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ReCAAP ISC Weekly Report 12-18 October 2021

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

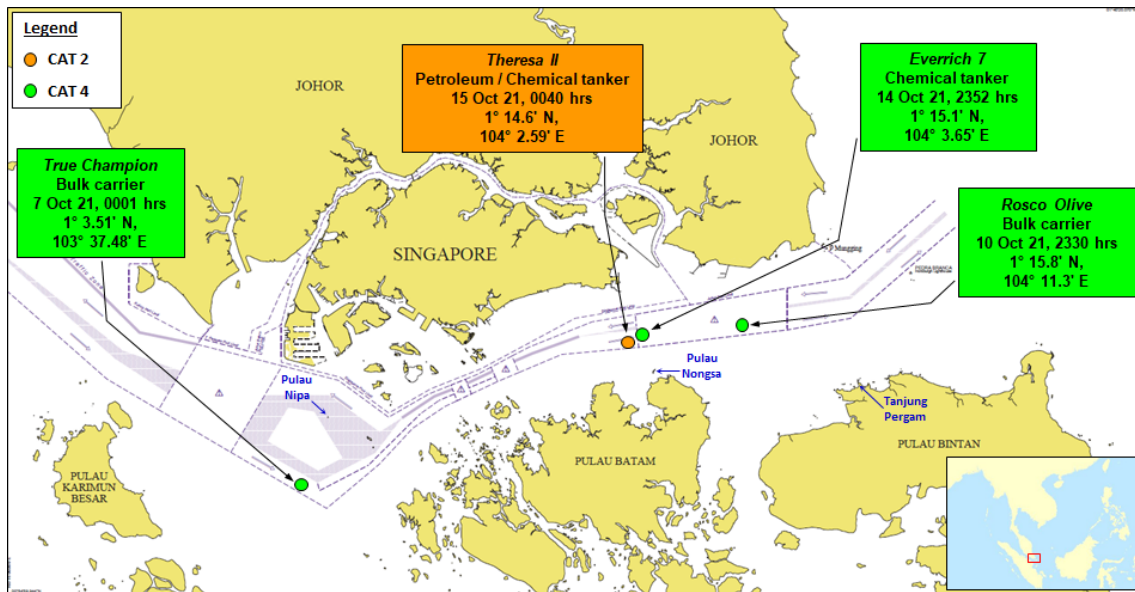
During 12-18 Oct 21, four incidents of armed robbery against ships in Asia (one CAT 2¹ incident and three CAT 4² incidents) were reported to the ReCAAP ISC. All the four incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. Of the four incidents, one incident occurred on 7 Oct south west of Nipa Island (Indonesia), one incident occurred on 10 Oct north west of Tanjung Pergam, Bintan Island (Indonesia) and two incidents occurred on 14 and 15 Oct off Nongsa Point, Batam Island (Indonesia). In the incident on 15 Oct, the perpetrators were armed with knives. The perpetrators were not armed in the other three incidents. The crew was not injured in all four incidents, and engine spares were stolen in two of the four incidents.

With the four incidents, a total of 32 incidents were reported in the Straits of Malacca and Singapore since January 2021. They comprise 31 incidents in the Singapore Strait and one incident in the Malacca Strait.

The location of the four incidents are shown in the map on the next page, and detailed description tabulated in the attachment.

¹ CAT (Category) 2 incident is moderately significant. Under this category, the perpetrators are likely to be armed with knives/machetes and in some incidents armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.

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.



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 below:



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
12-18 October 2021**

	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
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	True Champion Bulk carrier Liberia 93196 9403528	07/10/21 0001 hrs	1° 3.51' N, 103° 37.48' E Approximately 5.2 nm southwest of Nipa Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait	While underway, the crew discovered some engines spares were stolen. The incident was likely to have had occurred at about 0001hrs on 7 Oct 21. The perpetrators were not sighted by the crew. A search onboard was carried out. The master did not report the incident to the nearest coastal State. However, the incident was reported to the Company Security Officer. All crew were safe and the master continued the voyage to China. 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 shared with Indonesian authority. [Category 4]	All crew were safe and accounted for. Some engine spares were stolen.	The master reported the incident to the Company Security Officer. A search on board the ship was conducted.	No	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 Indonesian authority.

	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
2.	Rosco Olive Bulk carrier Hong Kong, China 40325 9542465	10/10/21 2330 hrs	1° 15.8' N, 104° 11.3' E Approximately 10 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait	While underway, the crew of the ship noticed two perpetrators in the engine room area. The crew immediately informed the duty Chief Engineer who subsequently notified the bridge. The ship alarm was raised and crew were mustered in the engine room. A search was conducted and the perpetrators not found. Nothing was reported stolen. [Category 4]	All crew were safe and accounted for. Nothing was reported stolen.	Ship's alarm was raised and crew were mustered. A search was conducted.	No information available	ReCAAP ISC via ReCAAP Contact Point (Hong Kong)	No information available
3.	Everrich 7 Chemical tanker Hongkong, China 15042 9235476	14/10/21 2352 hrs	1° 15.1' N, 104° 3.65' E Approximately 3.9 nm northwest of Nongsa Point, Batam Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait	While underway, a chemical tanker reported to Singapore VTIS that three perpetrators were sighted at the stern main deck of the ship. The ship alarm was raised and the crew conducted a search for the perpetrators on board the ship. At 0045 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. Nothing was stolen. The crew was safe with no injury. A safety navigational roadcast 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	All crew were safe and accounted for. No item was reported stolen.	The duty officer reported the incident to Singapore VTIS. A search on board was conducted.	The incident was reported 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 Indonesian authority.

	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
				<p>shared with the Indonesian authorities.</p> <p>The ship departed the port of Singapore and was bound for Ningbo, China.</p> <p>[Category 4]</p>					
4.	Theresa II Petroleum/chemical tanker Singapore 15225 9871074	15/10/21 0040 hrs	1° 14.6' N, 104° 2.59' E Approximately 3.2 nm from Nongsa Lighthouse, Batam Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait	<p>While underway, the duty oiler spotted about seven to eight perpetrators, armed with knives, in the engine room workshop. The perpetrators tied up the duty oiler and subsequently him before they left. Upon release, the oiler reported the incident to the Chief Engineer who immediately informed the bridge. The alarm was activated and a thorough search of the ship was conducted. The perpetrators were not found. There was no reported damage to the ship and the crew was not injured. Some engine spares were reported stolen.</p> <p>[Category 2]</p>	<p>All crew were safe and accounted for.</p> <p>Some engine spares were reported stolen.</p>	The ship's alarm was raised. A thorough search of the ship was conducted.	No information available	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available