

# Report for OCTOBER 2014

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1 October 2014 - 31 October 2014

Piracy and Armed Robbery against Ships in Asia

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## Report for October 2014

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

There has been an increase in the number of incidents reported in October 2014 (18), the bulk of which were petty thefts (60%).

A total of 18 incidents were reported in October 2014, after a decline in the number of incidents during July, August and September 2014. Compared to October 2013 (20), there has been a slight decrease in the number of incidents reported in October 2014 (18). Refer to Graph 1 on the number of monthly incidents reported between October 2013 and October 2014.

Graph 1 – Number of incidents (October 2013 to October 2014)

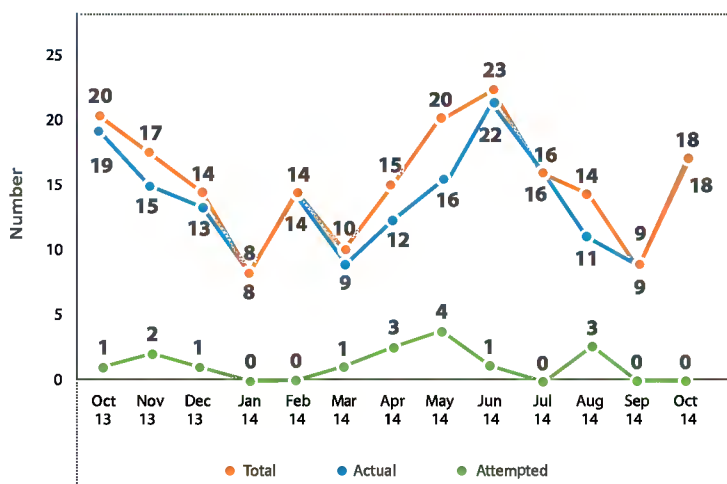


Chart 1 – Significance level of incidents (October of 2010-2014)

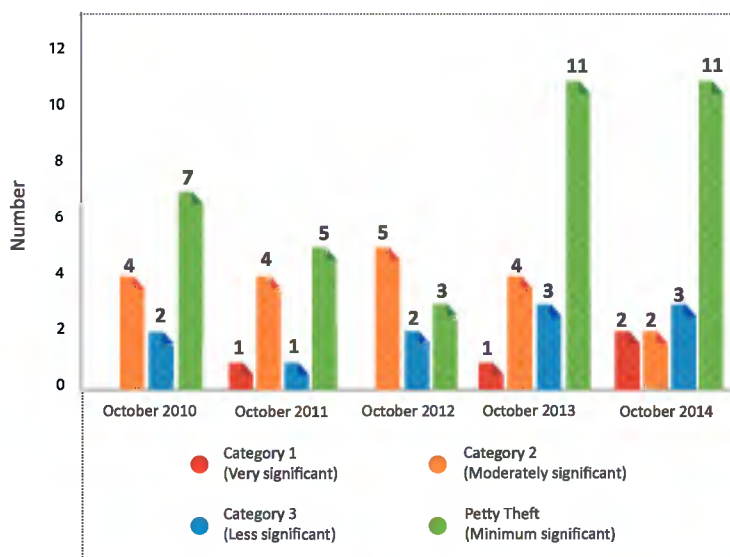


Chart 1 shows the significance level of incidents reported during October of 2010-2014. The number of Category 2 incidents reported in October 2014 was the lowest among the five-years reporting period while the number of Category 3 incidents and petty thefts reported in October 2014 were fairly consistent with the same period in 2013. However, of concern were the two Category 1 incidents involving the siphoning of ship fuel/oil.

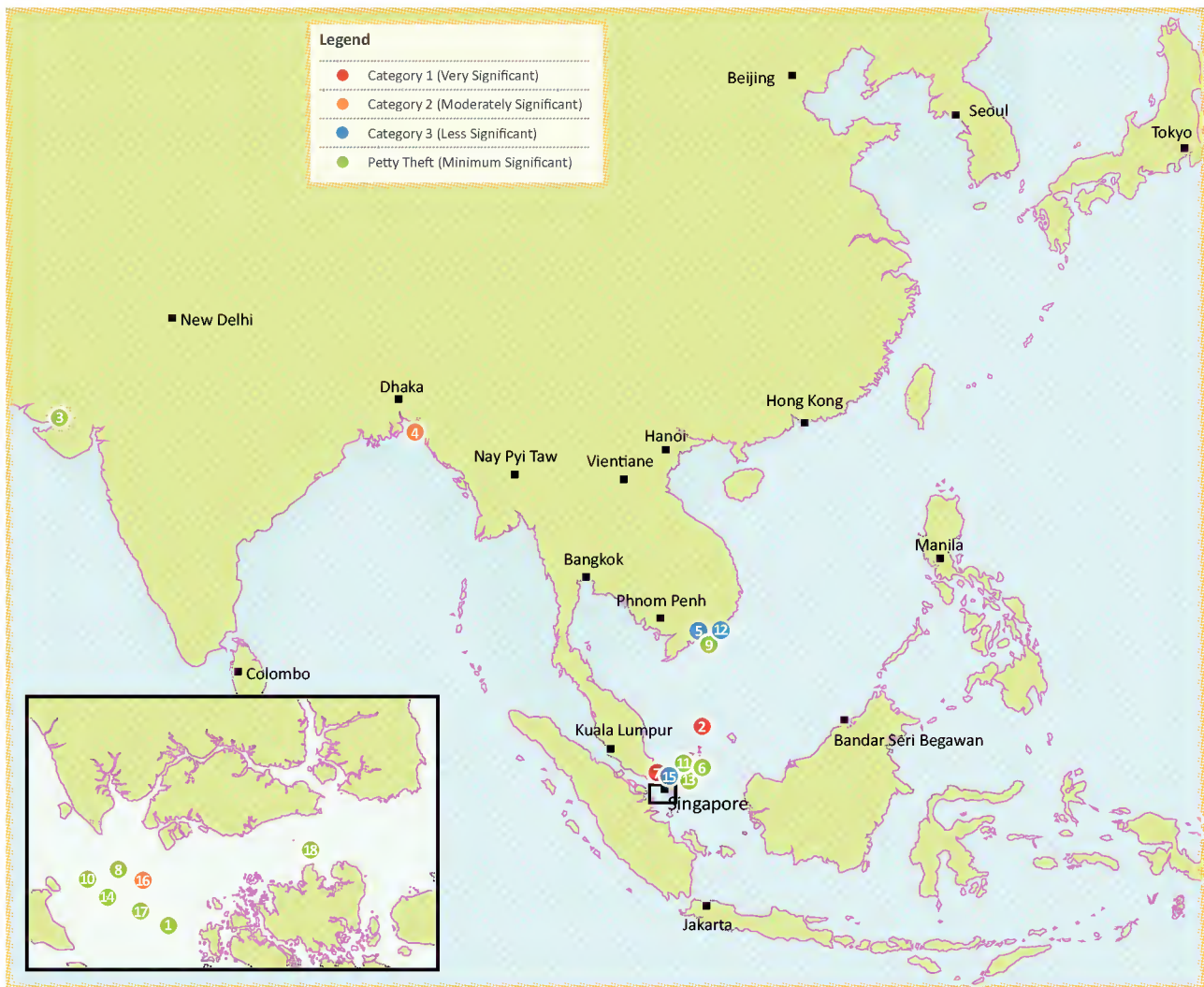
The siphoning incidents involved Vietnam-registered product tanker, *Sunrise 689* on 9 Oct 14 and Thailand-registered tanker, *Suratchanya* on 15 Oct 14. Occurred in the South China Sea, both incidents adhered to the general modus operandi of incidents involving siphoning of ship fuel/oil which has increased in frequency of occurrence since April 2014. In both incidents, the pirates siphoned off the cargos of gas oil/gasoline from the tankers, damaged the communication equipment onboard, stole the crew's personal belongings and cash before escaping. In the *Sunrise 689* incident, the crew was slightly injured. For details of the incidents, refer to the Appendix of this report.



## Location of Incidents Reported in October 2014

Of the 18 incidents reported in October 2014, seven occurred in the Straits of Malacca and Singapore (SOMS), three in Indonesia, three in the South China Sea (SCS), three in Vietnam, one in Bangladesh and one in India. See Map 1 on the location of the incidents.

Map 1 – Location of incidents in October 2014



- 1 *Hai Jie 1*, Tug boat  
1 Oct 14 0450 hrs
- 2 *Sunrise 689*, Product tanker  
3 Oct 14 NA
- 3 *Dubai Star*, Product tanker  
7 Oct 14 0410 hrs
- 4 *Arizona*, Bulk carrier  
8 Oct 14 2340 hrs

- 5 *Jules Point*, Bulk carrier  
11 Oct 14 0400 hrs
- 6 *Veronique D*, Bulk carrier  
14 Oct 14 0215 hrs
- 7 *Suratchanya*, Tanker  
15 Oct 14 2233 hrs
- 8 *Lycaste Peace*, LPG Tanker  
19 Oct 14 0530 hrs

- 9 *Saigon Bridge*, Container ship  
19 Oct 14 2015 hrs
- 10 *Spar Taurus*, Bulk carrier  
20 Oct 14 0535 hrs
- 11 *Yufeng 6*, Tanker  
21 Oct 14 0300 hrs
- 12 *Irenes Reliance*, Container ship  
21 Oct 14 0740 hrs

- 13 *Aruna Hulya*, Bulk carrier  
22 Oct 14 0300 hrs
- 14 *Glory Sun*, Bulk carrier  
23 Oct 14 0558 hrs
- 15 *Fred*, Container ship  
26 Oct 14 0520 hrs
- Pioneer 89 & Comfort 2578*,  
Tug boat & barge  
27 Oct 14 0430 hrs

- 17 *Pavian*, Bulk carrier  
27 Oct 14 0545 hrs
- 18 *Swiber Raven & Kruez 232*,  
Tug boat & barge  
21 Oct 14 0330 hrs

## Report for October 2014

### Case Studies

#### Situation in the Straits of Malacca & Singapore (SOMS)

A total of seven incidents were reported in SOMS in October 2014. Of these, one was a Category 2 incident and six were petty thefts. See Map 2 for the location of these incidents.

Map 2 – Location of incidents in SOMS (October 2014)



- 1 *Spar Taurus*, Bulk carrier  
20 Oct 14 0535 hrs
- 2 *Lycaste Peace*, LPG tanker  
19 Oct 14 0530 hrs
- 3 *Glory Sun*, Bulk carrier  
23 Oct 14 0558 hrs

- 4 *Pioneer 89 & Comfort 2578*,  
Tug boat & barge  
27 Oct 14 0430 hrs
- 5 *Pavian*, Bulk carrier  
27 Oct 14 0545 hrs
- 6 *Hai Jie 1*, Tug boat  
1 Oct 14 0450 hrs

- 7 *Swiber Raven & Kruez 232*,  
Tug boat & barge  
21 Oct 14 0330 hrs

The Category 2 incident occurred on 27 Oct 14 when the Singapore-registered tug boat, *Pioneer 89* was towing barge, *Comfort Shipping 2578* in the vicinity of Nipa anchorage when five robbers armed with knives boarded the tug boat from a wooden speed boat. The robbers tied the crew, stole cash, and the crew's personal belongings; and damaged the communication set onboard the tug boat before they escaped.

Four of the six petty thefts reported in SOMS involved vessels such as bulk carriers and LPG tankers. Notably, these incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) of SOMS during hours of darkness (between 0450 hrs and 0600 hrs) as the vessels loaded with cargoes were slow while underway in this part of the strait. The robbers, opportunistic in nature, boarded the vessels taking advantage of low visibility and fatigue of the crew during these hours. In two of the six petty theft incidents, the robbers escaped empty-handed when the crew had been alerted. The crew was not injured.

Noting that the robbers escaped when the crew had been alerted, the ReCAAP ISC strongly urges ship masters and crew to exercise extra vigilance when transiting the straits, particularly in the eastbound lane of the TSS during hours of darkness. Ship masters are urged to report all incidents to the nearest coastal State immediately. Although the robbers were petty thieves and small-time criminal elements prying on vessels regardless of their types and sizes for the purpose of taking anything they can lay their hands on, such crime needs to be dealt with before it escalates.

## Conclusion

With two incidents of siphoning of ship fuel/oil reported in October 2014, the total number of such incidents has increased to 11 this year so far. The ReCAAP ISC is concerned and will continue to work closely with the littoral States in monitoring the situation and to encourage increase in surveillance and enforcement. Although the increase in number of incidents in October 2014 was primarily because of a rise in number of petty thefts, such trend need to be monitored carefully and appropriate countermeasures undertaken by ship owners/masters and the relevant enforcement agencies to prevent increase in number and severity of incidents.



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Correct as at 24 September 2014



## Information for Readers

### List of Abbreviations

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

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

### Time

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



## Appendix

### Description of Incidents

#### Actual Incidents

● CAT 1 (Very Significant) ● CAT 2 (Moderately Significant) ● CAT 3 (Less Significant) ● Petty theft (Minimum significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<b>Hai Jie 1</b> Tug boat Belize 87	01/10/14 0450 hrs	01° 02.75' N, 103° 39.33' E  South of Pulau Nipa, eastbound lane of TSS (Straits of Malacca & Singapore)	While underway, six robbers boarded the tug boat, stole ship's navigation equipment and escaped. The crew was not injured. Singapore VTIS initiated a broadcast to warn vessels in the vicinity and also informed Singapore PCG, RSN and Indonesian authorities about the incident.  [ReCAAP Focal Point (Singapore)]
2	<b>Sunrise 689</b> Product tanker Vietnam 4080 9624196	03/10/14	03° 45.76' S, 105° 45.84' E  Off Pulau Anambas, Indonesia (South China Sea)	On 2 Oct 14, the owner reported to the ReCAAP Focal Point (Vietnam) that he lost communication with the master. This was relayed to the ReCAAP ISC who immediately alerted all its ReCAAP Focal Points, IFC, MMEA and the Indonesian authorities. The MMEA despatched its maritime patrol aircraft which swept the area of search from northeast of Pulau Tioman towards Southern Johor waters but could not locate the vessel. The IFC also alerted its network of agencies to locate the vessel.  On 9 Oct 14 at or about 0405 hrs, the master called the owner and mentioned that some pirates armed with guns and knives had boarded the vessel and siphoned the gas oil from the tanker to their ship. The pirates damaged the communication equipment and two crew were slightly injured. The Vietnam Coast Guard despatched its patrol ship to bring the tanker, which was located at approximately 78 nm southwest of Hon Khoai Island, Vietnam, back to Vietnam for investigation.  [ReCAAP Focal Point (Vietnam)]

## Appendix

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3	<b>Dubai Star</b> Product tanker Panama 30042 9365362	07/10/14 0410 hrs	22° 48' N, 070° 05' E  Kandla anchorage, India	While at anchor, two robbers were sighted near the mid ship store. The master and crew confronted the robbers, who jumped overboard and escaped empty-handed. The master reported to the Kandla Port Control, who relayed the information to the Central Industrial Security Force (CISF).  [ReCAAP Focal Point (India)]
4	<b>Arizona</b> Bulk carrier Liberia 33044 9592733	08/10/14 2340 hrs	03° 54' N, 098° 46' E  Belawan outer anchorage, Indonesia	While at anchor, 12 robbers armed with knives boarded the bulk carrier. The alarm was raised, all crew mustered and port control notified. Upon realising the crew had been alerted, the robbers escaped with some ship properties.  [ReCAAP Focal Point (United Kingdom)]
5	<b>Jules Point</b> Bulk carrier Hong Kong, China 24428 9610690	11/10/14 0400 hrs	10° 42.76' N, 106° 45.26' E  Mooring Buoy HL- 2, Ho Chi Minh, Vietnam	While at anchor, three robbers armed with long knives boarded the bulk carrier. The robbers assaulted and tied the crew; and escaped with stolen paint.  [ReCAAP Focal Point (Vietnam), ReCAAP Contact Point (Hong Kong)]
6	<b>Veronique D</b> Bulk carrier Marshall Islands 33139 9572070	14/10/14 0215 hrs	01° 28.4' N, 104° 37.7' E  Approximately 15 nm north of Pulau Bintan, Indonesia (South China Sea)	While at anchor, the crew sighted robbers in the engine room. The alarm was raised and a search of the vessel was conducted. The robbers escaped empty-handed via the starboard quarter of the vessel. The crew was not injured. Singapore POCC initiated a broadcast to warn vessels in the vicinity and also informed Singapore PCG, RSN and Indonesian authorities about the incident.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7	<b>Suratchanya</b> Tanker Thailand 2148 9066930	15/10/14 2233 hrs	01° 39.96' N, 104° 37.24' E  Approximately 3.4 nm north of Pulau Bintan, Indonesia	<p>While en route from Tanjung Bin, Malaysia to Bangkok, Thailand, the ship owner received several SSAS alerts from the tanker, which was carrying 2,100 metric tons of gasoline. The ship owner tried to contact the vessel but was unsuccessful. The ship owner/agent reported to the ReCAAP Focal Point (Singapore) and IFC, who informed the regional authorities immediately. The Indonesian Navy reportedly deployed three vessels to locate the tanker.</p> <p>The vessel was later located at approximately 3.5 nm north of Pulau Bintan, Indonesia (1° 15.03' N, 104° 25.35' E), reportedly experiencing engine problem and the crew was safe onboard. It was also reported that the tanker will be sailing back to Bangkok. However, the vessel continued to send out SSAS alerts thereafter. The vessel was also tracked by the owner to be moving in a southerly direction, off east of Pulau Bintan.</p> <p>The ship owner later informed that nine pirates, who had boarded the tanker earlier, had left the vessel on 17 Oct 14 at or about 0700 hrs. The pirates had siphoned the gasoline onboard <i>Suratchanya</i> to another vessel (suspected to be a chemical tanker), damaged all communications before they escaped. The 14 crew onboard was safe. <i>Suratchanya</i> subsequently sailed back to Thailand and reached Sriracha Harbour on 20 Oct 14 at or about 0930 hrs. The Thai authorities are currently investigating the incident.</p> <p><b>[ReCAAP Focal Point (Thailand), ReCAAP Focal Point (Singapore)]</b></p>
8	<b>Lycaste Peace</b> LPG tanker Panama 46021 9249336	19/10/14 0530 hrs	01° 10.10' N, 103° 32.60' E  Approximately 8 nm west of Pulau Nipa (Straits of Malacca & Singapore)	<p>While underway, two robbers boarded the LPG tanker. The third engineer reported to the bridge that he saw two robbers escaping from the steering flat. The master raised the alarm and the crew mustered. A search of the vessel was conducted but no robbers were found. A few spares were found to be missing from the engine room. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed the Singapore PCG, RSN and the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</b></p>



## Appendix

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9	<b>Saigon Bridge</b> Container ship Panama 21980 9444998	19/10/14 2015 hrs	10° 12.44' N, 107° 2.47' E  Approximately 7.21 nm south of Vung Tau, Vietnam	While at anchor, 10 robbers approached the container ship in a boat. Three of the robbers boarded the vessel and stole paint drums. The alarm was raised but the robbers had escaped.  [ReCAAP Focal Point (Vietnam)]
10	<b>Spar Taurus</b> Bulk carrier Norway 32474 9299288	20/10/14 0535 hrs	01° 08.38' N, 103° 29.03' E  Approximately 6 nm east of Pulau Karimun (Straits of Malacca & Singapore)	While underway, the engineer spotted two robbers on the poop deck. The robbers approached the engineer, who ran into the engine room and informed the duty crew who raised the alarm, sounded the whistle and switched on ship lights. The crew was mustered and a search was conducted onboard the vessel. It was discovered that ship stores and spares had been stolen. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed the Singapore PCG, RSN and the Indonesian authorities.  [ReCAAP Focal Point (Singapore)]
11	<b>Yufeng 6</b> Tanker Hong Kong, China 5031 9588718	21/10/14 0300 hrs	01° 48.20' N, 104° 31.70' E  Approximately 22.2 nm east of Tanjung Sedili, Malaysia (South China Sea)	While underway, an unknown number of robbers boarded the tanker. The robbers destroyed the GPS and VHF equipment onboard the vessel before they escaped. Singapore POCC initiated broadcast to warn vessels in the vicinity and informed Singapore PCG, RSN and MMEA.  [ReCAAP Focal Point (Singapore)]
12	<b>Irenes Reliance</b> Container ship Greece 28592 9315862	21/10/14 0740 hrs	10° 09.70' N, 107° 06.10' E  Approximately 9.39 nm south of Vung Tau, Vietnam	While at anchor, five robbers armed with knives boarded the container ship from a boat. The crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed.  [ReCAAP Focal Point (Vietnam)]
13	<b>Aruna Hulya</b> Bulk carrier Marshal Islands 32474 9299288	22/10/14 0300 hrs	01° 25.50' N, 104° 35.80' E  Approximately 11.9 nm northeast of Pulau Bintan, Indonesia	While at anchor, five robbers boarded the bulk carrier using hooks via the astern. The robbers wore black T-shirts and were armed with knives. The lights on the main deck were switched on and a search was conducted but no robbers were found. The crew was not injured and nothing was stolen. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
14	<b>Glory Sun</b> Bulk carrier Panama 15879 8402917	23/10/14 0558 hrs	01° 07.45' N, 103° 31.33' E  West of Pulau Nipa (Straits of Malacca and Singapore)	While underway, the crew sighted four robbers onboard the bulk carrier. The crew was mustered and conducted a search of the vessel but no robbers were found. The crew was not injured and nothing was stolen. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities.  [ReCAAP Focal Point (Singapore)]
15	<b>Fred</b> Container ship Marshall Islands 28007 9360269	26/10/14 0520 hrs	01° 24.70' N, 104° 35.90' E  Approximately 11.27nm north of Pulau Bintan, Indonesia	While at anchor, four robbers boarded the container ship via stern from a small boat with green canopy. The robbers wore T-shirt/shorts and were armed with knives, bolo and hammer. The crew spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped empty-handed. The crew was mustered and a search of the vessel was conducted but no robbers were found onboard. The crew was not injured. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities, who boarded the vessel for investigation.  [ReCAAP Focal Point (Singapore)]
16	<b>Pioneer 89</b> Tug boat Singapore 133 8984446  <b>Comfort Shipping 2578</b> Barge Singapore	27/10/14 0430 hrs	01° 08' N, 103° 35' E  Nipa anchorage (Straits of Malacca and Singapore)	While the tug boat towing barge was underway, five robbers armed with knives boarded the tug boat from a wooden speed boat with twin engines. The robbers tied the crew and stole cash and the crew's personal belongings. The robbers also damaged the vessel's communication set before they escaped.  [ReCAAP Focal Point (Singapore)]
17	<b>Pavian</b> Bulk carrier Liberia 40568 9248904	27/10/14 0545 hrs	01° 04.80' N, 103° 36' E  Southwest of Pulau Nipa (Straits of Malacca and Singapore)	While underway, the crew spotted two robbers onboard the bulk carrier. The alarm was raised and upon hearing the alarm, the robbers escaped empty-handed immediately. A search of the vessel was conducted but no robbers were found onboard. The crew was not injured. Singapore VTIS promulgated broadcast to warn all ships in the vicinity and informed Singapore PCG, RSN and the Indonesian authorities.  [ReCAAP Focal Point (Singapore)]

## Appendix

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
18	<b>Swiber Raven</b> Tug boat Singapore 298 9502116  <b>Kruez 232</b> Barge Indonesia	21/10/14 0330 hrs	01° 13.8' N, 104° 1.1' E  Approx 2.4 nm north of Pulau Batam, east bound traffic lane (Straits of Malacca and Singapore)	<p>While the tug boat towing barge was underway, officer on watch saw two men onboard the barge. Search light was flashed at the men and at the same time, the master gave verbal warnings using vessel's public address (PA) system. All crew was mustered at the bridge. The robbers escaped when realised that the crew had been alerted. Some deck cargo on the barge were reported missing. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>