



Website : www.recaap.org
Tel : +65 6376 3063
Fax : +65 6376 3066
Email : info@recaap.org

ReCAAP ISC Weekly Report 14-20 December 2021

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 14-20 Dec 21, two incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC. Both were CAT 4¹ incidents occurred to ships while underway in the Singapore Strait. The crew was not injured in both incidents.

(1) The first incident occurred on 15 Dec to a barge towed by a tug boat while underway in the westbound lane of the Traffic Separation Scheme (TSS) at approximately 4.2 nm south east of Tanjung Piai, West Johor (Malaysia). Four unauthorized persons were sighted on board the barge, and four small crafts alongside to the barge. The alarm was raised and the perpetrators escaped. Some ship stores were reported stolen.

(2) The second incident occurred on 19 Dec to a bulk carrier while underway in the eastbound lane of the TSS at approximately 2.8 nm north west of Nongsa Lighthouse, Batam Island (Indonesia). Four unauthorised persons were sighted at the stern deck of the ship. The ship's alarm was raised and crew mustered. A search on board the ship was conducted with no further sighting of the perpetrators. Nothing was reported stolen.

With these incidents, a total of 46 incidents were reported in the Singapore Strait since January 2021, including 25 incidents occurred off Tanjung Pergam, Bintan Island (Indonesia), and 11 incidents off Nongsa, Batam Island (Indonesia).

The location of the incidents are shown in the map on the next page, and detailed description of the incidents are tabulated in the attachment.

¹ 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 incidents

INCIDENTS OUTSIDE ASIA

During 14-20 Dec 21, two incidents outside Asia were reported to the ReCAAP ISC by ReCAAP Focal Point (Singapore). The incident occurred on 5 Dec to a petroleum/chemical tanker while at berth at Buenaventura Port (SPRBUN) No.14 Terminal, Colombia. The other incident occurred on 8 Dec to a bulk carrier while anchored at Monrovia anchorage, Liberia.

The detailed description of the incidents are tabulated in the attachment.

SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

There is no incident of abduction of crew reported since the last incident in January 2020 up to today, and no crew is currently being held in captivity by the Abu Sayyaf Group (ASG).

On 23 Apr 21, the Philippine Armed Forces conducted a military operation against members of the ASG during which one of the ASG leaders responsible for the abduction of crew in the area of Sulu and Tawi-Tawi had managed to escape. The threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

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 all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown on the next page:



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

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
14-20 December 2021**

	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
1	2	3	4	5	6	7	8	9	10
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	Kwansoo 11 Tug boat Malaysia 100 5331707 Meridian Pride 2401 Barge	15/12/21 2332 hrs	1° 12.66' N, 103° 33.17' E Approximately 4.2 nm southeast of Tanjung Piai, West Johor (Malaysia) in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. (SOMS)	While underway, four unauthorised persons were sighted on board the barge that was towed by a tug boat. Four small crafts were sighted alongside the barge. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) West. The alarm was raised and the perpetrators escaped. The master reported that some scrap metal was stolen from the barge. The crew was safe and accounted for. No assistance was required; and the tug boat and barge resumed their voyage to Penang, Malaysia. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian authorities. [CAT 4]	The crew was safe and accounted for. Some scrap metal were reported stolen.	The master reported the incident to Singapore VTIS West The alarm was raised and the crew conducted a search on board the barge.	Yes The incident was reported to Singapore VTIS West	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian 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.	Seacon 8 Bulk carrier Hong Kong, China 33044 9433107	19/12/21 0020 hrs	1° 14.78' N 104° 3.68' E Approximately 2.8 nm northwest of Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. (SOMS)	While underway, four unauthorised persons were sighted at the stern deck of the ship. The ship's alarm was raised and crew mustered. A search on board was conducted. At about 0040 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search was completed with no further sighting of the perpetrators. The master declared nothing was stolen. The crew was safe and accounted for. No assistance was required and the ship resumed her voyage to Qingzhou, China. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities. [CAT 4]	The crew was safe and accounted for. Nothing were reported stolen.	The master reported the incident to Singapore VTIS. The alarm was raised and the crew conducted a search on board the ship.	Yes The incident was reported to Singapore VTIS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with 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
INCIDENTS OUTSIDE ASIA									
ACTUAL INCIDENTS									
1.	Nord Steady Petroleum/Chemical tanker Singapore 29983 9629706	5/12/21 0006 hrs	03° 53.43' N, 77° 03.73' W Buenaventura Port (SPRBUN) No.14 Terminal, Colombia	While at berth, during the gauging of bunker tanks, the duty engineer discovered that the sounding caps of five bunker tanks and two fire plan tube caps were missing. A search was conducted by the crew on board the ship with no further sighting of the perpetrators. There was no reported damage to the ship nor injury to the crew.	The crew was safe The sounding caps of five bunker tanks and two fire plan tube caps were reported missing.	A search was conducted by the crew on board the ship with no further sighting of the perpetrators	Yes. The master reported the incident to the authorities on 11 Dec 21.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information given.
2.	Dalarna Bulk carrier Singapore 24166 9626160	8/12/21 0500 hrs	06.0; 20.17' N 10.0; 53.19' W Monrovia anchorage, Liberia	While at anchor, the duty watchman found bare footprints near the rescue boat station during his security round. The duty officer was informed and the general alarm was raised. A search was conducted by the crew. A compass and 25 pieces of emergency food rations were reported missing from the freefall lifeboat. There was no reported damage to the ship nor injury to the crew.	The crew was safe. A compass and 25 pieces of emergency food rations were reported missing from the freefall lifeboat	The general alarm was raised. A search was conducted by the crew on board ship with no further sighting of the perpetrators.	Yes The Company Security Officer (CSO) reported the incident to ReCAAP Focal Point (Singapore)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information was given.