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**APRIL 2018**

# **MONTHLY REPORT**

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

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

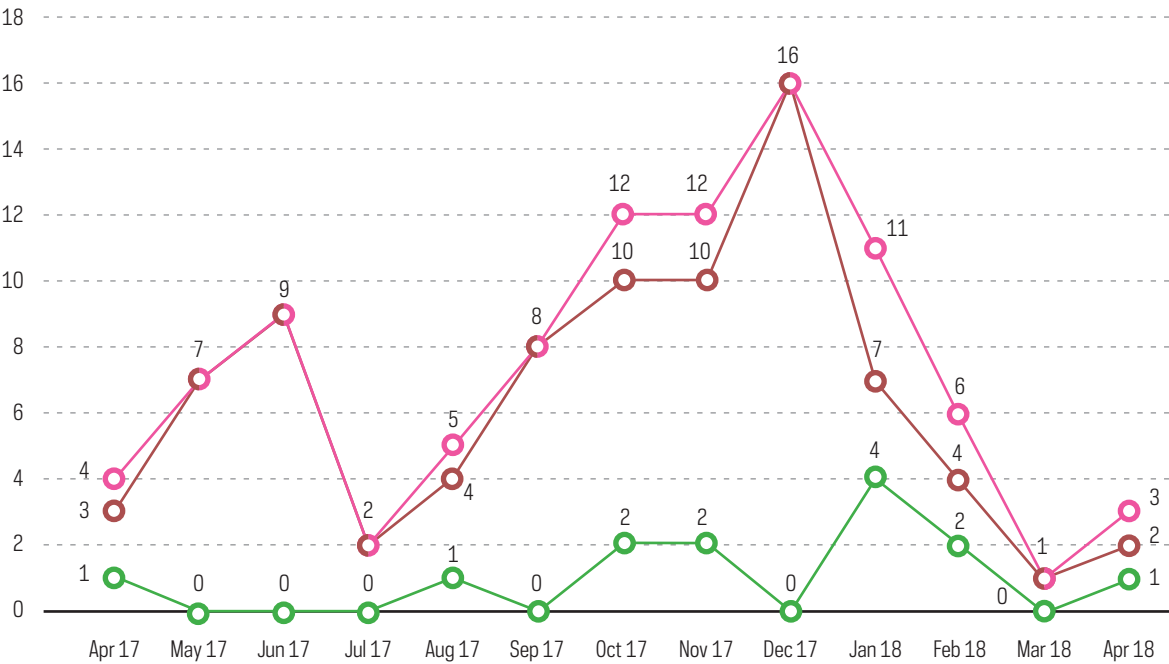
## OVERVIEW

A total of three incidents of piracy and armed robbery against ships were reported in Asia in April 2018. Of these, one was an incident of piracy<sup>1</sup> and two were incidents of armed robbery against ships<sup>2</sup>. There was no incident of abduction of crew in the Sulu-Celebes Sea; and no incident of hijacking of ships for theft of oil cargo.

## APRIL 2018

### NUMBER OF INCIDENTS

In April 2018, a total of three incidents of piracy and armed robbery against ships (comprising two actual incidents<sup>3</sup> and one attempted incident<sup>4</sup>) were reported. All incidents have been verified<sup>5</sup> and reported to the ReCAAP ISC by ReCAAP Focal Points and regional authorities. Refer to the Appendix on pages 16-17 for the description of these incidents. Graph 1 shows the number of incidents reported each month from April 2017 to April 2018.



Graph 1 - Number of incidents (April 2017 to April 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 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.  
5 A total of another eight incidents (three in March 2018 and five in April 2018) are pending verification.

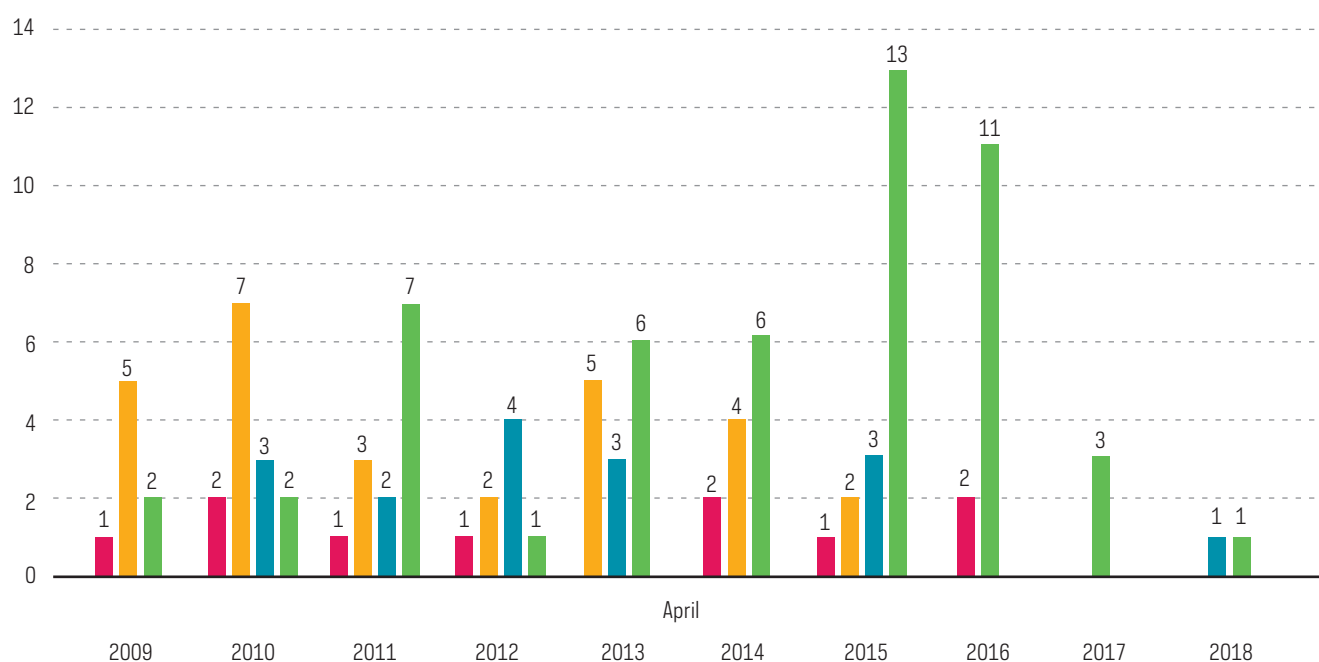
## STATUS OF SHIPS

Of the three incidents reported in April 2018, two incidents occurred on board ships while underway and one incident on board ship at anchor.

## SIGNIFICANCE LEVEL OF INCIDENTS

Chart 1 shows the significance level of incidents<sup>6</sup> reported during April of 2009-2018. Of the three incidents reported in April 2018, one was a CAT 3 incident that occurred at Muara Berau anchorage, Indonesia, one was a CAT 4 incident that occurred in the Straits of Malacca and Singapore (off Pulau Batam, Indonesia) and one was an attempted piracy incident occurred in the South China Sea.

There was no CAT 1 or CAT 2 incidents reported in April 2018. The severity of incidents had lessened in April 2017 and April 2018 compared to the same period of 2009-2016.



**Chart 1 - Significance level of incidents (April 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 OF INCIDENTS

The location of the three incidents is shown in Map 1 below.

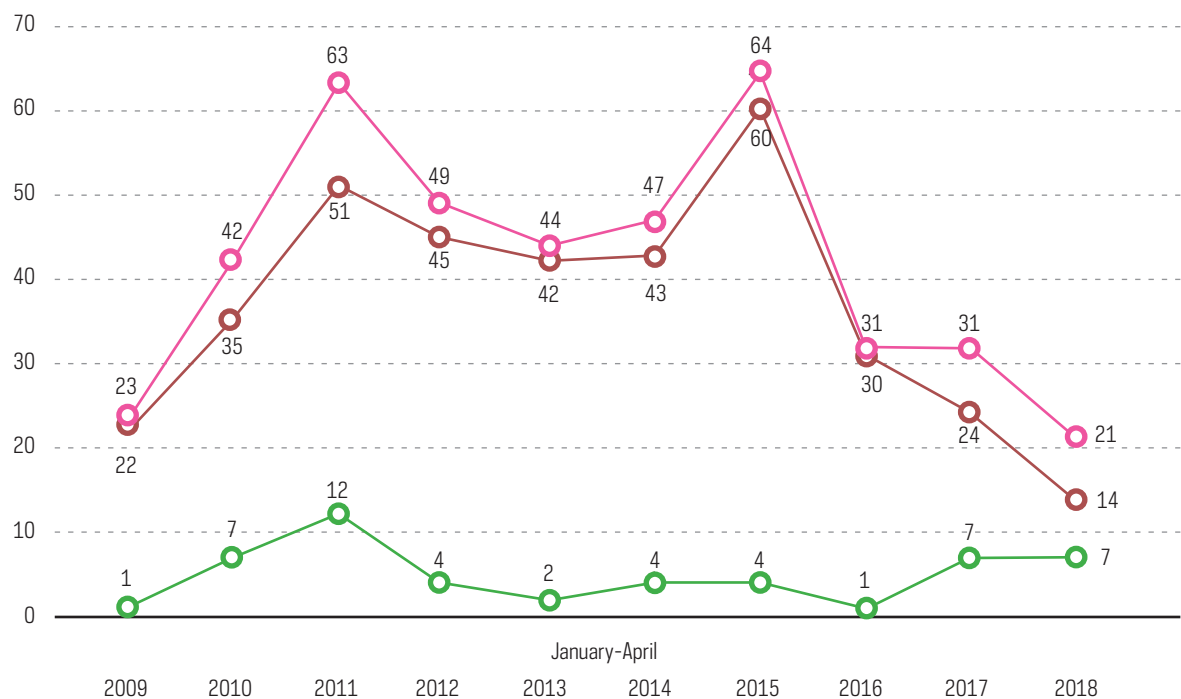


## JANUARY-APRIL 2018

### NUMBER OF INCIDENTS

Graph 2 shows the number of incidents reported during January-April of 2009-2018. During January-April 2018, a total of 21 incidents were reported, of which 14 were actual incidents and seven were attempted incidents.

The total number of incidents reported during January-April 2018 was the lowest among the 10-year reporting period of January-April of 2009-2018. Compared to January-April 2017, there was a 32% decrease in the total number of incidents reported during January-April 2018. A total of 31 incidents were reported during January-April 2017.



**Graph 2 - Number of incidents (January-April of 2009-2018)**

● Total    ● Actual    ● Attempted

SIGNIFICANCE LEVEL OF INCIDENTS

Chart 2 shows the significance level of incidents reported during January-April of 2009-2018. Of the 14 actual incidents reported during January-April 2018, four were CAT 3 incidents and 10 were CAT 4 incidents.

Notably, it is the first time among the 10-year reporting period that no CAT 1 and CAT 2 incidents were reported during January-April of 2018.

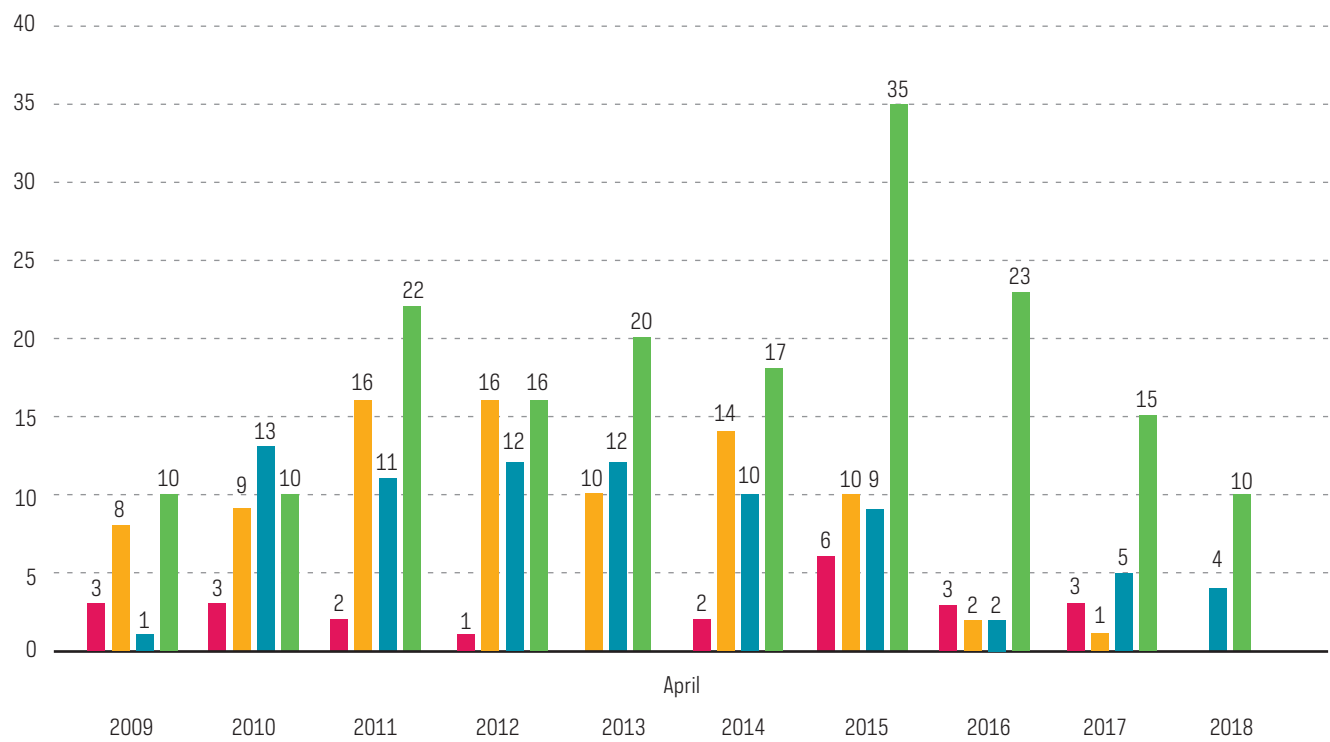


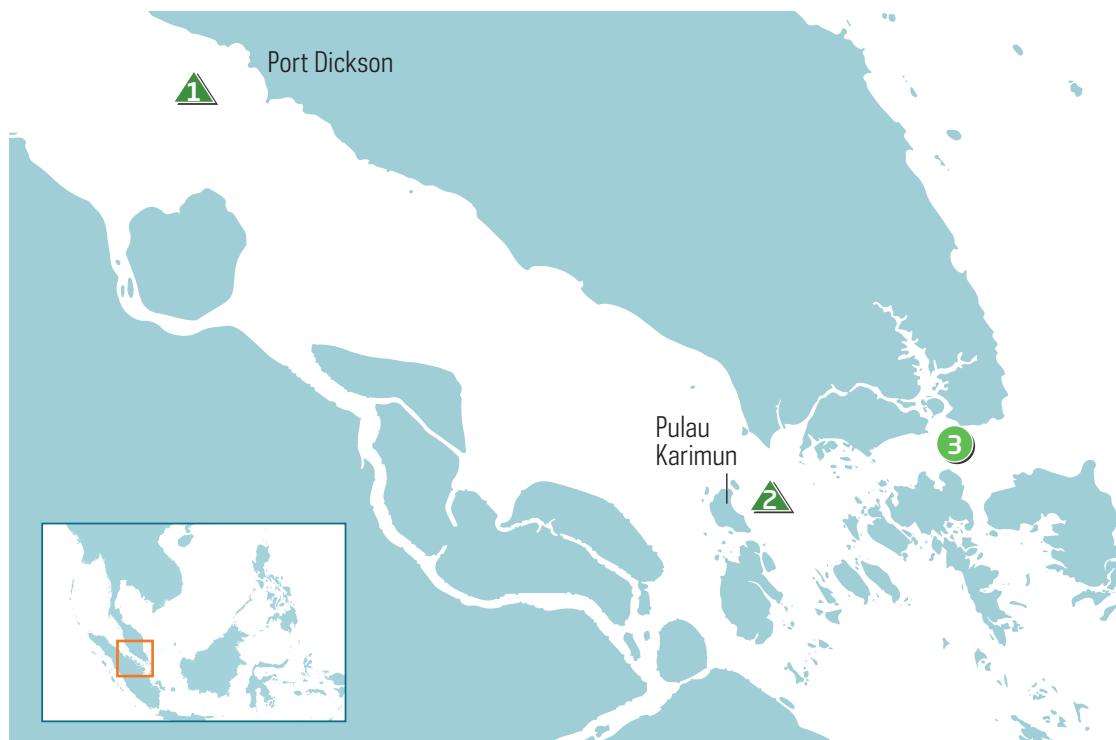
Chart 2 - Significance level of incidents (january-April of 2009-2018)

● CAT 1    ● CAT 2    ● CAT 3    ● CAT 4

## SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

There has been an increase in the number of incidents in the SOMS during January-April 2018 compared to the same period of 2017. Three incidents (comprising one actual incident and two attempted incidents) were reported in 2018 compared to only one attempted incident during the same period in 2017.

A total of three incidents were reported on board ships while underway in the Straits of Malacca and Singapore (SOMS) during January-April 2018. Of these, one incident occurred in the Malacca Strait (on board *Tiberius*) and two incidents occurred in the Singapore Strait (*Marineco Toomai* and *Katerina*). Map 2 below shows the location of incidents reported in SOMS during January-April 2018.



**Map 2 - Location of incidents in SOMS (January-April 2018)**

● CAT 4    ▲ Attempted

1

***Tiberius***  
Bulk carrier  
3 Jan 18  
1400 hrs

2

***Marineco Toomai***  
Workboat  
18 Jan 18  
0023 hrs

3

***Katerina***  
Bulk carrier  
21 Apr 18  
2300 hrs

### Incident on board *Katerina*

While underway in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait, the duty officer of the bulk carrier, *Katerina* sighted four perpetrators in the engine room on 21 Apr 18 at about 2300 hrs and reported the incident to the master. The master raised the alarm, mustered the crew and reported the incident to Singapore's Vessel Traffic Management System (VTMS) via VHF. The VTMS informed the Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority; and initiated a safety navigational broadcast to warn ships in the vicinity. The master conducted a search and there was no further sighting of the perpetrators. The Malaysian Maritime Enforcement Agency (MMEA) reported that it deployed its boat and boarded *Katerina* at 0144 hrs on 22 Apr 18 at about 4 nm south of Tanjung Penyusop, Malaysia after receiving a distress signal. No item was stolen and the crew was not harmed.

### Recommendation

The ReCAAP ISC advises all ships to exercise enhanced vigilance while underway in SOMS particularly during hours of darkness and to make timely report of all incidents to the nearest coastal State; and the enforcement agencies to beef up surveillance and provide quick responses to reports of incidents.

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

There was no report of actual or attempted incident involving the abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off eastern Sabah in April 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 *Kudos 1* on 16 Feb 18. As of 30 Apr 18, nine crew is still held in captivity<sup>7</sup>. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant group.

As the threat of abduction of crew in the Sulu-Celebes Sea is not totally eradicated, the ReCAAP ISC maintains 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 Seas and eastern Sabah region, and report immediately to the following Centres:



Map 3 - 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: [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 April 2018), a total of 61 crew had been abducted. Of these, 28 had been released, 17 rescued, seven killed and nine are still in captivity.

# CONCLUSION

The situation of piracy and armed robbery against ships in Asia has improved during January-April 2018 compared to the same period in 2017. A total of 21 incidents were reported during January-April 2018 compared to 31 incidents reported during the same period in 2017; a decrease of 32% in the number of incidents. There was no incident of abduction of crew in the Sulu-Celebes Seas and no hijacking of ships for theft of oil cargo in April 2018.

However, of concern was the occurrence of an incident in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait on 21 Apr 18. This was the first actual incident reported in the Straits of Malacca and Singapore (SOMS) during January-April 2018 after two failed attempted boarding carried out in January 2018. A total of three incidents (one actual and two attempted) were reported in SOMS during January-April 2018 compared to one attempted incident reported during January-April of 2017.

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 States 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*.

# 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
<b>CAT 1</b>	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.
<b>CAT 2</b>	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.
<b>CAT 3</b>	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.
<b>CAT 4</b>	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.

## CONTACT 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:hcgdswwm@yahoo.com">hcgdswwm@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:nhqdn@yahoo.com">nhqdn@yahoo.com</a> <a href="mailto:nhqdn@navy.lk">nhqdn@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>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 4 April 2018

## DESCRIPTION OF INCIDENTS IN APRIL 2018

### Actual Incidents

● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b><i>PPS Luck</i></b> Bulk carrier Singapore 30811 9407524	19/04/18 0200 hrs	0° 15.2' S, 117° 36.7' E  Samarinda Anchorage (Muara Berau), Indonesia	While at anchor, the crew discovered that the padlocks of the fore peak store entrance were broken and two mooring ropes were missing – one from the starboard side mooring drum and another inside the forecandle store. Upon investigation, it was suspected that armed perpetrators had climbed on board the ship via anchor chain and stole the ropes by lowering to a small boat from the forward store door at the forecandle deck. The incident was estimated to take place between 0200-0600 hrs (local time). The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
2	<b><i>Katerina</i></b> Bulk carrier Cyprus 40002 9256884	21/04/18 2300 hrs	01° 15.9' N, 104° 8.6' E  Approximately 4.7 nm northeast of Nongsa Point, Batam Island, Indonesia (eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait)	While underway in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait, the duty officer of the bulk carrier sighted four perpetrators in the engine room on 21 Apr 18 at about 2300 hrs and reported the incident to the master. The master raised the alarm, mustered the crew and reported the incident to Singapore's Vessel Traffic Management System (VTMS) via VHF. The VTMS informed the Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority; and initiated a safety navigational broadcast to warn ships in the vicinity.  The master conducted a search and there was no further sighting of the perpetrators. The Malaysian Maritime Enforcement Agency (MMEA) reported that it deployed its boat and boarded <i>Katerina</i> at 0144 hrs on 22 Apr 18 at about 4 nm south of Tanjung Penyusop, Malaysia after receiving a distress signal. No item was stolen and the crew was not harmed.  <b>[ReCAAP Focal Point (Singapore), MMEA]</b>

**Attempted Incident**

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b><i>Swiss Prestige</i></b> Catamaran Hong Kong, China	06/04/18 0230 hrs	17° 15.7' N, 111° 16.3' E  South China Sea	<p>While sailing, a small ship <i>Hong Lrut</i> with two perpetrators on board approached the catamaran at high speed (approximately 15 knots) within 200 nm and turned parallel to <i>Swiss Prestige</i>. The catamaran sounded "mayday" via VHF Channel 16 and increased her speed to 8 knots. The suspected ship moved away from the catamaran but continued on parallel course. A cruise liner <i>Diamond Princess</i> responded to the mayday call and moved to the location. <i>Swiss Prestige</i> communicated with <i>Diamond Princess</i> that Falmouth MRCC had been informed. The suspected ship began to move away and depart from the area shortly. <i>Swiss Prestige</i> cancelled its mayday call and moved towards Johor, Malaysia.</p> <p><b>[ReCAAP Focal Point (United Kingdom)]</b></p>

## DESCRIPTION OF PAST INCIDENTS (RECENTLY VERIFIED)<sup>8</sup> DURING JANUARY-MARCH 2018

### Actual Incidents

● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Name withheld</b> Oil tanker Indonesia	10/01/18	Pulau Batam, Indonesia	While at anchor, three perpetrators boarded the oil tanker and committed theft on board the ship. The crew on watch reported the incident immediately to Western Fleet Quick Response (WFQR) IV, who managed to detain two perpetrators. Further investigation by WFQR Lantamal IV with the Western Region Fleet Intelligence Detachment (Denintel Armabar) resulted in the tracing and arrest of the third perpetrator by the Indonesian authorities.  <b>[ReCAAP Focal Point (Singapore)]</b>
2	<b>Name withheld</b> Tug boat Norway 7473	19/02/18 0200 hrs	1° 9.7' N, 103° 56.4' E  Approximately 3 nm west of Batu Ampar Port, Pulau Batam, Indonesia	During routine rounds on board the tug boat, the bosun reported that the lock to the engine room hatch was broken. Further investigation revealed several footprints on the aft deck and a large number of spare parts missing.  <b>[ReCAAP Focal Point (Singapore)]</b>
3	<b>Alerce N</b> Bulk carrier Chile 17979 9250323	03/03/18 2245 hrs	6° 2.9' S, 106° 53.40' E  Tanjung Priok Anchorage, Jakarta, Indonesia	While at anchor, the duty motorman on board noticed two perpetrators on the aft deck and raised the alarm. Seeing the alerted crew, the perpetrators escaped in a waiting boat. A search was conducted on board the ship but nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

<sup>8</sup> 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-April 2018.

## Attempted Incident

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<b>Name withheld</b> Bulk carrier Marshall Islands 33032	09/01/18 0700 hrs	0° 16.15' S, 117° 43.01' E  Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the crew noticed perpetrators attempting to board the ship via the anchor chain. They informed the OOW, who sounded the fog horn. Seeing the alerted crew, the perpetrators aborted the attempt and escaped in a small boat.  <b>[IMO]</b>



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

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