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ReCAAP ISC Weekly Report 8-14 February 2022

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 8-14 Feb 22, three CAT 4¹ incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC. Of the three incidents, two incidents occurred in the Singapore Strait (SS) on 8 Feb and 12 Feb; and one incident at Balikpapan Inner Anchorage area, Indonesia on 8 Feb.

1. Incidents in the SS. The two incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS). One incident occurred north west of Nongsa, off Batam Island (Indonesia) and the other incident occurred north west of Tanjung Pergam, off Bintan Island (Indonesia). The perpetrators were sighted in the engine room in both incidents. Some engine spares were stolen in one incident and nothing was stolen in the other incident. The crew was safe in both incidents. With these two incidents, a total of seven incidents (comprising six actual incidents and one attempted incident) were reported in the SS since January 2022.
2. Incident at Balikpapan Inner Anchorage, Indonesia. While at anchor, four perpetrators boarded the ship from port anchor side via forecastle. They broke the padlock to the skylight of bosun store, stole two mooring ropes and two coils of stopper ropes before they escaped. The crew was safe.

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

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



Location of incidents

INCIDENT OUTSIDE ASIA


During 8-14 Feb 22, one incident outside Asia was reported to the ReCAAP ISC. The incident occurred to a ship while anchored at Macapa, Anchorage, Brazil. 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).

The Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG. In 2021, the operations carried out by the Armed Forces of the Philippines had resulted in the neutralisation of some ASG sub-leaders and members. However, as Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area) is still at large, the threat of abduction of crew from ships 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 next page.



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Three numbered red circles indicate contact points: 1 is near Zamboanga; 2a and 2b are near Bongao; and 3 is 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: bilanggerakan_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
8-14 February 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 INCIDENTS									
1.	Avalon Chemical tanker Germany 16683 9327097	8/2/22 0114 hrs	1.0° 17.0' S, 116.0° 47.0' E Inner Balikpapan Anchorage area, Indonesia	While at anchor, four perpetrators boarded the ship from port anchor side via forecandle. They broke the padlock to the skylight of bosun store, stole two mooring ropes and two coils of stopper ropes before they escaped. The crew was not injured. [Category 4]	The crew was safe. Two mooring ropes and two coils of stopper ropes were reported stolen.	Not known	Company security officer reported incident to flag State.	ReCAAP ISC via ReCAAP Focal Point (Germany)	Not known
2.	FPMC C Jade Tanker Liberia 159869 9407316	8/2/22 0114 hrs	1.0° 14.3' N, 104.0° 2.3' E Approximately 3.1 nm north west of Pulau Nongsa, Batam (Indonesia) in the eastbound lane of the traffic separation scheme (TSS) in the Singapore Strait. (SOMS)	While underway, the crew sighted four unauthorised persons in the engine room. Ship's alarm was raised and crew mustered at the bridge. The perpetrators were seen making escape in a small craft. The crew conducted search on board with no further sighting of the perpetrators onboard. The master declared nothing was stolen. The crew are safe with no injury. The ship is transiting the TSS and bound for Malliao, Taiwan. A safety of navigational broadcast was initiated. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities. [Category 4]	The crew was safe and accounted for. Nothing was stolen.	The alarm was sounded and crew mustered at the bridge, and a search on board was conducted.	Yes. The master reported the incident	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety of navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident shared with Indonesian authorities.

1	2	3	4	5	6	7	8	9	10
	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
3.	Theodor Oldendorff Bulk carrier Portugal 40097 9291406	12/2/22 0330 hrs	1.0° 17.0' N, 104°.0 18.4' E Approximately 6 nm north west of Tanjung Pergam, Bintan Island (Indonesia) in eastbound lane of the TSS in the Singapore Strait. (SOMS)	While underway, the crew sighted two unauthorised persons in the engine room. Ship's alarm was raised and crew mustered. The perpetrators escaped when the alarm was raised. A search on board the ship was carried out with no further sighting of the perpetrators on board. The master declared some engine spare parts were stolen. The crew is safe with no injury. The ship departed Singapore and is bound for Qingdao, China. A safety navigational broadcast was initiated. The RSN and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities. [Category 4]	The crew was safe and accounted for. Some engine spare parts were stolen.	Ship's alarm was raised. The crew was mustered and accounted for. A search on board was carried out by the crew. The master reported the incident to the Maritime Port Authority of Singapore.	Yes. The master reported the incident.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The RSN and Singapore Police Coast Guard were notified. A safety navigational broadcast of the incident was initiated. Indonesian and Malaysian authorities were informed

INCIDENT OUTSIDE ASIA

ACTUAL INCIDENT

1.	Golden Ruby Bulk carrier Hong Kong, China 41718 9470399	10/1/22 0615 hrs	0.0° 1.9' N, 50.0° 59.7' E Macapa Anchorage, Brazil	While at anchor, three perpetrators came alongside the ship in a wooden boat. The perpetrators wore all black with bonnet and armed with handgun and jungle bolo. They broke the paint store padlock bracket ISPS grill on starboard and padlock to the rescue boat station and paint store. The crew sounded the general alarm, mustered in the accommodation area and carefully approached the armed perpetrators. The perpetrators escaped in a rescue boat with outboard engine, two gasoline container tanks and 200 litres of paint.	The crew was not injured. Rescue boat with outboard engine, two gasoline container tanks, and 200 litres of paint were reported stolen.	Sounded the general alarm and mustered the crew in the accommodation area and carefully approached the armed perpetrators. The master reported incident to local agent.	No	ReCAAP ISC via ReCAAP Contact Point (Hong Kong)	The local agent is communicating with the ship with regard to the incident.
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