

AUGUST 2019

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA



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INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN AUGUST 2019

OVERVIEW

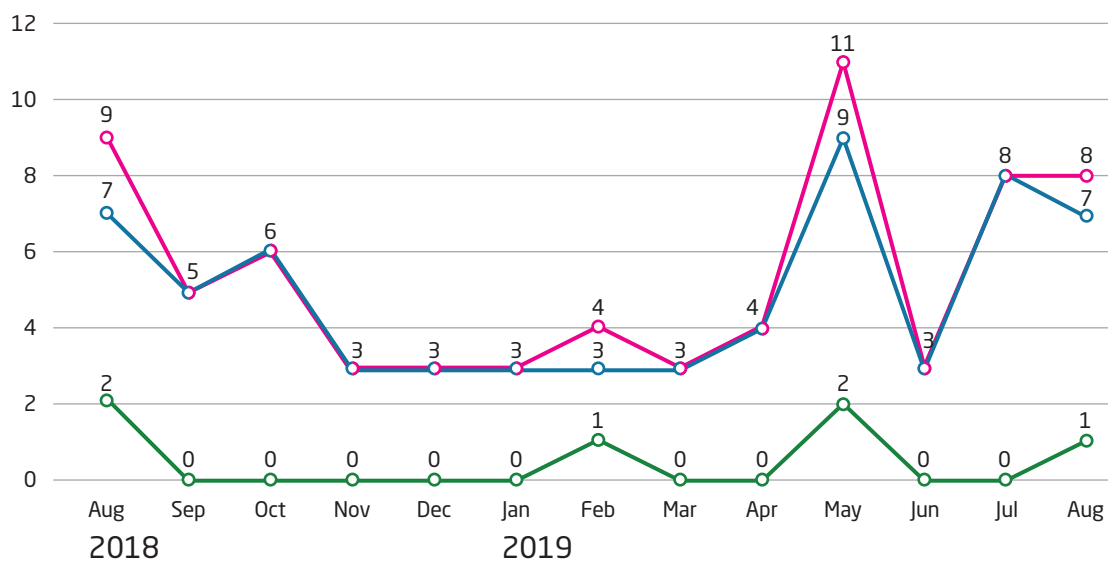
A total of eight incidents of piracy and armed robbery against ships were reported in Asia in August 2019. Of the eight incidents, two were piracy¹ incidents and six were incidents of armed robbery against ships². There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah; and no hijacking of ships for theft of oil cargo reported in August 2019. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern. The ReCAAP ISC is also concerned about the increase in the number of incidents on board tug boats towing barges while underway in the Singapore Strait; and has produced a Special Report (details in page 11 of this report).

AUGUST 2019

NUMBER OF INCIDENTS

In August 2019, eight incidents (comprising seven actual incidents³ and one attempted incident⁴) of piracy and armed robbery against ships were reported in Asia. All incidents have been verified and reported to ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix in pages 18-21 for the description of the incidents.

Compared to August 2018, there was a 11% decrease in the number of incidents reported in August 2019. A total of nine incidents were reported in August 2018 compared to eight incidents in August 2019. Graph 1 shows the number of incidents reported each month from August 2018 to August 2019.



Graph 1 - Number of incidents (August 2018 to August 2019)

■ Total ■ Actual ■ Attempted

1 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

2 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew, or took away any secured or unsecured items found on board the ship.

4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

STATUS OF SHIPS

Of the eight incidents reported in August 2019, three incidents occurred on board ships while underway (in the Singapore Strait), and five incidents on board ships at anchor/berth (in Indonesia, South China Sea and Vietnam).

SIGNIFICANCE LEVEL OF INCIDENTS

Of the seven actual incidents reported in August 2019, two were CAT 3 incidents and five were CAT 4 incidents. The two CAT 3 incidents occurred at Pulau Batam anchorage, Indonesia and in the South China Sea (off Bandar Penawar, Johor, Malaysia). Of the five CAT 4 incidents, three incidents occurred in the Singapore Strait, and two incidents, each occurred in the South China Sea (off Pulau Bintan, Indonesia) and at Phuoc Long Mooring Buoy No. 3, Vietnam. Chart 1 shows the significance level of incidents reported in August of 2007-2019.

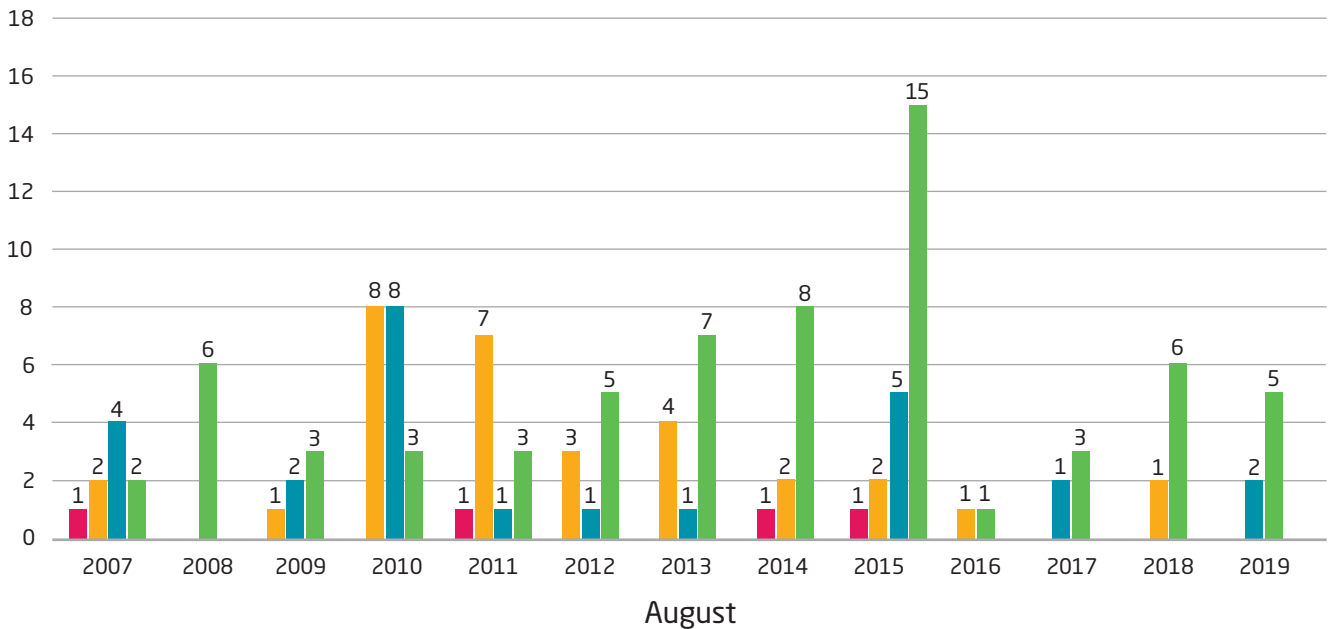
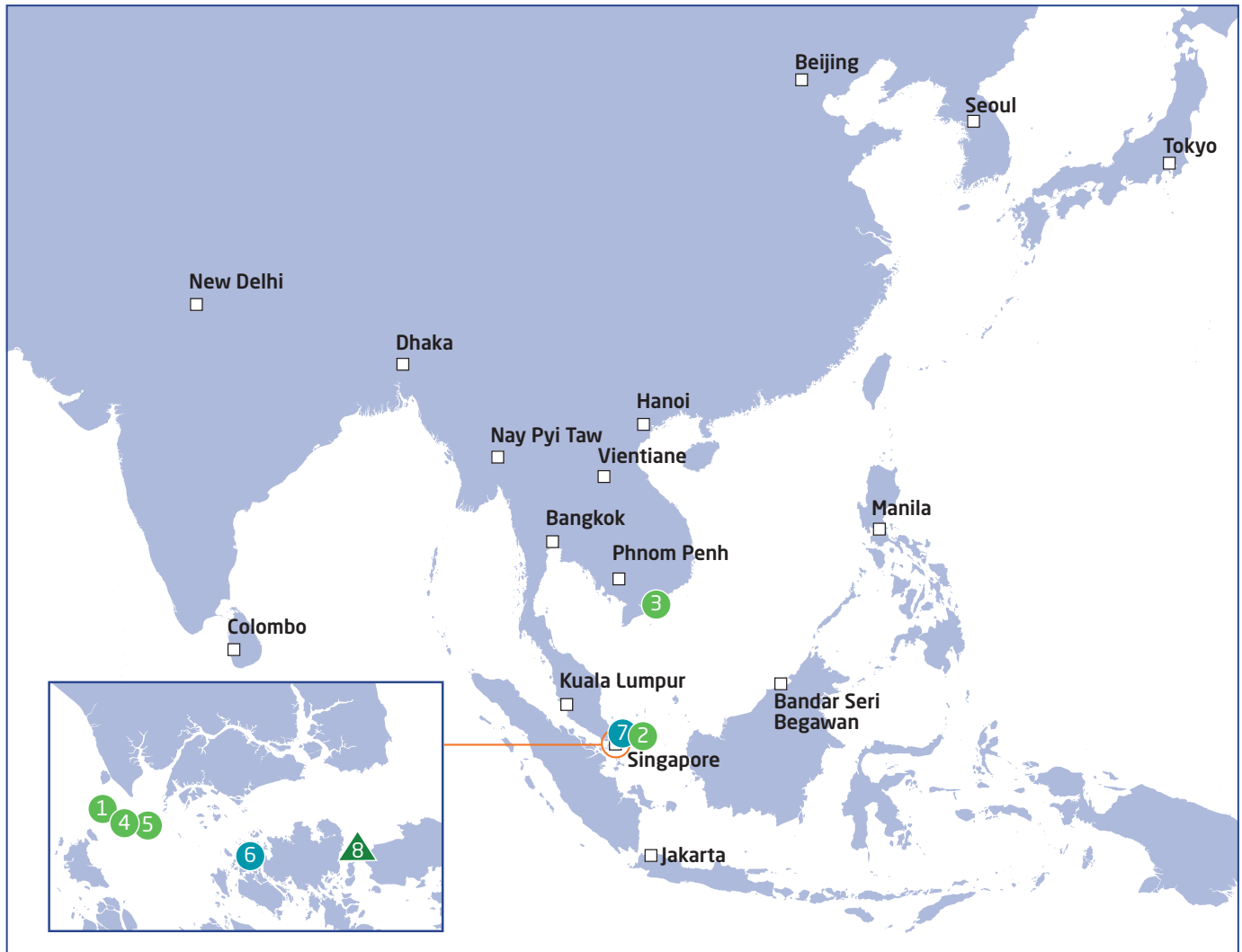


Chart 1 - Significance level of incidents (August of 2007-2019)

CAT 1 CAT 2 CAT 3 CAT 4

LOCATION OF INCIDENTS

The location of the incidents reported in August 2019 is shown in Map 1.



Map 1 - Location of incidents in August 2019

● CAT 3 ● CAT 4 ▲ Attempted

- | | | | |
|---|---|--|---|
| <p>1 Tekun 16217 & Tidal Marine Perdana
Tug boat & barge
3 Aug 19
0030 hrs</p> | <p>2 Crystal Auriga & Crystal 128
Tug boat & barge
9 Aug 19
1800 hrs</p> | <p>3 Kota Waris
Container ship
12 Aug 19
0230 hrs</p> | <p>4 Permata 1 & Permata 2
Tug boat & barge
12 Aug 19
2051 hrs</p> |
| <p>5 Kien San 1 & Kien San 8
Tug boat & barge
15 Aug 19
1659 hrs</p> | <p>6 Salvicero
Tug boat
21 Aug 19
0340 hrs</p> | <p>7 Eagle
Tanker
26 Aug 19
0445 hrs</p> | <p>8 SG Pegasus
Chemical tanker
7 Aug 19
0300 hrs</p> |

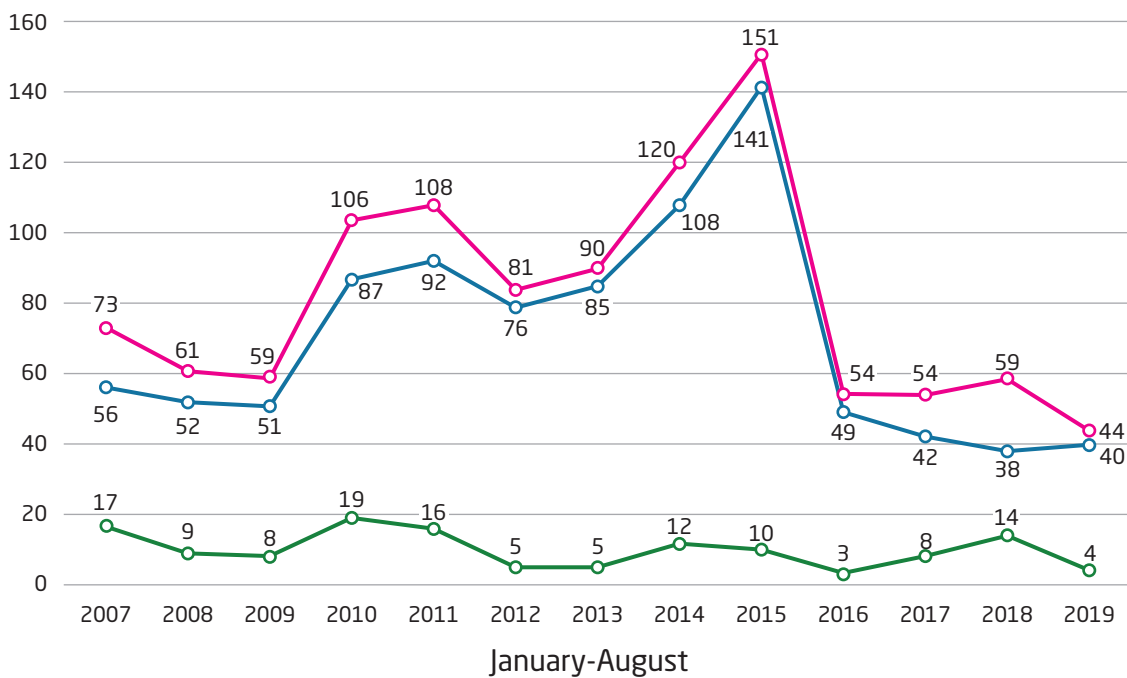
JANUARY-AUGUST 2019

NUMBER OF INCIDENTS

During January-August 2019, a total of 44 incidents (comprising 40 actual incidents and four attempted incidents) were reported in Asia. Of the 44 incidents, 39 were incidents of armed robbery against ships and five were piracy incidents. Four of the five piracy incidents occurred in the South China Sea, and one incident occurred in the Pacific Ocean.

Compared to January-August 2018, there was a **25% decrease in the total number of incidents** reported during January-August 2019. The number of **actual incidents has also decreased by 11%**. A total of 59 incidents (comprising 45 actual incidents and 14 attempted incidents) were reported during January-August 2018.

Both the total number of incidents and the number of actual incidents reported during January-August 2019 are the **lowest** among the 13-year period of January-August of 2007-2019. Graph 2 shows the total number of incidents reported during January-August of 2007-2019.



Graph 2 - Number of incidents (January-August of 2007-2019)

█ Total █ Actual █ Attempted

The improvement of the situation during January-August 2019 can be attributed to the decrease in the number of incidents in Bangladesh, Indonesia and Malaysia. No incident was reported in Bangladesh during January-August 2019 compared to 11 incidents at Bangladesh's ports and anchorages during January-August 2018. The number of incidents in Indonesia has decreased to 14 incidents⁵ during January-August 2019 compared to 24 incidents⁶ during January-August 2018. The number of incidents in Malaysia has also decreased to one incident⁷ during January-August 2019 compared to four incidents⁸ during January-August 2018.

However, there was an increase in the number of incidents on board ships while underway in the Singapore Strait during January-August 2019 compared to the same period in 2018. A total of 14 actual incidents were reported in the Singapore Strait during January-August 2019 compared to six incidents (comprising five actual incidents and one attempted incident) during the same period in 2018.

5 Of the 14 incidents, 12 incidents on board ships at anchor/berth and two incidents on board ships while underway.

6 All 24 incidents occurred on board ships at anchor/berth.

7 One incident on board ship at anchor/berth.

8 Of the four incidents, three incidents on board ships while underway and one incident on board ship at anchor/berth.

SIGNIFICANCE LEVEL OF INCIDENTS

Chart 2 shows the significance level of incidents reported during January-August of 2007-2019. Of the 40 actual incidents reported during January-August 2019, one was a CAT 1 incident, three were CAT 2 incidents, five were CAT 3 incidents and 31 were CAT 4 incidents.

The CAT 1 incident reported during January-August 2019 involved the abduction of nine crew from two fishing boats on 18 Jun 19 off Lahad Datu, Sabah, Malaysia. All the nine crew was released on 21 Jun 19. No CAT 1 incident was reported during January-August 2018. The number of CAT 2 incidents during January-August 2019 is the same as January-August 2017, and it is the lowest number of CAT 2 incidents among the 13-year period. The number of CAT 3 and CAT 4 incidents have decreased during January-August 2019 compared to the same period in 2018.

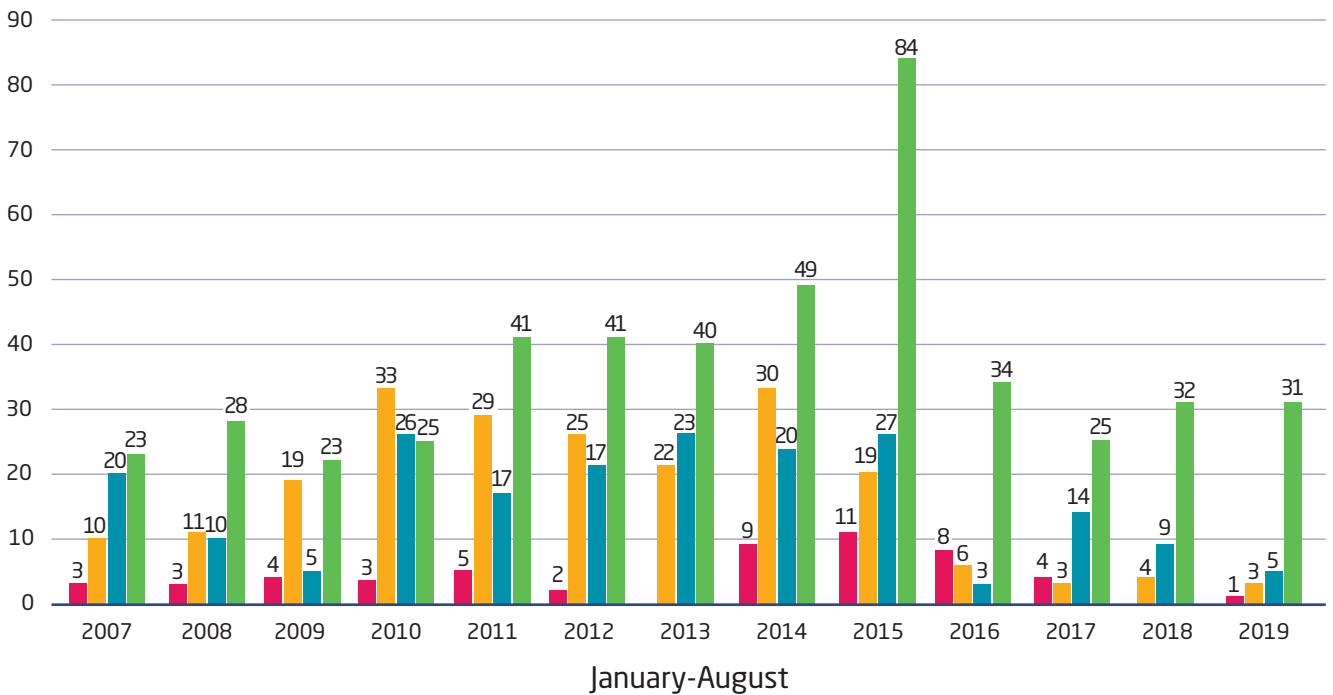


Chart 2 - Significance level of incidents (January-August of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

AUGUST 2019

In August 2019, three incidents of armed robbery against ships occurred in close proximity to each other in the western sector of the Singapore Strait. The three incidents occurred to tug boats towing barges and were boarded while they were underway in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The description of the three incidents are as follows:

1 Incident on 3 Aug 19

Name of ship:	<i>Tekun 16217</i>	Name of ship:	<i>Tidal Marine Perdana</i>
Type of ship:	Tug boat	Type of ship:	Barge
Flag of ship:	Malaysia	Flag of ship:	Malaysia
GT:	163		
IMO Number:	9517862		

At about 0030 hrs, the Malaysian Maritime Enforcement Agency (MMEA) while on routine patrol sighted a small wooden boat without registration number at approximately 4.1 nm west of Tanjung Piai, Johor, Malaysia. Upon inspecting the boat, they found more than two tons of scrap metal believed to be stolen from a barge towed by tug boat, *Tekun 16217*. The MMEA detained the wooden boat and her three crew suspected of sea theft for further investigation.

2 Incident on 12 Aug 19

Name of ship:	<i>Permata 1</i>	Name of ship:	<i>Permata 2</i>
Type of ship:	Tug boat	Type of ship:	Barge
Flag of ship:	Malaysia		
GT:	128		

At about 2051 hrs, tug boat, *Permata 1* towing barge, *Permata 2* was underway to Port Klang, Malaysia from Sarawak, East Malaysia at approximately 4.3 nm south of Tanjung Piai, Johor, Malaysia when an unknown number of perpetrators boarded the barge from a small boat. They stole some scrap metal and ropes from the barge before escaping. The master raised the alarm and reported the incident to Singapore Vessel Traffic Information System (VTIS) via the VHF. The crew was safe. The Singapore's Port Operations Control Centre (POCC) issued navigational broadcast to alert ships in the vicinity to maintain vigilance; and notified the Singapore Navy, Singapore Police Coast Guard and RCC Putra Jaya, Malaysia.

③ Incident on 15 Aug 19

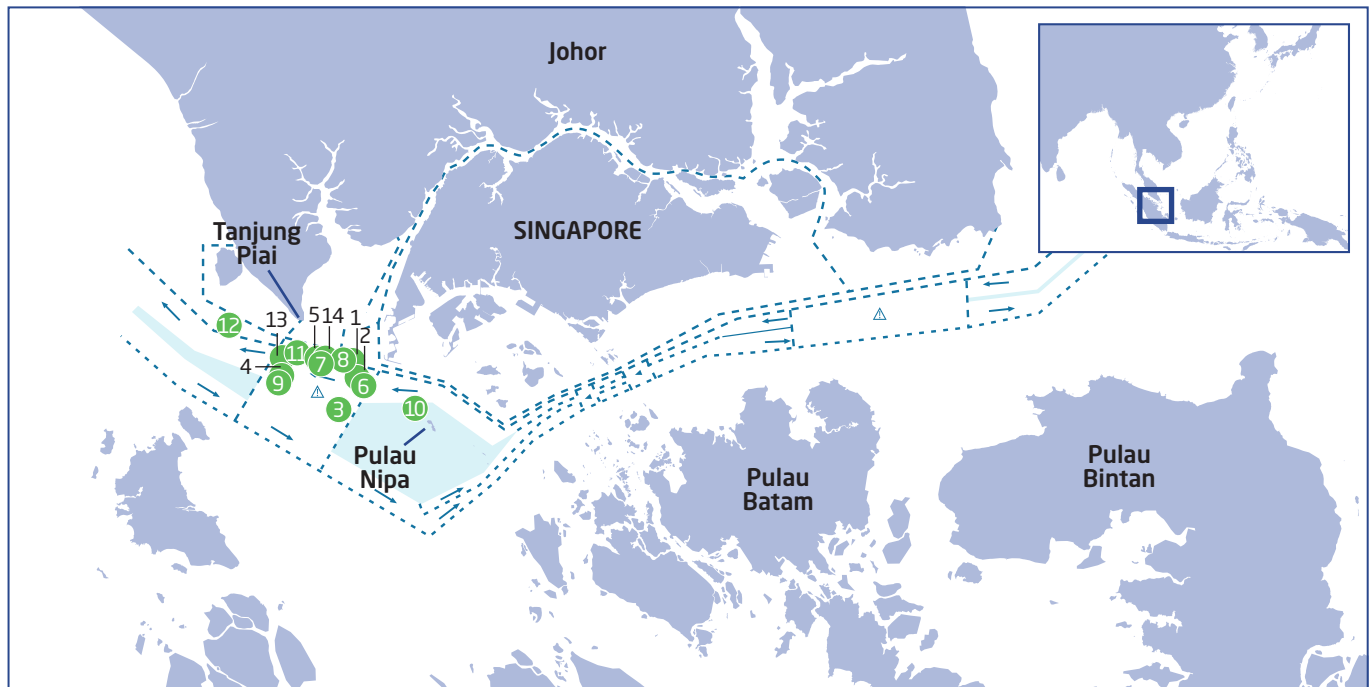
Name of ship:	<i>Kien San 1</i>
Type of ship:	Tug boat
Flag of ship:	Malaysia
GT:	192
IMO Number:	9218600

Name of ship:	<i>Kien San 8</i>
Type of ship:	Barge
Flag of ship:	Malaysia

At about 1659 hrs, tug boat, *Kien San 1* towing barge, *Kien San 8* was underway at approximately 3.8 nm southeast of Tanjung Piai, Johor, Malaysia when three perpetrators from two small boats boarded the barge and stole some scrap metal. The master raised the alarm and reported the incident to Singapore VTIS via VHF. The perpetrators left the barge at about 1710 hrs with some scrap metal. The crew was not injured; and the tug boat and barge resumed their passage westbound. A safety navigational broadcast was initiated; and the Singapore Navy, Singapore Police Coast Guard and Malaysian authority were notified.

JANUARY-AUGUST 2019

During January-August 2019, a total of 14 actual incidents occurred to tug boats towing barges in the eastern sector of the Singapore Strait. Of the 14 incidents, nine incidents reported the loss of scrap metal from the barges, two incidents reported loss of tools, and nothing was reported stolen in the other three incidents. Refer to the map below on the approximate location of the 14 incidents.



Map 2 - Location of incidents in the Singapore Strait (January-August 2019)

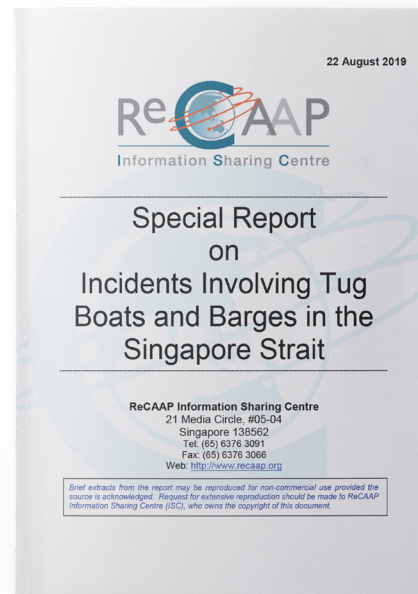
● CAT 4

- | | | | |
|--|--|--|---|
| <p>① Jin Hwa 43 & Jin Hwa 44
Tug boat & barge
5 Feb 19
1709 hrs</p> | <p>② Sung Fatt 31 & Sung Fatt 36
Tug boat & barge
5 Mar 19
1110 hrs</p> | <p>③ Union Topaz & Magnor
Tug boat & dredger
24 Apr 19
0510 hrs</p> | <p>④ Vector 1 & Yong Tat 319
Tug boat & barge
25 Apr 19
0530 hrs</p> |
| <p>⑤ Barlian T1201 & Smith Cyclone
Tug boat & barge
18 May 19
1650 hrs</p> | <p>⑥ Modalwan 11 & Asiapride 2332
Tug boat & barge
19 May 19
1700 hrs</p> | <p>⑦ Asia Jaya 28 & Sinar Jaya 2912
Tug boat & barge
30 May 19
2230 hrs</p> | <p>⑧ Budget 19 & Budget 29
Tug boat & barge
18 Jun 19
1857 hrs</p> |
| <p>⑨ Modalwan 11 & Lion Kimtrans 2301
Tug boat & barge
11 Jul 19
1030 hrs</p> | <p>⑩ Sung Fatt 31 & Sung Fatt 36
Tug boat & barge
16 Jul 19
0430 hrs</p> | <p>⑪ Virgo 29 & Victory 9
Tug boat & barge
25 Jul 19
0703 hrs</p> | <p>⑫ Tekun 16217 & Tidal Marine Perdana
Tug boat & barge
3 Aug 19
0030 hrs</p> |
| <p>⑬ Permata 1 & Permata 2
Tug boat & barge
12 Aug 19
2051 hrs</p> | <p>⑭ Kien San 1 & Kien San 8
Tug boat & barge
15 Aug 19
1659 hrs</p> | | |

SPECIAL REPORT ON 'INCIDENTS INVOLVING TUG BOATS AND BARGES IN THE SINGAPORE STRAIT'

The number of incidents occurred on tug boats towing barges in the Singapore Strait is on the rise during January-August 2019. A total of 14 incidents were reported in the Singapore Strait during January-August 2019 compared to three incidents in 2018. With 14 incidents occurred over a period of seven months (February-August 2019), it is about an average of two incidents per month. Concerned about the increase in the number of incidents involving tug boats towing barges in the Singapore Strait, the ReCAAP ISC produced a Special Report on '*Incidents Involving Tug Boats and Barges in the Singapore Strait*' to alert the tug boat industry and law enforcement agencies about the increase, particularly the theft of scrap metal from barges.

The Special Report provides an insight of the incidents, the modus operandi of the perpetrators and recommendations to the tug boat industry and authorities to prevent the occurrence of such incidents. The report advises ship master/crew to exercise enhanced vigilance, adopt extra precautionary measures and report all incidents to the nearest coastal State immediately; and urges the littoral States to step up surveillance, increase patrols and response promptly to all reports of incidents. The Special Report can be found at www.recaap.org.



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

SITUATION UPDATE

In August 2019, there was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah. The last actual incident occurred on 18 Jun 19 where nine crew were abducted from two fishing boats off Lahad Datu, Sabah, Malaysia. The nine crew were released by the abductors on 21 Jun 19.

STATUS OF ABDUCTED CREW

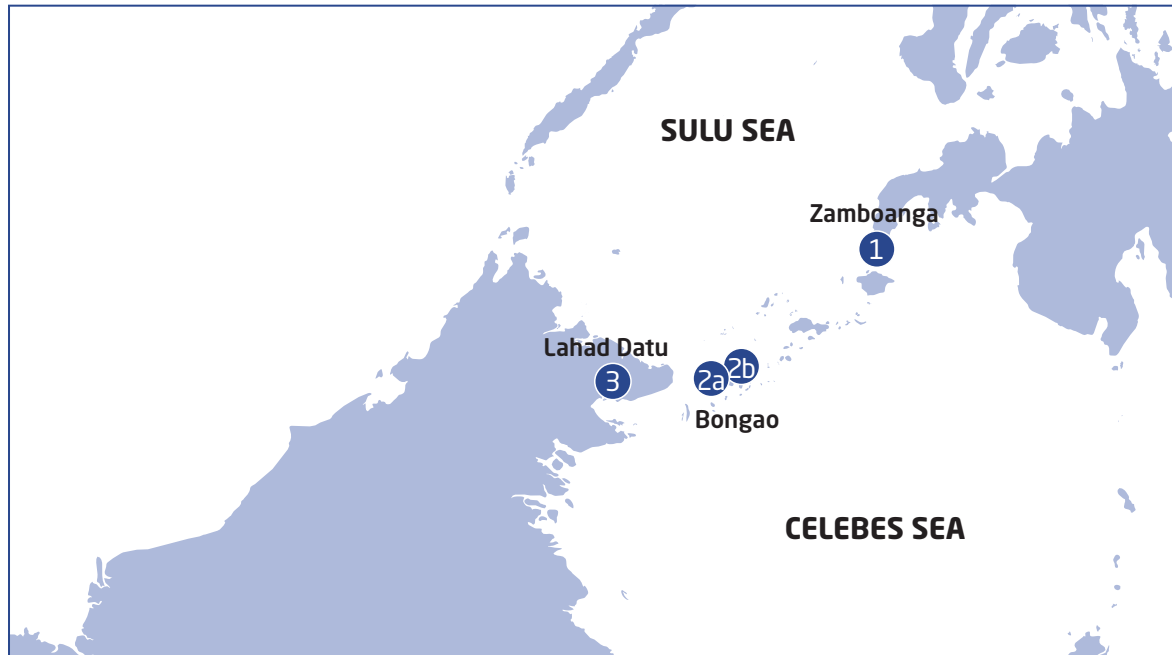
Of the 75 crew abducted by the Abu Sayyaf Group (ASG) since March 2016, 65 crew were released/rescued and 10 killed/died. There is **no more crew** being held in captivity. The rescue and release of the abducted crew was the result of the intensified military and law enforcement operations of the Philippine authorities. These operations are undertaken continuously in order to neutralise the militant group

NO. OF CREW ABDUCTED	NO. OF CREW RELEASED/ RESCUED	NO. OF CREW KILLED/DIED	NO. OF CREW STILL IN CAPTIVITY
75	65	10	0

ReCAAP ISC ADVISORY

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the abduction of nine crew⁹ on 18 Jun 19, the ReCAAP ISC reiterates its advisory issued via the *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 immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia (updated on 3 Jan 19) are as follows:

⁹ The nine abducted crew were released on 21 Jun 19.



Map 3 - Contact details

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

2b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi

Tel: +63 955 714 0153
VHF: Channel 16
Email: jointtaskgroup@gmail.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

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

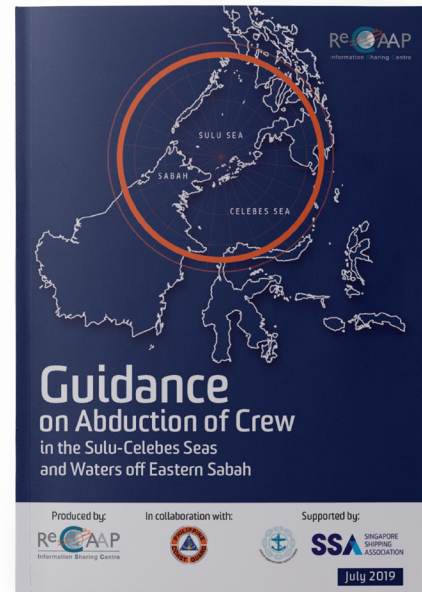
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +63-2-5273877 (direct)
+63-917-724-3682 (mobile)
+63-2-527-8481 to 89 (ext: 6136/37)
+63-929-825-3207 (mobile)
Email: pcgcomcen@coastguard.gov.ph

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

The ReCAAP ISC has produced the '*Guidance on the Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' to assist the shipping industry and ships to enhance their situation awareness and avoid such incidents. The Guidance consists of advisory on the measures to be taken by ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at www.recaap.org.

The Guidance complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



CONCLUSION

The total number of incidents of piracy and armed robbery against ships reported during January-August 2019 has **decreased by 25%** compared to January-August 2018. The number of **actual incidents decreased by 11%**. Both the total number of incidents and number of actual incidents during January-August 2019 are the **lowest** among the 13-year period of January-August of 2007-2019.

The improvement of the situation during January-August 2019 can be attributed to the decrease in the number of incidents in Bangladesh, Indonesia and Malaysia. However, the number of incidents in the Singapore Strait continued to increase in August 2019. With the occurrence of 14 incidents in close proximity to each other during January-August 2019, the ReCAAP ISC produced a Special Report on *'Incidents Involving Tug Boats and Barges in the Singapore Strait'*. The report recommends that all ships, particularly tug boats towing barges to exercise enhanced vigilance when transiting the area and report all incidents and presence of suspicious small boats in the vicinity to the nearest coastal State immediately. The report encourages the littoral States to strengthen the conduct of joint coordinated patrols, increase enforcement in their respective waters and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute the perpetrators.

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is still high, the ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report immediately to the reporting centres and adopt the measures recommended in the ReCAAP ISC's *'Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah'*.

The ReCAAP ISC urges law enforcement agencies to continue to enhance surveillance, increase patrols and respond promptly to reports of incidents. Ships transiting areas of concern are to exercise enhanced vigilance, maintain all round lookout for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*.

APPENDICES

Definitions & Methodology in Classifying Incidents

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
 - (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

B. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
● CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
● CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
● CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
● CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

DESCRIPTION OF INCIDENTS

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 3 ● CAT 4

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>Tekun 16217 Tug boat Malaysia 163 9517862</p> <p>Tidal Marine Perdana Barge Malaysia</p>	03/08/19 0030 hrs	<p>1° 15.21' N, 103° 26.42' E</p> <p>Approximately 4.1 nm west of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>The Malaysian Maritime Enforcement Agency (MMEA) while on routine patrol sighted a small wooden boat without registration number. Upon inspecting the boat, they found more than two tons of scrap metal believed to be stolen from a barge towed by <i>Tekun 16217</i>. The MMEA detained the wooden boat and her three crew suspected of theft for further investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p>Crystal Auriga Tug boat Indonesia 108 9072228</p> <p>Crystal 128 Barge Singapore</p>	09/08/19 1800 hrs	<p>1° 26.62' N, 104° 38.93' E</p> <p>Approximately 14 nm northeast of Pulau Bintan, Indonesia</p> <p>(SCS)</p> <p>(Piracy)</p>	<p>While anchored off Pulau Bintan, the barge was boarded by an unknown number of perpetrators. They stole some mattress protectors from a container on the barge. The master discovered that the items on board the barge were missing upon arrival at Crystal Offshore Yard, Singapore on 10 Aug 19 at 1200 hrs. He reported the incident to Singapore's Port Operations Control Centre (POCC) and Singapore Police Coast Guard. The Singapore Police Coast Guard boarded the tug boat and barge to investigate.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<p>Kota Waris Container ship Singapore 16772 9157404</p>	12/08/19 0230 hrs	<p>10° 44.33' N, 106° 46.2' E</p> <p>Phuoc Long Mooring Buoy No. 3, Vietnam</p>	<p>While at anchor, two perpetrators in black mask boarded the ship through the port quarter deck from a wooden boat. They were trying to open the entrance door of the steering gear room. The duty A/B discovered them when he was conducting deck safety and security round. He reported the incident to the duty officer and raised the general alarm. The perpetrators jumped into the water and escaped empty-handed in a wooden boat. The master reported incident to the agent who informed the port authorities.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
4	<p>Permata 1 Tug boat Malaysia 128 3702100</p> <p>Permata 2 Barge</p>	12/08/19 2051 hrs	<p>1° 13.66' N, 103° 30.08' E</p> <p>Approximately 4.3 nm south of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway to Port Klang, Malaysia from Sarawak, East Malaysia an unknown number of perpetrators boarded the barge from a small boat. They stole some scrap metal and ropes from the barge before escaping. The master raised the alarm and reported the incident to Singapore's VTIS via the VHF. The crew was safe.</p> <p>The Singapore's Port Operations Control Centre (POCC) issued navigational broadcast to alert ships in the vicinity to maintain vigilance, and notified the Singapore Coast Guard, Singapore Navy and RCC Putra Jaya, Malaysia.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p><i>Kien San 1</i> Tug boat Malaysia 192 9218600</p> <p><i>Kien San 8</i> Barge Malaysia</p>	15/08/19 1659 hrs	<p>1° 12.95' N, 104° 33.31' E</p> <p>Approximately 3.8 nm southeast of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, three perpetrators from two small boats boarded the barge and stole some scrap metal. The master raised the alarm and reported the incident to the Singapore Vessel Traffic Information System (VTIS) via VHF. The perpetrators disembarked the barge at about 1710 hrs with some scrap metal. The crew was not injured; and the tug boat and barge resumed their passage westbound.</p> <p>The Singapore Navy and Police Coast Guard were notified. The safety navigational broadcast was initiated and Malaysian authority was also notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<p><i>Salvicero</i> Tug boat Singapore 2658 9351830</p>	21/08/19 0340 hrs	<p>1° 6.15' N, 103° 53.06' E</p> <p>Pulau Batam Anchorage, Indonesia</p>	<p>While the tug boat was at anchor, five perpetrators wearing dark clothes and armed with knives and hammer boarded the boat. The perpetrators were sighted by the crew who raised the alarm and mustered at the bridge. The master reported the incident to the local authorities and flag State, and activated the Ship Security Alert System (SSAS). The authorities reportedly boarded the ship and conducted a search. No perpetrator was found on board the ship. It was reported that engine spares were stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	Eagle Tanker Marshall Islands 333 9233753	26/08/19 0445 hrs	1° 35' N, 104° 32' E Approximately 17 nm east off Bandar Penawar, Johor, Malaysia (SCS) (Piracy)	While at anchor, four perpetrators armed with knives and sharp object boarded the tanker by climbing the anchor chain and entered through the hawse pipe from a wooden craft. The crew sighted the perpetrators, raised the ship's alarm and sounded the forward whistle. Upon realising the crew had been alerted, the perpetrators escaped with a 6-man life raft, and a few fire hoses and nozzles. The crew was not injured. The Malaysian authority was notified. [ReCAAP Focal Point (Singapore)]

Attempted Incident of Armed Robbery Against Ships in Asia

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	SG Pegasus Chemical tanker Panama 8195 9494876	07/08/19 0300 hrs	1° 6.2' N, 104° 10.7' E Tanjung Uban anchorage, Pulau Bintan, Indonesia	While at anchor, three perpetrators using grappling hooks attempted to board the chemical tanker from a small craft with outboard engine. Upon sighting of the perpetrators, the crew sounded the ship's horn and general alarm. The perpetrators subsequently aborted the attempt. The crew was safe and nothing was stolen. The incident was reported to the local port authority. [ReCAAP Focal Point (Singapore)]

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

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Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call sign "NEPTUNE"	

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Correct as at 6 September 2019



**Regional Cooperation Agreement on Combating
Piracy and Armed Robbery against Ships in Asia**

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