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## ReCAAP ISC Weekly Report 18-24 July 2017

### Piracy and Armed Robbery Against Ships in Asia

#### Overview

During 18-24 July 17, two incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC by the ReCAAP Focal Point (Philippines). The locations of the incidents are shown in map below; and detailed descriptions tabulated in attachment.



Location of incidents

#### Update on *Giang Hai*

The Focal Point (Philippines) reported to the ReCAAP ISC that on 7 July 2017, while the government troops were conducting military operations in Patikul Sulu, they recovered a cadaver. The forensic examination resulted in the identification of the body as one of the abducted crew of a Vietnamese flag bulk carrier, *Giang Hai*. The said bulk carrier was boarded on 19 Feb 17 at about 35 nm west of Doc Can Island in Sulu, Philippines by unknown number of armed men who abducted its six crew and killed one while underway. To date, the remaining **four** crew of *Giang Hai* are still being held in captivity. The incident was reported in previous ReCAAP ISC Weekly Reports covering the period 14-20 Feb 17.

## 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*. Furthermore, while in port and in anchorage, ship master and crew are advised to exercise vigilance especially during hours of darkness, increase number of crew on night watch and secure ship's stores.

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 centres**

**Description of Incident of Piracy and Armed Robbery against Ships in Asia  
18-24 July 2017**

NO	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to the coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
1	2	3	4	5	6	7	8	9	10
<b>ACTUAL INCIDENT</b>									
1	<b>ER Martinique</b> General Cargo ship Liberia 28927 9314985	11/7/17 0150 hrs	14°33.88 ' N, 120° 54.77' E  Approximately 3.27nm from Pier 13, South Harbour, Manila	While at anchor, the duty officer conducted a regular security inspection on the deck area and discovered that the portside door of the forecastle store was open and the padlock was broken. He also noticed several footprints on the deck and a small boat with unknown number of perpetrators was moving towards the vessel's bow.  The Duty AB reported the situation to the Officer on Watch on the bridge who raised the alarm. A general inspection and inventory of equipment were conducted.	The crew was not injured.  Fire hose nozzle was stolen.	The Duty AB reported to the Officer on Watch on the bridge who immediately raised the alarm.  Conducted a general inspection and inventory of equipment.	Yes  Philippine Coast Guard (PCG)	ReCAAP ISC via ReCAAP Focal Point (Philippines)	Upon receipt of the report, the PCG immediately deployed its floating asset with one (1) team of Special Operating Unit (SOU) on board to conduct maritime patrol in the area.
2	<b>Cosco Fukuyama</b> Container ship Panama 40165 9400306	14/7/17 1930 hrs	14°33.43 ' N, 120° 55.41' E  Approximately 2.91nm from Pier 13, South Harbour, Manila	While at anchor, two perpetrators boarded the ship through the hawse pipe. They took the life raft at the bow station and one fireman Self-Contained Breathing Apparatus (SCBA).	The crew was not injured.  A life raft and SCBA were stolen.	The duty officer reported the incident to the chief officer who immediately raised the alarm.  The master then reported the incident to the local port authorities.	Yes  Manila Vessel Traffic Management System (VTMS) and Philippine Coast Guard (PCG).	ReCAAP ISC via ReCAAP Focal Point (Philippines)	PCG immediately deployed its floating assets and intercepted a motor Banca John Andrea that was spotted near the area of incident.  The team conducted search and inspected the said motor Banca but yielded negative result.  The PCG advised the Master to be vigilant and enhanced their ship security measures.