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**REPORT FOR JANUARY 2018**

# **MONTHLY**

**PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA**

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JANUARY 2018

## OVERVIEW

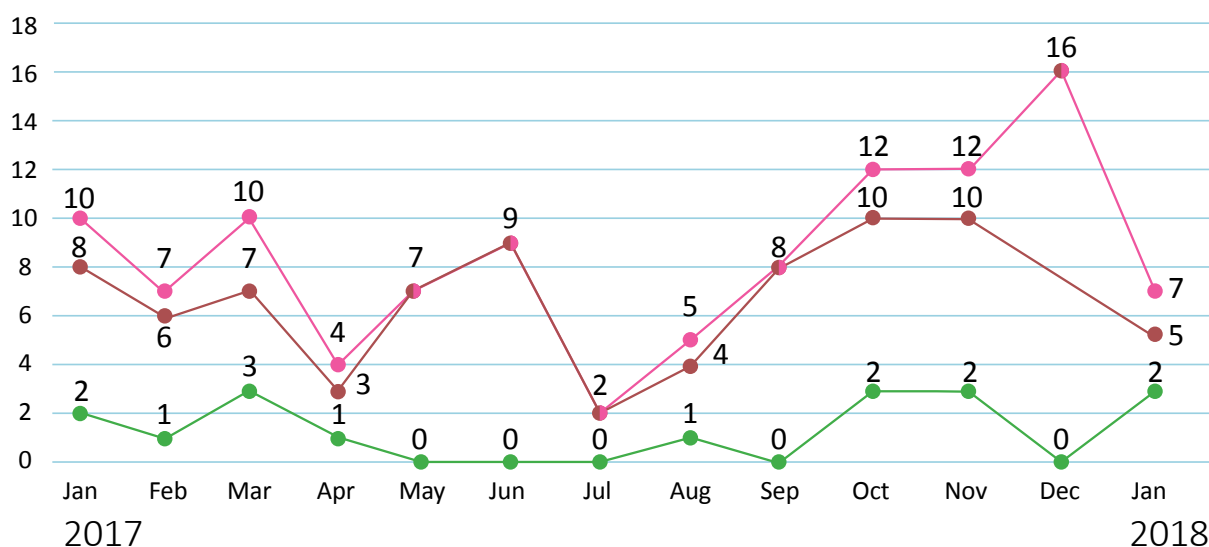
A total of seven incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> were reported in Asia (comprising five actual incidents<sup>3</sup> and two attempted incidents<sup>4</sup>) in January 2018. Of the seven incidents, one was a piracy incident and six were armed robberies against ships. There was no actual or attempted incident involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah; and no incident involving the hijacking of ships for theft of oil cargo in January 2018.

In January 2018, there were two reports of arrest of perpetrators and recovery of stolen items by the Philippine Coast Guard (PCG) and Indian Coast Guard (ICG).

## NUMBER OF INCIDENTS

### JANUARY 2018

In January 2018, a total of seven incidents of piracy and armed robbery against ships (comprising five actual incidents and two attempted incidents) were reported. The location of the incidents is shown in Map 1. All incidents have been verified<sup>5</sup> and reported to the ReCAAP ISC by ReCAAP Focal Points and regional authorities. Compared to December 2017, the situation in January 2018 has improved. A total of 16 incidents were reported in December 2017. Graph 1 shows the number of incidents reported each month from January 2017 to January 2018.



**Graph 1 - Number of incidents (January 2017 to January 2018)**

● Total ● Actual ● Attempted

- 1 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.
- 2 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.
- 3 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.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.
- 5 A total of another six incidents are pending verification.

## STATUS OF SHIPS

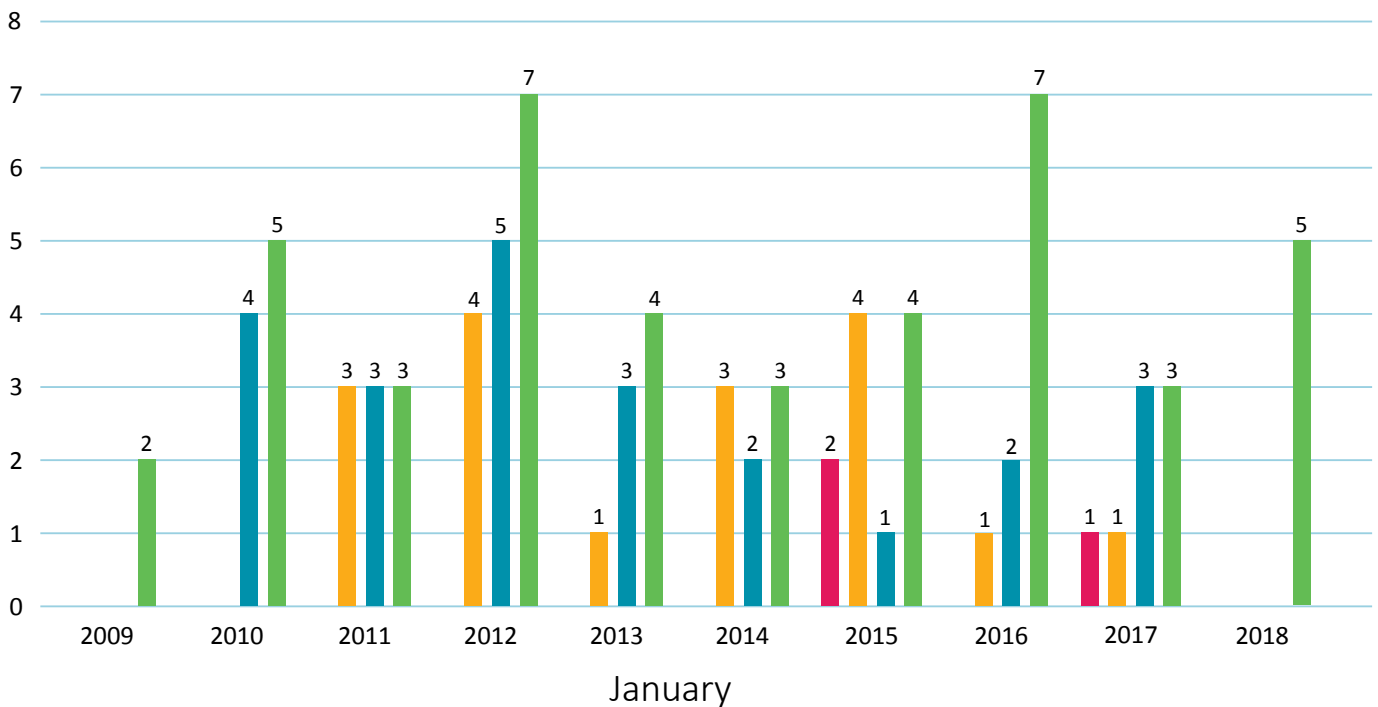
Of the seven incidents reported in January 2018, five incidents occurred on board ships while at anchor/berth, and two incidents on board ships while underway.

Incidents on board ships at anchor/berth. The five incidents occurred at Muara Berau (East Kalimantan, Indonesia), Manila (Philippines), Cam Pha (Vietnam) and the South China Sea.

Incidents on board ships while underway. The two incidents occurred on board ships while underway off Alang, Gujarat (India) and off Pulau Karimun (Straits of Malacca and Singapore).

## SIGNIFICANCE LEVEL OF INCIDENTS

Chart 1 shows the significance level of incidents<sup>6</sup> reported in January of 2009-2018. All five actual incidents reported in January 2018 were CAT 4 incidents. These incidents were petty theft in nature carried out by perpetrators who were not armed, and the crew was not injured.



**Chart 1 - Significance level of incidents (January of 2009-2018)**

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

<sup>6</sup> Refer to the Appendix for the description of the four Category levels (CAT 1, CAT 2, CAT 3 and CAT 4).

# LOCATION AND DESCRIPTION OF INCIDENTS IN JANUARY 2018

Refer to Map 1 for the location of the five actual incidents and two attempted incidents reported in January 2018; and the Appendix on pages 15-17 for the description of these incidents.



**Map 1 – Location of incidents (January 2018)**

- |   |  |  |   |
|---|--|--|---|
| <p><b>1</b> <i>Polar Ecuador</i><br/>Container ship<br/>1 Jan 18<br/>0330 hrs</p> | <p><b>2</b> <i>Alentejo</i><br/>Bulk carrier<br/>1 Jan 18<br/>0730 hrs</p> | <p><b>3</b> <i>Ocean Mars</i><br/>Product tanker<br/>4 Jan 18<br/>0558 hrs</p> | <p><b>4</b> <i>Ocean 1</i><br/>Tanker<br/>7 Jan 18<br/>1245 hrs</p> |
| <p><b>5</b> <i>Athos</i><br/>Bulk carrier<br/>21 Jan 18<br/>0535 hrs</p>          | <p><b>6</b> <i>Asali</i><br/>Bulk carrier<br/>6 Jan 18<br/>0230 hrs</p>    | <p><b>7</b> <i>Marineco Toomai</i><br/>Workboat<br/>18 Jan 18<br/>0023 hrs</p> |   |

# SITUATION ON ABDUCTION OF CREW FROM SHIPS WHILE UNDERWAY IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

There was no report of incident involving the abduction of crew from ships while underway in the Sulu-Celebes Sea in January 2018. 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 January 2018, 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 neutralise the militant group. The ReCAAP ISC reiterates 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 and report all incidents to the following Centres:



Map 2 – 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](mailto:hcgdswm@yahoo.com)
- 2 Navy - Littoral Monitoring Station (LMS)**  
Bongao, Tawi-Tawi  
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)

<sup>7</sup> Since March 2016 (till January 2018), a total of 59 crew had been abducted. Of these, 28 had been released, 15 rescued, seven killed and nine are still in captivity.



## UPDATE ON CONSTRUCTION OF SAR BASE AND INSTALLATION OF MONITORING RADARS IN THE SIBUTU PASSAGE

The PCG's Coast Guard District Southwestern Mindanao together with the local government unit inaugurated the ground-breaking ceremony for the construction of a search-and-rescue (SAR) station on Sibutu Island on 16 Nov 17. The SAR station will incorporate new radar stations<sup>8</sup> which are equipped with systems that detect and identify ships' movements. The new SAR station and radars will enable the PCG to monitor ships passing through the Sulu and Celebes Sea. When the SAR station and radars become operational, a new recommended transit corridor (RTC) will be established to guide mariners passing between the Sibutu Passage and the Basilan Strait.



**PCG SAR Base in Sibutu Passage – ground-breaking ceremony and infrastructure**

[Photographs courtesy of ReCAAP Focal Point (Philippines)]

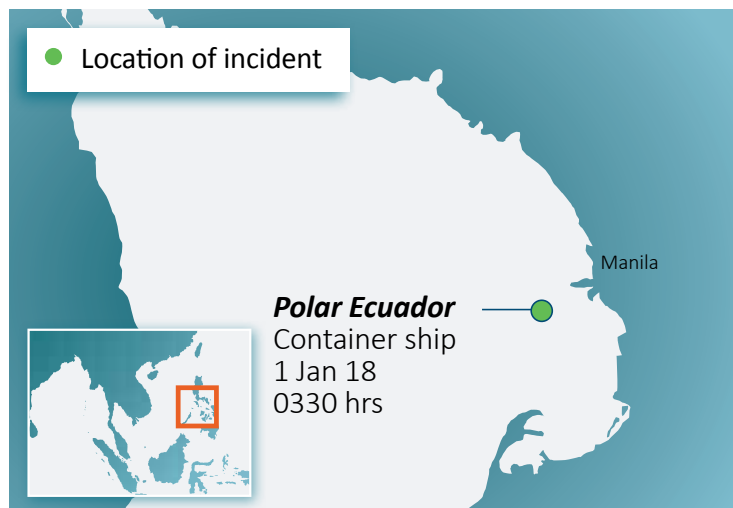
<sup>8</sup> The acquisition of 20 radars along with 11 radars sponsored by the Japanese government is already on its final phase of procurement process.

# ARREST OF PERPETRATORS

## PHILIPPINES

### Incident involving container ship, *Polar Ecuador* at Manila Port

On 1 Jan 18 at about 0330 hrs, container ship, *Polar Ecuador* was anchored in the South Harbour Anchorage Area, Manila, Philippines when seven perpetrators boarded the ship from a motorized motor banca with markings “*Shyrill*”.



<b>Name of ship</b>	<i>Polar Ecuador</i>
<b>Type of ship</b>	Container ship
<b>Flag of ship</b>	Liberia
<b>GT</b>	43628
<b>IMO No.</b>	9786774

Map 3 – Location of incident (*Polar Ecuador*)



**Stolen items recovered from perpetrators**

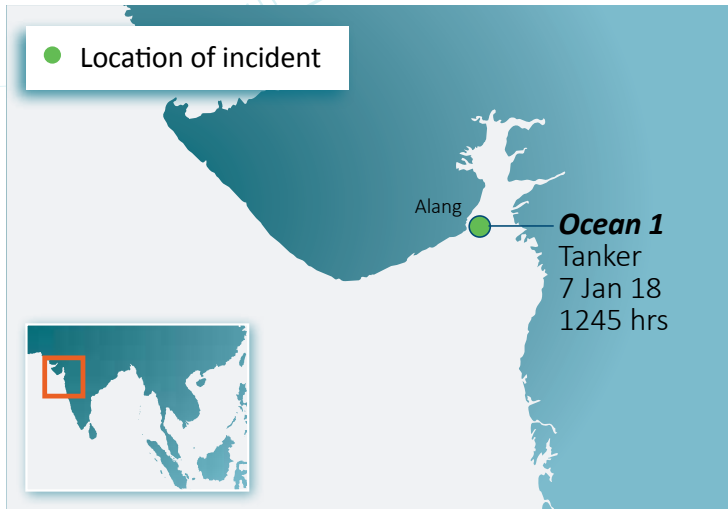
[Photographs courtesy of ReCAAP Focal Point (Philippines)]

The master reported the incident immediately to the Manila port authorities. Upon receipt of the report, the Philippine Coast Guard (PCG) activated its floating asset *DF 313* and conducted maritime patrol in the vicinity. The PCG team located the suspected motor banca, boarded and apprehended five perpetrators on board the banca. Two other perpetrators managed to jump into the water and swam towards an unknown direction. The PCG recovered the stolen items found on board the motor banca comprising a welding machine, breathing apparatus, extension wire and paint. The PCG took custody of the motor banca used by the perpetrators, and upon investigation discovered that it was a stolen item. The authorities have filed charges of theft and robbery against the perpetrators in the court of Manila.

# INDIA

## Incident involving tanker, *Ocean 1* while underway off Alang, India

On 7 Jan 18 at about 1245 hrs, tanker, *Ocean 1* towed by tug boat, *ASL Scorpio* was underway at approximately 11 nm off Alang, Gujarat, India when three perpetrators boarded the tanker from a fishing boat. The crew immediately reported the incident to the local authorities. The Indian Coast Guard Station Pipavav requested the Indian Marine Police to investigate the incident. On 11 Jan 18, the Marine Police reported that they arrested the perpetrators and recovered the stolen items comprising ship stores and engine spares. Investigation is ongoing.



Map 4 – Location of incident (*Ocean 1*)

<b>Name of ship</b>	<i>Ocean 1</i>
<b>Type of ship</b>	Tanker
<b>Flag of ship</b>	Tuvalu
<b>GT</b>	19081
<b>IMO No.</b>	8916243





# CONCLUSION

The situation of piracy and armed robbery against ships in Asia has improved in January 2018 compared to December 2017. A total of seven incidents were reported in January 2018 compared to 16 incidents reported in December 2017. There was no report on the abduction of crew for ransom and hijacking of ships for theft of oil cargo in January 2018.

The ReCAAP ISC advocates timely and accurate reporting of all incidents to the authorities and quick response by the enforcement agencies. This was demonstrated in the incidents involving *Polar Ecuador* and *Ocean 1*, which led to the arrest of the perpetrators and recovery of the stolen items.

The ReCAAP ISC advises ships transiting the areas of concern to exercise enhanced vigilance, maintain look-out for suspicious approach by boats, report all incidents to the nearest coastal State and flag State immediately, 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*.

# 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
<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:kasno1.kincho@police.gov.bn">kasno1.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>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<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">miscdutyofficer@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>	+84-24-3355-4378	+84-24-3355-4363

Correct as at 31 January 2018

# DESCRIPTION OF INCIDENTS

## ACTUAL INCIDENTS

● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Polar Ecuador</b> Container ship Liberia 43628 9786774	01/01/18 0330 hrs	14° 34' N, 120° 55' E  South Harbour Anchorage Area, Manila, Philippines	<p>While at anchor, five perpetrators boarded the ship from a motorized motor banca with markings “<i>Shyril</i>”. The master of the ship reported the incident immediately to the port authorities. Upon receipt of the report, the Philippine Coast Guard (PCG) deployed its floating asset <i>DF 313</i> and conducted maritime patrol in the vicinity. The PCG team located the suspected motor banca, boarded and apprehended five perpetrators on board. Two other perpetrators managed to jump into the water and swam towards an unknown direction. Stolen items including welding machine, breathing apparatus, extension wire and paint were recovered from the perpetrators.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<b>Alentejo</b> Bulk carrier Singapore 24166 9626118	01/01/18 0730 hrs	20° 57.08' N, 107° 19.33' E  Cam Pha loading anchorage, Vietnam	<p>While at anchor and when the cargo operation was ongoing, the bosun discovered the padlock of the paint and chemical store was broken. A check revealed that some items were missing including lubricating oil, grease, paints and three pieces of light jacket lights. During that time, the duty watchman did not observe the presence of any suspicious boats. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore) and ReCAAP Focal Point (Vietnam)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b><i>Ocean Mars</i></b> Petroleum product tanker Singapore 30965 9308144	04/01/18 0558 hrs	01° 33.1' N, 104° 47' E  Approximately 22.8 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	While at anchor, the duty watch spotted five perpetrators boarding the ship from the stern. Upon sighting the perpetrators, the general alarm was raised and the crew proceeded to the citadel. A search was later conducted and the perpetrators had escaped. No items were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
4	<b><i>Ocean 1</i></b> Tanker Tuvalu 19081 8916243  <b><i>ASL Scorpio</i></b> Tug	07/01/18 1245 hrs	21° 12.7' N, 72° 12.8' E  Approximately 11 nm off Alang, Gujarat, India	While underway, three perpetrators in a fishing boat boarded the tanker which was towed by tug <i>ASL Scorpio</i> . The crew immediately reported the boarding to the local authorities. The Indian Coast Guard Station Pipavav requested the Marine Police to investigate the incident. On 11 Jan 18, the Police reported that they had arrested the perpetrators and recovered the stolen items comprising ship stores and engine spares.  <b>[ReCAAP Focal Point (India)]</b>
5	<b><i>Athos</i></b> Bulk carrier Barbados 32478 9761334	21/01/18 0535 hrs	0° 15.8' N, 117° 35.3' E  Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, two perpetrators boarded the ship. From the CCTV, the perpetrators were sighted on the main deck on the right side of the hull and then towards the left hull of the warehouse. They stole two mooring ropes from the warehouse in the bow of the ship and escaped.  <b>[ReCAAP Focal Point (United Kingdom) and regional authorities]</b>

# DESCRIPTION OF INCIDENTS

## ATTEMPTED INCIDENTS

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<b>Asali</b> Bulk carrier Cyprus 33338 9461805	06/01/18 0230 hrs	0° 16.22' N, 117° 36.11' E  Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, five perpetrators on board a small boat approached the bulk carrier and attempted to board via the anchor chain. The duty crew noticed the perpetrators and raised the alarm. The perpetrators aborted the attempt and moved away.  <b>[Regional authorities]</b>
7	<b>Marineco Toomai</b> Workboat United Kingdom 137 9429986	18/01/18 0023 hrs	01° 7.16' N, 103° 30.48' E  Approximately 8.5 nm north- northeast of Tanjung Balai, Pulau Karimun Besar, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SS) [Straits of Malacca and Singapore (SOMS)]	The boat towing three pipelines (length of tow about 700 metres) was underway in the Singapore Strait from Bangladesh to Batam port, Indonesia when two perpetrators on board a small craft approached the boat.  The crew was alerted and reported the incident immediately to the Singapore Vessel Traffic Information System (VTIS) on VHF radio. The perpetrators did not board the boat. There was no description of the small craft due to the darkness of the surroundings.  The VTIS on duty initiated the navigational broadcast to request ships to look out for approaching small craft in the vicinity. The VTIS also notified the Republic of Singapore Navy (RSN), Singapore Police Coast Guard and Indonesian authority.  <b>[ReCAAP Focal Point (Singapore)]</b>



**Regional Cooperation Agreement on Combating Piracy  
and Armed Robbery against Ships in Asia**

Infinite Studios

21 Media Circle, #05-04, Singapore 138562

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