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REPORT FOR NOVEMBER 2017

MONTHLY

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN NOVEMBER 2017

OVERVIEW

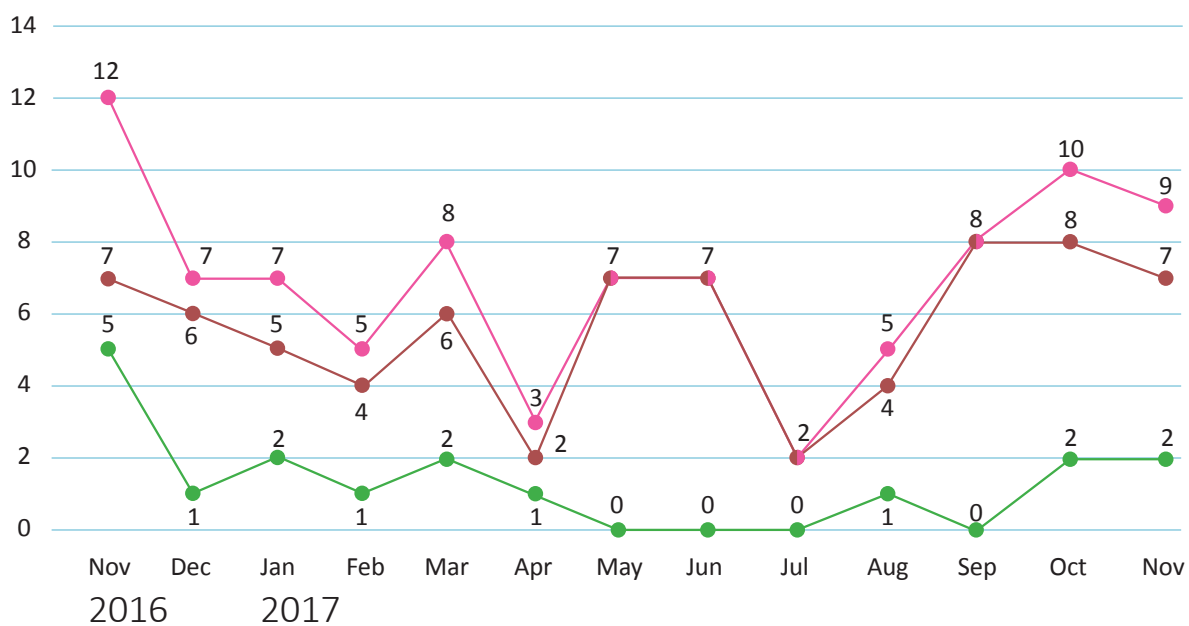
A total of nine incidents of piracy and armed robbery against ships were reported in November 2017. Of these, seven were actual incidents and two were attempted incidents. Of the nine incidents, four were piracy incidents and five were armed robberies against ships. There was no actual or attempted incident involving the abduction of crew from ships reported in the Sulu-Celebes Sea and waters off Eastern Sabah in November 2017. However, of concern was the occurrence of an incident of theft of oil cargo on 22 Nov 17, and there was an increase in the number of incidents occurred on board ships while anchored in the South China Sea (SCS).

NUMBER OF INCIDENTS

NOVEMBER 2017

In November 2017, a total of nine incidents of piracy and armed robbery against ships (comprising seven actual incidents and two attempted incidents) were reported. The location of the incidents is shown in Map 1 (Page 6).

Compared to November 2016, the total number of incidents reported in November 2017 has decreased. A total of 12 incidents were reported in November 2016 compared to nine incidents reported in November 2017. Graph 1 shows the number of incidents reported each month during November 2016 to November 2017.



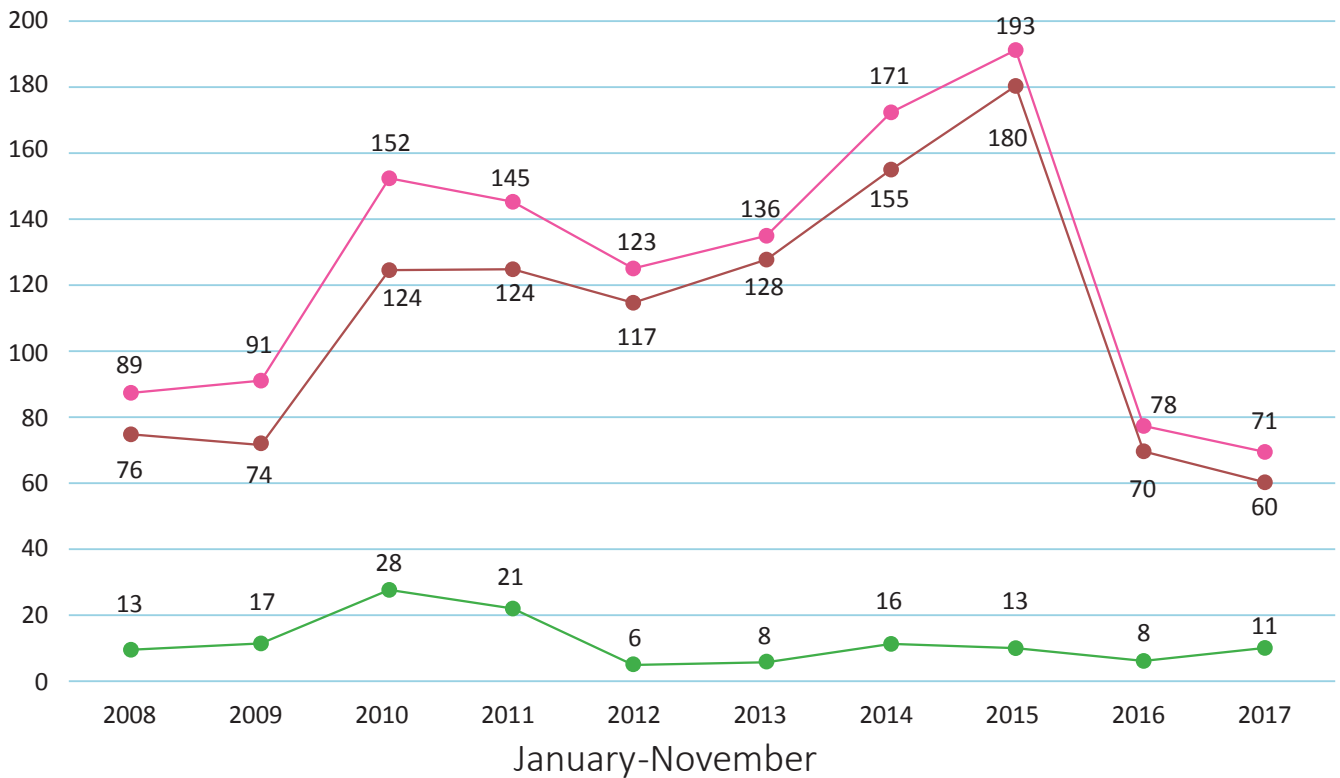
Graph 1 - Number of incidents (November 2016 to November 2017)

● Total ● Actual ● Attempted

JANUARY-NOVEMBER 2017

During January-November 2017, a total of 71 incidents were reported, of which 60 were actual incidents and 11 were attempted incidents. The number of incidents reported during January-November 2017 was the lowest among the 10-year reporting period. Compared to January-November 2016, there was a 9% decrease in the total number of incidents during January-November 2017; and 63% decrease compared to January-November 2015. Graph 2 shows the number of incidents reported during January-November of 2008-2017.

The improvement of the situation during January-November 2017 was at ports and anchorages in India, Indonesia, Malaysia and Vietnam compared to the same period in 2016. However, there was an increase in the number of incidents reported at ports and anchorages in Bangladesh (Chittagong), Philippines (Manila and Batangas) and on ships while underway in the South China Sea (SCS) and Straits of Malacca and Singapore (SOMS) compared to the same period in 2016.



Graph 2 - Number of incidents (January-November of 2008-2017)

● Total ● Actual ● Attempted

SIGNIFICANCE LEVEL OF INCIDENTS¹

NOVEMBER 2017

Of the seven actual incidents reported in November 2017, one was a CAT 1 incident, three were CAT 3 incidents and three were CAT 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. No incident of abduction of crew was reported in November 2017 since the last attempted incident that was reported in April 2017. The three CAT 3 incidents occurred on board ships anchored at Bangladesh (1), Indonesia (1) and in the SCS (1); and the three CAT 4 incidents occurred on board ships anchored in India (1) and in the SCS (2).

JANUARY-NOVEMBER 2017

Of the 60 actual incidents reported during January-November 2017, six were CAT 1 incidents, four were CAT 2 incidents, 22 were CAT 3 incidents and 28 were CAT 4 incidents. Majority of the incidents reported during January-November 2017 were CAT 3 and CAT 4 incidents, which conforms to the trend observed for the same period in the past 10 years (January-November 2008-2017). Refer to Chart 1.

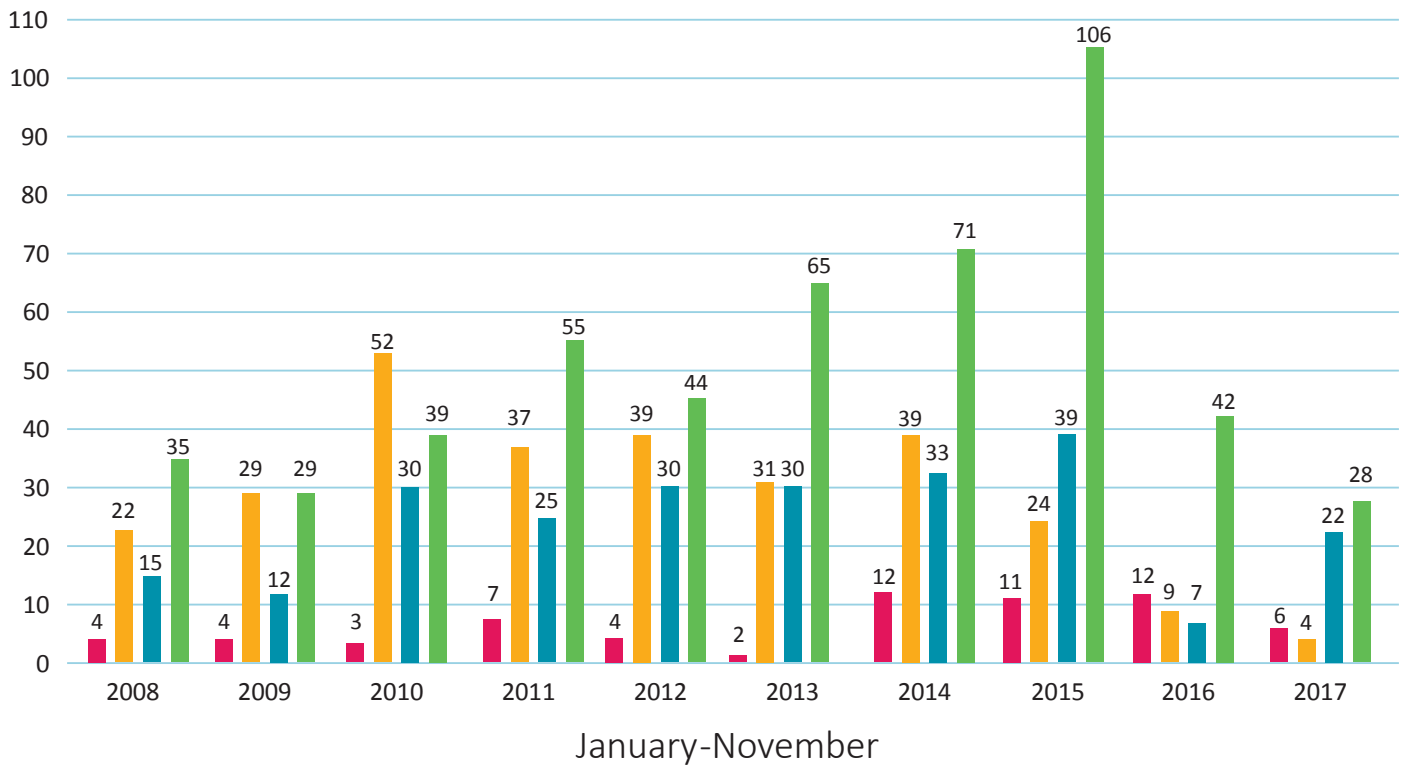


Chart 1 - Significance level of incidents (January-November of 2008-2017)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

¹ Refer to the Appendix for the description of the four Category levels (CAT 1, CAT 2, CAT 3 and CAT 4).



CAT 1 INCIDENTS

The number of CAT 1 incidents reported during January-November 2017 have decreased by 50% compared to the same period in 2016. Of the six CAT 1 incidents reported during January-November 2017, three were incidents of abduction of crew for ransom and three were hijacking of ships for theft of oil cargo. Of the 12 CAT 1 incidents reported during January-November 2016, nine incidents were abduction of crew for ransom, and three were hijacking of ships for theft of oil cargo.

CAT 2 INCIDENTS

The four CAT 2 incidents reported during January-November 2017 is the lowest among the 10-year reporting period.

CAT 3 AND CAT 4 INCIDENTS

Majority of the CAT 3 and CAT 4 incidents occurred on board ships while anchored at ports and anchorages. In these incidents, the perpetrators boarded the ships under the cover of darkness and stole ship stores including paint, mooring ropes, fire hose nozzles, and engine spares. The perpetrators were opportunistic in nature, escaped immediately when sighted, and did not harm the crew.

LOCATION AND DESCRIPTION OF INCIDENTS IN NOVEMBER 2017

Refer to Map 1 for the location of the seven actual incidents and two attempted incidents reported in November 2017; and the Appendix on pages 17-22 for the description of these incidents.



Map 1 – Location of incidents in November 2017

- | | | | |
|---|---|--|--|
| 1 <i>Haima</i>
Tanker
1 Nov 17
0345 hrs | 2 <i>Maritime Raja & Maritime Hawk</i>
Tug boat & barge
1 Nov 17
1930 hrs | 3 <i>Pacific Liberty</i>
Supply ship
4 Nov 17
0209 hrs | 4 <i>X-press Yamuna</i>
Container ship
9 Nov 17
2000 hrs |
| 5 <i>Boraq</i>
Chemical tanker
18 Nov 17
0530 hrs | 6 <i>Ever Prosper & Ever Omega</i>
Tug boat & barge
22 Nov 17
0400 hrs | 7 <i>SKS Doyles</i>
Tanker
27 Nov 17
0750 hrs | |
| 8 <i>Rose Diamond</i>
Chemical tanker
9 Nov 17
0435 hrs | 9 <i>Atlantic 8 & Atlantic 9</i>
Tug boat & barge
18 Nov 17
2200 hrs | | |

INCREASE IN NUMBER OF INCIDENTS IN THE SOUTH CHINA SEA (SCS)

There has been an increase in the number of incidents reported on board ships while anchored in the South China Sea in November 2017. A total of four incidents were reported in November 2017 comprising three actual incidents and one attempted incident. All four incidents occurred in close proximity to each other; and occurred when the ships were anchored in the SCS. It is believed that these ships anchored outside the port limit areas in the SCS to avoid paying port dues.

Between January and November 2017, a total of nine incidents were reported on board ships while underway and anchored in the SCS, compared to five incidents reported during the same period in 2016. Map 2 shows the location of incidents occurred in the SCS during January-November 2017.



Map 2 – Location of incidents in SCS (January - November 2017)

1 <i>Alice</i> Chemical tanker 28 May 17 2300 hrs	2 <i>C.P. 41</i> Product tanker 23 Jun 17 2100 hrs	3 <i>MGT 1</i> Product tanker 6 Sep 17 2100 hrs	4 <i>Senna 3</i> LPG tanker 8 Sep 17 0310 hrs
5 <i>BW Myna</i> Chemical tanker 28 Oct 17 0530 hrs	6 <i>Haima</i> Tanker 1 Nov 17 0345 hrs	7 <i>Boraq</i> Chemical tanker 18 Nov 17 0530 hrs	
8 <i>SKS Doyles</i> Tanker 27 Nov 17 0750 hrs	9 <i>Rose Diamond</i> Chemical tanker 9 Nov 17 0435 hrs		

Of the nine incidents reported during January-November 2017, two were CAT 1 incidents which involved the hijacking of ships for theft of oil cargo (*C.P. 41* and *MGT 1*), two were CAT 2 incidents of robbery on board ships while underway, four were robbery on board ships while at anchor (2 x CAT 3 and 2 x CAT 4) and one was an attempted incident.

The ReCAAP ISC is concerned about the increase in the number of incidents in the SCS and advises all ships to avoid anchor outside port limit area; and to exercise enhanced vigilance, maintain strict look-out, particularly during hours of darkness, and report all incidents to the relevant authorities immediately.

HIJACKING OF *EVER PROSPER* & *EVER OMEGA* FOR THEFT OF OIL CARGO



Name of ship	<i>Ever Prosper</i>
Type of ship	Tug boat
Flag of ship	Malaysia

(Photograph courtesy of shipping company)



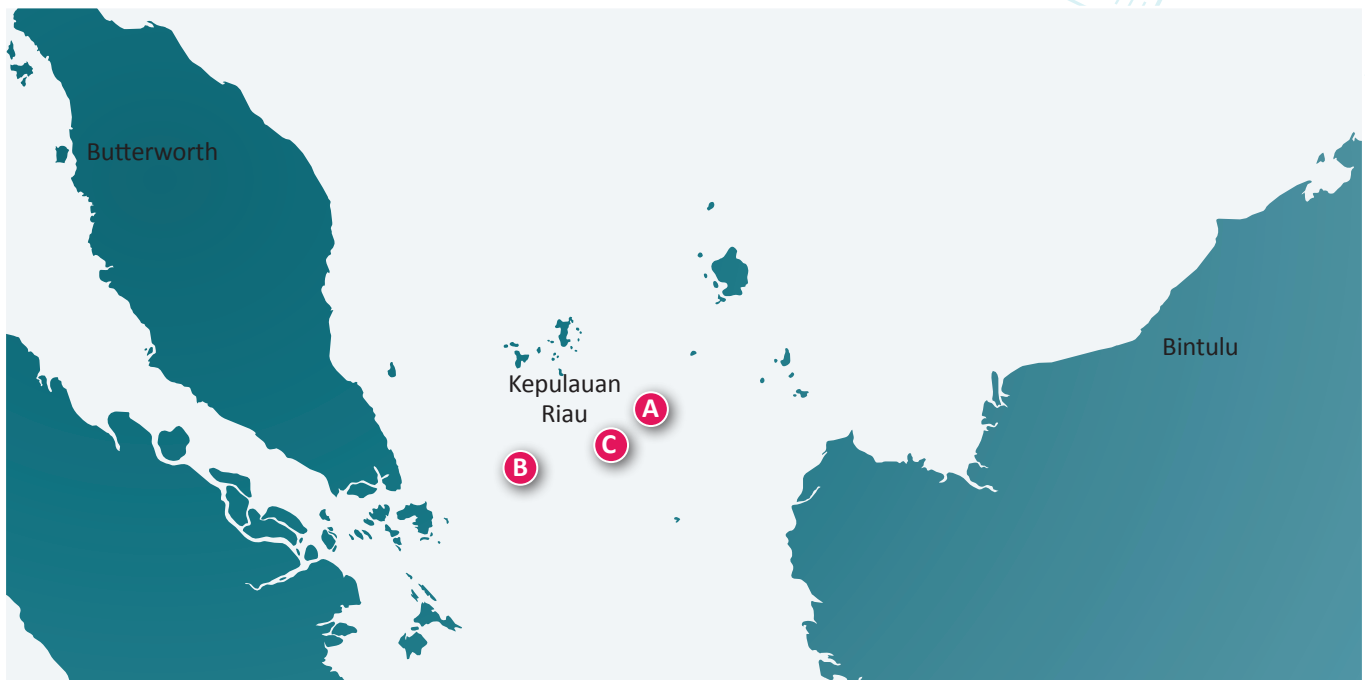
Name of ship	<i>Ever Omega</i>
Type of ship	Barge
Flag of ship	Malaysia

(Photograph courtesy of shipping company)

On 18 Nov 17 at about 0700 hrs, tug boat *Ever Prosper* towing *Ever Omega* carrying 3,700 tons of Crude Palm Kernel Oil (CPKO) departed Bintulu, Sarawak, East Malaysia for Butterworth, Peninsular 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 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, Malaysia. The owner reported the incident to the ReCAAP ISC who immediately informed the MMEA and the Indonesian authorities.

The MMEA despatched a boat from Sedili Maritime District in Johor to escort *Ever Prosper* to Tanjung Pengelih. The perpetrators had reportedly siphoned some fuel from the tug boat. The MMEA also 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. However, the oil cargo (3,700 tons of CPKO) on board the barge was missing. Investigation is ongoing. The ReCAAP ISC commends the MMEA for its quick operational response and follow up with sharing of information with the ReCAAP ISC and the Indonesian authorities which led to the recovery of the tug boat, barge and the rescue of the crew.



Map 3 – Position of *Ever Prosper* & *Ever Omega* (22-23 Nov 17)

- A** 22 Nov 17 at 2200 hrs
Position of barge,
Ever Omega
- B** 22 Nov 17 at 2200 hrs
Position of tug boat,
Ever Prosper
- C** 23 Nov 17
Position of barge,
Ever Omega

This is the second time that the same tug boat (*Ever Prosper*) become the target of theft of oil cargo. The first incident occurred on 3 Jun 16 in the waters off Sarawak, East Malaysia.

SITUATION OF ABDUCTION OF CREW FROM SHIPS WHILE UNDERWAY IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH (JANUARY-NOVEMBER 2017)

The ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that on 10 Nov 17, the Philippine troops during a military operation in Kang Tipayan Island, Languyan, Tawi-tawi rescued four crew of *Giang Hai*. However, one of the crew was found dead. *Giang Hai*, a Vietnam-registered bulk carrier was boarded on 19 Feb 17 at about 35 nm west of Doc Can Island in Sulu, Philippines by an unknown number of armed men who abducted six of its crew (all Vietnamese). One crew was killed while underway, and on 7 Jul 17, the Philippine troops recovered the cadaver of another crew.

There was no report of incident involving the abduction of crew from ships while underway in the Sulu-Celebes Sea in November 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 30 Nov 17, 10 crew is still being held in captivity². The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralize the militant group.

There is no room for complacency. 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, and report immediately to the following Centres:



Map 4 – Contact details of the Centres

- 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
- 2 Navy - Littoral Monitoring Station (LMS)**
Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgroupptt@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

² Since March 2016 till November 2017, a total of 59 crew had been abducted. Of these, 28 had been released, 15 rescued, six killed and 10 are still in captivity.



CONCLUSION

The situation of piracy and armed robbery against ships in Asia continues to improve in November 2017. The total number of incidents during January-November 2017 is the lowest among the 10-year reporting period of January-November 2008-2017.

There was no report on the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah. However, of concern was the occurrence of the hijacking of tug boat, *Ever Prosper* towing barge, *Ever Omega* for the theft of the oil cargo on board. There was also an increase in the number of incidents reported on board ships anchored in the South China Sea (SCS). During January-November 2017, nine incidents were reported in SCS compared to five incidents reported there during the same period in 2016.

The ReCAAP ISC advises all ships transiting the areas of concern to exercise enhanced vigilance during hours of darkness, maintain strict look-out for suspicious approach by boats; and report all incidents to the nearest coastal State and flag State immediately. The ReCAAP ISC reiterates the need for collective efforts and shared responsibility among ReCAAP Focal Points, regional authorities and the shipping industry in addressing the situation of piracy and armed robbery against ships in Asia.

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 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 and to facilitate the maritime community to carry out risk assessment.

DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

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

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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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@yahoo.com nhqdno@navy.lk	+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 sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

Correct as at 8 November 2017

DESCRIPTION OF INCIDENTS

ACTUAL INCIDENTS

● CAT 1 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Haima 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)	While at anchor, crew on routine rounds noticed footprints on the floor in the engine room. Upon investigation, engine spares were missing. Review of the CCTV recording showed that five perpetrators had boarded the ship. [ReCAAP Focal Point (Japan)]
2	Maritime Raja Tug boat Singapore 476 9348132 Maritime Hawk Barge Singapore 2225	03/11/17 1930 hrs	22° 06' N, 91° 36' E Kutubdia Anchorage, Bangladesh	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 were 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. 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.

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>The master immediately 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 discovered 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>[ReCAAP Focal Point (Singapore)]</p>
3	<p><i>Pacific Liberty</i> Tug/ Supply vessel Singapore 5179 9648398</p>	<p>04/11/17 0209 hrs</p>	<p>01° 11.1' N, 103° 59.7' E</p> <p>Batu Ampar Anchorage, Pulau Batam, Indonesia</p>	<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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	X-press Yamuna 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>[ReCAAP Focal Point (Singapore)]</p>
5	Boraq 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)	<p>While at anchor, the duty officer and OS sighted three perpetrators armed with knives 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.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<p>Ever Prosper Tug boat Malaysia</p> <p>Ever Omega Barge</p>	22/11/17 0400 hrs	Off Singkawang, Indonesia	<p>On 18 Nov 17 at about 0700 hrs, tug boat <i>Ever Prosper</i> towing <i>Ever Omega</i> carrying 3,700 tons of Crude Palm Kernel Oil (CPKO) departed Bintulu, Sarawak, East Malaysia for Butterworth, Peninsular Malaysia.</p> <p>While underway on 22 Nov 17 at about 0400 hrs, a group of perpetrators armed with parangs boarded the ships and tied up the crew on board <i>Ever Prosper</i> and <i>Ever Omega</i>. The perpetrators took off with <i>Ever Omega</i> and the six crew on board, and left behind tug boat <i>Ever Prosper</i> with four crew who later managed to free themselves and sailed the tug boat to waters off southern Johor, Malaysia. The owner reported the incident to the ReCAAP ISC who immediately informed the MMEA and the Indonesian authorities.</p> <p>The MMEA despatched a boat from Sedili Maritime District in Johor to escort <i>Ever Prosper</i> to Tanjung Pengelih. The perpetrators had reportedly siphoned some fuel from the tug boat. The MMEA also contacted the Indonesian authorities to locate the barge <i>Ever Omega</i>.</p> <p>On 23 Nov 17 at about 1800 hrs, the Indonesian authorities found <i>Ever Omega</i> and towed her to Tanjung Pinang, Indonesia. All 10 crew was safe. However, the oil cargo (3,700 tons of CPKO) on board the barge was missing. Investigation is ongoing.</p> <p>[MMEA, Indonesian authorities]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	SKS Doyles 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; 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>[ReCAAP Focal Point (Singapore)]</p>

DESCRIPTION OF INCIDENTS

ATTEMPTED INCIDENTS

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	Rose Diamond 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)	<p>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.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
9	Atlantic 8 Tug boat Malaysia 270 9500015 Atlantic 9 Barge Malaysia	18/11/17 1900 hrs	00° 14.01' S, 103° 50.42' E Nearby Pulau Singkep, Indonesia	<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>[MMEA, Shipping company]</p>



**Regional Cooperation Agreement on Combating Piracy
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