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ReCAAP ISC Weekly Report 7-13 December 2021

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

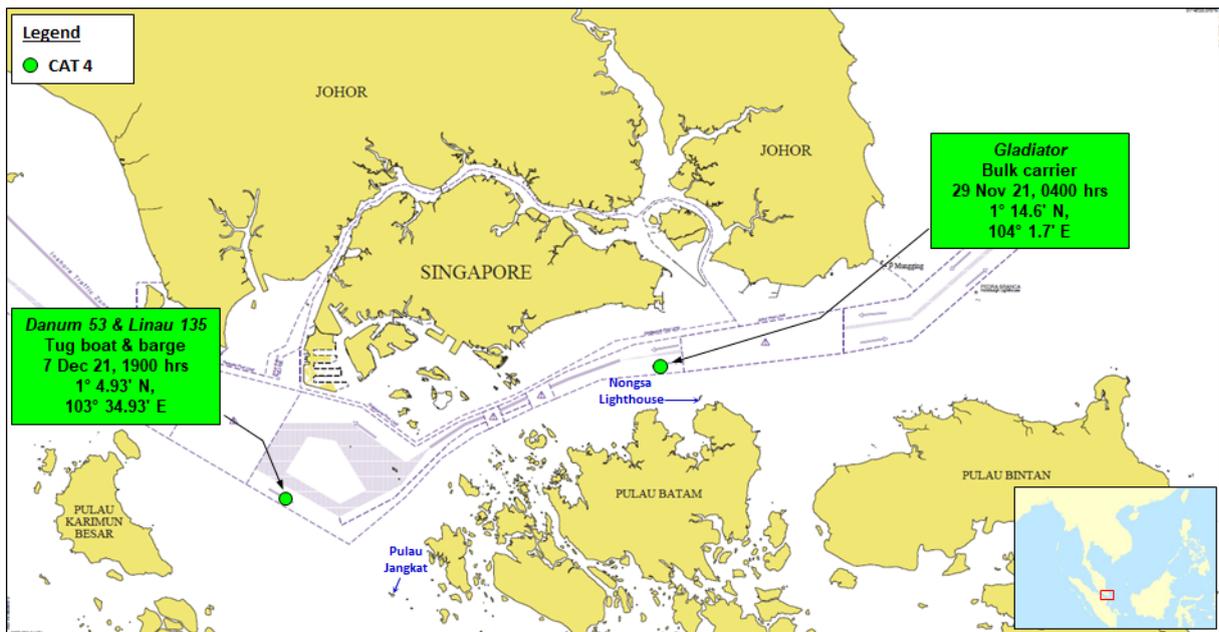
During 7-13 Dec 21, two incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC. Both were CAT 4 incidents and occurred to ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The crew was not injured in both incidents.

(1) The first incident occurred on 29 Nov to a bulk carrier while underway at approximately 3.8 nm northwest of Nongsa Light House, Batam Island (Indonesia). The duty oiler sighted four unauthorised persons in the vicinity of the engine room of the ship. The ship alarm was raised and a search on board the ship was conducted with no further sighting of the perpetrators. Some engine spares were stolen.

(2) The second incident occurred on 7 Dec to a barge towed by a tug boat at approximately 10.2 nm from Pulau Jangkat (Indonesia). A small boat was seen tied to the starboard side of the barge, and three unauthorised persons were sighted boarding the barge. The alarm was raised and a search was conducted on board the barge with no further sighting of the perpetrators. The master was unable to confirm if any items were stolen from the barge.

With these incidents, a total of 44 incidents were reported in the Singapore Strait since January 2021, including 25 incidents occurred off Tanjung Pergam, Bintan Island (Indonesia), and 10 incidents off Nongsa, Batam Island (Indonesia).

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



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 on next page:



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Three numbered red circles indicate contact points: 1 is near Zamboanga; 2a and 2b are near Bongao; and 3 is 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: 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

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
7-13 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
INCIDENT IN ASIA									
ACTUAL INCIDENT									
1.	Gladiator Bulk carrier Marshall Islands 17018 9445033	29/11/21 0400 hrs	1.0°; 14.6' N, 104.0°; 1.7' E Approximately 3.8 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, the duty oiler sighted four unauthorised persons in the vicinity of the engine room. The ship alarm was raised and the crew mustered on the bridge. The perpetrators escaped immediately. A search on board the ship was conducted with no further sighting of the perpetrators. The incident was reported to the Company Security Officer who later informed the Singapore authorities. The master declared some engine spares were stolen. The crew was not injured. 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 the Malaysian and Indonesian authorities.	All crew was not injured. Engine spares were stolen.	The master reported the incident to the Company Security Officer . The alarm was raised and the crew conducted a search on board the ship.	The ship claimed that they were unable to report the incident to Singapore VTIS on the date of the incident. The incident was reported to the Company Security Officer who later informed 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 Malaysian and 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.	<p>Danum 53 Tug boat Malaysia 269 9414864</p> <p>Linau 135 Barge</p>	7/12/21 1900 hrs	<p>1.0°; 4.93' N 103.0°; 34.93' E</p> <p>Approximately 10.2 nm from Pulau Jangkat (Indonesia) in the eastbound lane of the TSS in the Singapore Strait.</p> <p>(SOMS)</p>	<p>While underway, a small boat was seen tied to the starboard side of a barge towed by a tug boat. Three unauthorised persons were sighted boarding the barge.</p> <p>The master raised the alarm and reported the incident to Singapore VTIS West. A search was conducted on board the barge with no further sighting of the perpetrators. The crew was safe and accounted for. The master was unable to confirm if any items were stolen from the barge.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p>	<p>The crew was safe and accounted for.</p> <p>The master was unable to confirm if any items were stolen from the barge.</p>	<p>The master raised the alarm and reported the incident to Singapore VTIS West</p> <p>A search on board the barge was conducted</p>	<p>Yes.</p> <p>The master reported the incident to Singapore VTIS West.</p>	ReCAAP ISC via ReCAAP Focal Point (Singapore)	<p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p>