REPORTS ON ACTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS

Issued monthly – Acts reported during March 2017

1 In pursuance of the Maritime Safety Committee’s instruction to the Secretariat to issue monthly reports of all incidents of piracy1 and armed robbery against ships² reported to the Organization, the annex hereto provides, in the tabulated format agreed by the Committee, the summary of reports on incidents received between 1 and 31 March 2017 including a distinction between acts of piracy and acts of armed robbery against ships (annex 1) and attempted attacks (annex 2). The Secretariat has, since July 2002, classified separately any reported incidents of piracy and armed robbery at sea (international or territorial waters) vis-à-vis acts of armed robbery allegedly committed in port areas, as well as attempted acts of armed robbery.

---

1 "Piracy" is defined in the 1982 United Nations Convention on the Law of the Sea (UNCLOS) (article 101) as follows:

"Piracy consists of any of the following acts:

(a) any illegal acts 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 aircraft, or against persons or property on board such ship or aircraft;
   (ii) against a ship, aircraft, 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 inciting or of intentionally facilitating an act described in subparagraph (a) or (b)."

2 "Armed robbery against ships" is defined in the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery Against Ships (resolution A.1025(26), annex, paragraph 2.2), as follows:

"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 a 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."
Further, and as instructed by the Committee (MSC 89/25, paragraphs 18.9 and 18.10), the Secretariat has opened a “piracy and armed robbery” module on the Global Integrated Shipping Information System (GISIS) (http://gisis.imo.org) in order to improve the timeliness of reporting of incidents and to enable users to generate their own search criteria and produce customizable reports. This database is now configured for public, read-only access and is searchable. Reports can be compiled in GISIS directly by Member States and registered public users. These reports can now include follow-up information, for example dates of release of hijacked ships.

Previous incidents reported to the Organization since the fifty-ninth session of the Committee have been circulated by various MSC circulars, those issued during the previous 12 months and up to 28 February 2017 being MSC.4/Circ.236, MSC.4/Circ.237, MSC.4/Circ.238, MSC.4/Circ.239, MSC.4/Circ.240, MSC.4/Circ.241, MSC.4/Circ.242, MSC.4/Circ.243, MSC.4/Circ.244, MSC.4/Circ.245 (annual 2016), MSC.4/Circ.246 and MSC.4/Circ.247.
### ANNEX I

**Acts of piracy and armed robbery allegedly committed against ships reported by Member States or international allegedly committed against ships reported by Member States or international organizations in consultative status**

<table>
<thead>
<tr>
<th>No</th>
<th>Ship Name</th>
<th>IMO Number</th>
<th>Date</th>
<th>Time</th>
<th>Position of the incident*</th>
<th>Details of the incident</th>
<th>Consequences for crew, ship, cargo</th>
<th>Action taken by the master and the crew</th>
<th>Was the incident reported to the coastal authority? Which one?</th>
<th>Reporting State or international organization</th>
<th>Coastal State Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN INTERNATIONAL WATERS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>ELENI M</td>
<td>9012501</td>
<td>30/03/2017</td>
<td>00:02</td>
<td>WEST AFRICA Approx. 32°10'12.0&quot; SW of Bonny, Nigeria 0° 04' 01.00' N 006° 48.00' E</td>
<td>Tug boat, Super Shuttle Tug 1 towing roro cargo ship, Super Shuttle Roro 9 was en route from Cebu to General Santos City when four armed men boarded the tug boat from three green wooden speed boats. They abducted two crew members (identified as the Master and Chief Engineer, both of Filipinos nationality), and fled towards mainland Basian. There were two armed men on board each speed boat.</td>
<td>The boat Master and the Chief Engineer abducted. Latest report indicates that they were rescued on 24/03/2017 (boat Master) and 27/03/2017 (Chief Engineer) respectively.</td>
<td>Yes</td>
<td>Philippine Coast Guard (PCG) and Philippine Navy (PN)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>CASAYR II - NO.30</td>
<td>9228033</td>
<td>23/03/2017</td>
<td>12:20</td>
<td>ARABIAN SEA Vicinity of Eyl Somalia</td>
<td>Pirates attacked and hijacked the dhow and took hostage its 20 crew members. The dhow had three skiffs onboard. The pirates released 13 crew members in one skiff. The dhow with the remaining crew and an unknown number of pirates sailed to an unknown location. The pirates released the dhow on 26/03/2017 after stealing one skiff along with food and diesel.</td>
<td>The dhow was hijacked. One skiff along with food and diesel stolen</td>
<td>No</td>
<td>ICC-IMB Piracy Reporting Centre Kuala Lumpur, UKMTO</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### IN TERRITORIAL WATERS

<table>
<thead>
<tr>
<th>No</th>
<th>Ship Name</th>
<th>IMO Number</th>
<th>Date</th>
<th>Time</th>
<th>Position of the incident*</th>
<th>Details of the incident</th>
<th>Consequences for crew, ship, cargo</th>
<th>Action taken by the master and the crew</th>
<th>Was the incident reported to the coastal authority? Which one?</th>
<th>Reporting State or international organization</th>
<th>Coastal State Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ARIS 13</td>
<td>1188</td>
<td>14/03/2017</td>
<td>18:30 UTC</td>
<td>ARABIAN SEA 1nm North of Aluula, Bari Somalia 11° 59.00’ N 050° 48.00’ E</td>
<td>The MV reported seeing armed persons in skiffs. Communications were lost with the ship but SSAS tracking showed that the ship had changed course and eventually anchored off the town of Caluula in NE Puntland. The company representing the ship’s owner confirmed to UKMTO that there were 8 Sri Lankan nationals onboard and that they had been contacted by the persons holding the ship but no ransom demands had been made. On 16/03/2017 after negotiation between the Somali Government, the Puntland Maritime Defence Force and local elders the ship was released by its captors and was currently anchored off the Somali port of Bosasso. All the crew are safe.</td>
<td>Eight crew members taken hostage and the tanker hijacked</td>
<td>Yes</td>
<td>UKMTO</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>Casayr II</td>
<td>225</td>
<td>23/03/2017</td>
<td>12:20</td>
<td>SOUTH CHINA SEA Approx. 26°10'N 122° 44.70’ E 06° 34.80’ N 006° 48.00’ E</td>
<td>Four persons in a small boat approached, boarded the ship as it approached the pilot boarding station. They kidnapped six crew members and fled. On 20/04/2017, the six kidnapped crew members were released safely.</td>
<td>Six crew members kidnapped</td>
<td>Yes</td>
<td>MDAT-GoG, Joint Task Force (Op PULO SHIELD) Flag State</td>
<td>ICC-IMB Piracy Reporting Centre Kuala Lumpur</td>
<td>-</td>
</tr>
</tbody>
</table>

* The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark

**NOTE:** SOUTH AMERICA: (A) - Atlantic; (C) - Caribbean; (P) - Pacific

---

*The remaining crew members were safe and were rescued on 24/03/2017 (boat Master) and 27/03/2017 (Chief Engineer) respectively.*

---

*The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark.*

**NOTE:** SOUTH AMERICA: (A) - Atlantic; (C) - Caribbean; (P) - Pacific
reported the incident to Philippine Coast Guard Station Zamboanga who immediately conducted a rescue operation and successfully rescued the two kidnapped crew members and deployed floating assets to conduct maritime patrol in the vicinity.

The PN also deployed its speedboat and air assets after receiving the distress call from the tug boat. The authority were able to track down the Abu Sayyaf militants who fled on speed boats. The immediate response by the forces on the ground gave a chance to the abducted boat Master a chance to be rescued from his exhausted captors.

Moreover, on or about 27/03/2017, 10:30 p.m., the Chief Engineer was rescued by the Philippine authorities at vicinity shoreline of Sitio Sasa, Brgy. Basaka, Municipality of Hadji Mohammad Ajul, Basilan Province.

The PCG personnel were also deployed its floating assets to conduct maritime patrol in the area.
### IN PORT AREA

<table>
<thead>
<tr>
<th>No.</th>
<th>Company/Name</th>
<th>Type</th>
<th>IMO</th>
<th>Flag</th>
<th>Date</th>
<th>Time</th>
<th>Port/Country</th>
<th>Latitude/Longitude</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ADAMAS I</td>
<td>Chemical tanker</td>
<td>Panama</td>
<td>9428683</td>
<td>01/03/2017</td>
<td>02:50 LT</td>
<td>SOUTH AMERICA (C) Puerto La Cruz Anchorage, Venezuela (Bolivarian Republic of) 10° 16.90' N 064° 42.80' W</td>
<td>Three robbers boarded the anchored product tanker. The alerted crew spotted the robbers. The alarm was raised and crew mustered. Upon seeing the crew alertness, the robbers fled without stealing anything.</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>NAME WITHHELD</td>
<td>Product tanker</td>
<td>Norway</td>
<td>42925</td>
<td>09/03/2017</td>
<td>09:06 UTC</td>
<td>SOUTH CHINA SEA Malek Anchorage, OPL Indonesia 05° 52.90' S 105° 59.60' E</td>
<td>Duty crew onboard the anchored tanker spotted a boat closed to the stern and informed the OOW. The alarm was raised and crew mustered. Upon hearing the alarm, one robber was seen jumping overboard and fled with two others waiting in the boat. Nothing stolen.</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>MAERSK AEGEAN</td>
<td>Chemical tanker</td>
<td>Singapore</td>
<td>9636644</td>
<td>11/03/2017</td>
<td>18:45 UTC</td>
<td>MALACCA STRAIT Lubuk Gaung Inner Anchorage, Dumai Indonesia 01° 42.80' N 101° 26.04' E</td>
<td>An unknown number of robbers boarded the anchored tanker, stole ship's property and fled unnoticed. The theft was discovered by the duty crew during routine rounds. Incident reported to the local agents.</td>
<td>Ship's property stolen</td>
</tr>
<tr>
<td>4</td>
<td>NANCY P</td>
<td>Chemical tanker</td>
<td>Marshall Islands</td>
<td>9702194</td>
<td>14/03/2017</td>
<td>02:28 LT</td>
<td>SOUTH CHINA SEA Balatas Anchorage area &quot;C&quot; Philippines 13° 44.90' N 121° 01.50' E</td>
<td>While at anchor, the duty watch on routine rounds noticed that the lock of the forward storage locker was broken. He reported the incident to the duty officer who raised the alarm, conducted inspection of the ship and search for robbers on board. Some ship's property were reported stolen, and no robbers were found.</td>
<td>Forepeak store lock broken and ship's property stolen</td>
</tr>
<tr>
<td>5</td>
<td>NAME WITHHELD</td>
<td>Oil tanker</td>
<td>Singapore</td>
<td>29924</td>
<td>17/03/2017</td>
<td>12:02</td>
<td>MALACCA STRAIT Lubuk Gaung Inner Anchorage Indonesia</td>
<td>The engineer reported some tools were stolen from engine room workshop via the steering gear access hatch. The emergency access to steering flat had been opened to carry out planned work in the engine room, but was overlooked when securing afterward. The ship carried out detailed stowaway search to ensure no further threat to ship property and crew. The ship arranged double watches for patrolling on deck in dark hours. The agents and authority have been told to take appropriate action.</td>
<td>Ship's tools stolen</td>
</tr>
</tbody>
</table>
6 GLOBAL PHENIX
LPG tanker
Panama
5917
9552719
22/03/2017
02:00 LT
SOUTH CHINA SEA
JG Summit Berth, Batangas anchorage area
Philippines
13° 58.00’ N 121° 01.00’ E

While at anchor, the duty watch conducted routine rounds inspection, and spotted a robber armed with a long bladed knife hiding on the starboard side winch of the ship. When confronted, the robber threatened the crew member with a long knife. He reported the incident to the Master who raised the alarm, mustered the crew and checked on the inventory of the ship’s property. The robber jumped into the water and fled in a small motor banca which was manned by his companion.

The robber threatened the crew member with a long knife.

The following ship’s property was stolen:
a. 1 pc fire hose nozzle;
b. 2 pcs fire hydrant cover;
c. 2 pcs spanner;
d. ship’s bell; and
e. 1 air connection cover

Duty crew confronted the robber. The duty watch reported the incident to the Master. The Master raised the alarm, mustered the crew and checked on the inventory of the ship’s property.

Yes
Port State Control
Philippines Coast Guard
ReCAAP ISC via
ReCAAP Focal Point
(Philippines)

The Port State personnel of Batangas boarded the ship and conducted an initial inquiry and investigation.

7 ZITA
Bulk carrier
Marshall Islands
38237
9760043
23/03/2017
01:15 UTC
EAST AFRICA
Beira, Mozambique
Berth No. 6 Beira Port Mozambique
19° 48.85’ S 034° 50.06’ E

While the crew was opening the holds after rain, the 3rd officer spotted two robbers on the poop deck cutting the two loose mooring ropes. Upon seeing the robbers armed with long knives he stayed away and alerted the Chief Officer and the other crew on his walkie talkie. Eleven (11) crew members proceeded to the poop deck. Robbers saw the crew coming and they jumped into the water and threw the two cut mooring ropes overboard. The robbers fled in their boat.

Ship’s property stolen

Alarm raised and crew mustered

Yes
Port Control
Marshall Islands
ICC-IMB Piracy Reporting Centre
Kuala Lumpur
Port Security
Team and Local Police boarded the ship for investigation

PSC boarded the ship

8 OVERSEAS
ANDROMAR
Product tanker
Marshall Islands
30018
9265885
26/03/2017
17:30 UTC
SOUTH CHINA SEA
Batangas Anchorage area “A”
Philippines
13° 43.70’ N 121° 02.20’ E

Duty crew onboard the anchored tanker spotted a robber climbing up the ship’s anchor chain as he approached during routine rounds. The robber threatened the crew member with a knife, resulting in the duty crew member raising the alarm and retreating. Upon seeing the crew alertness, the robber fled in a boat with his companion. A search was conducted, following which it was determined that ship’s property had been stolen. Incident reported to the Philippines Coast Guard and Port Authority.

The robber threatened the crew with a knife.

The following ship’s property was stolen:
a. 1 pc ship’s bell;
b. 1 pc fire nozzle;
c. 1 pc fire hydrant cap; and
d. ship’s bell; and
e. 1 air supply cap

The master mustered the crew, checked on the inventory of the ship’s items and reported incident to the Philippine Coast Guard.

Yes
Philippines Coast Guard
& Port Authority
Marshall Islands
ICC-IMB Piracy Reporting Centre
Kuala Lumpur,
ReCAAP ISC via
ReCAAP Focal Point
(Philippines)

Philippines Coast Guard boarded the ship for investigation.

9 OCEAN AMBITION
Bulk carrier
Hong Kong, China
44855
9717709
26/03/2017
20:15 LT
SOUTH CHINA SEA
Taboneo Anchorage, Banjarmasin
Indonesia
03° 43.08’ S 114° 25.08’ E

While at anchor, approx. four to five robbers boarded the ship from a boat via the ship’s anchor chain. They cut the securing rope of the hawse pipe cover, shifted the butterfly nuts, opened the hawse pipe cover, broke the lock to the forecastle store, removed the internal securing arrangement of the forecastle booby hatch and took away two new mooring ropes. It happened during hours of darkness when small unit boats cannot be seen visually and on radar.

The hawse pipe cover and lock to forecastle stores broken.

Two new mooring ropes of 72mm diameter with 220 metres length were stolen from the forecastle stores.

Alarm raised, crew mustered and a search was carried out.

Yes
Taboneo Port Control
ICC-IMB Piracy Reporting Centre
Kuala Lumpur,
ReCAAP ISC via
ReCAAP Contact Point (Hong Kong)

The Indonesian coastal patrol police boarded the ship to conduct investigation.

The Taboneo port control advised the ship to intensify patrol and report immediately any suspicious boats in the

* The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark
NOTE: SOUTH AMERICA: (A) - Atlantic; (C) - Caribbean; (P) - Pacific
<table>
<thead>
<tr>
<th>Vessel</th>
<th>Date/Time</th>
<th>Latitude/Longitude</th>
<th>Event Description</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 ANGELICA SCHULTE</td>
<td>28/03/2017 08:45 UTC</td>
<td>10° 19.30' N, 075° 32.10' W</td>
<td>Four robbers boarded the anchored tanker. The alarm was raised and crew mustered. Upon seeing the crew alertness, the robbers fled with stolen ship's property. Port Control notified.</td>
<td>Cartagena Port Control</td>
</tr>
</tbody>
</table>

Note: The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark.

* * *

* The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark.
## ANNEX II

**Acts of piracy and armed robbery allegedly attempted against ships reported by Member States or international organizations in consultative status**

<table>
<thead>
<tr>
<th>Ship Name</th>
<th>Type of Ship</th>
<th>Flag</th>
<th>IMO Number</th>
<th>Gross Tonnage</th>
<th>Flag</th>
<th>Type of Ship</th>
<th>Ship Name</th>
<th>IMO Number</th>
<th>Gross Tonnage</th>
<th>Flag</th>
<th>Type of Ship</th>
<th>Action Taken by the master and the crew</th>
<th>Consequences for crew, ship, cargo</th>
<th>Reporting State or international organization</th>
<th>Coastal State Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IN INTERNATIONAL WATERS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 NAME WITHHELD</td>
<td>Product tanker</td>
<td>Yemen</td>
<td>97424399</td>
<td>1167105</td>
<td></td>
<td>General cargo</td>
<td>PHU AN 268</td>
<td>29755102</td>
<td>2000000</td>
<td></td>
<td>Product tanker</td>
<td>Alarm raised and crew mustered</td>
<td>Ship sustained damage due to the firing</td>
<td>Regional Maritime Information Sharing Centre (ReMISC), UKMTO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Product tanker</td>
<td>PHU AN 268</td>
<td>29755102</td>
<td>2000000</td>
<td></td>
<td>Product tanker</td>
<td>Alarm raised and crew mustered</td>
<td>Ship sustained damage due to the firing</td>
<td>Regional Maritime Information Sharing Centre (ReMISC), UKMTO</td>
<td></td>
</tr>
<tr>
<td>2 SOFIA</td>
<td>Bulk carrier</td>
<td>Liberia</td>
<td>32983</td>
<td>9472086</td>
<td></td>
<td>Product tanker</td>
<td>PHU AN 268</td>
<td>29755102</td>
<td>2000000</td>
<td></td>
<td>Product tanker</td>
<td>Alarm raised and crew mustered</td>
<td>Ship sustained damage due to the firing</td>
<td>Regional Maritime Information Sharing Centre (ReMISC), UKMTO</td>
<td></td>
</tr>
<tr>
<td>3 LA MANCHA</td>
<td>LPG tanker</td>
<td>Nigeria</td>
<td>16246</td>
<td>9721724</td>
<td></td>
<td>Product tanker</td>
<td>PHU AN 268</td>
<td>29755102</td>
<td>2000000</td>
<td></td>
<td>Product tanker</td>
<td>Alarm raised and crew mustered</td>
<td>Ship sustained damage due to the firing</td>
<td>Regional Maritime Information Sharing Centre (ReMISC), UKMTO</td>
<td></td>
</tr>
<tr>
<td>4 CORA A</td>
<td>Product tanker</td>
<td>Panama</td>
<td>8251</td>
<td>9357638</td>
<td></td>
<td>Product tanker</td>
<td>PHU AN 268</td>
<td>29755102</td>
<td>2000000</td>
<td></td>
<td>Product tanker</td>
<td>Alarm raised and crew mustered</td>
<td>Ship sustained damage due to the firing</td>
<td>Regional Maritime Information Sharing Centre (ReMISC), UKMTO</td>
<td></td>
</tr>
<tr>
<td><strong>IN TERRITORIAL WATERS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 PHU AN 268</td>
<td>General cargo ship</td>
<td>Viet Nam</td>
<td>1599</td>
<td>9549293</td>
<td></td>
<td>General cargo ship</td>
<td>PHU AN 268</td>
<td>29755102</td>
<td>2000000</td>
<td></td>
<td>General cargo ship</td>
<td>Alarm raised and crew mustered</td>
<td>Ship sustained damage due to the firing</td>
<td>Royal Malaysian Navy</td>
<td></td>
</tr>
</tbody>
</table>

* The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark

NOTE: SOUTH AMERICA: (A) - Atlantic; (C) - Caribbean; (P) - Pacific


escorted her to Sandakan port safely.

IFC has confirmed with the owner of Phu An 268 that there were no armed security personnel on board at the time of the incident; the ship was hardened with razor wire; and had water hoses and nets ready to repel a boarding.

IN PORT AREA

1. NAME WITHHELD
   Product tanker
   Marshall Islands
   15591
   19/03/2017 20:20 UTC
   MALACCA STRAIT
   Dumai Anchorage
   Indonesia
   01° 42.00' N 101° 28.00' E

   Duty AB on routine rounds onboard the anchored tanker spotted one person attempting to climb onboard by using a bamboo stick attached to a hook. The duty AB informed the DO who raised the alarm. Upon seeing the alerted crew, the intruders aborted and moved away.

   Alarm raised. Crew mustered. A search was carried out throughout the ship.

   Yes
   Dumai Port Control

   ICC-IMB Piracy Reporting Centre
   Kuala Lumpur

2. PING AN
   Product tanker
   Marshall Islands
   11438
   9495856
   25/03/2017 01:00 LT
   MALACCA STRAIT
   Port Lubuk Gaung Anchorage, Dumai
   Indonesia
   01° 43.00' N 101° 26.25' E

   While at anchor, a crew member on security patrol sighted a robber attempting to board the ship at poop deck from the ship’s astern area. The crew member alerted the duty officer on the bridge who raised the ship alarm and mustered the crew. The robber aborted the boarding and fled with three other accomplices who were on board a small craft. The crew was safe and a security search was conducted on board the ship. No ship’s property was stolen. The robbers were subsequently arrested by the Indonesian Marine Police (IMP) who were patrolling in the vicinity.

   The duty officer raised the alarm, mustered the crew, conducted security search and notified the Indonesian Marine Police

   Yes
   Indonesian Marine Police

   Marshall Islands
   ICC-IMB Piracy Reporting Centre
   Kuala Lumpur,
   ReCAAP ISC via
   ReCAAP Focal Point
   (Singapore)

   The robbers were apprehended by the Indonesian Marine Police patrol boat

* The position given should be as accurate as possible including latitude and longitude co-ordinates or as a bearing and distance from a conspicuous landmark

NOTE: SOUTH AMERICA: (A) - Atlantic; (C) - Caribbean; (P) - Pacific