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ReCAAP ISC Weekly Report 21 - 27 January 2020

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 21-27 Jan 20, three incidents of armed robbery against ships (comprising one CAT 3¹ incident and two CAT 4² incidents) were reported to ReCAAP ISC.

The CAT 3 incident occurred to a tanker while anchored off Port Kabil, east of Pulau Batam, Indonesia. One of the CAT 4 incidents occurred to a bulk carrier while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The other CAT 4 incident occurred to a container ship while anchored at South Quarantine Anchorage area, Manila, Philippines. The location of the three 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.

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. Key locations marked include Lahad Datu, Bongao, and Zamboanga. Contact points are indicated by numbered red 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: 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: +63-2-5273877 (direct)
+63-2-527-8481 to 89 (ext: 6136/37)
+63-917-724-3682 (mobile)
+63-929-825-3207 (mobile)

Email: pcqcomcen@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
21-27 January 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	
INCIDENTS IN ASIA										
ACTUAL INCIDENTS										
1.	Papora Wisdom Bulk carrier Panama 17025 9508718	28/1/20 0205 hrs	1° 15.43' N, 104° 6.77' E Approximately 3.7 nm northwest of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)	While underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, two perpetrators were sighted in the engine room. The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China. (Category 4)	There was no confrontation between the perpetrators and the crew. Some engine spares were stolen.	The master reported incident to Singapore VTIS.	Yes Singapore VTIS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Singapore Vessel Traffic Information System (VTIS) initiated a safety navigational broadcast, and notified the Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities.	

	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.	As Clarita Container ship Portugal 32968 9300972	25/1/20 0415 hrs	14° 32.68' N, 120° 55.27' E South Quarantine Anchorage area, Manila, Philippines	While at anchor, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped over board and swam towards a motor banca which subsequently fled from the area. The crew conducted an inspection and check of the ship's inventory. During the inspection, the crew found two broken padlock and a lighter with attached pin light (turned on) believed to belong to the perpetrator. On checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit. The crew reported the incident to the Philippine Coast Guard (PCG) Command Centre. A team of PCG personnel from Coast Guard Station Manila was immediately dispatched and boarded the ship to conduct inquiry and validate the report. (Category 4)	The crew was not injured On checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit.	The duty watch alerted the other crew, conducted inspection of the ship and inventory of ship's property, and reported the incident to the Philippine Coast Guard Command Centre.	Yes Philippine Coast Guard Command Centre who informed the Coast Guard Station Manila	ReCAAP ISC via ReCAAP Focal Point (Philippines)	A team of PCG personnel from Coast Guard Station Manila was immediately dispatched and boarded the ship to conduct inquiry and validate the report.

	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.	Horizon Maru Tanker Indonesia 760 9048017	21/1/20 0344 hrs	1° 4.15' N, 104°9.02' E Off Port Kabil, east of Pulau Batam, Indonesia	While at anchor, four perpetrators armed with sharp weapons boarded the ship. The crew confronted the perpetrators and managed to capture one of them. The other three perpetrators escaped empty-handed. One of the crew suffered facial injury. The master alerted ships in the vicinity and reported to Batam Police via VHF Ch 16. The Batam Police boarded the ship and took custody of the captured perpetrator. (Category 3)	One crew suffered facial injury. Nothing was stolen.	The crew confronted the perpetrators and managed to capture one of them. The master reported incident to the Batam Police.	Yes Batam Police via VHF Ch 16	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Batam Police boarded the ship and took custody of the captured perpetrator.