



Website : www.recaap.org
 Tel : +65 6376 3063
 Fax : +65 6376 3066
 Email : info@recaap.org

ReCAAP ISC Weekly Report 25-30 January 2022

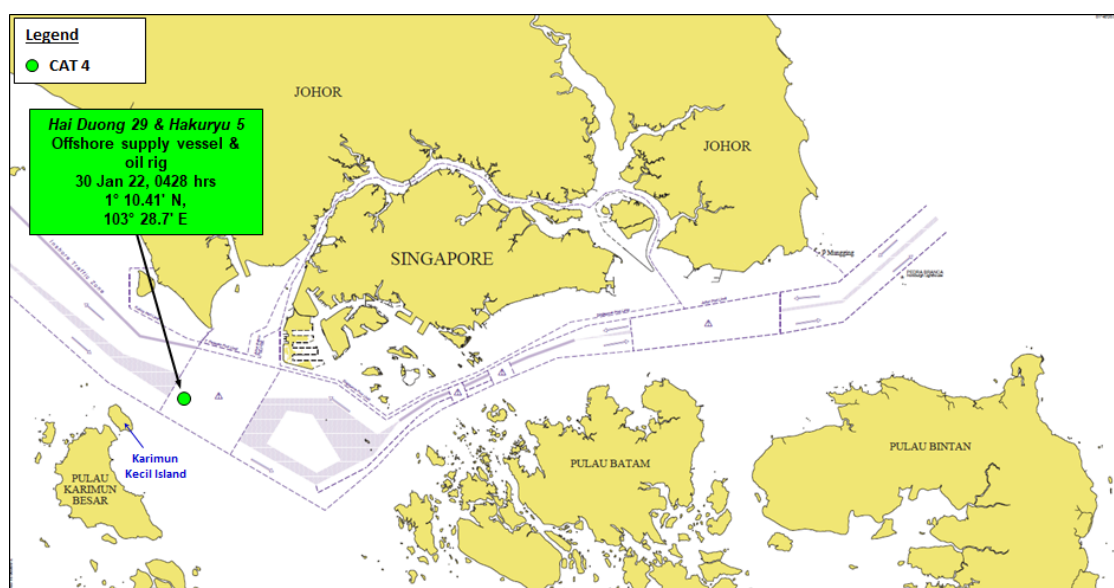
Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 25-30 Jan 22, one CAT 4¹ incident of armed robbery against ship in Asia was reported to the ReCAAP ISC. The incident occurred in the Singapore Strait on 30 Jan on board an offshore supply ship towing an oil rig at approximately 4.6 nm northeast of Karimun Kecil Island, in the Precautionary Areas of the Traffic Separation Scheme.

Two perpetrators were sighted on the port side midship of the ship from the ship's CCTV camera. The alarm was raised and crew mustered. A search was conducted on board the ship, with no further sighting of the perpetrators. Nothing was stolen and the crew was safe. With this incident, a total of five incidents were reported in the Singapore Strait in 2022 so far.

The location of the incident on 30 Jan is shown in the map below, and detailed description of the incident is tabulated in the attachment.



Location of incident

¹ CAT (Category) 4 incident is classified as “least significant” in nature. Under this category, the perpetrators were not armed, and the crew not harmed.

INCIDENTS OUTSIDE ASIA


During 25-30 Jan, three incidents outside Asia were reported to the ReCAAP ISC. Two of the incidents occurred at Macapa Bay Anchorage, Brazil; and one incident on board a ship while underway off Callao, Peru. The detailed description of the incidents 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, Zamboanga, and Bongao. 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
- 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
- 2b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**
Tel: +63 955 714 0153
VHF: Channel 16
Email: 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

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
25-30 January 2022**

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	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
INCIDENT IN ASIA									
ACTUAL INCIDENT									
1.	<i>Hai Duong 29</i> Offshore supply ship Vietnam 3487 9591911 <i>Hakuryu 5</i> Oil rig	30/1/22 0428 hrs	1° 10.41' N, 103° 28.7' E Approximately 4.6 nm northeast of Karimun Kecil Island (Indonesia), in the Precautionary Area of the Traffic Separation Scheme of the Singapore Strait.	While underway, two unauthorised persons were sighted on the ship's port side midship from the ship's CCTV camera. The incident took place while the supply ship was towing an oil rig <i>Hakuryu 5</i> . The ship's alarm was raised and crew mustered. A search on board was conducted. At 0446 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators. The master reported that nothing was stolen. The crew was safe and accounted for. The master did not require any assistance and continued the voyage to Singapore. 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 was shared with the Malaysian and Indonesian authorities.	The crew was safe. Nothing was stolen.	The master of ship reported the incident to Singapore VTIS, and conducted a search for the perpetrators on board the ship.	Yes. The 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 was shared with the Malaysian and Indonesian authorities.
				[Category 4]					

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	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 OUTSIDE ASIA									
ACTUAL INCIDENT									
1.	KT Birdie Bulk carrier Singapore 40341 9597343	23/1/22 0120 hrs	0° 0.22' N, 50° 59.3' W Macapa bay Anchorage, Brazil	While at anchor, the ordinary seaman (O/S) encountered four perpetrators armed with a handgun and machete at the forecandle area. The perpetrator took away the hand radio of the O/S and tied the O/S with ropes. The O/S managed to escape eventually but ran into the perpetrators again. The O/S was tied with ropes again. At about 0230 hrs, the perpetrators released the O/S. The O/S then ran towards the aft of the ship and reported the incident to the officer of the watch and master was alerted. The alarm was sounded and crew was mustered. A security sweep was conducted and by about 0300 hrs, the crew completed the sweep of the ship and determined that the perpetrators had left the ship. Wires, ropes, lights and hand tools were stolen. The O/S suffered minor bruises on his wrists due to hands being tied.	The O/S suffered minor bruises on his wrists due to hands being tied. Wires, ropes, lights and hand tools were stolen.	The alarm was sounded, crew was mustered and a security sweep was conducted. Increased its security measures on board as per the ship security plan.	Yes.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available
ATTEMPTED INCIDENTS									
2.	CMA CGM Mundra Container ship Hong Kong, China 112967 9767998	23/12/21 0555 hrs	2° 35.5' S, 80° 8.5' W Callao, Peru	While underway with pilot on board, the ship's port side bridge wing was fired upon between buoys 33 & 35 by suspected narco traffickers in a speed boat. The armed guards on board returned fire from the port side bridge wing. The speed boat eventually left without boarding. The crew was not injured. No visible damages to the ship and cargo were observed.	The crew was not injured. Nothing was stolen. No visible damages to the ship and cargo were observed.	The armed guards on board returned fire from the port side bridge wing.	No. The incident was reported to Hong Kong Marine Department, Cargo Ships Safety Section.	ReCAAP ISC via ReCAAP Contact Point (Hong Kong)	No information available

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	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
3.	KT Birdie Bulk carrier Singapore 40341 9597343	25/1/22 1945 hrs	0° 0.22' N, 50° 59.3' W Macapa bay Anchorage, Brazil	While at anchor, the chief officer noticed two small boats approaching the ship and he alerted the forward station to keep watch on the boats. At about 1945 hrs, the crew spotted three perpetrators wearing black diver suits attempting to board the ship from different positions. The master was alerted and immediately sounded the general alarm and mustered the crew. To deter the perpetrators, the crew went on patrols and also used fire hoses to spray jets of water to repulse the perpetrators. At about 2000 hrs, the crew observed that the three perpetrators had aborted the boarding and fled in one of the small boats they came from. A security sweep was conducted and by about 2030 hrs, the master determined that the ship was secured. The master has reinforced the on board security measures such as additional watch and barriers to prevent similar recurrences. The crew was not injured and there was no reported damage to the ship.	The crew was not injured. Nothing was stolen. There was no reported damage to the ship.	The chief officer noticed the small boats and alerted the forward station to keep watch on the boats. The alarm was sounded and crew was mustered. The crew went on patrols and also used fire hoses to spray jets of water to repulse the perpetrators. A security sweep was conducted. The master has reinforced the onboard security measures such as additional watch and barriers to prevent similar recurrences.	Yes.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available