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MONTHLY REPORT

PIRACY AND ARMED ROBBERY NOVEMBER 2016 AGAINST SHIPS IN ASIA

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN NOVEMBER 2016

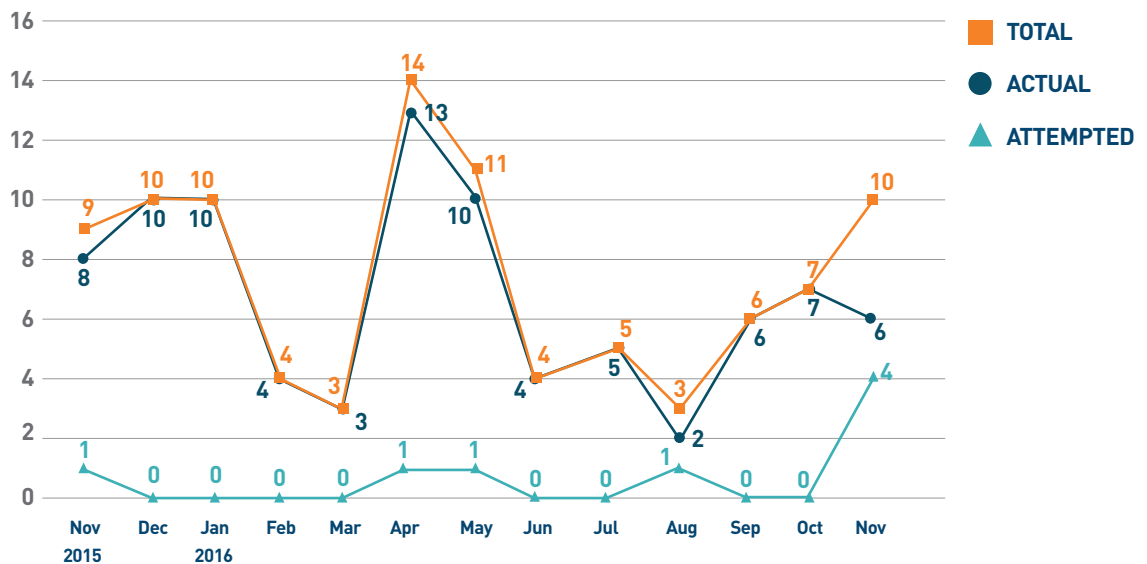
OVERVIEW

A total of 10 incidents of piracy and armed robbery against ships were reported in Asia in November 2016. Of these, six were actual incidents and four were attempted incidents. Of the six actual incidents, five were incidents of armed robbery against ships and one was a piracy incident.

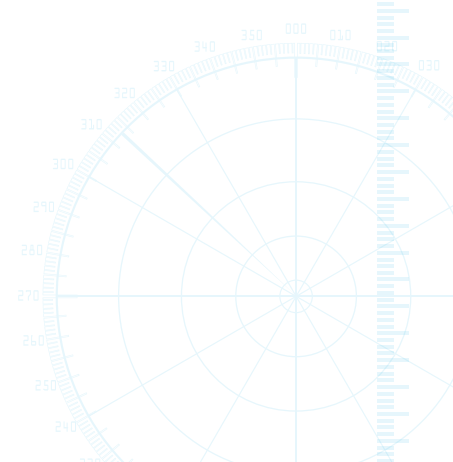
Of great concern was the continued occurrence of incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and off eastern Sabah. In November 2016, one actual incident and four attempted incidents of abduction of crew were reported.

NUMBER OF INCIDENTS BY MONTH (NOVEMBER 2015 - NOVEMBER 2016)

In November 2016, 10 incidents of piracy and armed robbery against ships were reported in Asia. On a month-to-month comparison from November 2015 to November 2016, the number of incidents has fluctuated throughout the one-year period. Graph 1 below shows the number of incidents reported between November 2015 and November 2016.



Graph 1 - Number of incidents (November 2015-November 2016)



SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in November 2016, one was a CAT 1 incident, one was a CAT 2 incident, three were CAT 3 incidents and one was a CAT 4 incident. The CAT 1 incident involved the abduction of six crew from a bulk carrier and the CAT 2 incident occurred on board a product tanker while anchored at Dumai anchorage, Indonesia. Of the three CAT 3 incidents, two occurred at ports and anchorages in Indonesia (Muara Berau anchorage and Batu Ampar port); and another at Vung Tau anchorage in Vietnam. The CAT 4 incident occurred on board a ship while anchored in the South China Sea.

LOCATION AND DESCRIPTION OF INCIDENTS

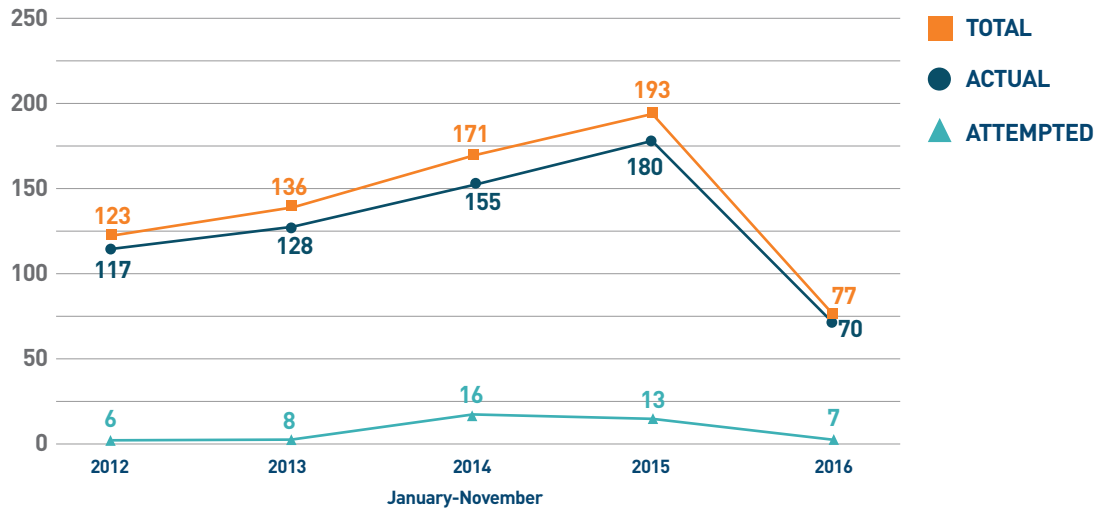
Please refer to Map 1 below for the location of the 10 incidents; and the Appendix on pages 14-19 for the description of these incidents.



NUMBER OF INCIDENTS (JANUARY – NOVEMBER OF 2012-2016)

A total of 77 incidents of piracy and armed robbery against ships were reported from January - November 2016 in Asia. Among the 77 incidents, 70 were actual incidents and seven were attempted incidents. This is a 60% decrease in the overall number of incidents compared to January - November 2015 when 193 incidents were reported.

The number of incidents reported during January - November 2016 is also the lowest among the five-year reporting period of January - November of 2012-2016. Refer to Graph 2.



Graph 2 -Number of incidents (January-November of 2012-2016)

SIGNIFICANCE LEVEL OF INCIDENTS (JANUARY - NOVEMBER OF 2012-2016)

Of the 70 actual incidents reported from January - November 2016, 12 were Category 1 incidents, 10 were Category 2 incidents, six were Category 3 incidents and 42 were Category 4 incidents. Nine of the 12 Category 1 incidents were cases of abduction of crew; and three were incidents of hijacking of ships for theft of oil cargo.

Except for the Category 1 incidents, there has been a decrease in all categories of incidents during January - November 2016 compared to the same period in the past four years. The number of Category 1 incidents has been fairly consistent for the past three years of January - November (2014-2016). Refer to Chart 1.

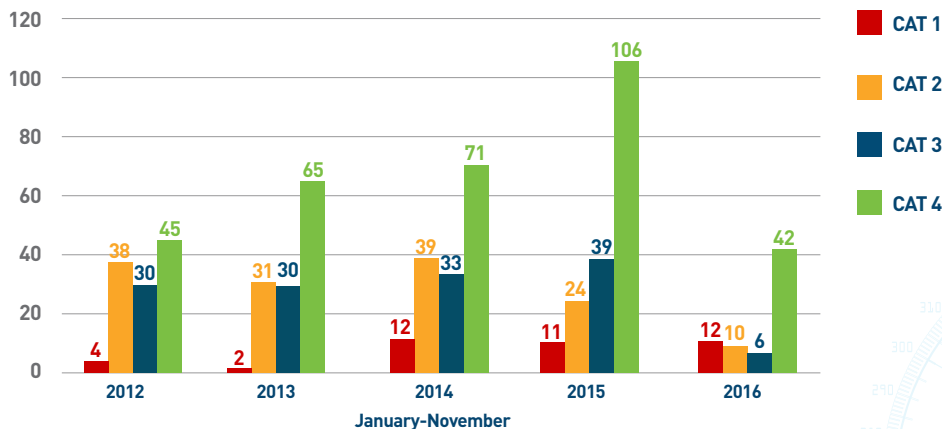


Chart 1 - Significance level of incidents (January-November of 2012-2016)

UPDATE ON SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEA AND OFF EASTERN SABAH

On 11 Nov 16, Vietnam Maritime Security Information Centre (MSIC) received an SSAS information from the Vietnam-registered bulk carrier, *Royal 16* that around 0330 hrs, 10 armed perpetrators boarded the ship while underway from Hai Phong, Vietnam towards Davao, Philippines. The perpetrators fired at the cabin doors of the ship, wounded two crew, abducted six other crew and fled in a speed boat. The remaining 13 crew were left on board the bulk carrier. A passing domestic cargo vessel *MV Lorcon* rendered assistance to *Royal 16*, reported the incident to the Philippine Coast Guard (PCG) Operation Station in Zamboanga and evacuated the two wounded crew to Zamboanga City for treatment.



This is the ninth incident of abduction of crew since March 2016 that had been verified and reported to the ReCAAP ISC by ReCAAP Focal Points.

Four attempted incidents were reported in November 2016, as described below:

***Southern Falcon* (13 Nov 16).** While underway around 1620 hrs, six speed boats with one armed perpetrator in each boat approached and chased the Panama-registered product tanker at approximately 65 nm southeast of Sibutu island, Philippines. The master alerted the ships in the vicinity and conducted evasive manoeuvres. After 15 min, the boats aborted their attempted and moved away.

***Kumiai Shagang* (20 Nov 16).** Around 0720 hrs, the master and the crew on duty noticed a speed boat (white with red lining) at the ship's stern approaching the ship at approximately 19 nm southwest of Doc Can island, Philippines. Five perpetrators armed with guns were sighted in the speed boat. The master sounded the alarm, informed the PCG on VHF 16 and asked for assistance. The PCG advised the master to alert ships in the vicinity and maneuver the ship. The perpetrators aborted the chase and left the area heading in the eastern direction (towards the Jolo Island).

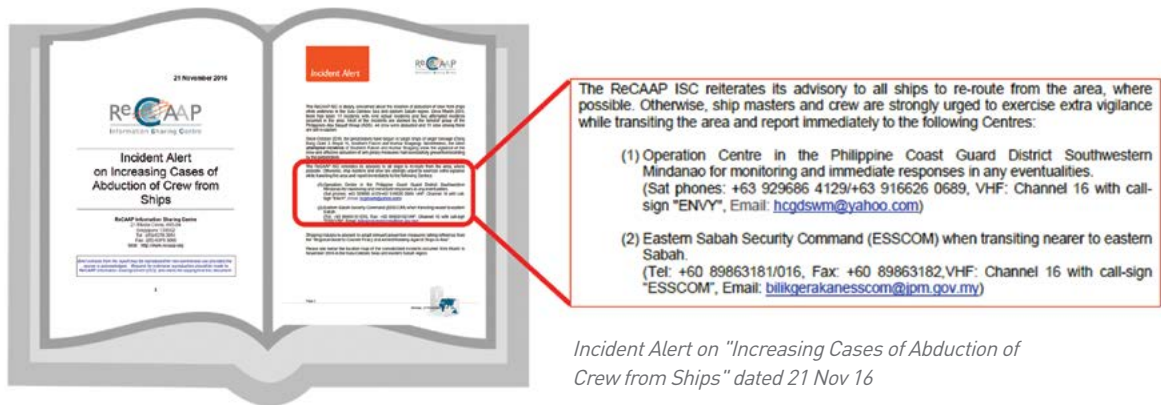
Easter K (24 Nov 16). Around 1040 hrs, 10 armed perpetrators in a motor boat chased the Panama-registered bulk carrier at approximately 5.74 nm southwest of Doc Can island. The alarm was raised and crew mustered. The perpetrators eventually aborted the chase.

Cemtex Fortune (25 Nov 16). Around 1058 hrs, 10 perpetrators armed with firearms and in black shirts approached the Singapore-registered bulk carrier at approximately 6 nm southwest of Laparan island, Philippines in a blue speed boat. The perpetrators aborted the chase after unable to catch up with the bulk carrier.

ACTIONS BY ReCAAP ISC IN RESPONSE TO INCREASING INCIDENTS OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND OFF EASTERN SABAH

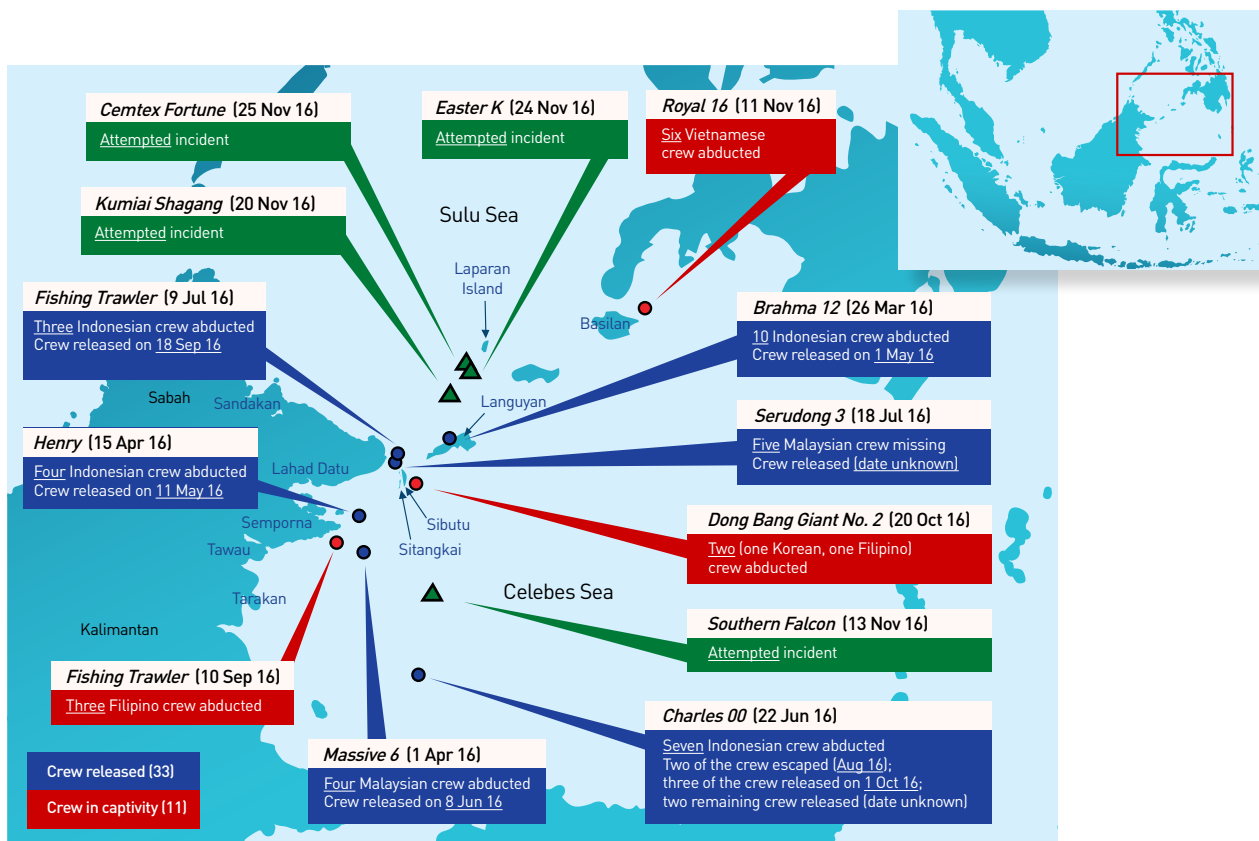
Issue of Incident Alert. The ReCAAP ISC is deeply concerned about the situation of abduction of crew from ships while underway in the Sulu-Celebes Sea and off eastern Sabah region. An Incident Alert on '*Increasing Cases of Abduction of Crew from Ships*' was issued on 21 Nov 16 urging all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly advised to exercise extra vigilance while transiting the area and report immediately to the Operation Centre in the PCG District Southwestern Mindanao and the Eastern Sabah Security Command (ESSCOM). Refer to www.recaap.org for the Incident Alert.

Following the issuance of the Incident Alert by the ReCAAP ISC, the United States Maritime Administration (MARAD), Japanese Foreign Ministry and the Danish Maritime Authority (DMA) had also issued advisories to their shipping industry, making reference to the ReCAAP ISC Incident Alert.



Incident Alert on "Increasing Cases of Abduction of Crew from Ships" dated 21 Nov 16

Latest Modus Operandi of Perpetrators. Between March 2016 and November 2016, nine incidents of abduction of crew and four attempted incidents in the Sulu-Celebes Sea and off eastern Sabah had been reported to the ReCAAP ISC. Prior to October 2016, the perpetrators targeted local ships, namely tug boats towing barges and fishing trawlers. Since October 2016, the perpetrators have begun to target ships of larger tonnage (*Dong Bang Giant No.2, Royal 16, Southern Falcon, Kumiai Shagang, Easter K* and *Cemtex Fortune*). Based on the description of the recent attempted incidents and taking into consideration the proximity and time of these incidents, the same group of perpetrators may be involved.



Map 2 - Incidents of abduction (March-November 2016)

Recommendation. The ReCAAP ISC urges all ships to re-route from the area, where possible. Otherwise, the ReCAAP ISC strongly advises master and crew to exercise enhanced vigilance and adopt anti-piracy measures when transiting the area. They are advised to raise alarm and alert the crew when sighting suspicious boats approaching or in the vicinity. They are strongly encouraged to report to the PCG and coastal States immediately, to alert ships in the vicinity and to increase speed and conduct evasive manoeuvres as demonstrated in the attempted incidents involving *Southern Falcon*, *Kumiai Shagang*, *Easter K* and *Cemtex Fortune*.

CONCLUSION

The situation of piracy and armed robbery against ships in Asia has witnessed continuous improvement in November 2016, with a 60% decrease in total number of incidents compared to the same period in 2015. Notably continued improvement was observed in the Straits of Malacca and Singapore (SOMS) with no incident reported in the SOMS since April 2016. Also, no incident involving hijacking of tankers for theft of oil cargo was reported in November 2016.

However, the situation in the Sulu-Celebes Sea and off Eastern Sabah is quite alarming. More need to be done by the littoral States and the shipping industry to firmly address the situation of abduction of crew in the area. In particular, the littoral States are requested to step up patrols and enforcement in the area; and the shipping industry is expected to adopt relevant preventive measures taking reference from the '*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*'. The ReCAAP ISC also encourages the relevant governmental agencies to issue Advisory to their shipping industry to warn them about the situation there and to adopt the appropriate anti-piracy measures.

DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

DEFINITIONS

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

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

(a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) on the high seas, against another ship, or against persons or property on board such ship;

(ii) against a ship, persons or property in a place outside the jurisdiction of any State;

(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

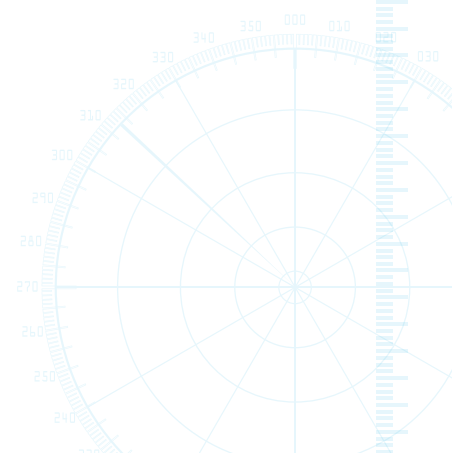
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

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

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

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

(b) any act of inciting or of intentionally facilitating an act described above.



METHODOLOGY IN CLASSIFYING INCIDENTS

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

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

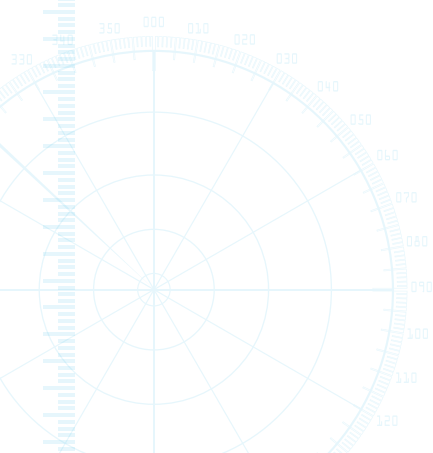
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(2) **Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

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

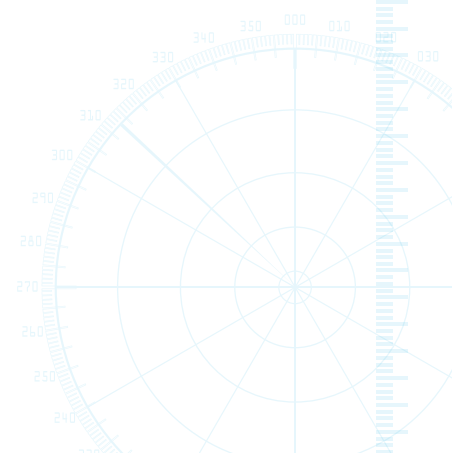
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.



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 were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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



CONTACT DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

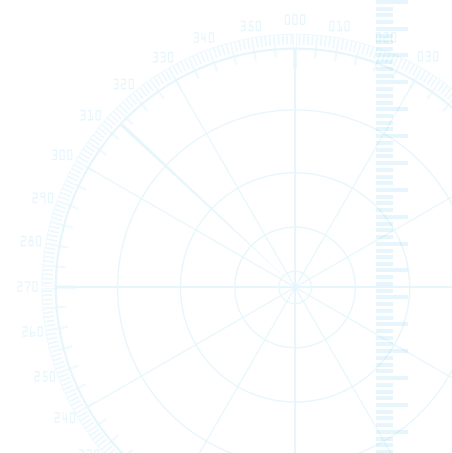
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia (ReCAAP Focal Point)		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
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China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001

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mrcc-west@indiancoastguard.nic.in		
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Japan Coast Guard (JCG) Ops Centre	+81-3-3591-9812	+81-3-3581-2853
Email : jcg-op@mlit.go.jp	+81-3-3591-6361	
Republic of Korea		
Ministry of Oceans and Fisheries	+82-44-200-5895 to	+82-44-200-5886
Operations Centre	98	to 88
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Email: mrcc.yangon@mptmail.com.mm		
Netherlands		
Dutch Coastguard	+31-223-658-101	+31-223-658-358
Maritime Information Centre (MIK-NL)		
Email: mik-nl@kustwacht.nl		
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Norwegian Maritime Authority	+47-5274-5000	+47-5274-5001
Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130	

Country & Agency In Charge	Point of Contact	
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Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+63-917-533-9595 +63-922-839-9513 +63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@navy.lk nhqdno@yahoo.com	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-group@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 2 Dec 2016



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	<i>Chembulk Jakarta</i> Product tanker Panama 11534 9400370	09/11/16 0450 hrs	01° 41.50' N 101° 30.20' E Dumai anchorage, Indonesia	<p>While at anchor, 10 perpetrators armed with knives boarded the product tanker and entered the engine room. They took the duty oiler hostage, punched, tied and threatened him with a knife. The perpetrators stole engine spares and escaped. The oiler managed to untie himself and notified the master. The alarm was raised, crew mustered and investigation was conducted on board.</p> <p>[ReCAAP Focal Point (Japan)]</p>
2	<i>Royal 16</i> Bulk carrier Vietnam 2999 9600011	11/11/16 0330 hrs	06° 40.45' N 122° 29' E Vicinity water of Sibago island, Basilan province, Philippines	<p>The ReCAAP ISC received inputs from the Vietnam Maritime Security Information Centre (MSIC) about an SSAS alert from <i>Royal 16</i>. The ReCAAP ISC informed all its Focal Points and Malaysian Maritime Enforcement Agency (MMEA).</p> <p>The Philippine Coast Guard (PCG), which is also the Focal Point (Philippines), and the Vietnam Coast Guard (VCG), which is also the Focal Point (Vietnam), followed up with reports to the ReCAAP ISC that around 0330 hrs, <i>Royal 16</i> while underway from Hai Phong, Vietnam towards Davao, Philippines was boarded by 10 men armed with guns. The perpetrators fired at the cabin doors of the ship, wounded two crew; and abducted six others and escaped in a speed boat.</p>

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
				<p>Around 0830 hrs on the same day, a passing domestic cargo vessel <i>MV Lorcon</i> rendered assistance to <i>Royal 16</i>, reported the incident to the PCG Operation Station in Zamboanga and evacuated the two wounded crew to Zamboanga City for treatment. The remaining 13 crew on board <i>Royal 16</i> proceeded to Zamboanga port with the assistance of the Zamboanga harbour pilot for investigation.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam)]</p>
3	<p><i>Mighty Servant 1</i> Heavy load semi-submersible Netherlands Antilles 29193 8130875</p>	15/11/16 0100 hrs	<p>01° 25.62' N 104° 41.05' E</p> <p>South China Sea</p>	<p>While at anchor, an unknown number of perpetrators boarded the ship and stole the ship's engine spares. There was no confrontation between the perpetrators and crew. The Singapore Port Operations Control Centre (POCC) initiated a navigational broadcast regarding the incident and notified Indonesian authority and other relevant agencies.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	<p><i>Mystras</i> Bulk carrier Bahamas 33361 9601168</p>	19/11/16 0240 hrs	<p>00° 15' S, 117° 34.80' E</p> <p>Muara Berau anchorage, Indonesia</p>	<p>During cargo operations, duty crew on routine rounds on board the bulk carrier noticed the forecastle store door was open and the padlock broken. Upon approaching the store, several perpetrators armed with machetes were seen stealing ship stores. The duty crew shouted at the robbers, raised the alarm and retreated towards the accommodation.</p>

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
				<p>Upon seeing that the crew had been alerted, the perpetrators escaped with four mooring ropes. The master instructed the second officer to cross-check the stevedores' identification with the authorized list. It was revealed that among them, there was an unauthorised person who attacked the second officer with a knife. The agent and the second officer were able to avert the attack. The perpetrator jumped overboard and escaped. The incident was reported to the local police.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5	<i>KN Forest</i> Bulk carrier Singapore 32376 9558268	23/11/16 0200 hrs	10° 15.06' N 107° 00.02' E Vung Tau anchorage, Vietnam	<p>While at anchor, the duty crew sighted a fishing boat going around the bulk carrier. The duty crew monitored the fishing boat, which eventually stopped near the forward part of the ship. Unknown to the crew, another boat came alongside the bulk carrier. The duty A/B was on his routine round on the starboard side when he saw two perpetrators at the paint store. The perpetrators threatened him with a knife but the duty A/B managed to escape; and informed the bridge and other duty crew. The perpetrators jumped overboard and escaped when they saw the duty A/B calling on the radio. Investigation revealed that the padlock of the paint store was broken and found 16 cans of paint missing.</p>

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
				<p>It was assessed that the perpetrators had boarded the bulk carrier while the other boat served as a decoy.</p> <p>[ReCAAP Focal Point (Vietnam) , ReCAAP Focal Point (Singapore)]</p>
6	<i>Pacific Wrangler</i> Supply vessel Indonesia 2335 9270608	26/11/16 0001 hrs	01° 10.14' N 103° 58.56' E Batu Ampar Port, Pulau Batam, Indonesia	<p>While at anchor, perpetrators armed with knives boarded the supply vessel from a fishing boat, stole engine spares and escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7	<i>Southern Falcon</i> Product tanker Panama 5551 9414993	13/11/16 1620 hrs	03° 40.40' N 119° 51.60' E Approximately 65 nm southeast of Sibutu island, Philippines	<p>While underway, six speed boats with one armed perpetrator in each boat approached and chased the product tanker. The master alerted ships in the vicinity and conducted evasive manoeuvres. After about 15 min, the boats moved away and aborted their attempt. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
8	<i>Kumiai Shagang</i> Bulk carrier Marshall Islands 93169 9576337	20/11/16 0705 hrs	05° 34.80' N 119° 47.90' E Approximately 19 nm southwest of Doc Can island, Philippines	<p>While underway, the master and the ship's crew on duty noticed a speedboat (white with red lining) at the ship's stern approaching the ship. Five perpetrators armed with guns were sighted in the speed boat. The master further noticed a fishing boat (with the capacity of about 30 persons), believed to be the mother boat was on the port quarter of the ship at about 3 nm heading east. The master sounded the general alarm continuously on automatic mode, made announcement about the situation on the general speaker and immediately informed the PCG on VHF 16 and asked for their assistance. The PCG advised the master to alert ships in the vicinity and maneuver the ship. The master increased speed to maximum and made an evasive manoeuvre. All crew was advised to go out of the accommodation to show the perpetrators that the ship is on alert. Sensing that the ship was alerted, the perpetrators aborted the chase and left the area heading eastern direction (towards the Jolo Island). When the perpetrators left, the crew conducted the general search and inspection around the vessel and maintain strict anti-piracy watch.</p> <p>[ReCAAP Focal Point (Japan)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
9	<i>Easter K</i> Bulk carrier Panama 33084 9584889	24/11/16 1040 hrs	05° 47.70' N 119° 51.80' E Approximately 5.74 nm southwest of Doc Can island, Philippines	While underway, 10 armed perpetrators in a motor boat chased the bulk carrier. The alarm was raised and crew mustered. The perpetrators eventually aborted the chase. [ReCAAP Focal Point (Japan) , ReCAAP Focal Point (Philippines)]
10	<i>Cemtex Fortune</i> Bulk carrier Singapore 46935 9727106	25/11/16 1058 hrs	05° 47.70' N 119° 51.30' E Approximately 6.07 nm southwest of Doc Can island, Philippines	While underway, 10 perpetrators armed with firearms and in black shirts approached the bulk carrier. The perpetrators in a blue speed boat aborted the chase after unable to catch up with the bulk carrier. [ReCAAP Focal Point (Philippines)]



Information Sharing Centre

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