OVERVIEW

During 8-14 Sep 20, two incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC. Of the two incidents, one was a CAT 3\(^1\) incident occurred on 28 Aug on board a chemical tanker while anchored at Dumai Anchorage, Indonesia. The other was a CAT 4\(^2\) incident occurred on 4 Apr on board a bulk carrier while anchored at Taboneo Anchorage, Indonesia. Both incidents were reported to ReCAAP ISC after verification by the ReCAAP Focal Points and Contact Point.

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

\(^1\) 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 abduction incident on 17 Jan 20 and information of planned kidnapping in Sabah and Semporna, Malaysia (as reported in ReCAAP ISC’s Warning issued on 2 Jul 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:

1. **Philippine Coast Guard District Southwestern Mindanao**
   - Tel: +63 917 942 8445
   - VHF: Channel 15 with call-sign "NEPTUNE"
   - Email: hpcgswm@yahoo.com

2. **Philippines Coast Guard Station, Bongao (Central Tawi-Tawi)**
   - Tel: +63 998 385 7941
   - VHF: Channel 15
   - Email: cgd_tawi2@yahoo.com

3. **Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**
   - Tel: +63 955 714 0135
   - VHF: Channel 15
   - Email: jointtaskgroup@gmail.com

4. **Eastern Sabah Security Command (ESSCOM)**
   - Tel: +60 89865318/3182
   - VHF: Channel 15 with call-sign “ESSCOM”
   - Email: bilikpulakan_esscom9@pm.gov.my

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

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
8-14 September 2020

<p>| Incidents in Asia | Actual Incidents | Ship Name | Type of Ship | Flag | Gross Tonnage | IMO Number | Date | Local Time of Incident (LT) | Position of 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 | Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Stolt Perseverance | Chemical tanker | Cayman Islands | 25196 | 9124471 | 28/08/2005 hrs | 1° 42.8’ N, 101° 26.6’ E Dumai Anchorage, Indonesia | While at anchor, the duty watchman on routine rounds noticed four perpetrators armed with knives on poop deck trying to open the hatch for emergency towing arrangements. The duty watchman informed the bridge and the alarm was raised. All non-essential crew were mustered in the citadel. The perpetrators escaped upon hearing the alarm. The crew was not injured and nothing was stolen. The Coast Guard boarded the ship for investigation thereafter. | The crew was not injured. Nothing was stolen. | The duty watchman informed the bridge and the alarm was raised. All non-essential crew were mustered in the citadel. | Yes | Port control and Coast Guard | ReCAAP ISC via ReCAAP Focal Point (Singapore) and ReCAAP Focal Point (Netherlands) | The Coast Guard boarded the ship for investigation. |</p>
<table>
<thead>
<tr>
<th>Ship Name</th>
<th>Type of Ship</th>
<th>Flag</th>
<th>Gross Tonnage</th>
<th>IMO Number</th>
<th>Date Local Time of Incident (LT)</th>
<th>Position of Incident</th>
<th>Details of the Incident</th>
<th>Consequences for crew, ship, cargo</th>
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<th>Was the incident reported to coastal authority? Which one?</th>
<th>Reporting State or International Organization</th>
<th>Coastal State Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. <em>Bumblebee</em></td>
<td>Bulk carrier</td>
<td>Marshall Islands</td>
<td>31250</td>
<td>9479046</td>
<td>04/04/20 2130 hrs</td>
<td>3° 41' S, 114° 26' E Taboneo Anchorage, South Kalimantan, Indonesia</td>
<td>While at anchor, the A/B reported to the master that the bosun store door was tampered with and the padlock was broken. A search team was sent to the bosun store to conduct a search while the incident was reported to the port control. Initial checks by the crew revealed that the perpetrators had boarded the bulk carrier through the anchor chain and had tampered with the hawse pipe grille in order to board the ship. Ship stores including mooring rope, welding cable, fire hose nozzle and brass fire hydrant caps were stolen. At about 2300 hrs, the port security officials boarded the ship for investigation. The crew was not injured. (Category 4)</td>
<td>The crew was not injured. The bosun store door was tampered with and the padlock was broken. Perpetrators also tampered with the hawse pipe grille in order to board the ship. Mooring rope, welding cable, fire hose nozzle and brass fire hydrant caps were stolen.</td>
<td>A search team was sent to the bosun store to conduct a search while the incident was reported to the port control.</td>
<td>Yes Port control</td>
<td>ReCAAP ISC via ReCAAP Contact Point (Hong Kong)</td>
<td>Port security officials boarded the ship for investigation.</td>
</tr>
</tbody>
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