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## ReCAAP ISC Weekly Report

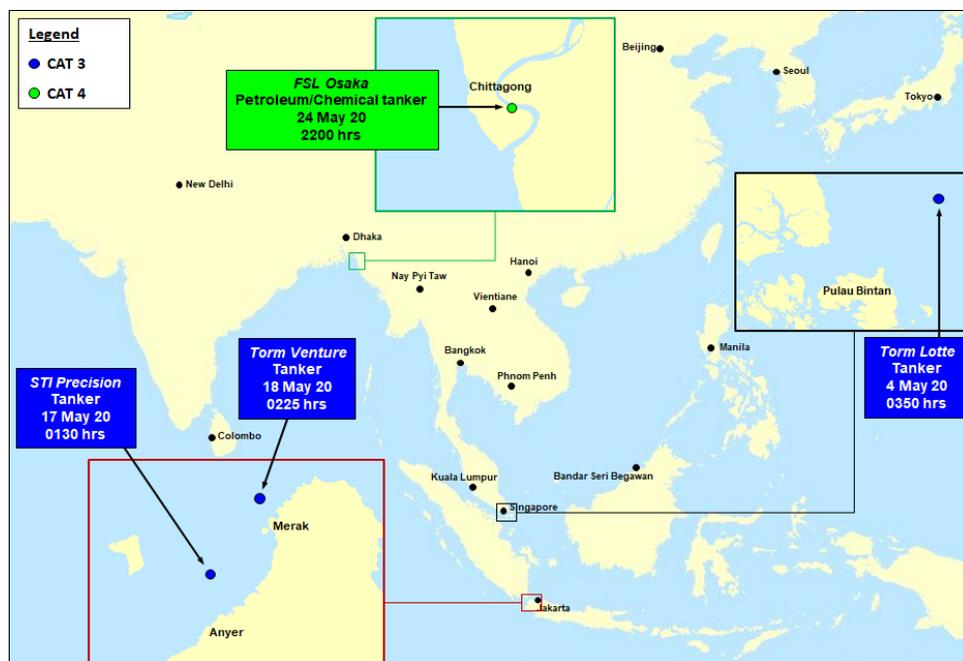
### 2-8 Jun 2020

## Piracy and Armed Robbery Against Ships in Asia

### OVERVIEW

During 2-8 Jun 20, four incidents of piracy and armed robbery against ships in Asia were reported to the ReCAAP ISC. Of the four incidents, one was a piracy incident and three were incidents of armed robbery against ships. The piracy incident (CAT 3<sup>1</sup>) occurred on board a tanker while anchored in the South China Sea, and the three incidents of armed robbery against ships (two CAT 3 incidents and one CAT 4<sup>2</sup> incident) occurred on board ships while anchored/berthed at Anyer anchorage and Merak anchorage, both in Indonesia; and at Chittagong Port, Bangladesh.

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



Location of incidents

<sup>1</sup> 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 ship, but in cases where losses were reported, stores and engine spares were commonly targeted items.

<sup>2</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.

## 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 occurrence 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. 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](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: [bilikgerakan\\_esscom@jpm.gov.my](mailto: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: +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  
2-8 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>INCIDENTS IN ASIA</b>										
<b>ACTUAL INCIDENTS</b>										
1.	<b>FSL Osaka</b> Petroleum/chemical tanker Singapore 28063 9354519	24/05/20 2200 hrs	22° 16.27' N 91° 48.64' E  DoJ Berth #6, Chittagong Port, Bangladesh	While at berth, an unknown number of perpetrators boarded the ship. The duty crew alerted his officer when he discovered part of a mooring rope was missing while he was making his rounds at the fore-castle. A search was conducted and no other items were found missing. The crew was safe and the incident was reported to the local authority.  (Category 4)	The crew was safe.  Part of a mooring rope was missing.	The duty crew alerted his officer and a search was conducted on board the ship.	Yes  Local authority	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available	
2.	<b>Torm Venture</b> Tanker Denmark 42048 9307798	18/05/20 0225 hrs	5° 54' S 105° 59' E  Merak Anchorage, Indonesia	While at anchor, two perpetrators armed with knives boarded the tanker using a ladder from a small craft. They entered the engine room via the steering gear room entrance. The perpetrators later escaped empty-handed. The crew was not injured. The master reported the incident to the coastal authority.  (Category 3)	The crew was not injured.  Nothing was stolen.	No information available	Yes  Coastal authority	ReCAAP ISC via ReCAAP Focal Point (Denmark)	No information available	

	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
3.	<b>STI Precision</b> Tanker Marshall Islands 43142 9760213	17/05/20 0130 hrs	5° 58.7' S 105° 56' E  Anyer Anchorage, Indonesia	While at anchor, two crew (an Able Body [A/B] Seaman and an Ordinary Seaman) on deck patrol spotted a perpetrator with a machete in the port quarter. The A/B reported the sighting to the bridge via his walkie-talkie and the guard at the bridge raised the general alarm. Upon hearing the alarm, another perpetrator exited from the emergency steering gear room and escaped by jumping overboard. A search was conducted on board the ship and no perpetrator was found. Some engine parts were missing from the engine room workshop. The master reported the incident to the agent.  (Category 3)	Some engine parts were missing from the engine room workshop.	The general alarm was raised and a search was conducted on board the ship.  The master reported the incident to the agent.	No	ReCAAP ISC via ReCAAP Focal Point (Singapore) and ReCAAP Focal Point (India)	No information available

	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
4.	<b>Torm Lotte</b> Tanker Denmark 29325 9392468	04/05/20 0350 hrs	1° 37' N 104° 53' E  Approximately 33 nm northeast of Pulau Bintan, Indonesia  (South China Sea)	While at anchor, six perpetrators in a 6m long wooden boat with outboard engine came alongside the port quarter of the tanker. Four of the perpetrators used rope hook and boarded the ship from stern. The other two perpetrators remained in the boat. The perpetrators wore T-shirts and shorts; and one carried a 20cm long knife. The perpetrators stole an UHF radio from the duty A/B before they escaped. The master informed the shipping company's security department and the local agent about the incident. The master also alerted ships in the vicinity on VHF and conducted a search on board the ship. Four padlocks were broken (steering gear room, rope locker, oxygen/acetylene and deck workshop), but nothing was missing from these rooms.  (Category 3)	An UHF radio was stolen from the duty A/B.  Four padlocks were broken (steering gear room, rope locker, oxygen/acetylene and deck workshop), but nothing was missing from these rooms.	The master alerted ships in the vicinity on VHF and conducted a search on board the ship.  The master informed the shipping company's security department and the local agent about the incident.	No	ReCAAP ISC via ReCAAP Focal Point (Denmark)	No information available