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REPORT FOR AUGUST 2017

MONTHLY

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

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

OVERVIEW

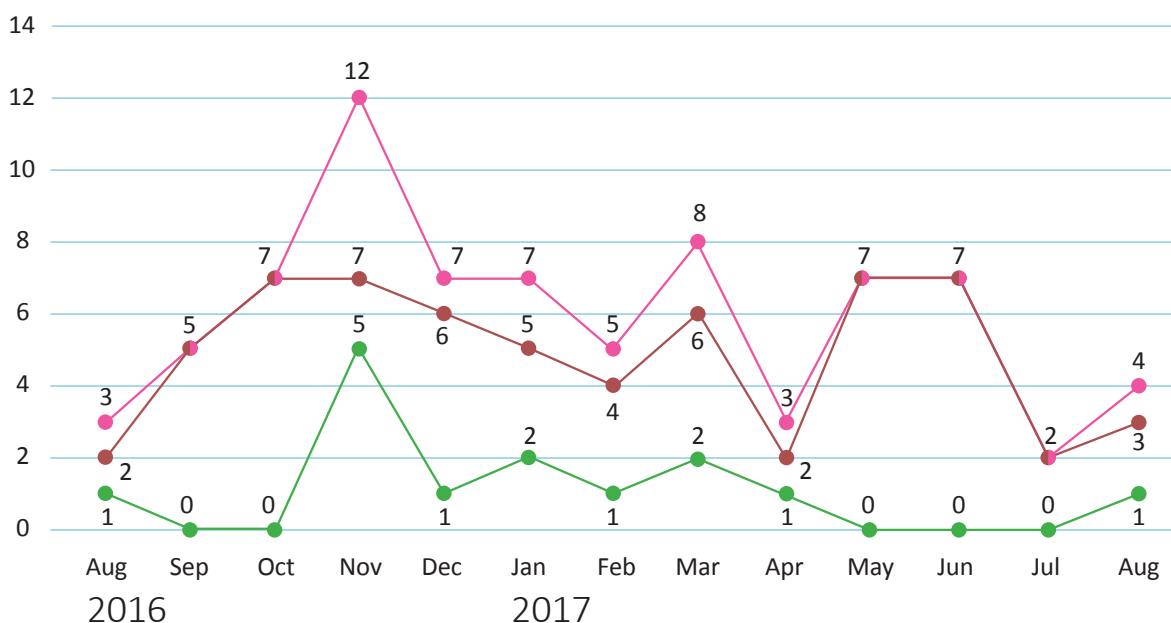
A total of four incidents of armed robbery against ships were reported in Asia in August 2017. Of these, three were actual incidents and one was an attempted incident. No piracy incident was reported. There was also no report of actual or attempted incidents involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah in August 2017. The ReCAAP ISC continues to reiterate 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.

NUMBER OF INCIDENTS

AUGUST 2017

In August 2017, a total of four incidents of armed robbery against ships (comprising three actual incidents and one attempted incident) were reported. The location of the incidents is shown in Map 1.

Compared to August 2016, the total number of incidents reported in August 2017 has increased by one incident. A total of three incidents (comprising two actual incidents and one attempted incident) were reported in August 2016. Graph 1 shows the number of incidents occurred each month during August 2016 to August 2017.



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

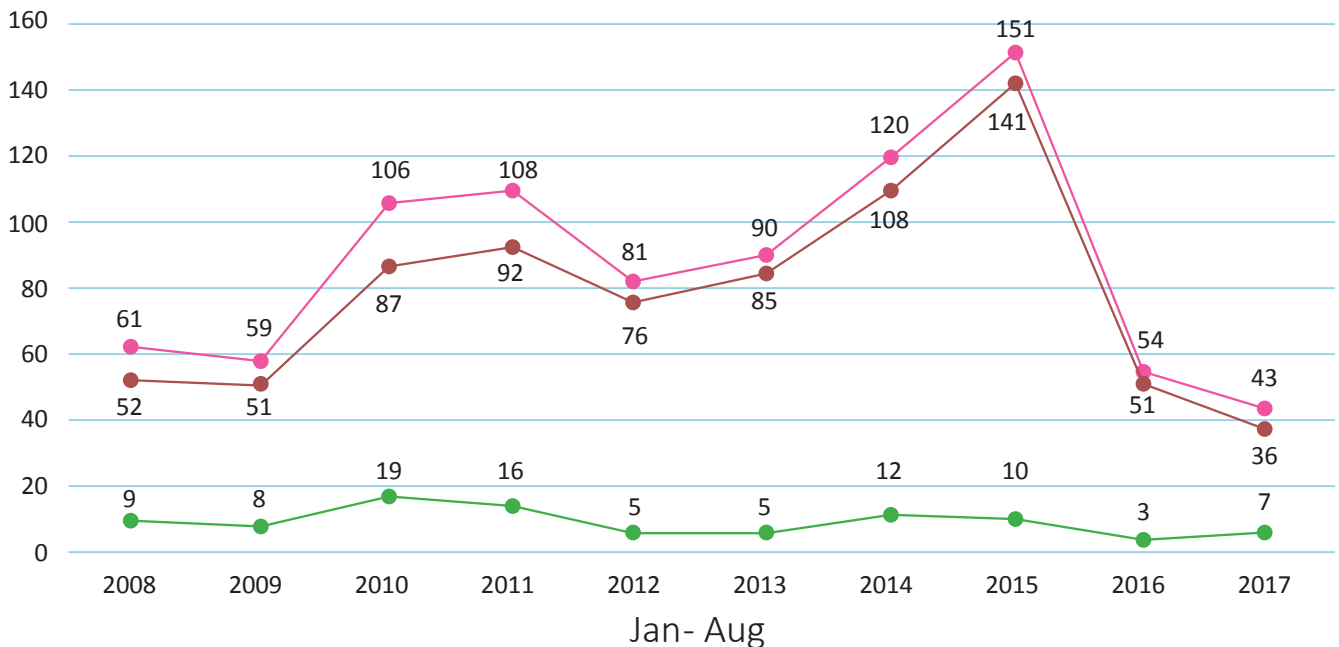
● Total ● Actual ● Attempted

JANUARY-AUGUST 2017

Graph 2 shows the number of incidents reported during January-August of 2008-2017.

A total of 43 incidents were reported during January-August 2017, of which 36 were actual incidents and seven were attempted incidents. The number of incidents reported during January-August 2017 was the lowest among the 10-year reporting period. Compared to January-August 2016, there was a 20% decrease in the total number of incidents reported during January-August 2017, and a 72% decrease compared to the same period in 2015. A total of 54 incidents were reported during January-August 2016, and 151 incidents reported during January-August 2015. The improvement during January-August 2017 was attributed to, amongst other contributing factors, the improvement of the situation in the Straits of Malacca and Singapore (since 2016), and at certain ports and anchorages in India, Indonesia and Vietnam.

While the overall situation during January-August 2017 has improved, there was an increase in the number of incidents reported at ports and anchorages in Bangladesh (Chittagong) and Philippines (Manila and Batangas) compared to the same period in 2016.



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

● Total ● Actual ● Attempted

SIGNIFICANCE LEVEL OF INCIDENTS¹

AUGUST 2017

Of the three actual incidents reported in August 2017, one was a CAT 3 incident occurred on board a ship while underway, and the other two were CAT 4 incidents occurred on board ships while at anchor.

JANUARY-AUGUST 2017

Of the 36 actual incidents reported during January-August 2017, four were CAT 1 incidents, three were CAT 2 incidents, 12 were CAT 3 incidents and 17 were CAT 4 incidents. Majority of the incidents reported during January-August 2017 were CAT 3 and CAT 4 incidents, which conforms to the trend observed for the same period in the past 10 years (January-August of 2008-2017).

CAT 1 INCIDENTS

Except for January-August of 2013, CAT 1 incidents were reported throughout January-August of 2008-2017. Most of these incidents were carried out by perpetrators believed to operate in syndicates; including hijacking of tug boats for resale (in 2010 and 2011), and hijacking of tankers for theft of oil cargo (in 2014 and 2015). Most of the CAT 1 incidents reported in 2016 and 2017 involved the abduction of crew for ransom, claimed to be carried out by the Abu Sayyaf Group (ASG). Notably, there has been a 50% decrease in the number of CAT 1 incidents reported during January-August 2017 compared to the same period in 2016. Six of the eight CAT 1 incidents reported during January-August 2016 were abduction of crew from ships compared to three out of the four CAT 1 incidents reported during the January-August 2017. The three CAT 1 incidents of abduction of crew occurred on 18 Jan 17, 19 Feb 17 and 23 Mar 17. No incidents of abduction of crew was reported since then.

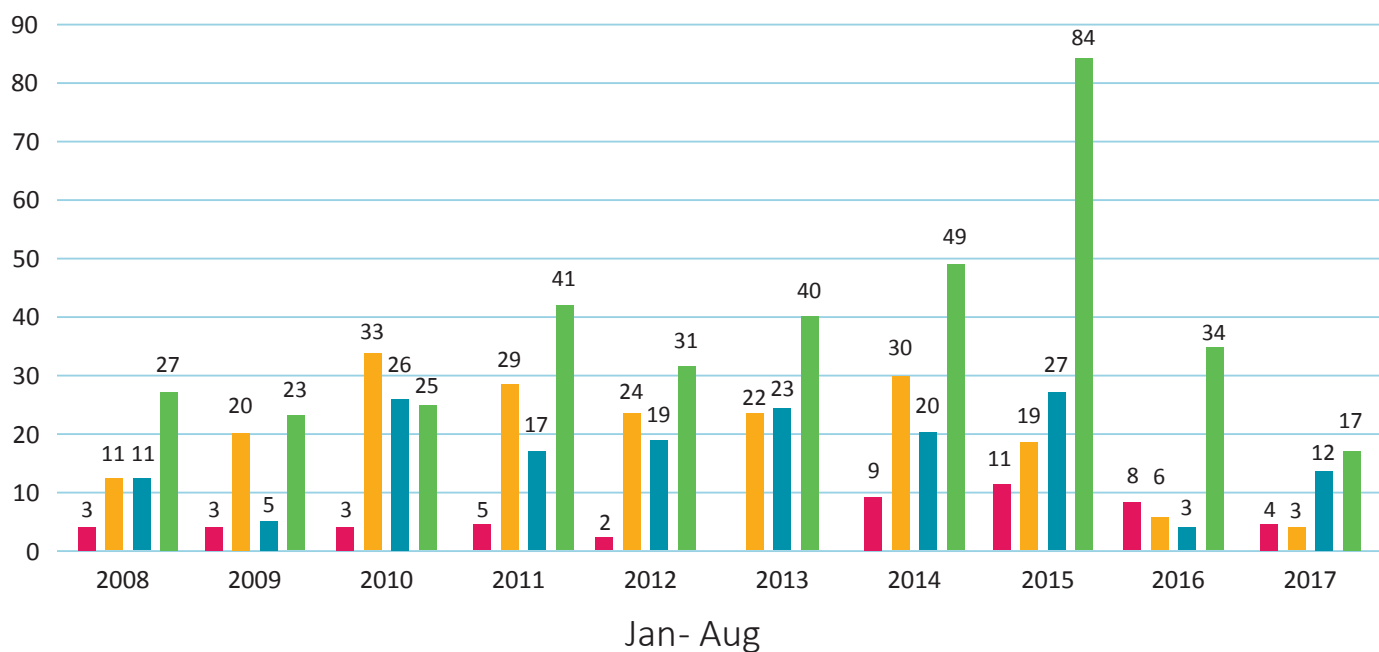


Chart 1 - Significance level of incidents (January-August of 2008-2017)

● 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 2 INCIDENTS

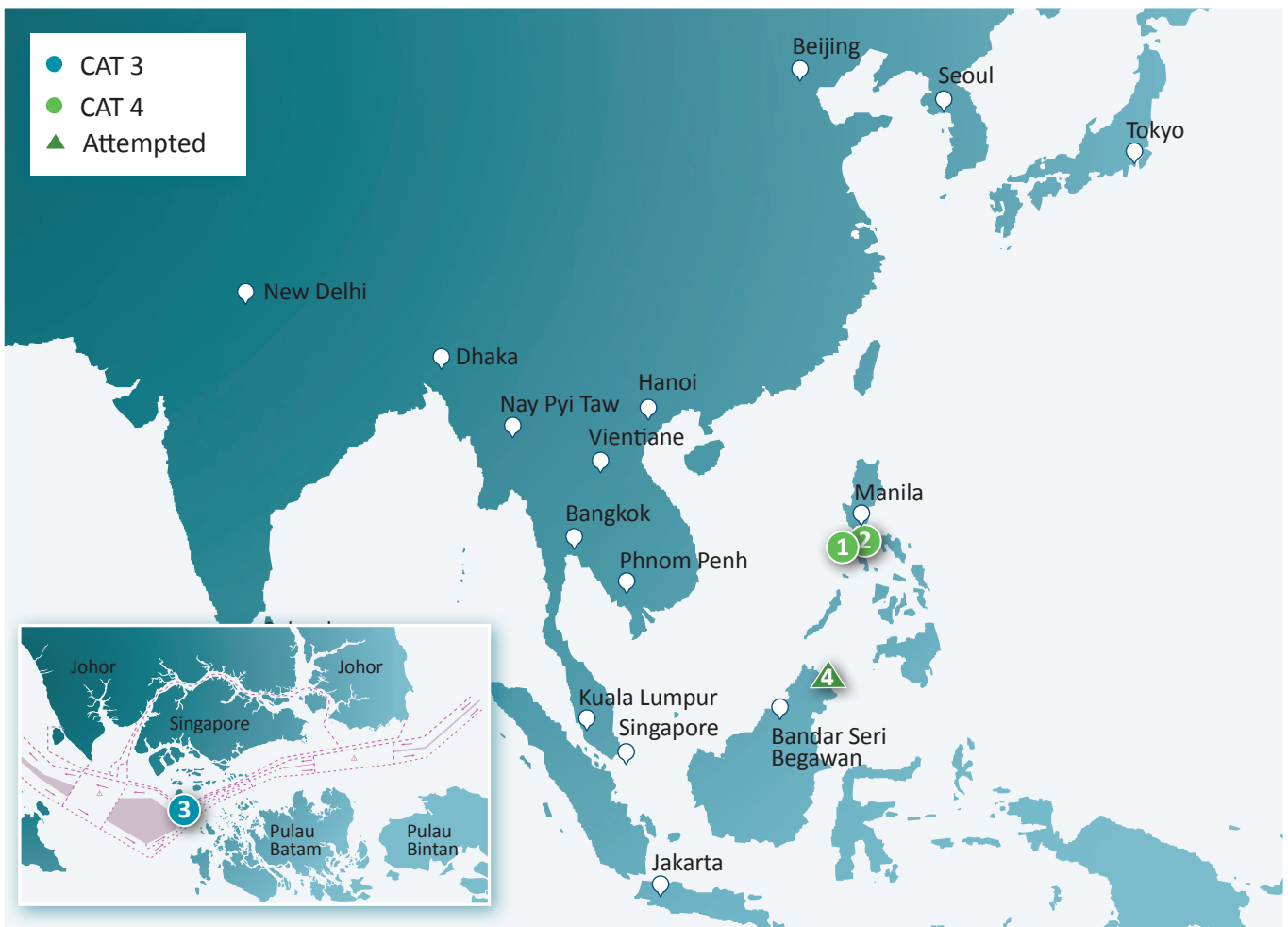
There were three CAT 2 incidents occurred on board ships while underway in the Philippines, South China Sea and Bangladesh. Of these, two incidents involved perpetrators who were armed with guns and knives; and one incident involved an unknown number of perpetrators who boarded the barge and set fire on board. The crew was not injured in all three incidents.

CAT 3 AND CAT 4 INCIDENTS

Majority of the 12 CAT 3 and 17 CAT 4 incidents occurred on board ships while anchored at ports and anchorages. In incidents where items stolen were reported, ship stores and engine spares were mostly targeted. The perpetrators were opportunistic in nature, escaped immediately when detected, and did not harm the crew. Most of the incidents happened during hours of darkness.

LOCATION AND DESCRIPTION OF INCIDENTS

Refer to Map 1 for the location of the three actual incidents and one attempted incident reported in August 2017; and the Appendix on page pages 17-18 for the description of these incidents.



Map 1 – Location of incidents in August 2017

1	RHL Aqua Container ship 10 Aug 17 0140 hrs	2	Warnow Master Container ship 16 Aug 17 0459 hrs	3	Star Lily Bulk carrier 21 Aug 17 0234 hrs	4	Aquabelle Chemical tanker 13 Aug 17 1355 hrs
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INCIDENTS AT PORTS/ANCHORAGES IN THE PHILIPPINES

AUGUST 2017

A total of two incidents were reported at ports/anchorages off Manila, Philippines in August 2017. Both incidents occurred on board ships anchored in close proximity to each other. One incident occurred on board container ship *RHL Aqua* at approximately 2.84 nm off Sangley, Cavite City, Philippines which is approximately 8 nm southwest of Manila on 10 Aug 17; and the other incident occurred on board container ship *Warnow Master* in the vicinity waters off South Harbour, Manila on 16 Aug 17.

JANUARY-AUGUST 2017

A total of 10 incidents were reported at ports/anchorages in the Philippines. Of these, four incidents were reported off Manila (refer to Map 2) and six incidents off Batangas (refer to Map 3). Of the four incidents reported off Manila, the incident involving *Cosco Fukuyama* on 14 Jul 17 and the incident involving *Warnow Master* on 16 Aug 17 adopted similar modus operandi. Both incidents involved two perpetrators in each case; and the perpetrators boarded the ships through the hawse pipes in both incidents.



Map 2 – Location of incidents at ports/anchorages off Manila (January-August 2017)

1	<i>E. R. Martinique</i>	2	<i>Cosco Fukuyama</i>	3	<i>RHL Aqua</i>	4	<i>Warnow Master</i>
	General cargo ship		Container ship		Container ship		Container ship
	11 Jul 17		14 Jul 17		10 Aug 17		16 Aug 17
	0150 hrs		1930 hrs		0140 hrs		0459 hrs



Map 3 – Location of incidents at ports/anchorages off Batangas (January-August 2017)

<p>1 <i>Nancy P</i> Product tanker 14 Mar 17 0228 hrs</p>	<p>2 <i>Global Phenix</i> LPG tanker 22 Mar 17 0200 hrs</p>	<p>3 <i>Overseas Andromar</i> Chemical tanker 27 Mar 17 0130 hrs</p>
<p>4 <i>Lucina Providence</i> LPG tanker 22 Apr 17 0300 hrs</p>	<p>5 <i>MS Sophie</i> Tanker 15 Jun 17 1000 hrs</p>	<p>6 <i>Silver Express</i> Container ship 14 Jul 17 1930 hrs</p>

The ReCAAP ISC encourages ship master and crew to exercise enhanced vigilance, increase number of crew on night watch and secure ship's stores especially during hours of darkness when at these ports/ anchorages. The ship master and crew are to report all incidents and sighting of suspicious men or boats in the vicinity immediately to the authorities.

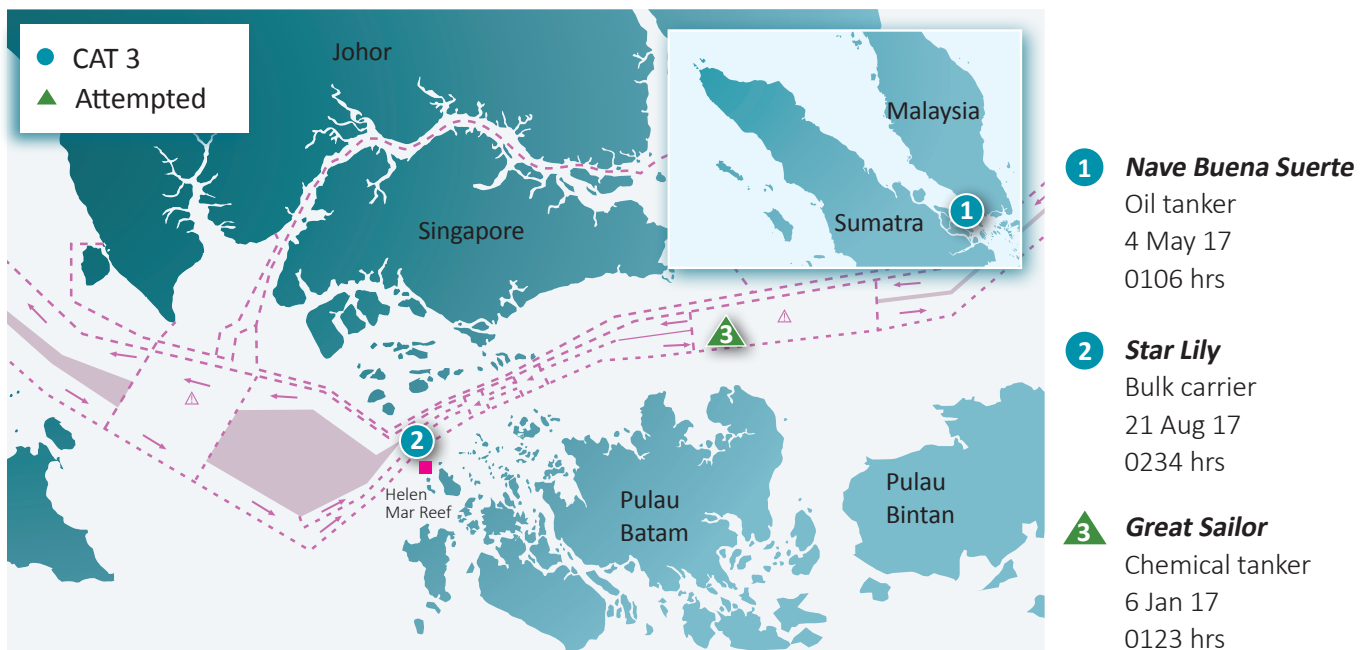
INCIDENT IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

AUGUST 2017

On 21 Aug 17 at about 0234 hrs, bulk carrier, *Star Lily* while underway in the eastbound lane of the Traffic Separation Scheme (TTS) in the Singapore Strait, at about 1.3 nm west-northwest off Helen Mar Reef when four perpetrators armed with machetes boarded the ship from a craft. A crew upon sighting the perpetrators raised the alarm, secured the accommodation and activated anti-piracy measures on board. The perpetrators escaped in a waiting boat. Nothing was stolen and the crew was safe.

JANUARY-AUGUST 2017

During January-August 2017, a total of three incidents comprising two actual incidents and one attempted incident were reported in SOMS. All three incidents occurred during hours of darkness between 0100 hrs and 0300 hrs. Of these, two incidents (comprising one actual incident and one attempted incident) occurred on board ships while underway in the eastbound lane of TSS of the Singapore Strait and one incident on board ship while underway in the Strait of Malacca. See map below on the location of the three incidents.



Map 4 – Location of incidents in SOMS (January-August 2017)

Compared to January-August 2016, there has been a slight increase in the number of incidents reported in SOMS during January-August 2017. Two incidents (comprising one actual and one attempted incident) were reported during January-August 2016. The ReCAAP ISC advises all ships transiting SOMS to exercise vigilance particularly during hours of darkness, and adopt relevant preventive measures as recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

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

AUGUST 2017

There was no report of incident involving the abduction of crew from ships while underway in the Sulu-Celebes Sea in August 2017. The last actual incident reported to the ReCAAP ISC occurred on board *Super Shuttle Tug 1* on 23 Mar 17. The last attempted incident involved *Doña Annabelle* occurred on 18 Apr 17.

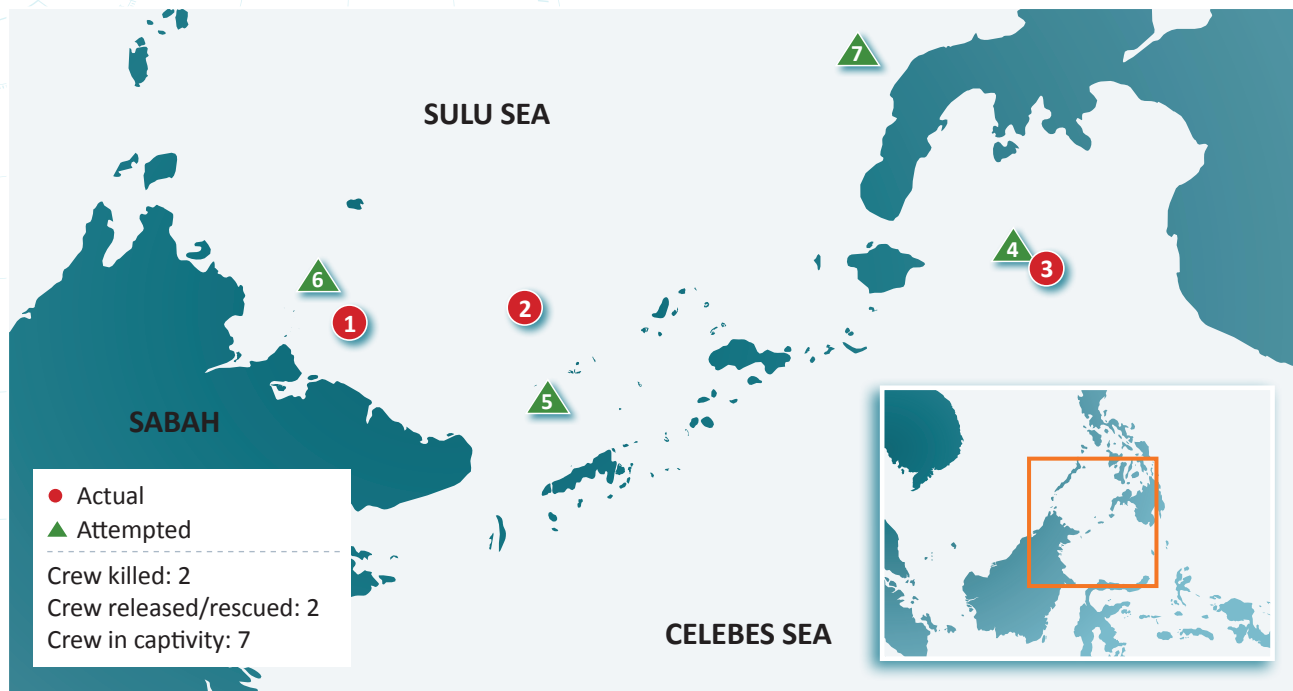
UPDATE ON THE STATUS OF THE ABDUCTED CREW

On 20 Aug 17, the Philippine authorities rescued one of the abducted crew of *Royal 16* while they were conducting military operations in the vicinity of Mataja Island, Basilan province. The *Royal 16*, was boarded by 10 armed men on 11 Nov 16 who abducted its six crew. On 16 Jun 17, while the government troops were conducting military operations, they successfully rescued one of the abducted crew in Sumipsip, Basilan, Philippines. On 5 Jul 17, the Philippine military found the bodies of another two *Royal 16*'s abducted crew at Sitio Limbutulan, Brgy Tumahubong, Sumisip Basilan, Philippines. To date, the remaining two crew of *Royal 16* are still being held in captivity.

JANUARY-AUGUST 2017

During January-August 2017, a total of 11 crew had been abducted from ships while underway in the Sulu-Celebes Sea and off the waters of Eastern Sabah. Of the 11 crew, two had been rescued, two killed and seven are still 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.

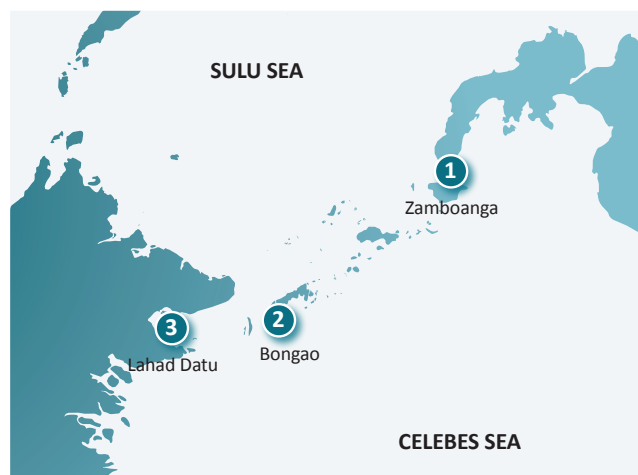
² Since March 2016 till August 2017, a total of 59 crew had been abducted. Of these, 30 had been released, 10 rescued, five killed and 14 are still in captivity.



Map 5 – Incidents of abduction of crew (actual and attempted) January-August 2017

- | | | |
|--|---|--|
| <p>1 <i>FISHING BANCA</i> (18 Jan 17)
Three Indonesian crew abducted</p> <p>2 <i>GIANG HAI</i> (19 Feb 17)
Six Vietnamese crew abducted;
Two abducted crew killed</p> <p>3 <i>SUPER SHUTTLE TUG 1</i> (23 Mar 17)
Two Filipino crew abducted
Crew rescued on 25 and 27 Mar 17</p> | <p>4 <i>OCEAN KINGDOM</i> (3 Jan 17)
Attempted incident</p> <p>5 <i>DONGHAE STAR</i> (22 Feb 17)
Attempted incident</p> | <p>6 <i>PHU AN 268</i> (5 Mar 17)
Attempted incident</p> <p>7 <i>DOÑA ANNABEL</i> (18 Apr 17)
Attempted incident</p> |
|--|---|--|

However, there is no room for complacency. The ReCAAP ISC reiterates its advisory issued via the dated 21 November 2016 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:



Contact details of the Centres

- | | | |
|--|--|--|
| <p>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</p> | <p>2 Navy - Littoral Monitoring Station (LMS)
Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouppt@gmail.com</p> | <p>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</p> |
|--|--|--|



CONCLUSION

The number of incidents of piracy and armed robbery against ships in Asia in August 2017 had increased slightly compared to the same period in 2016. Four incidents were reported in August 2017 compared to three incidents reported in August 2016. However, the total number of incidents during January-August 2017 was the lowest among the 10-year reporting period of January-August 2008-2017.

There was no report of incident involving the abduction of crew from ships in the Sulu-Celebes Sea since the last actual incident that occurred in March 2017. Nevertheless, the ReCAAP ISC together with ReCAAP Focal Points, particularly the Focal Point for Philippines (Philippine Coast Guard), and the regional authorities will continue to monitor the situation closely, and update on advisories and proactive measures initiated by the Philippine authorities in addressing the situation.

The ReCAAP ISC reiterates the need for port authorities to maintain enhanced port security measures, particularly during hours of darkness; and ship masters to exercise vigilance and make timely reporting of all incidents to the relevant authorities.

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		
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 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-ws@mod.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 vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 7 September 2017

DESCRIPTION OF INCIDENTS

ACTUAL INCIDENTS

● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	RHL Aqua Container ship Liberia 18480 9373498	10/08/17 0140 hrs	14° 32.79' N, 120° 55.35' E Approximately 2.84 nm off Sangley runway, Cavite City, Philippines	<p>While at anchor, the duty deck watch noticed four perpetrators at the forecandle deck of the ship. He immediately reported the incident to the duty officer on watch who alerted the master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. The perpetrators, upon hearing the alarm quickly jumped into the water and moved away with their motor banca towards an unknown direction. The Philippine Coast Guard (PCG) proceeded to the location of the incident and conducted maritime patrol in the area.</p> <p>The crew was not injured; and two sets of breathing apparatus and one set of fireman's outfit were found missing.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
2	Warnow Master Container ship Cyprus 17068 9449833	16/08/17 0459 hrs	14° 33.1' N, 120° 55.64' E Anchorage in the vicinity waters off South Harbour Manila, Philippines	<p>While at anchor, the duty roving watch when conducting routine inspection noticed two perpetrators inside the hawse pipe at the starboard side of the ship. He immediately reported the incident to the duty officer on watch who alerted the master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. The perpetrators, upon hearing the alarm jumped into the water.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
3	Star Lily Bulk carrier Panama 21192 9370422	21/08/17 0234 hrs	1° 7.6' N, 103° 45.27' E Eastbound lane of the TSS of the Singapore Strait, at approximately 1.3nm WNW off Helen Mar Reef	<p>While sailing, the crew sighted four perpetrators armed with machete, boarded the vessel from a craft. The alarm was raised, accommodation area secured and anti-piracy measures activated on board. The perpetrators escaped in a waiting boat. Nothing was stolen and the crew was safe.</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
4	Aquabelle Chemical tanker Malaysia 5256 9410193	13/08/17 1355 hrs	5° 48.34' N, 118° 4.57' E Alongside the KBOT (Karamunting Bulk Oil Terminal), Sandakan, Sabah, Malaysia	While at berth, the crew along with the cargo surveyor and the loading master were carrying out cargo gauging when the duty AB noticed one perpetrator attempting to board the ship through its starboard side near no.1 cargo tank using a small rope. The cargo control room was alerted and alarm was raised. The perpetrator escaped in a small boat which had another person on board. [ReCAAP Focal Point (Singapore)]



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

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