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ReCAAP ISC Weekly Report 4 - 10 January 2022

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 4 – 10 Jan 22, five incidents of armed robbery against ships in Asia (two CAT 3¹ incidents and three CAT 4² incidents) were reported to the ReCAAP ISC. Of the five incidents, four incidents occurred to ships while underway in the Singapore Strait, and one incident to a ship while anchored at Kandla Anchorage, India. In all five incidents, the crew was safe.

Of the four incidents that occurred in the Singapore Strait, two were CAT 3 incidents and two were CAT 4 incidents.

The two CAT 3 incidents occurred on board tankers while underway northwest of Tanjung Pergam, Bintan Island (Indonesia). Both incidents occurred on 8 Jan 22, with less than three hours apart. The perpetrators were armed with knives in both incidents. Nothing was stolen in one incident, and the ship master was unable to ascertain if there were any losses in the other incident.

The two CAT 4 incidents occurred on board barges towed by tug boats. The first incident occurred off Tanjung Piai (Malaysia) on 31 Dec 21 in the precautionary area of the Traffic Separation Scheme (TSS) in the Singapore Strait, and the second incident occurred southwest of Tuas Western Coast (Singapore) on 6 Jan 22 in the westbound lane of the TSS. Nothing was stolen in the first incident, but scrap metal was stolen in the second incident.

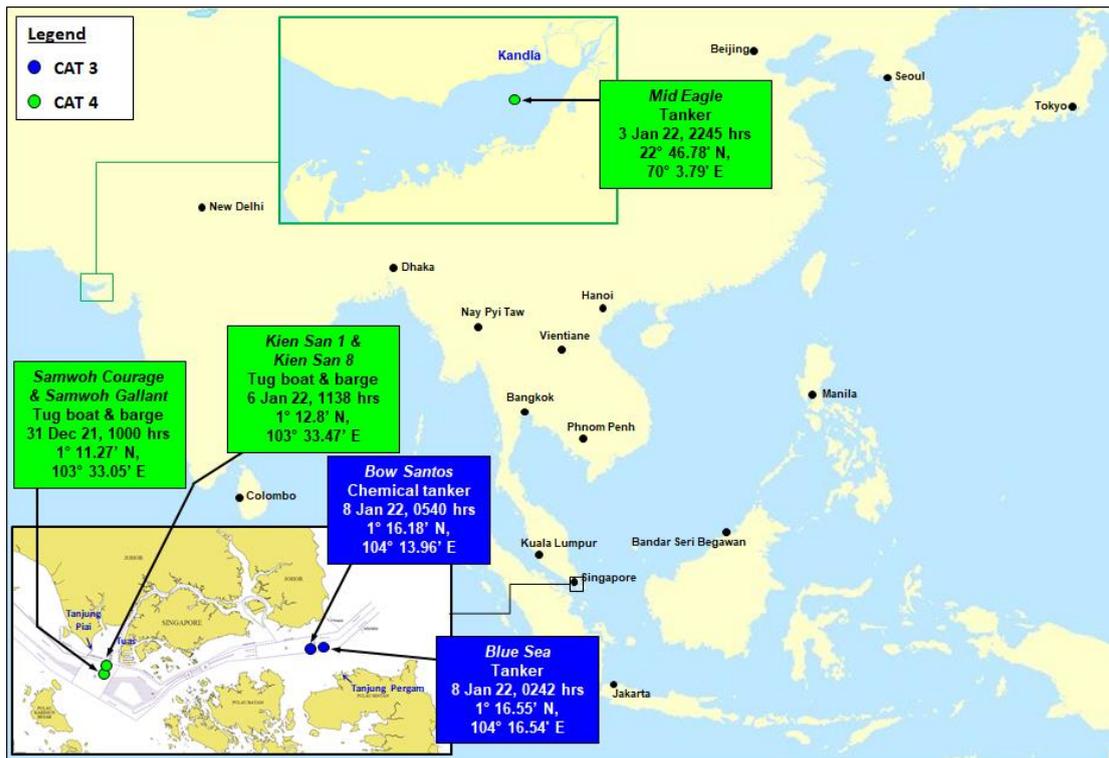
With the incident on 31 Dec 21, a total of 49 incidents were reported in the Singapore Strait in 2021, and the other three incidents in Jan 2022.

The CAT 4 incident at Kandla Anchorage occurred on 3 Jan. Ship stores were stolen.

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 is 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. Under this category, the perpetrators were not armed, and the crew not harmed.

The location of the five incidents are shown in the map below, and detailed description 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:



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
4-10 January 2022**

1	Ship Name Type of Ship Flag Gross Tonnage IMO	2 Date Local Time of Incident (LT)	3 Position of the Incident	4 Details of the Incident	5 Consequences for crew, ship, cargo	6 Action taken by the master and crew	7 Was the incident reported to coastal authority? Which one?	8 Reporting State or International Organization	9 Coastal State Action Taken	10
INCIDENTS IN ASIA										
ACTUAL INCIDENTS										
1.	Samwoh Courage Tug boat Singapore 137 9503328 Samwoh Gallant Barge	31/12/21 1000 hrs	1.0°; 11.27' N, 103.0°; 33.05' E Approximately 5.3 nm from Tanjung Piai, (Malaysia) in the precautionary area of the Traffic Separation Scheme in the Singapore Strait. (SOMS)	While underway, the master spotted a boat (pompong) moving closer to the barge and sounded the horn at it. When the tug boat moved closer to the barge, the chief engineer and AB spotted an intruder on board the barge. The perpetrator fled upon being sighted. The master ordered the crew to check the cargo on board the barge. Nothing was stolen and the crew was safe and accounted for.	The crew was safe and accounted for. Nothing were stolen.	The master sounded the ship's horn, and reported the incident to the company. A search on board the ship was conducted.	Yes The master reported incident to the flag State	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information was given.	
				[Category 4]						

1	2	3	4	5	6	7	8	9	10
	Ship Name Type of Ship Flag Gross Tonnage IMO	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.	Mid Eagle Tanker Cayman Islands 11729 9330795	3/1/22 2245 hrs	22.0°; 46.78' N, 70.0°; 3.79' E Outer Tuna Buoy (OTB) Anchorage, Kandla, India.	While at anchor, the master reported that the duty personnel sighted three unidentified persons on board the ship. The master raised the ship's alarm and made announcement. The perpetrators escaped immediately. A boat was also sighted on portside of the ship. A thorough search was conducted on board the ship by the crew. A total of 40 ship properties/stores were found missing from the main deck. [Category 4]	The crew was safe and accounted for. A total of 40 ship properties/stores were found missing from the main deck.	The master raised the ship's alarm and made announcement. A search on the shp was conducted.	Yes. The master reported the incident to Kandla Port Control	ReCAAP ISC via ReCAAP Focal Point (India)	ICGS Mundra has requested the law enforcement agencies i.e Coastal Security Police/ Marine Police Kandla and Customs Kandla to investigate the incident in coordination with the local Fisheries Authorities. Moreover, the incident is being taken up by ICGS Mundra in coordination with the Marine Police and Fisheries Authorities/ Associations through awareness programme to prevent such incidents from occurring again. Further, the Kandla Port Authorities had also been advised to enhance vigilance and adhere to the standard norms of security/ SOPs especially during night/ dark hours to mitigate such incident. The Indian Coast Guard Ship (ICGS) C-152 was deployed at 0630 hrs on 4 Jan 22 to investigate the incident on board <i>MT Mid Eagle</i> at Kandla Anchorage.

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1	2	3	4	5	6	7	8	9	10
3.	Kien San 1 Tug boat Malaysia 192 9218600 Kien San 8 Barge	6/1/22 1138 hrs	1.0°; 12.8' N, 103.0°; 33.47' E Approximately 2.9 nm southwest off Tuas Western Coast (Singapore), in the westbound lane of the Traffic Separation Scheme in the Singapore Strait. (SOMS)	<p>While underway, one unauthorised person was sighted on board the barge that was being towed by the tug boat. One small craft was also sighted alongside the barge. The perpetrator left the barge about 12 minutes later, and escaped in a sampan.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Some scrap metals were stolen from the barge. The crew was safe and accounted for. No assistance was required. The tug boat and barge was bound for Penang, Malaysia.</p> <p>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.</p> <p style="text-align: right;">[Category 4]</p>	<p>The crew was safe and accounted for.</p> <p>Some scrap metals were reported stolen from the barge.</p>	<p>The master raised the alarm when sighting of the un authorised person on the barge.</p> <p>The master reported the incident to Singapore VTIS.</p> <p>A search on board was conducted.</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.</p>

	Ship Name Type of Ship Flag Gross Tonnage IMO	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
4.	Blue Sea Tanker Liberia 55863 9413028	8/1/22 0242 hrs	1.0°; 16.55' N, 104.0°; 16.54' E Approximately 6.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the Traffic Separation Scheme in the Singapore Strait (SOMS)	<p>While underway, the duty oiler sighted four unauthorised persons in the engine room. One of them was armed with a long knife. The perpetrators escaped upon being sighted. The ship's alarm was raised. The crew conducted search on board with no further sighting of the perpetrators.</p> <p>The master reported the incident to Singapore VTIS. Nothing was stolen. The crew are safe. The master confirmed that no assistance required. The ship departed Pengerang, West Johor, Malaysia and is bound for Kanokawa, Japan.</p> <p>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 were shared with Malaysian and Indonesian authorities.</p> <p style="text-align: right;">[Category 3]</p>	<p>The crew was safe and accounted for.</p> <p>Nothing was stolen.</p>	<p>The ship's alarm was raised.</p> <p>A thorough search on board the ship was conducted.</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 shared with Malaysian and Indonesian authorities.</p>

	Ship Name Type of Ship Flag Gross Tonnage IMO	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
5	Bow Santos Chemical tanker Norway 12005 9303651	8/1/22 0540 hrs	1.0°; 16.18' N, 104.0°; 13.96' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in eastbound lane of the Traffic Separation Scheme in the Singapore Strait (SOMS)	<p>While underway, four unauthorised persons armed with knives were sighted in the engine room. The master raised the alarm and the crew mustered at the bridge.</p> <p>The master reported the incident to Singapore VTIS. At about 0644 hrs, the master updated Singapore VTIS that a search on board the ship was completed with no further sighting of the perpetrators. The crew was safe and accounted for with no report of injuries. However, the loss of property cannot be ascertained. The master informed VTIS East that no assistance was required and resumed her voyage.</p> <p>A Safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p>[Category 3]</p>	<p>The crew was safe and accounted for with no report of injuries.</p> <p>The loss of property cannot be ascertained.</p>	<p>The ship's alarm was raised and crew mustered at the bridge.</p> <p>A thorough search on board the ship was conducted.</p>	Yes 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 shared with Malaysian and Indonesian authorities.