

23 November 2020



Special Report on Incidents against ships in the Singapore Strait

ReCAAP Information Sharing Centre

21 Media Circle, #05-04

Singapore 138562

Tel: (65) 6376 3091

Fax: (65) 6376 3066

Web: <http://www.recaap.org>

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SR 02/2020

23 November 2020

Incidents against ships in the Singapore Strait

1. Since 2019 through 2020, there is a sharp increase in the number of incidents of robbery and theft against ships while underway in the Singapore Strait (SS), compared to the period of 2016-2018. In 2019, 31 incidents were reported, and 33 incidents were reported in 2020 as of 20 Nov. The number of incidents during January-November 2020 accounts for an **increase of 43%** compared to January-November 2019 (23 incidents).
2. Although the majority of the 33 incidents reported during January-November 2020 were at a low level of severity [CAT 4 incidents where the perpetrators were not armed and the crew not harmed], the ReCAAP ISC is seriously concerned with the continued occurrence of incidents in the SS. In some incidents, perpetrators were persistent in committing crime by boarding two ships in a row within a short interval and in close proximity.
3. Without the arrest of perpetrators, incidents are likely to continue to occur. We remind that the incidents in SS decreased significantly from 99 incidents in 2015 to two incidents in 2016, thanks to the arrests of perpetrators by the authorities. This demonstrates that law enforcement is the best deterrence. In 2020, there was one report of the arrest of perpetrators in March but no further arrest was reported since then.
4. This Special Report is to alert the shipping industry and law enforcement agencies on the current situation of concern in the Singapore Strait and to provide an insight of the incidents, the modus operandi of the perpetrators and recommendations to the shipping industry and authorities of littoral States.
5. The ReCAAP ISC advises ship master and crew to exercise enhanced vigilance and immediately report all incidents and presence of suspicious small boats in the vicinity, to the nearest coastal State. The littoral States are urged to increase the patrol and enforcement in their respective waters as well as to strengthen cooperation and coordination among the littoral States for patrols and sharing information on the latest situation and criminal groups involved, in order to arrest perpetrators.

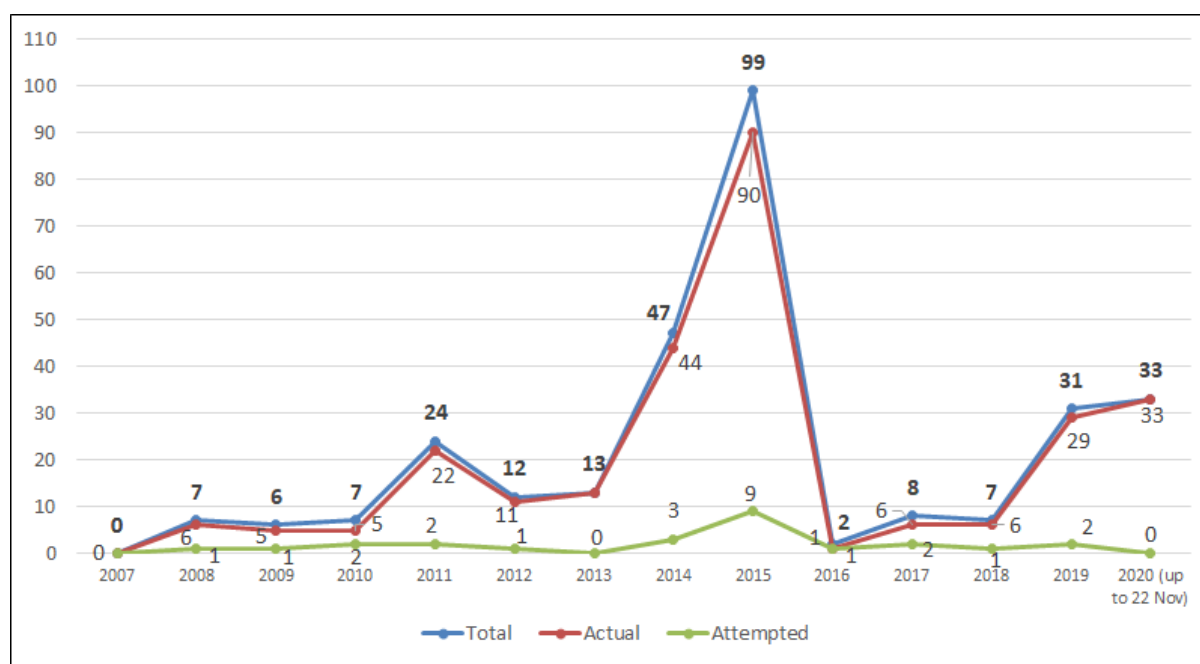
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Incidents against ships in the Singapore Strait

Incidents in the Singapore Strait (2007-2019 and January- November 2020)

1. Number of incidents. During the period of 2007- 2020 (up 22 Nov), a total of 296 incidents were reported in the Singapore Strait, comprising 271 actual incidents and 25 attempted incidents. The highest number of incidents was in 2015 (99 incidents). There was a significant decrease of incidents in 2016 (two incidents) following the arrests of perpetrators in 2014 and 2015 by the Indonesian authorities. Graph 1 shows the number of incidents in the Singapore Strait during the period 2007- Nov 2020.

In 2020 (up to 22 Nov), a total of 33 incidents were reported. Of these, 29 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), one incident in the westbound lane, two incidents in the precautionary area and one incident just outside (south) of the TSS. This accounts for **an increase of 43%** in the number of incidents compared to January-November 2019 (23 incidents).



Graph 1 - Incidents in the Singapore Strait during 2007- 2020 (up to 22 Nov)

2. Significance level of incidents. During the period 2007-Nov 2020, out of the 271 actual incidents reported, 65 were CAT 2 incidents, 46 were CAT 3 incidents and 160 were CAT 4 incidents [where the perpetrators were not armed, and the crew not harmed]. No CAT 1 incident was reported. The majority of the incidents were CAT 4 incidents (59%).

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In 2020 (up to 22 Nov), one was CAT2 incident, four were CAT 3 incidents and 28 were CAT4 incidents. Despite an increase of incidents, they are at a low level of severity. Chart 1 shows the significance level of incidents in the Singapore Strait during 2007-2020 (up to 22 Nov).

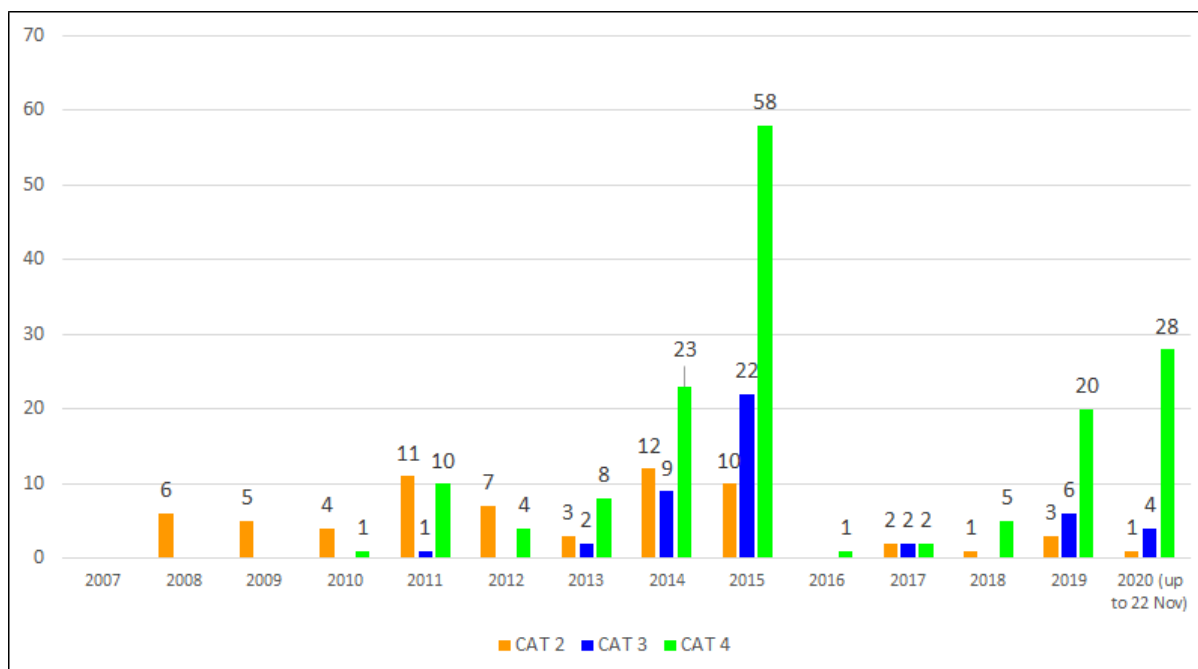


Chart 1 - Significance level of incidents in the Singapore Strait during 2007- 2020 (up to 22 Nov)

Insights of incidents in the Singapore Strait (2007-2019 and January-November 2020)

3. The 296 incidents which were reported during the period of 2007-2019 and January-November 2020 (up to 22 Nov) had the following features.

(1) Number of perpetrators

44% of incidents involved 4-6 men, 26% involved 1-3 men, 9% involved 7-9 men.

However, **in 2020** (33 incidents up to 22 Nov), 20 incidents (61%) involved 1-3 men.

(2) Type of weapons carried by perpetrators

62% of incidents had no information, 29% reported knives/machetes and 3% reported guns and knives.

In 2020, 26 incidents (79%) had no information, five incidents reported knives/machetes and two incidents reported no weapon.

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(3) Treatment of crew

84% of incidents reported no injury of crew while 13% reported crew being assaulted, threatened or taken hostage temporarily.

In 2020, 32 incidents (97%) reported no injury of crew and one incident reported crew being assaulted.

(4) Stolen items

48% of incidents reported nothing was stolen while 14% reported loss of cash/property, 12% reported loss of engine spares and 10% reported loss of ship stores.

In 2020, 16 incidents (48%) reported nothing was stolen while six incidents reported loss of engine spares, five incidents reported loss of stores, four incidents reported loss of unsecured items and one incident reported loss of cash/property.

(5) Type of Victim Ships

36% of incidents occurred on board tug boats/supply vessels, 33% on bulk carriers, 22% on tankers, 6% on container ships, 2% on general cargo ships.

However, in 2020, 20 incidents (61%) occurred on board bulk carriers, six incidents on tug boats/supply vessels and six incidents on tankers.

Refer to **Annex A** on the “*Detailed insights of incidents against ships in the Singapore Strait (2007-2020)*”.

Observations of incidents in the Singapore Strait (From 2019 to 2020)

4. This section highlights the observations made from the incidents reported from 2019 to 2020 based on the location of the incidents and the modus operandi of the perpetrators involved. Refer to **Annex B** on the “*Description of incidents occurred from 2019 to 2020 in the Singapore Strait*”.

Location of incidents

5. From 2019 to 2020 (up to 22 Nov), a total of 64 incidents were reported in the Singapore Strait. Chart 2 shows the number and location of the incidents reported each month from January 2019 to November 2020 (up to 22 Nov).

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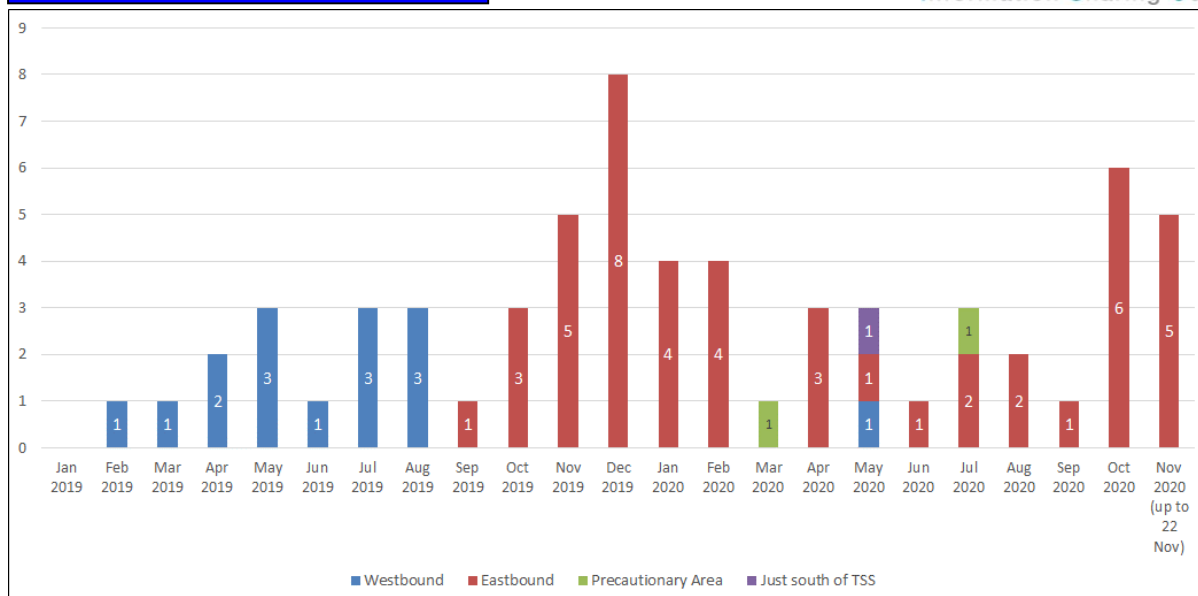
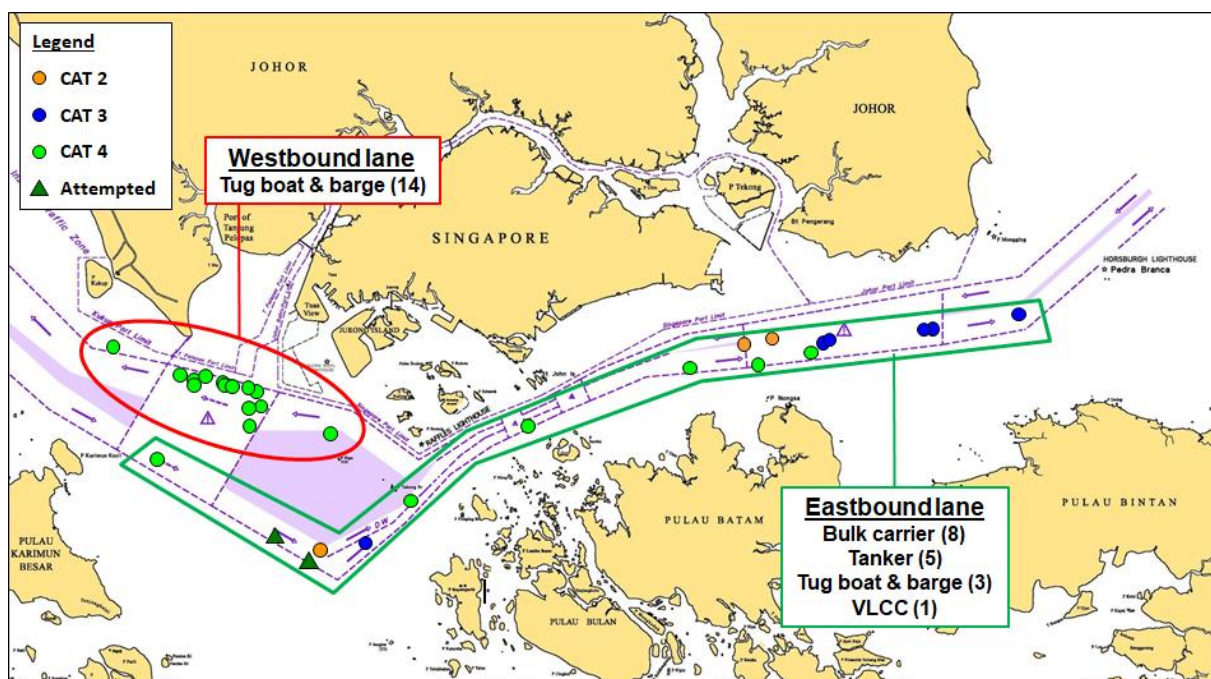


Chart 2 – Location of incidents in Singapore Strait (January 2019 to November 2020)

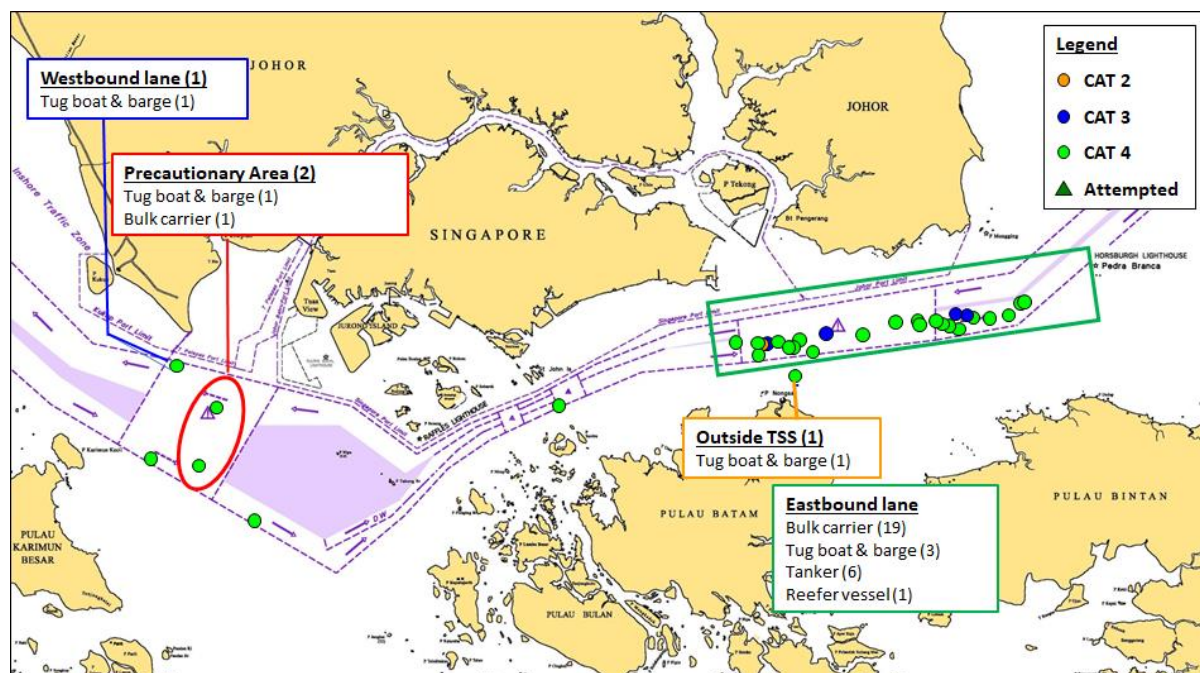
6. Of the 31 incidents reported **in 2019**, 14 incidents occurred in the westbound lane of the TSS (between February and August of 2019) and 17 incidents in the eastbound lane (September-December of 2019). **A cluster of 14 incidents** occurred in the western sector of the SS to ships underway in the westbound lane of the TSS (red oval) as shown in Map 1. The other 17 incidents occurred to ships underway in the eastbound lane of the TSS [from northeast of Pulau Karimun Besar to northwest of Pulau Bintan] (green box) as shown in Map 1.



Map 1 – Location of incidents in 2019

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7. There was a shift in the location of the incidents in 2020. In 2020, 29 incidents were reported in the eastbound lane, one incident in the westbound lane, two incidents in the Precautionary Area and one incident just outside (south) of the TSS. **A cluster of 26 incidents** occurred in the eastern sector of the SS [north of Pulau Batam and northwest of Pulau Bintan] (green box) to ships underway in the eastbound lane of the TSS as shown in Map 2.



Map 2 – Location of incidents during January-November 2020

8. The observations of the incidents reported in 2019 and 2020 are as follows:

a. **Increase of incidents in the eastbound lane of TSS in 2020**. There was an increase of incidents reported in the eastbound lane of TSS in 2020 compared to 2019. Most of these incidents involved bigger ships (bulk carriers and tankers). The ReCAAP ISC is concerned with the continued occurrence of incidents in the eastbound lane and the persistence of perpetrators in their attempts to board ships. This was demonstrated by two incidents that occurred on 18 Jan, two incidents on 9 Feb, two incidents on 29 and 30 Aug, four incidents in October (two incidents on 13 and 14 Oct, and two incidents on 26 Oct), and three incidents in November (one incident on 8 Nov and two incidents on 9 Nov). Based on short time interval between the incidents, close proximity of the incidents, the number of perpetrators involved and their modus operandi, it is possible that the same group of perpetrators are involved in some of these incidents.

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b. Decrease of incidents involving tug boats and barges in 2020. There was a decrease of incidents reported in the westbound lane of TSS as well as incidents involving tug boats and barges in 2020 compared to 2019¹. Some of the possible reasons for the decrease could be: (1) enhancement of enforcement efforts carried out by the law enforcement agencies in the westbound lane of TSS, particularly in the western sector, (2) drop of the market price of scrap metals in 2020 compared to 2019², and (3) under-reporting by ship masters due to various reasons³.

Modus operandi

9. The modus operandi of the 64 incidents that occurred to ships underway in the Singapore Strait in 2019 and 2020 (up to 22 Nov) are summarized in table next page:

Factors	Eastbound (46 incidents)	Westbound (15 incidents)	PA (2 incidents)	Outside TSS (1 incident)
Type of ships	Bulk carrier (27) Tanker (12) Tug boat towing barge (6) Reefer vessel (1)	Tug boat towing barge (15)	Bulk carrier (1) Tug boat towing barge (1)	Tug boat towing supply vessel (1)
No. of perpetrators	1-3 men (19) 4-6 men (20) 7-9 men (2) > 9 men (1) Unknown (4)	1-3 men (4) 4-6 men (2) 7-9 men (1) > 9 men (1) Unknown (7)	1-3 men (1) 4-6 men (1)	1-3 men (1)
Type of weapons	Guns and knives (1) Knives/machetes/others (13) Not armed (4) Not stated (28)	Not stated (15)	Not stated (2)	Not stated (1)

¹ The number of incidents (17 incidents) involving tug boats and barges in 2019 was the second highest during the past 13 years of 2007-2019. Of these, 12 incidents were theft of scrap metal from the barges. In 2020, six incidents occurred to tug boats and barges. Three of these incidents were theft of scrap metal from the barges. The last known incident involving tug boat and barge occurred on 26 Jul 20 in the Precautionary Area in the SS.

² The price of scrap metal varies over time and in different location. According to the website at <http://www.scrapmetal.sg/>, the price of scrap metal as of 12 Nov 2020 ranges between S\$280 and S\$350 per ton, depending on the type. In August 2019, the price was between S\$350 and S\$500 per ton.

³ Due to fear of being held back by the authorities for investigation, too troublesome to file report with the local authority, the losses are minor or no loss was incurred, etc.

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Factors	Eastbound (46 incidents)	Westbound (15 incidents)	PA (2 incidents)	Outside TSS (1 incident)
Treatment of crew	Assaulted (2) Taken hostage (3) Threatened (2) No injuries (39)	No injuries (13) Not stated (2)	No injuries (2)	No injuries (1)
Economic losses	Cash/Property (2) Stores (4) Engine spares (8) Unsecured items (6) Nothing stolen (25) Not stated (1)	Stores (1) Unsecured items (11) Nothing stolen (3)	Stores (1) Nothing stolen (1)	Nothing stolen (1)

10. The observations are as follows:

- 87% of the incidents (40 of the 46 incidents) in the eastbound lane involved **bigger ships** (bulk carriers, tankers and reefer vessel). Of the 40 incidents, 27 occurred to bulk carriers. All incidents in the westbound lane occurred to **tug boats and barges**.
- In 20 of the 40 incidents involving bigger ships in the eastbound lane, perpetrators were sighted in the **engine room**. The perpetrators stole engine spares from the engine room in eight of the 20 incidents.
- The perpetrators were **opportunistic in nature**, as evidenced by their 'hit and run' behaviour. They escaped immediately when sighted by the crew. In 25 of the 46 incidents in the eastbound lane, the perpetrators escaped with empty-hand (54%).
- All the 41 incidents in the Singapore Strait involving bigger ships occurred **during hours of darkness**. 40 of these 41 incidents occurred in the eastbound lane of the TSS.
- In 19 of the 23 incidents involving barges towed by tug boats, the perpetrators stole unsecured items and stores from the barges (83%). Of the 19 incidents, 13 occurred **during daylight hours**.

Arrest of perpetrators in March 2020

11. There was one arrest of the perpetrators involved in an incident in SS in 2020. On 16 Mar 20, three perpetrators who boarded a bulk carrier underway in the Precautionary Area in the SS (western sector) were detained by the crew. The perpetrators were handed over to the Indonesian Navy for investigation and prosecution. It is noteworthy that since the arrest, there was no incident involving bigger ship in the Precautionary Area and in the western sector of the eastbound lane

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of the TSS. However, incidents continued to occur to ships underway in the eastern sector of the eastbound lane of TSS.

Recommendations

12. The ReCAAP ISC **urges the littoral States** to take the following measures.

- a. Increase patrols and enforcement in their respective waters.
- b. Strengthen cooperation and coordination of patrols and promote information sharing among the littoral States on latest situation and criminal groups involved in order to arrest perpetrators.

The arrests and prosecution of the perpetrators serves as a deterrence to other criminal groups operating in the area, as demonstrated in 2016 when the number of incidents decreased significantly following the arrests of perpetrators in 2014 and 2015 by the Indonesian authorities.

13. The ReCAAP ISC **advises ship masters and shipping companies** to take the following measures.

- a. Conduct careful voyage risk assessment before entering the Straits of Malacca and Singapore
- b. Prepare emergency communication plan
- c. Adopt preventive measures taking reference from the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*'.
- d. While transiting the Singapore Strait, ship master and crew are strongly advised to adopt the following measures:
 - **Maximise alertness** of lookouts for suspicious small boats and **increase watch keeping**; particularly daylight time for barges and during night time for bigger ships.
 - **Maintain communication** with their shipping company (periodic updates and daily communication checks).
 - **Report all incidents**, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State.
 - **Sound alarm** when sighting suspicious boats in the vicinity of the ship/barge or suspicious individuals on board the ship/barge.

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- **Keep abreast of the latest situation** (at www.recaap.org) and tune-in to advisories and navigational broadcasts announced by the littoral States.

Conclusion

14. The ReCAAP ISC reiterates the importance of collective and shared responsibility among all stakeholders, particularly the shipping industry and the enforcement agencies, in incident reporting and operational responses. Enhanced cooperation and coordination among the littoral States in information sharing, coordinated patrols and operational responses are required to address the increase of incidents in the Singapore Strait in order to arrest and prosecute the perpetrators.

Enclosures:

Annex A: Detailed insights of incidents against ships in the Singapore Strait (2007-2020)

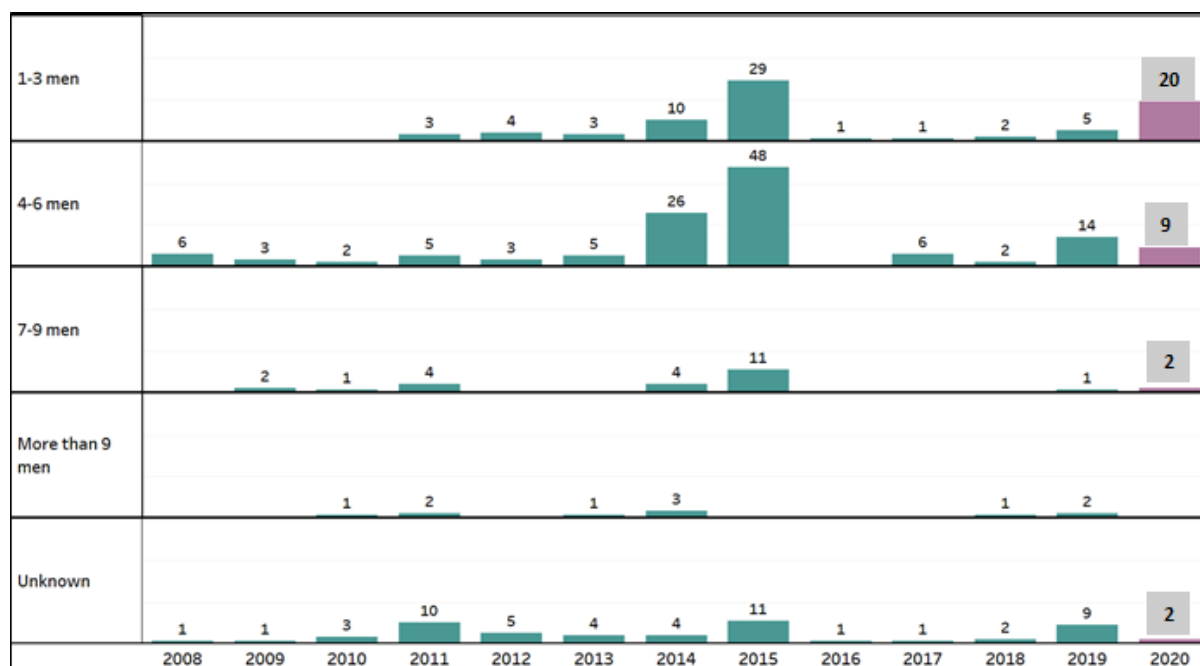
Annex B: Description of incidents occurred from 2019 to 2020 in the Singapore Strait

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Detailed insights of incidents against ships in the Singapore Strait (2007-2020)

Details of Analysis

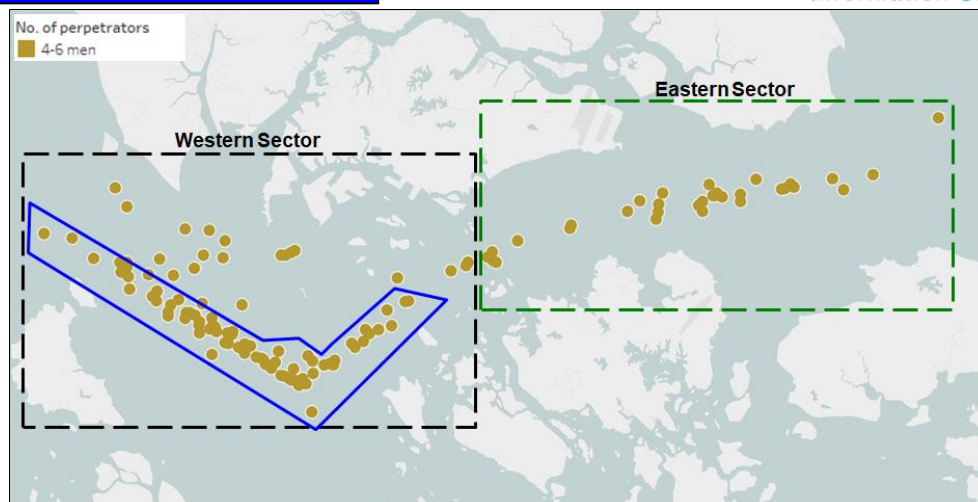
Number of perpetrators. Of the 296 incidents reported during the period of 2007-November 2020, 78 incidents involved 1-3 men (26%), 129 incidents involved 4-6 men (44%), 25 incidents involved 7-9 men (9%), 10 incidents involved more than 9 men (3%) and 54 incidents with no information available (18%). **There is a deviation in terms of the number of perpetrators involved in incidents reported during January-November 2020 where the majority of incidents involved 1-3 men (61%).**



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

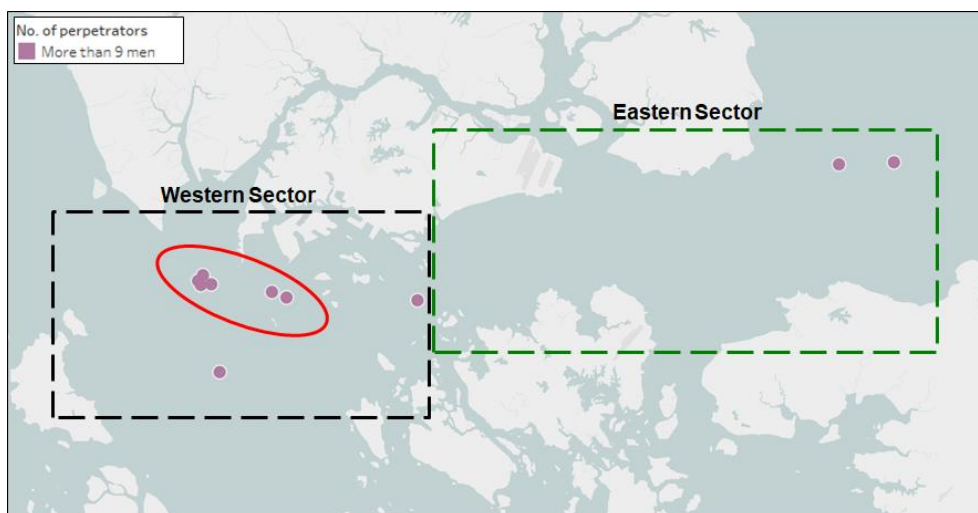
Perpetrators of group of 4-6 men. Map 2 shows the location of the incidents involving 4-6 men during the period of 2007-November 2020. The majority of the 129 incidents occurred in the western sector of the Singapore Strait (black-dotted box) and in the eastbound lane of the TSS (blue outline).

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Map 2 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of 4-6 men (2007-2019 and Jan-Nov 2020)

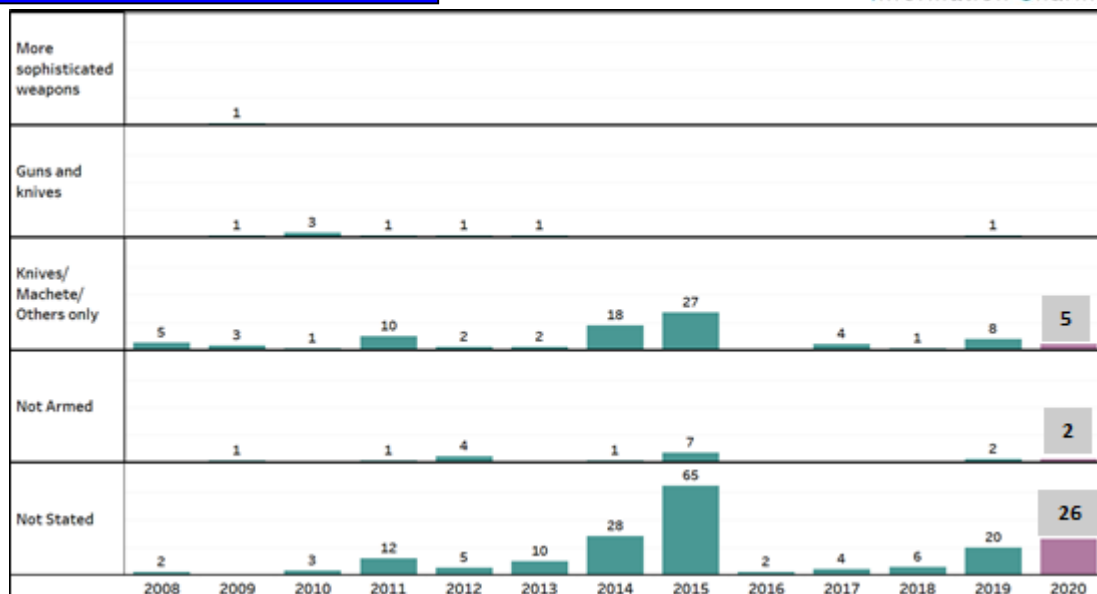
Perpetrators of more than 9 men. Of the 10 incidents involving perpetrators of more than 9 men reported during the period of 2007-November 2020, eight incidents occurred in the western sector of the Singapore Strait and two incidents in the eastern sector. Notably, six of the eight incidents in the western sector occurred in the westbound lane of the TSS, as circled by the red oval in Map 3.



Map 3 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of more than 9 men (2007-2019 and Jan-Nov 2020)

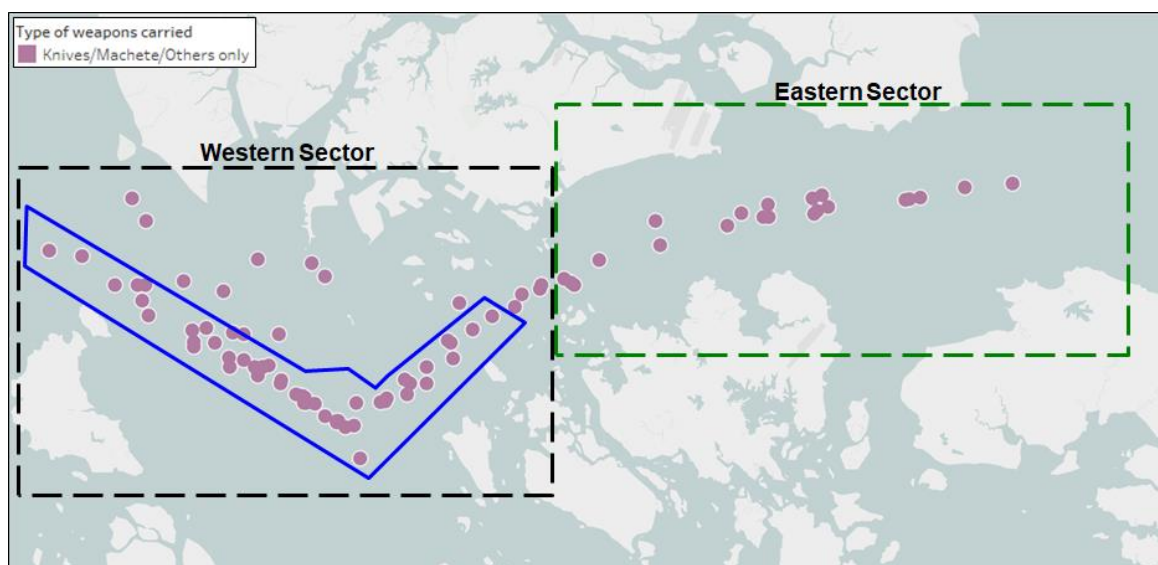
Type of weapons carried by perpetrators. Among the 296 incidents reported during the period of 2007-November 2020, the majority of the incidents had no information on the weapons carried by the perpetrators (62%). For incidents where information is available, 86 incidents reported perpetrators were armed with knives/machetes (29%) and eight incidents reported perpetrators armed with guns and knives (3%).

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

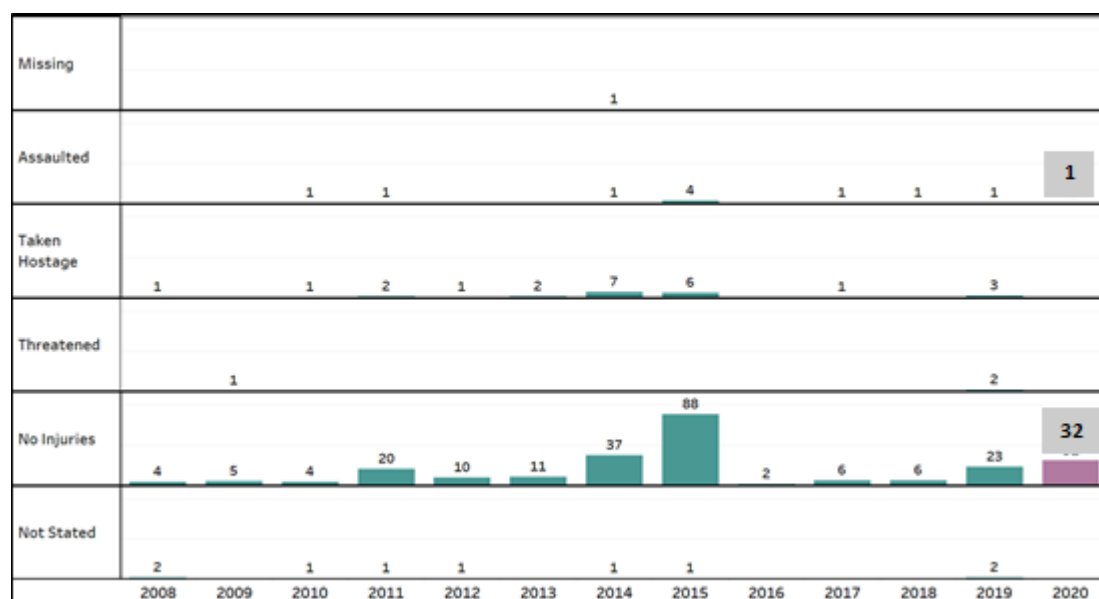
Perpetrators armed with knives/machetes. Among the 86 incidents involving perpetrators who were armed with knives/machetes, three-quarters of these incidents occurred in the western sector of the Singapore Strait (black-dotted box), and in the eastbound lane of the TSS (blue outline) shown in Map 4.



Map 4 – Location of incidents in the Singapore Strait vis-à-vis perpetrators armed with knives/machetes (2007-Nov 2020)

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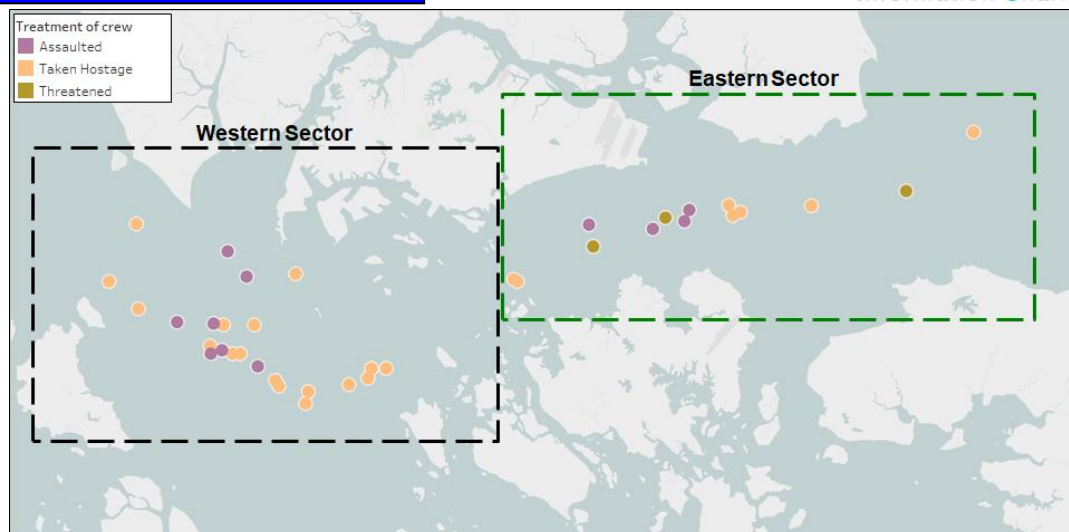
Treatment of crew. Of the 296 incidents reported during the period of 2007-November 2020, the majority of the incidents reported that the **crew was not injured (84%)**. A total of 38 incidents involved crew who were either assaulted, taken hostage temporarily or threatened (13%) during the past 13-year period of 2007-November 2020.



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

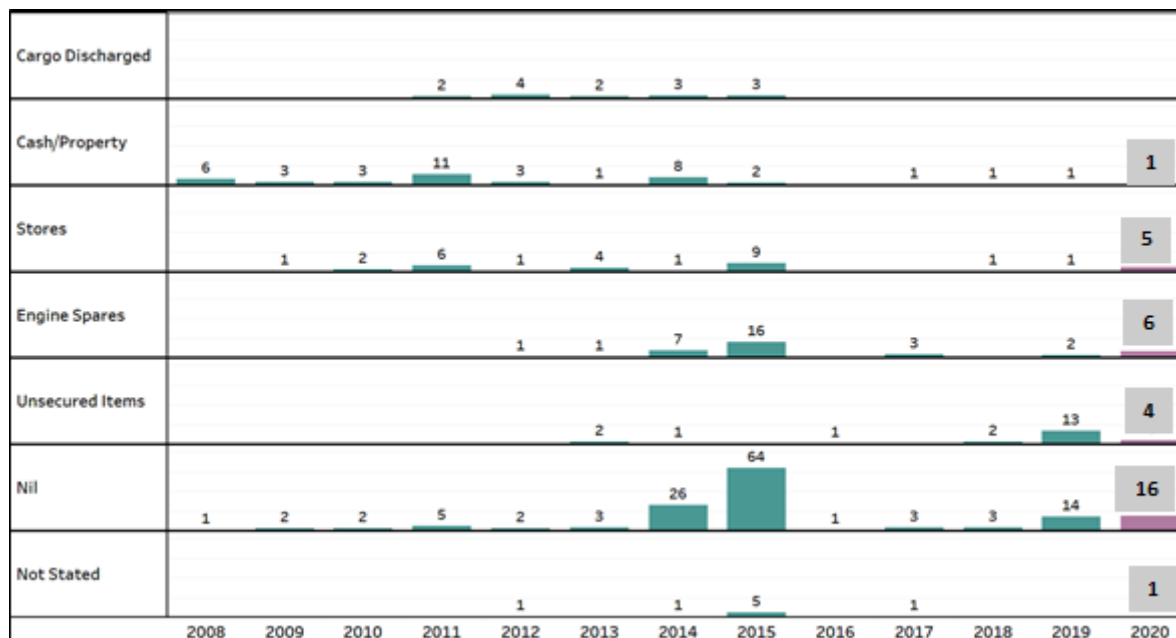
Crew being assaulted, taken hostage temporarily or threatened. While the majority of the incidents reported that the crew was not injured, there were 38 incidents occurred during the period of 2007-November 2020 involving crew who was either being assaulted, taken hostage temporarily or threatened. Of the 38 incidents, 24 incidents occurred in the western sector of the Singapore Strait and 14 in the eastern sector as shown in Map 5.

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Map 5 – Location of incidents in the Singapore Strait vis-à-vis crew being assaulted, taken hostage or threatened (2007-2019 and Jan-Nov 2020)

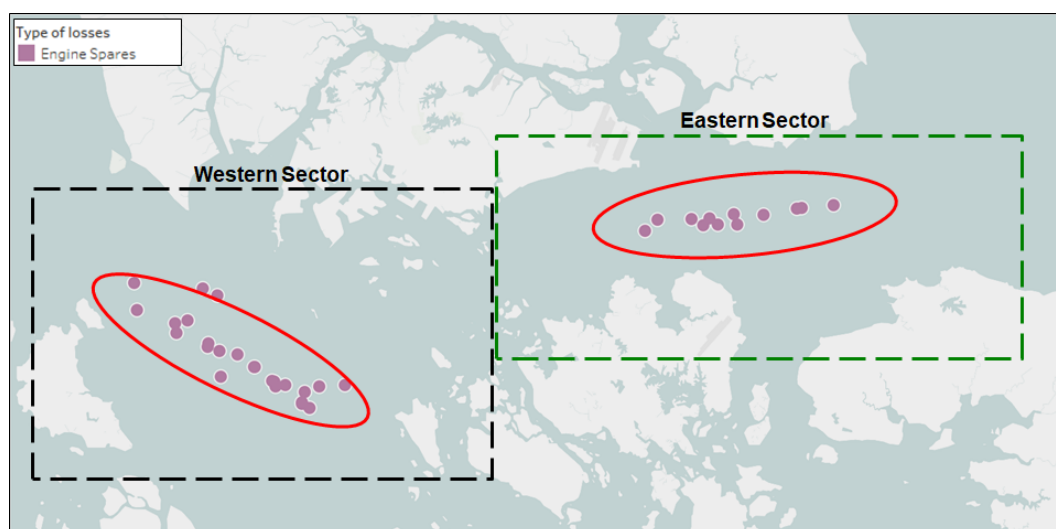
Type of Losses. The majority of the incidents during the period of 2007-November 2020 reported that **nothing was lost (48%)**. For incidents where losses were reported, 41 incidents reported loss of cash/property (14%), 36 incidents loss of engine spares (12%) and 31 incidents loss of ship stores (10%).



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Correlation between type of losses vis-à-vis location of incidents in the Singapore Strait

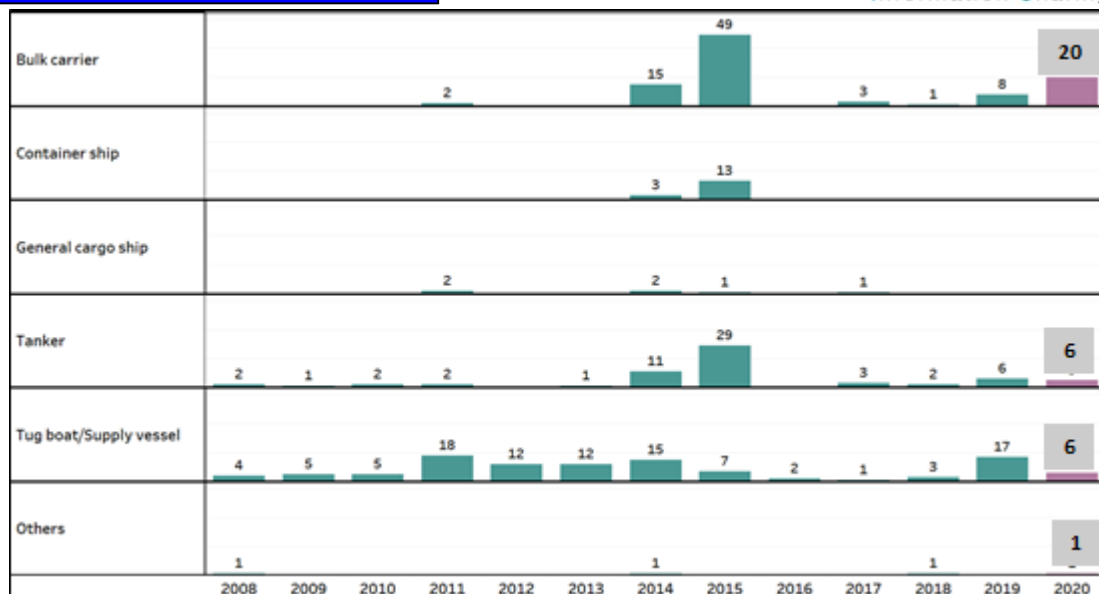
Loss of engine spares. During 2007-November 2020, 36 incidents reported the losses of engine spares. Of these, 24 incidents occurred in the western sector of the Singapore Strait and 12 in the eastern sector. Of the 36 incidents, 34 incidents occurred while the ships were transiting in the eastbound lane of the TSS (red ovals), and two incidents in the precautionary area as shown in Map 6.



Map 6 – Location of incidents in the Singapore Strait vis-à-vis loss of engine spares (2007-2019 and Jan-Nov 2020)

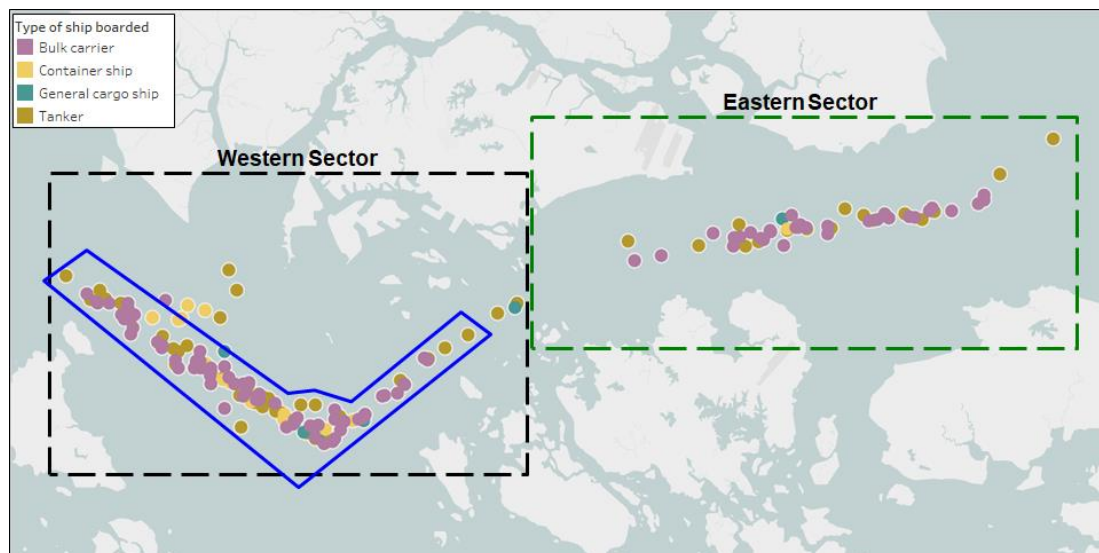
Type of ships. Among the 296 incidents reported during the period of 2007-November 2020, 107 incidents occurred on board tug boats/supply vessels (36%), 98 incidents occurred on board bulk carriers (33%), 65 incidents on board tankers (22%), 16 incidents on board container ships (6%), six incidents on board general cargo ships (2%) and four incidents on board other ships (1%). During January-November 2020, the majority of the incidents occurred on board bulk carriers (61%).

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

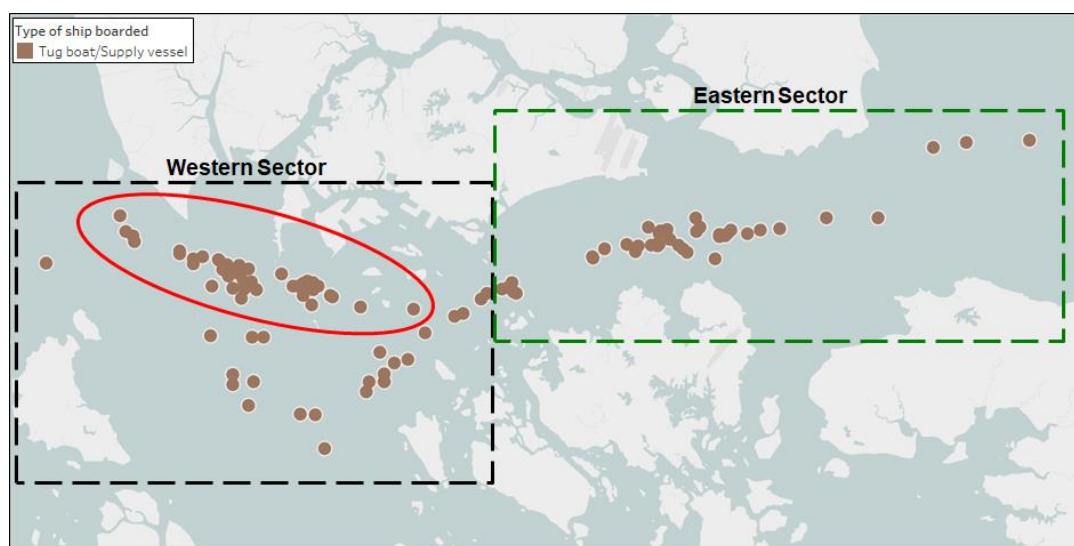
Bigger ships. The majority of the incidents involving bigger ships, namely bulk carriers, container ships, general cargo ships and tankers, occurred in the western sector of the Singapore Strait, and in the eastbound lane of the TSS (blue outline) as shown in Map 7.



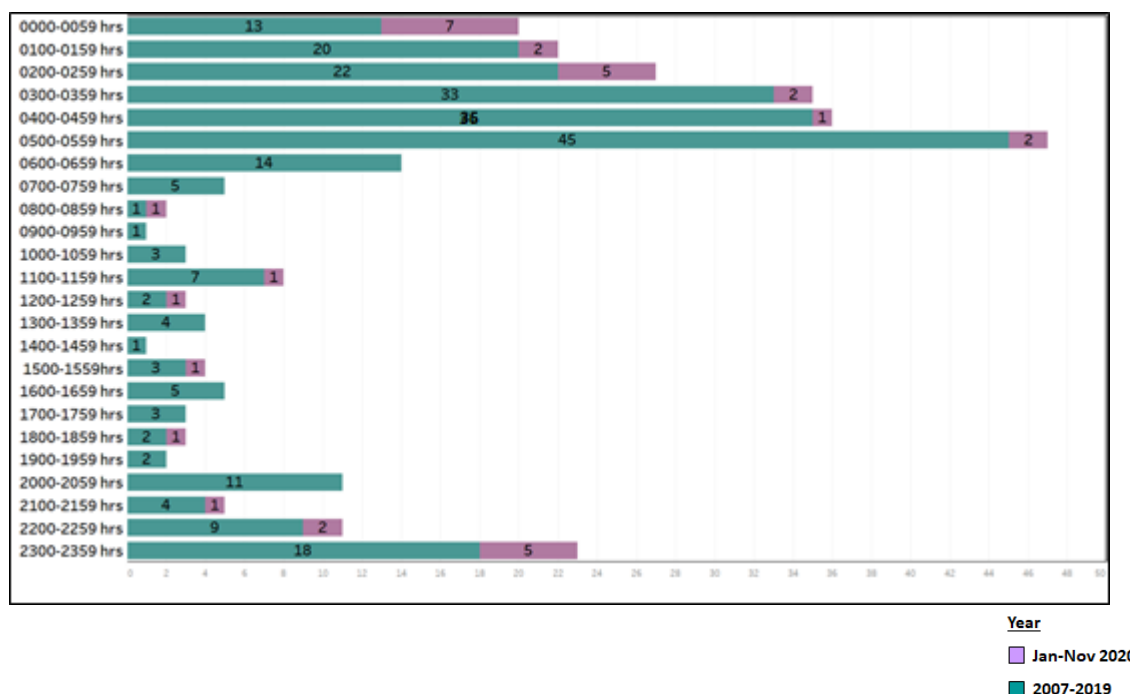
Map 7 – Location of incidents in the Singapore Strait vis-à-vis bigger ships (2007-2019 and Jan-Nov 2020)

Tug boats/supply vessels. Incidents involving tug boats/supply vessels were reported mostly in the western sector of the Singapore Strait, and in the westbound lane of the TSS (red oval) as shown in Map 8.

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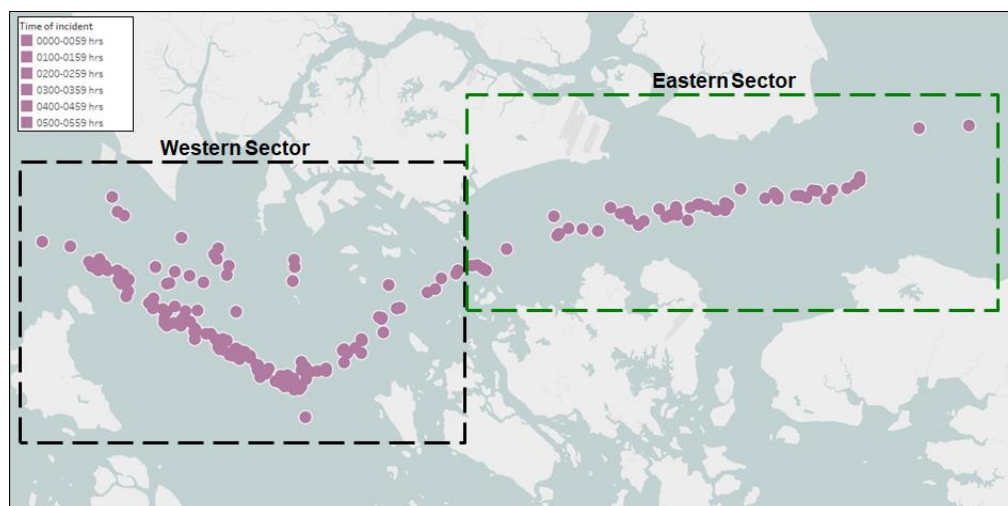
Time of incidents. Among the 296 incidents reported during the period of 2007-November 2020, 243 incidents occurred during hours of darkness [between 1800 hrs and 0559 hrs] (82%) and 53 incidents occurred during daylight hours [between 0600 hrs and 1759 hrs] (18%).



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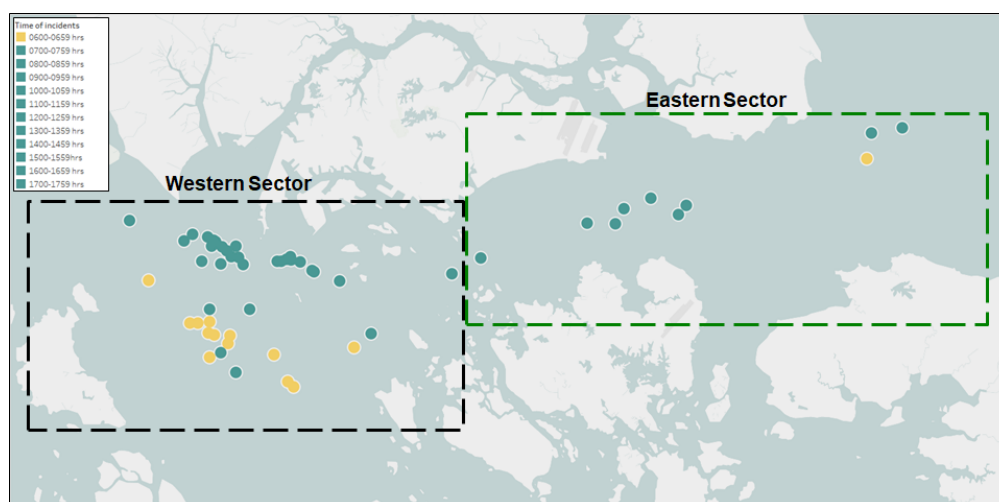
Correlation between time of incidents vis-à-vis location of incidents in the Singapore Strait

Hours of darkness. Of the 243 incidents that occurred during hours of darkness, 188 incidents occurred between 0000 hrs and 0559 hrs (77%), with the majority of the incidents occurred in the western sector of the Singapore Strait as shown in Map 9.



Map 9 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0000 hrs and 0559 hrs) (2007-Nov 2020)

Daylight hours. Of the 53 incidents that occurred during daylight hours, 43 incidents were reported in the western sector of the Singapore Strait and 10 incidents in the eastern sector. Among the 53 incidents, the highest number of incidents occurred between 0600 and 0659 hrs (14 incidents) as shown in Map 10.



Map 10 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (2007-Nov 2020)

Annex B

Description of incidents occurred from 2019 to 2020 in the Singapore Strait

Eastbound lane of the Traffic Separation Scheme in the Singapore Strait (46 incidents)

S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
1.	30-Sep-19	<i>Transpacific</i>	While the ship was en route from west in the eastbound lane of the Traffic Separation Scheme bound for Singapore, five perpetrators armed with knives were sighted on the ship deck. The alarm was raised and the crew searched the accommodation area but the perpetrators already escaped. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was safe and nothing was stolen.
2.	18-Oct-19	<i>Hirado</i>	While sailing, five perpetrators were sighted at the engine room . The master raised the alarm and the perpetrators escaped. The master conducted a search of the ship. Nothing was stolen and there was no further sighting of the perpetrators on board the ship. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) via VHF. There was no confrontation between the perpetrators and the crew. The crew was safe and the ship continued her passage to the next port of call at Yingkou, China.
3.	19-Oct-19	<i>Nord Steel</i>	While underway, the duty oiler spotted five perpetrators on deck. The perpetrators threatened the duty oiler and tied his hands. The perpetrators stole some ship spares and escaped through the steering room. The duty oiler subsequently informed the master, who raised the general alarm and contacted VTIS West/Central to inform them of the robbery.
4.	25-Oct-19	<i>NCC Amal</i>	While underway, the crew sighted four perpetrators attempting to board the chemical tanker via the starboard quarter from a small boat. The alarm was raised and realising the crew had been alerted, the attempt to board was aborted and the boat sped away. <i>NCC AMAL</i> resumed her voyage with all crew safe.
5.	5-Nov-19	<i>GT Equality</i>	While the ship was departing from Tanjung Pelepas, Johor, Malaysia, six perpetrators in two speed boats attempted to board the ship. Upon sighting of the two speed boats, the alarm was raised. The master increased the speed and took evasive manoeuvres, resulting in the two speed boats to abort the attempted boarding. The ship resumed her voyage bound for sea east. All crew are safe.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
6.	23-Nov-19	<i>Faye</i>	While underway in the Traffic Separation Scheme (TSS) bound for Incheon, Republic of Korea, five perpetrators armed with two long knives were sighted in the Engine Room . The alarm was raised and the perpetrators escaped empty-handed immediately. The crew conducted a search on board for the perpetrators. At 0535 hrs, the master confirmed that the five perpetrators were no longer sighted on board. The ship resumed her voyage with all crew safe.
7.	24-Nov-19	<i>Harbour Libra</i>	While the tug boat towing a Malaysia-registered barge, <i>Harbour Voyager</i> was en route to Sibul, Sarawak, East Malaysia, the crew of the tug boat sighted two perpetrators on board barge that was loaded with containers. The alarm was raised and two crew on board the barge managed to chase the perpetrators away. The perpetrators escaped at about 0315 hrs (LT). Some twist locks and ropes were stolen. The master reported that all crew were safe and no assistance was required.
8.	28-Nov-19	<i>KMAX Evdokia</i>	While underway, the duty oiler, who was collecting engine spares at the steering gear room, was confronted by five perpetrators. The duty oiler was grabbed and had a knife pointed at him. The duty oiler subsequently managed to escape to the engine control room. The ship's alarm was raised, the crew mustered and a search was carried out on board. At about 0630 hrs, the master reported that all crew were accounted for and there was no further sighting of the perpetrators on board. Nothing was stolen and the ship did not require further assistance. <i>KMAX Evdokia</i> was en route from Singapore to Phu My, Vietnam. The master reported the incident to Singapore VTIS via VHF. The Republic of Singapore Navy and Singapore Police Coast Guard were notified. The Singapore Police Coast Guard deployed its asset to search for the perpetrators and escorted <i>KMAX Evdokia</i> till she cleared the TSS. The Indonesia authority was also notified and a safety navigational broadcast was initiated.
9.	28-Nov-19	<i>China Pioneer</i>	While underway, the chief engineer sighted four perpetrators in the engine room on the 2 nd deck level. One of the perpetrators was armed with a knife about 50 cm long. The chief engineer reported to the master about the unauthorised boarding. The perpetrators escaped upon activation of the ship's alarm and deck lightings. The crew was mustered at the bridge and a search conducted on board. All crew was safe and nothing was stolen. The ship departed Singapore for Majishan, China.
10.	6-Dec-19	<i>Kim Hock Tug 8</i>	While the tug boat towing barge was underway, 10 to 15 small sampans came alongside <i>LKH 7887</i> and boarded the barge to steal the scrap metal cargo on board. A Singapore-registered tug boat, <i>Kim Hock Virgo</i> , was escorting <i>Kim Hock Tug 8</i> when the boarding occurred and assisted to chase away the sampans.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
11.	20-Dec-19	<i>Jag Lalit</i>	While the ship was underway bound for Kaoshiung, Taiwan, China, six perpetrators armed with knives boarded the ship. The 4 th Engineer was punched in the face; while the chief engineer sustained bruises on the neck and had a gold chain stolen from him. The master reported the incident to Singapore Vessel Traffic Information System (VTIS); and deviated the ship to Singapore to ensure the safety of crew, before proceed on her voyage. The Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority were notified. A safety navigational broadcast was also initiated. Upon the ship's arrival in Singapore, the Singapore Police Coast Guard boarded the ships for investigation and verified that all crew are safe.
12.	20-Dec-19	<i>Akij Globe</i>	While underway, five armed perpetrators were sighted in the engine room of the bulk carrier. The alarm was raised and upon hearing the alarm, the perpetrators confronted three crew in the engine room. The five perpetrators escaped with stolen engine and generator spares in a small white boat. The master reported the incident to the Singapore Vessel Traffic Information System (VTIS) and resumed her passage to Singapore. The Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority were notified. A safety navigational broadcast was also initiated. The Singapore Police Coast Guard boarded the ship upon arrival at Singapore anchorage. All crew was safe.
13.	21-Dec-19	<i>Jian Fa</i>	While the ship was underway bound for China, an unknown number of perpetrators boarded the bulk carrier. The Singapore Police Coast Guard notified the Singapore Vessel Traffic Information System (VTIS) about the boarding. At about 0700 hrs, the ship informed Singapore VTIS that a search on board the ship was conducted and there was no sighting of the perpetrators. Nothing was stolen. All crew are safe and the ship resumed her voyage.
14.	22-Dec-19	<i>Kim Hock Tug 9</i>	While the tug boat towing the Singapore-registered flat top deck cargo barge, <i>LKH 2882</i> was underway, two sampans came alongside <i>LKH 2882</i> , boarded it and stole scrap metal. The master of the tug boat reported this to VTIS and sailed into STW, after which Singapore Police Coast Guard and the Republic of Singapore Navy assisted to chase away the sampans.
15.	23-Dec-19	<i>Bamzi</i>	While the ship was en route from Nipa anchorage, Indonesia to Qing Dao, China, the chief engineer and duty engineer sighted three perpetrators in the engine room . One of the perpetrators was armed with a knife. The alarm was raised and the three perpetrators escaped immediately. Two motormen were later found tied up by the perpetrators. A search on board the ship was conducted, with no further sighting of the perpetrators. The crew was safe, nothing was stolen and the ship resumed her voyage. The master reported the incident to Singapore Vessel Traffic Information System, who initiated a safety navigational broadcast. The Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority were notified.

S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
16.	23-Dec-19	<i>Trust Star</i>	While underway, the crew spotted six perpetrators on board the ship and raised the alarm. Upon hearing the alarm, the six perpetrators escaped immediately. The perpetrators had confronted and tied up two crew in the engine room , who later managed to untie themselves. The master reported the incident to Singapore VTIS, who initiated a safety navigational broadcast. The RSN, Singapore Police Coast Guard and Indonesian authority were notified. The master deviated from her voyage and sailed to the port of Singapore as he was not certain on the actual number of perpetrators on board. The RSN and Singapore Police Coast Guard subsequently escorted the ship to the port of Singapore. Upon the ship's arrival in port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a search on board. There was no further sighting of any perpetrator, the crew was safe and nothing was stolen.
17.	25-Dec-19	<i>Stena Immortal</i>	While the tanker was underway and bound for the port of Singapore, six unarmed perpetrators were sighted in the engine room . The chief engineer sighted the perpetrators and alerted the master. The ship's alarm system was activated and the six perpetrators escaped empty-handed at the stern of the ship in an unidentified small boat. There was no confrontation between the perpetrators and the crew. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) who initiated a safety navigational broadcast. The Singapore Police Coast Guard boarded the ship upon her arrival at the port of Singapore. The Indonesian authority, Republic of Singapore Navy (RSN) and Singapore Police Coast Guard were notified.
18.	8-Jan-20	<i>British Mariner</i>	While underway in the eastbound lane of the TSS in the Singapore Strait two unarmed perpetrators were sighted in the engine room . The alarm was raised immediately and the perpetrators escaped empty-handed. There was no confrontation between the perpetrators and crew. Tanker, <i>British Mariner</i> had departed Singapore and was bound for Hong Kong, China. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard as well as the Indonesian and Malaysian authorities were notified.
19.	18-Jan-20	<i>LKH 2882</i>	While the tug boat towing barge was en route from Singapore to Vietnam, a repeated unauthorized boarding occurred on Barge <i>LKH 2882</i> at 1551 hrs. An earlier boarding of the barge occurred at 1129 hrs on the same day. At 1551 hrs, 7 perpetrators were sighted onboard Barge <i>LKH 2882</i> . Two Singapore Police Coast Guard (PCG) crafts were despatched to intercept. The perpetrators fled in their sampans upon seeing the PCG craft. The crew was not injured. Several pieces of scrap metal were stolen.
20.	18-Jan-20	<i>LKH 2882</i>	While the tug boat towing barge was en route from Singapore to Vietnam, seven perpetrators were sighted on the barge. Upon seeing the crew of <i>Kim Hock Tug 9</i> and the assist tug boat, <i>Kim Hock Virgo</i> approaching them, the perpetrators escaped in 2-3 sampans at the sides of the barge. The master of <i>Kim Hock Tug 9</i> reported the incident to Singapore VTIS. The crew was not injured and some scrap metal was stolen.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
21.	28-Jan-20	<i>Papora Wisdom</i>	While underway, two perpetrators were sighted in the engine room . The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore VTIS and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China.
22.	7-Feb-20	<i>Sung Fatt 27</i>	While the tug boat towing barge was en route from Port Klang, Malaysia to Kuching, East Malaysia, four small wooden boats approached the barge, which carried construction materials. Eight perpetrators boarded the barge, stole about 20kg of steel construction material and escaped. The crew was not injured.
23.	9-Feb-20	<i>New Spirit</i>	While underway, six perpetrators armed with knives were seen in the engine room . The perpetrators ran onto the deck when they saw the crew. The master mustered and accounted for all crew in the bridge. He reported the incident to Singapore VTIS East and requested to go to Singapore to conduct further search. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct further search. No perpetrators were found and engine spares including 20 pieces of circular brakes, 130m of cables and 25 pieces of magnetic contactors were stolen. The crew was not injured.
24.	9-Feb-20	<i>Swarna Jayanti</i>	While underway, a perpetrator was spotted in the engine room . The master raised the alarm, the crew mustered and conducted a search for the perpetrator. Some valves were reported missing from the engine room. The master reported to Singapore VTIS East. The crew was not injured.
25.	28-Feb-20	<i>Western Seattle</i>	While en route to Singapore, four perpetrators boarded the bulk carrier. The crew informed the master who raised the alarm and mustered all crew in the wheelhouse. The master reported the incident to Vessel Traffic Information System Singapore. There was no confrontation between the crew and perpetrators and nothing was stolen. The Republic of Singapore Navy escorted the ship into Singapore and upon arrival, the Singapore Police Coast Guard boarded the ship to conduct a search. No perpetrator was found.
26.	16-Apr-20	<i>Palais</i>	While en route from Singapore to China, the master of the bulk carrier reported to Singapore VTIS East on the sighting of three perpetrators at the stern of the ship. The master raised the alarm and a search on board the ship was conducted to locate the perpetrators, but with no sighting of them. There was no confrontation between the perpetrators and the crew. The master reported that the crew was safe and some engine spare parts were stolen. The Singapore Police Coast Guard and Republic of Singapore Navy were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
27.	22-Apr-20	<i>Horizon II</i>	While the bulk carrier was en route from Singapore to Vietnam, two perpetrators were sighted at the stern deck of the ship. One of the perpetrators was armed with a knife. The general alarm was raised and the crew mustered at the bridge. The master reported the incident to Singapore Vessel Traffic Information System. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified. The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. MSTF's RSS Justice escorted the bulk carrier till her arrival at the port of Singapore. Upon her arrival, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.
28.	30-Apr-20	<i>Chem Ranger</i>	While the tanker was en route from Singapore to Ulsan, Republic of Korea, three perpetrators were sighted in the engine room . The general alarm was raised and crew mustered. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified. The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. Upon her arrival in Singapore, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.
29.	9-May-20	<i>Vega Aquarius</i>	While the tanker was en route from Singapore to China, five perpetrators armed with knives were sighted at the stern deck of the ship. The perpetrators confronted the duty ordinary seaman and robbed his cellular phone. The ordinary seaman managed to escape and alerted the master at the wheelhouse. The alarm was raised and the crew mustered at the wheelhouse. A search on board the ship was conducted by the crew after the perpetrators escaped and two sets of breathing apparatus were reported stolen. The ordinary seaman sustained minor head injury. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified. The ship resumed her voyage and required no assistance.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
30.	28-Jun-20	<i>Cardinal</i>	While the bulk carrier was en route from Singapore to Qingdao, China, four perpetrators were sighted in the engine room workshop . Upon being sighted, the perpetrators escaped via the emergency steering room to the ship's stern deck. A thorough search on board the ship was conducted twice with no further sighting of the perpetrators. Markings found on ship railings at the stern indicated that the perpetrators had escaped using hooks and ropes. There was no confrontation with the crew and nothing was stolen. The ship resumed her voyage. The ship's CSO reported the incident to the Singapore Port Operations Control Centre on 30 Jun 20. A safety navigational broadcast was initiated. The RSN, Singapore Police Coast Guard and the Indonesian authorities were notified.
31.	2-Jul-20	<i>Frio Olympic</i>	While the reefer vessel was en route to Dalian, China, an unknown number of perpetrators were sighted on deck. The master raised the alarm and the perpetrators escaped immediately. The crew conducted a search on board and discovered that four boxes of spare parts were stolen. There was no confrontation with the crew. The incident was reported to Singapore Vessel Traffic Information System. The ship confirmed no assistance was required and resumed her voyage. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force, Singapore Police Coast Guard and the Indonesian authorities were notified.
32.	12-Jul-20	<i>Wolverine</i>	While the bulk carrier was en route to Cam Pha, Vietnam, three perpetrators were sighted in the engine room store . The alarm was raised and the perpetrators escaped. All crew were mustered at the navigation bridge. The crew conducted a search on board and updated Singapore Vessel Traffic Information System at 0235 hrs that some engine spare parts were stolen and no further sighting of the perpetrators on board. The crew was safe and no assistance required. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard and the Indonesian authorities were notified.
33.	29-Aug-20	<i>Amina</i>	While underway, six perpetrators armed with long knives were on board the bulk carrier. The master later updated VTIS East that the crew conducted a search on board and no perpetrator was found. The crew was safe and no item was missing. A navigational broadcast was promulgated to warn all ships in the vicinity. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.
34.	30-Aug-20	<i>Sea Diamond</i>	While underway, one perpetrator was reported on board the bulk carrier. The master later updated VTIS East that the crew conducted a search on board and no perpetrator was found. The crew was safe, and no item was missing. A navigational broadcast was promulgated to warn all ships in the vicinity. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.

S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
35.	23-Sep-20	<i>Uni Blossom</i>	While en route to China, the Chief Engineer was conducting his round in the engine room when he discovered some engine spare parts were stolen. No perpetrator was sighted. All crew are safe. The incident was assessed to have occurred on 23 Sep 20 between 0001 hrs and 0200 hrs. The master emailed a report of the incident on 25 Sep 20 to Singapore POCC. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.
36.	11-Oct-20	<i>Ganj</i>	While underway and en route to Fang Cheng, China, the master was alerted by his crew who sighted three perpetrators at the stern of the ship. The alarm was raised and the perpetrators escaped upon being sighted. There was no confrontation between the perpetrators and crew. A search was conducted on board the ship with no sighting of the perpetrators. Nothing was stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and continued her voyage with no assistance required. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified.
37.	13-Oct-20	<i>FSL New York</i>	While underway, three perpetrators were sighted in the engine room of the ship. The crew was alerted and a search was conducted on board the ship, but with no sighting of the perpetrators. The master reported the incident to Singapore Port Operations Control Centre (POCC) and concluded that the perpetrators had escaped undetected. The crew was not injured and nothing was stolen. The Malaysian and Indonesian authorities were notified.
38.	14-Oct-20	<i>Ian M</i>	While underway and en route to Ruizhou, China, three perpetrators were sighted in the engine room . The alarm was raised. The crew conducted a search on board the ship, with no further sighting of the three perpetrators on board. There was no confrontation between the perpetrators and crew. A lifebuoy and some welding rods were stolen. The master reported the incident to Singapore VTIS and confirmed that no assistance was required. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.
39.	25-Oct-20	<i>Seajourney</i>	While underway and en route to Ciwadan, Indonesia, the master reported to VTIS East that one unauthorized perpetrator was sighted in the vicinity of the entrance of the engine room . The alarm was raised and the master carried out a search on board the ship, but with no sighting of the perpetrator. The crew was safe, and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
40.	26-Oct-20	<i>A Racer</i>	While underway and en route to China, the bulk carrier was alerted by VTIS East about an unknown craft alongside the bulk carrier. The master reported that five unauthorized perpetrators were sighted on board the ship. The alarm was raised and a search was carried out on board, but with no sighting of the perpetrators. The crew was safe and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated.
41.	26-Oct-20	<i>El Matador</i>	While underway, the bulk carrier was alerted by VTIS East about an unknown craft alongside the bulk carrier. The master reported the sighting of three perpetrators in the engine room . The alarm was raised and four perpetrators were seen escaping from the ship. As the master was not sure if all the perpetrators had left the ship, he diverted the ship to Batam anchorage for boarding by the Indonesian Navy. A security search was conducted on board the ship by the Indonesian Navy, with no further sighting of the perpetrators. The crew was safe, nothing was stolen and the ship resumed its voyage. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified. A safety navigational broadcast was initiated.
42.	8-Nov-20	<i>Zeno</i>	While underway, three perpetrators were sighted in the engine room . The alarm was immediately raised and a search on board the ship was conducted. At about 2305 hrs, the master updated Singapore VTIS via VHF that there was no further sighting of the perpetrators on board. Some ship equipment including a sounding rod, an oil sampling rod, a portable breathing apparatus, portable instruments for measuring ullage and a portable spray painter were stolen from the engine room. The crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.
43.	9-Nov-20	<i>Lefkada</i>	While underway, two perpetrators were sighted in the vicinity of engine room locker . The alarm was raised, crew mustered and a search on board the ship was conducted. At about 0340 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. The oil spill equipment locker was found unlocked and a lifebuoy was stolen. The crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.
44.	9-Nov-20	<i>Atlantic Diana</i>	While underway, one perpetrator was sighted in the vicinity of the steering gear flat. The alarm was raised, crew mustered and a search on board the ship was conducted. At about 0755 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that there was no further sighting of the perpetrators on board. Nothing was stolen and the crew was not injured. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
45.	17-Nov-20	<i>Asia Spring</i>	While underway, three perpetrators were sighted on the main deck. The alarm was raised and crew mustered. The perpetrators escaped from the stern of the ship. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Nothing was stolen and the crew was not injured. The ship did not require assistance and proceeded on her passage to China. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.
46.	19-Nov-20	<i>MTM Amsterdam</i>	While underway, two perpetrators armed with knives were sighted at aft poop deck. The alarm was raised and a search on board the ship was conducted immediately. The master reported the incident to Singapore Vessel Traffic Information System (VTIS); and that the perpetrators had escaped undetected. Nothing was stolen and the crew was not injured. The ship proceeded on her passage to China. The Republic of Singapore Navy (RSN) and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified.

Westbound lane of the Traffic Separation Scheme in the Singapore Strait (15 incidents)

S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
1.	05-Feb-19	<i>Jin Hwa 43</i>	While underway, the owner received a call from tug boat that there were few small boats alongside the barge and perpetrators boarding the barge to steal cargo (scrap iron). They reported to SG VTIS and Singapore Police Coast Guard. Master later informed that the Coast Guard had chased the perpetrators away. The tug boat continued to sail to Penang.
2.	05-Mar-19	<i>Sung Fatt 31</i>	While underway, the ship's crew spotted 11 perpetrators boarding the barge that was being towed by the tug boat from two small crafts. The tug boat and barge were carrying scrap iron, bound for Penang, Malaysia. At about 1145 hrs, the master reported that the 11 perpetrators have escaped in their small crafts with some scrap iron being stolen. There was no confrontation with the crew. All crew are safe.
3.	24-Apr-19	<i>Union Topaz</i>	While the tug boat was towing the backhoe dredger, two wooden boats were sighted alongside the backhoe dredger. The master of the tug boat shone light to the backhoe dredger. Two perpetrators were sighted escaping in their two wooden boats. The crew was not injured and nothing was stolen.
4.	25-Apr-19	<i>Vector 1</i>	While the tug boat towing barge, Yong Tat 319 was en route to Port Klang, the barge was boarded by 3-4 perpetrators whilst passing Tanjung Piai. The crew was not injured and nothing was stolen.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
5.	18-May-19	<i>Barlian T1201</i>	While the tug boat towing a Dominica-flagged crane barge was underway, the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) via VHF that six perpetrators were boarding the barge from a small boat. The master later reported that the perpetrators had left the barge with some tools stolen from the barge. The tug boat and barge continued her voyage to Port Klang, Malaysia.
6.	19-May-19	<i>Modalwan 11</i>	While the tug boat towing barge was en route to Port Klang, Malaysia, perpetrators in four sampans came alongside and boarded the barge. The perpetrators stole some scrap metal and few small items from the barge before they escaped. The crew was not injured. The incident was reported to MMEA.
7.	30-May-19	<i>Asia Jaya 28</i>	While the tug boat towing barge was en route from Tawau, Malaysia to Penang, Malaysia, the master of the tug boat reported to Singapore VTIS that an unknown number of perpetrators had boarded the barge on tow. The perpetrators escaped in a small craft, with some small tools stolen from the barge. The crew was not injured. Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Malaysian authority.
8.	18-Jun-19	<i>Budget 19</i>	While the tug boat towing barge was underway, eight perpetrators boarded the barge from nine sampans. The perpetrators stole scrap metal and escaped. The crew was not injured.
9.	11-Jul-19	<i>Modalwan 11</i>	While the tug boat towing the Malaysia-registered barge, <i>Lion Kimtrans 2301</i> was underway, perpetrators boarded the barge, which was carrying scrap metal, from six small wooden boats. The master contacted the Malaysian authority who dispatched a patrol craft to investigate the incident. Some scrap metal was stolen from the barge. The crew was not injured.
10.	16-Jul-19	<i>Sung Fatt 31</i>	The tug boat and barge were carrying scrap metal bound for Penang, Malaysia. While underway in the westbound lane of the TSS of the Singapore Strait, the master of tug boat, <i>Sung Fatt 31</i> reported to the Singapore Vessel Traffic Information System (VTIS) that his crew spotted some perpetrators boarding the barge, <i>Sung Fatt 36</i> from an unknown number of sampans. The perpetrators stolen some scrap metal and escaped via the sampans. There was no confrontation between the perpetrators and the crew.
11.	25-Jul-19	<i>Virgo 29</i>	While the tug boat towing barge loaded with scrap metal was en route to Penang, Malaysia, perpetrators boarded the barge from several sampans. The alarm was raised and the perpetrators escaped immediately. The crew was not injured and nothing was stolen from the barge. The tug boat and barge continued their voyage to Penang. Upon receiving information from Republic of Singapore Navy that some sampans were approaching the barge, the Singapore Vessel Traffic Information System (VTIS) communicated with the master via VHF. The Singapore Police Coast Guard was notified and the Malaysian authorities informed. A safety navigational broadcast was also initiated for the unauthorised boarding.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
12.	03-Aug-19	<i>Tekun 16217</i>	The Malaysian Maritime Enforcement Agency (MMEA) while on routine patrol sighted and detained a small wooden boat without registration number along with three crew suspected of sea theft. Upon inspecting the boat, they found more than two tons of scrap metal believed to be stolen from a barge towed by <i>Tekun 16217</i> . The crew was safe.
13.	12-Aug-19	<i>Permata 1</i>	While the tug boat towing barge, <i>Permata 2</i> was en route from Sarawak, East Malaysia to Port Klang, Peninsula Malaysia, the master of the tug boat reported to Singapore VTIS that some perpetrators had boarded the barge via a small boat. At 2110 hrs (LT), the master reported that the perpetrators had disembarked from the barge and escaped with some scrap metal and ropes. The crew was not injured.
14.	15-Aug-19	<i>Kien San 1</i>	While the tug boat towing the Malaysian-registered barge <i>Kien San 8</i> was underway, three perpetrators boarded the barge. The barge was carrying scrap metal and was westbound for Malaysian port. The three perpetrators disembarked the barge at about 1710 hrs with some scrap metal. There was no confrontation with the crew of the tug boat. All crew are safe with no injury. The tug boat and barge resumed passage westbound.
15.	15-May-20	<i>Dolphin I</i>	While the tug boat towing barge was underway, two perpetrators were sighted on the tug boat. The two perpetrators stole two mooring ropes and escaped in a small craft. There was no confrontation with the crew. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG) and the Malaysian authorities were notified. The crew was safe. No further assistance was required and the tug boat resumed her voyage.

Precautionary Area in the Singapore Strait (2 incidents)

S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
1.	16-Mar-20	<i>Sam Jaguar</i>	While underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that there was an unauthorised boarding of three perpetrators who were sighted in the engine workshop room. The crew managed to detain the three perpetrators, reported to Batam VTIS and waited for the Indonesian Navy to board the ship to detain the perpetrators. At 1303 hrs, the master declared that the Indonesian Navy had boarded the bulk carrier and took away the three perpetrators for investigation and prosecution. Nothing was stolen and the crew was not injured. The Singapore VTIS notified the Singapore Republic of Navy and Singapore Police Coast Guard about the incident. The safety navigational broadcast was also initiated.

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S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
2.	26-Jul-20	<i>BS Ayres</i>	While the tug boat towing the flat top deck cargo barge was en route to Singapore, two unknown crafts with three perpetrators on each craft were sighted approaching the barge. Two perpetrators boarded the barge and left after 20 minutes. The two crafts moved away from the location of the incident and were seen heading in a southwestern direction. The tug boat and barge resumed their voyage to Singapore. Some batteries were reported stolen from the barge. The crew was safe and no assistance was required. A safety navigational broadcast was initiated after the incident. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.

Outside (south) of the Traffic Separation Scheme (1 incident)

S/N	Date of Incident	Ship Name	Attack Method & Description of Incident
1.	18-May-20	<i>SMS Sangatta</i>	While the tug boat towing the supply vessel was en route from Labuan, Sabah, East Malaysia to Pulau Sambu, Indonesia, three perpetrators boarded the supply vessel. The master raised the alarm and reported the incident to Singapore VTIS. At about 2358 hrs, the master updated that the perpetrators had escaped. The crew was safe and nothing was stolen. No further assistance was required; and the tug boat and supply vessel resumed their voyage. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified.

