onboard vessels while underway in SOMS, and these included bulk carriers (5), tankers (5), tug boats (3), container ship (1) and general cargo ship (1). The ReCAAP ISC urges the littoral States and their enforcement agencies to increase surveillance and maintain presence in the area.

## Location of incidents

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

Map 1 – Location of incidents (January-June 2014)



## Characteristics of Incident

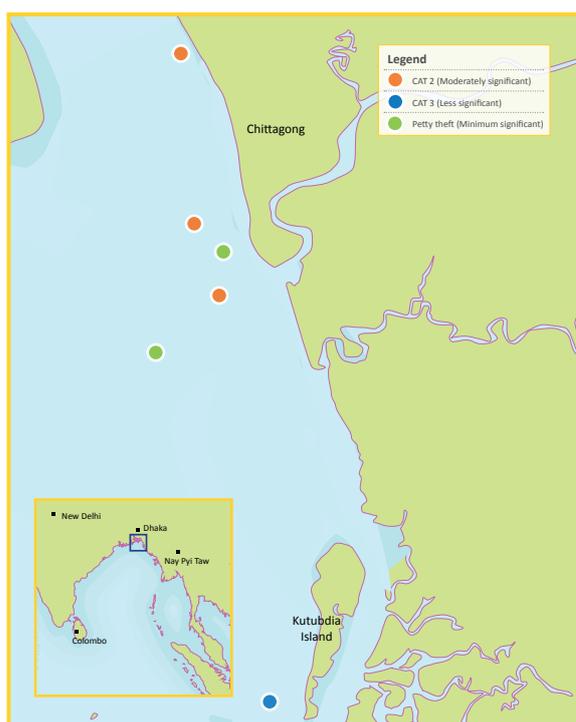
The proportion of incidents involving ships at anchor and at berth in Asia has decreased over the past three years, from 78% during January-June 2012 to 55% during the same period in 2014. These incidents were usually less significant (Category 3 incidents) and petty thefts. This is attributed to the decline in number of incidents at the ports and anchorages in Indonesia.

During January-June 2014, Indonesia reported a 50% decline in the number of incidents at their ports and anchorages compared to the same period in 2013. A total of 20 incidents were reported at the ports and anchorages in Indonesia during January-June 2014 compared to 41 incidents reported there during January-June 2013. However, there has been an increase in incidents involving ships while underway in SOMS and SCS during January-June 2014 compared to the same period in 2013.

## Part 1: Incidents of Piracy and Armed Robbery Against Ships in Asia (January - June 2014)

### Incidents involving ships at anchor and at berth

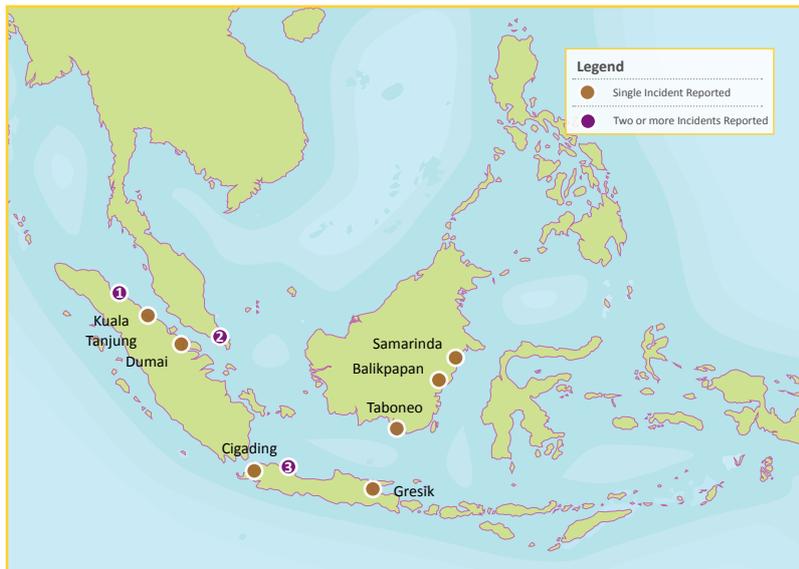
Map 2 – Location of incidents off Chittagong (January-June 2014)



**Chittagong Port, Bangladesh.** Six incidents were reported during January-June 2014. Of these, three were Category 2 incidents, one was a Category 3 incident and two were petty thefts. Of the three Category 2 incidents reported during January-June 2014, two incidents involved 10 robbers each, and one incident involved six robbers who threw stones at the watchman on the deck and boarded the ship using a portable ladder with hook. They escaped with the crew's personal belongings and ship's stores and mooring ropes. No crew was injured in the incidents.

	Jan-Jun 2010	Jan-Jun 2011	Jan-Jun 2012	Jan-Jun 2013	Jan-Jun 2014
CAT 1	0	0	0	0	0
CAT 2	4	0	1	0	3
CAT 3	2	3	2	1	1
PT	3	2	5	0	2
<b>TOTAL</b>	<b>9</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>6</b>

Map 3 – Location of incidents at Indonesia ports & anchorages  
 (January-June 2014)



**Indonesia.** A total of 20 incidents, of which 17 were actual incidents and three were attempted incidents, were reported at the ports and anchorages in Indonesia during January-June 2014. Compared to the same period in 2013, there has been a 50% decline in the number of incidents. Reportedly, the Indonesian Marine Police (IMP) has increased patrols at 11 ports and anchorages in Indonesia since 1 Jan 14 and had reportedly arrested some perpetrators suspected to be involved in the incidents.

- ① 4 Incidents (Belawan)
- ② 4 Incidents (Pulau Batam / Bintan)
- ③ 2 Incidents (Tanjung Priok)

	Jan-Jun 2010	Jan-Jun 2011	Jan-Jun 2012	Jan-Jun 2013	Jan-Jun 2014
CAT 1	1	1	0	0	0
CAT 2	4	1	6	6	7
CAT 3	3	6	11	15	3
PT	5	15	12	16	7
<b>TOTAL</b>	<b>13</b>	<b>23</b>	<b>29</b>	<b>37</b>	<b>17</b>

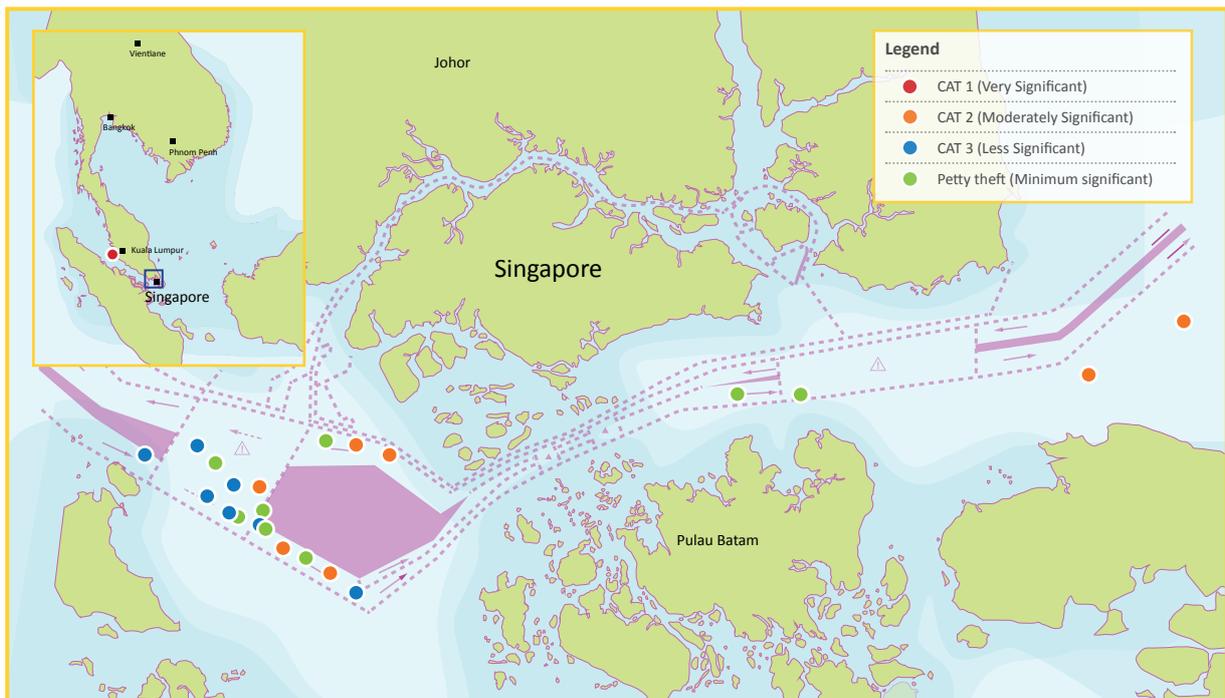
# Part 1: Incidents of Piracy and Armed Robbery Against Ships in Asia (January - June 2014)

## Incidents involving ships while underway

The proportion of incidents involving ships while underway has increased over the past three years, from 22% during January-June 2012 to 45% during the same period in 2014.

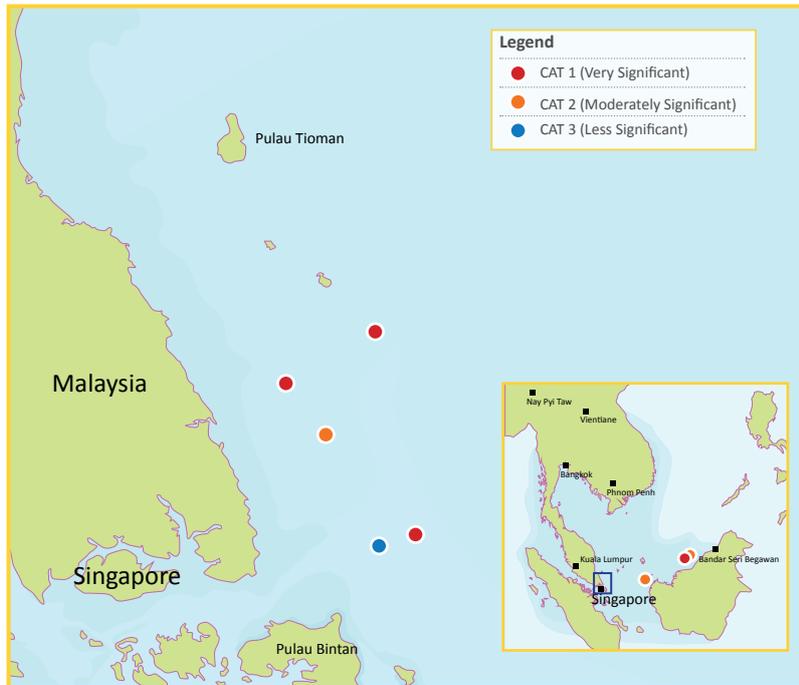
**SOMS.** A total of 23 incidents were reported in SOMS during January-June 2014. Most of these incidents occurred while the ships were underway in the eastbound lane of the Traffic Separation Scheme (TSS) involving bulk carriers, general cargo ships, container ships and tankers. These vessels loaded with cargo while underway in the SOMS were targeted due to its slow speed. Most of these incidents were petty theft and less significant incidents involving opportunistic robbers who boarded under the cover of darkness to steal engine spares and ship stores, and escaped immediately without alerting the crew.

Map 4 – Location of incidents in SOMS (January-June 2014)



	Jan-Jun 2010	Jan-Jun 2011	Jan-Jun 2012	Jan-Jun 2013	Jan-Jun 2014
CAT 1	0	0	0	0	1
CAT 2	1	6	4	0	7
CAT 3	0	1	0	2	7
PT	1	6	2	1	8
<b>TOTAL</b>	<b>2</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>23</b>

Map 5 – Location of incidents in SCS (January-June 2014)



**South China Sea (SCS).** There has been an increase in the number of incidents onboard ships while underway in the SCS. Eight incidents were reported there during January-June 2014 compared to five in 2013. Notably, incidents involving ships while underway in the SCS were relatively more severe in nature. Being far away from shore, the pirates were relatively bolder and armed with guns in some incidents, but were not discharged. Of the eight incidents reported there, four were Category 1 incidents involving siphoning of fuel/oil, three were Category 2 incidents and one was a Category 3 incident.

	Jan-Jun 2010	Jan-Jun 2011	Jan-Jun 2012	Jan-Jun 2013	Jan-Jun 2014
CAT 1	1	2	1	0	4
CAT 2	9	5	3	3	3
CAT 3	0	1	0	2	1
<b>TOTAL</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>8</b>

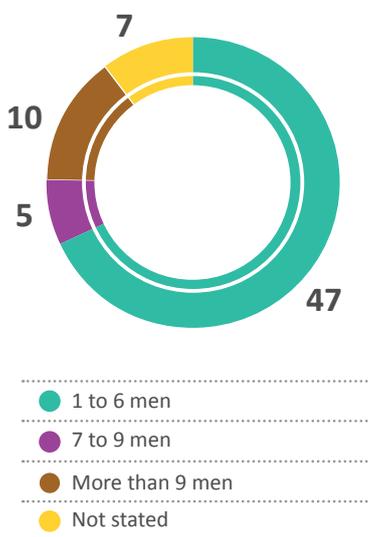
# Part 1: Incidents of Piracy and Armed Robbery Against Ships in Asia (January - June 2014)

## Violence and Economic Factors

The violence factor of an incident refers to the intensity of violence in an incident, and the indicators used to determine the degree of violence include: the type of weapons used by the pirates/robbers, the treatment of crew, and the number of pirates/robbers involved. The economic factor refers the type of property and cargoes stolen from the ship.

### Number of pirates/robbers

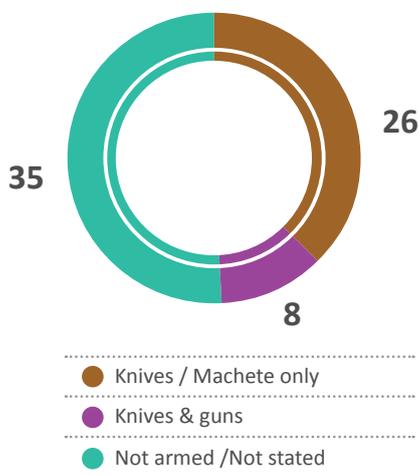
Chart 2 – Number of Pirates/Robbers (January-June 2014)



Majority of the incidents reported during January-June 2014 involved pirates/robbers operating in groups of one to six men. Of the 15 incidents that involved seven or more pirates/robbers, 10 occurred while the vessels were underway in the SCS (6), SOMS (3) and Bay of Bengal (1).

### Type of weapons used

Chart 3 – Type of Weapons Used (January-June 2014)

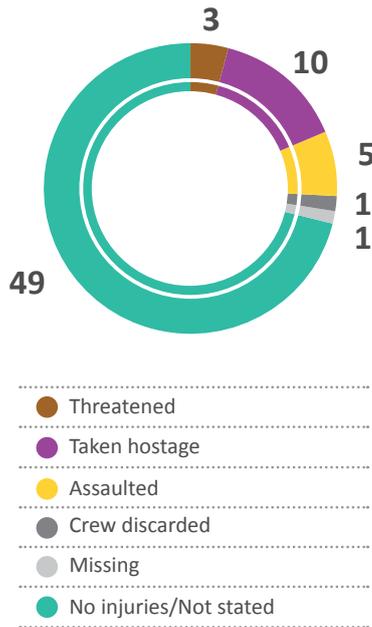


Of the 69 actual incidents reported during January-June 2014, 26 incidents involved pirates/robbers armed with knives/machetes and eight incidents involved pirates/robbers armed with guns and knives. Among the eight incidents involving pirates/robbers armed with guns and knives, four occurred at anchorages in Indonesia, three in the SCS and one at an anchorage in the Philippines.

The three incidents in the SCS involved siphoning of fuel/oil. Half of the 69 incidents have no report of the type of weapons carried by the pirates/robbers or no information if they were armed or not. The ReCAAP ISC urges ship masters and shipping company to provide details of incidents when reporting an incident.

## Treatment of crew

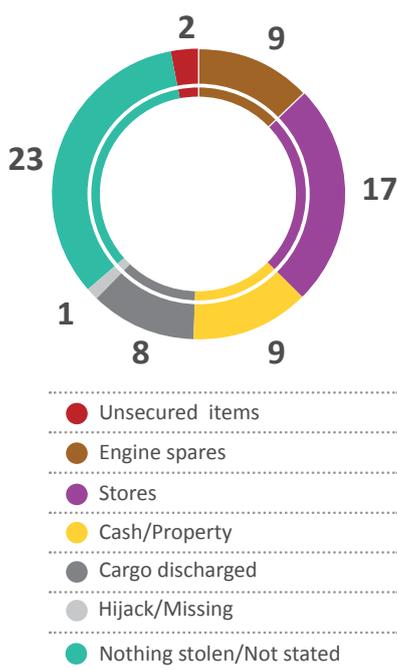
Chart 4 – Treatment of Crew (January-June 2014)



Close to three-quarter of the incidents reported during January-June 2014 mentioned that the crew was not injured or there was no information available on this aspect. In most incidents, pirates/robbers were opportunistic in nature, non-confrontational and escaped when sighted by the crew. In other incidents, the pirates/robbers threatened the crew with their weapons or tied them to restrict their movements or prevent them from alerting and reporting to the crew/authorities. In two of the incidents, the pirates/robbers threw knives and stones at the crew. The ReCAAP ISC advises ship crew to avoid confronting the pirates/robbers after they boarded the ship, especially if they were armed. There was an incident of missing crew who reportedly left the ship together with the pirates bringing along with them their personal belongings and travel documents.

## Type of economic losses

Chart 5 – Type of Economic Losses (January-June 2014)



Conforming to past trend, majority of incidents reported during January-June 2014 mentioned nothing was lost. Of the 69 incidents, eight incidents reported the loss of cargo, of which five involved the loss of fuel/oil from tankers and three were theft of scrap metal from barges. There was an incident of missing ship, referring to loss of Malaysia-registered tug boat, *Manyplus 12*. More details are reported in Part Two of this report.

The background features a grid of squares in various shades of orange and yellow. Overlaid on this is a large circle composed of several concentric rings in the same color palette. The text 'CASE STUDIES' is centered horizontally and vertically within the circle.

# CASE STUDIES

# PART TWO



CHINA • BANGLADESH • BRUNEI • CAMBODIA • CHINA • DENMARK • INDIA • JAPAN  
NETHERLANDS • NORWAY • PHILIPPINES • SINGAPORE • SRI LANKA • THAILAND • UNITED KINGDOM  
HAILAND • UNITED KINGDOM • VIETNAM • AUSTRALIA • BANGLADESH • BRUNEI • CAMBODIA • CHINA • DENMARK • INDIA • JAPAN  
NETHERLANDS • NORWAY • PHILIPPINES • SINGAPORE • SRI LANKA • THAILAND • UNITED KINGDOM

## Part 2: Case studies

### Incidents of Siphoning of Fuel/Oil at Sea in Asia

Between 2011 and June 2014, a total of 14 incidents of siphoning of fuel/oil were reported, of which nine incidents were successfully carried out. The other five incidents were foiled because of timely intervention by enforcement agencies arising from timely reporting of the incidents to the ReCAAP ISC who triggered the ReCAAP Focal Points and coastal authorities, and timely and enhanced vigilance exercised by the master and crew.

During January-June 2014, a total of five incidents of siphoning of fuel/oil were reported. Of these, four occurred in the SCS and one off Port Klang, Malaysia. In all incidents, the crew was not injured and the vessels returned to their respective ports safely. The five incidents occurred in 2014 during April, May and June are described as follows:

#### Incident involving *Sri Phangnga*

On 17 Apr 14, 16 pirates armed with guns and knives boarded the Thailand-registered oil tanker in SCS. A total of 450,000 litres of MOGAS (Motor Gasoline) was siphoned from *Sri Phangnga* to a tanker that came alongside. The pirates left after taking the crew's personal belongings, destroyed the ship's communication power line and painted over the ship's name and company logo on the side of the tanker. The crew was not injured.



Footprints left behind



Funnel painted over



Ship name painted over



Cabin ransacked

(Photographs courtesy of shipping company)

Map 6 – Location of incident involving *Sri Phangnga*



## Incident involving *Naniwa Maru No. 1*

On 22 Apr 14 at or about 0100 hrs (local time), two vessels came alongside a Saint Kitts and Nevis-registered oil tanker, *Naniwa Maru No. 1* which was loaded with 4,344 metric tonnes of MGO (Marine Gas Oil) near Port Klang, Malaysia. Five robbers boarded the ship, held the crew hostage while siphoned about 2,500 metric tonnes of oil from the tanker, and escaped with the master, chief officer and chief engineer (all Indonesians) together with their personal belongings and travel documents. The other crew was safe. However, there were indications to suspect that the three crew was part of the conspiracy. The authorities are investigating the incident.

Map 7 – Location of incident involving *Naniwa Maru No. 1*



## Incident involving *Orapin 4*

On 28 May 14, 10 pirates armed with guns and knives boarded the vessel from a speed boat in the SCS. The pirates painted the ship name to 'RAPI', destroyed the communication equipment onboard and siphoned 3,700 metric ton of Automative Diesel Fuel (ADF) to a tanker that came alongside. On 1 Jun 14, *Orapin 4* arrived at Sriracha Port, Chon Buri, Thailand at or about 1930 hrs (local time). All 14 Thai nationals and crew onboard was safe, and the master upon arrival reported the incident to the local police station.

Map 8 – Chronology of events involving *Orapin 4*



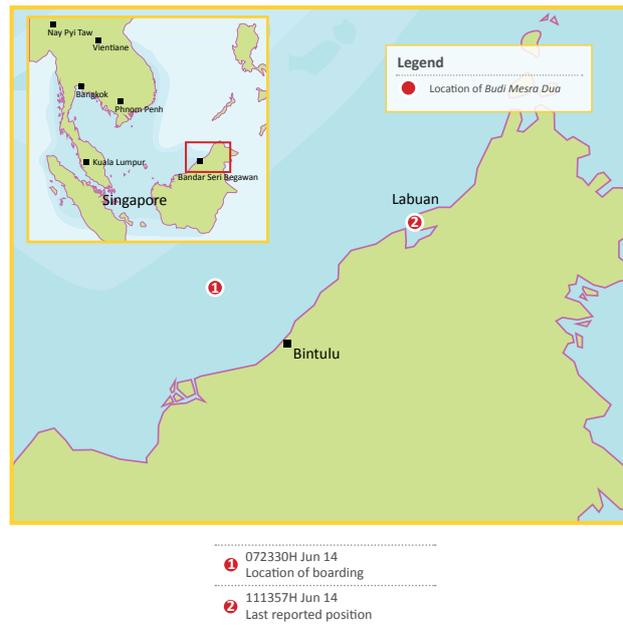
- |   |   |
|---|---|
| 1 Last reported position on<br>27 May 14 at 1730 hrs        | 2 Last tracked position on<br>27 May 14 at 2357 hrs |
| 3 Assessed location of boarding on<br>28 May 14 at 0200 hrs | 4 Vessel anchored on<br>1 Jun 14 at 1930 hrs        |

## Part 2: Case studies

### Incident involving *Budi Mesra Dua*

On 7 Jun 14 at or about 2330 hrs (local time), six pirates armed with knives and swords boarded the Malaysia-registered product tanker, *Budi Mesra Dua* from a high speed wooden boat when she was underway at approximately 70 nm off Bintulu, East Malaysia in the SCS. The pirates tied and locked the crew in the mess room; and forced the master and Chief Officer to steer the vessel to another location. Later, an unknown barge came alongside *Budi Mesra Dua* and another 20 pirates boarded the vessel. The pirates siphoned 940 metric tonnes of diesel oil from *Budi Mesra Dua* to the barge. The pirates then ordered the master to sail towards Labuan and they escaped in a grey wooden boat on 8 Jun 14 at or about 0911 hrs (local time). The pirates damaged the navigation and communication equipment onboard the vessel, and stole the crew's cash and personal belongings.

Map 9 – Location of boarding & last reported position of *Budi Mesra Dua*



### Incident involving *Ai Maru*

On 14 Jun 14, seven pirates armed with pistols and knives boarded the Honduras-registered product tanker in the SCS. The pirates tied and locked the crew in a room while they siphoned 620 metric ton of MGO from the vessel. The pirates also stole the crew's personal belongings and damaged the ship communication equipment. The regional maritime authorities in the region were alerted and they deployed their assets to the location. A total of six vessels from the Royal Malaysian Navy (RMN), Malaysian Maritime Enforcement Agency (MMEA), Indonesian Navy (TNI-AL) and Republic of Singapore Navy (RSN) were deployed. At or about 0050 hrs (local time), *Ai Maru* was observed to be drifting with its shipboard lighting turned on, as the maritime authorities closed in. The pirates managed to siphon 620 metric ton of MGO (which was 40% of the total MGO onboard).

Map 10 – Tracked positions of *Ai Maru*



## Modus operandi

By and large, the pirates/robbers adopted quite similar modus operandi in terms of the composition of the pirate/robber group, the treatment of crew, the weapons used and the modes of boarding. Most groups comprised not less than five, the highest being 16 men in the incident involving *Sri Phangnga*. Of the 14 incidents, seven of them involved the pirates/robbers armed with handguns or pistols and knives or parangs (long knives). None of the handguns or pistols was discharged.

Except in the case involving *Sri Phangnga* where the master suffered minor injuries, the crew in other incidents were not harmed. They were threatened, tied and locked up. In majority of the reported incidents, the pirates/robbers boarded the tankers while underway, took over control of the tankers and transferred the oil/fuel onboard to a tanker or barge which came alongside. They destroyed the ship communication and navigational equipment to prevent the master and crew from contacting the authorities and the ship owners, and apart from siphoning fuel/oil, they also stole the ship's cash and crew's valuables and personal belongings.

Of the nine successful incidents, three of the ships had their names repainted over and renamed to mask their identities while transiting to the location for siphoning and while siphoning was carried out. Chemical tanker, *Zafirah* was reportedly renamed '*MT SEAHORSE*' and her IMO number changed from '9016387' to '9016081', *Danai 4* renamed *DAN*; and *Orapin 4* renamed *RAPI*.

## Observations

Some observations derived from the series of incidents reported between 2011 and June 2014 are as follows:

- a. The demands for fuel/oil remains high and pirates/robbers are likely to continue with this lucrative business unless the authorities and shipping industry can work together collectively to arrest the perpetrators to serve as a deterrence;
- b. Small tankers of GT between 1000 and 2000 were targeted;
- c. Pirates/robbers appeared to have knowledge of the amount and types of fuel/oil carried onboard the vessels and the route of the vessel, an indication of insider job or leakage of the vessel details to pirates to plan and identify location of boarding and siphoning, to avoid being detected by the authorities;
- d. The possibility of conspiracy between the pirates/robbers and the master and crew of the victim ship was evidence in the case of *Naniwa Maru No. 1* where the master together with Chief Officer and Chief Engineer left the tanker with the robbers, bringing along their personal belongings and travel documents; and the families of the missing crew were uncontactable by the company after the incident.

## Recommendations

The ReCAAP ISC notes that vigilance and readiness of the crew is the best preventive measure to adopt, and encourages timely reporting to nearest coastal State, flag State and ship owner when boats were seen loitering in the vicinity. With the current siphoning incidents reported in the region, the ReCAAP ISC advocates shared responsibilities among all stakeholders and concerned entities which is key to effectively tackle with the problem collectively.

## Part 2: Case studies

### Theft of Scrap Metal onboard Barges

**Robbers transferring scrap metal from barge to boats**  
(Photograph courtesy of shipping company)



During the period January-June 2014, a total of five incidents of theft of scrap metal from barges were reported. The details of the incidents are as follows:

### Incidents involving *SG Victory* and *MV Chan*

On 20 Feb 14 at or about 1130 hrs (local time), Singapore-registered tug boat, *SG Victory* while towing *MV Chan*, a scrap vessel at approximately 26.45 nm southwest of Elephant Point, Bangladesh (Bay of Bengal), five fishing boats approached, boarded the scrap vessel and stole items before they escaped. The master did not report the incident. On 21 Feb 14 at about 0650 hrs (local time) at approximately 14.13 nm northwest of Kutubia Island, Bangladesh (Bay of Bengal), robbers boarded again the scrap vessel from several fishing boats. The incident was reported to the Bangladesh Coast Guard who immediately deployed a high speed boat. The Bangladesh Coast Guard apprehended nine robbers and two boats and recovered stolen items from the scrap vessel. The crew was not injured.

Map 11 – Location of incidents involving *SG Victory* & *MV Chan*

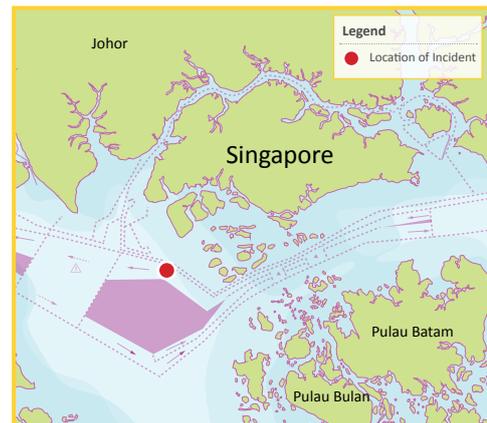


- 1 *SG Victory*, Tug boat  
20 Feb 14 1130 hrs
- 2 *SG Victory*, Tug boat  
21 Feb 14 0650 hrs

## Incident involving Tug boat *Juara* and Barge *Smooth 1*

On 23 Feb 14 at or about 1350 hrs (local time), a Malaysian-registered tug boat *Juara* while underway towing barge, *Smooth 1* in the Singapore Straits Traffic Separation Scheme (TSS) when 20 robbers boarded the barge from four boats. The robbers escaped with approximately one-quarter of scrap metal cargo onboard the barge.

Map 12 – Location of incident involving *Juara* & *Smooth 1*



## Incident involving Tug boat *Budget 18* and Barge *Budget 28*

On 17 Apr 14 at or about 0550 hrs (local time), a Malaysian-registered tug boat *Budget 18* while towing barge *Budget 28* in the westbound lane of the TSS when 10 robbers boarded the barge and stole approximately 10 tons of scrap metal before they left at or about 0640 hrs (local time). The crew was not injured. The Singapore Port Operations Control Centre (POCC) informed the RSN and also initiated a VHF broadcast to alert mariners.

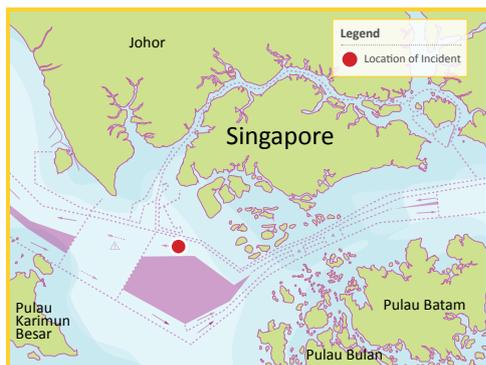
Map 13 – Location of incident involving *Budget 18* & *Budget 28*



## Part 2: Case studies

### Incident involving Tug boat *Kien San 1* and Barge *Kien San 8*

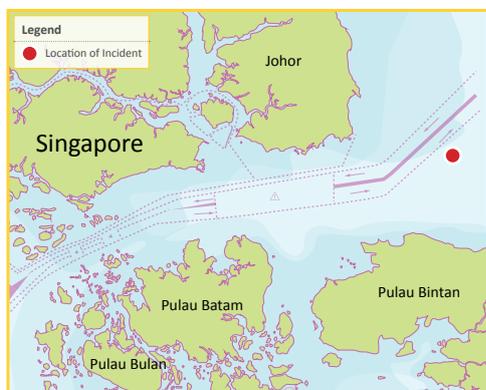
Map 14 – Location of incident involving *Kien San 1* & *Kien San 8*



On 28 May 14 at or about 1042 hrs (local time), a Malaysian-registered tug boat *Kien San 1* while towing barge *Kien San 8* at northwest of Nipa Anchorage, Indonesia when four robbers boarded the barge loaded with scrap metal from the stern from four small boats. The master reported the incident to the Singapore VTIS West and with his crew, they tried to scare the robbers away. The Singapore Police Coast Guard (PCG) deployed a patrol craft to the location of the incident but the robbers escaped in their small boats. No items were stolen from the barge and the crew was not injured. The Singapore VTIS West had initiated a navigational broadcast to alert mariners. They also informed the RSN.

### Incident involving *Kim Hock Tug 8* and *LKH 2882*

Map 15 – Location of incident involving *Kim Hock Tug 8* & *LKH 2882*



On 3 Jun 14 at or about 0011 hrs (local time), Singapore-registered tug boat, *Kim Hock Tug 8* towing barge, *LKH 2882* when four small boats came alongside the barge. Ten robbers boarded the barge and for one hour, they transferred the scrap metal from the barge to their boats. The Singapore VTIS tried to communicate with the master but received no reply. The RSN informed the Indonesia and Malaysia authorities about the incident.

## Observations

A total of five incidents involving theft of scrap metal from barges had been reported to the ReCAAP ISC during January-June 2014, compared to three incidents reported during the entire 2013<sup>1</sup>. The stolen scrap metal can be sold to scrap yard owners who in turn collect and sell them to small and big recyclers including car companies for bigger profits. Investigation by the authorities to uncover underground markets for scrap metal is key to track the root of the crime, and the relevant authorities to take action in eradicating the demand for scrap metal in the underground markets.

<sup>1</sup> The incidents involved *Budget 17* (22 Sep 13), *Kim Hock Tug 2* (6 Nov 13) and *Budget 17* (15 Dec 13).

## Recommendations

The ReCAAP ISC encourages collaborative efforts among maritime enforcement authorities and other relevant agencies, including the conduct of regular patrols along routes frequently made by tug boats and barges. Considering that tug boats and barges are slow-moving vessels and are often vulnerable to boarding by robbers; master and crew are encouraged to exercise vigilance and adopt precautionary measures when their vessels are underway, as stipulated in the ReCAAP ISC's Tug Boats and Barges Guide.

## Part 2: Case studies

### Missing tug boat *Manyplus 12*, and recovery of barge *Hub 18*



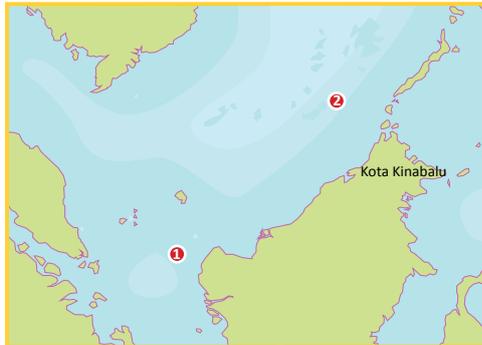
On 13 Jun 14, Malaysia-registered tug boat, *Manyplus 12* towing barge, *Hub 18*, loaded with 138 containers departed Sibul, Sarawak, East Malaysia for Port Klang, Peninsular Malaysia. The vessels were scheduled to arrive at Port Klang in the morning of 13 Jun 14. However, the vessels did not arrive at Port Klang on the scheduled date. The shipping company's last contacted the master on 9 Jun 14 at or about 1910 hrs (local time) when the vessels were approximately 61.37 nm west of Tanjung Datu, Sarawak. There were 11 crew onboard the tug boat.



The ReCAAP ISC immediately informed the regional authorities and Focal Points regarding the missing tug boat and barge and advised the owner to report to MMEA and local police. The ReCAAP ISC also issued an Incident Alert urging the ReCAAP Focal Points, the maritime authorities and vessels in the vicinity to look out for *Manyplus 12* and *Hub 18*; and report sightings of the vessels and crew to the nearest coastal State, noting that the colour and name of the vessels may have been repainted.

On 22 Jun 14, the ReCAAP ISC received information that the barge *Hub 18* with 11 crew onboard has been located. The crew was rescued by Vietnamese fishing boat at about 100 nm northwest of Kota Kinabalu on 22 Jun 14 at 1612 hrs (local time), and that the barge was left adrift.

**Map 16 – Last contact with *Manyplus 12* & *Hub 18* and location of crew & barge found**



1 Last contact with Tug boat and barge  
 091910H Jun 14

2 Crew & barge found!  
 221612H Jun 14

The Philippine Navy deployed its asset on 24 Jun 14 about 0715 hrs (local time) and conducted aerial reconnaissance. The barge, *Hub 18* was sighted abandoned and drifting at about 15 nm southwest off Abad Santos Shoal. However, tug boat *Manyplus 12* was not within the area. On 25 Jun 14, barge *Hub 18* was towed by LCC 550 to Ulugan Bay, Puerto Princesa City, Palawan and arrived in the area at 26 Jun 14 about 0730 hrs (local time).

On 30 Jun 14, a joint inspection onboard barge *Hub 18* was conducted by the representatives from Department of Foreign Affairs, Philippine Navy, Bureau of Immigration and Bureau of Customs. The containers onboard the barge contained frozen products, vegetables and various new and used vehicle spare parts. Some of the containers had been opened and empty. Other damages to the barge were broken windows and dents in the hull. The perpetrators had left behind some tools they used to open the containers and spare parts from the containers were scattered around. To date, tug boat *Manyplus 12* is still missing.

## Observation

Timely reporting of the incidents by ship owners is paramount at all times in order for the relevant authorities to respond quickly to the incident. It was a good seven days after the loss of communications that a report was made.

## Recommendation

The ReCAAP ISC urges ship owners and masters to refer to the ReCAAP ISC's Tug Boats and Barges Guide and ReCAAP ISC's latest situation update in Asia via [www.recaap.org](http://www.recaap.org) when planning their voyage.

# ReCAAP ISC ACTIVITIES

(January-June 2014)



## Part 3: ReCAAP ISC Activities (April-June 2014)

### ReCAAP ISC Piracy & Sea Robbery Conference 2014, Singapore (8 Apr 14)



The ReCAAP ISC jointly organised the Piracy and Sea Robbery Conference with BIMCO, INTERTANKO and S Rajaratnam School of International Studies (RSIS) on 8 Apr 14 at York Hotel, Singapore. The theme of the conference was “Piracy and Sea Robbery: Emerging Challenges”. Session I featured presentation on situation update by ReCAAP ISC and 1st Panel Discussion on “Evolving Challenges”. Session II featured 2nd Panel Discussion on “Converging Solutions”. The Conference provided a platform for sharing and interactive discussion between speakers and the audience, comprising of representatives from local government agencies, local embassies, local and international shipping associations, shipping companies and research institutions. The sharing and discussion drew overwhelming responses and comments from the participants.



*Participants (below) posing questions to the panelists (above)*

## ReCAAP ISC and SSSA (Sarawak and Sabah Shipping Association) Anti-Piracy and Sea Robbery Forum, Miri, Sarawak (24 Jun 14)



Participants at the forum

For the first time, the ReCAAP ISC and SSSA jointly organised an anti-piracy forum on 24 June 2014 in Miri, East Malaysia which involved tug and barge companies operating in the waters and ports/anchorages of Southeast Asia region.

The forum involved governmental agencies, including the MMEA from Johor region and Sarawak region, maritime authorities from Malaysia and Singapore, and the shipping associations of Singapore and Malaysia.



Opening address

The objectives of this forum were:

- a. To profile and promote the ReCAAP ISC through a forum for the regional law enforcement agencies and shipping community.
- b. To assist and further engage local government agencies and shipping industry to enhance inter-agencies network for better cooperation and information sharing.
- c. To provide latest update on the situation of piracy and armed robbery against ships in Asia and share best practices and lessons learned through case studies.
- d. To share the trend on robberies of scrap metal onboard barges and the modus operandi involved.
- e. To strengthen the relationship among the sub-regional law enforcement agencies and between members of SSSA with the ReCAAP ISC.



Group photo of organisers and participants

## Part 3: ReCAAP ISC Activities (April-June 2014)

### Launch of mobile application on “ReCAAP Focal Points”



The ReCAAP ISC launched the free mobile application (App in short) on the ‘ReCAAP Focal Points/ Contact Point’ at the ReCAAP ISC and SSSA Anti-Piracy and Sea Robbery Forum. The App was developed to enable ship owners, agents, and crew to have quick and easy access the contact details of the ReCAAP Focal Points / Contact Point via their mobile phones, to facilitate timely and easy reporting of incident to the relevant ReCAAP Focal Points. The App also allows the users to read ReCAAP ISC latest Incident Alert, periodical reports and other publications while on the move. The QR code of the application for downloading is as shown:



QR code for downloading mobile app, “ReCAAP Focal Points”

## INTERTANKO Maritime Security Workshop, New York (7-9 May 14)

The ReCAAP ISC was invited to attend the INTERTANKO Security Workshop held in conjunction with their annual General Meeting on 7-9 May 14 in New York, USA. The workshop was attended by 12 participants including members of INTERTANKO and other consultation companies. The workshop was chaired by Dr Philip Belcher, Marine Director of INTERTANKO. Three presentations were delivered, including situation update by the ReCAAP ISC, global piracy and its impact to the maritime industry and Inmarsat Maritime.



INTERTANKO Security Workshop

## Asian Shipowners' Forum General Meeting, Japan (19-21 May 14)

The 23<sup>rd</sup> Annual Meeting of the Asian Shipowners' Forum (ASF) was held in Otsu, Japan on 19-21 May 14, hosted by the Japanese Shipowners' Association (JSA). This was the annual meeting of Asian Shipowners' whose major shipping related issues including safety, security and the environment, currently faced by the shipping industry. The meeting was a good opportunity for the ReCAAP ISC team to actively engage the Shipowners' Association in Asia, including the delegation from Malaysia and Indonesia and the international community such as BIMCO, INTERTANKO and INTERCARGO.



ReCAAP ISC team at the meeting (left) and engagement of MASA and INSA (right)

## Part 3: ReCAAP ISC Activities (April-June 2014)

### Djibouti Code of Conduct (DCoC) Ministerial Meeting, UK (29-30 May 14)



Ministerial meeting at the IMO

The IMO convened the DCoC Pre-Ministerial Meeting and Ministerial Meeting on 29 and 30 May 14 respectively to discuss the effectiveness of the Code in the region, as well as to assess if the IMO's implementation has built regional capacity to bring forward the Code at a regional level.

The Ministerial Meeting held on 30 May 14 was chaired by Mr Yoshiaki Ito with attendance of the Secretary-General of IMO, Mr Koji Sekimizu who provided the opening and closing remarks. Several countries, namely Yemen, Maldives, Djibouti and Japan, spoke about the significant contribution by the ReCAAP ISC. Much discussion was on the final version of the term of reference for the establishment of the regional mechanism of the DCoC. Most of the countries hope that the IMO should continue to take the driving role for another two more years; and that support should continue during the transition period.

### 4<sup>th</sup> Centre-to-Centre Dialogue (28 May 14)



Centre-to-Centre Dialogue

The Centre-to-Centre dialogue was held on 28 May 14 at the IMO which was chaired by Mr Nicholas Teo, Deputy Director of ReCAAP ISC and participated by Mr Mohammed Almajashi, Director of ReMISC from Yemen. Three staff of the IMO attended as observers, namely Mr Yoshiaki Ito, Mr Loukas Konrogiannis and Mr Osamu Marumoto. The key purpose of the dialogue was to ascertain result of the DCoC senior level meeting held in Abu Dhabi in Apr 14 and the latest development of DCoC, in particular, the way ahead.

Mr Ito congratulated the ReCAAP ISC for the great achievement in facilitating the information exchange between the two regions and the ReCAAP model was deemed as the successful model for the ReMISC to emulate. Mr Ito highlighted that the IMO has been in the driving seat since 2009 for the development of DCoC, and the IMO now wishes to handover the leadership role to the DCoC members, but would continue to provide support as necessary. He hoped that the ReCAAP ISC could continue to play an active role in assisting the development of DCoC.

## Visit to Department of Political Affairs of United Nation (UN) Headquarters, New York (7 May 2014)



Mr Endo with Ms Yamashita, Chief Asia & Pacific Division, Department of Political Division

An inaugural visit by ReCAAP ISC to the UN Headquarters was held on 7 May 2014. Ms Yamashita, Chief Asia & Pacific Division, Department of Political Division hosted the visit in which she explained the job scope of the Department of Political Division where she covers the Asia and Pacific region, and her two other colleagues cover the African region. Ms Yamashita appreciated the informative presentation about ReCAAP and commended the work done by the ReCAAP ISC. She also highlighted that UN has interest in the developments in Southeast Asia, and has regular engagements with the ASEAN Secretariat.

## 93<sup>rd</sup> Session of the Maritime Safety Committee, UK (14 to 19 May 14)

A ReCAAP ISC team attended the 93<sup>rd</sup> Session of the Maritime Safety Committee (MSC), which was held from 14 to 19 May 14 in London, UK. Since the signing of the cooperative agreement with the IMO in December 2007, the ReCAAP ISC has been invited by the IMO to attend its regular MSC meetings. The meetings have provided the opportunity for the ReCAAP ISC to share and profile the good work of the Centre, recent developments of ReCAAP and the piracy and armed robbery situation in Asia.

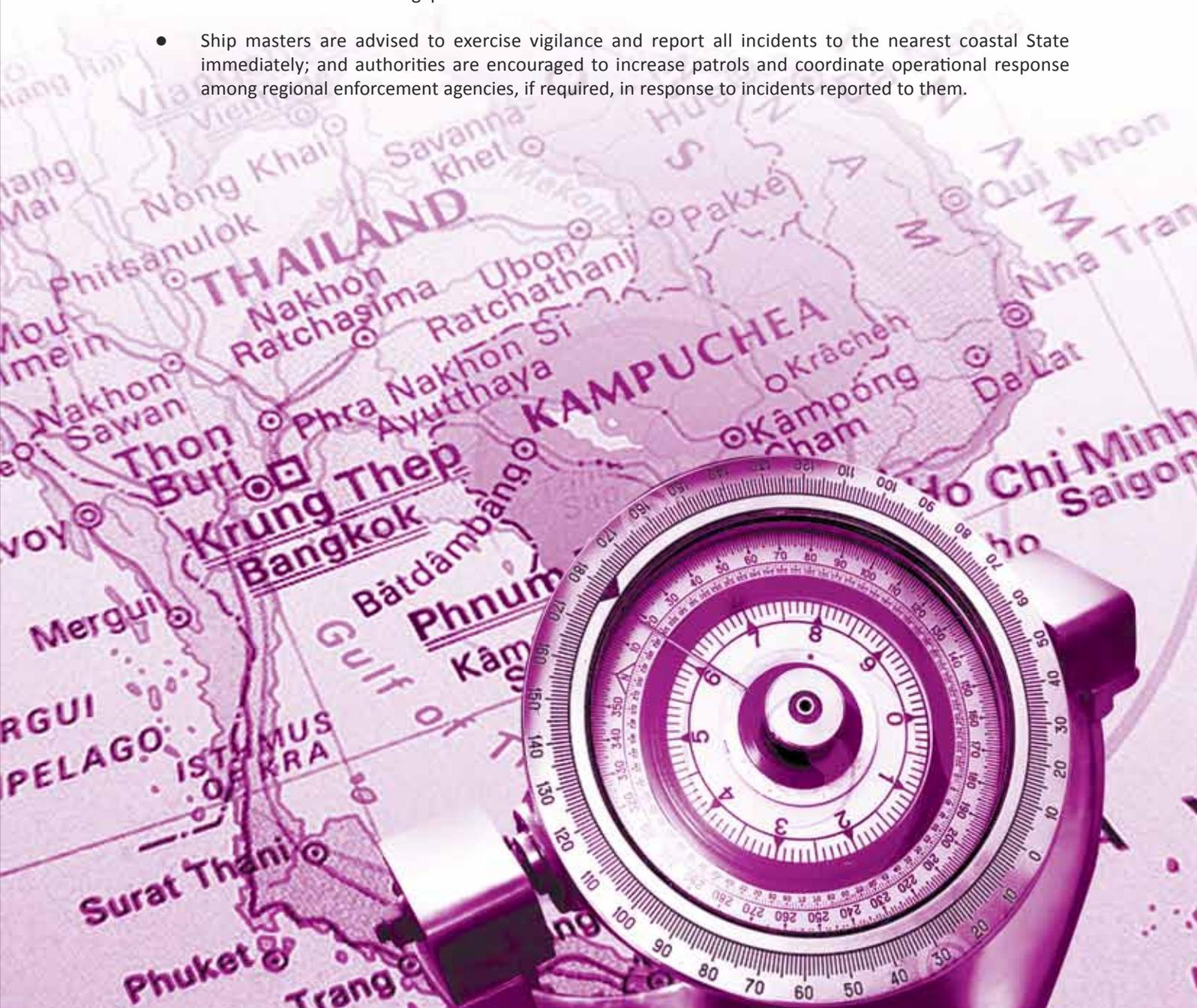
## 112<sup>th</sup> IMO Council Meeting, UK (16 to 20 Jun 14)

The ReCAAP ISC team attended the 112<sup>th</sup> session of the IMO Council Meeting, which was conducted in London, UK from 16 to 20 Jun 14. The ReCAAP ISC made an intervention during the session, highlighting the current piracy and sea robbery situation in Asia, with concern on the increasing number of incidents involving siphoning of fuel/oil from tankers.

# CONCLUSION

## Conclusion

- In spite of the increase in total number of incidents of piracy and armed robbery against ships in Asia during January-June 2014, the number of armed robbery incidents has decreased while the piracy incidents has increased.
- A total of 55 incidents of armed robbery were reported, which is lowest among the five-year reporting period.
- Except for incidents involving the siphoning of fuel/oil from product/oil tankers, the overall significance level of incidents reported during January-June 2014 has stabilised and remains fairly consistent compared to the same period in past four years.
- Incidents involving the siphoning of fuel/oil were of concern, and warrant close monitoring and collective efforts by the shipping industry and authorities in addressing the challenges.
- There has been an increase in activities involving the theft of ship cargoes (such as scrap metal, engine spares, ship stores, cash, etc.) onboard ships while underway in the Traffic Separation Scheme (TSS) of the Straits of Malacca and Singapore.
- Ship masters are advised to exercise vigilance and report all incidents to the nearest coastal State immediately; and authorities are encouraged to increase patrols and coordinate operational response among regional enforcement agencies, if required, in response to incidents reported to them.



# APPENDICES



• AUSTRALIA • MYANMAR • NETHERLANDS • NORWAY • PHILIPPINES • SINGAPORE • SRI LANKA • THAILAND • UNITED KINGDOM • VIETNAM

• CHINA • BANGLADESH • BRUNEI • CAMBODIA • CAMBODIA • CHINA • DENMARK • INDIA • JAPAN • KOREA • MALAYSIA • NETHERLANDS • NORWAY • PHILIPPINES • SINGAPORE • SRI LANKA • THAILAND • UNITED KINGDOM • VIETNAM

# Appendices

## Definitions & Methodology in Classifying Incidents

### Definitions

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

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

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

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

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

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

## Methodology in classifying incidents

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

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

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

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

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

# Appendices

## DESCRIPTION OF INCIDENTS

### Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<b>Giovanna Iuliano</b> Bulk carrier Italy 9122576 39385	03/01/14 0340 hrs	00° 17.15' S, 117° 40.15' E  Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, three robbers armed with a gun boarded the bulk carrier, which was carrying out loading operations. The AB was taken hostage, tied up and his personal effects were stolen. The robbers then broke into the forecandle store, stole ship's property and escaped. The AB later managed to untie himself and reported the incident to the duty officer.  <i>[IMO]</i>
2	<b>Lady Cordelia</b> Chemical tanker Marshall Islands 9411587 8689	03/01/14 0530 hrs	03° 57' N, 098° 47' E  Belawan anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. They stole ship stores such as reducers, fire hose couplings and tank cleaning line hydrant before they escaped. Ropes were found onboard the vessel, indicating that the robbers may have boarded and escaped from the vessel using ropes. The robbers spoke in Bahasa Indonesian.  <i>[ReCAAP Focal Point (Singapore)]</i>
3	<b>Fairchem Stallion</b> Chemical tanker Panama 9291456 11628	07/01/14 0018 hrs	07° 05.60' S, 112° 39.70' E  Gresik inner anchorage, Indonesia	While at anchor, two robbers armed with a butcher knife boarded the chemical tanker from a wooden boat. The robbers were of medium build and were dressed in t-shirt and pants. They caught the duty officer and threatened him. When the crew spotted the robbers, the alarm was raised, whistle was blown and the crew mustered at the forecandle. The robbers jumped overboard and escaped. One mooring rope was stolen. The crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>
4	<b>E. R. Brighton</b> Bulk carrier Liberia 9507788 32672	09/01/14 1935 hrs	03° 42.16' S, 114° 26.59' E  Taboneo anchorage, Indonesia	While at anchor, eight robbers boarded the bulk carrier via the anchor chain. The watchman spotted the robbers, shouted for help and alerted the duty officer. Realising the crew had been alerted, the robbers escaped empty-handed.  <i>[IMO]</i>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5	<b>Au Co 01</b> General cargo ship Vietnam 9346196 4095	17/01/14 0315 hrs	06° 02' S, 106° 53' E  Tanjung Priok anchorage, Indonesia	<p>While at anchor, four robbers armed with a gun and long knives boarded the general cargo ship from a speed boat. They held the duty watchman hostage, entered the engine room and also held the engine room duty crew hostage. The robbers stole engine spares and escaped in their boat, after hearing the alarm raised by the duty officer. Investigation by the Vietnam Coast Guard is currently ongoing.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
6	<b>Oriental Sapphire</b> Bulk carrier Panama 9273014 9872	18/01/14 0200 hrs	01° 06.15' N, 104° 10.28' E  Eastern Batam anchorage, Indonesia	<p>While at anchor, five robbers boarded the bulk carrier and entered the engine room. The crew spotted the robbers and gathered on the bridge, where they locked themselves in. The master also reported the incident to Singapore Port Operations Control Centre (POCC) who immediately alerted RSC Tg Pinang for assistance. RSC Tg Pinang later informed Singapore POCC that the robbers had left the vessel and some items were stolen. The crew was not injured. However, it was reported that the vessel was fired upon and dent marks were found on the vessel.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
7	<b>BSS Pride</b> Tanker Liberia 9345881 13402	01/02/14 0245 hrs	01° 42.60' N, 101° 25.60' E  Dumai inner anchorage, Indonesia	<p>While at anchor, five robbers armed with knives boarded the tanker. They entered the engine room, the duty oiler and Second Engineer captivity and tied them. The Third Engineer later spotted the robbers and raised the alarm, which caused the robbers to escape with stolen engine spares.</p> <p><b>[IMO]</b></p>
8	<b>Global Frontier</b> Bulk carrier Panama 9445605 33226	01/02/14 0511 hrs	01° 11.21' N, 103° 29.18' E  West of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	<p>Four robbers armed with long knives boarded the bulk carrier. The master reported to the Singapore Vessel Traffic Information System West (VTIS-West) immediately, who informed the Singapore Police Coast Guard (PCG) and the Maritime Security Task Force (MSTF). Singapore VTIS-West also promulgated a safety navigational broadcast requesting vessels passing the vicinity to maintain anti-piracy watch. At 0553 hrs (local time), the master reported that the robbers have escaped from the vessel. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
9	<b>NCC Huda</b> Tanker Saudi Arabia 9399272 29168	05/02/14 0300 hrs	01° 25' N, 104° 34' E  Approximately 11 nm north of Tanjung Berakit, Pulau Bintan, Indonesia	<p>While at anchor, five robbers armed with knives boarded the tanker unnoticed. The duty watch during his routine rounds noticed some footprints in the engine room and immediately informed the OOW on the bridge, who raised the alarm and alerted the crew. Upon hearing the alarm, the robbers escaped in their boat with stolen stores.</p> <p><b>[IMO]</b></p>

## Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10	<b>Phoenix Nereid</b> Bulk carrier Panama 9586863 18465	05/02/14 2225 hrs	22° 12' N, 091° 45' E  Chittagong anchorage, Bangladesh	While at anchor, the duty OOW noticed four robbers near the stern lowering ship's stores into a wooden boat. There were two wooden boats with three robbers in each boat. The robbers threatened the OOW with knives when he tried to stop them from stealing the ropes. The OOW escaped and informed the duty officer, who raised the alarm, alerted the crew and informed the Bangladesh Coast Guard. The Bangladesh Coast Guard subsequently boarded the vessel to conduct an investigation.  <i>[ReCAAP Focal Point (Singapore)]</i>
11	<b>Kota Berkati</b> General cargo ship Singapore 8918071 13274	06/02/14 0620 hrs	01° 02.71' N, 103° 38.61' E  South of Racon Delta Buoy (Straits of Malacca & Singapore)	While en route from West Africa to Singapore, the duty greaser spotted five robbers armed with machetes near the engine room workshop and reported it to the bridge. The master raised the alarm and mustered all crew in the wheelhouse immediately. The crew was not injured and nothing was stolen from the vessel. However, a lock in the engine room was found broken.  <i>[ReCAAP Focal Point (Singapore)]</i>
12	<b>Kota Intan</b> General cargo ship Singapore 9358577 2714	06/02/14 0700 hrs	01° 08' N, 103° 32.84' E  Singapore Straits, Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While en route from Palembang to Singapore, two armed robbers boarded the general cargo ship via the stern. The robbers held two crew in captivity, stole main engine spare parts and the crew's mobile phones and escaped.  <i>[ReCAAP Focal Point (Singapore)]</i>
13	<b>Verity</b> Tanker Singapore 9505388 7284	07/02/14 2000 hrs	03° 47.27' N, 098° 41.77' E  Belawan Port, Indonesia	While at berth, four robbers boarded the tanker. The duty AB discovered the robbers had broken into the paint store and raised the alarm immediately. Upon realising the crew had been mustered, the robbers escaped immediately with 21 twenty-litre paint drums. The crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>
14	<b>Prosperity</b> Bulk carrier Liberia 9086083 81058	10/02/14 0330 hrs	01° 21.12' N, 104° 41.41' E  Approximately 10.05 nm northeast of Pulau Bintan, Indonesia	While at anchor, the duty AB spotted a robber with a long knife in the poop deck. The duty oiler also saw five robbers armed with guns and long knives in the engine room. The duty AB and the oiler informed the duty officer immediately, who sounded the alarm, ship's whistle and public address to warn the crew. The bulk carrier's Ship Security Alert System (SSAS) was activated, VTIS East was informed and the crew was mustered at the bridge. The robbers jumped overboard and escaped at about 0332 hrs (local time). The crew conducted a search but did not find anything missing from the vessel. The crew also discovered that the robbers had boarded the vessel from the poop deck using a manrope.  <i>[ReCAAP Focal Point (Singapore)]</i>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
15	<b>Progress</b> LPG tanker Singapore 9387750 47266	10/02/14 0400 hrs	17° 37.11' N, 083° 24.15' E  Visakhapatnam anchorage, India	The master of the LPG tanker reported that the vessel had been boarded by robbers between 0400 hrs to 0500 hrs (local time) while the vessel was anchored. It was suspected that the robbers had boarded the vessel via the stern, stole items from the store and escaped. The crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>
16	<b>Karin Rambow</b> Container ship Antigua & Barbuda 9327566 9957	14/02/14 2030 hrs	06° 06' S, 106° 52' E Tanjung Priok anchorage, Indonesia	While at anchor, the duty crew noticed an unlit small wooden boat leaving the stern of the container ship. The bridge was informed and the master raised the alarm. It was later discovered that the engine room stores had been stolen.  <i>[ReCAAP Focal Point (Singapore)]</i>
17	<b>SG Victory</b> Tug boat Singapore 9491276 261	20/02/14 1130 hrs	21° 00' N, 091° 37' E  Approximately 26.45 nm southwest of Elephant Point, Bangladesh (Bay of Bengal)	While the tug boat towing a scrap vessel was underway, five fishing boats approached the scrap vessel. Pirates boarded and stole items such as paint, cables, butchery items, etc from the scrap vessel before they escaped.  <i>[ReCAAP Focal Point (Bangladesh)]</i>
18	<b>MV Chan</b> Scrap vessel	21/02/14 0650 hrs	22° 00' N, 091° 37.12' E  Approximately 14.13 nm northwest of Kutubdia Island, Bangladesh (Bay of Bengal)	One day after the robbery onboard the scrap vessel, while underway, some pirates again boarded the scrap vessel from several fishing boats. The incident was reported to the Bangladesh Coast Guard, who deployed a high speed boat immediately. The Bangladesh Coast Guard apprehended nine robbers and two boats. They also recovered the stolen items from the scrap vessel, such as paint and cables. The pirates were handed over to local police.  <i>[ReCAAP Focal Point (Bangladesh)]</i>
19	<b>Juara</b> Tug boat Malaysia 8936279 172  <b>Smooth 1</b> Barge	23/02/14 1350 hrs	01° 10.84' N, 103° 40.35' E  Singapore Straits, Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, 20 robbers boarded the barge from four boats. The Singapore PCG and MSTF were informed immediately. At 1400 hrs (local time), the master reported that the robbers had left the barge with stolen scrap metal. The crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>

## Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
20	<b>Alpine Mia</b> Chemical tanker Hong Kong, China 9391426 29266	24/02/14 2245 hrs	22° 15.80' N, 091° 43.20' E  Chittagong 'A' Anchorage, Bangladesh	While at anchor, 10 robbers armed with knives boarded the chemical tanker via the poop deck from an unlit boat. The AB sighted the robbers and reported to the bridge. The alarm was raised, ship whistle sounded, announcement made via the PA system and the crew was mustered. The robbers escaped with a messenger rope and floating buoy. The incident was reported to the port authorities and the Bangladesh Coast Guard.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
21	<b>Latmar</b> Bulk carrier Marshall Islands 9230191 29999	01/03/14 0040 hrs	22° 14.70' N, 091° 44.60' E  Chittagong anchorage, Bangladesh	While at anchor, robbers boarded the bulk carrier. The incident was reported to the Bangladesh Coast Guard, who deployed patrol boat to investigate and render assistance. The robbers had already escaped. A search was conducted onboard the vessel and nothing was found to be stolen. The master did find a small piece of rope, which was believed to be used by the robbers in escaping.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
22	<b>Sea Voyager</b> Oil tanker Marshall Islands 9408310 60205	06/03/14 0515 hrs	01° 11' N, 103° 26.40' E  Approximately 3 nm off Pulau Karimun Kecil, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers in short pants and t-shirts boarded the oil tanker from a fishing boat. The robbers were armed with knives and boarded the vessel via the stern area at the starboard quarter side. Upon noticing the robbers, the alarm was sounded and the crew proceeded to the protected area of the vessel. The master reported the incident to the Singapore PCG, MSTF and the Singapore VTIS-West, who promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. Nothing was stolen and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
23	<b>Orpheas</b> Tanker Liberia 9318149 84796	06/03/14 0540 hrs	01° 08.37' N, 103° 30.55' E  Approximately 3 nm off Pulau Karimun Kecil, Indonesia (Straits of Malacca & Singapore)	While underway, five robbers armed with knives boarded the tanker. The alarm was sounded and the crew locked themselves in a safe room. The incident was reported to the Singapore VTIS-West, who informed Singapore PCG and MSTF. The Singapore VTIS-West also promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. The robbers escaped with engine spares.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
24	<b>SP Berlin</b> Tanker Marshall Islands 9387152 4535	08/03/14 0135 hrs	09° 56' N, 076° 09.80' E  Kochi anchorage, Indi	While at anchor, the duty officer onboard the tanker saw three robbers armed with knives carrying paint drums from the forecastle. The duty officer raised the alarm and alerted other duty personnel, who proceeded toward the forecastle. Upon hearing the alarm, the robbers jumped overboard with three paint drums. The three robbers were seen escaping in a country boat, which had two other robbers onboard. The incident was reported to the port control, who informed the Indian Coast Guard (ICG). The ICG subsequently conducted an investigation.  <i>[ReCAAP Focal Point (India)]</i>
25	<b>Cape Veni</b> Bulk carrier Cyprus 9344485 89985	10/03/14 0150 hrs	01° 07.45' N, 103° 31.10' E  Southwest of Pulau Nipa, TSS East Bound Lane (Straits of Malacca & Singapore)	While underway, four robbers armed with long knives boarded the bulk carrier from a small boat. The crew spotted the robbers and sounded the alarm. Upon hearing the alarm, the robbers escaped immediately. Nothing was stolen and the crew was not injured. The incident was reported to the Singapore VTIS, who informed the Singapore PCG, the Republic of Singapore Navy (RSN) and MRCC Basarnas. Singapore VTIS also promulgated a broadcast to warn passing vessels.  <i>[ReCAAP Focal Point (Singapore)]</i>
26	<b>Pac Schedar</b> Container ship Marshall Islands 9443360 21094	20/03/14 0040 hrs	05° 59' S, 105° 55' E  Cigading anchorage, Indonesia	While at anchor, three robbers boarded the container ship via a rope at the starboard quarter side. The duty AB spotted the robbers and reported to the Second Officer on the bridge, who raised the alarm and the crew mustered. Upon hearing the alarm, the robbers jumped overboard and escaped in a boat. Nothing was stolen and the crew was not injured. The incident was reported to the port authority.  <i>[ReCAAP Focal Point (Singapore)]</i>
27	<b>Nordic Anne</b> Tanker Denmark 9488413 42010	29/03/14 0415 hrs	01° 08.20' N, 103° 29.70' E  North of Karimun anchorage, Indonesia (Straits of Malacca & Singapore)	While underway, two robbers armed with long knives boarded the tanker. The robbers assaulted one of the engine crew, who suffered a slight injury. The master sounded the alarm and the robbers escaped with engine spare parts in a small boat. The incident was reported to the Singapore POCC, who informed Global Maritime Distress and Safety System (GMDSS), Singapore PCG, MSTF, Basarnas, MRCC Putra Jaya and the ship agent. Singapore POCC also promulgated a navigational broadcast informing vessels passing the vicinity to be extra vigilant and to step up their anti-piracy watch.  <i>[ReCAAP Focal Point (Singapore)]</i>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
28	<b>Mystic</b> Bulk carrier Malta 9421831 89510	31/03/14 0505 hrs	01° 06' N, 103° 34' E  Approximately 9nm east-northeast of Pulau Karimun Besar, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers boarded the bulk carrier. They entered the engine room, threatened the duty oiler with a knife and tied him. The robbers stole engine spares and escaped. The Second Engineer later found the oiler, released him and raised the alarm.  <b>[IMO]</b>
29	<b>Pacific Galaxy</b> Tanker Panama 9397793 59671	02/04/14 0005 hrs	01° 24' N, 104° 43' E  Approximately 19 nm east of Horsburgh Lighthouse (South China Sea)	While at anchor, the duty AB noticed four pirates had boarded the tanker from the stern and were near the stern mooring winches. The duty AB informed the bridge immediately and the alarm was raised. Upon hearing the alarm, the pirates jumped overboard and escaped. The crew was mustered and a search of the vessel was conducted. The crew was not injured and nothing was stolen from the vessel.  <b>[ReCAAP Focal Point (Singapore)]</b>
30	<b>Ridgebury John B</b> Oil tanker Marshall Islands 9349631 28063	05/04/14 0100-0400 hrs	01° 25' N, 104° 38' E  Approximately 15 nm northeast of Horsburgh Lighthouse (South China Sea)	While at anchor, pirates boarded the oil tanker. The pirates stole spare parts for auxiliary engines and two sets of firemen outfit before they escaped.  <b>[IMO]</b>
31	<b>Budget 18</b> Tug boat Malaysia 9480320 141  <b>Budget 28</b> Barge Malaysia	07/04/14 0550 hrs	01° 11.23' N, 103° 39.19' E  Singapore Straits, Westbound lane, TSS (Straits of Malacca & Singapore)	While underway, 10 robbers boarded the barge that was towed by the tug boat. The robbers stole approximately 10 tons of scrap metal before they left the barge at or about 0640 hrs (local time). The crew was not injured. The Singapore POCC informed the RSN and also initiated a VHF broadcast to alert mariners.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
32	<b>Sri Phangnga</b> Oil tanker Thailand 8712257 929	17/04/14 2010 hrs	01° 59.80' N, 104° 25.40' E  Approximately 18 nm off Tanjung Sedili, Malaysia (South China Sea)	<p>While underway, 16 pirates armed with a shotgun, a handgun and swords boarded the oil tanker. The oil tanker was en route from Singapore to Koh Kong, Cambodia, carrying a cargo of approximately 1.9 million litres of MOGAS. The master and crew were forced to anchor and thereafter, a small-sized tanker came alongside the oil tanker. The robbers then siphoned approximately 450,000 litres of MOGAS from <i>Sri Phangnga</i> to their tanker.</p> <p>The robbers also stole personal belongings of the crew and ship equipment including GPS, VHF and walkie talkies. It was reported that the robbers damaged the windlass hydraulic control pipes, M/E compressed air pipes, communication power line system; and painted over the ship name and company logo on the vessel before they escaped at or about 0240 hrs (local time). The crew managed to repair the damaged system temporarily and proceeded to Cambodia. <i>Sri Phangnga</i> arrived safely in Cambodia on 20 Apr 14. The master suffered minor injuries but the rest of the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Thailand)]</b></p>
33	<b>New Sailing 2</b> General cargo ship Panama 9071167 5542	19/04/14 0030 hrs	03° 55' N, 098° 46' E  Belawan anchorage, Indonesia	<p>While at anchor, five robbers armed with knives boarded the general cargo ship. They took the duty crew hostage on the forecastle and stole his personal belongings. The incident was noticed by another duty crew near the stern who informed the bridge. The alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped immediately in their wooden boat. The duty crew who was taken hostage suffered minor injuries.</p> <p><b>[IMO]</b></p>
34	<b>SN Federica</b> Product tanker Italy 9256248 40763	20/04/14 0307 hrs	01° 26' N, 104° 38' E  Approximately 12.5 nm from Pulau Bintan, Indonesia (South China Sea)	<p>While at anchor, the duty A/B noticed two pirates on the poop deck and informed the OOW, who raised the alarm and the crew mustered. A search of the vessel was conducted and the lock to the steering gear room was found to be broken. Ship stores were missing from the equipment room store and spare parts were lying in the boiler platform. The crew was not injured. The incident was reported to the Singapore POCC, who informed the Singapore PCG, MSTF of RSN, Putra Jaya and Jakarta MRCC. The Singapore POCC also initiated a broadcast to alert mariners on the incidents.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
35	<b>Naniwa Maru No. 1</b> Oil tanker St Kitts & Nevis 9058907 3238	22/04/14 0055 hrs	02° 59' N, 100° 54.90' E  Near Port Klang, Malaysia (Straits of Malacca & Singapore)	<p>On 21 Apr 14 at or about 0620 hrs (local time), <i>Naniwa Maru No. 1</i> departed Singapore for the port of Yangon, Myanmar with 4,344 metric tonnes of Marine Diesel Oil (MDO) onboard. On 22 Apr 14, the shipping company based in Singapore reported to the ReCAAP ISC that two vessels came alongside <i>Naniwa Maru No. 1</i>. Upon receipt of the information, the ReCAAP ISC immediately alerted the Malaysian Maritime Enforcement Agency (MMEA).</p> <p>Subsequently, the shipping company updated the ReCAAP ISC that five robbers appeared at the bridge, held the crew while they siphoned about 2,500 metric tonnes of MDO and escaped. The company also reported that the master, chief officer and chief engineer (all Indonesians) were taken by the robbers, together with their personal belongings and travel documents. The rest of the crew was left onboard <i>Naniwa Maru No. 1</i> without any injury. The shipping company reported that of the two vessels which came alongside <i>Naniwa Maru No. 1</i>, one of them was of a Mongolian flag, with a black and white hull, and shelter at the poop deck.</p> <p>The MMEA boarded <i>Naniwa Maru No. 1</i> and is working closely with the Indonesian Marine Police and authorities to establish where the two vessels were heading towards; and to locate the three missing crew. Investigation is ongoing.</p> <p><b>[Shipping company]</b></p>
36	<b>Njord Thyra</b> Tanker Singapore 9304588 30068	30/04/14 0150 hrs	22° 08.60' N, 091° 41.60' E  Chittagong anchorage, Bangladesh	<p>While at anchor, the deck patrol sighted two robbers on the aft upper deck of the tanker. The alarm was raised immediately. A search was conducted and the deck hatch to the steering gear room was discovered to be opened. Mooring ropes and gas bottles were found missing. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
37	<b>Zhongji No. 1</b> Chemical tanker Hong Kong, China 9379818 29578	30/04/14 0500 hrs	01° 24.40' N, 104° 41.20' E  Approximately 17 nm northeast of Horsburgh Lighthouse (South China Sea)	<p>While at anchor, three pirates boarded the chemical tanker. Upon noticing the pirates, the alarm was raised. Upon hearing the alarm, the pirates escaped immediately with stolen ship auxiliary generator spares.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
38	<b>Prime Express</b> Tanker Panama 9459242 28725	01/05/14 0530 hrs	01° 29' N, 104° 47' E  Approximately 19.5 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>While drifting, the crew upon spotting three pirates armed with knives onboard the tanker, raised the alarm immediately. Upon hearing the alarm, the pirates escaped empty-handed. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
39	<b>MSC Melatilde</b> Container ship Panama 9404675 153092	03/05/14 0430 hrs	01° 10' N, 103° 30' E  West of Nipa anchorage, Indonesia	While the container ship was drifting to wait for pilot boarding time, the crew spotted a motor speed boat approaching the bow and passed close to the starboard stern side. The alarm was raised, the crew mustered and surveillance was increased. The master reported to Singapore VTIS West via VHF 73 that three robbers were seen from the camera near the aft mooring station. The robbers wore hoods and one of them wore a white sweatshirt. The robbers were later seen escaping from the stern into their speed boat. A search was conducted thereafter. Nothing was stolen and the crew was not injured. Singapore VTIS West initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.  <i>[ReCAAP Focal Point (Singapore)]</i>
40	<b>Harbour Oscar</b> Tug boat Malaysia 9661778 163  <b>Harbour Pioneer</b> Barge Malaysia	04/05/14 2100 hrs	01° 14.03' N, 104° 04.33' E  Approximately 4.1 nm south of Eastern buoy (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, five robbers boarded the barge. The master reported to Singapore VTIS that three of the containers' doors were forced opened. The robbers escaped thereafter. The containers contained baby toys and shoes. The master could not confirm if anything was stolen due to cover of darkness. Singapore VTIS initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.  <i>[ReCAAP Focal Point (Singapore)]</i>
41	<b>Maple Express</b> Product tanker Hong Kong, China 9258351 27969	07/05/14 0241 hrs	01° 28' N, 104° 40' E  Approximately 15.3 nm north-northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, four pirates boarded the product tanker. The crew spotted the pirates, raised the alarm immediately and the crew was mustered. Upon hearing the alarm, the pirates escaped empty-handed.  <i>[ReCAAP Contact Point (Hong Kong)]</i>
42	<b>Nordic Agnetha</b> Product tanker Singapore 9422639 23224	22/05/14 1440 hrs	03° 55.60' N, 098° 46.90' E  Belawan anchorage, Indonesia	While at anchor, two robbers were spotted at the forecastle area of the product tanker. The robbers were believed to have boarded the vessel via the anchor chain pipe. Upon sighting of the robbers onboard, the alarm was raised. Upon hearing the alarm, the robbers escaped immediately. A search was conducted and the padlock of a forecastle compartment was discovered broken. Stores such as fire hoses, fire nozzles, portable tank cleaning machine etc were missing. The crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
43	<b>New Glory</b> Tanker Singapore 9154141 4268	25/05/14 0520 hrs	01° 51.60' N, 104° 31.20' E  Approximately 17.69 nm east-northeast of Tanjung Sedili Besar, Malaysia (South China Sea)	While underway, eight armed pirates boarded the tanker via the port side aft from a speed boat. The pirates instructed the crew to assemble on the bridge and the vessel was made to anchor at approximately 19.21 nm southeast of Pulau Aur, Malaysia. The pirates searched the tanker's cargo and realised that the vessel carried hot asphalt and not diesel. The pirates then took the master and the crew to the engine control room, whereby they instructed them to remain in the room until 1200 hrs (local time). When the master and the crew came out from the engine control room, the pirates had already escaped. Cash and personal belongings of the crew were stolen; and the vessel's communication equipments were damaged.  <i>[ReCAAP Focal Point (Singapore)]</i>
44	<b>Independence</b> LNG tanker Singapore 9629536 109793	27/05/14 0310 hrs	01° 26.93' N, 104° 37.49' E  Approximately 14 nm north-northeast of Pulau Bintan, Indonesia	While at anchor, the deck watches spotted two robbers on the mooring deck and another robber climbing over the railing via a rope with hooks. The deck watches shouted at the robbers, who escaped immediately in a small boat. Nothing was stolen and the crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
45	<b>Orapin 4</b> Product tanker Thailand 8210027 1924	28/05/14 0205 hrs	01° 32.58' N, 104° 38.91' E  Approximately 22.7 nm northeast of Pulau Bintan, Indonesia (South China Sea)	<p>On 27 May 14 at or about 1500 hrs, <i>Orapin 4</i> departed Singapore for Pontianak, Indonesia with 3,975 metric tonnes of Automative Diesel Fuel (ADF) onboard. The vessel was scheduled to arrive in Pontianak on 29 May 14 at or about 1300 hrs (local time). However, on 28 May 14 at or about 1200 hrs (local time), the shipping company tried to contact <i>Orapin 4</i> via email but did not receive a reply. The tanker did not arrive in Pontianak on 29 May as scheduled. The company last contacted the tanker on 27 May 14 at or about 1730 hrs (local time) which was approximately 3.64 nm north of Pulau Batam, Indonesia. The last tracked position of <i>Orapin 4</i> on 27 May 14 at or about 2357 hrs (local time) was approximately 19.47 nm north of Pulau Bintan, Indonesia.</p> <p>After losing communication with the master on 27 May 14, the owner reported the incident to the local authorities which is the ReCAAP Focal Point (Thailand). On 1 Jun 14, <i>Orapin 4</i> arrived at Sriracha Port, Chon Buri, Thailand at or about 1930 hrs (local time). All 14 Thai nationals and crew onboard was safe, and the master upon arrival reported the incident to the local police station. According to the master, at or about 0205 hrs (local time) on 28 May 14, 10 pirates armed with guns and knives boarded the tanker from a speed boat when the tanker was approximately 22.7 nm northeast of Pulau Bintan, Indonesia. The pirates repainted the ship name from <i>ORAPIN 4</i> to <i>RAPI</i>, and destroyed the communication equipment onboard, and cut off all communications. The pirates tied the crew and proceeded to the bridge to control the tanker. Another tanker came alongside and approximately 3,700 metric tonnes of ADF was siphoned from <i>Orapin 4</i>. The pirates took about 10 hours in siphoning before leaving the tanker and crew with enough fuel to sail back to shore.</p> <p><b>[ReCAAP Focal Point (Thailand), ReCAAP Focal Point (Singapore)]</b></p>
46	<b>Ore Vitoria</b> Bulk carrier Liberia 8802923 116427	28/05/14 0625 hrs	01° 07.07' N, 103° 32.88' E  Southwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	<p>While underway, four robbers boarded the bulk carrier. The robbers escaped later and the master conducted a search of the vessel. Nothing was stolen and the crew was not injured. The master reported the incident to Singapore VTIS West, who initiated a navigational broadcast to alert mariners. They also informed the Singapore PCG, the RSN; and the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
47	<b>Kien San 1</b> Tug boat Malaysia 9218600 192  <b>Kien San 8</b> Barge Malaysia	28/05/14 1042 hrs	01° 11.50' N, 103° 38.12' E  Northwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, four robbers boarded the barge loaded with scrap metal from the stern from four small boats. The master reported the incident to the Singapore VTIS West and with his crew, they tried to scare the robbers away. The Singapore PCG deployed a patrol craft to the location of the incident but the robbers escaped in their small boats. No items were stolen from the barge and the crew was not injured. The Singapore VTIS West had initiated a navigational broadcast to alert mariners. They also informed the RSN.  <i>[ReCAAP Focal Point (Singapore)]</i>
48	<b>Eastern Star</b> Bulk carrier Vietnam 9104500 14431	29/05/14 0353 hrs	01° 06.40' N, 103° 33.13' E  Southwest of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers boarded the bulk carrier from the stern and proceeded to the engine room. The master conducted a search of the vessel but the four robbers had escaped. Nothing was stolen and the crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>
49	<b>Alpine Monique</b> Product tanker Singapore 9451707 29130	29/05/14 2150 hrs	21° 43.80' N, 091° 47' E  Kutubdia anchorage, Bangladesh	While at anchor, a robber was spotted on the stern poop deck of the vessel while another robber was seen boarding from a pulling boat, using a rope that was hooked over the railings of the vessel. There were another 10 robbers on the pulling boat and were armed with holding sticks and knives. Realising the crew had been alerted, the robbers escaped immediately. The master raised the alarm and a search of the vessel was conducted. Nothing was stolen and the crew was not injured.  <i>[ReCAAP Focal Point (Singapore)]</i>
50	<b>Lucas</b> Chemical tanker Panama 9181211 3166	31/05/14 0515 hrs	04° 03' N, 112° 26' E  Approximately 60 nm northwest of Bintulu Port, Malaysia (South China Sea)	While underway, 10 armed pirates boarded the chemical tanker. The pirates tied the crew, destroyed vessel's communication equipment and stole ship and crew property before they escaped.  <i>[ReCAAP Focal Point (Singapore)]</i>

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51	<b>Nord Tokyo</b> Bulk carrier Singapore 9519200 17023	02/06/14 0310 hrs	03° 22.17' N, 099° 27.10' E  Kuala Tanjung, Indonesia	While at berth, four robbers boarded the vessel. Upon spotting the robbers, the alarm was raised and the robbers left the engine room with stolen items in their sacks. When the duty oiler approached the robbers, they thrust knives at him. The Second Officer and AB later approached the robbers at the poop deck and the robbers again thrust knives at them before they escaped. The padlock on the watertight door of the steering room was found to be broken and the inside pin was badly dented. Spare parts for the engine generator were also discovered missing.  <i>[ReCAAP Focal Point (Singapore)]</i>
52	<b>Kim Hock Tug 8</b> Tug boat Singapore 9557537 299  <i>LKH 2882</i> Barge	03/06/14 0011 hrs	01° 21.41' N, 104° 27.91' E  Approximately 3.92 nm northeast of Horsburgh Lighthouse	While the tug boat towing barge was underway, 10 robbers boarded the barge from four small boats. After about an hour, the robbers escaped from the barge with stolen items, believed to be scrap metal. The RSN informed the Indonesian and Malaysian authorities. Singapore VTIS tried to contact the tug boat but there was no reply. The owner later informed that the crew onboard the tug boat was not aware of the incident and no one was injured.  <i>[ReCAAP Focal Point (Singapore)]</i>
53	<b>Gallant Pescadores</b> General cargo ship Panama 9175860 5002	03/06/14 2150 hrs	14° 29.28' N, 120° 37.73' E  Lamao Anchorage Area, Limay, Bataan, Philippines	While at anchor, nine robbers armed with guns boarded the vessel from a motorbanca. The robbers entered the crew cabins, threatened them with their guns and robbed them of their cash and personal belongings such as mobile phones, laptops, watches, camera, DVD player etc. The robbers also entered the master's cabin and demanded to open the safe. The master reported the incident to Vessel Traffic Management System (VTMS) Manila and the Port State Control Bataan boarded the vessel to conduct an investigation. After the investigation, the incident was coordinated to the local Philippine National Police (PNP) and PNP Maritime Group in Bataan for possible sightings and apprehension of the robbers.  <i>[ReCAAP Focal Point (Philippines)]</i>
54	<b>Gemina</b> Tanker Panama 9083316 53829	03/06/14 2350 hrs	01° 16.81' N, 104° 21.64' E  Southwest of Horsburgh Lighthouse (Straits of Malacca & Singapore)	While at anchor, the master reported to Singapore VTIS that he suspected four robbers had boarded the vessel. The master and crew conducted a search of the ship. Two bags were missing but there were no robbers onboard.  <i>[ReCAAP Focal Point (Singapore)]</i>

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55	<b>Kweichow</b> General cargo ship Hong Kong, China 9070694 18451	07/06/14 0500 hrs	01° 40.20' N, 104° 25.90' E  Approximately 10.77 nm northeast of Tanjung Balau, Malaysia	While at anchor, the duty crew spotted four robbers onboard the vessel and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.  <i>[ReCAAP Focal Point (Singapore)]</i>
56	<b>Budi Mesra Dua</b> Product tanker Malaysia 9554913 5153	07/06/14 2330 hrs	Approximately 70 nm off Bintulu, East Malaysia (South China Sea)	Six pirates armed with knives and swords boarded the product tanker from a high speed wooden boat, tied, locked the crew in the mess room; and forced the master and Chief Officer to steer the vessel to another location. Later, an unknown barge came alongside and another 20 pirates boarded the vessel. The pirates siphoned 940 metric tonnes of diesel oil from <i>Budi Mesra Dua</i> to the barge. The pirates then ordered the master to sail towards Labuan and they escaped in a grey wooden boat on 8 Jun at or about 0911 hrs (local time). The pirates damaged the navigational and communication equipment onboard the vessel, and stole the crew's cash and personal belongings.  <i>[ReCAAP Focal Point (Singapore), MMEA]</i>
57	<b>Gas Batam</b> LPG tanker Singapore 9526992 4485	08/06/14 2320 hrs	22° 29.15' N, 091° 40.98' E  Anchorage Modya, Sonaichari, Chittagong, Bangladesh	While at anchor, the forward watchman spotted a boat approaching at high speed and immediately notified the duty officer on the bridge, who raised the alarm and mustered all crew at the bridge. Six robbers threw stones at the watchman on the deck and boarded the vessel using a portable ladder with hook. The robbers forced open the hatch of the bosun store using bars and escaped with stolen stores, including mooring ropes, fire wires etc. The master triggered the SSAS alert and notified the Bangladesh Coast Guard via VHF, who arrived at the location.  <i>[ReCAAP Focal Point (Singapore)]</i>
58	<b>Manyplus 12</b> Tug boat Malaysia 8996671 198  <b>Hub 18</b> Barge	09/06/14 1910 hrs	02° 06.58' N, 108° 37.05' E  Approximately 61.37 nm west of Tanjung Datu, Sarawak, East Malaysia (South China Sea)	The tug boat, towing barge loaded with 138 containers, had departed Sibu, Sarawak for Port Klang, Peninsula Malaysia. The vessels were scheduled to arrive at Port Klang in the morning of 13 Jun 14 but did not arrive. The shipping company last contacted the master on 9 Jun 14 at or about 1910 hrs (local time) when the vessels were approximately 61.37 nm west of Tanjung Datu, Sarawak. The barge, together with the 11 crew onboard, was later located and rescued by fishing boat at approximately 100 nm northwest of Kota Kinabalu, Sabah, East Malaysia on 22 Jun 14 at 1612 hrs (local time).  <i>[Shipping company]</i>

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
59	<b>Ratna Shalini</b> Oil tanker India 9439670 57144	10/06/14 0645 hrs	17° 37.50' N, 083° 24.30' E  Approximately 7 nm off Dolphin Light, India	While at anchor, the duty crew spotted two robbers trying to open the lock of the pump man store. The duty crew immediately informed the OOW and master, who raised the alarm. Upon hearing the alarm, the crew was mustered and the robbers escaped in a boat, where another two robbers were waiting. Brass items were stolen and the incident was reported to Port Control Vizag.  <b>[ReCAAP Focal Point (India)]</b>
60	<b>Ai Maru</b> Product tanker Honduras 7727504 1007	14/06/14 2030 hrs	02° 06.90' N, 104° 39.80' E  Approximately 20 nm southeast of Pulau Aur, Malaysia (South China Sea)	While en route from western Singapore OPL to the Gulf of Thailand with 1520 metric tonnes of Marine Gas Oil (MGO) onboard, seven pirates armed with pistols and knives boarded the vessel from three speed boats. They tied and locked the crew in a room. The pirates also damaged the ship's communication equipment, reportedly siphoned 620 metric tonnes of the MGO; and stole crew's personal belongings including laptops, cash and mobile phones. The pirates escaped when they saw the enforcement agencies' vessels closing in.  <b>[Shipping company]</b>
61	<b>Orion T1202</b> Tug boat Singapore 9534755 151  <b>Orion 1202</b> Barge Singapore	16/06/14 2226 hrs	01° 14.23' N, 104° 01.29' E  Eastbound lane of Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, the Maritime Security Task Force (MSTF) informed Singapore POCC that there were two small boats behind the vessels. Singapore POCC immediately established communications with the tug boat, who reported the loss of a small sea anchor.  <b>[ReCAAP Focal Point (Singapore)]</b>
62	<b>British Gannet</b> Oil tanker United Kingdom 9282481 63661	25/06/14 0115 hrs	13° 38' N, 121° 13' E  Batangas Bay Anchorage 'A', Philippines	While at berth, two robbers boarded the vessel from their small boats. The crew subsequently discovered that the anchor house cover plate with securing butterfly bolts and nuts and rope lashing were removed. Three pairs of fire hoses and nozzles were missing. Upon receipt of information about the incident, Coast Guard Action Center forwarded the information to Coast Guard District Southern Tagalog for immediate response.  <b>[ReCAAP Focal Point (Philippines)]</b>
63	<b>Torm Helene</b> Tanker Marshall Islands 9143532 57031	25/06/14 0428 hrs	01° 25.22' N, 104° 34.49' E  North of Pulau Bintan, Indonesia (South China Sea)	While at anchor, pirates boarded the vessel unnoticed. The duty watchman later discovered that the padlock to the entrance of the steering gear room was broken. The alarm was raised and the crew mustered. A search onboard the vessel was subsequently conducted and engine spares were found missing from the Engine Room.  <b>[ReCAAP Focal Point (Singapore)]</b>

## Appendices

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
64	<b>NCC Tihama</b> Chemical tanker Saudi Arabia 9295270 29575	25/06/14 0430 hrs	01° 04.20' N, 103° 36.40' E  South of Pulau Nipa, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the duty engineer spotted five robbers armed with long knives, who entered the Engine Room. The duty engineer found the Third Engineer tied in the Engine Room and raised the alarm. The crew was mustered and a search was conducted onboard the vessel but the robbers had escaped with engine spares.  <b>[ReCAAP Focal Point (Singapore)]</b>
65	<b>An May</b> Bulk carrier Hong Kong, China 9313395 88955	26/06/14 0615 hrs	01° 07' N, 103° 32' E  South of Nipa anchorage, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the crew spotted three robbers near the steering gear room. A search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
66	<b>Piera</b> Bulk carrier Italy 9450909 50868	27/06/14 0335 hrs	01° 17.60' S, 116° 47.60' E  Balikpapan Inner anchorage, Indonesia	While at anchor, the duty AB noticed the padlock to the forecandle store broken and spotted three robbers armed with knives onboard. He immediately informed the Second Officer, who raised the alarm. Realising the crew had been alerted, the robbers escaped with ship stores.  <b>[IMO]</b>
67	<b>Minerva Maya</b> Tanker Greece 9233234 57508	29/06/14 0532 hrs	01° 05.2' N, 103° 35.22' E  South of Nipa anchorage, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the crew spotted five robbers on deck. The crew was mustered and a search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
68	<b>Mercury</b> Bulk carrier Panama 8307624 24646	30/06/14 0250 hrs	01° 30.50' N, 104° 31.50' E  Approximately 15 nm east of Tanjung Sedili, Malaysia (South China Sea)	While at anchor, five pirates armed with long knives boarded the vessel. The alarm was raised and the crew mustered. Nothing was stolen and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
69	<b>G Commander</b> LPG Korea 9114581 44574	30/06/14 0517 hrs	01° 06.39' N, 103° 32.83' E  Off Nipa anchorage, Eastbound lane in TSS (Straits of Malacca & Singapore)	While underway, the crew spotted six armed robbers on deck. The crew was mustered and a search was conducted but the robbers could not be found. Nothing was stolen and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>

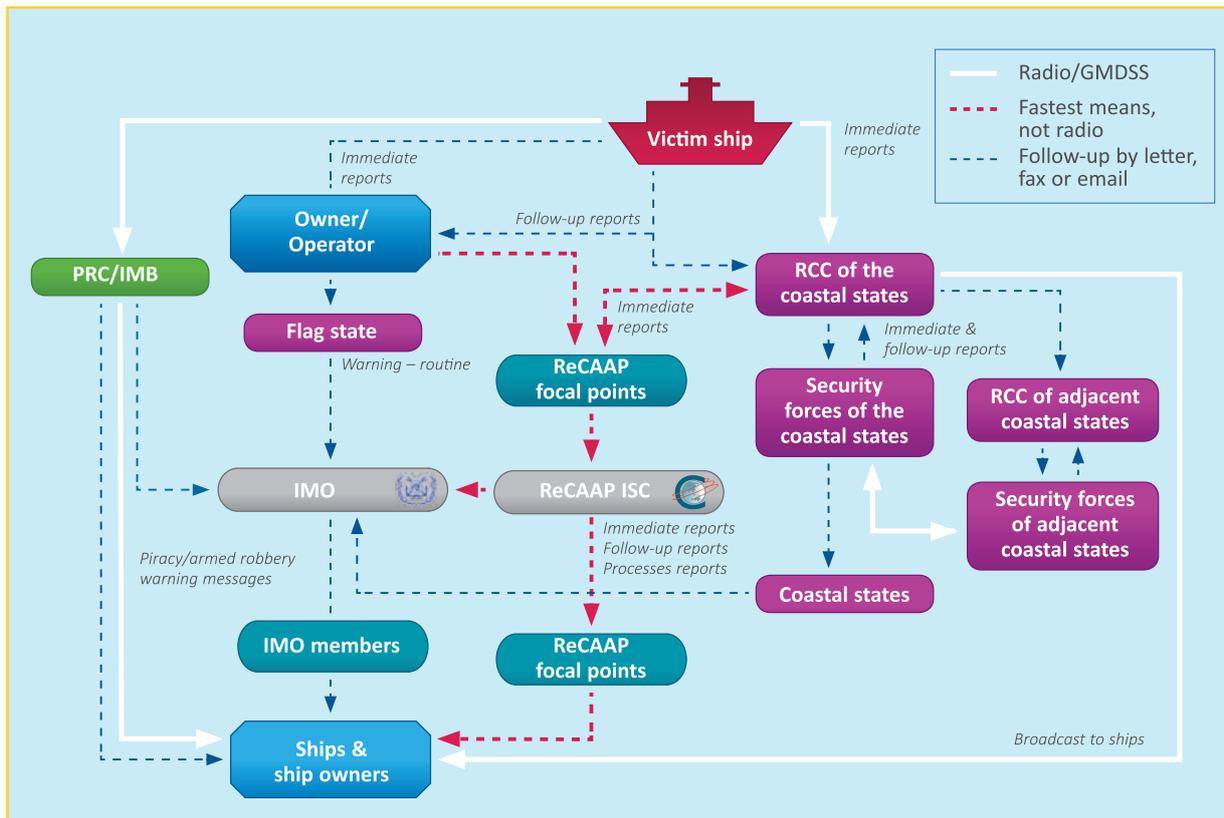
## Attempted Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
70	<b>Lewek Ebony</b> Supply vessel Malaysia 9423877 1623	11/03/14 2248 hrs	07° 04' S, 102° 32' E  Approximately 190 nm west of Sunda Strait, Indonesia (Indian Ocean)	While underway, the supply vessel was chased by a fast boat. About 10 min later, a second fast boat was seen ahead of the vessel. The master took evasive actions by turning away from the second boat. The pirates eventually aborted the attempt.  <b>[ReCAAP Focal Point (Singapore)]</b>
71	<b>Jan Van Gent</b> General cargo ship Netherlands 9456721 8999	01/05/14 0425 hrs	01° 24' N, 104° 35' E  Approximately 10.25 nm north of Pulau Bintan, Indonesia	While at anchor, a small boat was detected by the general cargo ship's radar approaching from the stern. The crew conducted a check and spotted the small boat alongside at the port quarter. There were six robbers armed with handguns in the small boat. The alarm was raised immediately. The robbers aborted the attempt to board the vessel and escaped.  <b>[ReCAAP Focal Point (Singapore)]</b>
72	<b>Sea Bay</b> Oil tanker Hong Kong, China 9439539 60193	14/05/14 0440 hrs	01° 04.80' N, 103° 28.60' E  Karimun anchorage, Indonesia	While at anchor, two robbers attempted to board the oil tanker via the poop deck. The crew spotted the robbers and raised the alarm immediately. Upon hearing the alarm, the robbers aborted the attempt and escaped. The Indonesian Marine Police boarded the vessel for investigation.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
73	<b>RHL Calliditas</b> Container ship Liberia 9495777 48799	26/06/14 0200 hrs	01° 24' N, 104° 40' E  Approximately 11 nm north-northeast of Pulau Bintan, Indonesia	While at anchor, the crew noticed a small boat with ropes and hooks approaching from the stern. The alarm was raised and upon realising the crew had been alerted, the robbers aborted the attempt.  <b>[IMO]</b>

# Appendices

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

Diagram 1 – Flow Diagram for Reporting Incidents in Asia



**Notes:**

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

## Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone number	Fax number
<b>Australia</b>		
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## Appendices

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Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text  Email: <a href="mailto:pcg_cg2@yahoo.com">pcg_cg2@yahoo.com</a> <a href="mailto:cg2@coastguard.gov.ph">cg2@coastguard.gov.ph</a> <a href="mailto:isc.cg2@coastguard.gov.ph">isc.cg2@coastguard.gov.ph</a>	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
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Correct as at 11 July 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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