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ReCAAP ISC Weekly Report 15-21 February 2022

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 15-21 Feb 22, three CAT 4¹ incidents 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 (SS). The crew was safe and nothing was stolen in all three incidents.

(1) The first incident occurred on 16 Feb to a bulk carrier while underway at approximately 3.6 nm northwest of Nongsa Point, Batam Island (Indonesia). The crew sighted two unauthorised persons escaping from the starboard quarter stern deck of the ship. A search on board the ship was conducted with no further sighting of the perpetrators.

(2) The second incident occurred on 17 Feb to a bulk carrier while underway at approximately 3.7 nm northwest of Nongsa Point, Batam Island (Indonesia). The crew sighted two unauthorised persons on the starboard side main deck of the ship. A search on board the ship was conducted with no further sighting of the perpetrators.

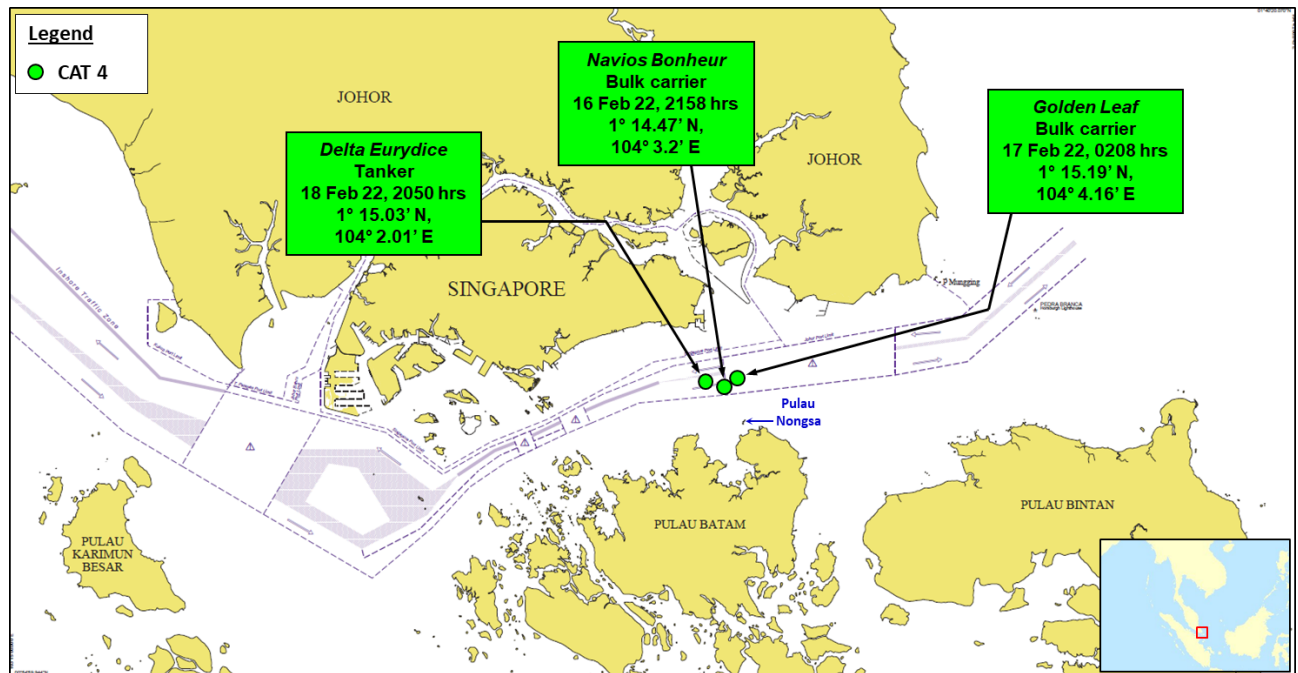
(3) The third incident occurred on 18 Feb to a tanker while underway at approximately 4.8 nm northwest of Nongsa Point, Batam Island (Indonesia). The crew sighted two unauthorised persons in the engine room. The ship alarm was raised and crew mustered. The perpetrators escaped in a boat. A search on board the ship was conducted with no further sighting of the perpetrators.

With these three incidents, a total of 10 incidents were reported in the SS since January 2022, including seven incidents in the eastbound lane of the TSS, one incident in the westbound lane, one incident in the precautionary area and one incident outside the TSS.

Concerned with the continued occurrence of incidents in the SS, the Centre issued an Incident Alert (IA) on 21 Feb 22 to alert the shipping community of the recurring incidents in the SS. The Incident Alert can be found at www.recaap.org.

¹ CAT (Category) 4 incident is classified as "least significant" in nature. Under this category, the perpetrators are not armed, and the crew is not harmed.

The locations of the incidents are shown in the map below, and detailed description of the incidents is tabulated in the attachment.



Location of incidents

INCIDENT OUTSIDE ASIA


During 15-21 Feb 22, one incident outside Asia was reported to the ReCAAP ISC. The incident occurred to a container ship while anchored at pilot boarding area of Port Lafito, Haiti. 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

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).

The Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG. In 2021, the operations carried out by the Armed Forces of the Philippines had resulted in the neutralisation of some ASG sub-leaders and members. However, as Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area) is still at large, the threat of abduction of crew from ships 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 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: bilanggerakan_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: 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
15-21 February 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	10
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	Navios Bonheur Panama Bulk carrier 92715 9481348	16/2/22 2158 hrs	1° 14.47' N 104° 3.2' E Approximately 3.6 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)	While underway, the crew sighted two unauthorised persons escaping from the starboard quarter stern deck of the ship. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the voyage. The ship is bound for Kwangyang, Republic of Korea. 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 Indonesian authorities. [Category 4]	The crew was safe and accounted for. Nothing was stolen.	The master reported the incident to Singapore VTIS. A search on board was carried out with no further sighting of the perpetrators. All crew mustered and accounted for.	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 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
1	2	3	4	5	6	7	8	9	10
2.	Golden Leaf Panama Bulk carrier 17150 9258325	17/2/22 0208 hrs	1° 15.19' N, 104° 4.16' E Approximately 3.7 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, the crew sighted two unauthorised persons on the starboard side main deck of the ship. The master reported the incident to Singapore VTIS. A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Sarawak, Malaysia. 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. [Category 4]	The crew was safe and accounted for. Nothing was stolen.	The master reported the incident to Singapore VTIS. A search on board was carried out with no further sighting of the perpetrators. All crew mustered and accounted for.	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 Indonesian authorities.
3.	Delta Eurydice Tanker Liberia 81293 9700706	18/2/22 1850 hrs	1.0° 15.03' N, 104.0° 2.01' E Approximately 4.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the 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. Upon realising that the crew had been alerted, the perpetrators escaped in a small boat. The master reported the incident to Singapore VTIS. A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the	The crew was safe and accounted for. Nothing was stolen.	The master reported the incident to Singapore VTIS. A search on board was carried out with no further sighting of the perpetrators. All crew mustered and accounted for.	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 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
1	2	3	4	5	6	7	8	9	10
				<p>voyage. The ship is bound for Sriracha, Thailand.</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 Indonesian authorities.</p> <p>[Category 4]</p>					
INCIDENT OUTSIDE ASIA									
ACTUAL INCIDENT									
1.	Tampa Trader Container ship Singapore 9332 9675834	17/2/22 1840 hrs	18.0° 40.0' N, 72.0° 23.5' W Pilot boarding area of Port Lafito, Haiti	<p>While at anchor, the ordinary seaman (OS) while conducting security watch at the ship's stern, spotted the bosun and oiler taken hostage by three robbers who were armed with guns and machetes. The OS reported the incident to the Chief Officer who was on watch at the bridge. The general alarm was raised and the crew informed. The main engine was started. The ship contacted the local pilot station and Vessel Traffic System (VTS) but there was no response from them.</p> <p>The robbers released the bosun and oiler and left the ship after the general alarm was raised. During investigation, it was found that two units of cell phones, one unit of UHF radio and one unit of mooring rope were reported to be taken by the robbers. There was no reported damage to the ship nor injury to the crew.</p>	<p>The crew was not injured.</p> <p>Two units of cell phones, one unit of UHF radio and one unit of mooring rope were reported to be stolen.</p>	<p>General alarm was raised and the crew were informed of the incident.</p> <p>The main engine was started, and the ship contacted the local pilot station and VTS. However, no response was received from the local authorities.</p> <p>The master reported the incident to the Company Security Officer (CSO).</p>	<p>Yes.</p> <p>The master reported the incident to the CSO.</p>	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available.