



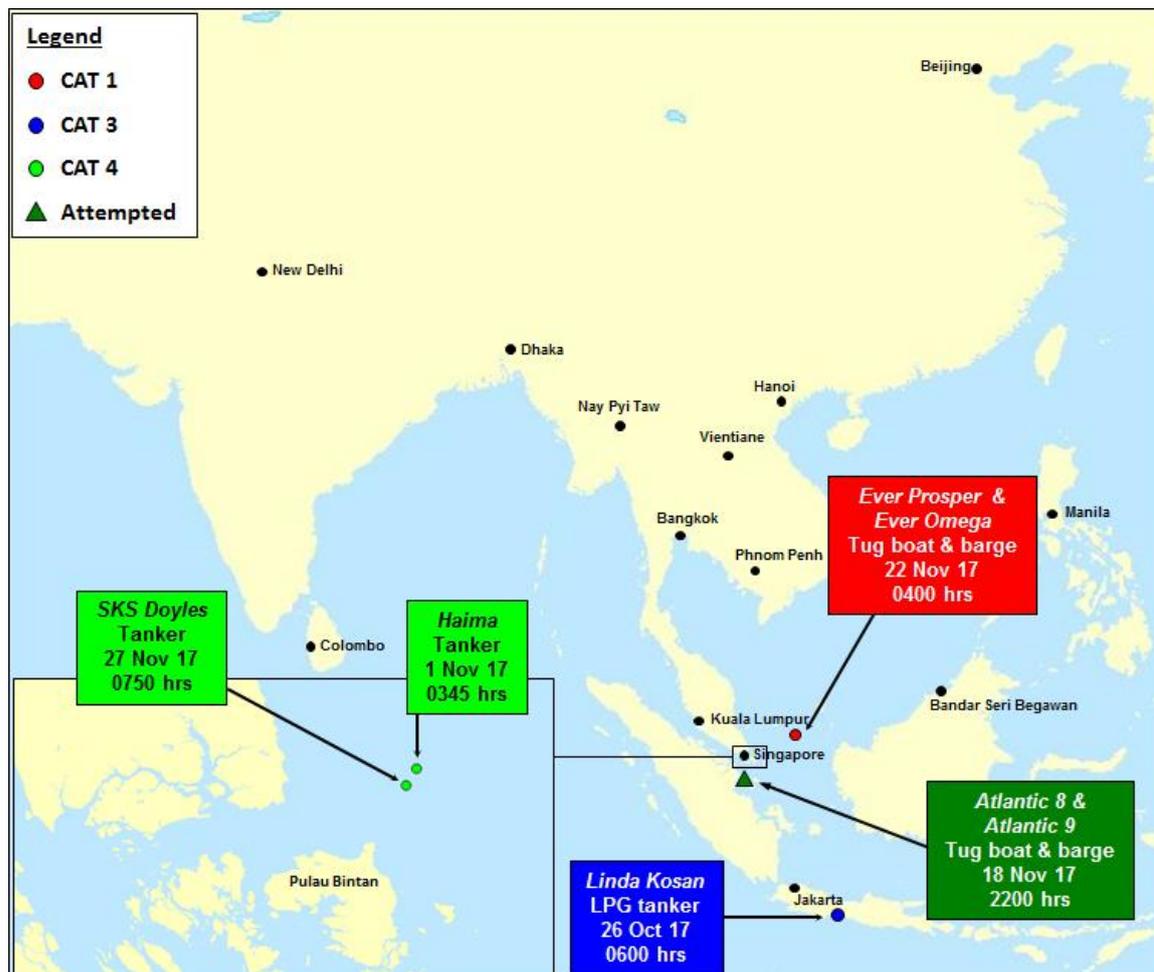
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## ReCAAP ISC Weekly Report 21-27 November 2017

### Piracy and Armed Robbery Against Ships in Asia

#### OVERVIEW

During the period of 21-27 Nov 17, five incidents (comprising four actual incidents and one attempted incident) were reported to the ReCAAP ISC. Of the five incidents, two incidents occurred during 21-27 Nov 17; and the other three incidents occurred earlier, and were reported to the ReCAAP ISC after further verification and with added inputs. The location of the incidents is shown in the map below; and detailed description tabulated in attachment.



Location of incidents

## RECOMMENDATIONS

The ReCAAP ISC urges ship master and crew to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, exercise vigilance and adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.

The ReCAAP ISC reiterates its advisory issued via the *ReCAAP ISC Incident Alert* 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 reporting centres

**Description of Incidents of Piracy and Armed Robbery against Ships  
21-27 November 2017**

	<b>Ship Name Type of Ship Flag Gross Tonnage IMO Number</b>	<b>Date Local time of Incident (LT)</b>	<b>Position of the Incident</b>	<b>Details of the Incident</b>	<b>Consequences for crew, ship, cargo</b>	<b>Action taken by the master and crew</b>	<b>Was the incident reported to the coastal authority? Which one?</b>	<b>Reporting State or Internationa l Organizatio n</b>	<b>Coastal State Action Taken</b>
1	2	3	4	5	6	7	8	9	10
<b>ACTUAL INCIDENTS</b>									
1	<b>Linda Kosan</b> Liquefied Gas Carrier Isle of man 3728 9529209	26/10/17 0600 hrs	7°37' N, 108°54' E  Cilacap anchorage, Java, Indonesia	While at anchor, four perpetrators armed with knives/machetes boarded the ship. The watch keeper noticed them and raised the alarm. The master mustered the crew and locked themselves on the bridge. The crew was not injured and nothing was stolen.	The crew was not injured. Nothing was stolen.	The master mustered the crew and locked themselves on the bridge.	No  Reported to Falmouth Coastguard, UKMTO and National Maritime Information Centre (NMIC), UK	ReCAAP ISC via ReCAAP Focal Point (United Kingdom)	No information available.
2	<b>Haima</b> Tanker Panama 59705	1/11/17 0345 hrs	1°28.8' N, 104°43.5' E  Approximately 17.7nm NE Tanjung Berakit, Bintan Island, Indonesia	While at anchor, crew on routine rounds noticed footprints on the floor in the engine room. Upon investigation, engine spares were stolen. Review of the CCTV recording showed that five perpetrators had boarded the ship.	The crew was not injured.  Engine spares were stolen.	The master reported the incident to the company	No information available	ReCAAP ISC via ReCAAP Focal Point (Japan)	No information available.
3	<b>Ever Prosper</b> Tugboat Malaysia  <b>Ever Omega</b> Barge	22/11/17 0400 hrs	Off Pulau Penghibu,  Indonesia	On 18 Nov 17 at about 0700 hrs, tug boat <i>Ever Prosper</i> towing <i>Ever Omega</i> carrying 3,700 tons of CPKO (Crude Palm Kernel Oil) departed Bintulu for Butterworth, Malaysia.  While underway on 22 Nov 17 at about 0400 hrs, a group of perpetrators armed with parangs boarded the ships and tied up the 10 crew on board <i>Ever</i>	The crew was not injured.  The perpetrators siphoned some fuel from <i>Ever Prosper</i> , and the CPKO that was on board <i>Ever Omega</i> .	The owner of the tug boat <i>Ever Prosper</i> reported the incident to the ReCAAP ISC.	Yes  MMEA and Indonesian authorities	ReCAAP ISC	The ReCAAP ISC informed the Indonesian authorities and MMEA.  MMEA and the Indonesian authorities are investigating the incident.

				<p><i>Prosperand Ever Omega</i>. The perpetrators took off with <i>Ever Omega</i> and six crew on board, and left behind tug boat <i>Ever Prosper</i> with four crew who later managed to free themselves and sailed the tug boat to waters off southern Johor. A MMEA boat from Sedili district maritime in Johor escorted <i>Ever Prosper</i> to Tanjung Pengelih. The perpetrators had reportedly also siphoned some fuel from the tug boat.</p> <p>The MMEA contacted the Indonesian authorities to locate the barge <i>Ever Omega</i>. On 23 Nov 17 at about 1800 hrs, the Indonesian authorities found <i>Ever Omega</i> and towed her to Tanjung Pinang, Indonesia. All 10 crew was safe. The oil cargo on board the barge was missing.</p> <p>Investigation is ongoing.</p>					
4	<p><b>SKS Doyles</b> Tanker Norway 65830 9429003</p>	<p>27/11/17 0750 hrs</p>	<p>1° 25.4' N, 104° 41.4' E</p> <p>Approximately 14.8 nm east of Tanjung Berakit, Pulau, Bintan, Indonesia</p>	<p>While at anchor, the duty bosun and OS during their rounds on board the ship, discovered that the two padlocks at the main deck of steering gear room entrance were damaged and one padlock was missing. Also the paint locker and the main entrance to engine room incinerator deck were found with signs of attempted entry into the engine casing.</p> <p>The master conducted a search on board the ship and found no sign of intruders on board; and no ship properties and stores were missing. The master enforced BMP4 measures with wire around the accomodation; and with the aft part of the poop deck having one door single entry</p>	<p>The crew was not injured.</p> <p>No items were stolen</p>	<p>The master reported the incident to the Norwegian Maritime Authority (NMA) and Singapore Port Operations Control Centre (POCC).</p> <p>The master enforced BMP4 measures with wire around the accomodation; and with the aft part of the poop deck having one door single entry point. Double anti-piracy watch was implemented with patrols carried out on deck from sunset until sunrise.</p>	<p>Yes</p> <p>NMA and Singapore POCC</p>	<p>ReCAAP ISC via ReCAAP Focal Point (Singapore)</p>	<p>Singapore POCC informed the Singapore authorities and Indonesian authorities; and initiated navigational broadcast to alert mariners to maintain anti-piracy watch.</p>

				point. Double anti-piracy watch was implemented with patrols carried out on deck from sunset until sunrise.					
<b>ATTEMPTED INCIDENT</b>									
5	<b>Atlantic 8</b> Tugboat Malaysia 270 9500015  <b>Atlantic 9</b> Barge Malaysia	18/11/17 1900 hrs	00° 14.01'S, 103° 50.42' E  Nearby Pulau Singkep	<p>While sailing, five perpetrators on board a speed boat with many oil drums, attempted to come alongside the tug boat towing a barge loaded with coal from Muara Jambi to Vietnam.</p> <p>The AB on duty noticed that the speed boat had been tailing the tug boat since they left Jambi. The master switched on the spotlight and when he confirmed that the speed boat is from the authority (Navy or marine police), he did not heed the request of the personnel on board to allow them to come alongside. Instead, he maintained the speed and altered her course away from the speed boat.</p> <p>After chasing for some time, the speed boat gave up and left the location. The master reported the incident to the Indonesian Navy who advised them to report future incidents the authorities, and that there were pirates armed with fire weapons in the region.</p>	<p>The crew was not injured.</p> <p>No items were stolen</p>	<p>The master switched on the spotlight, maintained its speed and altered her course away from the suspected speed boat.</p> <p>All crew were vigilant during the chasing and stand-by at the wheel house.</p> <p>The master reported the incident to the Indonesian Navy and informed the ReCAAP ISC via the ReCAAP ISC open web.</p>	Yes ReCAAP ISC	ReCAAP ISC through ReCAAP ISC open web	<p>The Indonesian Navy advised the master to maintain contact with the Navy through the direct contact details given to them.</p> <p>The ReCAAP ISC informed the Indonesian authorities about the incident and maintained close coordination with the shipping company.</p>