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**REPORT FOR OCTOBER 2017**

# **MONTHLY**

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

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN OCTOBER 2017

## OVERVIEW

A total of nine incidents of piracy and armed robbery against ships were reported in October 2017. Of these, seven were actual incidents and two were attempted incidents. Of the nine incidents, two were piracy incidents and seven 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 October 2017. Also, there was no incident involving the hijacking of ship for theft of oil cargo reported in October 2017. However, there has been an increase in the number of incidents occurred on board ships while underway in the Straits of Malacca and Singapore (SOMS).

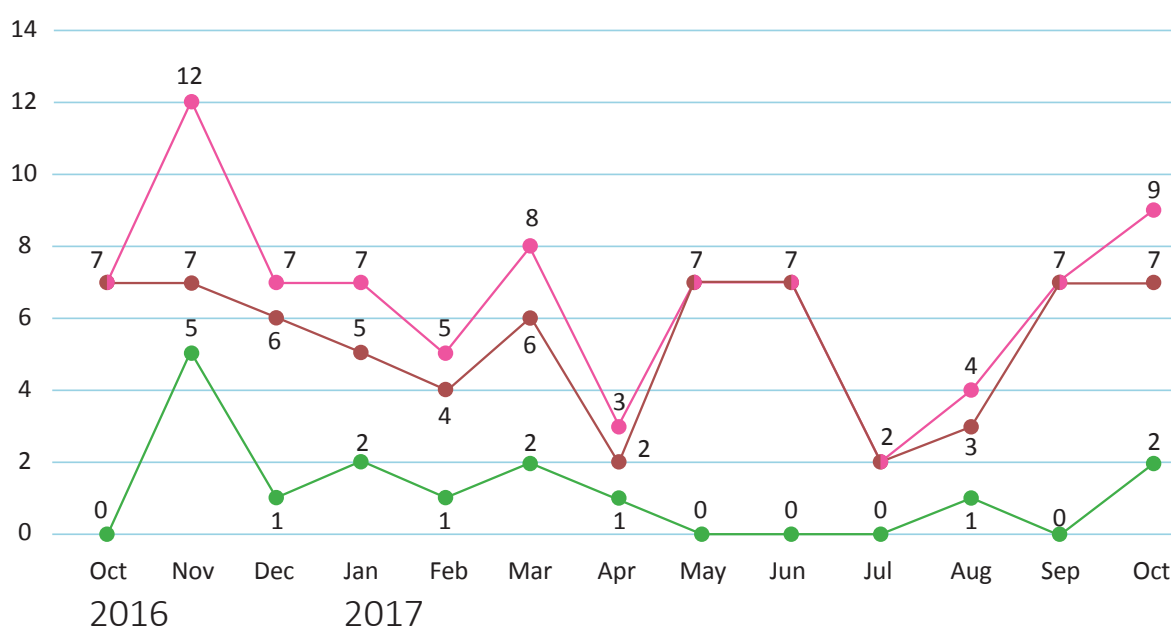
The ReCAAP ISC reiterates the need for collective efforts and shared responsibility among ReCAAP Focal Points, regional authorities and the shipping industry in addressing the situation of piracy and armed robbery against ships in Asia.

## NUMBER OF INCIDENTS

### OCTOBER 2017

In October 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.

Compared to October 2016, the total number of incidents reported in October 2017 has increased; and this was due to the occurrence of two attempted incidents reported in October 2017. In these two attempted incidents, the ship master and crew had successfully prevented boarding by the perpetrators. In October 2016, a total of seven incidents (all actual incidents) were reported. Graph 1 shows the number of incidents reported each month during October 2016 to October 2017.



**Graph 1 - Number of incidents (October 2016 to October 2017)**

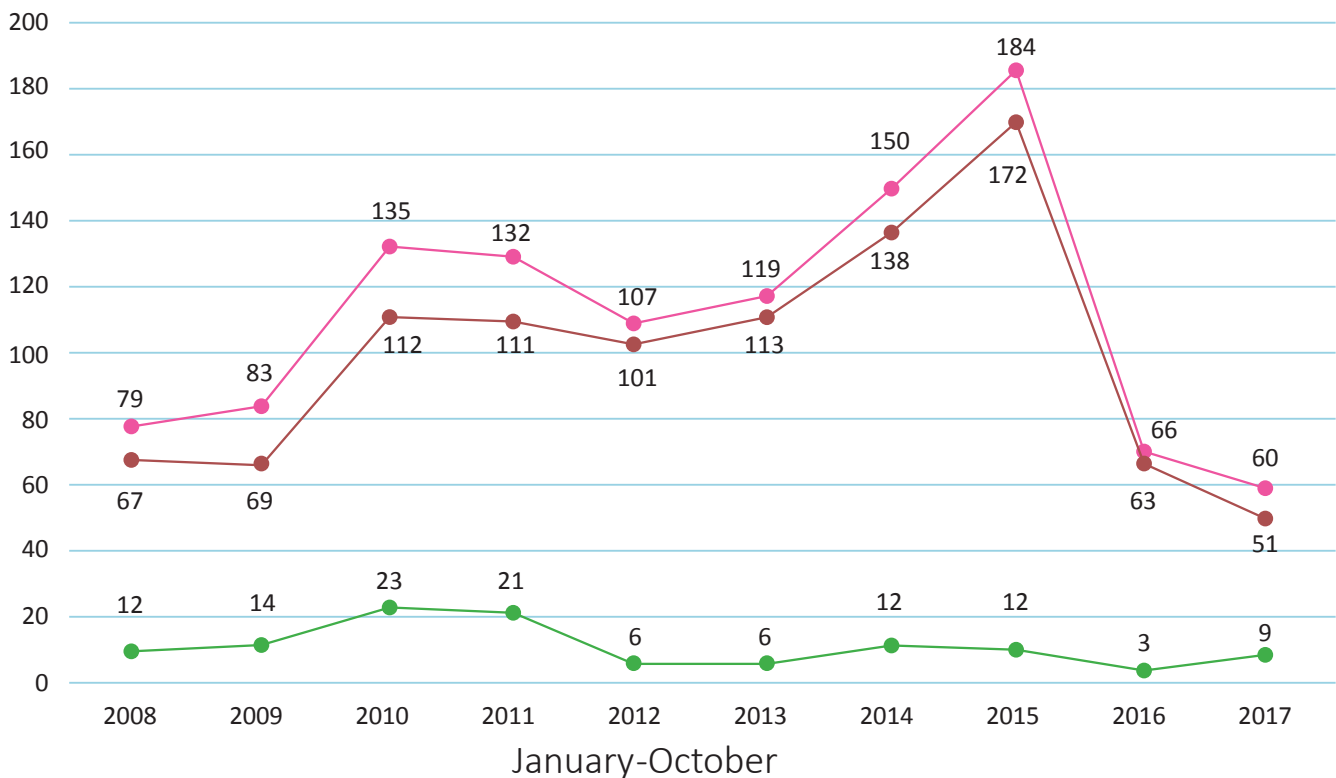
● Total ● Actual ● Attempted

## JANUARY-OCTOBER 2017

During January-October 2017, a total of 60 incidents were reported, of which 51 were actual incidents and nine were attempted incidents. The number of incidents reported during January-October 2017 was the lowest among the 10-year reporting period. Compared to January-October 2016, there was a 9% decrease in the total number of incidents during January-October 2017; and 67% decrease compared to January-October 2015. A total of 66 incidents were reported during January-October 2016, and 184 incidents reported during January-October 2015. Graph 2 shows the number of incidents reported during January-October of 2008-2017.

The improvement during January-October 2017 was attributed to, amongst other factors, improvement of the situation at certain ports and anchorages in Malaysia, India, Indonesia and Vietnam.

While the overall situation during January-October 2017 has improved, there was an increase in the number of incidents reported at ports and anchorages in Bangladesh (Chittagong), Philippines (Manila and Batangas); and on board ships while underway in the Straits of Malacca and Singapore (SOMS) compared to the same period in 2016.



**Graph 2 - Number of incidents (January-October of 2008-2017)**

● Total ● Actual ● Attempted

# SIGNIFICANCE LEVEL OF INCIDENTS<sup>1</sup>

## OCTOBER 2017

Of the seven actual incidents reported in October 2017, four were CAT 3 incidents and three were CAT 4 incidents. The four CAT 3 incidents occurred at ports/anchorage in India (1), Indonesia (1), and on board ships while underway in South China Sea [SCS] (1) and SOMS (1); and the three CAT 4 incidents occurred at port/anchorage in India (1) and on board ships while underway in SOMS (2).

## JANUARY-OCTOBER 2017

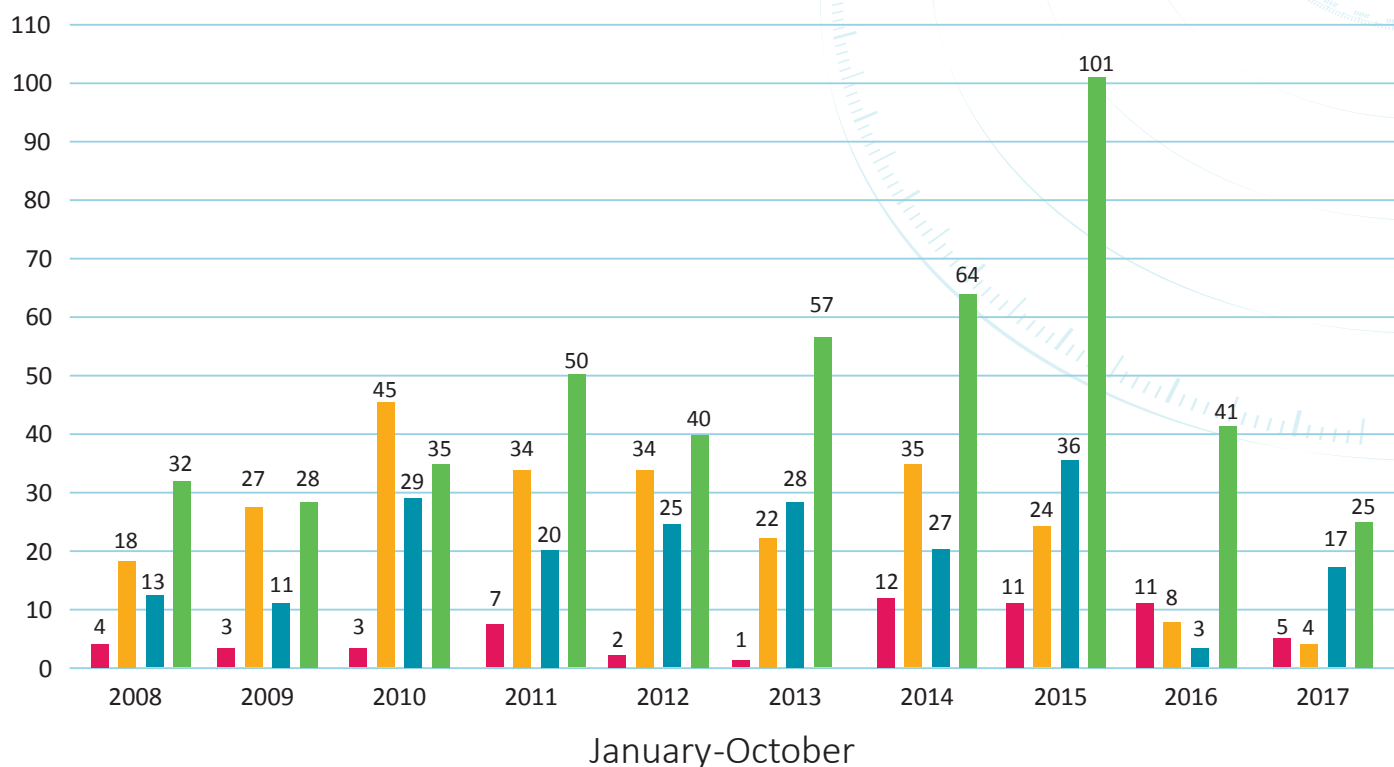
Of the 51 actual incidents reported during January-October 2017, five were CAT 1 incidents, four were CAT 2 incidents, 17 were CAT 3 incidents and 25 were CAT 4 incidents. Majority of the incidents reported during January-October 2017 were CAT 3 and CAT 4 incidents, which conforms to the trend observed for the same period in the past 10 years (January-October of 2008-2017).

## CAT 1 INCIDENTS

CAT 1 incidents were reported throughout January-October 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 were abduction of crew (for ransom) from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah, claimed to be carried out by the Abu Sayyaf Group (ASG).

There has been a 55% decrease in the total number of CAT 1 incidents reported during January-October 2017 compared to the same period in 2016. Five CAT 1 incidents were reported during January-October 2017 compared to 11 CAT 1 incidents during January-October 2016. Three of the five CAT 1 incidents reported during January-October 2017 were abduction of crew for ransom, and the other two incidents were hijacking of ships for theft of oil cargo. Of the 11 CAT 1 incidents reported during January-October 2016, eight incidents were abduction of crew for ransom, and three were hijacking of ships for theft of oil cargo. No incident of abduction of crew was reported in October 2017 since the last attempted incident that was reported in April 17 (*Doña Annabel*); and no report of hijacking of ships for theft of oil cargo was reported in October 2017 since the last actual incident that was reported in September 2017 (*MGT 1*).

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



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

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

### **CAT 2 INCIDENTS**

The four CAT 2 incidents reported during January-October 2017 occurred on board ships while underway in the Cox's Bazar, Bangladesh (1), Sarangani Strait, Davao, Philippines (1) and the SCS (2). Three of the four 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 four incidents.

### **CAT 3 AND CAT 4 INCIDENTS**

Majority of the 17 CAT 3 and 25 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 occurred during hours of darkness.



# LOCATION AND DESCRIPTION OF INCIDENTS IN OCTOBER 2017

Refer to Map 1 for the location of the seven actual incidents and two attempted incidents reported in October 2017; and the Appendix on page pages 16-19 for the description of these incidents.



**Map 1 – Location of incidents in October 2017**

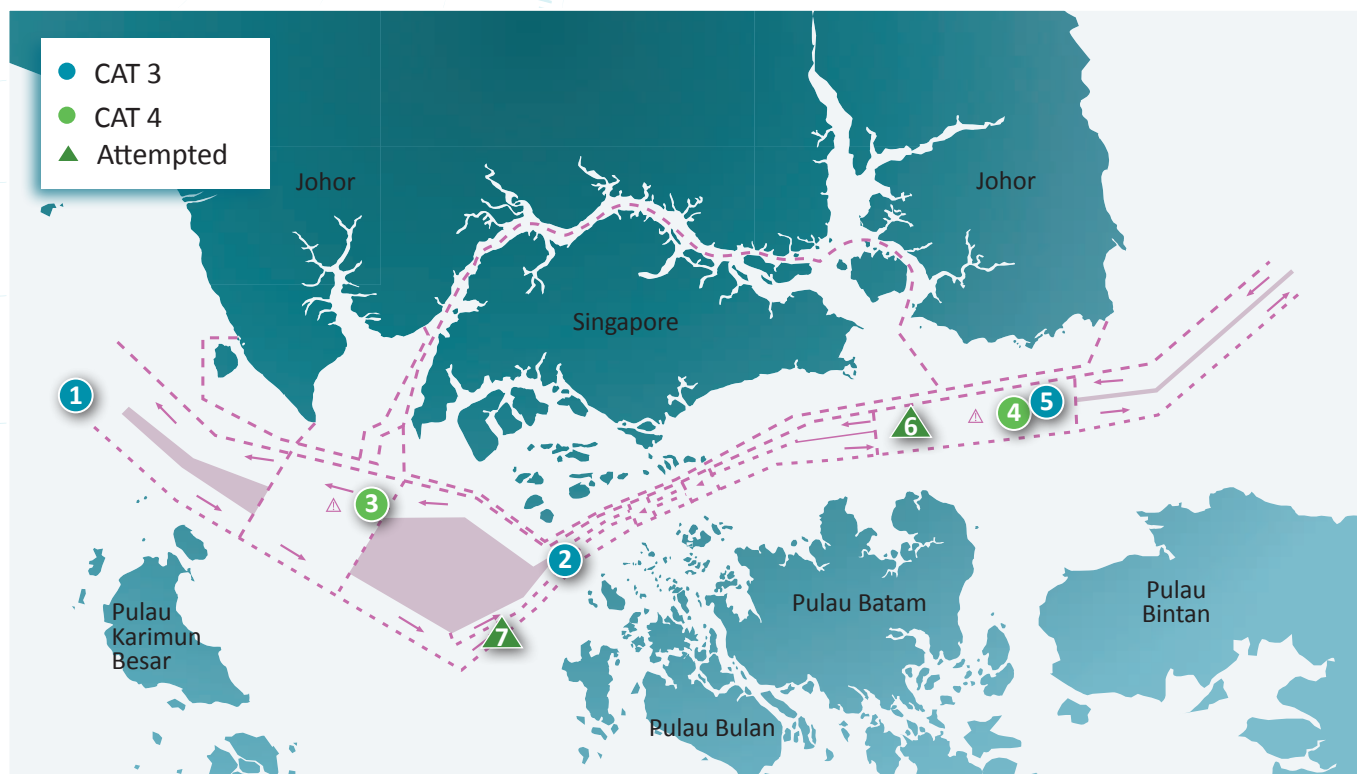
<b>1</b> <i>Lady Sandra</i> Tug boat 5 Oct 17 1808 hrs	<b>2</b> <i>MMA Crystal &amp; Energy 1</i> Tug boat & Jack-up rig 12 Oct 17 0720 hrs	<b>3</b> <i>SBI Poseidon</i> Bulk carrier 14 Oct 17 0105 hrs	<b>4</b> <i>Ocean Paradise</i> Bulk carrier 17 Oct 17 2200 hrs
<b>5</b> <i>Jutta</i> Bulk carrier 17 Oct 17 2350 hrs	<b>6</b> <i>BW Myna</i> Chemical tanker 28 Oct 17 0530 hrs	<b>7</b> <i>GP T2</i> Tanker 30 Oct 17 0142 hrs	
<b>8</b> <i>Pacific Sky</i> Tanker 19 Oct 17 0150 hrs	<b>9</b> <i>HR Endeavour</i> General cargo ship 26 Oct 17 0315 hrs		

## INCREASE IN NUMBER OF INCIDENTS IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

There has been an increase in the number of incidents reported on board ships while underway in the Straits of Malacca and Singapore (SOMS) in October 2017. A total of four incidents were reported in October 2017 comprising three actual incidents (1 x CAT 3 and 2 x CAT 4 incidents) and one attempted incident.

Between January and October 2017, a total of seven incidents were reported on board ships while underway in SOMS, compared to two incidents reported during the same period in 2016. Of the seven incidents, five were actual incidents (comprising 3 x CAT 3 and 2 x CAT 4 incidents) and two attempted incidents. All the incidents occurred in the Traffic Separation Scheme (TSS) of the Singapore Strait (SS). Six incidents occurred in the eastbound lane of the TSS of the SS; and one incident in the westbound lane of the TSS of the SS. No incident was reported in the Malacca Strait (MS). Refer to Map 2 on the location of the incidents. Mostly opportunistic in nature, the perpetrators boarded the ships unnoticed during hours of darkness; and escaped immediately when they were sighted and the alarm was raised. In four incidents, the perpetrators escaped without stealing anything when the alarm was raised.

The ReCAAP ISC is concerned about the increase in the number of incidents in the SS and has published an Incident Alert 04/2017 on 31 Oct 17. The ReCAAP ISC advises all ships to exercise enhanced vigilance, maintain strict look-out while underway in the SS, particularly during hours of darkness, raised the alarm when suspicious boats in the vicinity or unknown personnel on board ships were sighted; and report all incidents to the nearest coastal State and flag State immediately.



**Map 2 – Location of incidents in SOMS (January-October 2017)**

<b>1</b> <i><b>Nave Buena Suerte</b></i> Crude oil tanker 4 May 17 0106 hrs	<b>2</b> <i><b>Star Lily</b></i> Bulk carrier 21 Aug 17 0234 hrs	<b>3</b> <i><b>MMA Crystal &amp; Energy 1</b></i> Tug boat & Jack-up rig 12 Oct 17 0720 hrs	<b>4</b> <i><b>Jutta</b></i> Bulk carrier 17 Oct 17 2350 hrs
<b>5</b> <i><b>GP T2</b></i> Tanker 30 Oct 17 0142 hrs	<b>6</b> <i><b>Great Sailor</b></i> Chemical tanker 6 Jan 17 0123 hrs	<b>7</b> <i><b>HR Endeavour</b></i> General cargo ship 26 Oct 17 0315 hrs	

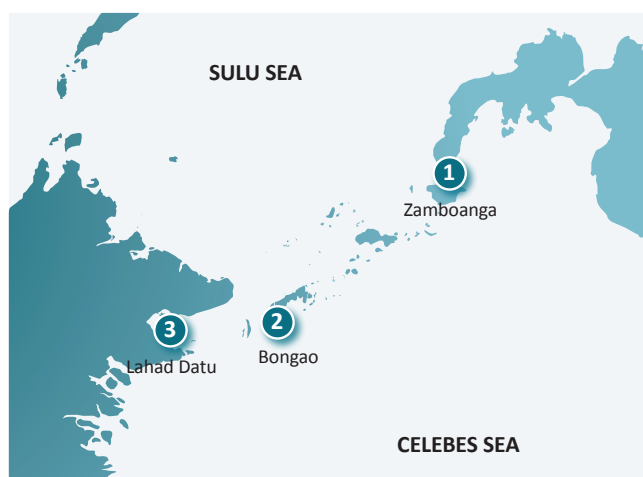


# SITUATION OF ABDUCTION OF CREW FROM SHIPS WHILE UNDERWAY IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH (JANUARY-OCTOBER 2017)

There was no report of incident involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah in October 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 31 Oct 17, 14 crew is still being held in captivity<sup>2</sup>. The Philippine authorities continue 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:



## 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, TawiTawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointtaskgroupptt@gmail.com](mailto: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](mailto:bilikgerakanesscom@jpm.gov.my)

<sup>2</sup> Since March 2016 till October 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.

The background of the page is a light blue map of Southeast Asia, including the Malay Peninsula, Sumatra, Java, and the Indonesian archipelago. Overlaid on the map is a white grid of latitude and longitude lines. Longitude values are labeled along the top and bottom edges, ranging from 72 to 150. Latitude values are labeled along the left and right edges, ranging from 2 to 34. The word 'CONCLUSION' is centered over the map in a large, bold, dark blue font.

# CONCLUSION

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

There was no report of incident of abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah, and no report of hijacking of ship for theft of oil cargo in October 2017. However, of concern was the increase in the number of incidents occurred in SOMS. During January-October 2017, seven incidents were reported in SOMS compared to two incidents reported during the same period in 2016.

The ReCAAP ISC advises all ships transiting the areas of concern to enhance vigilance especially during hours of darkness and report all incidents to the nearest coastal State and flag State immediately. The ReCAAP ISC emphasises the importance of collective and shared responsibility among all stakeholders including the littoral States' enforcement agencies and shipping industry to institutionalise their efforts at sea and on land.

# 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:kasnol.kincho@police.gov.bn">kasnol.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

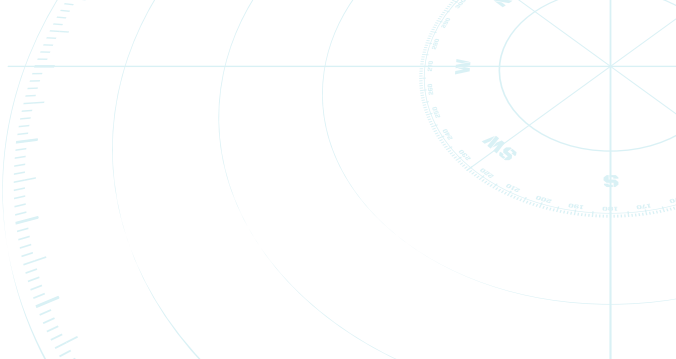
Correct as at 8 November 2017

# 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	<b>Lady Sandra</b> Tug boat India 2599 9172284  <b>Iron Mong</b> Motor tanker	5/10/17 1808 hrs	20° 43.36' N, 71° 29.1' E  Approximately 11 nm south of Pipavav LT, India	<p>While underway, five to six perpetrators on board a fishing boat <i>Makhdoom</i> approached and attempted to board the unmanned motor tanker, <i>Iron Mong</i> which was towed by tug boat, <i>Lady Sandra</i>, but, failed. The perpetrators snatched the grab line and the Norwegian buoy attached to the ETA (emergency towing arrangement) of <i>Iron Mong</i>. The master alerted the crew, initiated anti-piracy measures and manoeuvred the ship evasively. The Indian Coast Guard (ICG) and the marine police conducted an investigation of the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
2	<b>MMA Crystal</b> Tug boat India 2599 9172284  <b>Energy 1</b> Jack-up rig Panama	12/10/17 0720 hrs	01° 11.33' N, 103° 33.68' E  South of Tanjung Pelepas, Malaysia in the westbound lane of the TSS of the SS (SOMS)	<p>While underway from Bintan, Indonesia to Chittagong, Bangladesh, about six perpetrators from two wooden boats boarded the unmanned jack-up rig, <i>Energy 1</i> which was towed by tug boat, <i>MMA Crystal</i>.</p> <p>The master reported the incident to Singapore Police Coast Guard (SPCG) who contacted the Malaysian Maritime Enforcement Agency (MMEA). The MMEA deployed a vessel to the location of the incident. Upon arrival, no wooden boats were sighted. The crew was not injured and some ropes were stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>SBI Poseidon</b> Bulk carrier Liberia 34507 9760067	14/10/17 0105 hrs	00° 13' S, 117° 35' E  Muara Berau, Samarinda Inner Anchorage, Indonesia	While at anchor, two perpetrators in a wooden craft boarded the bulk carrier via the anchor chain. They stole two spare mooring ropes and threatened the duty A/B with knives. As the perpetrators were escaping, the duty A/B raised the alarm and the crew was alerted. The local agent was also informed.  <b>[ReCAAP Focal Point (Singapore)]</b>
4	<b>Ocean Paradise</b> Bulk carrier Marshall Islands 30002 9350070	17/10/17 2200 hrs	22° 47' N, 70° 01' E  Kandla anchorage, India	While at anchor, two perpetrators armed with knives boarded the forecastle deck of the ship from a high-speed craft. The duty officer raised the alarm, mustered the crew and heightened the security watch. The perpetrators jumped overboard and escaped using a boat. Upon investigation, the forepeak store was broken into and a fire hose was damaged. One coupling was found missing. The crew was not injured.  <b>[ReCAAP Focal Point (India)]</b>
5	<b>Jutta</b> Bulk carrier Liberia 93742 9730402	17/10/17 2350 hrs	01° 16.3' N, 104° 12.85' E  Approximately 8.9 nm north- northwest of Tanjung Sebong, Pulau Bintan, Indonesia, in the eastbound lane of the TSS of the SS (SOMS)	While underway, two perpetrators were sighted escaping from the aft starboard deck of the ship into an unknown craft. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) via VHF. The crew conducted a thorough search on board the ship and discovered some engine spares missing from the engine room. There was no injury to the crew and the ship resumed her voyage for her next port in China.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<b>BW Myna</b> Chemical tanker Singapore 29562 9708083	28/10/17 0530 hrs	01° 27.2' N, 104° 38.4' E  Approximately 13.9 nm north- northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	<p>While at anchor, the duty officer discovered a hook with a rope secured on the ship's railing at the starboard quarter and a small boat hiding beneath the curvature. When the duty officer unhooked the rope and the boat was drifting away, five perpetrators of average height and in black tight water suits shouted and scared the duty officer with long knives from the poop deck. The duty officer immediately ran away and reported to the bridge using a portable radio. The emergency alarm was raised and an announcement was made through the PA system. The master reported incident to the Navy on patrol.</p> <p>At 0537 hrs, all crew was mustered in the crew mess room. The suspect boat was seen moving away from the ship at a relatively fast speed. A search was conducted on board the ship following the incident, and no items were missing and no perpetrators were found.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
7	<b>GP T2</b> Tanker Panama 57943 9169536	30/10/17 0142 hrs	01° 16.17' N, 104° 13.18' E  Approximately 6.5 nm northeast of Terumbu Betata, Pulau Batam, Indonesia in the eastbound lane of the TSS of the SS (SOMS)	<p>While underway, five perpetrators armed with knives boarded the ship, tied up the ship duty oiler in the engine room and took away some engine spare parts. They escaped in a small boat at the starboard stern of the ship. The boat was seen heading towards the southerly direction. The master raised the alarm and reported the incident to the Singapore VTIS. The crew was not injured. The ship resumed her voyage for the next port of call in China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></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	<b><i>Pacific Sky</i></b> Tanker Marshall Islands 62856 9408554	19/10/17 0150 hrs	20° 13.9' N, 66° 51.1' E  Approximately 180 nm southwest of Porbander LT, India (Arabian Sea)	While underway, an unknown number of perpetrators on board four skiffs chased after the ship and attempted to board, but failed. The master raised the distress alert via VHF Channel 16 and warned all ships in the vicinity. He then triggered the horn to chase away the suspicious craft, increased the speed of the ship and informed the UKMTO, alerted the ICG and continued the voyage.  <b>[ReCAAP Focal Point (India)]</b>
9	<b><i>HR Endeavour</i></b> General cargo ship Liberia 9611 9261073	26/10/17 0315 hrs	01° 3.73' N, 103° 41.48' E  Approximately 1.8 nm northwest of Pulau Cula, Indonesia, in the eastbound lane of the TSS of the SS (SOMS)	While underway, the crew sighted three to four perpetrators on board a small wooden craft coming alongside the stern of the ship. Upon sighted by the crew, the small craft headed in the southern direction. The master raised the alarm and reported the attempted boarding to the Singapore VTIS via VHF.  <b>[ReCAAP Focal Point (Singapore)]</b>



**Regional Cooperation Agreement on Combating Piracy  
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