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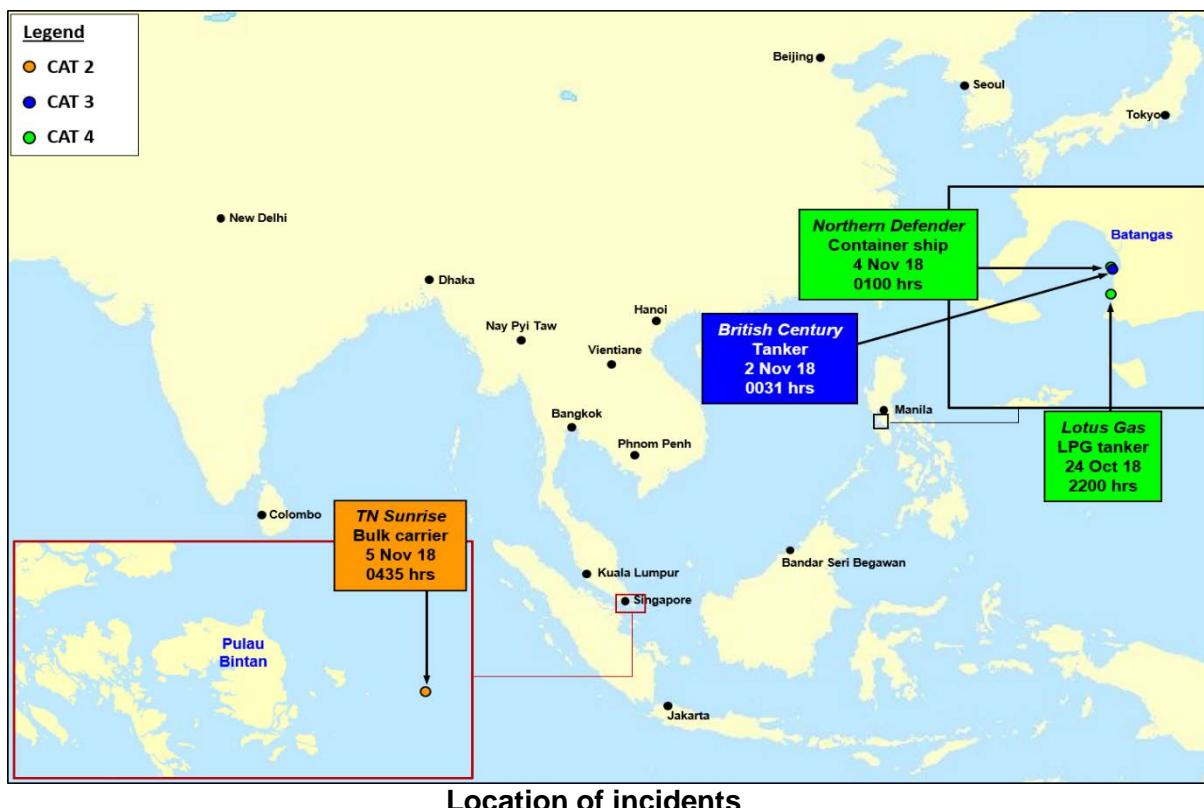
ReCAAP ISC Weekly Report

30 October- 5 November 2018

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 30 Oct- 5 Nov 18, four incidents of armed robbery against ships were reported to ReCAAP ISC. Of the four incidents, three occurred at anchorage areas in Batangas Bay, Philippines. The location of the four incidents is shown in map below; and detailed description of the incidents is tabulated in attachment

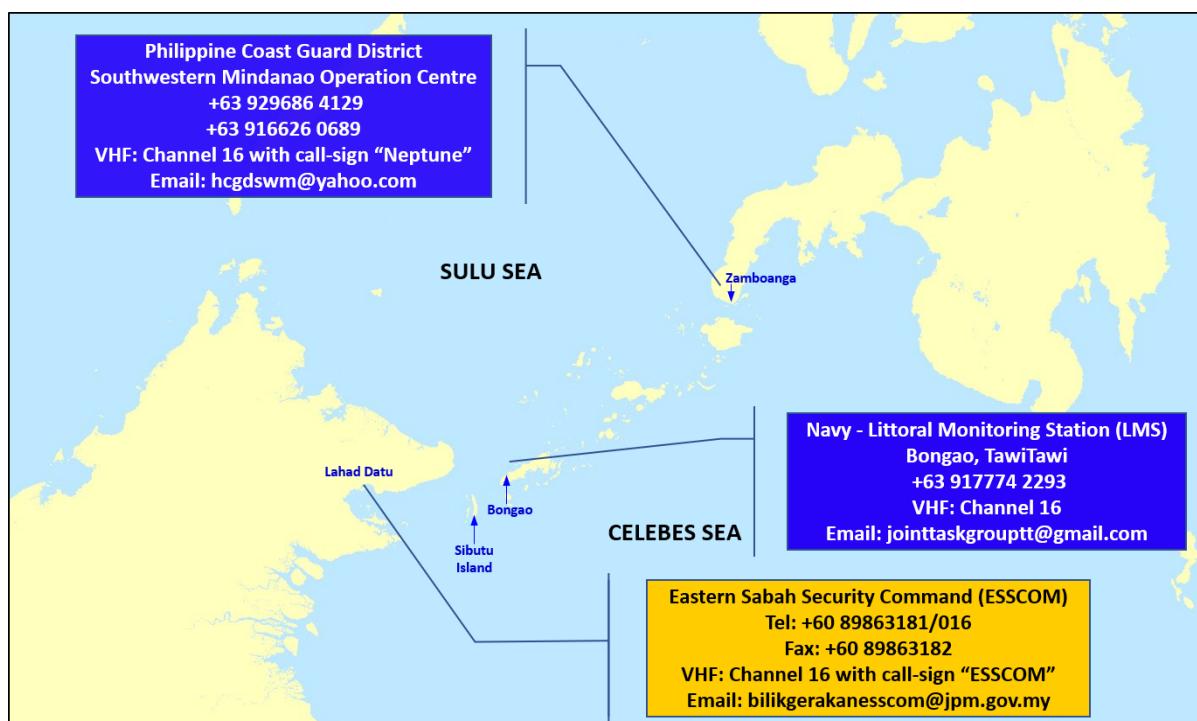


INCIDENT OCCURRED OUTSIDE ASIA

Included in this report is an incident of abduction of crew from a ship anchored at approximately 60nm south off the Republic of Congo (West Africa) on 29 Oct 18. The incident was reported to ReCAAP ISC by ReCAAP Focal Point (Singapore). The detailed description of the incident is tabulated in the attachment.

SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off eastern Sabah remains, ReCAAP ISC maintains its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 November 2016 to all ships to reroute 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 Centres as shown in map below.



Contact details of the reporting centres

RECOMMENDATION

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*.

Description of Incidents of Piracy and Armed Robbery against Ships
30 October- 5 November 2018

	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
ACTUAL INCIDENTS IN ASIA									
1	MT Lotus Gas LPG tanker Panama 45811 9405887	24/10/18 2200 hrs	13° 40.05' N 121°3' E Batangas, JG Summit Terminal, Batangas Bay, Philippines	While at berth, a perpetrator boarded the LPG tanker from a small bamboo watercraft. The perpetrator stole a fire hose coupling and a nozzle; and escaped	The crew was not injured. A fire hose coupling and a nozzle were stolen.	No information available.	Yes Reported to Port State Control Southern Tagalog (who is also under the PCG) on 29 Oct 18 (five days after the incident)	ReCAAP ISC via ReCAAP Focal Point (Philippines)	The Philippine Coast Guard (PCG) was not able to conduct investigation of the incident because the Master of the tanker did not report the incident immediately to the PCG. The PCG only knew of the incident on 29 Oct 18 when the local agent furnished a report of the incident to the Port State Control Southern Tagalog. But at that time, the ship had departed the terminal for its next port of call.
2	British Century Tanker Isle of Man 85445 9682978	2/11/18 0031 hrs	13° 42.45' N 121°3.14' E Tabangao “Alpha” Anchorage Area, Batangas Bay, Philippines	While at anchor, the deck roving watch spotted a perpetrator armed with knives at the ship's forward. The OOW activated the general alarm and mustered the crew. The crew went to the forecastle area and discovered that the security padlock to the bosun's store was broken, and items were reported missing. The OOW reported the incident to Shell Terminal and ship's local agent through VHF radio. The agent only submitted the report of the incident to Philippine Coast Guard (PCG) after the ship left the anchorage.	The crew was not injured. The security padlock to the bosun's store was broken. A ship's bell, eight scupper plugs, three fire hose nozzles, four hydrant caps and six fire hose couplings were stolen.	The OOW activated the general alarm, mustered the crew and reported the incident to the Shell Terminal (private entity) and the local agent.	Yes Reported to PCG after the ship left the anchorage	ReCAAP ISC via ReCAAP Focal Point (Philippines)	The Philippine Coast Guard Station Batangas and Port State Control Centre Batangas advised the attending ship agent to promptly report all incidents to authorities for their immediate response. The Coast Guard Sub-Station Batangas City, Coast Guard Sub-Station Bauan and Coast Guard Sub-Station Mabini conducted regular maritime security and seaborne patrols in the area to prevent recurrence of robbery incidents.

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3	Northern Defender Container ship Liberia 35975 9329643	4/11/18 0100 hrs	13° 42.46' N 121°3.0' E Tabangao Anchorage Area, Batangas Bay, Philippines	While at anchor, two perpetrators boarded the ship from a small motor banca approximately three meters in length and painted in blue. The perpetrators stole various items including fire nozzles and cable wire from the ship. The ship's master and crew were not aware of the robbery on board their ship until when the Philippine Coast Guard (PCG) maritime patrol team alerted and informed them of the stolen items which were confiscated by PCG.	The crew was not injured Various items were stolen from the ship, including fire nozzles and cable wire.	Master and crew were not aware of the robbery on board their ship.	No	ReCAAP ISC via ReCAAP Focal Point (Philippines)	While the personnel of Coast Guard Sub-Station Batangas City were conducting maritime patrol, they sighted a small motor banca near the starboard bow anchor chain of <i>Northern Defender</i> . When they inspected the motor banca, the team found a small container with various items from the ship. The team confiscated the items and alerted the ship master and crew about the robbery incident. The Philippine Coast Guard units in the area will continue to conduct maritime patrols in the area.
4	TN Sunrise Bulk carrier Marshall Islands 34349 9729348	5/11/18 0435 hrs	0° 56. 5' N 105°6.8' E Approximately 26 nm east of Pulau Bintan, Indonesia (South China Sea)	While underway, five perpetrators armed with machetes and with their faces covered with balaclavas, boarded the port quarter of the ship from a small boat. The perpetrators managed to enter the wheelhouse and confronted the chief officer who was on watch-keeping duty. They brought the chief officer down to the master's cabin where the perpetrators ordered the master to open the safe. The perpetrators took some cash from the safe, tied up the master and chief officer and escaped at about 0500 hrs (local time).	The crew was not injured. Cash amounting to USD \$ 6845 was stolen.	The chief officer activated the Ship Security Alert System. Singapore Focal Point (Port Operations and Control Centre or POCC) was notified about the incident by the ship's P & I Club correspondent who is based in Singapore.	No	ReCAAP ISC via ReCAAP Focal Point (Singapore)	Upon notification of the incident, Singapore's POCC informed the Indonesian authorities.

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				The chief officer managed to untie himself and subsequently activated the Ship Security Alert System. The crew was safe with no injury, and the ship proceeded to Singapore Pilot Eastern Boarding Ground Station.					
INCIDENT OUTSIDE ASIA									
5	Name Withheld Tug/Supply vessel Singapore 2310	29/10/18 2330 hrs.	4° 57.56' S 10° 43.11 E Approximately 60 nm south of the Republic of Congo, West Africa	While at anchor, 10 perpetrators armed with gun boarded the ship, assaulted the crew, damaged the ship's radio equipment and abducted four crew members (the master, chief engineer, chief officer and AB) The abducted crew were taken to a Panama-flagged tanker and reportedly proceeding to Nigeria. The tanker was reported to be hijacked by pirates earlier. The company's Emergency Response Team (ERT) was activated and the ship with the remaining 11 crew on board has been directed to proceed to the port of Pointe-Noire, Republic of the Congo. The company had arranged for a medical team to board the ship to assess the crew's health condition and provide assistance and emotional support.	The master, chief engineer, chief officer and AB were abducted. The 2 nd engineer and oiler sustained minor injuries as a result of a scuffle with the perpetrators. The remaining crew was safe. No items were stolen from the ship.	The 2 nd officer reported the incident to the local authorities. The company's Emergency Response Team (ERT) was activated. The company arranged for a medical team to assess the health condition of the remaining crew and provide assistance and emotional support when the ship arrived at the port of Pointe-Noire.	Yes Local Pilot Station	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The local authorities had established contact with the ship. The Maritime and Port Authority of Singapore had contacted the relevant authorities and sought the assistance of the Nigerian Navy to keep a lookout for the tanker and the abducted crew.