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## ReCAAP ISC Weekly Report

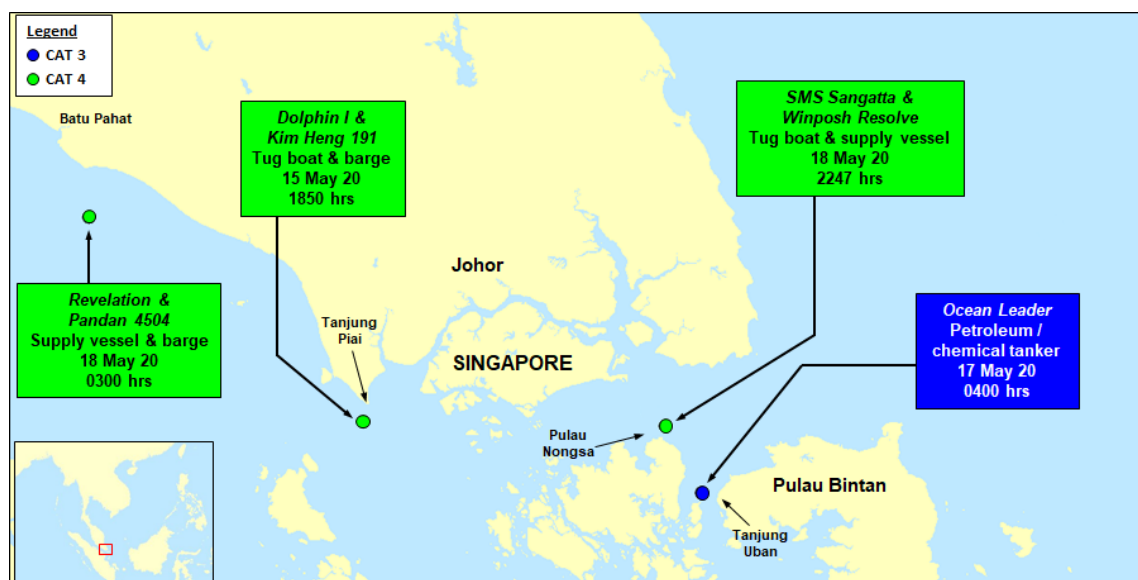
### 12-18 May 2020

## Piracy and Armed Robbery Against Ships in Asia

### OVERVIEW

During 12-18 May 20, four incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC. Of the four incidents, one was a CAT 3<sup>1</sup> incident that occurred on board a tanker while anchored at Tanjung Uban Anchorage, Indonesia; and three were CAT 4<sup>2</sup> incidents that occurred to ships while underway in the Straits of Malacca and Singapore (in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, in the westbound lane of the TSS in the Malacca Strait and south of the TSS in the Singapore Strait). The ReCAAP ISC advises enhanced vigilance in the Straits of Malacca and Singapore, since the number of incidents is increasing.

The location of the incidents is shown in the map below; and detailed description of the incidents tabulated in the attachment.




Location of incidents

<sup>1</sup> 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 remains 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.

<sup>2</sup> CAT (Category) 4 incident is classified as "least significant" in nature. Under this category, the perpetrators were not armed, and the crew not harmed.

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

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the recurrence of the abduction incident on 17 Jan 20, 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 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 by ReCAAP ISC on 3 Jan 19) are as follows:



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Key locations marked include Lahad Datu, Bongao, and Zamboanga. Contact points are indicated by numbered circles: 1 (Philippine Coast Guard District Southwestern Mindanao), 2a (Philippine Coast Guard Station, Bongao), 2b (Philippine Navy - Littoral Monitoring Station (LMS), Bongao), and 3 (Eastern Sabah Security Command (ESSCOM)).

- 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  
12-18 May 2020**

| 1  | 2  | 3                           | 4   | 5   | 6  | 7   | 8   | 9   | 10   |
|--|--|-----------------------------|---|---|--|---|---|---|--|
| Ship Name<br>Type of Ship<br>Flag<br>Gross Tonnage<br>IMO Number | Date<br>Local<br>Time<br>of<br>Incident<br>(LT)  | Position of the<br>Incident | Details of the Incident   | Consequences for<br>crew, ship, cargo   | Action taken by the<br>master and crew               | Was the incident<br>reported to coastal<br>authority? Which<br>one? | Reporting State<br>or International<br>Organization | Coastal State<br>Taken                              | Action   |
| <b>INCIDENTS IN ASIA</b>   |  |                             |   |   |  |   |   |   |  |
| <b>ACTUAL INCIDENTS</b>  |  |                             |   |   |  |   |   |   |  |
| 1.   | <b>SMS Sangatta</b><br>Tug boat<br>Indonesia<br>372<br>9637519<br><br><b>Winposh Resolve</b><br>Supply vessel<br>Indonesia | 18/05/20<br>2247 hrs        | 1° 13.35' N<br>104° 6.53' E<br><br>Approximately 2.1<br>nm northeast of<br>Pulau Nongsa,<br>Indonesia, south<br>of the TSS in the<br>Singapore Strait<br><br>(Straits of<br>Malacca &<br>Singapore) | While the tug boat towing the supply vessel was en route from Labuan, Sabah, East Malaysia to Pulau Sambu, Indonesia, three perpetrators boarded the supply vessel. The master raised the alarm and reported the incident to Singapore VTIS. At about 2358 hrs, the master updated that the perpetrators had escaped. The crew was safe and nothing was stolen. No further assistance was required; and the tug boat and supply vessel resumed their voyage.<br><br>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified.<br><br>(Category 4) | The crew was not injured.<br><br>Nothing was stolen. | The master raised the alarm.  | Yes<br><br>Singapore VTIS                           | ReCAAP ISC via<br>ReCAAP Focal<br>Point (Singapore) | A safety navigational broadcast was initiated. The RSN's MSTF, Singapore PCG and the Indonesian authorities were notified. |

|    | Ship Name<br>Type of Ship<br>Flag<br>Gross Tonnage<br>IMO Number   | Date<br>Local<br>Time<br>of<br>Incident<br>(LT) | Position of the<br>Incident   | Details of the Incident   | Consequences for<br>crew, ship, cargo                       | Action taken by the<br>master and crew  | Was the incident<br>reported to coastal<br>authority? Which<br>one? | Reporting State<br>or International<br>Organization  | Coastal State<br>Action<br>Taken  |
|----|--|---|---|---|---|---|---|--|---|
| 2. | <p><b>Revelation</b><br/>Supply vessel<br/>Kiribati<br/>1772<br/>9355862</p> <p><b>Pandan 4504</b><br/>Accommodation work<br/>barge<br/>Panama</p> | 18/05/20<br>0300 hrs                            | <p>1° 38.5' N<br/>102° 57' E</p> <p>Approximately 5.6<br/>nm south of<br/>Tanjung Laboh,<br/>Batu Pahat,<br/>Johor, Malaysia<br/>in the westbound<br/>lane of the TSS in<br/>the Malacca Strait</p> <p>(Straits of<br/>Malacca &amp;<br/>Singapore)</p> | <p>While the supply vessel towing the accommodation work barge was en route to Dubai, UAE, the duty officer of the supply vessel sighted three perpetrators boarding the barge from two small boats. The boats were identified via AIS system as <i>JHFA 238A</i> and <i>JHF 9496B</i>. The general alarm was raised and anti-piracy warnings broadcasted on the PA system. The search light was flashed continuously at the unmanned barge. The master initiated broadcast on VHF 16 to Segenting VTS but there was no response. At 0400 hrs, the perpetrators escaped in their two small boats. The crew was safe and nothing was stolen. No further assistance was required; and the supply vessel and barge resumed their voyage.</p> <p>The CSO reported the incident to the Singapore PCG. The RSN's MSTF and the Malaysian authorities were also notified.</p> <p>(Category 4)</p> | <p>The crew was not injured.</p> <p>Nothing was stolen.</p> | <p>The general alarm was raised and anti-piracy warnings broadcasted on the PA system. The search light was flashed continuously at the unmanned barge.</p> | <p>Yes</p> <p>Segenting VTS and Singapore PCG</p>                   | <p>ReCAAP ISC via ReCAAP Focal Point (Singapore)</p> | <p>The RSN's MSTF and the Malaysian authorities were also notified.</p> |

|    | Ship Name<br>Type of Ship<br>Flag<br>Gross Tonnage<br>IMO Number   | Date<br>Local<br>Time<br>of<br>Incident<br>(LT) | Position of the<br>Incident   | Details of the Incident   | Consequences for<br>crew, ship, cargo                           | Action taken by the<br>master and crew              | Was the incident<br>reported to coastal<br>authority? Which<br>one? | Reporting State<br>or International<br>Organization | Coastal State<br>Action<br>Taken  |
|----|--|---|---|---|---|---|---|---|---|
| 3. | <b>Ocean Leader</b><br>Petroleum/Chemical<br>tanker<br>Singapore<br>11999<br>9402835                     | 17/05/20<br>0400 hrs                            | 1° 5.3' N<br>104° 10.8' E<br><br>Tanjung Uban<br>Anchorage,<br>Indonesia  | While at anchor, the duty crew spotted three perpetrators armed with knives on board the ship. The general alarm was raised and the crew mustered. Upon realizing that the crew had been alerted, the perpetrators left the ship. The crew later found a small knife on the deck that was left behind by the perpetrators. The crew was safe and nothing was stolen.<br><br>(Category 3)  | The crew was not injured.<br><br>Nothing was stolen.            | The general alarm was raised and the crew mustered. | No  | ReCAAP ISC via ReCAAP Focal Point (Singapore)       | No information available  |
| 4. | <b>Dolphin I</b><br>Tug boat<br>Comoros<br>499<br>9541899<br><br><b>Kim Heng 191</b><br>Barge<br>Comoros | 15/05/20<br>1850 hrs                            | 1° 13.85' N<br>103° 30.08' E<br><br>Approximately 2.2<br>nm south-<br>southwest of<br>Tanjung Piai,<br>Johor, Malaysia<br>in the westbound<br>lane of the TSS in<br>the Singapore<br>Strait<br><br>(Straits of<br>Malacca &<br>Singapore) | While the tug boat towing barge was underway, two perpetrators were sighted on the tug boat. The perpetrators stole two mooring ropes and escaped in a small craft. There was no confrontation with the crew.<br><br>The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore PCG and the Malaysian authorities were notified. The crew was safe. No further assistance was required and the tug boat resumed her voyage.<br><br>(Category 4) | The crew was not injured.<br><br>Two mooring ropes were stolen. | No information available                            | Yes<br><br>Singapore VTIS   | ReCAAP ISC via ReCAAP Focal Point (Singapore)       | A safety navigational broadcast was initiated. The RSN's MSTF, Singapore PCG and the Malaysian authorities were notified. |