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## ReCAAP ISC Weekly Report 17-23 May 2022

### Piracy and Armed Robbery against Ships in Asia

#### OVERVIEW

During 17-23 May 22, three incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC (comprising one CAT 3<sup>1</sup> incident and two CAT 4<sup>2</sup> incidents). The incidents occurred to a container ship while anchored at Jakarta Anchorage, Indonesia; to a barge towed by a tug boat while underway in the Singapore Strait (SS) and to a bulk carrier while underway in the Karimata Strait, Indonesia. The crew members were safe in all three incidents. Some scrap metals were reported stolen in one incident. Nothing stolen in the other two incidents. The details of the incidents are as follows:

(1) On 17 May, the duty officer on board the container ship noticed a small unlit boat near the stern. At the same time, the alarm on the door of the steering gear room was triggered. The ship alarm was raised and crew mustered. Realising that the crew was alerted, the perpetrators escaped. A search was conducted but nothing was stolen. The crew was not injured. The incident was reported to Jakarta Vessel Traffic System (VTS) and port control.

(2) On 19 May, the master of a tug boat towing a barge reported to Singapore Vessel Traffic Information System (VTIS) West that four perpetrators were sighted on board the barge while the ships were underway in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS). The perpetrators stole some scrap metals and left the barge. The crew was not injured. With this incident, a total of 23 incidents were reported in the Singapore Strait since January 2022.

(3) On 21 May, four perpetrators armed with knife/machete broke into the bulk carrier navigational bridge via the bridge wing door. The perpetrators threatened the duty officer and demanded to bring them to the master's cabin. The perpetrators

<sup>1</sup> 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.

<sup>2</sup> 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.

tried to enter the master's cabin, but to no avail. The general alarm was sounded and announcement made to instruct all crew to remain in their cabins. A search was conducted and the crew mustered. There was no further sighting of the perpetrators. The master reported that nothing was stolen.

The locations of the three incidents are shown in map below and detailed description of the incidents 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).

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 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 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](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  
17-23 May 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	
<b>INCIDENTS IN ASIA</b>									
<b>ACTUAL INCIDENTS</b>									
1.	<b>CNC Lion</b> Container ship Malta 31370 9784661	17/5/22 2315 hrs	6°.1' S 106.° 55" E  Jakarta Anchorage, Indonesia.	While at anchor, an officer on watch on board noticed a small unlit boat near the stern. At the same time, the alarm on the door of the steering gear room was triggered. The ship alarm was raised and crew mustered.  Realising that the crew was alerted, the perpetrators escaped. A search was conducted but nothing was stolen. The crew was not injured. The incident was reported to Jakarta VTS and port control.  [Category 4]	The crew was safe.  Nothing was stolen	The ship's alarm was raised and crew mustered.  A search on board was conducted.  The master reported the incident to Jakarta VTS and port control.	Yes  The master reported the incident to Jakarta VTS and port control.	ReCAAP ISC via ReCAAP Focal Point (Germany) and ReCAAP Focal Point (Singapore)	The coastal state advised the ship to maintain a sharp lookout. All doors were closed on padlocks, anti-piracy cages closed, covers for anchor chain leads secured, continuous safety and security rounds on deck established, close monitoring using radars were carried out.

1	2	3	4	5	6	7	8	9	
	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>Sinhin 5</b> Tugboat Malaysia 145 8739451  <b>Sinhin 6</b> Barge	19/5/22 1345 hrs	1° 13.35' N 103° 29.42' E  Approximately 3.5 nm from Tanjung Piai (Malaysia), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait.  (SOMS)	<p>At about 1300 hrs, the Republic of Singapore Navy (RSN) reported sighting a sampan in the vicinity of tug boat, <i>Sinhin 5</i>. Singapore Vessel Traffic Information System (VTIS) West contacted the master of the tug boat and informed him of the sighting. The master replied that he was unable to see the sampan and there was no unauthorised boarding.</p> <p>At about 1345 hrs, the master reported to VTIS West that the crew sighted four perpetrators on board barge, <i>Sinhin 6</i>, towed by <i>Sinhin 5</i>. The master reported that the perpetrators stole some scrap metals and left the barge at about 1357 hrs. The crew was not injured. The master also informed that no further assistance was required and continued her voyage to Pulau Pinang, Malaysia.</p> <p>A safety broadcast on anti-piracy watch was initiated. The RSN and Singapore Police Coast Guard were notified, and the Malaysian authorities were informed.</p> <p>[Category 4]</p>	<p>The crew was safe.</p> <p>The master reported that the perpetrators stole some scrap metals.</p> <p>The ship continued her voyage to Pulau Pinang, Malaysia.</p>	<p>The master reported the incident to Singapore VTIS West.</p>	<p>Yes</p> <p>The master reported the incident to Singapore VTIS West.</p>	<p>ReCAAP ISC via ReCAAP Focal Point (Singapore)</p>	<p>A safety broadcast on anti-piracy watch was initiated. The RSN and Singapore Police Coast Guard were notified, and the Malaysian authorities were informed.</p>

1	2	3	4	5	6	7	8	9	
	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.	<b>Selena</b> Bulk carrier Barbados 35752 9853515	21/5/22 0250 hrs	1.0° 1.9' N 105.0° 5.8' E  Approximately 23 nm off Tanjung Pinang in Karimata Strait  Indonesia (Seas/Straits)	While underway, four perpetrators armed with knife/machete broke into the ship navigational bridge via the bridge wing door. The perpetrators threatened the duty officer and demanded to bring them to the master's cabin. The perpetrators tried to enter the master's cabin, but to no avail.  The crew sounded the general alarm and announcement was made to instruct all crew to remain in their cabins. The crew carried out a search in the accommodation and mustered all remaining crew on the navigational bridge.  The crew completed the search and there was no sighting of the perpetrators. The master also reported that no property was stolen. The ship resumed her voyage to Singapore.  [Category 3]	The crew were safe.  Nothing was reported stolen.  The ship resumed her voyage to Singapore.	The master sounded the general alarm and announcement was made to instruct all crew to remain in their cabins.  The crew carried out a search in the accommodation and mustered all remaining crew on the navigational bridge.  Designated Person Ashore also alerted RCC Basarnas in Indonesia to render assistance.	Yes  Designated Person Ashore of the ship reported the incident to Singapore Port Operations Control Centre.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	Singapore Port Operations Control Centre alerted MRCC Basarnas and Tanjung Pinang to render necessary assistance.  Singapore Police Coast Guard and Republic of Singapore Navy were also informed.