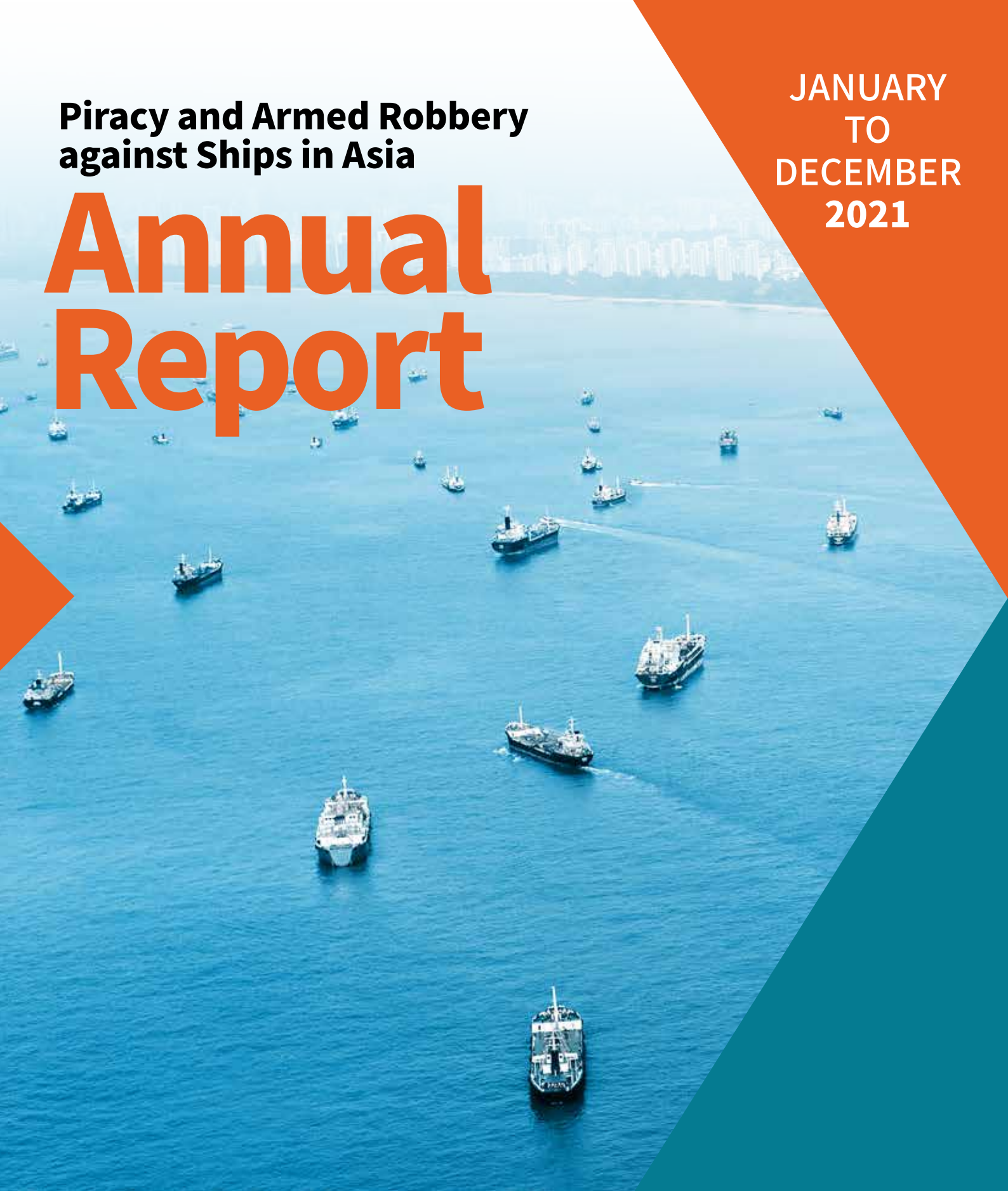


**Piracy and Armed Robbery
against Ships in Asia**

**JANUARY
TO
DECEMBER
2021**

Annual Report



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Executive Summary



1. A total of 82 incidents of armed robbery against ships (comprising 77 actual incidents and five attempted incidents) were reported in Asia in 2021. The situation in 2021 has improved compared to 2020. There was a **15% decrease in the total number of incidents**, and a **19% decrease in actual number of incidents** in 2021 compared to 2020. In 2020, 97 incidents (comprising 95 actual incidents and two attempted incidents) were reported. All the incidents reported in 2021 were armed robbery against ships. No piracy incident was reported.

2. The decrease of incidents in 2021 occurred in most locations in Asia; namely Bangladesh, India, Indonesia, Malaysia, the Philippines, Vietnam, South China Sea and the Sulu-Celebes Seas. However, there was an increase of incidents in the Singapore Strait in 2021.

3. The three areas of concern in 2021 were (1) increase of incidents in the Singapore Strait; (2) violence of perpetrators in incidents at Manila Anchorage areas, the Philippines; and (3) threat of abduction of crew in the Sulu-Celebes Seas.

(1) In the Singapore Strait, armed robbery against ships has increased. A total of 49 incidents were reported in 2021 compared to 34 incidents in 2020. Since the perpetrators are not arrested, incidents can continue to occur.

(2) At Manila Anchorage areas, four of the nine incidents involved perpetrators armed with guns and/or knives. The perpetrators used the guns and knives to threaten the crew and tied them up. However, since the arrest of a criminal group in September, no incident was reported.

(3) There was no abduction of crew incident in the Sulu-Celebes Seas and waters off Eastern Sabah in 2021. However, the threat remains high as the perpetrators' (Abu Sayyaf Group) leaders responsible for the past abduction of crew incidents in the Sulu area are still at large.

4. The ReCAAP ISC recommends to the enforcement agencies in Asia to enhance surveillance, increase patrols and respond promptly to incidents reported by ships, in order to arrest and prosecute the perpetrators. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State and flag State. Ships are also advised to get the latest information of incidents and implement preventive measures recommended in the *“Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia”*.



01

Incidents of Piracy and Armed Robbery against Ships in Asia in 2021

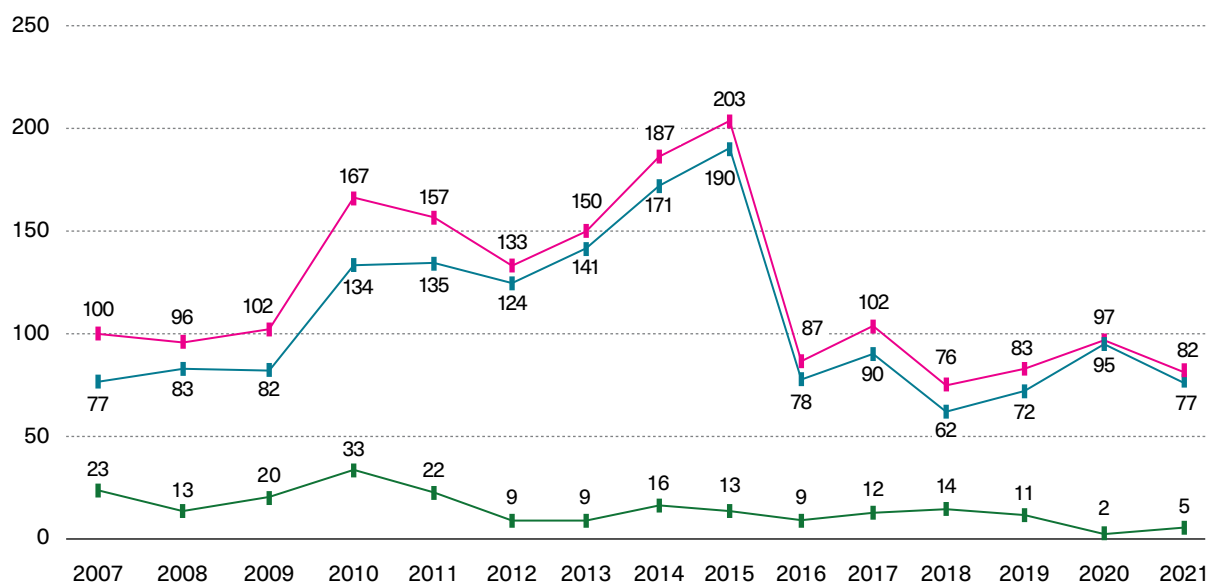
Incidents of Piracy¹ and Armed Robbery against Ships² in Asia in 2021

Number of Incidents

A total of 82 incidents of armed robbery against ships were reported in Asia in 2021. Of the 82 incidents, 77 were actual incidents³ and five were attempted incidents⁴. All the incidents in 2021 were armed robbery against ships. No incident of piracy was reported. Refer to the Appendix on 'Description of incidents (January-December 2021)' for the details of all the incidents.

Compared to 2020, the **total number of incidents reported in 2021 decreased by 15%**, and the number of **actual incidents decreased by 19%**. In 2020, 97 incidents (comprising 95 actual incidents and two attempted incidents) were reported.

The total number of incidents in 2021 is the second lowest during the 15-year period (2007-2021). Graph 1 shows the number of incidents reported during 2007-2021.



Graph 1 – Number of incidents (2007-2021)

■ Total ■ Actual ■ Attempted

- ¹ 'Piracy' is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.
- ² 'Armed robbery against ships' is defined in 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.
- ³ Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items or not.
- ⁴ Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

The **decrease** of incidents in 2021 as compared to 2020 occurred in the following locations:

- In Bangladesh, no incident was reported in 2021 compared to five incidents in 2020.
- In India, five incidents were reported in 2021 compared to nine incidents in 2020.
- In Indonesia, 13 incidents were reported in 2021 compared to 22 incidents in 2020.
- In Malaysia, one incident was reported in 2021 compared to three incidents in 2020.
- In the Philippines, 11 incidents were reported in 2021 compared to 13 incidents in 2020.
- In Vietnam, two incidents were reported in 2021 compared to six incidents in 2020.
- In the South China Sea, no incident was reported in 2021 compared to four incidents in 2020.
- In the Sulu-Celebes Seas, no incident was reported in 2021 compared to one incident in 2020.

The ReCAAP ISC commends the efforts of coastal States concerned to have produced positive results in addressing the incidents. For example, Bangladesh had zero incident reported in 2021, due to enhanced surveillance and patrols at the Chittagong Anchorage areas and in other waters.

However, there was **an increase** of incidents in the Straits of Malacca and Singapore (SOMS). A total of 50 incidents were reported in the SOMS (49 incidents in the Singapore Strait and one incident in the Malacca Strait) in 2021 compared to 34 incidents in 2020 (all in the Singapore Strait).

Areas of concern

In 2021, the ReCAAP ISC was concerned with the increase of incidents in the Singapore Strait, the violence level of the perpetrators towards the crew at Manila Anchorage areas (the Philippines); and the persisting threat of abduction of crew in the Sulu-Celebes Seas.

1. Increase of incidents in the Singapore Strait

A total of 49 incidents were reported in the Singapore Strait in 2021. This accounts for 60% of the total number of incidents reported in Asia (82 incidents). Compared to 2020 (34 incidents), there was an increase of 15 incidents in 2021. More details of the situation in the Singapore Strait can be found in Part Two of this report.

2. Violence by perpetrators against crew at Manila Anchorage areas, the Philippines

A total of nine incidents were reported at Manila Anchorage areas in 2021. Of concern was the level of violence by the perpetrators against the crew. Of the nine incidents, four incidents involved perpetrators who were armed with either guns and/or knives. The perpetrators used the guns and knives to threaten the crew and tied them up.

On 27 Sep, 29 Sep and 18 Nov, the Philippine authorities arrested a leader and two members of a criminal group responsible for the past incidents at Manila Anchorage areas. No incident has been reported in the area since September. More details of the situation at Manila Anchorage areas can be found in Part Three of this report.

3. Threat of abduction of crew for ransom in the Sulu-Celebes Seas

Although no incident of abduction of crew for ransom was reported in the Sulu-Celebes Seas since January 2020, the threat of abduction of crew in the Sulu and Tawi-Tawi areas remains high as the leaders of the Abu Sayyaf Group who were responsible for the past abduction incidents are still at large. More details of the situation in the Sulu-Celebes Seas can be found in Part Four of this report.

Piracy vs Armed Robbery against Ships

All 82 incidents reported in Asia in 2021 were armed robbery against ships. Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during 2007-2021.

During 2007-2021, the majority of the incidents reported in Asia were armed robbery against ships. 81% were incidents of armed robbery against ships and 19% were incidents of piracy. Piracy takes place on the high seas while armed robbery against ships takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of coastal States.

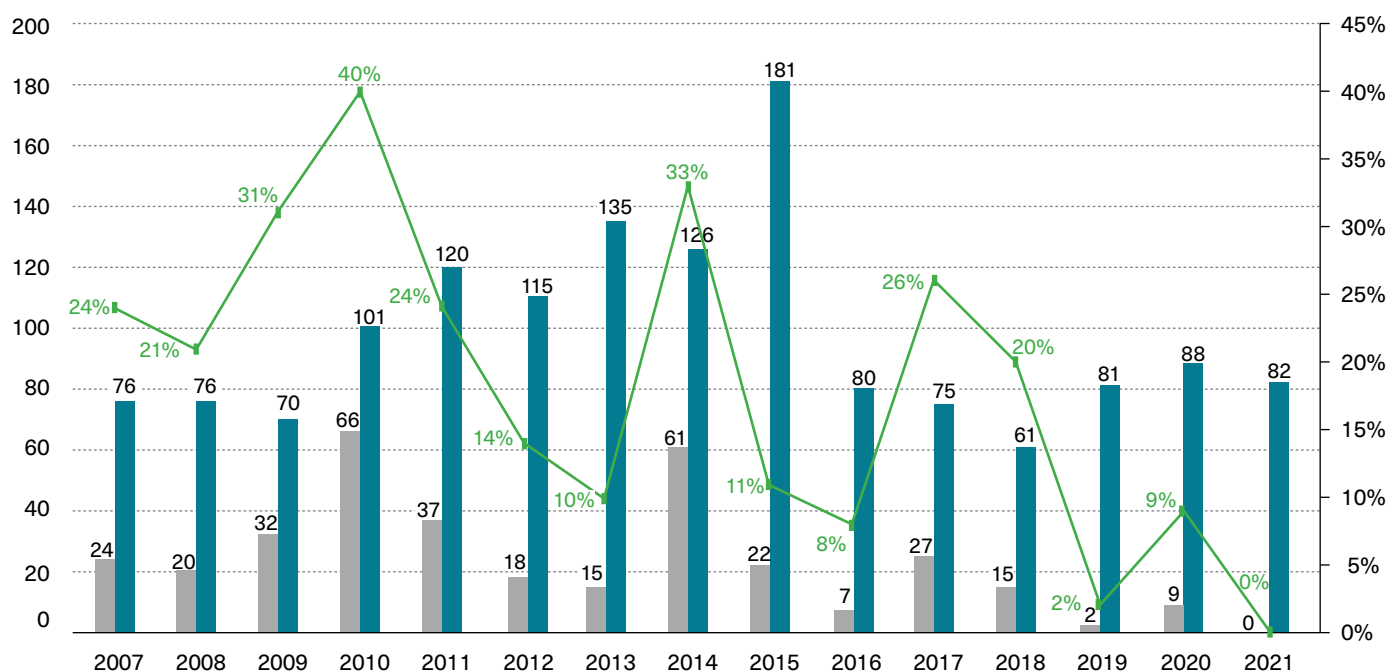


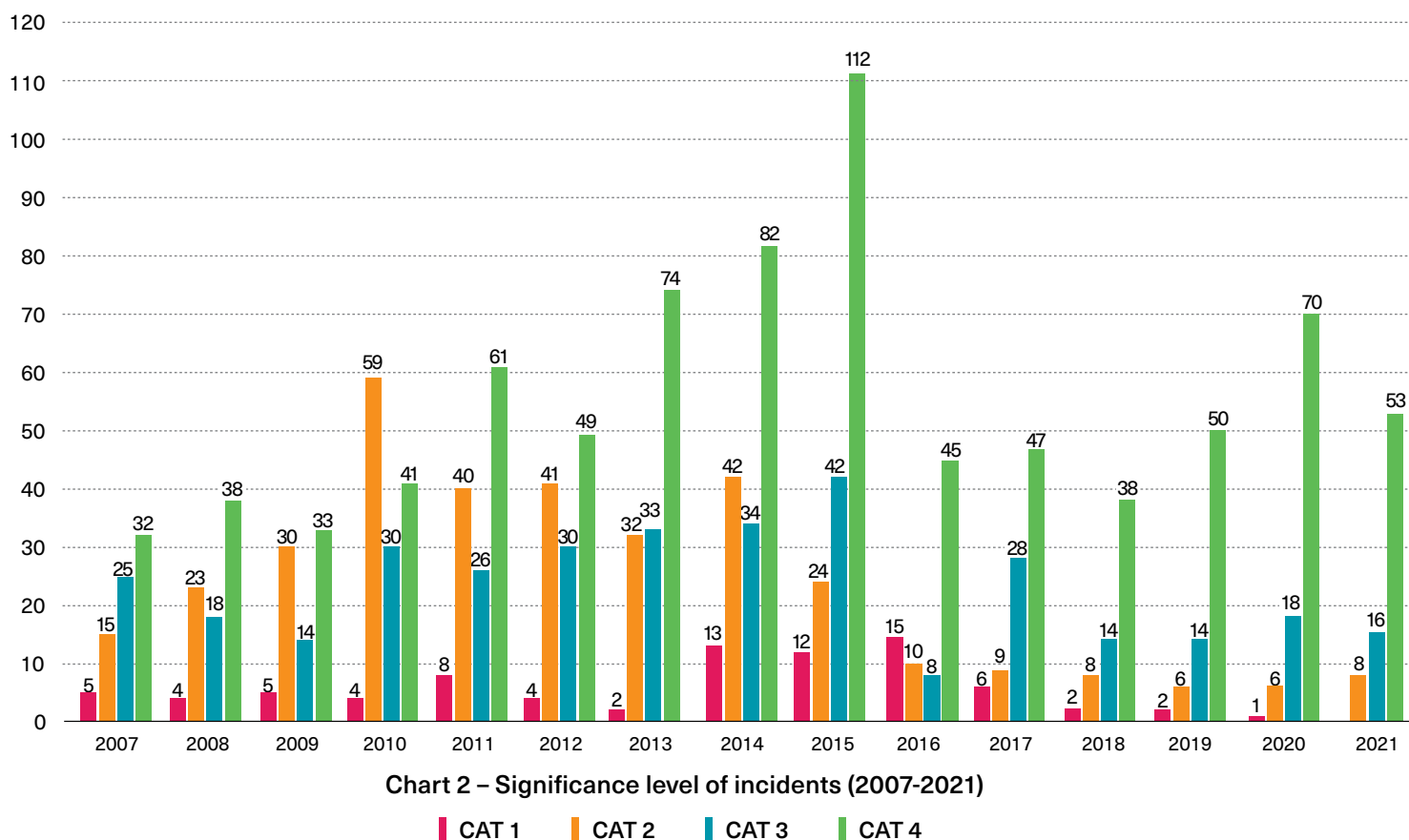
Chart 1 – Piracy vs Armed Robbery against Ships (2007-2021)

■ Piracy ■ Armed Robbery ■ Piracy (%)

Significance Level of Incidents

Of the 77 actual incidents reported in 2021, eight were CAT 2 incidents, 16 were CAT 3 incidents and 53 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during 2007-2021.

No CAT 1 incident was reported in 2021. This is the first time that no CAT 1 incident was reported during the 15-year period (2007-2021). However, there was an increase of CAT 2 incidents in 2021 compared to the past two years (2019-2020). The number of CAT 3 incidents decreased slightly in 2021 compared to 2020.



CAT 2

Of the eight CAT 2 incidents reported in 2021, four incidents occurred on board ships anchored at South Harbour Anchorage area of Manila, the Philippines; three incidents on board ships while underway in the Singapore Strait and one incident on board a ship anchored at Tanjung Priok Anchorage, Jakarta, Indonesia.

Four of the eight CAT 2 incidents involved perpetrators armed with guns, three incidents involved the perpetrators armed with knives and one incident involved the perpetrator armed with an adjustable wrench. The perpetrators pointed a gun at the crew in three incidents, tied up the crew in five incidents, and hit and injured the crew with an adjustable wrench in another incident.

Of the eight incidents, four incidents reported the loss of engine spares, three incidents reported the loss of ship stores and one incident reported that nothing was stolen.

CAT 3

Of the 16 CAT 3 incidents reported in 2021, 11 incidents occurred on board ships while underway in the Singapore Strait and five incidents on board ships anchored in Indonesia (Belawan, Jakarta and Muara Berau). All 16 incidents involved perpetrators who were armed with knives.

The perpetrators did not harm the crew in most incidents. However, in three incidents, the crew was threatened by knife, and in one incident, the perpetrators hit the crew on his head when he attempted to shout for assistance. Of the four incidents, three incidents occurred in the Singapore Strait and one incident at Jakarta Anchorage, Indonesia.

Of the 11 CAT 3 incidents reported in the Singapore Strait, eight incidents reported that nothing was stolen. The other three incidents reported loss of engine spares.

CAT 4

Like the past trend observed in Asia, the majority of the incidents reported in 2021 were CAT 4 incidents. This accounts for 69% of the actual incidents (53 of 77) in 2021. In these incidents, perpetrators were not armed and the crew were not harmed.

Status of Ships

Of the 82 incidents reported in 2021, 53 incidents (65%) occurred to ships while underway and 29 incidents (35%) to ships while at anchor/berth.

Chart 3 shows the location of the incidents occurred to ships while underway. All the incidents in the Straits of Malacca and Singapore (SOMS) occurred on board ships while underway.

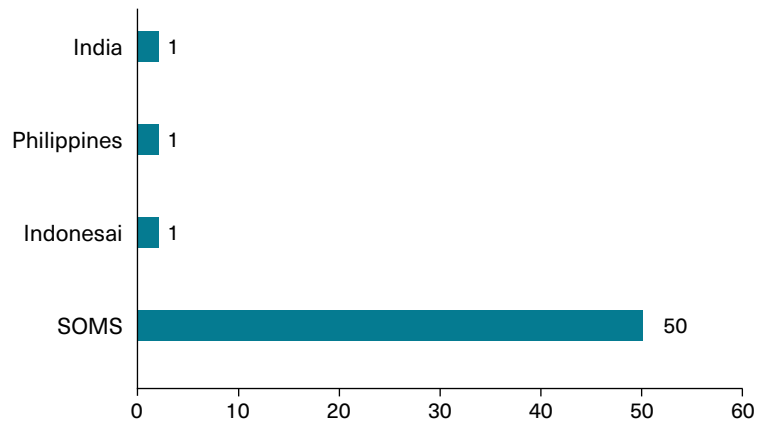


Chart 3 - Incidents on board ships while underway (2021)

Chart 4 shows the location of the incidents occurred to ships at anchor/berth. All the incidents reported in Malaysia and Vietnam occurred on board ships at anchor/berth.

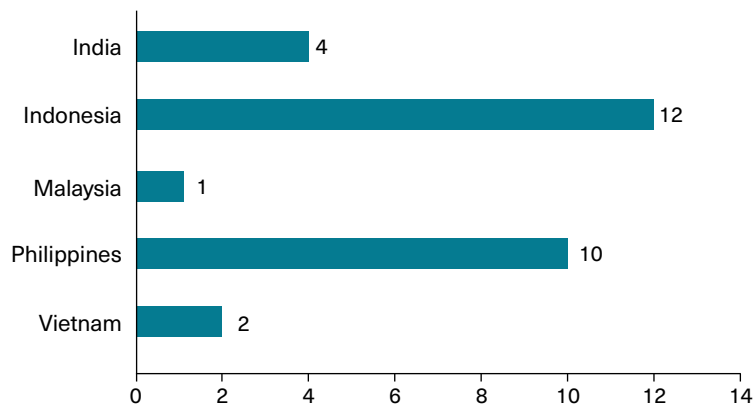


Chart 4 – Incidents on board ships at anchor/berth (2021)

Location of Incidents

Table 1 shows the number and location of incidents reported in Asia during 2007-2021.

Act = Actual, Att = Attempted

	2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																														
China					1		1		1		1						2		3		2				3					
Sub-total					1		1		1		1						2		3		2				3					
South Asia																														
Arabian Sea	1	3					5	7		4											1									
Bangladesh	12	1	10	2	15	4	21	3	14		11		6		16		10		1	1	11		9	2			5			
Bay of Bengal	1						3			1				2																
India	8		10	1	8	2	5	2	7	2	8	1	11		11	3	12		12		4		3	1	4	1	9		5	
Sub-total	22	4	20	3	23	6	34	12	21	7	19	1	17		29	3	22		13	1	15	1	12	3	4	1	14		5	
Southeast Asia																														
Andaman Sea																	1													
Gulf of Thailand							1																							
Indian Ocean															1															
Indonesia	33	7	20	1	14	6	36	10	47	2	66	6	83	7	42	5	22	1	32		30	3	21	6	18	5	21	1	12	1
Malaysia	8	1	13		12	3	18		14	3	11		6		4	1	4		1		1	1	6		8		3		1	
Myanmar					1				1																					
Pacific Ocean																											1			
Philippines	5	1	6	2	4	1	5		4	2	3		5		5		7	1	3		19		8	1	5	2	13		10	1
Singapore							2		3		2																			
South China Sea	1	5	6	2	11	2	18	8	12	6	7		8	1	40	2	10	1	4	1	11	1	3	1	1		3	1		
Sri Lanka		1																												
SOMS	2	4	7	4	6	2	5	3	24	2	12	1	14		45	4	94	10	1	1	7	2	6	2	29	2	34		47	3
Sulu-Celebes Seas																			12	6	3	4	2	1	2		1			
Thailand	1				2		1										1													
Vietnam	5		11	1	8		13		8		3	1	8	1	6		27		9		2		4		2		6		2	
Sub-total	55	19	63	10	58	14	99	21	113	15	104	8	124	9	142	13	166	13	62	8	73	11	50	11	65	10	81	2	72	5
Overall total	77	23	83	13	82	20	134	33	135	22	124	9	141	9	171	16	190	13	78	9	90	12	62	14	72	11	95	2	77	5

Table 1 – Location of Incidents (2007-2021)

Location of Incidents

The location of the incidents reported in 2021 is shown in Map 1.



Map 1 – Location of incidents (2021)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted



02

Situation of Armed Robbery against Ships in the Singapore Strait

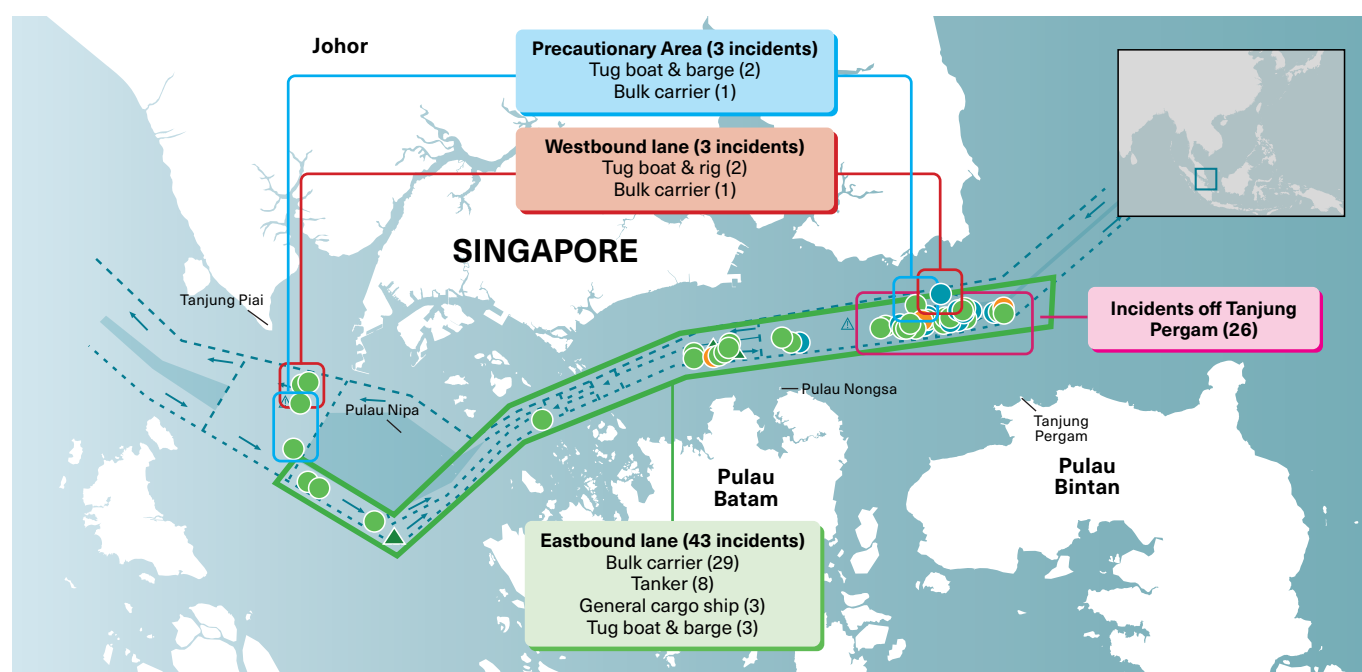
Situation of Armed Robbery against Ships in the Singapore Strait

Situation Update

Situation in 2021

A total of 49 incidents (comprising 46 actual incidents and three attempted incidents) were reported in the Singapore Strait (SS) in 2021. There was an increase of 15 incidents compared to 2020 (34 incidents). Of these 49 incidents, 43 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), three incidents in the westbound lane of the TSS and three incidents in the precautionary area.

Map 2 shows the location of the 49 incidents occurred in 2021.



Map 2 - Location of incidents in the Singapore Strait (2021)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted







The ReCAAP ISC is concerned with the increase of incidents in the SS in 2021, particularly, a growing cluster of incidents off Tanjung Pergam, Bintan Island (Indonesia) [26 incidents] and an increase of incidents off Nongsa, Batam Island (Indonesia) [12 incidents].

In 2021, the ReCAAP ISC has issued seven Incident Alerts (the latest one was issued on 2 Dec), alerting the maritime community on the increase of incidents with exact location of incidents and possibility of further incidents.

Observations

Modus Operandi and Observations in 2021

The modus operandi of the 49 incidents that occurred to ships while underway in the SS in 2021 are summarised in the table below:

Factors of incident	Eastbound lane of the TSS (43 incidents)			Westbound lane of the TSS (3 incidents)	Precautionary area of the TSS (3 incidents)
	Off Tanjung Pergam, Bintan Island (Indonesia) (26 incidents)	Off Nongsa, Batam Island, (Indonesia) (12 incidents)	Off Nipa Island, (Indonesia) (5 incidents)		
 Type of ship (number of incidents)	Bulk carrier (20) Tanker (4) General cargo ship (2)	Bulk carrier (7) Tanker (4) General cargo ship (1)	Tug boat towing barge (3) Bulk carrier (2)	Tug boat towing barge/rig (2) Bulk carrier (1)	Tug boat towing barge (2) Bulk carrier (1)
 Number of perpetrators (number of incidents)	10 men (1) 6 men (1) 5 men (6) 4 men (7) 3 men (5) 2 men (3) 1 man (2) Not stated (1)	8 men (1) 4 men (5) 3 men (3) 2 men (2) Not stated (1)	5 men (1) 4 men (1) 3 men (1) 2 men (1) Not stated (1)	4 men (2) Not stated (1)	5 men (1) 1 man (2)
 Weapons carried (number of incidents)	Gun and knives (1) Knives (9) Adjustable wrench (1) Not armed (4) Not stated (11)	Knives (2) Not armed (1) Not stated (9)	Not stated (5)	Knives (1) Not stated (2)	Not stated (3)
 Treatment of crew (number of incidents)	Assaulted (2) Threatened (3) No injuries (21)	Crew tied up (1) No injuries (9) Not stated (2)	No injuries (4) Not stated (1)	No injuries (3)	No injuries (3)
 Items stolen (number of incidents)	Engine spares (8) Nothing stolen (18)	Engine spares (4) Nothing stolen (8)	Engine spares (1) Shackles (1) Steel wires (1) Nothing stolen (1) Not stated (1)	Scrap metal (1) Engine spares (1) Buoy (1)	Towing line & mooring rope (1) Nothing stolen (2)
 Time of incident (number of incidents)	Hours of darkness (26)	Hours of darkness (12)	Hours of darkness (3) Daylight hours (2)	Hours of darkness (2) Daylight hours (1)	Hours of darkness (1) Daylight hours (2)

The observations are as follows:

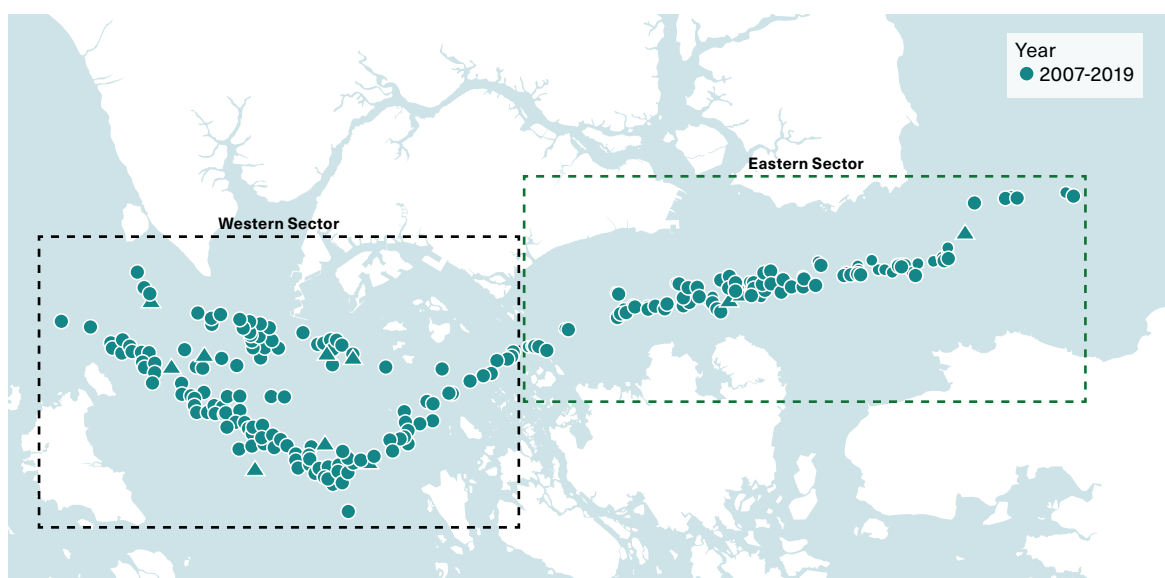
1. Of the 49 incidents, 42 incidents occurred to bigger ships (bulk carrier, tanker and general cargo ship); and seven incidents occurred to tug boats towing barges/rig.
2. A total of 32 incidents involved groups of 3 to 5 men. Nine incidents involved groups of 3 men, 15 incidents involved groups of 4 men, and eight incidents involved groups of 5 men.
3. Of the 49 incidents, 14 incidents reported that the perpetrators were armed. In one incident, perpetrators carried gun-like object, in 12 incidents perpetrators carried knives, and in one incident perpetrator carried an adjustable wrench.
4. The perpetrators did not harm the crew in the majority of the incidents. However, in the two incidents where the crew was assaulted, the crew sustained minor contusion on his forehead in one incident and the injury of the crew in the other incident was not known.
5. The perpetrators were sighted in or in the vicinity of the engine room in 24 incidents (50%) and engine spares were reported stolen in 14 incidents.
6. Of the 49 incidents, 44 incidents occurred during hours of darkness. The remaining five incidents during daylight hours occurred to tug boats towing barges/rig.

Comparison of location of incidents

Eastern Sector vs Western Sector of the Singapore Strait (2007-2021)

1. By comparing the location of the incidents reported during 2007-2019 with those reported during 2020-2021, there was a shift from the eastern sector to the western sector of the SS. Among the 263 incidents which occurred during 2007-2019, 196 incidents (75%) occurred in the western sector of the SS and 67 incidents (25%) in the eastern sector. The majority of the incidents in the western sector involved bigger ships while underway in the eastbound lane of the TSS. See Map 3 below.

2. On the other hand, among the 83 incidents reported during 2020-2021, 69 incidents (83%) occurred in the eastern sector and 14 incidents (17%) in the western Sector. The majority of the incidents in the eastern sector involved bigger ships while underway in the eastbound lane of the TSS. See Map 4 below.



Map 3 – Location of incidents (2007-2019)



Map 4 – Location of incidents (2020-2021)

Eastbound vs Westbound lane of the TSS in the Singapore Strait (2019-2021)

3. During the period from 2019 to 2021, there was a clear shift of location of incidents from westbound lane to the eastbound lane of the TSS in the SS. During the first eight months of 2019, all incidents reported in the SS occurred in the westbound lane of the TSS. But from September 2019 to December 2021, the majority of the incidents occurred in the eastbound lane of TSS. Chart 5 shows the number and location of the incidents occurred in the SS in each month of 2019, 2020 and 2021.

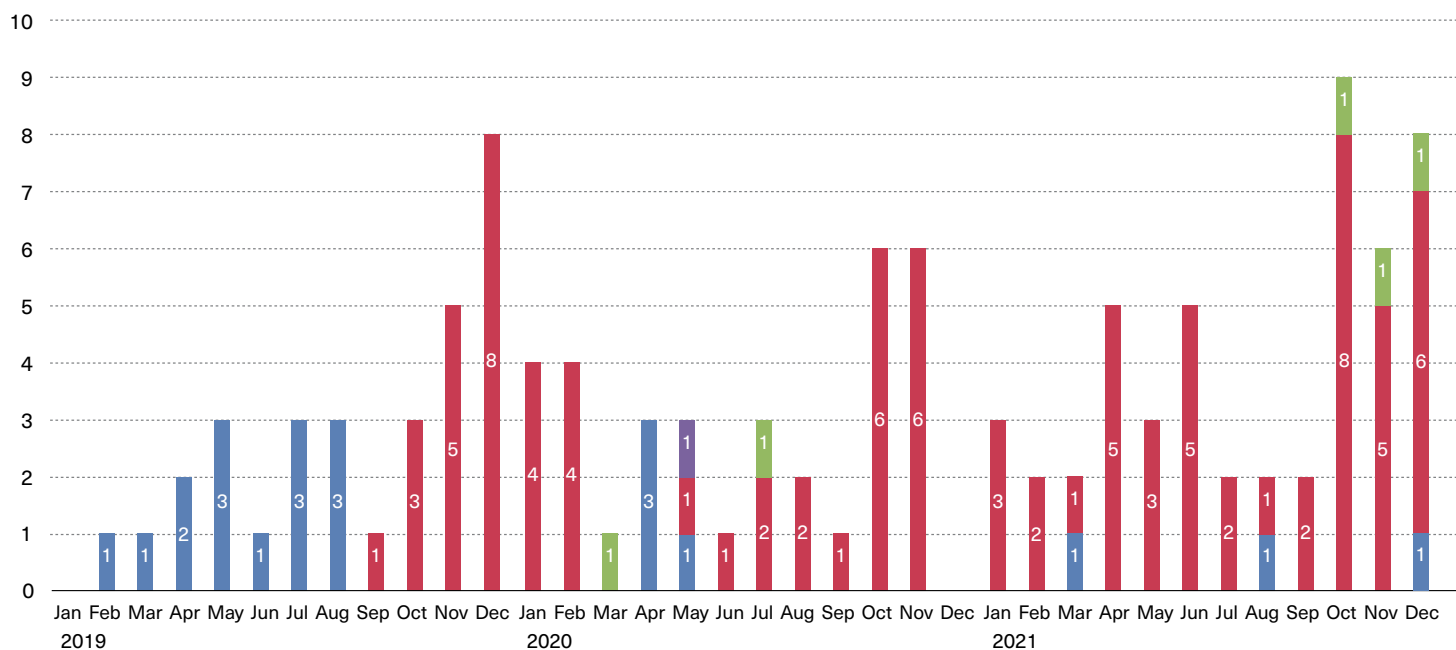


Chart 5 – Number and location of incidents in the Singapore Strait (2019-2021)

■ Westbound ■ Eastbound ■ Precautionary Area ■ Just south of TSS

4. The observations are as follows:

(1) The majority of the incidents in 2020 and 2021 occurred in the eastbound lane of the TSS, in the eastern sector of the SS (off Tanjung Pergam, Bintan Island and off Nongsa, Batam Island).

(2) Most of the incidents which occurred in the westbound lane of the TSS, in the western sector of the SS in 2019 (12 incidents) were theft of scrap metal from barges towed by tug boats. These incidents have significantly reduced in 2020 (three incidents) and in 2021 (one incident). The enhanced patrol by the littoral States and the market situation of scrap metal could be the reasons for the decrease of incidents on barges.

Efforts by the authorities and ReCAAP ISC

The authorities of littoral States are concerned with the increase of incidents of sea robbery in the SS in 2021. They have been cooperating in sharing information of incidents, sighting of small boats' concentration and suspicious activities, in order to facilitate prompt responses and enhance deterrence efforts by the relevant authorities. Singapore's ReCAAP Focal Point has issued alerts to ships passing through the SS to remind them to remain vigilant.

The ReCAAP ISC, on its part, has been providing the maritime community with the latest information and analysis by issuing Incident Alerts and updated reports as well as by holding dialogue session and conferences with the shipping industry. Through these means, the ReCAAP ISC is highlighting the location of concern in the SS and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State.

Recommendations

To address the increase of incidents in the SS, the ReCAAP ISC strongly urges the littoral States of the SS to increase patrols and enforcement in their respective territorial seas/ archipelagic waters, and to promote cooperation and coordination among the littoral States for patrols and information sharing on incidents and criminal groups involved, in order to arrest and prosecute the perpetrators.

Since the perpetrators are not arrested, incidents can continue to occur. While transiting the SS, ship masters and crew are strongly advised to level up vigilance and proactively adopt the following measures:

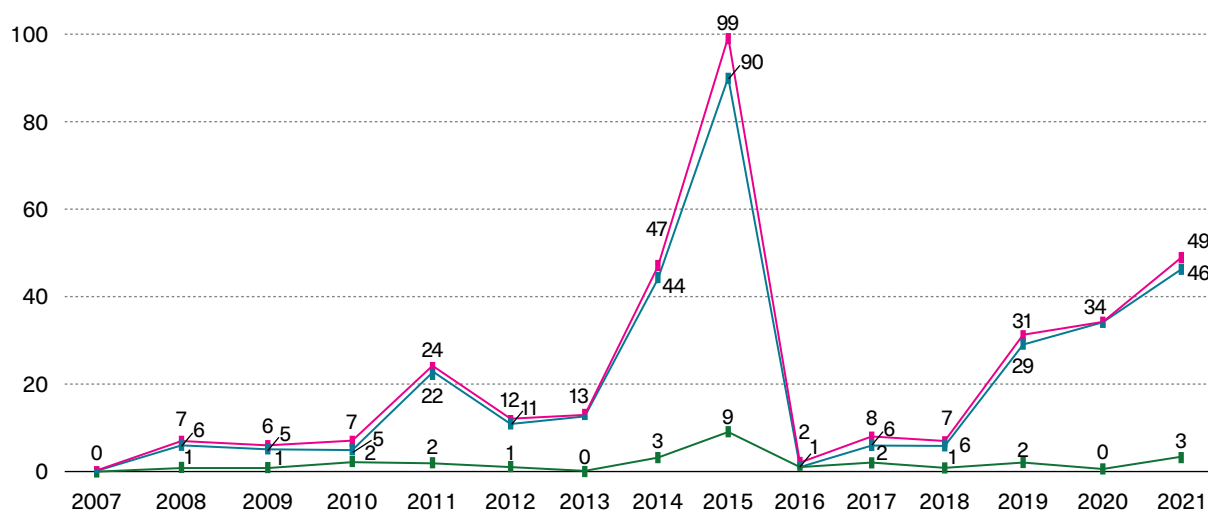
- Keep abreast of the latest situation (at www.recaap.org), particularly the incident-prone areas in the SS. The detailed locations of incidents are indicated with latitude and longitude in the ReCAAP ISC's reports.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise alertness of lookouts for suspicious small boats, and increase watch keeping particularly during daylight time for barges and during night time for bigger ships.
- Maintain communication with their shipping company by periodic updates and daily communication checks.
- Report all incidents, suspicious activities including presence of suspicious small boats in the vicinity, to the nearest coastal State and flag State.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or when suspicious individuals are sighted on board the ship or barge.

Analysis of incidents during 2007-2021 (Data Analytics)

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

Number of incidents

A total of 346 incidents (comprising 318 actual incidents and 28 attempted incidents) were reported in the SS during 2007-2021. The highest number of incidents occurred in 2015 (99 incidents) and no incident was reported in 2007. The number of incidents reported in 2021 (49 incidents) is the second highest during 2007-2021. Graph 2 shows the number of incidents in the SS during 2007-2021.

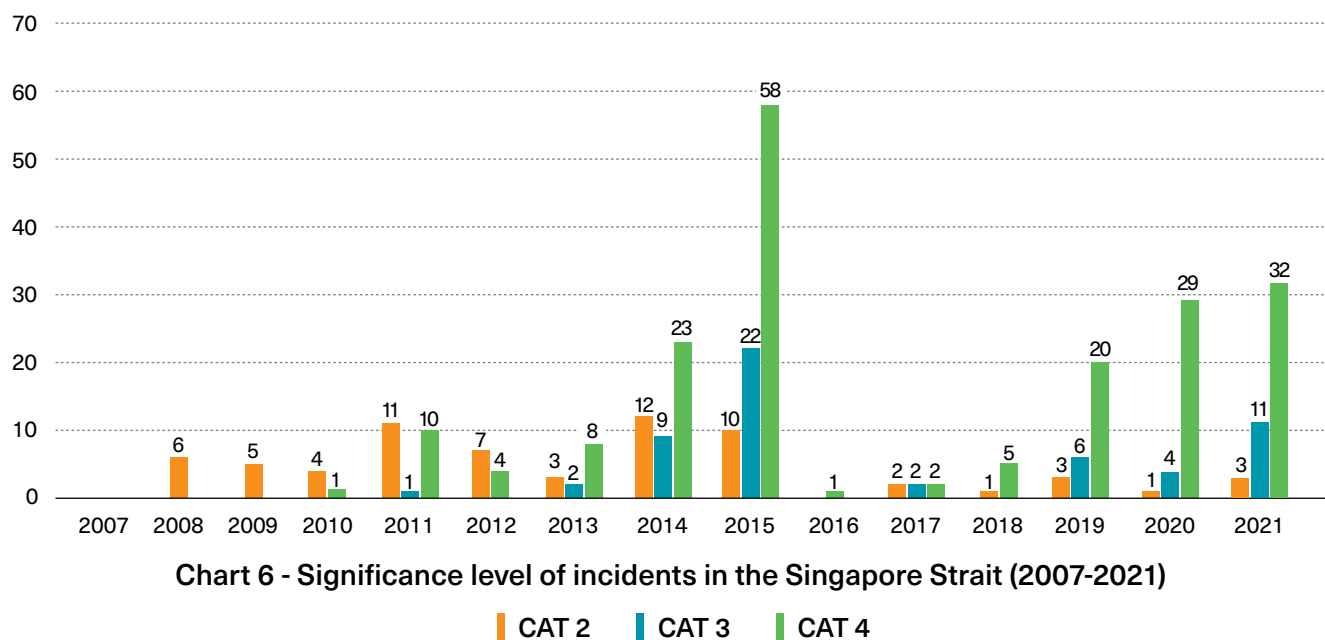


Graph 2 - Number of incidents in the Singapore Strait (2007-2021)

■ Total ■ Actual ■ Attempted

Significance Level of Incidents

Of the 318 actual incidents reported in the SS during 2007-2021, 68 were CAT 2 incidents, 57 were CAT 3 incidents and 193 were CAT 4 incidents. No CAT 1 incident was reported. Chart 6 shows the significance level of incidents in the SS during 2007-2021.



Summary of analysis

The characteristics of the incidents reported in the SS during 2007-2021 are as follows.

- 61% were CAT 4 incidents (193 of 318)
- 44% of incidents involved 4-6 men
- 61% with no information on the type of weapons carried by the perpetrators, 29% armed with knives/machetes and 3% armed with guns/knives
- 84% with no injury of crew
- Stolen items were: engine spares (15%), cash/personal belongings (12%), ship stores (10%)
49% reported that nothing was stolen.
- Boarded ships: Bulk carriers (38%), tug boats/supply vessels (33%), tankers (21%), container ships (5%)
- 83% of Incidents occurred during hours of darkness

Details of Analysis

Number of perpetrators. Of the 346 incidents reported during 2007-2021, 153 incidents involved 4-6 men (44%), 98 incidents involved 1-3 men (28%), 26 incidents involved 7-9 men (8%), 11 incidents involved more than 9 men (3%) and 58 incidents had no information on the number of perpetrators involved (17%).

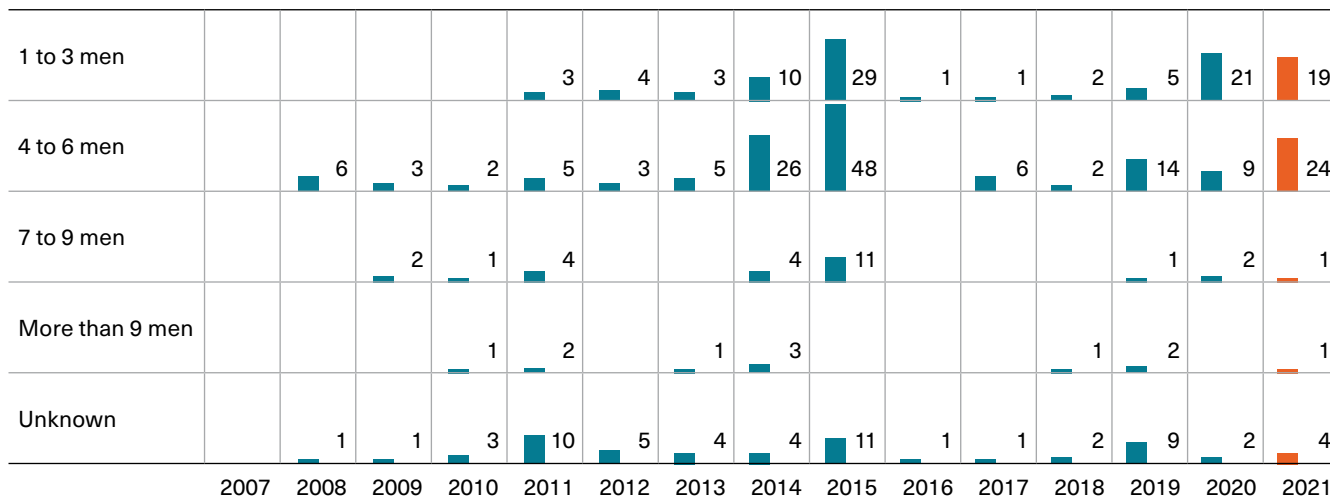
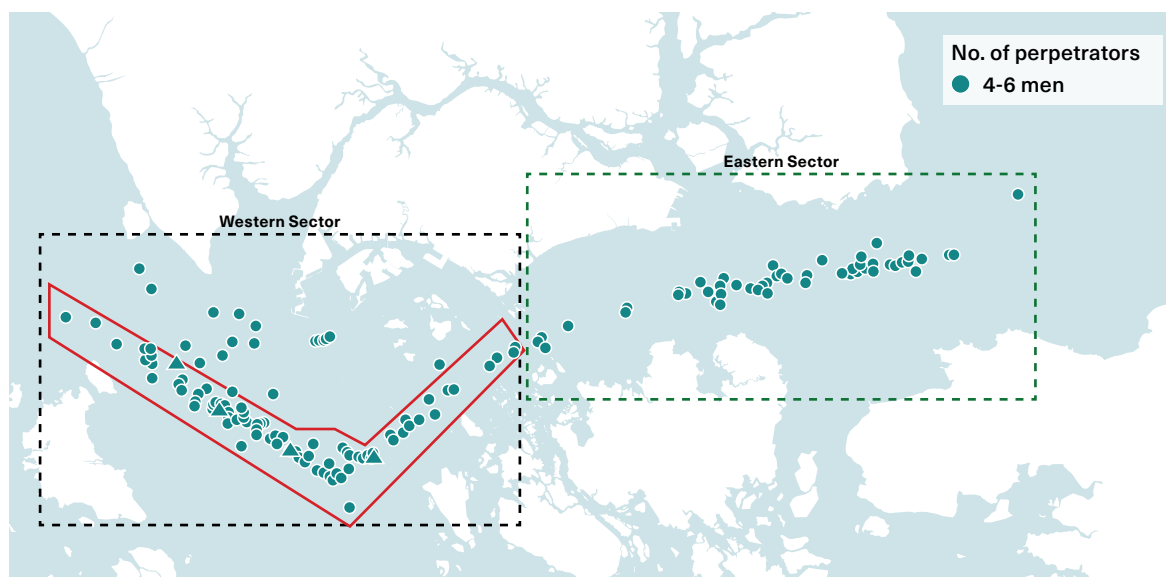


Chart 7 – Number of perpetrators – Singapore Strait (2007-2021)

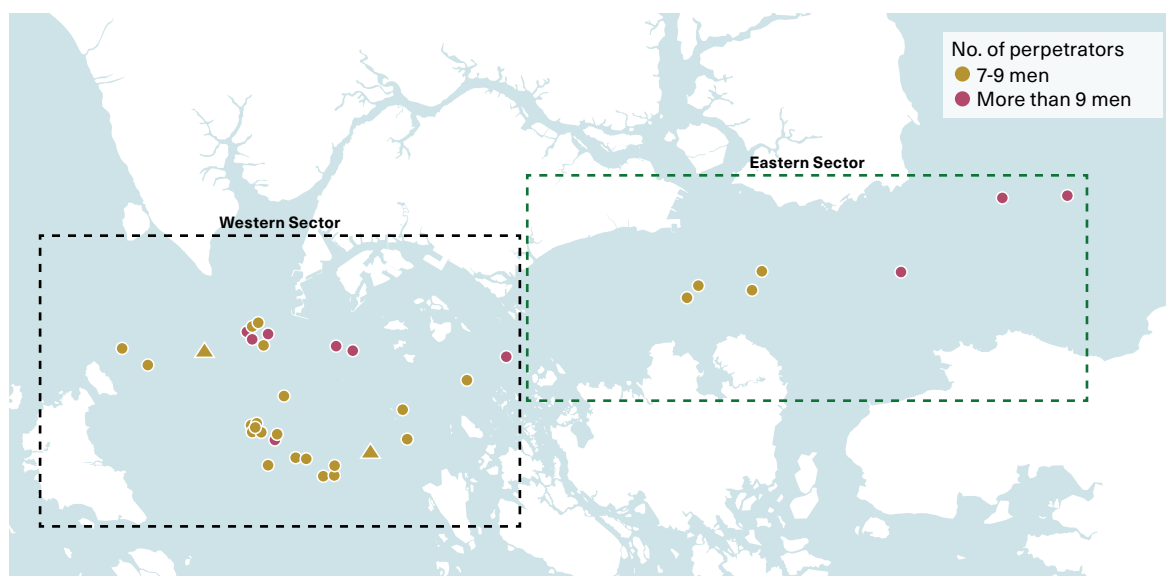
Correlation between number of perpetrators and location of incidents in the SS

Perpetrators of group of 4-6 men. Map 5 shows the location of the 153 incidents involving 4-6 men during 2007-2021. The majority of these incidents occurred in the western sector of the SS (black-dotted box) and in the eastbound lane of the TSS (red outline).



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

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 sector of the SS (black-dotted box) and seven incidents in the eastern sector (green-dotted box). Map 6 shows the location of the 37 incidents.



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

Type of weapons carried by perpetrators. Among the 346 incidents reported during 2007-2021, 214 incidents had no information on the weapons carried by the perpetrators (62%), 99 incidents reported the perpetrators carried knives/machetes (29%) and nine incidents reported perpetrators carried guns and knives (2%).

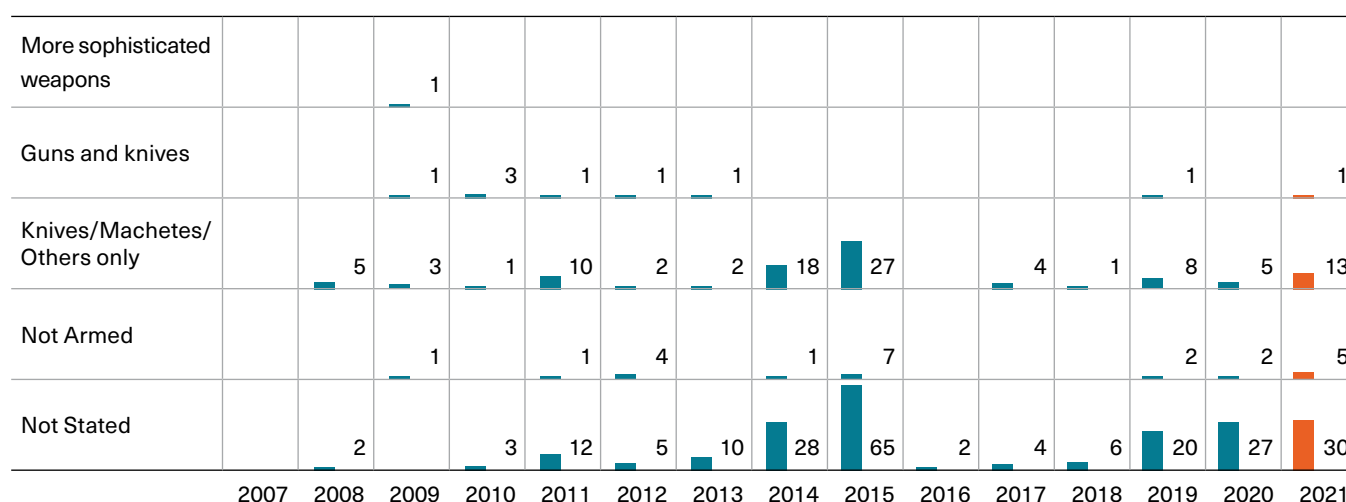
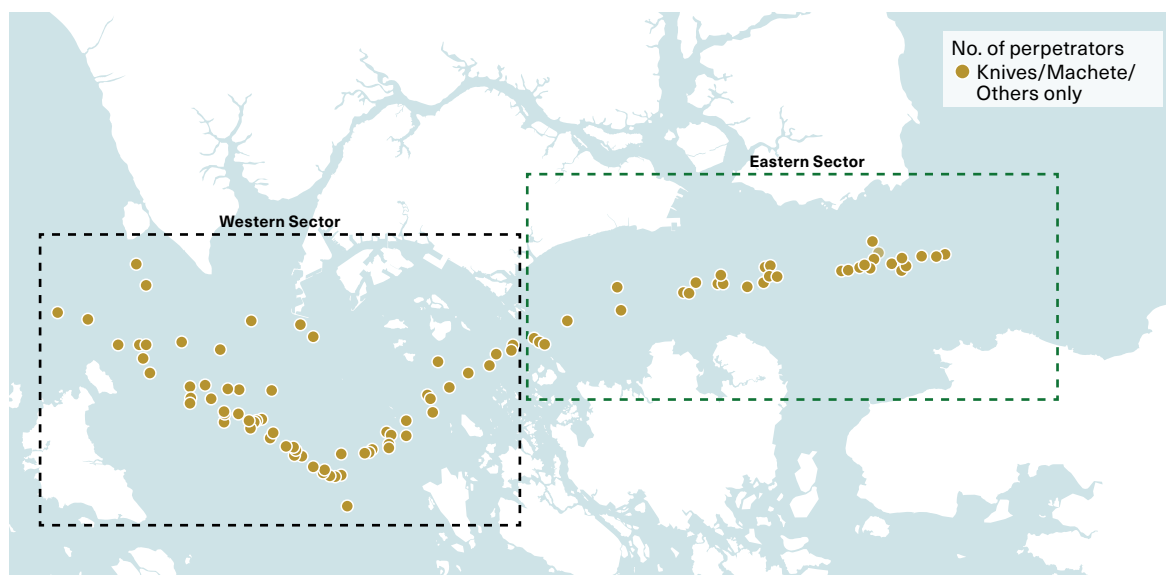


Chart 8 – Type of weapons carried by perpetrators – Singapore Strait (2007-2021)

Correlation between type of weapons carried by perpetrators and location of incidents in the SS

Perpetrators armed with knives/machetes. Among the 99 incidents involving perpetrators armed with knives/machetes, 64 incidents occurred in the western sector of the SS (black-dotted box) and 35 incidents in the eastern sector (green-dotted box) as shown in Map 7.



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

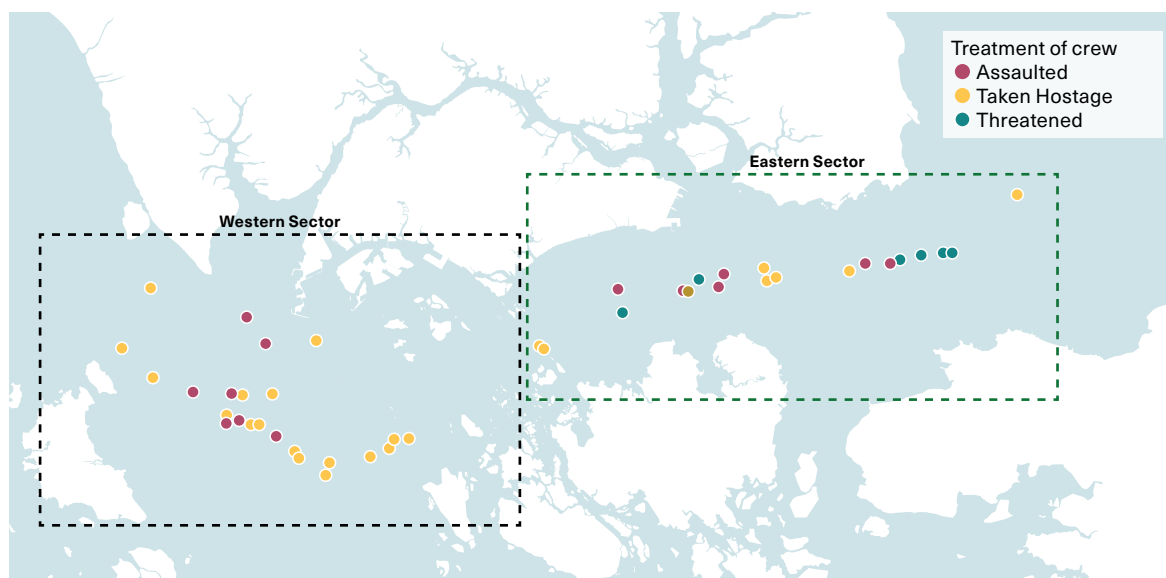
Treatment of crew. The majority of the 346 incidents which occurred during 2007-2021 reported that the crew was not injured (84%) while 44 incidents involved crew who were either assaulted or taken hostage temporarily or threatened (13%).

Treatment of crew	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Missing									1						
Assaulted				1	1			1	4		1	1	1	1	2
Taken Hostage		1		1	2	1	2	7	6		1		3		1
Threatened			1										2		3
No Injuries		4	5	4	20	10	11	37	88	2	6	6	23	33	40
Not Stated		2		1	1	1		1	1				2		3

Chart 9 – Treatment of crew – Singapore Strait (2007-2021)

Correlation between treatment of crew and location of incidents in the SS

Treatment of Crew with violence. Among the 44 incidents involving crew being assaulted, taken hostage temporarily or threatened, 24 incidents occurred in the western sector (black-dotted box) and 20 incidents were reported in the eastern sector (green-dotted box). Map 8 shows the location of the 44 incidents.



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

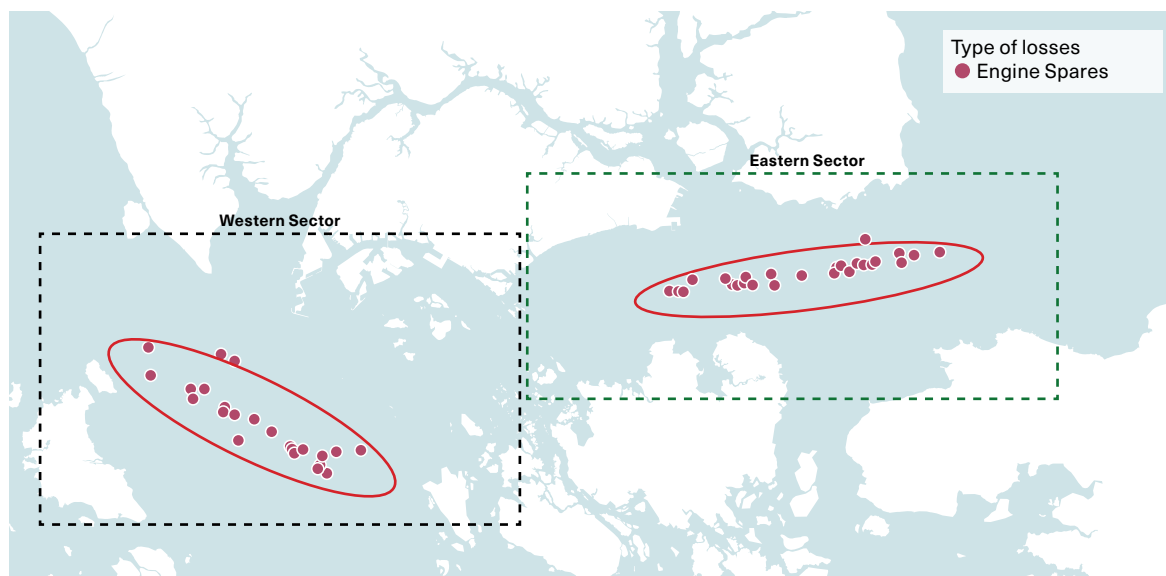
Stolen Items. Almost half of the incidents during 2007-2021 reported stolen items. 51 incidents reported loss of engine spares (15%), 41 incidents loss of cash/personal belongings (12%) and 35 incidents loss of ship stores (10%). The other half of the incidents reported that nothing was stolen (49%).

Item	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Cargo Discharged					2	4	2	3	3						
Cash/Personal belongings		6	3	3	11	3	1	8	2		1	1	1	1	
Ship Property/Stores			1	2	6	1	4	1	9			1	1	5	4
Engine Spares						1	1	7	16		3		2	7	14
Unsecured Items							2	1			1	2	13	4	1
Nil		1	2	2	5	2	3	26	64	1	3	3	14	16	29
Not Stated						1		1	5		1			1	1

Chart 10 – Stolen items – Singapore Strait (2007-2021)

Correlation between type of loss and location of incidents in the SS

Loss of engine spares. During 2007-2021, 51 incidents reported the loss of engine spares. Of these, 25 incidents occurred in the western sector (black-dotted box) and 26 incidents in the eastern sector (green-dotted box). 48 of the 51 incidents occurred in the eastbound lane of the TSS indicated in red oval (23 of the 25 incidents in the western sector, 25 of the 26 incidents in the eastern sector) as shown in Map 9.



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

Type of ships boarded. Among the 346 incidents reported during 2007-2021, 130 incidents occurred on board bulk carriers (38%), 114 incidents on board tug boats/supply vessels (33%), 73 incidents on board tankers (21%), 16 incidents on board container ships (5%), nine incidents on board general cargo ships (2%) and four incidents on board other type of ships (1%).

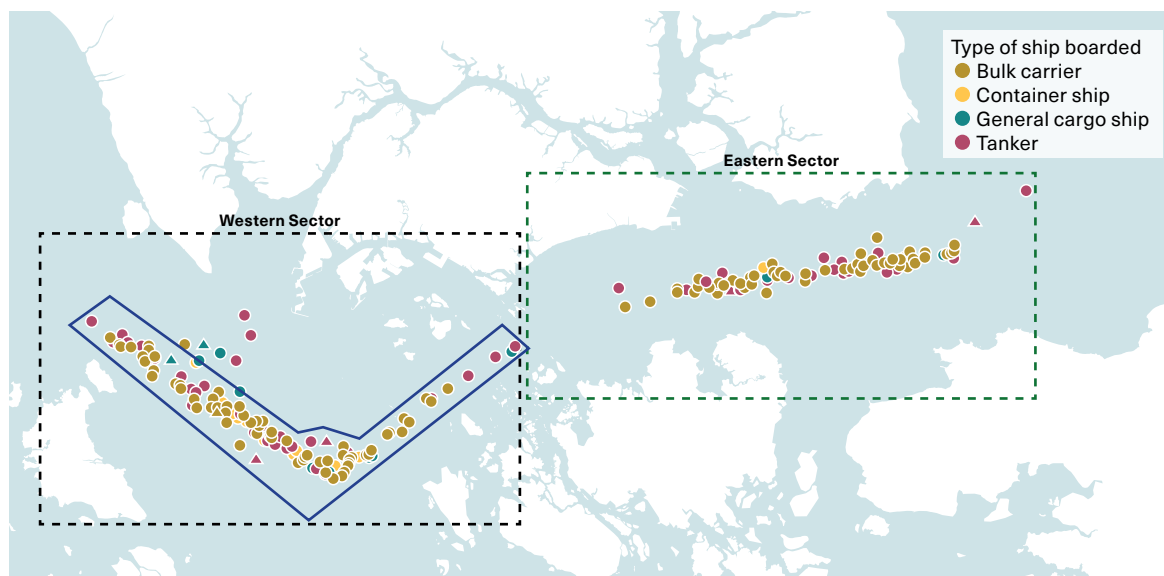
Type of ships boarded	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bulk carrier					2			15	49		3	1	8	21	31
Container ship								3	13						
General cargo ship					2			2	1		1				3
Tanker		2	1	2	2		1	11	29		3	2	6	6	8
Tug boat/supply vessel		4	5	5	18	12	12	15	7	2	1	3	17	6	7
Others		1						1				1		1	

Chart 11 – Type of ships boarded – Singapore Strait (2007-2021)

Correlation between type of ships and location of incidents in the SS

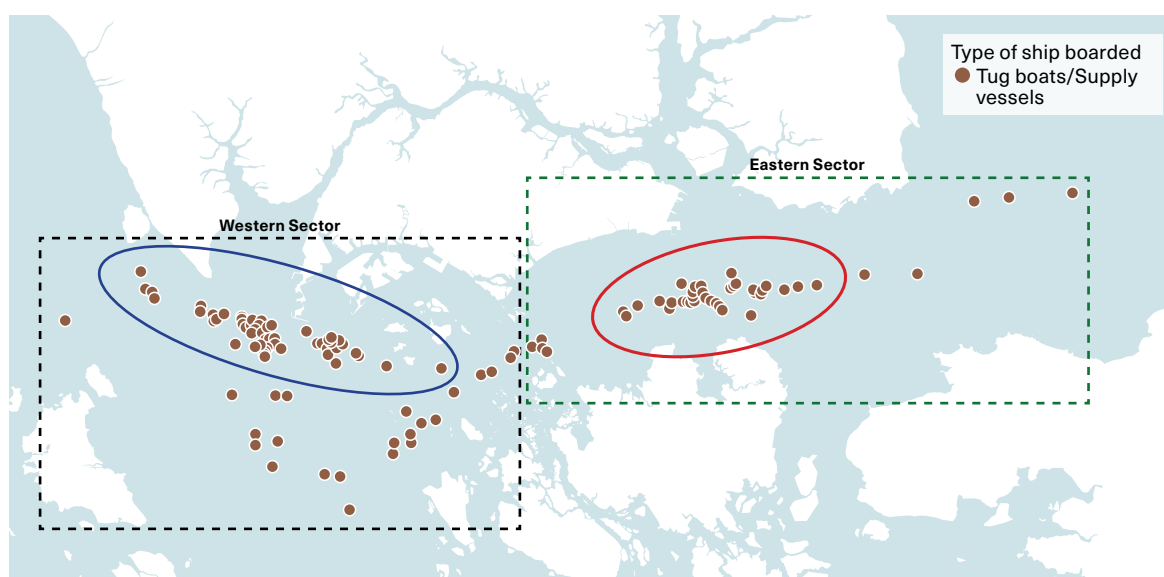
Bigger ships. The majority of the incidents involving bigger ships (bulk carriers, container ships, general cargo ships and tankers) occurred in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline) as shown in Map 10.

However, there was a decrease of incidents involving bigger ships in the western sector in 2021. Of the 49 incidents reported in 2021, 42 incidents occurred to bigger ships. Of these, 38 incidents occurred in the eastern sector and two incidents in the western sector.



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

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



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

Time of incidents. Among the 346 incidents reported during 2007-2021, 287 incidents occurred during hours of darkness [between 1800 hrs and 0559 hrs] (83%) and 59 incidents occurred during daylight hours [between 0600 hrs and 1759 hrs] (17%).

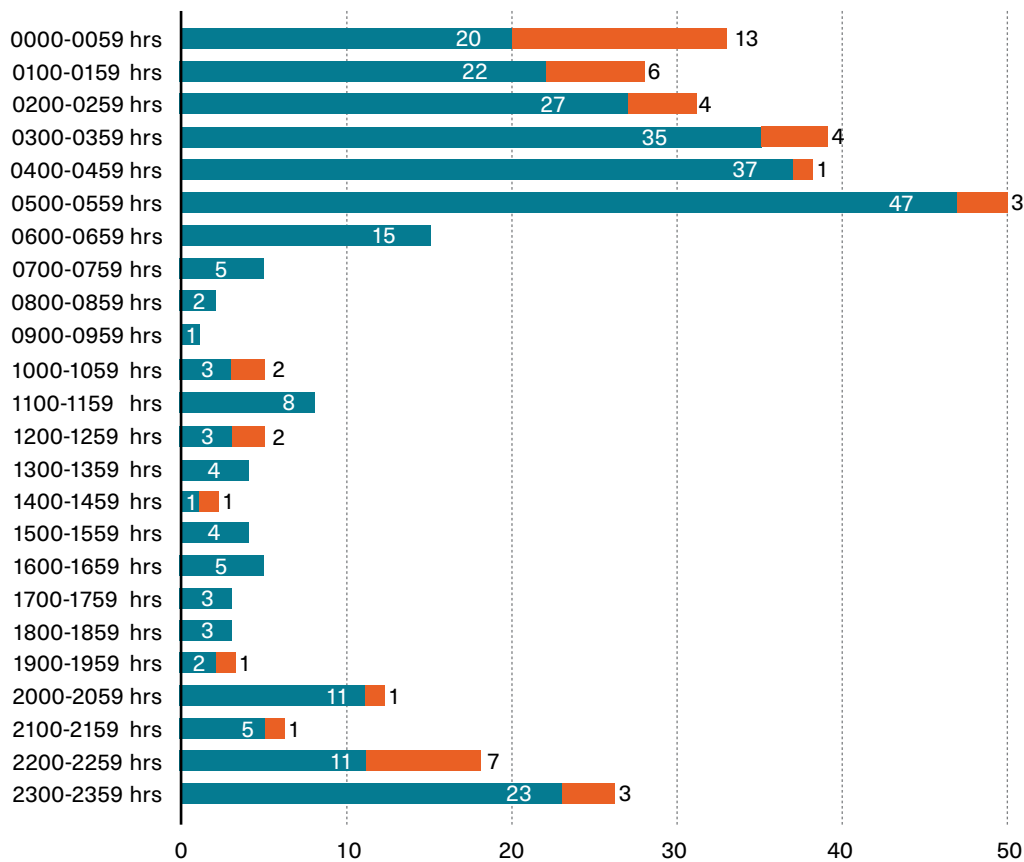
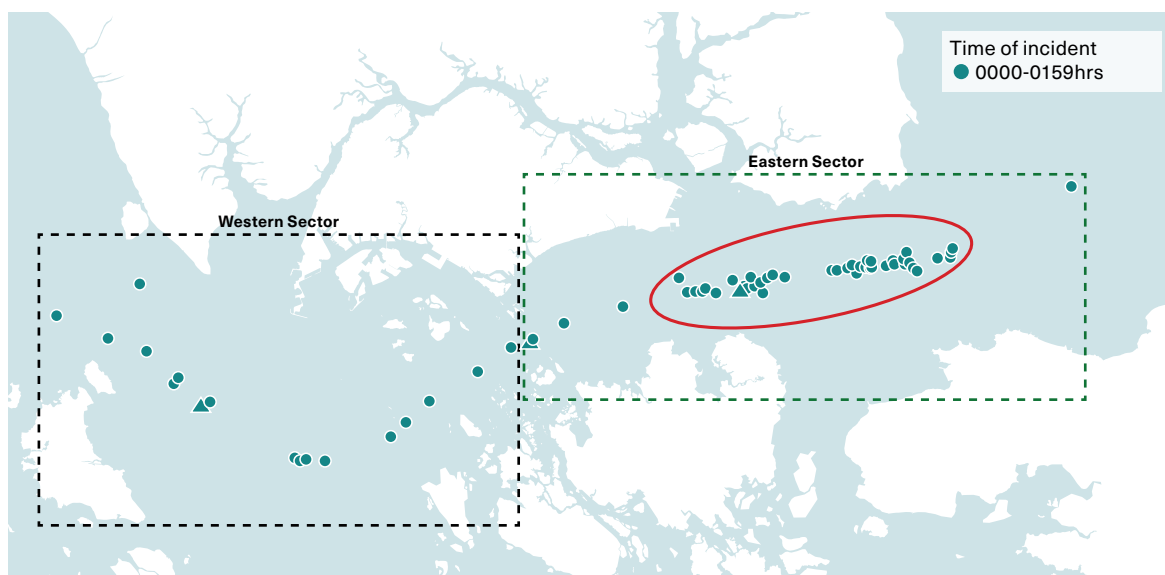


Chart 12 – Time of incidents – Singapore Strait (2007-2021)

2007-2020 2021

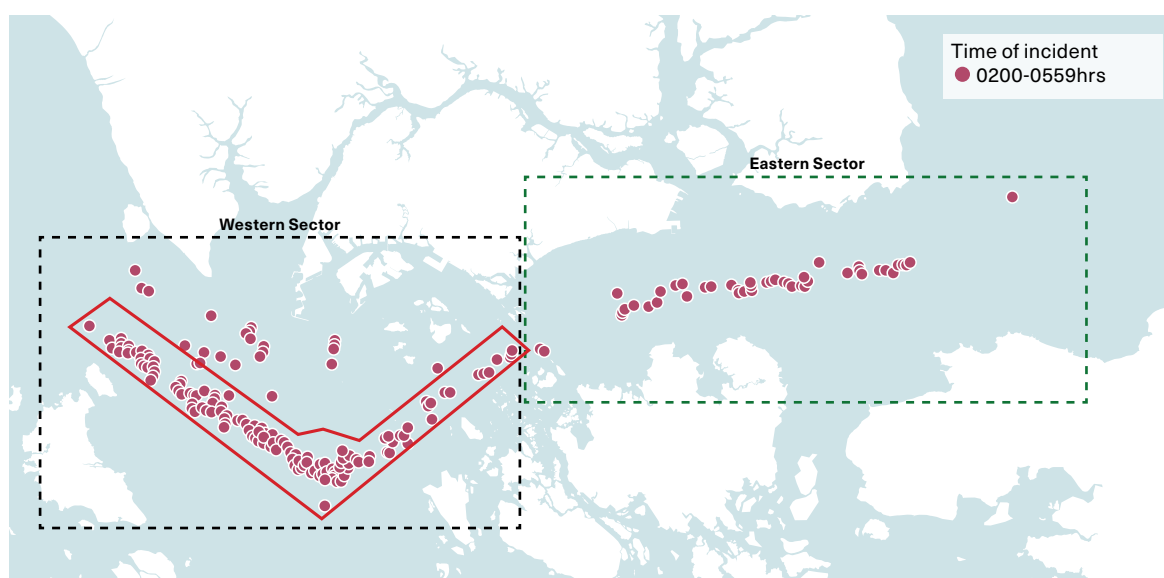
Correlation between time of incidents and location of incidents in the SS

Hours of darkness. The majority of the 287 incidents during hours of darkness occurred between 0000 hrs and 0559 hrs (76%). During 0000 hrs-0159 hrs, incidents were reported mostly in the eastern sector (green-dotted box), in particular off Pulau Nongsa, Batam Island (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia) (red oval) as shown in Map 12.



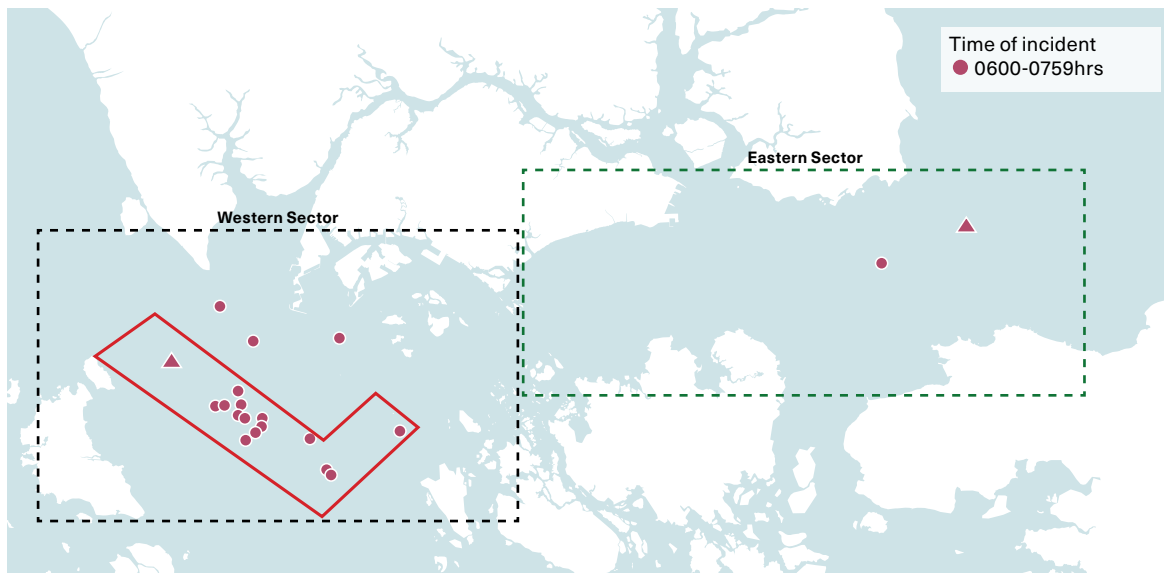
Map 12 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0000 hrs and 0159 hrs) (2007-2021)

On the other hand, most of the incidents occurring between 0200 hrs and 0559 hrs were reported in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline) as shown in Map 13.



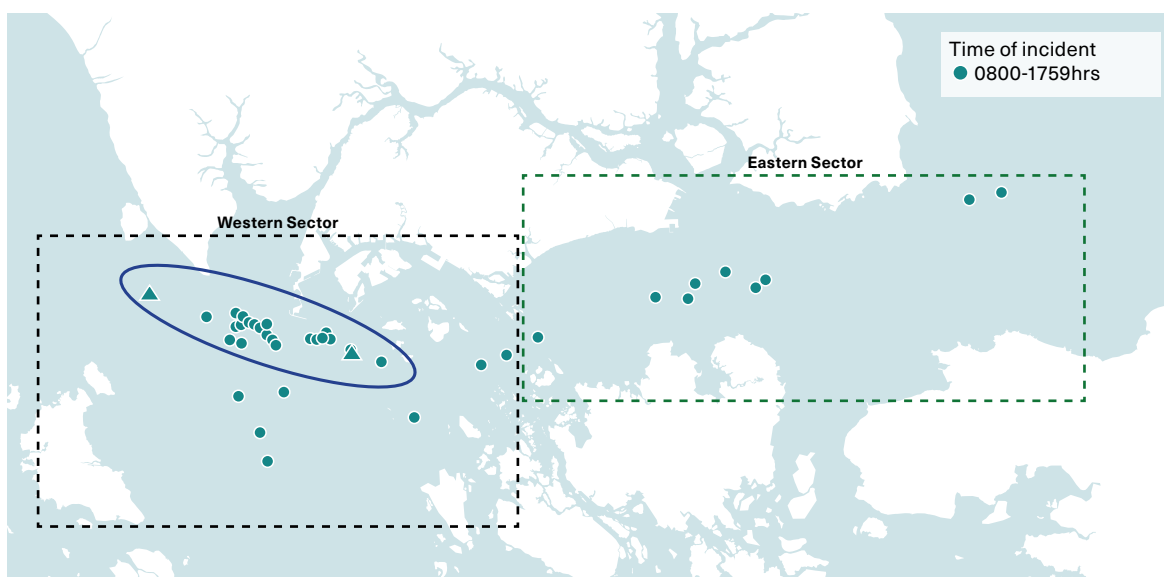
Map 13 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0200 hrs and 0559 hrs) (2007-2021)

Daylight hours. Of the 59 incidents that occurred during daylight hours, 48 incidents were reported in the western sector of the SS and 11 incidents in the eastern sector as shown in Map 14. It is further observed that incidents occurring between 0600 hrs and 0759 hrs were reported mostly in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline).



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

Furthermore, it is observed that incidents occurring between 0800 hrs and 1759 hrs were reported mostly in the western sector (black-dotted box) and in the westbound lane of the TSS (blue oval) as shown in Map 15.



Map 15 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (2007-2021)

03

Situation of Armed Robbery against Ships at Manila Anchorage Areas, the Philippines



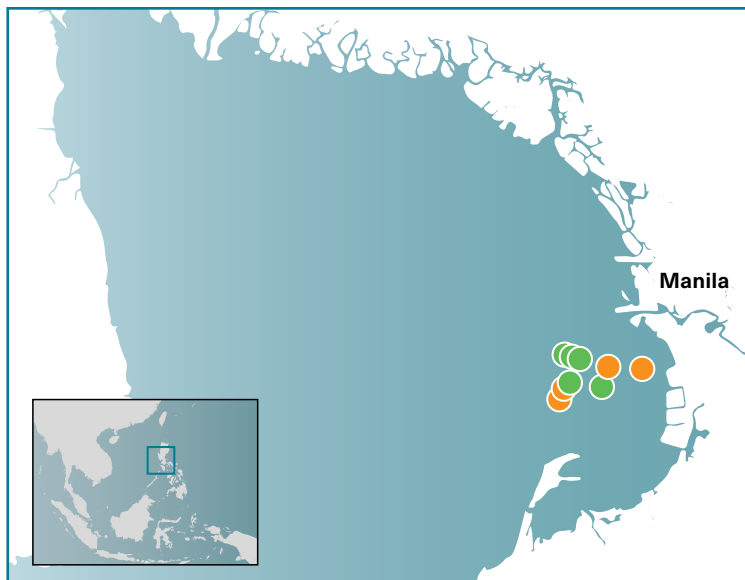
Situation of Armed Robbery against Ships at Manila Anchorage Areas, the Philippines

Situation Update

Situation in 2021

Nine incidents of armed robbery against ships occurred to ships while anchored at South Harbour Anchorage areas of Manila, the Philippines in 2021. Map 16 shows the location of the incidents.

The anchorage areas of Manila being designated by the Philippine authorities for crew change of ships due to COVID 19, more ships are anchored in the area. This increases the possibility of illegal boarding by criminal groups.



Map 16 – Location of incidents

Acts of violence by perpetrators against crew

Of the nine incidents, four incidents that occurred in July and August involved perpetrators who were armed with either guns and/or knives and inflicted violence to the crew.

In the incident on 17 Jul, the perpetrator pointed an improvised (hand-made) gun at a duty crew, took his radio and tied him to the railing of the ship. In the incident on 4 Aug, the perpetrator tried to stab a duty crew with a knife. The crew managed to avoid the stabbing, but was tied up by two other perpetrators with a rope on the forecastle deck. In the incident on 13 Aug, one perpetrator pointed a gun at a duty crew, ordered him to open the storage room and tied up his hands with a rope at the forward centre bollard. In the same incident, another perpetrator threatened a crew with a knife. In the incident on 18 Aug, the perpetrator pointed a gun at the chief engineer's head and locked him in the comfort room. Ship stores were stolen in three incidents.

In the face of the continued occurrence of incidents with violence, the ReCAAP ISC issued an Incident Alert on 23 Aug to advise the shipping industry to enhance vigilance; and provided contact numbers of local authorities. The ReCAAP ISC also closely cooperated with the Philippine Coast Guard (ReCAAP Focal Point) and encouraged their law enforcement.

Efforts by the Authorities

The Philippine Coast Guard (PCG), in coordination with other law enforcement agencies, has intensified intelligence gathering, and, in collaboration with PCG personnel assigned at VTMS Manila, responded immediately to reporting of incidents. The Coast Guard Stations of District National Capital Region – Central Luzon, along with its sub-stations, have stepped up maritime patrol operations in the vicinity waters of South Harbour Anchorage area of Manila and nearby waters of Central Luzon. The enforcement agencies have conducted boarding inspections on suspicious ships and watercraft roaming in the vicinity waters, particularly during hours of darkness.

Arrest of the Perpetrators

On 27 Sep, 29 Sep and 18 Nov, the joint law enforcement agencies of the Philippines arrested the leader and two members of the perpetrator group responsible for the series of incidents of armed robbery on board ships anchored at Manila Anchorage areas. Appropriate charges were filed by the authorities at the Manila Regional Trial Court against the arrested perpetrators. The joint law enforcement agencies are carrying out follow-up operations against other members of the group.

No incident was reported at Manila Anchorage areas since the arrests made in September.

Good Practice

The ReCAAP ISC commends the proactive actions taken by the Philippine authorities, particularly the PCG, to respond promptly to the incidents reported by ships. This case shows again the importance of incident reporting by ships and quick response of the law enforcement authorities. In this regard, ship masters are strongly advised to make immediate reporting of incidents to the nearest coastal State. No-reporting of incidents may lead to further incidents against other ships in the same areas.



04

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

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

Situation Update

Situation in 2021

No incident of abduction of crew for ransom was reported in 2021. The last known incident occurred in January 2020. No crew is currently being held in captivity by the perpetrators (Abu Sayyaf Group (ASG)).

Efforts by the authorities

The Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the militant group (ASG).

On 23 Apr 21, the Armed Forces of the Philippines conducted a military operation at Barangay Panglayahan, Patikul, Sulu, targeting Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area). However, during the operation, Mundi Sawadjaan managed to escape, and three other ASG members were neutralised.

On 13 Jun 21, the Philippine authorities conducted a military operation against Injam Yadah, a Sulu-based ASG sub-leader. During the operation, Injam Yadah, together with Al Sawadjaan, a younger brother of Mundi Sawadjaan and two other ASG members were neutralised. Injam Yadah played a key role in the kidnapping of five Indonesian nationals at Sulu-Celebes Seas in January 2020. The demise of Injam Yadah undoubtedly affected the capabilities of the ASG in carrying out kidnap-for-ransom activities. However, with Mundi Sawadjaan still at large, the threat of abduction of crew from ships remains high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

Advisory and Guidance

ReCAAP ISC Advisory

With the threat of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah remaining high, the ReCAAP ISC reiterates its advisory to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report all incidents 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 below:

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



Map 17 - Contact details

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

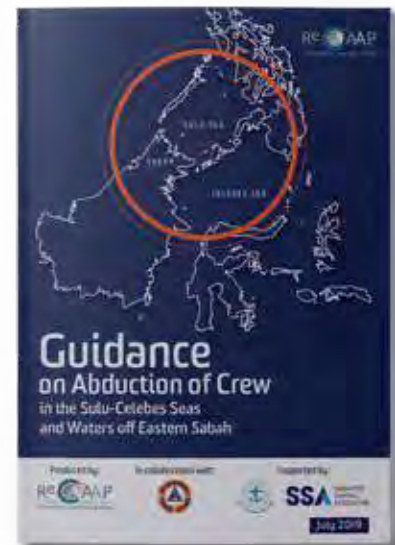
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed above, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: pcgcomcen@coastguard.gov.ph

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.

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 to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



05

Analysis of Incidents in Asia during 2007-2021 (Data Analytics)

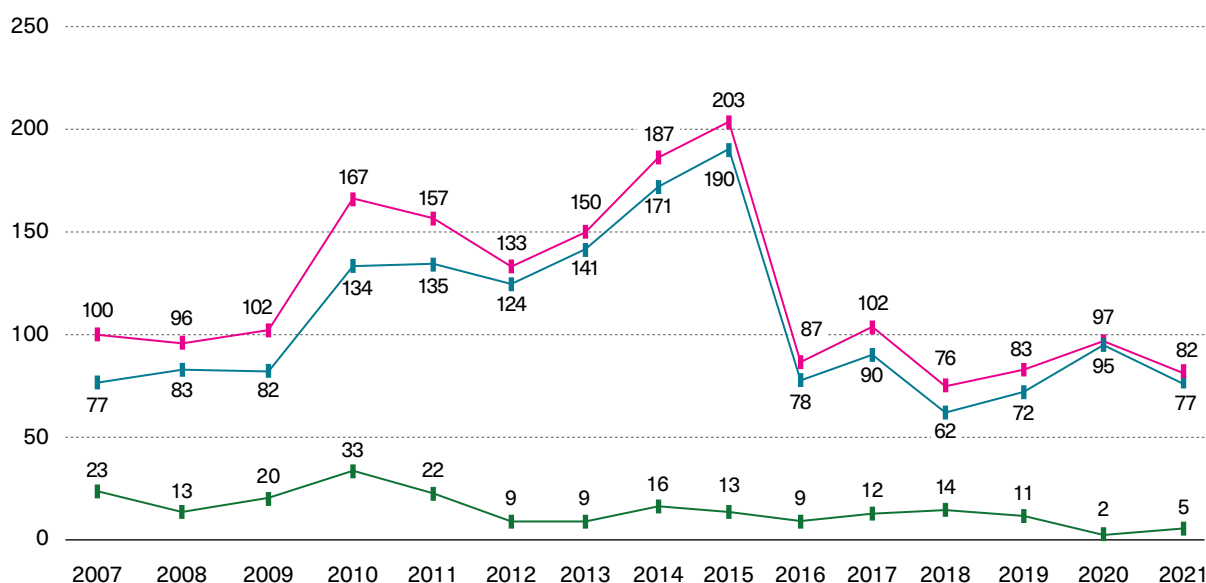


Analysis of Incidents in Asia during 2007-2021 (Data Analytics)

This section provides analysis of all the incidents reported in Asia during the past 15-years of 2007-2021. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, stolen items, type of ships boarded and time of the incidents. The comparison of incidents in 2021 with the past trend is also included in this section.

Number of incidents

During 2007-2021, a total of 1,822 incidents (comprising 1,611 actual incidents and 211 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76). In terms of actual incidents, the highest number was in 2015 (190) and the lowest in 2018 (62) as well.



Graph 3 – Number of incidents (2007-2021)

█ Total █ Actual █ Attempted

Summary of analysis

The characteristics of the incidents reported in Asia during 2007-2021 are as follows:

- Number of perpetrators: 4-6 men (33%) and 1-3 men (26%)
- 46% with no information on the types of weapons carried by the perpetrators, 32% armed with knives/machetes, and 10% armed with guns and knives
- 55% with no injury to crew, 24% with no information of treatment of crew
- 54% reported stolen items: ship stores (33%), cash/personal belongings (13%), engine spares (8%)
33% reported that nothing was stolen.
- Type of ships boarded: tankers (35%), bulk carriers (28%), tug boats/supply vessels (14%), container ships (13%)
- 81% of incidents occurred during hours of darkness

Details of Analysis

Number of perpetrators. Among the 1,822 incidents reported during 2007-2021, 603 incidents involved 4-6 men (33%), 476 incidents involved 1-3 men (26%), 174 incidents involved 7-9 men (10%), 135 incidents involved more than 9 men (7%), and 434 incidents had no information available (24%).

In 2021, there was a slight deviation from the past trend with 42% of incidents involved 1-3 men and 40% of incidents involved 4-6 men.

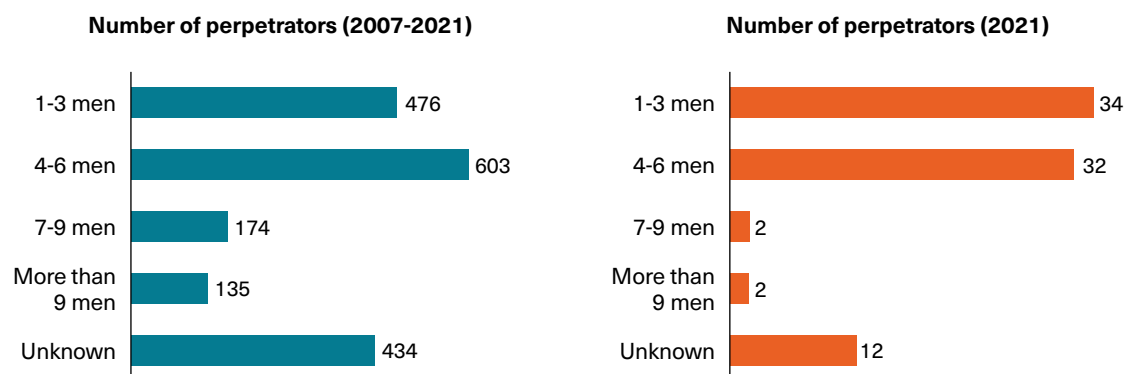


Chart 13 – Number of perpetrators – Asia

Type of weapons carried by perpetrators. Of the 1,822 incidents reported during 2007-2021, 883 incidents had no information on the weapons carried by the perpetrators (48%), 591 incidents reported knives/machetes (33%) and 170 reported guns and knives (9%).

In 2021, 61% of incidents had no information of weapons carried by the perpetrators, 25% reported knives/machetes and 5% reported guns and knives.

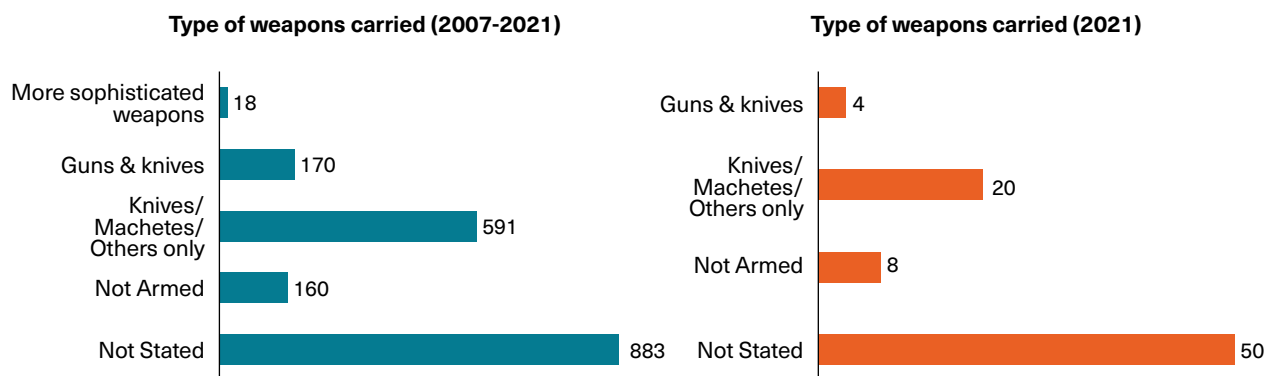


Chart 14 – Type of weapons carried by perpetrators – Asia

Treatment of crew. Among the 1,822 incidents reported during 2007-2021, 998 incidents reported that the crew was not injured (55%) and 433 incidents had no statement of injury (24%), while 180 incidents reported crew being temporarily taken hostage (10%), 79 incidents of crew being threatened (4%), 75 incidents of crew being assaulted (4%) and 26 incidents of crew being kidnapped (1%).

In 2021, there was no report of kidnapping of crew. The treatment of crew was less severe compared to past trend. 79% of incidents reported no injury and 6% had no statement of injury, while 6% reported crew being temporarily taken hostage, 6% reported crew being threatened, and 3% reported crew being assaulted.

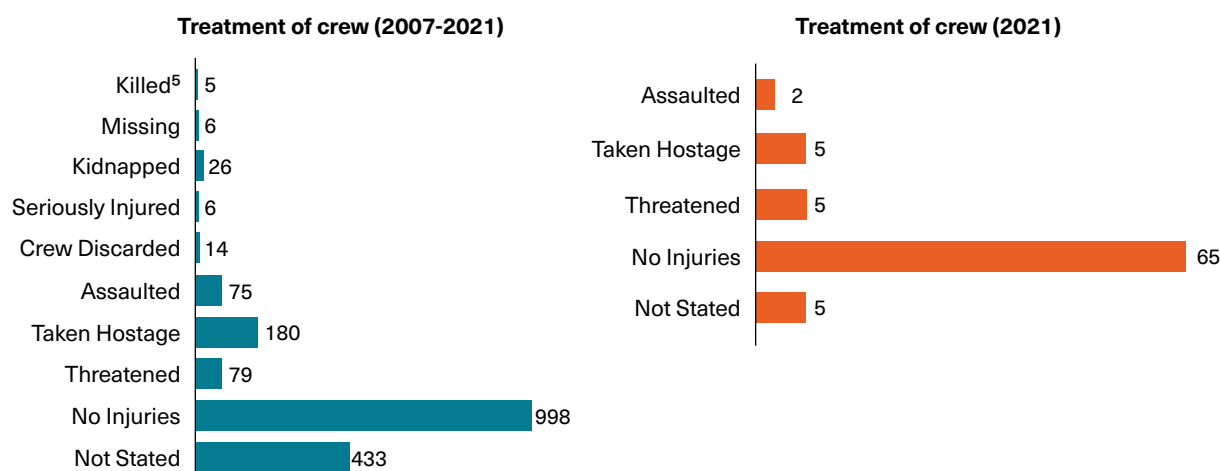


Chart 15 – Treatment of crew – Asia

5 Reference 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 some of the abducted crew were killed. These incidents are counted as the incidents of crew “kidnapped” in order to avoid the double counting of incidents.

Stolen items. Among the 1,822 incidents reported during 2007-2021, 606 incidents reported the loss of ship stores (33%), 230 incidents loss of cash/personal belongings (13%), 152 incidents loss of engine spares (8%), 89 incidents loss of unsecured items (5%) while 601 incidents reported nothing was lost (33%).

In 2021, there was an increase of incidents reported loss of engine spares compared to the past trend. 22% incidents reported loss of engine spares in 2021 compared to 8% during 2007-2021. In 2021, 28% of incidents reported loss of ship stores, 22% loss of engine spares, 4% loss of unsecured items and 1% loss of cash/personal belongings, while 43% reported nothing was lost.

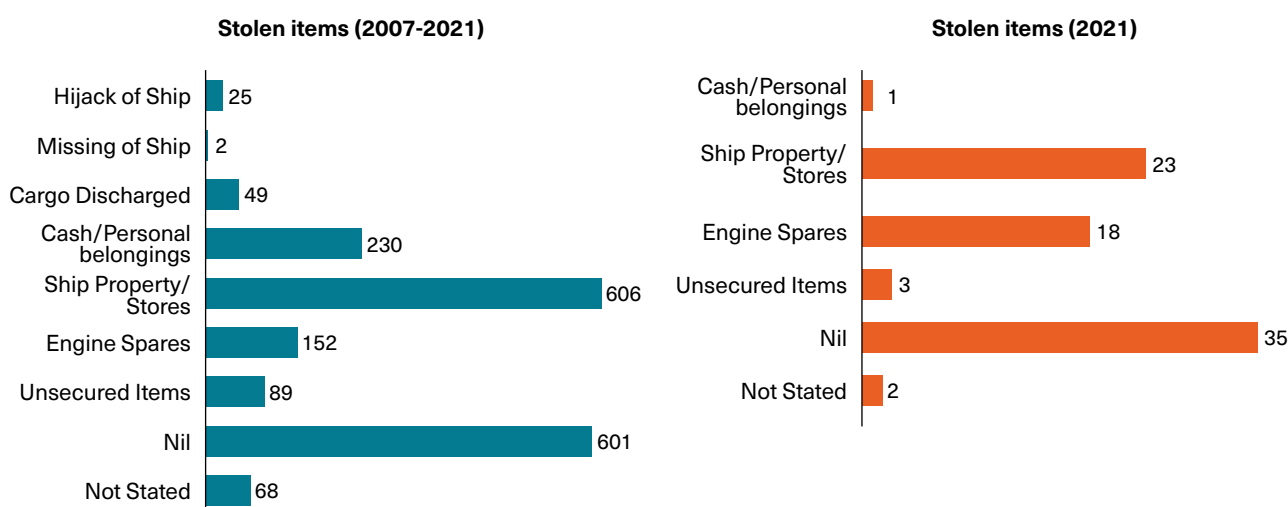


Chart 16 – Stolen items – Asia

Type of ships boarded. Of the 1,822 incidents reported during 2007-2021, 645 incidents occurred on board tankers (35%), 509 incidents on bulk carriers (28%), 262 on tug boats/supply vessels (14%), 233 incidents on container ships (13%) and 109 incidents on general cargo ships (6%).

In 2021, there was a slight deviation from the past trend. There were more incidents occurred on board bulk carriers (44%) than on board tankers (20%).

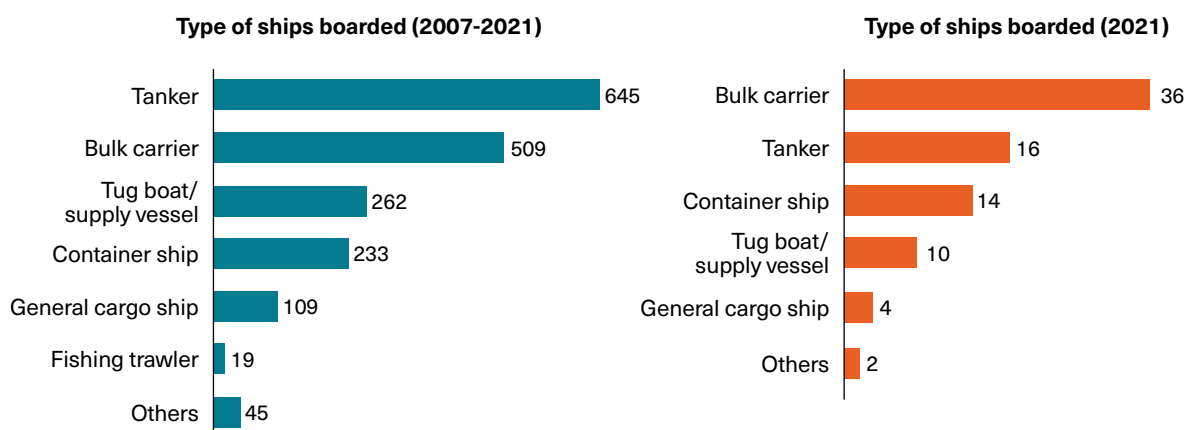


Chart 17 – Type of ships boarded – Asia

Time of incidents. Among the 1,822 incidents reported during 2007-2021, 1,482 incidents occurred during hours of darkness (81%) and 340 incidents occurred during daylight hours (19%).

In 2021, the pattern was similar as in the past trend. 88% of incidents occurred during hours of darkness and 12% during daylight hours.

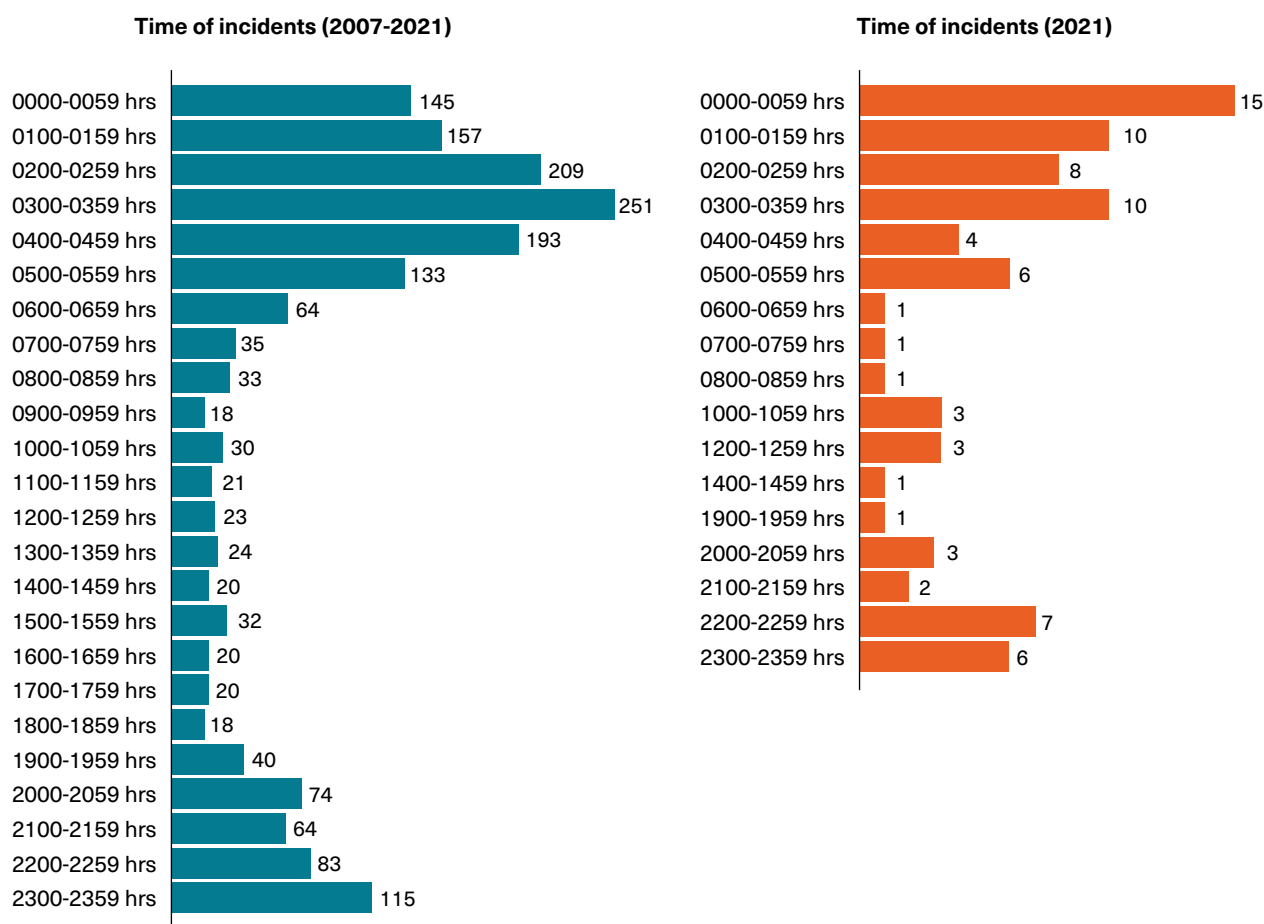
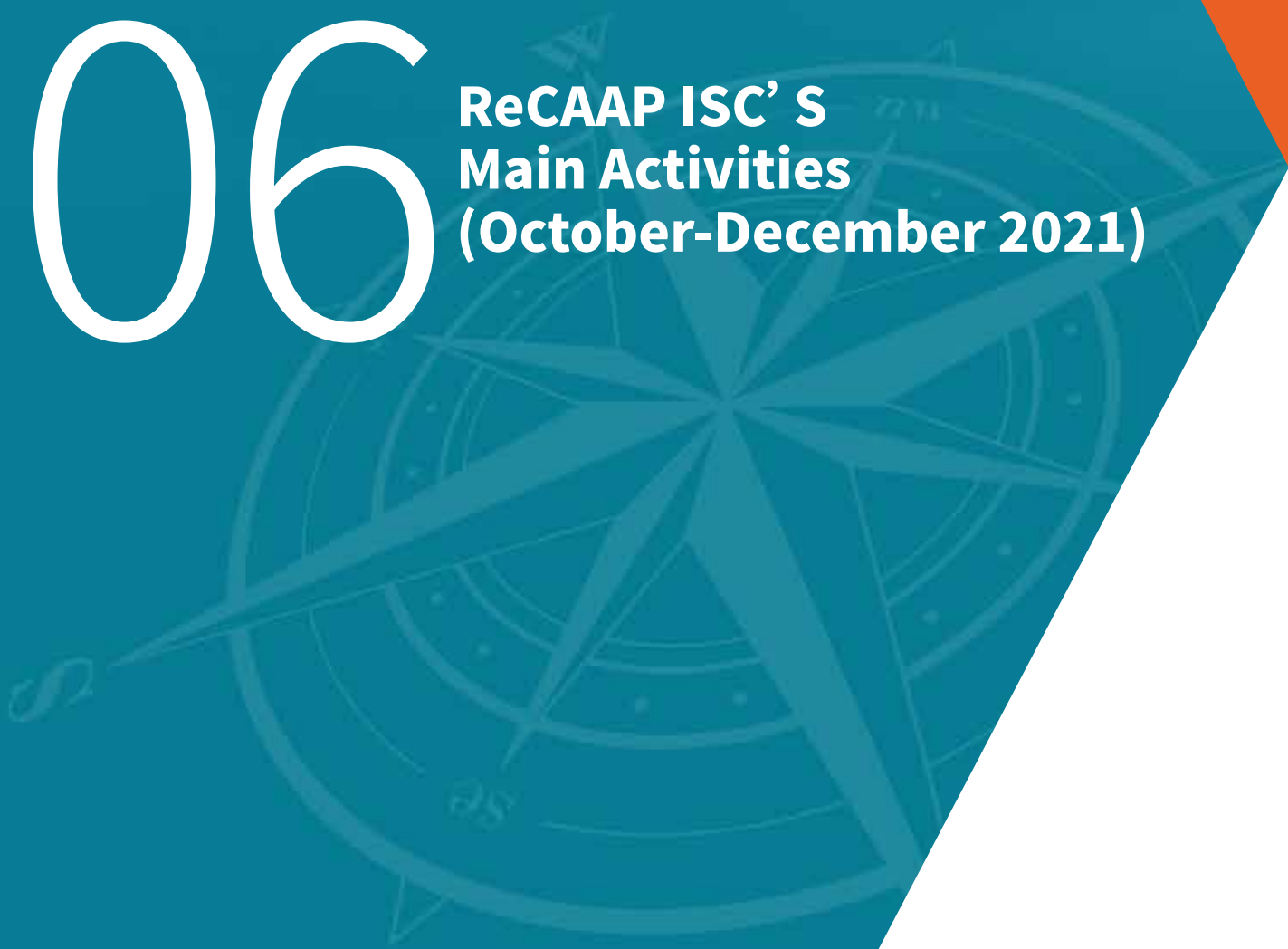


Chart 18 – Time of incidents – Asia

06

**ReCAAP ISC' S
Main Activities
(October-December 2021)**

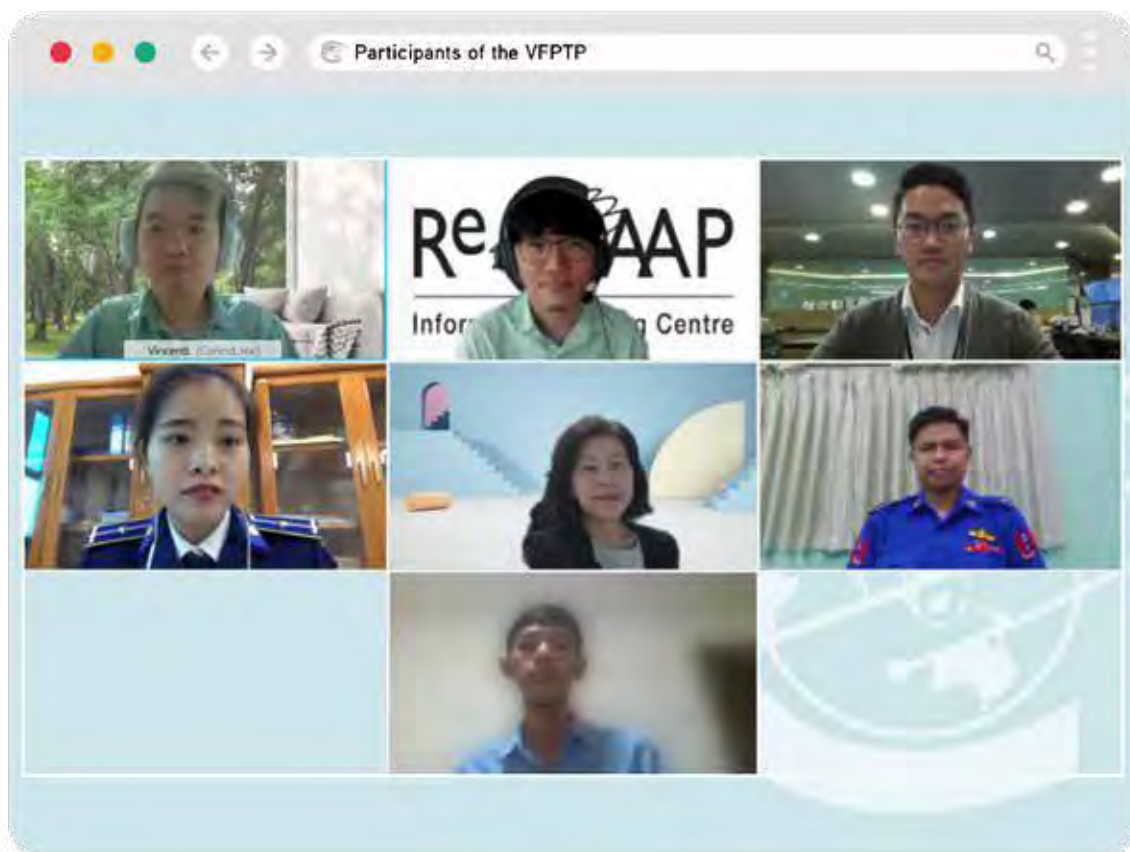


ReCAAP ISC'S Main Activities (October-December 2021)

VIRTUAL FOCAL POINT TRAINING PROGRAMME (FPTP) (17-18 NOVEMBER)

The ReCAAP ISC conducted a virtual FPTP on 17 and 18 Nov. A total of eight ReCAAP Focal Points (FPs) from Cambodia, Germany, India, Myanmar, the Netherlands, United Kingdom and Vietnam; and Hong Kong Contact Point (CP) participated in the programme. In order to have close engagement with FPs, the FPTP was conducted over two days, four FPs/CP attending the programme on each day.

The purpose of the training was to assist the new staff of FPs to better understand the role of FP, importance of timely and accurate reporting of incidents and procedures for the submission of incident reports on the ReCAAP's Information Network System (IFN).

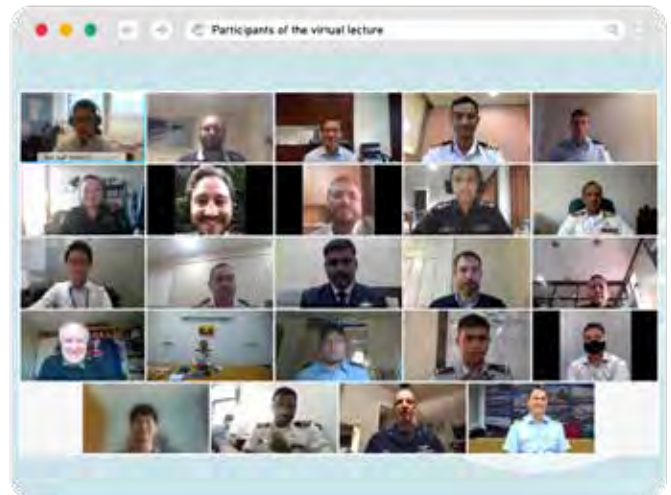


Participants of the Virtual FPTP

VIRTUAL LECTURE (14 DECEMBER)

The ReCAAP ISC organised a virtual lecture on 'Maritime Cyber Security in Asia' as the third Capacity Building Virtual Lecture (CBVL) on 14 Dec. Thirty five officers of ReCAAP Member States attended the lecture.

The aim of the lecture was to raise awareness on the threat of Maritime Cyber Security, and share the insights on the nexus between Cyber Security and Piracy. The lecture was conducted by Mr. Russell Kempley, Chief Security Officer of CyberOwl Ltd, UK, who has more than 10 years of experience in the area of cyber security.



Participants of the virtual lecture

2ND DIALOGUE SESSION WITH SHIPPING INDUSTRY (11 NOVEMBER)

The ReCAAP ISC organised the 2nd dialogue session with local shipping companies and Asian shipping associations on 11 Nov. The Centre presented the latest situation of piracy and armed robbery against ships in Asia, followed by exchange of views with the participants on the situation in the Singapore Strait, at Manila Anchorages (the Philippines) and at ports/anchorages in Indonesia.



Participants of the dialogue session

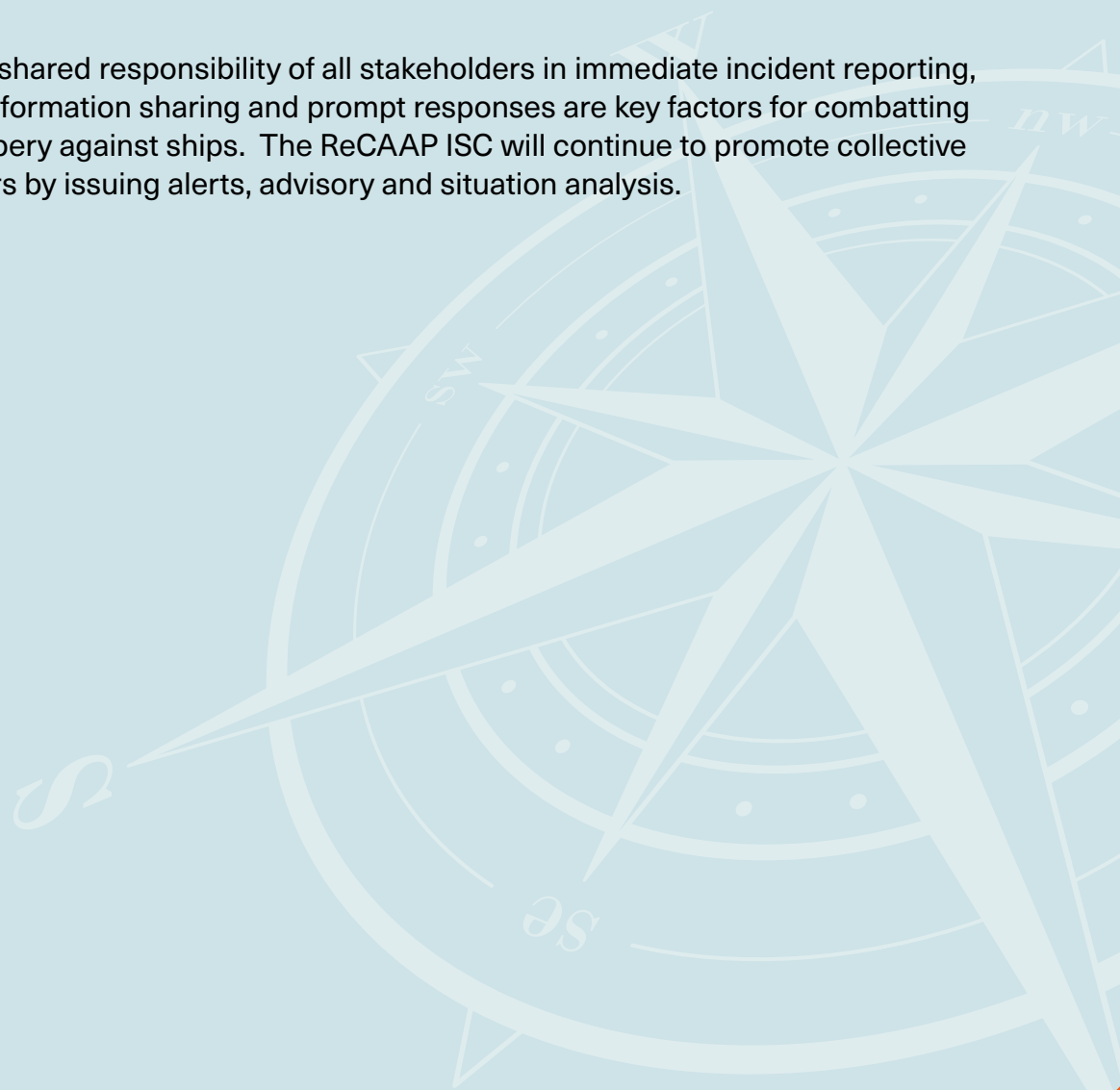
Conclusion



The total number of incidents of armed robbery against ships in Asia has decreased in 2021 compared to 2020. This was due to the decrease of incidents in several locations in Asia. However, the Singapore Strait remains an area of concern with an increase of incidents.

The situation at Manila Anchorage areas has been stabilised with no incident reported since September after the arrest of perpetrators. Timely reporting of incidents by ships to the Philippine authorities has enabled prompt response by the law enforcement agencies to arrest perpetrators.

Collective efforts and shared responsibility of all stakeholders in immediate incident reporting, timely and accurate information sharing and prompt responses are key factors for combatting piracy and armed robbery against ships. The ReCAAP ISC will continue to promote collective actions of stakeholders by issuing alerts, advisory and situation analysis.



Appendices

Definitions & Methodology in Classifying Incidents

Definitions

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

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

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

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

Methodology in classifying incidents

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

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

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

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

Category	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 were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was 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 were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was 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 were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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

Description of Incidents (January-December 2021)

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	<i>SBI Orion</i> Bulk carrier Marshall Islands 36421 9705330	03/01/21 0330 hrs	0° 15.8' S, 117° 34.3' E Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, three perpetrators armed with knives boarded the bulk carrier. The duty crew spotted the perpetrators at forecastle store, before they escaped with ship ropes . The crew was not injured . The incident was reported to the local authorities. [ReCAAP Focal Point (Singapore)]
2	<i>Ark Royal</i> Bulk carrier Barbados 27011 9219446	25/01/21 0325 hrs	1° 16.58' N, 104° 15.7' E Approximately 7.1 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the Traffic Separation Scheme (TSS) [Straits of Malacca & Singapore (SOMS)]	While underway, five unauthorized persons were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0506 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search on board was completed with no further sighting of the unauthorized persons. The master reported that nothing was stolen , and all crew was safe and accounted for. He added that no assistance was required, and the ship would continue its voyage. 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. Information of the incident was shared with the Malaysian and Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	CSCL Lima Container ship Hong Kong, China 26404 9386005	28/01/21 0400 hrs	10° 12.87' N, 107° 7.55' E Vung Tau Anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the ship. The duty AB during the security round discovered damaged padlock and open door in the paint store. No unauthorised person was sighted on board the ship. Some cans of paint were discovered missing from the paint locker. The crew was not injured . The incident was reported to the port control, Port Facility Security Officer and the Coastal State. [ReCAAP Contact Point (Hong Kong)]
4	Elvia Bulk carrier Liberia 50697 9570840	28/01/21 2232 hrs	1° 16.15' N, 104° 16.72' E Approximately 6 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, 10 unauthorised persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2338 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. Nothing was stolen and the crew was safe . No assistance was required and the ship continued on her voyage to China. 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. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<i>Vantage Wave</i> General cargo ship Liberia 22064 9506514	29/01/21 0221 hrs	1° 16.95' N, 104° 18.92' E Approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, three unauthorized persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0322 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. Nothing was stolen and the crew was safe. No assistance was required and the ship continued on her voyage to 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 Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<i>Sea Harvest</i> Tanker Hong Kong, China 11676 9358644	30/01/21 0255 hrs	22° 47.79' N, 70° 5.16' E Kandla Outer Anchorage, India	<p>While at anchor, the deck duty AB heard a sound and found a small boat close to ship's port bow. He reported to the second officer and proceeded to forward deck. The AB saw two perpetrators on board the ship. The perpetrators escaped immediately in a small boat. The lock of the main deck store near mid-ship was broken and ship stores including six U-pieces connecting cargo line to common line, six U-pieces connecting vapor return line to tank and one tank cleaning circulation connection were stolen. The crew was not injured. The master reported the incident to the local agent and the owner. The Indian Coast Guard (ReCAAP Focal Point) boarded the ship to investigate the incident when the ship arrived at Mumbai Anchorage. The ship master was advised to report the incident to the local authorities and maintain vigilance while at anchorages.</p> <p>[ReCAAP Focal Point (India), ReCAAP Contact Point (Hong Kong)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	Kota Nebula Container ship Singapore 20902 9494632	30/01/21 0310 hrs	6° 5.6' N, 125° 9.4' E Makar Wharf Berth No. 5 to 7, General Santos City, Philippines	<p>While at berth, the watchkeeping crew spotted two perpetrators on the starboard lifeboat deck. The ship's general alarm was raised and all crew were notified of the perpetrators and their location via the PA system on board. All crew proceeded to starboard lifeboat deck. Upon being spotted, the perpetrators jumped into the water and were picked up by another perpetrator on a small motor banca. The motor banca was seen escaping toward a nearby village. A search was conducted by the crew, and ship stores comprising two units of fire nozzles and two units of fire hydrant caps were reported missing. The incident was reported to the local authorities. There was no damage to the ship and the crew was not injured.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>
8	Suruya Aki LNG tanker Bahamas 20519 9060534	31/01/21 0535 hrs	3° 56.2' N, 98° 45.6' E Belawan Anchorage, Indonesia	<p>While at anchor, two perpetrators boarded the ship. One of the perpetrators was armed with a knife. The crew retreated to the citadel and reported the incident to Belawan VTS and the shipping company. The Indonesian Marine Police boarded the ship and conducted a search on board. No perpetrators were found on board the ship. Ship stores including ropes, caps of valves, a coupling of extinguishment and nozzle, wing nuts and an emergency hand light of life raft were stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<p>Ning Hai Tuo 6002 Tug boat China 1449 9765134</p> <p>Daqia Haiyu Barge China</p>	09/02/21 1400 hrs	<p>1° 5.37' N, 103° 34.21' E</p> <p>Approximately 6.1 nm southwest of Pulau Nipa, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, two perpetrators boarded the barge from two small crafts. The perpetrators escaped upon being sighted by the crew. A search on board the barge was carried out with no further sighting of the perpetrators. Some shackles were stolen from the barge. There was no confrontation between the perpetrators and the crew of the tug boat. No further assistance was required. The tug boat and barge resumed their voyage bound for China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	<p>ALS Juventus Container ship Singapore 40541 9431757</p>	13/02/21 0530 hrs	<p>6° 5.84' S, 106° 53.65' E</p> <p>Jakarta Port, Indonesia</p>	<p>While at berth, the third officer reported that the padlock hinge for the passageway door leading to the engine room was broken. There was no sign of any perpetrators on board or nearby. Spare parts for auxiliary engine were reported missing. The crew was not injured. The incident was reported to the ship's Company Security Officer.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	<p>TB Danum 50 Tug boat Malaysia 165 9404261</p> <p>TK Linau 133 Barge Malaysia</p>	21/02/21 1220 hrs	<p>1° 9.82' N, 103° 49' E</p> <p>Around Karang Banteng waters, Riau Islands, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While barge <i>TK Linau 133</i> towed by tug boat, <i>TB Danum 50</i> were underway in the eastbound lane of the TSS in Singapore Strait when two small boats came alongside the barge. The Indonesian Navy Marine Security Patrol <i>Kri Siwar-646</i> was conducting routine patrol in the area when they spotted three perpetrators on the barge and two others were in the small boat loading some items from the barge. The Indonesian authorities boarded the barge, conducted a search and arrested all five perpetrators. The two small boats were seized and about 150 kg of the stolen steel wires were recovered. The crew was not injured.</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
12	CSCL Lima Container ship Hong Kong, China 26404 9386005	26/02/21 0355 hrs	6° 0.84' S, 106° 54.45' E Eastern Anchorage, Jakarta, Indonesia	While at anchor, three perpetrators boarded the ship and robbed the AB of his walkie-talkie at knifepoint . The perpetrators escaped in their boat. The crew was not injured . The incident was reported to the port control, Port Facility Security Officer and the Coastal State. [ReCAAP Contact Point (Hong Kong)]
13	Name withheld Bulk carrier Liberia	16/03/21 0001 hrs	20° 54.9' N, 107° 16.7' E Cam Pha Port, Vietnam	While moored at buoy, the master and 2 nd Officer's cabins were damaged and cash was stolen. A search was conducted and no perpetrator was found. The crew was safe . The incident was assessed to have occurred between 0001 hrs and 0600 hrs. The master reported the incident to the local authorities and the CSO. The local immigration police boarded the ship and investigated the incident. [ReCAAP Focal Point (Vietnam)]
14	African Queen Bulk carrier Marshall Islands 30936 9389930	25/03/21 0325 hrs	1° 17' N, 104° 18' E Approximately 6.1 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the engine room. The duty oiler spotted one of the perpetrators with a knife , who ordered him to keep quiet before the perpetrators left the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted. At 0405 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators onboard. Engine spares including valve rotator, valve seat exhaust, valve seat suction, valve guide, suction valve, exhaust valve chrome plating and plunger assembly were stolen. The crew was safe . The master did not require any assistance, and continued the voyage. 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. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	Baltic North Container ship Marshall Islands 44234 9463310	30/03/21 0150 hrs	6° 2' S, 106° 48' E Jakarta Anchorage, Zone "F", Indonesia	While at anchor, the duty crew roving on deck sighted two perpetrators on the poop deck with two sacks. The duty crew shouted and flashed his light at the perpetrators, who escaped from the port side poop deck area. Upon investigation, it was found that the watertight door alarm switch wire and the lock to the engine room central store were cut. Items from the engine room central store have been stolen. The local authorities were informed and the Indonesia Coast Guard boarded the ship for investigation. [ReCAAP Focal Point (Singapore)]
16	Posh Falcon Tug boat/Supply vessel Singapore 3513 9624586 Scarabeo 7 Rig St Kitts and Nevis	30/03/21 1030 hrs	1° 12.47' N, 103° 32.71' E Approximately 4 nm south of Tanjung Piai, Malaysia in the westbound lane of the TSS (SOMS)	While the tug boat towing the unmanned rig was underway, two small boats approached the stern of the rig and stole a Norwegian Marker Buoy that was floating 100m behind the rig. The buoy was connected to a messenger line used as an emergency tow line. The incident was reported to VTIS and the Singapore Port Operations Control Centre (POCC) issued a navigational safety advisory to warn ships in the vicinity to be more vigilant. [ReCAAP Focal Point (Singapore)]
17	Trina Oldendorff Bulk carrier Portugal 41091 9642370	08/04/21 0147 hrs	1° 16.5' N 10° 16.1' E Approximately 6.8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators armed with knives were sighted in the engine room. The perpetrators confronted the engine room crew and hit him on his head when he attempted to shout for assistance. Thereafter, the perpetrators escaped from the ship. The alarm was raised and crew mustered. A search on board the ship was conducted with no further sighting of the perpetrators. The master declared nothing was stolen and the crew was safe and accounted for. He did not report the incident immediately to the nearest coastal State and continued with the voyage. The master reported the incident to Singapore POCC only on 9 Apr.

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				<p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
18	<p>Harrisburg Petroleum/Chemical tanker Singapore 30087 9859210</p>	08/04/21 0550 hrs	<p>1° 16.13' N, 104° 15.56' E</p> <p>Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, two perpetrators boarded the ship. The ship's general alarm was raised and all crew were notified of the perpetrators. A search on board the ship was conducted with no further sighting of the perpetrators. <u>Nothing was reported stolen and the crew was safe.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
19	<p>Pantazis L Bulk carrier Liberia 39746 9272995</p>	11/04/21 0115 hrs	<p>1° 16.32' N, 104° 14.75' E</p> <p>Approximately 7.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, four perpetrators were sighted in the engine room workshop. The ship alarm was raised and a search on board the ship was conducted. At 0255 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators. The master reported that <u>some engine spares</u> were stolen. <u>All crew was safe</u> and accounted for.</p> <p>No assistance was required and the ship continued with her voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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20	Henry Maersk Chemical/oil product tanker Denmark 25723 9399351	12/04/21 0348 hrs	5° 48' N 118° 4' E MOT Terminal, Sandakan, Sabah, East Malaysia	<p>While at berth, the crew on the manifold heard the sound of the padlock being broken. On investigation of the forecastle, it was noted that the padlock to the forward bosun store had been broken. The rod securing the plates blocking access through the anchor chain pipes was found removed but the plates were still closed. Upon further investigation of the forecastle, it was discovered that the ship's anchor bell was missing, presumably stolen by the perpetrator.</p> <p>A complete ship inspection was conducted and all other doors and locks were found intact. The crew was safe. The master reported the incident to the Agent who informed the Port Facility Security Officer (PFSO) and the local police. The Flag State was also notified.</p> <p>[ReCAAP Focal Point (Denmark), regional authorities]</p>
21	Name withheld Petroleum/chemical tanker	17/04/21 0140 hrs	1° 16.03' N 104° 12.08' E Approximately 8.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty engineer was making his rounds in the engine room when he spotted a perpetrator trying to open the steering gear entrance door from poop deck. He reported the incident to the bridge and the general alarm was raised. A search on board the ship was conducted by the crew and nothing was reported missing.</p> <p>The perpetrator was believed to have escaped when his presence was discovered. The crew was not injured and there was no reported damage to the ship.</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
22	Ioanna L Bulk carrier Isle of Man 43066 9803340	17/04/21 0500 hrs	1° 16.4' N 104° 14.3' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators were sighted in the engine room. One of them hit the third engineer with an adjustable wrench. The crew sustained mild contusion on his forehead. The alarm was raised and crew mustered. A search on board the ship was conducted. At about 0600 hrs, the search on board was completed with no further sighting of the perpetrators. The master reported that some engine spares were stolen, and all crew was accounted for. The ship continued with her voyage for Xinsha, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>
23	Bak-Da 5 Tug boat Mongolia 198 9851567 Bak-Da 55 Barge	20/04/21 0255 hrs	14° 33' N 120° 56' E Vicinity waters off Manila Bay, Philippines	<p>While at anchor, the duty security guard spotted five perpetrators onboard the barge transferring sawn timber to motor banca, <i>Jaime Franco</i>. The duty security guard shouted and the five perpetrators jumped overboard immediately. The master and crew conducted a search for the perpetrators and saw one of them asking to be rescued. The crew rescued the perpetrator; and reported the incident to its agent and Philippine Coast Guard (PCG) Port State Control. Upon receipt of the report, the PCG proceeded to the area immediately and arrested the rescued perpetrator for inquest proceeding. 27 pieces of sawn timber were stolen and the crew was not injured.</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
24	<i>Alea</i> Bulk carrier Bahamas 17009 9550266	23/05/21 2230 hrs	1° 16.7' N 104° 16.6' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty oiler sighted four perpetrators in the engine room. <u>One of the perpetrators threatened the duty oiler with a knife</u> but did not harm him. The perpetrators eventually escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board was conducted and no further sighting of the perpetrators on board. The master declared <u>nothing was stolen</u>. All crew are safe and accounted for. The ship had departed Greece and was bound for Nanjing, 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>[ReCAAP Focal Point (Singapore)]</p>
25	<i>RB Eden</i> Bulk carrier Marshall Islands 43278 9765718	24/05/21 0046 hrs	1° 16.13' N, 10° 15.56' E Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, three perpetrators were sighted in the vicinity of the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted and no further sighting of the perpetrators onboard. <u>Engine gaskets and O-rings</u> were stolen. <u>All crew are safe</u> and accounted for. The ship had departed Singapore and bound for Songxia, 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>[ReCAAP Focal Point (Singapore)]</p>

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26	<p><i>Dawn 1</i> Dead ship Saint Kitts and Nevis 6253 9125281</p>	26/05/21 0830 hrs	<p>20° 59.8' N, 71° 55.91' E</p> <p>Off Diu, India</p>	<p>While underway, 10 perpetrators in two fishing boats boarded the dead ship via the astern using a ladder. The dead ship was towed by a tug, <i>MV Venture</i>. An Emergency Position Indicating Radio Beacon (EPIRB) distress alert was activated and a Marine Police was diverted to the location of the incident. However, the perpetrators had escaped. The crew of <i>MV Venture</i> tried to ascertain the items stolen but <u>could not confirm the exact losses.</u> <u>The crew was not injured.</u></p> <p>A team consisting of the Indian Coast Guard, Marine Police (Alang) and Customs boarded the dead ship to investigate the incident upon the ship's arrival at Alang anchorage on 27 May 21.</p> <p>[ReCAAP Focal Point (India)]</p>
27	<p><i>New Leonidas</i> Bulk carrier Liberia 87590 9260641</p>	02/06/21 0035 hrs	<p>1° 16.22' N, 104° 14.59' E</p> <p>Approximately 7.4 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, four perpetrators <u>armed with knives</u> were sighted in the vicinity of the steering gear room. The ship's alarm was raised and crew mustered. A search on board was conducted and no further sighting of the four perpetrators. The master deviated the ship back to Singapore to ensure the safety of crew and ship were being addressed. Upon arrival at the port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a search on board. At 1000 hrs, the ship was cleared with no sighting of the perpetrators on board. <u>The crew was safe and nothing was declared stolen.</u> The ship had departed from Singapore earlier and was bound for Fuzhou, 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>[ReCAAP Focal Point (Singapore)]</p>

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28	Cape Lily Bulk carrier Singapore 92752 9612430	05/06/21 0130 hrs	1° 15.87' N, 104° 13.72' E Northwest of Tanjung Pergam, Bintan, in the eastbound lane of the Singapore Straits	While underway, the duty oiler spotted three perpetrators in the engine room and they were heading out to the poop deck. The 2 nd Officer activated the ship's alarms, turned on all the deck lights and conducted a thorough search of the ship. The three perpetrators were last spotted on the poop deck via CCTV, but they were nowhere to be found during the search by the ship's crew. Engine spares were stolen. There was no damage to the ship and the crew was not injured . The POCC issued a navigational safety advisory to warn ships in the vicinity to be more vigilant. [ReCAAP Focal Point (Singapore)]
29	MV Sima Sahba Container ship Singapore 15995 9330927	16/06/21 0030 hrs	14° 33.87' N, 120° 55.33' E South Harbour Anchorage, Manila, Philippines	While at anchor, the duty crew spotted about four unauthorised persons on board an unidentified motorised banca at the portside of the ship under the forecastle. Upon being discovered, the unidentified persons started the engine of their motorised banca and escaped. The crew immediately informed the duty officer. The crew was safe . The ship master reported incident to VTMS Manila and conducted an assessment to determine the missing items on board the ship. During the ship security check, the paint store lock was found broken and about 480 litres of paint and 20 litres of thinner were reportedly stolen. [ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]
30	Mount Butler Container ship Hong Kong, China 18826 9760586	22/06/21 0340 hrs	14° 33.9' N, 120° 55.2' E Manila Quarantine Anchorage, Philippines.	While at anchor, an unknown number of perpetrators boarded the ship. The master and crew raised the general emergency alarm and carried out a search operation on board the ship. The crew was safe and some ship stores were stolen. [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
31	<i>Baltic North</i> Container ship Marshall Islands 44234 9463310	25/06/21 0449 hrs	5° 59.5' S, 106° 54.2' E Jakarta Anchorage, Indonesia	While at anchor, two unauthorised persons were sighted at the poop deck by a duty AB during anchoring operation. The ship's alarm was raised and the perpetrators escaped in a waiting small boat, with another four persons onboard. The incident was reported to the Coast Guard, who boarded the ship for investigation. <u>Nothing was reported stolen.</u> [ReCAAP Focal Point (Singapore)]
32	<i>Busan Star</i> Bulk carrier Panama 33308 9592628	26/06/21 0005 hrs	1° 16.5' N, 104° 16.9' E Approximately 6.2 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, one unauthorized person <u>armed with a knife</u> was sighted at the steering gear flat of the ship. The perpetrator escaped upon being sighted. There was no confrontation with the crew. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS via VHF. A search on board the ship was conducted. At 0109 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrator. <u>The crew was not injured</u> , and <u>nothing was stolen</u> . The master declared no assistance was required and the ship continued her voyage for Ko Siichang, Thailand. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
33	Sakizaya Champion Bulk carrier Panama 41766 9680360	26/06/21 0014 hrs	1° 17.15' N, 104° 17' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four unauthorised persons were sighted in the engine room. The perpetrators escaped upon being sighted. The alarm was raised and crew mustered. A search on board the ship was conducted, with no further sighting of the perpetrators. The master reported that some engine spares were stolen, and the crew was accounted for. The ship continued with her voyage for Vietnam.</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>[ReCAAP Focal Point (Singapore)]</p>
34	Name withheld Supply vessel Singapore 6641	26/06/21 2340 hrs	17° 0.6' N, 82° 20' E Kakinada, Anchorage area, India	<p>While at anchor, the duty watchman spotted one perpetrator at the port aft rope store on the main deck. The duty crew immediately raised the alarm and shouted at the perpetrator who fled. A small wooden craft with two more persons on board was sighted in the vicinity of the ship.</p> <p>All accommodation doors, lockers, hatches and ISPS grills were checked and found locked. About 10 metres of unused mooring rope was found missing. It was reported that the perpetrator had boarded the ship through the mooring bitts.</p> <p>The master reported the incident to the flag State and shipping company. Upon informed by the flag State about the incident, the coastal State (an Indian Coast Guard ship) was tasked to investigate the incident.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
35	<i>MV Nordtiger</i> Container ship Cyprus 18826 9626247	28/06/21 0315 hrs	14° 33.78' N, 120° 55.54' E Manila Quarantine Anchorage, Philippines	<p>While at anchor, the 2nd Officer noticed two unidentified persons in the Bosun's store and alerted all crew onboard. Upon realising the crew had been alerted, the two perpetrators jumped overboard immediately and escaped in a motorized Banca. The Duty Officer directed the crew to conduct an initial assessment of missing items. <u>One breathing apparatus</u> was found stolen. <u>The crew was not injured</u>. The Philippine Coast Guard conducted operation and information gathering in nearby areas for possible interdiction of perpetrators.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
36	<i>J Mare</i> Bulk carrier Liberia 43241 9802231	30/06/21 0030 hrs	1° 16.5' N, 1° 16.53' N, 104° 16.1' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four unauthorised persons were sighted in the engine room. The perpetrators escaped in a small boat upon being sighted. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0112 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators on board. The master reported that <u>nothing was stolen</u>; and <u>all crew was safe</u> and accounted for. The master declared that no assistance was required and the ship continued with her voyage for Ruizhou, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
37	<i>Ocean Moray</i> Petroleum/chemical tanker Singapore 8611 9809071	08/07/21 0218 hrs	3° 55' N, 98° 44' E Belawan Anchorage, Indonesia	<p>While at anchor, the duty seaman was making his rounds when he sighted <u>two unauthorised perpetrators carrying a knife and a rod</u> on board the ship. The perpetrators were suspected to have boarded the ship via the hawse pipe. The ship's general alarm was sounded and the incident was reported to Belawan Port Authority. The perpetrators escaped from the ship via fire hoses attached to the bollards. There was no reported damage to the ship and <u>the crew was not injured</u>. <u>Two fire hose couplings</u> were stolen.</p> <p>After the incident, the crew increased their deck watch and continued to blow the ship's horn every 30 to 45 min.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
38	<i>MV AS Romina</i> Container ship Portugal 17068 9449821	10/07/21 2320 hrs	14° 33.21' N, 120° 55.29' E South Harbour Anchorage area, Manila, the Philippines	<p>While at anchor, the duty roving crew on deck saw two persons on the forecandle deck lowering some materials into their motor banca using a rope. Upon seeing the roving crew, the two persons jumped into the water and escaped. Upon inspection, the padlock to the boatswain mate store room was forcedly opened and items including <u>four angle grinders, one electric drill and one portable welding machine</u> were missing. <u>The crew was not injured</u>.</p> <p>The incident was reported to the Vessel Traffic Management System (VTMS) and the Coast Guard Station Manila immediately. A Maritime Patrol (MARPAT) was conducted within the area of responsibility of the Coast Guard Sub-Station Cultural Centre of the Philippines. The Philippine Coast Guard (PCG) is currently coordinating with the other law enforcement agencies on possible identification of the perpetrators involved in the incident.</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
39	Nord Penguin Bulk carrier Singapore 43810 9687186	13/07/21 0745 hrs	22° 2' N, 88° 5' E Berth No. 8, Haldia Port, India	<p>While at berth, the ship's 3rd engineer saw empty boxes scattered on the floor in the engine room. He checked the surrounding area and found that the padlock on the entrance door leading to the engine room from poop deck was broken. The ship crew carried out a search of the stores and ship's accommodation area, and reported that engine spare parts were missing. The crew was safe and accounted for.</p> <p>The master reported the incident to the flag State, local agent and CSO. Upon receipt of the information from the flag State, the Indian Coast Guard (ICG) requested the Indian Coast Guard Station (ICGS) Haldia to verify and investigate the incident in coordination with the port control/ local agent. The ICG Station Haldia reported that the incident has been registered with Haldia Police Station and investigation by the police authorities at Haldia is ongoing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
40	Star Nike Bulk carrier Marshall Islands 35835 9875094	17/07/21 0016 hrs	1° 16.03' N, 104° 12.58' E Approximately 9 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, five unauthorized persons were sighted in the steering gear room. One of the perpetrators was armed with knives. The perpetrators escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board the ship was conducted but with no further sighting of the perpetrators. The master declared that nothing was stolen. All crew are safe and accounted for. No assistance was required and the ship continued her voyage for Manila, the Philippines.</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
41	Adventurer Bulk carrier Liberia 35210 9805752	17/07/21 0040 hrs	1° 16.6' N, 104° 14.6' E Approximately 7.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, five unauthorized persons armed with knives were sighted in the engine room. The perpetrators escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board the ship was conducted but with no further sighting of the perpetrators. The master declared that nothing was stolen. All crew are safe and accounted for. No assistance was required and the ship continued her voyage for Kaohsiung, Taiwan, 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>[ReCAAP Focal Point (Singapore)]</p>
42	MV Maersk Nussfjord Container ship Panama 25805 9894662	17/07/21 0125 hrs	14° 33.47' N, 120° 56.23' E South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, due to heavy rain, the duty watcher left his post to take a rain suit from the gangway. On return to his post, an unidentified person at the forecastle pointed an improvised gun at the back of the duty watcher's head, took away his two-way radio and tied him to the railing of the ship. Seven other unidentified persons then appeared on board the ship. They broke the padlock of the boatswain mate locker, and took away one roll of new spare rope mooring line. At about 0205 hrs, the eight unidentified persons left the ship using the loose rope from bow and escaped in an unmarked motor banca. The duty watcher untied himself from the railings and alerted an AB who then reported the incident to the duty officer. The duty officer sounded the alarm and reported the incident to the VTMS Manila.</p> <p>A MARPAT was conducted within the area of responsibility of the Coast Guard Sub-Station Cultural Centre of the Philippines. The PCG is currently coordinating with the other law enforcement agencies regarding the incident.</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
43	<i>MV Sea Span New York</i> Container ship Hong Kong, China 39941 9290115	04/08/21 2140 hrs	14° 33' N, 120° 55' E Vicinity waters off Quarantine No. 12, South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, the ship's duty crew was at the forward of the ship conducting roving inspection when he noticed from a distant three perpetrators on board the ship. They were trying to steal the ship's property at the forecandle, and there were two other perpetrators in a small boat. As the duty crew approached them, <u>one perpetrator armed with a knife</u> tried to stab the crew who managed to avoid being stabbed. The other two perpetrators <u>tied the duty crew with a rope</u> on the forecandle deck.</p> <p>The perpetrators broke the padlock of the forecandle and stole <u>two portable welding machines with cables, 20 reefer cables, three bronze nozzles, and five hydrant caps</u>. They went down the ship using a loose rope and escaped. The duty crew managed to untie himself and reported the incident to the bridge. The general alarm was sounded and crew mustered. All the crew was safe. A roving inspection was subsequently conducted with no further sightings of the perpetrators on board the ship. The incident was reported to VTMS Manila.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
44	<i>Bulk Draco</i> Bulk carrier Panama 38216 9749726	08/08/21 0120 hrs	6° 2' S, 106° 53' E Tanjung Priok Anchorage, Jakarta, Indonesia	<p>While at anchor, <u>four perpetrators armed with knives</u> boarded the ship. They <u>confronted the duty OS and tied him</u> at the poop deck. The perpetrators broke the lock to the steering gear room entrance, and went down to the engine room. The perpetrators also <u>confronted the duty oiler and tied him</u>. Some <u>engine spares</u> were stolen.</p> <p>The duty AB during his round, sighted the crew who was tied up. He alerted the bridge and raised the alarm. The perpetrators escaped upon hearing the alarm. The crew was safe.</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
45	<i>MV CMA CGM Caimen</i> Container ship Malta 40541 9431757	13/08/21 0130 hrs	14° 32.74' N, 120° 54.88' E Vicinity of Quarantine No. 16, South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, the duty watcher was proceeding to the forecastle deck (starboard side) to check the accommodation doors, <u>a perpetrator appeared and aimed a gun at him.</u> The perpetrator took the duty watcher to the storage room and ordered him to open it.</p> <p>The perpetrators, then, <u>tied the hands of the duty watcher with a rope</u> at the forward centre bollard and stole <u>20 buckets of paint</u> from the storage room. As the master and second officer of the ship could not contact the duty watcher, the deck cadet went to check. He noticed <u>a perpetrator with a knife</u> who shouted at him not to move. The deck cadet escaped and reported the incident to the bridge.</p> <p>At about 0142 hrs, the master sounded the alarm and whistle, used the search light as counter-measures and mustered the crew. The second officer found the duty watcher and untied him. At about 0150 hrs, the five perpetrators left the ship using a loose rope and escaped in their small boat. The incident was reported to VTMS Manila and a maritime patrol was conducted by the Coast Guard.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
46	<i>MV Yi Hang Jun 1068</i> Dredger China	18/08/21 2038 hrs	14° 33.54' N, 120° 57.67' E At vicinity waters off South Anchorage Area, Manila, the Philippines	<p>While at anchor, the chief engineer was on his way to the comfort room when he encountered <u>a perpetrator who pointed a gun at his head and locked him in the comfort room.</u> Three other perpetrators were about to rob the ship but escaped empty-handed when they noticed a crew inside the mess hall. The perpetrators escaped in a white motor banca.</p> <p>The ship master reported the incident to the VTMS Manila, mustered all crew and inspect the ship properties on board. The personnel of Philippine Coast Guard (PCG) Sub-station Paranaque proceeded to the location of the incident, conducted 'board and search' of all motor banca transiting the nearby area, but with no result.</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
47	<p><i>Nefeli</i> Bulk carrier Bahamas 40040 9291432</p>	20/08/21 2220 hrs	<p>1° 15' N, 104° 6.5' E</p> <p>Approximately 3.2 nm north of Nongsa Point, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, four perpetrators were sighted in the engine room. The <u>perpetrators armed with knives confronted the chief engineer</u> while making their escape. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2245 hrs, the master completed the search with no further sighting of the perpetrators on board. <u>The crew was safe</u> and accounted for. The master declared some <u>engine spares parts</u> were stolen.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
48	<p><i>Good Luck I</i> Bulk carrier Liberia 28665 9249269</p>	21/08/21 0300 hrs	<p>1° 18' N, 104° 14.8' E</p> <p>Approximately 3 nm southeast of Tanjung Bulat, Johor (Malaysia) in the westbound lane of the TSS (SOMS)</p>	<p>While underway, <u>four perpetrators armed with knives</u> were sighted in the vicinity of the engine room. The perpetrators escaped upon being sighted. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0330 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. The master declared some <u>engine spares</u> were stolen. <u>The crew was safe</u> and accounted for.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities.</p> <p>The master declared no assistance was required and continued her voyage to Singapore. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct a search. At 0730 hrs, the Police Coast Guard updated that the search on board was completed with no sighting of the perpetrators.</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
49	Solar Catie Tanker Liberia 18335 9887401	28/08/21 0500 hrs	3° 47' N, 98° 42' E Belawan Port, Indonesia	<p>While at berth, two perpetrators armed with knives boarded the ship, stole some ship stores and escaped unnoticed.</p> <p>The theft was only discovered by the duty crew after the ship departed the port. The ship's CCTV was reviewed and the incident was reported to the CSO. The ship master did not report the incident to Belawan port authority. The CSO provided evidence of boarding and updated that three deck scupper plugs, six fire hose couplings, two fire hose coupling keys and three fire hose nozzles were stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
50	Athenia Petroleum/chemical tanker Singapore 5256 9498951	13/09/21 0415 hrs	1° 15' N, 103° 23' E Johor VTS Sector 6 in the Malacca Strait (SOMS)	<p>While underway, an engine oiler spotted four perpetrators entering the engine room. The perpetrators escaped upon being discovered. The general alarm was raised and deck lights turned on. The incident was reported to the bridge and an announcement was made to alert all crew. A search was conducted by the crew and there was no further sighting of the perpetrators. Nothing was reported missing. The crew was not injured and there was no reported damage to the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
51	Delphinus Bulk carrier Singapore 40717 9336000	17/09/21 2250 hrs	1° 16.92' N, 104° 19' E Approximately 6 nm of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the second engineer and fourth engineer spotted three perpetrators in the boiler area adjacent to the steering gear room exit door. The perpetrators fled towards the poop deck upon being discovered.</p> <p>The master activated the alarm and mustered all crew at the bridge. He turned on all of the deck lights and conducted a thorough search of the ship. The perpetrators were not found. The master reported the incident to the coastal state. The crew was not injured and nothing was stolen.</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
52	Asia Graeca Bulk carrier Cyprus 39041 9279381	18/09/21 0245 hrs	1° 17.2' N, 104° 19.9' E Approximately 5.8 nm north of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, <u>five perpetrators armed with a gun-like object with wooden handle and a long knife</u> were sighted in the vicinity of the engine room. The alarm was raised and search on board the ship was conducted. At 0638 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. It was reported that the <u>perpetrators had pointed the gun-like object to the back of the duty oiler</u> in the engine workshop. <u>All crew were safe</u> and accounted for. <u>Some engine and generator spare parts</u> were stolen.</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>[ReCAAP Focal Point (Singapore)]</p>
53	Amelia Tanker Malaysia 28799 9308778	06/10/21 0230 hrs	1° 15.0' N, 104° 6.0' E Approximately 3.3 nm north- northeast of Nongsa Point, Batam Island, (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the master of the ship reported to Singapore VTIS that three unauthorised persons were sighted in the vicinity of the engine room.</p> <p>The ship alarm was raised and the crew conducted a search for the perpetrators on board the ship. At 0320 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. The master declared some <u>engine spares</u> were stolen. <u>The crew was safe with no injury.</u></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 master confirmed that no assistance was required and continued her voyage to Zhuhai, China.</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
54	True Champion Bulk carrier Liberia 93196 9403528	07/10/21 0001 hrs	1° 3.51' N, 103° 37.48' E Approximately 5.2 nm southwest of Nipa Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew discovered some engines spares were stolen. The incident was likely to have had occurred at about 0001hrs on 7 Oct 21. The perpetrators were not sighted by the crew. A search onboard was carried out. The master did not report the incident to the nearest coastal State. However, the incident was reported to the Company Security Officer. All crew were safe and the master continued the 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 Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
55	Rosco Olive Bulk carrier Hong Kong, China 40325 9542465	10/10/21 2330 hrs	1° 15.8' N, 104° 11.3' E Approximately 10 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew of the ship noticed two perpetrators in the engine room area. The crew immediately informed the duty Chief Engineer who subsequently notified the bridge. The ship alarm was raised and crew were mustered in the engine room. A search was conducted and the perpetrators not found. The crew was not injured and nothing was reported stolen.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
56	Everrich 7 Chemical tanker Panama 15042 9235476	14/10/21 2352 hrs	1° 15.1' N, 104° 3.65' E Approximately 3.9 nm northwest of Nongsa Point, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, it was reported to Singapore VTIS that three perpetrators were sighted at the stern main deck of the ship.</p> <p>The ship alarm was raised and the crew conducted a search for the perpetrators on board the ship. At 0045 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. Nothing was stolen. The crew was safe with no injury.</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<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 ship departed the port of Singapore and was bound for Ningbo, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
57	<p>Theresa II Petroleum/chemical tanker Singapore 15225 9871074</p>	15/10/21 0040 hrs	<p>1° 14.6' N, 104° 2.59' E</p> <p>Approximately 3.2 nm from Nongsa Lighthouse, Batam Island (Indonesia) in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the duty oiler spotted about seven to eight perpetrators, armed with knives, in the engine room workshop. The perpetrators tied up the duty oiler and subsequently released him before they left. Upon release, the oiler reported the incident to the Chief Engineer who immediately informed the bridge. The alarm was activated and a thorough search of the ship was conducted. The perpetrators were not found. There was no reported damage to the ship and the crew was not injured. Some engine spares were reported stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
58	<p>Embrace Bulk carrier Palau 13712 9044023</p>	16/10/21 2245 hrs	<p>1° 17.02' N, 104° 13.85' E</p> <p>Approximately 3.8 nm south of Tanjung Bulat, East Johor, Malaysia in the precautionary area of the TSS</p> <p>(SOMS)</p>	<p>While underway, five perpetrators were sighted in the engine room by the ship crew. The master reported the incident to Malaysia Port Authorities and to Malaysia Maritime Enforcement Agency (MMEA) via their agent.</p> <p>MMEA intercepted the ship to provide necessary assistance. The ship was then instructed to anchor in the East Johor port waters, where MMEA boarded her for further investigation. Upon completion of search onboard by MMEA, there was no further sightings of the perpetrators.</p> <p>All crew were safe and accounted for, and nothing was reported stolen. The ship departed Pasir Gudang, Malaysia and was bound for sea east.</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
59	Super Star General cargo ship Panama 9932 9469247	20/10/21 0200 hrs	1° 16.73' N, 104° 16.86' E Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that five unauthorised persons were sighted in the engine room. The ship alarm was raised and the crew conducted a search on board the ship. There was no further sighting of the perpetrators. <u>The crew was safe. Nothing was stolen.</u> 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. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]
60	Magic Nova Bulk carrier Marshall Islands 41662 9425679	24/10/21 2250 hrs	1° 14.7' N, 104° 1.7' E Approximately 3.9 nm northwest of Pulau Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that four unauthorised persons were sighted at the stern main deck. The ship alarm was raised and the crew conducted a search on board the ship. There was no further sighting of the perpetrators. <u>The crew was safe and nothing was stolen.</u> 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. [ReCAAP Focal Point (Singapore)]
61	Aegean Angel Tanker Greece 81074 9290323	28/10/21 0110 hrs	1° 16.92' N, 104° 19' E Approximately 6 nm of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the master saw three perpetrators jumping overboard from the ship's starboard quarter. A search on board the ship was conducted, with no further sighting of the perpetrators. <u>Nothing was stolen and the crew was not injured.</u> The master reported the incident to Singapore VTIS East. 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. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
62	<p>MTS Vantage Tug boat Saint Vincent and the Grenadines 221 9585261</p> <p>BM 2021 Barge Australia</p>	<p>12/11/21 1255 hrs</p>	<p>1° 7.81' N, 103° 32.9' E</p> <p>Approximately 6.5 nm southwest of Nipa Island (Indonesia) in the precautionary area of the TSS</p> <p>(SOMS)</p>	<p>While underway, one unauthorised person was sighted disembarking from the unmanned barge that was being towed. The ship alarm was raised and a search on board the barge was carried out. One coil of towing line and one coil of mooring rope were stolen.</p> <p>The master reported the incident to Singapore VTIS. All crew was safe and accounted for.</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>[ReCAAP Focal Point (Singapore)]</p>
63	<p>Iki General cargo ship Panama 13694 9300881</p>	<p>18/11/21 2020 hrs</p>	<p>22° 47' N, 70° 2' E</p> <p>Kandla Anchorage, India</p>	<p>While at anchor, two perpetrators boarded the ship from forward side. The duty officer raised the alarm and the perpetrators escaped in a small boat immediately. The crew conducted an investigation on board and discovered that the bosun store lock was missing. The master reported the incident to the local agent and company.</p> <p>The Indian Coast Guard Station (ICGS) Mundra was requested to investigate the incident. A joint investigation was conducted by representatives of ICGS Mundra, Customs (Kandla) and Marine Police (Kandla) on board the ship on 20 Nov upon her arrival at Kandla Port.</p> <p>During the joint investigation, it was observed that three padlocks of the bosun store, deck store and damage control room were broken but nothing was reported stolen.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
64	<i>MP The Hightower</i> Bulk carrier Liberia 107720 9860960	22/11/21 0033 hrs	1° 16.33' N, 104° 13.35' E Approximately 8.6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, two masked perpetrators with bags were sighted at the stern of the ship. The ship's alarm was raised and crew mustered. A search on board was conducted and at 0207 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. All crew was accounted for and <u>the crew was not injured. Nothing was stolen</u> from the ship.</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 and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
65	<i>Atalanti SB</i> Bulk carrier Cyprus 31293 9329813	25/11/21 0015 hrs	1° 14.6' N 104° 2.87' E Approximately 3.1 nm northwest off Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, three unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. The master reported the incident to Singapore VTIS, and deviated the ship back to the port of Singapore to ensure the safety of crew and the ship. The Singapore Police Coast Guard boarded the ship to conduct a search upon her arrival. The ship was cleared with no sighting of the perpetrators on board. <u>The crew was safe and nothing was stolen.</u></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>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
66	BW Kronborg Tanker Singapore 42048 9307786	25/11/21 0300 hrs	1° 15.8' N, 104° 12.68' E Approximately 7.9 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the duty second engineer while making his rounds spotted that the steering room cupboards were opened and boxes containing the auxiliary engine spare parts were lying on the floor. He reported the incident to the chief engineer, who then informed the master. The master and the chief engineer checked the steering gear room and engine room stores. Apart from some auxiliary engine spare parts that were missing, all other items were in order. The ship crew then conducted an extensive search of the vessel but there was no further sighting of any perpetrators. The incident was reported to the Maritime and Port Authority of Singapore (MPA). There was no reported damage to the ship and the crew was not injured . [ReCAAP Focal Point (Singapore)]
67	NYK Fushimi Container ship Singapore 44854 9487964	25/11/21 0600 hrs	5° 59.8' S, 106° 53.9' E Jakarta Anchorage, Indonesia	While at anchor, the duty officer checked around the deck, and discovered broken padlock of the steering room. A search was conducted and engine spares were among the items stolen. There were no sightings of the perpetrators on board the ship. The crew was safe . [ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
68	Gladiator Bulk carrier Marshall Islands 17018 9445033	29/11/21 0400 hrs	1° 14.6' N 104° 1.7' E Approximately 3.8 nm northwest of Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty oiler sighted four perpetrators in the engine room. The crew immediately raised the alarm and the four perpetrators escaped immediately. A search on board was conducted and some engine spares were found stolen. All crew were accounted for with no reported injuries and the ship continued her voyage to Ho Chi Minh, Vietnam.</p> <p>The incident was reported to the Company Security Officer (CSO). Upon receiving the verification from the CSO, 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>[ReCAAP Focal Point (Singapore)]</p>
69	CH Doris Bulk carrier Republic of Korea 19992 9489247	01/12/21 0020 hrs	1° 14.76' N 104° 3.21' E Approximately 2.8 nm northwest of Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, two unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. A search on board the ship was conducted and at 0140 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. All crew was accounted for and the crew was not injured. Nothing was stolen from the ship. The ship did not require any assistance and resumed her voyage for Surabaya, Indonesia.</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
70	<p>Danum 53 Tug boat Malaysia 269 9414864</p> <p>Linau 135 Barge</p>	07/12/21 1900 hrs	<p>1° 4.93' N 103° 34.93' E</p> <p>Approximately 10.2 nm from Pulau Jangkat (Indonesia) in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, a small boat was seen tied to the starboard side of a barge towed by a tug boat. Three unauthorised persons were sighted boarding the barge.</p> <p>The master raised the alarm and reported the incident to Singapore VTIS West. A search was conducted on board the barge with no further sighting of the perpetrators. <u>The crew was safe and accounted for.</u> The master was <u>unable to confirm if any items were stolen</u> from the barge.</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>[ReCAAP Focal Point (Singapore)]</p>
71	<p>Barlian 1299 Tug boat Singapore 144 9431795</p> <p>BS 2102 Barge</p>	09/12/21 0230 hrs	<p>1° 42.29' S, 104° 51.28' E</p> <p>Approximately 60 nm from Baung Bangka Strait, Indonesia</p>	<p>While underway, the manager of the barge reported that two unattended wooden boats were spotted alongside the port and starboard side of the barge. The master of the tug boat turned on the search light towards the barge to alert the perpetrators but to no avail.</p> <p>The perpetrators left the barge and the master continued the voyage and performed the inspection on board the barge at a safe location. It was found that <u>seven crates of cargoes on board the barge containing machinery parts were opened and items inside were reported missing.</u> <u>The crew was safe and accounted for.</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
72	<p>Kwansoo 11 Tug boat Malaysia 100 5331707</p> <p>Meridian Pride 2401 Barge</p>	15/12/21 2332 hrs	<p>1° 12.66' N, 103° 33.17' E</p> <p>Approximately 4.2 nm southeast of Tanjung Piai, West Johor (Malaysia) in the westbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, four unauthorised persons were sighted on board the barge that was towed by a tug boat. Four small crafts were sighted alongside the barge. The master reported the incident to Singapore VTIS West. The alarm was raised and the perpetrators escaped. The master reported that some scrap metal was stolen from the barge. The crew was safe and accounted for. No assistance was required; and the tug boat and barge resumed their voyage to Penang, 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 Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
73	<p>Seacon 8 Bulk carrier Hong Kong, China 33044 9433107</p>	19/12/21 0020 hrs	<p>1° 14.78' N 104° 3.68' E</p> <p>Approximately 2.8 nm northwest of Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, four unauthorised persons were sighted at the stern deck of the ship. The ship's alarm was raised and crew mustered. A search on board was conducted. At about 0040 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. The master declared nothing was stolen. The crew was safe and accounted for. No assistance was required and the ship resumed her voyage to Qingzhou, 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 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
74	Maersk Belfast Petroleum/chemical tanker Singapore 19758 9299446	19/12/21 1200 hrs	1° 4.19' N, 104° 8.33' E Kabil Terminal, Batam Island, Indonesia	<p>While at berth, the master reported that a petty theft was suspected to have taken place on board the ship while berthed at Kabil Terminal, Batam, Indonesia on 19 Dec 21.</p> <p>The theft was discovered only on 23 Dec 21 when the crew carried out a routine safety round on deck prior to berthing at the at next port, at Lubuk Gaung, Indonesia.</p> <p><u>Four pieces of fire nozzles and four pieces of fire hoses</u> were reported missing. <u>The crew was safe and accounted for.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
75	Medi Portland Bulk carrier Panama 34967 9782625	23/12/21 0530 hrs	1° 15.95' N, 104° 13.1' E Approximately 9.3 nm northwest from Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, six perpetrators boarded the ship but later escaped in a sampan. <u>Nothing was stolen. The crew was not injured.</u> No assistance was required and the ship resumed her voyage to Xingang, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
76	Hai Xing General cargo ship Panama 18597 9177636	26/12/21 2125 hrs	1° 15.28' N, 104° 5.42' E Approximately 3.3 nm northwest of Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>The Singapore MSTF reported to Singapore VTIS that Singapore Naval Craft <i>RSS Independence</i> sighted four perpetrators boarded the general cargo ship.</p> <p>The master of the ship conducted a search on board the ship and reported no further sighting of the four perpetrators. <u>Nothing was stolen. The crew was safe and accounted for.</u></p> <p>The master confirmed that no assistance was required, and continue her voyage for Jinyang, China.</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
77	<p>Samwoh Courage Tug boat Singapore 137 9503328</p> <p>Samwoh Gallant Barge</p>	31/12/21 1000 hrs	<p>1° 15.28' N, 104° 5.42' E</p> <p>Approximately 5.3 nm from Tanjung Piai (Malaysia) in the precautionary area of the TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, the master spotted a boat (pompong) moving closer to the barge and sounded the horn at it. While the master moved the tug boat closer to the barge, the Chief Engineer and AB spotted a perpetrator on the barge. The perpetrator escaped immediately upon being spotted. The master ordered the crew to check the cargo onboard the barge. There was no reported damage to the barge, nothing stolen and the crew was not injured. The tug boat and barge were en route to Karimun, Indonesia from Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
78	<i>Akij Pearl</i> Bulk carrier Bangladesh 31260 9291080	03/03/20 1045 hrs	4° 29.7' N, 119° 36.91' E Approximately 9.2 nm south-west of Sicolan Island, Sibutu, Tawi-Tawi, the Philippines	<p>While underway, a white/red single OBM speedboat with three unidentified persons was heading towards the ship and attempted to throw a line at her port side beam.</p> <p>The crew noticed the speedboat and its activity; and immediately departed from the location. The ship master reported the incident via VHF radio to the Philippine Coast Guard Search and Rescue Base, Sibutu and the Philippine Navy Littoral Monitoring Station (LMS) – Bongao. The Philippine Coast Guard (PCG) immediately coordinated with other law enforcement agencies and alerted all Coast Guard stations and sub-stations about the incident. The PCG and Philippine Navy advised the ship master to maintain its speed and be vigilant when transiting the area.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
79	<i>Astro Perseus</i> Tanker Greece 80620 9280873	09/05/21 2239 hrs	1° 14.77' N 104° 2.79' E Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, a small craft was sighted following the ship from the stern. The perpetrators attempted to board the ship with a hook or rope thrown to the ship, but it failed to reach the ship. The master also made evasive manoeuvres and prevented the attempted boarding.</p> <p>At 2335 hrs, the master informed the Singapore VTIS that the search on board the ship was completed with no sighting of any perpetrators. Nothing was stolen and all crew was safe. No 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 the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

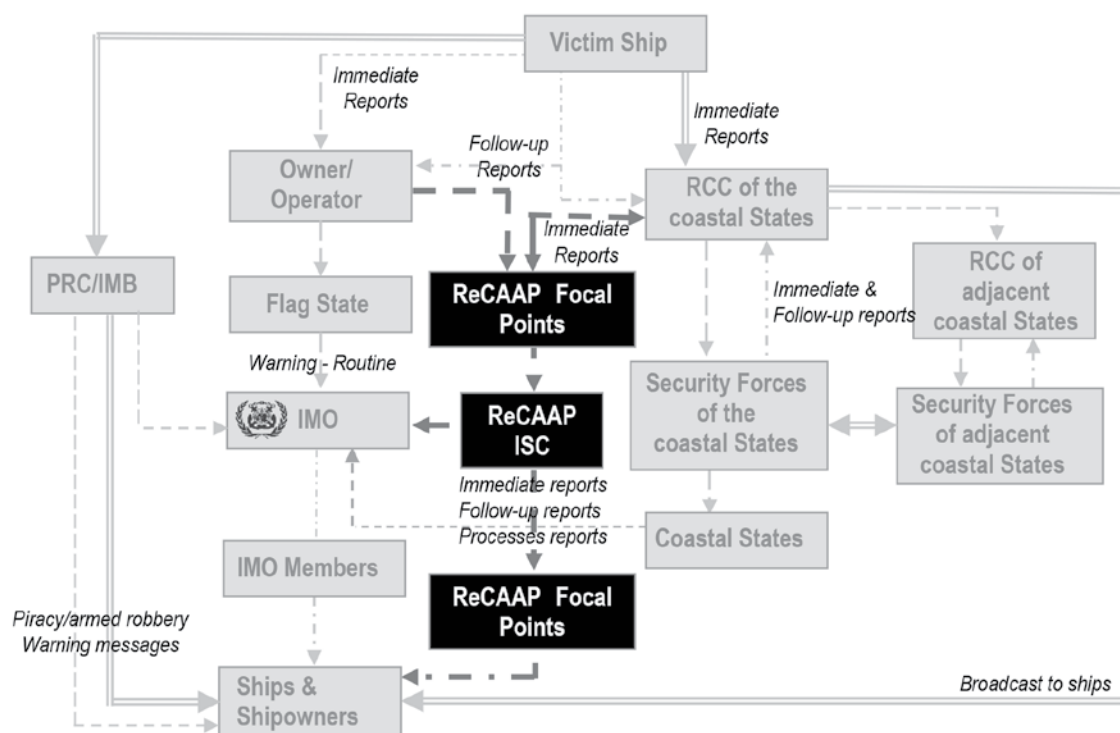
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
80	<p>Maersk Caelum Tanker Denmark 30948 9724582</p>	<p>21/09/21 2318 hrs</p>	<p>1° 21.2' S, 116° 59.94' E</p> <p>Balikpapan Anchorage Zone A, Indonesia</p>	<p>While at anchor and preparing for departure from Balikpapan anchorage, the crew noticed a perpetrator attempting to board the ship through the anchor hawse pipe. The hawse pipe was well secured with plates to prevent access and the perpetrator was struggling to unlock the plates. The alarm was raised and the perpetrator escaped in an unknown craft. The crew was mustered and a search onboard was conducted. All padlocks and seals were found intact. Nothing was stolen and all crew was safe.</p> <p>[ReCAAP Focal Point (Denmark), ReCAAP Focal Point (Singapore)]</p>
81	<p>Romandie Bulk carrier Switzerland 22697 9542829</p>	<p>04/11/21 0102 hrs</p>	<p>1° 15' N, 104° 3.32' E</p> <p>Approximately 3.2 nm northwest of Nongsa Lighthouse, Batam Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, the ship crew while patrolling on deck anti-piracy rounds sighted two perpetrators climbing from ship stern railing. He raised the alarm immediately and shouted at the perpetrators who aborted the attempt to board the ship. A search on board the ship was conducted, and at 0124 hrs, the master updated Singapore VTIS East that the search was completed with no further sighting of any unauthorised persons. All crew were accounted for. No items were stolen. The ship did not require any assistance and resumed her voyage for Vancouver, Canada.</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
82	<p><i>Nuri Bey</i> Bulk carrier Turkey 43767 9569750</p>	<p>02/12/21 2030 hrs</p>	<p>1° 2.5' N, 103° 38.9' E</p> <p>Approximately 3.9 nm west of Pulau Cula (Indonesia) in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, the ship reported to Singapore VTIS that a small boat was sighted alongside on her portside. There were four men on board the small boat. Hooks and ropes were thrown on the deck of the ship, but with no success.</p> <p>The crew raised alarm and the attempt to board was aborted. All crew were safe and not injured. The master confirmed that no assistance required, and the ship resumed her voyage for Bahodopi, Indonesia.</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>[ReCAAP Focal Point (Singapore)]</p>

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

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

FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA



Legend:
 Radio/GMDSS : ————
 Fastest means : - - - - -
 Follow-up comms : : : : : :

Notes:

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

Contact Details of ReCAAP Focal Points/Contact Point

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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.





Regional Cooperation Agreement on Combating
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