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JANUARY 2021

Monthly Report

01

Piracy and Armed Robbery
Against Ships in Asia



INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JANUARY 2021

OVERVIEW

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In January 2021, seven incidents of armed robbery against ships¹ were reported in Asia. No piracy² incident was reported.

The ReCAAP ISC is concerned with the continued occurrence of incidents on board ships while underway in the Singapore Strait. In January 2021, three incidents were reported in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The incidents occurred in close proximity to each other, and in particular, two incidents occurred within an interval of four hours. The ReCAAP ISC has issued an Incident Alert [IA 01/2021] on 29 Jan to alert the shipping community of the situation in the Singapore Strait.

There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah in January 2021. However, the risk of the abduction of crew remains high as demonstrated by the abduction of crew incident on 17 Jan 20 (with four crew still held in captivity), information of planned kidnapping (as reported in ReCAAP ISC's Warning issued on 7 Jul 20), and the military operation on 3 Nov 20 by the Philippines authorities in preventing a kidnap-for-ransom incident.

JANUARY 2021

NUMBER OF INCIDENTS

In January 2021, seven incidents of armed robbery against ships were reported in Asia. All incidents were actual incidents³. No attempted incident⁴ was reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points and Contact Point. Refer to the Appendix for the '*Description of incidents (January 2021)*' on pages 19-22.

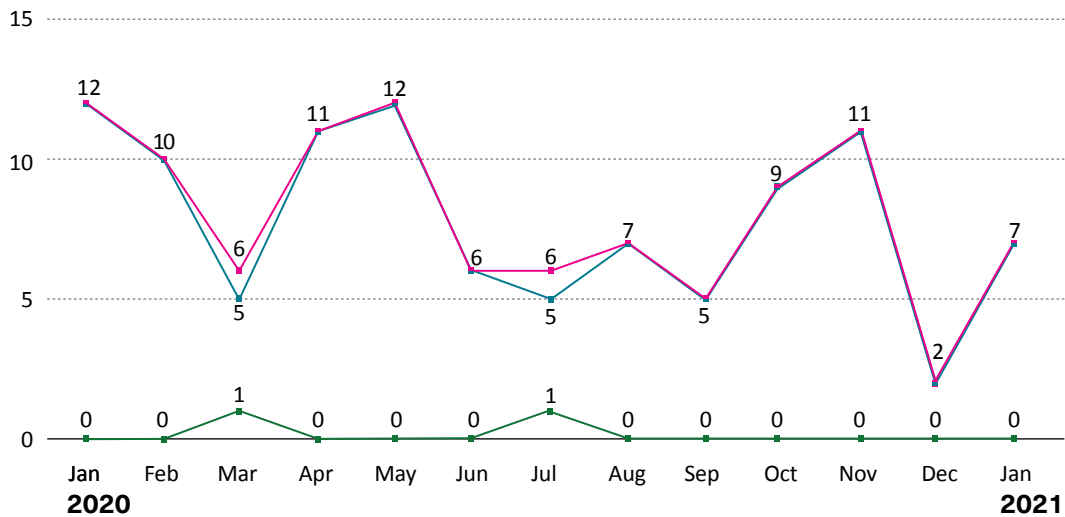
1 Armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

2 Piracy is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items or not.

4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

Graph 1 shows the number of incidents reported each month from January 2020 to January 2021.



Graph 1 – Number of incidents (January 2020 to January 2021)

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the seven incidents reported in January 2021, three incidents occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, three incidents occurred on board ships while anchored at anchorages in Indonesia (Belawan Anchorage and Muara Berau Anchorage) and Kandla Anchorage, India, and one incident occurred on board a ship while berthed at Makar Wharf Berth No. 5 to 7, General Santos City, Philippines.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the seven incidents reported in January 2021, four were CAT 3 incidents and three were CAT 4 incidents (where the perpetrators were not armed and crew not harmed).

Of the four CAT 3 incidents, two incidents occurred on board ships while underway in the Singapore Strait and two incidents occurred on board ships while anchored at Belawan Anchorage and Muara Berau Anchorage. In all four incidents, the perpetrators were armed with knives. The crew was safe with no confrontation with the perpetrators. Nothing was reported stolen in the two incidents that occurred in the Singapore Strait, while ship stores were stolen in the other two incidents that occurred at Belawan Anchorage and Muara Berau Anchorage.

Of the three CAT 4 incidents, one incident occurred on board a bulk carrier while underway in the Singapore Strait, one incident occurred on board a container ship while berthed at Makar Wharf Berth No. 5 to 7, General Santos City, Philippines, and one incident on board a tanker while anchored at Kandla Anchorage, India. In all three incidents, the perpetrators escaped when they were sighted. The crew was safe. Nothing was stolen in the incident that occurred in the Singapore Strait, while ship stores were stolen in the incidents that occurred at the Makar Wharf in the Philippines and at Kandla Anchorage, India.

Chart 1 shows the significance level of incidents reported each month from January 2020 to January 2021.

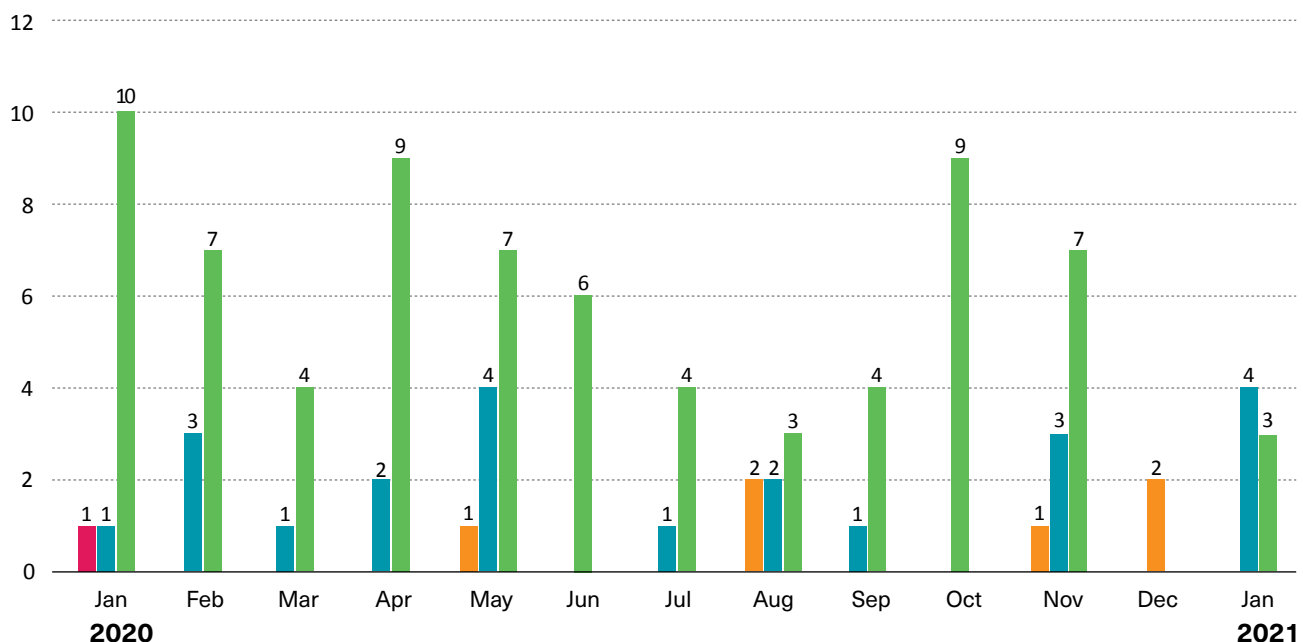


Chart 1 – Significance level of incidents (January 2020 to January 2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

The location of the seven incidents reported in January 2021 is shown in Map 1.



Map 1 – Location of incidents in January 2021

● CAT 3 ● CAT 4

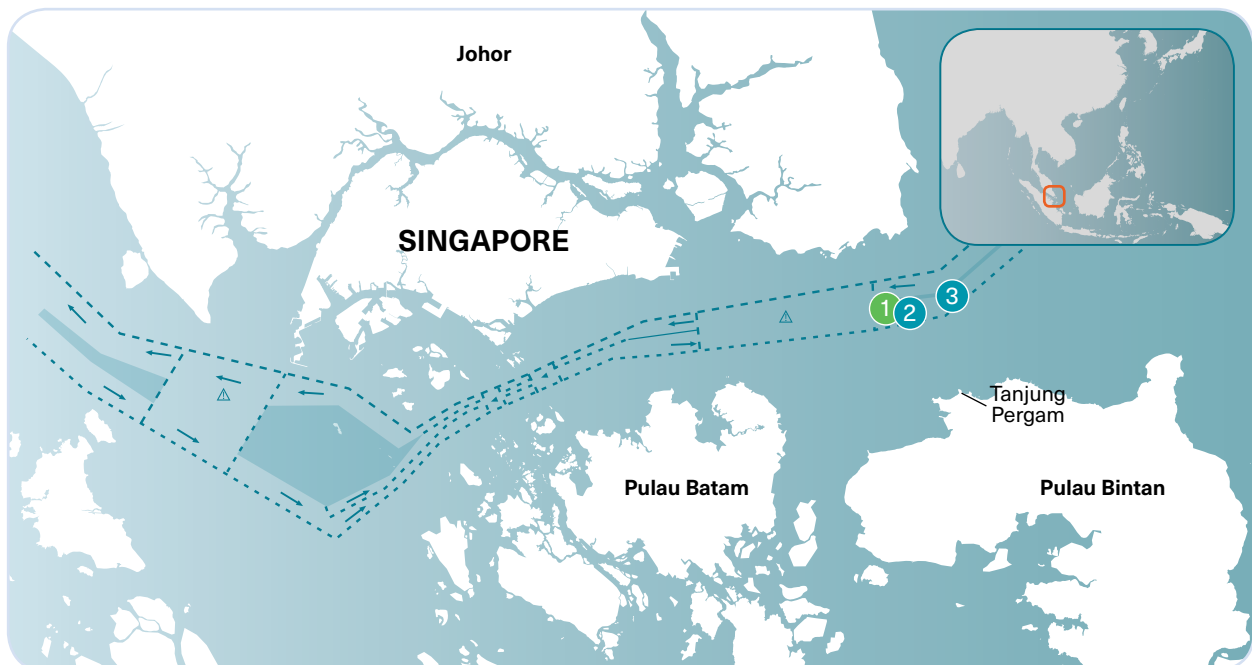
- | | | |
|---|--|--|
| <p>1 <i>SBI Orion</i>
Bulk carrier
3 Jan 21
0330 hrs</p> | <p>2 <i>Ark Royal</i>
Bulk carrier
25 Jan 21
0325 hrs</p> | <p>3 <i>Elvia</i>
Bulk carrier
28 Jan 21
2232 hrs</p> |
| <p>4 <i>Vantage Wave</i>
General cargo ship
29 Jan 21
0221 hrs</p> | <p>5 <i>Sea Harvest</i>
Tanker
30 Jan 21
0255 hrs</p> | <p>6 <i>Kota Nebula</i>
Container ship
30 Jan 21
0310 hrs</p> |
| <p>7 <i>Suruya Aki</i>
LNG tanker
31 Jan 21
0535 hrs</p> | | |

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

SITUATION IN JANUARY 2021

In January 2021, three incidents (all actual incidents) were reported on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS).

In all three incidents, the perpetrators were sighted in the engine room. However, nothing was reported stolen and the crew was safe with no confrontation with the perpetrators. The three incidents occurred in close proximity with each other, and in particular, two incidents occurred within an interval of four hours. Map 2 below shows the approximate location of the three incidents.



Map 2 – Approximate location of the three incidents in the Singapore Strait (January 2021)

● CAT 3 ● CAT 4

- | | | |
|---|---|--|
| <p>1 Ark Royal
Bulk carrier
25 Jan 21
0325 hrs</p> | <p>2 Elvia
Bulk carrier
28 Jan 21
2232 hrs</p> | <p>3 Vantage Wave
General cargo ship
29 Jan 21
0221 hrs</p> |
|---|---|--|

The ReCAAP ISC is concerned with the continued occurrence of incidents in the Singapore Strait. A total of 34 incidents had occurred in the Strait in 2020. The ReCAAP ISC issued an Incident Alert (IA 01/2021) on 29 Jan 21 to alert the shipping community of the recurring incidents in the Singapore Strait.

The description of the three incidents are as follows:

(1) INCIDENT ON 25 JAN 21

Name of ship	<i>Ark Royal</i>
Type of ship	Bulk carrier
Flag of ship	Barbados
GT	27011
IMO Number	9219446

At about 0325 hrs, bulk carrier, *Ark Royal* was underway at about 7.1 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia when five unauthorised persons were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0506 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search on board was completed with no further sighting of the unauthorised persons. The master reported that **nothing was stolen**, and **all crew was safe** and accounted for. No assistance was required and the ship continued its voyage. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated.

(2) INCIDENT ON 28 JAN 21

Name of ship	<i>Elvia</i>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	50697
IMO Number	9570840

At about 2232 hrs, bulk carrier, *Elvia* was underway at about 6 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia when 10 unauthorised persons **armed with knives** were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2338 hrs, the master updated VTIS East that the search on board was completed with no further sighting of the unauthorised persons. **Nothing was stolen** and **the crew was safe**. No assistance was required and the ship continued its voyage to China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated.

(3) INCIDENT ON 29 JAN 21

Name of ship	<i>Vantage Wave</i>
Type of ship	General cargo ship
Flag of ship	Liberia
GT	22064
IMO Number	9506514

At about 0221 hrs, general cargo ship, *Vantage Wave* was underway at about 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia when three unauthorised persons **armed with knives** were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0322 hrs, the master updated VTIS East that the search on board was completed with no further sighting of the unauthorised persons. **Nothing was stolen** and **the crew was safe**. No assistance was required and the ship continued its voyage to Caofeidian, China. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated.

RECOMMENDATIONS

As the perpetrators of the incidents are not arrested, there is a possibility of further incidents in the Singapore Strait. Collective efforts and shared responsibility of all the stakeholders are required to curb the continued occurrence of incidents in the Singapore Strait.

Littoral States

The ReCAAP ISC strongly urges the littoral States to increase patrols and enforcement in their respective waters and respond promptly to incidents reported by ships; as well as strengthen coordination and promote information sharing on incidents and criminal groups involved among the littoral States in order to arrest and prosecute the perpetrators.

Shipping Industry

While transiting the Singapore Strait, ship master and crew are strongly advised to heighten vigilance and proactively adopt the following measures:

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board ships; particularly daylight time for barges and during night time for bigger ships;
- Maintain communication with shipping company by providing periodic updates and establish daily communication checks;
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State;
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals on board the ship or barge; and
- Keep abreast of the latest situation (at www.recaap.org) and tune-in to advisories and navigational broadcasts announced by the authorities.

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

SITUATION IN JANUARY 2021

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah, Malaysia in January 2021. The last actual incident occurred on 17 Jan 20 off Lahad Datu, Sabah where eight crew were abducted from a fishing trawler. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. Five crew were held in captivity. On 29 Sep 20, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu, Philippines. The remaining four crew are still held in captivity.

ReCAAP ISC WARNING

The ReCAAP ISC has issued two Warnings in 2020 based on information from the Philippine Coast Guard (PCG). The latest Warning issued on 2 Jul 20 was about a group of the Abu Sayyaf Group (ASG) members planning to carry out kidnapping activities in Sabah and Semporna, Malaysia targeting foreigners and the abduction of crew from ships passing by the Tawi-Tawi and Sabah waters.

EFFORTS BY THE AUTHORITIES

On 3 Nov 20, the Philippine Joint Task Force (JTF) of Sulu successfully thwarted a kidnap-for-ransom plan by the ASG. The JTF located the ASG's boat near Sulare Island in Parang, Sulu, Philippines, fired upon the boat and neutralised seven ASG members on board.

ReCAAP ISC ADVISORY

Based on the above-mentioned information of planned kidnapping and the operation by the Philippines authorities to prevent a kidnap-for-ransom incident, the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. 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 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 shown next page:



Map 3 – Contact details

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

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

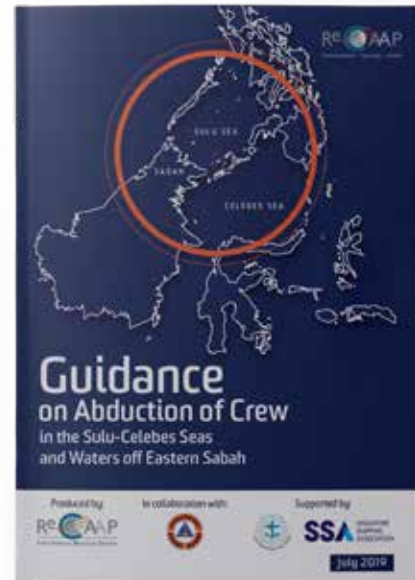
GUIDANCE ON ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019.

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The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at www.recaap.org.

The Guidance is produced in collaboration with the Philippine Coast Guard and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



CONCLUSION

The number of incidents reported in January 2021 has increased compared to the preceding month of December 2020 (with two incidents). However, when compared to January 2020, there was a decrease in the number of incidents. Twelve incidents were reported in January 2021 compared to seven incidents during the same period in 2020.

The situation in the Singapore Strait remains a concern with continued occurrence of incidents in the eastbound lane of the Traffic Separation Scheme (TSS) in January 2021. Collective efforts and shared responsibility of the littoral States and shipping industry are required to curb the continued occurrence of incidents in the Singapore Strait.

Although there was no report of abduction of crew from ships transiting in the Sulu-Celebes Seas and waters off Eastern Sabah in January 2021, the threat of abduction of crew remains. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report all incidents immediately to the Operation Centres of the Philippines and ESSCOM of Malaysia, and adopt the measures recommended in the *'Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah'*.

The ReCAAP ISC urges the law enforcement agencies in Asia to continue to enhance surveillance, increase patrols, respond promptly to report of incidents by ships and arrest the perpetrators, particularly in locations of concern. Ships transiting the areas of concern are to exercise enhanced vigilance, maintain all round lookout for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures as recommended in the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*.

The ReCAAP ISC will continue to provide the maritime community with verified and timely information on incidents by issuance of Warnings, Incident Alerts and periodic reports.

APPENDICES

DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- A. Violence Factor. This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
 - (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

- (3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- B. Economic Factor. This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

Category	Description
● CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
● CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
● CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
● CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
Royal Brunei Marine Police Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: dararith.hg@gmail.com	+855-77-331-531	+855-23-864-110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-7219-6000	
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651 +95-1-8202-417 +95-979-527-9576 (Mobile)	+95-1-8202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-8481 (ext: 6136/37) +632-998-585-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

Correct as at 31 January 2021

DESCRIPTION OF INCIDENTS (JANUARY 2021)

ACTUAL INCIDENTS

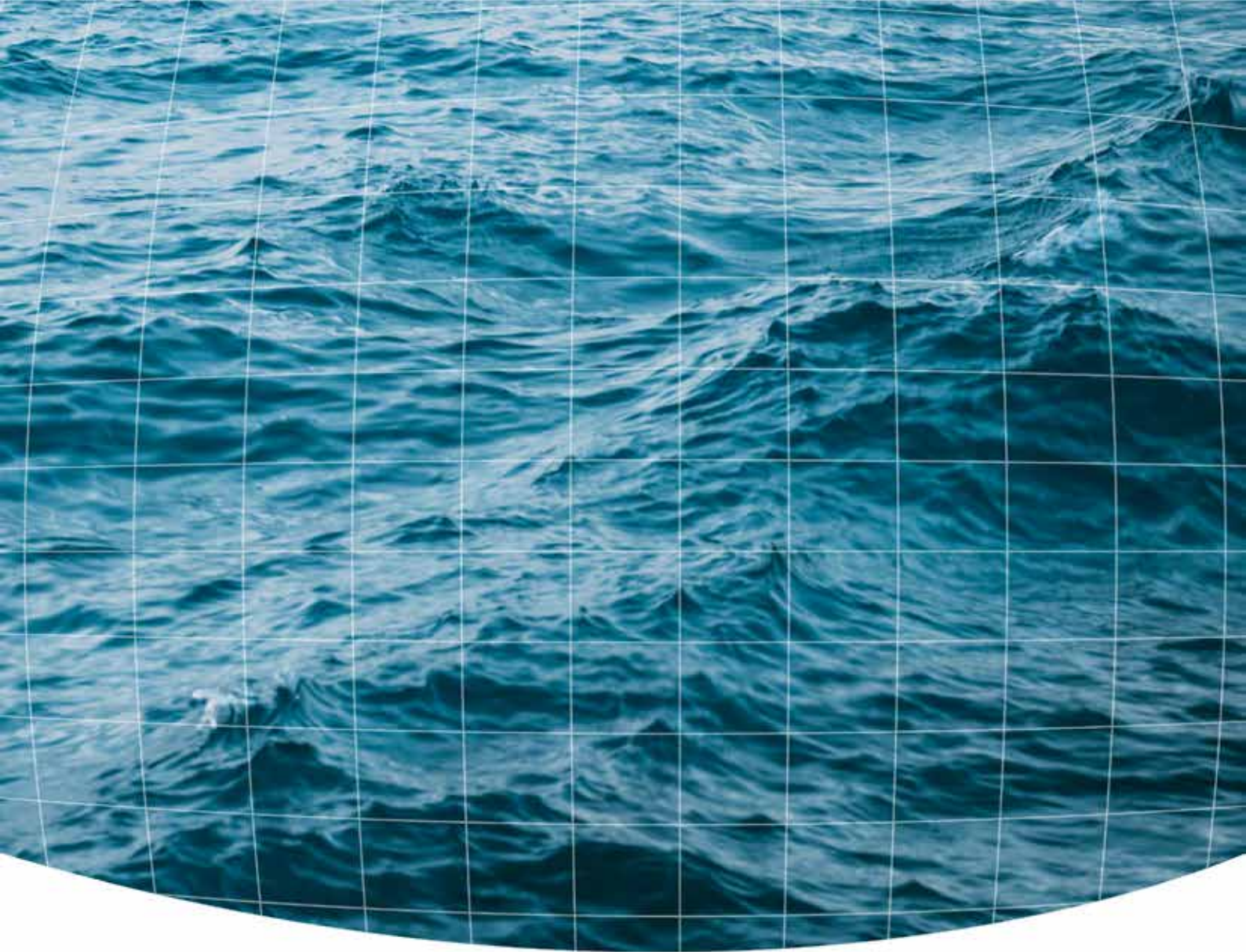
● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	SBI Orion Bulk carrier Marshall Islands 36421 9705330	3/01/21 0330 hrs	0° 15.8' S, 117° 34.3' E Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, three perpetrators armed with knives boarded the bulk carrier. The duty crew spotted the perpetrators at forecandle store, before they escaped with ship ropes . The crew was not injured . The incident was reported to the local authorities. [ReCAAP Focal Point (Singapore)]
2	Ark Royal Bulk carrier Barbados 27011 9219446	25/01/21 0325 hrs	1° 16.58' N, 104° 15.7' E Approximately 7.1 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in eastbound lane of the Traffic Separation Scheme (SOMS)	While underway, five unauthorised persons were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0506 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search on board was completed with no further sighting of the unauthorised persons. The master reported that nothing was stolen , and all crew was safe and accounted for. He added that no assistance was required, and the ship would continue its voyage. 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. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Elvia Bulk carrier Liberia 50697 9570840	28/01/21 2232 hrs	1° 16.15' N, 104° 16.72' E Approximately 6 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in eastbound lane of the Traffic Separation Scheme (SOMS)	<p>While underway, 10 unauthorised persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2338 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorised persons. Nothing was stolen and the crew was safe. No assistance was required and the ship continued on her voyage to China.</p> <p>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.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	Vantage Wave General cargo ship Liberia 22064 9506514	29/01/21 0221 hrs	1° 16.95' N, 104° 18.92' E Approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in eastbound lane of the Traffic Separation Scheme (SOMS)	<p>While underway, three unauthorised persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0322 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorised persons. Nothing was stolen and the crew was safe. No assistance was required and the ship continued on her voyage to Caofeidian, China.</p> <p>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.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	Sea Harvest Tanker Hong Kong, China 11676 9358644	30/01/21 0255 hrs	22° 47.79' N, 70° 5.16' E Kandla Outer Anchorage, India	<p>While at anchor, the deck duty AB heard a sound and found a small boat close to ship's port bow. He reported to the second officer and proceeded to forward deck. The AB saw two perpetrators on board the ship. The perpetrators escaped immediately in a small boat. The lock of the main deck store near mid-ship was broken and ship stores including six U-pieces connecting cargo line to common line, six U-pieces connecting vapor return line to tank and one tank cleaning circulation connection were stolen. The crew was not injured. The master reported the incident to the local agent and the owner. The Indian Coast Guard (ReCAAP Focal Point) boarded the ship to investigate the incident when the ship arrived at Mumbai Anchorage. The ship master was advised to report the incident to the local authorities and maintain vigilance while at anchorages.</p> <p>[ReCAAP Focal Point (India), ReCAAP Contact Point (Hong Kong)]</p>
6	Kota Nebula Container ship Singapore 20902 9494632	30/01/21 0310 hrs	6° 5.6' N, 125° 9.4' E Makar Wharf Berth No. 5 to 7, General Santos City, Philippines	<p>While at berth, the watchkeeping crew spotted two perpetrators on the starboard lifeboat deck. The ship's general alarm was raised and all crew were notified of the perpetrators and their location via the PA system on board. All crew proceeded to starboard lifeboat deck. Upon being spotted, the perpetrators jumped into the water and were picked up by another perpetrator on a small motor banca. The motor banca was seen escaping toward a nearby village. A search was conducted by the crew, and ship stores comprising two units of fire nozzles and two units of fire hydrant caps were reported missing. The incident was reported to the local authorities. There was no damage to the ship and the crew was not injured.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	Suruya Aki LNG tanker Bahamas 20519 9060534	31/01/21 0535 hrs	3° 56.2' N, 98° 45.6' E Belawan Anchorage, Indonesia	<p>While at anchor, two perpetrators boarded the ship. <u>One of the perpetrators was armed with a knife.</u> The crew retreated to the citadel and reported the incident to Belawan VTS and the shipping company. The Indonesian Marine Police boarded the ship and conducted a search on board. No perpetrators were found on board the ship. <u>Ship stores</u> including ropes, caps of valves, a coupling of extinguishment and nozzle, wing nuts and an emergency hand light of life raft were stolen. <u>The crew was not injured.</u></p> <p>[ReCAAP Focal Point (Japan)]</p>



Regional Cooperation Agreement on Combating
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Infinite Studios
21 Media Circle, #05-04, Singapore 138562

+65 6376 3091 . +65 6376 3066 (Fax) . info@recaap.org . www.recaap.org