



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

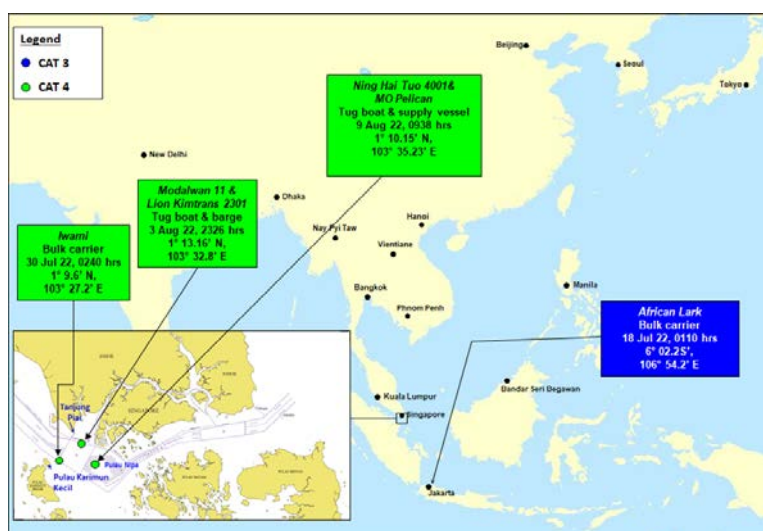
ReCAAP ISC Weekly Report 2 - 9 Aug 2022

Piracy and Armed Robbery against Ships in Asia

OVERVIEW

Four incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC during the past week. Of these, one CAT 3¹ and three CAT 4² incidents. The CAT 3 incident occurred to a bulk carrier while sailing towards Jakarta “C” Anchorage, Indonesia; and all three CAT 4 incidents occurred in the Singapore Strait (SS). Engine spare parts and scrap metals were stolen from the three incidents in the SS. Nothing was stolen in the other incident. The crew members were safe in all four incidents.

With these three incidents in the SS, a total of 36 incidents were reported in the strait since January 2022. The locations of the four incidents are shown in map below, and detailed description of the incidents tabulated in the attachment.



Location of incidents

¹ CAT (Category) 3 incident is ‘less significant’ in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.

² CAT (Category) 4 incident is classified as “least significant” in nature. Under this category, the perpetrators are not armed, and the crew not harmed. In CAT 4 cases, either nothing is stolen or small items are stolen.

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 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. However, as the ASG Commanders responsible for the abduction of crew in the Sulu area are still at large and with the persisting presence of remnants of the group, the threat of abduction of crew from ships remains potentially 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.



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Three numbered locations are marked: 1 near Zamboanga, 2a and 2b near Bongao, and 3 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, the ship master or crew is unable to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, they 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 <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 2 to Counter Piracy and Armed Robbery Against Ships in Asia*.

**Description of Incidents of Piracy and Armed Robbery against Ships
2 -9 Aug 2022**

	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	
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	African Lark Bulk carrier Bahamas 21532 97682760	18/7/22 0100 hrs	06.0° 02.2' S 106.0° 54.2' E Jakarta Port Breakwater, Jakarta "C" Anchorage, Indonesia	While underway for anchoring, the crew sighted three unauthorised personnel armed with knives, at the poop deck and port quarter of the ship, trying to make entry into the accommodation but unsuccessful, as doors were locked from inside. After being informed by the deck watchkeeper, the bridge team sounded the general emergency alarm. The bridge team informed the crew at the engine room to close all doors from inside, and bridge team shouted at the robbers from the bridge wing. Upon noticed, the perpetrators escaped empty-handed. The master reported the incident to Jakarta VTS and Tanjung Priok VTS. All crew members were safe, and no items were reported stolen. [Category 3]	All crew members were safe. No items were reported stolen	The ship's general alarm was raised. The bridge team informed the crew at the engine room to close all doors from inside, and bridge team shouted at the robbers from the bridge wing. All doors to accommodation and store rooms were locked. There was additional look out posted for anti-piracy watches and additional designated anti-pilferage watch assigned from the bridge wings. The ship side was illuminated with cargo lights, and poop deck kept illuminated. The master reported the incident to Jakarta VTS and Tanjung Priok VTS.	Yes The master reported the incident to Jakarta VTS and Tanjung Priok VTS.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Indonesian Marine Police boarded the ship to investigate.

	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.	<i>Iwami</i> Bulk carrier Panama 14162 9414981	30/7/22 0240 hrs	1.0° 9.6' N 103.0° 27.2' E Approximately 2.9 nm north east off the Karimun Kecil Island (Indonesia), in the precautionary area of the TSS in the SS. (SOMS)	While underway, the ship crew sighted two unauthorised personnel in the engine room. Some engine spare parts were reported stolen during the incident. The ship's company reported the incident to the Maritime Bureau of Japan. [Category 4]	The crew was safe. Some engine spare parts were reported stolen.	Not known	Yes The company reported to Maritime Bureau of Japan.	ReCAAP ISC via ReCAAP Focal Point (Japan)	A safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident shared with 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
3.	Modalwan 11 Tug boat Malaysia 91 Lion Kimtrans 2301 Barge	3/8/22 2326 hrs	1.0° 13.16' N 103.0° 32.8' E Approximately 3.5 nm southeast of Tanjung Piai, West Johor (Malaysia), in the precautionary area of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)	While underway, seven to 10 wooden boats were sighted alongside the barge that was being towed. Due to length of tow line and hour of darkness, the master and crew on board the tug boat were unable to determine the number of perpetrators on board the barge. The master raised the alarm and all ship crew mustered. The master also reported the incident to Singapore Vessel Traffic Information System (VTIS) and at about 0048 hrs, updated that all the wooden boats were no longer in sight and some scrap metal on board the barge was stolen. There was no confrontation between the perpetrators with the crew in the tug boat. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force (RSN MSTF) and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities. The tug boat & barge were en route to Port Klang, Malaysia. The last port of call was Sabah, East Malaysia.	The crew was safe. Some scrap metals were reported stolen.	The ship alarm was raised and crew mustered. The master reported the incident to Singapore VTIS.	Yes The master reported the incident 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 Malaysian and Indonesian authorities.

[Category 4]

	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
4.	<p>Ning Hai Tuo 4001 Tug boat China 1374 9565431</p> <p>MO Pelican Supply vessel Sierra Leone</p>	9/8/22 0938 hrs	<p>1.0° 10.15' N 103.0° 35.23' E</p> <p>Approximately 3.9nm west off Pulau Nipa, in the separation zone of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS the sighting of a small boat alongside, and two perpetrators on board the unmanned supply vessel that was being towed. The ship's alarm was raised.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS), updated at 1000 hrs that the boat was no longer in sight and some ship stores on board the supply vessel were stolen.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force (RSN MSTF) and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The tug boat and the towed supply vessel had departed Singapore and was bound for Zhousan, China.</p> <p>[Category 4]</p>	<p>The crew was safe.</p> <p>Some ship stores on board the supply vessel were reported stolen.</p>	<p>The ship alarm was raised.</p> <p>The master reported the incident to Singapore VTIS.</p>	<p>Yes</p> <p>The master reported the incident to Singapore VTIS.</p>	<p>ReCAAP ISC via ReCAAP Focal Point (Singapore)</p>	<p>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.</p>