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## ReCAAP ISC Weekly Report 30 November - 6 December 2021

### Piracy and Armed Robbery Against Ships in Asia

#### OVERVIEW

During 30 Nov- 6 Dec 21, three incidents (comprising two actual incidents and one attempted incident) of armed robbery against ships in Asia were reported to the ReCAAP ISC. All three incidents occurred to ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. In all the three incidents, the crew was not injured.

(1) The two actual incidents were CAT 4<sup>1</sup> incidents that occurred on 25 Nov and 1 Dec. The first incident occurred to a tanker while underway at approximately 7.9 nm northwest of Tg Pergam, Bintan Island (Indonesia); and the second incident occurred on board a bulk carrier while underway at approximately 2.8 nm northwest of Nongsa Light House, Batam Island (Indonesia). Auxiliary engine spare parts were stolen in the first incident and nothing was stolen in the second incident.

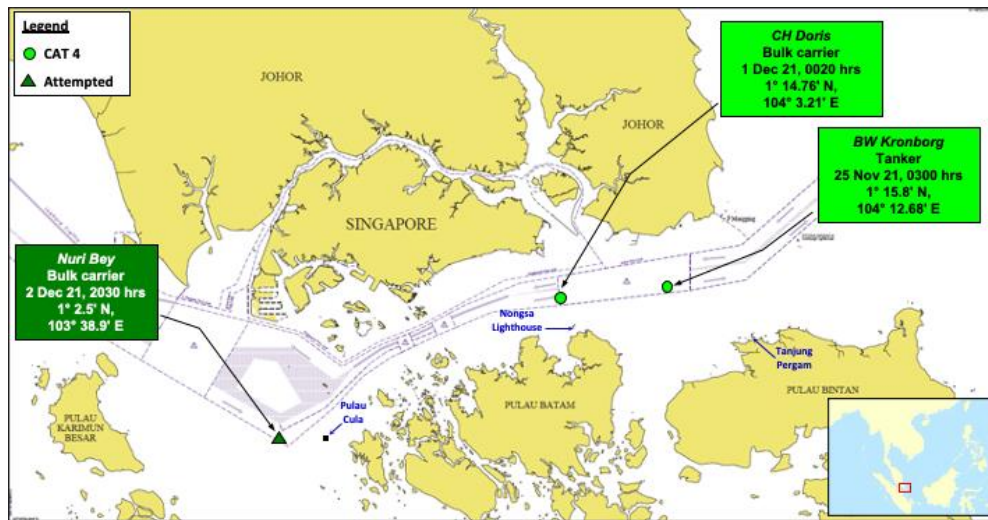
(2) The attempted incident occurred on 2 Dec to a bulk carrier while underway at approximately 3.9 nm west of Pulau Cula (Indonesia). Four men were seen on board a small boat, attempting to board the ship using hooks and ropes. The crew raised the alarm and the perpetrators aborted the attempt to board.

With the three incidents, a total of 42 incidents were reported in the Singapore Strait since January 2021, including 26 incidents occurred off Tanjung Pergam, Bintan Island (Indonesia), and nine incidents off Nongsa, Batam Island.

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

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<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.



Location of incidents

### 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 below:

- 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  
30 November – 6 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
<b>INCIDENTS IN ASIA</b>									
<b>ACTUAL INCIDENTS</b>									
1.	<b>BW KRONBORG</b> Tanker Singapore 42048 9307786	25/11/21 0300 hrs	1°; 15.8' N 104°; 12.68' E  Approximately 7.9 nm northwest of Tg Pergam, Bintan Island, (Indonesia) in the eastbound lane of the traffic separation scheme (TSS), in the Singapore Strait.  Straits of Malacca and Singapore (SOMS)	While underway, the duty second engineer (2/E) whilemaking his rounds spotted that the steering room cupboards were open and boxes containing the auxiliary engine spare parts were lying on the floor. He reported the incident to the chief engineer, who then informed the master. After checking the steering gear room and engine room stores, it was discovered that apart from some auxiliary engine spare parts that were missing, all other items were in order. An extensive search on board the ship was conducted, and there was no further sighting of any perpetrators nor their method of access to the ship was known.  The company reported the incident to the Maritime and Port Authority of Singapore (MPA). There was no reported damage to the ship and the crew was not injured.	All crew were safe.  Auxiliary engine spare parts (with an approximate value of US\$8,000) were stolen.	An extensive search on board the ship was conducted by the crew with no further sightings of the perpetrators.	Yes.  The company reported the incident to MPA on 28 Nov	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information given.

	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	<b>CH Doris</b> Bulk carrier Republic of Korea 19992 9489247	1/12/21 0020 hrs	1°; 14.76' N 104°; 3.21' 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, two unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. A search on board the ship was conducted and at 0140 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. All crew was accounted for and the crew was not injured. Nothing was stolen from the ship. The ship did not require any assistance and resumed her voyage for Surabaya, Indonesia.  A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Force Coast Guard (PCG) were notified. Information of the incident was shared with the Indonesian authorities.  [CAT 4]	All crew was accounted for, and the crew was not injured.  Nothing was stolen from the ship.	The master reported the incident to Singapore VTIS.  The ship's alarm was raised and crew mustered.  A search on board the ship was conducted with no sighting of the perpetrators	Yes  The incident was reported to Singapore VTIS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with 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
<b>ATTEMPTED INCIDENT</b>									
3.	<b>Nuri Bey</b> Bulk carrier Turkey 43767 9569750	2/12/21 0230 hrs	1°; 2.5' N, 103°; 38.9' E  Approximately 3.9 nm west of Pulau Cula (Indonesia), in the eastbound lane of the traffic separation scheme (TSS), in the Singapore Strait.  (SOMS)	While underway, the ship reported to Singapore VTIS that a small boat was sighted alongside on her portside. There were four men on board the small boat. Hooks and ropes were thrown on the deck of the ship, but with no success.  The crew raised alarm and the attempt to board was aborted. All crew were safe and not injured. The master confirmed that no assistance required, and the ship resumed her voyage for Bahodopi, Indonesia.  A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Force Coast Guard (PCG) were notified. Information of the incident was shared with the Malaysian and Indonesian authorities	The crew was not injured.  The perpetrators aborted attempt to board the ship.	The crew raised the alarm.  The master reported the incident to Singapore VTIS	Yes.  The master reported the incident to Singapore VTIS	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 Force Coast Guard (PCG) were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.