



**JANUARY – DECEMBER 2023**

# **ANNUAL REPORT 2023**

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



**ENHANCING REGIONAL COOPERATION ...**





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## A. Overview

### Piracy & Armed Robbery against Ships in Asia – 2023



#### Number of incidents

**100 incidents**

Actual **99** incidents

Attempted **1** incident

#### Severity of actual incidents



- CAT 1** - Nil
- CAT 2** - 9
- CAT 3** - 30
- CAT 4** - 60

#### No Piracy incident

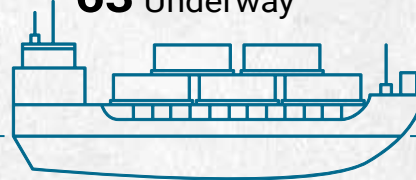
All armed robbery incidents



#### Status of ship

**37** Anchored/Berthed

**63** Underway



#### Arrests of perpetrators & recovery of stolen items

Bangladesh, India, the Philippines & Straits of Malacca & Singapore (SOMS)

#### Two Areas of Concern



Increase of incidents in SOMS



Threat of abduction of crew for ransom in Sulu-Celebes Seas

#### Recommendations

##### Littoral States

- Respond promptly to incidents
- Strengthen coordination & promote information sharing
- Increase patrols
- Arrest & prosecute perpetrators



##### Ship master & crew

- Be vigilant & maximise lookouts
- Sound alarm when suspicious boats are spotted in vicinity or when there are unauthorised persons onboard the ship
- Report all incidents to nearest littoral States immediately
- Conduct rounds of ship's compartment before entering areas of concern
- Keep abreast of latest situation, advisories & navigational broadcasts



## B. Executive Summary

No report of piracy incidents occurred on the high seas in Asia in 2023. All **100 incidents** (comprising 99 actual and one attempted incidents) were armed robbery against ships (ARAS) occurred in Asia. This marked an **increase of 19%** in terms of the total number of incidents compared to 2022.

For the year in review, the increase of incidents occurred in Indonesia, the Philippines, Straits of Malacca and Singapore (SOMS), Thailand and Vietnam. Of concern was the occurrence of incidents in SOMS with **63 incidents** compared to 55 incidents in 2022. However, there was a decrease of incidents in Bangladesh and Malaysia. The number of incidents in India remains the same.

In the Sulu-Celebes Seas, there was no report of abduction of crew for ransom by the Abu Sayyaf Group (ASG), which was achieved through the concerted efforts of the Philippine and Malaysian authorities. The last incident of abduction of crew occurred on 17 Jan 2020. In October 2023, the Philippine Coast Guard (PCG) further downgraded the threat of abduction of crew from 'MODERATE' to '**MODERATE LOW**'.

In tandem with the downgrading, the ReCAAP ISC reviewed its Advisory with an update issued on 18 Oct 2023, advising ships to "**exercise vigilance and adopt necessary preventive measures while transiting the area**". Ships are also advised to maintain communication with the authorities and to report all incidents to the Operation Centres of the Philippines and ESSCOM.

As part of the Centre's continuous efforts to ensure that the evolving needs of the shipping industry are met, ReCAAP ISC launched various initiatives in 2023, to keep the shipping community abreast of the latest piracy and ARAS situation in Asia and to facilitate ship masters in the timely reporting of incidents to the nearest coastal State. The initiatives include the launch of the *ReCAAP Data Visualisation Map and Panel* (Re-VAMP) - an interactive dashboard to enable the viewing and analytics of past and current incidents of piracy and ARAS in Asia; produce a poster containing the guidelines and updated contact details of law enforcement agencies of the littoral States of the SOMS; and engagement of the shipping industry through various events including conferences, forums and shipping dialogue sessions.





# **Incidents of Piracy and Armed Robbery Against Ships in Asia**

## C. Incidents of Piracy and Armed Robbery Against Ships in Asia

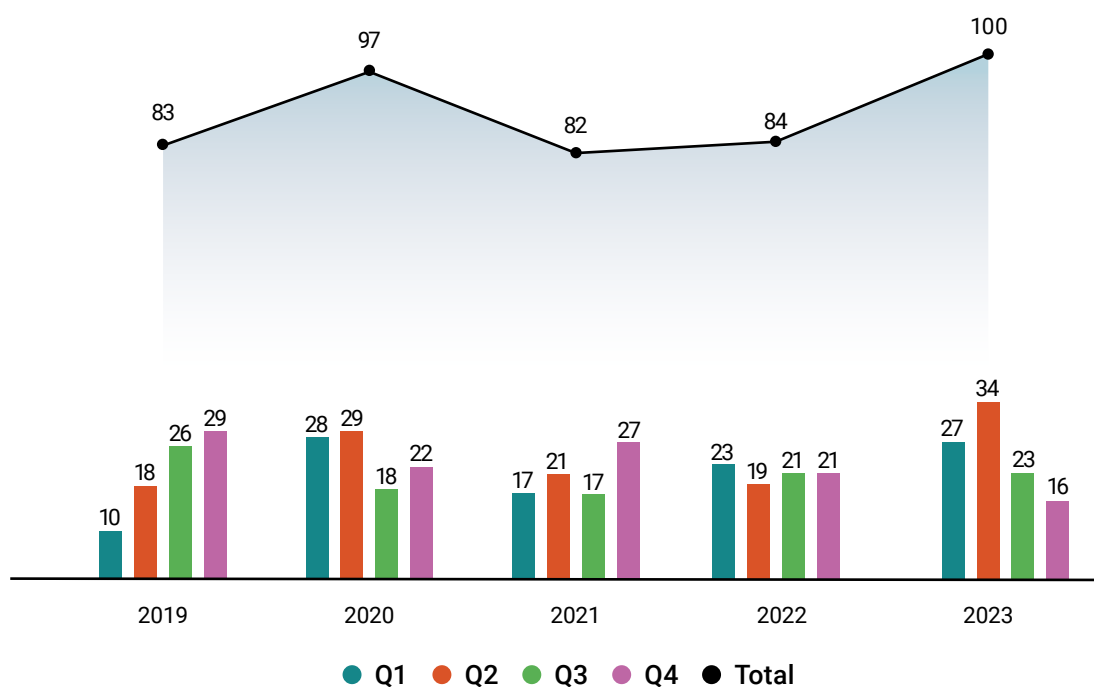
### Situation update

#### Number of incidents

A total of **100 incidents** of ARAS<sup>1</sup> were reported in Asia in 2023. There was no piracy incident<sup>2</sup> reported in Asia for 2023. Of these, 99 were actual incidents<sup>3</sup> and one attempted incident<sup>4</sup>. This marks a **19% increase** in the number of incidents reported in 2023 compared to 84 incidents (80 actual and four attempted incidents) reported in 2022. Refer to the **Appendix** on 'Description of incidents - 2023' for details of the incidents.

In 2023, for Quarter 4 (Q4) compared to Q3, there has been a decrease of incidents [16 incidents versus 23 incidents]. The number of incidents reported in Q4 2023 is the lowest among the four quarters of the year in review. In addition, based on a quarter-to-quarter comparison among the five-year reporting period of 2019-2023, the 16 incidents reported in Q4 2023 also represents the lowest number of incidents.

**Chart 1** shows the number of incidents reported to the ReCAAP ISC each quarter from 2019-2023 and the total number of incidents during this five-year period.



**Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2019-2023)**

- 1 Armed robbery against ships is defined in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for more details.
- 2 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).
- 3 Actual incidents refer to incidents whereby the pirates/robbers boarded the ship; regardless of whether they stole any items from the crew or took anything onboard the ship.
- 4 Attempted incidents refer to incidents whereby the pirates/robbers tried but failed in their attempt to board the ship.

## Incidents in 2023 Versus 2022

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

- In Indonesia, 16 incidents were reported compared to 10 incidents.
- In the Philippines, 10 incidents were reported compared to four incidents.
- In the SOMS, 63 incidents were reported compared to 55 incidents.
- In Thailand, one incident was reported compared to no incident.
- In Vietnam, three incidents were reported compared to two incidents.

The ReCAAP ISC commends the efforts of coastal States, that have produced positive results in bringing down the number of incidents in their waters. The following locations saw a **decrease** of incidents in 2023 compared to 2022:

- In Bangladesh, one incident was reported compared to five incidents.
- In Malaysia, one incident was reported compared to two incidents.

In India, the number of incidents remains the same in 2023 and 2022 (five incidents).

## Areas of concern

There were two areas of concern for ARAS incidents in Asia for 2023:

- **SOMS – Increase of incidents**

A total of 63 incidents were reported in SOMS in 2023 compared with 55 incidents in 2022. Of the 63 incidents, five incidents occurred in the Malacca Strait (MS) and 58 incidents in the Singapore Strait (SS). In 2022, all 55 incidents occurred in the SS, and no incident was reported in the MS.

More details of the situation in SOMS can be found in **Part D** of this report.

- **Sulu-Celebes Seas - Threat of abduction of crew for ransom**

No incident of abduction of crew for ransom by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas in 2023. The last incident reported to ReCAAP ISC occurred on 17 Jan 2020. However, due to the presence of the remnants of the ASG in the Sulu and Tawi Tawi area, the threat of abduction of crew for ransom remains.

More details of the threat of abduction of crew in the Sulu-Celebes Seas can be found in **Part E** of this report.



## Piracy Versus armed robbery against ships

All 100 incidents reported in 2023 were ARAS. No piracy incident was reported.

By definition, piracy takes place on the high seas while ARAS takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

The majority of the incidents reported in Asia were ARAS. Over the 17-year period of 2007-2023, the number of piracy incidents fluctuated each year, with an average of 10% for piracy incidents and 90% for ARAS.

Looking at the last five years (2019-2023), the percentage of piracy incidents has **decreased** to 2% and ARAS incidents make up 98% of incidents reported in Asia.

**Chart 2** shows the number of incidents of piracy versus ARAS for the period of 2007-2023.

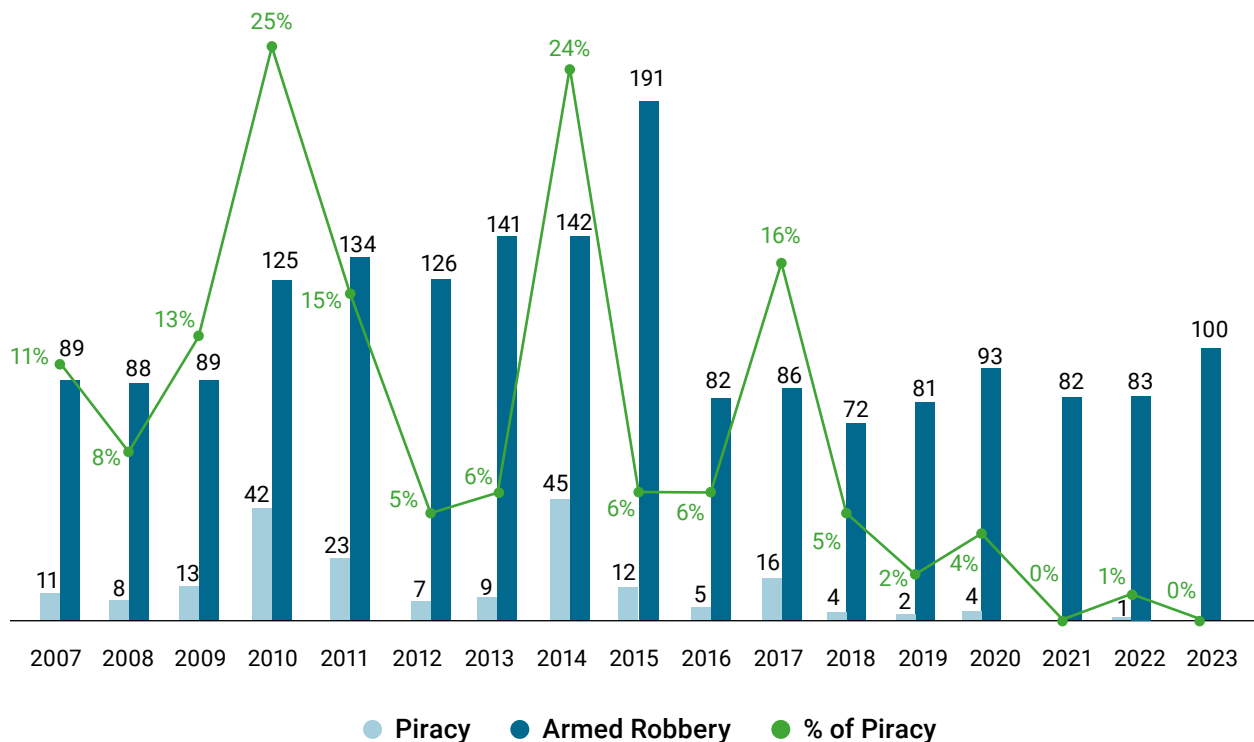


Chart 2 - Piracy Vs Armed Robbery Against Ships (2007-2023)

## Significance level of incidents

The ReCAAP ISC classifies each actual incident into one of the four categories to provide a qualitative perspective of the incidents, and defines each category by the significance (or commonly known as severity) level:

- **CAT 1**<sup>5</sup> very significant
- **CAT 2**<sup>6</sup> moderately significant
- **CAT 3**<sup>7</sup> less significant
- **CAT 4**<sup>8</sup> least significant

Refer to the **Appendix** on the '*Methodology in classifying incidents*'.

The categorisation of 99 actual incidents were: nine CAT 2, 30 CAT 3 and 60 CAT 4 incidents, with no CAT 1 incident reported in 2023.

On a quarter-to-quarter comparison for 2023, the severity of incidents during Q4 has **increased** compared with Q3.

In Q4 of 2023, both CAT 2 and CAT 3 incidents account for 56% of the total number of incidents while CAT 4 makes up the remaining 44%. However, in Q3 of 2023, the CAT 2 and CAT 3 incidents accounted for 45% of the total incidents while the CAT 4 incidents constituted 55%.

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



**Chart 3** shows the significance level of incidents reported for each quarter during the period of 2007-2023.

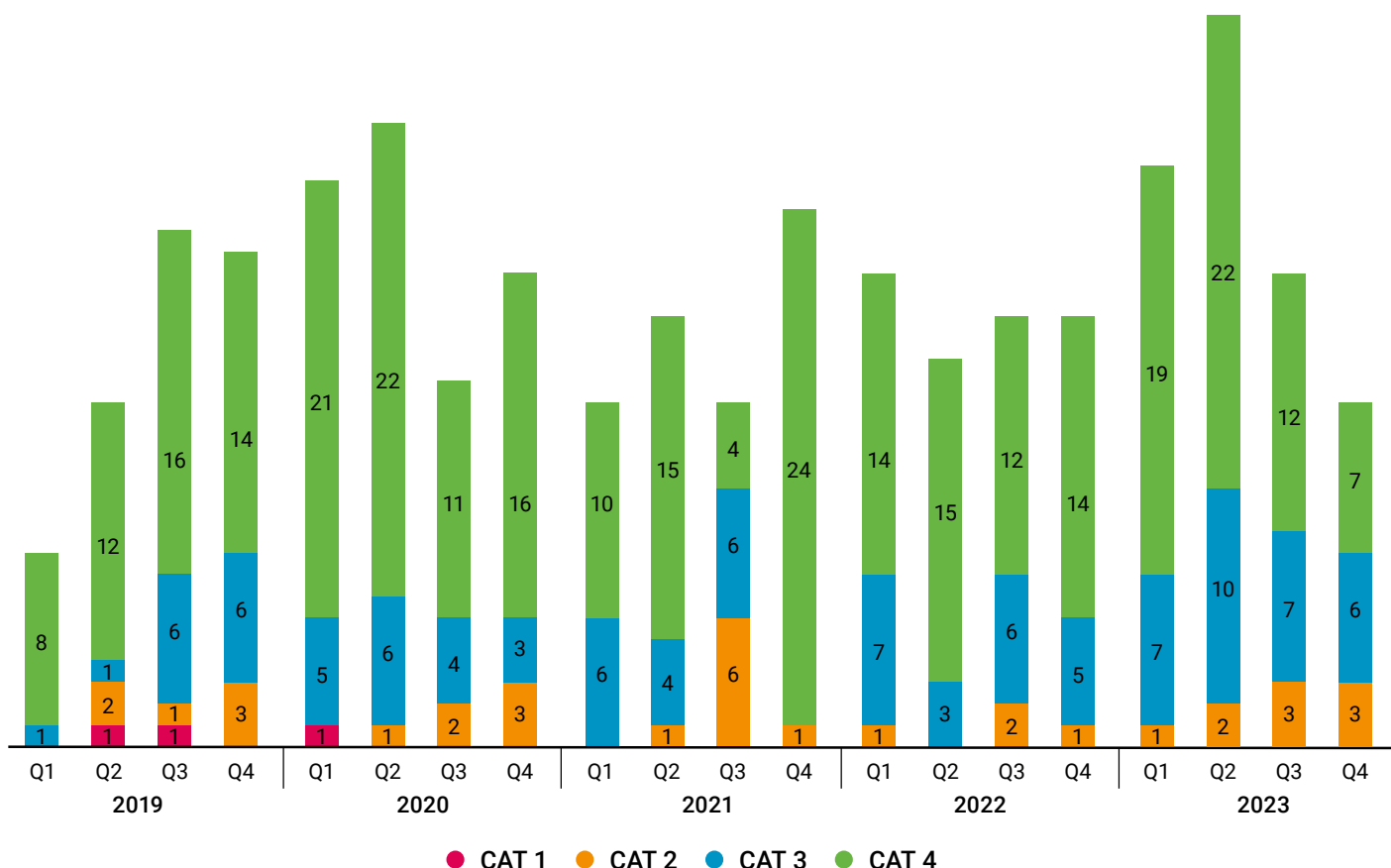


Chart 3 - Significance level of incidents (by quarterly of 2019-2023)

**CAT 2** Of the nine CAT 2 incidents reported in 2023, seven occurred onboard ships while underway in the SOMS; one occurred onboard a container ship while anchored at Manila Anchorage, Philippines and another one occurred onboard a chemical tanker while anchored at Kandla OTB Anchorage, India.

## SOMS

Of the seven incidents reported in the SOMS, six occurred in the Singapore Strait (SS) and one occurred in the Malacca Strait (MS).

In the six incidents in the SS, four incidents reported that the perpetrators were armed with knives. In one incident they were armed with a jungle bolo, while in another incident, the perpetrators were armed with a gun-like object.

In terms of crew treatment in incidents in SS, in two incidents, it was reported that a crew member was assaulted by the perpetrators, and in another four incidents, it was reported that the perpetrators tied the crew members to restrict their movement. For the incident in the MS, it involved five perpetrators who were armed with knives and one of the perpetrators stabbed the master in the chest. The master was later sent to hospital for medical treatment upon the ship's arrival in Singapore where he subsequently made a full recovery.

In six of the seven incidents, the items stolen included mobile phone, watch, torchlight, spare parts of generator and ship stores. The perpetrators escaped empty-handed in one incident.

### Manila Anchorage

For the incident that occurred at Manila Anchorage, the perpetrators were armed with guns and knives. Upon boarding the ship, they tied up the duty crew and eventually escaped with the mobile phone of one of the crew members. The crew members were not injured.

### Kandla Anchorage

In the incident that occurred at Kandla OTB Anchorage, 10 perpetrators armed with long knives, axe and steel rods, boarded the ship, stole ship stores and escaped. The crew members were safe.

**CAT 3** Of the 30 CAT 3 incidents, 19 occurred onboard ships while underway in SOMS. The other 11 incidents occurred in Indonesia (eight incidents), Bangladesh (one incident), the Philippines (one incident) and Vietnam (one incident).

### SOMS

All 19 CAT 3 incidents in the SOMS involved perpetrators who were armed with either knives, spanners, adjustable wrenches or a shovel-like weapon. Of these, the crew were not injured in 18 incidents. In one incident, two crew members sustained minor injuries from the perpetrators throwing knives and spanners at them.

In seven of the 19 incidents, the items stolen included engine spares, engine stores and scrap items. The perpetrators escaped empty-handed in the other 12 incidents.

### Indonesia

Five of the eight CAT 3 incidents in Indonesia occurred in the port and anchorage of Dumai. In three of these incidents, the perpetrators were armed with knives and threatened the crew. In one incident, the AB was taken into custody while in another incident, it was reported that the crew was not subjected to duress.

For the remaining three CAT 3 incidents, they occurred in the port of Belawan and in the anchorages of Pulau Batam and Tarahan. In these incidents, the perpetrators were armed with knives, but the crew was not injured. Ship stores and engine spares were stolen in two incidents, while nothing was stolen in one incident.

In five of the eight incidents, engine spares and ship stores were stolen. The perpetrators escaped empty-handed in the other three incidents.



## Bangladesh

In the incident that occurred at Chattogram Anchorage, six perpetrators armed with long knives boarded the ship, broke the ship store lock and stole 10 cans of paint. With investigation carried out by the authorities, the stolen items were recovered.

## The Philippines

For the incident that occurred at Manila Anchorage, six to eight perpetrators armed with metal bar boarded the ship, tied up the duty roving, and stole one set of self-contained breathing apparatus (SCBA) with breathing apparatus (BA) bottle, two BA bottles, one Suez light, and five ISPS lights. All crew was accounted for and safe.

## Vietnam

In the incident at Ho Chin Minh Pilot Station, barefoot traces were sighted and during the search for the perpetrators, it was discovered that the paint store door padlock was opened, and cans of paint were stolen. The crew members were safe.

**CAT 4** CAT 4 incidents accounted for the majority (61%) of the incidents (60 of 99) reported in 2023. In these incidents, the perpetrators are not armed and the crew not injured.

## Status of ships

Of the 100 incidents reported in 2023, 37 incidents (37%) occurred to ships while at anchor/berth and 63 incidents (63%) occurred to ships while underway.

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

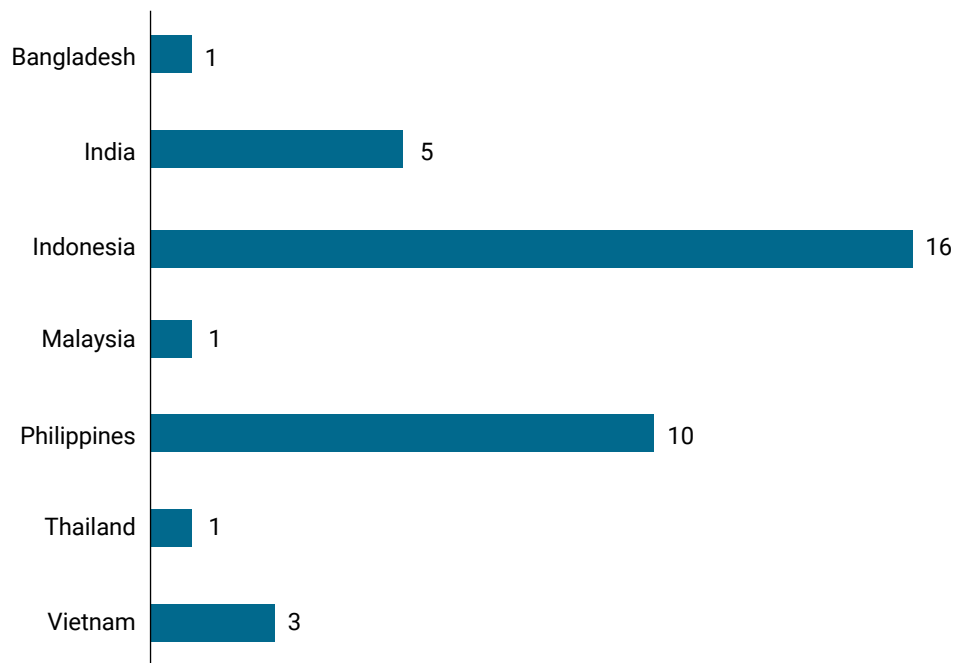


Chart 4 - Incidents onboard ships at anchor/berth (2023)

**Chart 5** shows the location of the incidents which occurred to ships while underway. For all incidents in SOMS, they occurred onboard ships that were underway.



Chart 5 - Incidents onboard ships while underway (2023)



## Number of incidents

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

Act = Actual, Att = Attempted

	Year																			
	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
<b>North Asia</b>																				
China			2		3		2				3									
<b>Sub-total</b>			<b>2</b>		<b>3</b>		<b>2</b>				<b>3</b>									
<b>South Asia</b>																				
Arabian Sea								1												
Bangladesh	16		10		1	1	11		9	2			5				4	1	1	
Bay of Bengal	2																			
India	11	3	12		12		4		3	1	4	1	9		5		4	1	5	
<b>Sub-total</b>	<b>29</b>	<b>3</b>	<b>22</b>		<b>13</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>14</b>		<b>5</b>		<b>8</b>	<b>2</b>	<b>6</b>	
<b>Southeast Asia</b>																				
Andaman Sea			1																	
Indian Ocean		1																		
Indonesia	42	5	22	1	32		30	3	21	6	18	5	21	1	12	1	10		16	
Malaysia	4	1	4		1		1	1	6		8		3		1		1	1	1	
Pacific Ocean												1								
Philippines	5		7	1	3		19		8	1	5	2	13		10	1	4		10	
South China Sea	40	2	10	1	4	1	11	1	3	1	1		3	1			1			
SOMS	45	4	94	10	1	1	7	2	6	2	29	2	34		47	3	54	1	62	1
Sulu-Celebes Seas					12	6	3	4	2	1	2		1							
Thailand			1																1	
Vietnam	6		27		9		2		4		2		6		2		2		3	
<b>Sub-total</b>	<b>142</b>	<b>13</b>	<b>166</b>	<b>13</b>	<b>62</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>50</b>	<b>11</b>	<b>65</b>	<b>10</b>	<b>81</b>	<b>2</b>	<b>72</b>	<b>5</b>	<b>72</b>	<b>2</b>	<b>93</b>	<b>1</b>
<b>Overall total</b>	<b>171</b>	<b>16</b>	<b>190</b>	<b>13</b>	<b>78</b>	<b>9</b>	<b>90</b>	<b>12</b>	<b>62</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>95</b>	<b>2</b>	<b>77</b>	<b>5</b>	<b>80</b>	<b>4</b>	<b>99</b>	<b>1</b>

**Table 1 - Number and location of incidents (2014-2023)**

## Location of incidents

The location of incidents reported in 2023 are shown in **Map 1**.



Map 1- Location of incidents (2023)

## Insights of incidents

This section provides additional insights into the incidents reported in Asia for 2023. It focuses on the number of perpetrators, weapons carried, treatment of crew, stolen items, type of ships boarded and time of the incidents.

### Details of insights

#### Number of Perpetrators

**Chart 6** below shows the number of perpetrators involved in incidents reported in 2023. Of the 100 incidents, 30 incidents involved 1-3 men (30%), 48 incidents involved **4-6 men (48%)**, three incidents involved more than 9 men (3%), two incidents involved 7-9 men (2%) and for 17 incidents there was no information available (17%). More than three-quarters of the incidents in Asia involved groups of perpetrators operating with 1-6 men.

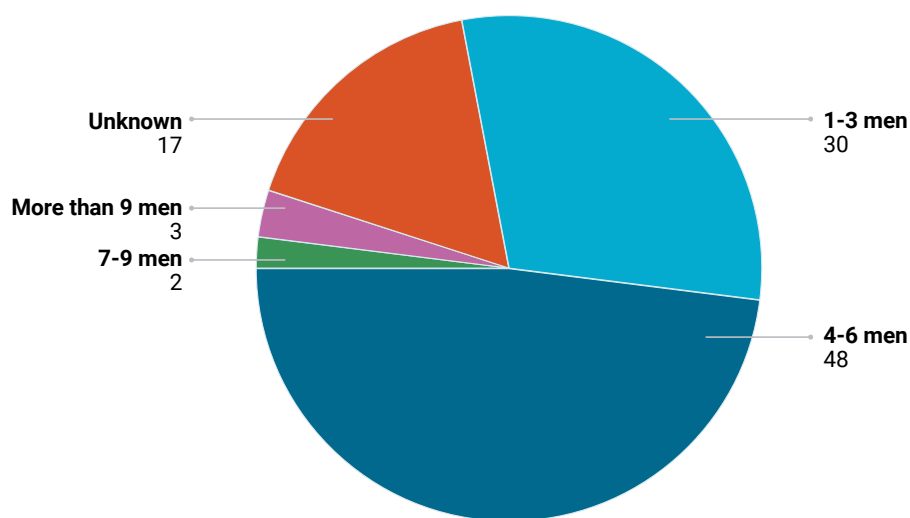


Chart 6 - Number of perpetrators (2023)

## Type of Weapons

**Chart 7** below shows the type of weapons carried by perpetrators in incidents in 2023. Among the 100 incidents, two incidents reported that the perpetrators were armed with guns or a gun-like object (2%), 37 incidents reported that the perpetrators carried knives, machetes and other weapons such as adjustable wrench, spanners and metal rods (37%), 15 incidents reported the perpetrators did not carry weapons (15%) and 46 incidents had **no information of weapons carried by the perpetrators (46%)**.

The ReCAAP ISC encourages ship master to report on the type of weapons carried by perpetrators in its report. For the incidents where perpetrators were carrying knives and other weapons, these are usually used to cut mooring ropes or remove secured items from ships, threaten the crew to restrict their movement, to compel them into surrendering their personal belongings; and were not used to hurt the crew.

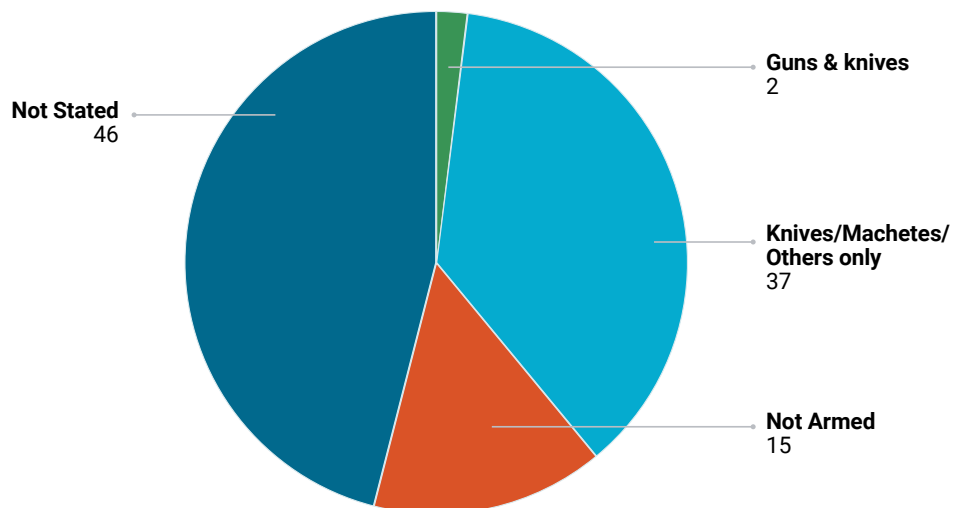


Chart 7 - Type of weapons carried by perpetrators (2023)



## Treatment of Crew

**Chart 8** below shows the treatment of crew in incidents reported in 2023. Of the 100 incidents, one incident reported that the master suffered serious injuries after he was stabbed in the chest by the perpetrators (1%), three incidents reported perpetrators assaulted the crew by either throwing objects at the crew or hitting the crew's head (2%), seven incidents reported that the perpetrators tied the crew members to restrict their movement (7%), 82 incidents reported that the **crew was not injured (82%)**, and four incidents had no information available on the well-being of the crew during the incident (4%).

While the bulk of the incidents involved perpetrators who did not harm the crew, nonetheless ship master and crew are strongly advised not to antagonise the perpetrators, in particular in instances when the perpetrators are armed.

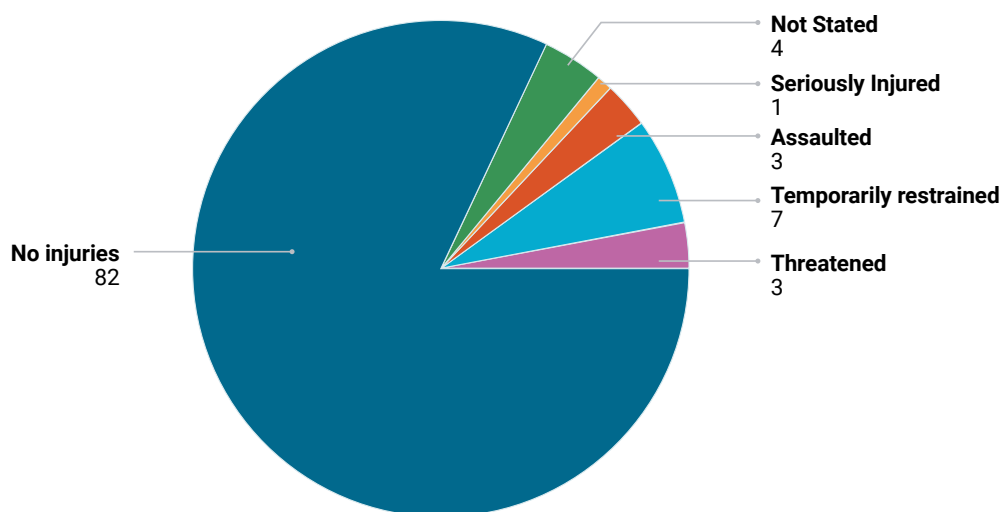


Chart 8 - Treatment of crew (2023)

## Stolen items

**Chart 9** below shows the type of stolen items reported in 2023. Of the 100 incidents, three incidents reported loss of personal belongings such as mobile phone and watch (3%), 18 incidents reported losses of ship stores (18%), 27 incidents reported losses of engine spares (27%), 19 incidents reported losses of unsecured items (19%), 32 incidents reported that **nothing was lost (32%)** and in one incident, the type of losses could not be ascertained (1%).

As engine spares are commonly targeted, ship master and crew are advised to store them in stores with locks, in order to deter access to such items by the perpetrators.

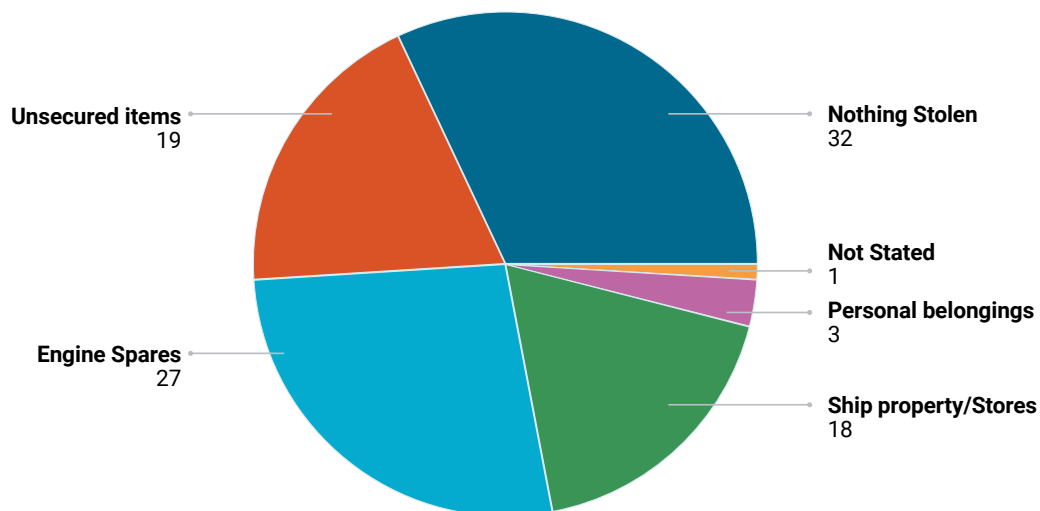


Chart 9 - Type of stolen items (2023)

## Type of ships boarded

**Chart 10** below shows the type of ships boarded by perpetrators in 2023. Of the 100 incidents, 48 incidents occurred on board **bulk carriers (48%)**, 26 incidents on board tankers (26%), 12 incidents on board tug boats towing barges (12%), 11 incidents on board container ships (11%), two incidents on board general cargo ships (2%) and one incident on board a fishing trawler (1%). With 48% of the incidents occurring on board bulk carriers, ship masters and crew are strongly advised to be extra vigilant and employ extra lookouts while transiting the areas of concern.

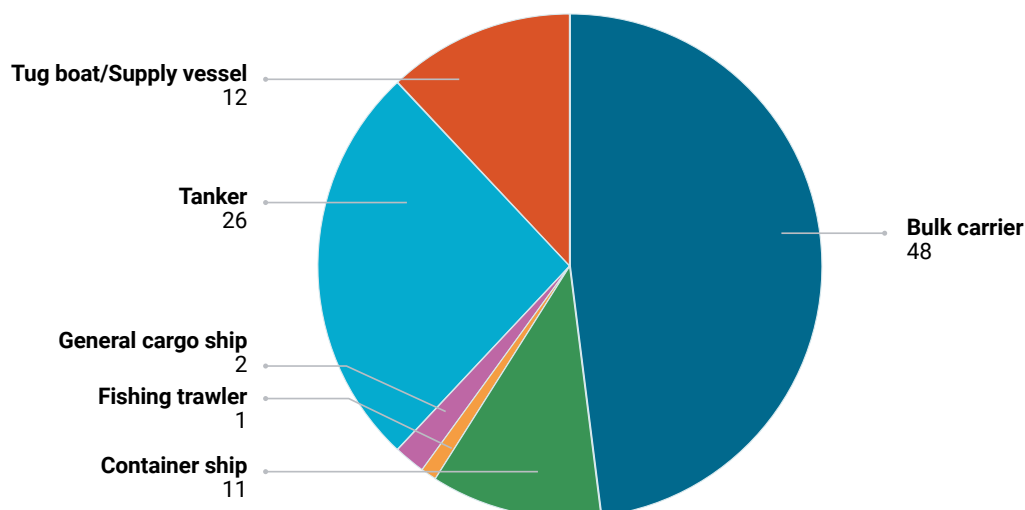


Chart 10 - Type of ships boarded (2023)

## Time of incidents

**Chart 11** below shows the time of incidents reported in 2023. Among the 100 incidents, 91 occurred during **hours of darkness (91%)** and nine occurred during daylight hours (9%).

Of the incidents that occurred during hours of darkness, there were more incidents reported between 0100 hrs and 0459 hrs (53 incidents) than any other hours of time. Ship masters and crew are advised to exercise extra vigilance during this time window.

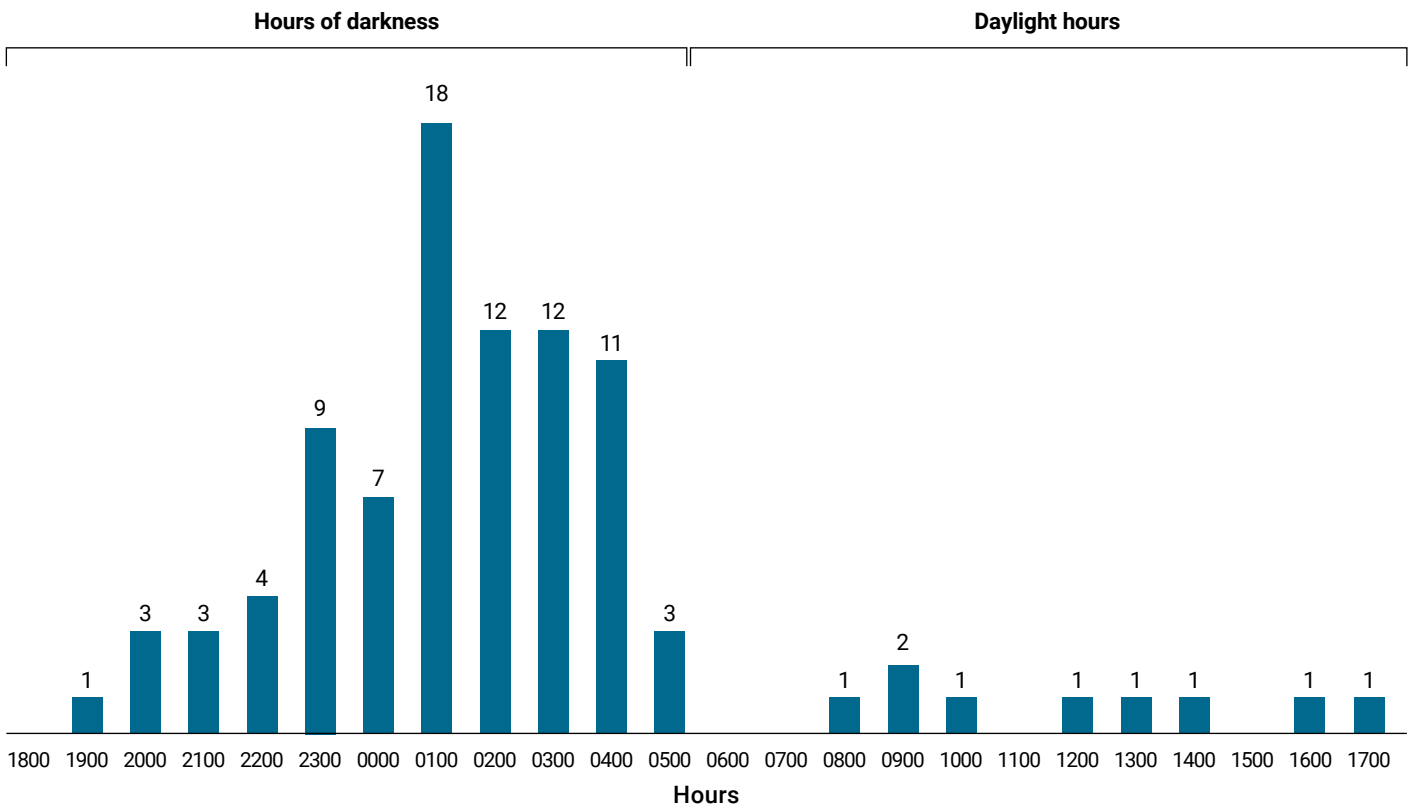


Chart 11 – Time of incidents (2023)



D

## **Incidents of Armed Robbery Against Ships in Straits of Malacca and Singapore (SOMS)**



## D. Incidents of Armed Robbery Against Ships in Straits of Malacca and Singapore (SOMS)

### Situation update

A total of 63 incidents were reported in SOMS in 2023. Of these, five incidents occurred in the Malacca Strait (MS) and 58 incidents in the Singapore Strait (SS). This represents a **15% increase** compared to 2022, where 55 incidents were reported, all occurred in the SS.

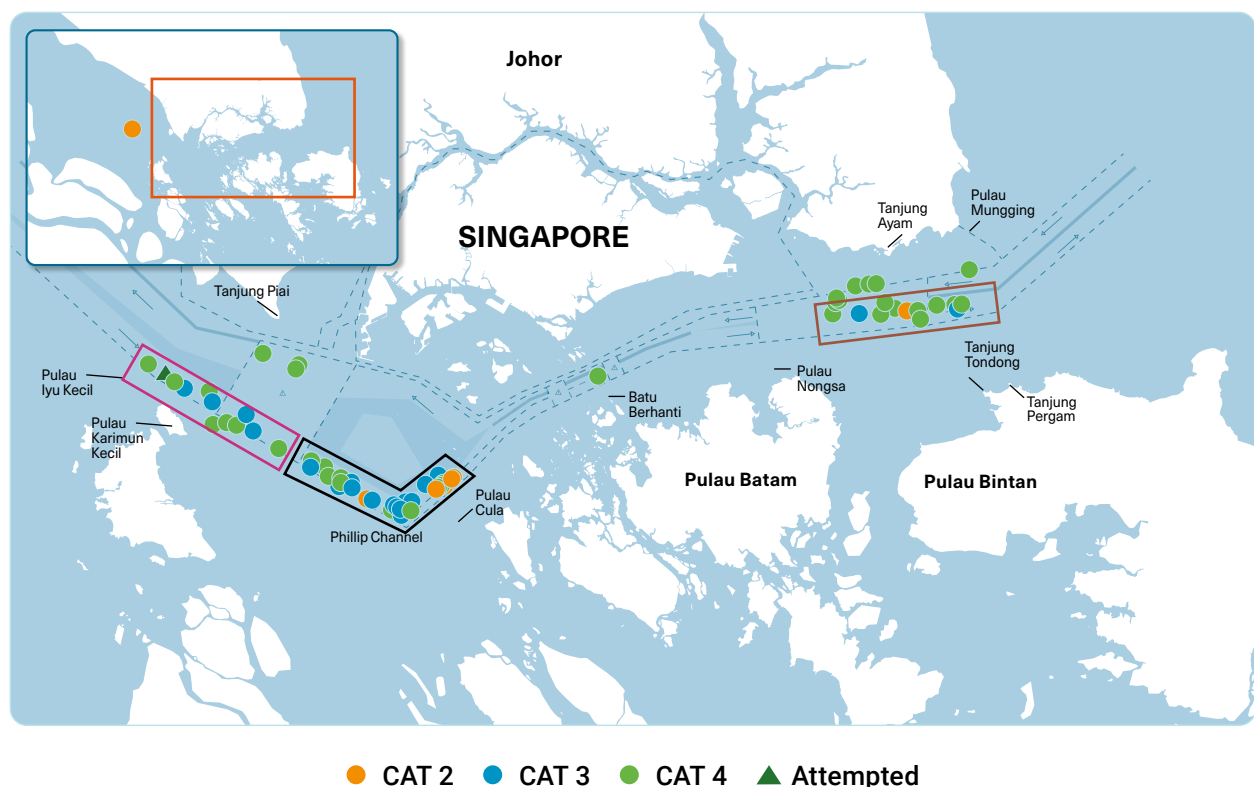
All five incidents reported in the MS in 2023 occurred in the eastbound lane of the Traffic Separation Scheme (TSS). Of the 58 incidents reported in the SS in 2023, 40 incidents occurred in the eastbound lane of the TSS, 11 incidents in the precautionary area, six incidents in the westbound lane and one incident outside the TSS.

While there was an overall increase in the number of sea robbery incidents reported in SOMS, these incidents tended to be of lower severity in nature.

In particular, the ReCAAP ISC is concerned with the clusters of incidents off Pulau Cula (Indonesia) [indicated in black outline – 27 incidents], and the involvement of armed perpetrators reported in 18 incidents in this cluster.

Also of concern are the clusters of incidents off Tanjung Tondong, Bintan Island (Indonesia) [indicated in brown outline – 12 incidents] and off Pulau Karimun Kecil (Indonesia) [indicated in pink outline – 12 incidents].

**Map 2** shows the location of the 63 incidents in SOMS.



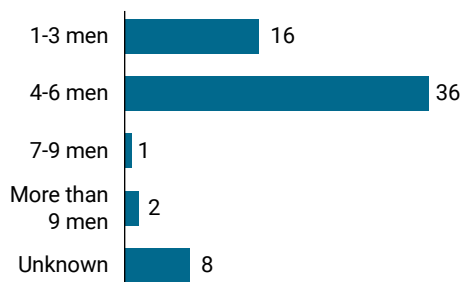
Map 2 – Location of incidents in SOMS (2023)

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

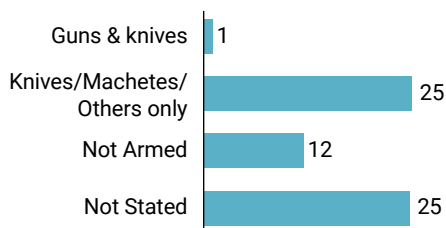
## Modus operandi

The modus operandi of the 63 incidents that occurred to ships while underway in SOMS are summarised as follows :

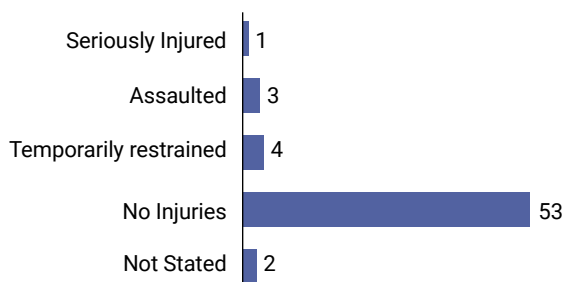
**Number of perpetrators**



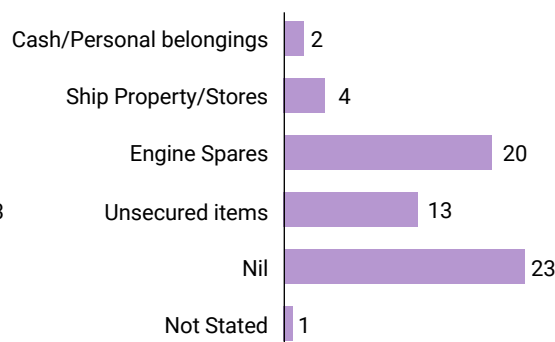
**Type of weapons carried**



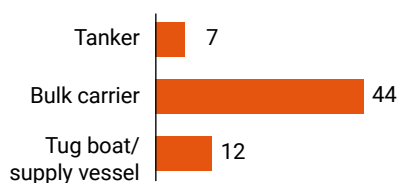
**Treatment of crew**



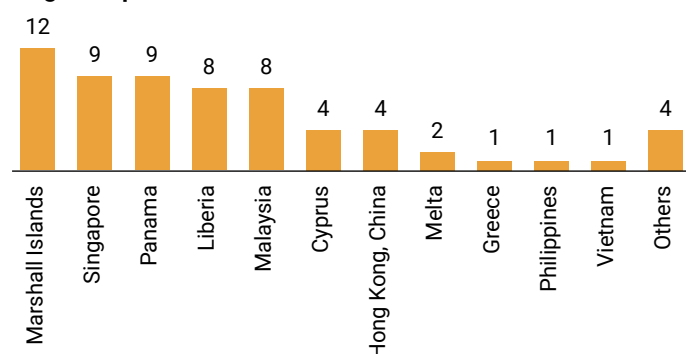
**Stolen items**



**Type of ships**



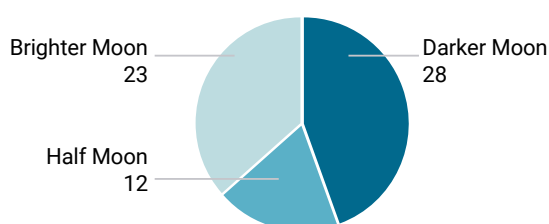
**Flag of ships**



**Time of incidents**

	No.	%
Hour of Darkness	57	90%
Daylight Hours	6	10%

**Moon Phases**



The following observations were made:

1. Of the 63 incidents, 36 incidents reported groups of 4-6 perpetrators while for another 16 incidents, they involved groups of 1-3 perpetrators. Three incidents involved 9-10 perpetrators. In eight incidents, there was no information on the number of perpetrators involved.
2. In 59% of the incidents, there was no information of the perpetrators carrying weapons (25 incidents) or the perpetrators being armed (12 incidents). Of the remaining 26 incidents, the perpetrators were reported to have carried a variety of weapons such as gun-like object, knives, jungle bolo and other weapons including adjustable wrench, spanners and a shovel-like weapon.
3. In the majority of the cases - 87% of the incidents, it was reported that the perpetrators did not harm the crew (53 incidents) or there was no information on the well-being of the crew (two incidents). In eight other incidents, the perpetrators were reported to have been violent to the crew. For one incident, the master was stabbed by the perpetrators in the chest. He was sent for medical treatment and eventually recovered. In three incidents, the crew were assaulted, resulting in minor injuries. In the four remaining incidents, the perpetrators tied the crew members to restrict their movement, but they were not harmed.
4. The perpetrators were sighted in the engine room or in the vicinity in 30 incidents, with the engine spares stolen in 13 of them. In six incidents, the perpetrators were sighted in the steering gear room with no items stolen.
5. The majority of the incidents (81%) occurred to bigger ships, namely bulk carriers and tankers (51 incidents). The other 12 incidents occurred on board tug boats towing barges (11 incidents) and a supply vessel (one incident).
6. Of the 63 incidents, 57 of them occurred during hours of darkness. The other six incidents occurred during daylight hours, and all were on board tug boats towing barges.
7. A total of 46 incidents (73%) occurred to Liberia, Malaysia, Marshall Islands, Panama and Singapore-registered ships. There is no evidence suggesting that the perpetrators were targeting ships belonging to any specific flag States. Instead, the perpetrators tend to be opportunistic in nature, boarding ships where the crew were not vigilant or who did not implement the appropriate ship security measures or which lacked ship hardening plans.

## Efforts by littoral States and ReCAAP ISC

The littoral States of SOMS have further enhanced enforcement efforts both on land and at sea. Through initiatives such as the Malacca Strait Patrol (MSP), Coordinated Patrol Indonesia-Singapore (CORPAT INDOSIN) and regular interaction programmes at the commander-level, they have strengthened operational cooperation and situational awareness of the areas of concern, particularly during the vulnerable time windows.

These efforts have deterred potential attempts, and in some cases led to arrests. The authorities, together with ReCAAP ISC, and relevant stakeholders such as Information Fusion Centre and the Singapore Shipping Association, have also stepped up engagements with industry stakeholders to, inter alia, raised their awareness on the constantly evolving modus operandi of the perpetrators, and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents.

Singapore's ReCAAP Focal Point is also broadcasting advisories to vessels transiting areas of concern to remind seafarers to remain vigilant and adopt best management practices. The frequency of broadcast will now be ramped up for the affected Traffic Information System sector in the event of a reported unauthorised boarding incident. Singapore has also imposed Corrective Action and Preventive Action (CAPA) review for Singapore-registered vessels that encounter security breaches to ensure that the necessary shipboard security measures are in place to prevent recurrence.

The ReCAAP ISC has been providing the maritime community with the latest information and analytics by issuing periodic reports and Incident Alerts. The Centre also organised various platforms to engage the shipping industry including Nautical Forum, Piracy & Sea Robbery Conference as well as Dialogue Sessions.

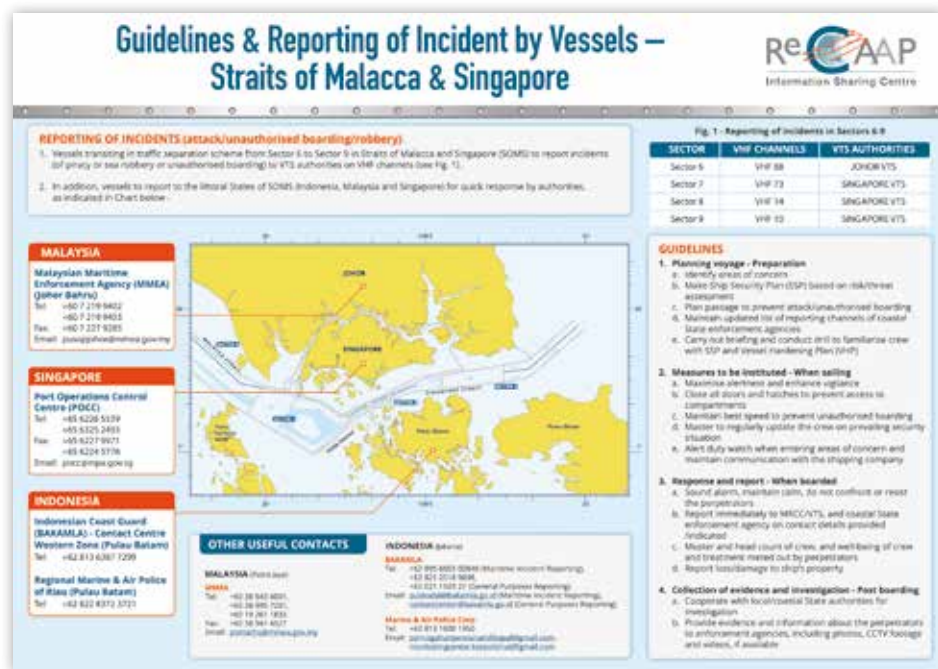
Through these various platforms, ReCAAP ISC aims to highlight the areas of concern and modus operandi of the perpetrators, while encouraging all ships to adopt preventive measures and to immediately report incidents to the nearest coastal State RCC and flag State.

## Guidelines & Reporting of Incident by Vessels – SOMS

For ships transiting SOMS, the ReCAAP ISC has produced a poster that highlights the guidelines and indicates the contact details of the law enforcement agencies of the littoral States for incident reporting.

The poster (as shown next page) is aimed at providing ships transiting SOMS with an overview of the key measures to undertake and to encourage ship master and crew to report incidents to the appropriate local coastal State authority for timely response by the relevant enforcement agencies.





## Reporting of incidents - Contact details of the littoral States

Indonesia	Phone Number	Fax Number
<b>Indonesian Coast Guard (BAKAMLA) – Contact Centre Western Zone [Pulau Batam]</b>	+62 813 6387 7299	
<b>Regional Marine &amp; Air Police of Riau [Pulau Batam]</b>	+62 822 8372 3721	
<b>BAKAMLA [Jakarta]</b> Email: <a href="mailto:puskodol@bakamla.go.id">puskodol@bakamla.go.id</a> (maritime incident reporting)  Email: <a href="mailto:contactcenter@bakamla.go.id">contactcenter@bakamla.go.id</a> (general purposes reporting)	+62 895 6003 00846 (maritime incident reporting)  +62 821 2518 9898 +62 021 1503 21 (general purposes reporting)	
<b>Marine &amp; Air Police Corp [Jakarta]</b> Email: <a href="mailto:pencegahanpencuriandikapal@gmail.com">pencegahanpencuriandikapal@gmail.com</a> <a href="mailto:monitoringcenter.korpolairud@gmail.com">monitoringcenter.korpolairud@gmail.com</a>	+62 813 1000 1950	
<b>Malaysia</b>		
<b>Malaysian Maritime Enforcement Agency (MMEA) [Johor Bahru]</b> Email: <a href="mailto:pusopjohor@mmea.gov.my">pusopjohor@mmea.gov.my</a>	+60 7 219 9402 +60 7 219 9403	+60 7 227 9285
<b>MMEA [Putra Jaya]</b> (Maritime Operation Center) Email: <a href="mailto:pomarhq@mmea.gov.my">pomarhq@mmea.gov.my</a>	+60 38 943 4001 +60 38 995 7201 +60 19 261 1833	+60 38 941 4527
<b>Singapore</b>		
<b>Port Operations Control Centre (POCC)</b> Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65 6226 5539 +65 6325 2493	+65 6227 9971 +65 6224 5776

## Recommendations

To address the increase of incidents in SOMS, the ReCAAP ISC strongly urges the littoral States to continue to enhance their surveillance and enforcement efforts in their internal waters, archipelagic waters and territorial seas; and to respond promptly to incidents.

The littoral States are also encouraged to promote cooperation and coordination for patrols as well as share information on incidents and criminal groups involving arrests made and the prosecution of perpetrators.

While transiting SOMS or any areas of concern, the ship master and crew are strongly advised to heighten their vigilance and to proactively adopt the following measures to prevent boarding by potential perpetrators:

- Keep abreast of the latest situation via: [www.recaap.org](http://www.recaap.org) particularly when entering incident-prone areas in SOMS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the relevant authorities.
- Maximise vigilance, maintain lookouts for suspicious small boats and increase watch keeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard bigger ships during the night.
- Keep the CCTV and other devices including communication equipment operational so that ship crew can be alerted when there are any boardings.
- It is recommended that crew conduct rounds onboard the ship's compartment and ensure that the relevant areas onboard the ship are locked prior to the ship entering any areas of concern. Ensure that all doors and hatches that allow direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed/properly secured. Also, for the activity to be recorded on the log book.
- Maintain communication with their shipping companies by providing periodic updates and establishing daily communication checks.
- Sound alarm when suspicious boats are sighted hovering in the vicinity of the ship/barge or when suspicious individuals are sighted on board the ship/barge.
- Report all incidents, suspicious activities and presence of any suspicious small boats in the vicinity to the nearest coastal State RCC and flag State. Ship crew can refer to the Poster on updated contact details of law enforcement agencies of the littoral States of SOMS.





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

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

### Situation update

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

### Downgrading of threat assessment level

The efforts by the Philippine Government in Zamboanga, Sulu, and Tawi-Tawi through the conduct of continuous military operations paid off. It led to the subsequent dismantling of the support base and the neutralising of the ASG in the Sulu archipelago.

Against this backdrop, the Philippine Coast Guard (PCG), together with other stakeholders and counterparts that have vital involvement in the maritime security of the Sulu-Celebes Seas, reviewed the threat situation and recommended a further downgrading of the threat level of 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'MODERATE' to '**MODERATE LOW**'.

With the current level, it means that ***'Incidents are unlikely to occur due to perpetrators' perceived lack of capability to orchestrate any attacks. Nevertheless, minimal damages can be expected to the ship and crew in the event of any potential attacks'***.

### Updated ReCAAP ISC advisory

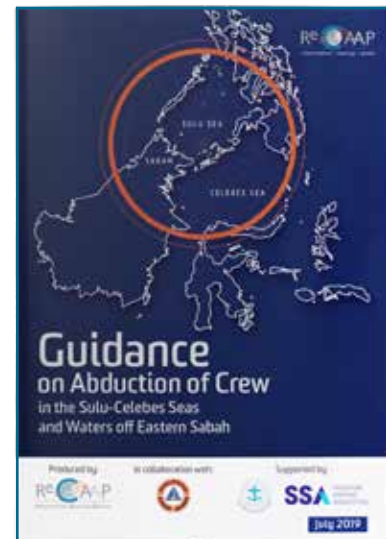
With the downgrading of the threat level on the 'Abduction of Crew for ransom in the Sulu-Celebes Seas' by the PCG, the ReCAAP ISC also updated its Advisory for ships to ***"exercise vigilance and adopt necessary preventive measures while transiting the area"***.

For ships transiting the area, the ship masters and crew are strongly encouraged to exercise extra vigilance and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM).



## Guidebook

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019. The Guidebook consists of an advisory on the measures to be taken by ships transiting the area, and it includes contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also details analysis based on information collated from past incidents. The Guidebook was produced in collaboration with the PCG (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and the Singapore Shipping Association (SSA). It can be accessed via [www.recaap.org](http://www.recaap.org).



F

## Arrests of Perpetrators and Recovery of Stolen Items



## F. Arrests of Perpetrators and Recovery of Stolen Items

In 2023, several arrests of perpetrators and the recovery of stolen items were made. These occurred in Bangladesh, India, the Philippines and SOMS.

Five arrests of perpetrators and recovery of stolen items that occurred during January to September 2023 were featured in the *ReCAAP ISC Q3 2023 Report*. They are as follows:

### Bangladesh

The Bangladesh Coast Guard (BCG) investigated an incident involving some perpetrators who stole cans of paint from a tanker while berthed at Chattogram Jetty, Bangladesh near the land and water areas of the port; and successfully recovered all stolen items on 24 May 2023.

### SOMS (Malaysia)

Three arrests of perpetrators involved in several cases of theft of scrap metal from barges towed by tug boats while underway in SOMS were made by the Malaysian Maritime Enforcement Agency (MMEA) on 10 Apr 2023 and 23 Jul 2023; and by Malaysia Marine Police on 1 Jul 2023.

### The Philippines

An arrest of perpetrators identified to be members of a syndicate responsible for robberies in the Manila anchorage area was made by the PCG on 15 Sep 2023. The perpetrators were detained and criminal charges filed by the PCG in the Court of Law.

Two other arrests were made during Q4 of 2023 (October - December 2023), as detailed below:

### SOMS (Indonesia)

On 31 Oct, the Indonesian Navy arrested three suspects in Pongkar Village, Tebing District, Karimun Regency, Riau Islands. They were members of the Jangkung Group which have been operating since 2000.

The investigations revealed the modus operandi of the perpetrators that usually involve 7 men, and they would board ships between 2000 hrs and 2200 hrs (UTC+7), while pretending to be fishing. They would determine their targets using Ship Info Application (ship name, specifications and speed).

The perpetrators would board ships traveling at the speed of 12 knots, using long rope. The stolen spare parts from foreign flag ships were then sold to ready buyers.



**Indonesian Navy with three apprehended suspects**

(Source: RCM News (<https://www.rcmnews.id/perompak-yang-ditangkap-lanal-karimun-sudah-beraksi-puluhan-tahun/>))

## India

On 13 Nov 23, a chemical tanker was anchored at Kandla Anchorage when about 8-10 perpetrators boarded the tanker from an orange dinghy boat. The perpetrators were armed with long knives, axe and steel rods.

Upon sighting the perpetrators, the crew informed the bridge and sounded the ship horn. The perpetrators subsequently escaped with ship property and stores. The master reported the incident to Kandla Port Control that in turn informed the CG Station Mundra.

The agent lodged a FIR at Kandla Marine Police Station on 17 Nov 2023. An investigation was then carried out by the Coastal Security Police, Kandla Marine Police, Customs, Indian Coast Guard (ICG) and Kandla Port Authority.

On 22 Nov 2023, the Kandla Marine Police raided Kandla Fish Landing Point and arrested four perpetrators; leading to the recovery of stolen items.



**Perpetrators & stolen items**  
(Photos courtesy of ICG)



## Observations

In the abovementioned cases, the ReCAAP ISC would like to commend the efforts of the authorities in the investigation of incidents and the tracking down of the perpetrators which resulted in the eventual arrests and/or the successful recovery of stolen items.

This demonstrates that the timely reporting of incidents by the ship master and the prompt response by the law enforcement agencies are critical towards arrests of the culprits and bring them to books. Together, all parties involved – the shipping industry, ship crew and the law enforcement agencies of the littoral States can contribute towards reducing the overall incidence of piracy and armed robbery cases in Asia.





## **ReCAAP ISC's Main Activities (October-December 2023)**



## G. ReCAAP ISC's Main Activities (October-December 2023)

### Capacity Building Workshop in Bangladesh (24-27 Oct 2023)

The ReCAAP ISC and Bangladesh Focal Point co-hosted a Capacity Building Workshop (CBW) in Dhaka, Bangladesh from 24 to 27 Oct 2023. The workshop was attended by personnel from the coast guards, navies and maritime law enforcement agencies from 11 ReCAAP Focal Points (Bangladesh, Cambodia, China, India, Myanmar, Philippines, Sri Lanka, Thailand, United Kingdom, United States, Vietnam), and the regional agencies from Indonesian Coast Guard and MMEA.

Representatives from the Bangladesh Ministry of Shipping, Port Authority, Ministry of Foreign Affairs, Bangladesh Coast Guard and Navy and the Ship Owners' Association also attended the workshop.

At the workshop, ReCAAP Focal Points shared about the efforts of their countries in suppressing incidents of piracy and sea robbery at their ports, anchorages and territorial waters. The officers from ReCAAP Focal Points also took part in a training session and Table Top Exercise to familiarise themselves with the use of ReCAAP ISC's Information Network System (IFN). The IFN enables the Focal Point officers to share detailed and secure information on piracy and sea robbery incidents via a secured platform.



Mr Krishnaswamy Natarajan, Executive Director, ReCAAP ISC (7<sup>th</sup> from left) and Mr Tipu Munshi, Minister of Commerce, Bangladesh (7<sup>th</sup> from right) with participants of CBW 2023

## Shipping Dialogue (7 Nov 2023)

The ReCAAP ISC organised its 2<sup>nd</sup> Dialogue with the Shipping Industry for 2023 on 7 Nov 2023. The dialogue session was a platform to promote conversations and to better understand the maritime security and concerns faced by the shipping community. The session focused on efforts to strengthen cooperation in combating sea robbery in the SOMS and to create more synergy for the issue to be addressed by the various stakeholders including the shipping industry, law enforcement agencies and ReCAAP ISC.

The event was attended by representatives of the global and regional shipping associations, shipping companies based in Singapore as well as the maritime law enforcement agencies. Speakers at the dialogue session included those from the Maritime and Port Authority of Singapore (MPA), the Singapore Police Coast Guard and shipping companies.

The Centre also launched an interactive dashboard, known as *ReCAAP Data Visualisation Map and Panel* (Re-VAMP) which allows users to co-relate different data sets of incidents, and derive insights to make informed risk assessments, institute preventive measures, and to plan a safe ship voyage.



Participants of Dialogue Session



## 3<sup>rd</sup> Coast Guard Global Summit (30 Oct – 2 Nov 2023)

ReCAAP ISC's Executive Director (ED), Mr. Krishnaswamy Natarajan participated in the 3<sup>rd</sup> Coast Guard Global Summit (CGGS) from 30 Oct to 2 Nov 2023, held in Tokyo, Japan.

During the plenary, ED-ISC delivered a presentation on the key features of ReCAAP, the Centre's activities, the latest PAR situation in Asia and the way forward for ReCAAP ISC.

ED-ISC also held bilateral meetings with senior officials from the China Coast Guard, Coast Guard Maldives National Defence Force, Somali Coast Guard Resources & Research Centre and the United States Coast Guard.



ED-ISC delivered presentation at CGGS



## Capacity Building Senior Officers' Meeting (11-15 Dec 2023)

The ReCAAP ISC and the India Focal Point co-hosted a Capacity Building Senior Officers' Meeting (CBSOM) in Gandhinagar, India from 11 to 15 Dec 23. The meeting was attended by senior naval and coast guard officers from 14 ReCAAP Focal Points (Australia, Bangladesh, Cambodia, China, India, Japan, Laos, Myanmar, Philippines, Sri Lanka, South Korea, Thailand, UK, Vietnam), as well as representatives from the Indian Navy, National Maritime Security Council, National Maritime Foundation, Ports and the Information Fusion Centre – Indian Ocean Region (IFC-IOR).

During the meeting, participants were updated on the latest situation of piracy and armed robbery against ships in Asia and the ReCAAP Focal Point officers also shared how their countries are strengthening maritime security measures in their ports, anchorages and territorial waters to prevent and combat maritime crimes.

There were also deliberations on ways in which maritime authorities can work together with ship masters and shipping companies to improve the timeliness of incident reporting, and how cooperation can be enhanced between land and maritime agencies to prevent PAR incidents.



Participants of CBSOM 2023

## Ongoing Engagements with Key Stakeholders (Oct-Dec 2023)

In strengthening the close collaboration with key stakeholders, the team at ReCAAP ISC led by ED-ISC held several meetings with various key parties to discuss ways to combat piracy and armed robbery against ships in Asia, and to ensure the safe traverse of seafarers. The following engagements took place during October to December 2023:

5 Oct



Courtesy Call on HE Dr Iwona Piorko Bermig,  
EU Ambassador to Singapore

6 Oct



Visit by Dr Philip Belcher,  
Marine Director of INTERTANKO

9 Oct



Courtesy call on Mr Chee Hong Tat,  
Acting Minister for Transport, Singapore

11 Oct



Meeting with RADM P Vithana,  
Director General of Sri Lanka Coast Guard



12 Oct



Courtesy call on VADM Priyantha Perera, Commander of the Sri Lanka Navy

16 Oct



Meeting with officials from United Nations Institute for Training and Research (UNITAR)

17 Oct



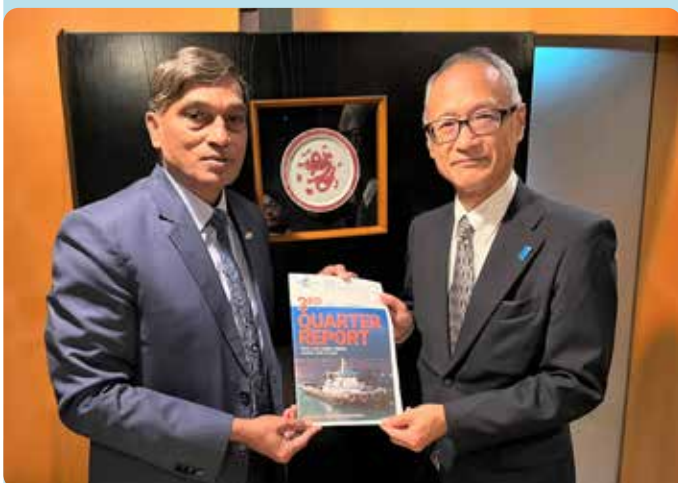
Visit by delegation from Next JenV, Ministry of Justice and Security, Netherlands

31 Oct



Meeting with Major General Zhen Liu, Deputy Director of China Coast Guard

31 Oct



Meeting with ReCAAP Governor for Japan, HE Hideo Ishizuki

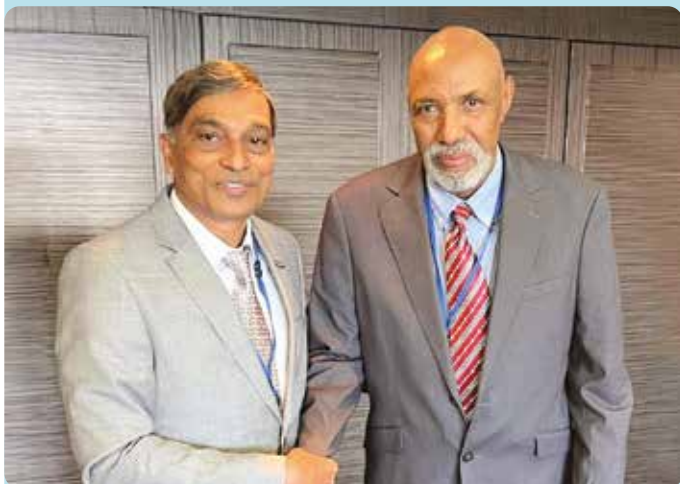
1 Nov



Meeting with Brigadier General Ibrahim Hilmy, Vice-Chief of Maldives National Defence Force



1 Nov



Meeting with Mohamed Jama, Executive Director of Somali Coast Guard Resources & Research Centre

1 Nov



Meeting with ReCAAP Governor for United States of America, RADM Brendan McPherson

2 Nov



Courtesy call on Mr Keiji Tsuchiya, Vice President of Japanese Shipowners' Association

5 Dec



Visit by RADM Adachi Motonari and members of Japan Coast Guard

6 Dec



Visit by HE Dr Shilpak Ambule, High Commissioner of India to Singapore

## H. Forecast of ReCAAP ISC's Activities & Events - 2024

As part of ReCAAP ISC's continuous efforts to meet the evolving needs of the shipping community, here's a look at the activities/ events for the year 2024:

**Q1**

**January**  
**March**

15<sup>th</sup> Nautical Forum  
ReCAAP ISC Q1 Report (Jan-Mar)

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**Q2**

**April**  
**June**  
**June**

Anti-Piracy & Sea Robbery Conference  
Capacity Building Workshop, China  
ReCAAP ISC Half-yearly Report (Jan-Jun)

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**Q3**

**July**  
**August**  
**September**

1<sup>st</sup> Capacity Building Virtual Lecture  
1<sup>st</sup> Dialogue with Shipping Industry  
ReCAAP ISC Q3 Report (Jan-Sep)

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**Q4**

**October**  
**October**  
  
**November**  
**November**  
**December**  
  
**December**

2<sup>nd</sup> Virtual Lecture  
Capacity Building Executive Programme (CBEP), Japan  
  
2<sup>nd</sup> Dialogue with Shipping Industry  
Cluster Meeting, Sri Lanka  
Capacity Building Senior Officers' Meeting (CBSOM), South Korea  
ReCAAP ISC Annual report 2024 (Jan-Dec)

Correct as of 31 Dec 2023



# I. Conclusion

While the total number of incidents of armed robberies against ships in Asia reported in 2023 has increased by 19% compared to 2022, several arrests of perpetrators have also been made in various parts of Asia by the relevant coastal States. These arrests serve as a deterrence and send a strong signal to the organised criminal groups any acts of armed robbery against ships in Asia will be dealt with.

Where the situation in SOMS is concerned, the littoral States have stepped up enforcement efforts both on land and at sea through various initiatives such as the MSP and the CORPAT INDOSIN. The strengthened operational cooperation and information sharing among the littoral States have also led to the several arrests of the perpetrators.

However, more needs to be done to eradicate the organised criminal groups operating in the SOMS, one of the busiest shipping lanes of maritime trade route in the world, with the Singapore Strait that connects the Indian Ocean and the Pacific, which has approximately 1,000 vessels plying its waters daily.

The ReCAAP ISC has stepped up its engagement with the shipping industry, and encouraged the adoption of appropriate shipboard security measures and timely reporting of incidents. The Centre would also like to urge the relevant law enforcement agencies to continue cooperation, increase their patrols and to respond promptly to all reports of incidents.

For ships transiting areas of concern, the ship crew are advised to step up their vigilance, maintain all round lookout and to report all incidents using the enhanced Mobile App and refer to the Posters containing contact details of the nearest coastal State. Ship crew are also advised to implement preventive measures that are recommended under the ReCAAP ISC's ***Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia***.

Combating piracy and armed robbery remains a shared responsibility and it is through the joint efforts of all parties involved – ship crew, shipping industry, maritime community, law enforcement agencies, coastal States so that the seafarers be protected and the sea lanes in Asia be kept safe; to facilitate the smooth traverse of ships to bring about economic prosperity to all.

The ReCAAP ISC will continue to disseminate information in a timely manner through issuing reports, incident alerts, warnings, guide books, posters as well as to keep the interactive dashboard updated for the shipping industry to access to information and make analysis that is customised to meet their needs in risk assessment and making informed decision when planning their voyages through areas of concern.



## J. Appendices

### Definitions & Methodology in Classifying Incidents

#### Definitions

**Piracy**, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82), is defined as:

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

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

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

#### Methodology in Classifying Incidents

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

1. **Violence.** This factor refers to the intensity of violence in an incident. It is further grouped under the three indicators to determine the gravity of violence:
  - (a) Type of weapons. Perpetrators who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

- (b) Treatment of crew. Incidents where perpetrators kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
- (c) Number of perpetrators engaged in attack. As a rule, an incident where a larger number of perpetrators were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
2. **Economy.** This factor takes into consideration the type of the property stolen from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

Category	Description
<b>CAT 1</b>	The perpetrators are armed with guns and/or knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or abandoned or kidnapped, etc. In term of losses, the ship is either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
<b>CAT 2</b>	Majority of CAT 2 incidents involved men who are armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
<b>CAT 3</b>	At times, the perpetrators are armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew is not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators are unable to steal anything from the ship, but in cases where losses are reported, stores and engine spares are the commonly targeted items.
<b>CAT 4</b>	The perpetrators are not armed and the crew not injured. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC, to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.



# Description of Incidents - 2023

## Actual Incidents of Piracy and Armed Robbery against Ships in Asia

● CAT 2 ● CAT 3 ● CAT 4

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

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

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

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



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

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

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

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



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

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

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

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



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

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

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

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



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

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

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



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

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

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

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



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

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

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

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



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

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

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

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



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

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

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

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



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

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

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

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



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
84	<b>Dimitris A</b> Bulk carrier Cyprus 43158 9398656	8/10/23 0001 hrs	1° 3.5' N, 103° 40.4' E  Approximately 2.5 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the master reported to Singapore VTIS West that <b><u>two perpetrators armed with knives</u></b> were seen in the engine room. The master raised the alarm and a search was conducted, with no further sighting of the perpetrators on board the ship. <b><u>Nothing was stolen</u></b> and <b><u>the crew was not injured</u></b>. The master required no further assistance and continued her voyage to Singapore Anchorage. Singapore Police Coast Guard later boarded the ship at Singapore Anchorage for investigation.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
85	<b>TRF Horten</b> VLCC Marshall Islands 157316 9740342	14/10/23 0100 hrs	1° 3.2' N, 103° 38.5' E  Approximately 4.2 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While at underway, the master reported to Singapore VTIS that his crew saw <b><u>four perpetrators armed with knives</u></b> at the entrance of the engine room. The master raised the alarm, and crew mustered to conduct security search. The master reported that the search was completed at about 0200 hrs, and <b><u>some engine stores were reported missing</u></b>. <b><u>All crew was accounted for and no injuries reported</u></b>.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship at about 0728 hrs upon her arrival at Singapore anchorage to conduct investigation and confirmed no perpetrators on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
86	<b>PS Falcon</b> Tanker Panama 40690 9283617	16/10/23 0310 hrs	1° 4.65' N, 103° 42.94' E  Approximately 2.4 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While at underway, the master reported to Singapore VTIS West that the crew sighted five perpetrators in the engine room. The master further reported that <b><u>five of his crew members were seen via CCTV camera tied up</u></b> in the engine room with no communication to the bridge. The master also updated that the <b><u>perpetrators were armed with knives and machetes</u></b>. The master raised the alarm and mustered the crew.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities. Upon further query, the master reported that the manoeuvring of the ship was still under his control. The ship was directed back to Singapore to a location close to the Pilot Boarding Ground. At about 0500 hrs, the ship anchored to allow the Singapore Police Coast Guard to board for a search. At about 0611 hrs, the Singapore Police Coast Guard completed the search and found no perpetrators on board.</p> <p><b><u>Some ship stores were reported missing.</u></b> All crew was safe except the <b><u>chief engineer, who was hit by the perpetrators on the head, but with no visible injuries.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
87	<b>Maersk Valencia</b> Container ship Singapore 18327 9344954	18/10/23 1030 hrs	5° 48.5' N, 118° 5' E  Container Terminal, Sandakan, Sabah, Malaysia	<p>While at berth, the master reported that a petty theft incident occurred onboard the ship while she was berthed at Sandakan container terminal in Sabah. The ship had arrived earlier at the container terminal for cargo operations on 17 October and departed from the berth at 1030 hrs on 18 October to Sandakan anchorage.</p> <p>After arriving at the anchorage, the ship crew carried out a routine launching test of the <b><u>rescue boat and discovered its outboard engine was missing.</u></b> A search was conducted onboard upon the discovery, with no sighting of perpetrator. The engine was last seen onboard by the crew during a safety and security patrol on 18 October, while the ship was at the container terminal. Apart from the reported missing item, <b><u>the crew were safe and not injured.</u></b></p> <p>The master did not notify the Malaysian authorities of the incident as the loss was discovered after vessel departed from the terminal.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
88	<b>Navios Helios</b> Bulk carrier Panama 40689 9330317	23/10/23 0100 hrs	1° 4' N, 103° 36.03' E  Approximately 6.3 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While at underway, the master reported to Singapore VTIS West that the Oiler saw <b><u>four to five perpetrators armed with knives</u></b> inside the engine room.</p> <p>The crew conducted a search on board, and at 0137 hrs, master reported that the search was completed and <b><u>some engine stores were reported missing. All crew were safe and accounted for.</u></b></p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>Singapore Police Coast Guard conducted search on ship's arrival. The search was completed at 0611 hrs at Singapore anchorage, and confirmed that there were no perpetrators on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
89	<b>Etoile</b> Bulk carrier Liberia 87590 9232060	24/10/23 0113 hrs	1° 9.47' N, 103° 27.45' E  Approximately 4.2 nm from Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the master reported to Singapore VTIS West that the ship engineer saw <b><u>three perpetrators armed with knives</u></b> inside the engine room. A search was conducted onboard by the crew members, and at 0215 hrs, the master reported that the search was completed.</p> <p><b><u>Nothing was reported missing, all crew were safe and accounted for.</u></b> No further assistance was needed.</p> <p>NAVTEX broadcast initiated immediately to warn ships in the area to step up anti-piracy watch. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard conducted a search on the vessel upon her arrival at Singapore anchorage and search was completed at 0913 hrs and confirmed that there were no perpetrators on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
90	<b>Merchia</b> Bulk carrier Marshall Islands 36332 9702493	27/10/23 0430 hrs	1° 24.2' N, 103° 9.33' E  Approximately 2.1 nm southwest of Mudah Selatan Lighthouse, (Malaysia), adjacent to the eastbound lane of the TSS  (SOMS)	<p>While underway, the master reported to the company that <b><u>five perpetrators armed with knives</u></b> boarded the ship. <b><u>The master was stabbed in the chest</u></b>, and he reported the incident to Johor Vessel Traffic System.</p> <p>The crew sounded the general alarm, and attended to the injured master. The Company Security Officer notified Singapore POCC via email. <b><u>The other crew members were safe and nothing was reported stolen.</u></b></p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard was notified of the incident. Information was shared with the Malaysian and Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship upon her arrival in Singapore for search onboard for any perpetrators. <b><u>The injured master was in stable condition, sent to hospital for medical treatment, and subsequently recovered.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
91	<b>Matsushiro</b> General cargo ship Panama 9998 9477672	2/11/23 0145 hrs	1° 43' N, 101° 26' E  Lubuk Gaung, Indonesia	<p>While at anchor, the crew on duty sighted <b><u>five perpetrators wearing masks and carrying knives.</u></b></p> <p>When the crew attempted to drive the perpetrators away, <b><u>they were threatened with a knife</u></b>, so they returned to the accommodation area and closed the door.</p> <p>The crew called the bridge and reported the incident to the ship master. The crew members searched the accommodation area, engine room and on deck, with no further sightings of the perpetrators.</p> <p><b><u>The crew members were safe, and spare parts for the generator were reported stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
92	<b>Elisabeth Oldendorff</b> General cargo ship Portugal 25431 9717656	6/11/23 0150 hrs	10° 13.4' N, 107° 08' E  Phu My Anchorage, Vietnam	<p>While at anchor, a watchman sighted a bucket of paint outside of the paint store and informed the master, Ship Security Officer (SSO) and duty officer on the bridge. The alarm was raised, crew mustered and a search on board the ship was conducted. Footprints of about two to three perpetrators were spotted and padlock of paint store was found broken. <b><u>Six paint drums were stolen.</u></b> <b><u>The crew was not injured.</u></b></p> <p>The master reported the incident to Vung Tau Port Control via VHF. He also informed relevant agents about the incident via telephone call and email.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
93	<b>MT Ginga Kite</b> Chemical tanker Singapore 12044 9228291	13/11/23 2235 hrs	22° 48' N, 69° 59' E  Kandla OTB Anchorage, India	<p>While at anchor, eight to 10 perpetrators in an orange dinghy boat climbed onboard the chemical tanker from starboard side manifold area. <b><u>The perpetrators were armed with long knives, axe and steel rods.</u></b></p> <p>A crew member informed the bridge and the bridge watchkeeper alerted the master and other crew members immediately. A ship's horn was also sounded. The perpetrators subsequently escaped with <b><u>stolen ship stores</u></b>, including common line elbow connections and vapour line elbow. <b><u>The crew was not injured.</u></b></p> <p>The master reported the incident to Kandla Port Control on VHF and a piracy advisory was initiated. Kandla Port Control shared information of the incident with Coast Guard (CG) station Mundra. The incident was being investigated by Coastal Security Police/ Marine Police Kandla and Customs Kandla with inputs from CG and port authority. On 22 Nov 23, Kandla Marine Police raided at Kandla Fish Landing Point, apprehended four perpetrators and recovered stolen items from a house.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
94	<b>Argent Daisy</b> Petroleum/chemical tanker Singapore 20517 9382061	15/11/23 0545 hrs	3° 56.52' N, 98° 45.21' E  Belawan Anchorage, Indonesia	<p>While at anchor, the crew on anti-piracy watch spotted three perpetrators onboard the ship near port side midship locker.</p> <p>The duty officer immediately activated the General Alarm. Upon hearing the alarm, the three perpetrators escaped from the ship.</p> <p>A search was subsequently conducted but <b><u>nothing was stolen</u></b>. All stores (accommodation, deck and engine room) were locked and in order. <b><u>The crew was not injured</u></b>. The master reported the incident to the port authority via agents at Belawan.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
95	<b>Argent Daisy</b> Petroleum/chemical tanker Singapore 20517 9382061	20/11/23 0445 hrs	3° 47' N, 98° 41' E  Ujung Baru Wharf, Belawan, Indonesia	<p>While berthed, a ship crew noticed a slacked headline while preparing for cargo operations. Upon investigation, they discovered that one of the mooring lines was cut from shore end and there was sighting of a boat hovering around the ship suspiciously as reported by the Duty Officer.</p> <p>The crew immediately conducted a search onboard the ship but no perpetrator was found. However, <b><u>some items were found missing</u></b> (including fire hose nozzle, foam hose nozzle, fire hydrant cap, tank cleaning repair kit and ship bell).</p> <p><b><u>The crew was not injured</u></b>, and there was no damage to the ship.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
96	<b>Argent Daisy</b> Petroleum/chemical tanker Singapore 20517 9382061	23/11/23 2312 hrs	1° 43.2' N, 101° 26.72' E  Dumai Anchorage, Indonesia	<p>While anchored, an AB crew and OS were preparing the mooring rope at the aft station when <b><u>they were confronted by four perpetrators armed with knives/machetes</u></b> who boarded the ship from the stern. <b><u>The AB was taken into custody by the perpetrators</u></b> while the OS managed to escape and alerted the duty officer. When the general alarm was sounded, the perpetrator released the AB, and fled via a small wooden boat.</p> <p>A search was conducted by the ship crew and no perpetrator was found onboard. <b><u>No items were stolen. The crew was not injured,</u></b> and there was no damage to the ship.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
97	<b>Hansa Colombo</b> Container ship Marshall Islands 17964 9357781	26/11/23 0230 hrs	14° 35.7' N, 120° 51.55' E  Vicinity of MICT Anchorage Area No. 8, Manila, Philippines	<p>While anchored, the duty security watchman found some foot prints on the deck floor coming from the anchor hawse pipe. It was assessed that the perpetrators used the starboard anchor chain to gain access to the ship and managed to open the cover of anchor hawse pipe undetected.</p> <p>The bosun mate and the rest of the crew conducted security search on deck, and discovered that <b><u>several items were reported stolen from the ship store.</u></b></p> <p>The padlock of the electrical switchgear/safety store in forecastle was damaged. <b><u>The crew members were not injured.</u></b> The master reported the incident to the VTMS Manila.</p> <p>A joint team of PCG proceeded to location of the ship and immediately conducted inquiry. Further, after they got the statement of facts from the master, the ship was also advised to file Marine Protest with the Office of Maritime Industry Authority.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
98	<b>G. Crown</b> Container ship Liberia 18680 9982483	26/11/23 0510 hrs	14° 36.68' N, 120° 49.58' E  Vicinity of MICT Anchorage Area No. 16, Manila, Philippines	<p>While anchored, the duty security watch on deck noticed five perpetrators disembarking from the ship through the hawse pipe and boarded a motorized banca.</p> <p>The master instructed his crew to conduct inventory check of the bosun store, and found <b><u>one set of scuba equipment (with orange box), one set scuba (for fireman's outfit), eight pcs fire nozzles, and eight pcs spanner for fire nozzles missing.</u></b></p> <p>Apart from the missing items, <b><u>there was no reported damage to the ship nor injuries to the crew.</u></b> The master reported the incident to VTMS Manila.</p> <p>On the same day, a joint team from the PCG boarded a patrol craft, DF-334 and proceeded to the location of the incident to conduct inquiry.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
99	<b>Konrad Schulte</b> Bulk carrier Singapore 31243 9478808	7/12/23 0001 hrs	1° 7' N, 103° 31.08' E  Off Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the 3<sup>rd</sup> Engineer discovered <b><u>missing engine spares when he went to retrieve some spares</u></b> from the engine room spare store. The Chief Engineer immediately notified the master of the incident. Further investigation revealed that the perpetrators might have entered the steering gear room through the poop deck manhole. There were no perpetrators found onboard and the crew did not spot any perpetrators. <b><u>The crew was not injured.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## Attempted Incident

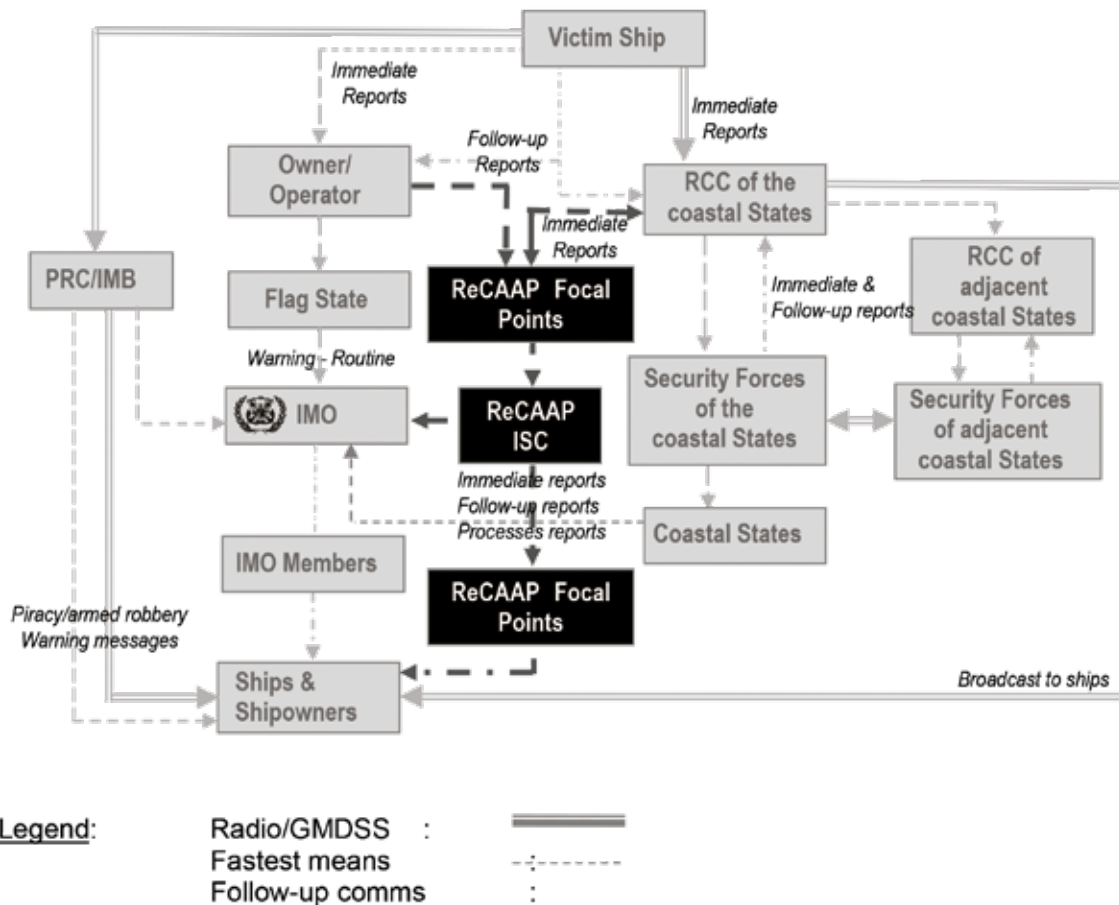
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
100	<b>Name withheld</b> Bulk carrier Cyprus 39035	13/7/23 2345 hrs	1° 17.83' N, 104° 10.28' E  Approximately 2.4 nm from Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway,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



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

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:

**FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA**



## Notes:

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

## Contact Details of ReCAAP Focal Points/Contact Point

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## K . ACKNOWLEDGEMENTS

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







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