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## ReCAAP ISC Weekly Report 10 – 16 March 2020

### Piracy and Armed Robbery Against Ships in Asia

#### OVERVIEW

During 10–16 Mar 20, five incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC. Of these, four were actual incidents (all CAT 4<sup>1</sup> incidents) and one was an attempted incident.

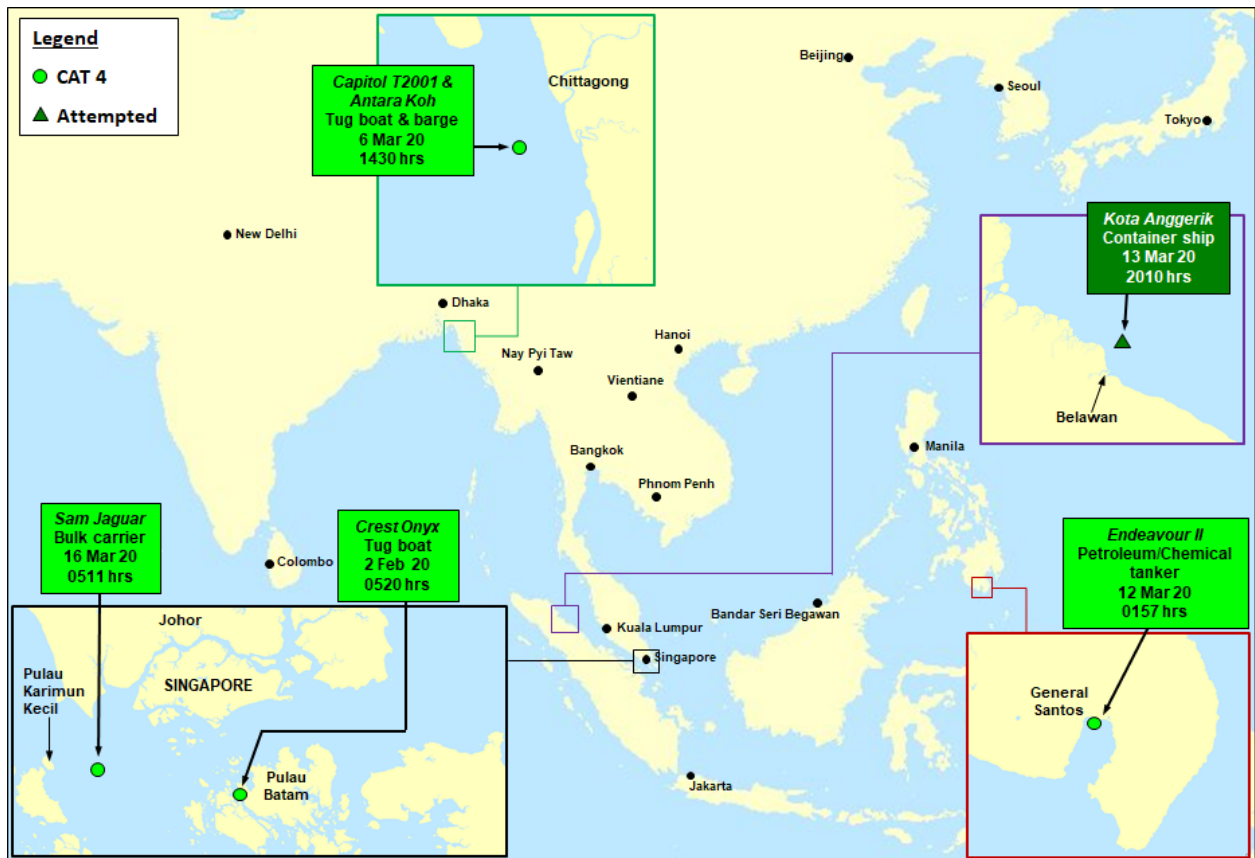
Of the four actual incidents, one incident occurred on board a tug boat while anchored off Pulau Batam, Indonesia, one incident on board a petroleum/chemical tanker while anchored at General Santos Harbour Anchorage, Philippines, one incident on board a barge while anchored at Chittagong Anchorage, Bangladesh, and one incident on board a bulk carrier while underway in the precautionary area in the Singapore Strait. With this incident in the Singapore Strait, a total of nine incidents have been reported in the Singapore Strait since January 2020, eight incidents in the eastbound lane of the Traffic Separation Scheme (TSS) and one incident in the precautionary area in the Singapore Strait.

The attempted incident occurred on board a container ship while anchored at Belawan Anchorage, Indonesia.

The location of the five incidents is shown in the map next page; and detailed description of the incidents tabulated in the attachment.

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<sup>1</sup> CAT (Category) 4 incident is classified as “least significant” in nature. Under this category, the perpetrators were not armed, and the crew not harmed.




Location of the incidents

## INCIDENTS OUTSIDE ASIA

During 10-16 Mar 20, one incident outside Asia was reported to the ReCAAP ISC. The ReCAAP Focal Point (Singapore) reported an incident occurred to a container ship while anchored at Port-au-Prince Anchorage, Haiti on 8 Mar 20. 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 risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the recurrence of the abduction incident on 17 Jan 20, the 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. Three contact points are marked: 1 (Zamboanga), 2a and 2b (Bongao), and 3 (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](mailto: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](mailto: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](mailto:jointtaskgroup@gmail.com)
- 3 Eastern Sabah Security Command (ESSCOM)**  
Tel: +60 89863181/016  
Fax: +60 89863182  
VHF: Channel 16 with call-sign "ESSCOM"  
Email: [bilanggerakan\\_esscom@jpm.gov.my](mailto:bilanggerakan_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: +632-8-527-8481 (ext: 6136/37)  
 +632-998-585-5327 (mobile)  
 +632-917-842-8249 (mobile)  
 +632-8-527-3877 (fax)

Email: [pcgcomcen@coastguard.gov.ph](mailto: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](http://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  
10 – 16 March 2020**

	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	
<b>INCIDENTS IN ASIA</b>										
<b>ACTUAL INCIDENTS</b>										
1.	<b>Sam Jaguar</b> Bulk carrier Liberia Bulk carrier 9637428	16/03/20 0511 hrs	1.0° 8.02' N, 103° 31.32' E  In the precautionary area in the Singapore Strait, about 6.8 nm east off Pulau Karimum Kecil, Indonesia  (SOMS)	While underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that there was an unauthorized boarding of three perpetrators who were sighted in the engine workshop room.  The crew managed to detain the three perpetrators, reported to Batam VTIS and waited for the Indonesian Navy to board the ship to detain the perpetrators. At 1303 hrs, the master declared that the Indonesian Navy had boarded the bulk carrier and took away the three perpetrators for investigation and prosecution. Nothing was stolen and the crew was not injured.  The Singapore VTIS notified the Singapore Republic of Navy and Singapore Police Coast Guard about the incident. The safety navigational broadcast was also initiated.  (Category 4)	The crew managed to detain the perpetrators and handed them over to the Indonesian Navy.  Nothing was stolen and the crew was not injured.	The master reported incident to the Singapore VTIS and Batam VTIS. He handed the three perpetrators to the Indonesian Navy.	Yes  Batam VTIS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Indonesian Navy boarded the bulk carrier and took away the three perpetrators for investigation and prosecution.	

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2.	<b>Endeavour II</b> Petroleum/chemical tanker Singapore 29671 9835056	12/03/20 0157 hrs	6° 4.95' N, 125° 11.96' E  General Santos Harbour Anchorage, Philippines	The duty officer and Able Bodied (AB) were doing a safety round when they saw some perpetrators at the forecastle. The duty officer immediately informed the master who activated the general alarm.  Upon hearing the alarm, the perpetrators escaped in a small boat. A ship security search was conducted and a padlock to the bosun store was found broken. Nothing was stolen and the crew was not injured.  (Category 4)	The crew was not injured.  Nothing was stolen.	The duty officer immediately informed the master who activated the general alarm.  A ship security search was conducted and a padlock to the bosun store was found broken.	Not known	ReCAAP ISC via ReCAAP Focal Point (Singapore)	.No information available
3.	<b>Antara Koh 18</b> Barge Singapore 927  <b>Capitol T2001</b> Tug boat Indonesia 280 9353307	6/03/20 1430 hrs	22° 6.21' N, 91° 40.67' E  Chittagong Anchorage, Bangladesh	While at anchor, a group of perpetrators boarded the barge, <i>Antara Koh 18</i> which was towed by tug boat <i>Capitol T2001</i> .  The barge was installed with a crane. The perpetrators boarded the barge from some boats, cut the safety system wiring, and stole the crane data logger display, portable batteries (for machineries such as crane, generators, and hydraulic power pack), diesel and hydraulic oil.  The crew of the tug boat contacted a passing Bangladesh Coast Guard (BCG) ship via VHF. The BCG apprehended the perpetrators and escorted the barge to Chittagong Anchorage. The crew was not injured.  (Category 4)	The crew was not injured.  The perpetrators cut the safety system wiring, and stole the crane data logger display, portable batteries for machineries, diesel and hydraulic oil.	The crew of the tug boat contacted a passing Bangladesh Coast Guard (BCG) ship via VHF.	Yes  Bangladesh Coast Guard (BCG) via VHF.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The BCG apprehended the perpetrators and escorted the barge to Chittagong Anchorage.

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4.	<b>Crest Onyx</b> Tug boat Indonesia 1727 9655717	2/02/20 0520 hrs	1° 3.89' N, 103° 53.98' E  At mooring buoy between Pulau Melintang and Pulau Batam, Indonesia	While the tug boat was moored to a buoy, the crew sighted three perpetrators on deck and raised the alarm. The crew confronted the perpetrators who escaped with the assistance of two of their accomplices waiting in a small craft.  The incident was reported to the Indonesian Marine Police in Batam who boarded the tug boat for investigation. A search was carried out and it was discovered that the padlock to the store room was damaged and some ship equipment was stolen. The crew was not injured.  Category 4)	The crew was not injured.  The padlock to the store room was damaged and ship equipment was stolen.	The master reported the incident to Indonesian Marine Police in Batam	Yes  Indonesian Marine Police in Batam	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Indonesian Marine Police in Batam boarded the tug boat for investigation.
<b>ATTEMPTED INCIDENT</b>									
5.	<b>Kota Anggerik</b> Container ship Singapore 17652 9175597	13/03/20 2010 hrs	3.0° 55.5' N, 98° 46.3' E  Belawan Anchorage, Indonesia	While at anchor, the duty able bodied (AB) at the forecastle deck alerted the bridge when he discovered an unknown person trying to open the bolt of portside hawse pipe gate. The perpetrator was wearing a face mask and armed with a metallic object.  The duty officer upon alerted by the AB immediately sounded the whistle. The perpetrator fled the scene and escaped through a hawse pipe into a waiting unlit wooden boat. A second perpetrator was spotted jumping into the water from the anchor chain. A ship security search was conducted. There was no damage to the ship's property and nothing was stolen. The incident was reported to the local authority	The crew was not injured.  Nothing was stolen.	The AB alerted the duty officer who immediately sounded the whistle. A ship security search was conducted.	Yes  Local authority	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available

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<b>INCIDENT OUTSIDE ASIA</b>									
<b>ACTUAL INCIDENT</b>									
6.	<i>Trinidad Trader</i> Container ship 9932 9675808	8/03/20 2040 hrs	18° 34.2' N, 72° 24.2' W  Port-au-Prince Anchorage, Haiti	While at anchor, an unknown number of perpetrators boarded the ship and attacked the duty ordinary seaman who did not suffer any injury.  The general alarm was sounded, and all crew mustered in the accommodation area. The Port-au-Prince port control and Haiti Coast Guard were informed. After about 20 mins, the Chief Officer of the ship conducted a search, but did not find the perpetrators. The search party found four mooring ropes and one metal wire with hook missing.	The crew was not injured.  Four mooring ropes and one metal wire with hook missing.	The general alarm was sounded, and all crew mustered in the accommodation area.	Yes  The Port-au-Prince port control and Haiti Coast Guard were informed.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available