### ANNEX I

**Acts of piracy and armed robbery allegedly committed against ships reported by Member States or international organizations in consultative status**

<table>
<thead>
<tr>
<th>N°</th>
<th>Ship Name</th>
<th>Type of Ship</th>
<th>Flag</th>
<th>Gross Tonnage</th>
<th>IMO Number</th>
<th>Date</th>
<th>Time</th>
<th>Position of the incident*</th>
<th>Details of the incident</th>
<th>Consequences for crew, ship, cargo</th>
<th>Action taken by the master and the crew</th>
<th>Was the incident reported to the coastal authority? Which one?</th>
<th>Reporting State or International organization</th>
<th>Coastal State Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Success 9</td>
<td>Product tanker</td>
<td>Singapore</td>
<td>4374</td>
<td>9258131</td>
<td>10/04/2023</td>
<td>13:50 UTC</td>
<td>WEST AFRICA Around 307nm SSW of Abidjan, Ivory Coast</td>
<td>Côte d'Ivoire 00° 06.90' N 004° 34.00' W</td>
<td>Twelve pirates armed with guns attacked, boarded, and hijacked a tanker underway. All communications with the tanker were lost. The pirates self-navigated the tanker. On being notified of the incident, the IMB Piracy Reporting Centre immediately informed the regional and French authorities in the Gulf of Guinea. A missing tanker message was broadcast to all ships to lookout for the tanker. Position updates received from all sources were communicated with the relevant authorities for their coordination. On 15 April, a French naval asset located the tanker and the tanker escorted to a safe port by an Ivory Coast Guard patrol boat. The pirates had destroyed the navigational equipment, handcuffed all crew with cable tie and stolen part of the cargo before escaping. All crew reported safe.</td>
<td>Navigational and communication equipment was destroyed, and parts of the cargo was stolen.</td>
<td>Yes</td>
<td>MDAT GOG</td>
<td>PRC relayed the message to the regional authorities in the Gulf of Guinea and the French authorities. (IMBKL)</td>
</tr>
<tr>
<td>1</td>
<td>Gibraltar Eagle</td>
<td>Bulk carrier</td>
<td>Marshall Islands</td>
<td>3632</td>
<td>9702508</td>
<td>02/04/2023</td>
<td>17:55 UTC</td>
<td>MALACCA STRAIT Approximately 2.3nm east of Pulau Karimun Kecil, (Indonesia) in the Singapore Strait Indonesia</td>
<td>01° 08.61' N 103° 26.68' E</td>
<td>While underway, the master of the ship reported to VTIS Singapore that five unauthorised persons were sighted in the engine room. The alarm was activated and the perpetrators escaped. A search was conducted on board the ship, with no further sighting of the perpetrators. The master declared some engine spares were stolen. All crew members were accounted for and were safe. The ship was transiting the TSS and was bound for port of Singapore. At 0722 hrs, the Singapore Police Coast Guard boarded the ship to conduct search on board upon her arrival in Singapore. At 0829 hrs, the ship was cleared with no further sighting of the perpetrators. Safety navigational broadcast was initiated. The Republic of Singapore Navy (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.</td>
<td>All crew members were accounted for and were safe. The master declared some engine spares were stolen.</td>
<td>The master of the ship reported incident to VTIS Singapore. The ship general alarm was activated. A search was conducted with no further sighting of the perpetrators.</td>
<td>Yes</td>
<td>The master of the ship reported the incident to VTIS Singapore.</td>
</tr>
</tbody>
</table>

* The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark.

**NOTE:** SOUTH AMERICA (A) - Atlantic; (C) - Caribbean; (P) - Pacific.
<table>
<thead>
<tr>
<th>No.</th>
<th>Vessel Name</th>
<th>Type</th>
<th>Flag</th>
<th>IMO</th>
<th>MMSI</th>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Incident Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Jie Shun Da</td>
<td>Bulk Carrier</td>
<td>Panama</td>
<td>962966</td>
<td>9162966</td>
<td>02/04/2023</td>
<td>23:45 LT</td>
<td>MALACCA STRAIT</td>
<td>While underway, the master of the ship reported to VTIS Singapore that one unauthorised person was sighted in the vicinity of the engine room. Ship's alarm was raised, and the crew subsequently conducted search on board the ship, with no further sighting of the perpetrator. The master declared that all crew was safe and no injuries. Nothing was reported stolen. The master confirmed that no assistance was required. The ship departed Singapore and bound for China. Safety navigational broadcast was initiated. The Republic of Singapore Navy (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 and Malaysian authorities.</td>
</tr>
<tr>
<td>3</td>
<td>Target 10</td>
<td>Tug</td>
<td>Malaysia</td>
<td>188</td>
<td>5331705</td>
<td>10/04/2023</td>
<td>12:28 LT</td>
<td>MALACCA STRAIT</td>
<td>The tug boat towing a barge reported perpetrators in several boats had approached and boarded the barge, which was loaded with scrap metal. MMEA asset was deployed immediately to the location and they successfully intercepted a wooden boat laden with a load of stolen scrap metal, and arrested six perpetrators. The perpetrators and wooden boat were escorted to PMP Jetty for further investigation. No confrontation with crew. No information available Yes Tanjung Sedili Maritime Zone ReCAAP ISC via ReCAAP Focal Point (Singapore) and MMEA (ReCAAP) MMEA asset was deployed immediately to the location and they successfully intercepted a wooden boat laden with a load of stolen scrap metal, and arrested six perpetrators.</td>
</tr>
<tr>
<td>4</td>
<td>New Horizon</td>
<td>Tanker</td>
<td>Hong Kong, China</td>
<td>64680</td>
<td>9486520</td>
<td>13/04/2023</td>
<td>23:32 LT</td>
<td>MALACCA STRAIT</td>
<td>While underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that the crew sighted four perpetrators in the engine room. The master raised the alarm and mustered the crew. A security search was conducted on board the ship, with no further sighting of the perpetrators. The master declared nothing was stolen. The crew members were safe with no injury. The master confirmed that no assistance required. The ship was transiting the TSS and is bound for Zhou Shan, China. A safety navigational broadcast was initiated. The Republic of Singapore Navy’s (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</td>
</tr>
</tbody>
</table>
5
Lion Kimtrans TB 6 / Asia Pride 2330
Tug
Malaysia
13865506
22/04/2023 01:30 UTC
Malacca Strait
Approximately 4.7 nm off Tanjung Ayam in the Singapore Strait.
Singapore Strait
Indonesia
01° 16.88' N
104° 06.80' E

While underway, the master of the tug boat reported to Singapore VTIS East that a sampan was observed to be alongside the towed barge, Asia Pride 2330.

No perpetrators were sighted on board. At about 0945 hrs, the master reported that the sampan had left the barge and some scrap metals were stolen.

All crew members were accounted for and the master need no further assistance.

Safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian and Malaysian authorities.

All crew members were safe.

Some scrap metals were stolen. / Cargo of scrap metal reported stolen.

The master reported the incident to Singapore VTIS.

The crew was safe and accounted for.

Yes

The master reported the incident to Singapore VTIS.

ReCAAP ISC via ReCAAP Focal Point (Singapore)

PRC relayed the message to Singapore Police Coast Guard, MMEA Putrajaya, MMEA Selatan & Malaysia Marine Police (IMBKL)

A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.

IN PORT AREA

1
Stolt Bismuth
Tanker
Liberia
17739
9739290
02/04/2023 20:00 LT
Malacca Strait
GSM Jetty 1, Lubuk Gaung, Indonesia
01° 45.40' N
101° 22.10' E

After completion of loading operation, while taking samples on deck duty able seamen noticed one small boat without any lights passed near the starboard side. A few minutes later able seamen made a safety rounds from aft and saw the one suspicious man on the aft poop deck. He immediately informed duty officer by the radio. At that time perpetrator jumped over board and escaped on small boat.

The crew was not injured.

Duty Officer was informed.

No

PRC relayed the message to Indonesian Marine Police HQ (IMBKL)

ReCAAP ISC via ReCAAP Focal Point (Netherlands)

ReCAAP ISC via ReCAAP Focal Point (Singapore)

Not known

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While at anchor, the duty roving watch while on standby at the forecastle near the anchor house was threatened with a metal bar by six or eight perpetrators coming from different directions of the ship. As a result, he was caught and his hands were tied, while the perpetrators started to loot the ship.

When the crew was able to loosen his hands from being tied, he pushed the man guarding him and ran towards midship where he met another duty watch. Together they immediately proceeded to the bridge and reported the situation. Thereafter, they raised the security alarm and gathered all the crew at the bridge. Upon confirming that all crew members were accounted for, they reported the incident to the local agent and Vessel Traffic Management Scheme (VTMS) Manila.

At about 0330 hrs, personnel from Coast Guard Sub-Station (CGSS) North Harbor together with personnel from Coast Guard Station (CGS) Manila on board AB-008 departed Pier 8, North Harbor, Tondo, Manila enroute to the location of the victim ship. The team arrived at the location at about 0350 hrs and immediately conducted intensified patrol around the area for possible sightings of any suspicious motor bancas but yielded negative result.

The team also coordinated with the victim ship for the conduct of search and investigation. Upon boarding, the team together with the ship’s crew conducted search and inspection from aft to forward deck of the ship, including the storage room for possible sightings of any perpetrators on board and to determine the stolen items.

At crew was accounted for and safe. One set of self-contained breathing apparatus (SCABA), with breathing apparatus (BA) bottle, two BA bottles, one pc of Suez light, and five ISPS lights were stolen.

One crew was threatened with a metal bar, caught and his hands were tied. He managed to loosen his hands and escape from the perpetrators unharmed. The other crew members were safe. Several breathing apparatus equipment and flashlights were stolen.

The duty crew immediately notified the bridge and raised the alarm. The crew reported the incident to the local ship agent TMS Manila.

The crew members were not injured. One life raft, one set of SCBA breathing apparatus and 12 pieces of 20-meter high voltage reefer cables were stolen.

One life raft and its two BA bottles, one pc of Suez light, and five ISPS lights were stolen.

The crew reported the incident to VTMS Manila. Upon arrival at the location, the team coordinated with the ship’s crew for the conduct of search and investigation. Upon boarding, the team together with the ship’s crew proceeded to the forward deck of the ship for inspection and confirmed that some equipment from the vessel was missing.

The team also coordinated with the victim ship for the conduct of search and investigation. Upon boarding, the team together with the ship’s crew conducted search and inspection from aft to forward deck of the ship, including the storage room for possible sightings of any perpetrators on board and to determine the stolen items.

While at anchor, the crew did not notice any suspicious personnel on board. However, the padlock of forward store hatch was broken. Ship’s stores were stolen.

Master reported the incident to Vessel Traffic Management System (VTMS) Manila. VTMS Manila informed Coast Guard Station (CGS) Manila. CGS Manila immediately dispatched personnel of Coast Guard Sub-station (CGSS) South Harbour onboard AB-008 to the location of vessel to verify the veracity of the incident. Upon arrival at the location, the team coordinated with the crew for investigation. Upon boarding, the team together with the crew proceeded to the forward deck of the ship for inspection and confirmed that some equipment from the vessel was missing.

The crew members were not injured. One life raft, one set of SCBA breathing apparatus and 12 pieces of 20-meter high voltage reefer cables were stolen.

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<th></th>
<th>Ship Name</th>
<th>Type</th>
<th>IMO No.</th>
<th>MMSI</th>
<th>Date/Time</th>
<th>Position/Location</th>
<th>Incident Details</th>
<th>Crew Mustered and a Search was Made</th>
<th>PRC relayed the message to</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Nordocelot</td>
<td>Container ship</td>
<td>18826</td>
<td>9673642</td>
<td>16/04/2023 23:00 UTC</td>
<td>SOUTH CHINA SEA Ho Chi Minh Anchorage Vietnam 10° 09.00' N 107° 09.00' E</td>
<td>Duty crew on routine rounds onboard the drifting ship noticed the paint store padlock broken and ship’s stores stolen. Tried to contact Port control on VHF but there was no response. Paint store padlock was broken, and ship’s stores stolen. Crew mustered and a search was made. Yes</td>
<td>NA</td>
<td>the Vietnamese Authorities. (IMBKL)</td>
<td>NA</td>
</tr>
<tr>
<td>6</td>
<td>PPS Luck</td>
<td>Bulk carrier</td>
<td>30811</td>
<td>9407524</td>
<td>17/04/2023 16:15 UTC</td>
<td>INDIAN OCEAN Berth No.13, Port of Haldia, India 22° 02.00' N 088° 05.00' E</td>
<td>While at berth, the 2nd Engineer and motorman discovered that the padlock to the steering gear room was missing during their routine rounds. Further investigation revealed that some engine spare parts and stores were stolen. There were no perpetrators sighted onboard. During the period at berth, gangway watch and security patrol were maintained by the crew. No unauthorized person was allowed onboard except for agent, authorities, draft surveyor, stevedore foreman and buyer’s inspectors. All access to the ship were also locked except one into accommodation. Apart from the missing items, there was no reported damage and the crew was not injured. Yes</td>
<td>NA</td>
<td>ReCAAP ISC via ReCAAP Focal Point (Singapore) (ReCAAP)</td>
<td>ReCAAP ISC via ReCAAP Focal Point (India) (ReCAAP)</td>
</tr>
<tr>
<td>7</td>
<td>Solar Roma</td>
<td>Product tanker</td>
<td>18335</td>
<td>9887372</td>
<td>24/04/2023 20:00 UTC</td>
<td>INDIAN OCEAN Kandla Anchorage, India 22° 45.40' N 070° 00.89' E</td>
<td>While at anchor, crew carried out routine maintenance onboard and noticed some items were missing. The master informed the owner of the ship. CCTV footage ascertained from the owner shows 5 perpetrators boarded and theft of items. Ship properties &amp; stores were stolen. The crew members were not injured. One of each: - 6” Blank - 4” Blank - 10” Blank - 6” x 10” Reducer - 6” x 6” Spool piece - Hydro- blower - Emergency IG Connection ‘200 A’ blank - Emergency IG connection ‘200 A’ blank with elbow - Scupper were stolen. Checked the CCTV footage Yes</td>
<td>The master reported to the owner of the ship.</td>
<td>PRC relayed the message to Indian Coast Guard. (IMBKL)</td>
<td>All stakeholders / VTS has also been advised/ reiterated to alert the merchant traffic in area so as to enhance vigilance and adherence to the standard norms of security especially during night / dark hours to mitigate such an incident in future. Local Marine police, Port, Central Industrial Security Force (CISF) Anchorage patrols and Signal station have been sensitised for follow up / corrective actions.</td>
</tr>
<tr>
<td>8</td>
<td>Bourbon Shamal</td>
<td>Supply ship</td>
<td>464</td>
<td>3188089</td>
<td>25/04/2023 02:30 UTC</td>
<td>WEST AFRICA Luanda Inner Anchorage Angola Angola 06° 47.00’ S 01° 14.85’ E</td>
<td>Alert crew noticed unauthorised persons onboard an anchored vessel attempting to steal an outboard engine of the PRC. Alarm raised and ship’s horn sounded resulting in the robbers escaping. Authorities informed and the police boarded the vessel for investigation. Nil</td>
<td>Yes</td>
<td>Local Authorities</td>
<td>PRC relayed the message to MOC Angola. (IMBKL)</td>
</tr>
<tr>
<td>No.</td>
<td>Vessel</td>
<td>Type</td>
<td>Flags</td>
<td>IMO</td>
<td>MMSI</td>
<td>Date/Time</td>
<td>Position</td>
<td>Details</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Ridgebury Katherine Z</td>
<td>Chemical tanker</td>
<td>Marshall Islands</td>
<td>29905</td>
<td>9439797</td>
<td>27/04/2023 03:45 LT</td>
<td>SOUTH CHINA SEA Anchorage near vicinity south-southwest of Sangley Point, Cavite, the Philippines 14° 33.54’ N 120° 52.34’ E</td>
<td>While at anchor, duty roving noticed two perpetrators and immediately raised the alarm. Upon hearing the alarm, the crew mustered and after confirm all members were complete and safe, they reported the incident to Vessel Traffic Management System (VTMS) Manila. The master also stated that the perpetrators probably used rope to board and disembark the ship. The padlock of the bosun store was broken, and 1 box of rope, 1 life craft, 1 fire nozzle, 1 fire bell, and 1 fire hydrant were missing. Philippine Coast Guard (PCG) Coast Guard Station (CGS) Manila operation informed PCG Coast Guard Intelligence Unit (CGIU) Manila of the incident. The alarm was raised and crew mustered. Ship properties &amp; stores were stolen. The master reported the incident to VTMS Manila. PCG CGS Manila operation informed PCG CGIU Manila of the incident.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>MSC Bari</td>
<td>Container ship</td>
<td>Liberia</td>
<td>153115</td>
<td>9461441</td>
<td>27/04/2023 07:00 UTC</td>
<td>SOUTH AMERICA (P) Cabo Anchorage, Peru 12° 00.68’ S 077° 13.39’ W</td>
<td>Unauthorised persons boarded an anchored ship, tied two duty crew, stole their personal properties and ship’s stores, and escaped. Alarm raised, crew mustered, and a search was carried out. Incident was reported to the port control and a patrol boat was dispatched to the location. Ship’s stores and the two duty crew’s personal belongings were stolen. Alarm raised, crew mustered, and a search was carried out. Port Control PRC relayed the message to Peru Authorities. (IMBKL)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>MSC Wave F</td>
<td>General cargo ship</td>
<td>Liberia</td>
<td>11884</td>
<td>9030462</td>
<td>28/04/2023 06:00 UTC</td>
<td>WEST AFRICA Tin Can Island Terminal, Lagos, Nigeria 06° 25.16’ N 003° 20.53’ E</td>
<td>Around eight armed persons boarded a berthed general cargo ship. Alert crew on rounds spotted the persons resulting in the persons escaping empty handed in their boat. NA NA Yes NA PRC received report from NIMASA’ Nigerian Navy. (IMBKL)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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<th>N°</th>
<th>Ship Name</th>
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<th>Flag</th>
<th>Gross Tonnage</th>
<th>IMO Number</th>
<th>Date</th>
<th>Time</th>
<th>Position of the incident*</th>
<th>Action taken by the master and the crew</th>
<th>Was the incident reported to the coastal authority?</th>
<th>Which one?</th>
<th>Reporting State or international organization</th>
<th>Coastal State Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CSCL Zeebrugge</td>
<td>Container ship</td>
<td>Hong Kong, China</td>
<td>108069</td>
<td>9314234</td>
<td>22/04/2023</td>
<td>03:50 UTC</td>
<td>SOUTH AMERICA (C) Panama East Anchorage, Panama 08° 52.66' N 079° 29.09' W</td>
<td>Alarm raised, PA announcement made, and crew mustered. Hearing the alerted crew, the persons aborted the boarding attempt.</td>
<td>Yes</td>
<td>NA</td>
<td>PRC relayed the message to Panama Maritime Authorities. (IMBKL)</td>
<td>NA</td>
</tr>
</tbody>
</table>

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**ANNEX II**

Acts of piracy and armed robbery allegedly attempted against ships reported by Member States or international organizations in consultative status

<table>
<thead>
<tr>
<th>Details of the incident</th>
<th>Consequences for crew, ship, cargo</th>
<th>Action taken by the master and the crew</th>
<th>Was the incident reported to the coastal authority?</th>
<th>Which one?</th>
<th>Reporting State or international organization</th>
<th>Coastal State Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duty AB on routine rounds onboard an anchored ship noticed unauthorised persons attempting to board via the anchor chain and hawse pipe. Alarm raised, PA announcement made, and crew mustered. Hearing the alerted crew, the persons aborted the boarding attempt.</td>
<td>Nil</td>
<td>Alarm raised, PA announcement made, and crew mustered</td>
<td>Yes</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
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