

# QUARTERLY

REPORT



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## REPORT FOR JAN – MAR 2015

1 January 2015 -  
31 March 2015

Piracy and Armed  
Robbery against  
Ships in Asia

ReCAP  
Information Sharing Centre



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1 January 2015 -  
31 March 2015

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# *EXECUTIVE SUMMARY*

Overall number of incidents reported during January-March of 2015 has increased to 38 from the lowest of 29 incidents reported during the same period in 2013. Of the 38 incidents, four were incidence of piracy and 34 were robberies onboard ships. Of concern was the number of most severe incidents of siphoning of ship fuel/oil; and the increasing number of incidents (mainly petty theft in nature) in the Straits of Malacca and Singapore (SOMS) and at some ports and anchorages in Vietnam.

Notably, the number of incidents in the SOMS during the 1<sup>st</sup> Quarter of 2015 has doubled compared to the same period in 2014. The ReCAAP ISC urges the littoral States to step up surveillance; and ship masters and crew to exercise enhanced vigilance when their ships were underway in the straits.

With increase in incidents reported at some ports and anchorages in Vietnam, more stringent enforcement of the International Ship and Port Facility Security (ISPS) code, and active patrolling by the relevant agencies are advocated.

The ReCAAP ISC encourages ship owners and masters to report all incidents/suspicious activities to the nearest coastal State immediately, and the relevant authorities to respond by dispatching their patrol assets to the location of the incident; as demonstrated in the incident involving chemical tanker *Sun Birdie* on 29 Jan 15 where the perpetrators were arrested and the vessel recovered.

Description of incidents reported during January-March 2015 can be found in the Appendix of this report.





# *PART ONE*

Incidents of Piracy and Armed  
Robbery Against Ships in Asia  
Reported during the 1<sup>st</sup> Quarter  
of 2015 (January-March 2015)

### NUMBER OF INCIDENTS (JANUARY-MARCH 2015)

A total of 38 incidents, comprising 35 actual incidents and three attempted incidents, were reported in Asia during January-March 2015.

### PIRACY VS ARMED ROBBERIES AGAINST SHIPS

Of the 38 incidents, four were piracy incidents, all reported in the South China Sea (SCS) and 34 were incidents of armed robberies onboard ships. Out of the 34 incidents, 12 occurred onboard ships at anchor/berth, mostly at Vietnam ports and anchorages; and 22 onboard ships while underway, mostly in the SOMS.

#### Robberies onboard ships while anchored/berthed

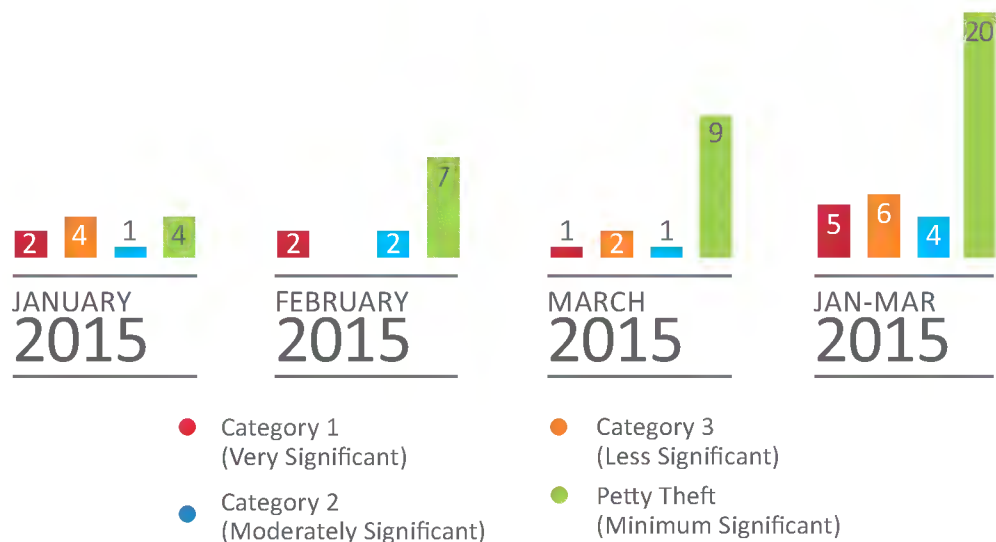
| COUNTRY    | LOCATION   | NUMBER |
|------------|--|--------|
| Bangladesh | Chittagong Anchorage                             | 1      |
| Indonesia  | Jakarta Port, Belawan Anchorage, off Pulau Batam | 3      |
| Malaysia   | Off Pulau Mungging                               | 1      |
| Vietnam    | Vung Tau, Hon Gai, Hon Dau, Hai Phong            | 7      |
| Total      |  | 12     |

#### Robberies onboard ships while underway

| COUNTRY                                   | LOCATION                           | NUMBER |
|---|------------------------------------|--------|
| Indonesia                                 | Vicinity of Lembeh islands         | 1      |
| Malaysia                                  | South of Tanjung Ayam              | 1      |
| Philippines                               | Vicinity of Laparan island         | 1      |
| Straits of<br>Malacca<br>and<br>Singapore | Eastbound of TSS, Singapore Strait | 16     |
|   | Westbound of TSS, Singapore Strait | 2      |
|   | Straits of Malacca                 | 1      |
| Total                                     |                                    | 22     |



Chart 1 – Significance Level of incidents (January-March 2015)



### SIGNIFICANCE LEVEL

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident based on its level of violence and economic loss to derive its severity level.

The different severity level indicates a “relative” comparison on the nature of incidents. It does not connote that a Category 2 incident is of lesser importance but it is to provide a comparison of severity level between a Category 1 incident and Category 3 incident.

The objective is to provide some sensing of the severity level of each incident to enable governments and enforcement agencies to prioritize the deployment of available limited resources to tackle with the situation within their jurisdiction optimally.

Chart I shows the significance level of incidents reported during January, February and March of 2015. The number of petty theft incidents is highest in March 2015 compared to the past two months. Of concern was the occurrence of the fifth Category 1 incident for the period of January-March 2015, involving siphoning of ship fuel/oil from product tanker, *Phubai Pattra 1* on 22 Mar 15.





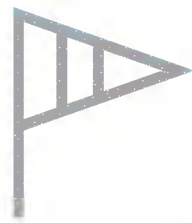
Map 1 – Location of Incidents (January-March 2015)



## TYPE AND LOCATION OF INCIDENTS

Of the 38 incidents, two were hijacking incidents, four were siphoning of ship fuel/oil, 29 were boarding incidents and three were attempted boarding. Refer to map above on the location of incidents reported during January-March 2015.





## *PART TWO*

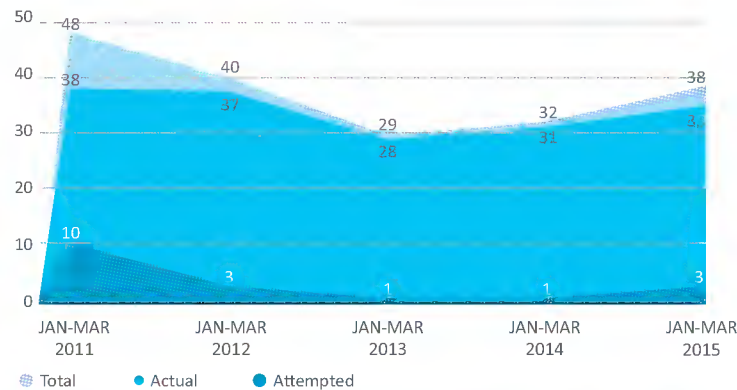
Analysis of incidents during  
the 1<sup>st</sup> Quarter of 2015  
compared to the same period  
in past four years (January-  
March of 2011-2014)



# REPORT FOR JAN – MAR 2015

Analysis of incidents during the 1<sup>st</sup> Quarter of 2015 compared to the same period in past four years (January-March of 2011-2014)

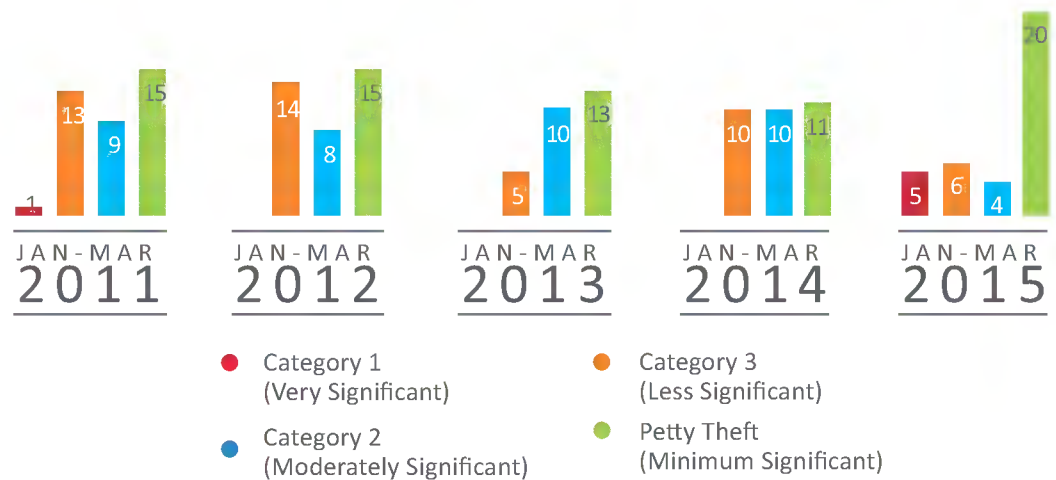
**Graph 1 – Number of Incidents by Quarter**  
(January - March of 2011-2015)



## NUMBER OF INCIDENTS BY QUARTER

On a quarter-to-quarter comparison, the number of incidents reported during January-March of 2015 has increased progressively to 38 from a low of 29 incidents in 2013. Graph 1 shows the number of incidents reported during the period of January-March of 2011-2015.

**Chart 2 – Significance Level of Incidents (January-March of 2011-2015)**



## SIGNIFICANCE LEVEL BY QUARTER

Comparing the quarters of January-March of 2011-2015, the number of petty thefts reported in 2015 is highest among all, while the number of Category 2 and Category 3 incidents had decreased. More significantly was the occurrence of five Category 1 incidents reported during January-March 2015. No Category 1 incidents were reported during the same period in the past three years (2012-2014). Chart 2 shows the significance level of incidents reported throughout the five-year reporting period of January-March of 2011-2015.

#### **CATEGORY 1**

Five Category 1 incidents were reported during January-March 2015. More detailed description of the incidents are featured in Part Three of the report.

#### **CATEGORY 2**

A total of six Category 2 incidents were reported during January-March 2015, of which two incidents occurred onboard ships while at anchor/berth at the port of Jakarta and Batam and four onboard ships while underway in SOMS.

#### **CATEGORY 3 AND PETTY THEFT**

A total of four Category 3 incidents and 20 petty thefts were reported during January-March 2015. Of these, more than half (13) occurred onboard ships while underway in SOMS; and remaining 11 incidents occurred onboard vessels at anchorage/berth in Vietnam (7), SCS (1), port of Chittagong, Bangladesh (1), Indonesia (1) and Malaysia (1).

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#### **LOCATION OF INCIDENTS (JANUARY-MARCH OF 2011-2015)**

There has been an improvement in the situation of piracy and armed robbery against ships in the South Asian region as the number of incidents fell to its lowest among the five-year period (January-March of 2011-2015). Possible reasons attributing to the improvement are efforts and presence of enforcement agencies in the region and precautionary measures exercised by the master and crew. However, the number of incidents reported in the Southeast Asian region in January-March 2015 was highest among the five-year reporting period.

Overall, there has been an 18% increase in the number of incidents in Asia. This is largely attributed to the increase in incidents reported in the SOMS and at ports and anchorages in Vietnam. However, the situation at Indonesian ports and anchorages continued to improve during January-March 2015 as the number of incidents decreased to four cases compared to 14 reported during the same period in 2014.

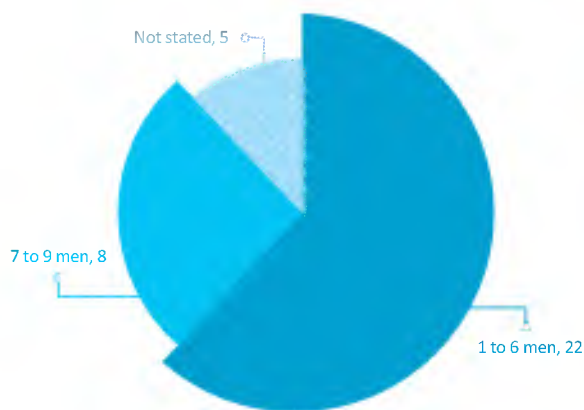


Table 1 – Location of Incidents (January-March of 2011-2015)

|                                  | JANUARY-MARCH<br>2011 |           | JANUARY-MARCH<br>2012 |           | JANUARY-MARCH<br>2013 |           | JANUARY-MARCH<br>2014 |           | JANUARY-MARCH<br>2015 |           |
|----------------------------------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|
|                                  | Actual                | Attempted | Actual                | Attempted | Actual                | Attempted | Actual                | Attempted | Actual                | Attempted |
| <b>South Asia</b>                |                       |           |                       |           |                       |           |                       |           |                       |           |
| Arabian Sea                      |                       | 3         |                       |           |                       |           |                       |           |                       |           |
| Bangladesh                       | 5                     |           | 8                     |           |                       |           | 3                     |           | 1                     |           |
| Bay of Bengal                    |                       | 1         |                       |           |                       |           | 2                     |           |                       |           |
| India                            | 4                     |           | 3                     | 1         | 3                     |           | 2                     |           |                       |           |
| Sub-total                        | 9                     | 4         | 11                    | 1         | 3                     |           | 7                     |           | 1                     |           |
| <b>Southeast Asia</b>            |                       |           |                       |           |                       |           |                       |           |                       |           |
| Indian Ocean                     |                       |           |                       |           |                       |           | 1                     |           |                       |           |
| Indonesia                        | 6                     |           | 17                    | 1         | 19                    | 1         | 14                    |           | 4                     |           |
| Malaysia                         | 7                     |           | 1                     |           |                       |           |                       |           | 2                     |           |
| Philippines                      | 2                     |           | 2                     |           | 1                     |           |                       |           |                       | 1         |
| Singapore                        | 2                     |           |                       |           |                       |           |                       |           |                       |           |
| South China Sea                  | 1                     | 5         |                       |           | 2                     |           | 1                     |           | 3                     | 1         |
| Straits of Malacca and Singapore | 9                     | 1         | 4                     |           | 1                     |           | 9                     |           | 18                    | 1         |
| Vietnam                          | 2                     |           | 2                     | 1         | 2                     |           |                       |           | 7                     |           |
| Sub-total                        | 29                    | 6         | 26                    | 2         | 25                    | 1         | 24                    | 1         | 34                    | 3         |
| <b>Overall Total</b>             | <b>38</b>             | <b>10</b> | <b>37</b>             | <b>3</b>  | <b>28</b>             | <b>1</b>  | <b>31</b>             | <b>1</b>  | <b>35</b>             | <b>3</b>  |

## VIOLENCE FACTORS

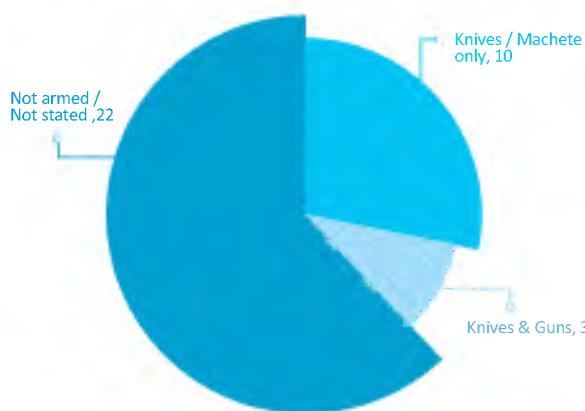
**Chart 3 – Number of Perpetrators**  
(January - March 2015)



### **NUMBER OF PERPETRATORS**

Majority of the incidents reported in Asia during January-March 2015 involved small groups of perpetrators (1 to 6 men). Of the 35 actual incidents, 22 (63%) involved perpetrators operating in groups of 1 to 6 men, and eight incidents (23%) reported the involvement of 7 to 9 men. There was no incident involving more than 9 men during January-March 2015.

**Chart 4 – Type of Weapons Used**  
(January - March 2015)



### **TYPE OF WEAPONS CARRIED BY PERPETRATORS**

About 63% of the incidents reported during January-March 2015 involved crew either not armed or there were no reports on whether they were armed. Of the 35 incidents, three incidents (8%) reported that the perpetrators were armed with knives and guns; and 10 incidents (29%) reported the perpetrators armed with knives or machetes. In the three incidents where the perpetrators were armed with firearms, the guns were not discharged. The ReCAAP ISC urges ship master and crew to avoid physical confrontation with perpetrators who are armed.



### TREATMENT OF CREW

Notably, majority (83%) of the incidents reported no injury sustained by crew or there was no report that crew was injured. However, there was one incident of the crew being abandoned into life rafts. Another three incidents reported that the crew was held hostage by perpetrators to prevent them from reporting the incident to the authorities; namely *Global Aquarious* on 31 Jan 15, *Sun Birdie* on 29 Jan 15 and *Lapin* on 13 Feb 15. Others included crew of *Egret Oasis* being assaulted, and crew onboard *Fujitrans World* threatened.

Chart 5 – Treatment of Crew  
(January - March 2015)

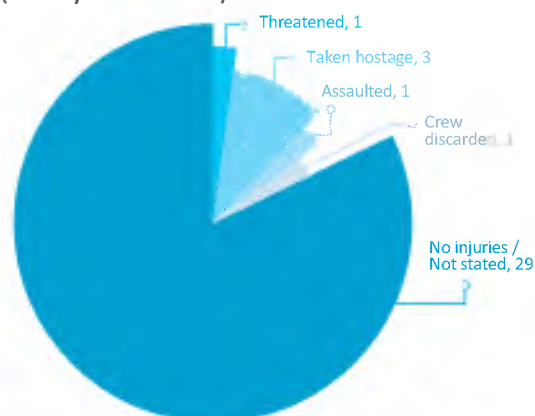
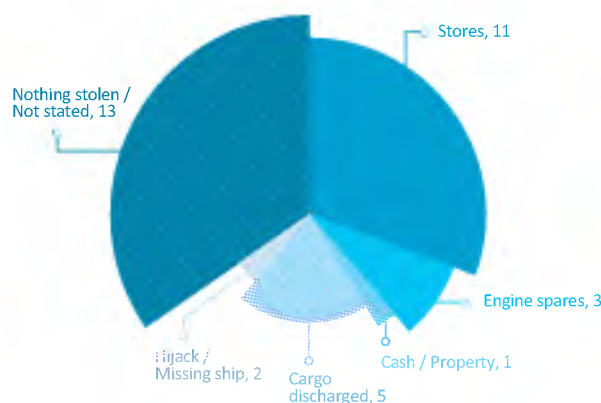


Chart 6 – Type of Losses  
(January - March 2015)



## ECONOMIC FACTORS

### TYPE OF LOSSES

Majority of the incidents reported during January-March 2015 were opportunistic in nature involving petty theft of stores and other unsecured items onboard ships. About 45% of these incidents reported loss of stores, engine spares, unsecured items and cash/property. A total of five incidents of cargo discharged were reported in 2014, of which four were incidents involving siphoning of fuel/oil, and one was theft of scrap metal from a barge. About 36% of the incidents during January-March 2015 reported nothing stolen. Of concern were two incidents involving hijacking of vessels *Sun Birdie* and *Rehobot*. Both vessels were later found and recovered by the MMEA and the Philippine Coast Guard (PCG) respectively; and the crew was not injured.



# *PART THREE*

Case Studies



## INCIDENTS OF ROBBERY ONBOARD VESSELS WHILE UNDERWAY IN THE STRAITS OF MALACCA AND SINGAPORE

During January-March 2015, a total of 19 incidents were reported in SOMS, highest among the 5-year period. Compared to January-March 2014, the number of incidents reported in the strait had doubled. Table 2 shows the number of incidents reported in SOMS during January-March of 2011-2015.

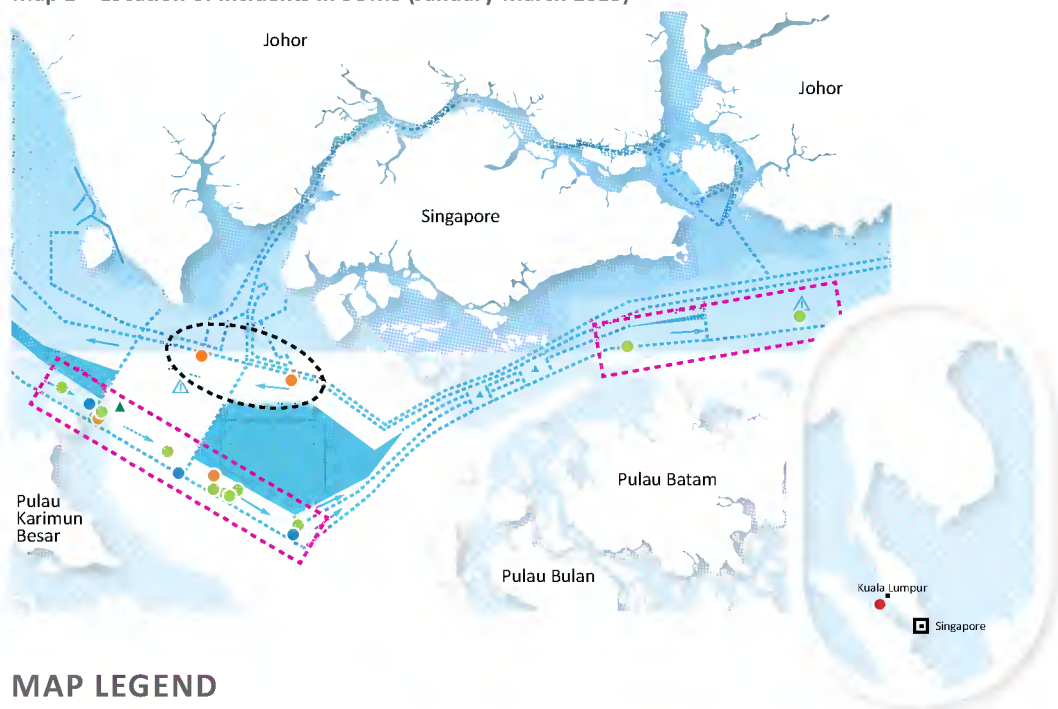
Table 2 – Number of Incidents in SOMS (January-March of 2011-2015)

|           | JAN-MAR<br>2011 | JAN-MAR<br>2012 | JAN-MAR<br>2013 | JAN-MAR<br>2014 | JAN-MAR<br>2015 |
|-----------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Actual    | 9               | 4               | 1               | 9               | 18              |
| Attempted | 1               | 0               | 0               | 0               | 1               |
| Total     | 10              | 4               | 1               | 9               | 19              |

### INCIDENTS IN THE SINGAPORE STRAIT VS MALACCA STRAIT

Among the 19 incidents reported in SOMS during January-March 2015, one was a Category 1 incident, four were Category 2 incidents, three were Category 3 incidents, 10 were petty thefts and one was an attempted incident. Of these, only one incident was reported in the Malacca Strait, and it was a Category 1 incident which involved the siphoning of fuel/oil from product tanker, *Lapin*. Notably, incidents reported in the Singapore Strait were relatively less severe in nature compared to that reported in the Malacca Strait. Map 2 below shows the location of incidents reported in SOMS during January-March 2015.

Map 2 – Location of incidents in SOMS (January-March 2015)



### MAP LEGEND

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



By and large, incidents in the Singapore Strait occurred within the two Traffic Separation Scheme (TSS) lanes, comprising the eastbound lane (two pink dotted rectangles) and westbound lane (black dotted oval). Sixteen of the 18 incidents reported in the Singapore Strait occurred in the eastbound lane of the TSS. The ReCAAP ISC observes that incidents reported in the eastbound lane involved larger vessels. Of the 16 incidents reported in the eastbound lane, 10 involved bulk carriers, four involved container ships and two involved tankers.

Incidents in the eastbound lane of the TSS comprised mainly Category 3 incidents and petty thefts. The perpetrators operate in small groups, ranging from two to seven men, and were usually not armed. They boarded vessels unnoticed between 0100 hrs and 0630 hrs. The perpetrators were non-confrontational, except in the incident involving *Egret Oasis* on 22 Jan 15 where the perpetrators assaulted the crew after the crew had been mustered; and in the incident involving *Global Aquarius* on 31 Jan 15, the chief engineer was held hostage by the

perpetrators, and released when they escaped with stolen engine spares. In 12 of the incidents, the perpetrators escaped empty-handed, especially after they were sighted by the crew. Notably, the ReCAAP ISC observes that several vessels were boarded on same nights. Three incidents were reported on 25 Feb 15 (between 0305 hrs and 0610 hrs); two incidents on 21 Mar 15 (between 0100 hrs and 0545 hrs); and two incidents on 30 Mar 15 (between 0400 hrs and 0600 hrs).

In comparison to incidents reported in the eastbound lane of the TSS, the incidents in the westbound lane were relatively more severe. Two Category 2 incidents were reported in the westbound lane; the first involved the robbery of scrap metal onboard barge *Kien San 8*, which was towed by *Kien San 1* on 8 Jan 15. The perpetrators escaped with the stolen scrap metal. The second incident involved the siphoning of Marine Fuel Oil (MFO) from tanker, *Singa Berlian* on 11 Mar 15. The modus operandi observed in these two incidents did not display similar characteristics; hence it is likely that different groups of perpetrators were involved.

### RECOMMENDATIONS

The ReCAAP ISC is concerned about the situation in SOMS, especially with six incidents occurred within a span of 10 days (21-30 Mar 15). Although majority of the incidents were less severe in nature, the ReCAAP ISC urges the littoral States to enhance its ongoing joint coordinated patrol, increase patrols and surveillance in order to arrest perpetrators operating in the area.

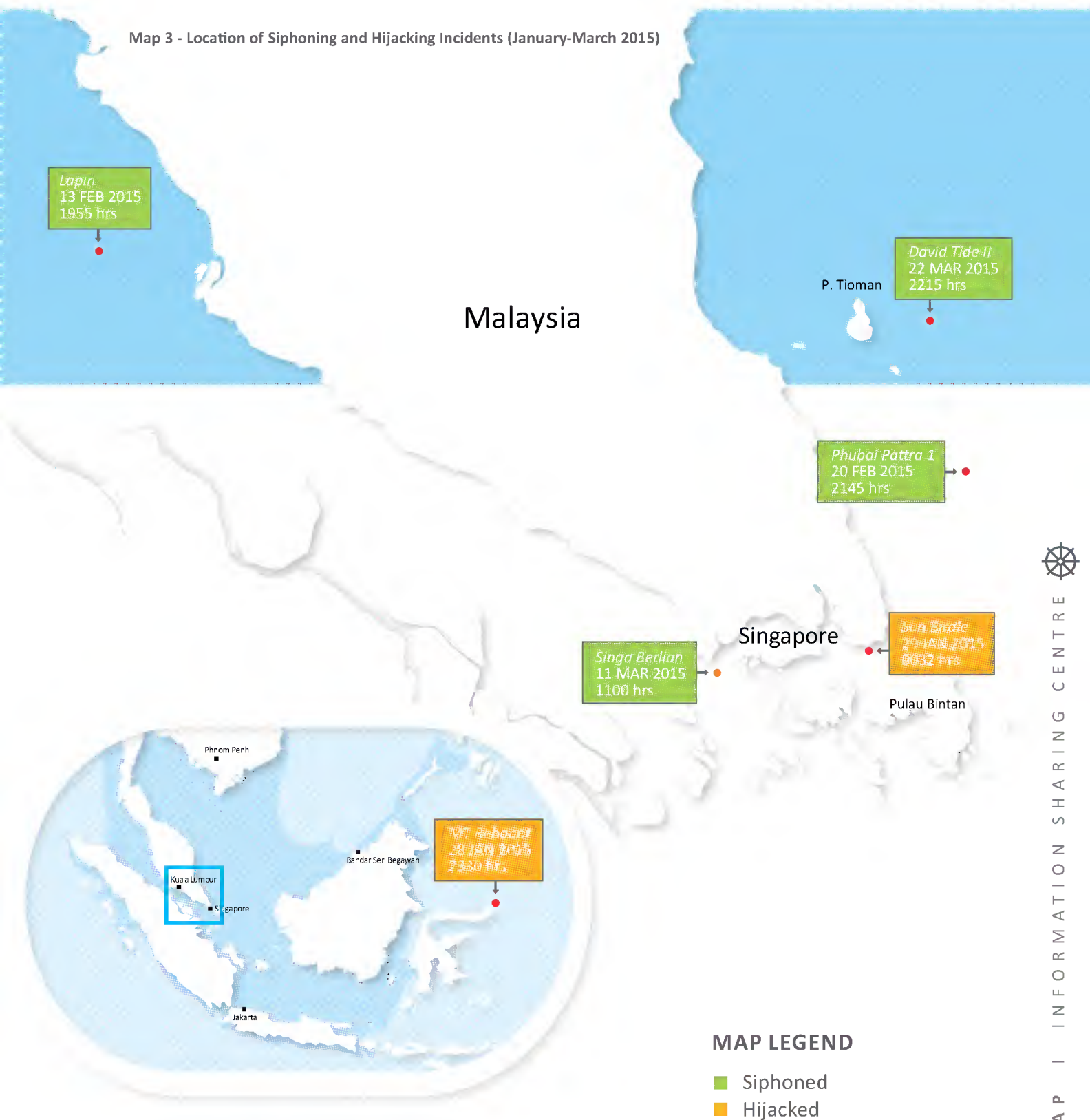
Ship masters and crew transiting the area are encouraged to deploy extra security lookouts, whenever possible; and exercise due vigilance. As evidenced in most incidents, the perpetrators escaped when the crew sighted them. As observed, there had been several vessels that were boarded on the same day within a few hours. As such, providing early warning to vessels in the vicinity will allow other vessels to exercise enhanced vigilance when sighted suspicious boats or men around their vessels.



# INCIDENTS OF SIPHONING OF SHIP FUEL/OIL AND HIJACKING

During January-March 2015, four incidents of siphoning and two incidents of hijacking were reported. Map 3 below shows the approximate location of the six incidents reported during January-March 2015. The details of the six incidents are described thereafter.

Map 3 - Location of Siphoning and Hijacking Incidents (January-March 2015)





### INCIDENT INVOLVING REHOBOT ON 28 JAN 15

Name : *Rehobot*  
Type of Vessel : Chemical tanker  
Flag : Indonesia

Defacing of ship name



Engine room flooded with water and oil



Bridge ransacked



The Indonesia-registered chemical tanker, *Rehobot* departed Bitung, North Sulawesi on 28 Jan 15, with 1100 tons of diesel onboard. Eight masked perpetrators armed with long knives approached the vessel from a small motor wooden boat and took control of her in the vicinity of Lembeh Island. On 31 Jan 15, all 14 Indonesian crew was found in the vicinity of Lembeh Island onboard the ship's life rafts by the Indonesian authority. *Rehobot* was reported missing after that.

On 23 Feb 15 at or about 2313 hrs, the PCG, which is also the ReCAAP Focal Point (Philippines), reported to the ReCAAP ISC that *Rehobot* was found grounded in Barangay Cabuaya, Mati City, Davao Oriental, Philippines.

Initial inspection conducted by the PCG revealed that there were no alterations made to the vessel and no damages caused by the grounding. However, the vessel was ransacked by the locals; navigational equipment missing and cabins were opened. The PCG managed to retrieve various equipment looted by the locals but no navigational and communications equipment were recovered. The authorities towed the vessel to a safer place in Davao City and contacted the owner. Investigation is ongoing.

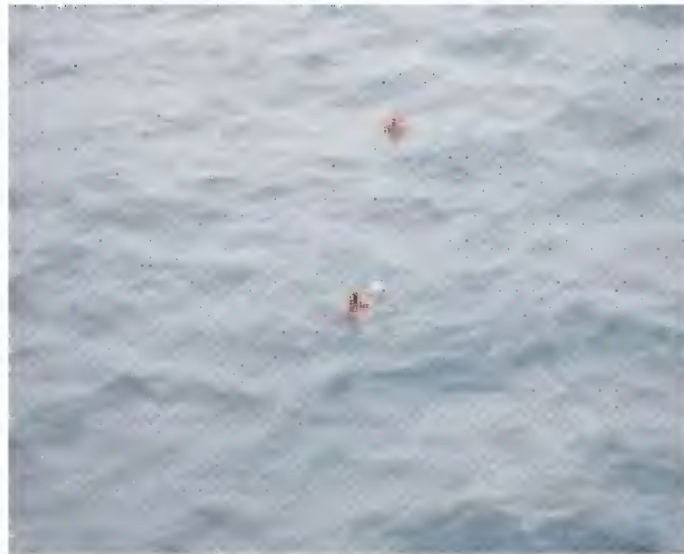
*Photographs courtesy of ReCAAP Focal Point (Philippines)*



### **INCIDENT INVOLVING SUN BIRIDE ON 29 JAN 15**

Name : *Sun Birdie*  
Type of Vessel : Chemical tanker  
Flag : Malaysia  
GT : 742  
IMO Number : 9073256

**Perpetrators in water (left) and perpetrator (right, sitting) rescued by *Challenger Premier***



On 29 Jan 15 at or about 1150 hrs, the owner of the Malaysia-registered chemical tanker, *Sun Birdie* reported to the MMEA the loss of contact with the master. The tanker was not contactable since 28 Jan 15 at or about 2200 hrs. Her last known position was at approximately 1 nm south of Tanjung Ayam, Malaysia on 29 Jan 15 at or about 0032 hrs. *Sun Birdie* was laden with 700 metric tons of MFO and has a total of 11 crew onboard (comprising eight Myanmar nationals and three Indonesians).

Upon receipt of the information from IFC, the ReCAAP ISC immediately informed its ReCAAP Focal Points/Contact Point and the regional authorities to look out for *Sun Birdie*. The MMEA and Royal Malaysian Navy (RMN) had reportedly deployed vessels to search for *Sun Birdie*.

On 29 Jan 15 at or about 2253 hrs, the MMEA successfully recovered *Sun Birdie* at approximately 17.63 nm northeast of Tanjung Penawar, Malaysia (01° 42.03' N, 104° 30.46' E) and arrested seven perpetrators onboard. Two other perpetrators jumped overboard and fled, but later were picked up by a passing ship, *Challenger Premier* at approximately 12.73 nm east of Tanjung Penawar (01° 30.2' N, 104° 29.5' E), and handed over to the MMEA. The MMEA reported that they had recovered from the perpetrators four machetes, three toy pistols, a 'kerambit' (curved knife) and a hammer. The MMEA had brought the vessel back to Penggerang for further investigation.

*Photographs courtesy of shipping company*





**INCIDENT INVOLVING LAPIN ON 13 FEB 15**

Name : *Lapin*  
Type of Vessel : Product tanker  
Flag : Thailand  
GT : 1848  
IMO Number : 7808786

**Thai authorities disarmed the 'explosive' package**



On 13 Feb 15 at or about 1955 hrs, an unconfirmed number of between six to eight perpetrators armed with pistols and knives boarded the Thailand-registered product tanker, *Lapin* from a small boat while she was underway to Krabi province, Thailand. The perpetrators gathered the crew and took control of the tanker.

**Cabin ransacked**



On 14 Feb 15 at or about 0400 hrs, the perpetrators anchored at approximately 62.7 nm southwest of Port Klang (03° 23.94' N, 100° 22.71' E). Thereafter, an unknown vessel came alongside and siphoned five tons of diesel and 2,000 tons of bunker oil from the tanker. The perpetrators also destroyed the communication devices; and stole the ship property and crew's belongings. Before they left the vessel, they tied the crew, informed them that an improvised explosive package was left onboard and threatened them not to move.

**Improvised 'explosive' package**



At or about 0700 hrs on the same day, the crew of *Lapin* managed to free themselves and sailed towards Thailand. They anchored at approximately 14.34 nm west of Ko Tarutao, Thailand and activated the SSAS. The master managed to contact the shipping company with the assistance of a passing fishing vessel.

The Royal Thai Navy (RTN), which is the ReCAAP Focal Point (Thailand), boarded *Lapin* at a location north of Ko Tarutao. The RTN reported that a Thai Explosive Ordnance Disposal (EOD) team disarmed the improvised 'explosive' package and found only an electric circuit with no explosive or detonator attached.

*Photographs courtesy of ReCAAP Focal Point (Thailand)*



### **INCIDENT INVOLVING PHUBAI PATTRA 1 ON 20 FEB 15**

Name : *Phubai Pattra 1*  
Type of Vessel : Product tanker  
Flag : Thailand  
GT : 5681  
IMO Number : 9481386

On 20 Feb 15 at or about 2145 hrs, six perpetrators armed with machetes and pistols boarded the Thailand-registered product tanker, *Phubai Pattra 1* from a small boat while she was underway. Once boarded, they turned off the navigation and communication systems. One of them seems to be very skillful with the ship equipment. One portable GPS and binocular were seen inside his bag. The perpetrators took control of the vessel, and anchored 15 nm southeast of Pulau Aur. All crew except the master was confined in the dining hall. Another vessel about 70m long approached the starboard side and siphoned 980 metric tons of gasoline.

Before leaving the tanker, the perpetrators broke the CCTV camera recorder, and stole the crew's cash and belongings. The crew was not harmed and the vessel made her way to Siracha, Thailand.

### **INCIDENT INVOLVING SINGA BERLIAN ON 11 MAR 15**

Name : *Singa Berlian*  
Type of Vessel : Tanker  
Flag : Malaysia  
GT : 998  
IMO Number : 9062439

The MMEA had received information that the shipping company of *Singa Berlian* had lost communications with the vessel since 10 Mar 15. *Singa Berlian* departed the Western Outer Port Limit for Labuan, East Malaysia on 9 Mar 15 with 1,472 metric tons of MFO. The tanker's last known position was in the westbound lane of the TSS on 11 Mar 15 at or about 1100 hrs.

On 11 Mar 15 at or about 1840 hrs, the MMEA located *Singa Berlian* at Batu Pahat, Malaysia. Preliminary investigation revealed that the tanker was hijacked by perpetrators and her cargo of MFO was siphoned. The communication equipment was also damaged and one of the crew suffered minor injury.





**INCIDENT INVOLVING DAVID TIDE II ON 22 MAR 15**

Name : *David Tide II*  
Type of Vessel : Supply vessel  
Flag : Vanuatu  
GT : 1529  
IMO Number : 9528093

The owner of *David Tide II* reported to MMEA that they received a distress signal from the supply vessel on 23 Mar 15 at or about 0330 hrs. Upon receipt of the information, the MMEA deployed their assets and managed to locate and recover the vessel anchored off Kuantan Port, Malaysia on the same day at or about 2040 hrs.

Preliminary investigation revealed that four perpetrators armed with pistols and parangs (long knives) boarded the supply vessel from a boat on 22 Mar 15 at or about 2215 hrs. Subsequently an unknown tanker went alongside *David Tide II* and siphoned 200,000 litres of diesel from the supply vessel. The siphoning operation took about four hours and crew's personal belongings were also taken before the perpetrators escaped.

After the perpetrators had left, the supply vessel headed towards Kuantan Port before she sent out the distress signal.

**COMMENTS BY THE ReCAAP ISC**

The ReCAAP ISC is concern over the occurrence of the siphoning and hijacking incidents during January-March 2015. While this is not a new trend, it poses a danger to the safety of seafarers; and incurs economic losses suffered by shipping companies.

While the authorities in the region are urged to do more, ship masters and crew are strongly encouraged to exercise extra vigilance and deploy extra security watches if possible. Regular communication between ship master and the company are encouraged so that the owner could inform the authorities immediately when something is amiss.

The ReCAAP ISC will continue to generate and disseminate timely Incident Alerts and Incident Updates to the shipping community and authorities to provide timely situation update. Also the ReCAAP ISC will consolidate best practices and lessons learned from past incidents to share with the shipping industry and enforcement agencies to collectively deal with such incidents in this region.



# INCIDENTS AT PORTS AND ANCHORAGES IN VIETNAM

During January-March 2015, a total of seven actual incidents were reported at some ports and anchorages in Vietnam. Of these, six were petty thefts and one was a Category 3 incident. As shown in the map below, five of the incidents were reported in the vicinity of Hai Phong and Hon Gai in north Vietnam (red square); and two incidents reported in the vicinity of Vung Tau, southern part of Vietnam (blue square).

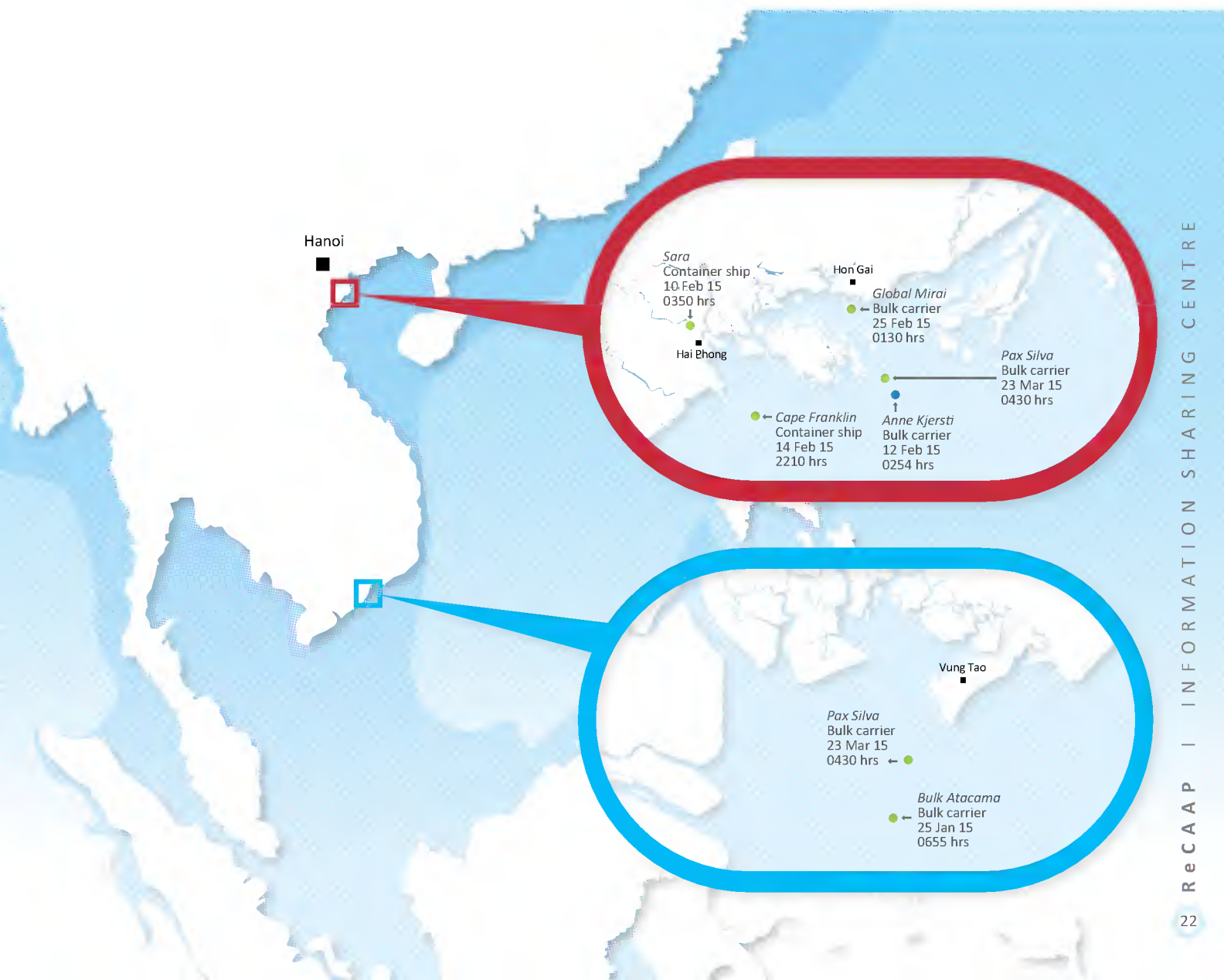
## Observations

In the incidents that occurred in the vicinity of Hai Phong and Hon Gai, the perpetrators boarded the vessels unnoticed during hours of darkness (between 2200-0430 hrs). They were usually not armed and non-confrontational. Once the perpetrators discovered that the crew had been alerted, they escaped immediately. The perpetrators stole ship stores such as paint, mooring ropes, curing agent and fire nozzle. Incidents reported in the vicinity of Vung Tau demonstrated similar *modus operandi* as the perpetrators boarded the vessels unnoticed, stole ship stores (paint and oil drums) and escaped immediately when detected by the crew.

## Recommendations

The number of incidents reported at some ports and anchorages in Vietnam during January-March 2015 was highest among the five-year period. The ReCAAP ISC urges the port authorities and enforcement agencies at the respective ports in Vietnam to step up surveillance and enhance presence. Noting that the perpetrators escaped when the crew was alerted, ship masters and crew are advised to increase security watches and sound the alarm when unknown people are sighted in the vicinity or onboard the ships.

Map 4 – Approximate location of incidents reported in Vietnam (January-March 2015)







# *PART FOUR*

ReCAAP ISC Activities  
(January-March 2015)

### **NAUTICAL FORUM 6/15 (14 JAN 15)**

The ReCAAP ISC organised its sixth Nautical Forum (NF) supported by the Maritime and Port Authority of Singapore (MPA) which is the ReCAAP Focal Point for Singapore; and Singapore Shipping Association (SSA) on 14 Jan 15 in Singapore. An annual event organised by the ReCAAP ISC, the main objective of the forum was to bring together the ReCAAP ISC, MPA and members of the shipping industry to share the findings of the piracy and sea robbery situation in Asia for 2014. It was also a platform for the various stakeholders to share and exchange views as well as to solicit feedback and recommendations from the maritime community and the ReCAAP ISC's stakeholders. Speakers at the Nautical Forum were from the ReCAAP ISC, MPA, Singapore Police Coast Guard (PCG), Asian Shipowners' Forum (ASF), SSA and INTERPOL. For the first time, officers from INTERPOL Headquarters at Lyon, France participated in the forum and shared their perception of the situation in Southeast Asia and also explained the correlation of data provided by ReCAAP ISC and analysis by INTERPOL. A total of 160 participants attended the Forum which was concluded with an interesting and enlightening panel discussion.

**Responding to question raised by a participant**



**Presentation by Mr John Barry, INTERPOL, Lyon**



**Dr. Azfar (left) with  
Mr. Endo (right)**



### **ReCAAP ISC'S VISIT TO MALAYSIA (12 FEB 15)**

At the Third Special Governing Council (SGC) Meeting held on 13-14 Dec 14 in Tokyo, Japan, the Governors requested the Chairperson of the ReCAAP ISC Governing Council, His Excellency Dr. Pornchai Danvivathana to represent the Governing Council to convey our appreciation to Malaysia and Indonesia for their operational cooperation with the ReCAAP ISC and to urge the two countries to kindly consider acceding to the ReCAAP Agreement.

The ReCAAP ISC, led by Mr. Yoshihisa Endo, Executive Director of ReCAAP ISC, met the Deputy Director-General of the Department of Maritime Affairs, MFA, Dr. Azfar Mohamad Mustafar on 12 Feb 15. A letter to the Malaysia's MFA to invite a high-ranking official as a Special Guest of the Chairperson at the 9<sup>th</sup> Governing Council (GC) Meeting was delivered to the Minister of Foreign Affairs through Dr Azfar. The ReCAAP ISC team and Dr. Azfar also discussed on the accession issues concerning Malaysia, among others.





### 9<sup>th</sup> ReCAAP ISC GOVERNING COUNCIL MEETING (17-19 MAR 15)

The 9<sup>th</sup> ReCAAP ISC Governing Council Meeting was held on 17-19 Mar 15 in Singapore. Amongst issues discussed extensively during the meeting was the “10<sup>th</sup> Anniversary of ReCAAP ISC” which the Council affirmed the need to organize events to commemorate the occasion both at respective country level as well as, at the host country Singapore. In addition, the meeting also discussed the ‘Future of the ReCAAP ISC’ with the goal of strengthening ReCAAP ISC’s role and raise its stature as an internationally recognised Centre of Excellence within its purpose and mandate for information sharing, and affirmed the need to enhance its relevance.

Group photo of Chairperson, Governors, Executive Director of the ReCAAP ISC and Delegates



### MARITIME SITUATIONAL AWARENESS (MSA) COURSE (23-27 MAR 15)

The MSA Course was held on 23-27 Mar 15 at the Multinational Maritime Security Centre of Excellence (MARSEC COE) that is co-located at the Southern Command of the Turkey Navy, Aksaz Naval Base at Marmaris. The ReCAAP ISC was invited as one of the guest speakers in this course to provide an overview of ReCAAP ISC and its information sharing mechanism. The course has provided interest and professional focus on a wide range of maritime security concepts, challenges and technology developments. A total of 20 naval officers from Turkey, Germany, Azerbaijan, Greece and France attended the course; other guest speakers were from NATO, Turkey Navy, INTERPOL, G-SIGMA Consulting etc.

Group photo of participants



## 7<sup>th</sup> ASEAN REGIONAL FORUM (ARF) INTER-SESSIONAL MEETING ON MARITIME SECURITY (31 MAR-2 APR 15)

The 7<sup>th</sup> ARF Inter-Sessional Meeting on Maritime Security was held in Honolulu, Hawaii on 31 Mar-2 Apr 15. The meeting discussed maritime response issues including marine environment, safety and security. The ReCAAP ISC was invited to speak on maritime security, focusing on identifying maritime security issues, sharing best practices in addressing areas of growing maritime security concern, particularly piracy and other transnational crimes occurring in the region's water, and exploring options on how the region can improve Maritime Domain Awareness and synchronise various efforts and mechanisms that have overlapping objectives, functions and capabilities.

The ReCAAP ISC was mentioned with appreciation by many of the ReCAAP's contracting parties under several sessions, citing ReCAAP being a model for regional cooperation, one of the most relevant international organization for the region, applauding the excellent achievements made by the ReCAAP in combating piracy and armed robbery against ships. The ED-ISC in his presentation highlighted that the ReCAAP ISC would continue to move forward towards its ultimate goal to becoming a Centre of Excellence in the field of information sharing based upon past achievements.

As part of the proceedings, the Meeting adopted the ASEAN Regional Forum Workplan for Maritime Security 2015-2017 which recognised the need for the workplan to be complementary to and coordinated appropriately with relevant regional and global efforts on maritime security. The ReCAAP ISC was mentioned among the 11 International Organisations under such efforts.

Group photo of participants at ARF







# *CONCLUSION*



There has been an 18% increase in incidents reported during January-March 2015 compared to the same period in 2014. Overall number of incidents reported during January-March of 2015 has increased to 38 from a low of 29 incidents during the same period in 2013. Of these, four were incidence of piracy and 34 were robberies onboard ships.

Of concern was the five Category 1 incidents reported during January-March 2015. These were incidents involving siphoning of ship fuel/oil; and hijacking of tankers for the ship fuel/oil carried onboard. However, worth commending was the timely reporting of the hijacking of *Sun Birdie* to the MMEA which led to the arrest of the perpetrators and recovery of the chemical tanker.

Notably, the number of petty thefts reported in 2015 was highest among the quarters of 2011-2015, while the number of Category 2 and Category 3 incidents had decreased in comparison. Attributing to the surge in the petty theft cases was the increase in incidents occurred in the SOMS, and at some ports and anchorages in Vietnam.

The ReCAAP ISC advises master and crew to enhance vigilance when transiting these areas of concern. When attempted boarding is imminent, the crew is advised to increase speed, switch on deck lights to illuminate the area around the ship, and activate the SSAS to inform the owner. The crew is also reminded to report to nearest coastal authorities immediately when they are suspicious of boats loitering in the vicinity. In response, the authorities are urged to render assistance to victim ships immediately, and share information with the relevant local agencies. Quick reporting will alert other ships in the area to take extra precautionary measures, thus helping their fellow seafarers.

Also, with a view to collectively address this issue of complicated nature, the ReCAAP ISC has strengthened the cooperation with other stakeholders, such as INTERPOL with expertise of organised crime through its extensive network.



# *APPENDICES*

Definitions & Methodology in  
Classifying Incidents

## DEFINITIONS

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

1. “Piracy” means any of the following acts:

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

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

2. “Armed robbery against ships” means any of the following acts:

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

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

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



### METHODOLOGY IN CLASSIFYING INCIDENTS

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

a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

(1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

| CATEGORY    | SIGNIFICANCE OF INCIDENT |
|-------------|--------------------------|
| CAT 1       | Very Significant         |
| CAT 2       | Moderately Significant   |
| CAT 3       | Less Significant         |
| Petty Theft | Minimum Significant      |

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

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

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

## INFORMATION FOR READERS

### *List of Abbreviations*

Below is a list of abbreviations that are commonly used in the reports published by the ReCAAP ISC.

|                      |  |
|----------------------|--|
| <b>A/B</b>           | Able Seaman                                |
| <b>ADF</b>           | Automotive Diesel Fuel                     |
| <b>CE</b>            | Chief Engineer                             |
| <b>CPA</b>           | Chittagong Port Authority                  |
| <b>GMDSS</b>         | Global Maritime Distress and Safety System |
| <b>ICG</b>           | Indian Coast Guard                         |
| <b>IFC</b>           | Information Fusion Centre                  |
| <b>JCG</b>           | Japan Coast Guard                          |
| <b>MDO</b>           | Marine Diesel Oil                          |
| <b>MGO</b>           | Marine Gas Oil                             |
| <b>MMEA</b>          | Malaysian Maritime Enforcement Agency      |
| <b>MOGAS</b>         | Motor Gasoline                             |
| <b>MSTF</b>          | Maritime Security Task Force               |
| <b>OOW</b>           | Officer-on-Watch                           |
| <b>O/S</b>           | Ordinary Seamen                            |
| <b>PCG</b>           | Philippine Coast Guard                     |
| <b>PNP</b>           | Philippine National Police                 |
| <b>POCC</b>          | Port Operations Control Centre             |
| <b>RMN</b>           | Royal Malaysian Navy                       |
| <b>RSN</b>           | Republic of Singapore Navy                 |
| <b>RTN</b>           | Royal Thai Navy                            |
| <b>SCBA</b>          | Self Contained Breathing Apparatus         |
| <b>SCS</b>           | South China Sea                            |
| <b>Singapore PCG</b> | Singapore Police Coast Guard               |
| <b>SOMS</b>          | Straits of Malacca & Singapore             |
| <b>SSAS</b>          | Ship Security Alert System                 |
| <b>SSSA</b>          | Sabah and Sarawak Shipowners' Association  |
| <b>TNI-AL</b>        | Indonesian Navy                            |
| <b>TSS</b>           | Traffic Separation Scheme                  |
| <b>VTIS</b>          | Vessel Traffic Information System          |
| <b>VTMS</b>          | Vessel Traffic Management System           |

### *Time*

The time of incidents indicated in this report is in local time.

### DESCRIPTION OF INCIDENTS

#### Actual Incidents

● Category 1 (Very Significant)

● Category 2 (Moderately Significant)

● Category 3 (Less Significant)

● Petty Theft (Minimum Significant)

| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT   | DATE<br>TIME         | LOCATION OF<br>INCIDENT  | DETAILS OF INCIDENTS  |
|-----|--|----------------------|--|---|
| 1   | <i>Kien San 1</i><br>Tug boat<br>Malaysia<br>192<br>9218600<br><br><i>Kien San 8</i><br>Barge                  | 08/01/15<br>1548 hrs | 01° 11.60' N,<br>103° 38.81' E<br><br>SOMS   | While the tug boat towing barge was underway, Singapore PCG spotted perpetrators onboard the barge. Singapore PCG informed POCC and deployed their patrol craft towards the tug boat and barge. The perpetrators escaped with stolen scrap metal in two wooden crafts when they spotted Singapore PCG's patrol craft approaching.<br><br>[ReCAAP Focal Point (Singapore)]   |
| 2   | <i>BW Loyalty</i><br>Tug boat<br>Singapore<br>9492622<br>160<br><br><i>Bayswater 128</i><br>Barge<br>Singapore | 14/01/15<br>0550 hrs | 01° 02.06' N,<br>103° 54.50' E<br><br>PT Idros<br>jetty, Tanjung<br>Uncang,<br>Pulau Batam,<br>Indonesia | While at berth, the duty A/B at bridge discovered one perpetrator in the Chief Engineer's room and another outside the room. The duty A/B also spotted another three perpetrators outside the vessel's walkway and two perpetrators waiting in a boat. The perpetrators were armed with samurai swords. After keeping watch on their actions for about five minutes, the duty A/B shouted at the perpetrators and also alerted the other crew onboard. The alarm was raised and upon realising the crew was alerted, the five perpetrators escaped. It was reported that one of them attempted to attack the duty A/B but the duty A/B managed to avoid the attack. The crew was not injured. One unit of navigational light battery was reported missing from the towed barge.<br><br>[ReCAAP Focal Point (Singapore)] |
| 3   | <i>Mineral Faith</i><br>Bulk carrier<br>Hong Kong,<br>China<br>91971<br>9575668                                | 18/01/15<br>0632 hrs | 01° 07' N,<br>103° 31.40' E<br><br>SOMS  | While underway, the crew sighted some footprints onboard the bulk carrier. A search was conducted but no perpetrators were found. One air compressor was found missing.<br><br>[ReCAAP Focal Point (Singapore)]   |
| 4   | <i>Egret Oasis</i><br>Bulk carrier<br>Hong Kong,<br>China<br>41254<br>9591006                                  | 22/01/15<br>0350 hrs | 01° 06' N,<br>103° 32' E<br><br>SOMS   | While underway, the bosun spotted five perpetrators armed with knives on the poop deck. He immediately informed the OOW, who raised the alarm and mustered the crew. The perpetrators assaulted some of the crew who went on deck to assist the bosun. The crew retaliated and the bosun was injured in the scuffle. As more crew mustered, the perpetrators escaped in their boat empty-handed.<br><br>[ReCAAP Focal Point (China)]  |
| 5   | <i>Fujitrans World</i><br>Vehicle carrier<br>Liberia<br>27286<br>9210000                                       | 22/01/15<br>2210 hrs | 05° 59.70' S,<br>106° 54.50' E<br><br>Approximately<br>5 nm off Jakarta<br>Port, Indonesia               | While at anchor, four perpetrators armed with knives boarded the vehicle carrier. The perpetrators threatened the crew with their knives and escaped with stolen engine spares.<br><br>[ReCAAP Focal Point (Japan)]   |



| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT                    | DATE<br>TIME         | LOCATION OF<br>INCIDENT   | DETAILS OF INCIDENTS   |
|-----|---|----------------------|---|--|
| 6   | <i>Bulk Atacama</i><br>Bulk carrier<br>Panama<br>61384<br>9683130         | 25/01/15<br>0655 hrs | 10° 10.69' N,<br>107° 02.12' E<br><br>Buoy No. 0,<br>Vung Tau,<br>Vietnam | While at anchor, the duty crew spotted three perpetrators who had boarded the bulk carrier from a small boat. Realising the crew had been alerted, the perpetrators escaped with stolen paint.<br><br><b>[ReCAAP Focal Point (Vietnam)]</b>  |
| 7   | <i>APL Denver</i><br>Container ship<br>Gibraltar (UK)<br>43071<br>9345960 | 28/01/15<br>0414 hrs | 01° 03.20' N,<br>103° 39.11' E<br><br>SOMS                                | While underway, seven perpetrators were spotted in the container ship's engine room. The alarm was raised and a search was conducted. At about 0500hrs, the master reported to Singapore VTIS that the perpetrators had escaped, nothing was stolen and no further assistance was required.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>   |
| 8   | <i>Rehobot</i><br>Chemical tanker<br>Indonesia                            | 28/01/15<br>2330 hrs | Vicinity of<br>Lembeh Island,<br>North Sulawesi,<br>Indonesia             | After the chemical tanker had departed Bitung, North Sulawesi, eight masked perpetrators armed with long knives approached the ship from a small motor wooden boat and took control of the vessel in the vicinity of Lembeh Island. MT Rehobot was carrying 1100 tons of diesel. On 31 Jan 15, all 14 Indonesian crew was found in the vicinity of Lembeh Island onboard the ship's life rafts by the Indonesian authority.<br><br>On 23 Feb 15 at or about 2313 hrs, the PCG, which is also the ReCAAP Focal Point (Philippines), reported to the ReCAAP ISC that MT Rehobot was found grounded in Barangay Cabuaya, Mati City, Davao Oriental, Philippines.<br><br>Initial inspection conducted by the PCG revealed that there were no alterations made to the vessel and no damages caused by the grounding. However, the vessel was ransacked by the locals; navigational equipment missing and cabins were opened. However, the PCG managed to retrieve various equipment looted by the locals but no navigational and communications equipment were recovered. The authorities are towing the vessel to a safer place in Davao City and contacting the owner. Investigation is ongoing.<br><br><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</b> |

| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT               | DATE<br>TIME         | LOCATION OF<br>INCIDENT   | DETAILS OF INCIDENTS  |
|-----|--|----------------------|---|---|
| 9   | <i>Sun Birdie</i><br>Chemical tanker<br>Malaysia<br>742<br>9073256   | 29/01/15<br>0032 hrs | 01° 19.39' N,<br>104° 12.35' E<br><br>Approximately<br>1 nm south of<br>Tanjung Ayam,<br>Malaysia | <p>The owner of the chemical tanker reported loss of contact to the MMEA on 29 Jan 15 at or about 1150 hrs. The tanker was not contactable since 28 Jan 15 at or about 2200 hrs. Her last known position was at approximately 1 nm south of Tanjung Ayam, Malaysia on 29 Jan 15 at or about 0032 hrs. Sun Birdie was laden with 700 metric tons of MFO and has a total of 11 crew onboard (comprising eight Myanmar nationals and three Indonesians).</p> <p>Upon receipt of the information from IFC, the ReCAAP ISC immediately informed its ReCAAP Focal Points/Contact Point to look out for Sun Birdie. The MMEA and RMN had reportedly deployed vessels to search for Sun Birdie.</p> <p>On 29 Jan 15 at or about 2253 hrs, the MMEA successfully recovered Sun Birdie at approximately 17.63 nm northeast of Tanjung Penawar, Malaysia (01° 42.03' N, 104° 30.46' E) and arrested seven perpetrators onboard Sun Birdie. Two other perpetrators jumped overboard and fled, but were picked up by a passing ship, Challenger Premier at approximately 12.73 nm east of Tanjung Penawar (01° 30.2' N, 104° 29.5' E), and were handed over to the MMEA. The MMEA operations director, First Admiral Maritime Ibrahim Mohamed reported that they had also recovered four machetes, three toy pistols, a 'kerambit' (curved knife) and a hammer believed to have been used by the pirates to threaten the crew. The MMEA had brought the vessel back to Penggerang for further investigation.</p> <p><b>[MMEA, IFC]</b></p> |
| 10  | <i>Global Aquarius</i><br>Bulk carrier<br>Panama<br>17021<br>9550436 | 31/01/15<br>0512 hrs | 01° 09.10' N,<br>103° 27.06' E<br><br>SOMS  | <p>While underway, five perpetrators were spotted onboard the bulk carrier, with two small crafts in close vicinity. The Chief Engineer was taken hostage in the engine room and at 0740 hrs, the master reported that the perpetrators had escaped with stolen engine spares.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>   |
| 11  | <i>Name withheld</i><br>Bulk carrier<br>Isle of Man<br>32376         | 31/01/15<br>1530 hrs | 03° 55.73' N,<br>098° 46.45' E<br><br>Belawan<br>anchorage,<br>Indonesia                          | <p>While at anchor, the A/B saw a child on the forecastle deck and immediately reported to the bridge. The Second Officer raised the alarm and the child jumped overboard and swam towards a small boat, where another two men were waiting. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>  |

| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT                   | DATE<br>TIME         | LOCATION OF<br>INCIDENT  | DETAILS OF INCIDENTS  |
|-----|--|----------------------|--|---|
| 12  | <i>Sara</i><br>Container ship<br>Antigua &<br>Barbuda<br>9590<br>9322243 | 10/02/15<br>0350 hrs | 20° 52' N,<br>106° 40' E<br><br>Nam Hai<br>Container<br>Terminal, Hai<br>Phong, Vietnam  | While at berth, the deck watchman on routine rounds sighted two perpetrators near the forward store. He alerted the Chief Officer and the local police onboard the ship. Upon seeing the deck watchman, the perpetrators escaped immediately. Upon investigation, the padlock to the door of the paint room was damaged and open. Ship stores, paint and drums of curing agent were reported missing. The ship agent and port authorities were notified.<br><br>[ReCAAP Focal Point (Vietnam)]  |
| 13  | <i>Anne Kjersti</i><br>Bulk carrier<br>Singapore<br>32637<br>9432361     | 12/02/15<br>0254 hrs | 20° 41' N,<br>107° 12' E<br><br>Approximately<br>4 nm south-<br>southeast of<br>Orange Island,<br>Hon Gai P/S<br>Anchorage,<br>Vietnam | While at anchor, five perpetrators armed with knives boarded the bulk carrier. The OOW noticed some movements on the forecastle and instructed the duty A/B to check. The OOW then directed the aldis lamp towards the perpetrators who escaped in their boat. Upon investigation, it was discovered that some mooring ropes and paint were stolen.<br><br>[ReCAAP Focal Point (Vietnam)]   |
| 14  | <i>Lapin</i><br>Product tanker<br>Thailand<br>1848<br>7808786            | 13/02/15<br>1955 hrs | 13/02/15<br>03° 11' N,<br>100° 43' E<br><br>SOMS   | While underway to Krabi province, Thailand, unconfirmed number of between six to eight perpetrators armed with pistols and knives boarded the product tanker from a small boat. The perpetrators gathered the crew and took control of the tanker.<br><br>On 14 Feb 15 at or about 0400 hrs, the perpetrators anchored at approximately 62.7 nm southwest of Port Klang (03° 23.94' N, 100° 22.71' E). Thereafter, an unknown vessel came alongside and siphoned five tons of diesel from the tanker which was laden with 2,000 tons of bunker oil. The perpetrators also destroyed the communication devices; and stole the ship property and crew's belongings. Before they left the vessel, they tied the crew, informed them that an improvised explosive package was left onboard and threatened them not to move.<br><br>At or about 0700 hrs on the same day, the crew of Lapin managed to free themselves and sailed towards Thailand. They anchored at approximately 14.34 nm west of Ko Tarutao, Thailand and activated the SSAS. The master managed to contact the shipping company with the assistance of a passing fishing vessel.<br><br>The RTN, which is the ReCAAP Focal Point (Thailand), boarded Lapin at a location north of Ko Tarutao. The RTN reported that a Thai Explosive Ordnance Disposal (EOD) team disarmed the "improvised" explosive package and found only an electric circuit with no explosive or detonator attached.<br><br>[ReCAAP Focal Point (Thailand)] |



| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT                          | DATE<br>TIME         | LOCATION OF<br>INCIDENT   | DETAILS OF INCIDENTS  |
|-----|---|----------------------|---|---|
| 15  | <i>Cape Franklin</i><br>Container ship<br>Marshall Islands<br>15995<br>9359301  | 14/02/15<br>2210 hrs | 20° 36.90' N,<br>106° 51.30' E<br><br>Hai Phong OPL<br>Anchorage,<br>southeast of<br>Hon Dau Island,<br>Vietnam | While at anchor, the duty A/B on routine rounds spotted five perpetrators in black jackets on the forecastle deck. He immediately informed the OOW who raised the alarm and mustered the crew. Upon hearing the alarm and realizing the crew had been alerted, the robbers escaped in their wooden motor boat. Upon investigation, the door to the paint store was damaged and five cans of paint were stolen.<br><br>[ReCAAP Focal Point (Vietnam)]  |
| 16  | <i>Sunny Eternity</i><br>Bulk carrier<br>Panama<br>40925<br>9658915             | 16/02/15<br>0515 hrs | 01° 11.10' N,<br>103° 24.90' E<br><br>SOMS  | While underway, seven perpetrators were boarded the vessel from the starboard side. The alarm was raised and all crew locked themselves in the accommodation cabins. Noting that the crew had been alerted, the perpetrators escaped. The master reported the incident to the VTIS West who immediately broadcasted the incident and warned vessels in the vicinity. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]   |
| 17  | <i>Phubai Pattra 1</i><br>Product tanker<br>Thailand<br>5681<br>9481386         | 20/02/15<br>2145 hrs | 02° 08.60' N,<br>104° 39.30' E<br><br>SCS   | While underway, six perpetrators armed with machetes and pistols boarded the product tanker from a small boat. Once boarded, they turned off the navigation and communication systems. One of them seems to be very skillful with the ship equipment. One portable GPS and binocular were seen inside his bag. The perpetrators took control of the vessel, and anchored 15 nm southeast of Pulau Aur. All crew except the captain was confined to the dining hall. Another vessel about 70 m long approached the starboard side and siphoned 980 MT of gasoline.<br><br>Before leaving the tanker, the perpetrators broke the CCTV camera recorder, and stole the crew's cash and belongings. The crew was not harmed and the vessel made her way to Siracha, Thailand. Investigation by the Thai authorities is ongoing.<br><br>[ReCAAP Focal Point (Thailand)] |
| 18  | <i>Amber Beverly</i><br>Bulk carrier<br>Hong Kong,<br>China<br>32521<br>9599717 | 21/02/15<br>0515 hrs | 01° 09.51' N,<br>103° 27.18' E<br><br>SOMS  | While underway, the crew spotted two perpetrators in the engine room. The alarm was raised and the crew mustered. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]  |
| 19  | <i>Global Mirai</i><br>Bulk carrier<br>Panama<br>58028<br>9558256               | 25/02/15<br>0130 hrs | 20° 54' N,<br>107° 07' E<br><br>Off Hon Gai<br>Anchorage,<br>Vietnam  | While at anchor, four perpetrators boarded the bulk carrier. The alarm was raised and the crew mustered at the bridge. Noting that the crew had been alerted, the perpetrators escaped with stores including mooring rope, fire nozzle, hydrant cap etc.<br><br>[ReCAAP Focal Point (Japan)]  |

| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT                   | DATE<br>TIME         | LOCATION OF<br>INCIDENT   | DETAILS OF INCIDENTS   |
|-----|--|----------------------|---|--|
| 20  | <i>NYK Daniella</i><br>Container ship<br>Singapore<br>27051<br>9355410   | 25/02/15<br>0305 hrs | 01° 04.89' N,<br>103° 34.50' E<br><br>SOMS  | While underway, the Third Engineer saw three perpetrators in the engine room. He immediately went into the engine control room and reported the incident to the master. The alarm was raised and the crew mustered at the bridge. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]   |
| 21  | <i>LBC Earth</i><br>Bulk carrier<br>Malta<br>42744<br>9644548            | 25/02/15<br>0515 hrs | 01° 05.36' N,<br>103° 35' E<br><br>SOMS   | While underway, the crew spotted three perpetrators in the engine room. The alarm was raised and the crew mustered. A search was conducted onboard the ship but no perpetrators were found. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]   |
| 22  | <i>Cape Mercury</i><br>Bulk carrier<br>Singapore<br>85722<br>9150755     | 25/02/15<br>0610 hrs | 01° 02.30' N,<br>103° 39.04' E<br><br>SOMS  | While underway, the crew spotted four perpetrators armed with knives in the engine room. The ship alarm was raised, crew mustered, and a search was conducted onboard the ship. The SSAS was also activated. Upon investigation, several engine spare parts were found missing.<br><br>[ReCAAP Focal Point (Singapore)]  |
| 23  | <i>Mahitis</i><br>Bulk carrier<br>Greece<br>76099<br>9225067             | 11/03/15<br>0500 hrs | 10° 15.30' N,<br>107° 02.60' E<br><br>Approximately<br>4.6 nm<br>southwest<br>of Vung Tau,<br>Vietnam | While at anchor, four perpetrators approached the bulk carrier in a small wooden boat and boarded from the starboard side. The duty officer raised the alarm and informed master. An announcement was also made over the PA system. The perpetrators escaped with stolen oil drums.<br><br>[ReCAAP Focal Point (Vietnam)]  |
| 24  | <i>Singa Berlian</i><br>Tanker<br>Malaysia<br>998<br>9062439             | 11/03/15<br>1100 hrs | 01° 13.06' N,<br>103° 33.14' E<br><br>SOMS  | On 11 Mar 15 at or about 1325 hrs, the Singapore PCG informed POC that they had received information from MMEA that the tanker was reported missing. The tanker's last known position was in the westbound lane of the TSS.<br><br>On 11 Mar 15 at or about 1840 hrs, the MMEA had located the tanker at Batu Pahat, Malaysia and is investigating the incident. Preliminary investigation revealed that the tanker was hijacked by perpetrators and her cargo (marine fuel oil) was siphoned off. The communication equipment was also damaged and one of the crew suffered minor injury.<br><br>[ReCAAP Focal Point (Singapore)] |
| 25  | <i>CSC Progress</i><br>Tanker<br>Hong Kong,<br>China<br>29593<br>9344136 | 18/03/15<br>0130 hrs | 01° 15.60' N,<br>104° 09' E<br><br>SOMS   | While underway, four perpetrators were sighted in the engine room of the tanker. The master raised the alarm and the perpetrators escaped. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]  |

| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT                         | DATE<br>TIME         | LOCATION OF<br>INCIDENT   | DETAILS OF INCIDENTS   |
|-----|--|----------------------|---|--|
| 26  | <i>Ore Pantanal</i><br>Bulk carrier<br>Singapore<br>93196<br>9569774           | 19/03/15<br>0248 hrs | 01° 16.75' N,<br>104° 16.60' E<br><br>SOMS  | While at berth, the crew spotted three perpetrators onboard the bulk carrier at the poop deck. The alarm was raised and all crew mustered on the bridge. At 0330 hrs, the Singapore PCG approached the vessel with her search light illuminating towards the vessel's poop deck. A few minutes later, the Singapore PCG reportedly chased a suspected speed boat in the nearby vicinity of the vessel. The master subsequently requested Singapore PCG's assistance to conduct a search of the vessel. The Singapore PCG conducted the search and confirmed there were no signs of the perpetrators onboard. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]  |
| 27  | <i>Capetan Giorgis</i><br>Bulk carrier<br>Marshall Islands<br>39967<br>9288423 | 21/03/15<br>0100 hrs | 01° 13.64' N,<br>103° 58.30' E<br><br>SOMS  | While underway, four perpetrators were sighted on the poop deck of the bulk carrier. The perpetrators later escaped empty-handed. The crew was not injured.<br><br>[ReCAAP Focal Point (Singapore)]  |
| 28  | <i>MSC Vancouver</i><br>Container ship<br>Luxembourg<br>83133<br>9285691       | 21/03/15<br>0545 hrs | 01° 06' N,<br>103° 34' E<br><br>SOMS  | While underway, seven perpetrators armed with knives and tools boarded the container ship. They stole a gold chain and a watch from the Second Engineer before they escaped.<br><br>[ReCAAP Focal Point (Singapore)]   |
| 29  | <i>David Tide II</i><br>Supply vessel<br>Vanuatu<br>1529<br>9528093            | 22/03/15<br>2215 hrs | 02° 48.60' N,<br>104° 31.30' E<br><br>SCS   | The ship owner of David Tide II reported to MMEA that they received a distress signal from the supply vessel on 23 Mar 15 at or about 0330 hrs. Upon receipt of the information, the MMEA deployed their assets and managed to locate and recover the vessel anchored off Kuantan Port, Malaysia on the same day at or about 2040 hrs.<br><br>Preliminary investigation revealed that four perpetrators armed with pistols and parangs boarded the supply vessel from a boat on 22 Mar 15 at or about 2215 hrs. Subsequently an unknown tanker went alongside David Tide II and siphoned 200,000 litres of diesel from the supply vessel. The siphoning operation took about four hours and crew's personal belongings were also taken before the perpetrators escaped.<br><br>After David Tide II was released, the supply vessel headed towards Kuantan Port before she sent out the distress signal. The Malaysian Police and MMEA are currently investigating the incident.<br><br>[IFC] |
| 30  | <i>Pax Silva</i><br>Bulk carrier<br>Panama<br>39802<br>9316919                 | 23/03/15<br>0430 hrs | 20° 43.30' N,<br>107° 11.44' E<br><br>Hon Bai Island<br>at Hon Gai<br>Pilot Station,<br>Vietnam | While at anchor, an undetermined number of perpetrators boarded the bulk carrier, stole mooring ropes and escaped unnoticed. A liferaft was also reported to be damaged.<br><br>[ReCAAP Focal Point (Vietnam)]   |

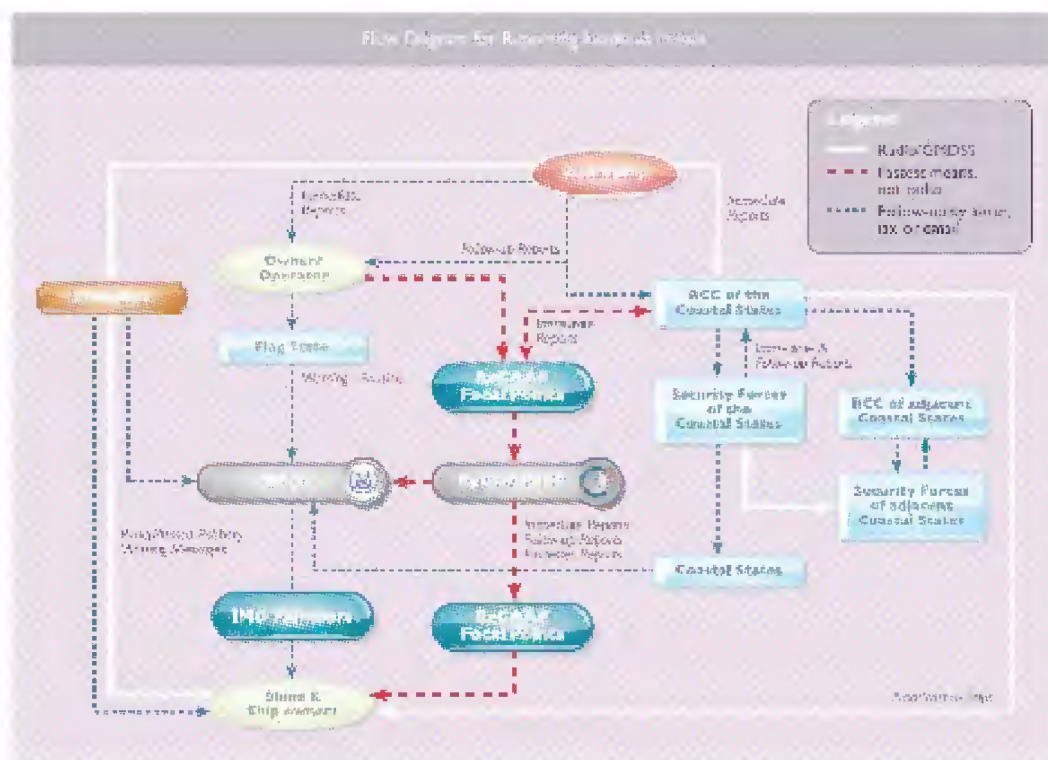


| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT                | DATE<br>TIME         | LOCATION OF<br>INCIDENT   | DETAILS OF INCIDENTS  |
|-----|---|----------------------|---|---|
| 31  | <i>Kota Wangsa</i><br>Container ship<br>Singapore<br>16772<br>9123594 | 23/03/15<br>0820 hrs | 22° 05.80' N,<br>091° 48' E<br><br>Chittagong<br>anchorage,<br>Bangladesh | While at anchor, the bosun sighted two perpetrators near the bosun's store at the main deck starboard side. The alarm was raised and crew mustered. Realising the crew had been alerted, the perpetrators escaped immediately with ship stores. The crew was not injured.<br><br>[ReCAAP Focal Point (Singapore)] |
| 32  | <i>United Treasure</i><br>Bulk carrier<br>Panama<br>42887<br>9286607  | 29/03/15<br>0457 hrs | 01° 10.01' N,<br>103° 26.65' E<br><br>SOMS                                | While underway, seven perpetrators armed with knives boarded the bulk carrier. At or about 0525 hrs, the master conducted a search and there were no signs of the perpetrators. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]  |
| 33  | <i>Nautica Kota Tinggi</i><br>Tanker<br>Malaysia<br>7591<br>9546722   | 30/03/15<br>0400 hrs | 01° 04.83' N,<br>103° 34.73' E<br><br>SOMS                                | While underway, the crew sighted two perpetrators onboard the tanker. The master raised the alarm and conducted a search but there were no signs of the perpetrators. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]  |
| 34  | <i>Ismar</i><br>Bulk carrier<br>Bangladesh<br>25980<br>8324397        | 30/03/15<br>0555 hrs | 01° 05.25' N,<br>103° 34.03' E<br><br>SOMS                                | While underway, four perpetrators were sighted in the Engine Room and were attempting to break into the provision stores. The alarm was raised and the perpetrators escaped. The crew was not injured and nothing was stolen.<br><br>[ReCAAP Focal Point (Singapore)]   |
| 35  | <i>Densa Hawk</i><br>Bulk carrier<br>Malta<br>22709<br>9649093        | 30/03/15<br>0800 hrs | 01° 27.11' N,<br>104° 39.83' E<br><br>SCS                                 | While at anchor, an undetermined number of perpetrators boarded the bulk carrier and broke into the steering gear room. They stole engine spares and escaped. The crew was not injured.<br><br>[ReCAAP Focal Point (Singapore)]   |

**Attempted Incidents**

| S/N | SHIP NAME,<br>TYPE OF SHIP,<br>FLAG,<br>IMO NO.,<br>GT             | DATE<br>TIME         | LOCATION OF<br>INCIDENT   | DETAILS OF INCIDENTS  |
|-----|--|----------------------|---|---|
| 36  | <i>Brahms</i><br>Bulk carrier<br>Malta<br>41074<br>9473327         | 07/03/15<br>0930 hrs | 06° 13.11' N,<br>119° 50.18' E<br><br>Approximately<br>18 nm<br>northwest of<br>Laparan Island,<br>Pangutaran,<br>Sulu, Philippines | While underway, an undetermined number of perpetrators approached the bulk carrier on six speed boats. The perpetrators wore camouflaged clothes and were armed with guns. The master raised the alarm, ordered General Quarters (GQ) to the crew and requested assistance from the Philippine Navy. Upon noticing that the vessel is already under GQ and hearing the Philippine Navy's response on the call, the robbers aborted the attempt and escaped in an unknown direction.<br><br>[ReCAAP Focal Point (Philippines)] |
| 37  | <i>MSC Rosa M</i><br>Container ship<br>Panama<br>153115<br>9461398 | 23/03/15<br>0630 hrs | 01° 10.10' N,<br>103° 28.40' E<br><br>SOMS  | While underway, four perpetrators attempted to board the container ship. The master informed POCC about the incident. A search was also conducted onboard the vessel and no perpetrators were found onboard.<br><br>[ReCAAP Focal Point (Singapore)]  |
| 38  | <i>Sri Phuket</i><br>Tanker<br>Thailand<br>2995<br>9062714         | 26/03/15<br>1300 hrs | 02° 38' N,<br>104° 43' E<br><br>SCS   | While underway, an undetermined number of perpetrators approached the bulk carrier on two wooden boats. The perpetrators eventually aborted the attempt.<br><br>[ReCAAP Focal Point (Thailand)]   |

Diagram 1 – Flow Diagram for Reporting Incidents in Asia



## NOTES:

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



# Contact Details of ReCAAP Focal Points / Contact Point

| COUNTRY & AGENCY IN CHARGE   | Point of Contact   |                                      |
|--|--|--------------------------------------|
|  | Phone No   | Fax Number                           |
| <b>AUSTRALIA</b>   |  |                                      |
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| <b>BANGLADESH</b>  |  |                                      |
| Department of Shipping<br><i>Email: info@dos.gov.bd</i>  | +88-02-9554206   | +88-02-7168363                       |
| <b>BRUNEI</b>  |  |                                      |
| National Maritime Coordination Centre Brunei<br><i>Email: p2mk@jpm.gov.bn</i>  | +673-2233751   | +673-2233753                         |
| <b>CAMBODIA</b>  |  |                                      |
| Merchant Marine Department<br><i>Email: mmd@online.com.kh</i>  | +85-5-2386-4110  | +85-5-2386-4110                      |
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| China Maritime Search and Rescue Centre<br>(Beijing)<br><i>Email: cnmrcc@mot.gov.cn</i>  | +86-10-6529-2218<br>+86-10-6529-2219<br>+86-10-6529-2221 | +86-10-6529-2245                     |
| Maritime Rescue Coordination Centre<br>(Hong Kong)<br><i>Email: hkmrcc@mardep.gov.hk</i>   | +85-2-2233-7999<br>+85-2-2233-7998                       | +85-2-2541-7714                      |
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| Danish Maritime Authority (DMA)<br><i>Email: ReCAAP-FP-DK@dma.dk</i>   | +45-9137-6000  | +45-9137-6001                        |
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| MRCC (Mumbai)<br>Coast Guard Region (West)<br>Mumbai – India<br><i>Email: indsar@vsnl.net</i><br><i>icgmrcc_mumbai@mtnl.net.in</i><br><i>mrcc-west@indiancoastguard.nic.in</i> | +91-22-2431-6558<br>+91-22-2438-8065                     | +91-22-2433-3727<br>+91-22-2431-6558 |
| <b>JAPAN</b>   |  |                                      |
| Japan Coast Guard (JCG) Ops Centre<br><i>Email: jcg-op@mlit.go.jp</i>  | +81-3-3591-9812<br>+81-3-3591-6361                       | +81-3-3581-2853                      |
| <b>REPUBLIC OF KOREA</b>   |  |                                      |
| Ministry of Oceans and Fisheries<br>Operations Centre<br><i>Email: piracy@gicom.s.go.kr</i>  | +82-44-200-5895<br>to 98                                 | +82-44-200-5886<br>to 88             |
| <b>LAOS</b>  |  |                                      |
| Department of Foreign Relations<br>Ministry of Public Security<br><i>Email: keomps@yahoo.com</i>   | +85-6-2121-2505  | +85-6-2121-2505<br>+85-6-2121-2547   |

| COUNTRY & AGENCY IN CHARGE   | Point of Contact   |   |
|--|--|---|
|  | Phone No   | Fax Number  |
| <b>MYANMAR</b>   |  |   |
| MRCC Ayeyarwaddy (Myanmar Navy)<br><i>Email: mrcc.yangon@mptmail.com.mm</i>  | +95-313-1650   | +95-1202-417  |
| <b>NETHERLANDS</b>   |  |   |
| Dutch Coastguard<br>Maritime Information Centre (MIK-NL)<br><i>Email: mik-nl@kustwacht.nl</i>  | +31-223-658-382  | +31-223-658-358   |
| <b>NORWAY</b>  |  |   |
| Norwegian Maritime Authority<br><i>Email: morten.alsaker.lossius@sjofartsdir.no</i>  | +47-5274-5130<br>+47-5274-5000   | +47-5274-5001   |
| <b>PHILIPPINES</b>   |  |   |
| Philippine Coast Guard<br>PCG Action Centre-MRCC (Manila)<br><i>Email: pcg_cg2@yahoo.com</i><br><i>cg2@coastguard.gov.ph</i><br><i>isc.cg2@coastguard.gov.ph</i> | +63-2-527-3877<br>+63-2-527-8481<br>to 89<br>(ext: 6136/6137)<br>+63-917-724-3682<br>(Text Hotline)<br>+63-2-527-8481<br>loc6122 | +63-2-527-3877  |
| <b>SINGAPORE</b>   |  |   |
| Maritime and Port Authority of Singapore<br>Port Operations Control Centre (POCC)<br><i>Email: pocc@mpa.gov.sg</i>   | +65-6226-5539<br>+65-6325-2493   | +65-6227-9971<br>+65-6224-5776  |
| <b>SRI LANKA</b>   |  |   |
| Sri Lanka Navy Operations Centre<br><i>Email: nhqsoo@navy.lk</i><br><i>nhqhydrographer@navy.lk</i><br><i>nhqdno@navy.lk</i>                                      | +94-11-244 5368  | +94-11-244 9718   |
| <b>THAILAND</b>  |  |   |
| Royal Thai Navy<br>Maritime Information Sharing Centre (MISC)<br><i>Email: miscdutyofficer@misc.go.th</i>  | +66-2475-5432  | +66-2475-4577   |
| <b>UNITED KINGDOM</b>  |  |   |
| National Maritime Information Centre<br>Operations Centre<br><i>Email: nmic-ws@mod.uk</i>  | +44 2392-211951  | +44 2392-212024<br>Please indicate<br>"FAO NMIC – A<br>leg" if send via fax |
| <b>UNITED STATES</b>   |  |   |
| USCG Rescue Coordination Center Alameda<br>(RCCAlameda)<br><i>Email: rccalameda@uscg.mil</i>   | +1-510-437-3701  | +1-510-409-9437   |
| <b>VIETNAM</b>   |  |   |
| Vietnam Coast Guard<br><i>Email: vietnamcoastguard@gmail.com</i><br><i>vietnamfocalpoint@yahoo.com.vn</i>  | +84-4-3355-4378  | +84-4-3355-4363   |

Correct as at 2 February 2015

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