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JANUARY - DECEMBER 2017 REPORT  
**ANNUAL**  
PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA

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# EXECUTIVE SUMMARY

# EXECUTIVE SUMMARY

A total of 101 incidents (comprising 89 actual incidents and 12 attempted incidents) were reported in 2017 compared to 85 incidents in 2016. This accounts for a **19% increase** in the number of incidents reported in 2017 compared to 2016. This includes 17 incidents which were not reported directly by ReCAAP Focal Points and regional authorities; but were on IMO list of incidents in 2017.

Compared to 2016, there was an increase in the number of incidents on board ships anchored at ports and anchorages in Bangladesh (Chittagong), Philippines (Manila and Batangas) and on board ships anchored and underway in the South China Sea (SCS) and underway in the Singapore Strait. However, there was a decrease in the number of incidents occurred at ports and anchorages in India, Malaysia and Vietnam compared to 2016. There was also a decrease in the number of incidents of abduction of crew for ransom in 2017 compared to 2016.

The decrease in the number of incidents at certain ports and anchorages, and in the number of incidents of abduction of crew for ransom demonstrates the effectiveness of the information sharing mechanism of ReCAAP; and the close cooperation among the ReCAAP ISC, ReCAAP Focal Points, regional authorities, partner organisations and the shipping community.

The ReCAAP ISC urges all enforcement agencies to beef up surveillance and patrols; and relevant authorities to implement port security measures, particularly in areas of concern. The ReCAAP ISC also encourages ship masters and crew to exercise enhanced vigilance while underway, maintain watch-keeping while at ports and anchorages, and adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.

# PART ONE OVERVIEW

01

# PART ONE

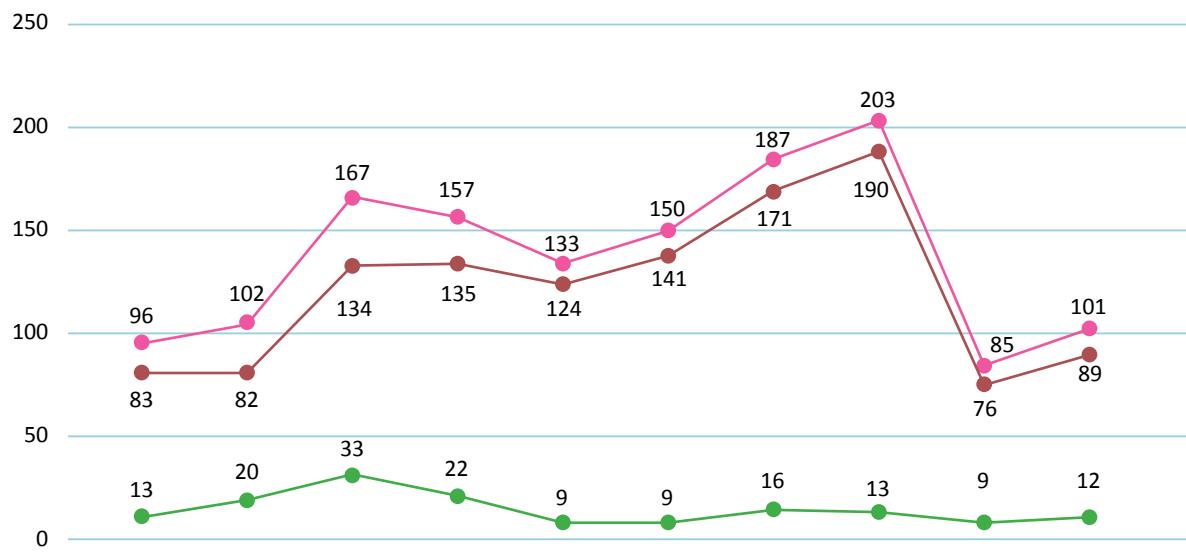
# OVERVIEW

## Incidents of Piracy and Armed Robbery Against Ships in Asia reported in 2017

### NUMBER OF INCIDENTS

A total of 101 incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> were reported in Asia (comprising 89 actual incidents<sup>3</sup> and 12 attempted incidents<sup>4</sup>) in 2017. Of the 101 incidents, 16 were piracy incidents and 85 were incidents of armed robbery against ships. Refer to Appendix for *Description of incidents (January-December 2017)*.

Graph 1 shows the number of incidents reported during 2008-2017. Compared to 2016, there has been a **19% increase** in the total number of incidents reported in 2017. This is due to an increase in the number of both actual and attempted incidents in 2017 compared to 2016. Except for 2008 and 2016, the total number of incidents reported in 2017 is the lowest among the 10-year period of 2008-2017.



Graph 1 – Number of incidents (2008-2017)

● Total    ● Actual    ● Attempted

<sup>1</sup> Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

<sup>2</sup> Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

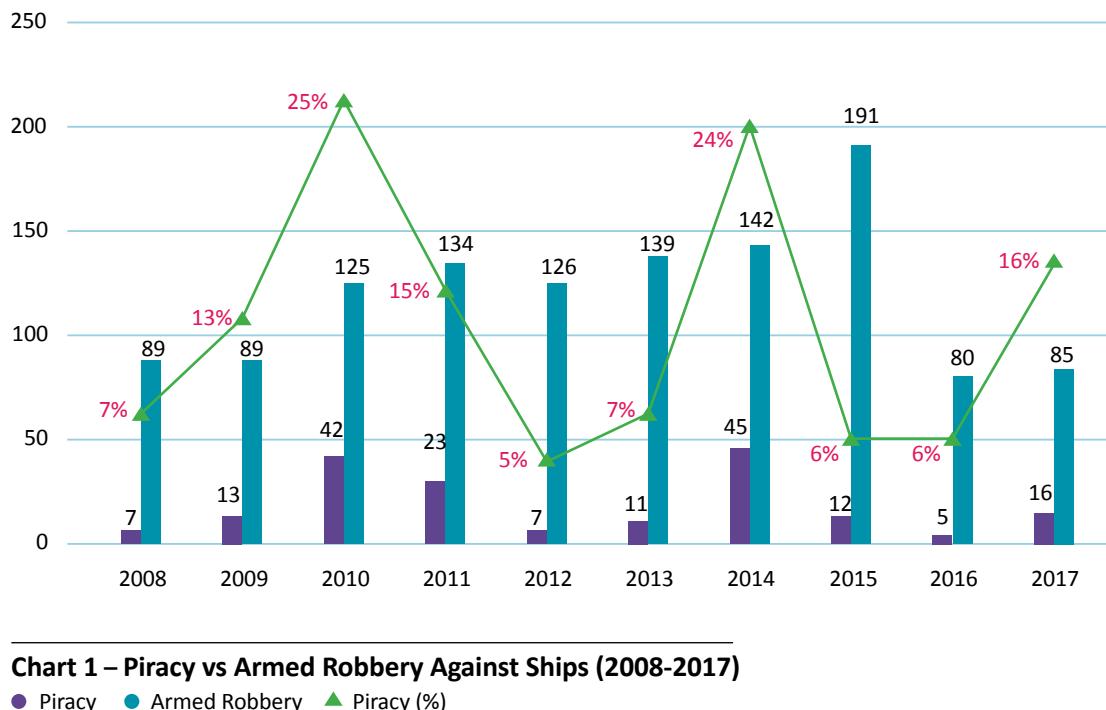
<sup>3</sup> Actual incidents are incidents where pirates/robbers had boarded the ship; and regardless of whether they made off with any items stolen from the crew or secured and unsecured items found on board the ship.

<sup>4</sup> Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

## PIRACY VS ARMED ROBBERY AGAINST SHIPS

Chart 1 shows the number of piracy vs armed robbery incidents reported during 2008-2017. Majority of the incidents reported in Asia were armed robbery against ships. Over the 10-year period, the number of piracy incidents fluctuated each year, with an average of 13% piracy incidents against 87% armed robbery against ships incidents. The annual percentage of piracy incidents reported in 2010 and 2014 was between 24%-25%; in 2009, 2011 and 2017 it was between 13%-16%; and in 2008, 2012, 2013, 2015 and 2016 it was between 5%-7%.

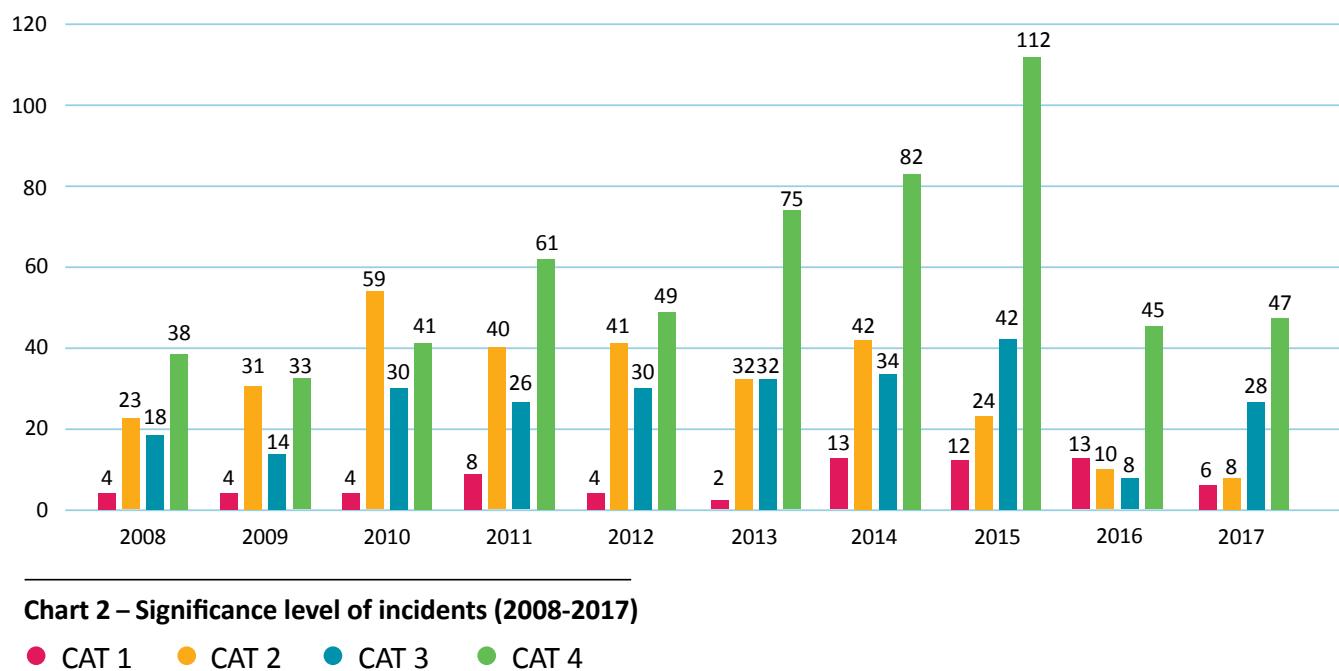
Majority of the piracy incidents in Asia occurred in the South China Sea (SCS); and these were mainly incidents of theft on board ships while underway and at anchor (in 2009, 2010, 2011 and 2017), and incidents involving the hijacking of ships for theft of oil cargo (2014 and 2015). Of the 16 piracy incidents reported in Asia in 2017, 12 incidents occurred in the South China Sea, three incidents in the Sulu-Celebes Sea and one incident in the Arabian Sea.



## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 89 actual incidents reported in 2017, six were CAT 1 incidents, eight were CAT 2 incidents, 28 were CAT 3 incidents and 47 were CAT 4 incidents. Of the six CAT 1 incidents, three were incidents involving the abduction of crew for ransom, and three were incidents involving the hijacking of ship for theft of oil cargo. The number of CAT 1 incidents reported in 2017 has decreased by more than half compared to 2016 (13 CAT 1 incidents).

The number of CAT 2 incidents reported in 2017 was the lowest compared to 2008-2016, while the number of CAT 4 incidents reported in 2017 has remained fairly consistent compared to 2016. Conversely, the number of CAT 3 incidents reported in 2017 has increased compared to 2016. The increase in the number of CAT 3 incidents is an indication that there are relatively more incidents involving perpetrators who were armed. Of the 28 CAT 3 incidents reported in 2017, 27 involved perpetrators who were armed with knives, machetes or other weapons such as iron rods, slingshots, stones etc. Chart 2 shows the significance level of incidents reported during 2008-2017.



**Chart 2 – Significance level of incidents (2008-2017)**

● CAT 1   ● CAT 2   ● CAT 3   ● CAT 4

## STATUS OF SHIPS

Of the 101 incidents reported in 2017, 68 incidents (67%) occurred on board ships while at anchor/berth, and 33 incidents (33%) on board ships while underway. This conforms to past trends observed that majority of the incidents reported in Asia involved ships at anchor/berth. The only exception was in 2015 when close to two-thirds of the incidents reported in Asia involved ships while underway. This was due to the large number of incidents occurred on board ships while underway in the Straits of Malacca and Singapore (SOMS) in 2015. Of the 203 incidents reported in 2015, 104 incidents occurred in SOMS. Table 1 shows the status of ships during 2008-2017.

Status of ships	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>Anchor/berth</b>	63 (66%)	66 (65%)	90 (54%)	92 (59%)	106 (80%)	118 (79%)	115 (61%)	83 (41%)	59 (69%)	68 (67%)
<b>Underway</b>	33 (34%)	36 (35%)	77 (46%)	65 (41%)	27 (20%)	32 (21%)	72 (39%)	120 (59%)	26 (31%)	33 (33%)
<b>Total</b>	96	102	167	157	133	150	187	203	85	101

**Table 1 – Status of ships (2008-2017)**

## LOCATION OF INCIDENTS

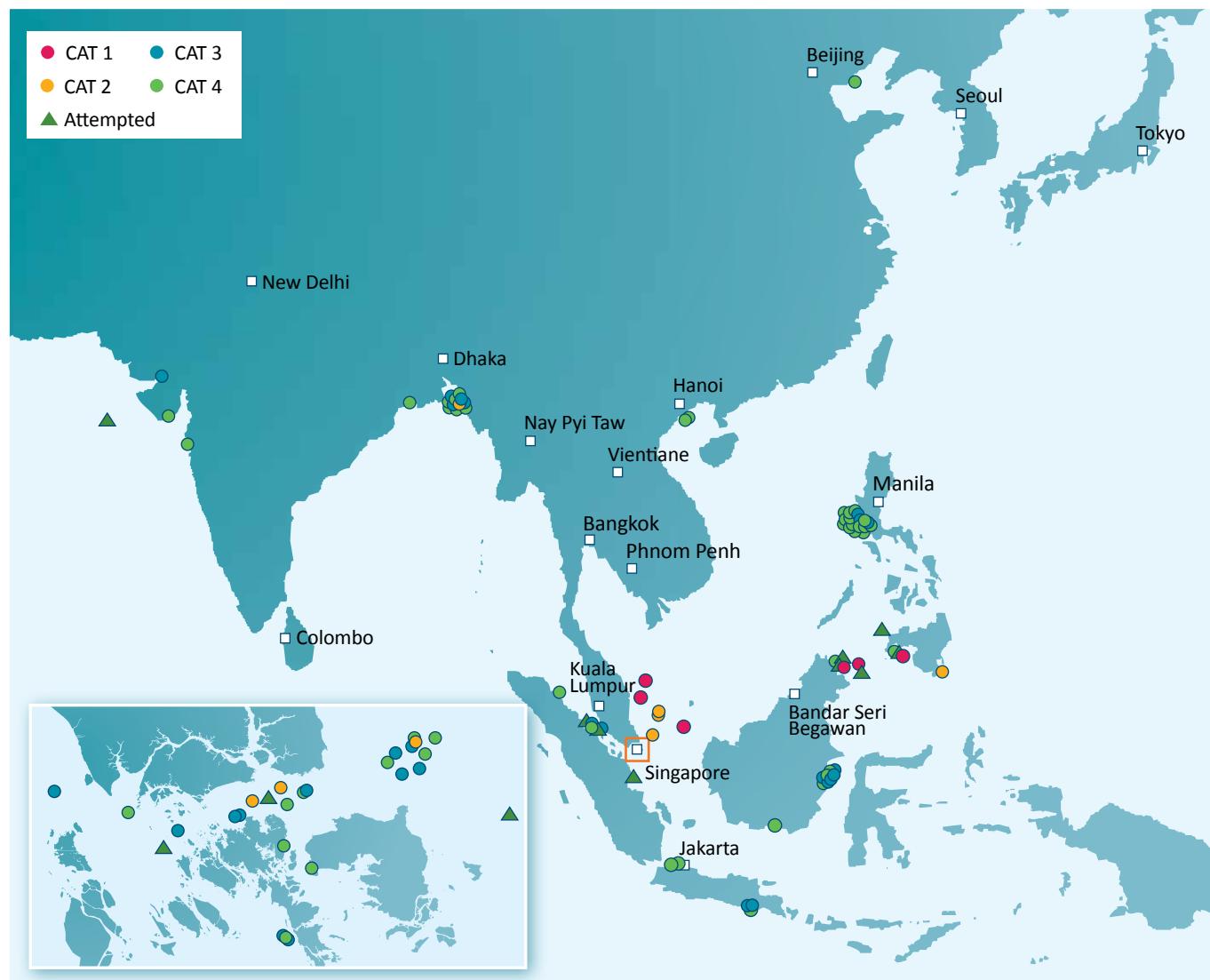
Table 2 shows the number and location of incidents reported in Asia during 2008-2017.

Act = Actual, Att = Attempted

	2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	
<b>East Asia</b>																					
<b>China</b>			1		1		1		1								2		3		1
<b>Sub-total</b>			<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>								<b>2</b>		<b>3</b>		<b>1</b>
<b>South Asia</b>																					
<b>Arabian Sea</b>					5	7		4													1
<b>Bangladesh</b>	10	2	15	4	21	3	14		11		6		16		10		1	1	11		
<b>Bay of Bengal</b>					3			1					2								
<b>India</b>	10	1	8	2	5	2	7	2	8	1	11		11	3	12		12		4		
<b>Sri Lanka</b>																					
<b>Sub-total</b>	<b>20</b>	<b>3</b>	<b>23</b>	<b>6</b>	<b>34</b>	<b>12</b>	<b>21</b>	<b>7</b>	<b>19</b>	<b>1</b>	<b>17</b>		<b>29</b>	<b>3</b>	<b>22</b>		<b>13</b>	<b>1</b>	<b>15</b>	<b>1</b>	
<b>South East Asia</b>																					
<b>Andaman Sea</b>																	1				
<b>Gulf of Thailand</b>					1																
<b>Indian Ocean</b>															1						
<b>Indonesia</b>	21	1	14	6	36	10	47	2	66	6	83	7	43	5	22	1	32		30	3	
<b>Malaysia</b>	13		12	3	18		14	3	11		6		4	1	4		5		1	2	
<b>Myanmar</b>			1				1														
<b>Philippines</b>	6	2	4	1	5		4	2	3		5		5		7	1	9	6	21	1	
<b>SCS</b>	5	2	11	2	18	8	12	6	7		10	1	40	2	10	1	4	1	11	1	
<b>Singapore</b>					2		3		2												
<b>SOMS</b>	7	4	6	2	5	3	24	2	12	1	12		44	4	94	10	1	1	7	2	
<b>Sulu-Celebes Sea</b>																			1	2	
<b>Thailand</b>			2		1											1					
<b>Vietnam</b>	11	1	8		13		8		3	1	8	1	6		27		9		2		
<b>Sub-total</b>	<b>63</b>	<b>10</b>	<b>58</b>	<b>14</b>	<b>99</b>	<b>21</b>	<b>113</b>	<b>15</b>	<b>104</b>	<b>8</b>	<b>124</b>	<b>9</b>	<b>142</b>	<b>13</b>	<b>166</b>	<b>13</b>	<b>60</b>	<b>8</b>	<b>73</b>	<b>11</b>	
<b>Overall total</b>	<b>83</b>	<b>13</b>	<b>82</b>	<b>20</b>	<b>134</b>	<b>33</b>	<b>135</b>	<b>22</b>	<b>124</b>	<b>9</b>	<b>141</b>	<b>9</b>	<b>171</b>	<b>16</b>	<b>190</b>	<b>13</b>	<b>76</b>	<b>9</b>	<b>89</b>	<b>12</b>	

Table 2 – Location of Incidents (2008-2017)

Location of incidents reported in 2017 is shown in Map 1 below.



Map 1 – Location of incidents (2017)

PART TWO  
**INSIGHT**

02

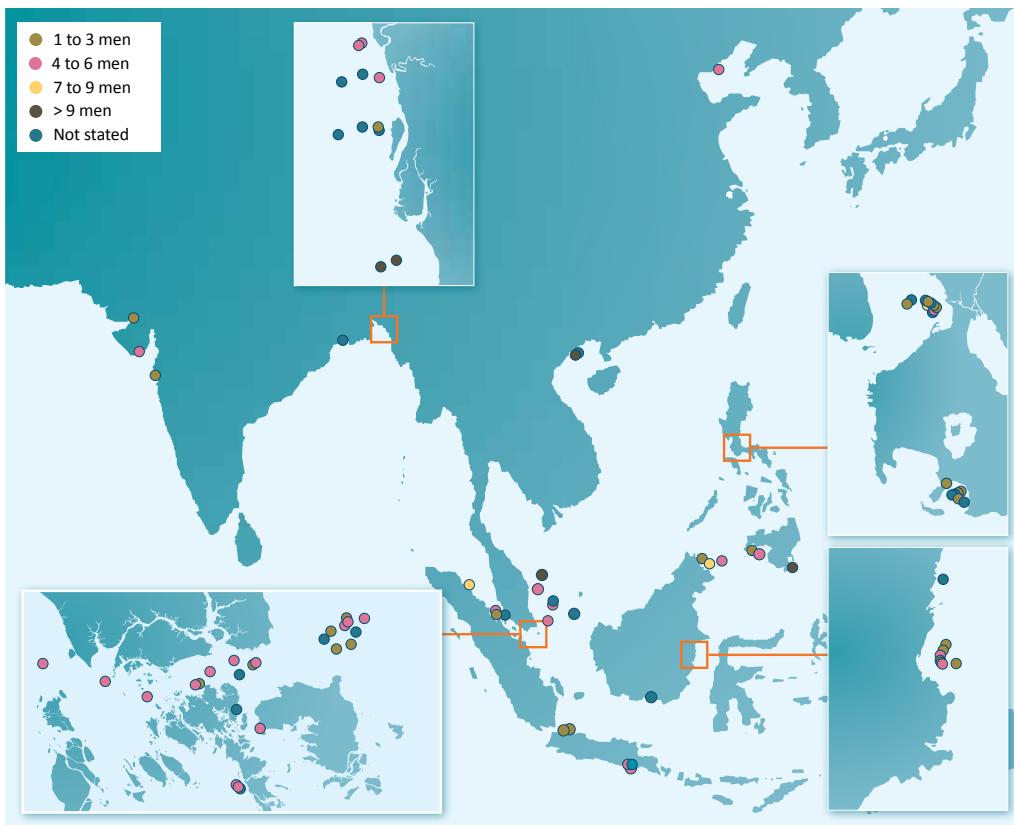
# PART TWO

# INSIGHT

Analysis of actual incidents (2013-2017)

## VIOLENCE FACTOR

### NUMBER OF PERPETRATORS



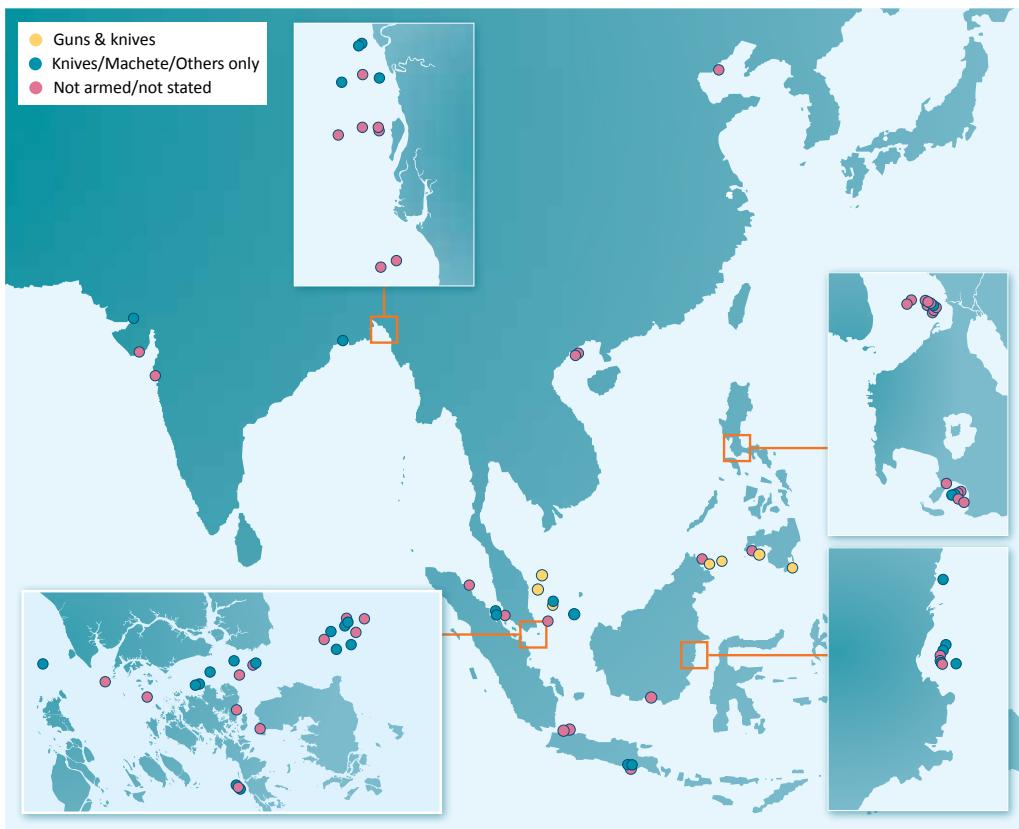
Map 2 – Number of perpetrators (2017)

	2013	2014	2015	2016	2017
<b>1 to 3 men</b>	37	42	54	21	28
<b>4 to 6 men</b>	46	68	72	20	29
<b>7 to 9 men</b>	16	17	23	4	3
<b>More than 9 men</b>	8	21	3	6	5
<b>Not stated</b>	34	23	38	25	24

Conforming to past trends observed during 2013-2016, majority of the actual incidents reported in 2017 involved perpetrators in groups of 4 to 6 men. There were three incidents that reported perpetrators in groups of 7 to 9 men who boarded the ships [*Harvester* when anchored off Belawan, Indonesia and *Botany Bay* when anchored in Manila anchorage, Philippines (both 8 men) and fishing trawler while underway off Tawi-tawi, Philippines (9 men)]. This was the lowest among the 5-year period.

Five of the 89 incidents (6%) in 2017 involved more than 9 men who boarded *Crest 252* (10 men), *Tron Legacy* (12 men), *MGT 1* (13 men), *Jaya Crystal* (more than 20 men) and *M/Tug 308* (22 men). It is the second lowest during the 5-year period which reported incidents involved more than 9 men.

## TYPE OF WEAPONS CARRIED BY PERPETRATORS



**Map 3 – Type of weapons carried by perpetrators (2017)**

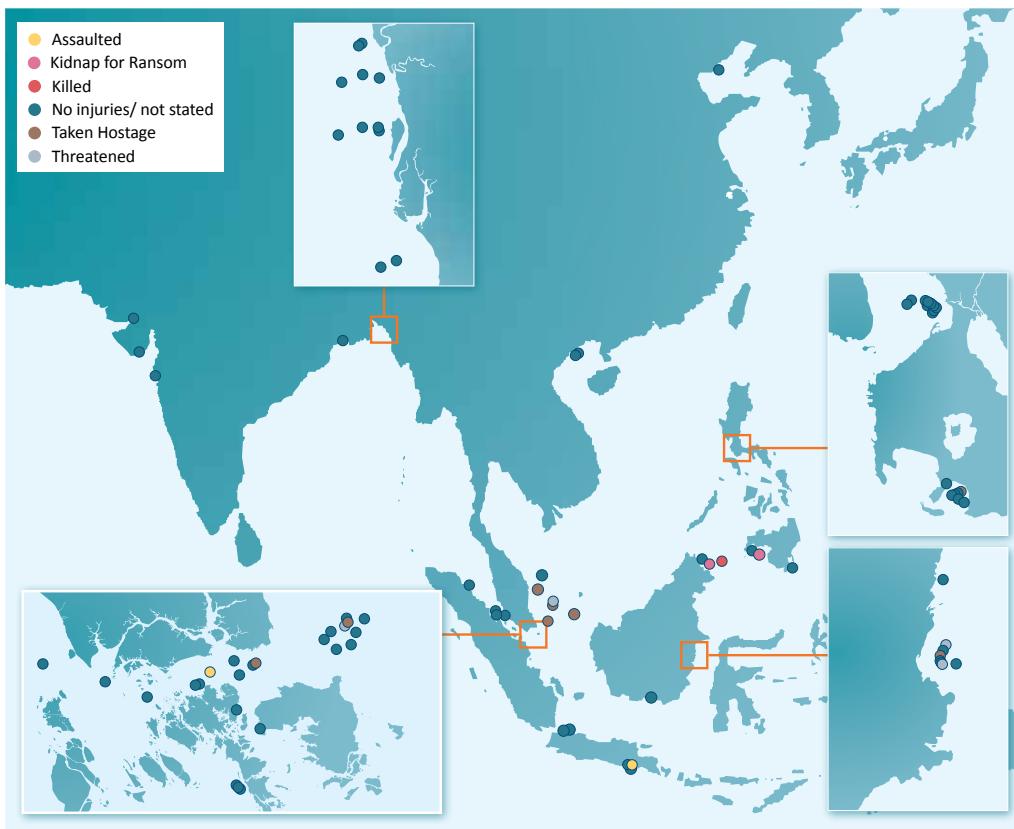
	2013	2014	2015	2016	2017
<b>Gun &amp; knives</b>	14	19	14	15	7
<b>Knives/Machete/Others only</b>	49	60	59	15	33
<b>More Sophisticated Weapons</b>	0	1	0	0	0
<b>Not armed/not stated</b>	78	91	117	46	49

About 45% (40 of 89) of the actual incidents involved perpetrators who are armed with weapons. The percentage of incidents involving armed perpetrators has increased compared to the past two years (2015-2016). In 2016, 39% (30 of 76) of the incidents involved armed perpetrators and 38% (73 of 190) in 2015.

In 2017, seven incidents reported perpetrators armed with firearms. Of these, three involved the abduction of crew (fishing trawler, *Giang Hai* & *Super Shuttle Tug 1*), two involved the hijacking of ships for theft of oil cargo (*C.P. 41* & *MGT 1*) and two were robberies on board ships (*Alice* & *M/Tug 308*). These incidents occurred on board ships while underway in the Sulu-Celebes Sea and in the South China Sea.

The ReCAAP ISC reiterates that the safety of the crew is of utmost importance. Hence, in the event that armed perpetrators manage to board the ship, the crew should not antagonize or confront the perpetrators.

## TREATMENT OF CREW



**Map 4 – Treatment of crew (2017)**

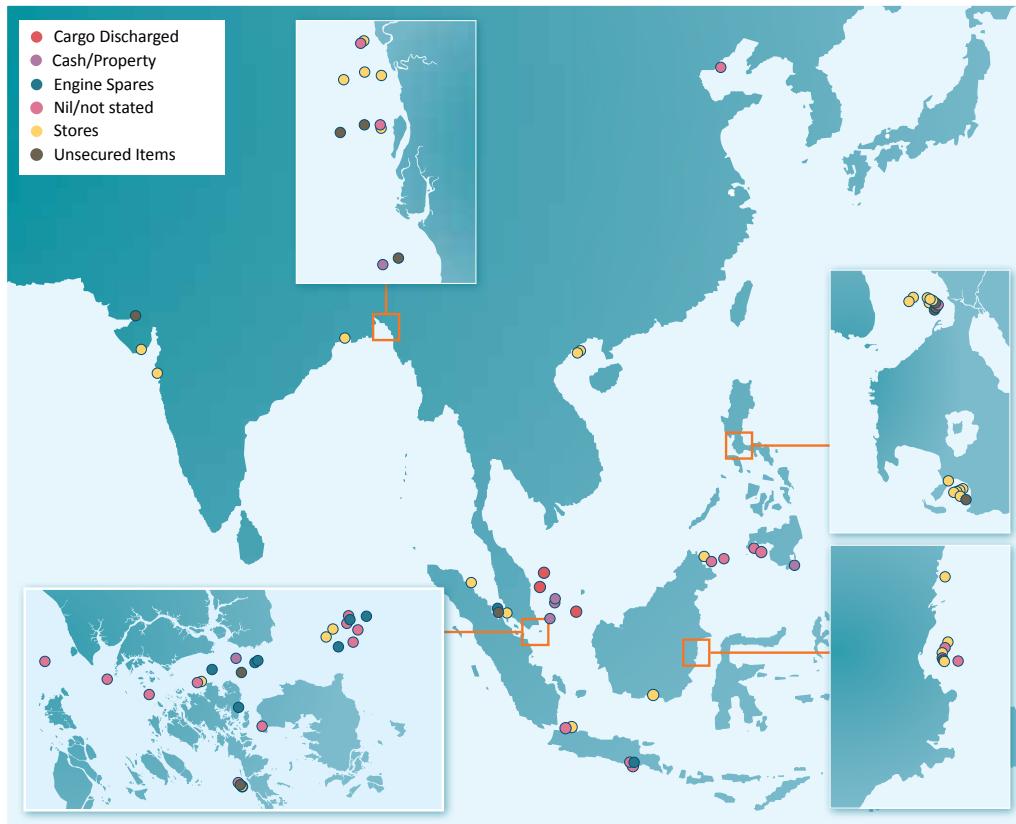
	2013	2014	2015	2016	2017
<b>Assaulted</b>	4	12	7	3	2
<b>Crew Discarded</b>	0	2	2	0	0
<b>Kidnap for Ransom</b>	0	0	0	8	2
<b>Killed</b>	0	1	0	2	1
<b>Missing</b>	1	2	0	0	0
<b>No injuries/not stated</b>	110	124	162	51	72
<b>Seriously injured</b>	1	1	2	0	0
<b>Taken Hostage</b>	15	22	13	7	7
<b>Threatened</b>	10	7	4	5	5

Consistent with past trends observed during 2013-2016, majority of the incidents in 2017 reported that the crew was not injured or there was no information available on the treatment of crew.

There were three incidents of kidnap for ransom (*Super Shuttle Tug 1*, fishing trawler and *Giang Hai*) in 2017, of which the incident involving *Giang Hai* reported its crew being killed. The two Filipino abducted crew of *Super Shuttle Tug 1* were subsequently rescued in March 2017 while the three Indonesian crew of the fishing trawler are still held in captivity since January 2017. In the incident involving *Giang Hai*, four of the abducted crew were killed, and three crew were subsequently rescued by the Philippine authorities in November 2017.

# ECONOMIC FACTOR

## TYPE OF LOSSES



Map 5 – Type of losses (2017)

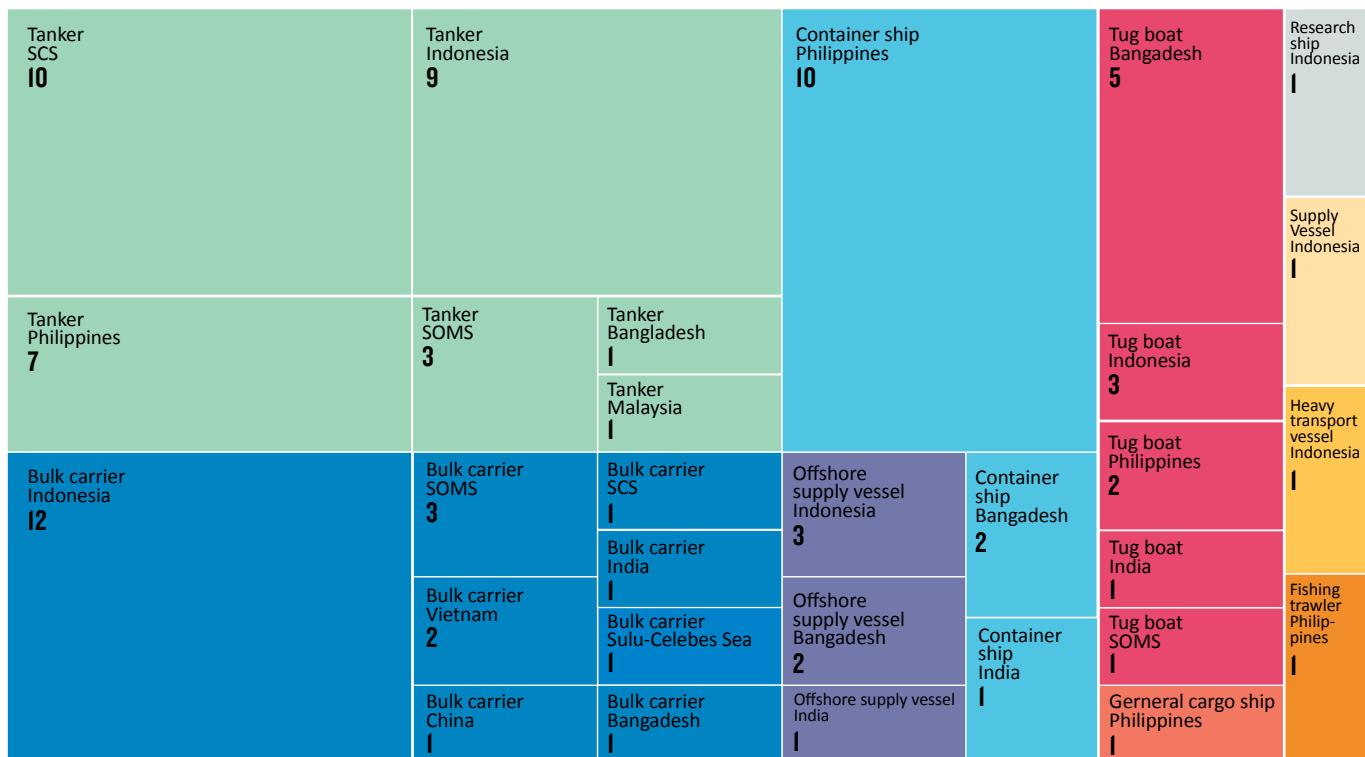
	2013	2014	2015	2016	2017
Cargo Discharged	4	15	11	2	3
Cash/Property	22	29	9	9	6
Engine Spares	11	20	19	8	9
Hijack of Ship	1	0	4	2	0
Missing Ship	0	1	0	0	0
Nil/not stated	35	61	80	22	24
Stores	63	39	67	32	35
Unsecured items	5	6	0	1	12

Ship stores, engine spares and unsecured items on board ships were the most commonly stolen items in incidents reported in 2017. There was also a large number of incidents that reported the perpetrators did not manage to steal anything and escaped empty-handed. This is attributed to the crew raising the alarm immediately when they discovered the presence of perpetrators on board the ship, which caused the perpetrators to escape immediately as they wanted to avoid confrontation with the crew.

Three incidents of cargo discharged occurred on board *C.P. 41* and *MGT 1* when they were underway in SCS; and on board *Ever Prosper* & *Ever Omega* off Singkawang, Indonesia. There were six incidents that reported the loss of cash and personal belongings – *Alice*, *Senna 3* and a bulk carrier (all in SCS), *Jaya Crystal* (Bangladesh), *M/Tug 308* (Philippines) and *Thunderbird* (Straits of Malacca and Singapore).

The ReCAAP ISC notes that incidents involving loss of ship stores, engine spares and unsecured items usually occurred at ports/anchorages. Incidents where cargo was discharged or cash and property were stolen were observed to occur further away from coast.

## TYPE OF SHIPS AND LOCATIONS

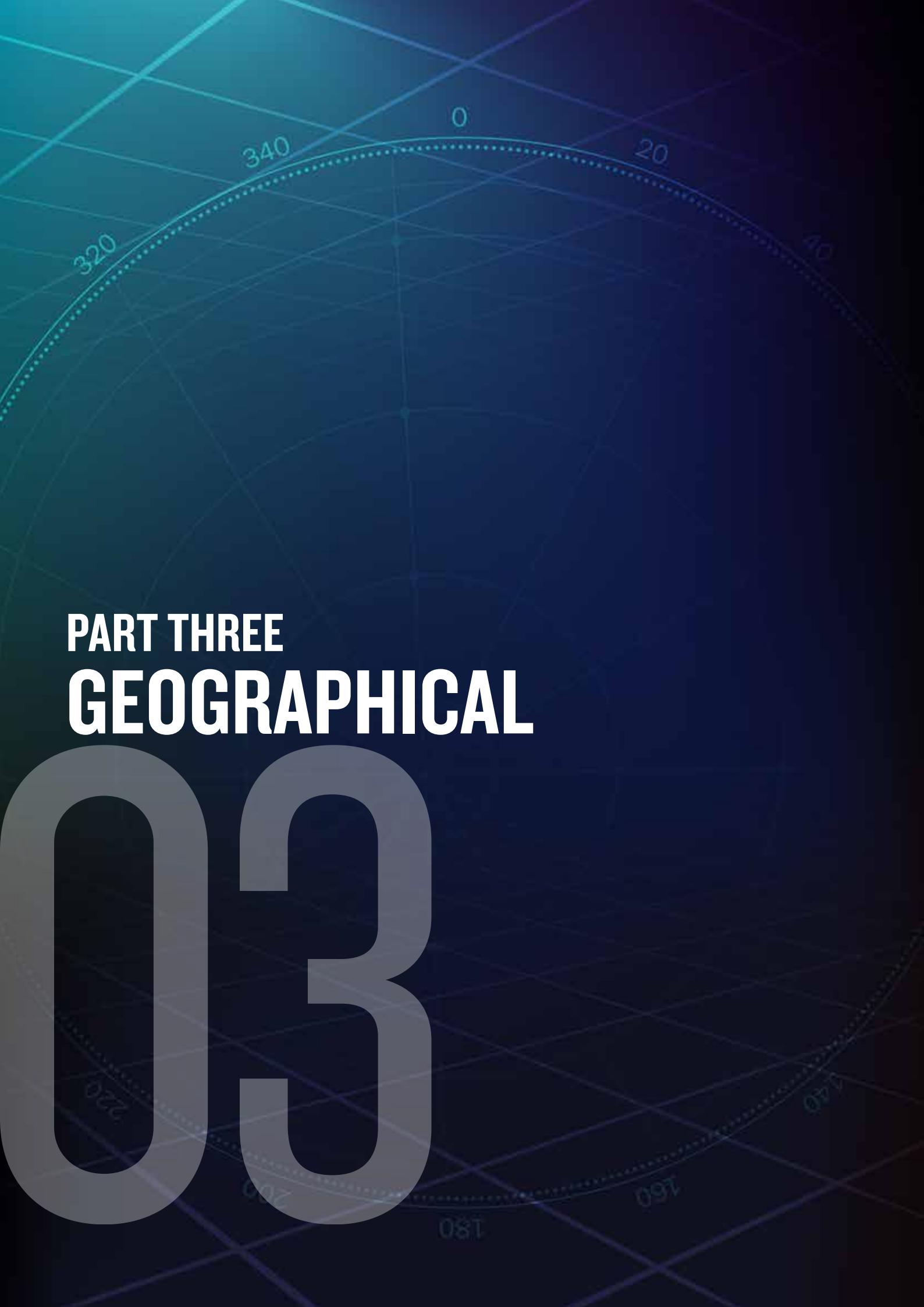


**Chart 3 – Type of ships and locations**

Of the 89 actual incidents reported in 2017, 31 occurred on board tankers (including product tanker, chemical tanker, crude oil tanker, LPG tanker, LNG tanker); 22 on board bulk carriers; 13 on board container ships; 12 on board tug boats; six on board offshore supply vessels and one each on board a fishing trawler, general cargo ship, heavy transport vessel, research ship and supply vessel.

The ReCAAP ISC notes that 10 of 11 incidents reported in South China Sea (SCS) involved tankers. Of the 10 incidents, two incidents involved the hijacking of product tankers for theft of oil cargo and eight were incidents of theft on board tankers. The other incident reported in SCS occurred on board a bulk carrier. The ReCAAP ISC advises master and crew on board tankers to exercise extra vigilance, enhance security watch and deploy protective measures when transiting the SCS.

The ReCAAP ISC also observes that all 10 incidents involving container ships reported in the Philippines occurred at Manila anchorage. Similarly, all seven incidents involving tankers occurred at Batangas anchorage, Philippines. However, there is no sufficient concrete evidence to suggest that perpetrators target a specific type of ship to board. It is more likely that a certain type of ship visits a port due to the facilities available at the ports, hence the probability of them being boarded is higher.



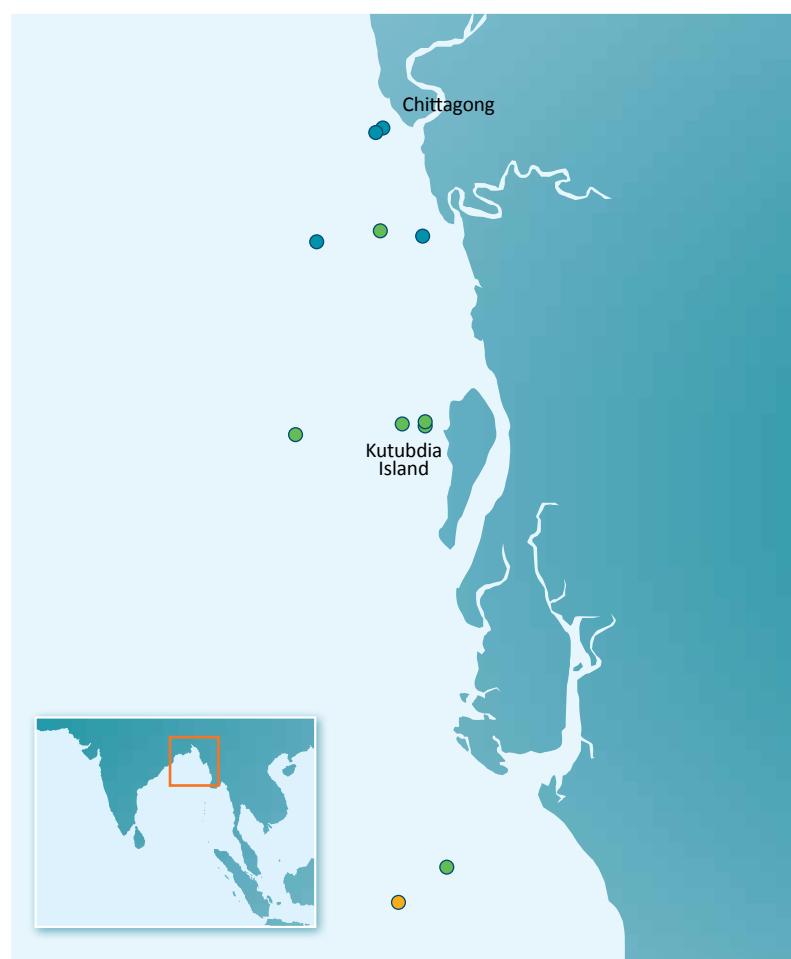
## PART THREE GEOGRAPHICAL

# 03

# PART THREE

# GEOGRAPHICAL

In 2017, there has been an improvement in the situation of armed robbery against ships at ports and anchorages in India, Malaysia and Vietnam compared to 2016. However, the number of incidents reported at ports and anchorages in Bangladesh (Chittagong), Philippines (Manila and Batangas) and on board ships while underway in the South China Sea (SCS) and Straits of Malacca and Singapore (SOMS) has increased in 2017 compared to 2016.



## BANGLADESH

A total of 11 incidents were reported in Bangladesh in 2017 compared to two incidents in 2016. Of the 11 incidents, one was Category 2, four were Category 3 and six were Category 4 incidents. Six of the 11 incidents occurred on board ships at berth/anchor; and five incidents occurred on board ships while underway.

Map 6 – Location of incidents in Bangladesh (2017)

	2013	2014	2015	2016	2017
● CAT 2	1	9	2	0	1
● CAT 3	2	3	6	0	4
● CAT 4	3	4	2	1	6
▲ Attempted	0	0	0	1	0
<b>Total</b>	<b>6</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>11</b>

# INDIA



**Map 7 – Location of incidents in India (2017)**

	2013	2014	2015	2016	2017
● CAT 2	4	0	0	0	0
● CAT 3	1	3	2	1	1
● CAT 4	6	8	10	11	3
▲ Attempted	0	3	0	0	0
<b>Total</b>	<b>11</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>4</b>

A total of four incidents were reported in India in 2017; the lowest among the 5-year period. Of the four incidents, three occurred on board ships at anchor/berth and one on board ship while underway. Three of the four incidents were Category 4 and one was Category 3. The improvement was most apparent at Kandla port. In 2017, one of the four incidents occurred at Kandla port compared to eight of 12 incidents in 2016 and 9 of 12 incidents in 2015.

The decrease in the number of incidents in India in 2017 compared to past four years is attributed to (1) measures undertaken by the Indian Coast Guard (ICG) to conduct intensive sea patrols; broadcast of advisories via NAVTEX; and community interaction programme in the local fishing hamlets, (2) arrest of perpetrators; and (3) enhanced vigilance by master/crew.



# INDONESIA



Map 8 – Location of incidents in Indonesia (2017)

	2013	2014	2015	2016	2017
● CAT 1	0	0	1	1	1
● CAT 2	14	16	7	6	0
● CAT 3	26	11	5	6	15
● CAT 4	43	16	9	19	14
▲ Attempted	7	5	1	0	3
<b>Total</b>	<b>90</b>	<b>48</b>	<b>23</b>	<b>32</b>	<b>33</b>

Except for 2015 and 2016, 2017 reported the lowest number of incidents among the five-year period in Indonesia. Also, there was no Category 2 incidents reported. The improvement was due to enhanced port security at certain ports/ anchorages, increase in presence of authorities, enhanced vigilance by master/crew and arrest of perpetrators (as in the incident involving *Hai Soon 12* in 2016). Improvements are more apparent at ports and anchorages off Dumai and Belawan in 2017 compared to 2016.

A total of 33 incidents were reported in Indonesia in 2017 compared to 32 incidents in 2016. Of these, 30 incidents occurred on board ships at berth/anchor and three incidents on board ships while underway. Of the 33 incidents, 30 were actual incidents and three were attempted incidents. Out of 30 actual incidents, one was a Category 1, 15 were Category 3 incidents and 14 were Category 4 incidents.

The CAT 1 incident involved the hijacking of barge, *Ever Omega*, which was towed by tug boat, *Ever Prosper* on 22 Nov 17 off Singkawang, Indonesia. The barge was eventually recovered but her cargo of Crude Palm Kernel Oil (CPKO) was missing.

# PHILIPPINES

The situation in Philippines ports and anchorages continues to be of concern. A total of 22 incidents were reported in 2017 compared to 15 incidents in 2016 and eight incidents in 2015.

Among the 22 incidents reported in 2017, two were Category 1, one was Category 2, three were Category 3, 15 were Category 4 and one attempted incident. Of these, 10 incidents were reported in Manila and seven in Batangas ports and anchorages.

The number of incidents involving the abduction of crew for ransom in 2017 has decreased. Three incidents were reported in 2017 compared to six incidents in 2016 in the Philippines waters. The ReCAAP ISC reiterates its advisory to ships underway in the Sulu-Celebes Sea to re-route the area where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area and report immediately to the authorities. Authorities are also advised to step up surveillance and presence; and crew to exercise extra vigilance.



Map 9 – Location of incidents in the Philippines (2017)

	2013	2014	2015	2016	2017
● CAT 1	0	0	0	6	2
● CAT 2	0	1	1	1	1
● CAT 3	1	0	0	0	3
● CAT 4	4	4	6	2	15
▲ Attempted	0	0	1	6	1
<b>Total</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>15</b>	<b>22</b>

The Philippine Coast Guard (PCG) Districts in Manila and Batangas adopted the following measures to prevent and deter further occurrence of incidents within their respective areas of responsibility:

- 1) Consultative meeting with ship owners and ship agents to ensure timely reporting of all incidents to the Vessel Traffic Management System (VTMS);
- 2) Intensify the conduct of coastal security patrols and intelligence network along these ports and anchorages;
- 3) Study the profile of arrested perpetrators and buyer of stolen items; and
- 4) Deploy PCG floating assets at these ports and anchorages.



Ships are advised to enhance vigilance at port/anchorage in Manila and Batangas.

## SOUTH CHINA SEA



Map 10 – Location of incidents in South China Sea (2017)

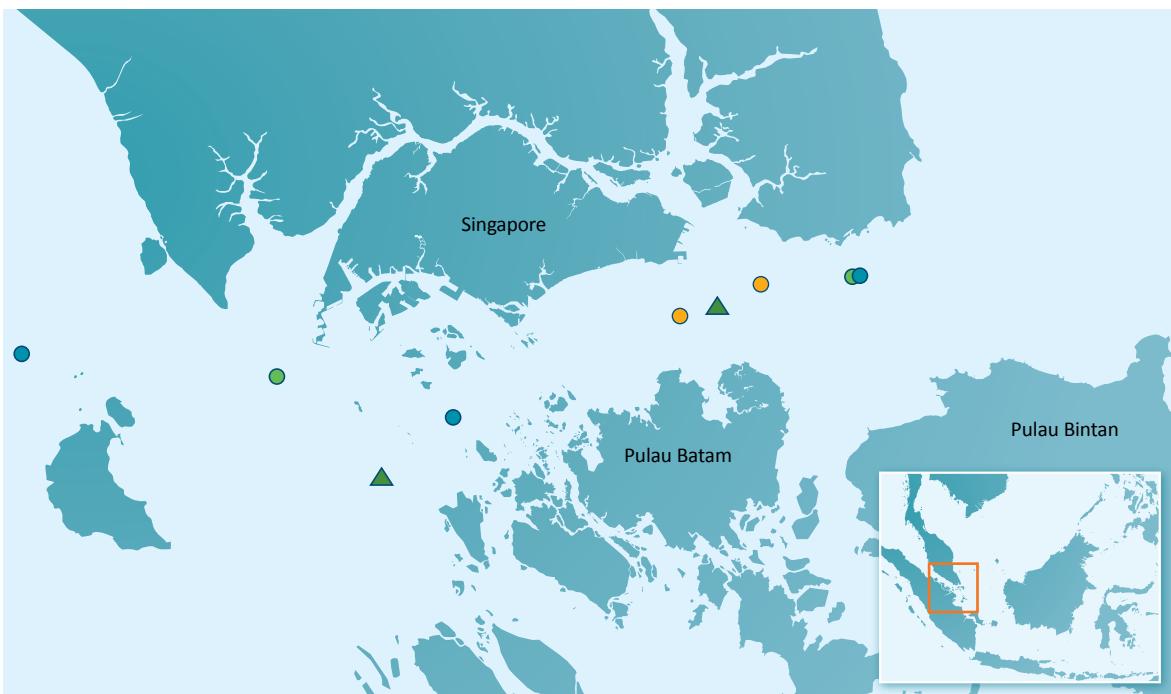
	2013	2014	2015	2016	2017
● CAT 1	1	11	6	1	2
● CAT 2	6	4	1	1	4
● CAT 3	0	6	0	0	2
● CAT 4	3	19	3	2	3
▲ Attempted	1	2	1	1	1
<b>Total</b>	<b>11</b>	<b>42</b>	<b>11</b>	<b>5</b>	<b>12</b>

Twelve incidents were reported in the South China Sea (SCS) in 2017 compared to five incidents reported in 2016. Of the 12 incidents, two were Category 1, four were Category 2, two were Category 3, three were Category 4 incidents and one was an attempted incident. The two Category 1 incidents involved the hijacking of ships for theft of the oil cargo. Six incidents out of 12 took place on ships at anchorages outside port limit.

The ReCAAP ISC advises ships to sail closer to coast, if possible, adopt preventive measures as recommended in the Regional Guide; be vigilant when underway, particularly during hours of darkness and avoid anchoring outside port limit.



## STRAITS OF MALACCA & SINGAPORE



Map 11 – Location of incidents in Straits of Malacca and Singapore (2017)

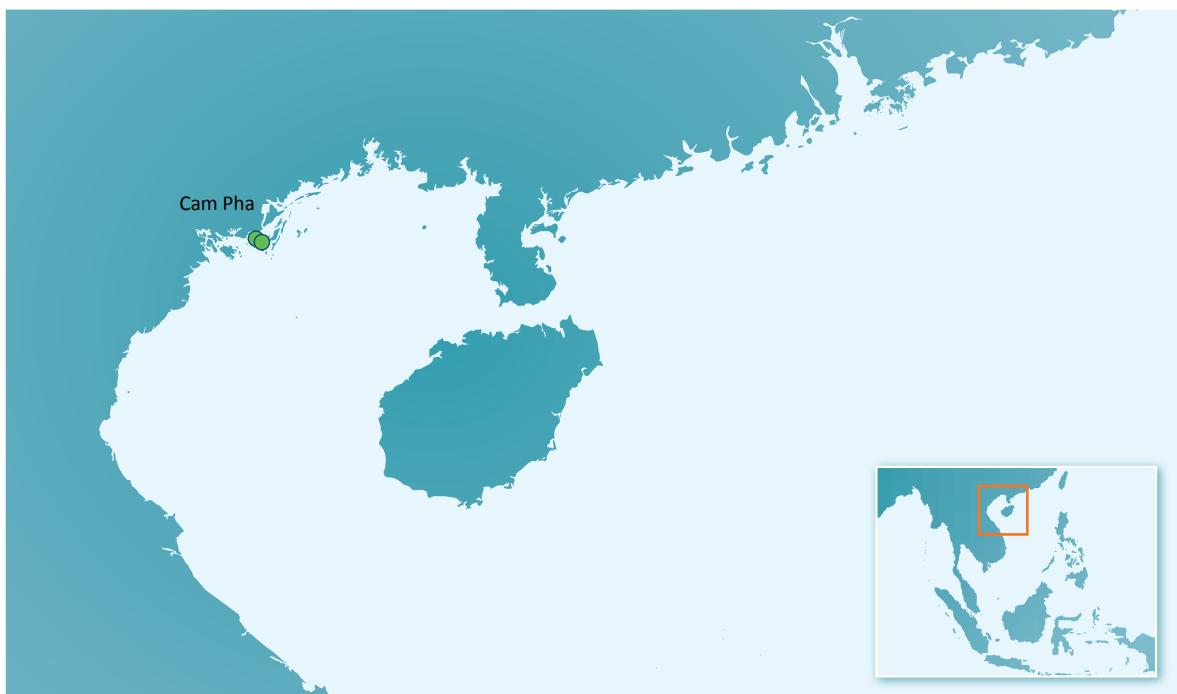
	2013	2014	2015	2016	2017
● CAT 1	1	1	3	0	0
● CAT 2	1	11	11	0	2
● CAT 3	2	9	22	0	3
● CAT 4	8	23	58	1	2
▲ Attempted	0	4	10	1	2
<b>Total</b>	<b>12</b>	<b>48</b>	<b>104</b>	<b>2</b>	<b>9</b>

There has been an increase in the number of incidents in the Straits of Malacca and Singapore (SOMS) in 2017 compared to 2016. Nine incidents were reported in SOMS in 2017 compared to two in 2016. Although the number of incidents is still lower than past years (2013, 2014 and 2015), the increase in 2017 compared to 2016 is of concern.

Of the nine incidents, two were Category 2 incidents, three were Category 3, two were Category 4 and two were attempted incidents. Eight of the nine incidents reported in SOMS in 2017 occurred to ships while underway in the Singapore Strait (SS) and one incident occurred on board ship while underway in the Malacca Strait. Of the eight incidents reported in SS, six incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) of SS and two in the westbound lane.

The ReCAAP ISC is concerned about the increase in the number of incidents in the SS and has published an Incident Alert 04/2017 on 31 Oct 17. The possible reasons for the increase in the number of incidents could be due to lower surveillance by littoral States, and complacency of ship crew. The ReCAAP ISC advises all ships to exercise enhanced vigilance, maintain strict look-out while underway in the SS, particularly during hours of darkness, raise the alarm when sighted suspicious boats in the vicinity or unknown personnel on board ships; and report all incidents to the nearest coastal State and flag State immediately.

## VIETNAM



**Map 12 – Location of incidents in Vietnam (2017)**

	2013	2014	2015	2016	2017
● CAT 2	1	0	1	2	0
● CAT 3	0	2	6	1	0
● CAT 4	7	4	20	6	2
▲ Attempted	1	0	0	0	0
<b>Total</b>	<b>9</b>	<b>6</b>	<b>27</b>	<b>9</b>	<b>2</b>

The situation at ports/anchorages in Vietnam continued to improve with two Category 4 incidents reported in Cam Pha (Inner Anchorage and Hon Net Anchorage). No incident was reported at Vung Tau port in 2017 compared to seven of nine incidents reported there in 2016 and five of 27 incidents in 2015.

The possible reason for improvement in the situation in Vietnam is attributed to the arrest of perpetrators in 2016, better information sharing coordination among governmental agencies, close monitoring and surveillance and employment creation for fishermen in Vung Tau area.

PART FOUR  
MODUS OPERANDI  
OF INCIDENTS

04

# PART FOUR

# MODUS OPERANDI OF INCIDENTS

## INCIDENTS AT PORTS/ANCHORAGES

### BANGLADESH

A total of 11 incidents were reported in Bangladesh in 2017; of which six incidents were reported at ports/anchorages. The modus operandi of the six incidents at ports/anchorages is as follows:

Modus Operandi	Observations
<b>Type of ships</b>	
Container ship (2) Bulk carrier (1) Offshore supply vessel (1) Tanker (1) Tug boat (1)	<ul style="list-style-type: none"> <li>No particular type of ships was targeted.</li> </ul>
<b>Flag of ships</b>	
Hong Kong, China (1) Liberia (1) Marshall Islands (1) Norway (1) Panama (1) Singapore (1)	<ul style="list-style-type: none"> <li>No evidence that certain flagged ships was targeted.</li> </ul>
<b>Time of incident</b>	
Between 2315- 0325 hrs (5) No mention (1)	<ul style="list-style-type: none"> <li>Majority occurred during hours of darkness.</li> </ul>
<b>Boats used by perpetrators</b>	
Small boats (2) No mention (4)	
<b>Number of perpetrators</b>	
Four (3), Three (1), Unknown (2)	<ul style="list-style-type: none"> <li>Most incidents (4 of 6) involved three or four perpetrators.</li> </ul>

Modus Operandi	Observations
<b>Weapons possessed by perpetrators</b>	
Knives (2) Armed (1) No mention (3)	<ul style="list-style-type: none"> <li>Knives were commonly used when perpetrators were reported armed.</li> </ul>
<b>Treatment of crew</b>	
No injuries mentioned (6)	
<b>Economic loss</b>	
Drums of paint and high pressure jet machine (1) Ship stores (2) Pails of grease (1) empty-handed (2)	<ul style="list-style-type: none"> <li>Four incidents reported loss of ship properties.</li> <li>Two incidents reported perpetrators escaped empty-handed.</li> <li>Ship stores were commonly targeted.</li> </ul>

Majority of the six incidents reported on board ships at ports/anchorages in Bangladesh occurred during hours of darkness between 2315 hrs – 0325 hrs. Three incidents reported the perpetrators were armed. Ships stores were targeted. No personal belongings or cash was reported taken. In two incidents, perpetrators escaped empty-handed when the alarm was raised.

## INDONESIA

A total of 33 incidents were reported in Indonesia in 2017; of which 30 incidents occurred at ports/anchorages. The modus operandi of the 30 incidents at ports/anchorages is as follows:

Modus Operandi	Observations
<b>Type of ships</b>	
Bulk carrier (12) Tanker (9) Offshore supply vessel (3) Chemical Tanker (1) LPG tanker (1) Heavy Transport Vessel (1) Research ship (1) Supply vessel (1) Tug boat (1)	<ul style="list-style-type: none"> <li>Twelve of 30 ships targeted were bulk carriers.</li> <li>Nine were tankers.</li> </ul>
<b>Flag of ships</b>	
Singapore (8), Marshall Islands (6), Liberia (3), Bahamas (2), Hong Kong (2), Panama (2), India (1), Indonesia (1), Isle of Man (1), Norway (1), Saudi Arabia (1), St Vincent & The Grenadines (1), Vanuatu (1)	<ul style="list-style-type: none"> <li>Eight of the 30 incidents occurred on board Singapore-flagged ships. This could be due to higher percentage of reporting by these ships.</li> </ul>
<b>Time of incident</b>	
Between 2012-0600 hrs (28) At 0700 hrs (1) No mention (1)	<ul style="list-style-type: none"> <li>Most of incidents occurred during hours of darkness (28).</li> <li>Time for the incident involving <i>Navig8 Exceed</i> was at 0700 hrs which was when the crew discovered broken locks and missing of items.</li> <li>There is no information on the time of boarding of <i>Harvester</i> when eight perpetrators boarded the bulk carrier and stole paint. The Indonesian Navy Western Fleet Quick Response (WFQR) managed to locate and arrested two of the perpetrators, and recovered the stolen items.</li> </ul>
<b>Location</b>	
Samarinda (8), Dumai (5), Off Pulau Bintan (4), Off Pulau Batam (3), Cilacap (3), Galang Layup anchorage (3), Off Belawan (1), Taboneo (1), Tanjung Priok (1), Merak anchorage (1)	<ul style="list-style-type: none"> <li>Most incidents were reported at Samarinda, East Kalimantan.</li> </ul>
<b>Boats used by perpetrators</b>	
Small boats/crafts (5) Wooden boat (2) Speed boat (3) Unknown (1), No mention (19)	<ul style="list-style-type: none"> <li>Small boats were commonly used.</li> </ul>

## Number of perpetrators

Eight (1), Six (2), Five (2), Four (6),  
Three (8), Two (3), One (2), Unknown (6)

- Majority of the incidents (17) involved two to four perpetrators.

## Weapons possessed by perpetrators

Knives (12)  
Slingshot (1)  
No mention (17)

- Of the 12 incidents where knives were used by perpetrators, six incidents reported stolen items, six incidents reported nothing stolen and perpetrators escaped after alarm was raised.
- In four of the 17 incidents without mention of arms, crew discovered missing of ship items, but did not see the perpetrators.
- No evidence suggests that perpetrators armed with knives were more aggressive or more successful in stealing items.

## Treatment of crew

Crew taken hostage (2)  
Crew threatened (2)  
Shot by stones with slingshot (1)  
No injuries (25)

- The incident involving *Akrotiri* reported that the AB was taken hostage in the engine room. When alarm was raised, the perpetrators escaped with stolen items.
- The incident involving *Alpha Bulker* reported five perpetrators took hostage of the duty crew and tied him. When the alarmed was raised, the perpetrators fled in a speed boat with stolen stores.
- The incidents involving *SBI Poseidon* and *Port Belmonte* reported the perpetrators threatened the crew with knives, and escaped with properties.
- In the incident involving *Uni Challenge*, the perpetrator shot two stones at the crew with a slingshot. After the master raised alarm, the perpetrator escaped with three other accomplices on board a speed boat. Some engine spares were stolen.
- Of the incidents where the perpetrators threatened and took hostage of the crew, they were bold to take away ship items although alarm was raised.

## Economic loss

Ship stores (6), mooring ropes (4),  
Engine spare parts (3), Welding machine  
(1), electric drill and hacksaw (1), engine  
of rescue boat, Breathing Apparatus  
Compressor (1), Tools and electric cable (1),  
Nothing stolen (13)

- Ship items such as stores, mooring ropes, engine spare parts, equipment, tools, etc were targeted.

## PHILIPPINES

A total of 22 incidents were reported in the Philippines; of which 18 incidents occurred at ports/ anchorages, and four incidents on board ships while underway. Of the 18 incidents at ports/ anchorages, seven incidents occurred in Batangas, 10 incidents in Manila and one incident in Davao. The modus operandi of the perpetrators involved in incidents in Batangas and Manila in 2017 is summarised as follows:

Factors	Batangas Ports/ Anchorages (7 incidents)		Manila Ports/ Anchorages (10 incidents)	
	Details	Observations	Details	Observations
Type of ships & Gross Tonnage	LPG Tanker (3) Tanker (2) Product tanker (1) Chemical tanker (1)	All were tankers. Majority were tankers of more than 25,000 GT.	Container ship (9) General cargo (1)	Majority of ships were containers.
Flag of ships	Panama (3) Marshall Islands (2) Brunei (1) Liberia (1)	No evidence that certain flagged ships were targeted.	Liberia (6) Panama (2) Cyprus (1) Marshall Islands (1)	No evidence that certain flagged ships were targeted.
Time of incident	Between 2200-0300 hrs (6) At 1000 hrs (1)	Six incidents occurred during hours of darkness. One incident involving <i>MS Sophie</i> occurred at 1000 hrs, which was the time the items were discovered missing.	Between 1930 hrs to 0459 hrs (10)	All incidents occurred during hours of darkness.
Boats used by perpetrator	Small boat/craft (3) Small motor boats (1) Unknown (3)	Small boats were commonly used.	Small motor boats (2) Small craft (1) Unknown (7)	Small boats were used.

Factors	Batangas Ports/ Anchorages (7 incidents)		Manila Ports/ Anchorages (10 incidents)	
	Details	Observations	Details	Observations
<b>Number of perpetrators</b>	Three men (1) Two men (3) Unknown (3)	In three incidents, the perpetrators jumped into the water upon being sighted by the crew; and escaped in a small boat which was manned by their accomplice.  The number of men in the other three incidents were not known because the stolen items were discovered after the perpetrators left the ships.	Eight men (1) Four men (1) Three men (2) Two men (2) Unknown (4)	In four of the incidents, perpetrators boarded the ships through the hawse pipes.
<b>Weapons possessed by perpetrators</b>	Long knives (2) No information available (5)		Armed (1) No information available (9)	
<b>Treatment of crew</b>	No injuries reported (7)	Crew was not injured.	No injuries reported (10)	Crew was not injured.
<b>Economic loss</b>	Loss of ship bell, fire hydrant cap/ cover and air valve cap/connector cover (6)  Loss of fire hose nozzles (3 of the 6 incidents)	Perpetrators targeted items that are relatively light in weight and easily sold for cash.	Among the items stolen included fire hose nozzle, life raft, Self-Contained Breathing Apparatus, immersion suits, fireman's outfit, electric scaling machine and welding machine	Among the common items were life raft, firefighting apparatus/ equipment.

Of the seven incidents reported in Batangas, the perpetrators in three incidents appeared to adopt similar modus operandi; and they involved *Silver Express* on 7 Jan 17, *Global Phoenix* on 22 Mar 17 and *Overseas Andromar* on 27 Mar 17. In two of these three incidents, the perpetrators escaped in small motor boats manned by their accomplice. Noting that half of the incidents in Batangas occurred without the knowledge of the crew, as the loss of items was only discovered after the perpetrators had left the ships, the ReCAAP ISC advises the master and crew to exercise enhanced vigilance and maintain look out, particularly during hours of darkness. Of the 10 incidents reported off Manila, four incidents adopted similar modus operandi.

## SOUTH CHINA SEA

A total of 12 incidents were reported in the South China Sea (SCS) in 2017. Of these, six incidents were reported on board ships anchored in the SCS; and six on board ships while underway. The modus operandi of incidents on board ships anchored in the SCS is summarised as follows:

Modus Operandi	Observations
<b>Type of ships</b>	
Tanker >50,000GT (4) Chemical tanker 29,500GT (2)	<ul style="list-style-type: none"> <li>Four of six are tankers above 50,000GT, two are chemical tankers around 29,500GT.</li> </ul>
<b>Flag of ships</b>	
Panama (2) Liberia (1) Norway (1) Saudi Arabia (1) Singapore (1)	<ul style="list-style-type: none"> <li>No evidence that certain flag ships were targeted.</li> </ul>
<b>Time of incident</b>	
Between 0340- 0345 hrs (2) Between 0510 – 0530 hrs (3) At 0750 hrs (1)	<ul style="list-style-type: none"> <li>Five of six incidents occurred between 0340 and 0530 hrs.</li> <li>One incident involving <i>SKS Doyles</i> reported the crew discovered padlocks broken or missing at 0750 hrs. Perpetrators could have boarded the ship during hours of darkness.</li> </ul>
<b>Boats used by perpetrators</b>	
Small boats/crafts (2) No mention (4)	<ul style="list-style-type: none"> <li>Small boats were used.</li> </ul>
<b>Number of perpetrators</b>	
Five (2), Four (1), Three (2), No mention (1)	<ul style="list-style-type: none"> <li>Five of the six incidents involved three to five perpetrators.</li> </ul>

Modus Operandi	Observations
<b>Weapons possessed by perpetrators</b>	
Knives (3) No mention (3)	<ul style="list-style-type: none"> <li>• Of the six incidents, three incidents involved perpetrators armed with knives. No mention of the other three incidents.</li> </ul>
<b>Treatment of crew</b>	
Tied the crew (1) Threatened the crew (1) No injuries (6)	<ul style="list-style-type: none"> <li>• Of all the incidents, no injuries to the crew.</li> <li>• Of the three incidents where perpetrators were armed with knives, one incident involved tying the crew, one involved threatening the crew.</li> </ul>
<b>Economic loss</b>	
Engine spare parts (2) Ship stores (1) Breathing Apparatus Compressor (1) Nothing stolen (2)	<ul style="list-style-type: none"> <li>• Engine spare parts and ship stores were targeted.</li> </ul>

Of the six incidents involving ships while at anchor in South China Sea, all were reported on board chemical tankers and tanker above 29,500 GT; and all occurred during October – December 2017. The ReCAAP ISC advises ships to avoid anchoring outside port limit, if possible. Otherwise to exercise enhanced vigilance and ensure watch keeping.

## INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

### SOUTH CHINA SEA

Six incidents (five actual and one attempted) were reported on board ships while underway in the South China Sea in 2017. The modus operandi involving these incidents are summarised as follows:

Modus Operandi	Observations
<b>Type of ships</b>	
Chemical tanker (2) Product tanker (2) Bulk carrier (1) LPG tanker (1)	<ul style="list-style-type: none"> <li>Five of six are tankers, one is bulk carrier.</li> <li>Five of six actual incidents involved ships below 5,000GT. One attempted incident involved a tanker above 6,000GT.</li> </ul>
<b>Flag of ships</b>	
Thailand (3) Marshall Islands (2) Hong Kong, China (1)	<ul style="list-style-type: none"> <li>Of the five incidents, three involved Thai-flagged tankers.</li> </ul>
<b>Time of incident</b>	
Between 2100- 0435 hrs (6)	<ul style="list-style-type: none"> <li>All incidents occurred during hours of darkness</li> </ul>
<b>Boats used by perpetrators</b>	
Small boat (3) Mother ship (2) Speed boat (1)	<ul style="list-style-type: none"> <li>Small boats were used.</li> <li>Mother ships were reported in the two incidents involving theft of oil cargo.</li> </ul>
<b>Number of perpetrators</b>	
Thirteen (1), Six (2), Four (1), Two (1), No mention (1)	<ul style="list-style-type: none"> <li>Four actual incidents (4 of 6) involved four to 13 perpetrators.</li> </ul>

Modus Operandi	Observations
<b>Weapons possessed by perpetrators</b>	
Guns & knives (3) Knives/machetes only (2) No mention (1)	<ul style="list-style-type: none"> <li>Of the five actual incidents, three incidents involved perpetrators armed with guns and knives; and two incidents involved perpetrators armed with knives/machetes only. No mention for the attempted incident.</li> </ul>
<b>Treatment of crew</b>	
Tied the crew (2) Locked the crew (1) Forced the crew (2) Threatened the crew (1)	<ul style="list-style-type: none"> <li>Of all the actual incidents, the perpetrators either controlled the crew or forced the crew, but did not harm them. They targeted the cargo on board, personal belongings and/or cash.</li> </ul>
<b>Economic loss</b>	
Personal belongings and cash (3) Cargo discharged (2) Nothing was taken (1)	<ul style="list-style-type: none"> <li>Three incidents reported loss of personal belongings and cash.</li> <li>Two incidents reported theft of oil cargo. The perpetrators damaged the communication system in one of the incident before they escaped.</li> </ul>

Of the five actual incidents reported in the South China Sea in 2017, majority occurred on board small tankers (below 5,000GT). All incidents occurred during hours of darkness. The perpetrators were armed; and they controlled the crew immediately after boarding the ship, but did not harm them. They targeted the cargo on board the ships or the crew's personal belongings and cash.

## Straits of Malacca and Singapore (SOMS)

A total of nine incidents (seven actual and two attempted) were reported on board ships while underway in the Strait of Malacca and Singapore in 2017. The modus operandi involving these incidents is summarised as follows:

Modus Operandi	Observations
<b>Type of ships</b>	
Bulk carrier (3) Tanker (2) Chemical tanker (1) General cargo ship (1) Oil tanker (1) Tug boat (1)	<ul style="list-style-type: none"> <li>No particular type of ships was targeted.</li> </ul>
<b>Flag of ships</b>	
Liberia (3) Panama (2) Hong Kong, China (1) Marshall Islands (1) Singapore (1) Vietnam (1)	<ul style="list-style-type: none"> <li>No evidence that certain flagged ships was targeted.</li> </ul>
<b>Time of incident</b>	
Between 2000- 0315 hrs (8) At 0720 hrs (1)	<ul style="list-style-type: none"> <li>Eight incidents occurred during hours of darkness.</li> <li>One incident involving an unmanned jack-up rig towed by tug boat MMA <i>Crystal</i> was reported to have occurred at 0720 hrs</li> </ul>
<b>Location</b>	
Eastbound lane of the TSS (6) Westbound lane of the TSS (2) Malacca Strait (1)	<ul style="list-style-type: none"> <li>Majority of incidents (6) occurred on board ships while underway in the eastbound lane of the TSS</li> </ul>
<b>Boats used by perpetrators</b>	
Small boats/crafts (3) Small fast boat (1) Unknown (4) No mention (1)	<ul style="list-style-type: none"> <li>Small boats were used.</li> </ul>
<b>Number of perpetrators</b>	
Six (2), Five (1), Four (4) Two (1), Unknown (1)	<ul style="list-style-type: none"> <li>Majority of the incidents (7 of 9) involved four to six perpetrators.</li> </ul>

Modus Operandi	Observations
<b>Weapons possessed by perpetrators</b>	
Knives (4) Armed but specific type of weapons used not stated (1) No information available (4)	<ul style="list-style-type: none"> <li>Of the four incidents involving perpetrators armed with knives, three reported that they entered the ship's engine room.</li> </ul>
<b>Treatment of crew</b>	
Crew was confronted (3) No injuries reported (6)	<ul style="list-style-type: none"> <li>The incident involving <i>GP T2</i> reported that the ship duty oiler was tied up in the engine room.</li> <li>The incident involving <i>Nave Buena Suerte</i> reported the perpetrators forced the 2<sup>nd</sup> Engineer to show them the way out of the engine room.</li> <li>The incident involving <i>Koro Sea</i> reported one crew was confronted and punched.</li> </ul>
<b>Economic loss</b>	
Mobile phone (1) Engine spare parts (3) Ropes (1) Nothing stolen (4)	<ul style="list-style-type: none"> <li>Five incidents reported economic loss, of which three reported loss of engine spare parts.</li> </ul>

Of concern was the three incidents which reported that the perpetrators confronted the crew; and in one of these incidents, one crew was punched.

The ReCAAP ISC urges ship master and crew to exercise vigilance, raise alarm when sighted suspicious boats coming alongside their ship, adopt evasive actions and report incident immediately to the authorities; as evidence in the incidents involving *Great Sailor* (6 Jan 17) and *HR Endeavour* (26 Oct 17) where the perpetrators aborted boarding when the alarm was raised.

# ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND OFF EASTERN SABAH

## SITUATION UPDATE

There were three actual incidents<sup>5</sup> and four attempted incidents<sup>6</sup> of abduction of crew from ships while underway in Sulu-Celebes Seas in 2017. The last actual incident reported to the ReCAAP ISC occurred on board *Super Shuttle Tug 1* on 23 Mar 17; and the last attempted incident occurred on board *Doña Annabel* on 18 Apr 17.

As of December 2017, nine crew is still being held in captivity<sup>7</sup>. The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralize the militant group.

## EFFORTS BY LITTORAL STATES

To address the increasing incidence of piracy, armed robbery against ships, abduction of crew at sea and other transnational crime along the shared borders, a Trilateral Cooperative Mechanism (TCM) such as the coordinated maritime and air patrol and intelligence sharing for maritime security was established by Malaysia, Indonesia and Philippines. Three Maritime Command Centres (MCCs) were reportedly established in Bongao in the Philippines, Tawau in Malaysia and Tarakan (West Kalimantan) in Indonesia. Work on the Standard Operating Procedures (SOP) and Implementing Rules and Regulations of the TCM are in progress.



**Map 13 – Location of the three MCCs**

- ① **Maritime Command Centre (MCC) BONGAO (Philippines)**
- ② **Maritime Command Centre (MCC) TAWAU (Malaysia)**
- ③ **Maritime Command Centre (MCC) TARAKAN (Indonesia)**

<sup>5</sup> Malaysia-flagged fishing trawler on 18 Jan 17, Vietnam-flagged bulk carrier *Giang Hai* on 19 Feb 17 and Philippine-flagged *Super Shuttle Tug 1* and *Super Shuttle Roro 9* on 23 Mar 17.

<sup>6</sup> Involving Antigua and Barbuda-flagged container ship *Ocean Kingdom* on 3 Jan 17, Vietnam-flagged chemical tanker *Great Sailor*, Panama-flagged bulk carrier *Donghae Star* on 22 Feb 17 and Philippine-flagged passenger/cargo ferry *Doña Annabelle* on 18 Apr 17.

<sup>7</sup> Since March 2016 till December 2017, a total of 59 crew had been abducted. Of these, 28 had been released, 15 rescued, seven killed and nine are still in captivity.

## **EFFORTS BY PHILIPPINE GOVERNMENT**

### **1. Rescue of Abducted Crew and apprehension of militant group**

The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralize the militant group.

### **2. New Regulations and Guidelines**

- a. Establishment of the Recommended Transit Corridor (RTC) between Moro Gulf and Basilan Strait as shown below:

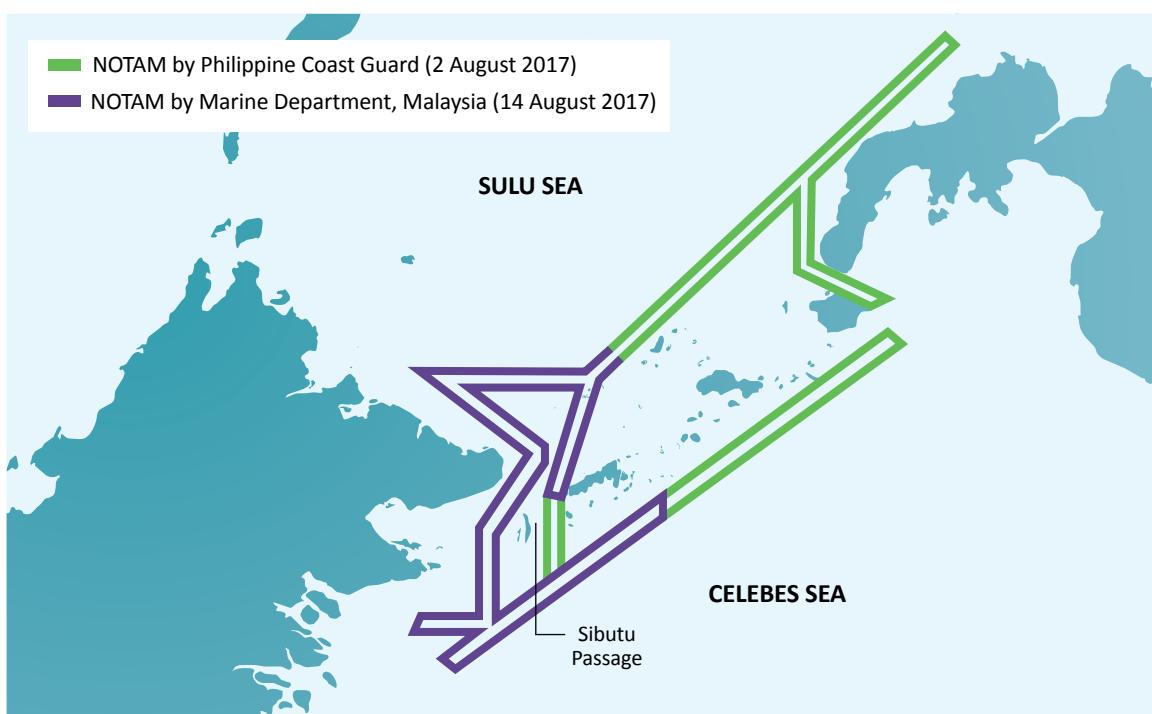


**Map 14 – Inbound and Outbound Transit Lanes of the RTC**

**1 Coast Guard District  
South western Mindanao**  
+63 929686 4129  
+63 916626 0689  
VHF: Channel 16 with call-sign "ENVY"  
Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)

**2 Coast Guard District  
South eastern Mindanao**  
+63 921743 9444  
+63 915122 6712  
VHF: Channel 16  
Email: [cgdsem\\_8@yahoo.com.ph](mailto:cgdsem_8@yahoo.com.ph)

- b. Implementation of Safety, Security and Environmental Numbering (SSEN) Systems for all Philippine-registered vessels and/or watercrafts
  - c. Regulation on guidelines pertaining to radio communication equipment
- 3. Philippine Coast Guard took over security operations in all seaports in Mindanao**
- 4. Enhancement of Coastal Security Patrol in the area**
- 5. Notice to Mariners (NTM) by Philippines and Malaysia on the Transit Corridors**
- 6. Construction of PCG SAR base and installation of monitoring radars in the Sibutu Passage are in progress (many incidents of abduction of crew have taken place in or near the Sibutu Passage.)**



Map 15 – Transit Corridors proposed by Philippines and Malaysia

## ReCAAP ISC ADVISORY

The ReCAAP ISC continues to reiterate its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Sea and eastern Sabah region, maintain communication for monitoring and immediate responses of any eventualities by authorities to the following Centres:



**Map 16 – Contact details of the centre**

**1 Philippine Coast Guard District**

Southwestern Mindanao  
Operation Centre  
Tel: +63 929686 4129  
Tel: +63 929686 0689  
VHF: Channel 16 with call-sign "ENVY"  
Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)

**2 Navy - Littoral Monitoring Station (LMS)**

Bongao, TawiTawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@gmail.com)

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

Tel: +60 89863181/016  
Fax: +60 898631812  
VHF: Channel 16 with call-sign "ESSCOM"  
Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my)

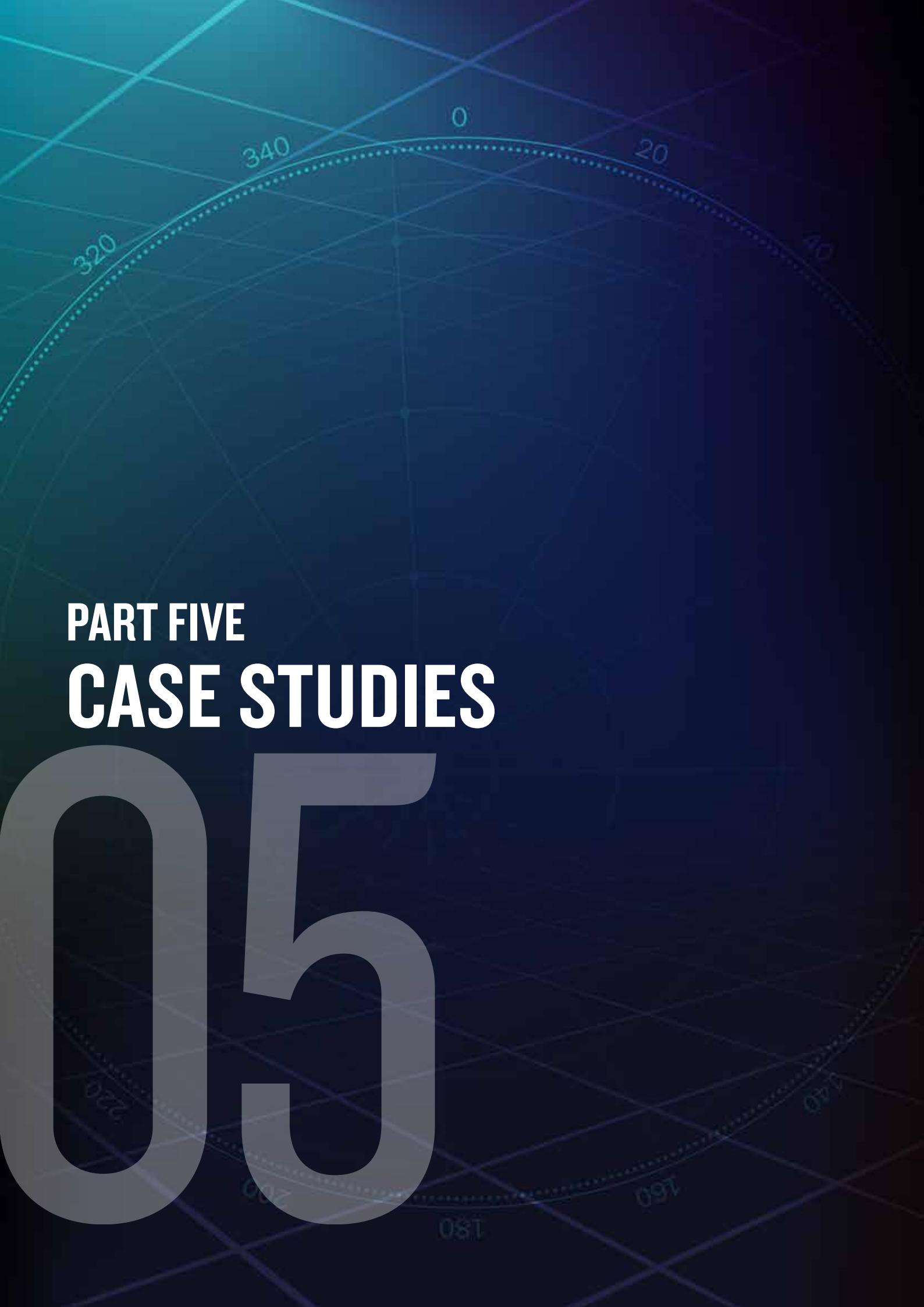
## HIJACKING OF SHIPS FOR THEFT OF OIL CARGO

Three incidents involving the hijacking of ships for theft of oil cargo were reported in 2017. Generally, the modus operandi of the perpetrators in these incidents were fairly similar and as shown in the table below:

	C.P. 41	MGT 1	Ever Prosper Ever Omega	Observations & Comments
<b>Type of ships Gross Tonnage</b>	Product tanker -2752GT	Product tanker - 983GT	Tug boat towing barge	<ul style="list-style-type: none"> <li>Two incidents involved product tanker.</li> </ul>
<b>Flag of ships</b>	Thailand	Thailand	Malaysia	<ul style="list-style-type: none"> <li>Two incidents involved Thailand flagged ship.</li> </ul>
<b>Time of incident</b>	2100 hrs	2100 hrs	0400 hrs	<ul style="list-style-type: none"> <li>All incidents occurred during hours of darkness.</li> </ul>
<b>Location</b>	Approx. 25 nm off Kuantan, Malaysia	Approx. 54 nm east off Kuala Dungun, Kuala Terengganu, Malaysia	Off Pulau Penghibu, Indonesia	<ul style="list-style-type: none"> <li>Two incidents occurred in the SCS.</li> <li>One incident occurred in Indonesia in the vicinity of SCS.</li> </ul>
<b>Boats used by perpetrators</b>	Mother ship (1)	Small fast boats (2), Mother ship (1)	No mention	<ul style="list-style-type: none"> <li>Apparently, mother ships were used in two incidents.</li> </ul>
<b>Number of perpetrators</b>	6 men	13 men	No mention	
<b>Weapons possessed by perpetrators</b>	Guns and knives	Guns and knives	Knives	<ul style="list-style-type: none"> <li>Perpetrators were armed with guns in two incidents.</li> <li>No reports of the guns being discharged.</li> </ul>
<b>Treatment of crew</b>	The crew was threatened and locked in the engine room.	The crew was forced but not injured	The crew were tied up and controlled, but later all released	In all incidents, the crew were threatened and controlled but not injured

The perpetrators were interested in the oil cargo carried on board the victim ships and had no intention to hijack the ships or kidnap the crew. They boarded the ships during hours of darkness far away from coast. There was no report of violence involved in these incidents. Although the perpetrators immediately controlled the crew after successful boarding, they left the crew unharmed as soon as they finished transferring the oil cargo.

The perpetrators had steered the ship to a location further away from coast to carry out siphoning of the oil cargo to a mother ship which came alongside the ship. In the case of C.P. 41, the ship reported that the perpetrators destroyed the communication and navigation equipment and escaped after completion of the oil transfer.

The background of the page features a complex, abstract design. It consists of a grid of light blue lines on a dark blue background. Overlaid on this grid are several large, semi-transparent numbers: '320' at the top left, '340' above it, '0' at the top center, '20' on the right side, '10' below it, '180' at the bottom center, '091' at the bottom right, '007' at the bottom left, and '020' on the far right. These numbers appear to be part of a larger, illegible sequence or code.

## PART FIVE CASE STUDIES

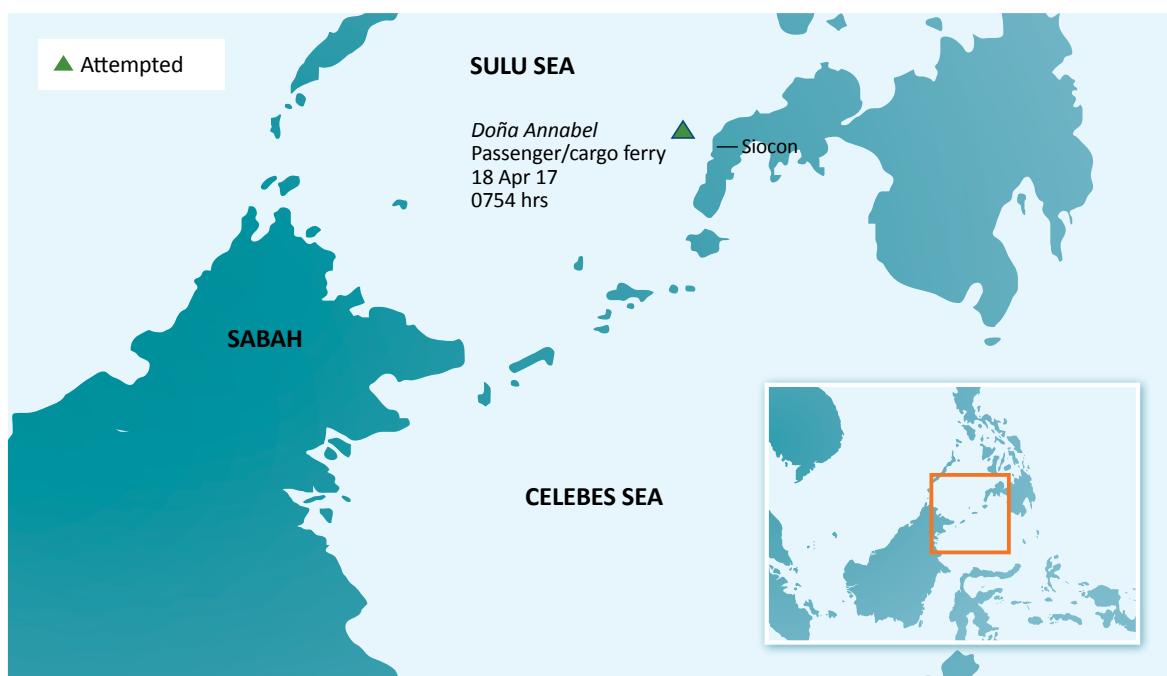
# 05

# PART FIVE

## CASE STUDIES

### INCIDENT INVOLVING *DOÑA ANNABEL*

On 18 Apr 17, *Doña Annabel* was underway at approximately 14 nm northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines when three fast boats surrounded and tried to approach the ferry. An unknown number of perpetrators wearing bonnets and armed with guns were on board the boats. The ship master reported the incident to the Philippine Coast Guard (PCG).



**Map 17 – Location of incident**

Upon receipt of the distress call, the PCG immediately coordinated with local authorities, and deployed its assets to conduct maritime patrol in the area. The Philippine Navy also deployed its assets and the Philippine Air Force deployed two Huey helicopters to the location of the incident. The authorities located the ship and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines.

The ReCAAP ISC commends the ship master for his vigilance and timely reporting of the incident; and the PCG for its immediate responses and coordination with the relevant agencies in rendering assistance to the ship.

## INCIDENT INVOLVING ATLANTIC 8 AND ATLANTIC 9



Map 18 – Position of *Atlantic 8* & *Atlantic 9* (18 Nov 17)

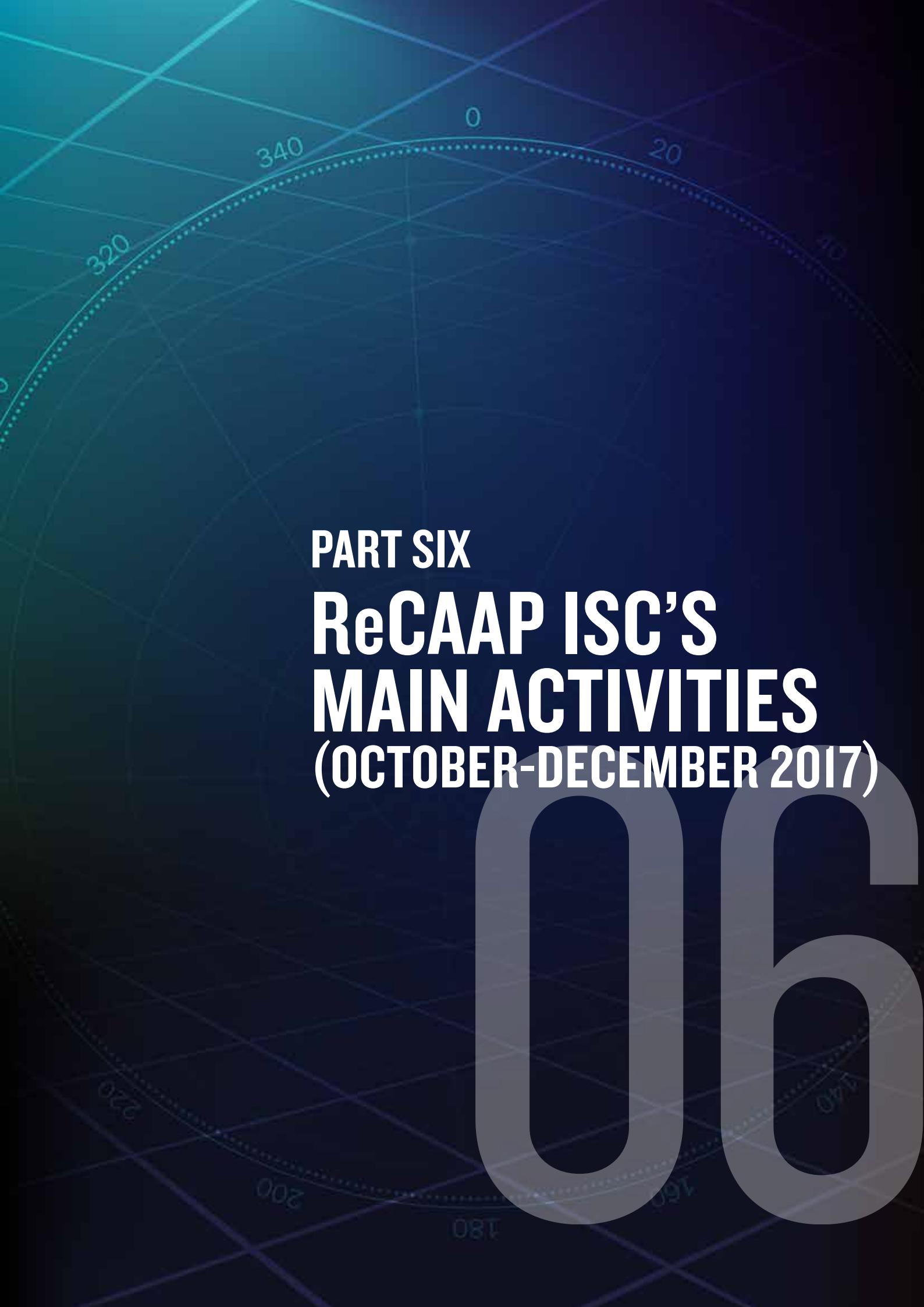
Name of ship	<i>Atlantic 8</i>
Type of ship	Tug boat
Flag of ship	Malaysia
GT	270
IMO No.	9500015

Name of ship	<i>Atlantic 9</i>
Type of ship	Barge
Flag of ship	Malaysia

On 18 Nov 17 at about 1900 hrs, while sailing from Muara Jambi, Indonesia to Vietnam, tug boat *Atlantic 8* towing barge *Atlantic 9* loaded with coal was approached by five perpetrators nearby Pulau Singkep Indonesia. The perpetrators, on board a speed boat with many oil drums, attempted to go alongside the tug boat. The AB on duty noticed that the speed boat had been tailing them since they left Jambi. The master switched on the spotlight and when he confirmed that the speed boat was not an authority (Navy or marine police), he did not heed on the request of the perpetrators to allow them to come alongside, but instead he maintained the speed and altered her course away from the perpetrators' speed boat. The speed boat gave up the attempt to board the tug boat and left.

The master reported the incident to the Indonesian Navy and sent information through ReCAAP ISC open web. The ReCAAP ISC informed the Malaysian and Indonesian authorities about the incident and maintained close coordination with the shipping company.

The master and crew remained highly alert since commencing the voyage and effectively adopted countermeasures while approached by the perpetrators, which had contributed to the successful prevention of the attack. The ReCAAP ISC commends the master for reporting of the suspicious activity to the coastal authority and the ReCAAP ISC.



## PART SIX

# ReCAAP ISC'S MAIN ACTIVITIES (OCTOBER-DECEMBER 2017)

06

## PART SIX

# ReCAAP ISC'S MAIN ACTIVITIES (OCTOBER-DECEMBER 2017)

## GALLE DIALOGUE 2017, 8TH INTERNATIONAL MARITIME CONFERENCE, COLOMBO, SRI LANKA (10-II OCTOBER 2017)

The 8<sup>th</sup> International Maritime Conference, under the ambit of the Galle Dialogue series, was held in Colombo, Sri Lanka from 10-11 Oct 17. A total of 52 naval / coast guard and 12 international organisation representatives / agencies participated in the forum. The Conference was hosted by the Ministry of Defence and the Sri Lanka Navy,

under the theme of *Greater Maritime Visibility for enhanced Maritime Security*. The ReCAAP ISC delivered a presentation, titled *Suppression of Piracy and Armed Robbery against ships in Asia; A shared responsibility* at the Conference. The attendance of ReCAAP ISC at an international meeting provided an excellent platform to profile ReCAAP and its efforts towards combating piracy and armed robbery against ships in Asia.



**Participants of the conference**

## 13TH HEADS OF ASIAN COAST GUARD MEETING (HACGAM), ISLAMABAD, PAKISTAN (23-26 OCTOBER 2017)

The 13<sup>th</sup> HACGAM was held in Islamabad, Pakistan from 23-26 Oct 17 and was organised by the Pakistan Maritime Security Agency (PMSA). The ReCAAP ISC has participated in HACGAM since the 3<sup>rd</sup> HACGAM and was formalised as a standing Associate Member at the 10<sup>th</sup> HACGAM. The ReCAAP ISC delivered a presentation at the Meeting and also had the opportunity to engage delegates from BAKAMLA and MMEA at the sideline; while also conducting a bilateral meeting with the Bangladesh Coast Guard (BCG) delegation. The meeting also saw the accession of the Turkish Coast Guard (TCG) and Thai-MECC, Royal Thai Navy to HACGAM, and both agencies will be incorporated into the HACGAM network from the next HACGAM onwards, which will be held in Bangladesh, organised by the BCG.



**HE Shahid Khaqan Abbasi, Prime Minister of Pakistan  
(middle, front row) with heads of delegation**

## **THIRD G7 HIGH-LEVEL MEETING ON MARITIME SECURITY, ROME, ITALY (20 NOVEMBER 2017)**

Mr Masafumi Kuroki, Executive Director of the ReCAAP ISC delivered a presentation on '*Enhancing Regional Cooperation*' at the Third G7 High-Level Meeting on Maritime Security held in Rome on 20 Nov 17. The meeting was a follow-up to the G7 Foreign Ministers' Meeting held in April 2017 in Lucca, Italy. Officials from G7 member states, outreach states and international organisations as well as some industries attended this meeting. The meeting discussed about countering illegal activities at sea; improving maritime safety and security through research and technology; enhancing the maritime domain awareness; and safeguarding the marine environment as a prerequisite for maritime security.

## **CAPACITY BUILDING WORKSHOP 2017, NEW DELHI, INDIA (10-13 DECEMBER 2017)**

The ReCAAP ISC, together with the Indian Coast Guard (ICG), organised the Capacity Building Workshop 2017 in New Delhi, India during 10-13 Dec 17. The theme for this workshop is "*Striding over Domestic Challenges*". The aim of the workshop was to develop and enhance the capacity of ReCAAP Focal Points through sharing of best practices and experiences on piracy and armed robbery countermeasures; and to establish rapport and facilitate networking among ReCAAP Focal Points. In addition, a training on ReCAAP's Information Network System (IFN) was also conducted for Focal Points to strengthen the knowledge of Focal Point staff on the usage of the system.



**Participants of the Workshop**

## **MARITIME SAFETY AND SECURITY POLICY PROGRAM BY NATIONAL GRADUATE INSTITUTE FOR POLICY STUDIES AND JAPAN COAST GUARD [JCG], TOKYO, JAPAN (21 DECEMBER 2017)**

Since three years ago, the JCG and National Graduate Institute for Policy Studies organise the Maritime Safety and Security Policy Program (Master course) for officers of maritime law enforcement agencies in Asia in Japan. In 2017, the ReCAAP ISC was invited to give a lecture to the students of this programme for the first time. The participants of the Program were officers from Philippine Coast Guard (PCG), Malaysian Maritime Enforcement Agency (MMEA), Malaysia's Marine Department, Sri Lanka Coast Guard and Japan Coast Guard. Mr Masafumi Kuroki, ED-ISC delivered a lecture for the participants, explaining the main features and mechanism of ReCAAP and updated situation of piracy and armed robbery against ships in Asia.

# CONCLUSION

The number of incidents of piracy and armed robbery against ships in Asia in 2017 has increased by 19% compared to 2016. A total of 101 incidents of piracy and armed robbery against ships (comprising 89 actual incidents and 12 attempted incidents) were reported in 2017 compared to 85 incidents in 2016. Except for 2008 and 2016, the total number of incidents reported in 2017 was the lowest among the past 10 years (2008-2017).

There were improvements at ports and anchorages in India, Malaysia and Vietnam. The situation of abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah has also improved with three actual incidents reported in 2017, compared to 10 incidents reported in 2016. There was no report of actual incident of abduction of crew since March 2017.

However, there has been an increase in the number of incidents reported in Philippines, Bangladesh, Singapore Straits and South China Sea. Of concern was the recurrence of three incidents involving the hijacking of ships for theft of oil cargo in 2017. Notably, the percentage of incidents involving perpetrators who were armed in 2017 has increased compared to the past four years (2013-2016).

There is a need for all stakeholders to enhance their efforts to reduce the number of incidents and to make the sea safer and more secure.

The ReCAAP ISC advises the shipping industry to be vigilant, keep abreast of the latest situation and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*. The ReCAAP ISC urges the enforcement agencies to continue to take quick response to incident reporting. On this note, the ReCAAP ISC commends the crew of *Atlantic 8* who was vigilant and reported the suspicious boats immediately to the authorities and adopted countermeasures in manoeuvring the ship away from the pursue of the perpetrators' boat. The ReCAAP ISC also commends the MMEA for its immediate responses that led to the arrest of the perpetrators who boarded *MGT 1*; and subsequently charged them in court.

The ReCAAP ISC reiterates the importance of collective and shared responsibility among all stakeholders including the littoral States, enforcement agencies and the shipping industry to combat piracy and armed robbery against ships.

# APPENDICES

## Definitions & Methodology in Classifying Incidents

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

1. “Piracy” means any of the following acts:

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

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

2. “Armed robbery against ships” means any of the following acts:

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

### **Methodology in classifying incidents**

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

A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

- (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
- (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

B. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

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

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

# DESCRIPTION OF INCIDENTS

## ACTUAL INCIDENTS

● CAT 1    ● CAT 2    ● CAT 3    ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<b>Silver Express</b> Tanker Panama 26900 9380099	07/01/17 2250 hrs	13° 44.20' N, 121° 02.07' E  Batangas Alpha anchorage, Philippines	<p>While at anchor, the duty watch spotted two perpetrators armed with long knives on board the tanker during routine inspection. He reported the incident immediately. One of the perpetrators noticed the duty watch and chased him with a knife. The duty watch ran towards the accommodation and locked all access door while the master raised the alarm. The perpetrators escaped with ship stores including an airline valve cap, a forecastle bell and three fire hydrant caps. The incident was reported to the PCG, who immediately conducted maritime patrol in the vicinity.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<b>Alpha Bulker</b> Bulk carrier Panama 19885 9336763	09/01/17 0135 hrs	00° 15.20' S, 117° 34' E  Muara Berau Anchorage, Samarinda, Indonesia	<p>While at anchor, five perpetrators boarded the bulk carrier. They took the duty crew hostage and tied him at the foremast. Another duty crew approached the forecastle to investigate and he spotted the perpetrators. He immediately informed the OOW, who raised the alarm. Upon hearing the alarm and seeing the crew alertness, the perpetrators escaped in their speed boat with the stolen ship's stores.</p> <p><b>[IMO]</b></p>
3	<b>Spirit of Bangkok</b> Container ship Marshall Islands 16986 9197349	16/01/17 0325 hrs	22° 06.60' N, 91° 44.40' E  Chittagong outer anchorage, Bangladesh	<p>While at anchor, an unidentified number of perpetrators boarded the ship and stole 15 drums of paint which is about 20 litres each.</p> <p>Upon receipt of information about the incident via VHF, the Bangladesh Coast Guard (BCG) immediately dispatched Coast Guard Ship (CGS) <i>Tawhid</i> with a boarding team to conduct investigation. The Special Section of the CG force recovered all drums of paint and one high pressure jet machine.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
4	<b>Name withheld</b> Product tanker Malta 30000	17/01/17 0330 hrs	05° 47.20' N, 118° 01.50' E  Mowtas Oil Terminal (MOT), Sandakan Port, Sabah, Malaysia	<p>During cargo operations, crew on board the berthed product tanker spotted a perpetrator on the forecastle. Upon seeing the alerted crew approaching the forecastle, the perpetrator jumped overboard and escaped with stolen ship stores.</p> <p>[IMO]</p>
5	<b>Fishing Banca</b> Fishing Trawler Malaysia Bow No.: 838/4F	18/01/17 1730 hrs	06° 05' N, 118° 18' E  Approximately 4 nm east of Bakungan Island, Taganak Municipality, Tawi-tawi, Philippines	<p>While underway, nine perpetrators armed with guns boarded the trawler from a grey speed boat. They abducted three Indonesian crew and fled towards Sulu in the speed boat. The local residents of Bakungan Island, Taganak reported the incident to the PCG and local police. While conducting maritime patrol in the area, the PCG stationed in Taganak spotted the abandoned fishing trawler drifting in the vicinity waters of Bacungan Island, Tawi-tawi. The PCG towed the fishing trawler and turned over to Taganak Municipal Office together with several fishing paraphernalia and navigational equipment.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
6	<b>Santa Fiorenza</b> Container ship Liberia 21583 9162253	19/01/17 0155 hrs	22° 05.80' N, 91° 48.80' E  Chittagong Anchorage, Bangladesh	<p>While at anchor, four armed perpetrators boarded the container ship and stole some ship stores. The master reported the incident to the Bangladesh Coast Guard via VHF Ch 12. Upon receiving the call, the Bangladesh Coast Guard ship, CG Tawheed anchored near the incident area sent a high speed boat to the area. The Bangladesh Coast Guard is investigating the Incident.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7	<b>Jaya Crystal</b> Tug boat Singapore 2763 9594212	23/01/17 1000 hrs	21° 12' N, 91° 43' E  Cox's Bazar Bangladesh	<p>While underway, multiple small boats approached tug boat, <i>Jaya Crystal</i> which was towing another ship, <i>EL Hadj</i>. The master immediately contacted the Chittagong Port Control and Bangladesh Coast Guard on Channel 12 and Channel 16 to request for assistance. Meantime, <i>Jaya Crystal</i> performed zigzag manoeuvres in an attempt to deter the small boats from approaching. However, the master sighted a number of the perpetrators climbing onto <i>EL Hadj</i>, and set fire on board the ship. The small boats left the area after the Bangladesh Navy arrived at the location of the incident.</p> <p><i>Jaya Crystal</i> began to fight the fire on the port quarter of <i>EL Hadj</i> but was interrupted when the master had to manoeuvre both ships into deeper waters to prevent grounding.</p> <p>The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Bangladesh), [ReCAAP Focal Point (Singapore)]</p>
8	<b>Name withheld</b> Tug boat Malaysia  <b>Name withheld</b> Barge	30/01/17	Approximately 3.7 nm northeast of Pulau Batam, Indonesia	<p>While underway, two small boats went alongside the barge towed by the tug boat. Some items were removed and the boats subsequently moved away.</p> <p>[IFC]</p>
9	<b>Skandi Emerald</b> Offshore supply vessel Bahamas 3181 9447639	04/02/17	21° 51.53' N, 91° 48.36' E  Approximately 1 nm west of Kutubdia Island, Bangladesh	<p>While at anchor, an unknown number of perpetrators boarded the offshore supply vessel. They broke into the paint locker and escaped with large amount of paints. The theft was discovered by crew when they commenced work in the morning.</p> <p>[IMO]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
10	<b>Skandi Atlantic</b> Offshore supply vessel Norway 3181 9447665	04/02/17 0255 hrs	21° 51.90' N, 91° 48.20' E  Off Kutubdia Island, Bangladesh	While at anchor, three perpetrators boarded the ship and escaped empty-handed.  [ReCAAP Focal Point (Bangladesh)]
11	<b>Skythia</b> Bulk carrier Malta 177830 9423920	15/02/17 0130 hrs	38° 52.60' N 119° 10' E  Jing Tang No.4 Anchorage, China	While at anchor, four perpetrators boarded the ship. The duty officer raised the alarm, and the perpetrators fled without stealing anything from the ship.  [ReCAAP Focal Point (China)]
12	<b>MMA Pinnacle</b> Offshore supply vessel Singapore 5138 9696187	18/02/17 0330 hrs	18° 54.20' N 72° 52.30' E  Mumbai D4 Anchorage, India	While at anchor, the project personnel and crew found that some items in the ship were missing. Upon further investigation, they found bare footprints of perpetrators at the access area on the port aft bollard /mooring station of the ship. The master reported the incident to the local agent, CSO and Flag State.  [ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]
13	<b>Giang Hai</b> Bulk carrier Vietnam 2875 9557329	19/02/17 1724 hrs	06° 08' N 119° 24' E  Approximately 35 nm north- northwest of Doc Can Island, Sulu, Philippines (Sulu-Celebes Sea)	While underway from Indonesia to Iloilo port, Philippines, five perpetrators armed with firearms in a green jungkong (small wooden traditional fishing boat) approached bulk carrier, <i>Giang Hai</i> . They reportedly fired several warning shots at the ship ordering her to stop. The ship manoeuvred to evade the attack, and that prompted the perpetrators to continuously fire several shots at the ship until the perpetrators managed to board the ship. Upon boarding, the perpetrators gathered the crew at the crew deck. One of the crew was shot when he tried to block the perpetrators from entering the bridge. Subsequently, he died from the multiple gunshot wounds. The perpetrators entered the bridge, destroyed the ship's navigation and communication equipment, and abducted six crew (comprising the Master, Chief Officer, 3 <sup>rd</sup> Officer, 2 <sup>nd</sup> Engineer, 3 <sup>rd</sup> Engineer and one crew).

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>The Vietnam MRCC informed the Philippine Coast Guard (PCG) about the incident. The PCG Action Centre immediately directed Coast Guard District South Western Mindanao, CGS Bongao and Coast Guard Sub Station Taganak to the location of the incident.</p> <p>At about 0910 hrs on 20 Feb 17, personnel of CGSS Taganak together with personnel of Philippine National Police (PNP) and Philippine Marines conducted joint maritime patrol in the vicinity waters off Baguan Island and rescued the remaining 10 crew and the crew who was killed.</p> <p>The PCG also alerted Coast Guard units and Bureau of Fisheries and Agrarian Reform (BFAR) vessels in the area, issued Notice to Mariners and has organized a pursuit operation in coordination with the Armed Forces of the Philippines (AFP) and PNP units in the area.</p> <p>On 9 Mar 17, the ReCAAP Focal Point (Vietnam) informed the ReCAAP ISC that they received information that the perpetrators had killed one of the six abducted crew of <i>Giang Hai</i> during the transport; and thrown his body overboard. A search was conducted to locate the body of the crew.</p> <p>On 7 Jul 17, the Philippine authorities were conducting military operation in Patikul Sulu when they recovered a cadaver, which was subsequently confirmed to be one of the abducted crew of <i>Giang Hai</i>. There were several gunshots wound found on the body of the victim.</p> <p>On 10 Nov 17, the Philippine authorities recovered another cadaver of the abducted crew of <i>Giang Hai</i> and rescued the remaining three surviving crew.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
14	<b>Name withheld</b> Tug boat Indonesia 6641	23/02/17 0355 hrs	01° 10.90' N, 103° 59.20' E  Batu Ampar Anchorage, Pulau Batam, Indonesia	While at anchor, five perpetrators armed with knives boarded the tug boat. The crew spotted the perpetrators on the CCTV cameras and raised the alarm. Upon seeing the crew alertness, the perpetrators escaped empty-handed.  [IMO]
15	<b>Name withheld</b> Product tanker Norway 42835	10/03/17 0206 hrs	05° 52.90' S, 105° 59.60' E  Merak Anchorage OPL, Indonesia	While at anchor, the duty crew on board the product tanker spotted a boat close to the stern and informed the OOW. The alarm was raised and crew mustered. Upon hearing the alarm, one perpetrator jumped overboard and escaped with two others waiting in a boat. Nothing was stolen.  [IMO]
16	<b>Maersk Aegean</b> Product tanker Singapore 23297 9636644	12/03/17 0145 hrs	01° 42.80' N, 101° 26' E  Lubuk Gaung, Inner Anchorage, Dumai, Indonesia	While at anchor, the 2 <sup>nd</sup> engineer reported that a portable welding machine, an electric drill and an electric hacksaw were found missing from the engine room workshop. Upon checking, the emergency access to the steering flat was found to be opened. A search was conducted, but no person was found. The agent and port authority were informed.  [ReCAAP Focal Point (Singapore)]
17	<b>Nancy P</b> Chemical/Oil product tanker Marshall Islands 29225 9702194	14/03/17 0228 hrs	13° 44' N, 121° 0' E  Batangas Anchorage "C", Philippines	While at anchor, the duty watch conducted roving inspection, and noticed that the lock of the forward storage locker was broken. He reported the incident to the Duty Officer who raised the alarm, conducted inspection of the ship and search for perpetrators on board. Some ship items were reported lost, and no perpetrators were found.  [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
18	<b>Global Phenix</b> LPG tanker Panama 5017 9552719	22/03/17 0200 hrs	13° 44.1' N, 121° 1.12' E  Batangas Anchorage, Philippines	<p>While at anchor, the duty watch conducted roving inspection, and noticed an unidentified perpetrator armed with a long bladed knife was hiding on the starboard side winch of the ship. He reported the incident to the master who raised the alarm, mustered the crew and checked on the inventory of the ship's items. The perpetrator jumped into the water and escaped in a small motor banca which was manned by his companion.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
19	<b>Super Shuttle Tug 1</b> Tug boat Philippines 225 8609709	23/03/17 1220 hrs	06° 34.8' N, 122° 44.7' E  Vicinity waters east of Matanal Point, Basilan, Philippines	<p>The Philippines-registered tug boat, <i>Super Shuttle Tug 1</i>, towing Roro cargo ship, <i>Super Shuttle Roro 9</i>, departed Cebu for General Santos City and were underway when four armed men boarded the tug boat from three wooden green speed boats at approximately 26 nm east of Matanal Point, Basilan, Philippines. They abducted two crew (captain and chief engineer, both Filipino nationality), and fled heading towards mainland Basilan. There were two armed men on board each speed boat. The remaining crew was safe.</p> <p>After receiving the report from the crew, CGS Zamboanga immediately coordinated with local authorities and deployed its floating assets to conduct maritime patrol in the area. The Philippine Navy (PN) also deployed its speedboat and air assets after receiving the distress call from the tug boat.</p> <p>The authorities tracked down the Abu Sayyaf militants who escaped on speed boats. The immediate response by the ground forces led to the rescue of the abducted boat captain and the chief engineer on 25 Mar 17 and 27 Mar 17 respectively.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
20	<b>Ocean Ambition</b> Bulk carrier Hong Kong, China 44855 9717709	26/03/17 2015 hrs	03° 43' S, 114° 25.2' E  Taboneo anchorage, Indonesia	<p>While at anchor, between four to five perpetrators boarded the ship from a boat via the ship's anchor chain. They cut the securing rope of the hawse pipe cover, shifted the butterfly nuts, opened the hawse pipe cover, broke the lock to the forecastle store, removed the internal securing arrangement of the forecastle booby hatch and took away two new mooring ropes. It happened during hours of darkness when small unlit boats cannot be seen visually and on radar.</p> <p>The duty AB on anti-piracy watch round noticed that the forecastle store door of the ship with lock was open and the door was locked from inside. He informed the bridge immediately. The Chief Officer raised the alarm and together with the crew, conducted a check.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
21	<b>Overseas Andromar</b> Chemical tanker Marshall Islands 30018 9265885	27/03/17 0130 hrs	13° 42.52' N, 121° 01.50' E  Batangas Anchorage "A", Philippines	<p>While at anchor, the duty deck watch conducted roving inspection and noticed an unidentified perpetrator climbing up the ship's anchor chain. When confronted by the duty deck watch, the perpetrator immediately jumped into the water and escaped in a small motor banca together with his companion. The master mustered the crew and checked on the inventory of the ship's items.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
22	<b>Arpeggio</b> Bulk carrier Panama 42608 9636278	20/04/17 0200 hrs	0° 15.7' S, 117° 34.5' E  Samarinda Anchorage, Indonesia	<p>While at anchor, three perpetrators boarded the bulk carrier. The alarm was raised and crew mustered. Upon seeing that the crew had been alerted, the perpetrators escaped without taking anything.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
23	<b>Lucina Providence</b> LPG tanker Panama 46025 9349784	22/04/17 0300 hrs	13° 40.5' N, 121° 3.1' E  JG Summit Terminal Jetty 1, Batangas, Philippines	<p>While at berth, an unknown number of perpetrators boarded the LPG tanker, stole ship's property and escaped. The crew only discovered the theft during their routine rounds. The port authority boarded the ship for investigation.</p> <p><b>[MMEA]</b></p>

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24	<b>Ballenita</b> Container ship Marshall Islands 26412 9603609	23/04/17 0340 hrs	07° 10.90' N, 122° 39.90' E  Approximately 10 nm southwest of Olutanga Coast, Philippines	While at anchor, the duty crew on board the container ship spotted a small boat near the anchor chain and the hawse pipe cover opened. He immediately informed the OOW, who raised the alarm. Two perpetrators were seen escaping from the ship. A search was conducted and nothing was reported stolen.  <b>[IMO]</b>
25	<b>Unique Developer</b> Tanker Hong Kong, China 26914 9402809	02/05/17 2315 hrs	22° 13.9' N, 91° 44.1' E  Bravo Anchorage, Chittagong, Bangladesh	While at anchor, two perpetrators speaking in local dialect Bangla, armed with sword, boarded on the poop deck of the ship from an approximately three to four meters long boat with two other perpetrators waiting on board the boat. The duty crew, upon seeing the perpetrators boarding the ship, informed the bridge and the duty officer raised the alarm by sounding the ship whistle followed by making announcement over the PA system. The perpetrators left the ship empty- handed.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
26	<b>Nord Maru</b> Bulk carrier Singapore 30684 9284491	03/05/17 0100 hrs	05° 57.5' S, 106° 55.6' E  Tanjung Priok Anchorage, Indonesia	While at anchor, the duty crew sighted three perpetrators boarded the ship through the stern from a wooden boat. The duty crew reported the sighting to the duty officer. The general alarm was immediately activated, and the perpetrators escaped in an unlit wooden boat. Some ship stores were reported missing and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
27	<b>Nave Buena Suerte</b> Crude oil tanker Hong Kong, China 152727 9514561	04/05/17 0106 hrs	01° 16.6' N, 103° 17.6' E  Approximately 7.7 nm southwest of Pulau Kukup, Malaysia (SOMS)	While underway, the 2 <sup>nd</sup> Engineer sighted six perpetrators armed with knives in the engine room. Upon being sighted, the perpetrators forced the 2 <sup>nd</sup> Engineer to show them the way out of the engine room. Nothing was stolen as the perpetrators were sighted before they could steal anything. The alarm was sounded immediately and a search was conducted on board the ship. No perpetrators were found. A report was made to the Vessel Traffic Information System (VTIS) via VHF. The crew was not injured.  <b>[ReCAAP Contact Point (Hong Kong)]</b>

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28	<b>Prabhu Lal</b> Bulk carrier India 30057 9263124	11/05/17 2012 hrs	0° 16.3' S 117° 37.9' E  Samarinda Anchorage, Indonesia	While at anchor, a perpetrator armed with knife boarded the ship via the anchor chain. The duty A/B on routine rounds sighted the perpetrator and informed the OOW who raised the alarm and mustered the crew. Upon hearing the alarm and realising that the crew had been alerted, the perpetrator escaped via the anchor chain and fled in a speed boat. A search was conducted on board the ship and nothing was stolen.  [ReCAAP Focal Point (India)]
29	<b>SC Dalian</b> Chemical tanker Hong Kong, China 8539 9430454	21/05/17 0330 hrs	01° 43.7' N, 101° 23.2' E  Port Lubuk Gaung, Indonesia	While at berth, six perpetrators armed with long knives boarded the ship from a speed boat. The perpetrators stole the outboard engine of a rescue boat on the poop deck and escaped.  [ReCAAP Contact Point (Hong Kong)]
30	<b>Name withheld</b> Product tanker Saudi Arabia 29165	25/05/17 0515 hrs	01° 43.1' N, 101° 25.8' E  Dumai Anchorage, Indonesia	While at anchor, two perpetrators armed with a machete boarded the product tanker. The alarm was raised and crew mustered. The perpetrators escaped with stolen ship property.  [Regional authorities]
31	<b>Alice</b> Chemical tanker Marshall Islands 4202 9520273	28/05/17 2300 hrs	02° 49.9' N, 105° 17.4' E  Approximately 23.5 nm southwest of Pulau Mangkai, Indonesia (SCS)	While underway, six perpetrators armed with guns and knives boarded the ship through the port quarter. The perpetrators tied the master and crew, took the ship's cash, crew's personal belongings and cash, and escaped in a small boat. After the perpetrators left the ship, the master managed to untie himself and reported the incident to his Company Security Officer (CSO). The company reported the incident to the ReCAAP Focal Point (Singapore) who initiate the navigational broadcast of the incident and informed the relevant authorities. The crew was not injured.  [ReCAAP Focal Point (Singapore)]

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32	<b>Uni Challenge</b> Bulk carrier Singapore 18465 9606546	01/06/17 0400 hrs	07° 45.65' S, 109° 4.25' E  Cilacap Anchorage, Indonesia	<p>While at anchor, the duty oiler spot a perpetrator in the engine room. The perpetrator 'shot' two stones with a slingshot at the duty oiler and barely missed him. The duty oiler ran into the engine control room, locked himself inside and reported to the master. The master raised the alarm, heard a loud engine sound as a boat sped off with a group of three unknown persons. A search was conducted on the ship's aft station, main deck and engine room. It was discovered that the access watertight door in the main deck to the engine room was open and engine spares from the engine store room were missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
33	<b>Harvester</b> Bulk carrier Liberia 23651 9777711	03/06/17	Off Belawan, Indonesia	<p>While at anchor, eight perpetrators boarded the bulk carrier and stole paint. The Indonesian Navy Western Fleet Quick Response (WFQR) managed to locate and arrest two of the perpetrators, and recover the stolen items.</p> <p><b>[Regional authorities]</b></p>
34	<b>M/Tug 308</b> Tug boat Philippines  <b>SSL Barge 08</b> Barge Philippines	05/06/17 1223 hrs	05° 48.36' N, 125° 44.55' E  Vicinity of Sarangani Strait, Jose Abad Santos, Davao Occidental, Philippines	<p>While underway, 20 perpetrators carrying short firearms on board five motor bancas approached and boarded the tug boat. The perpetrators took away several gallons of fuel, paint and half sack of rice. The crew of the tug boat reported the incident to the Philippine Coast Guard (PCG) who immediately launched its assets and conducted maritime patrol in the area. The PCG located the tug boat and the barge; and rendered assistance to the tug boat.</p> <p>While the PCG team was conducting verification on board the tug boat, one motor banca with two perpetrators on board came alongside on the other side of the tug boat. The perpetrators who were not armed boarded the tug boat and were immediately apprehended by the PCG team. They were handed over to the Philippine National Police (PNP) for investigation and filing of appropriate charges in court.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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35	<b>Akrotiri</b> Tanker Singapore 25190 9007752	08/06/17 0355 hrs	01° 21' N, 104° 36' E  Off Tanjung Berakit, Pulau Bintan, Indonesia	<p>While at anchor, unknown number of perpetrators armed with knives boarded the ship from a boat and grabbed the AB on watch to the engine room. The duty officer suspected that something happened when the duty AB failed to reply through the handheld radio. While searching for the AB, he spotted a boat alongside the starboard quarter from the bridge wing of the ship. He then raised the alarm which made the perpetrators leave the ship. The crew was not injured and some engine spares were stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
36	<b>Duke</b> Research ship Bahamas 2031 8200838	13/06/17 0149 hrs	00° 45.40' N, 104° 08.70' E  Galang Layup Anchorage, Indonesia	<p>While at anchor, six perpetrators boarded the anchored ship, stole ship's property and escaped. The theft was discovered in the morning during routine rounds. The incident was reported to the port authority, who boarded the ship for investigation.</p> <p><b>[IMO]</b></p>
37	<b>Loch Seaforth</b> Offshore supply vessel Singapore 10835 9594949	14/06/17 0450 hrs	01° 0.09' N, 104° 14.58' E  Off Pulau Bintan, Indonesia	<p>While at anchor, four perpetrators boarded the ship and escaped immediately upon being sighted by the crew. The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
38	<b>MS Sophie</b> Tanker Liberia 25400 9241798	15/06/17 1000 hrs	13° 44' N, 121° 00' E  Batangas Anchorage, Philippines	<p>While the bosun watch was approaching the forecastle, he noticed that the additional wooden cover of anchor pipe was removed and the rope was cut. The padlock of the bosun store was also broken. Ship stores including forecastle bell, fire nozzles and covers for fire hydrant were stolen.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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39	<b>Ardmore Chippewa</b> Oil tanker Marshall Islands 15591 9707871	22/06/17 0330 hrs	01° 04' N, 104° 08' E  Jetty No. 3, CPO Kabil Port, Pulau Batam, Indonesia	<p>While carrying out pre-departure checks, the duty A/B spotted wet footprints on the poop deck. On carrying out further checks, he noticed the padlocks to the steering gear and engine room were removed and engine spares were missing. The alarm was raised, crew mustered and a search was conducted on the ship. No perpetrators were found on board.</p> <p>[IMO]</p>
40	<b>C. P. 41</b> Chemical/oil product tanker Thailand 2752 9186455	23/06/17 2100 hrs	03° 55.27'N, 103° 52.8'E  Approximately 25 nm off Kuantan, Malaysia (SCS)	<p>While sailing, six perpetrators speaking Bahasa, armed with guns and knives boarded the ship and locked all crew in the engine room. The perpetrators instructed the ship's engineer to operate the pump and siphon the cargo of diesel to their ship. An estimated of 1.5 million litres of diesel was siphoned from the ship. Thereafter the perpetrators released all the crew at 0420 hrs on 24 Jun 17.</p> <p>Before leaving the ship, the perpetrators damaged the ship's communication equipment.</p> <p>The ship arrived at Songkha port on 26 Jun 17; and a team boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Thailand)]</p>
41	<b>E. R. Martinique</b> General cargo ship Liberia 28927 9314985	11/07/17 0150 hrs	14° 33.88' N, 120° 54.77' E  Approximately 3.27 nm from Pier 13, South Harbour, Manila, Philippines	<p>While at anchor, the duty officer conducted a regular security inspection on the deck area and discovered that the portside door of the forecastle store was opened and the padlock was broken. He also noticed several footprints on the deck and a small boat with unknown number of perpetrators was moving towards the ship's bow.</p> <p>The duty A/B reported the situation to the Officer on Watch (OOW) on the bridge who raised the alarm. A general inspection and inventory of equipment were conducted. A fire hose nozzle was stolen.</p> <p>Upon receipt of the report, the PCG immediately deployed its asset with one team of Special Operating Unit (SOU) on board to conduct maritime patrol in the area.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

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42	<b>Cosco Fukuyama</b> Container ship Panama 40165 9400306	14/07/17 1930 hrs	14° 33.43' N, 120° 55.41' E  Approximately 2.91 nm from Pier 13, South Harbour, Manila, Philippines	<p>While at anchor, two armed perpetrators boarded the ship through the hawse pipe. The perpetrators stole the life raft at the bow station and one fireman Self-Contained Breathing Apparatus (SCBA) before they escaped. The duty officer reported the incident to the chief officer who immediately raised the alarm. The master then reported the incident to the local port authorities.</p> <p>PCG immediately deployed its assets and intercepted a motor banca, John Andrea that was spotted near the area of incident. The team conducted search and inspected the said motor banca but yielded negative result.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
43	<b>Navig8 Exceed</b> Crude oil tanker Marshall Islands 42750 9735608	03/08/17 0700 hrs	01° 24' N 104° 33.9' E  Approximately 9.77 nm north off Pulau Berakit, Indonesia	<p>While at anchor, the duty crew found four broken locks to the steering flat compartment, air-conditioned room and garbage locker. After a thorough search, it was discovered that the breathing apparatus compressor was missing from the emergency generator room. The perpetrators were not sighted.</p> <p>Upon discovery of the broken locks and missing item, the crew rigged razor wire around the ship and increased the number of crew on patrol on board the ship.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
44	<b>RHL Aqua</b> Container ship Liberia 18480 9373498	10/08/17 0140 hrs	14° 32.79' N, 120° 55.35' E  Approximately 2.84 nm off Sangley runway, Cavite City, Philippines	<p>While at anchor, the duty deck watch noticed four perpetrators at the forecastle deck of the ship. He immediately reported the incident to the duty officer on watch who alerted the master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. The perpetrators, upon hearing the alarm quickly jumped into the water and moved away with their motor banca towards an unknown direction. The Philippine Coast Guard (PCG) proceeded to the location of the incident and conducted maritime patrol in the area.</p> <p>The crew was not injured; and two sets of breathing apparatus and one set of fireman's outfit were found missing.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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45	<b>Warnow Master</b> Container ship Cyprus 17068 9449833	16/08/17 0459 hrs	14° 33.1' N, 120° 55.64' E  Anchorage in the vicinity waters off South Harbour Manila, Philippines	While at anchor, the duty roving watch when conducting routine inspection noticed two perpetrators inside the hawse pipe at the starboard side of the ship. He immediately reported the incident to the duty officer on watch who alerted the master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. The perpetrators, upon hearing the alarm jumped into the water.  [ReCAAP Focal Point (Philippines)]
46	<b>Star Lily</b> Bulk carrier Panama 21192 9370422	21/08/17 0234 hrs	01° 7.6' N, 103° 45.27' E  Approximately 1.3 nm west- northwest off Helen Mar Reef, Indonesia, in the eastbound lane of the TSS of the SS (SOMS)	While sailing, the crew sighted four perpetrators armed with machete, boarded the vessel from a craft. The alarm was raised, accommodation area secured and anti-piracy measures activated on board. The perpetrators escaped in a waiting boat. Nothing was stolen and the crew was safe.  [ReCAAP Focal Point (Singapore)]
47	<b>Areti. Gr</b> Bulk carrier Panama 34187 9789893	03/09/17 0145 hrs	22° 14.08' N 91° 44.53' E  Chittagong Anchorage, Bangladesh	While at anchor, four perpetrators armed with long knives boarded the bulk carrier from a small boat. They broke the padlock to the store, stole eight pails of grease and escaped. The incident lasted for about 10 minutes.  [ReCAAP Focal Point (Bangladesh)]

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48	<b>MGT 1</b> Product tanker Thailand 983 9019975	06/09/17 2100 hrs	05° 8.37' N 104° 16.62' E  Approximately 54 nm off Kuala Dungun, Malaysia (SCS)	<p>While underway from Rayong port, Thailand to Andaman Sea, 13 perpetrators armed with knives and guns boarded the ship from two small fast boats. The perpetrators forced the crew to transfer one million litres of diesel oil (out of 2.2 million litres contained in the tanker) to a mother ship.</p> <p>The crew activated the SSAS alarm. At about 1500 hrs, the Malaysia Maritime Enforcement Agency (MMEA) also received information from some fishermen that a group of people were climbing on board a product tanker. Acting on these inputs, the MMEA conducted continuous monitoring of the ship and dispatched two ships and a helicopter to the location of the incident. The MMEA's Special Task and Rescue Team (STAR) boarded the ship and apprehended 10 perpetrators who were on board the ship. Three other perpetrators managed to escape. The ship and the mother ship that was alongside were escorted safely by the authorities towards Kuala Terengganu for further investigation. The mastermind was arrested in Johor Baru.</p> <p>On 20 Sep 17, the 10 perpetrators and the mastermind were charged in court in Kuala Terengganu, convicted of armed robbery under Section 395 of the Penal Code. They were sentenced to 16 years' imprisonment each, and seven of them, in addition to the imprisonment were given five strokes of cane each. One of the three perpetrators who escaped was arrested by the Immigration Department and handed over to the MMEA. He was subsequently charged and sentenced to 16 years' imprisonment. The other two perpetrators are still at large.</p> <p><b>[ReCAAP Focal Point (Thailand), MMEA]</b></p>
49	<b>Senna 3</b> LPG tanker Thailand 3003 9179270	08/09/17 0310 hrs	02° 3.55' N, 104° 59.28' E  Approximately 52 nm east of Johor Bahru, Malaysia (SCS)	<p>While underway, four perpetrators covered with masks, armed with sword, and around 30-40 year-old, boarded the ship from a speed boat which has white and dark blue hull and Yamaha outbound engine.</p> <p>When onboard the ship, the perpetrators tied the 2nd Officer and the AB at the wheel house. Thereafter, they cut the wires of the ship's VHF handset and Inmarsat C-mini.</p>

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				<p>The perpetrators took the personal belongings from the 2nd Officer and forced him to lead them to the master's cabin. They took the master's personal belongings, and forced him to lead them to the chief officer's and chief engineer's cabins. After the perpetrators took their belongings, they tied all of them, except the master together in the navigation bridge, but did not harm them. The perpetrators tied the master to the handrail at the ship port side, and escaped in their speed boat. The master managed to untie himself, and help to untie the other crew.</p> <p>The master sent a distress signal via Inmarsat-C and email to the emergency response team (ERT) to report the incident. The Vietnam MRCC and Singapore MRCC acknowledged the distress and offer assistance to the ship. On 9 Sep 17, the ship arrived at Nipah Island, and the Indonesian Navy boarded the ship to investigate.</p> <p><b>[ReCAAP Focal Point (Thailand)], [ReCAAP Focal Point (Singapore)]</b></p>
50	<b>Ocean Amazing</b> Bulk carrier Singapore 25967 9162942	12/09/17 0430 hrs	0° 13.3' N 117° 33.5' E  Samarinda Anchorage, Kalimantan, Indonesia	<p>While at anchor, the bulk carrier was loading coal using a floating crane at 1830 hrs. One crew was on standby at the port side gangway entrance and another assisting with cargo operation and de-ballasting. A security round was carried out at 0300 hrs.</p> <p>At about 0430 hrs, two duty ABs discovered that the skylight door at the forecastle of the ship was open, and the D-ring bracket was broken. The crew remembered that he had secured the skylight door with double padlocks, fastened with butterfly nuts and lashed from within.</p> <p>The ABs informed the duty officer and a search was conducted in the Bosun store. Two coils of spare mooring rope were found missing. The crew reported incident to the flag State and agent. The agent made a police report thereafter.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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51	<b>SBI Echo</b> Bulk carrier Marshall Islands 34835 9714692	19/09/17  	20° 54.3' N, 107° 16.3' E  Cam Pha Inner Anchorage, Vietnam	<p>While at anchor, the duty crew during his routine round discovered that the padlock to the paint store was broken. Ship stores and crew's personal belongings had been stolen. The perpetrators could have had boarded the ship unnoticed during the ship's cargo operations. The incident was reported to the ship agent who made a report to the port authority.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
52	<b>Bebatik</b> LNG Tanker Brunei Darussalam 48612 7121633	25/09/17 2206 hrs	13° 46' N, 120° 58' E  Bauan Anchorage, Batangas, Philippines	<p>While at anchor, the duty roving watch spotted an unidentified perpetrator at the forecastle of the ship. He reported the incident to the duty Officer-on-Watch (OOW) who sounded the ship's alarm. Upon hearing the alarm, the perpetrator jumped into the water and fled away in a small boat with two other persons on board. The following ship's items were stolen:</p> <ul style="list-style-type: none"> <li>a. 6 pcs fire hydrant brass caps; and</li> <li>b. 4 pcs fire hydrant nozzles.</li> </ul> <p>The master reported the incident to the ship agent who report to the port authorities. Upon receipt of the information, the personnel of Coast Guard Sub-Station Bauan and Port State Control Centre at Batangas boarded the ship and investigated the incident.</p> <p>The boarding team advised the master to exercise enhanced vigilant, adopt extra precautionary measures and report all incidents to the nearest Coast Guard units for immediate action.</p> <p>The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
53	<b>Zhen Hua 18</b> Heavy transport vessel St Vincent and the Grenadines 28436 8026921	30/09/17 0430 hrs	01° 22.5' N, 104° 40.2' E  Approximately 10.18 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia	<p>While at anchor, three perpetrators armed with long knives boarded at the stern of the ship using hooks. The duty officer alerted the master who raised the alarm. The crew was mustered and a search was conducted. The crew was not injured and nothing was stolen. The master reported the incident to the Company Security Officer (CSO).</p> <p><b>[ReCAAP Focal Point (China)]</b></p>

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54	<b>MS Eagle</b> Container ship Marshall Islands 28927 9314997	30/09/17 2315 hrs	14° 33.74' N, 120° 55.06' E  Manila South Harbour anchorage area, Philippines	<p>While at anchor, the duty roving watch spotted three perpetrators climbing down through the anchor chain of the ship. He ordered them to stop but the perpetrators immediately jumped into the water and escaped towards an unknown direction on board an unmarked motor banca. The crew was mustered; and an inventory and inspection of ship's property and equipment was conducted. The following items were stolen:</p> <ul style="list-style-type: none"> <li>a. 10 gallons paint;</li> <li>b. 1 new electric scaling machine;</li> <li>c. 2 fireman Self Contained Breathing Apparatus (SCBA); and</li> <li>d. 1 portable welding machine.</li> </ul> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
55	<b>Botany Bay</b> Container ship Liberia 28270 9334519	04/10/17 0050 hrs	14° 33.40' N, 120° 54.60' E  Manila South Port Anchorage, Philippines	<p>While at anchor, about six to eight perpetrators boarded the container ship. The duty crew spotted the perpetrators, who raised the alarm. Upon seeing the crew alertness, the perpetrators escaped with stolen ship's property.</p> <p><b>[IMO]</b></p>
56	<b>Lady Sandra</b> Tug boat India 2599 9172284  <b>Iron Mong</b> Motor tanker	05/10/17 1808 hrs	20° 43.36' N, 71° 29.1' E  Approximately 11 nm south of Pipavav LT, India	<p>While underway, five to six perpetrators on board a fishing boat <i>Makdoom</i> approached and attempted to board the unmanned motor tanker, <i>Iron Mong</i> which was towed by tug boat, <i>Lady Sandra</i>, but, failed. The perpetrators snatched the grab line and the Norwegian buoy attached to the ETA (emergency towing arrangement) of <i>Iron Mong</i>. The master alerted the crew, initiated anti-piracy measures and manoeuvred the ship evasively. The Indian Coast Guard (ICG) and the marine police conducted an investigation of the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

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57	<b>MMA Crystal</b> Tug boat Singapore 2763 9594212  <b>Energy 1</b> Jack-up rig Panama	12/10/17 0720 hrs	01° 11.33' N, 103° 33.68' E  South of Tanjung Pelepas, Malaysia, in the westbound lane of the TSS of the SS (SOMS)	<p>While underway from Bintan, Indonesia to Chittagong, Bangladesh, about six perpetrators from two wooden boats boarded the unmanned jack-up rig, <i>Energy 1</i> which was towed by tug boat, <i>MMA Crystal</i>.</p> <p>The master reported the incident to Singapore Police Coast Guard (SPCG) who contacted the Malaysian Maritime Enforcement Agency (MMEA). The MMEA deployed a vessel to the location of the incident. Upon arrival, no wooden boats were sighted. The crew was not injured and some ropes were stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
58	<b>SBI Poseidon</b> Bulk carrier Liberia 34507 9760067	14/10/17 0105 hrs	0° 13' S, 117° 35' E  Muara Berau, Samarinda Inner Anchorage, Indonesia	<p>While at anchor, two perpetrators in a wooden craft boarded the bulk carrier via the anchor chain. They stole two spare mooring ropes and threatened the duty A/B with knives. As the perpetrators were escaping, the duty A/B raised the alarm and the crew was alerted. The local agent was also informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
59	<b>Ocean Paradise</b> Bulk carrier Marshall Islands 30002 9350070	17/10/17 2200 hrs	22° 47' N, 70° 01' E  Kandla Anchorage, India	<p>While at anchor, two perpetrators armed with knives boarded the forecastle deck of the ship from a high-speed craft. The duty officer raised the alarm, mustered the crew and heightened the security watch. The perpetrators jumped overboard and escaped using a boat. Upon investigation, the forepeak store was broken into and a fire hose was damaged. One coupling was found missing. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
60	<b>Jutta</b> Bulk carrier Liberia 93742 9730402	17/10/17 2350 hrs	01° 16.13' N, 104° 12.85' E  Approximately 8.9 nm north- northwest of Tanjung Sebong, Pulau Bintan, Indonesia, in the eastbound lane of the TSS of the SS (SOMS)	<p>While underway, two perpetrators were sighted escaping from the aft starboard deck of the ship into an unknown craft. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) via VHF. The crew conducted a thorough search on board the ship and discovered some engine spares missing from the engine room. There was no injury to the crew and the ship resumed her voyage for her next port in China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
61	<b>Linda Kosan</b> LPG tanker Isle of man 3728 9525209	26/10/17 0600 hrs	07° 37' S, 108° 54' E  Cilacap anchorage, Java, Indonesia	While at anchor, four perpetrators armed with knives/machetes boarded the ship. The watch keeper noticed them and raised the alarm. The master mustered the crew and locked themselves on the bridge. The crew was not injured and nothing was stolen.  [ReCAAP Focal Point (United Kingdom)]
62	<b>African Spirit</b> Tanker Bahamas 79668 9250737	28/10/17 0300 hrs	07° 51' S, 109° 04' E  Cilacap Anchorage, Indonesia	While at anchor, the duty watch on board the tanker spotted a perpetrator near the emergency generator room. The alarm was raised and all crew mustered. Upon hearing the alarm, the perpetrator along with three others escaped from the emergency generator room. A search was conducted and nothing was stolen.  [IMO]
63	<b>BW Myna</b> Chemical tanker Singapore 29562 9708083	28/10/17 0530 hrs	01° 27.2' N, 104° 38.4' E  Approximately 13.9 nm north- northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	While at anchor, the duty officer discovered a hook with a rope secured on the ship's railing at the starboard quarter and a small boat hiding beneath the curvature. When the duty officer unhooked the rope and the boat was drifting away, five perpetrators of average height and in black tight water suits shouted and scared the duty officer with long knives from the poop deck. The duty officer immediately ran away and reported to the bridge using a portable radio. The emergency alarm was raised and an announcement was made through the PA system. The master reported incident to the Navy on patrol.  At 0537 hrs, all crew was mustered in the crew mess room. The suspect boat was seen moving away from the ship at a relatively fast speed. A search was conducted on board the ship following the incident, and no items were missing and no perpetrators were found.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
64	<b>GP T2</b> Tanker Panama 57943 9169536	30/10/17 0142 hrs	01° 16.17' N, 104° 13.18' E  Approximately 6.5 nm northeast of Terumbu Betata, Pulau Batam, Indonesia, in the eastbound lane of the TSS of the SS (SOMS)	<p>While underway, five perpetrators armed with knives boarded the ship, tied up the ship duty oiler in the engine room and took away some engine spare parts. They escaped in a small boat at the starboard stern of the ship. The boat was seen heading towards the southerly direction. The master raised the alarm and reported the incident to the Singapore VTIS. The crew was not injured. The ship resumed her voyage for the next port of call in China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
65	<b>Haima</b> Tanker Panama 59705 9397896	01/11/17 0345 hrs	01° 28.8' N, 104° 43.5' E  Approximately 17.7 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	<p>While at anchor, crew on routine rounds noticed footprints on the floor in the engine room. Upon investigation, engine spares were stolen. Review of the CCTV recording showed that five perpetrators had boarded the ship.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
66	<b>Maritime Raja</b> Tug boat Singapore 476 9348132	03/11/17 1930 hrs	22° 10' N, 91° 48.44' E  Kutubdia Anchorage, Bangladesh	<p>While underway, the master of the tug boat sighted two small boats with unknown number of perpetrators on board at port side of the barge under their tow. The perpetrators attempted to climb into the barge port quarter using a ladder. The master manoeuvred his tug boat to warn the perpetrators to move away. He then flashed the search light at one of the perpetrators who managed to climb onto the barge. However, he fled when his presence was discovered. When the barge was cleared of perpetrators, the crew of the tug boat boarded the barge and found weapons like knife and metal hacksaw on board. While checking on the barge, the tug boat crew observed that the small boats are still in the vicinity at about 200 metres away from the barge.</p> <p>About an hour later, due to bad weather and upon instruction from the Control Centre, the tug boat master casted off his boat from the barge, so he could bring his tug boat closer to port limit. Noting that the tug boat was moving closer to the port limit, the suspected boats appeared again and approached faster towards the barge. The master immediately</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>manoeuvred the tug boat and flashed the search light to warn the perpetrators to move away. The boats disappeared only when officers from the Bangladesh Coast Guard arrived in the vicinity.</p> <p>It was found out later that the locked pallet was broken, and items stored in the pallet were found missing. The towing rope with Norwegian buoy was also found missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
67	<b>Name withheld</b> Tug/ supply vessel Singapore 5179	04/11/17 0209 hrs	01° 11.1' N, 103° 59.7' E  Batu Ampar Anchorage, Pulau Batam, Indonesia	<p>While at anchor, three barefooted perpetrators, dressed in short pants and shirts boarded the ship from a small wooden boat with outboard engine. They cut the padlock to gain access to the ship propulsion room through the starboard aft of the emergency escape hatch.</p> <p>The duty AB sighted the perpetrators and shouted to them. He informed the bridge and raised the general alarm. Upon hearing the alarm, the perpetrators fled from the ship via its starboard aft mooring access in their wooden boat which was heading towards McDermott Shipyard in Pulau Batam. A search was carried out and various tools and electrical cables were stolen. The padlocks to the propulsion room, electrical locker, deck store on starboard side of main deck accommodation and AC unit room were found cut by the bolt cutter.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
68	<b>Port Belmonte</b> Bulk carrier Liberia 35832 9759678	04/11/17 0450 hrs	00° 15.73' S, 117° 34.50' E  Muara Berau Anchorage, Samarinda, Indonesia	<p>While at anchor, two perpetrators armed with knives and sticks boarded the bulk carrier via the anchor chain during cargo operations. They threatened the duty A/B and OOW with knives, stole ship's property and escaped with their accomplices in a waiting boat. The alarm was raised and all crew alerted. The master reported the incident and the Indonesian Marine Police boarded the ship for investigation.</p> <p><b>[IMO]</b></p>
69	<b>Andromeda</b> Bulk carrier Marshall Islands 33997 9426714	08/11/17 0545 hrs	02° 53' N, 105° 17' E  Approximaetly 21 nm southwest of Pulau Mangkai, Indonesia (SCS)	<p>While underway, perpetrators armed with knives boarded the bulk carrier. They threatened the crew with knives, stole ship's property, cash and personal belongings of crew. The perpetrators also damaged ship's communication equipment before they escaped in their boat. All crew safe.</p> <p><b>[IMO]</b></p>
70	<b>X-press Yamuna</b> Container ship Singapore 10752 9152909	09/11/17 2000 hrs	22° 4.86' N, 88° 13.44' E  Kulpi anchorage, Kolkata port, India	<p>While at anchor, the crew before proceeding to the next port of call secured the deck and discovered that three mooring ropes were missing from the aft deck. The master and crew conducted a detailed search and no perpetrators were found. The crew was not injured and there was no damage to ship. The incident was reported to the ship's agent, Company Security Officer (CSO) and the local police.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
71	<b>Name withheld</b> Tanker Panama 101094	11/11/17 0515 hrs	01° 28.21' N, 104° 38.78' E  Approximately 14 nm north- northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	<p>While at anchor, the crew on routine rounds on board the tanker spotted three perpetrators on the poop deck. The alarm was raised, crew mustered and a search was conducted on board the tanker. The padlock of a mooring hatch cover was found broken but nothing was stolen.</p> <p><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
72	<b>Boraq</b> Chemical tanker Saudi Arabia 29576 9247065	18/11/17 0530 hrs	01° 25.63' N, 104° 35.24' E  Approximately 12 nm north of Tanjung Berakit, Bintan Island, Indonesia (SCS)	While at anchor, the crew sighted three perpetrators armed with knives at the stern part of the ship making their escape at the stern of the ship. One Breathing Apparatus Compressor was reported missing from the steering gear flat. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
73	<b>Ever Prosper</b> Tug boat Malaysia  <b>Ever Omega</b> Barge	22/11/17 0400 hrs	Off Singkawang, Indonesia	On 18 Nov 17 at about 0700 hrs, tug boat Ever Prosper towing Ever Omega carrying 3,700 tons of CPKO (Crude Palm Kernel Oil) departed Bintulu for Butterworth, Malaysia.  While underway on 22 Nov 17 at about 0400 hrs, a group of perpetrators armed with parangs boarded the ships and tied up the 10 crew on board Ever Prosper and Ever Omega. The perpetrators took off with Ever Omega and six crew on board, and left behind tug boat Ever Prosper with four crew who later managed to free themselves and sailed the tug boat to waters off southern Johor. A MMEA boat from Sedili district maritime in Johor escorted Ever Prosper to Tanjung Pengelih. The perpetrators had reportedly also siphoned some fuel from the tug boat.  The MMEA contacted the Indonesian authorities to locate the barge Ever Omega. On 23 Nov 17 at about 1800 hrs, the Indonesian authorities found Ever Omega and towed her to Tanjung Pinang, Indonesia. All 10 crew was safe. The oil cargo on board the barge was missing. Investigation is ongoing.  <b>[MMEA, Indonesian authorities]</b>

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74	<b>SKS Doyles</b> Tanker Norway 65830 9429003	27/11/17 0750 hrs	01° 25.4' N, 104° 41.4' E  Approximately 14.8 nm east of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	<p>While at anchor, the duty bosun and OS during their rounds on board the ship, discovered that the two padlocks at the main deck of steering gear room entrance were damaged and one padlock was missing. Also the paint locker and the main entrance to engine room incinerator deck were found with signs of attempted entry into the engine casing.</p> <p>The master conducted a search on board the ship and found no sign of intruders on board; and no ship properties and stores were missing. The master enforced BMP4 measures with wire around the accommodation; and with the aft part of the poop deck having one door single entry point. Double anti-piracy watch was implemented with patrols carried out on deck from sunset until sunrise.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
75	<b>CPO Norfolk</b> Container ship Liberia 41358 9440813	04/12/17 0010 hrs	14° 33.72' N, 120° 55.25' E  Quarantine Anchorage area, South Harbor Manila, Philippines	<p>While at anchor, the duty officer on board the container ship was conducting routine security rounds when he noticed that the securing cables of the forward/ forecastle lifesaving appliances were cut. He also noticed that the forecastle store room was unlocked. The crew immediately conducted a check on the ship's equipment and discovered that two liferafts and four immersion suits were missing. They immediately reported the incident to the Philippine Coast Guard. The perpetrators were assessed to have boarded the ship by climbing through the anchor chain and hawse pipes.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
76	<b>Crest Gold 1</b> Tug boat Singapore 472 9468267  <b>Crest 258C</b> Barge	06/12/17 0300 hrs	21° 52' N, 091° 45' E  Approximately 4.47 nm west of Kutubdia Island, Bangladesh	While the tug boat towing a barge was underway, the crew discovered four fast boats coming alongside the barge. The OOW directed the search light on the barge and the boats cast off from the barge thereafter. The master was alerted and the tug boat was manoeuvred alongside the barge to check the equipment on board. Upon investigation, it was found that several items such as chaffing chain, PP rope, navigation light etc. were stolen from the barge. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
77	<b>Hansa Fresenburg</b> Container ship Liberia 18296 9535101	08/12/17 0138 hrs	14° 35.78' N, 120° 51.02' E  MICT Anchorage, South Harbor Manila, Philippines	While at anchor, three perpetrators boarded the container ship through the anchor chain and passed through the hawse pipe where they broke the padlock. The crew discovered their presence and the alarm was raised. The perpetrators escaped immediately upon hearing the alarm. Ship stores including breathing apparatus, cylinder tanks, fireman's outfit, bell and flash light were stolen. The master reported to VTMS Manila and the PCG despatched their floating asset to conduct maritime patrol.  [ReCAAP Focal Point (Philippines)]
78	<b>Jupiter Sun</b> Tanker Liberia 59164 9332834	08/12/17 0340 hrs	01° 27.83' N, 104° 39.13' E  Approximately 15 nm north-north east off Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	While at anchor, four perpetrators armed with knives and swords boarded the tanker from a small craft. They confronted and tied the 2 <sup>nd</sup> Engineer, who was working in the engine room workshop. The Spare Parts Store was breached and the perpetrators stole two bags of engine spare parts before they escaped. The Master conducted a full search on board after the incident and no perpetrators were found on board. The crew was safe and not injured.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
79	<b>Island Performer</b> Offshore supply vessel Vanuatu 12983 9682045	08/12/17 0455 hrs	0° 44.40' N, 104° 8.10' E  Galang Layup Anchorage, Indonesia	<p>While at anchor, the crew on board the offshore support vessel spotted perpetrators armed with crow bars and raised the alarm. Upon seeing the alerted crew, the perpetrators escaped with stolen ship stores. The local authority was contacted and a security team boarded the ship for investigation.</p> <p><b>[IMO]</b></p>
80	<b>Far Strait</b> Offshore supply vessel Singapore 3069 9344863	09/12/17 0239 hrs	0° 43.50' N, 104° 10.54' E  Galang Anchorage, Indonesia	<p>While at anchor, four perpetrators armed with knives boarded the offshore supply vessel. The duty watchman spotted the perpetrators and informed the OOW. The alarm was raised and the crew mustered. Upon seeing the crew alertness, the perpetrators escaped empty-handed. A search was conducted on board the ship but no perpetrator was found. The incident was reported to the local police.</p> <p><b>[IMO]</b></p>
81	<b>Lobivia</b> Container ship Liberia 23652 9228564	10/12/17 0400 hrs	14° 32.75' N, 120° 55.28' E  MICT Anchorage, South Harbor Manila, Philippines	<p>While at anchor, the bosun mate was on routine inspection when he noticed a bolt cutter outside the locker room of the ship's forecastle. A search on board the ship was conducted and ship stores including breathing apparatus and fireman's lifeline were found missing. The incident was reported to VTMS Manila.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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82	<b>Hyundai Harmony</b> Container ship Panama 13267 9276406	11/12/17 0001 hrs	14° 36.37' N, 120° 52.06' E  MICT Anchorage, South Harbor Manila, Philippines	While at anchor, the deck watch was conducting routine inspection when he noticed that some items at the Bosun store were missing. The missing items included immersion suits, sanders and a scaling machine. The incident was reported to VTMS Manila and the PCG despatched their floating asset to conduct maritime patrol.  [ReCAAP Focal Point (Philippines)]
83	<b>Koro Sea</b> Tanker Liberia 56355 9395379	13/12/17 2000 hrs	01° 14.6' N, 104° 2.3' E  East Bound Lane of Singapore Strait Traffic Separation Scheme (SOMS)	While underway, four perpetrators in T-shirts and black trousers boarded the tanker from the stern. The perpetrators confronted one crew and punched him. The perpetrators were also seen to be armed with a knife. The perpetrators subsequently escaped with auxiliary engine spares. The alarm was raised, crew mustered and a search was conducted.  [ReCAAP Focal Point (Singapore)]
84	<b>Crest Spartan 8</b> Tug boat Singapore 595 9596894  <b>Crest 252</b> Barge	16/12/17 1450 hrs	21° 14.74' N, 91° 47.49' E  Approximately 22 nm southwest of Maheshkhali Island, Bangladesh	While approaching Chittagong anchorage area, the crew noticed two fishing boats with eight to ten perpetrators came alongside and boarded the barge which was towed by the tugboat. The master attempted to contact the Chittagong Port Control, but, to no avail. The master and crew continued to monitor the barge and maintain the speed until it reached the anchorage area. Upon investigation, it was found that several items including chaffing chain, PP rope, life buoy, etc., were stolen from the barge. There was no damage to the tug boat and no injury suffered by the crew.  [ReCAAP Focal Point (Singapore)]

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85	<b>Tron Legacy</b> Bulk carrier Marshall Islands 33044 9618513	16/12/17 2330 hrs	20° 53.80' N, 107° 16.60' E  Hon Net Anchorage, Cam Pha, Vietnam	<p>While at anchor, the duty AB on watch noticed six perpetrators speaking Vietnamese near the paint store and several others on the forecastle deck. Initially, the crew thought that they were the stevedores, but when he saw one of them carrying a bucket of paint from the paint store, he suspected they were thieves. The crew informed the duty officer who later informed the master. The crew made a public announcement, raised the alarm and mustered the crew. Upon hearing the alarm, the perpetrators escaped via cargo barge moored alongside their green boat which was waiting for them. The perpetrators escaped with 882 liters of paint. The master informed the authorities. Investigation is ongoing.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
86	<b>GH Northern Dancer</b> Bulk carrier Marshall Islands 36396 9724764	21/12/17 0005 hrs	0° 13.74' S, 117° 34.40' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, the crew sighted three perpetrators near the forecastle deck and forward of No. 1 Ch. Upon realizing the crew had been alerted, the perpetrators escaped in a small boat alongside the ship. The alarm was raised and upon inspection, two mooring rope were found stolen from the fore peak store. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
87	<b>GH Northern Dancer</b> Bulk carrier Marshall Islands 36396 9724764	21/12/17 2215 hrs	0° 13.74' S, 117° 34.40' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, four perpetrators armed with long knives boarded the ship through the port anchor hawse pipe via anchor chain. The crew sighted the perpetrators and the alarm was raised. Upon realizing the crew had been alerted, the perpetrators escaped immediately. The crew was mustered and a security check on board the ship was conducted. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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88	<b>Thunderbird</b> Bulk carrier Marshall Islands 43717 9497335	28/12/17 2058 hrs	01° 16.47' N, 104° 8.08' E  Approximately 4.1 nm south of Tanjung Setapa, Malaysia, in the westbound lane of the TSS of the SS (SOMS)	While underway, the crew noticed four armed perpetrators near the engine room. The alarm was raised and crew gathered. A security search was conducted on board, with no further sighting of perpetrators. A mobile phone was reported stolen. The crew was not injured.  [ReCAAP Focal Point (Singapore)]
89	<b>Crest Spartan 8</b> Tug boat Singapore 595 9596894  <b>Crest 252</b> Barge	31/12/17 0400 hrs	21° 49.96' N, 91° 34.06' E  Approximately 13 nm west of Kutubdia Island, Bangladesh	While the tug boat towing barge was underway to Maishakali, the Second Officer spotted a small boat approaching the barge. The master instructed the crew to continue their watch and to attempt to make contact with the local naval force and coast guard. The communication was without success. The small boat continued its voyage behind the barge until at about 0430 hrs, it eventually moved away from barge. The master then instructed the crew to move alongside the barge and the crew went on board to conduct a search. They found some items missing from the barge, including an emergency pennant wire, emergency chaffing chain and manhole covers. The crew continued their voyage towards Maishakali.  [ReCAAP Focal Point (Singapore)]

## ATTEMPTED INCIDENTS

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
90	<b>Ocean Kingdom</b> Container ship Antigua and Barbuda 7541 9202091	03/01/17 1500 hrs	06° 37.70' N, 122° 44.40' E  Approximately 25 nm east of Matanal Point, Sibago Island, Basilan, Philippines (Sulu-Celebes Sea)	<p>While underway, two white and yellow speed boats, each with two and three perpetrators armed with guns and long rifles, approached the container ship. While approaching, one of the perpetrators in one of the boats made a hand signal to stop and then increased its speed abruptly to 14 knots while the other speed boat proceeded towards the stern of the ship with one perpetrator attempted to climb onto the container ship. The master conducted a zig-zag manoeuvring which resulted in swaying of the rudder and propeller that created some intermittent waves which forced the perpetrator to abort his attempt to board the ship.</p> <p>The perpetrators fired continuously at the ship which resulted in multiple bullet shots at the bridge area and different parts of the ship. The crew was not injured. The incident was reported to the Philippine Coast Guard (PCG) Station at Zamboanga who coordinated with the Naval Forces Western Mindanao in dispatching boats to the location.</p> <p>The DA-BFAR Monitoring, Control and Surveillance (MCS) vessel- 3009, which is under the operational control (OPCON) of the PCG that was operating in the vicinity, was directed to proceed to the area. In addition, the Search and Rescue Vessel (SARV)-3503, Tug Boat (TB)-271 and DA-BFAR MCS-3006 were also dispatched</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
91	<b>Great Sailor</b> Chemical tanker Vietnam 9419 9183477	06/01/17 0123 hrs	01° 14.83' N, 104° 06.02' E  Approximately 2.8 nm north of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS of the SS (SOMS)	<p>While underway in the eastbound lane of the Singapore Strait, an unknown number of perpetrators in a small fast moving craft attempted to board the tanker. The master took evasive action, raised alarm and shone the spot light at the small craft. Upon realising that they had been detected, the unknown craft aborted the boarding attempt.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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92	<b>Donghae Star</b> Bulk carrier Panama 45026 9592604	22/02/17 1345 hrs	05° 38.09' N 119° 36.63' E  Approximately 10.4 nm southwest of Pearl Bank, Philippines	<p>While underway, the ship spotted three fast boats painted in black with five perpetrators on board wearing black. The boats were heading towards the ship's direction at a speed of about 20.5 knots chasing after the ship. Immediately, the crew contacted the Philippine Navy-Littoral Monitoring Station (LMS), Bongao in the area through radio.</p> <p>After which, the fast boats slowed down their speed. The ship proceeded to its next port of call with no untoward incident.</p> <p>The Philippine Navy (PN) informed the Joint Task Force Tawi-Tawi (JTFTT) and deployed PN vessels to continue patrols in the vicinity of Pearl Bank and approaches.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
93	<b>Phu An 268</b> General cargo ship Vietnam 1599 9549293	05/03/17 1600 hrs	06° 21' N, 118° 09' E  Approximately 15.48 nm northeast of Pulau Libaran, off Sandakan, East Malaysia	<p>A skiff with six perpetrators on board approached and followed the ship for about 1.5 hours. The master and the crew used net and water canon to prevent the perpetrators from getting on board. Then the master informed the local authorities. In response, the Malaysian Royal Navy (RMN) vessel responded and proceeded to the area. The perpetrators escaped.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
94	<b>Name withheld</b> Product tanker Marshall Islands 15591	20/03/17 0320 hrs	01° 42' N, 101° 28' E  Dumai Anchorage, Indonesia	<p>While at anchor, the duty A/B on routine rounds on board the product tanker spotted one perpetrator attempting to climb on board by using a bamboo stick attached to a hook. The duty A/B informed the duty officer, who raised the alarm. Upon seeing the alerted crew, the perpetrator aborted the attempt and moved away.</p> <p><b>[IMO]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
95	<b>Ping An</b> Oil/chemical tanker Marshall Islands 11438 9495856	26/03/17 0100 hrs	01° 43' N, 101° 26.25' E  Port Lubuk Gaung anchorage, Dumai, Indonesia	<p>While at anchor, a crew on security patrol sighted a perpetrator attempting to board the ship at poop deck from the ship's astern area. The crew alerted the duty officer on the bridge who raised the ship alarm and mustered the crew. The perpetrator aborted the boarding and escaped with three other accomplices who were on board a small craft. The crew was safe and a security search was conducted on board the ship. No ship's property was stolen. The perpetrators were subsequently arrested by the Indonesian Marine Police (IMP) who was patrolling in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
96	<b>Doña Annabel</b> Passenger/ cargo ferry Philippines	18/04/17 0754 hrs	07° 57.50' N, 121° 55.96' E  Approximately 14 nm northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines (Sulu-Celebes Sea)	<p>While underway, three fast boats surrounded and tried to approach the ship. There was an unknown number of perpetrators wearing bonnets and armed with guns on board the boats. The ship captain reported the incident to the Philippine Coast Guard (PCG).</p> <p>After receiving the distress call from the ship, the PCG immediately coordinated with local authorities and deployed its assets to conduct maritime patrol in the area. The Philippine Navy also deployed its assets and the Philippine Air Force deployed two Huey helicopters.</p> <p>The authorities located the ship and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
97	<b>Aquabelle</b> Chemical tanker Malaysia 5256 9410193	13/08/17 1355 hrs	05° 48.34' N, 118° 4.57' E  Alongside the KBOT (Karamunting Bulk Oil Terminal), Sandakan, Sabah, Malaysia	<p>While at berth, the crew along with the cargo surveyor and the loading master were carrying out cargo gauging when the duty AB noticed one perpetrator attempting to board the ship through its starboard side near no.1 cargo tank using a small rope. The cargo control room was alerted and alarm was raised. The perpetrator escaped in a small boat which had another person on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
98	<b>Pacific Sky</b> Tanker Marshall Islands 62856 9408554	19/10/17 0150 hrs	20° 13.9' N, 66° 51.1' E  Approximately 180 nm southwest of Porbander LT, India (Arabian Sea)	While underway, an unknown number of perpetrators on board four skiffs chased after the ship and attempted to board, but failed. The master raised the distress alert via VHF Channel 16 and warned all ships in the vicinity. He then triggered the horn to chase away the suspicious craft, increased the speed of the ship and informed the UKMTO, alerted the ICG and continued the voyage.  [ReCAAP Focal Point (India)]
99	<b>HR Endeavour</b> General cargo ship Liberia 9611 9261073	26/10/17 0315 hrs	01° 3.73' N, 103° 41.48' E  Approximately 1.8 nm northwest of Pulau Cula, Indonesia, in the eastbound lane of the TSS of the SS (SOMS)	While underway, the crew sighted three to four perpetrators on board a small wooden craft coming alongside the stern of the ship. Upon sighted by the crew, the small craft headed in the southern direction. The master raised the alarm and reported the attempted boarding to the Singapore VTIS via VHF.  [ReCAAP Focal Point (Singapore)]
100	<b>Rose Diamond</b> Chemical tanker Hong Kong, China 6843 9257125	09/11/17 0435 hrs	01° 10' N, 105° 9.5' E  Approximately 20.57 nm northeast of Pulau Mapur, Indonesia (SCS)	While underway, two perpetrators on board a drifting craft, approached the astern part of the ship and attempted to board the chemical tanker. The duty crew informed the master who immediately raised the alarm, switched on the deck light and activated the Ship Security Alert System (SSAS). The crew was also mustered at the bridge. The perpetrators eventually aborted the attempt.  [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
101	<p><b>Atlantic 8</b> Tug boat Malaysia 270 9500015</p> <p><b>Atlantic 9</b> Barge Malaysia</p>	18/11/17 1900 hrs	<p>0° 14.01' S, 103° 50.42' E</p> <p>Nearby Pulau Singkep, Indonesia</p>	<p>While underway, five perpetrators on board a speed boat with many oil drums, attempted to come alongside the tug boat towing a barge loaded with coal from Muara Jambi to Vietnam.</p> <p>The AB on duty noticed that the speed boat had been tailing the tug boat since they left Jambi. The master switched on the spotlight and when he confirmed that the speed boat does not belong to the authorities (Navy or marine police), he did not heed the request of the personnel on board to allow them to come alongside. Instead, he maintained the speed and altered her course away from the speed boat.</p> <p>After chasing for some time, the speed boat gave up and left the location. The master reported the incident to the Indonesian Navy who advised them to report future incidents to the authorities, and that there were pirates armed with fire weapons in the region.</p> <p><b>[MMEA, Shipping company]</b></p>

## Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships in Asia

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

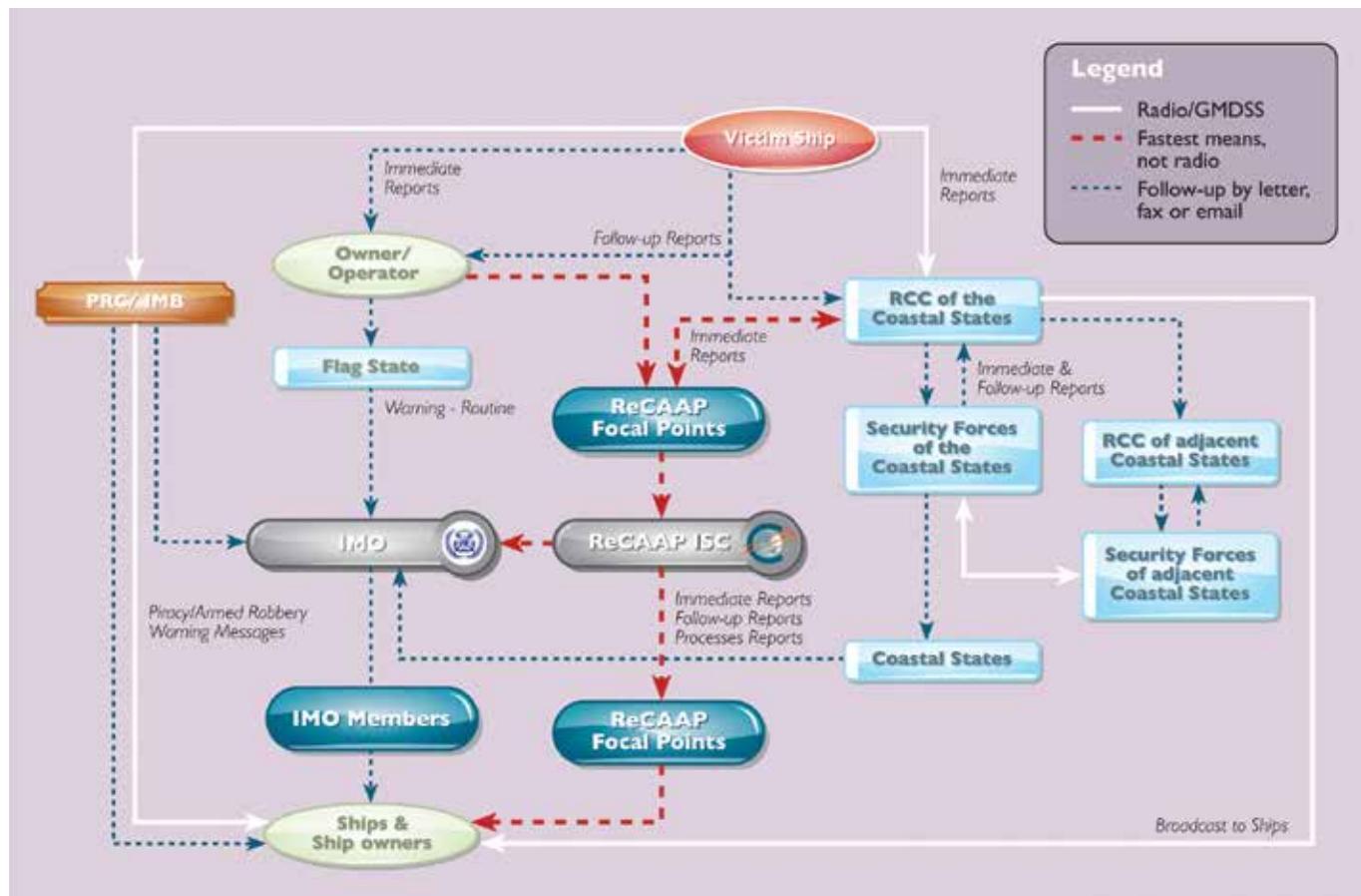


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

### Notes:

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

## CONTACT DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>  Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:amboc@border.gov.au">amboc@border.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>  Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-9587301
<b>Brunei</b>  Brunei Police Marine Email: <a href="mailto:kasnol.kincho@police.gov.bn">kasnol.kincho@police.gov.bn</a>	+673-8836495	+673-2774000
<b>Cambodia</b>  Merchant Marine Department E-mail: <a href="mailto:mmd@mpwt.gov.kh">mmd@mpwt.gov.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>  China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>  Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221  +85-2-2233-7999	+86-10-6529-2245  +85-2-2541-7714
<b>Denmark</b>  Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001
<b>India</b>  MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

<b>Country &amp; Agency In Charge</b>	<b>Point of Contact</b>	
	<b>Phone No</b>	<b>Fax Number</b>
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department Ministry of Foreign Affairs Email: <a href="mailto:Ketkeo_pmc@yahoo.com">Ketkeo_pmc@yahoo.com</a> <a href="mailto:svongdeuane@yahoo.com">svongdeuane@yahoo.com</a>	+856-21-970 151	+856-21-212505 +856-21-212547
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1650	+95-1202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:cgac@coastguard.gov.ph">cgac@coastguard.gov.ph</a>	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 929689 4129 +63 916626 0689  VHF: Channel 16 with call sign "ENVY"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a> <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">misdutyofficer@misc.go.th</a> <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:NMIC-OPS@mod.gov.uk">NMIC-OPS@mod.gov.uk</a>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg"
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 8 November 2017

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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 makes every effort to acknowledge these sources.

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# NOTES





Regional Cooperation Agreement on Combating Piracy  
and Armed Robberyagainst Ships in Asia

Infinite Studios

21 Media Circle, #05-04, Singapore 138562

T +65 6376 3091 . F +65 6376 3066

E info@recaap.org . W www.recaap.org