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ReCAAP ISC Weekly Report 29 March to 4 April 2022

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 29 Mar - 4 Apr 22, two incidents (one CAT 3¹ incident and one CAT 4² incident) of armed robbery against ships in Asia were reported to the ReCAAP ISC. The CAT 3 incident occurred to a ship while anchored at Belawan Anchorage, Indonesia; and the CAT 4 incident occurred to a ship while anchored at Batangas Anchorage, the Philippines.

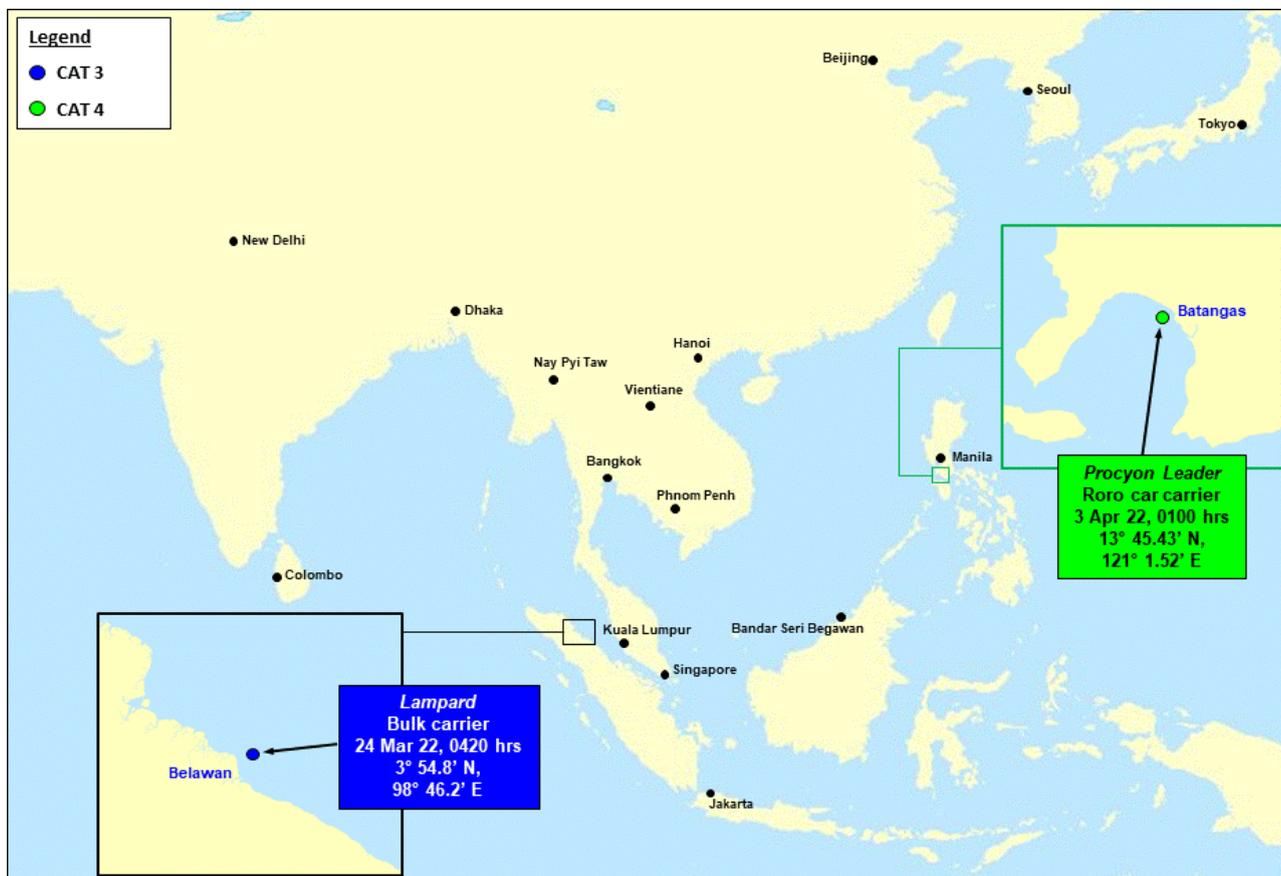
(1) The CAT 3 incident occurred on 24 Mar to a bulk carrier while anchored at Belawan Anchorage, Indonesia. Three perpetrators armed with long knives and a steel bar were sighted at the forecandle. The duty crew reported the incident to the bridge. The duty officer raised the ship's alarm and made an announcement through the PA system. The master mustered all crew at the bridge and instructed the duty crew to retreat to the accommodation block. The perpetrators stolen some ship stores from the forecandle store. The crew was not injured.

(2) The CAT 4 incident occurred on 3 Apr to a RORO car carrier while anchored in the vicinity waters off Delta Anchorage Batangas City, the Philippines. While at anchor, the duty officer sighted five perpetrators on board the ship. The ship's alarm was immediately raised and the perpetrators escaped in a small unlit boat. The crew conducted a search on board the ship, and discovered that one fire hydrant cap was missing. The crew also found some stolen items left behind by the perpetrators at the forward station. The crew was not injured. .

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

¹ CAT (Category) 3 incident is 'less significant' in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.

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 Sanyaf 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 on next page.



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Four contact points are marked with red circles containing numbers: 1 (Zamboanga), 2a and 2b (Bongao), and 3 (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
29 Mar to 4 April 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.	Lampard Bulk carrier Singapore 36449 9723980	24/3/22 0420 hrs	3.0°; 54.8' N, 98.0°; 46.2' E Belawan Anchorage, Indonesia	<p>While making their rounds, the duty able-bodied (AB) seaman and ordinary seaman (OS) sighted three perpetrators holding long knives and a steel bar at the forecastle. The incident was reported to the bridge. The duty officer raised the ship's alarm and made an announcement through the PA system.</p> <p>The crew was mustered at the bridge, and the duty AB and OS were advised to retreat to the accommodation block. The perpetrators continued to take items from the forecastle stores while the crew reported incident to the coastal state.</p> <p>After the perpetrators left the ship, the crew conducted an extensive search on board the ship with no further sighting of the perpetrators. Ship stores were stolen. The crew was not injured.</p> <p align="right">[Category 3]</p>	<p>The crew was not injured.</p> <p>Ship's stores were stolen.</p>	<p>The crew reported the incident to the coastal State.</p> <p>The alarm was raised and an announcement was made through the PA.</p> <p>The crew conducted a search on board the ship.</p>	<p>The ship claimed that they have reported the incident to the coastal State.</p>	<p>ReCAAP ISC via ReCAAP Focal Point (Singapore)</p>	<p>No information given.</p>

	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
2.	Procyon Leader RORO car carrier Japan 53645 9207754	3/4/22 0100 hrs	13.0°; 45.43' N 121.0°; 1.52' E Vicinity waters off Delta Anchorage Batangas City, the Philippines	<p>While at anchor, the duty crew sighted five perpetrators on board the ship. The crew immediately returned to the bridge, locked the door of the cargo compartment and informed the Duty Officer of the Watch (OOW), and the Master about the presence of the perpetrators. The master sounded the general alarm which prompted the perpetrators to escape in a small unlit boat sighted moving away from the ship. All crew was mustered on the bridge except the duty engineer and the oiler who were in the engine room.</p> <p>The crew conducted a search on board the ship and discovered that one fire hydrant cap was missing. The crew also found some stolen items were left behind by the perpetrators at the forward station.</p> <p>The crew was not injured during the incident.</p> <p>[Category 4]</p>	<p>The crew was not injured.</p> <p>One fire hydrant cap was missing.</p> <p>The crew found some items believed to be stolen by the perpetrators, but for unknown reason, were left behind at the forward station.</p>	<p>The master raised the ship's alarm.</p> <p>A search on board the ship was conducted</p> <p>The master reported the incident to Philippine Coast Guard (PCG) and company.</p>	<p>Yes.</p> <p>The master reported the incident to PCG</p>	<p>ReCAAP ISC via ReCAAP Focal Point (Japan) and ReCAAP Focal Point (Philippines)</p>	<p>Upon receipt of the incident report, PCG Sub Station Buan, Batangas immediately proceeded to the incident to verify the incident and render necessary assistance. Upon arrival, the personnel of said CGSS found out that the victim ship was already anchored at the General Cargo Berth (GCB), port of Batangas City. Further PCG personnel conducted maritime patrol operation within the vicinity waters off Batangas City and adjacent municipalities to gather information that could lead to the possible identification and apprehension of the intruder but yielded negative result.</p>