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ReCAAP ISC Weekly Report 9-15 March 2021

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 9-15 Mar 21, the ReCAAP ISC has received the report of two incidents of armed robbery against ships which occurred on 28 Jan 21 and 26 Feb 21 respectively. The first incident was a CAT 3¹ incident which occurred at Jakarta Anchorage, Indonesia, and the second one was a CAT 4² incident which occurred at Vung Tau Anchorage, Vietnam. The crew was not injured in both incidents.

The locations of the two incidents are shown in the map below; and detailed description of the incidents 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. The perpetrators were not armed and crew not harmed.

INCIDENT OUTSIDE ASIA

During 9-15 Mar 21, one incident outside Asia was reported to the ReCAAP ISC by ReCAAP Focal Point (Singapore). The incident occurred on 11 Mar 21 on board a mobile offshore production unit while anchored at Takoradi Anchorage, Ghana. The detailed description of the incident is tabulated in the attachment.

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

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, information of planned kidnapping in Sabah and Semporna, Malaysia (as reported in ReCAAP ISC's Warning issued on 2 Jul 20), and the operation on 3 Nov 20 by the Philippine authorities in preventing a kidnap-for-ransom incident. 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 (updated by ReCAAP ISC on 3 Jan 19) are as shown:



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: 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
9-15 Mar 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 |
|-------------------------|---|---|---|---|--|--|---|--|---------------------------------------|
| <i>1</i> | <i>2</i> | <i>3</i> | <i>4</i> | <i>5</i> | <i>6</i> | <i>7</i> | <i>8</i> | <i>9</i> | <i>10</i> |
| INCIDENT IN ASIA | | | | | | | | | |
| ACTUAL INCIDENT | | | | | | | | | |
| 1. | CSCL Lima Container ship Hong Kong, China 26404 9386005 | 28/01/21 0400 hrs | 10.0° 12.87' N, 107.0° 7.55' E Vung Tau Anchorage, Vietnam. | While at anchor, an unknown number of perpetrators boarded the ship. The duty AB during the security round discovered damaged padlock and open door in the paint store. No unauthorized person was sighted on board the ship. Some cans of paint were discovered missing from the paint locker. [Category 4] | The crew was not injured. Some cans of paint were stolen from the paint locker. | The crew doubled anti-pilferage watches. They rigged lights around the bow and stern areas, using searching lights at night to detect any approaching boats. | Yes The incident was reported to the port control, Port Facility Security Officer and the Coastal State. | ReCAAP ISC via ReCAAP Contact Point (Hong Kong) | No information available. |
| 2. | CSCL Lima Container ship Hong Kong, China 26404 9386005 | 26/02/21 0355 hrs | 6.0° 0.84' S, 106.0° 54.45' E Eastern Anchorage, Jakarta, Indonesia. | While at anchor, three perpetrators boarded the ship and robbed the AB of his walkie-talkie at knifepoint. The perpetrators escaped in their boat. The crew was not injured. [Category 3] | The crew was not injured. The AB's walkie-talkie was stolen. | The crew doubled anti-pilferage watches. They rigged lights around the bow and stern areas, using searching lights at night to detect any approaching boats. | Yes The incident was reported to the port control, Port Facility Security Officer and the Coastal State. | ReCAAP ISC via ReCAAP Contact Point (Hong Kong) | No information available. |

| | 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 | Action |
|------------------------------|---|---|--|--|--|--|---|---|--------------------------|--------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| INCIDENT OUTSIDE ASIA | | | | | | | | | | |
| ACTUAL INCIDENT | | | | | | | | | | |
| 1. | Maersk Venturer Mobile offshore production unit Singapore 60683 9633563 | 11/03/21 0120 hrs | 4.0° 44.1' N, 1.0° 35.6' W Takoradi Anchorage, Ghana | While at anchor, the duty watchman sighted perpetrators on deck, and informed the bridge. The perpetrators attempted to steal a mooring rope but was unsuccessful. Upon being spotted, the perpetrators escaped in a wooden boat. The crew was safe and there was no damage to the ship. | The crew was not injured. Nothing was stolen. | The duty watchman alerted the bridge. | No information available. | ReCAAP ISC via ReCAAP Focal Point (Singapore) | No information available | |