



Website : [www.recaap.org](http://www.recaap.org)  
Tel : +65 6376 3063  
Fax : +65 6376 3066  
Email : [info@recaap.org](mailto:info@recaap.org)

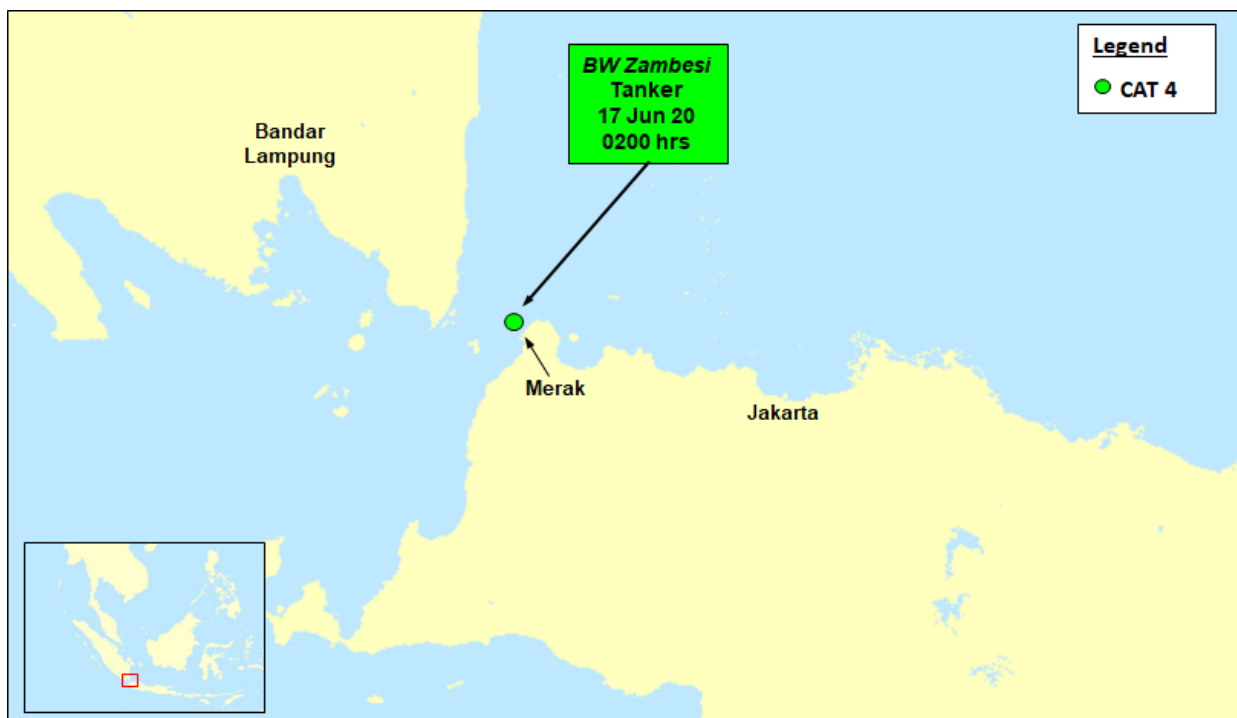
## ReCAAP ISC Weekly Report 16-22 Jun 2020

### Piracy and Armed Robbery Against Ships in Asia

#### OVERVIEW

During 16-22 Jun 20, one incident of armed robbery against ship in Asia was reported to the ReCAAP ISC. The CAT 4<sup>1</sup> incident occurred on board a tanker while anchored at Merak anchorage, Indonesia.

The location of the incident is shown in the map below; and detailed description of the incident tabulated in the attachment.



Location of incident

<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.

## INCIDENT OUTSIDE ASIA

During 16-22 Jun 20, one attempted incident outside Asia was reported to the ReCAAP ISC by ReCAAP Focal Point (Singapore). The incident occurred to a tanker while underway off the Nigerian coast in the Gulf of Guinea on 14 Jun 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 and information of planned kidnapping by members of ASG on 22 May 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:



### 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  
16-22 June 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>INCIDENT IN ASIA</b>										
<b>ACTUAL INCIDENT</b>										
1.	<b>BW Zambesi</b> Tanker Singapore 43885 9393101	17/06/20 0200 hrs	5° 54.2' S 105° 59' E  Merak Anchorage, Indonesia	While at anchor, the chief engineer on his rounds discovered that the ship's Inert Gas System (IGS) weathertight door handle was broken. Following a search on board the ship, the crew found there was no sign of forced entry but some generator spares were missing from the engine room. They also found the net lashing on the port side had been cut; and suspected the perpetrators could have entered and exited from there. The crew was not injured. The incident was reported to the local authority.  (Category 4)	The crew was not injured.  Net lashing on the port side had been cut.  Some generator spares were missing from the engine room.	A search was conducted on board the ship.	Yes  Local authority	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available	
<b>INCIDENT OUTSIDE ASIA</b>										
<b>ATTEMPTED INCIDENT</b>										
2.	<b>BW Tagus</b> Tanker Singapore 43072 9766205	14/06/20 1656 hrs	2° 9' N 2° 9' E  Approximately 250 nm off Nigerian Coast, Gulf of Guinea	While drifting on the high seas, the tanker was pursued by a suspicious craft, <i>Via Avenir</i> . The duty officer sighted the craft altering course in the direction of the tanker and increased its speed to approximately 14.5 knots. To deter the pursuit, the ship undertook evasive manoeuvres and maintained at high speed until the ship was at a safe distance from the craft. The crew was not injured and there was no damage to the ship.	The crew was not injured, and the ship not damaged  Nothing was stolen.	The ship increased its speed, undertook evasive manoeuvres and maintained at high speed until the ship was at a safe distance from the craft.	Yes	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available	