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ReCAAP ISC Weekly Report 24 - 30 December 2019

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 24-30 Dec 19, three actual incidents of armed robbery against ships in Asia were reported to ReCAAP ISC. One was a CAT 3¹ incident and two were CAT 4² incidents. The CAT 3 incident occurred to a ship while anchored at Panjang Customary Anchorage, Lampung, Sumatra, Indonesia. The two CAT 4 incidents occurred to ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The location of the incidents is shown in the map below; and detailed description tabulated in the attachment.



Location of the incidents

¹ CAT (Category) 3 incident is 'less significant' in nature. Under this category, the perpetrators could be armed with knives/machetes or other items such as sticks or rods. The crew was not harmed although there remains a small possibility that the crew could be subjected to duress or threat during the incident but not harmed physically. In most CAT 3 cases, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were commonly targeted items.

² CAT (Category) 4 incident is classified as 'least significant' in nature. Under this category, the perpetrators were not armed, and the crew not harmed.

INCIDENTS INVOLVING SHIPS WHILE UNDERWAY IN THE EASTBOUND LANE OF THE TRAFFIC SEPARATION SCHEME (TSS) IN THE SINGAPORE STRAIT


Concerning the incident on 25 Dec 19 that occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, the ReCAAP ISC had issued an Incident Alert 09/2019 on 25 Dec 19.

INCIDENT OUTSIDE ASIA

The ReCAAP Focal Point (Singapore) reported to the ReCAAP ISC an incident occurred to a Singapore-registered bulk carrier in the Gulf of Guinea, Nigeria on 30 Dec 19. The ship was underway to Port Harcourt when a suspected pirate skiff pursued the ship. There was an exchange of gunfire between the Nigerian armed guards on board the ship and the pirates. The pirates eventually aborted the pursuit and fled.

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

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high, ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 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 area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Key locations marked include Lahad Datu, Bongao, and Zamboanga. Contact points are indicated by numbered circles: 1 near Zamboanga, 2a and 2b near Bongao, and 3 near Lahad Datu.

- 1 Philippine Coast Guard District Southwestern Mindanao**
Tel: +63 998 585 7972
+63 917 842 8446
VHF: Channel 16 with call-sign "NEPTUNE"
Email: hcgdswm@yahoo.com
- 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)**
Tel: +63 998 585 7941
+63 917 842 8402
VHF: Channel 16
Email: cgd_tawi2@yahoo.com
- 2b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**
Tel: +63 955 714 0153
VHF: Channel 16
Email: jointtaskgroup@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 89863182
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakan_esscom@jpm.gov.my

Contact details

In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +63-2-5273877 (direct)
+63-2-527-8481 to 89 (ext: 6136/37)
+63-917-724-3682 (mobile)
+63-929-825-3207 (mobile)

Email: pcgcomcen@coastguard.gov.ph

The ReCAAP ISC advises the shipping industry and ships to enhance their situation awareness by referring to the *Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah* produced by ReCAAP ISC in July 2019. The Guidance is available at www.recaap.org.

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
24-30 December 2019**

	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 coastal authority? Which one?	Reporting State or International Organization	Coastal State Taken	State Action
1	2	3	4	5	6	7	8	9	10	
INCIDENTS IN ASIA										
ACTUAL INCIDENTS										
1	Kim Hock Tug 9 Tug boat Singapore 4430 9767120 LKH 2882 Barge Singapore	22/12/19 1410 hrs	1° 14.9' N, 104° 7.18' E Eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, two sampans with unknown number of perpetrators came alongside barge <i>LKH 2882</i> towed by <i>Kim Hock Tug 9</i> . They boarded the barge and stole some scrap metal on board. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and sailed into Singapore Territorial Waters (STW). The Singapore Police Coast Guard and Republic of Singapore Navy assisted to chase away the sampans. The crew was safe. (Category 4)	The crew was not injured. Some scrap metal stolen	The master reported the incident to Singapore VTIS.	Yes Singapore Vessel Traffic Information System (VTIS)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Singapore Police Coast Guard and Republic of Singapore Navy assisted in chasing away the sampans	

	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 coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
2	MTM Penang Tanker Singapore 13122 9712591	24/12/19 0330 hrs	5° 30.1' S, 105° 18.3' E Panjang Customary Anchorage, Lampung, Sumatra, Indonesia	While at anchor, while the 3 rd engineer was doing safety round at the engine room, three perpetrators armed with knives boarded the ship and attempted to attack the duty oiler. The 3 rd engineer immediately ran to the engine control room and raised the general alarm. The perpetrators escaped from the starboard side by a rope attached to the ship's railings. A search was conducted on board the ship. The master reported the incident to Panjang Vessel Traffic System (VTS) through VHF Channel 16/10 and to the Company Security Officer (CSO). The crew was not injured and nothing was stolen. (Category 3)	The crew was not injured Nothing was stolen.	The ship's general alarm was raised and a security search of the ship was conducted. The incident was reported to Panjang VTS through VHF Channel 16/10. The CSO was also informed.	Yes Panjang VTS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information.
3	Stena Immortal Tanker United Kingdom 29666 9685475	25/12/19 0028 hrs	1° 8.95' N, 103° 29' E Approximately 4.6 nm east of Pulau Karimun Kecil, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, the chief engineer sighted six unarmed perpetrators in the ship's engine room. The master was alerted and the ship's alarm system was activated. The perpetrators escaped empty-handed at the stern in an identified small boat. The master reported the incident to VTIS. Upon the ship's arrival at Singapore anchorage, the Singapore Police Coast Guard boarded the ship for investigation. The crew was safe. (Category 4)	The crew was not injured. Nothing was stolen.	The master reported the incident to Singapore VTIS.	Yes Singapore Vessel Traffic Information System (VTIS)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Singapore Police Coast Guard boarded the ship upon arrival at Singapore anchorage area. The Republic of Singapore Navy was informed and Indonesian authority was also notified. A safety navigational broadcast was initiated.

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INCIDENT OUTSIDE ASIA									
1	Drogba Bulk carrier Singapore 36449 9724001	30/12/19 0130 hrs	3° 46.0' N, 6° 43.43' E Approximately 20 nm southwest of Okrowi Oil Production Terminal, Gulf of Guinea, Nigeria	The Company Security Officer (CSO) reported that while the ship was underway to Port Harcourt, she was pursued by a suspected pirate skiff. The master and the crew went to the citadel except for the chief engineer who hid in his cabin. As the skiff came closer to the ship, there was an exchange of gunfire between the seven Nigerian armed guards on board the ship and the pirates on board the skiff. The pirates eventually aborted the pursuit and fled. The ship resumed operation and proceeded to Bonny, Nigeria with all 21 crew and 7 armed guards on board.	All crew and the armed guards on board were safe.	The master and crew went to the citadel upon discovering that the ship was being pursued. The CSO was also informed.	No information	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information