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## ReCAAP ISC Weekly Report 16-22 November 2021

### Piracy and Armed Robbery Against Ships in Asia

#### OVERVIEW

During 16-22 Nov 21, two incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC. Both were CAT 4<sup>1</sup> incidents. Of the two incidents, one incident occurred on 18 Nov on board a general cargo ship while anchored at Kandla Anchorage, India and the other incident occurred on 22 Nov on board a bulk carrier while underway in the Singapore Strait (SS) at approximately 8.6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the Traffic Separation Scheme. In both incidents, the crew was not injured, nothing was stolen from the ships and the perpetrators escaped immediately when the alarm was raised.

With the latest incident, a total of 38 incidents were reported in the SS since January 2021, including 24 incidents occurred off Tanjung Pergam.

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



Location of incidents

<sup>1</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.

## INCIDENT OUTSIDE ASIA


During 16-22 Nov 21, one incident outside Asia was reported to the ReCAAP ISC by ReCAAP Focal Point (Singapore). The incident occurred on 12 Nov to a tug boat/supply vessel while anchored at Soyo Outer Anchorage, Angola. The detailed description of the incident is tabulated in the attachment.

## 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:



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 near Zamboanga, 2a and 2b near Bongao, and 3 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  
16-22 November 2021**

|                          | 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<br>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 Action<br>Taken   |
|--------------------------|---|---|--|---|--|--|---|--|---|
| 1                        | 2   | 3   | 4  | 5   | 6  | 7  | 8   | 9  | 10  |
| <b>INCIDENTS IN ASIA</b> |   |   |  |   |  |  |   |  |   |
| <b>ACTUAL INCIDENTS</b>  |   |   |  |   |  |  |   |  |   |
| 1.                       | <b>MP The Hightower</b><br>Bulk carrier<br>Liberia<br>107720<br>9860960 | 22/11/21<br>0033 hrs                            | 1° 16.33' N,<br>104° 13.35' E<br><br>Approximately 8.6<br>nm northwest of<br>Tanjung Pergam,<br>Bintan Island,<br>(Indonesia) in the<br>eastbound lane of<br>the Traffic<br>Separation<br>Scheme (TSS)<br><br>[Straits of<br>Malacca &<br>Singapore<br>(SOMS)] | While underway, two masked<br>perpetrators with bags were<br>sighted at the stern of the ship.<br>The ship's alarm was raised<br>and crew mustered. A search<br>on board was conducted and at<br>0207 hrs, the master updated<br>Singapore Vessel Traffic<br>Information System (VTIS) that<br>there was no further sighting of<br>the perpetrators on board. All<br>crew was accounted for and<br>the crew was not injured.<br>Nothing was stolen from the<br>ship.<br><br>A safety navigational broadcast<br>was initiated. The Republic of<br>Singapore Navy's (RSN)<br>Maritime Security Task Force<br>(MSTF) and Singapore Police<br>Coast Guard were notified.<br>Information of the incident was<br>shared with the Indonesian and<br>Malaysian authorities.<br><br>[Category 4] | All crew was accounted<br>for and the crew was not<br>injured.<br><br>Nothing was stolen from<br>the ship. | The master reported<br>the incident to<br>Singapore VTIS.<br><br>The alarm was raised<br>and crew mustered. A<br>search on board was<br>conducted. | Yes<br><br>The incident was<br>reported to<br>Singapore VTIS.       | ReCAAP ISC via<br>ReCAAP Focal<br>Point<br>(Singapore) | A safety navigational<br>broadcast was initiated.<br>The RSN's MSTF and<br>Singapore Police Coast<br>Guard were notified.<br>Information of the incident<br>was shared with the<br>Indonesian and Malaysian<br>authorities. |

|    | 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<br>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 Action<br>Taken  |
|----|--|---|--|---|---|---|---|---|--|
| 2. | <b>Iki</b><br>General cargo ship<br>Panama<br>13694<br>9300881   | 18/11/21<br>2020 hrs                            | 22° 47' N,<br>70° 2' E<br><br>Kandla<br>Anchorage, India | <p>While at anchor, two perpetrators boarded the ship from forward side. The duty officer raised the alarm and the perpetrators escaped in a small boat immediately. The crew conducted an investigation on board and discovered that the bosun store lock was missing. The master reported the incident to the local agent and company.</p> <p>The Indian Coast Guard Station (ICGS) Mundra was requested to investigate the incident. A joint investigation was conducted by representatives of ICGS Mundra, Customs (Kandla) and Marine Police (Kandla) on board the ship on 20 Nov upon her arrival at Kandla Port.</p> <p>During the joint investigation, it was observed that three padlocks of the bosun store, deck store and damage control room were broken but nothing was reported stolen.</p> <p style="text-align: right;">[Category 4]</p> | <p>The crew was not injured.</p> <p>Nothing was stolen from the ship.</p> <p>Three padlocks of the bosun store, deck store and damage control room were found broken.</p> | <p>The master reported the incident to the local agent and company.</p> <p>The duty officer raised the alarm and the crew conducted an investigation on board the ship.</p> | No  | ReCAAP ISC via<br>ReCAAP Focal<br>Point<br>(India)<br>&<br>ReCAAP Focal<br>Point<br>(Japan) | The ICGS Mundra was requested to investigate the incident. A joint investigation was conducted by representatives of ICGS Mundra, Customs (Kandla) and Marine Police (Kandla) on board the ship on 20 Nov upon her arrival at Kandla Port. |

|                              | 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<br>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 Action<br>Taken |
|------------------------------|--|---|--|--|---|---|--|--|-------------------------------|
| 1                            | 2  | 3   | 4  | 5  | 6   | 7   | 8  | 9  | 10                            |
| <b>INCIDENT OUTSIDE ASIA</b> |  |   |  |  |   |   |  |  |                               |
| <b>ACTUAL INCIDENT</b>       |  |   |  |  |   |   |  |  |                               |
| 1.                           | <b><i>Pacific Dolphin</i></b><br>Tug/supply vessel<br>Singapore<br>6641<br>9631400 | 12/11/21<br>0330 hrs                            | 6° 25' S,<br>12° 10' E<br><br>Soyo Outer<br>Anchorage,<br>Angola | While at anchor, the duty able-bodied (AB) seaman on his rounds discovered that two mooring ropes were missing from the aft of the ship. He immediately alerted the duty officer on the bridge, who doubled the bridge and deck watch. There was no sighting of the perpetrators on board the ship, and their method of access to the ship could not be determined. The company reported the incident to the coastal state via a local agent. There was no reported damage to the ship and the crew was not injured. | The crew was not injured.<br><br>Two mooring ropes were missing.<br><br>There was no reported damage to the ship. | The AB immediately alerted the duty officer on the bridge, who doubled the bridge and deck watch. | Yes<br><br>The company reported the incident to the coastal state via a local agent. | ReCAAP ISC via<br>ReCAAP Focal<br>Point<br>(Singapore) | No information available      |