

JANUARY TO SEPTEMBER 2025

3RD QUARTER REPORT

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



ENHANCING REGIONAL COOPERATION...





CONTENT

A. OVERVIEW	4	E. CASE STUDIES & BEST PRACTICES	25
		• Arrests of perpetrators	
B. EXECUTIVE SUMMARY	5	F. ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2025)	28
C. INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA	6	G. CONCLUSION	43
• Situation update		H. APPENDICES	44
• Area of concern		• Definitions & methodology in classifying incidents	
• Sulu-Celebes Seas		• Description of incidents of piracy and armed robbery against ships in Asia (January-September 2025)	
• Piracy vs armed robbery against ships		• Flow diagram on procedure for reporting piracy and armed robbery against ships in Asia	
• Significance level of incidents		• Contact details of ReCAAP Focal Points/Contact Point	
• Status of ships			
• Location of incidents			
D. INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)	16	I. ACKNOWLEDGEMENTS	
• Situation update			
• Modus operandi			
• Efforts by littoral States and ReCAAP ISC			
• Recommendations			

A OVERVIEW (JANUARY – SEPTEMBER 2025)

Number of incidents

119 incidents

Actual **114** incidents

Attempted **5** incidents



Severity of actual incidents

CAT 1

0

CAT 2

10

CAT 3

44

CAT 4

60



2 piracy incidents and
117 sea robbery incidents



Status of ship

19 Anchored/Berthed

100 Underway



Area of Concern



Straits of Malacca and Singapore (SOMS) – **increasing** number of incidents

Recommendations

Law Enforcement Agencies



- Respond promptly to incidents
- Strengthen coordination & promote information sharing among States



- Increase surveillance & patrols
- Arrest & prosecute perpetrators



- Engage shipping industry to encourage incident reporting & information sharing
- Minimise detention time of ship for investigation after incident

Ship master and crew



- Report all incidents immediately to nearest coastal States
- Be vigilant, maximise lookouts & sound alarm



- Make informed risk assessment in voyage planning
- Adopt preventive measures when transiting areas of concern
- Keep abreast of latest situation, advisories & navigational broadcasts



B EXECUTIVE SUMMARY

For the overall situation of Piracy¹ and Armed Robbery Against Ships² (ARAS), commonly known as sea robbery in Asia during January-September 2025, there has been a **68% increase** in the number of incidents compared to January-September 2024. A total of 119 incidents of Piracy and ARAS was reported during January-September 2025 compared to 71 incidents during the same period in 2024. Of the 119 incidents, two were piracy incidents and 117 were sea robberies. Among these incidents, 114 were actual incidents³ and five were attempted incidents⁴. The majority of the sea robberies incidents were **petty theft involving perpetrators not carrying any weapons, crew not injured (CAT 4 incidents)**, and this **accounts for 53%** (60 incidents) of the total incidents during January-September 2025.

Notably, there was **a sharp decline in the number of incidents in the third quarter of 2025 post arrest of the perpetrators in July by the Indonesian authorities.**

Improvement of the situation occurred in Bangladesh and Indonesia. However, there was an increase in the number of incidents in India, the Straits of Malacca and Singapore (SOMS), South China Sea and Vietnam during January-September 2025 compared to the same period in 2024.

Of concern was the continual occurrence of incidents in SOMS during January-July 2025. With the arrest of at least two syndicates in July 2025, the number of incidents has declined significantly since August 2025. The Centre commends the prompt responses of the law enforcement agencies, timely reporting of incidents by ship master and keen sharing of information among all stakeholders. To address transnational crimes like piracy and sea robbery, a multi-pronged approach and commitment from all parties, at sea and ashore is critical and essential.

In the Sulu-Celebes seas, there had been no incident of abduction of crew for ransom reported during January-September 2025. The last abduction of crew incident occurred in January 2020. The threat of abduction of crew in this region has been downgraded to "LOW". However, the ReCAAP ISC advises ships to exercise vigilance and adopt the necessary preventive measures when transiting the area. They are to maintain communication with the authorities and to report all incidents to the Operations Centres of the Philippines and Eastern Sabah Security Command (ESSCOM).



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



C

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

C INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

Situation Update

Number of Incidents

A total of 119 **incidents** of piracy and armed robbery against ships (ARAS) were reported in Asia during January-September 2025. Of these, two were incidents of piracy and 117 were ARAS. This marks a **68%** increase in the total number of incidents compared to the number of incidents reported during January-September 2024 (71 incidents). Of the 119 incidents, 114 were actual incidents and five were attempted incidents. Refer to the Appendix on '*Description of incidents (January-September 2025)*' for details of the incidents.

There is a significant improvement in the situation during Q3 of 2025 compared to the preceding quarter (Q2), where there is a 56% decrease from 52 incidents (Q2) to 23 incidents (Q3). The 23 incidents reported in Q3 of 2025 is also the lowest recorded since Q3 of 2024. Despite that, the number of incidents in the first nine months of 2025 (Q1-Q3) has **exceeded the annual number** of incidents reported during 2021-2024.

Chart 1 shows the number of incidents reported to the ReCAAP ISC in each quarter of 2021-2025 and the total number of incidents each year.

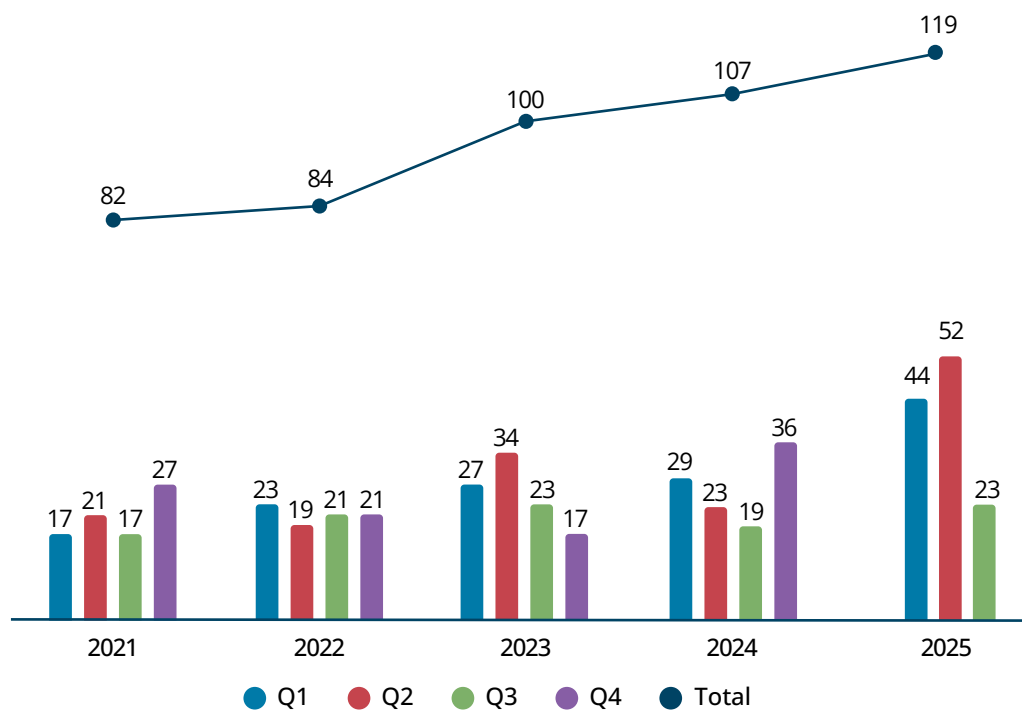


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2021-2025)

Incidents of January-September 2025 versus January-September 2024

Overall, there was an **increase** in the number of incidents reported during January-September 2025 compared to January-September 2024, in the following locations:

- India: Three incidents were reported compared to two incidents.
- South China Sea: Two incidents were reported compared to one incident.
- Straits of Malacca and Singapore (SOMS): 97 incidents were reported compared to 35 incidents.
- Vietnam: Two incidents were reported compared to one incident.

However, there was a **decrease** in the number of reported incidents in following locations:

- Bangladesh: Four incidents were reported compared to 11 incidents.
- Indonesia (excluding SOMS): Eight incidents were reported compared to 18 incidents.

The number of incidents reported had remained **consistent** in these locations:

- Malaysia (excluding SOMS): One incident reported for both reporting periods.
- The Philippines: No incident reported compared to two incidents.

Area of Concern

The situation in SOMS showed **marked improvement in Q3 2025** (July-September) compared to Q1 2025 (January-March) and Q2 2025 (April-June). A total of 36 incidents were reported in Q1, 44 incidents in Q2 and 17 incidents in Q3. Despite the improvement of the situation in SOMS in Q3, the overall number of incidents occurred during January-September 2025 (97 incidents) in SOMS is a substantial increase compared to the same period in 2024, when only 35 incidents were reported. The situation in SOMS remains a key area of concern in 2025.

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

Sulu-Celebes Seas

For the fifth consecutive year, the Sulu-Celebes Seas have seen **continued improvement** in the situation regarding abduction of crew for ransom, with **no such incidents reported during January-September 2025**. The last known case occurred in January 2020. While the threat level was downgraded to 'LOW' in January 2025, meaning that *'No information or monitored activities suggest an impending attack; hence incidents are not expected to occur'*, the threat remains due to the ongoing presence of remnants of the Abu Sayyaf Group (ASG) in the Sulu and Tawi Tawi regions.

Piracy vs Armed Robbery Against Ships

Among the 119 incidents reported during January-September 2025, **two were incidents of piracy and 117 were ARAS**. The two piracy incidents that occurred beyond the limits of territorial seas, were minor in nature and involving perpetrators who boarded barges under tow and escaped without any confrontation with the crew.

Piracy is defined as occurring on the high seas, whereas ARAS takes place within internal, archipelagic, and territorial waters under the jurisdiction of coastal States.

In Asia, most reported incidents fall under ARAS. Over time, piracy incidents have steadily declined. During January-September 2025, the number and ratio of piracy incidents remained relatively consistent compared to the same period in 2024.

Chart 2 shows the number of incidents of piracy and ARAS for the period of 2007-2023 and January-September of 2024 and 2025.

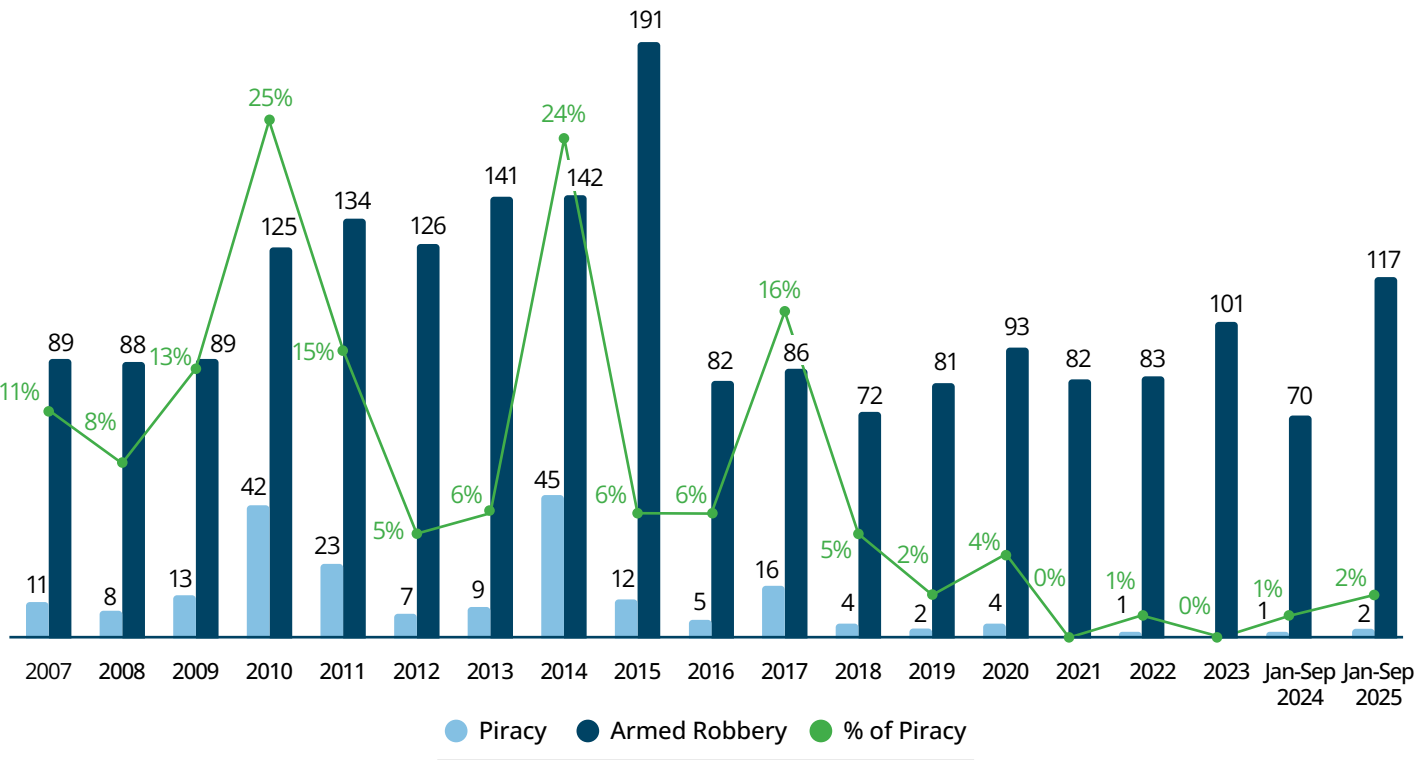
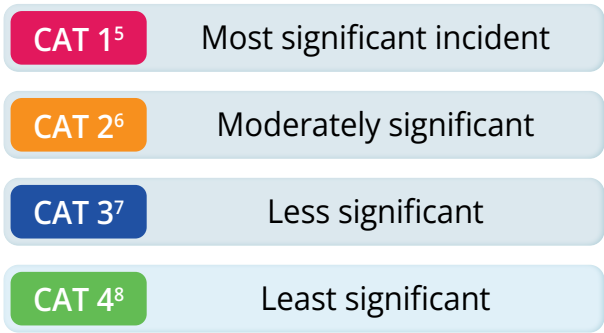


Chart 2 - Piracy Vs Armed Robbery Against Ships (2007-2023 and January-September of 2024 & 2025)

Significance Level of Incidents

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



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

Of the 114 actual incidents reported during January-September 2025, 10 were CAT 2 incidents, 44 were CAT 3 incidents and 60 were CAT 4 incidents. **No CAT 1** incident was reported during this period.

The **severity of incidents reported during January-September 2025 was generally lower** compared to the same period in 2024. Among the actual incidents reported during January-September 2025, 9% of the incidents were CAT 2, and 91% were CAT 3 and CAT 4 incidents. In comparison, 20% of the actual incidents reported during January-September 2024 were CAT 1 and 2, and 80% were CAT 3 and CAT 4 incidents.

It is also worth noting that since 2017, majority of the incidents that occurred in Asia have been of lower severity, as 88% were CAT 3 and CAT 4 incidents, the other 12% were CAT 1 and CAT 2 incidents. In contrast, only 68% of the incidents reported during 2007-2016 were CAT 3 and CAT 4 incidents, and 32% were CAT 1 and CAT 2 incidents.

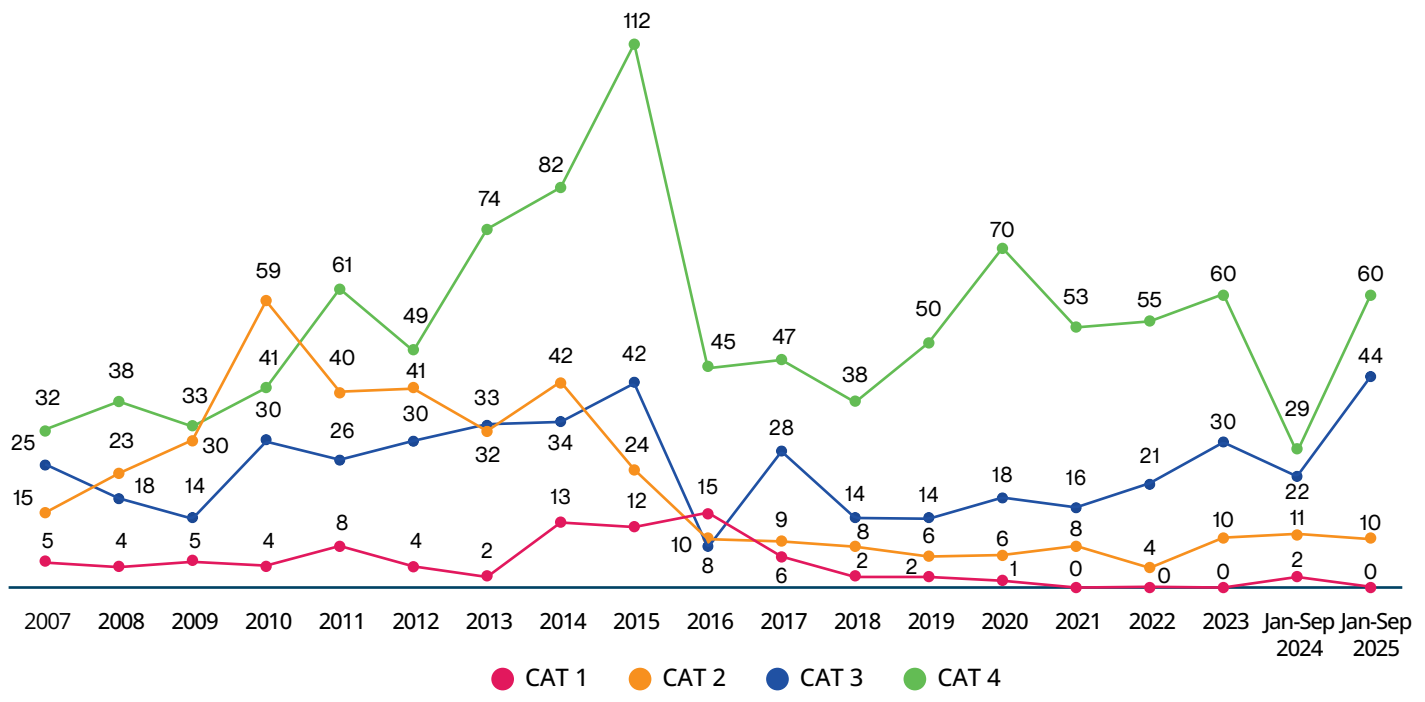
Graph 1 (next page) shows the significance level of incidents reported during the period of 2007-2023 and January-September of 2024 and 2025.

5 A **CAT 1** incident is classified as '**very significant**' in nature. Under this category, the perpetrators are mostly armed with guns and/or knives, and the crew suffered injury and/or were subjected to physical violence. This include cases of the crew being abandoned, kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or the perpetrators took over control of the ship to carry out siphoning of the cargo oil carried onboard.

6 A **CAT 2** incident is '**moderately significant**' in nature. Under this category, the perpetrators are armed with knives/machetes and in some incidents they are armed with guns. In such incidents, the crew is threatened or held hostage temporarily and, in some cases, the crew experienced physical violence and suffered injury.

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

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



Graph 1 - Significance level of incidents (2007-2023 and January-September of 2024 & 2025)

CAT 2

Seven out of the 10 CAT 2 incidents reported during January-September 2025 occurred in SOMS. Among these incidents, six occurred onboard bulk carriers and one occurred onboard a container ship. In all seven incidents, the perpetrators carried weapons, namely gun-like objects and knives. The perpetrators in these incidents typically do not physically harm the crew. In four of the incidents, the perpetrators restrained the crew members by tying them up. In another two incidents, the crew was not injured. However, there was one incident where a crew member suffered a minor head injury, which did not require any medical assistance. Four of the seven incidents reported losses of items, which included a mobile phone, a gold necklace, engine spares and generator spares. Nothing was stolen in the other three incidents.

There were two CAT 2 incidents that occurred onboard bulk carriers at Chittagong Anchorage in Bangladesh. In one of the incidents, seven perpetrators carrying long knives boarded the ship, threatened the duty crew and stole oxygen cylinders. In the other incident, 10 perpetrators armed with knives boarded the ship and entered the forward storeroom. The alarm was raised and crew mustered. Upon hearing the alarm and realising the crew had been alerted, the perpetrators escaped with stolen ship stores. The crew was not injured.

The remaining CAT 2 incident occurred at Belawan Anchorage in Indonesia, where four perpetrators with knife had threatened and tied two crew members, stole personal belongings of a crew member and ship stores before they escaped.

CAT 3

All 44 CAT 3 incidents reported during January-September 2025 occurred onboard ships while underway in SOMS and involved perpetrators carrying weapons (gun-like objects, knives, hammers, long pipes). More than half of the incidents occurred onboard bulk carriers (25), with the remaining 19 incidents occurring onboard tankers (13), container ships (four) and general cargo ships (two). As commonly observed in incidents reported across Asia, perpetrators usually do not harm the crew, with close to 98% of the incidents reported that the crew was not injured. However, a crew member was injured by the perpetrators in one of the incidents and had to be evacuated to the hospital for medical treatment. As for the type of items stolen by perpetrators in these incidents, engine spares were stolen in 18 incidents, stores such as portable self-contained breathing apparatus (SCBA) compressor, paint drums, lube oil drum etc. were stolen in five incidents, and lashing gear was stolen in one incident. Nothing was stolen in the other 20 incidents.

CAT 4

Of the 114 incidents reported during January-September 2025, 60 (53%) were CAT 4 incidents, where the perpetrators did not carry any weapons and the crew was not injured. Slightly more than half of these incidents reported items were stolen from the ship, including engine spares, paint, scrap metal, mooring ropes, padlocks, fire nozzles, fire hydrant caps, fire hoses, turnbuckle, manhole cover, emergency generator parts etc. Nothing was stolen or the losses from the ship could not be ascertained in the remaining 29 incidents.

Status of Ships

Of the 119 incidents reported during January-September 2025, 19 incidents (16%) occurred to ships while at anchor/berth and 100 incidents (84%) occurred to ships while underway.

Chart 3 shows the location of incidents that occurred to ships at anchor/berth, i.e. within jurisdiction of coastal State. The incidents occurred onboard ships while they were anchored/berthed at ports and anchorages of Bangladesh (Chittagong); India (Kakinada and Kandla); Indonesia (Belawan, Balikpapan, Jakarta and Tarahan); Malaysia (Sepangar), the Philippines (Batangas) and Vietnam (Ho Chi Minh, Phu My).

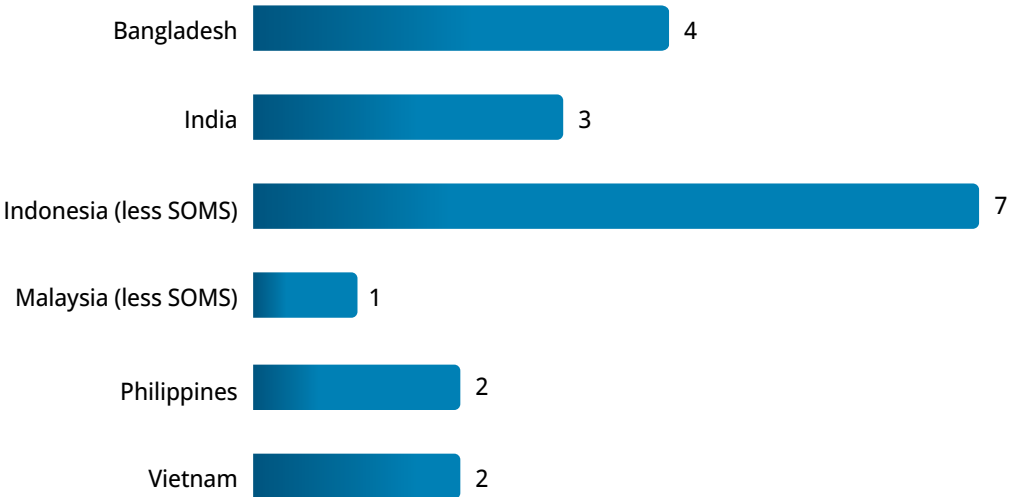


Chart 3 - Incidents onboard ships at anchor/berth (January-September 2025)

Chart 4 shows the location of incidents that occurred to ships while underway. Majority of the incidents that occurred to ships while underway were reported in SOMS, two incidents in the SCS and one incident in Indonesia (off Jakarta).



Chart 4 - Incidents onboard ships while underway (January-September 2025)

Location of Incidents

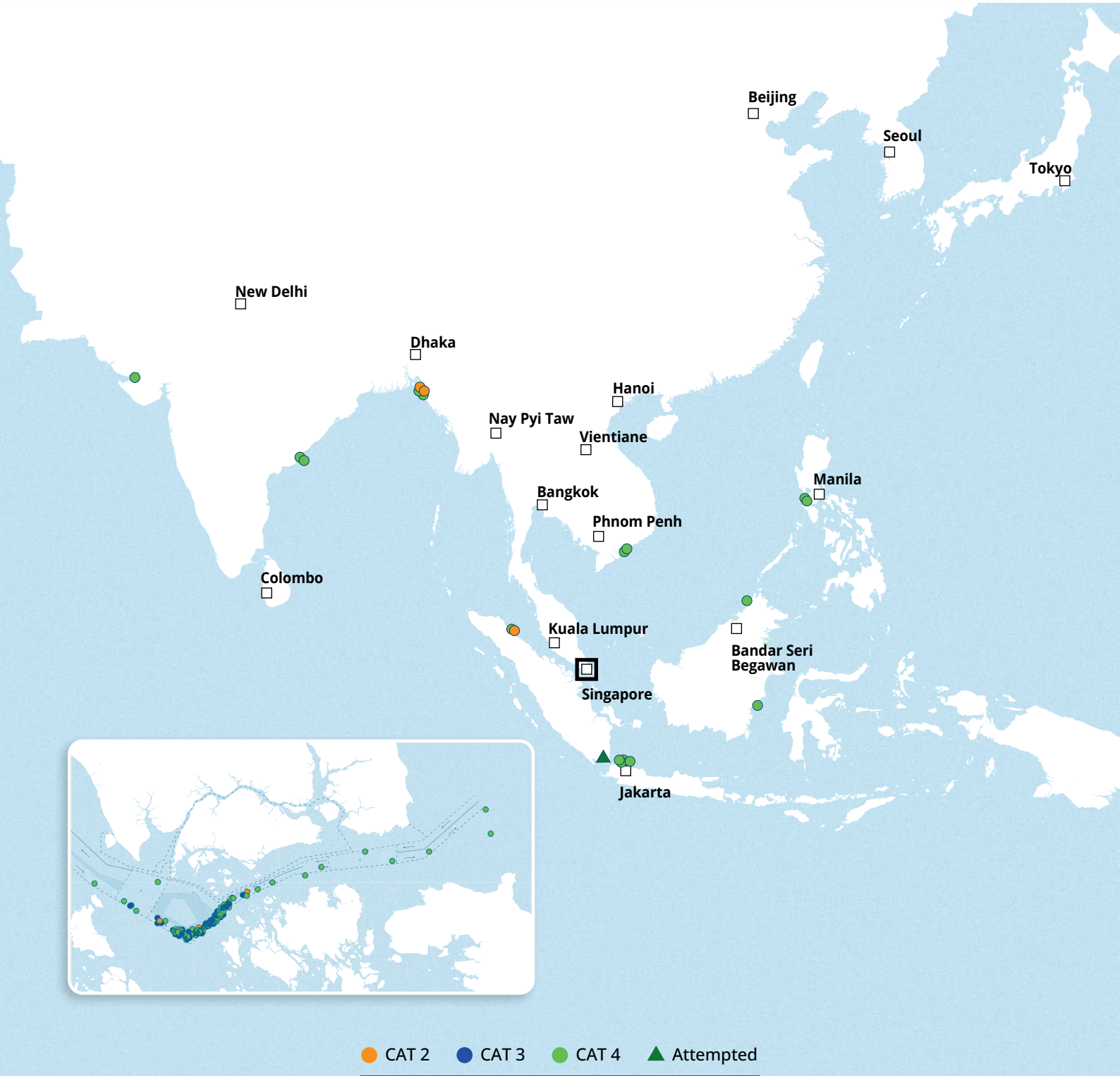
Table 1 shows the number and location of incidents reported in Asia for the past 10 years (January-September of 2016-2025).

Act = Actual, Att = Attempted

January-September																				
	2016		2017		2018		2019		2020		2021		2022		2023		2024		2025	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China	3		1				3													
Sub-total	3		1				3													
South Asia																				
Bangladesh	1	1	7		9	2			3				3	1	1		8	3	4	
India	12		1		2	1	3		8		4		2	1	4		2		3	
Sub-total	13	1	8		11	3	3		11		4		5	2	5		10	3	7	
Southeast Asia																				
Indonesia	20		20	2	20	6	14	3	18	1	9	1	9		12		15	3	7	1
Malaysia	1		1	1	5		7		2		1		1				1		1	
Pacific Ocean								1												
Philippines	3		14		3	1	2	1	13		10	1	4		8		2		2	
SOMS	1	1	2	1	6	2	15		22		26	1	40	1	55	1	34	1	93	4
South China Sea	2	1	4		2	1	1		3	1			1				1		2	
Sulu-Celebes Seas	7		3	4	1	1	2		1											
Thailand															1					
Vietnam	6		1		2		2		3		2				2		1		2	
Sub-total	40	2	45	8	39	11	43	5	62	2	48	3	55	1	78		54	4	107	5
Overall total	56	3	54	8	50	14	49	5	73	2	52	3	60	3	83	1	64	7	114	5

Table 1 – Location of incidents (January-September of 2016-2025)

The location of incidents reported during January-September 2025 are shown in **Map 1**.



Map 1 – Location of incidents (January-September 2025)

D

INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

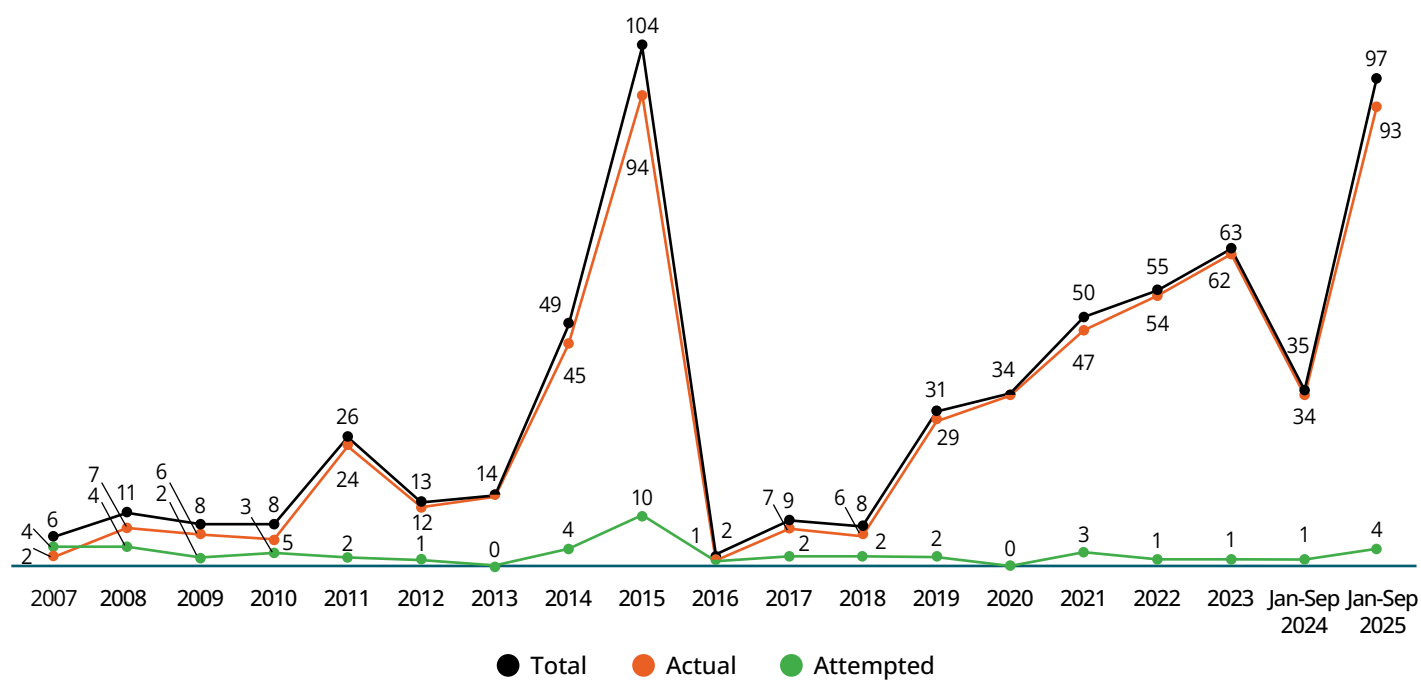


D INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

Situation Update

Number of Incidents

A total of 97 incidents (93 actual and four attempted) were reported in SOMS during January-September 2025. This almost **tripled** that of January-September 2024 (35 incidents). **Graph 2** shows the number of incidents reported in SOMS during 2007-2023 and January-September 2024 and 2025.



Graph 2 - Number of incidents in SOMS (2007-2023, and January-September of 2024 & 2025)

Significance level of incidents

Chart 5 shows the significance level of actual incidents reported in SOMS during 2007-2023 and January-September 2024 and 2025. The bulk of the incidents during the past seven years (2018-2025) were CAT 4 incidents. The exceptions were 2008-2012 where majority were CAT 2 incidents, and 2014-2015 where majority were CAT 2 and CAT 3 incidents.

Of the 93 actual incidents reported during January-September 2025, seven were CAT 2 incidents, 44 were CAT 3 incidents, and 42 were CAT 4 incidents.

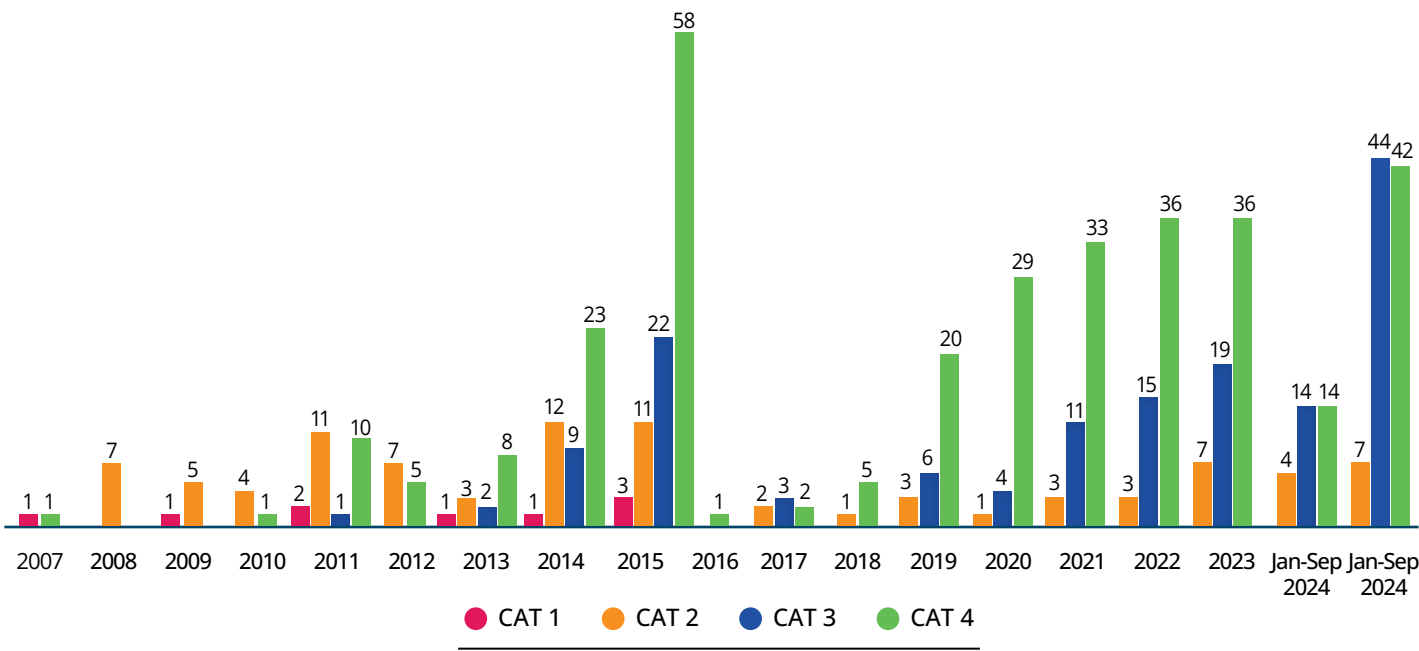
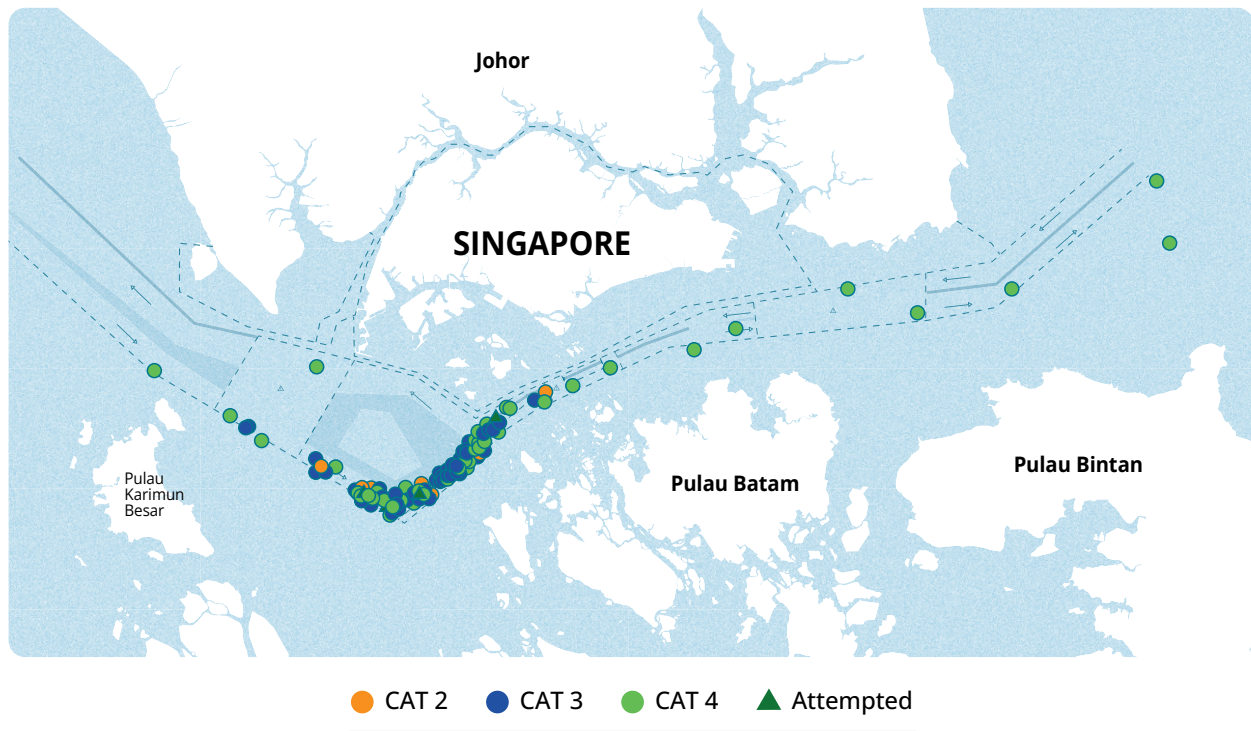


Chart 5 - Significance level of incidents in SOMS (2007-2023 and January-September of 2024 & 2025)

Location of incidents

Map 2 below shows the location of the 97 incidents reported in SOMS during January-September 2025. Of these incidents, 96 occurred in the Singapore Strait (SS) and one in the Malacca Strait (MS). Of the 97 incidents, 94 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), two incidents in the precautionary area of the TSS, and one incident in the westbound lane of the TSS. Of concern are the spate of incidents that had occurred in the Phillip Channel.

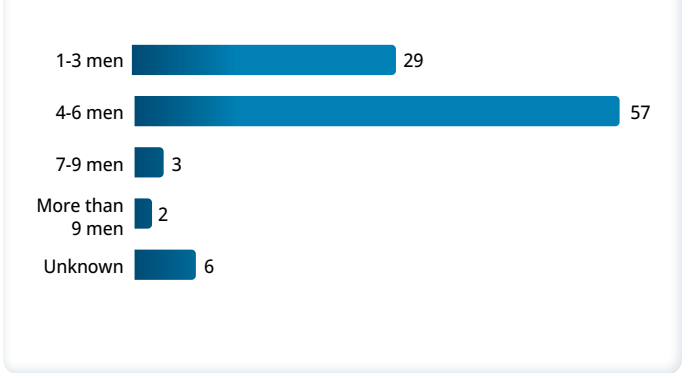


Map 2- Location of incidents in SOMS (January-September 2025)

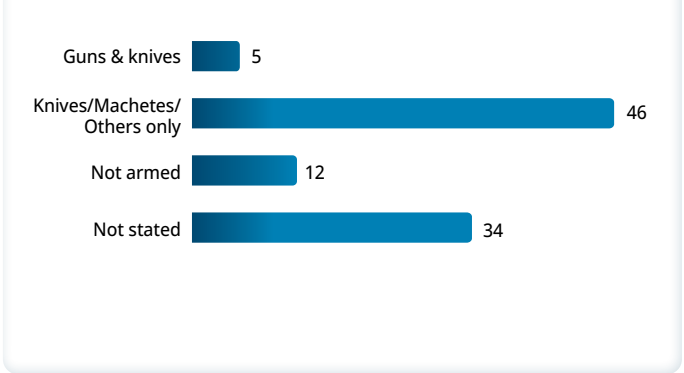
Modus Operandi

The modus operandi of the 97 incidents that occurred to ships while underway in SOMS are summarised as follows:

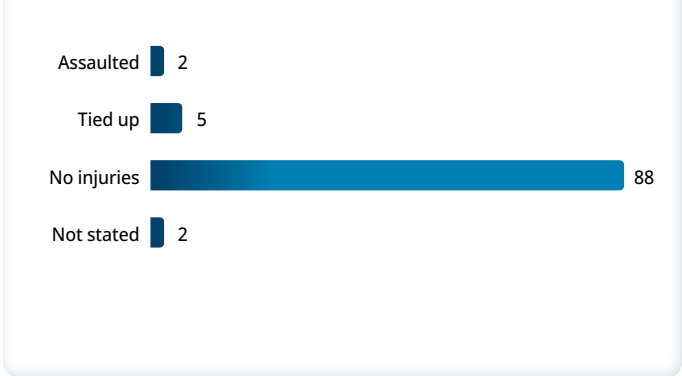
Number of perpetrators



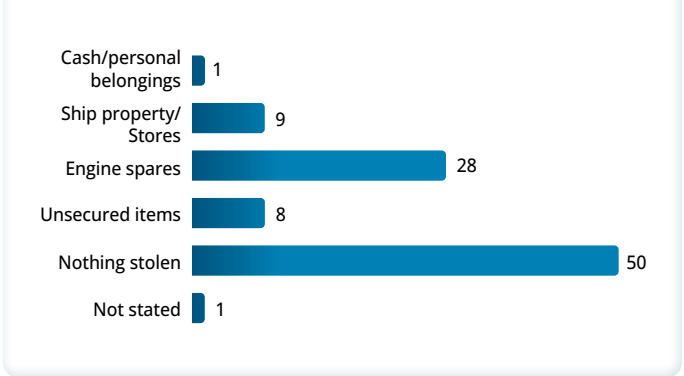
Type of weapons carried



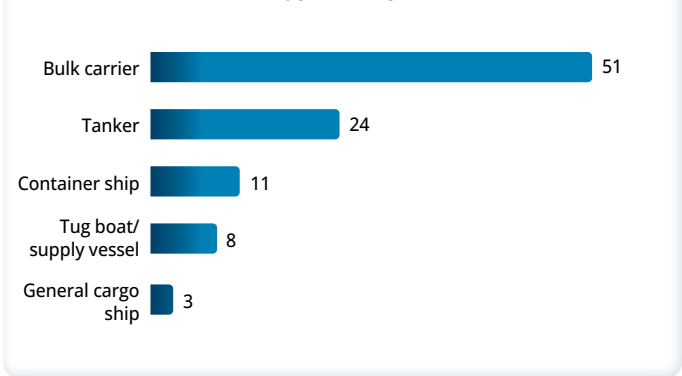
Treatment of crew



Stolen items



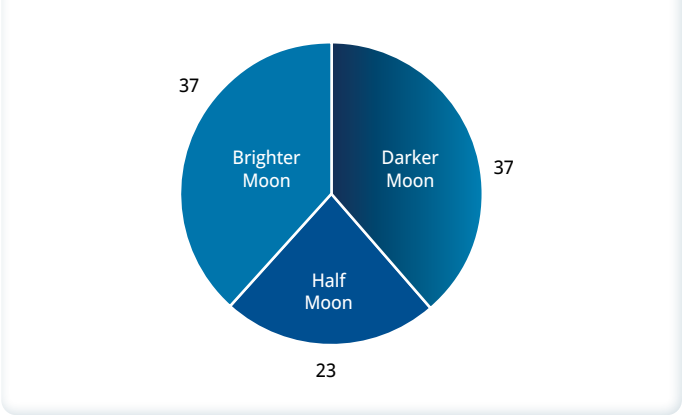
Type of ships



Time of incidents

Hour of darkness	89	92%
Daylight hours	8	8%

Moon Phases



The observations are as follows:

- 59% (57 incidents) reported groups of 4-6 men while for another 30% (29 incidents) involved groups of 1-3 men
- Almost half of the incidents (46 incidents) reported that the perpetrators carried knives/ machetes (48%). In 35% (34 incidents), there was no information if the perpetrators were armed while in 12% (12 incidents), the perpetrators were not armed.
- 91% (88 incidents) reported that the crew members were not injured. The crew were mistreated in five incidents- were held temporarily in three incidents and were assaulted in the other two incidents.
- Nothing was stolen in 52% of the incidents. The items commonly stolen included engine spares (29%), ship property/stores (9%) and unsecured items (8%).
- Majority of the incidents (51 incidents) occurred onboard bulk carriers (53%) while in 24 incidents, they occurred onboard tankers (25%). In 11 incidents, container ships were targeted (11%).
- Of the 97 incidents, 89 occurred during hours of darkness (92%) and the eight other incidents (8%) occurred during daylight hours.

Efforts by Littoral States and ReCAAP ISC

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

The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have also continued to engage the maritime industry to raise awareness on the constantly evolving *modus operandi* of the perpetrators and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents.

The ReCAAP Focal Point of Singapore also broadcasts advisories and regular alerts to vessels transiting areas of concern to remind seafarers to remain vigilant and to adopt best management practices. The frequency of broadcast will be increased for the affected Vessel Traffic Information System sector in the event of a reported unauthorised boarding incident. Navigational telex messages are also broadcasted to vessels regularly to highlight recent unauthorised boarding incidents and to reiterate the importance of maintaining a good anti-piracy watch.

Singapore has also imposed Corrective Action and Preventive Action (CAPA) review for Singapore registered vessels that had security breaches, to ensure that the necessary shipboard security measures are in place to prevent recurrence of such incidents. Should further security breaches occur onboard the same vessel within a year, Singapore also imposes post-incident International Ship and Port Security (ISPS) audits for such vessels to ensure that any security lapses are properly addressed to avoid recurrence. The Singapore Police Coast Guard (PCG) also deployed officers of the Emergency Response Team to board victim ships for security search and to provide assistance when they are within the port limits of Singapore.

Besides providing the maritime community with the latest information and analytics through the issuance of periodic reports and Incident Alerts, ReCAAP ISC also organises various platforms to engage the shipping industry including Nautical Forum, Anti-Piracy & Sea Robbery Conference as well as regular Dialogue Sessions.

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

Recommendations

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

The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved in order to arrest and prosecute the perpetrators.

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

- a. Keep abreast of the latest situation via the ReCAAP ISC Interactive Dashboard (Re-VAMP) (at <https://www.recaap.org>), particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- b. Tune-in to advisories and navigational broadcasts announced by the authorities.
- c. Maximise vigilance and lookouts for suspicious small boats; increase watch keeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard bigger ships during night time.
- d. Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- e. Conduct rounds onboard the ship's compartment and ensure that the relevant areas of the ship are locked prior to the ship entering area of concern. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed/properly secured. Also for the activity to be recorded on the log book.
- f. Maintain communication with their shipping companies by providing periodic updates and establish daily communication checks.
- g. Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted onboard the ship or barge.
- h. Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State RCC and flag State. Ship crew can refer to the **Poster on updated contact details of the law enforcement of the littoral States of SOMS** (as shown in the next page).

Guidelines & Reporting of Incident by Vessels – Straits of Malacca & Singapore

REPORTING OF INCIDENTS (attack/unauthorised boarding/robbery)

- Vessels transiting in traffic separation scheme from Sector 6 to Sector 9 in Straits of Malacca and Singapore (SOMS) to report incidents (of piracy or sea robbery or unauthorised boarding) to VTS authorities on VHF channels (see Fig. 1).
- In addition, vessels to report to the littoral States of SOMS (Indonesia, Malaysia and Singapore) for quick response by authorities, as indicated in Chart below -

MALAYSIA

Malaysian Maritime Enforcement Agency (MMEA) (Johor Bahru)
Tel: +60 7 219 9402
+60 7 219 9403
Fax: +60 7 227 9285
Email: pusopjohor@mmea.gov.my

SINGAPORE

Port Operations Control Centre (POCC)
Tel: +65 6226 5539
+65 6325 2493
Fax: +65 6227 9971
+65 6224 5776
Email: pocc@mpa.gov.sg

INDONESIA

Indonesian Coast Guard (BAKAMLA) - Contact Centre Western Zone (Pulau Batam)
Tel: +62 813 6387 7299

Regional Marine & Air Police of Riau (Pulau Batam)
Tel: +62 822 8372 3721



OTHER USEFUL CONTACTS

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Marine & Air Police Corp
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Email: pencegahanpencuriandikapal@gmail.com,
monitoringcenter.korpolaairud@gmail.com

Fig. 1 - Reporting of incidents in Sectors 6-9

SECTOR	VHF CHANNELS	VTS AUTHORITIES
Sector 6	VHF 88	JOHOR VTS
Sector 7	VHF 73	SINGAPORE VTS
Sector 8	VHF 14	SINGAPORE VTS
Sector 9	VHF 10	SINGAPORE VTS

GUIDELINES

1. Planning voyage - Preparation

- Identify areas of concern
- Make Ship Security Plan (SSP) based on risk/threat assessment
- Plan passage to prevent attack/unauthorised boarding
- Maintain updated list of reporting channels of coastal State enforcement agencies
- Carry out briefing and conduct drill to familiarize crew with SSP and Vessel Hardening Plan (VHP)

2. Measures to be instituted - When sailing

- Maximise alertness and enhance vigilance
- Close all doors and hatches to prevent access to compartments
- Maintain best speed to prevent unauthorised boarding
- Master to regularly update the crew on prevailing security situation
- Alert duty watch when entering areas of concern and maintain communication with the shipping company

3. Response and report - When boarded

- Sound alarm, maintain calm, do not confront or resist the perpetrators
- Report immediately to MRCC/VTS, and coastal State enforcement agency on contact details provided /indicated
- Muster and head count of crew, and well-being of crew and treatment meted out by perpetrators
- Report loss/damage to ship's property

4. Collection of evidence and investigation - Post boarding

- Cooperate with local/coastal State authorities for investigation
- Provide evidence and information about the perpetrators to enforcement agencies, including photos, CCTV footage and videos, if available

E

CASE STUDIES



Arrest of Perpetrators

Arrest of Perpetrators targeting vessels transiting the Straits of Malacca and Singapore (SOMS)

On 9 and 14 July 2025, the **Riau Islands Regional Police of Indonesia** successfully apprehended eleven (11) individuals involved in a piracy and armed robbery syndicate targeting vessels transiting the SOMS. The operation began with the arrest of eight (8) suspects caught in the act onboard *MT Thom Elizabeth*, followed by the arrest of three (3) additional suspects based on follow up investigations.



The syndicate had been operating primarily in the Phillip Strait, using a well-coordinated *modus operandi*. Investigations revealed that the perpetrators relied on ship-tracking mobile app to identify and target slow-moving, foreign-flagged vessels, particularly those on reduced speed of about 5 knots. The suspects were reportedly consuming drugs before boarding and used hooks and poles to covertly board ships under the cover of darkness. Although no firearms were recovered during the arrests, the group was believed to have carried improvised firearms and used an air gun to intimidate crew members during their attacks.

Once onboard, the perpetrators stole spare parts and other valuable equipment which were then sold in Jakarta. Authorities also seized several stolen ship components and a small vessel used by the suspects during the raids.

Further investigation revealed that at least three other pirate groups remain active in the region, underscoring the ongoing threat to maritime security in the SOMS.



Arrest of perpetrators by Riau Islands Regional Police
[Source : <https://en.antaranews.com/news/366185/riau-islands-police-foil-foreign-vessel-piracy-operation>]

Arrest of individuals by Philippine Coast Guard (PCG) along vicinity waters of Batangas Port

On 14 September 2025, the Philippine Coast Guard (PCG) successfully responded to a sea robbery incident involving a Philippine-flagged passenger/Ro-Ro vessel *MV Super Shuttle Ferry 18*, anchored off the vicinity waters of Barangay Wawa, Batangas City.

The vessel's Master reported the presence of unidentified individuals boarding the vessel without authorisation. Upon receipt of the report, and ensuring a rapid response, a PCG team was immediately deployed and arrived at the location. The team intercepted a small fishing banca with two individuals on board, who were caught red-handed in possession of stolen engine parts from the vessel. The suspects were apprehended and subsequently charged with violations of the country's Article 122 of the Revised Penal Code. The PCG also coordinated with the Philippine National Police – Maritime Group (PNP-MARIG) and other local authorities to facilitate prosecution of the arrested suspects.

This incident highlights the PCG's swift operational response, its commitment in securing the country's maritime domain, and the importance of continued inter-agency cooperation in addressing piracy and armed robbery at sea.



Arrest of perpetrators by Philippine Coast Guard
[Source: Philippine Focal Point to ReCAAP]

F

ReCAAP ISC's MAIN ACTIVITIES (JULY-SEPTEMBER 2025)



F ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2025)

Dialogue Session with the Shipping Industry 10 July 2025

The Centre held its first dialogue session with the shipping industry for the year 2025 on 10 July 2025 at York Hotel, Singapore. Representatives from shipping companies, shipping associations, Maritime and Port Authority of Singapore (MPA), Singapore Police Coast Guard and Information Fusion Centre (IFC) participated in the dialogue. The key focus of the dialogue was the concern of continued occurrence of sea robbery incidents in SOMS during the first half of 2025. Participants emphasised the importance of timely reporting to littoral State authorities, shared case studies of unauthorised boardings, and discussed shipboard security measures. MPA highlighted inter-agency collaboration to combat armed robbery against ships in the SOMS, while IFC and Singapore Police Coast Guard shared recommended measures to deter unauthorised boarding and ensure the safety of crew. A new initiative suggested by shipping company, Hafnia Chem Shipholding, was for ships to look out for one another at sea; as demonstrated by a successful prevention of a sea robbery incident due to a timely alert to the victim ship about the presence of the perpetrators' boat in the vicinity.



ReCAAP ISC staff and representatives from the shipping companies, shipping associations, MPA, Singapore Police Coast Guard and IFC.

Visit of IMO Secretary-General to ReCAAP ISC

13 July 2025

The ReCAAP ISC, on 13 July 2025, hosted the visit of Mr Arsenio Dominguez, Secretary-General of the International Maritime Organization (IMO). On his first visit to the Centre, the Sec-Gen was briefed on the latest situation of piracy and sea robbery in Asia, the concern of increasing number of incidents in the SOMS and ReCAAP ISC's efforts to strengthen regional cooperation and build capacity among ReCAAP member States, regional authorities and the shipping industry to ensure safe and secure seas for all in Asian waters.



Secretary General IMO Mr Arsenio Dominguez (seventh from left) with ReCAAP ISC and MPA staff

Capacity Building Virtual Lecture 30 July 2025

The ReCAAP ISC organised a Capacity Building Virtual Lecture titled “The Nexus between Piracy & Armed Robbery and Other Maritime Crimes” on 30 July 2025. The lecture was delivered by two subject-matter-experts, Professor Timothy Edmunds, Professor of International Security and Research Director in the School of Sociology, Politics and International Studies, University of Bristol; and Colonel Hasan A. Khajah, Senior Coordinator, Maritime Security Unit, INTERPOL. A total of 69 officers from ReCAAP Contracting Parties, and Malaysian Maritime Enforcement Agency (MMEA), attended the lecture. The ReCAAP ISC organises two virtual lectures a year, as part of the Centre’s ongoing efforts to enhance the knowledge of ReCAAP Focal Points and promote the sharing of insights on maritime crime. The 2nd Virtual Lecture is scheduled on 14 January 2026.



SSSA Anti-Piracy Forum, Sibul, Sarawak, Malaysia 6 August 2025

The ReCAAP ISC co-organised the fifth Anti-Piracy Forum with Sarawak and Sabah Shipowners' Association (SSSA) in Sibul, Sarawak on 6 August 2025. The Centre updated on the latest situation of piracy and armed robbery against ships in Asia, focusing on incidents involving tugboats towing barges from East Malaysia transiting SOMS. ReCAAP ISC presented insights and data on theft of scrap metal from barges while underway in the SS, highlighted the Centre's ongoing efforts to strengthen cooperation in incident reporting and information sharing, and emphasised the importance of joint coordinated patrols by the littoral States, prompt responses and preventive measures by all stakeholders. The shipowners shared their concerns and firsthand experiences, offering the Centre a better understanding of the challenges faced by the tug boats and barges industry.



Participants of the SSSA Anti-Piracy Forum, Sibul, Sarawak, Malaysia

Capacity Building Senior Officers' Meeting (CBSOM), Bangkok, Thailand

25-29 August 2025

The ReCAAP ISC and the Royal Thai Navy, also the ReCAAP Focal Point for Thailand, co-hosted the Capacity Building Senior Officers' Meeting (CBSOM) in Bangkok, Thailand, from 25 to 29 August 2025. Senior officers of maritime law enforcement and regulatory agencies from 14 ReCAAP Focal Points (Bangladesh, Brunei, India, Japan, Laos, Myanmar, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United Kingdom, United States of America and Vietnam) and MMEA attended the meeting. Participants were apprised of the evolving maritime security situation in and outside of Asia, and discussed effective countermeasures to deal with piracy, sea robbery and other maritime security threats. Participants also discussed the future direction of ReCAAP ISC and exchanged ideas on how government authorities can work with the private sector to adopt technological solutions to improve maritime safety and security.



Commander of Royal Thai Navy, Admiral Jirapol Wongwit (seated seventh from right) with the participants of the Capacity Building Senior Officers' Meeting

Coast Guard Global Summit, Rome, Italy 11-12 September 2025

Executive Director of ReCAAP ISC, Mr Vijay D Chafekar delivered a presentation on the use of data analytics to generate insights into piracy and sea robbery incidents in Asia during the Coast Guard Global Summit 2025 held in Rome, Italy held from 11 to 12 September 2025. The ReCAAP ISC interacted with coast guard agencies around the world in collaboration towards deter and suppress piracy and sea robbery in Asia.



Executive Director ReCAAP ISC Mr Vijay D Chafekar delivering a presentation during the Coast Guard Global Summit 2025

Maritime Domain Awareness Workshop for the Indian Ocean Region, Perth, Australia 15-19 September 2025

Ms Audrey Lee, Senior Manager for Research, ReCAAP ISC, participated in the Maritime Domain Awareness Workshop for the Indian Ocean Region at Perth, Australia. This activity was hosted and organised by the Australian Border Force from 15-19 September 2025. The Centre updated the regional Coast Guards and Maritime Agencies on the latest situation update of piracy and armed robbery at sea against ships in Asia. Also shared amongst the participants was the recent arrest of perpetrators by littoral states and the latest initiatives by the ReCAAP ISC to enhance incident reporting and information sharing efforts in combating piracy and armed robbery.



ReCAAP ISC Senior Manager Ms Audrey Lee delivering a presentation at the MDA workshop hosted by ABF

ReCAAP ISC visited container ship, HMM Algeciras 19 September 2025

As part of its ongoing efforts to enhance collaboration with shipping companies, the ReCAAP ISC team conducted a visit onboard HMM's container vessel HMM Algeciras during its port call at Pasir Panjang Terminal, Singapore, on 19 September 2025. The team engaged with the ship's captain and crew, gaining insights into various operational areas onboard, including safety protocols and the risk assessments performed by officers and crew prior to entering areas of concern.

The ReCAAP ISC shared the Centre's guidebooks, posters and mobile app developed to help seafarers in adopting preventive measures and reporting of piracy and sea robbery incidents effectively.

ReCAAP ISC is committed to continuing dialogue and working with shipping companies to explore collaborative measures and efforts to deter and suppress unauthorised boarding and theft at ports and anchorages.



ReCAAP ISC staff with crew of HMM Algeciras

Information Sharing Network (IFN) Virtual Tabletop Exercise

23-24 September 2025

The ReCAAP ISC successfully conducted a virtual Information Sharing Network (IFN) Tabletop Exercise (TTX), with participation from ReCAAP Focal Points and a Contact Point, from 23–24 September 2025.

The participants were engaged in dynamic, scenario-based drills aimed at enhancing their capabilities in maritime incident reporting and information sharing. During the exercise, the participants practised submission of incident reports on maritime piracy, sea robbery, unauthorised boarding, and theft of ship items to enhance readiness in tackling maritime challenges. The exercise helped participants to improve their skills in incident reporting and information sharing using ReCAAP's IFN System.

The TTX served as a valuable platform for reinforcing the effective use of ReCAAP's IFN system and strengthening regional cooperation. It underscores the Centre's continued commitment in building capacity among its Focal Points and promoting maritime safety across the region.



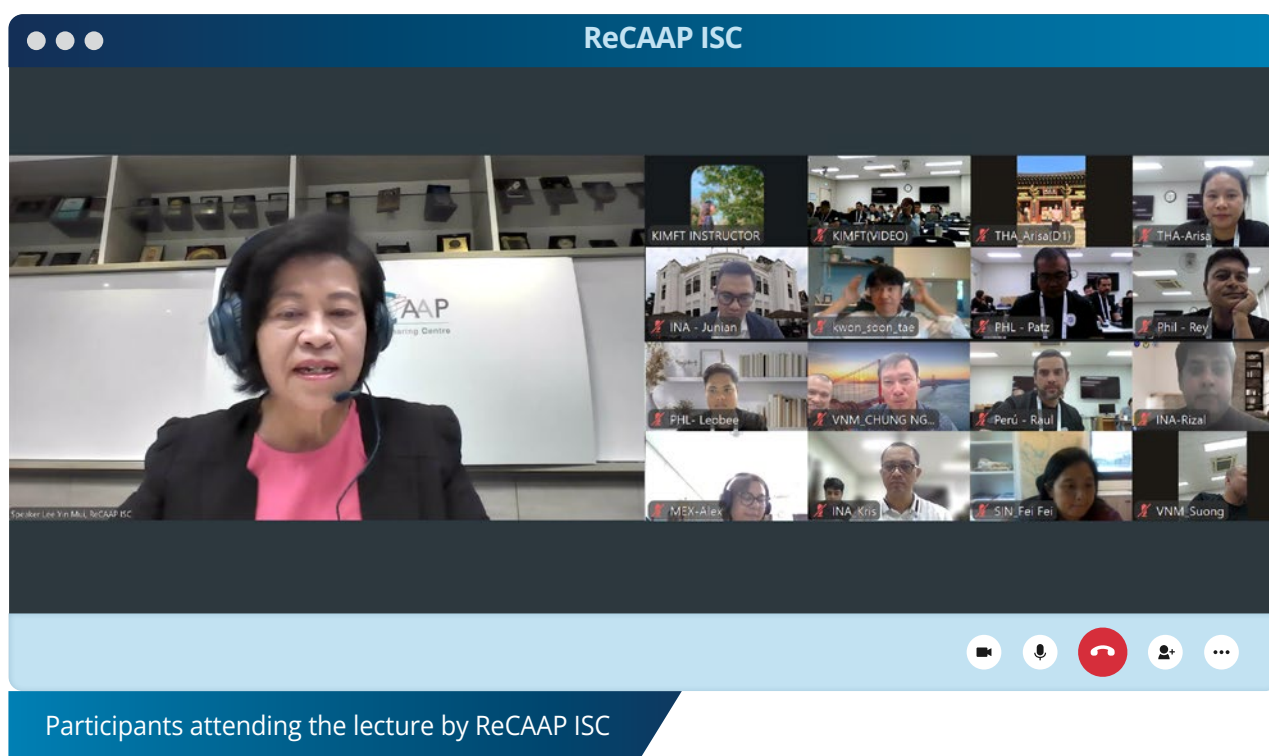
Focal Points at the IFN TTX

Korea Institute of Maritime and Fisheries Technology (KIMFT) Train the Trainer (TTT) Program **24 September 2025**

On 24 September 2025, ReCAAP ISC participated virtually in the Korea Institute of Maritime and Fisheries Technology (KIMFT) Train-the-Trainer (TTT) Program, delivering a lecture to 21 maritime professionals from Asia, Latin America, and other regions.

Deputy Director of ReCAAP ISC, Ms Lee Yin Mui presented on ReCAAP ISC's initiatives and functional responsibilities, trends and patterns of incidents, data visualisation via Re-VAMP Interactive Dashboard to provide insights of situation to enable making informed risk assessment by shipping industry as well as enhancing regional cooperation among authorities in combating piracy and sea robbery in Asia.

ReCAAP ISC is proud to contribute to global capacity building and remains committed to fostering stronger regional and international collaboration for safer and more secure seas.



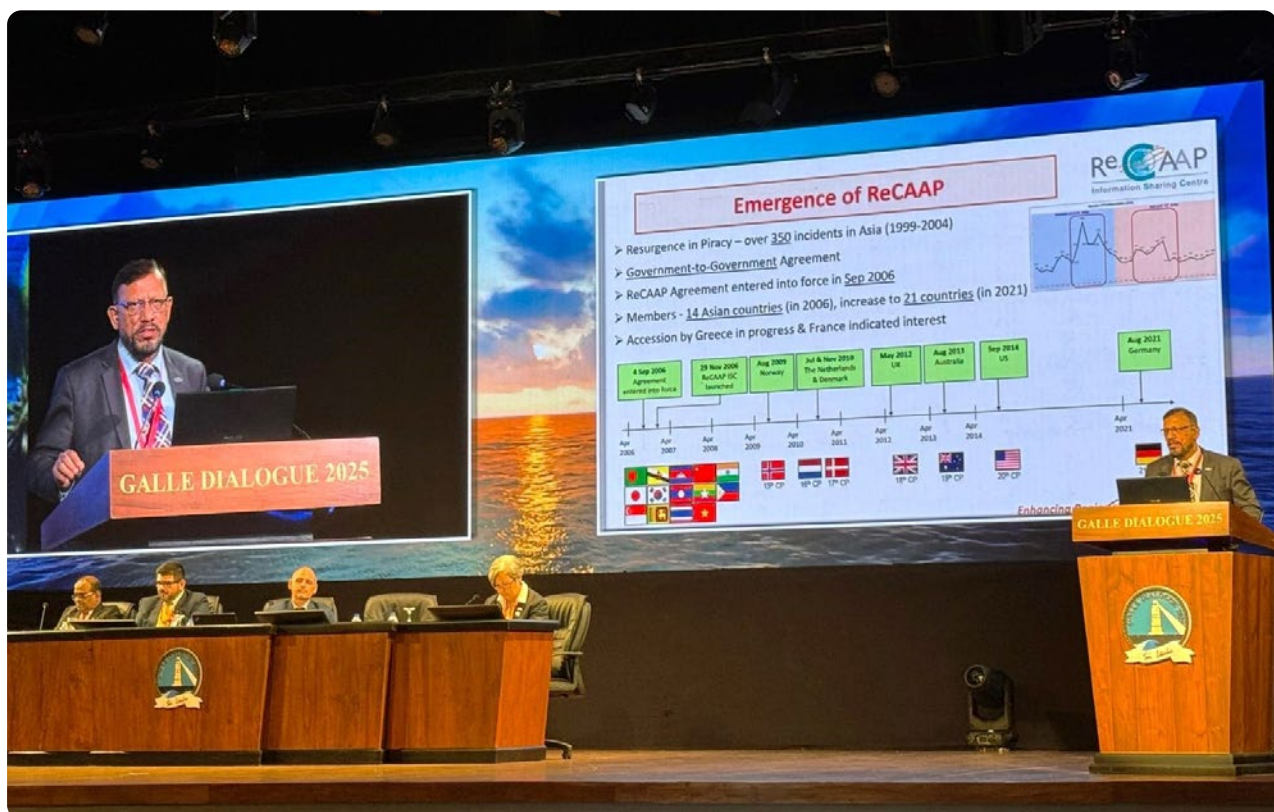
12th Galle Dialogue, International Maritime Conference 2025, Sri Lanka

24-25 September 2025

Executive Director of ReCAAP ISC, Mr Vijay D Chafekar participated at the Galle Dialogue in Sri Lanka, as a panelist and delivered a presentation on '*Harnessing Emerging Technologies to Combat Piracy and Armed Robbery against Ships in Asia*'.

Mr Vijay D Chafekar highlighted ReCAAP ISC's digital transformation efforts, introduced the Re-VAMP Interactive Dashboard which offers real-time visual data to improve situational awareness and enable data-driven decision making through trend analysis and predictive insights, and the enhanced mobile application developed for easy access and simultaneous reporting of maritime incidents. These digital tools are part of ReCAAP ISC's ongoing commitment to leveraging technology for safer seas across the region.

The ReCAAP ISC remains dedicated to adopting emerging technologies and strengthening regional cooperation to meet the challenges of an evolving maritime security landscape.



Presentation at the plenary of the Galle Dialogue

Ongoing Engagements with Partners July-September 2025

In strengthening the close collaboration with our stakeholders, the team at ReCAAP ISC held several meetings with various partners to discuss ways to combat piracy and armed robbery against ships in Asia. The following engagements took place during July-September 2025.

1 July 2025



Courtesy call on Chief of Republic of Singapore Navy, Rear Admiral Sean Wat

2 July 2025



Courtesy call on H.E. Medardo G. Macaraig, Philippine Ambassador to Singapore

2 July 2025



Courtesy call on H.E. Ureerat Chareontoh, Thailand Ambassador to Singapore

3 July 2025



Courtesy call on H.E Christodoulos Margaritis, Ambassador of Greece to Singapore

15 July 2025



Courtesy call on H.E. Hong Jin-Wook, Republic of Korea Ambassador to Singapore

15 July 2025



Visit by Mr Jonathan Holland, Team Leader, and Mr Marko Rankovic, Consultant, Maritime Security, Peacekeeping Training Programme Unit, Division for Peace of United Nations Institute for Training and Research (UNITAR)

18 July 2025



Visit by Dr Phillip Belcher, Marine Director of INTERTANKO

23 July 2025



Visit by Commanding Officer, Captain Naoki MIZOGUCHI and Executive Officer, Captain Yasuhiro TSUSHIMA of Japan Coast Guard (JCG) Training Vessel ITSUKUSHIMA

31 July 2025



Courtesy call on H.E. Cao Zhongming, Ambassador of People's Republic of China to Singapore

5 Aug 2025



Courtesy call on Admiral (Maritime) Datuk Haji Mohd Rosli bin Abdullah, Director General of Malaysian Maritime Enforcement Agency (MMEA)

7 Aug 2025



Visit by Thai Maritime Enforcement Command Center led by Rear Admiral Benjamaporn Wongnakornsawang, Director of the Office of Exercise and Training

8 Aug 2025



Courtesy call on H.E. Nikesh Mehta OBE, High Commissioner of United Kingdom to Singapore

11 Aug 2025



Courtesy call on H.E. Mr Sok Khoeun,
Ambassador of Cambodia to Singapore

12 Aug 2025



Courtesy call on H.E. Tran Phuoc Anh,
Ambassador of Vietnam to Singapore

18 Aug 2025



Courtesy call on H.E. Bettina Fanghaenel,
Ambassador of Germany to Singapore

23 Sep 2025



Call on Captain HLNT Gunasena, Senior Staff
Officer Operations, MRCC Colombo, Sri Lanka

25 Sep 2025



Courtesy call on VADM Kanchana Banagoda,
Commander of Sri Lanka Navy

During January-September 2025, the total number of ARAS in Asia has seen more than 60% increase compared to the same period in 2024. This makes it the highest number of incidents based on a year-on-year comparison for the past decade (2016-2025) for the period in review (January-September).

There is a greater need for all parties concerned to play a more concerted role to bring about a decrease of the PAR incidents in Asia.

The Centre would like to urge the relevant law enforcement agencies to increase their patrols and to respond promptly to all reports of incidents. The Centre would also like to commend the efforts of the authorities for the arrests made as it sends a strong deterrent message to would-be perpetrators that any acts of armed robbery against ships in Asia will be dealt with. Arrests have been made in different parts of Asia including Bangladesh, India, the Philippines and SOMS.

When ships are transiting areas of concern, ship crew are reminded to be extra vigilant, maintain lookout and to report all incidents in a timely manner. They can refer to Posters published by the ReCAAP ISC containing contact details of MRCC of coastal States, ReCAAP Focal Points/Contact Point; and law enforcement agencies of the littoral States of SOMS. Members of the shipping industry can also report incidents and share information via the Centre's enhanced Mobile App. (Download from Google and Play Store).

With more incidents occurring in ports and anchorages, the Centre would like to urge the port authorities to increase their enforcement efforts, step up port security measures and to ensure the strict implementation of the ISPS code

Where the situation in SOMS is concerned, the littoral States have stepped up enforcement efforts both on land and at sea. This is seen through various initiatives including the Malacca Strait Patrol and the CORPAT INDOSIN. Collaborative efforts in the form of strengthened cooperation and information sharing have led to the arrest of several groups of perpetrators. We must continue in our efforts to eradicate the criminal groups operating in SOMS - one of the busiest shipping lanes in the world.

The ReCAAP ISC will continue to disseminate information in a timely manner through the issuing of reports, incident alerts and warnings. The shipping industry can access via www.recaap.org the ReCAAP Data Visualisation Map and Panel (Re-VAMP), an interactive dashboard to derive key insights and collate information to make informed risk assessments and institute preventive measures prior to conduct the ship's voyage.

The Centre will also engage with members of the shipping industry to keep abreast of the latest developments and to understand the concerns and challenges faced.

Combating piracy and armed robbery is a shared responsibility and it is through the efforts of all stakeholders involved – ship crew, shipping industry, maritime community, law enforcement agencies, coastal States that seafarers are protected and the sea lanes in Asia kept safe, incident-free and unimpeded for international trade and commerce.

Definitions & Methodology in Classifying Incidents

Definitions

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

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

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

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

Methodology in Classifying Incidents

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

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

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

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

Category	Description
CAT 1	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	CAT 3 incidents involved perpetrators who were armed, with either knives/machetes or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew 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 are not armed and the crew not injured. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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

Description of Incidents of Piracy and Armed Robbery Against Ships in Asia (January-September 2025)

Actual Incidents

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	Anabela Bulk carrier Liberia 92053 9587350	8/1/25 0400 hrs	1° 3.95' N, 103° 36.83' E Approximately 6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) [Straits of Malacca & Singapore (SOMS)]	While underway, the master reported to Vessel Traffic Information System (VTIS) West that <u>four perpetrators with a gun</u> were sighted in the engine room. The master raised the alarm and mustered crew to conduct a search onboard. At about 0515 hrs, the master reported that search was completed, with no sighting of the perpetrators. <u>Nothing was stolen. All crew members were accounted for, and no injury to the crew was reported.</u> The ship was transiting eastbound for Pilot Eastern Boarding Ground 'B' (PEBGB). A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities. PCG boarded the ship at the anchorage after arrival at Singapore, conducted a search, and no perpetrators were found onboard. [ReCAAP Focal Point (Singapore)]
2	Trinity Island Bulk carrier Hong Kong, China 43655 9971903	9/1/25 0544 hrs	1° 8.11' N, 103° 45.81' E Approximately 6.4 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that <u>six perpetrators with knives</u> were sighted in the engine room. The alarm was raised and all ship crew mustered at the bridge. At about 0649 hrs, the master reported that search was completed, with no sighting of the perpetrators. <u>Some engine spares were stolen. The crew was not injured.</u> The ship was bound for PEBGB. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. PCG boarded the ship at the anchorage after arrival at Singapore, conducted a search, and no perpetrators were found onboard. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Jolanda Bulk carrier Liberia 93742 9724867	16/1/25 0237 hrs	1° 5.33' N, 103° 43.25' E Approximately 2.96 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS West that the 2nd Engineer saw <u>two perpetrators with gun-like objects</u> in the engine room. The master raised the alarm and mustered crew to conduct a search onboard. At about 0305 hrs, the master reported that search was completed, with no sighting of the perpetrators. <u>Nothing was stolen. All crew members were accounted for, and there were no reported injuries.</u> The master informed no further assistance was required. The ship was transiting from Suez, Egypt and proceeded with its voyage to Qingdao, China. Safety broadcasts on anti-piracy watch were initiated to warn all ships to maintain a vigilant watch at all times in the Singapore Strait (SS). The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
4	Golden Curl Chemical tanker Singapore 11254 9348522	17/1/25 1736 hrs	3° 55.8' N, 98° 44.5' E Belawan Anchorage Area No. 6, Indonesia	While at anchor, a crew member spotted two perpetrators on port side main deck near accommodation area. The crew member immediately alerted the bridge of the incident and general alarm was sounded. The two perpetrators immediately jumped onto a boat waiting along the ship. Ropes with hook were used to board the ship. A search was conducted onboard. <u>The crew was not injured. Some unsecured items onboard were stolen.</u> The incident was reported to Belawan VTS. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	Golden Calvus Bulk carrier Marshall Islands 94185 9743174	19/1/25 0505 hrs	1° 10.65' N, 103° 49.32' E Approximately 3.7 nm west of Batu Berhanti (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>six perpetrators with parangs</u> were sighted in the engine room. The master raised alarm and all crew mustered to conduct a search with no sighting of the perpetrators. <u>The Chief Engineer's hands were tied with rubber tubing and therefore experienced pain in the wrists. Some engine spares were stolen.</u> The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all ships to maintain a vigilant watch at all times in the Singapore Strait. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the ship at the anchorage upon her arrival at Singapore, conducted a search, but no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
6	Delfin Bulk carrier Portugal 44425 9749867	22/1/25 0230 hrs	1° 3.9' N, 103° 36.7' E Approximately 6.1 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>five to six perpetrators with gun-like objects and knives</u> were sighted in the engine room. The alarm was raised and a search was conducted. No perpetrator was found onboard. <u>All crew members were accounted for with no injuries. Some generator parts were found missing.</u> The incident was reported to Singapore VTIS West. Safety broadcast was initiated. RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. No perpetrator was found. Information of the incident was shared with the 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
7	Chinook Bulk carrier Panama 51265 9476537	24/1/25 0254 hrs	1° 21.9' N, 116° 58.7' E Balikpapan Anchorage, Indonesia	While at anchor, the crew sighted a perpetrator climbing the anchor chain, with another six perpetrators in a small wooden boat that is fastened to the anchor chain. The crew conducted a search onboard, and found footprints in the vicinity of the bosun store. The padlocks of bosun store/rope store, carpenter room and hydraulic room were damaged. Additional security measures and patrol on deck were deployed. <u>The crew was not injured</u> and <u>nothing was stolen</u>. The incident was reported to Balikpapan VTS Indonesia. Patrol boat was deployed at the vicinity of the incident area. [ReCAAP Contact Point (Hong Kong)]
8	Shidai 9 Bulk carrier China 40913 9591703	26/1/25 0135 hrs	1° 3.2' N, 103° 39.7' E Approximately 3.2 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators were sighted on the poop deck. The alarm was raised and all crew mustered to conduct a search. No perpetrator was found onboard. <u>All crew members were accounted for with no injuries. Nothing was stolen.</u> The incident was reported to Singapore VTIS West. Safety broadcast was initiated. RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Contact Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	Asian Enterprise General cargo Saint Kitts and Nevis 25676 9074822	26/1/25 0215 hrs	1° 3.3' N, 103° 40.2' E Approximately 2.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>two perpetrators with a gun-like object</u> were sighted on the poop deck. The general alarm was raised and all crew mustered to conduct a search. No perpetrator was found onboard. <u>All crew members were accounted for with no injuries. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS West. Safety broadcast was initiated. The RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
10	Success Tanker India 29335 9285718	27/1/25 2150 hrs	16° 54.55' N, 82° 25.27' E OPL Kakinada, India	While at anchor, the duty AB sighted one perpetrator near forecastle area. The duty AB immediately informed the bridge, and the duty officer sounded the navigation horn repeatedly. On hearing the horn, the perpetrator jumped overboard, where another perpetrator waited in a boat. By the time the crew reached the forecastle area, the two perpetrators escaped in two unlit boats. Extra security watches were placed. <u>The crew was not injured. Two loose mooring ropes were stolen.</u> The incident was reported to Kakinada Port Control/ Pilot station, local agent and Coast Guard via email. [ReCAAP Focal Point (India)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
11	Bristol Tanker Greece 80222 9941879	28/1/25 2355 hrs	1° 7.9' N, 103° 45.2' E Approximately 1.4 nm west of Helen Mar Reef (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>two perpetrators with knives</u> were sighted onboard in the vicinity of the starboard quarter. Upon raising the emergency alarm, the perpetrators escaped. A security search was conducted with no further sightings of the perpetrators. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS Central. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and PCG were notified of the incident. The PCG boarded the ship upon her arrival at Singapore anchorage, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
12	Manali Bulk carrier Panama 19829 9268916	29/1/25 0105 hrs	1° 4.6' N, 103° 42.2' E Approximately 2.1 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, a perpetrator was sighted in the engine room. The emergency alarm was raised and all crew mustered for safety at their designated citadel. A security search was conducted with no further sighting of perpetrators. <u>The crew was not injured. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the ship upon her arrival at Singapore anchorage, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the 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
13	Haima Petroleum product tanker Panama 59705 9397896	1/2/25 0600 hrs	1° 7.8' N, 103° 45' E Approximately 1.4 nm west of Helen Mar Reef (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, an engine department crew member sighted five perpetrators coming out of the engine room. The engineer immediately reported to the chief engineer, who then informed the bridge. The alarm was raised and a search was conducted with no perpetrators found. A surveillance camera recording in the engine room also revealed the perpetrators coming out of the engine room. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to the Maritime and Port Authority of Singapore (MPA). The shipping company also reported the incident to the Maritime Bureau of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]
14	Belaja Bulk carrier Norway 35048 9873280	3/2/25 0395 hrs	1° 5' N, 103° 43.15' E Approximately 2.64 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators with knives and gun-like object</u> were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <u>The crew was not injured. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the 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	<i>Zevirous</i> Tanker Malaysia 1934 9132856	3/2/25 0415 hrs	1° 6.35' N, 103° 44.46' E Approximately 2.3 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>six perpetrators with knives</u> were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <u>The crew was not injured. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS Central. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
16	<i>Sea Amber</i> Tanker Greece 81499 9772931	12/2/25 0250 hrs	1° 6.4' N, 103° 44.08' E Approximately 4.3 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators with knives</u> were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <u>All crew members were accounted for, and there were no reported injuries. Some engine spare parts were stolen.</u> No further assistance was required. The tanker had departed Malaysia and was bound for Indonesia. The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the 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
17	Cancun Bulk carrier Liberia 107129 9587269	14/2/25 0255 hrs	1° 4.35' N, 103° 41.12' E Approximately 2.5 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators, of whom one carried gun and three carried knives</u>, were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <u>The crew was not injured</u> and <u>nothing was stolen</u>. The bulk carrier was bound for PEBGB. The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
18	Pelicana General cargo ship Norway 39258 9401790	16/2/25 0200 hrs	1° 3.72' N, 103° 41.23' E Approximately 2 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with long knives</u> were sighted boarding from the portside quarter and heading to the engine room. The master raised the alarm and all crew mustered to conduct a search. <u>The crew was not injured. Some electrical and engine room items were stolen.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	<i>Atrotos Heracles</i> Bulk carrier Panama 43007 968879	16/2/25 0445 hrs	1° 5.76' N, 103° 43.94' E Approximately 3.5 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted at the aft station. Upon raising the emergency alarm, the three perpetrators escaped from the ship. A security search was conducted onboard. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival at Singapore bunkering anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
20	<i>Cycladic Spire</i> Bulk carrier Portugal 20254 9609330	22/2/25 0310 hrs	1° 2.75' N, 103° 39.23' E Approximately 3.5 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>three perpetrators armed with knives and gun-like object</u> were sighted in the engine room. The emergency alarm was raised and crew mustered. A security search was conducted and no perpetrators were found. <u>The crew was not injured. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in Singapore. A search was conducted and no perpetrator was found. Information of the incident was shared with the 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
21	<i>Ocean Diligence</i> Bulk carrier Marshall Islands 35716 9967134	22/2/25 0520 hrs	1° 6.4' N, 103° 44.48' E Approximately 4.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators were sighted on the aft poop deck. The emergency alarm was raised and crew mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship at anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
22	<i>Ifestos</i> Bulk carrier Bahamas 50617 9574133	28/2/25 0030 hrs	1° 6.62' N, 103° 44' E Approximately 0.9 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>six perpetrators armed with hammers</u> were sighted in engine room workshop. The alarm was raised and crew mustered at the bridge. A search onboard was conducted with no further sighting of the perpetrators. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
23	<i>DSM Rose</i> Bulk carrier Barbados 21385 9303601	28/2/25 0122 hrs	1° 5.27' N, 103° 43.27' E Approximately 0.6 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators were sighted in the steering gear room, <u>one of whom was armed with a gun-like object.</u> The alarm was raised and all crew mustered at the bridge. A search was conducted onboard with no further sighting of the perpetrators. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the 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
24	Basset Petroleum/chemical tanker Singapore 29447 9858060	28/2/25 0700 hrs	1° 8' N, 103° 45.46' E Approximately 3.2 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the crew spotted several perpetrators in the engine room. <u>One of the perpetrators was reportedly armed with a gun-like object.</u> A search was conducted by the crew and no perpetrators were found onboard. <u>A crew member was injured.</u> <u>Some engine spare parts were stolen.</u> The master requested assistance from MPA, Singapore PCG and Singapore Civil Defence Force (SCDF) were also activated to render assistance. The injured crew member was evacuated to the hospital. Singapore PCG boarded and combed the ship, and all crew were accounted for. [ReCAAP Focal Point (Singapore)]
25	Ailama Tanker Gambia 57171 9232888	3/3/25 0500 hrs	1° 4.65' N, 103° 42.43' E Approximately 2.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four to five perpetrators armed with gun-like object</u> were sighted in the engine room. The master raised the general alarm, crew mustered, and a search was conducted onboard with no further sighting of perpetrators. <u>The crew was not injured. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship at anchorage and conducted a search, with no perpetrators found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
26	HK Tug 9 & LKH 7887 Tug boat & barge Singapore 299 9767120	7/3/25 2008 hrs	1° 17.53' N, 104° 20.55' E Approximately 6.1 nm off Tanjung Pergam (Indonesia), in the eastbound lane of the TSS (SOMS)	While the tug boat towing barge was underway, three perpetrators boarded the barge from a sampan and <u>stole some scrap metals from the barge.</u> At the time of the incident, <i>HK Tug 9</i> and <i>LKH 7887</i> were escorted by another Singapore-registered tug boat, <i>HK Tug 3</i>. The Singapore VTIS confirmed with <i>HK Tug 3</i> that the incident had occurred. The master confirmed that all three perpetrators had disembarked from the barge. <u>The crew was not injured</u> and there was no damage to the vessel. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
27	Mito General cargo ship Panama 9807 9587788	8/3/25 0145 hrs	6° 5.8' S, 106° 53.1' E Port of Jakarta, Indonesia	While at berth, six perpetrators in a boat boarded the ship and damaged the entrance door to the wheelhouse and the anti-piracy grating. <u>Generator spare parts were stolen.</u> <u>The crew was not injured.</u> [ReCAAP Focal Point (Japan)]
28	Prisma Tanker Panama 85431 9299671	11/3/25 0240 hrs	1° 5.6' N, 103° 43.3' E Approximately 3.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>six to seven perpetrators armed with gun-like object</u> were sighted in the engine room. Upon sighting of the perpetrators, the emergency general alarm was raised and crew mustered for safety. A search was conducted onboard with no further sighting of perpetrators. <u>Nothing was stolen and the crew was not injured.</u> The incident was reported to Singapore VTIS Central. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
29	TS Nansha Container ship Marshall Islands 27208 9914149	13/3/25 1930 hrs	1° 6.6' N, 103° 44.9' E Approximately 4.7 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with guns and knives</u> boarded the ship and entered the engine room. <u>They tied up two duty oilers and locked them in the CO2 room,</u> before they <u>escaped with stolen engine spares.</u> The 2 nd Engineer later discovered the duty oilers and freed them. The alarm was raised, crew mustered and a search onboard was conducted. [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
30	Danum 70 and Linau 135 Tug boat & barge Malaysia 270 9429780	16/3/25 0001 hrs	1° 17.55' N, 104° 9.43' E Approximately 3 nm off Tanjung Setapa (Malaysia), in the westbound lane of the TSS (SOMS)	While underway and approaching Pilot Eastern Boarding Ground "A" (PEBGA) pilot station, the master of the tug boat discovered items missing from the vessels. The doors of the containers on the barge were pried open and seals were cut. <u>Missing items included anchor windlass battery, gangway ladder from barge and various items from containers on the barge. All crew were accounted for with no injuries reported.</u> The master immediately reported the incident to his local agent. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian authorities. Singapore PCG boarded the ship at anchorage and conducted a search, with no perpetrators found. [ReCAAP Focal Point (Singapore)]
31	Bonspeed 10 & POE 2502 Tug boat & barge Malaysia 153 8979221	16/3/25 0856 hrs	1° 29.3' N, 104° 30.4' E At the approaches to Singapore Strait [South China Sea (SCS)]	While underway, two sampans were spotted alongside the barge. The master raised the general alarm and conducted a search. No perpetrators were found onboard. <u>The crew was not injured. Some scrap metal was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
32	Bonspeed 10 & POE 2502 Tug boat & barge Malaysia 153 8979221	17/3/25 0532 hrs	1° 12.28' N, 103° 34.03' E Approximately 5 nm off Tanjung Piai (Malaysia), in the precautionary area of the TSS (SOMS)	While underway, three perpetrators from a sampan were spotted boarding the barge. The master raised the general alarm, after which the perpetrators left the barge. A search was conducted and <u>some scrap metal was stolen. The crew was not injured.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian authorities. [ReCAAP Focal Point (Singapore)]
33	CNC Leopard Container ship Singapore 31999 9945356	19/3/25 0330 hrs	1° 5.08' N, 103° 43.33' E Approximately 0.8 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the ship's anti-piracy watchman noticed <u>two perpetrators armed with long knives</u> on the rescue boat deck at starboard side. A perpetrator was trying to break the security grating lock of the external stairway, and the other perpetrator was climbing up by the water down spout. The watchman immediately notified the master, who raised the general alarm, instructed the crew to switch on all deck lights and inform the engine room. The two perpetrators escaped to the port side of the ship, and were later spotted escaping in a small wooden boat, with a total of about five perpetrators onboard. The crew conducted a check and found that the padlocks of the deck store, starboard side external stairway grating, steering gear room skylight access cover and paint locker were broken. There were also traces of the perpetrators' attempt to enter the upper deck and poop deck entrance doors. <u>Some work tools and equipment including an electric impact wrench, hand drill, jig saw and ratchet wrench were stolen. The crew was not injured.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	<i>Xin Long Yun 58</i> Container ship Panama 14181 9896971	22/3/25 0100 hrs	22° 45.77' N, 70° 2.51' E Kandla anchorage, India	While at anchor, six to seven perpetrators boarded the ship using a ladder. <u>A few lashing gears were stolen. The crew was not injured.</u> The local agent reported the incident to the Marine Police who subsequently boarded the ship. The Kandla Port Authority and ships in the area have been advised to enhance vigil and to adhere to the standard norms of security/SOPs especially during the night/dark hours to mitigate such incidents from occurring. The Indian Coast Guard ships were also alerted about the incident. [ReCAAP Focal Point (India)]
35	<i>Fatema Jahan 1</i> Bulk carrier Bangladesh 38212 9749738	23/4/25 0138 hrs	1° 8.43' N, 103° 46.37' E Approximately 1 nm from Helen Mar Reef (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the master reported to VTIS that <u>two perpetrators carrying gun-like objects</u> were sighted in the engine room of the ship. The emergency general alarm was raised and the ship crew conducted a search for the perpetrators, with no perpetrators found onboard. <u>Nothing was stolen and the crew was not injured.</u> Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The Singapore PCG boarded the ship at anchorage and confirmed that no perpetrators were found and nothing was stolen. Information of the incident was shared with the 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
36	<i>Jin Hwa 43 & Jin Hwa 44</i> Tug boat & barge Malaysia 148 9689768	23/3/25 1210 hrs	1° 24.9' N, 104° 31.16' E At the approaches to Singapore Strait (SCS)	While underway, the master reported to Singapore Port Operations Control Centre (POCC) that three perpetrators had boarded the barge from a small boat. After about 20 min, the perpetrators were seen leaving the barge. The crew was <u>unable to determine any loss of property</u> and <u>the crew was not injured</u>. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]
37	<i>Selatan Damai</i> Container ship Indonesia 6245 9353931	28/3/25 0630 hrs	1° 9.45' N, 103° 47.18' E Approximately 1.55 nm off Karang Banteng, in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted going to the engine room from portside main deck. The master raised the alarm and crew mustered to conduct a search. The perpetrators escaped from the ship upon raising of the alarm. <u>Some engine spares were stolen</u>. The <u>crew was not injured</u>. The incident was reported to Singapore Port Operations Control Centre (POCC) by master via email upon arrival to terminal. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. The Singapore PCG boarded the ship for investigation and conducted a search onboard, with no perpetrators found. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
38	<i>Agneta Pallas III</i> Tanker Liberia 161589 9602928	29/3/25 008 hrs	1° 7.3' N, 103° 44.92 ' E Approximately 1.55 nm off Helen Mar Reef, in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators were sighted at the starboard quarter of the ship stern area. The master raised the general alarm and conducted a search. No perpetrators were found onboard. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
39	<i>Wan Hai 327</i> Container ship Singapore 30531 9871490	29/3/25 0515 hrs	1° 6.02' N, 103° 44.1' E Approximately 1 nm off Pulau Takong Kecil, in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted at the vessel stern area and a small boat was spotted on the starboard quarter of the ship. The master immediately raised the general alarm was raised and ordered a thorough search on board, with no further sighting of the perpetrators. <u>Nothing was stolen and the crew was not injured.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
40	Andreas Petrakis Bulk carrier Malta 41254 9664952	30/3/25 0125 hrs	1° 4.53' N, 103° 42.48' E Approximately 2.1 nm from Pulau Cula, in the eastbound lane of the TSS (SOMS)	While underway, the duty engineer sighted <u>one perpetrator armed with a gun-like object</u> in the engine room. The master raised the general alarm and a search was conducted, with no further sighting of the perpetrators. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The Singapore PCG boarded the ship at anchorage to conduct a search with no perpetrators found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
41	Junior Bulk carrier Liberia 51208 954812	30/3/25 0145 hrs	1° 9.48' N, 103° 47.06' E Approximately 2.3 nm off Helen Mar Reef, in the eastbound lane of the TSS (SOMS)	While underway, one perpetrator was sighted at the starboard quarter of the ship. The master raised the general alarm and a search was conducted. The perpetrator then jumped overboard. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the 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
42	Kota Halus Container ship Singapore 13491 923812	30/3/25 0255 hrs	1° 5.38' N, 103° 43.53' E Near Takong Kechil Lighthouse, in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted on the port poop deck moving towards the aft station. Upon being spotted, the perpetrators jumped overboard and escaped in a small boat. The master raised the general alarm and a search was conducted. During the search, it was discovered that the air-conditioning room was accessed and a <u>portable welding machine was missing. The crew was not injured.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch. The Singapore PCG boarded the ship to conduct a search with no perpetrators found. [ReCAAP Focal Point (Singapore)]
43	SITC Yuncheng Container Ship Hong Kong, China 26771 9926104	03/4/25 0340 hrs	1° 9.93' N 103° 48.72' E Approximately 4.4 nm off Batu Berhanti Racon B (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the Singapore PCG informed Singapore POCC that a sampan was following the ship. Singapore VTIS alerted the ship immediately. The master subsequently confirmed that <u>three perpetrators with knives</u> boarded the ship via starboard side quarter on the main deck. The alarm was raised and crew mustered to conduct a security search to locate the perpetrators. The perpetrators <u>stole some lashing gears</u>, and jumped overboard and escaped. <u>All crew members were accounted for, with no injury reported.</u> Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG was notified of the incident. Information of the incident was shared with the 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
44	Blueray General Cargo Ship Liberia 33044 9505871	04/4/25 0300 hrs	21° 30' N 91° 30' E Chittagong Anchorage B area, Bangladesh	While at anchor, five perpetrators boarded the ship from a wooden boat, and <u>stole about 30 paint cans. The crew was not injured.</u> The master reported the incident to Bangladesh Coast Guard (BCG). The BCG anti-smuggle team carried out combing operations on 6 April 25, apprehended the five perpetrators, recovered the stolen paint cans and returned them to the ship. The perpetrators were handed over to the local police for legal action. [ReCAAP Focal Point (Bangladesh)]
45	Silver Star Bulk Carrier Vietnam 31279 9303053	06/4/25 2350 hrs	1° 4.76' N 103° 42.9' E Approximately 2.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the duty engineer sighted five perpetrators in the engine room. The master immediately raised the alarm and crew mustered for safety. Upon all crew accounted for, the crew conducted a search onboard with no further sighting of perpetrators. <u>Nothing was stolen and the crew was not injured.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in port of Singapore and conducted a search with no perpetrators found. Information of the incident was shared with the 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
46	Hafnia Hong Kong Oil / Chemical / Gas Tanker Malta 43693 9830288	07/4/25 0345 hrs	1° 8.99' N 103° 28.4' E Approximately 4 nm off Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS (SOMS)	While underway, three perpetrators were sighted at the poop deck. The master immediately raised the alarm and the perpetrators escaped from the ship. The crew mustered for safety and subsequently conducted a search onboard with no further sighting of perpetrators. <u>One air compressor and four padlocks were stolen. The crew was not injured.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in port of Singapore and conducted a search with no perpetrator found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
47	MSC Tara III Container Ship Liberia 27227 9259381	20/4/25 0500 hrs	1° 3.2' N 103° 37.13' E Approximately 4.4 nm off Batu Berhanti Racon B (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted at the upper deck. A crew member ran away after seeing <u>a perpetrator carrying a gun-like object.</u> The master raised the general alarm immediately, mustered the crew for safety and conducted a search onboard. <u>All crew members were accounted for with no injuries reported. Nothing was stolen.</u> The incident was reported to Singapore VTIS via VHF. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in Singapore. Information of the incident was shared with the 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
48	Aquaris Tanker Panama 57567 9251822	21/4/25 0134 hrs	1° 4.93' N 103° 42.34' E Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>three perpetrators armed with knives</u> were sighted in the Engine Control Room. The master raised the general alarm immediately, mustered the crew for safety and conducted a search onboard. <u>All crew were accounted for with no injuries reported. Nothing was stolen.</u> The ship was bound for Tompok, Malaysia. The incident was reported to Singapore VTIS via VHF. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities. [ReCAAP Focal Point (Singapore)]
49	Jin Hwa 49 & Jin Hwa 39 Tug boat & Barge Malaysia 143 9373981	21/4/25 0200 hrs	1° 9.96' N 103° 49.3' E Approximately 10.1 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	When the tug boat was towing barge from Port Klang, Malaysia to Kuching, Malaysia, the crew discovered that <u>properties from the barge were missing</u> during a routine inspection. The Singapore PCG was notified of the incident on 29 Apr 2025. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
50	Panagia Force Bulk Carrier Marshall Islands 43408 9389227	22/4/25 2300 hrs	1° 5.4' N 103° 34.42' E Approximately 8.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with knives</u> were sighted in the engine room. The emergency general alarm was raised, and the crew conducted a search onboard, with no further sighting of perpetrators. <u>Three crew members were found tied up in the engine room</u>, but they were not injured. The ship was arriving from Brazil and bound for Singapore Anchorage. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. The Singapore PCG boarded the ship at anchorage and confirmed that no perpetrators were found onboard. <u>Engine spare parts and personal belongings were confirmed stolen.</u> [ReCAAP Focal Point (Singapore)]
51	ASL Trinity Bulk Carrier Liberia 23703 9780952	25/4/25 0300 hrs	1° 2.3' N 103° 39.1' E Approximately 3.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, unknown number of perpetrators boarded the ship without been noticed by the crew. After security search, it is found that the steering gear room booby hatch security nut was broken and condition door in opening condition. Bare footprints of the perpetrators were also found on poop deck. <u>Some generator spare parts were reported stolen. The crew was not injured.</u> The incident was reported to Singapore VTIS via email after anchored. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
52	SMA Chemical Tanker Cook Islands 5991 9273002	02/5/25 0300 hrs	1° 3.28' N 103° 37.95' E Approximately 4.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators holding unknown objects were sighted on deck and in the engine room. The emergency general alarm was raised, and the crew conducted a search with no perpetrators found onboard. The master confirmed there was no confrontation with the perpetrators but the 3rd Engineer and one AB suffered minor hand injuries in the darkness. <u>Engine spare parts were reported stolen.</u> The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
53	Culture Tanker Marshall Islands 28799 9333254	02/5/25 0630 hrs	1° 3.78' N 103° 36.85' E Approximately 6 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators were sighted on deck. The master immediately raised the general alarm, and the crew mustered for safety. Upon realising the crew was alerted, the perpetrators escaped immediately. <u>The crew was not injured and nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
54	ALS Juno Container ship Portugal 73360 9948645	04/5/25 0333 hrs	5° 58.79' S 106° 54.95' E Jakarta Anchorage, Indonesia	While at anchor, three to four perpetrators boarded the ship at the aft mooring station when the crew was occupied at the forecandle with weighing anchor for departure from anchorage to the port. As all entry doors to restricted areas were locked and secured, the <u>perpetrators stole one heaving line</u> and cut the cables of door sensors (to passageways and steering gear room) before they escaped. <u>The crew was not injured.</u> [ReCAAP Focal Point (Germany)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
55	SW Legend Bulk Carrier Panama 35700 9984170	05/5/25 0330 hrs	1° 7' N 103° 45' E Approximately 6 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, two perpetrators were sighted at the port quarter of the stern deck. The master immediately raised the general alarm, switched on the deck lights and the crew mustered for safety. Upon realising the crew was alerted, the perpetrators escaped immediately. A security search was conducted with no perpetrators found onboard. <u>The crew was not injured and nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
56	Hui Shun No. 1 Bulk Carrier Hong Kong, China 17025 9515670	07/5/25 0245 hrs	1° 3.58' N 103° 40.8' E Approximately 2.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>two perpetrators armed with knives</u> were sighted at the aft deck of the ship. The master immediately raised the general alarm and crew mustered for safety. A search was conducted, with no perpetrators found onboard. <u>All crew were accounted for with no injuries reported. Nothing was stolen.</u> The ship was enroute from Port Klang, Malaysia to China. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
57	Elm Galaxy Chemical Tanker Panama 12105 9331256	07/5/25 0320 hrs	1° 5.32' N 103° 35.3' E Approximately 7.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, one perpetrator was sighted at the aft deck of the ship. The master immediately raised the general alarm and crew mustered for safety. A search was conducted, with no perpetrators found onboard. <u>All crew were accounted for with no injuries reported. Nothing was stolen.</u> The ship was enroute from Singapore Port to Thailand. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]
58	Virgo Bulk Carrier Marshall Islands 34815 9650925	07/5/25 0403 hrs	1° 8.13' N 103° 29.32' E Approximately 8.9 nm off Pulau Iyu Kechil, (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators were sighted in the engine room, of which <u>two of them carried gun-like objects.</u> The master immediately raised the general alarm and crew mustered for safety. A search was conducted, with no perpetrators found onboard. <u>All crew were accounted for with no injuries reported.</u> The ship was enroute from India to Singapore port. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival at Singapore port, Singapore PCG boarded the ship and conducted a security search, with no perpetrators found onboard and <u>some engine spares were reported missing.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
59	Jin Hwa 45 & Jin Hwa 37 Tugboat Malaysia 142 9648958	08/5/25 0730 hrs	1° 7.35' N 103° 30.43' E Approximately 7.6 nm off Pulau Karimun Besar (Indonesia), in the eastbound lane of the TSS (SOMS)	While the tug boat towing barge was underway, three perpetrators boarded the barge, <u>stole items such as manhole covers, rope, turnbuckles and solar lights</u> , and escaped. [IMO & Shipping company]
60	Dioni Bulk Carrier Portugal 32287 9425930	14/5/25 0227 hrs	1° 7.2' N 103° 45.3' E Approximately 5.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted at the poop deck of the ship. The master immediately raised the general alarm and crew mustered for safety. The perpetrators then escaped. A search was conducted, with no perpetrators found onboard. <u>All crew were accounted for with no injuries reported. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship and conducted a security search with no perpetrators found while some auxiliary engine spares were stolen. Information. [ReCAAP Focal Point (Singapore)]
61	Thalassini Avra Bulk Carrier Malta 92541 9500704	17/5/25 0143 hrs	1° 7' N 103° 44.48' E Approximately 4.9 nm off Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>five perpetrators armed with knives</u> were sighted at the poop deck. The master immediately raised the general alarm and crew mustered for safety. The perpetrators then escaped. A search was conducted, with no perpetrators found onboard. <u>The crew was not injured and nothing was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Upon arrival at Singapore port, Singapore PCG boarded the ship and conducted a security search, with no perpetrators found onboard. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
62	Plata South Tanker Marshall Islands 162706 9353797	20/5/25 0143 hrs	1° 3.4' N 103° 38.38' E Approximately 4.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the 2nd Engineer sighted five perpetrators in the engine room. <u>Three perpetrators were armed with knives, and one perpetrator was armed with a gun-like object.</u> The 2nd Engineer alerted the master, and the general alarm was immediately raised. The crew mustered for safety and conducted a search, with no perpetrators found onboard. <u>Three lube oil drums and some engine spares parts were stolen. The crew was not injured.</u> No further assistance was required, and the ship resumed its voyage to China. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
63	Alpha Peace Bulk Carrier Liberia 93216 9455961	22/5/25 0220 hrs	1° 3.58' N 103° 39.38' E Approximately 3.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with knives</u> were sighted at starboard quarter deck. The perpetrators immediately jumped into the water upon seeing the alerted crew. The master raised the general alarm and crew mustered for safety. A search was conducted, with no further sighting of the perpetrators onboard. <u>All crew were accounted for, with no injury reported. Nothing was stolen.</u> The ship resumed its voyage to Vietnam. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
64	Peace Bulk Carrier Cyprus 91971 9568067	22/5/25 0330 hrs	1° 3.43' N 103° 38' E Approximately 4.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the crew sighted <u>one perpetrator armed with gun-like object</u> at the starboard quarter deck. The perpetrator immediately jumped into the water upon seeing the alerted crew. In addition, the oiler sighted another four perpetrators (not armed) in the engine room. The master raised the general alarm and mustered the crew for safety. A search was conducted, with no further sighting of the perpetrators onboard. <u>All crew members were accounted for, with no injury reported. Nothing was stolen.</u> No further assistance was required, and the ship resumed its voyage to Singapore. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore anchorage, Singapore PCG boarded the ship and conducted a search, with no perpetrators found onboard. [ReCAAP Focal Point (Singapore)]
65	Aeolian Grace Bulk Carrier Marshall Islands 39735 9298258	23/5/25 0110 hrs	1° 3.53' N 103° 41.31' E Approximately 1.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>five perpetrators armed with long pipes</u> were sighted in the engine room. The master raised the general alarm and mustered the crew for safety. A search was conducted, with no further sighting of the perpetrators onboard. <u>All crew members were accounted for, with no injury reported. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The Singapore PCG boarded the ship to conduct a search with no perpetrators found. Information of the incident was shared with the 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
66	<i>Petrel Pacific</i> Tanker Singapore 29403 9876397	23/5/25 0156 hrs	1° 6.9' N 103° 44.76' E Approximately 1.8 nm off Helen Mar Racon (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the 2nd Engineer sighted four perpetrators in the engine room, <u>one of whom was armed with a knife</u>. The 2nd Engineer immediately informed the master and raised the general alarm. The crew mustered for safety and conducted a search, with no perpetrators found onboard. <u>Some engine spares were stolen. The crew was not injured.</u> The incident was reported to Singapore Port Operations Control Centre (POCC) and PCG. The Singapore PCG boarded the ship upon arrival in Singapore waters to conduct a search, with no perpetrators found. [ReCAAP Focal Point (Singapore)]
67	<i>Ligari</i> Bulk Carrier Malta 39013 9279513	25/5/25 0232 hrs	1° 7.96' N 103° 45.99' E Approximately 0.6 nm off Helen Mar Racon (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three unarmed perpetrators were sighted at the poop deck. The master immediately raised the general alarm and crew mustered for safety. Upon being spotted, the perpetrators escaped from the ship. A search was conducted with no perpetrators found onboard. <u>All crew members were accounted for, with no injury reported. Nothing was stolen.</u> The incident was reported to Singapore VTIS Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
68	Strandja Bulk Carrier Malta 19865 9564140	27/5/25 0232 hrs	1° 3.5' N 103° 41.7' E Approximately 1.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) (SOMS)	While underway, four perpetrators were sighted at the engine room. <u>Three of the perpetrators were armed with knives and one was armed with a pistol.</u> The master immediately raised the general alarm and crew mustered for safety. A search was conducted with no perpetrators found onboard. All crew are safe and accounted for, except for <u>one crew member who suffered a minor head injury</u> and did not require medical assistance. <u>Nothing was stolen.</u> The ship was enroute from Russia to Singapore. The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore port, Singapore PCG boarded the ship and conducted a search, with no perpetrators found onboard. [ReCAAP Focal Point (Singapore)]
69	Silver Lake Bulk Carrier Hong Kong, China 20987 9377963	23/5/25 0110 hrs	10° 12.72' N 107° 0.36' E Phu My I18 Anchorage, Vietnam	While at anchor, the duty deck watch heard a loud noise from the ship's port side and saw a perpetrator. After being shouted at by the duty deck watch, the perpetrator jumped overboard and escaped. The ship enhanced her security watches and measures. The crew was not injured. 300 liters of paint were stolen. The incident was reported to Vietnam Coast Guard through the ship's agent. [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
70	Mount Aso Bulk Carrier Hong Kong, China 23882 9763631	28/5/25 0157 hrs	22° 15.3' N 91° 43' E Chittagong Inner Anchorage B, Bangladesh	While at anchor, <u>five perpetrators armed with long knives</u> boarded the ship from astern and another two perpetrators waited in a small wooden boat (unlit). The perpetrators broke the padlock of the oxygen cylinder room and <u>stole six oxygen cylinders. The duty crew was threatened by the perpetrator with metal.</u> No injury was reported. The ship enhanced the security watch and hardened all deck mast house with additional welding. The master reported the incident to the local authority through the agents. [ReCAAP Contact Point (Hong Kong)]
71	KMTC Singapore Container ship Republic of Korea 16659 9217412	28/5/25 0330 hrs	10° 13.1' N 107° 0.7' E Ho Chi Minh I-19 Anchorage, Vietnam	While at anchor, two perpetrators were sighted near the forecastle. Noted that they had been discovered, the perpetrators escaped quickly by climbing down via a rope. <u>The crew was not injured. Some unsecured items (fire nozzles, fire hydrant caps, fire hoses and deck air-valve caps) were stolen.</u> [ReCAAP Focal Point (Republic of Korea)]
72	Jin Hwa 47 & Jin Hwa 48 Tugboat and barge Malaysia 236 9026095	30/5/25 0630 hrs	1° 15.7" N 104° 14.3' E Approximately 6.4 nm off Tanjung Tondong (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the master of the tug boat reported to Singapore Port Operations Control Centre (POCC) via VHF Ch 16 that one perpetrator had boarded the barge it was towing from a small boat. The master requested assistance from Singapore PCG to assist with the search of their barge. Singapore PCG later boarded and searched the barge, with no perpetrator found onboard. <u>All crew members were accounted for, with no injury reported. The crew of the tug boat was unable to determine whether anything was stolen.</u> No further assistance was required. The tug boat towing barge, which was carrying generic cargoes, was enroute from Port Klang, Malaysia and continued its voyage to Kuching, Malaysia. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
73	Powan Bulk carrier Hong Kong, China 24785 9721578	30/5/25 2246 hrs	5° 52.6' S 106° 48.4' E Approximately 12 nm off Jakarta, Indonesia	A review of CCTV footage revealed that, while drifting, three unarmed perpetrators boarded the ship from the aft port side without being noticed. The perpetrators broke into the emergency escape trunk, the steering gear room, and entered the engine room. They left the ship with some engine spares via the same route. The AB reported that the padlocks for the Emergency Escape Trunk and Steering Gear Room were broken and missing, and the Steering Gear Room door was found open. The duty officer immediately raised the alarm and the crew mustered for a security search. <u>No perpetrators were found onboard. The crew was not injured.</u> [ReCAAP Contact Point (Hong Kong)]
74	Name withheld Bulk carrier Liberia	01/6/25 2300 hrs	22° 13.31' N 91° 44.4' E Chittagong Anchorage B, Bangladesh	While at anchor, <u>10 perpetrators armed with knives</u> boarded the ship, and entered the forward storeroom. The alarm was raised and crew mustered. Hearing the alarm and seeing the crew's alertness, the <u>perpetrators escaped with stolen ship stores. The crew members were safe.</u> The incident was reported to port control. [IMO]
75	Cape Elianto Bulk carrier Singapore 93297 9938602	03/06/25 0156 hrs	1° 4' N 103° 40.1' E Approximately 3.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the crew on patrol sighted a perpetrator boarding the ship through the barb wire on the aft deck. The crew alerted the bridge and general alarm was raised. The perpetrator immediately jumped overboard and escaped in a boat, with another five perpetrators. A search was conducted, with <u>no perpetrator found onboard. All crew members were safe and accounted for. Nothing was stolen.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
76	Successor Bulk carrier Cyprus 89985 9321158	03/06/25 0435 hrs	1° 5.09' N 103° 34.05' E Approximately 9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>six perpetrators armed with knives</u> were sighted in the engine room. The master immediately raised the general alarm and mustered the crew for safety. A thorough search was conducted with no further sighting of the perpetrators onboard. <u>The crew was not injured. Nothing was reported stolen.</u> The incident was reported to Singapore Vessel Traffic Information System (VTIS) Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
77	Ausone Bulk carrier Marshall Islands 33032 9632806	05/06/25 0152 hrs	1° 3.45' N 103° 37.48' E Approximately 5.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted at the aft station. The general alarm was raised and the crew was mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately. A thorough search was conducted, with no perpetrators found onboard. <u>All crew members were accounted for, with no injury reported. Nothing was stolen.</u> No further assistance was required. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
78	<i>Densa Shark</i> Bulk carrier Malta 93153 9607681	05/06/25 0330 hrs	1° 3.91' N 103° 37.7' E Approximately 5.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, an Engineer had sighted seven perpetrators, with <u>at least one armed with a long knife</u>, in the engine room. The general alarm was raised immediately and all crew members mustered in the engine control room. <u>All crew members were accounted for, with no injury reported.</u> The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. The Singapore PCG boarded the ship off Eastern Bunkering B Anchorage (AEBB) and conducted a search, with no perpetrators found onboard. Investigation revealed that generator spare parts were stolen, and a crew member had been restrained by the perpetrators during the incident. [ReCAAP Focal Point (Singapore)]
79	<i>Mandarin River</i> Bulk carrier Singapore 33044 9533335	05/06/25 0445 hrs	1° 5.96' N 103° 33.93' E Approximately 9 nm off Pulau Karimun Besar (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the 3rd Engineer sighted four perpetrators, with <u>at least one reportedly armed with a gun-like object</u>, in the engine room. The general alarm was raised immediately and a search was conducted, with no perpetrators found onboard. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore POCC. The ship's general alarm was immediately activated. At 0705 hrs (LT), the CSO reported that a crew-led search confirmed the perpetrators had escaped from the vessel. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
80	Mykonos Wave Bulk carrier Cyprus 47984 9453406	07/06/25 0210 hrs	1° 12.08' N 103° 53.71' E Approximately 1.33 nm off Batu Berhanti Beacon (Indonesia), in the eastbound lane of the TSS (SOMS)	On 7 June 2025 at 0210H, the Master of Cyprus-registered bulk carrier MYKONOS WAVE reported an unauthorized boarding incident to Singapore Port Operations Control Centre (POCC). Five perpetrators were sighted in the engine room. The general alarm was raised, crew mustered, and a search was conducted. No perpetrators were found onboard, and the Master confirmed <u>no items were stolen</u>. The vessel, en route from Port of Latvia, was arriving from the west to Singapore Anchorage. Police Coast Guard (PCG) boarded the vessel at 0530H and confirmed no perpetrators were present. [ReCAAP Focal Point (Singapore)]
81	HK Tug 9 & LKH 7887 Tug boat and barge Singapore 299 9767120	07/06/25 1318 hrs	1° 14.61' N 104° 1.88' E Approximately 3.8 nm off Pulau Nongsa (Indonesia), in the eastbound lane of the TSS (SOMS)	POCC was alerted by EUROSUN a passing bulk carrier that it sighted unauthorised boarding incident on Singapore-registered barge, LKH 7887 towed by HK TUG 9 on 7 June 2025, 13:18H LT when the tugboat and barge were sailing in Singapore Strait. Master of HK TUG 9 reported that the vessel was sailing from Singapore to Vietnam. The crew saw three boats on the port side of LKH 7887, four boats on the starboard side, and one boat at the rear. Each boat had three to four perpetrators, with approximately 14 perpetrators boarding barge LKH 7887. The perpetrators escaped when the general alarm was raised. <u>Some scrap metal was reported stolen</u>. <u>All crew is safe and accounted for, no injuries found.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
82	Bonneville Bulk carrier Marshall Islands 43717 9497323	12/06/25 0400 hrs	1° 6.3' N 103° 44.8' E Approximately 4.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS [SS] (SOMS)	While underway, <u>six perpetrators armed with knives and gun-like objects</u> were sighted in the engine room. The general alarm was raised, crew mustered, and a search was conducted, with no perpetrators found onboard. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Singapore PCG boarded the ship upon its arrival, conducted a search and confirmed no perpetrators were onboard. <u>The crew was not injured. Some engine spares were reported stolen.</u> [ReCAAP Focal Point (Singapore)]
83	KSL Seattle Bulk carrier Hong Kong, China 94742 9683245	13/06/25 2025 hrs	1° 6.5' N 103° 44.1' E Approximately 4.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>three perpetrators armed with knives</u> were sighted in the engine room. The crew conducted a search, with no perpetrators found onboard. <u>The crew was not injured. Nothing was stolen.</u> The incident was reported to Singapore VTIS Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
84	<i>Themir</i> Chemical tanker Panama 20673 9154000	13/06/25 2300 hrs	1° 4.6' N 103° 42.4' E Approximately 2.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>eight perpetrators armed with knives</u> were sighted in the engine room. The general alarm was raised and crew mustered on the bridge. A search was conducted, with no perpetrators found onboard. <u>The crew was not injured. Nothing was stolen.</u> No assistance was required, and the ship resumed her voyage to China. The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]
85	<i>Greek Seas</i> Bulk carrier Liberia 44127 9718698	15/06/25 0043 hrs	1° 3.23' N 103° 37.68' E Approximately 5.1 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS [SS] (SOMS)	While underway, <u>six perpetrators armed with knives and a gun-like object</u> were sighted in the engine room. The master raised the general alarm and crew mustered for safety. Upon hearing the alarm, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. The ship was en route from Mozambique to Singapore. The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in port, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard. <u>All crew members were safe and accounted for, and nothing was stolen.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
86	Aanya Bulk carrier Panama 93693 9592446	14/06/25 0255 hrs	1° 8.28' N 103° 29.19' E Approximately 8.6 nm off Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>five perpetrators armed with long knives</u> boarded the ship. The crew only realised that the ship was boarded after reviewing its security footage on 17 Jun 2025 at 1300 hrs as part of routine inspection. <u>One portable SCBA compressor was reported stolen.</u> [ReCAAP Focal Point (Singapore)]
87	Sinar Sigli Container ship Liberia 19944 9970430	16/06/25 0218 hrs	1° 3.22' N 103° 40.38' E Approximately 2.1 nm off Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the bosun discovered that the lock on the deck store was broken. A search was conducted, with no perpetrators found on board. <u>All crew members were accounted for, with no injury reported.</u> Some ship stores including one set of Self Contained Breathing Apparatus (SCBA), one unit of compressor for SCBA bottle recharge and two units of radio transceiver were missing. The master reported the incident to Singapore Port Operations Control Centre (POCC) via email on 17 Jun 2025. [ReCAAP Focal Point (Singapore)]
88	Lirica Tanker Liberia 79235 9302928	17/06/25 2354 hrs	1° 3.22' N 103° 40.38' E Approximately 2.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted on the stern deck. A search was conducted, with no perpetrators found onboard. <u>All crew members were accounted for, with no injury reported.</u> Nothing was stolen. No further assistance was required, and the ship resumed its voyage to Singapore PEBGB. The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival at anchorage, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
89	Queen Bulk carrier Marshall Islands 32287 9425928	18/06/25 2233 hrs	1° 8.1' N 103° 45.5' E Approximately 1.18 nm off Helen Mar Reef (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the crew sighted four to five perpetrators on the stern deck. The master immediately raised the general alarm and mustered all crew. A search was conducted, with no perpetrators found onboard. <u>All crew members were accounted for, with no injury reported.</u> Nothing was stolen. The ship was scheduled to arrive at Singapore Pilot Eastern Boarding Ground "B" (PEBGB) to anchor at Eastern Bunkering B Anchorage (AEBB). The incident was reported to Singapore Vessel Traffic Information System (VTIS). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival at anchorage, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard. The crew reported that the starboard concertina wires were cut and was a possible entry point for the perpetrators. [ReCAAP Focal Point (Singapore)]
90	GH Pathfinder Offshore supply vessel Antigua & Barbuda 2922 9439955	19/06/25 1710 hrs	17° 0.3' N 82° 19.51' E Kakinada Anchorage, India	While at anchor, 12 unarmed perpetrators boarded the ship via a fishing boat. <u>The crew was not injured and nothing was stolen.</u> The incident was reported to the coastal State and an Indian Coast Guard ship was deployed. Five perpetrators were apprehended and handed over to local Port Police Station. [ReCAAP Focal Point (India)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
91	Theresa Petroleum/chemical tanker Singapore 15225 9866122	23/06/25 0300 hrs	1° 3.6' N 103° 41' E Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with knives</u> were sighted in the engine room. The ship's general alarm was immediately activated and a search was conducted, with no perpetrators found onboard. <u>All crew members were safe and accounted for, with no injury reported.</u> Three paint drums were stolen. The incident was reported to Singapore Port Operations Control Centre (POCC). Upon arrival in Singapore, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard. [ReCAAP Focal Point (Singapore)]
92	Tulip LPG Cameroon 42465 8912558	27/06/25 0032 hrs	1° 5.7' N 103° 43.85' E Approximately 3.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the crew sighted <u>four perpetrators armed with gun-like objects</u> in the engine room. The master raised the alarm and mustered the crew to conduct a security search. The search was completed with no perpetrators found onboard. <u>All crew members were safe and accounted for, with no injury reported.</u> Some engine spare parts were stolen. The master indicated that no further assistance was required, and continued her voyage to Hainan, China. The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
93	CMA CGM Africa Three Container ship Bahamas 40827 9451939	28/06/25 0055 hrs	1° 4.89' N 103° 42.93' E Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	On 28 June 2025, at approximately 0100 hours, VTIS Central received a report of unauthorised boarding from the container vessel CMA CGM AFRICA THREE (CCA3). The vessel's shipboard CCTV captured footage of four perpetrators in the engine room. At 0136 hours, the master confirmed completion of the search. No perpetrators were found on board, <u>all crew members were accounted for, and no injuries were reported.</u> The master confirmed that no further assistance was required. The vessel resumed her voyage to Singapore, with an ETA at pilot boarding ground at 0300 hours. At 0430 hours, the Singapore Police Coast Guard completed their investigation on board the vessel and confirmed that nothing had been stolen. [ReCAAP Focal Point (Singapore)]
94	Galateia Bulk carrier Liberia 43036 9715438	01/07/25 0150 hrs	1° 5.07' N 103° 34.64' E Approximately 8.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>five perpetrators armed with gun-like objects</u> were sighted in the engine room. The master immediately raised the general alarm and crew mustered for safety. Upon hearing the alarm, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. The crew was not injured. Some engine spare parts were stolen. The ship was en route from Brazil to Singapore. The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship, conducted a search, and confirmed no perpetrators were onboard. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
95	<i>Jal Kalash</i> Bulk carrier Singapore 38214 9990349	01/07/25 0410 hrs	1° 3.29' N 103° 37.51' E Approximately 5.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were spotted at the Port Quarter. The master immediately raised the general alarm and crew mustered for safety. The perpetrators escaped immediately upon hearing the general alarm. A search was conducted, with no perpetrators found onboard. <u>All crew members were safe and accounted for, with no injury reported. Nothing was stolen.</u> [ReCAAP Focal Point (Singapore)]
96	<i>Beagle</i> Bulk carrier Liberia 43007 9731195	01/07/25 2335 hrs	1° 2.5' N 103° 39.15' E Approximately 3.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with knives</u> were sighted at the starboard quarter. The master raised the alarm and crew was mustered. A security search was conducted, with no perpetrators found on board. <u>All crew members were accounted for, with no injury reported.</u> The master confirmed no further assistance was required, and resumed its voyage to Singapore. The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that nothing was stolen. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
97	<i>Stellata</i> Tanker Malta 57997 9732230	04/07/25 0335 hrs	1° 6.93' N 103° 44.95' E Approximately 5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, six perpetrators were sighted at the poop deck. The master raised the general alarm and mustered the crew. Upon hearing the alarm, the perpetrators jumped overboard and escaped. A search was conducted, with no perpetrators found onboard. <u>All crew members were accounted for, with no injury reported.</u> The master confirmed no further assistance was required, and resumed its voyage to Singapore. The incident was reported to Singapore VTIS Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that nothing was stolen. [ReCAAP Focal Point (Singapore)]
98	<i>Nordseraphinea</i> Container ship Cyprus 18508 1025552	04/07/25 0340 hrs	3° 54' N 98° 46' E Approximately 1.5 nm off pilot station, Belawan Port anchorage, Indonesia	While at anchor, the forward watchman did not report to the bridge as instructed. The 3rd officer tried to call him but there was no reply. The 3rd officer then sent another watchman to check, who discovered that the forward watchman was threatened by four perpetrators with knife, tied up and put under mooring platform. As the second watchman went forward, the perpetrators caught and tied him too. The master raised the general alarm and crew mustered in the mess hall. Upon realising the crew was alerted, the perpetrators escaped with <u>personal belongings of the watchmen and some ship stores</u>. After the perpetrators left the ship, one of the watchmen managed to untie himself and help the other watchman to get free. A search onboard the ship was conducted. <u>The crew was not injured.</u> The master reported the incident to VTS. Two navy officers later went onboard the ship for investigation. [ReCAAP Focal Point (Germany)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
99	Medi Palmarola Bulk carrier Liberia 43015 9802205	04/07/25 0430 hrs	1° 5.85' N 103° 44.1' E Approximately 3.7 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the crew sighted four perpetrators disembarking from the ship at the stern. The master raised the alarm and mustered the crew. A search was conducted, with no perpetrators found onboard. <u>All crew members were accounted for, with no injury reported.</u> The master confirmed no further assistance was required, and resumed its voyage to Singapore. The incident was reported to Singapore Vessel Traffic Information System (VTIS). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that some spare parts were stolen. [ReCAAP Focal Point (Singapore)]
100	Modigliani Bulk carrier Liberia 44980 9615406	04/07/25 0430 hrs	1° 4.48' N 103° 42.94' E Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>five perpetrators armed with gun-like objects</u> were sighted at the poop deck. The ship's general alarm was activated and crew mustered. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. <u>All crew members were accounted for, with no injury reported.</u> The master confirmed no further assistance was required, and resumed its voyage to Singapore. The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that nothing was stolen. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
101	AL Lulu Bulk carrier Marshall Islands 33044 9583627	06/07/25 0035 hrs	1° 2.81' N 103° 39.53' E Approximately 3.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators, of which <u>four were armed with knives</u> and <u>one was armed with a gun-like object</u>, were sighted in the engine room. The ship's general alarm was activated and crew mustered. A search was conducted, with no perpetrators found onboard. <u>All crew members were accounted for and safe, with no injury reported.</u> The master confirmed no further assistance was required, and resumed its voyage to Singapore. The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that some engine spare parts were stolen. [ReCAAP Focal Point (Singapore)]
102	Kota Nabil Container ship Singapore 20902 9356830	06/07/25 2030 hrs	1° 2.7' N 103° 39.3' E Approximately 3.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted by the crew near Bay 34 on the port side of the ship. The ship's general alarm was activated and crew mustered promptly. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. Subsequent review of CCTV footage revealed that four perpetrators had broken the padlock leading to the steering gear room. <u>Nothing was stolen.</u> The incident was reported to Singapore POCC. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship for investigation, and confirmed that <u>all crew members were accounted for, with no injury reported.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
103	CMA CGM Fort James Container ship France 73133 9966764	07/07/25 0015 hrs	1° 3.81' N 103° 40.97' E Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the A/B was doing his security patrol when he noticed the padlock on aft station starboard side was damaged. A search was conducted, with no perpetrators found onboard. Subsequent review of CCTV footage revealed that six perpetrators had boarded the ship from starboard aft station. They escaped from the ship about 10 min later. The incident was reported to Singapore Port Operations Control Centre (POCC). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Singapore PCG boarded the ship for investigation, and confirmed that <u>all crew members were accounted for, with no injury reported, and nothing was stolen.</u> [ReCAAP Focal Point (Singapore)]
104	Star Laura Bulk carrier Marshall Islands 43189 9328936	07/07/25 0330 hrs	1° 3.79' N 103° 38' E Approximately 4.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted in the engine room. The ship's general alarm was activated and crew mustered. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. <u>All crew members were safe, with no injury reported.</u> The ship was en route from Brazil to Singapore. The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that nothing was stolen. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
105	Tasco Sakorn Tanker Singapore 3609 9523782	08/07/25 0400 hrs	1° 10.96' N 103° 51.24' E Approximately 1.8 nm off Batu Berhanti Light (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the 2nd Engineer discovered the aft door behind the galley was ajar. Upon entering the engine room, he found that engine stores and spare parts were missing. The crew did a thorough security search, but no perpetrators were found onboard, and no suspicious crafts sighted in the vicinity. <u>All crew members were accounted for, with no injury reported.</u> Internal investigation suggests that perpetrators may have boarded the ship via the skylight hatch located at the poop deck portside provision hatch and escaped through the aft door. The incident was reported to Maritime and Port Authority of Singapore (MPA). [ReCAAP Focal Point (Singapore)]
106	Torm Elizabeth Tanker Denmark 43648 9850006	09/07/25 0220 hrs	1° 3.6' N 103° 41.32' E Approximately 1.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the crew spotted a blue wooden boat alongside port quarter of ship. The master raised the alarm and the crew mustered. Upon hearing the alarm, six perpetrators were observed escaping into the boat. A security search was conducted, with no perpetrators found onboard. The padlocks for the deck store, steering gear room and engine casing were found broken. Some items of ship stores were stolen. <u>The crew was not injured.</u> The incident was reported to Singapore Port Operations Control Centre (POCC). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) was notified of the incident. Information of the incident was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
107	Kalolimnos LPG tanker Liberia 13794 9796705	10/07/25 0220 hrs	22° 8' N 91° 43.8' E Chittagong 'C' Anchorage, Bangladesh	While at anchor, six to seven perpetrators boarded the ship via climbing the rope and attempted to enter the bosun store in forecastle area. Upon noticing the perpetrators, the watchman sounded the general alarm and all crew members were mustered. The perpetrators then escaped empty-handed in a boat. Bangladesh Coast Guard (BCG) later arrested the perpetrators and handed them over to the local police. BCG verified that <u>no items were stolen</u> and <u>the crew was not injured</u>. [ReCAAP Focal Point (Bangladesh)]
108	HK Tug 8 & LKH 2882 Tug boat & barge Singapore 299 9557537	03/08/25 1130 hrs	1° 13.39' N 103° 59.27' E Approximately 3 nm off Pulau Nongsa (Indonesia), in the eastbound lane of the TSS (SOMS)	While the tug boat towing barge loaded with scrap metal was underway, 10 perpetrators in nine sampans came alongside the barge and <u>removed some scrap metal from its deck. The crew was not injured.</u> The tug boat and barge were en-route from Singapore to Phu My, Vietnam. The incident was reported to Singapore Vessel Traffic Information System (VTIS) East. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
109	Georgitsi Bulk carrier Marshall Islands 44282 9590113	28/08/25 2242 hrs	1° 3.06' N 103° 38.53' E Approximately 4.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three unarmed perpetrators were sighted in the engine room. The ship's general alarm was activated and the crew mustered. The perpetrators escaped upon being discovered. A security search was conducted, with no perpetrators found onboard and <u>nothing was stolen. All crew members were accounted for, with no injury reported.</u> The ship was en route from Brazil to Singapore. The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation, with no perpetrators found onboard. [ReCAAP Focal Point (Singapore)]
110	Verity Petroleum/Chemical tanker Malaysia 7284 9505388	10/09/25 0248 hrs	6° 1.67' N, 116° 4.01' E Koita Kinabalu Port at Sepangar Bay Anchorage, Malaysia	While at anchor, the duty A/B noticed one perpetrator at the main deck forward port near the paint store area. The duty A/B alerted the bridge, and the alarm was raised and crew mustered. Realising the crew was alerted, the perpetrator jumped back to a small boat with motor engine, which was piloted by another perpetrator, and escaped. <u>The crew was safe with no injuries reported. Nothing was stolen.</u> The master reported to Kota Kinabalu Port Control and the Malaysia Coast Guard conducted an investigation on the incident. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
111	Super Shuttle Ferry 18 Passenger ship Philippines 695 8616960	14/09/25 1715 hrs	13° 44' N, 121° 2.38' E Vicinity waters off Barangay Wawa, Batangas City, Philippines	While at anchor, the ship Master reported to Philippine Coast Guard (PCG) and Coast Guard Station (CGS) Batangas that unidentified men were seen boarding the vessel. CGS Batangas in coordination with Philippine National Police Maritime Group (PNP-MG) immediately responded to the distress call by the ship Master. While in the area, the Team intercepted a fishing banca with two individuals on board. The individuals were found in possession of the <u>emergency generator spare parts</u>, which had been originally located on the vessel's first deck. The two individuals were immediately apprehended. [ReCAAP Focal Point (Philippines)]
112	Athens Spirit Tanker Bahamas 81326 9594793	17/09/25 0045 hrs	6° 12.94' S, 108° 17.7' E Balongan Anchorage, Indonesia	While at anchor, the 1st Assistant Engineer observed three unidentified individuals exiting the engine room through the internal door leading to the steering gear room. The Duty watchkeeper then notified the Master who raised the general alarm. The intruders then fled the vessel by jumping overboard from the poop deck and escaped via a high speed craft. All crew were mustered and a comprehensive inspection was conducted onboard the vessel. <u>There was no injury to crew</u> but <u>some stores were stolen</u>. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
113	Vivit Arabia LNG LNG Liberia 116299 9902756	23/09/25 2230hrs	13° 45.76' N 120° 59.05' E Batangas Anchorage, Philippines	While at anchor, a deck crew on patrol spotted two perpetrators near the forecastle area and reported to the bridge immediately. Upon being discovered, the perpetrators escaped from the ship. A subsequent inspection revealed that <u>two fire hoses</u> and <u>two portable embarkation ladder lights were stolen</u>. The crew was not injured. The master reported the incident to the Philippine Vessel Traffic Information System (VTIS). Upon reviewing the CCTV footage, it was confirmed that the two perpetrators had boarded the ship through the anchor hawse pipe. After boarding, they remained in the forecastle area, where they stole the equipment. [ReCAAP Focal Point (Korea)]
114	Delta Maria Crude oil tanker Malta 81594 9700691	30/09/25 0120hrs	1° 3.35' N 103° 38.43' E Approximately 4.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>3 perpetrators had tied up the oiler in the engine room</u>, who witnessed that the perpetrators took some engine spares before left. The oiler managed to free himself and notified the master. The master raised general alarm and mustered all crew. A search was conducted without finding any perpetrators. <u>All crew were accounted for and safe. Some engine spares were stolen.</u> The master reported the incident to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]

Attempted Incidents

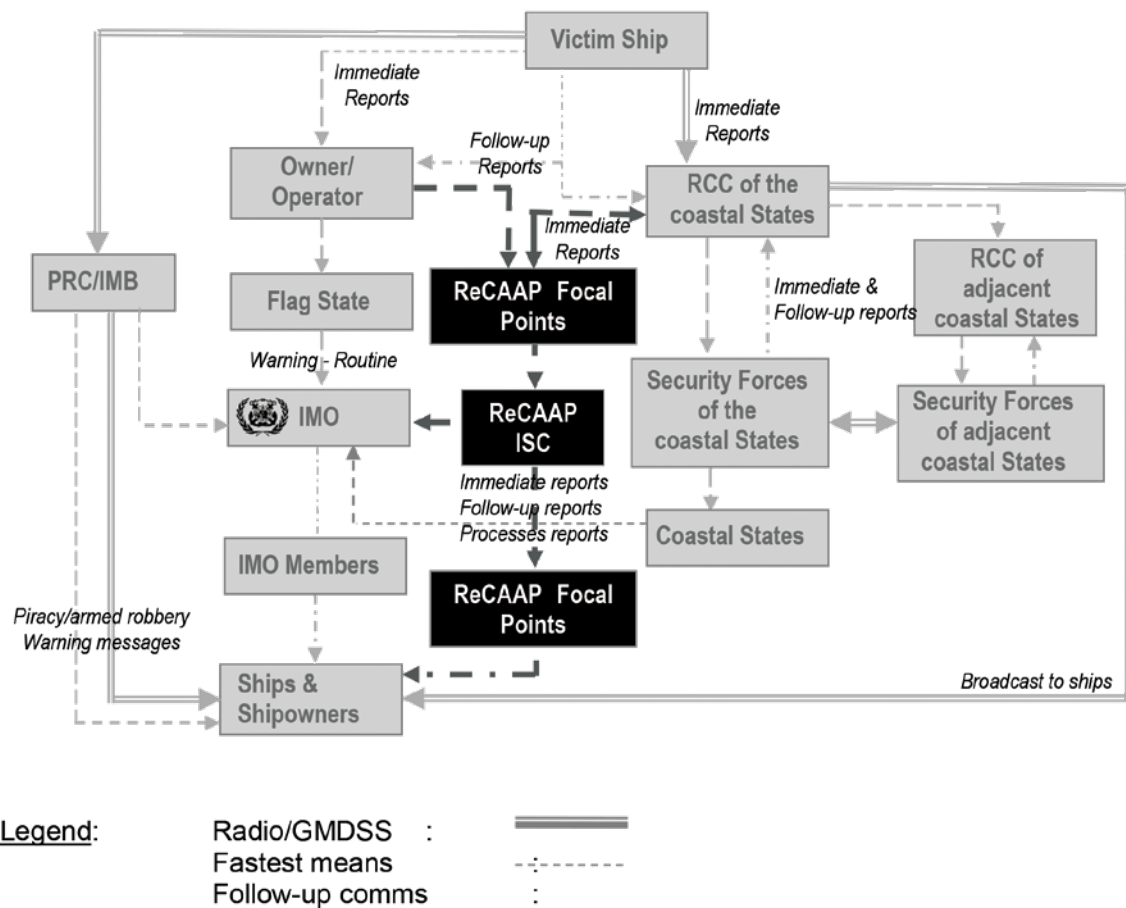
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
115	Name withheld Chemical/oil product tanker Marshall Islands 15818 9829758	22/3/25 0415 hrs	5° 33.34' S 105° 18.81' E Tarahan Anchorage, Indonesia	While at anchor, four perpetrators approached the ship. The duty crew noticed a perpetrator trying to board the ship, and raised the alarm, which resulted in the perpetrator abandoning the attempted boarding. The incident was reported to VTS. [IMO]
116	Su May Bulk carrier Liberia 109529 9847097	26/3/25 0118 hrs	1° 8.7' N, 103° 46.3' E Approximately 1.4 nm from Helen Mar Reef (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators attempted to board the ship from the port quarter via a wooden boat. The alarm was raised and search-light was shined at the perpetrators, who then escaped upon sighting. Crew mustered and a search was conducted onboard. Nothing was stolen except two-metre section of razor wire on the port quarter had been cut. The crew was not injured. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
117	Perlas General Cargo Ship Philippines 13034 9900291	19/4/25 0345 hrs	1° 3.73' N 103° 41.04' E Approximately 2.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four armed perpetrators on a small vessel approached the ship. In response, the ship shone its lights at the perpetrators' vessel and sounded its whistle. The perpetrators aborted their attempt and escaped in their small vessel at high speed. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
118	Cape Race Bulk carrier Cyprus 44336 9601728	01/07/25 0439 hrs	1° 2.88' N 103° 38.77' E Approximately 3.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted at the stern, attempting to board the ship. The master immediately raised the general alarm and switched on the deck lights. Upon realising the crew had been alerted, the perpetrators escaped immediately in their boat. The crew was mustered and a search was conducted, with no perpetrators found onboard. The ship was en route from Mauritius to Singapore. The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship, conducted a search, and confirmed no perpetrators were onboard. [ReCAAP Focal Point (Singapore)]
119	AL Salmi Tanker Kuwait 162625 9534793	06/07/25 2212 hrs	1° 3.77' N 103° 37.33' E Approximately 5.6 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three perpetrators were sighted attempting to board the ship from the starboard quarter. The ship's general alarm was activated, deck lights switched on, and search light shone at the perpetrators. Upon realising the crew was alerted, the perpetrators aborted their attempt and escaped. A search was conducted, with no perpetrators found onboard. There was no confrontation with the crew and all crew members were accounted for, with no injury reported. Nothing was stolen. No assistance was required, and the ship resumed its voyage. The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]

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

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

Flow Diagram for reporting incidents in asia



Notes:

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

Contact Details of ReCAAP Focal Points/Contact Point

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Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: JMSC-NMICOPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send by fax
United States		
USCG Rescue Coordination Center Alameda (RCC Alameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
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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 Piracy
and Armed Robbery against Ships in Asia**

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