



JANUARY -  
DECEMBER 2022

# ANNUAL REPORT 2022

## PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

**COLLABORATIVE & COOPERATIVE EFFORTS**  
- to prevent piracy & armed robbery against ships



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# Executive Summary

1. A total of **84 incidents** of piracy and armed robbery against ships (80 actual and four attempted incidents) were reported in Asia in the year 2022. This accounts for a 2% increase in the total number of incidents compared to the year 2021. In 2021, 82 incidents (77 actual and five attempted incidents) were reported. Of the 84 incidents reported in 2022, 83 incidents were armed robbery/petty theft of opportunistic nature and one incident of piracy involving a fishing vessel in South China Sea.
2. The increase of incidents in 2022 occurred in the Singapore Strait, Bangladesh, Malaysia and South China Sea; and the number of incidents remain the same in India and Vietnam. However, there was a decrease of incidents in other locations in Asia; namely, Indonesia, the Philippines and the Sulu-Celebes Seas.
3. The two areas of concern in 2022 were:
  - (a) Increase of incidents in the Singapore Strait. A total of 55 incidents occurred on board ships while underway in the Singapore Strait in 2022 compared to 49 incidents in 2021. Most of the incidents were petty theft and involved perpetrators who escaped immediately upon sighted by the crew. The perpetrators were not armed and crew not injured. However, as the perpetrators are not arrested, incidents can continue to occur.
  - (b) Threat of abduction of crew for ransom in the Sulu-Celebes Seas. There continues to be no abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in 2022. The last known incident occurred on 17 Jan 20. However, due to the presence of the remnants of the Abu Sayyaf Group (ASG) in the area, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi still remains.
4. The ReCAAP ISC recommends that in view of the increase in incidents, particularly in the locations mentioned in this report, the law enforcement agencies in Asia is required to enhance surveillance, increase patrols and respond promptly to the incidents reported by ships, in order to arrest and prosecute the perpetrators.
5. Ship masters and crew are advised to exercise vigilance, maintain constant lookout for suspicious boats in the vicinity and report all incidents immediately to the nearest coastal State (referring to the poster on 'Piracy & Armed Robbery against Ships in Asia Reporting of Incidents - Contact Details'), and implement preventive measures recommended in the '*Regional Guide 2 to Counter Piracy and Armed Robbery Against Ships in Asia*'.

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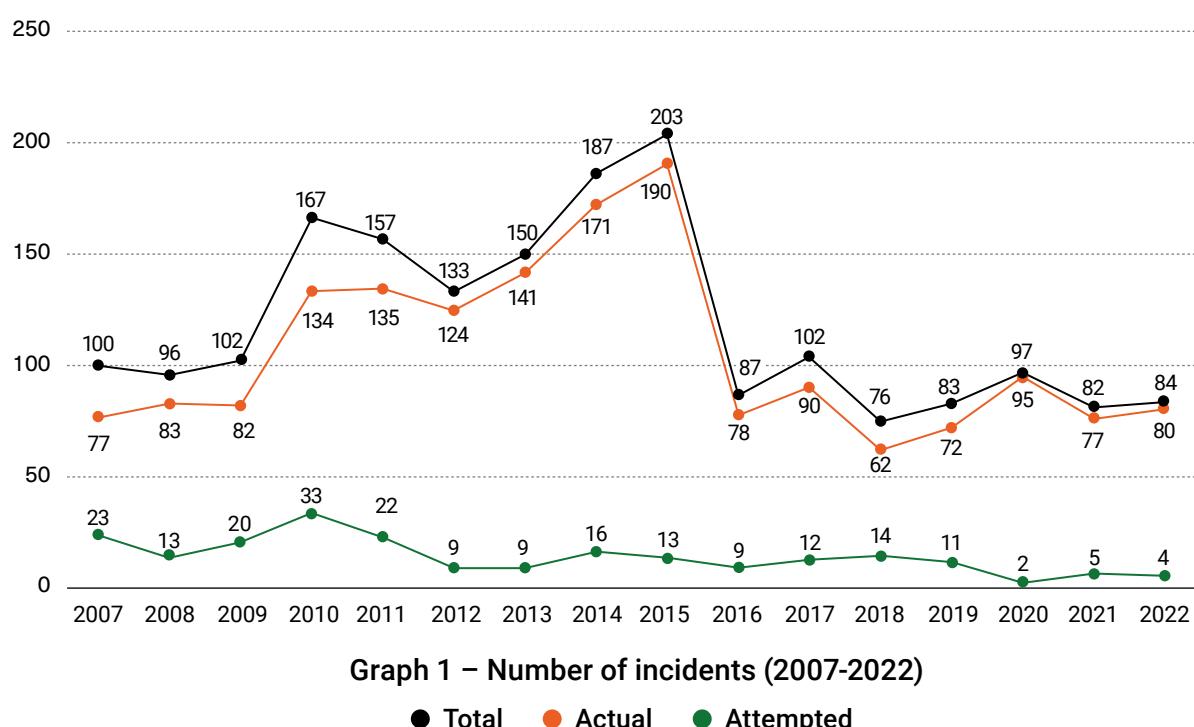
**Incidents of Piracy and  
Armed Robbery Against  
Ships in Asia - 2022**

# Incidents of Piracy and Armed Robbery Against Ships in Asia in 2022

## Number of Incidents

A total of **84 incidents** of piracy and armed robbery against ships<sup>1</sup> (80 actual<sup>2</sup> and four attempted<sup>3</sup> incidents) were reported in Asia in 2022. Of the 84 incidents, one was a piracy<sup>4</sup> incident involving a fishing vessel and 83 were armed robbery against ships. This accounts for a **2% increase** in the total number of incidents in 2022 compared to 2021. A total of 82 incidents (77 actual and five attempted incidents) were reported in 2021. Refer to the Appendix B on '*Description of incidents*' for details of the incidents.

Graph 1 shows number of incidents reported for period 2007-2022.



1 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

2 Actual incidents are incidents where perpetrators boarded the ship; and regardless of whether they stole items from the crew or items found on board ship.

3 Attempted incidents are incidents where perpetrators tried but failed to board the ship.

4 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82). Refer to Appendix for detailed definition.

## Incidents of 2022 compared with 2021

The total number of incidents reported in 2022 though has increased compared to 2021, there were decreases in the number of incidents in several locations in Asia.

The **increase** of incidents occurred in the following locations:

- In the Singapore Strait (SS), 55 incidents were reported in 2022 compared to 49 incidents in 2021.
- In Bangladesh, five incidents were reported in 2022 compared to no incident in 2021.
- In Malaysia, two incidents were reported in 2022 compared to one incident in 2021.
- In South China Sea, one incident was reported in 2022 compared to no incident in 2021.

The number of incidents remains **the same** in 2022 and 2021 for India (five incidents) and Vietnam (two incidents). The ReCAAP ISC commends the efforts of coastal States concerned to have produced positive results in bringing down the number of incidents. The **decrease** of incidents in 2022 compared to 2021 occurred in the following locations:

- In the Philippines, four incidents were reported in 2022 compared to 11 incidents in 2021.
- In Indonesia, 10 incidents were reported in 2022 compared to 13 incidents in 2021.

## Areas of Concern

There were two areas of concern arising from the incidents of piracy and armed robbery against ships reported in 2022:

### 1. Increase of incidents in SS

A total of 55 incidents were reported in the SS in 2022. This accounts for 65% (55 of 84 incidents) of the total number of incidents in Asia. Compared to 2021, there was an increase of six incidents in the SS for the same period in 2022. More details of the situation in the SS can be found in Part Two of this report.

### 2. Threat of abduction of crew for ransom in Sulu-Celebes Seas

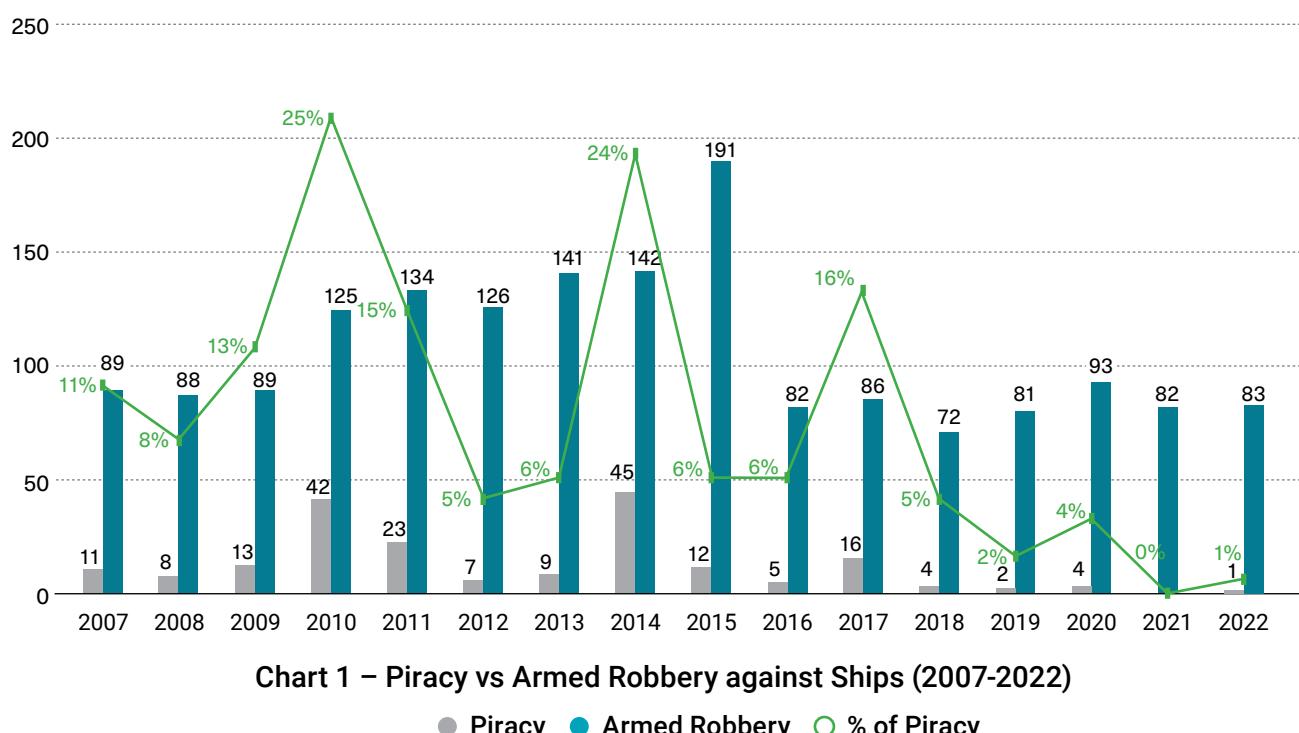
No incident of abduction of crew by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas in 2022. The Philippine Coast Guard (PCG) has downgraded the threat assessment of abduction of crew in the area from 'potentially high' to 'moderate'. However, due to the presence of the remnants of the ASG in the area, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi still remains. More details of the threat of abduction of crew in the Sulu-Celebes Seas can be found in Part Three of this report.

## Piracy vs Armed Robbery Against Ships

Of the 84 incidents reported in 2022, one was a piracy incident involving a fishing vessel in South China Sea and 83 were armed robbery/petty theft. Piracy takes place on the high seas under universal jurisdiction while armed robbery/petty theft takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

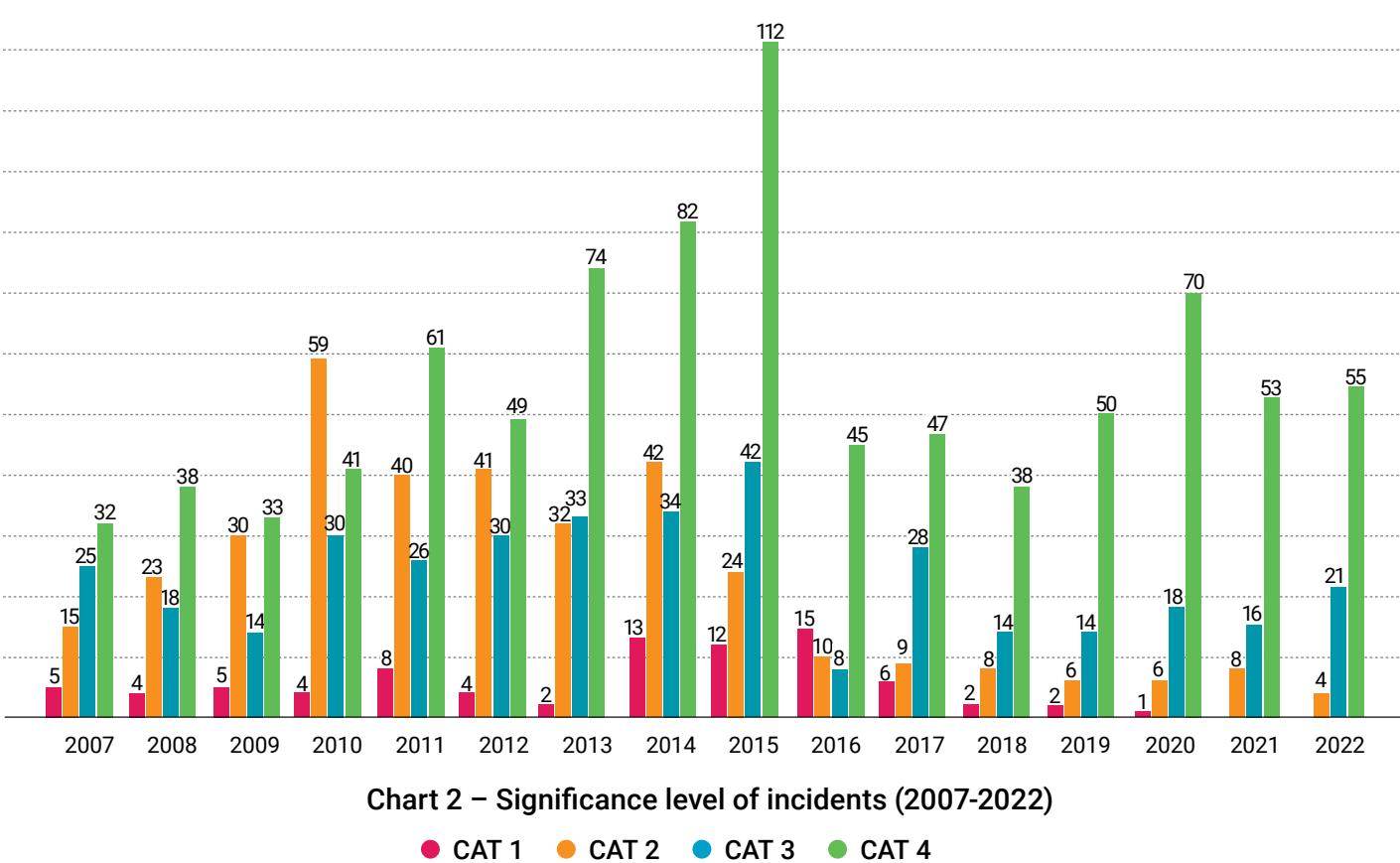
The majority of the incidents reported in Asia are armed robbery/petty theft. Over the 16-year period of 2007-2022, the number of piracy incidents fluctuated each year, with an average of 11% for piracy incidents and 89% for armed robbery against ships.

Chart 1 shows number of incidents of piracy vs armed robbery against ships for period 2007-2022.



## Significance Level of Incidents

The 80 actual incidents reported in 2022 were: four CAT 2<sup>5</sup>, 21 CAT 3<sup>6</sup> and 55 CAT 4<sup>7</sup> incidents. Similar to 2021, no CAT 1<sup>8</sup> incident was reported in 2022. The last CAT 1 incident was reported in 2020, involved the abduction of crew for ransom off Lahad Datu, Sabah, Malaysia. Chart 2 shows the significance level of incidents reported during 2007-2022.



**CAT 2** Of the four CAT 2 incidents, three occurred on board bulk carriers while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS, and one occurred on board a fishing vessel in the South China Sea (SCS).

Among the three incidents in the SS, one involved a perpetrator armed with a pistol but the perpetrator did not fire the weapon. The other two incidents involved perpetrators armed with knives. In the two incidents involving perpetrators armed with knives, the perpetrators tied up a crew and pushed him to the floor. In both incidents, the two crew managed to free themselves, and report incidents to the Chief Engineer. Engine spares were stolen in all three incidents.

In the incident in SCS, the perpetrator armed with a gun fired three shots at the boat, and as a result, one crew was seriously injured in his left foot. The injured crew was taken ashore and reported to be in a stable condition. The items stolen were seafood and flashlights.

5 CAT 2 incident is '**moderately significant**' in nature. Under this category, the perpetrators are likely to be armed with knives/machetes and in some incidents armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.

6 CAT 3 incident is classified as '**less significant**' in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.

7 CAT 4 incident is classified as '**least significant**' in nature. Under this category, the perpetrators are not armed, and the crew not injured. In CAT 4 cases, either nothing is stolen or small items are stolen.

8 CAT 1 incident is classified as '**very significant**' in nature. Under this category, the perpetrators are mostly armed with guns and/or knives, and the crew likely to suffer some form of injury or physical violence or abandoned or kidnapped. In terms of losses, the ship is either hijacked or the cargo on board is stolen, for example siphoning of cargo oil.

**CAT 3** Of the 21 CAT 3 incidents, 15 incidents occurred in the SS, four incidents in Indonesia, one incident in Bangladesh and one incident in India.

All 21 incidents involved perpetrators who carried weapons. Majority of the weapons carried were knives or machetes. Other weapons include axe, hammer, rod, steel bar and weapon-like objects that cannot be ascertained by the crew. However, in majority of the incidents, the perpetrators did not use the weapons to confront or injure the crew. There was one incident where the perpetrators threatened the duty officer and demanded him to bring them to the master's cabin.

Seven of the 21 incidents reported losses, including engine spares and ship stores. Nothing was stolen in 11 incidents, and there was no information on the losses in the other three incidents.

**CAT 4** As with past trend observed in Asia, majority of the incidents reported in 2022 were CAT 4 incidents. This accounts for 69% of the number of actual incidents (55 of 80) reported in 2022. In CAT 4 incidents, perpetrators are not armed and the crew not injured.

## Status of Ships

Of the 84 incidents reported in 2022, 22 incidents (26%) occurred to ships while at anchor/berth and 62 incidents (74%) occurred to ships while underway.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth. All incidents reported in Malaysia and the Philippines occurred to ships while they were anchored/berthed.

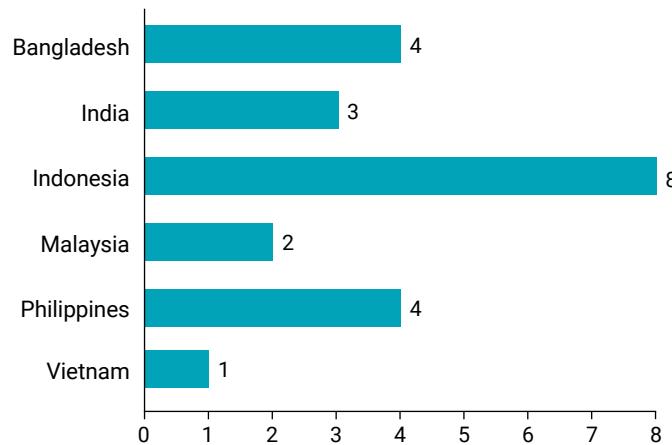


Chart 3 - Incidents on board ships at anchor/berth (2022)

Chart 4 shows the location of the incidents occurred to ships while underway. All incidents in the Straits of Malacca and Singapore (SOMS) occurred on board ships while underway. In 2022, all incidents in the SOMS occurred in the SS; no incident was reported in the Malacca Strait.

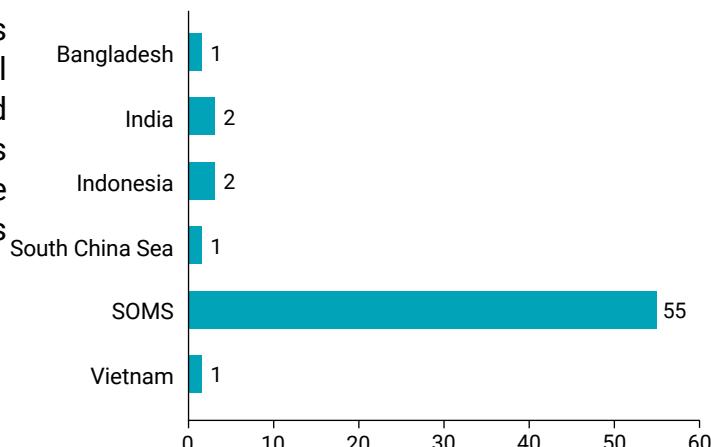


Chart 4 – Incidents on board ships while underway (2022)

## Location of Incidents

Table 1 shows number and location of incidents reported in Asia for past 10 years (2013-2022).

Act = Actual, Att = Attempted

	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022	
	Act	Att																		
<b>North Asia</b>																				
China					2		3		2				3							
<b>Sub-total</b>					2		3		2				3							
<b>South Asia</b>																				
Arabian Sea											1									
Bangladesh	6		16		10		1	1	11		9	2				5			4	1
Bay of Bengal			2																	
India	11		11	3	12		12		4		3	1	4	1	9		5		4	1
<b>Sub-total</b>	17		29	3	22		13	1	15	1	12	3	4	1	14		5		8	2
<b>Southeast Asia</b>																				
Andaman Sea					1															
Indian Ocean					1															
Indonesia	83	7	42	5	22	1	32		30	3	21	6	18	5	21	1	12	1	10	
Malaysia	6		4	1	4		1		1	1	6		8		3		1		1	1
Pacific Ocean														1						
Philippines	5		5		7	1	3		19		8	1	5	2	13		10	1	4	
South China Sea	8	1	40	2	10	1	4	1	11	1	3	1	1		3	1			1	
SOMS	14		45	4	94	10	1	1	7	2	6	2	29	2	34		47	3	54	1
Sulu-Celebes Seas							12	6	3	4	2	1	2		1					
Thailand							1													
Vietnam	8	1	6		27		9		2		4		2		6		2		2	
<b>Sub-total</b>	124	9	142	13	166	13	62	8	73	11	50	11	65	10	81	2	72	5	72	2
<b>Overall total</b>	141	9	171	16	190	13	78	9	90	12	62	14	72	11	95	2	77	5	80	4

Table 1 – Location of incidents (2013-2022)

Location of incidents in 2022 is shown in Map 1.



## Data Analytics of Incidents in Asia

This section provides an insight into the incidents reported in Asia during the 16-year period of 2007-2022. The analytics focuses on the number of perpetrators, weapons carried, treatment of crew, stolen items, type of ships boarded and time of the incidents.

### Number of Incidents during 2007-2022

During 2007-2022, a total of 1,906 incidents (1,691 actual and 215 attempted incidents) were reported in Asia. Of this, 5% of the actual incidents were CAT 1 (83 of 1,691), 21% were CAT 2 (357 of 1,691), 22% were CAT 3 (371 of 1,691) and 52% were CAT 4 (880 of 1,691).

#### Summary of analytics of incidents

The characteristics of incidents reported in Asia for 16-year period of 2007-2022 are:

- Majority of the incidents were **CAT 4 (52%)**
- Number of perpetrators: **4-6 men (33%)**, 1-3 men (27%)
- **58%** that perpetrators did not carry weapons or no information on the weapons carried, 32% armed with knives, machetes and other weapons, 10% armed with guns and knives
- **80%** reported crew not 'confronted' by perpetrators or no report on 'crew treatment'
- **63%** reported loss of items, **33%** nothing was lost, 4% losses cannot be ascertained  
Ship stores were mostly stolen
- Type of ships boarded: tankers (**35%**), bulk carriers (29%), tug boats/supply vessels (15%)
- **81%** of incidents occurred during hours of darkness

## Details of Analytics

### Number of Perpetrators

**2007-2022.** Among the 1,906 incidents, 628 incidents involved **4-6 men** (33%), 518 incidents involved 1-3 men (27%), 181 incidents involved 7-9 men (10%), 138 incidents involved more than 9 men (7%), and 441 incidents had no information available (23%).

**2022.** Of the 84 incidents, 42 incidents involved **1-3 men** (50%), 25 incidents involved 4-6 men (30%), seven incidents involved 7-9 men (8%), three incidents involved more than 9 men (4%) and seven incidents had no information available (8%). There are more incidents involving 1-3 men in 2022 compared to past 15-year period of 2007-2021.

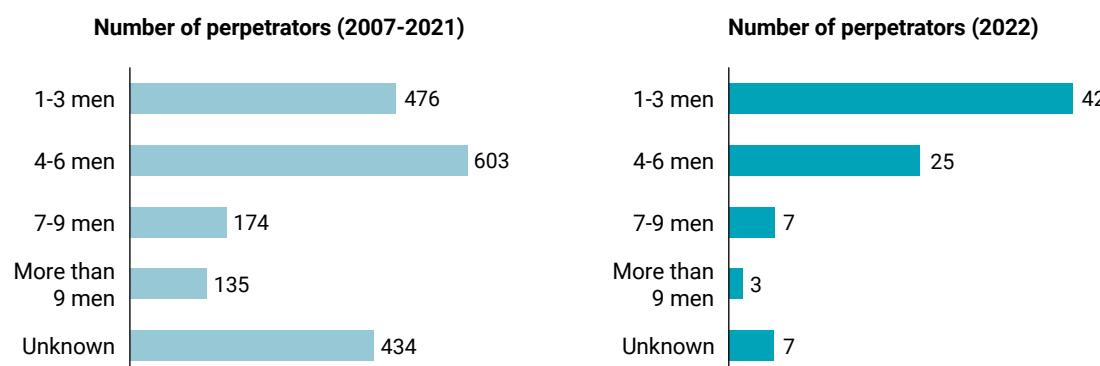


Chart 5 – Number of perpetrators – Asia (2007-2021 & 2022)

### Type of Weapons

**2007-2022.** Of the 1,906 incidents, 932 incidents had **no information on the weapons carried by the perpetrators** (49%), 614 incidents reported knives/machetes (32%), 190 reported guns and knives (10%) and 170 did not carry weapons (9%).

**2022.** Among the 84 incidents, two incidents reported that the perpetrators carried guns (2%), 23 incidents reported that the perpetrators carried knives, machetes and other weapons such as rods and bars (28%), 10 incidents reported the perpetrators did not carry weapons (12%) and 49 incidents had **no information of weapons carried by the perpetrators** (58%).

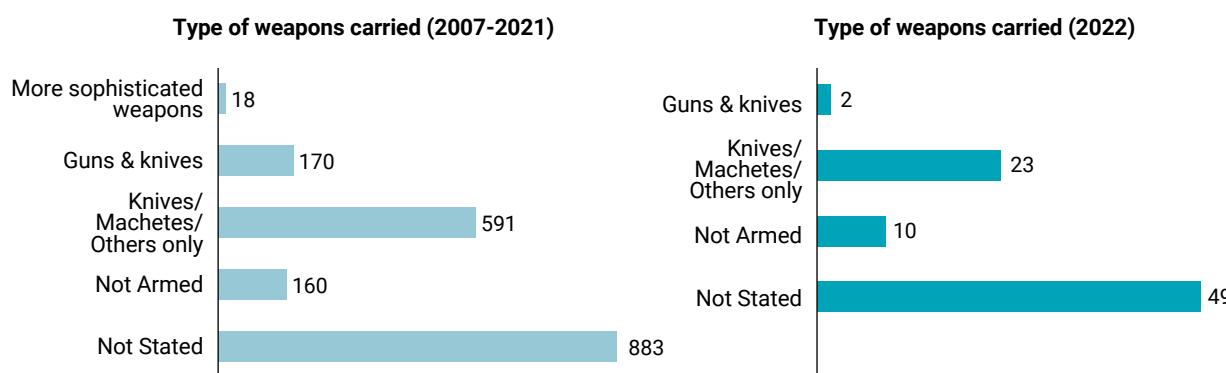


Chart 6 – Type of weapons carried by perpetrators – Asia (2007-2021 & 2022)

## Treatment of Crew

**2007-2022.** Among the 1,906 incidents, 1,076 incidents reported that the **crew was not injured** (57%) and 435 incidents had no statement of injury (23%), while 180 incidents reported crew being taken hostage temporarily (9%), 80 incidents of crew being threatened (4%), 77 incidents of crew were assaulted (4%) and 26 incidents of crew kidnapped (1%).

**2022.** Of the 84 incidents, 78 incidents reported that the **crew was not injured** (93%), and two incidents had no statement of the crew's injury. In the other four incidents, one incident reported a crew sustained a serious injury to his left foot after the perpetrator fired at the boat, two incidents reported crew were assaulted, tied and pushed to the floor, and one incident reported the crew being threatened.

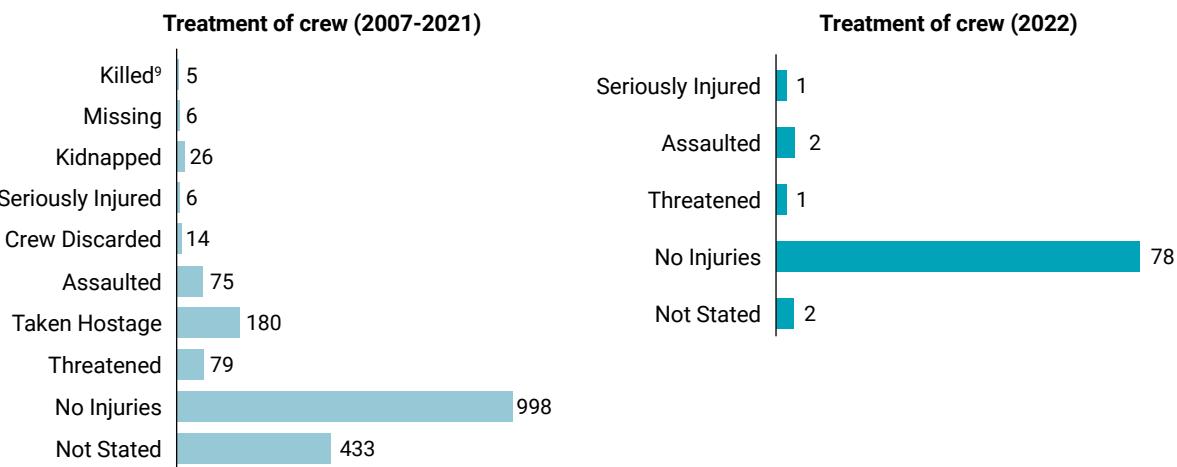


Chart 7 – Treatment of crew – Asia (2007-2021 & 2022)

<sup>9</sup> Regarding the 'Treatment of Crew for 2007-2021', the number of incidents of crew "killed" does not include the number of incidents of abducted crew in the Sulu-Celebes Seas where crew were killed or died. These incidents are counted as the incidents of crew "kidnapped" in order to avoid the double counting of incidents.

## Stolen items

**2007-2022.** Of the 1,906 incidents, **losses of ship stores** were reported in 620 incidents (32%), losses of cash/personal belongings in 231 incidents (12%), losses of engine spares in 165 incidents (9%), losses of unsecured items in 107 incidents (6%), 71 incidents with losses not stated (4%) while 636 incidents reported nothing was lost (33%).

**2022.** Among the 84 incidents, one incident reported loss of crew's mobile phone (1%), 14 incidents reported losses of ship stores (17%), 13 incidents reported losses of engine spares (15%), 19 incidents reported **losses of unsecured items** (23%), three incidents reported the type of losses could not be ascertained (4%), while 34 incidents reported **nothing was lost** (40%).

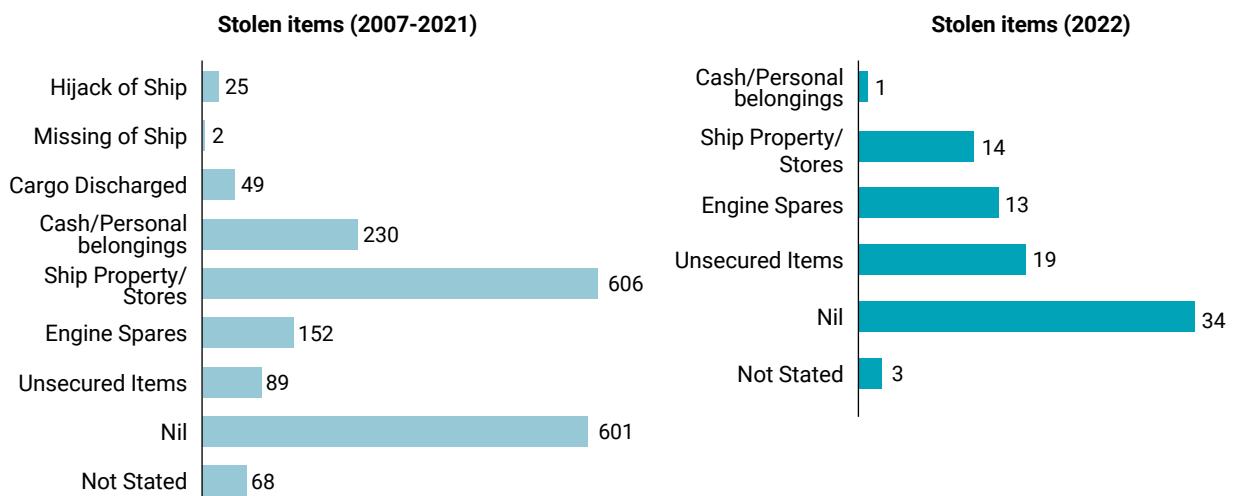


Chart 8 – Stolen items – Asia (2007-2021 & 2022)

## Type of Ships Boarded

**2007-2022.** Of the 1,906 incidents, 668 incidents occurred on board **tankers** (35%), 545 incidents on board bulk carriers (29%), 279 on board tug boats/supply vessels (15%), 236 incidents on board container ships (12%) and 110 incidents on board general cargo ships (6%).

**2022.** Of the 84 incidents, 36 incidents occurred on board **bulk carriers** (43%), 23 incidents on board tankers (27%), 17 incidents on board tug boats/supply ships towing barges and semi-submersible rig (20%), three incidents on board container ships (4%), one incident on board a fishing trawler (1%), one incident on board a general cargo ship (1%), and three incidents on board other types of ships (4%).

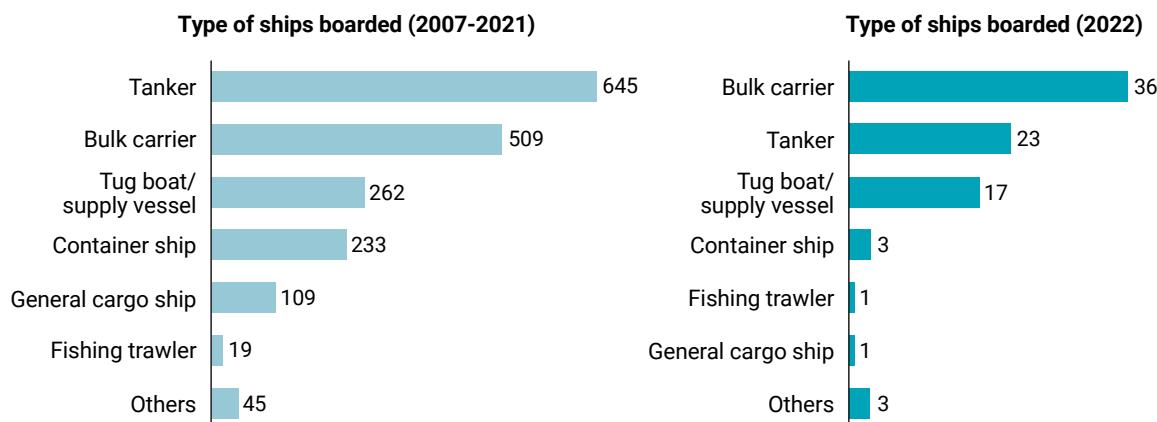


Chart 9 – Type of ships boarded – Asia (2007-2021 & 2022)

## Time of Incidents

**2007-2022.** Among the 1,906 incidents, 1,553 incidents occurred during **hours of darkness** (81%) and 353 incidents occurred during daylights hours (19%).

**2022.** 87% of the incidents occurred during **hours of darkness** and 13% during daylight hours.

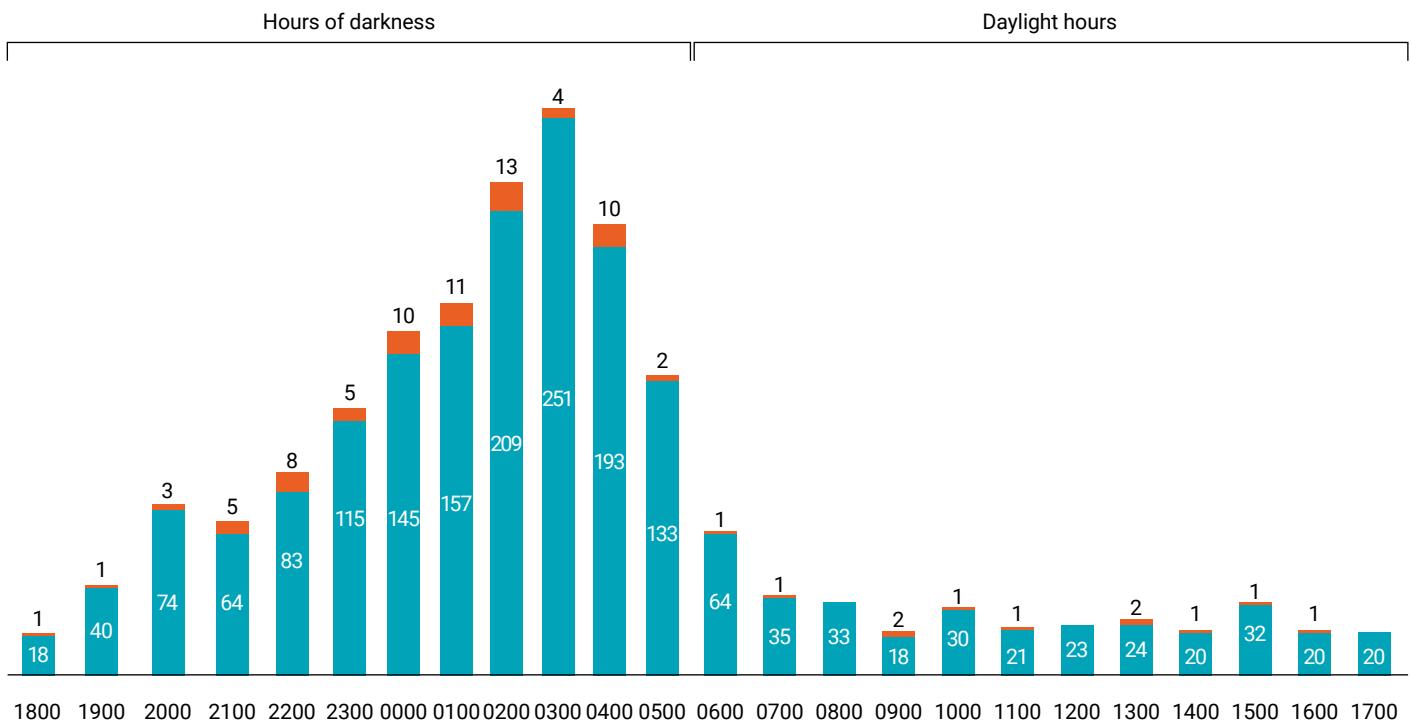


Chart 10 – Time of incidents – Asia (2007-2021 & 2022)

● 2007-2021 ● 2022

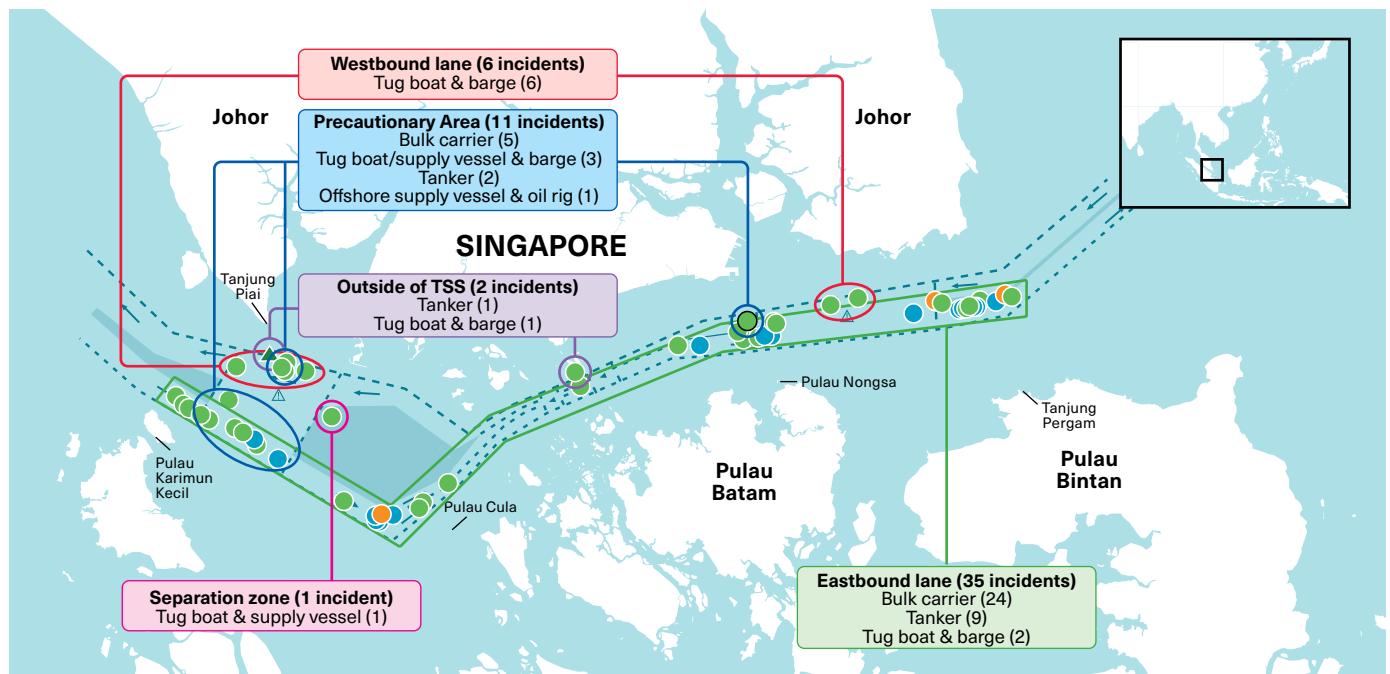
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**Incidents in Singapore Strait - 2022**

# Incidents in Singapore Strait - 2022

## Situation Update

A total of 55 incidents were reported in the Singapore Strait (SS) in 2022. Of these, 35 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS, 11 incidents in the precautionary area, six incidents in the westbound lane, two incidents outside the TSS and one incident in the separation zone. Map 2 shows the location of the 55 incidents in the SS.



Map 2 – Location of incidents in the Singapore Strait (2022)

● CAT 2   ● CAT 3   ● CAT 4   ▲ Attempted

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS, in particular, the clusters of incidents off Tanjung Pergam, Bintan Island (Indonesia) [13 incidents], off Pulau Karimun Kecil (Indonesia) [11 incidents], off Pulau Nongsa, Batam Island (Indonesia) [10 incidents] and in the Phillip Channel off Pulau Cula (Indonesia) [nine incidents].

The Centre had issued five Incident Alerts (IAs) since January 2022<sup>10</sup> to warn the maritime community of the occurrence of incidents in the SS. The IAs can be found at [www.recaap.org/alerts](http://www.recaap.org/alerts).

<sup>10</sup> IA 01/2022 was issued on 21 Feb, IA 02/2022 on 2 Mar, IA 03/2022 on 1 Aug, IA 05/2022 on 21 Nov and IA 06/2022 on 28 Nov.

## Observations

### Modus Operandi and Observations - 2022

The modus operandi of 55 incidents that occurred to ships while underway in SS in 2022 are summarised in table below:

Factors of incident	Eastbound lane of TSS (35 incidents)		Precautionary area of TSS (11 incidents)		Westbound lane of TSS (6 incidents)		Outside of TSS (2 incidents)		Separation zone of TSS (1 incident)
	Eastern Part (23)	Western Part (12)	Eastern Part (1)	Western Part (10)	Eastern Part (2)	Western Part (4)	Eastern Part (1)	Western Part (1)	Western Part (1)
Type of ship	Bulk carrier (14) Tanker (7) Tug boat & barge (2)	Bulk carrier (10) Tanker (2)	Tanker (1)	Bulk carrier (5) Tug boat / supply vessel towing barge (3) Offshore supply vessel towing oil rig (1) Tanker (1)	Tug boat towing barge (2)	Tug boat towing barge (4)	Tug boat towing barge (1)	Tanker (1)	Tug boat towing barge (1)
Number of perpetrators	25 men (1) 7 men (1) 6 men (2) 5 men (2) 4 men (5) 3 men (3) <b>2 men (6)</b> 1 man (3)	7 men (1) 5 men (4) <b>3 men (6)</b> 2 men (1)	2 men (1)	6 men (1) <b>3 men (4)</b> 2 men (2) 1 man (1) Not stated (2)	8 men (1) 6 men (1)	14 men (1) 9 men (1) 4 men (1) 1 man (1)	10 men (1)	5 men (1)	2 men (1)
Weapons carried	Pistol (1) Weapon-like object (2) Knives / machetes (7) Axe & metal rod (1) Not armed (1) <b>Not stated (11)</b>	<b>Knives (5)</b> Not armed (2) Not stated (5)	Not armed (1)	Knives (1) Hammer, knife & metal rod (1) Not armed (1) <b>Not stated (7)</b>	<b>Not stated (2)</b>	<b>Not stated (4)</b>	Not stated (1)	Not stated (1)	Not stated (1)
Treatment of crew	Tied & threatened crew (1) <b>No injuries (22)</b>	Tied, blindfolded & pinned down (1) <b>No injuries (11)</b>	No injuries (1)	<b>No injuries (10)</b>	<b>No injuries (2)</b>	<b>No injuries (4)</b>	No injuries (1)	No injuries (1)	No injuries (1)
Items stolen	Engine spares (5) Shaft maintenance kit (1) Scrap metal (2) <b>Nothing stolen (14)</b> Not known (1)	Mobile phone & engine spares (1) Engine spares (2) Welding equipment (1) <b>Nothing stolen (8)</b>	Compressor for charging SCBA & hose for charging lifeboat compressed air bottles (1)	Engine spares (3) Scrap metal on board barge (2) Mooring rope (1) <b>Nothing stolen (4)</b>	<b>Scrap metal on board barge (2)</b>	<b>Scrap metal on board barge (4)</b>	Scrap metal on board barge (1)	Nothing stolen (1)	Stores (1)
Time of incident	<b>Hours of darkness (22)</b> Daylight hours (1)	<b>Hours of darkness (12)</b>	Hours of darkness (1)	<b>Hours of darkness (10)</b>	<b>Daylight hours (2)</b>	<b>Daylight hours (4)</b>	Hours of darkness (1)	Hours of darkness (1)	Daylight hours (1)

The observations are as follows:

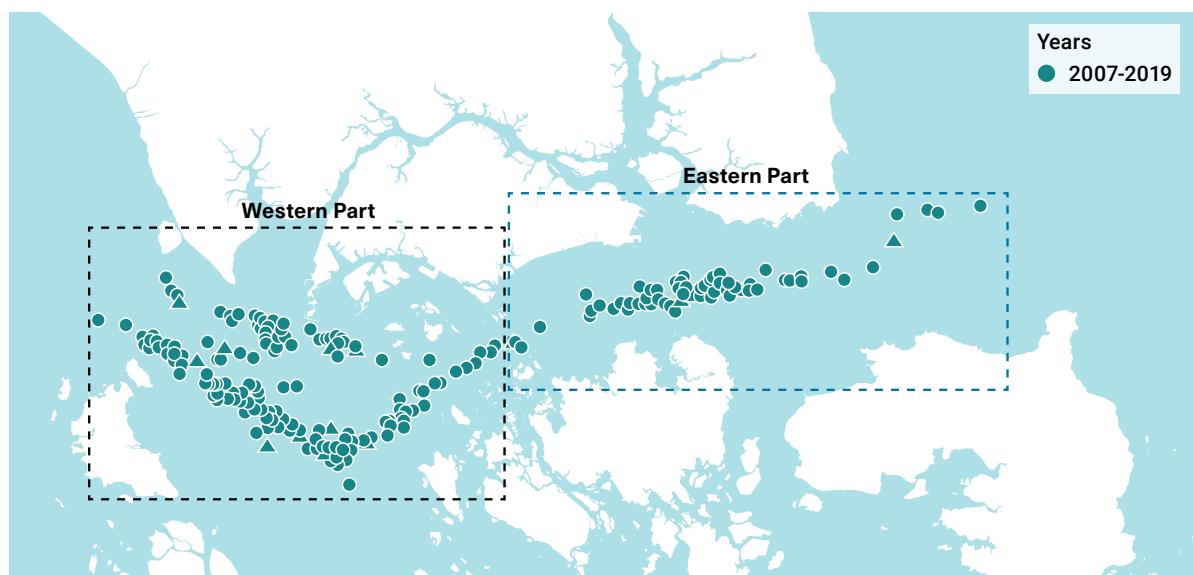
1. Majority of the 55 incidents occurred to bigger ships, namely bulk carriers and tankers (41 incidents). The other 14 incidents occurred on board tug boats and supply vessels towing barges or oil rig.
2. More than half of the incidents reported groups of 1 to 3 perpetrators (29 incidents). Another 17 incidents involved groups of 4-6 perpetrators while four incidents involved groups of 7-9 perpetrators. There were three incidents that involved larger groups of 10 and 14 perpetrators, which occurred to barges towed by tug boats. The remaining two incidents had no information on the number of perpetrators involved.
3. 58% of the incidents had no information if the perpetrators carried weapons (32 incidents). Of the remaining 23 incidents, one reported the perpetrators carried a pistol; 15 reported the perpetrators carried knives, machetes and other weapons such as hammer, metal rod, axe; two reported the perpetrators carried weapon-like objects, and five reported the perpetrators were not armed.
4. The perpetrators did not harm the crew in the majority of the incidents (53 incidents). However, there were two incidents where the perpetrators were violent to the crew. In one incident, the perpetrators tied the duty motorman in the engine room, pushed him to the floor and threatened him. In the other incident, the 2<sup>nd</sup> Engineer was tied, blindfolded and pinned down to the floor by the perpetrators.
5. The perpetrators were sighted in or in the vicinity of the engine room in 25 incidents. Of the 55 incidents, 11 reported engine spares were stolen.
6. Of the 55 incidents, 47 incidents occurred during hours of darkness. Of the remaining eight incidents that occurred during daylight hours, seven occurred to tug boats towing barges and one occurred to a bulk carrier.

## Location of incidents

### Eastern Part vs Western Part of SS (2007-2022)

The ReCAAP ISC observes that there was a shift in the location of the cluster of incidents during 2007-2019 compared to the recent three-year period of 2020-2022.

During 2007-2019, 75% of the total number incidents occurred in the western part of the SS (196 of 263 incidents); and 25% in the eastern part of SS (67 of 263). See Map 3 below.



Map 3 – Location of incidents in SS (2007-2019)

However, during 2020-2022, more incidents occurred in the eastern part of SS. 70% of the total number of incidents occurred in the eastern part of the SS (96 of 138 incidents) and 30% in the western part of the SS (42 of 138). See Map 4 below.



Map 4 – Location of incidents in SS (2020-2022)

The observations are as follows:

1. The perpetrators involved in the incidents in the SS are opportunistic in nature and have no intention to harm the crew. Their main objective is to steal items from ships and escape without being noticed by the crew.
2. The persistence of the perpetrators in boarding ships in a particular location is demonstrated by the successive incidents occurred within a short time interval and in locations of close proximity to each other. Continuous boarding without being detected or reported to the authorities will further embolden the perpetrators to continue committing the crime.
3. Other contributing factors include insufficient enforcement presence in the area, fatigue and lack of vigilance by crew during the hours of darkness, low freeboard and slow manoeuvring speed of ships.

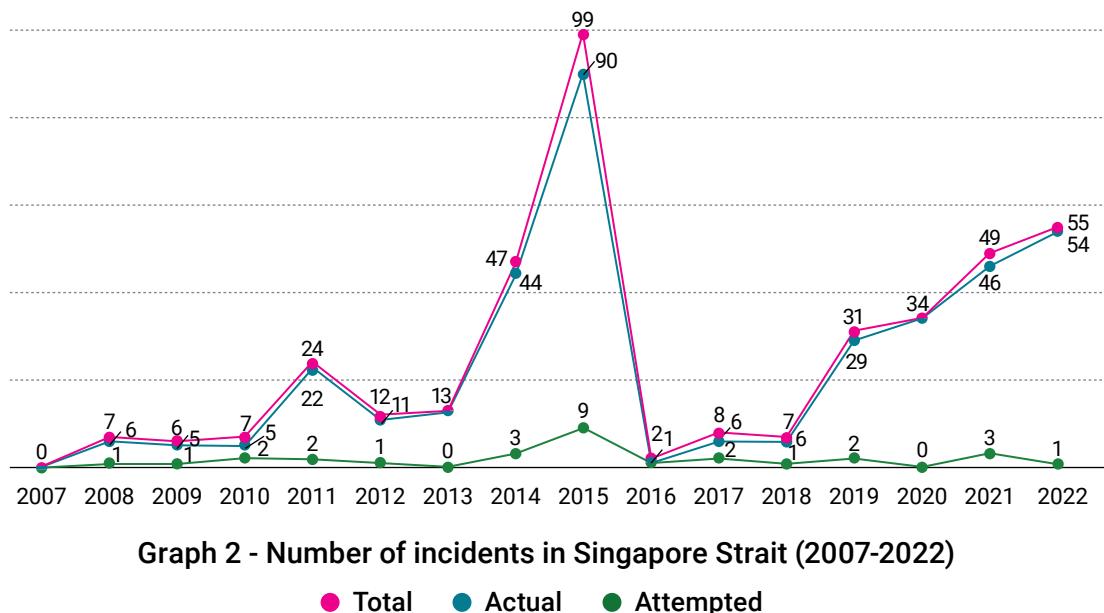
## Data Analytics of Incidents in Singapore Strait

This section provides analysis of all the incidents reported in the SS for the past 15 years (2007-2021) and 2022. The analytics focuses on the number of perpetrators, weapons carried, treatment of crew, items stolen, type of ships boarded and time of incidents.

### Number of incidents

A total of 401 incidents (372 actual and 29 attempted incidents) were reported in the SS during 2007-2022. The highest number of incidents occurred in 2015 (99 incidents) and the lowest number of incidents in 2016 (two incidents), except in 2007 (zero incident). The number of incidents reported in the SS has increased steadily from seven incidents in 2008 to 55 incidents in 2022. The 55 incidents reported in 2022 is the second highest number of incidents reported in the SS since 2007.

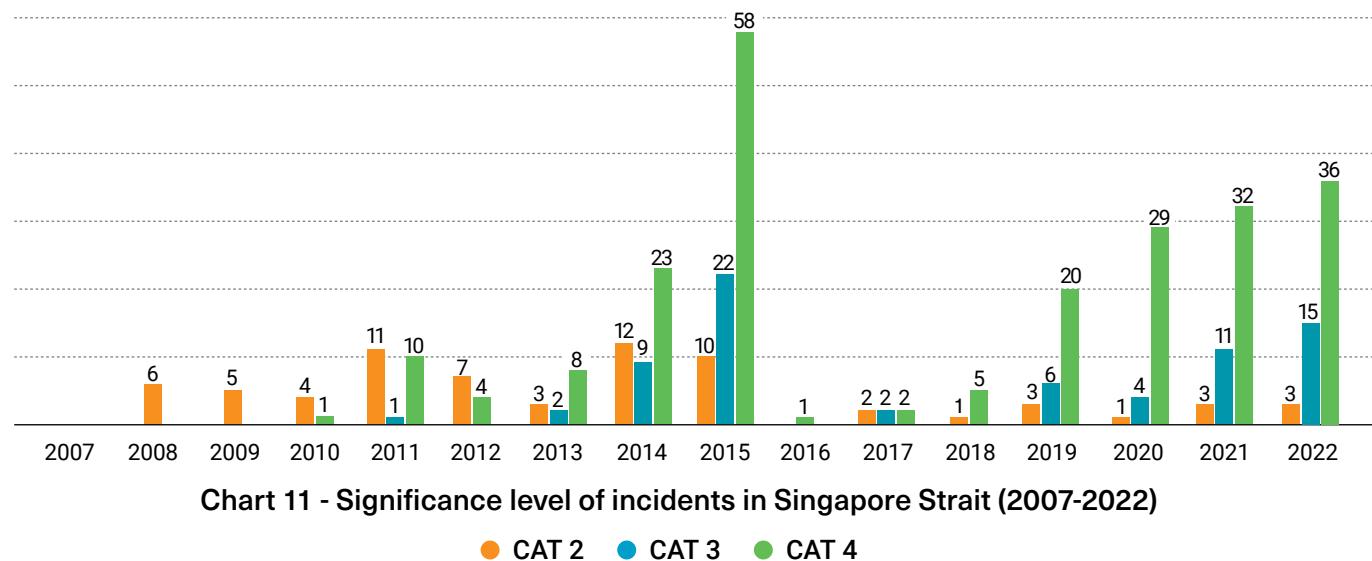
Graph 2 shows number of incidents in the Singapore Strait for period 2007-2022.



## Significance Level of Incidents

The 372 actual incidents were: 71 CAT 2, 72 CAT 3 and 229 CAT 4 incidents. No CAT 1 incident was reported.

Chart 11 shows significance level of incidents in SS for period 2007-2022.



### Summary of analytics

The characteristics of incidents in SS occurred in 2022 are:

- **65%** were CAT 4 incidents (36 of 55)
- **53%** of incidents involved 1-3 men
- **67%** with no information on the type of weapons carried by the perpetrators or not armed
- **No injury to crew**
- **51%** with nothing stolen and no information on losses  
49% with stolen items: engine spares, ship stores, unsecured items, etc
- Boarded ships: Bulk carriers (53%), tug boats/supply vessels (25%), tankers (22%)
- **85%** of incidents occurred during hours of darkness

## Details of Analytics

**Number of Perpetrators.** Of the 401 incidents reported during 2007-2022, 170 incidents involved **4-6 men (42%)**, 127 incidents involved 1-3 men (32%), 30 incidents involved 7-9 men (8%), 14 incidents involved more than 9 men (3%) and 60 incidents had no information on the number of perpetrators involved (15%).

However, in 2022, the majority of the incidents involved a smaller group of perpetrators (1-3 men). Of the 55 incidents, 29 incidents involved **1-3 men (53%)** and 17 incidents 4-6 men (31%).

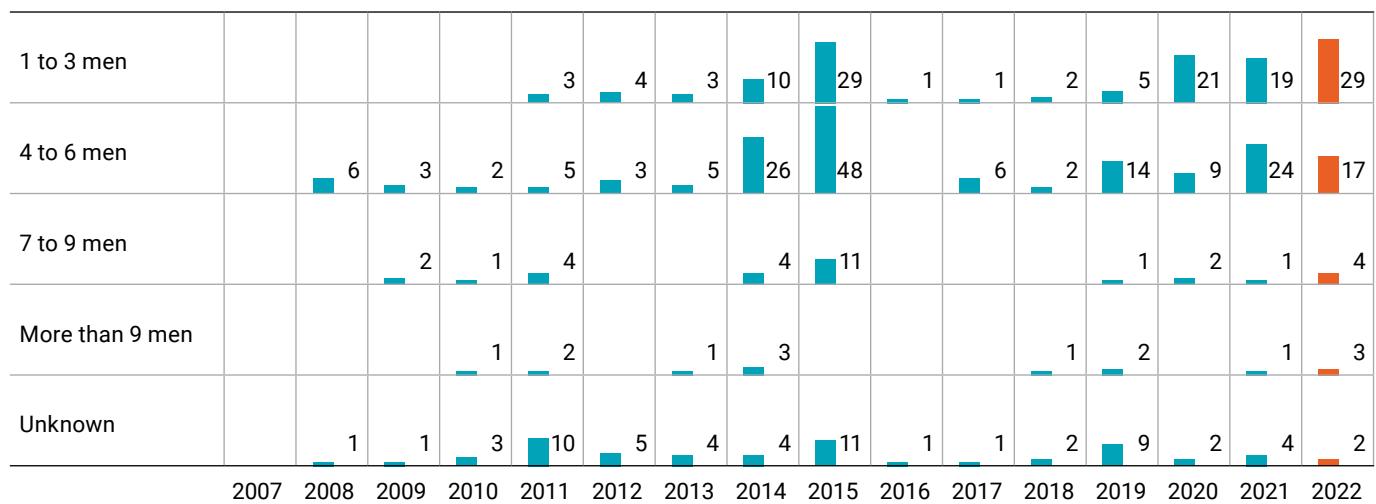


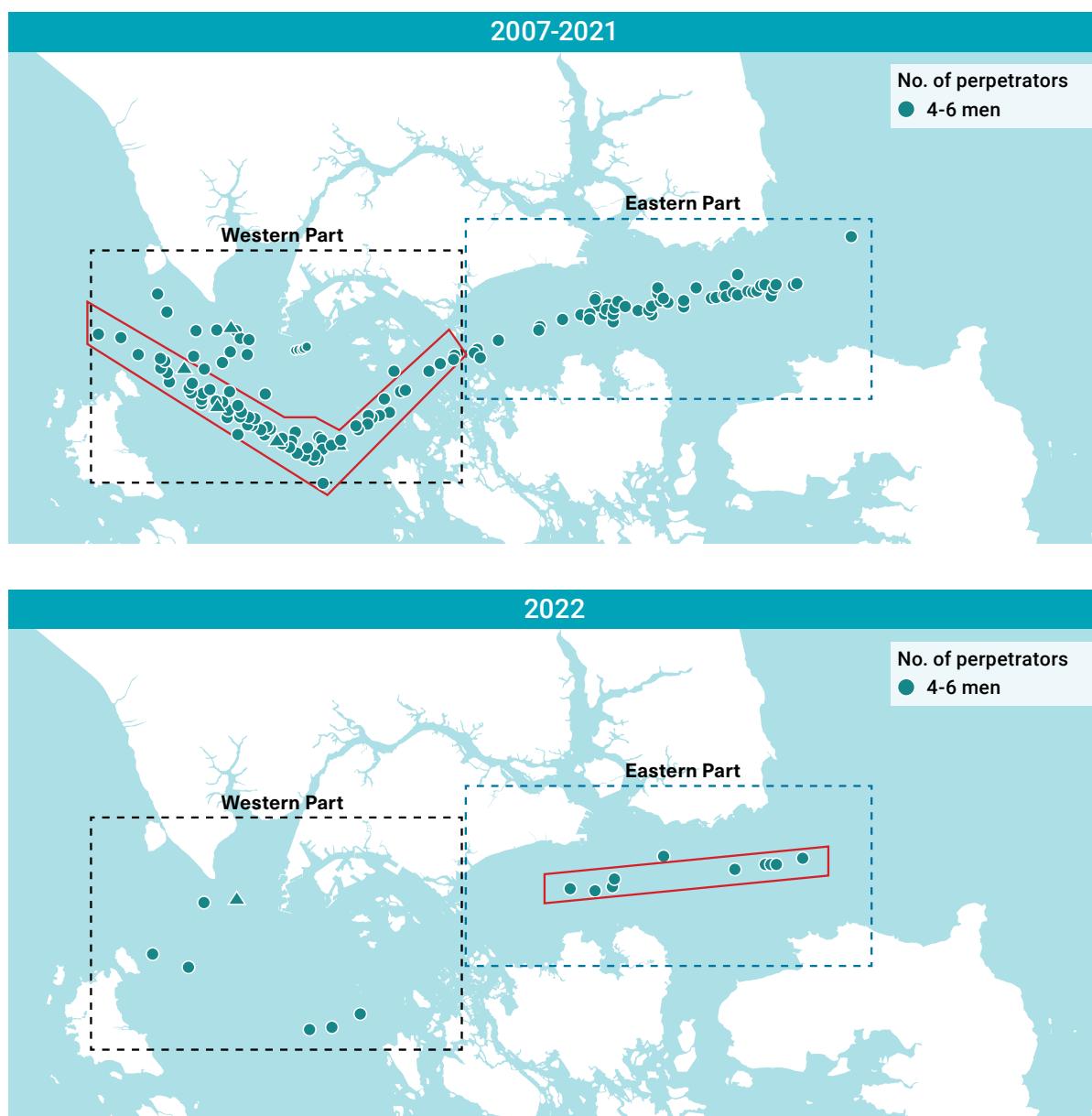
Chart 12 – Number of perpetrators – Singapore Strait (2007-2022)

## Correlation between number of perpetrators vis-à-vis location of incidents in Singapore Strait

### Perpetrators of group 4-6 men

Of the 153 incidents involving 4-6 men during 2007-2021, majority occurred in the **western part** of the SS (black-dotted box) and in the **eastbound lane** of the TSS (red outline).

Of the 17 incidents involving 4-6 men reported in 2022, majority occurred in the eastern part of the SS (blue-dotted box) and in the **eastbound lane** of the TSS (red outline). Map 5 shows the location of incidents involving 4-6 men.

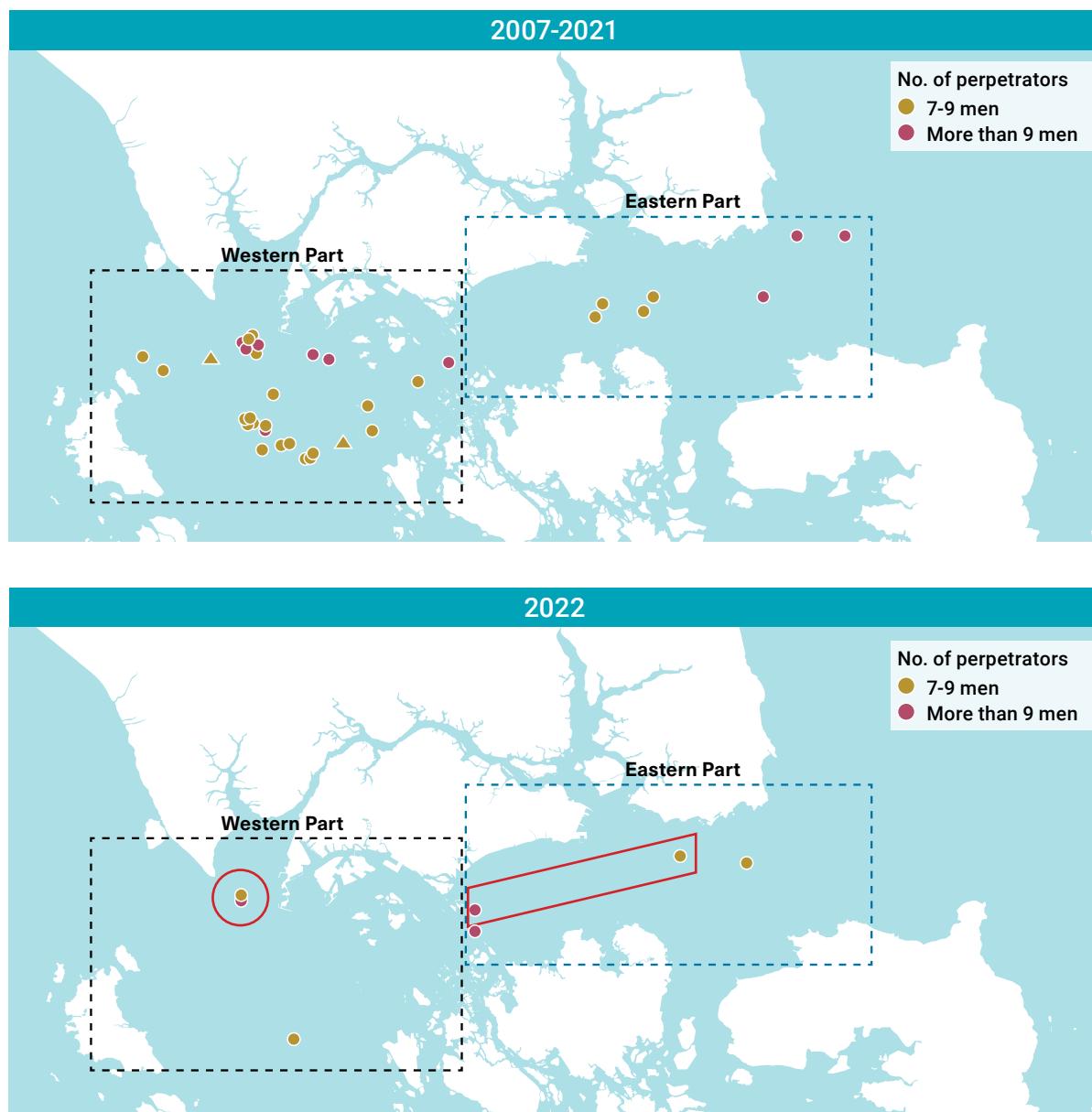


Map 5 – Location of incidents in Singapore Strait vis-à-vis perpetrators in groups of 4-6 men (2007-2021 & 2022)

### **Perpetrators of more than 7 men**

Of the 37 incidents involving groups of more than 7 men during 2007-2021, 30 incidents occurred in the **western part** of the SS (black-dotted box) and seven incidents in the **eastern part** (blue-dotted box). Map 6 shows the location of the 37 incidents.

In 2022, there were seven incidents that involved groups of more than 7 men. Four of the seven incidents occurred in the westbound lane (red oval and rectangle) of **both eastern and western parts of the SS**.



**Map 6 – Location of incidents in Singapore Strait vis-à-vis perpetrators in groups of more than 7 men (2007-2021 & 2022)**

Type of weapons carried by perpetrators. Among the 401 incidents reported during 2007-2022, 246 incidents had **no information on the weapons carried by the perpetrators (61%)**, 116 incidents reported the perpetrators carried knives/machetes (29%) and 10 incidents reported perpetrators carried guns and knives (3%).

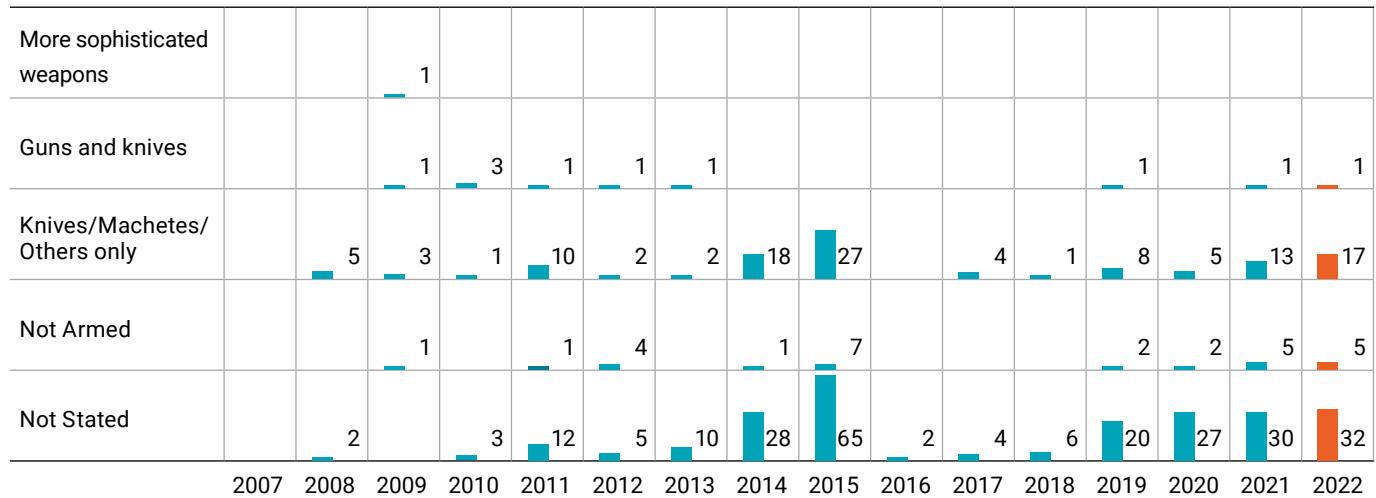


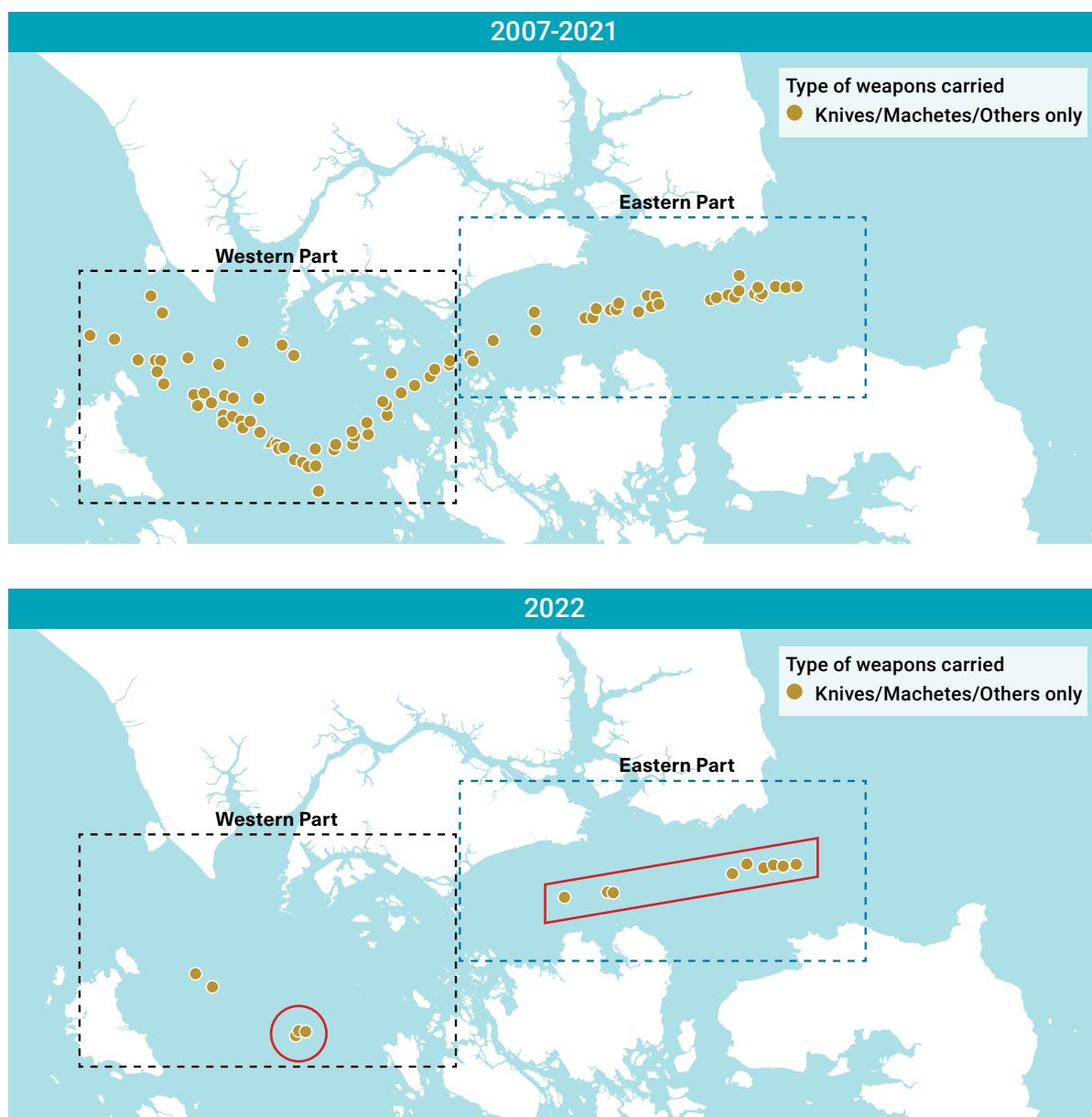
Chart 13 – Type of weapons carried – Singapore Strait (2007-2022)

## Correlation between type of weapons carried by perpetrators vis-à-vis location of incidents in Singapore Strait

### **Perpetrators armed with knives/machetes**

Among the 99 incidents involving perpetrators armed with knives/machetes during 2007-2021, 64 incidents occurred in the **western part** of the SS (black-dotted box) and 35 incidents in the eastern part (blue-dotted box) as shown in Map 7.

In 2022, 17 incidents involved perpetrators armed with knives, machetes and other weapons such as hammer, metal rod and axe. Of these 17 incidents, seven occurred in the western part of the SS and 10 in the **eastern part** of the SS. In addition, 15 of 17 incidents occurred in the **eastbound lane** of the TSS (red oval and rectangle).



Map 7 – Location of incidents in Singapore Strait vis-à-vis perpetrators armed with knives/machetes (2007-2021 & 2022)

Treatment of crew. Majority of the 401 incidents occurred during 2007-2022 reported that **the crew was not injured (86%)** while 46 incidents involved crew who were either assaulted or taken hostage temporarily or threatened (11%).

In 2022, two incidents reported that the crew was tied up, threatened and pushed to the floor. The master did not require any assistance and continued with the voyage.

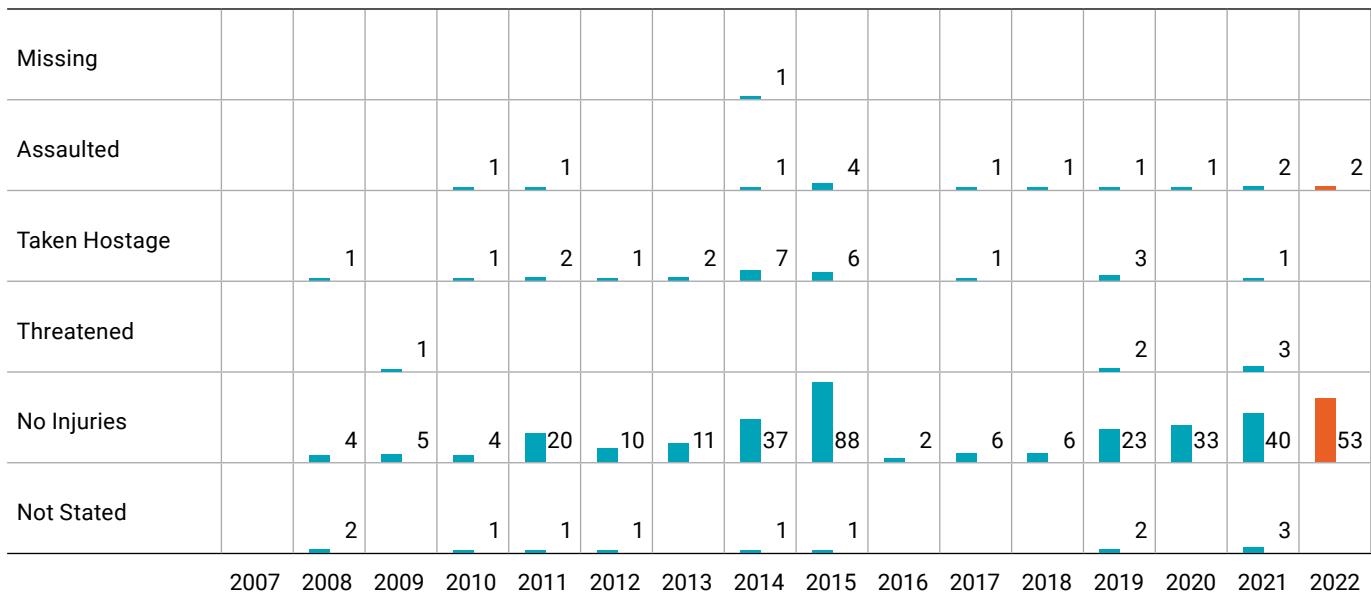


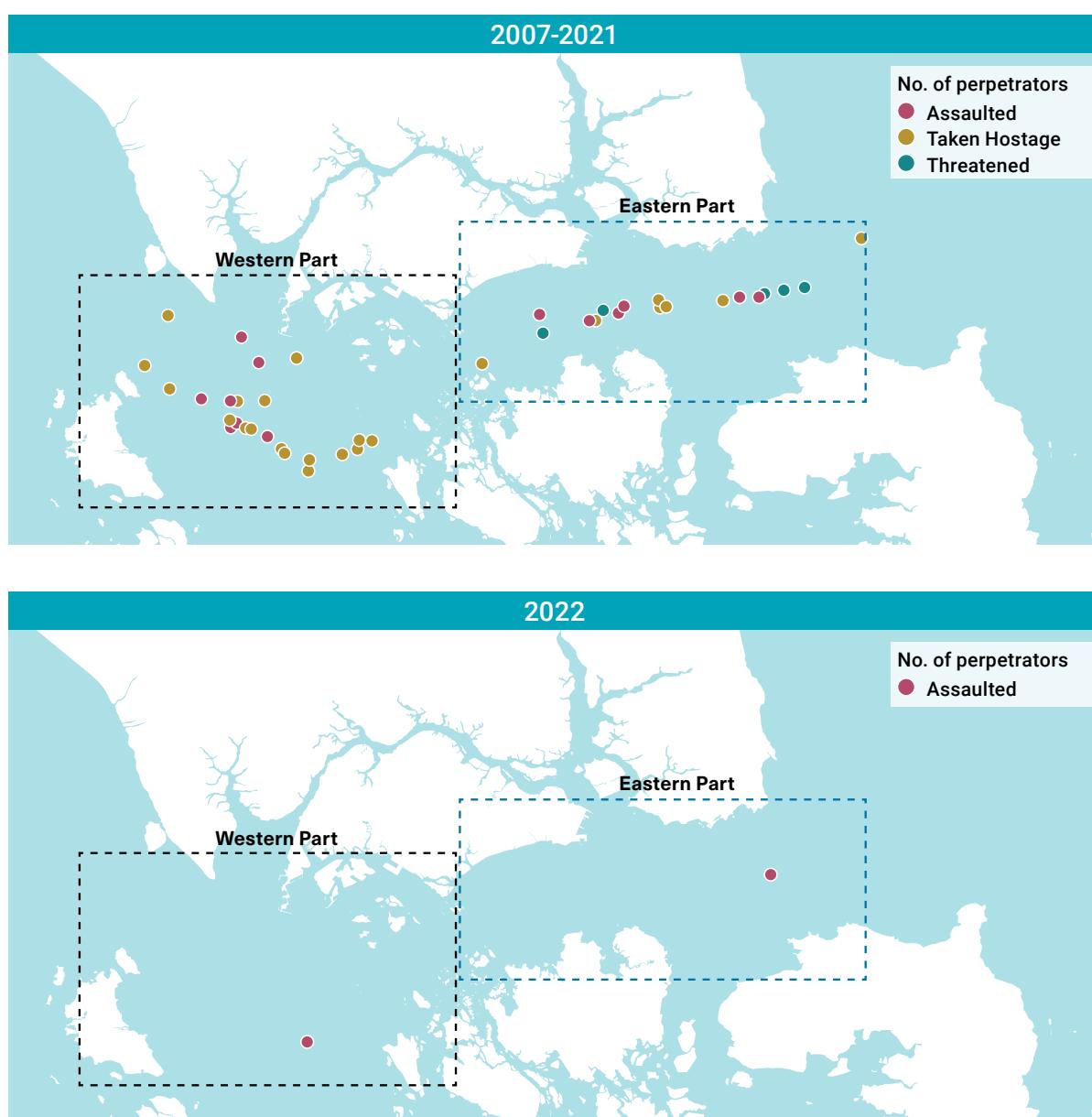
Chart 14 – Treatment of crew – Singapore Strait (2007-2022)

## Correlation between treatment of crew vis-à-vis location of incidents in Singapore Strait

### Crew assaulted, taken hostage temporarily or threatened

Among the 44 incidents involving crew assaulted, taken hostage temporarily or threatened during 2007-2021, 24 incidents occurred in the western part (black-dotted box) and 21 incidents were reported in the eastern part (blue-dotted box). Map 8 shows the location of the 44 incidents.

In 2022, there were two incidents that reported the perpetrators were violent to the crew. In an incident, a crew was pushed to the floor, threatened and tied up in the engine room, while in another incident, a crew was tied, blindfolded and pinned down by the perpetrators. The crew did not suffer any injuries in both incidents. Both incidents occurred in the **eastbound lane** of the TSS.



Map 8 – Location of incidents in Singapore Strait vis-à-vis crew being assaulted, taken hostage temporarily or threatened (2007-2021 & 2022)

**Stolen items.** Close to half of the total number of incidents during 2007-2022 reported that **nothing was stolen (49%)**. For incidents where losses were reported, 62 incidents reported loss of engine spares (15%), 42 incidents loss of cash/personal belongings (11%), 37 incidents loss of ship stores (9%) and 37 incidents loss of unsecured items (9%). In 2022, of the 55 incidents, 26 incidents reported nothing stolen and two incidents with no statement of losses. For the remaining 27 incidents, majority of the items reported loss of unsecured items and engine spares.

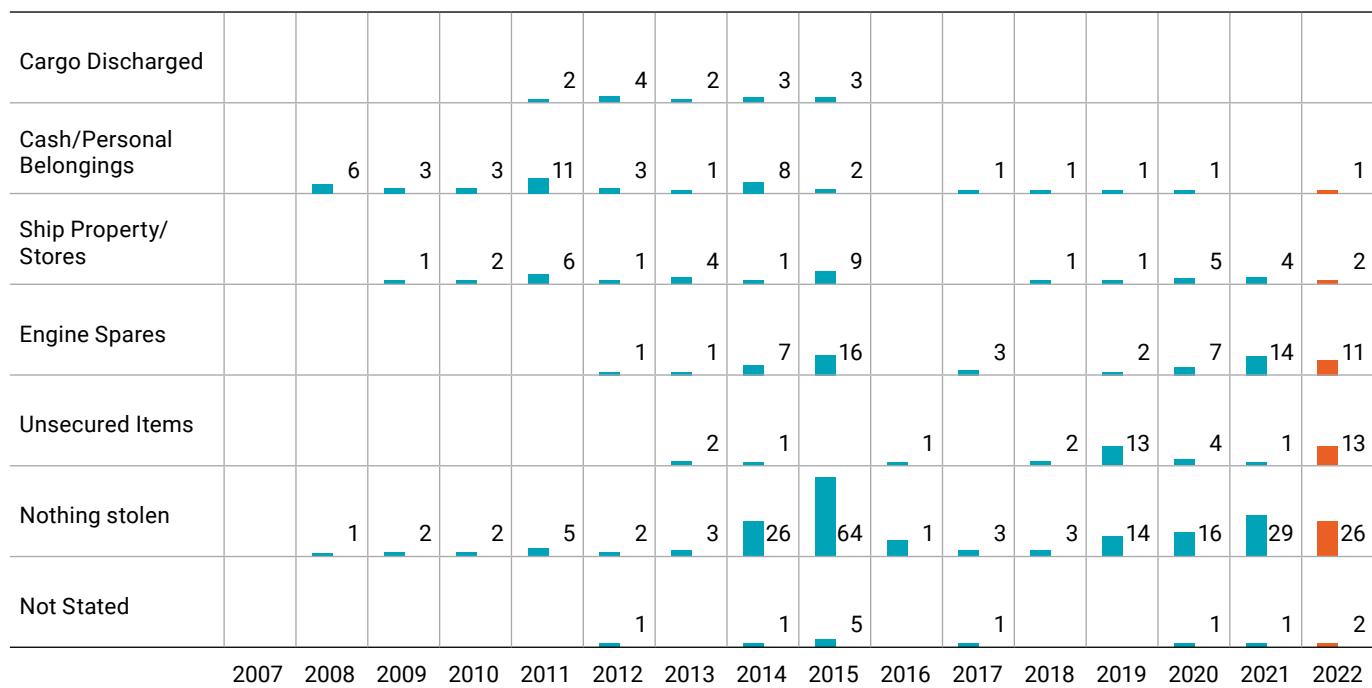


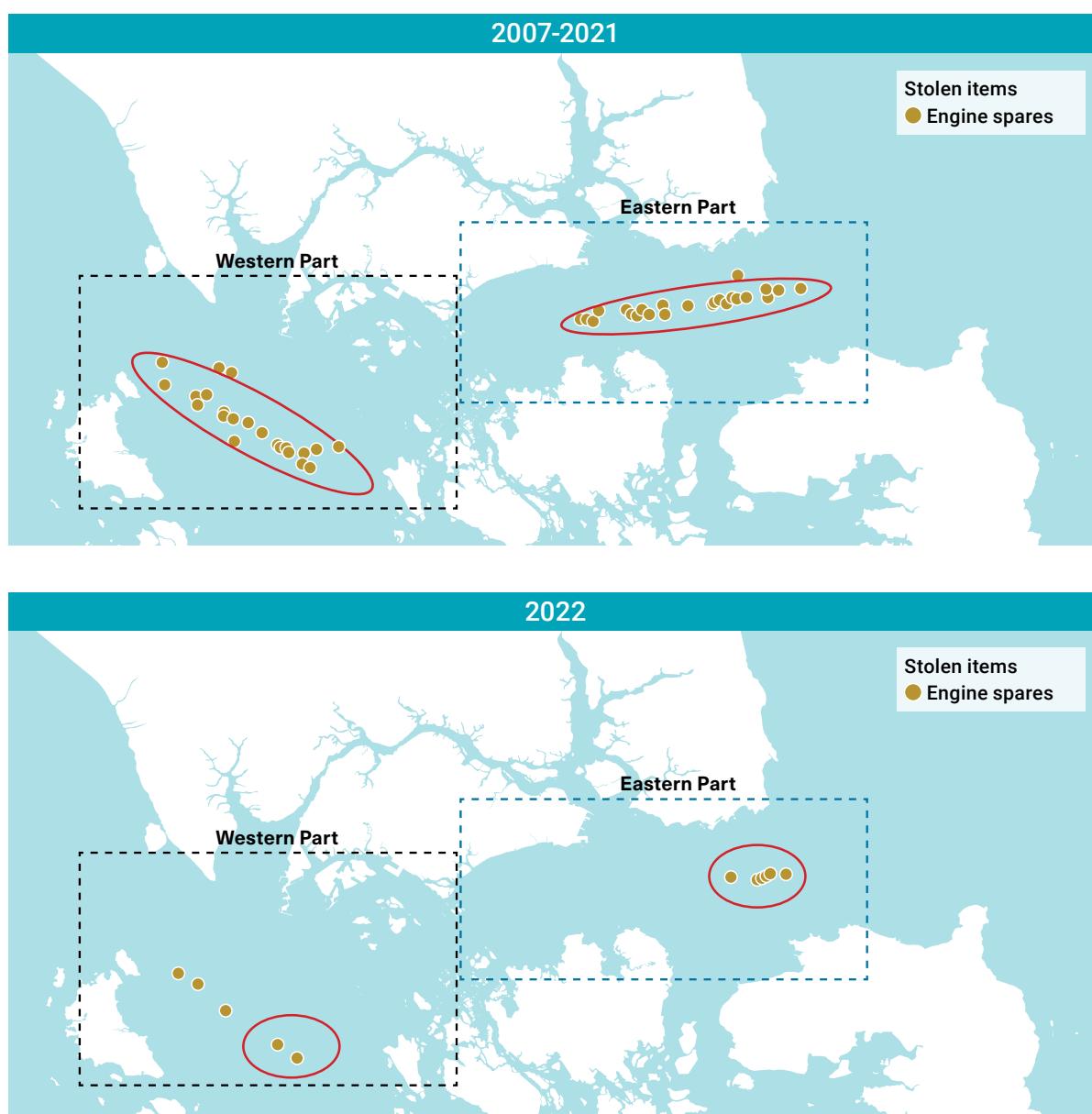
Chart 15 – Stolen items – Singapore Strait (2007-2022)

## Correlation between stolen items vis-à-vis location of incidents in Singapore Strait

### Loss of engine spare

In 51 incidents the loss of engine spares was reported in **both the western and eastern parts** of the SS during 2007-2021. Of these, 25 incidents occurred in the western part (black-dotted box) and 26 incidents in the eastern part (blue-dotted box) as shown in Map 9. The majority of incidents involving theft of engine spares occurred in eastern part of TSS.

In 2022, 11 incidents reported the loss of engine spare parts, in both the western and eastern parts of the SS, similar to 2007-2021. However, majority of incidents occurred in the eastbound lane of TSS (red ovals).



Map 9 – Location of incidents in Singapore Strait vis-à-vis loss of engine spares (2007-2021 & 2022)

Type of ships boarded. Among the 401 incidents reported during 2007-2022, 159 incidents occurred on board **bulk carriers** (40%), 128 incidents on board tug boats/supply vessels (32%), 85 incidents on board tankers (21%), 16 incidents on board container ships (4%), nine incidents on board general cargo ships (2%) and four incidents on board other type of ships (1%). The majority of boarding incident had occurred on bulk carrier and tug boats with barges.

The 2022 has witnessed a similar trend with 29 incidents occurred on board **bulk carriers** (53%), 14 on board tug boats/supply vessels (25%) and 12 on board tankers (22%).

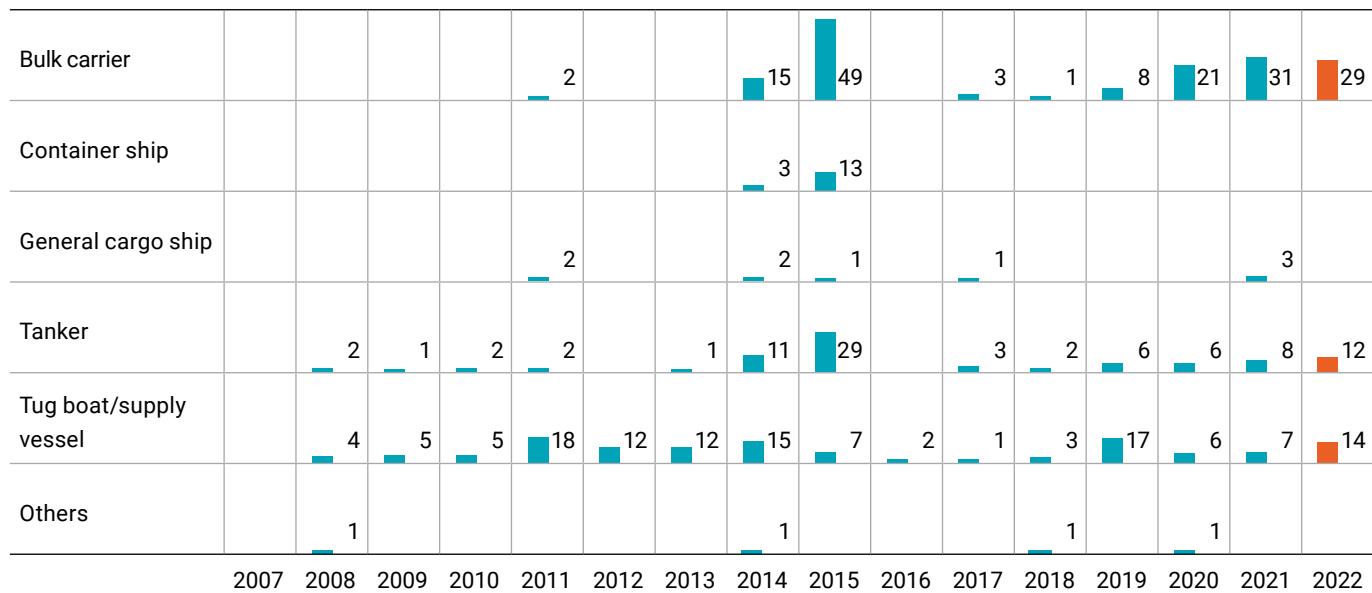


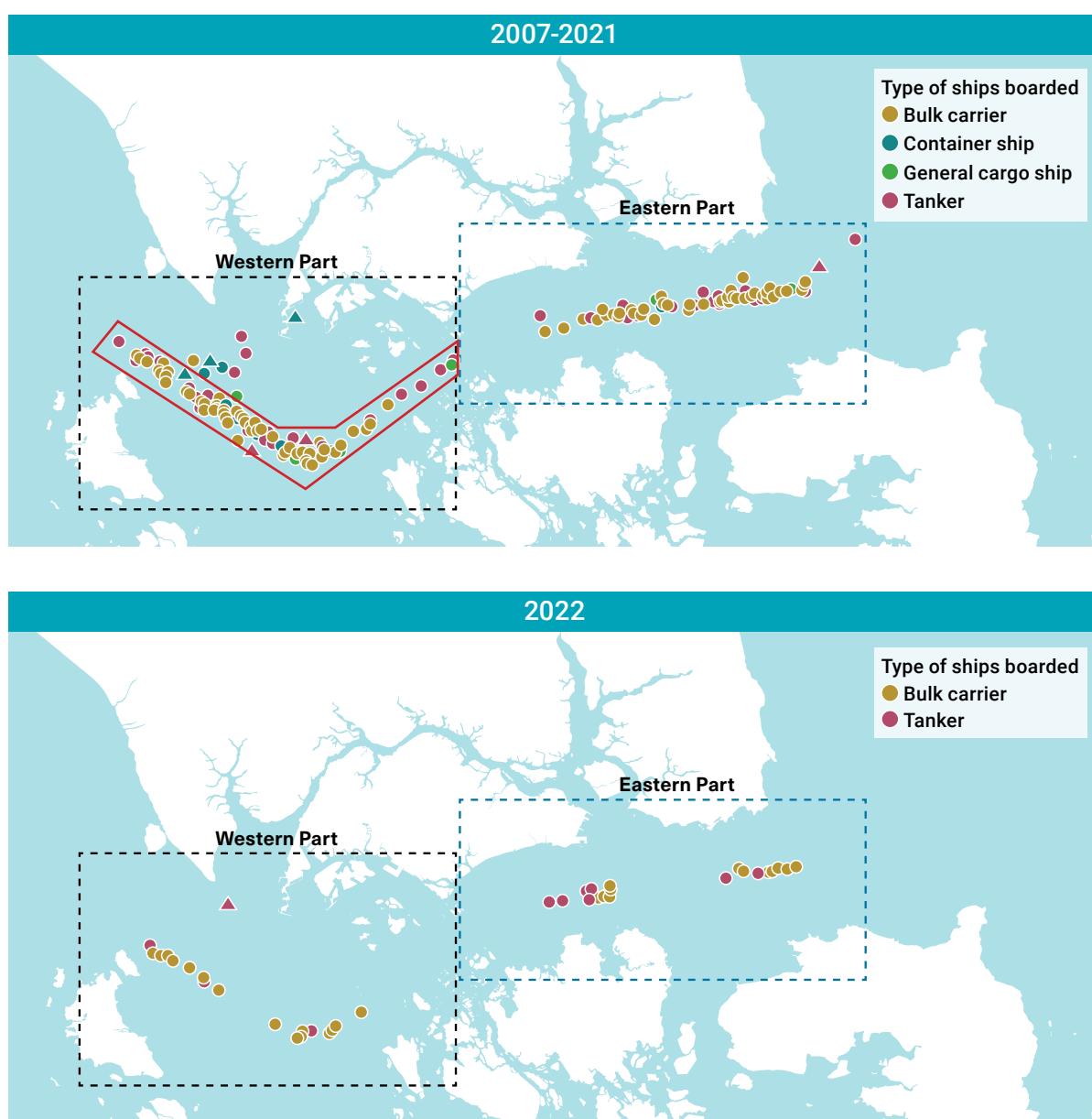
Chart 16 – Type of ships boarded – Singapore Strait (2007-2022)

## Correlation between type of ships vis-à-vis location of incidents in Singapore Strait

### Bigger ships

During 2007-2021, close to 60% of the incidents involving bigger ships (bulk carriers, container, general cargo ships and tankers) occurred in the **western part** of the SS (black-dotted box) and in the **eastbound lane** of the TSS (red outline) as shown in Map 10 due to slow speed manoeuvring of ships.

In 2022, of the 41 incidents that occurred to bigger ships, 22 (54%) occurred in the **eastern part** of the SS and 19 (46%) occurred in the western part of the SS. All 41 incidents occurred in the eastbound lane and precautionary area of the TSS.

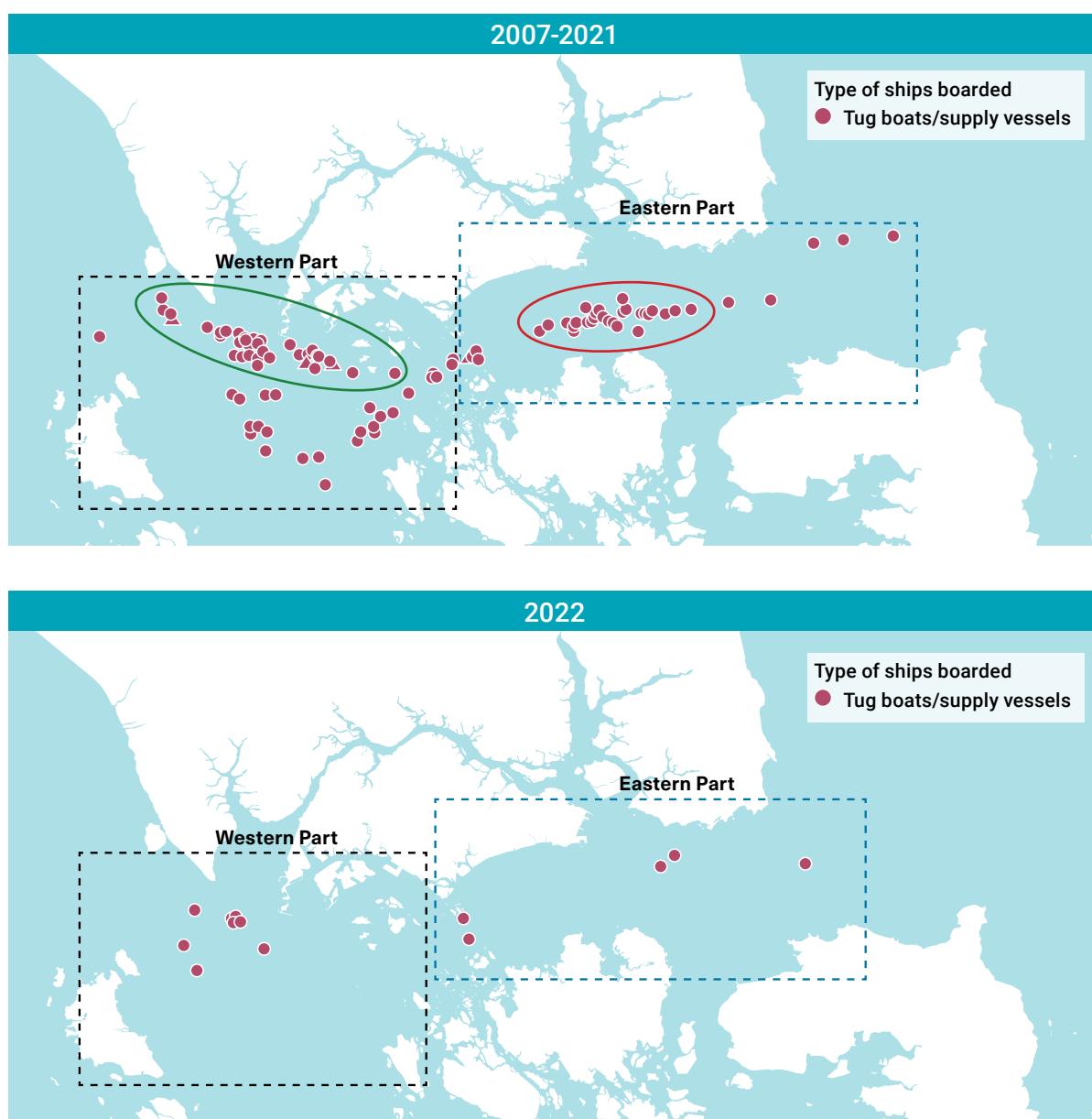


Map 10 – Location of incidents in Singapore Strait vis-à-vis bigger ships  
(2007-2021 & 2022)

### Tug boats/Supply vessels

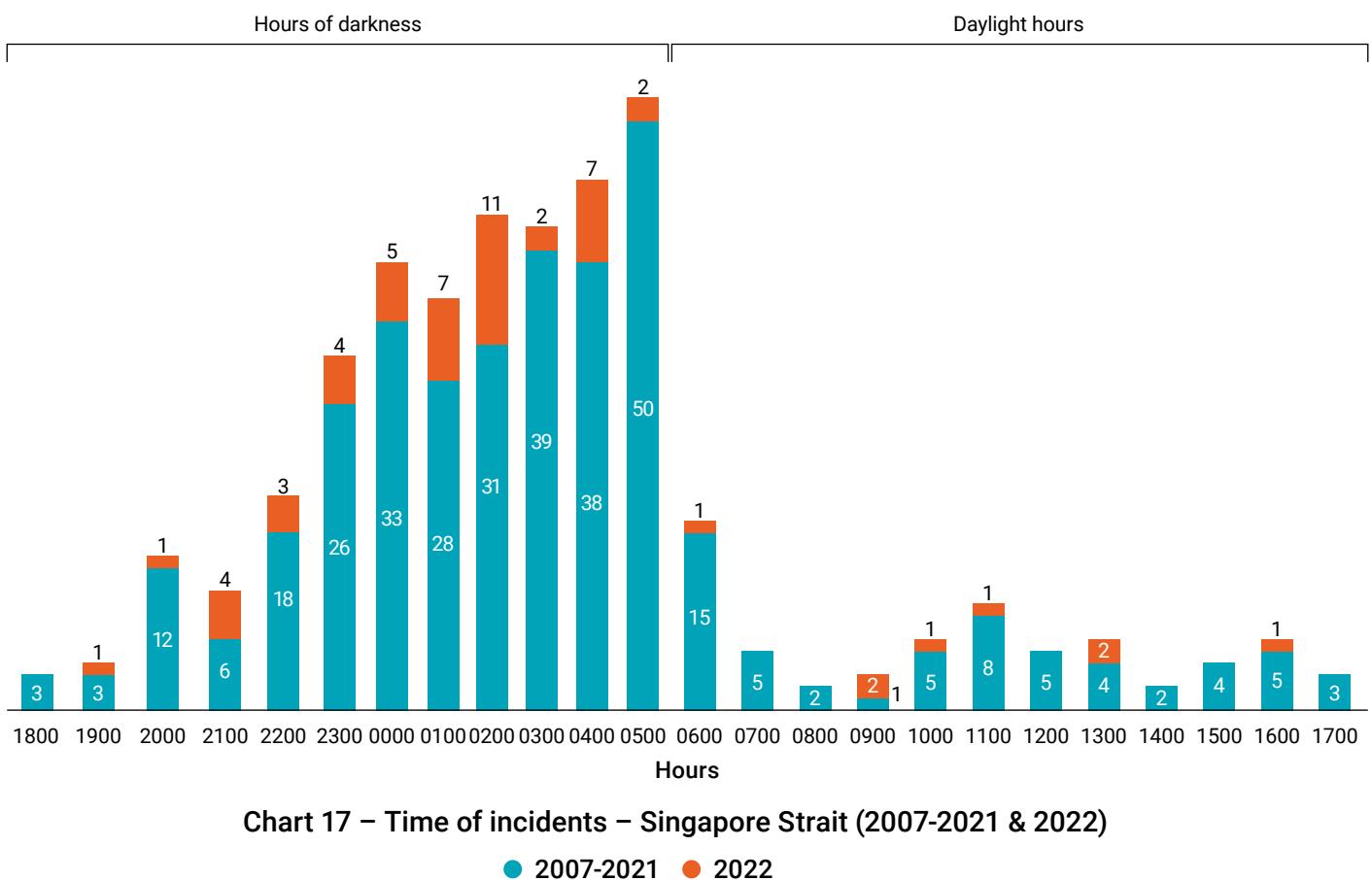
During 2007-2021, the incidents involving tug boats/supply vessels were mostly reported in the **westbound lane** of the TSS (green oval) in the **western part** (black-dotted box) as well as in the **eastbound lane** of the TSS in the **eastern part** (blue-dotted box), in particular off Pulau Nongsa, Batam Island, (Indonesia) (red oval) as shown in Map 11.

In 2022, a similar trend has been observed with nine of the 14 incidents involving tug boats/supply vessels occurred in the western part of the SS, and five in the eastern part of the SS. Half of the 14 incidents occurred in the westbound lane of the TSS, with another four in the precautionary area, two in the eastbound lane and one in the separation zone of the TSS.



Map 11 – Location of incidents in Singapore Strait vis-à-vis  
tug boats/supply vessels (2007-2021 & 2022)

Time of incidents. Among the 401 incidents reported during 2007-2022, 334 incidents occurred during hours of darkness [between 1800 hrs and 0559 hrs] (83%) and 67 incidents occurred during daylight hours [between 0600 hrs and 1759 hrs] (17%).

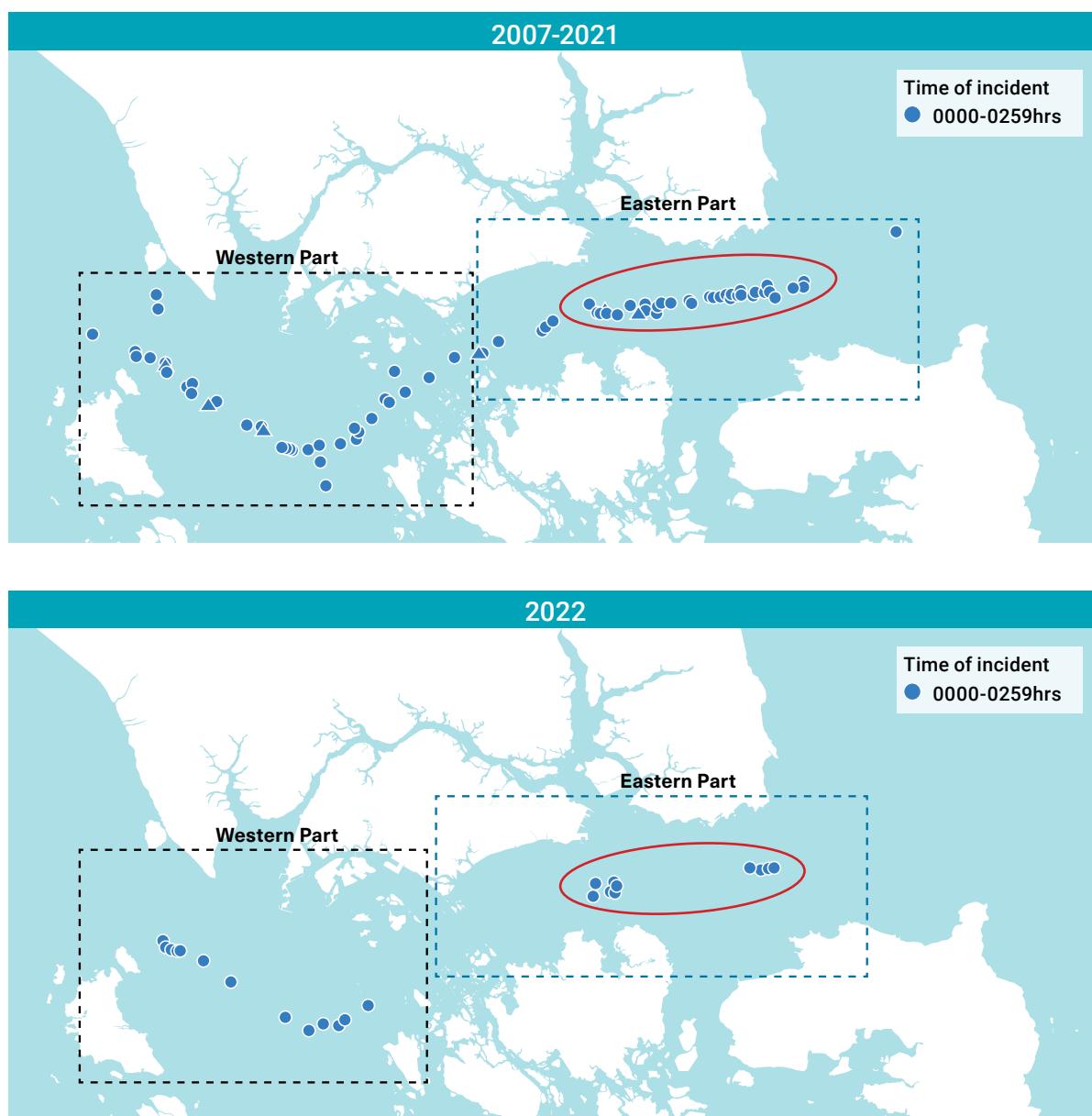


## Correlation between time of incidents vis-à-vis location of incidents in Singapore Strait

### Hours of darkness

During 2007-2021, 287 incidents occurred during hours of darkness, of which majority happened between 0000 hrs and 0559 hrs (76%). In particular, during 0000-0259 hrs, incidents occurred mostly in the **eastern part** of the SS (blue-dotted box), in particular off Pulau Nongsa, Batam Island (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia) (red oval) as shown in Map 12.

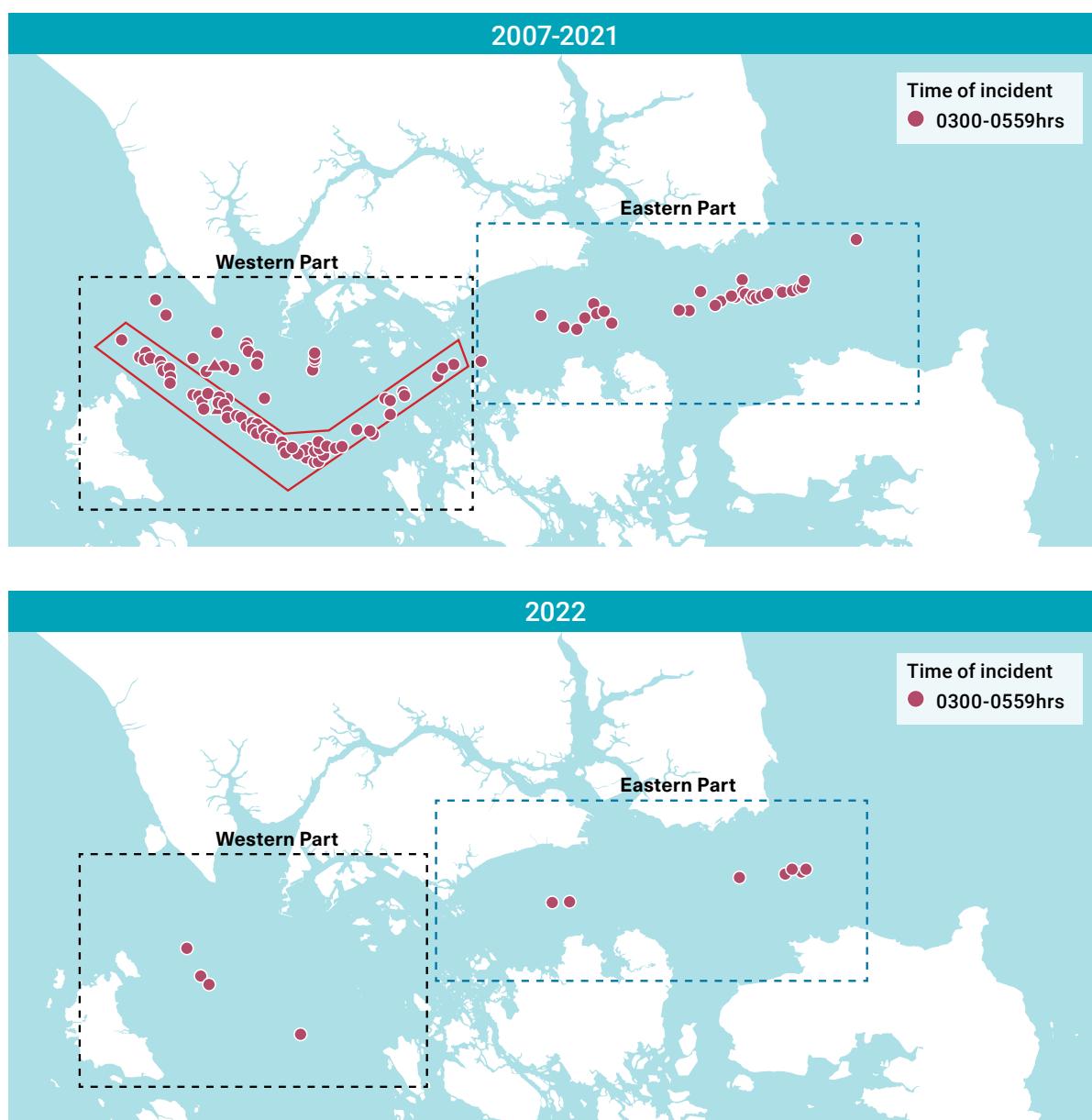
In 2022, 47 incidents occurred during hours of darkness, and similar to the trend observed during 2007-2021, majority happened between 0000 hrs and 0559 hrs (72%). During 0000-0259 hrs, 12 incidents were reported in the western part of the SS and 11 incidents in the eastern part of the SS. All 11 incidents in the eastern part of the SS occurred off Pulau Nongsa, Batam Island (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia) (red oval). The eastern part of TSS continues to be an area prone for attack by the perpetrators.



Map 12 – Location of incidents in Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0000 hrs and 0259 hrs) (2007-2021 & 2022)

On the other hand, during 2007-2021, incidents occurring between 0300 hrs and 0559 hrs were reported mostly in the **western part** of the SS (black-dotted box) and in the eastbound lane of the TSS (red outline) as shown in Map 13.

However, in 2022, seven of the 11 incidents that occurred between 0300 hrs and 0559 hrs were reported in the **eastern part** of the SS (blue-dotted box) and in the eastbound lane and precautionary area of the TSS.

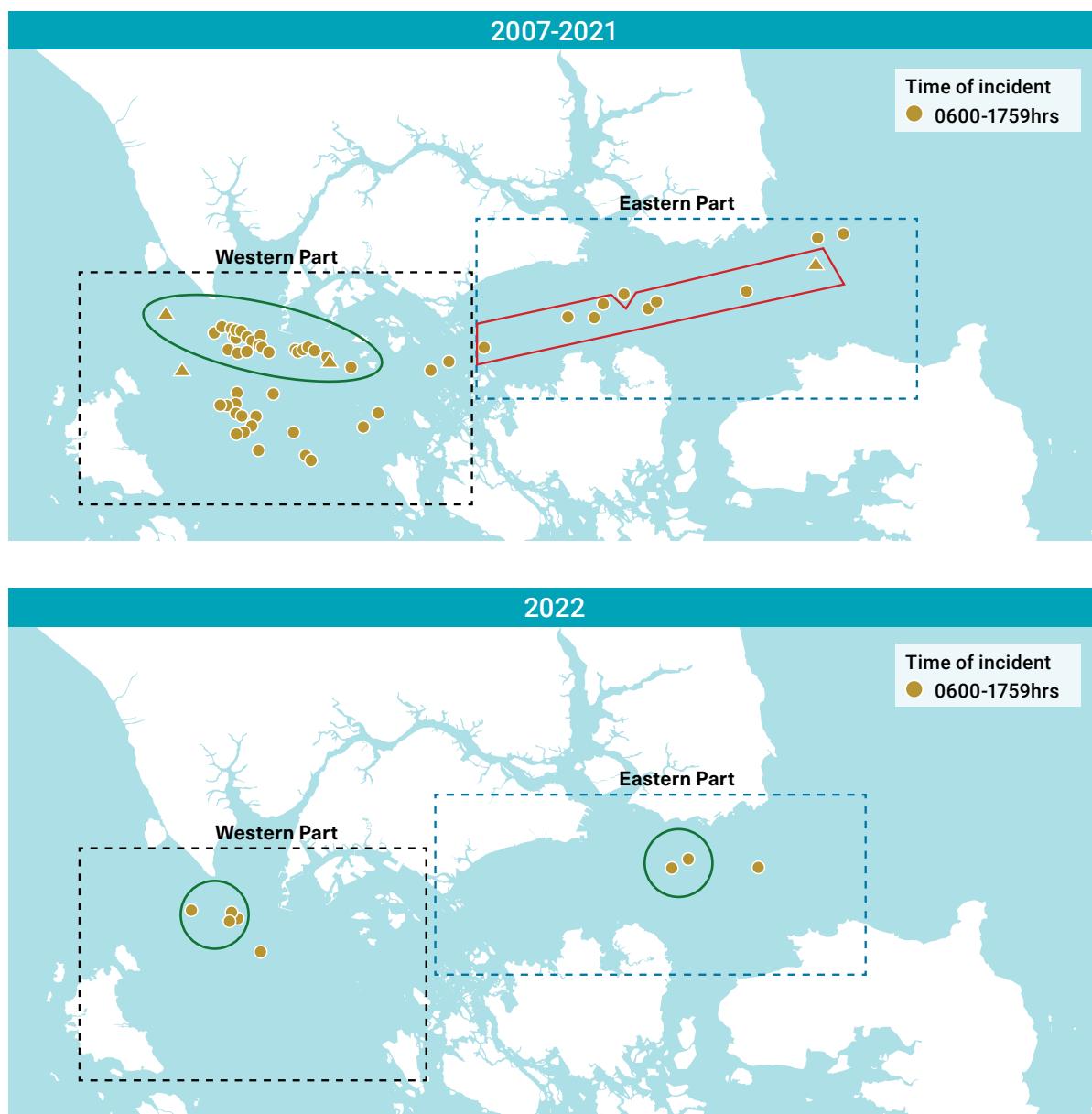


Map 13 – Location of incidents in Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0300 hrs and 0559 hrs) (2007-2021 & 2022)

## Daylight hours

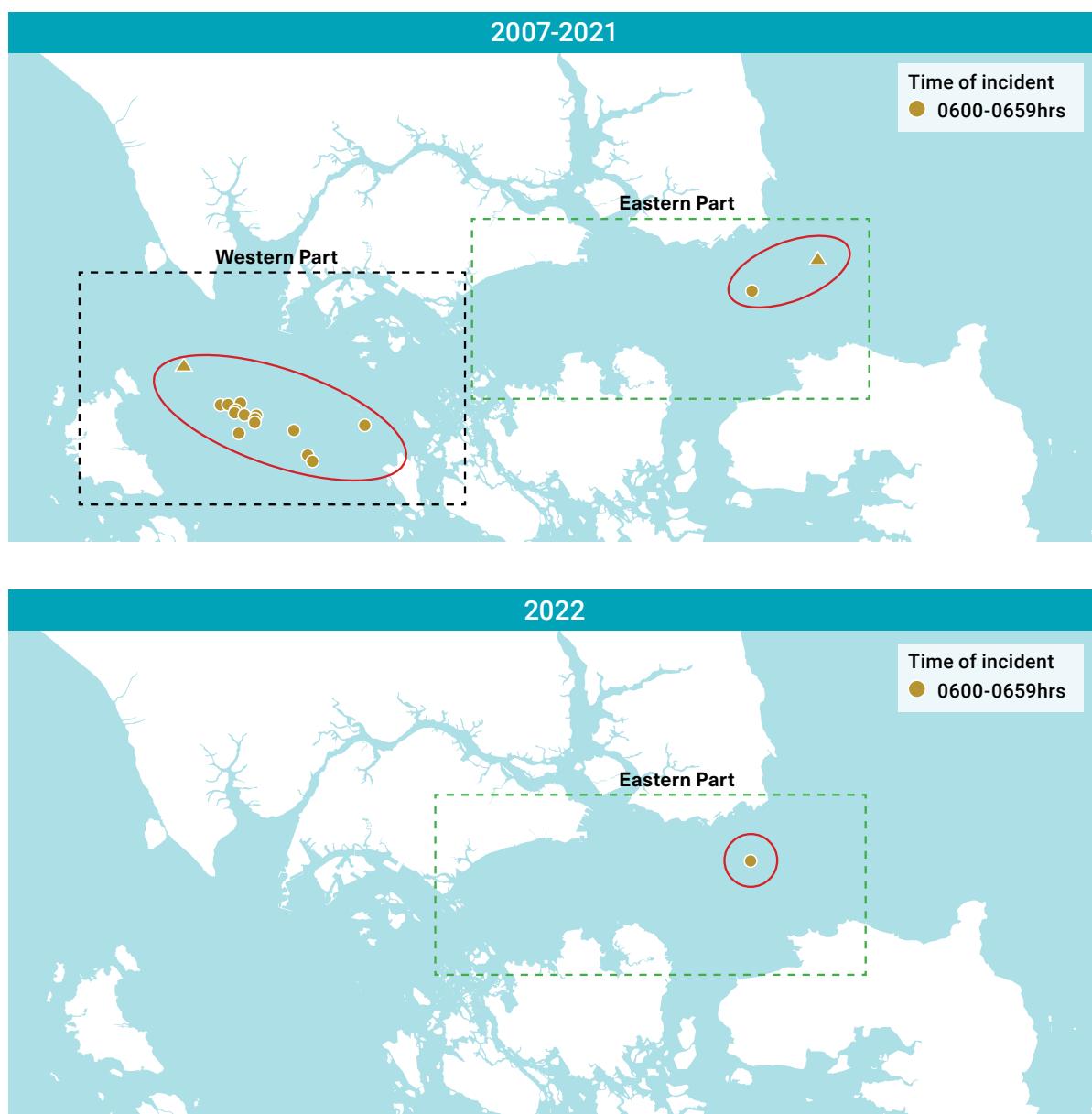
During 2007-2021, of the 59 incidents that occurred during daylight hours, 48 incidents were reported in the western part of the SS (black-dotted box) and 11 incidents in the eastern part (blue-dotted box) as shown in Map 14. Majority of the incidents in the **western part** occurred mostly in the **westbound lane** of the TSS (green oval), while in the eastern part, majority of the incidents occurred in the **eastbound lane** of the TSS (red outline).

In 2022, similar to the trend observed during 2007-2021, majority of the incidents that occurred during daylight hours were reported in the **westbound lane** of the TSS in the **western part** of the SS. However, in incidents reported in the **eastern part** of the SS, there were more incidents reported in the **westbound lane** (green circle) than eastbound lane.



Map 14 – Location of incidents in Singapore Strait vis-à-vis incidents reported during daylight hours (2007-2021 & 2022)

Notably, it is observed that during 2007-2021 & 2022, all incidents reported during 0600-0659 hrs occurred in the **eastbound lane** of the TSS (red ovals) in both western and eastern parts of the SS as shown in Map 15.



Map 15 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (between 0600 hrs and 0659 hrs) (2007-2021 & 2022)

It can be deduced that the activities during the dark hours occur in the eastern part of the TSS while the incidents during the daylight hours occur in the western part of TSS.

## Efforts by Authorities and ReCAAP ISC

The local and regional authorities of the littoral States are concerned with the increase of sea robbery/petty theft incidents in the Singapore Strait in 2022; and have cooperated in sharing information of incidents, sighting of small boats concentration and suspicious activities, in order to facilitate prompt responses and enhance enforcement efforts by the relevant authorities both at sea and on land; which have contributed to some operational successes. Singapore's ReCAAP Focal Point also issues regular alerts to ships passing through the Singapore Strait to remind them to be vigilant and share possible ways of doing so.

The ReCAAP ISC and the authorities are also engaging the shipping industry regularly through means such as the issuance of Incident Alerts, periodic reports, and conduct of drills/exercises, dialogue sessions, forums and conferences. The objectives are to highlight the areas of concern, key observations and modus operandi of the perpetrators, as well as to encourage all ships to adopt appropriate shipboard security measures, and make timely reporting of incidents to the nearest coastal State. The ReCAAP ISC has published a poster containing the contact details of the MRCC of coastal States, and a reference book on the identification of fishing boats in the Asian waters.

## Recommendations

To address the increase of incidents in the SS, the ReCAAP ISC strongly urges the littoral States of the Singapore Strait to enhance coordinated surveillance and patrol in the western and eastern parts of the TSS and enforcement in the territorial seas; and respond promptly to incidents. The littoral States are encouraged to promote cooperation and intelligence sharing of criminal groups involved in order to arrest and prosecute the perpetrators.

While transiting the SS or area of concern, the ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by the perpetrators:

- Keep abreast of the latest situation (at [www.recaap.org](http://www.recaap.org)) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance, lookouts for suspicious small boats and increase watch keeping; particularly for crew on board tug boats towing barges during daylight, and for crew on board bigger ships during night time.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- Rounds of the ship's compartment be taken prior entering the area of concern. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted on board the ship or barge.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State.

03

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

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

## Situation Update

There was no report of incident of abduction of crew for ransom in 2022. The last known incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. No crew is currently held in captivity by the perpetrators (Abu Sayyaf Group [ASG]). The Philippines and Malaysian authorities continued to conduct coordinated operations to prevent incidents in the Sulu-Celebes Seas.

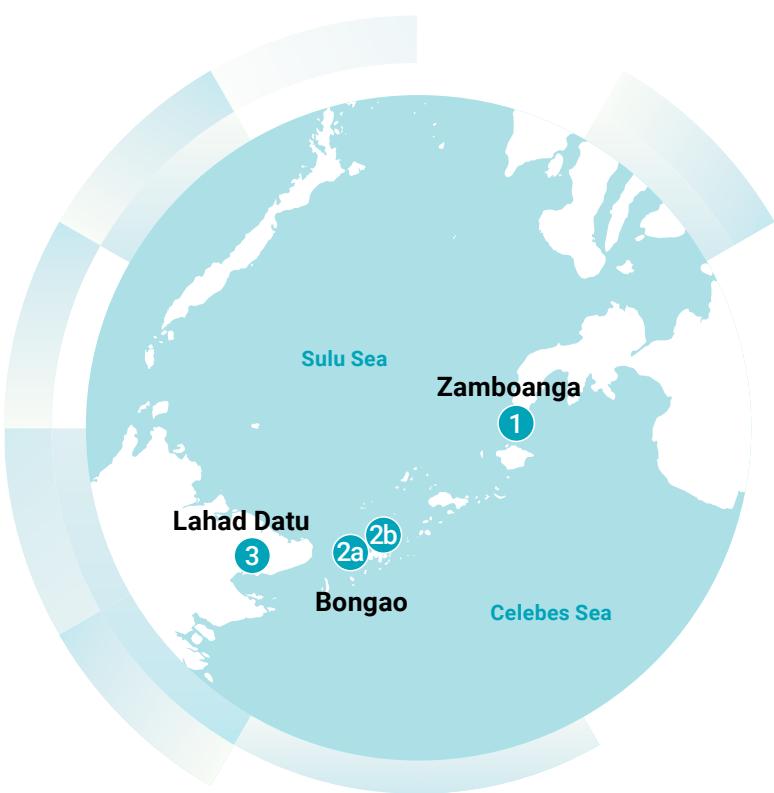
## Downgrading of Threat Assessment

The PCG recommends the downgrading of the threat of the 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'POTENTIALLY HIGH' to 'MODERATE', with inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security measure. The **MODERATE** threat level as per their orders, implies that 'incidents are possible to occur but are relatively less severe in nature'. This is based on the perception that despite the presence of the remnants of the terrorist group in the islands of Basilan, Sulu and Tawi-Tawi, the government's continued ground military operations have reduced the strength of the perpetrators to conduct atrocities at sea.

## Updated ReCAAP ISC Advisory

With the PCG's recommendation to downgrade the threat of abduction of crew in the Sulu-Celebes Seas, the ReCAAP ISC updated its Advisory on 15 Sep 2022 to all ships to consider re-route from the area as an option based on its prerogative.

However, for ship masters and crew transiting the area, they are strongly encouraged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown next page.



Map 16 – Contact details

**1 Philippine Coast Guard District**

**Southwestern Mindanao**

Tel: +63 998 585 7972

+63 917 842 8446

VHF: Channel 16 with call-sign  
“NEPTUNE”

Email: hcgdswm@yahoo.com

**2a Philippine Coast Guard Station,  
Bongao (Central Tawi-Tawi)**

Tel: +63 998 585 7941

+63 917 842 8402

VHF: Channel 16

Email: cgd\_tawi2@yahoo.com

**2b Philippine Navy – Littoral Monitoring  
Station (LMS), Bongao, Tawi-Tawi**

Tel: +63 955 714 0153

VHF: Channel 16

Email: jointtaskgroup@gmail.com

**3 Eastern Sabah Security Command  
(ESSCOM)**

Tel: +60 89863181/016

Fax: +60 89863182

VHF: Channel 16 with call-sign  
“ESSCOM”

Email: bilikgerakan\_esscom@jpm.gov.my

In the event that the ship master or crew is unable to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, they can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +632-8-527-8481 (ext: 6136/37)

+632-998-585-5327 (mobile)

+632-917-842-8249 (mobile)

+632-8-527-3877 (fax)

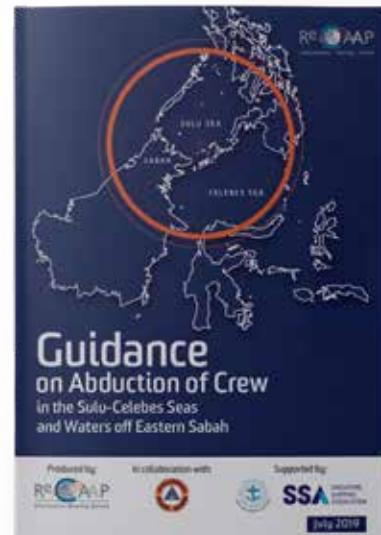
Email: pcgcommandcenter2022@gmail.com (updated on 10 Oct 22)

## Guidance

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019.

The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at [www.recaap.org](http://www.recaap.org).

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



04

**Collaborative and Cooperative  
Efforts by Coastal States –  
Prevention of Crimes**

# Collaborative and Cooperative Efforts by Coastal States – Prevention of Crimes

This section features the collaborative and cooperative efforts by coastal States to prevent crimes in the Singapore Strait, Bangladesh, India and Vietnam.

## Singapore Strait

### 1. Tug boat, Asia Jaya 28 towing barge, Sinar Asia 2912

On 19 Apr 22, at about 2240 hrs, tug boat, *Asia Jaya 28*, towing barge, *Sinar Asia 2912* were underway at approximately 0.7 nm south of Kusu Island (Singapore), when the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) that two unauthorised personnel were sighted escaping from the barge. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force and Singapore Police Coast Guard were notified immediately. The Singapore Police Coast Guard vessels swiftly responded and intercepted a suspicious sampan (type of boat). Six men were found on board the barge and another two found hiding on board.

Investigations revealed that a crew member of the tug boat had allegedly conspired with the perpetrators to steal scrap metal from the barge. The crew was also arrested. All nine men were charged in Singapore court. The sampan used by the perpetrators, some scrap metal and a knife were seized by the Singapore Police Coast Guard (as shown in photographs below).

This incident highlights that timely reporting by the tug master to the nearest coastal State led to prompt response and arrest of the perpetrators.



(Top to bottom) Sampan used by the perpetrators, knife and scrap metal  
(Photographs courtesy of Singapore Police Coast Guard)

## 2. Tug boat, HK Tug 9 towing barge LKH 2882

On 26 Aug 2022 at about 1930 hrs, Singapore's Port Operation Command Centre (POCC) informed Information Fusion Centre (IFC) of an unauthorised boarding incident on board the barge towed by Singapore-flagged *HK Tug 9* while transiting along eastbound lane of TSS in the SS. The master immediately reported to the authorities of the sighting of five sampans alongside the barge, and three perpetrators boarded the barge from its stern. A Singapore Police Coast Guard craft in vicinity responded to the ship's report and the perpetrators fled. There was no damage to the tug boat and barge, no injury of crew. Some scrap metal from the barge were reportedly stolen.

The incident demonstrates the importance of immediate information sharing among the inter-agencies, timely reporting by ship master and quick response by the enforcement agency.

## 3. Tug boat, Bina Marine 81 towing barge Marine 72A

On 3 Nov 22, at about 1924 hrs, POLCOM informed Singapore VTIS that small wooden boats were sighted alongside barge *Bina Marine 72A* off Pulau Sambu (Indonesia). Singapore VTIS immediately notified the master of tug boat, *Bina Marine 81*. A search was conducted by the crew, and the master confirmed the sighting. Batam VTIS contacted the master and Indonesian Police Coast Guard vessels deployed to apprehend the perpetrators. Seven perpetrators were arrested and six wooden boats were seized. Another 18 perpetrators had escaped. 400kg of scrap metals were reportedly stolen, and the crew was not injured.

This incident underlines the importance and effectiveness of collaborative and coordinated efforts amongst littoral States that led to the arrest of the criminals and recovery of the stolen items. The operation of this nature will bring in the required deterrence to the perpetrators and prevent recurrence of incidents.

## Bangladesh

### 4. Tanker, Wawasan Topaz at Chattogram Anchorage

On 15 Mar 22, at about 2225 hrs, *Wawasan Topaz* while berthed at Chattogram Anchorage reported six perpetrators boarded the ship from a small wooden boat. The general alarm was raised and crew mustered. The perpetrators escaped with ship stores. The crew was not injured. Within 20 minutes, the Bangladesh Coast Guard boarded the ship and investigated the incident. The Bangladesh Coast Guard duty patrol subsequently recovered the stolen items and handed them over to the ship.

### 5. Tanker, BLPG Sophia at Chattogram Anchorage

On 16 Apr 22, at about 0012 hrs, *BLPG Sophia* while at anchor, reported an unknown number of perpetrators in a country boat came alongside the ship. One perpetrator boarded the ship while an unknown number of them stayed in the boat. The perpetrator reportedly stole 20 cans of paint and two drums of lubricating oil. The crew was not injured. The incident was reported to the local authorities.

The Bangladesh Coast Guard despatched a team, who investigated the incident. They recovered the stolen items after a combing operation in the vicinity and handed over the items to the ship master. Considering the quantity of items stolen by one perpetrator, it appears that there were some linkages between the perpetrators and the crew or others in the incident.



**Recovery of stolen items**

(Photographs courtesy of Bangladesh authorities)

## 6. Heavy transport vessel, *Blue Marlin* at Akram Point

On 11 Jul 22, at about 0021 hrs, *Blue Marlin* while underway reported six perpetrators on board a mechanised boat attempting to board vessel. Alarm was raised and the master reported the approach of the boat to Hiron Point Port Control Station. The Bangladesh Coast Guard swiftly responded and apprehended the perpetrators and handed them over to the local police.

These incidents highlight the effectiveness of the Bangladesh law enforcement agencies in responding to the maritime crimes.

### India

#### 7. Chemical tanker, *Bow Cedar* at Kandla Anchorage, India

On 26 Dec 22 at about 2120 hrs, the master of chemical tanker reported the sighting of two perpetrators on board the tanker, and one perpetrator hanging on the side of the ship. The duty officer raised the alarm and the perpetrators escaped in a small boat. The incident was reported to Kandla tower who advised master to report to the Indian Coast Guard (ICG). The ICG together with representatives of Marine Police Kandla and Customs Kandla conducted joint investigation of the incident. The investigation revealed that there were seven persons on board the small boat and some ship properties (spool pieces) were stolen. The master was advised to lodge a formal complaint of the incident with the local police authorities.

Following the investigation of the incident, the ICG recommended that the authorities to step up patrols and conduct raids on small boats from nearby shores and mangrove areas, and ship master to lodge an FIR with the local police to facilitate conduct of investigation by the concerned authorities.

### Vietnam

#### 8. Tug boat, *HK Tug 9* towing barge, *LKH 7887* off Vung Tau, Vietnam

On 6 Dec 22, at about 1530 hrs, *HK Tug 9*, towing barge, *LKH 7887* were underway when the Vietnam Border Guard (VBG) approached the tug boat and informed that there were two men on board the barge who were unloading scrap metal onto a small boat. The master subsequently confirmed to VBG that the two men were not part of the crew. The VBG deployed their craft, and apprehended the two perpetrators and small boat that was alongside the barge.

### Lessons Learned

Timely reporting of the incidents by the ship master to the nearest coastal State has enabled prompt response by the law enforcement agencies which resulted in the arrests of the perpetrators and bringing them to book. The continued collaboration and cooperation by the littoral States coupled with enhanced surveillance and patrol will serve as deterrence to the perpetrators engaging in the criminal activities.

05

**ReCAAP ISC's  
Main Activities and Visits  
(October-December 2022)**

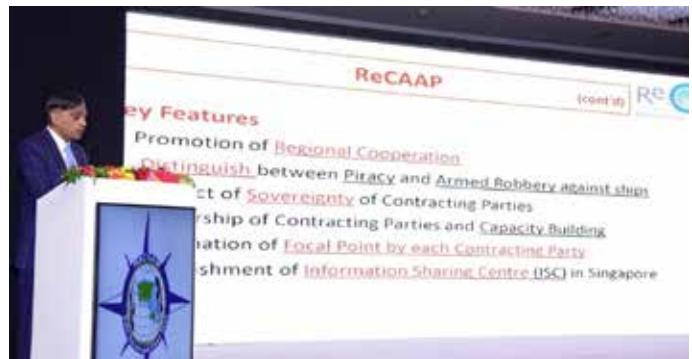
# ReCAAP ISC's Main Activities and Visits (October-December 2022)

## HACGAM High Level Meeting

The 18<sup>th</sup> session of the HACGAM High Level Meeting was held in New Delhi, India from 14-18 Oct 22. ED-ISC attended the Opening Session and Inauguration of the 18<sup>th</sup> HACGAM and delivered a talk on the topic "***Enhancing Regional Cooperation in Combating Piracy and Sea Robbery in Asia***", focussed on the key features of ReCAAP, situation of piracy and sea robbery in Asia and the way ahead including the activities and achievements of ReCAAP ISC.



Heads of delegation at 18<sup>th</sup> HACGAM HLM



ED-ISC delivers the talk

## INTERPOL General Assembly at New Delhi

ED-ISC and AD-Research attended the 90<sup>th</sup> General Assembly of INTERPOL, held from 18-21 Oct 22 at New Delhi, India. The ReCAAP ISC is an associate member of INTERPOL.



ED-ISC and AD-R at 90<sup>th</sup> General Assembly of INTERPOL

## Dialogue with Shipping Industry at Hilton Orchard Singapore

On 28 Oct 22, the ReCAAP ISC conducted a 2<sup>nd</sup> Dialogue session with MPA, Singapore Police Coast Guard and IFC sharing on their efforts on enforcement and information sharing in addressing the increase of incidents in the Singapore Strait. During the Dialogue, the participants discussed the key highlights of the situation during the 3<sup>rd</sup> Quarter of 2022 (January-September), the challenges faced by the shipping industry and the efforts made by the enforcement agencies in addressing the situation.



Participants at 2<sup>nd</sup> Dialogue Session



Sharing by shipping industry & law enforcement

## Plenary session of Contact Group on Sulu-Celebes Seas - UNODC Global Maritime Crime Programme at Kuala Lumpur, Malaysia

On 15 Nov 22, the Contact Group on the Sulu and Celebes Seas (CGSCS) Meeting, organised by the UNODC Global Maritime Crime Programme (GMCP) was held at Kuala Lumpur, Malaysia. The ReCAAP ISC delivered a talk on the topic "***Current trends and updates on information sharing initiatives relating to abduction of crew in the Sulu-Celebes Seas***" at the plenary session.



Participants at the CGSCS

## Presentation by ReCAAP ISC on “*Piracy and Armed Robbery at Sea in Asia*” at ASEAN Maritime Security and Law of the Sea Workshop

On 29 Nov 22, ED-ISC delivered a talk on the topic “*Piracy and Armed Robbery at Sea in Asia*” at the Maritime Security and Law of the Sea Workshop. He shared on the evolution of piracy, the application of UNCLOS 1982 to deal with piracy in contemporary context, and the importance of framing the national legislation for trying the offenders.



ED-ISC delivering the talk

## Expanded ASEAN Maritime Forum at Manila, Philippines

On 7 Dec 22, ED-ISC attended the 10<sup>th</sup> Expanded ASEAN Maritime Forum (EAMF) held in Manila, Philippines, and delivered a talk on “**Effectiveness of Information Exchange Mechanism**”. He shared on the incident reporting and sharing mechanism of ReCAAP ISC and the case studies of arrests of perpetrators as a result of information sharing among Focal Points and regional authorities.



Participants at EAMF

## Ongoing Engagements with Key Stakeholders

In the spirit of continued close collaboration with key stakeholders, the team at ReCAAP ISC led by ED-ISC held several meetings with various key parties to discuss ways to combat piracy and armed robbery against ships in Asia, and to ensure the safe traverse of seafarers.

The following engagements took place during November to December 2022:

2 November 2022



14 November 2022



Introductory call on the Secretary General of IMO, Mr. Kitack Lim at IMO, HQ during the 106<sup>th</sup> MSC meeting in London, UK

Interaction with Head of IMB PRC, Kuala Lumpur, Malaysia

16 December 2022



Introductory call on with Admiral Zibil, Director-General of MMEA at Putrajaya, Malaysia

18 November 2022



Visit by Ms. Maria Angela A. Ponce, Assistant Secretary, Department of Foreign Affairs-MOAO, Philippines

24 November 2022



Visit by Ms. Siri Bjune, Head of Global Maritime Crime Programme, UNODC

9 December 2022



Visit by Senior Superintendent General Lee Myung Joon, Director General of Maritime Security Korea Coast Guard

12 December 2022



Calling on CG ADM Artemio M Abu, Commandant Philippine Coast Guard and Chairperson of ReCAAP Governing Council, at Manila, Philippines

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## Conclusion

The total number of piracy and armed robbery against ships in Asia has increased marginally in the year 2022 compared to 2021. Of concern was the situation in the Singapore Strait which accounts for 65% of the total number of incidents in Asia. This upward trend has to be reversed to ensure the safety of seafarers and safe navigation of ships while underway in the Singapore Strait.

To achieve this objective, collective efforts and shared responsibility of all the stakeholders are indispensable. Immediate reporting of incidents by ship; increase in surveillance, enhanced patrols and quick response by the littoral States as well as timely and accurate information sharing by ReCAAP ISC and its Focal Points are key factors to curb the increase of incidents.

Furthermore, the arrest and prosecution of perpetrators is an effective deterrence as demonstrated in the case studies in Part Four of this report. It is, therefore, of utmost importance for timely reporting of incidents by ships to the nearest coastal State, and prompt responses by the law enforcement agencies.

The ReCAAP ISC will continue to provide the maritime community with timely and accurate information on incidents and situation analysis, particularly in areas of concern, to assist the shipping industry to raise awareness and implement preventive measures; and the coastal States to increase patrols by the law enforcement agencies. The information and analytics contained in our Warning, Incident Alert, Advisory and periodic reports serve as relevant sources of information to be effectively utilised by all stakeholders, each to play its part to ensure safe and secured seas for maritime trade and commerce inter-alia bringing in the economic growth of all nations in the region.

# Appendices

## A. Definitions & Methodology in Classifying Incidents

### Definitions

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

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

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

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

### Methodology in Classifying Incidents

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

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

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

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

Category	Description
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators are mostly armed with guns and/or knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or abandoned or kidnapped, etc. In term of losses, the ship is either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators are armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew is not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators are unable to steal anything from the ship, but in cases where losses are reported, stores and engine spares are the commonly targeted items.
CAT 4	The perpetrators are not armed and the crew not injured. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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

## B. Description of Incidents

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

● CAT 2   ● CAT 3   ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Mid Eagle</b> Tanker Cayman Islands 11729 9330795	03/01/22 2245 hrs	22° 46.78' N, 70° 3.79' E  Outer Tuna Buoy (OTB) Anchorage, Kandla, India	<p>While at anchor, the master reported that the duty personnel sighted three unidentified persons on board the ship. The master raised the ship's alarm and made announcement. The perpetrators escaped immediately. A boat was also sighted on portside of the ship.</p> <p>A thorough search was conducted on board the ship by the crew. A total of <b>40 ship properties/stores</b> were found missing from the main deck.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
2	<b>Kien San 1</b> Tug boat Malaysia 192 9218600  <b>Kien San 8</b> Barge	06/01/22 1138 hrs	1° 12.8' N, 103° 33.47' E  Approximately 2.9 nm southwest off Tuas Western Coast (Singapore), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)  (SOMS)	<p>While underway, one unauthorised person was sighted on board the barge that was being towed by the tug boat. One small craft was also sighted alongside the barge. The perpetrator left the barge about 12 minutes later, and escaped in a sampan.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). <b>Some scrap metals</b> were stolen from the barge. <b>The crew was safe and accounted for</b>. No assistance was required. The tug boat and barge were bound for Penang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>Blue Sea</b> Tanker Liberia 55863 9413028	08/01/22 0242 hrs	1° 16.55' N, 104° 16.54' E  Approximately 6.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the duty oiler sighted four unauthorised persons in the engine room. <b><u>One of them was armed with a long knife.</u></b> The perpetrators escaped upon being sighted. The ship's alarm was raised. The crew conducted search on board with no further sighting of the perpetrators.</p> <p>The master reported the incident to Singapore VTIS. <b><u>Nothing was stolen.</u></b> <b><u>The crew are safe.</u></b> The master confirmed that no assistance required. The ship departed Pengerang, West Johor, Malaysia and is bound for Kanokawa, Japan.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<b>Bow Santos</b> Chemical tanker Norway 12005 9303651	08/01/22 0540 hrs	1° 16.18' N, 104° 13.96' E  Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b><u>four unauthorised persons armed with knives</u></b> were sighted in the engine room. The master raised the alarm and the crew mustered at the bridge.</p> <p>The master reported the incident to Singapore VTIS. At about 0644 hrs, the master updated Singapore VTIS that a search on board the ship was completed with no further sighting of the perpetrators. <b><u>The crew was safe and accounted for with no report of injuries.</u></b> However, the <b><u>loss of property cannot be ascertained.</u></b> The master informed VTIS East that no assistance was required and resumed her voyage.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p><b>Rose</b> Tug boat India 134 9220512</p> <p><b>Vimla-1</b> Jack-up barge India 107</p>	19/01/22 2010 hrs	<p>21° 21.1' N, 72° 18.43' E</p> <p>Approximately 7.5 nm east off Alang, India</p>	<p>While underway, the master of the tug boat reported that about three or four perpetrators had boarded the unmanned barge towed by the tug boat. The perpetrators subsequently fled in a boat. An Indian Coast Guard ship C-419 in the area was diverted to investigate the incident. A team from the ship boarded the barge and conducted an extensive search of all compartments, including living spaces. During the search, it was discovered that the lock of the living space was broken and belongings were scattered. There were no further sightings of the suspected fishing boat or the perpetrators. <b>The crew was not harmed, and the items lost were not known.</b></p> <p>The master of the tug boat reported the incident to VTS Khambhat who subsequently shared the information of the incident with Indian Coast Guard Station (ICGS) Pipavav/ MRCC Mumbai. ICGS Pipavav reported the incident to the respective law enforcement agencies for investigation. In addition, VTS Khambhat was advised to alert the merchant traffic in area to enhance vigilance and adhere to the standard norms of security and SOPs especially during night time and hours of darkness.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<b>Hai Duong 29</b> Offshore supply ship Vietnam 3487 9591911  <b>Hakuryu 5</b> Oil rig	30/01/22 0428 hrs	1° 10.41' N, 103° 28.7' E  Approximately 4.6 nm northeast of Karimun Kecil Island (Indonesia), in the Precautionary Area of the TSS in the SS (SOMS)	<p>While underway, two unauthorised persons were sighted on the ship's port side midship from the ship's CCTV camera. The incident took place while the supply ship was towing an oil rig <i>Hakuryu 5</i>. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0446 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators.</p> <p>The master reported that <b><u>nothing was stolen. The crew was safe and accounted for.</u></b> The master did not require any assistance and continued the voyage to Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
7	<b>FPMC C Jade</b> Tanker Liberia 159869 9407316	08/02/22 0114 hrs	1° 14.3' N, 104° 2.3' E  Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted four unauthorised persons in the engine room. Ship's alarm was raised and crew mustered at the bridge. The perpetrators were seen making escape in a small craft. The crew conducted search on board with no further sighting of the perpetrators onboard. The master declared <b><u>nothing was stolen. The crew was safe with no injury.</u></b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<b>Avalon</b> Chemical tanker Germany 16683 9327097	08/02/22 0114 hrs	1° 17' S, 116° 47' E  Balikpapan Anchorage, Indonesia	While at anchor, two perpetrators climbed on board from port anchor side via forecastle. They broke the padlock to the skylight of bosun store and stole <u>two mooring ropes and two coils of stopper ropes</u> . The alarm was raised and the crew mustered. Upon hearing the alarm and seeing the crew, the perpetrators jumped overboard and escaped with two other perpetrators in their boat. <u>The crew was not injured.</u>  [ReCAAP Focal Point (Germany)]
9	<b>Theodor Oldendorff</b> Bulk carrier Portugal 40097 9291406	12/02/22 0330 hrs	1° 17' N, 104° 18.4' E  Approximately 6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	While underway, the crew sighted two unauthorised persons in the engine room. Ship's alarm was raised and crew mustered. The perpetrators escaped when the alarm was raised. A search on board the ship was carried out with no further sighting of the perpetrators on board. The master declared <u>some engine spare parts</u> were stolen. <u>The crew was safe with no injury.</u> The ship departed Singapore and is bound for Qingdao, China.  A safety navigational broadcast was initiated. The RSN and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.  [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Germany)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	<b>Navios Bonheur</b> Bulk carrier Panama 92715 9481348	16/02/22 2158 hrs	1° 14.47' N, 104° 3.2' E  Approximately 3.6 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted two unauthorised persons escaping from the starboard quarter stern deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b><u>nothing was stolen. The crew was safe and accounted for.</u></b> The master declared that no assistance was required and continued with the voyage. The ship is bound for Kwangyang, Republic of Korea.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
11	<b>Golden Leaf</b> Bulk carrier Panama 17150 9258325	17/02/22 0208 hrs	1° 15.19' N, 104° 4.16' E  Approximately 3.7 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted two unauthorised persons on the starboard side main deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b><u>nothing was stolen. The crew was safe and accounted for.</u></b> The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Sarawak, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
12	<b>Delta Eurydice</b> Tanker Liberia 81293 9700706	18/02/22 2050 hrs	1° 15.03' N, 104° 2.01' E  Approximately 4.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, two unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. Upon realising that the crew had been alerted, the perpetrators escaped in a small boat. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b><u>nothing was stolen. The crew was safe and accounted for.</u></b> The master declared that no assistance was required and continued with the voyage. The ship is bound for Sriracha, Thailand.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
13	<b>BW Cheetah</b> Petroleum/chemical tanker Liberia 29737 9635834	25/02/22 0240 hrs	1° 15.24' N, 104° 2.43' E  Approximately 4.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the ship's 3<sup>rd</sup> engineer and oiler spotted two perpetrators in the engine room making their exit via the engine room skylight. The engineer reported the incident to the bridge. A search on board the ship was conducted with no further sighting of the perpetrators.</p> <p>During the search, the <b><u>compressor for charging the self-contained breathing apparatus (SCBA) and the hose for charging the lifeboat compressed air bottles</u></b> were found missing. <b><u>The crew was safe.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
14	<b>Royal Jade</b> Bulk carrier Panama 35832 9801304	26/02/22 0238 hrs	1° 3.77' N, 103° 41.1' E  Approximately 2.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, five perpetrators were sighted at the starboard quarter stern deck. The alarm was raised, and the perpetrators escaped in a small boat. <b><u>One set of welding equipment</u></b> was reported stolen.</p> <p>The crew was mustered and a search on board the ship was conducted. <b><u>The crew was safe</u></b>. The master reported the incident to Singapore VTIS and confirmed that no assistance is required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
15	<b>African Merlin</b> Bulk carrier Bahamas 21521 9701267	28/02/22 0200 hrs	1° 2.82' N, 103° 38.11' E  Approximately 4.6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b><u>three perpetrators armed with knives</u></b> were sighted roaming on the main deck. The ship alarm was raised and crew mustered. A search on board the ship was conducted and <b><u>some engine spares</u></b> were reported stolen. The perpetrators escaped. <b><u>The crew was safe</u></b>. The master reported the incident to Singapore VTIS.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
16	<b>Flecha</b> Bulk carrier Malta 37661 9284570	02/03/22 0210 hrs	1° 14.58' N, 104° 4.1' E  Approximately 3.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b>three unauthorised persons armed with axe and rods</b> were sighted at the emergency generator room. The ship's alarm was raised and crew mustered. The perpetrators escaped upon being sighted. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out. The master declared that <b>nothing was stolen. The crew was safe with no injury</b>. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Qingdao, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
17	<b>Penta</b> Bulk carrier Panama 40043 9460605	02/03/22 0230 hrs	1° 14.65' N 104° 3.76' E  Approximately 3.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b>four unauthorised persons armed with knives</b> were sighted in the engine room. The ship's alarm was raised and crew mustered. The master reported the incident to Singapore VTIS.</p> <p>The master deviated the ship back to Singapore. The Singapore Police Coast Guard officers boarded the ship for investigation and search on board upon her arrival in Singapore.</p> <p>The Singapore Police Coast Guard updated that the search on board was concluded with no sighting of the perpetrators. <b>Nothing was stolen. The crew was safe with no injury</b>. The ship departed Singapore and is bound for Xinsha, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
18	<b>Daisy 2</b> Tanker Panama 41589 9255933	02/03/22 0535 hrs	1° 14.2' N 104° 0.17' E  Approximately 6.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the Singapore Police Coast Guard informed Singapore VTIS of a small boat in the vicinity of the ship. Upon verification with the ship, the master reported six unauthorised persons were sighted in the engine room, and <b>one of them was armed with a lookalike gun</b>. The ship's alarm was raised and crew mustered.</p> <p>A search on board the ship was carried out. The master requested the RSN's MSTF to shadow the ship while the crew conducted the search on board. The master declared that <b>nothing was stolen</b>. <b>The crew was safe with no injury</b>. The master declared that no assistance was required. The ship is bound for South China Sea awaiting voyage orders.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
19	<b>Maha Jacqueline</b> Bulk carrier India 38667 9185073	04/03/22 0025 hrs	1° 15.36' N 104° 4.05' E  Approximately 3.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, five unauthorised persons were sighted at the starboard quarter stern deck. The perpetrators escaped upon being sighted. The ship's alarm was raised and ship's deck lights were switched on. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators onboard. <b>Nothing was stolen</b>. <b>The crew was safe with no injury</b>. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Caofeidian, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
20	<b>Wawasan Topaz</b> Chemical/oil product tanker Panama 11749 9565601	15/03/22 2225 hrs	22° 14.3' N, 91° 49.6' E  Chittagong urea fertilizer jetty, Bangladesh	<p>While at berth, six perpetrators boarded the ship from a small wooden boat. The general alarm was raised and crew mustered. The perpetrators escaped with <u>ship stores</u>. <u>The crew was not injured</u>.</p> <p>Within 20 minutes, the Bangladesh Coast Guard boarded the ship and investigated the incident. The Bangladesh Coast Guard duty patrol recovered the stolen items and handed them over to the ship master.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
21	<b>Lampard</b> Bulk carrier Singapore 36449 9723980	24/03/22 0420 hrs	3° 54.8' N, 98° 46.2' E  Belawan Anchorage, Indonesia	<p>While making their rounds, the duty able-bodied (AB) seaman and ordinary seaman (OS) sighted <u>three perpetrators holding long knives and a steel bar</u> at the forecastle. The incident was reported to the bridge. The duty officer raised the ship's alarm and made an announcement through the PA system.</p> <p>The crew was mustered at the bridge, and the duty AB and OS were advised to retreat to the accommodation block. The perpetrators continued to take items from the forecastle stores while the crew reported incident to the coastal state.</p> <p>After the perpetrators left the ship, the crew conducted an extensive search on board the ship with no further sighting of the perpetrators. <u>Ship stores</u> were stolen. <u>The crew was not injured</u>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
22	<b>Pacific West</b> Bulk carrier Marshall Islands 92221 9604029	31/03/22 0600 hrs	1° 16.9' N 104° 15' E  Approximately 4 nm southeast of Tanjung Bulat, East Johor (Malaysia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, <b>six to seven perpetrators armed with knives</b> boarded the bulk carrier. The <b>perpetrators tied the duty motorman</b> in the engine room, <b>pushed him to the floor and threatened him</b>.</p> <p>Subsequently, the crew managed to freed himself and reported the incident to the Chief Engineer. The ship's alarm was raised and crew mustered. A search onboard was conducted and no perpetrators were sighted onboard. The master reported to Company Security Officer that <b>some auxiliary engine and main engine spare parts</b> were stolen. <b>The crew was safe and accounted for</b>. The master did not require any assistance. The ship had departed Singapore and is bound for Rizhao, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
23	<b>Procyon Leader</b> RORO car carrier Japan 53645 9207754	03/04/22 0100 hrs	13° 45.43' N, 121° 1.52' E  Vicinity waters off Delta Anchorage, Batangas City, the Philippines	<p>While at anchor, the duty crew sighted five perpetrators on board the ship. The crew immediately returned to the bridge, locked the door of the cargo compartment and informed the Duty Officer of the Watch (OOW), and the master about the presence of the perpetrators. The master sounded the general alarm which prompted the perpetrators to escape in a small unlit boat sighted moving away from the ship. All crew was mustered on the bridge except the duty engineer and the oiler who were in the engine room.</p> <p>The crew conducted a search on board the ship and discovered that <b>one fire hydrant cap</b> was missing. The crew also found some stolen items were left behind by the perpetrators at the forward station. <b>The crew was not injured</b> during the incident.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
24	<b>Siloso</b> Bulk carrier Singapore 17951 9293870	11/04/22 0356 hrs	6° 0.39' S, 106° 54.15' E  Jakarta Anchorage, Indonesia	<p>While at anchor, the duty oiler spotted three perpetrators on board and trying to enter the engine room. He immediately informed the duty officer on the bridge, who subsequently raised the alarm and made an announcement through the PA system. All crew was mustered at the poop deck and a search of the engine room, accommodation, deck and stores was conducted. No perpetrators were found.</p> <p>At about 0458 hrs (local time), three port police boarded the ship and another search was conducted with the crew. No perpetrators were found. The police investigated and disembarked the ship at about 0555 hrs (local time).</p> <p>There was no reported damage to the ship. <b>Nothing was stolen</b> and <b>the crew was not injured</b>. Thereafter, anti-piracy watch was doubled and additional cargo lights were rigged on the overboard side.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
25	<b>BLPG Sophia</b> LPG tanker Bangladesh	16/04/22 0012 hrs	22° 3' N, 91° 2' E  Chattogram Port Outer Area "C" Anchorage, Bangladesh	<p>While at anchor, an unknown number of perpetrators in a country boat came alongside the ship. One perpetrator boarded the ship while an unknown number of them stayed in the boat. The perpetrator reportedly stole <b>20 cans of paint and two drums of lubricating oil</b>. <b>The crew was not injured</b>.</p> <p>The incident was reported to the local authorities. The Bangladesh Coast Guard despatched a team, who investigated the incident. They recovered the stolen items after a combing operation in the vicinity and handed the items over to the master. Considering the quantity of items stolen by one perpetrator, there were some linkages between the perpetrators and the crew or others.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
26	<b>Megali</b> Tanker Malta 40865 9334557	16/04/22 0442 hrs	1° 14.31' N, 106° 58.83' E  Approximately 7.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, an unauthorised person was sighted in the vicinity of the ship poop deck in the way of engine room. The alarm was raised and a search on board the ship was conducted with no further sighting of the perpetrator. The master reported the incident to Singapore VTIS.</p> <p><b>Nothing was reported stolen</b> and there was no confrontation with the crew. <b>The crew was safe and accounted for</b>. The master did not require any assistance. The ship is bound for Pasir Gudang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
27	<b>Kota Hapas</b> Container ship Singapore 13491 9238624	18/04/22 0030 hrs	6° 5.5' N, 125° 9.3' E  Port of Makar, General Santos City, the Philippines	<p>While at berth, the OOW (2<sup>nd</sup> Officer) was on roving when he sighted two unidentified persons (wearing black suits with their faces painted black) attempted to board the ship at port side below the gangway ladder. Upon realising that they had been spotted, the perpetrators immediately jumped into the water.</p> <p>Thereafter, the 2<sup>nd</sup> Officer informed the master and called for extra hand to increase security measures. During the inspection, all stores' padlocks were intact and <b>no item was stolen</b>. The master also informed Philippine General Santos agent to support the security perimeter.</p> <p>At about 0305 hrs on the same day, the duty A/B sighted one unidentified person at the gangway area (port side) of the ship. He immediately informed the OOW and proceeded to the area. Upon seeing the duty A/B, the perpetrator immediately jumped into the water.</p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>Thereafter, the master and crew carried out a search in the engine room, accommodation and main deck. They found the padlocks of the fire station locker and chemical locker were broken. However, <u>no item was missing or stolen</u>. <u>The crew was not injured</u> during the two occurrences.</p> <p>Following the incidents, the Philippine Coast Guard-Port State Control (PCGPSC) boarded the ship and conducted verification of the incidents. The master and crew were advised to be vigilant and strengthen their security measures while at the port of General Santos City. The PCG-PSC also directed the PCG units within the area to conduct maritime patrol to prevent occurrence of such incidents.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>
28	<b>Asia Jaya 28</b> Tug boat Malaysia 145 5338190  <b>Sinar Asia 2912</b> Barge	19/04/22 2240 hrs	1° 12.51' N, 103° 51.68' E  Approximately 0.7 nm south of Kusu Island (Singapore), outside of the TSS in the SS (SOMS)	<p>While underway, the master of the tug boat reported to Singapore VTIS that two unauthorised persons were sighted escaping from the barge on tow. The tug boat and barge were bound for Port Kelang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. The Singapore Police Coast Guard craft intercepted the tug boat and barge; and boarded the ships to conduct a search on board. Eight perpetrators and one crew (alleged to conspire with the perpetrators to steal the <u>scrap metal</u> on board the barge) were arrested. Two other perpetrators had escaped. <u>The crew was safe with no injury</u>.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
29	<b>STI Magister</b> Petroleum/chemical tanker Singapore 29991 9833541	26/04/22 0050 hrs	22° 13.6' N, 91° 43.8' E  Chattogram Outer Anchorage, Bangladesh	<p>While at anchor, the duty officer on board sighted four perpetrators on forecastle deck via close-circuit television (CCTV). The duty officer immediately raised alarm, informed master and mustered ship crew. The duty officer further observed on CCTV that the door of fore peak store was opened and three perpetrators came out of the store room upon hearing the alarm. The duty officer then sent some of the ship crew to the forward deck and crew saw the perpetrators escaping from the ship by either jumping into the water or climbing down the anchor chain. About seven or eight perpetrators made their escape in a small boat.</p> <p>A search on board was conducted by the crew and no other perpetrators spotted. <b><u>One set of gangway wire coil</u></b> was found missing. There was no reported damage to the ship and <b><u>the crew not injured</u></b>. The incident was reported to the local port control centre and Bangladesh Coast Guard. Three Coast Guard personnel boarded the ship at about 0240 hrs on same day to collect evidence. The Coast Guard personnel found footprints and a broken lock from the fore peak store. Investigation is ongoing.</p> <p><b>[ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
30	<b>Lady Flora</b> Bulk carrier Panama 25969 9163001	27/04/22 0226 hrs	1° 16.68' N, 104° 17.78' E  Approximately 5.6 nm northwest of Tanjung Pergam, Bintan Island, (Indonesia) in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, an unauthorised person was sighted in the engine room. The ship's alarm was raised and crew mustered. A search on board was conducted with no further sighting of the perpetrator. The master reported the incident to Singapore VTIS.</p> <p>The master reported that <b><u>nothing was stolen</u></b> and there was no confrontation between the perpetrator and the crew. <b><u>The crew was safe with no injury</u></b>. The master did not require any assistance. The ship is bound for Ko Sichang, Thailand.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
31	<b>Sextans</b> Oil/chemical/gas tanker Marshall Islands 30068 9358321	28/04/22 0345 hrs	13° 43' N, 121° 2' E  Batangas Alpha Anchorage, the Philippines	<p>While at anchor, the duty A/B sighted three perpetrators on the ship forecastle. Upon noticing the duty A/B, the perpetrators escaped immediately. The duty A/B informed the duty officer on the navigating bridge, who sounded the ship's general alarm and horn on the forecastle. The master gathered and mustered the ship's crew on the bridge and called Vessel Traffic Management System (VTMS) Batangas and Coast Guard Station Batangas for immediate assistance.</p> <p>Upon receipt of the report, at about 0357 hrs on the same day, Coast Guard Station Batangas immediately directed Coast Guard Sub-station (CGSS) Batangas City to verify and respond to the incident. At about 0436 hrs, the CGSS Batangas City arrived at the anchorage area and immediately contacted the ship via radio. Personnel of CGSS Batangas City, together with Coast Guard Special Operation Units, conducted jibe maritime patrol within the vicinity waters off Batangas City and adjacent municipalities to gather information that could lead to the possible identification and apprehension of the perpetrators but yielded negative result.</p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>Unsecured items, comprising <u>a 10mm rope bundle, two cans of grease can (20kg) and butterfly nuts of forward hatch</u> were stolen. <u>The crew was not injured.</u></p> <p>[ReCAAP Focal Point (Philippines)]</p>
32	<b>Pelican</b> Tanker Cameroon 56127 9144782	12/05/22 0110 hrs	1° 10.48' N, 103° 25.56' E  Approximately 2.2 nm from Tanjung Karimun Kecil, (Indonesia) in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the ship's crew sighted three unauthorised persons in the vicinity of the engine room. The alarm was raised and crew mustered. A search was carried out with no further sighting of the perpetrators. The master reported the incident to Singapore VTIS.</p> <p>The master reported that <u>nothing was stolen</u> and there was no confrontation between the perpetrators and the crew. All crew members were accounted for with <u>no report of injuries</u>. No further assistance was required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian authorities were informed.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
33	<b>CNC Lion</b> Container ship Malta 31370 9784661	17/05/22 2315 hrs	6° 1' S, 106° 55' E  Jakarta Anchorage, Indonesia	<p>While at anchor, an officer on watch on board noticed a small unlit boat near the stern. At the same time, the alarm on the door of the steering gear room was triggered. The ship alarm was raised and crew mustered.</p> <p>Realising that the crew was alerted, the three perpetrators escaped. A search was conducted but <u>nothing was stolen</u>. <u>The crew was not injured.</u></p> <p>The incident was reported to Jakarta VTS and port control. The coastal State advised the ship to maintain a sharp lookout.</p> <p>[ReCAAP Focal Point (Singapore),            ReCAAP Focal Point (Germany)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	<b>Sinhin 5</b> Tug boat Malaysia 145 8739451  <b>Sinhin 6</b> Barge	19/05/22 1345 hrs	1° 13.35' N, 103° 29.42' E  Approximately 3.5 nm from Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS  (SOMS)	<p>At about 1300 hrs, the RSN reported sighting a sampan in the vicinity of tug boat, <i>Sinhin 5</i>. Singapore VTIS West contacted the master of the tug boat and informed him of the sighting. The master replied that he was unable to see the sampan and there was no unauthorised boarding.</p> <p>At about 1345 hrs, the master reported to VTIS West that the crew sighted four perpetrators on board barge, <i>Sinhin 6</i>, towed by <i>Sinhin 5</i>. The master reported that the perpetrators stole <b>some scrap metals</b> and left the barge at about 1357 hrs. <b>The crew was not injured</b>. The master also informed that no further assistance was required and continued her voyage to Pulau Pinang, Malaysia.</p> <p>A safety broadcast on anti-piracy watch was initiated. The RSN and Singapore Police Coast Guard were notified, and the Malaysian authorities were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
35	<b>Selena</b> Bulk carrier Barbados 35752 9853515	21/05/22 0250 hrs	1° 1.9' N, 105° 5.8' E  Approximately 23 nm off Tanjung Pinang, Karimata Strait, Indonesia	<p>While underway, <b>four perpetrators armed with knife/machete</b> broke into the ship navigational bridge via the bridge wing door. <b>The perpetrators threatened the duty officer</b> and demanded to bring them to the master's cabin. The perpetrators tried to enter the master's cabin, but to no avail.</p> <p>The crew sounded the general alarm and announcement was made to instruct all crew to remain in their cabins. The crew carried out a search in the accommodation and mustered all remaining crew on the navigational bridge. The crew completed the search and there was no sighting of the perpetrators. The master also reported that <b>no property was stolen</b>. The ship resumed her voyage to Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	<b>Yong Xing Shun Hang</b> Tanker Panama 39307 9266750	27/05/22 2230 hrs	1° 7.78' N, 103° 30.05' E  Approximately 5.4 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the 4<sup>th</sup> engineer sighted three unauthorised persons in the steering gear room. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 2358 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <b><u>Nothing was stolen</u></b> and <b><u>the crew was not injured</u></b>. No further assistance was required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian and Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
37	<b>Magnum Energy</b> Bulk carrier Marshall Islands 31261 9488982	28/05/22 0259 hrs	1° 6.9' N, 103° 31.45' E  Approximately 6.9 nm east- southeast of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, <b><u>three unauthorised persons armed with knives</u></b> were sighted at the aft station. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 0412 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <b><u>Some engine spare parts</u></b> were stolen and <b><u>the crew was not injured</u></b>. No further assistance was required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
38	<b>Dream Star</b> Bulk carrier Panama 43226 9582996	20/06/22 0130 hrs	1° 16.7' N 104° 15.4' E  Approximately 7.3 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, two unauthorised persons were sighted in the steering gear room. The alarm was raised, crew mustered and a search on board was conducted. The master reported the incident to Singapore VTIS.</p> <p>At about 0600 hrs, the master updated that they had completed search with no further sighting of the perpetrators. <b><u>Nothing was stolen and all crew members were accounted for with no report of injuries.</u></b> No further assistance was required and the ship resumed her voyage to Huangpu, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Malaysian and Indonesian authorities were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
39	<b>Tomini Unity</b> Bulk carrier Marshall Islands 36415 9718167	23/06/22 0401 hrs	1° 16.9' N, 104° 19.12' E  Approximately 5.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b><u>an unauthorised person carrying a weapon-like object</u></b> was sighted in the engine room. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian and Malaysian authorities were informed.</p> <p>The master diverted the ship back to Singapore and requested for security search on board by Singapore Police Coast Guard. At about 1020 hrs, Singapore Police Coast Guard updated that there was no sighting of the perpetrator on board. <b><u>Nothing was stolen and all crew members were safe with no report of injuries.</u></b> The ship departed Singapore and bound for Zhoushan, China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
40	<b>Maersk Bering</b> Petroleum/chemical tanker Singapore 19758 9299422	29/06/22 0230 hrs	3° 47.28' N 98° 41.84' E  Berth no. 106/107, Port of Belawan, Indonesia	<p>While at berth conducting loading operation, the duty AB onboard spotted around two unknown perpetrators leaving the ship in an open boat and immediately informed the OOW. A search was conducted by the crew and there was no further sighting of the perpetrators. <b><u>Fire nozzles, hydrant caps and hydrant couplings</u></b> onboard the ship were reported missing. The incident was reported to the local agent. There was no reported damage to the ship and <b><u>the crew was not injured</u></b>.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
41	<b>Nemrut Bay</b> Bulk carrier Panama 21627 9860788	04/07/22 0400 hrs	1° 10.48' N, 103° 25.56' E  Approximately 6.2 nm north of Tanjung Pergam, Bintan Island, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the ship's engineer sighted <b><u>six unauthorised persons armed with pistol</u></b> in the engine room. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS East.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian authorities were informed.</p> <p>No assistance was required from VTIS. In consultation with MSTF, the Singapore Port Operation and Control Centre (POCC) informed the ship master to seek assistance from the Indonesian authorities if required. At 0505 hrs, master reported that the search of the engine room and ship's accommodation was completed. <b><u>Some engine spare parts</u></b> were stolen. <b><u>All crew members were safe with no report of injuries</u></b>.</p> <p>The ship resumed her voyage to Plymouth, New Zealand.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
42	<b>Everest</b> Tanker Panama 53074 9180126	08/07/22 2324 hrs	1° 16.69' N, 104° 17.93' E  Approximately 6.3 nm north of Tanjung Pergam, Bintan Island, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the 4<sup>th</sup> Engineer on board spotted <b><u>five unauthorized personnel armed with machetes</u></b> in the steering gear room. The master raised the alarm, mustered the crew and conducted a search on board the ship. Initially, assistance was required, and the ship diverted from their eastbound course to Singapore. The ship's crew conducted three more searches, but there were no further sightings of the perpetrators. The master reported the incident to Singapore VTIS. <b><u>Nothing was stolen. All crew members were safe with no report of injuries.</u></b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The ship resumed her journey to Longkou, China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
43	<b>African Lark</b> Bulk carrier Bahamas 21532 97682760	18/07/22 0100 hrs	6° 2.2' S, 106° 54.2' E  Jakarta Port Breakwater, Jakarta "C" Anchoraging, Indonesia	<p>While underway for anchoring, the crew sighted <b><u>three unauthorised personnel armed with knives</u></b>, at the poop deck and port quarter of the ship, trying to make entry into the accommodation but unsuccessful, as doors were locked from inside.</p> <p>After being informed by the deck watchkeeper, the bridge team sounded the general emergency alarm. The bridge team informed the crew at the engine room to close all doors from inside, and bridge team shouted at the robbers from the bridge wing. Upon noticed, the perpetrators escaped empty-handed. The master reported the incident to Jakarta VTS and Tanjung Priok VTS. The Indonesian Marine Police boarded the ship to investigate.</p> <p><b><u>All crew members were safe, and no items were reported stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
44	<b>Bulk Sao Paulo</b> Bulk carrier Liberia 107879 9849760	23/07/22 0105 hrs	1° 8.75' N, 103° 29.02' E  Approximately 8.3 nm from Pulau Iyu Kecil, (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the duty crew sighted six unknown personnel in the engine room. Ship's alarm was raised and crew mustered. A search on board the ship was conducted by the crew. No perpetrators were sighted. <b>Some engine spare parts</b> were reported missing. The master reported the incident to VTIS West and the company security officer.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities.</p> <p>The master was informed that Singapore Police Coast Guard will conduct investigation on board when the ship arrives at Singapore. The ship is bound for Singapore AEBB anchorage pilot on 23 Jul 22.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
45	<b>Darya Sita</b> Bulk carrier Hong Kong, China 35035 9790660	27/07/22 1400 hrs	5° 30' S, 105° 17' E  Panjang Anchorage, Indonesia	<p>While at anchor, an unknown number of perpetrators entered the engine room without the crew noticing, stole <b>auxiliary engine spares</b> and escaped.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
46	<b>Cape Valencia</b> Bulk carrier Panama 92758 9578684	30/07/22 0135 hrs	1° 16.65' N, 104° 17.33' E  Approximately 5.97 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the ship crew sighted <b>four unauthorised personnel, reported to be armed with knives</b>, of which two were in the engine room and two were in the mess room. Ship's alarm was raised and crew mustered. A search in the accommodation and engine room spaces was conducted with no further sighting of the perpetrators. <b>Some engine spare parts</b> were reported missing. <b>All crew were safe and accounted for</b>. The master reported the incident to VTIS East and the company security officer. The ship did not require further assistance. The ship had departed from Singapore and was bound for Beilun, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
47	<b>Iwami</b> Bulk carrier Panama 14162 9414981	30/07/22 0240 hrs	1° 9.6' N, 103° 27.2' E  Approximately 3.48 nm east of Pulau Karimun Kecil (Indonesia) in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the ship crew sighted two perpetrators in the engine room. The perpetrators escaped with <b>generator spare parts</b>. <b>The crew was not injured</b>. The shipping company reported incident to Maritime Bureau of Japan.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
48	<b>Equinox Agnandoussa</b> Bulk carrier Cayman Islands 33232 9503988	30/07/22 0330 hrs	1° 16.74' N, 104° 18.01' E  Approximately 5.73 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the ship crew sighted <b>three unauthorised personnel, who were armed with knives</b>, of which one was in the engine room and two were on deck. Ship's alarm was raised and crew mustered on navigation bridge. <b>No injury was reported</b>. The master reported the incident to VTIS East and the company security officer. The ship had departed Singapore and was bound for Xingang, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with Indonesian authorities.</p> <p>The master requested to return to Singapore for Singapore Police Coast Guard to conduct a search on board and investigate the incident. At about 0922 hrs, Singapore Police Coast Guard completed their search on board and found no unauthorised personnel onboard the ship. <b>Some engine spare parts were found missing</b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
49	<b>Target 10</b> Tug boat Malaysia 188 9826926  <b>Alam 281</b> Barge	31/07/22 1300 hrs	1° 16.85' N, 104° 8.08' E  Approximately 3.7 nm south of Tanjung Setapa, Johor (Malaysia), in the westbound lane of the TSS in the SS  (SOMS)	<p>While underway, six perpetrators were sighted on board the barge, which was towed by a tug boat, and were seen <b>stealing scrap metals from the barge</b>. Ship's alarm was raised and crew mustered. The master reported the incident to VTIS East and requested for assistance to chase the perpetrators from the barge. The master subsequently reported that all perpetrators had left the barge in three small boats and were headed towards Pulau Batam, Indonesia. <b>No injury was reported</b>. The tug boat &amp; barge were en route from Kota Kinabalu, East Malaysia to Port Klang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
50	<p><b>Modalwan 11</b> Tug boat Malaysia 91</p> <p><b>Lion Kimtrans 2301</b> Barge</p>	<p>03/08/22 2326 hrs</p>	<p>1° 13.16' N, 103° 32.8' E</p> <p>Approximately 3.5 nm southeast of Tanjung Piai, West Johor (Malaysia), in the precautionary area of the TSS in the SS (SOMS)</p>	<p>While underway, seven to 10 wooden boats were sighted alongside the barge that was being towed. Due to length of tow line and hour of darkness, the master and crew on board the tug boat were unable to determine the number of perpetrators on board the barge.</p> <p>The master raised the alarm and all ship crew mustered. The master also reported the incident to Singapore VTIS and at about 0048 hrs, updated that all the wooden boats were no longer in sight and <u>some scrap metal</u> on board the barge was stolen. There was <u>no confrontation between the perpetrators with the crew in the tug boat</u>.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The tug boat &amp; barge were en route to Port Klang, Malaysia. The last port of call was Sabah, East Malaysia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
51	<p><b>Ning Hai Tuo 4001</b> Tug boat China 1374 9565431</p> <p><b>MO Pelican</b> Supply vessel Sierra Leone</p>	<p>09/08/22 0938 hrs</p>	<p>1° 10.15' N, 103° 35.23' E</p> <p>Approximately 3.9 nm west off Pulau Nipa, in the separation zone of the TSS in the SS (SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS the sighting of a small boat alongside, and two perpetrators on board the unmanned supply vessel that was being towed. The ship's alarm was raised.</p> <p>The master reported the incident to Singapore VTIS, updated at 1000 hrs that the boat was no longer in sight and <u>some ship stores</u> on board the supply vessel were stolen.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The tug boat and the towed supply vessel had departed Singapore and was bound for Zhousan, China.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
52	<b>Southern Hawk</b> Chemical tanker Panama 8295 9534901	11/08/22 1815 hrs	5° 49.38' N, 118° 8.22' E  Sandakan Anchorage, Sabah, East Malaysia	<p>While at anchor, the crew on duty at the bridge sighted three unarmed suspicious persons on deck, sounded the alarm immediately and alerted surrounding ships. The three persons jumped into the sea and escaped in a small boat.</p> <p>The crew conducted a search on board, including the living quarters and engine room. They confirmed that there were no suspicious persons on board and that <b>ropes on deck</b> had been stolen. There was no reported damage to the ship and <b>the crew was not injured</b>.</p> <p>[ReCAAP Focal Point (Japan)]</p>
53	<b>Nord Aquarius</b> Bulk carrier Panama 44618 9941398	18/08/22 0445 hrs	3° 47' N, 98° 41' E  Belawan Outer Anchorage, Indonesia	<p>While at anchor, the A/B reported on portable VHF to duty officer that <b>two perpetrators armed with knives</b> were sighted at forward bosun store. The ship's whistle and general alarm were sounded, a public announcement was made and the crew mustered. Upon realising the crew was alerted, the perpetrators escaped immediately. <b>Two sets of connection cable for welding machine, a fire hydrant cap</b> and an air pipe cap were stolen. <b>The crew was not injured</b>.</p> <p>The master reported incident to Belawan VTS, who informed the Coast Guard.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
54	<b>HK Tug 9</b> Tug boat Singapore 299 9767120  <b>LKH 2882</b> Barge Singapore	26/08/22 1930 hrs	1° 17.05' N, 104° 20.06' E  Approximately 5.6 nm north of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, five small boats came alongside the barge, and three perpetrators boarded the barge from its stern. The master of the tug boat reported to Singapore VTIS East, RSN's MSTF and Singapore Police Coast Guard. At about 1955 hrs, the perpetrators and the small boats departed from the barge.</p> <p>The tug boat &amp; barge were advised to proceed to Horsburgh Lighthouse, where Singapore Police Coast Guard assisted to check if there were any small boats still around the tug boat and barge. There was no reported damage to the tug boat &amp; barge, and <u>the crew was not injured</u>. <u>Some scrap metal</u> from the barge were reported missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
55	<b>Meghna Liberty</b> Bulk carrier Bangladesh 31877 9668051	29/08/22 0402 hrs	1° 7.9' N, 103° 30.05' E  Approximately 5.4 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, three unauthorized persons were sighted in vicinity of the engine room. <u>The perpetrators were armed with hammer, knife and metal rod</u>. The ship sounded the alarm, and reported the incident to Singapore VTIS.</p> <p>Upon arrival at Singapore anchorage, the Singapore Police Coast Guard boarded the ship and conducted a search on board, with no further sighting of the perpetrators. <u>No item was declared stolen, all crew members were safe</u>.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
56	<b>Canopus Leader</b> RORO car carrier Singapore 51917 9367607	31/08/22 0730 hrs	13° 45.4' N, 121° 2.3' E  Batangas Port, the Philippines	<p>While berthed, the 3<sup>rd</sup> officer upon inspection of all fire hose boxes in the cargo holds on 2 Sep reported that <b>14 fire hose nozzles and four fire hydrant spanners</b> were missing. There were no perpetrators sighted on board the ship.</p> <p>It was suspected that the theft occurred when the ship was berthed at Batangas Port, Philippines, for cargo operations on 31 Aug 22 between 0730 hrs and 2130 hrs.</p> <p>There was no reported damage to the ship and <b>the crew was not injured</b>. The incident was reported to the Philippines port authority through the local agent and bound for Penang, Malaysia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
57	<b>Nord Adriatic</b> Bulk carrier Singapore 34830 9767584	03/09/22 0013 hrs	1° 16.66' N, 104° 17.66' E  Approximately 6.1 nm from Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the duty oiler spotted two unauthorised persons walking barefooted towards the workshop where the engine spare parts were kept.</p> <p>The master activated the ship's general alarm and a search was conducted by ship crew, with no further sightings of the perpetrators. The master then reported the incident to Singapore VTIS East. <b>Spare parts of generator</b> were stolen and <b>the crew was not injured</b>.</p> <p>The Maritime and Port Authority of Singapore's (MPA) POCC issued a navigational safety advisory to warn ships in the vicinity to be more vigilant.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
58	<p><b>Sung Fatt 31</b> Tug boat Malaysia 133 8984446</p> <p><b>Sung Fatt 36</b> Barge Malaysia</p>	07/09/22 2325 hrs	<p>1° 12.69' N 103° 32.62' E</p> <p>Approximately 3.5 nm southeast of Tanjung Piai, West Johor (Malaysia), in the precautionary area of the TSS in the SS (SOMS)</p>	<p>While underway, 10 wooden boats were sighted alongside the barge towed by a tug boat. The master raised the alarm, mustered the crew and reported incident to Singapore VTIS via VHF. Due to length of the tow line and hour of darkness, the master and his crew on board the tug boat were not able to determine the number of perpetrators on board the barge. <b>Some scrap metal</b> on board the barge was stolen. <b>The crew was not injured.</b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The ships' last port of call was Sarawak, East Malaysia and were bound for Penang, Malaysia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
59	<p><b>QNG 90962 TS</b> Fishing trawler Vietnam</p>	09/09/22 2200 hrs	<p>8° 21.04' N, 115° 17.18' E</p> <p>South China Sea</p>	<p>While underway, the fishing trawler launched two small boats when a canoe approached the port side of the first boat.</p> <p>While <b>one of the perpetrators pointed a gun at the boat</b>, another perpetrator swam over and pushed the five crew of the fishing trawler towards the ship's bow, shouted and forced them to transfer <b>seafood and flashlights</b> to the canoe. The perpetrators left in the canoe heading west. The first boat sighted that the canoe was also moving to the second boat. The <b>perpetrator in canoe fired three shots</b> at the second boat. As a result, <b>one fisherman was seriously injured</b> in his left foot.</p> <p>At about 2230 hrs, the second boat met with the first boat and reported the incident to their mother ship. The fishing boat took the injured crew member ashore and his condition was stable.</p> <p>The fishing trawler reported the incident to the authorities.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
60	<b>HK Tug 9</b> Tug boat Singapore 299 9767120  <b>LKH 2882</b> Barge Singapore 4430	17/09/22 1650 hrs	1° 17.57' N, 104° 9.48' E  Approximately 3.3 nm from Tanjung Setapa (Malaysia), in the SS (SOMS)	<p>While the tug boat towing barge <i>LKH 2882</i> was underway, four small boats were spotted alongside the barge and eight perpetrators were seen on board stealing scrap metal.</p> <p>The master reported the incident to Singapore VTIS East and the Singapore Police Coast Guard. At about 1655 hrs, the perpetrators and the small boats departed from the barge.</p> <p>A Singapore Police Coast Guard ship was deployed to assist the tug boat &amp; barge, and no further sighting of the perpetrators were reported. The tug boat &amp; barge continued their voyage to the next port, Phu My, Vietnam.</p> <p>There was no reported damage to both tug boat &amp; barge, and <b><u>the crew was not injured</u></b>. <b><u>Some scrap metals</u></b> from the barge were reported missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
61	<b>Saga Fortune</b> General cargo ship Hong Kong, China 37441 9644524	15/10/22 0400 hrs	5° 28.5' S, 105° 17.2' E  Panjang Anchorage, Indonesia	<p>While at anchor, the master noticed that several items were stolen from the ship. They suspected that the perpetrators had boarded the ship through the poop deck to engine room entrance. The workshop lock was discovered broken, and <b><u>engine spares</u></b> were stolen.</p> <p>The incident was reported to the local agent. Deck watch was increased. All entrances were locked, except entrance to the bridge, and measures applied for precautionary notice when calling in the area. <b><u>All crew members were safe</u></b> and accounted for.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
62	<b>Heilan Bright</b> Bulk carrier Panama 32953 9587958	16/10/22 2230 hrs	1° 9.3' N, 103° 27.4' E  Approximately 3.3 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the ship reported to Singapore VTIS that three unauthorised persons were sighted in the Steering Gear Room. The perpetrators escaped upon the activation of ship's general alarm by alert crew. A search was conducted by the ship's crew with no further sightings of the perpetrators.</p> <p>The master declared <b><u>nothing was stolen</u></b> and <b><u>all crew members were safe</u></b>. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities.</p> <p>No assistance was requested and the ship continued her voyage for Ko Sichang, Thailand.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
63	<b>Minoan Grace</b> Bulk carrier Malta 33044 9605839	17/10/22 0105 hrs	1° 9.65' N, 103° 26.5' E  Approximately 2.5 nm northeast of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS that three unauthorised persons were sighted in the Engine Room. The perpetrators escaped upon the activation of ship's general alarm by the crew. A search was conducted by the ship's crew with no further sightings of the perpetrators.</p> <p>The master declared <b><u>nothing was stolen</u></b> and <b><u>all crew members were safe</u></b>. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
64	<b>Genco Endeavour</b> Bulk carrier Marshall Islands 94385 9698965	24/10/22 0002 hrs	1° 9.88' N, 103° 26.03' E  Approximately 1.9 nm northeast of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the vicinity of the steering gear room. The crew activated the ship's general alarm. After the crew members were mustered and accounted for, a search on board was conducted with no further sightings of the perpetrators. Master declared that <b>nothing was stolen</b> and <b>all crew members were safe</b>. No assistance was required. The ship is bound for the port of Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified.</p> <p>The Singapore Police Coast Guard boarded the ship upon her arrival at Singapore and conducted search on board. Information was shared with the Indonesian Authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
65	<b>Oriental Hibiscus</b> Oil/chemical/gas tanker Panama 9866 9908334	31/10/22 2200 hrs	22° 47.6' N, 70° 4.1' E  Kandla Anchorage, India	<p>While at anchor, duty crew sighted <b>five to six perpetrators, armed with knives and rods</b>, on the port side upper deck of the ship. The duty AB immediately informed the bridge. The general alarm was raised, PA announcement made and crew mustered. Upon hearing the alarm, the perpetrators jumped overboard and escaped in an orange small boat, taking away <b>eight pieces of manifold flanges and four pieces of reducers</b>.</p> <p>The ship master reported the incident to Kandla Signal Station, who advised the master to take picture of the boat, lodge a FIR and submit a copy to Kandla port.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
66	<p><b>Bina Marine 81</b> Tug boat Singapore 138 96311577</p> <p><b>Bina Marine 72A</b> Barge Singapore</p>	03/11/22 2120 hrs	<p>1° 11.18' N, 103° 52.21' E</p> <p>Off Pulau Sambu (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)</p>	<p>While underway, POLCOM informed Singapore VTIS that small wooden boats were sighted alongside barge <i>Bina Marine 72A</i> off Pulau Sambu (Indonesia). Singapore VTIS immediately notified the master of tug boat, <i>Bina Marine 81</i>.</p> <p>A search was conducted by the crew, and the master confirmed the sighting. Batam VTIS contacted the master and Indonesia Police Coast Guard vessels deployed to apprehend the perpetrators.</p> <p>Seven perpetrators were arrested and six wooden boats were seized. Another 18 perpetrators had escaped. <b>400kg of scrap metals</b> were reportedly stolen, and <b>the crew was not injured</b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
67	<p><b>TC Pacific</b> Supply vessel Panama 3511 9559042</p> <p><b>Holmen Pacific</b> Barge Marshall Islands</p>	09/11/22 0444 hrs	<p>1° 8.3' N, 103° 29.56' E</p> <p>Approximately 9 nm east of Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that a perpetrator had boarded the barge on tow via the stern of the barge from a small boat. At about 0505 hrs, the master updated Singapore VTIS that <b>a mooring rope</b> was stolen. <b>The crew was not injured</b>. The tug boat and barge were in transit eastbound, with no cargo on board. The barge was unmanned and on a long tow of 550m.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
68	<b>CIC Epos</b> Bulk carrier Marshall Islands 43747 9474694	19/11/22 0045 hrs	1° 5' N, 103° 43.2' E  Approximately 3 nm north from Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the engine room. Upon raising the alarm, the five perpetrators escaped and jumped overboard.</p> <p>A search was conducted by the crew on board the ship, with no further sightings of the perpetrators. <b><u>Nothing was reported stolen</u></b> and <b><u>all crew members were safe</u></b>. The ship did not require further assistance, and proceeded with her voyage to Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
69	<b>Cassandra</b> Tug boat Belize 133 3128430  <b>Cassandra 2401</b> Barge Belize	21/11/22 0937 hrs	1° 13.17' N, 103° 32.5' E  Approximately 3.25 nm southeast of Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS (SOMS)	<p>While underway, RSN's MSTF informed POCC that they had sighted two small boats in the vicinity of barge, Cassandra 2401. POCC contacted the master of towing tug boat, Cassandra, who confirmed that there were three small boats alongside the barge and nine perpetrators on board the barge.</p> <p>The perpetrators stole <b><u>scrap metal from the barge</u></b> and escaped. Master accounted for all crew and reported <b><u>no injuries to the crew</u></b>. Master reported no further assistance was required, and the tug boat &amp; barge resumed their voyage to Port Klang, Malaysia.</p> <p>Safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
70	<b>Sung Fatt 31</b> Tug boat Malaysia 133 8984446  <b>Sung Fatt 36</b> Barge	21/11/22 1005 hrs	1° 12.8' N, 103° 32.54' E  Approximately 3.57 nm southeast of Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS  (SOMS)	<p>While underway, RSN's MSTF informed POCC that they had sighted two small boats in the vicinity of barge, Sung Fatt 36. POCC contacted the master of towing tug boat, Sung Fatt 31, who confirmed that there were five small boats alongside the barge and 14 perpetrators on board the barge.</p> <p>The perpetrators <u>stole scrap metal from the barge</u> and escaped. Master accounted for all crew and reported no injuries to the crew.</p> <p>Safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
71	<b>AS Elenia</b> Bulk carrier Liberia 43747 9485899	22/11/22 0009 hrs	21° 27.5' N, 89° 35.9' E  Mongla Fairway Buoy, Outer Anchorage Mongla, Bangladesh	<p>While at anchor, an unknown number of <u>perpetrators armed with knives</u> boarded the bulk carrier using ropes from two long boats. The master raised ship's alarm, and together with the crew took shelter into the ship's citadel.</p> <p><b>Ship properties/stores</b> were reportedly stolen from the ship. The stolen items were later recovered and returned to local shipping agent on 25 Nov 2022.</p> <p>Investigation revealed that the incident was reported late to the authorities, which resulted in delayed assistance provided by the authorities. The Bangladesh Focal Point (Department of Shipping) reminded all ships and stakeholders to report incidents immediately to the law enforcement agencies in the area.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
72	<b>Songa Challenge</b> Chemical tanker Marshall Islands 11761 9409510	22/11/22 0145 hrs	10° 11.39' N, 107° 1.89' E  Vung Tau Anchorage, Vietnam	While at anchor, the duty crew onboard spotted a small boat near the bow and informed the Officer on Watch (OOW). The alarm was raised, crew mustered and a search was conducted. The paint locker was found broken into and <u>ship stores</u> were stolen.  [IMO]
73	<b>KT Birdie</b> Bulk carrier Singapore 40341 9597343	24/11/22 0045 hrs	1° 3.97' N, 103° 36.04' E  Off Karimum Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	While underway, the master spotted two suspicious boats trailing their ship. The master informed the crew at bridge wings to maintain vigilant and alert the engine room regarding the sightings. Later at 0105 hrs. the duty officer and A/B on watch duty spotted three perpetrators at the starboard quarter attempting to disembark from the ship. A search was conducted on board the ship, with no further sightings of any perpetrators. However, the steering entrance door and funnel door were found to be unlocked. Subsequent checks revealed that <u>some generator parts</u> were reported missing. <u>The crew was safe.</u>  The master reported the incident to Singapore VTIS West, Singapore Police Coast Guard and the company security officer.  Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
74	<b>Captain Antonis</b> Bulk carrier Cyprus 43022 9583201	25/11/22 2327 hrs	1° 2.86' N, 103° 37.92' E  Approximately 6.7 nm off Pulau Jangkat, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS that at 0015 hrs, <b>three perpetrators armed with knives</b> were sighted in the engine room. At 0045 hrs, he reported that the perpetrators were running towards the steering gear room. The master sounded the ship alarm, mustered the crew and carried out a search on board the ship to locate the perpetrators. As the master was not able to ascertain the status of the perpetrators on board, the ship was directed proceed to the boarding ground for a Police Coast Guard security check.</p> <p>The Singapore Police Coast Guard boarded the ship and conducted a security check with no further sightings of the perpetrators. <b>Nothing was reported stolen and all crew were safe.</b></p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
75	<b>Libra Confidence</b> Bulk carrier Marshall Islands 35812 9878345	26/11/22 0110 hrs	1° 3.25' N, 103° 40.66' E  Approximately 5.6 nm off Pulau Jangkat, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS West that two perpetrators were sighted in the aft at 0106 hrs and immediately escaped upon being noticed. A small boat was sighted in the astern of the ship. The master raised the ship alarm and mustered the crew. A search on board the ship was conducted by the crew with no further sightings of the perpetrators. <b>Nothing was reported stolen, and all crew were safe and accounted for.</b></p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
76	<b>Eastern Mercy</b> Bulk carrier Panama 31901 9543677	01/12/22 2125 hrs	1° 3.16' N 103° 38.23' E  Approximately 4.6 nm northwest of Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS that <b>seven perpetrators armed with knives</b> were sighted in the engine room. The perpetrators escaped upon being sighted. The general alarm was raised and search on board was conducted by the crew.</p> <p>The Singapore Police Coast Guard boarded the ship and conducted search on board upon her arrival in Singapore. No sighting of the perpetrators was found on board. <b>All crew was safe</b> and <b>nothing was stolen</b>.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
77	<b>HK Tug 9</b> Tug boat Singapore 299 9767120	06/12/22 1530 hrs	10° 19.68' N 107° 3.1' E  Off Vung Tau, Vietnam	<p>While the tug boat towing barge was underway, the Vietnam Border Guard (VBG) approached the tug boat and informed that there were two men on board the barge who were unloading scrap metal onto a small boat.</p> <p>The master confirmed to VBG that the two men were not part of the crew. The VBG deployed their craft, and apprehended the two perpetrators and small boat that was alongside the barge.</p> <p>There was no reported damage to both tug boat and barge, and <b>the crew was not injured</b>. <b>Some scrap metal</b> from the barge was missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
78	<b>Orbit I</b> Crude oil tanker Panama 84598 9234642	12/12/22 0243 hrs	1° 3.42' N 103° 39.13' E  Approximately 3.7 nm northwest of Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS that <b>five perpetrators armed with knives</b> were sighted in the engine room. The perpetrators escaped upon the activation of ship's general alarm by the alert crew.</p> <p>A search on board was conducted with no further sighting of the perpetrators. The master declared <b>nothing was stolen</b> and <b>all crew was safe</b>. No assistance was required and the ship continued her voyage to China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
79	<b>Golden Houston</b> Bulk carrier Marshall Islands 92732 9701188	14/12/22 0400 hrs	1° 3.33' N, 103° 38.28' E  Approximately 4.5 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS that <b>three perpetrators armed with knives</b> were sighted in the engine room. The perpetrators escaped upon the activation of ship's general alarm by the alert crew.</p> <p>A search on board was conducted with no further sighting of the perpetrators. During the incident, the <b>2<sup>nd</sup> Engineer was tied, blindfolded and pinned down to the floor for about 10 min</b>. He managed to release himself later and informed the Chief Engineer. The 2<sup>nd</sup> Engineer did not sustain any injuries.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship for a search onboard upon her arrival in Singapore. At 1223hrs, the ship was cleared with no sighting of the perpetrators onboard. <b>Some engine spare parts and mobile phone of 2<sup>nd</sup> Engineer</b> were declared stolen. <b>The crew was safe</b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
80	<b>Bow Cedar</b> Chemical tanker Marshall Islands 23220 9087013	26/12/22 2120 hrs	22° 47.8' N, 70° 0.79' E  Kandla Anchorage, India	<p>While at anchor, duty crew spotted two perpetrators at starboard midship drip tray and one perpetrator hanging at the railing, attempting to board the ship. The duty officer raised the general alarm and upon hearing the alarm, the perpetrators escaped in a small boat (LOA around 5m). A total of seven persons were spotted onboard the small boat.</p> <p>A search was conducted and the OOW reported the incident to Kandla Tower on VHF. The master also notified the local agent via phone, and email was also sent to all concerned parties such as ship operators and superintendents etc. At 2150 hrs, the search was completed with no stowaways onboard and <b>four spool pieces</b> were reported missing. <b>The crew was not injured.</b></p> <p>At 2225 hrs, at Kandla Tower's advice, the ship master reported the incident to Indian Coast Guard (ICG). On receipt of information, ICG vessel was deployed immediately for assistance but the perpetrators had already escaped. On 27 Dec 22, personnel from the ICG vessel, Marine Police Kandla and Customs Kandla boarded the ship for a joint investigation.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

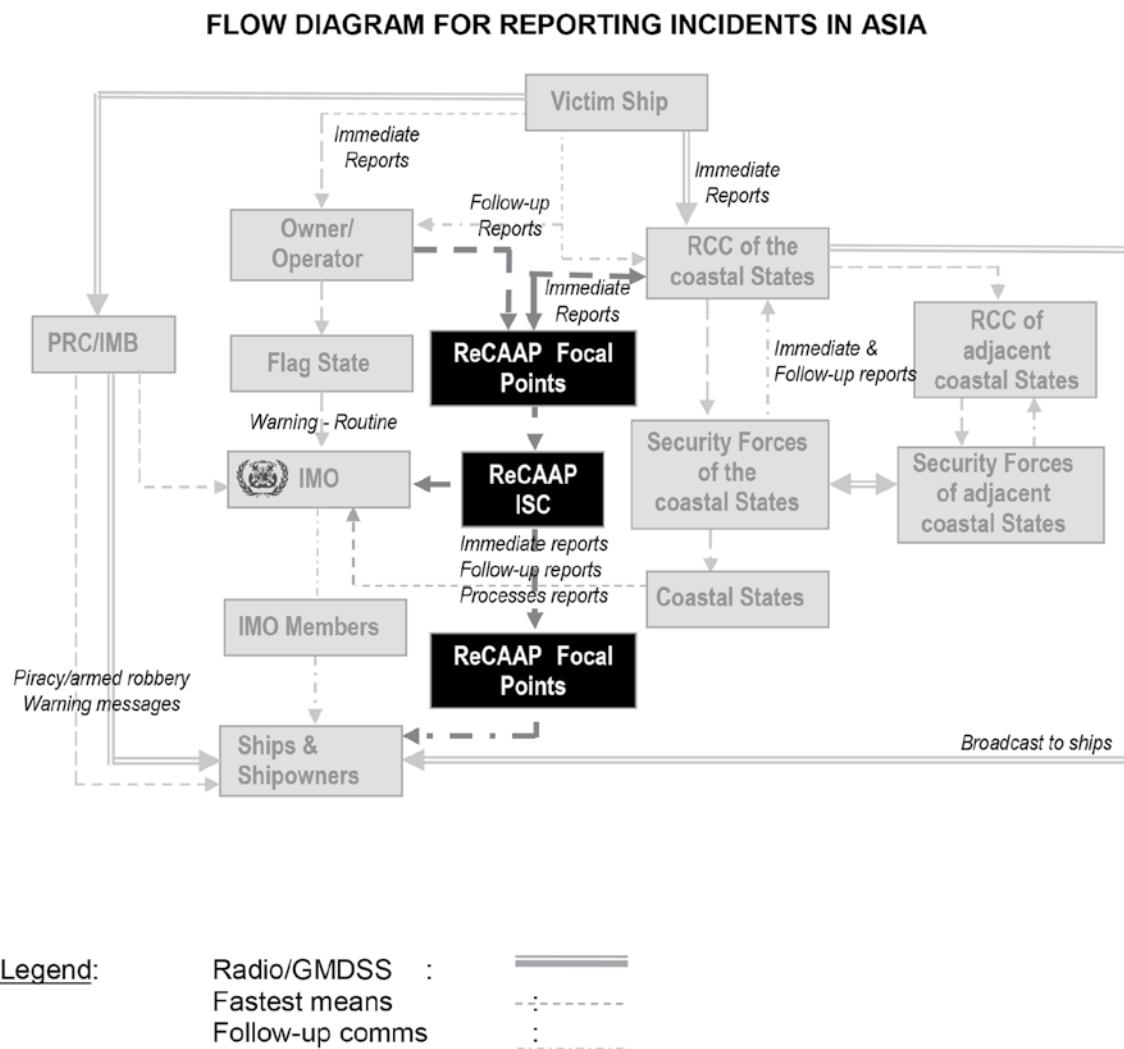
## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
81	<b>MS Carla</b> Tanker Malaysia 2920 9111022	10/01/22 2140 hrs	1° 13.77' N, 103° 32.16' E  Approximately 2.65 nm from Tanjung Piai (Malaysia), outside of the TSS in the SS (SOMS)	<p>While underway, the duty deck officer sighted five perpetrators on board a wooden boat placing a ladder at the port side of the ship. The ship's alarm was raised, and the perpetrators abandoned the boarding and sped away.</p> <p>The master reported the incident to the Port Operation Control Centre (VTIS West). Safety broadcast on anti-piracy watch was carried out and it increased to every half hour interval to warn all ships to maintain vigilant watch at all times.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
82	<b>Posh Osprey</b> Tug boat Singapore 3513 9658264  <b>Vega</b> Semi-submersible rig Saint Kitts and Nevis 30147 8768402	08/04/22 2300 hrs	21° 28.3' N, 72° 22.3' E  Gulf of Khambhat (off Alang), India	<p>While underway, six to seven persons armed with knives were sighted on board two boats attempting to board the semisubmersible rig. Upon being spotted by the crew on board the tug boat, the perpetrators aborted their attempt to board. There was no reported damage to the ship. Nothing was reported stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (India),            ReCAAP Focal Point (Singapore)]</b></p>
83	<b>MV Blue Marlin</b> Heavy transport vessel Malta 51821 9186338	11/07/22 0021 hrs	21° 56' N, 89° 31' E  Akram Point Area, Bangladesh	<p>While underway, six unauthorized personnel on board a mechanized boat attempted to board the ship.</p> <p>The master reported the approach of the boat to Hiron Point Pilot/Port Control Station, and sounded the alarm. The perpetrators failed to board the ship. All crew members were safe, and no items were reported stolen.</p> <p>The Bangladesh Coast Guard Patrol boat apprehended the perpetrators, and handed them over to the local police authorities.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
84	<b>Maersk Londrina</b> Container ship Hong Kong, China 99778 9520703	24/11/22 2000 hrs	2° 2' N, 104° 39' E  Approximately 30 nm east of Johor, Malaysia	<p>While at anchor, the duty AB while checking the anchor chain spotted one perpetrator trying to climb to the upper deck through the anchor hawse pipe at the starboard side. The hawse pipe cover prevented the perpetrator from climbing up to the deck. The perpetrator climbed back down to an unlit small boat waiting near the anchor chain.</p> <p>The crew sounded the forward horn, switched on the bridge wing search lights. The crew were alerted and ship increased crew security roving patrols on deck. Extra securing of hawse pipe was made by running waters into the hawse pipe regularly. The crew checked all the padlocks and found to be intact.</p> <p>No item was reported missing from the forward and aft poop deck stores, and all crew were safe.</p> <p>The master alerted their other sister ships in the area, alerted Information Fusion Centre (IFC), and notified the flag State through the company.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>

## C. Flow Diagram on Procedure for Reporting Piracy and Armed Robbery Against Ships in Asia

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



### Notes:

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

## D. Contact Details of ReCAAP Focal Points/Contact Point

<b>Country &amp; Agency In-Charge</b>	<b>Point of Contact</b>	
	<b>Phone No</b>	<b>Fax Number</b>
<b>Australia</b>		
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<b>Germany</b>		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany  Email: <a href="mailto:bpol.see.ppz@polizei.bund.de">bpol.see.ppz@polizei.bund.de</a>	+49 4561-4071-3333	+49 3020-4561-2198

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Norwegian Maritime Authority Email: <a href="mailto:security@sdir.no">security@sdir.no</a>	+47-5274-5000	+47-5274-5001

<b>Country &amp; Agency In-Charge</b>	<b>Point of Contact</b>	
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Philippine Coast Guard Command Center Email: <a href="mailto:pcgcommandcenter2022@gmail.com">pcgcommandcenter2022@gmail.com</a> (updated on 10 Oct 22)	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
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<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:JMSC-NMICOPS@mod.gov.uk">JMSC-NMICOPS@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda1@uscg.mil">rccalameda1@uscg.mil</a>	+1-510-437-3701	+1-510-437-3017
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Correct as on 31 December 2022

## **E. ACKNOWLEDGEMENTS**

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



Information Sharing Centre

## **Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia**

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