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AUGUST 2018

MONTHLY REPORT

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

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN AUGUST 2018

OVERVIEW

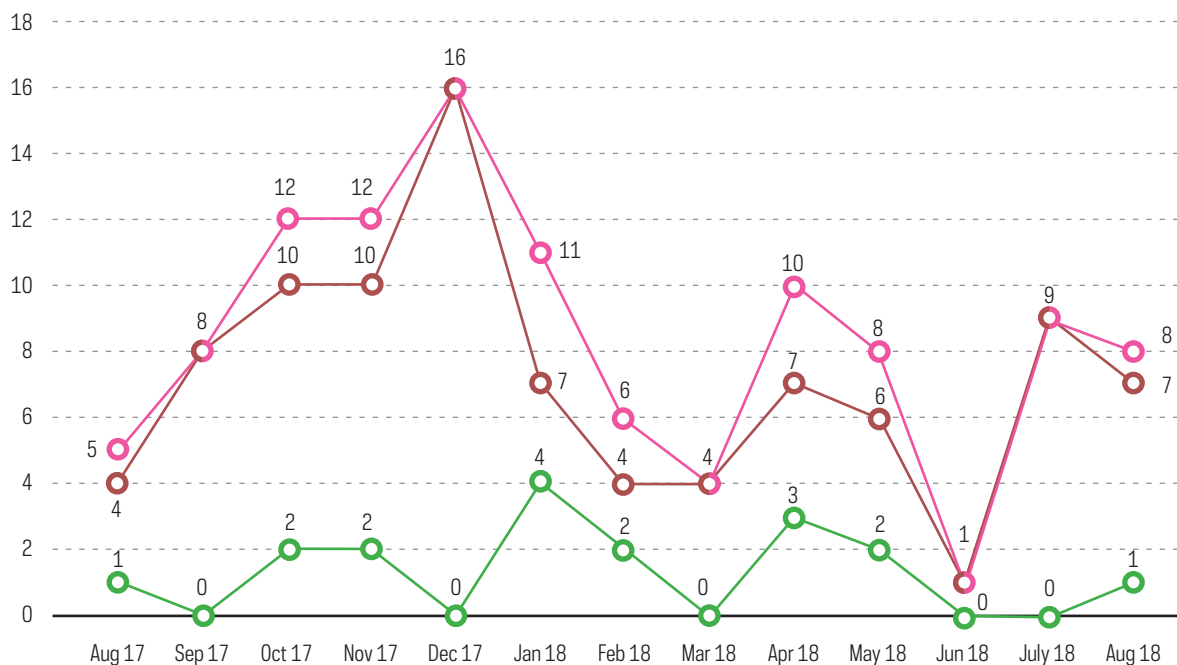
A total of eight incidents of armed robbery against ships¹ were reported in Asia in August 2018. No piracy² incident was reported. There was also no report of abduction of crew in the Sulu-Celebes Seas and no hijacking of ships for theft of oil cargo reported in August 2018.

AUGUST 2018

NUMBER OF INCIDENTS

In August 2018, a total of eight incidents (comprising seven actual incidents³ and one attempted incident⁴) of armed robbery against ships were reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points, Contact Point and regional authorities. No piracy incident was reported during August 2018. Refer to the Appendix on pages 16-19 for the description of these incidents.

Compared to the preceding month of July 2018, the number of incidents reported in August 2018 has decreased slightly. A total of nine incidents were reported in July 2018 compared to eight incidents in August 2018. Graph 1 shows the number of incidents reported each month from August 2017 to August 2018.



Graph 1 - Number of incidents (August 2017 to August 2018)

● Total ● Actual ● Attempted

¹ 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.

² 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.

³ Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items 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.

STATUS OF SHIPS

Of the eight incidents reported in August 2018, six incidents occurred on board ships at anchor/berth and two incidents on board ships while underway.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the seven actual incidents reported in August 2018, one was CAT 2 incident and the other six were CAT 4 incidents. Chart 1 shows the significance level of incidents reported in August of 2009-2018.

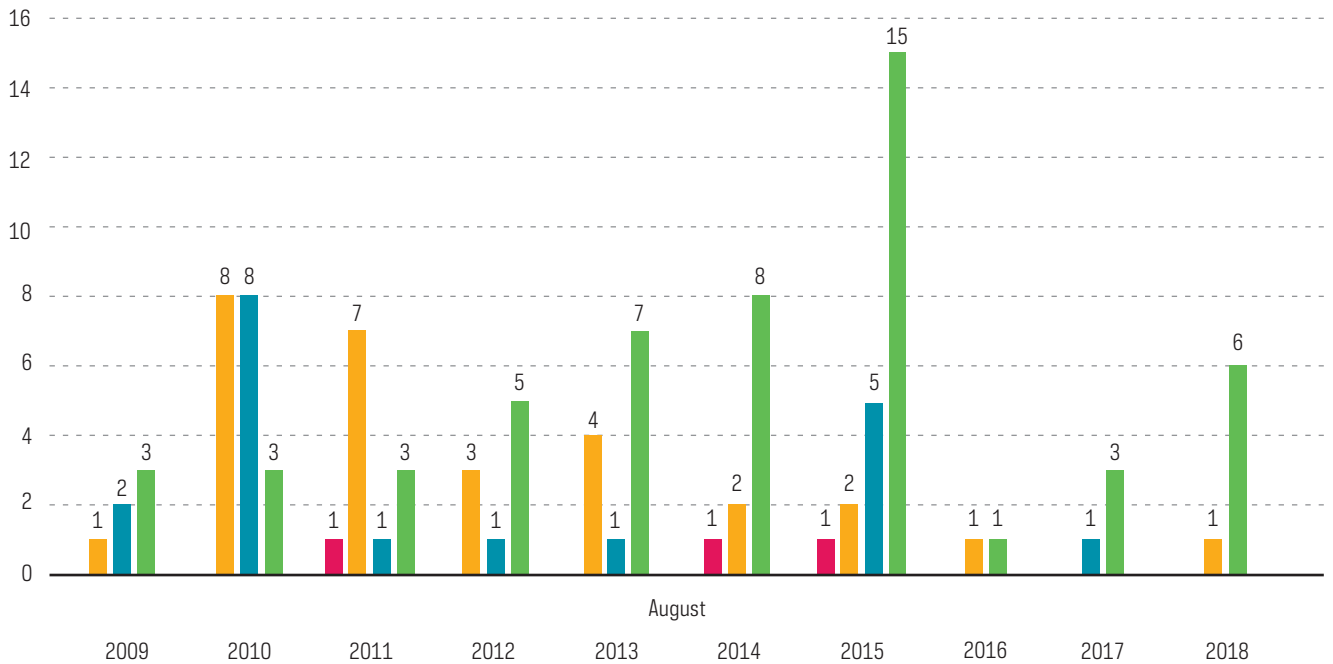
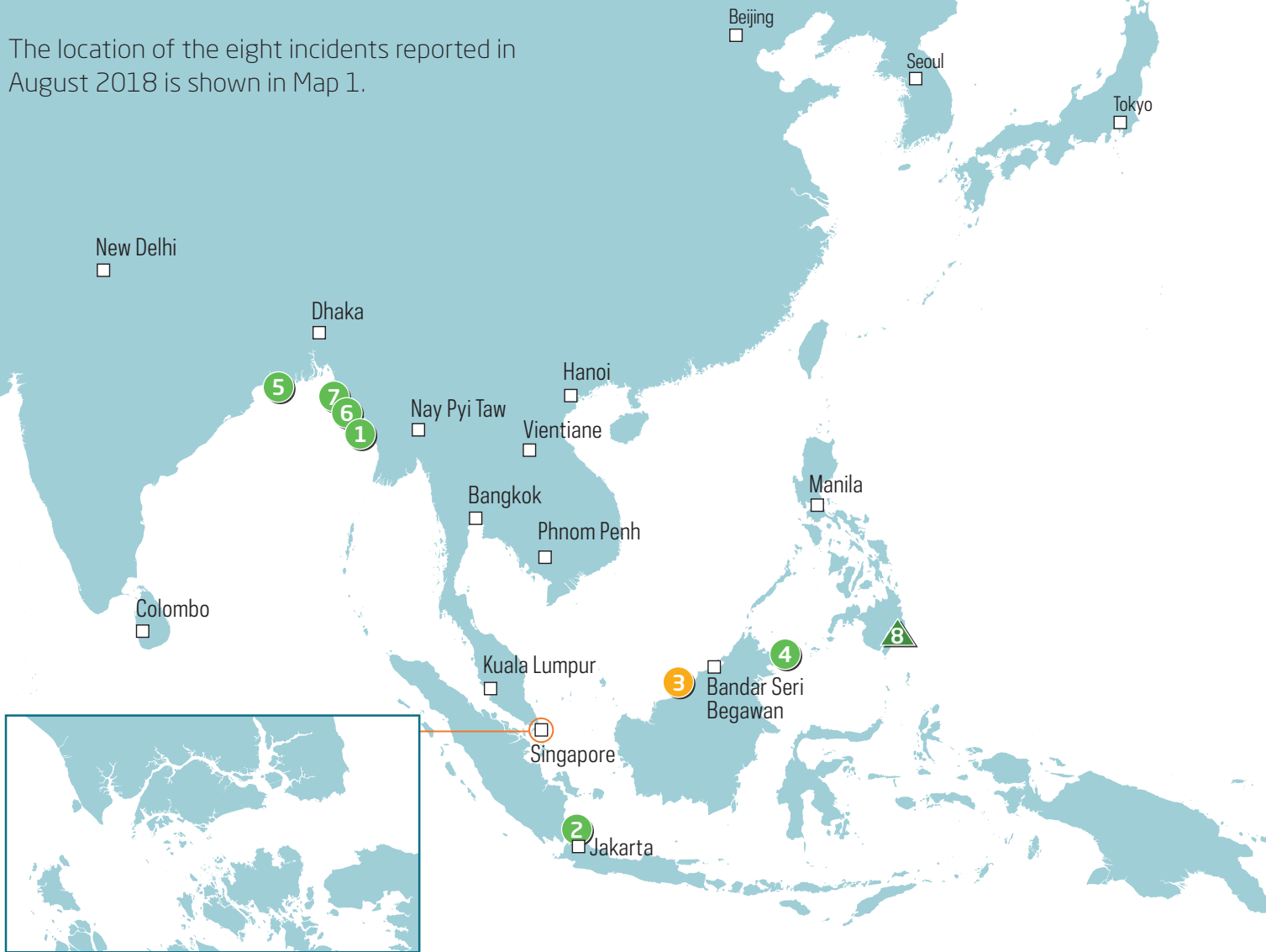


Chart 1 - Significance level of incidents (August of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

LOCATION OF INCIDENTS

The location of the eight incidents reported in August 2018 is shown in Map 1.



Map 1 - Location of incidents in August 2018

● CAT 2 ● CAT 4 ▲ Attempted

1 *Omera Legacy*
Tanker
2 Aug 18
2320 hrs

2 *SFL Tyne*
Bulk carrier
3 Aug 18
0300 hrs

3 *Name withheld*
Oil tanker
4 Aug 18
2300 hrs

4 *Ever Alpha*
Tug boat
10 Aug 18
1800 hrs

5 *Stargate*
General cargo ship
11 Aug 18
0225 hrs

6 *MCC Ningbo*
Container ship
17 Aug 18
0142 hrs

7 *West Scent*
Container ship
17 Aug 18
0350 hrs

8 *Maersk Mishima*
Product tanker
28 Aug 18
0415 hrs

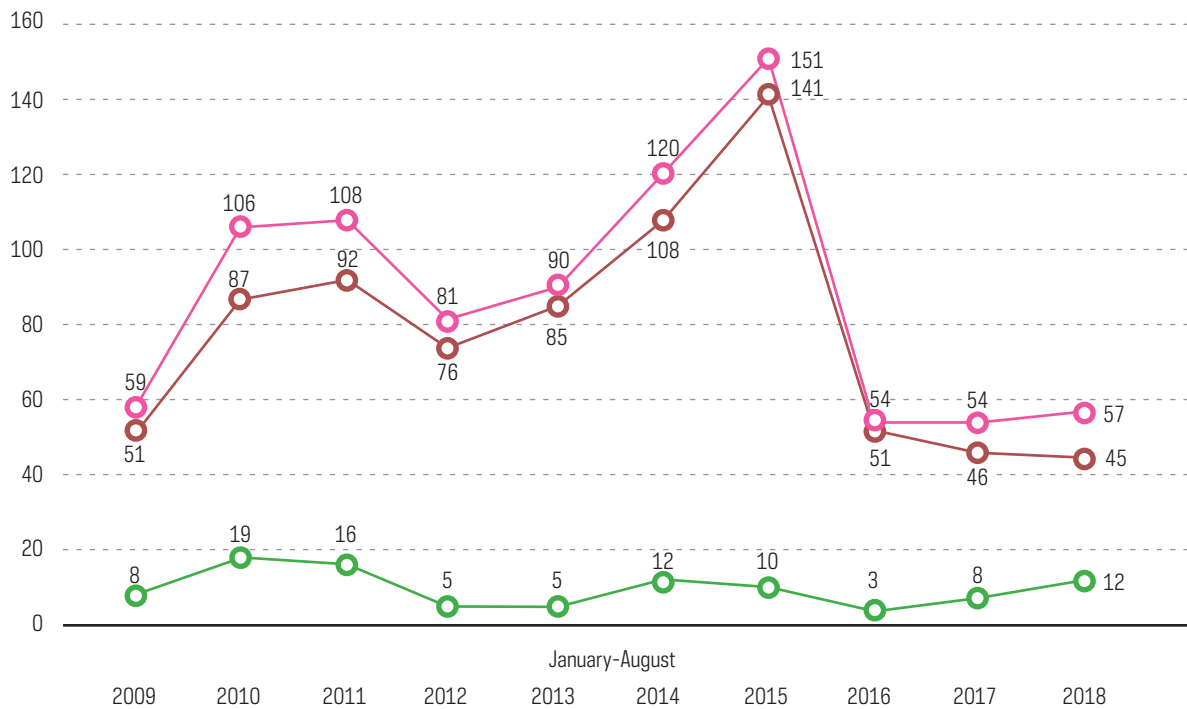
JANUARY-AUGUST 2018

NUMBER OF INCIDENTS

A total of 57 incidents comprising of 45 actual incidents and 12 attempted incidents have been verified and reported to the ReCAAP ISC during January-August 2018. Of these, 54 were incidents of armed robbery against ships and three were piracy incidents.

Compared to January-August 2017, there was a **5% increase** in the total number of incidents reported during January-August 2018. A total of 54 incidents comprising 46 actual and eight attempted incidents were reported during January-August 2017.

The increase in the total number of incidents during January-August 2018 was due to the larger number of attempted incidents compared to the same period in 2017. A total of 12 attempted incidents were reported during January-August 2018 compared to eight attempted incidents during the same period in 2017. The number of actual incidents remains fairly consistent during January-August of 2018 and 2017. A total of 45 actual incidents were reported during January-August 2018 compared to 46 incidents during the same period in 2017. Graph 2 shows the number of incidents reported during the 10-year reporting period of January-August.



Graph 2 - Number of incidents (January-August of 2009-2018)

● Total ● Actual ● Attempted

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 45 actual incidents reported during January-August 2018, four were CAT 2 incidents, nine were CAT 3 incidents and 32 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-August of 2009-2018.

No CAT 1 incident was reported during January-August 2018, and the majority of incidents were CAT 4 incidents. There were four CAT 2 incidents and they occurred at ports/anchorage in Bangladesh and Indonesia; and on board ships while underway off Pulau Tinggi, Malaysia and off Tanjung Kidurong, Sarawak, East Malaysia. Nine CAT 3 incidents were reported during January-August 2018, and all occurred on board ships anchored at ports/anchorage in Indonesia (five), Bangladesh (three) and Vietnam (one).

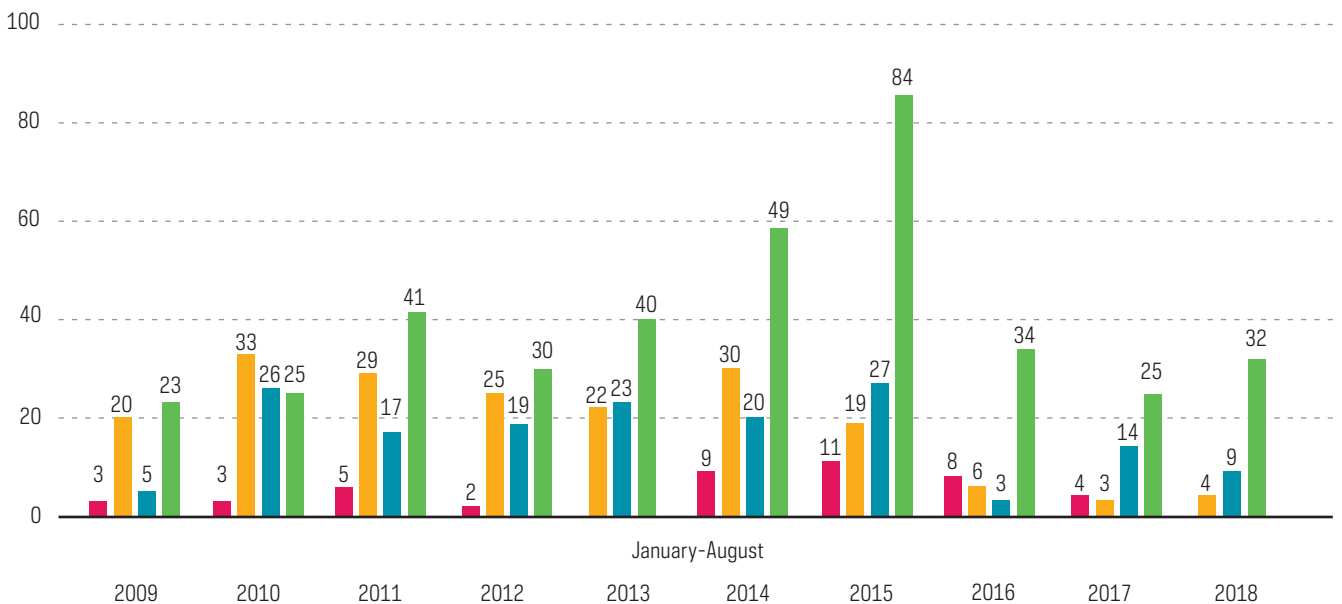


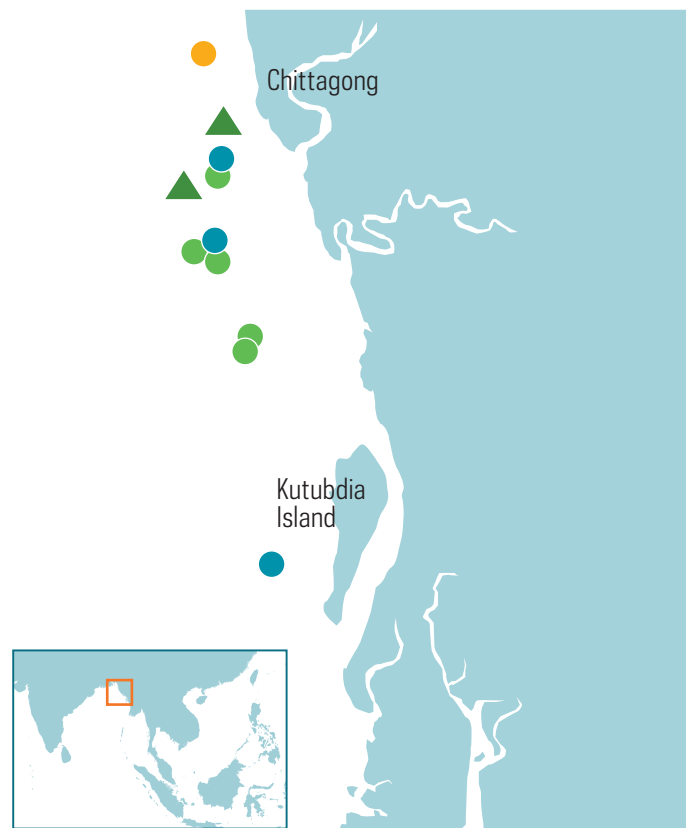
Chart 2 - Significance level of incidents (January-August of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

INCREASE IN INCIDENTS AT ANCHORAGES OFF CHITTAGONG, BANGLADESH

There has been an increase in the number of incidents reported at anchorages off Chittagong, Bangladesh during January-August 2018.

A total of 11 incidents (comprising nine actual incidents and two attempted incidents) were reported during January-August 2018 compared to six incidents (all actual incidents) reported during the same period in 2017. Of the 11 incidents reported during January-August 2018, 10 incidents occurred at anchorages off Chittagong and one incident occurred at anchorage off Kutubdia Island. Map 2 shows the location of the 11 incidents during January-August 2018.



Map 2 - Location of incidents (Jan-Aug 2018)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Items stolen

Mooring ropes were stolen by perpetrators in seven of the nine incidents reported to ReCAAP ISC during January-August 2018. The other two incidents reported loss of drums of paint and unsecured items.

Recovery of stolen items and arrest of perpetrators

The Bangladesh authorities had successfully recovered the stolen items in five of the incidents reported during January-August 2018. However, there was no mention about the arrest of the perpetrators responsible except in the incident involving *Bertina* on 12 Apr 18, when the Bangladesh Coast Guard successfully apprehended three perpetrators and handed them over to the local police.

Recommendations

The ReCAAP ISC advises all ships anchored off Chittagong to secure all stores under lock, increase look-out during hours of darkness, and make immediate report of all incidents to the port authorities and law enforcement agencies. The Bangladeshi law enforcement agencies and port authorities are advised to step up patrols and implement security measures at ports/anchorages off Chittagong, render assistance to victim ships and arrest the perpetrators involved.

ROBBERY OFF TANJUNG KIDURONG, BINTULU ON 4 AUG 18

On 4 Aug 18 at about 2300 hrs, a Kuching-registered oil tanker was underway from Bintulu to Miri, Sarawak, East Malaysia when five perpetrators armed with pistol and long knife boarded the tanker from a small fast boat at about 12 nm off Tanjung Kidurong, Sarawak, East Malaysia. The perpetrators wore masks and gloves. When on board the ship, they tied all crew and took away their cash, mobile phones and some jewellery items before escaping off from the ship. The crew was not injured, and the ship was not carrying any oil cargo on board.

With information gathered about the perpetrators, and cooperation with the local police, MMEA arrested the perpetrators on 17 Aug 18 and handed over to the investigation team. Upon further interrogation, the perpetrators admitted to the robbery on 4 Aug 18 and brought the investigation team to the location of the fast boat they used to commit the robbery and the stolen items. All five perpetrators are currently being held in remand and would be charged for gang robbery under the Penal Code of Malaysia.

Comments by ReCAAP ISC

This is the first incident of armed robbery at sea reported off Bintulu since January 2018. No incident was reported off Bintulu in 2017. The ReCAAP ISC commends the MMEA for their perseverance and efforts in investigating the incident and arresting the perpetrators.

There were two incidents reported in 2016 off Bintulu; and both were hijacking of ships for theft of oil cargo. The first incident occurred on 3 Jun 16 when perpetrators boarded tug boat, *Ever Prosper*, robbed the crew and siphoned 3,000 litres of Crude Palm Kernel Oil (CPKO) from barge *Ever Dignity*. The other incident occurred on 25 Oct 16 when perpetrators boarded tug boat, *Ever Ocean Silk*, stole the ship's communication and navigation equipment, crew's personal belongings and siphoned 2,500 metric tons of palm oil from barge, *Ever Giant*. Map 3 shows the location of incidents.

Although there was no indication to suggest that this latest incident on 4 Aug 18 was one of theft of oil cargo, the ReCAAP ISC advises all ship masters to exercise extra vigilance; and the authorities to step up surveillance.



Map 3 - Location of boarding of oil tanker on 4 Aug 18 and past incidents off Bintulu

● CAT 1 ● CAT 2

1 *Ever Prosper & Ever Dignity*
Tug boat & barge
3 Jun 16
0900 hrs

2 *Ever Ocean Silk & Ever Giant*
Tug boat & barge
25 Oct 16
2030 hrs

3 *Name withheld*
Oil tanker
4 Aug 18
2300 hrs

UPDATE ON SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEAS

There was no report of actual incident involving the abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off eastern Sabah in August 2018. The last actual incident reported to the ReCAAP ISC occurred on board *Super Shuttle Tug 1* on 23 Mar 17.

As the threat of abduction of crew in the Sulu-Celebes Seas is not eliminated, ReCAAP ISC maintains its advisory issued via the ReCAAP ISC Incident Alert dated 21 November 2016 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Seas and eastern Sabah region, and report immediately to the Centres as shown in map below.



Map 4 - Contact details of the centres

- 1 Philippine Coast Guard District**
 Southwestern Mindanao Operation Centre
 Tel: +63 929686 4129
 Tel: +63 916626 0689
 VHF: Channel 16 with call-sign "NEPTUNE"
 Email: hcgdswm@yahoo.com
- 2 Navy - Littoral Monitoring Station (LMS)**
 Bongao, TawiTawi
 Tel: +63 917774 2293
 VHF: Channel 16
 Email: 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

CONCLUSION

The total number of incidents of piracy and armed robbery against ships in Asia during January-August 2018 has **increased by 5%** compared to the same period in 2017. The bulk of the increase was due to the larger number of attempted incidents reported during January-August 2018 compared to January-August 2017. This indicates that ship master/crew and authorities had been successful in preventing boarding by perpetrators during January-August 2018.

A total of 57 incidents comprising 45 actual and 12 attempted incidents were reported during January-August 2018 compared to 54 incidents comprising 46 actual and eight attempted incidents reported during the same period in 2017. The number of actual incidents during January-August 2018 and that of January-August 2017 have remained fairly consistent. A total of 45 actual incidents were reported during January-August 2018 compared to 46 actual incidents reported during the same period in 2017.

There was no CAT 1 incident reported during January-August 2018, and the majority of incidents were CAT 4. However, of concern was the increase in number of incidents reported at anchorages off Chittagong, Bangladesh, mostly petty theft in nature.

Although there was no actual incident of abduction of crew in the Sulu-Celebes Seas nor hijacking of ships for theft of oil cargo during January-August 2018, the threat of these incidents still remains. The ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to reports of incident. Ships transiting areas of concern are to exercise enhanced vigilance, maintain look-out for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

APPENDICES

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	v 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.

CONTACT 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: mbcengagement@abf.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		
Marine Police Royal Brunei Police Force 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 UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651	+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 "NEPTUNE"	

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: nhqдно@yahoo.com nhqдно@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 2392-211941	+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	+84-4-3355-4378	+84-4-3355-4363

Correct as at 20 July 2018

DESCRIPTION OF INCIDENTS IN AUGUST 2018

Actual Incidents

● CAT 2 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Omera Legacy Tanker Marshall Islands 60007 9291236	02/08/18 2320 hrs	22° 0.9' N, 91° 46.1' E Chittagong Anchorage Area, Bangladesh	While at anchor, six perpetrators boarded the ship, stole a rope and escaped. The crew was not injured. The incident was reported to the Chittagong Port Control. The Bangladesh Coast Guard (BCG) investigated the incident and recovered the stolen rope, which was handed over to the ship on 4 Aug 18. [ReCAAP Focal Point (Bangladesh)]
2	SFL Tyne Bulk carrier Hong Kong, China 19998 9594535	03/08/18 0300 hrs	6° 2.2' S 106° 53.4' E Approximately 2.6 nm north of Tanjung Priok Port, Indonesia	While at anchor, an unknown number of perpetrators boarded the ship and proceeded to the engine room. They stole some engine spares, consisting of piston and turbo charger cartridge for auxiliary engine, and escaped. The master mustered the crew and conducted a search. The crew was not injured. [ReCAAP Contact Point (Hong Kong)]
3	Name withheld Oil tanker 187	04/08/18 2300 hrs	3° 24.5' N, 112° 54.5' E Approximately 12 nm northwest of Tanjung Kidurong, Sarawak, East Malaysia	While a Kuching-registered oil tanker was underway from Bintulu to Miri, five perpetrators armed with pistol and long knife boarded the tanker from a small fast boat. The perpetrators wore masks and gloves. When on board the ship, they tied all crew and took away their cash, mobile phones and some jewellery items before escaping from the ship. With information gathered about the perpetrators, and cooperation with the local police, MMEA arrested the perpetrators on 17 Aug 18 and handed over to the investigation team. Upon further interrogation, the perpetrators admitted to the robbery on 4 Aug 18 and brought the investigation team to the location of the fast boat they used to commit the robbery and the stolen items. All five perpetrators are currently being held in remand and to be charged for gang robbery under the Penal Code of Malaysia. [MMEA]

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<i>Ever Alpha</i> Tug boat Malaysia 272 9552757	10/08/18 1800 hrs	5° 26.07' N, 119° 13.47' E Off Tambisan Island, northeast of Sabah, Malaysia	<p>While underway, 10 perpetrators wearing masks covering their faces boarded the tug boat towing a barge carrying 3,900 tons of Crude Palm Kernel Oil (CPKO) from a small motorized boat. The crew locked themselves safely inside the bridge and contacted the local authorities. They did not see the perpetrators carrying any firearms (from their position inside the bridge).</p> <p>Unable to enter the tug boat, the perpetrators fled. A Royal Malaysian Navy vessel arrived at the location and escorted the tug boat into Sandakan waters. The Marine Operation Force, Royal Malaysian Police boarded the tug boat for investigation. The tug boat was then allowed to continue her voyage to Kuantan Port. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5	<i>Stargate</i> General cargo ship Liberia 17025 9493212	11/08/18 0225 hrs	21° 41.42' N, 88° 1.15' E Approximately 2.75 nm off Sagar Light, India	<p>While at anchor, 10 to 12 perpetrators came alongside the general cargo ship in a boat and two of them boarded the ship. The patrol sentry spotted the perpetrators transferring bundles of rope to the boat and alerted the crew. Realising that the crew had been alerted, the perpetrators escaped immediately. 70 metres of mooring rope with eye; and eight metres of mooring rope were stolen. The crew was not injured.</p> <p>The master reported the incident to the local agent and Indian Coast Guard (ICG). The ICG followed up by deploying a ship to investigate.</p> <p>[ReCAAP Focal Point (India)]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<p>MCC Ningbo Container ship Hong Kong, China 31649 9761011</p>	<p>17/08/18 0142 hrs</p>	<p>22° 6.75' N, 91° 44.22' E Chittagong outer anchorage, Bangladesh</p>	<p>While at anchor, four perpetrators boarded the ship, took the 200 metres mooring rope and escaped. The crew was not injured. The master reported the incident to the local authorities. The Bangladesh Coast Guard (BCG) was deployed in the area and investigated the incident.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
7	<p>West Scent Container ship Saint Vincent and the Grenadines 11875 9132703</p>	<p>17/08/18 0350 hrs</p>	<p>22° 12.02' N, 91° 44.2' E Chittagong outer anchorage, Bangladesh</p>	<p>While at anchor, four perpetrators boarded the ship, took away 70 metres mooring rope and escaped. The crew was not injured. The master reported the incident to the Chittagong Port Control. The authority is investigating the incident, and taking steps to recover the stolen rope.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

Attempted Incident

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	Maersk Mishima Product tanker Panama 28049 9450789	28/08/18 0415 hrs	7° 0.9' N, 125° 39.5' E Vicinity Insular Oil - Davao Bulk Terminal, Sasa, Davao City, Philippines	<p>While at berth, four perpetrators wearing dark clothes attempted to board the product tanker at the starboard quarter (stern area) using fire hose. The duty personnel spotted the perpetrators and shouted at them. He also immediately informed the duty officer and other crew. Upon realising that the crew had been alerted, the perpetrators jumped from the ship and escaped using a outrigerr motorbanca. Nothing was stolen and the crew was not injured. After the occurrence, the fire hose was immediately removed and all of the stores, fire boxes and other items on deck were checked thoroughly.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

DESCRIPTION OF PAST INCIDENTS (RECENTLY VERIFIED)⁵ DURING JANUARY-AUGUST 2018

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<i>Capt Stefanos</i> Bulk carrier Bahamas 39035 9227194	20/07/18 2220 hrs	1° 17.3' S, 117° 40.6' E Muara Berau anchorage, Samarinda, Indonesia	While at anchor, the duty officer noticed suspicious movement on the forecastle deck. He raised the alarm and the crew rushed forward and noticed a small boat with four perpetrators on board moving away from the ship's side with stolen ship's store. The crew was not injured. [ReCAAP Focal Point (Singapore)]
2	<i>Achilleas S</i> Bulk carrier Liberia 32839 9490789	31/07/18 1915 hrs	1° 14.2' S, 117° 33.7' E Muara Berau anchorage, Samarinda, Indonesia	While at anchor, the duty crew on security rounds noticed five perpetrators armed with knives on the forecastle deck. He immediately informed the Officer-On-Watch (OOw). Alarm was raised and upon seeing that the alerted crew approached the forecastle deck, the perpetrators escaped with stolen ship's store in a boat. The crew was not injured. [ReCAAP Focal Point (Singapore)]

⁵ These incidents were not reported in the previous reports of ReCAAP ISC as they were being verified at the time of the reports. As these incidents were verified, they are included in the statistics of January-August 2018.





Regional Cooperation Agreement on Combating Piracy
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