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**OCTOBER 2018**

# **MONTHLY REPORT**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN OCTOBER 2018

## OVERVIEW

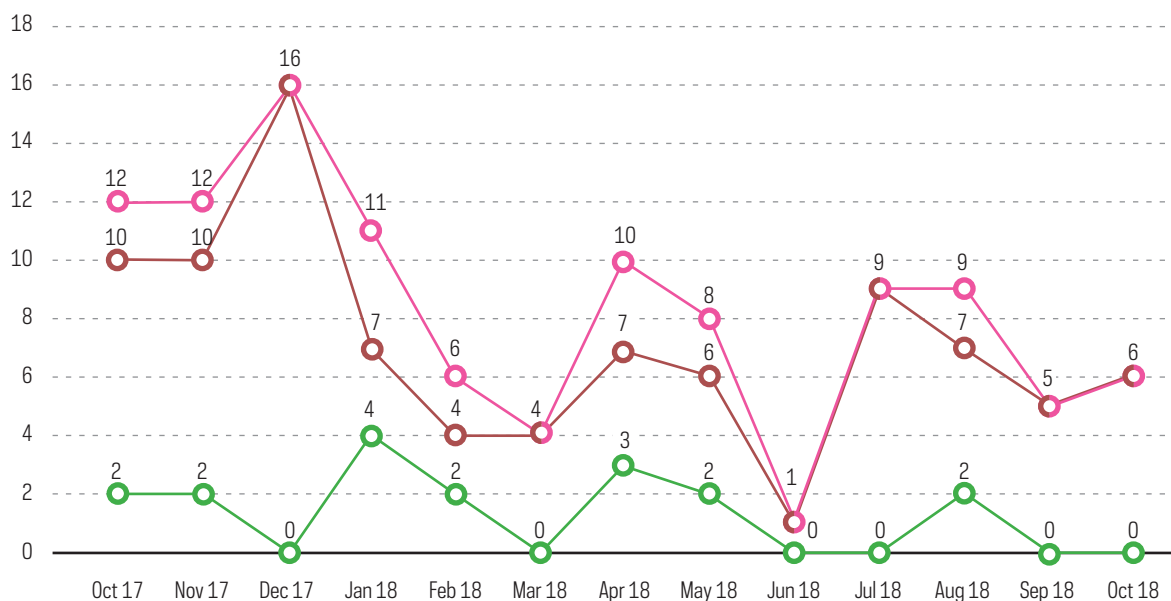
A total of six incidents of armed robbery against ships<sup>1</sup> were reported in Asia in October 2018. No piracy<sup>2</sup> incident was reported. There was also no report of abduction of crew in the Sulu-Celebes Seas and no hijacking of ships for theft of oil cargo reported in October 2018. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern. The ReCAAP ISC has issued a Warning on 30 Oct 18 alerting the shipping industry about a group of about 10 ASG (Abu Sayyaf Group) members planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah targeting businessmen or ship’s crew of foreign vessels passing through the area.

## OCTOBER 2018

### NUMBER OF INCIDENTS

In October 2018, a total of six incidents (all actual incidents<sup>3</sup>) of armed robbery against ships were reported. All incidents have been verified and reported to ReCAAP ISC by ReCAAP Focal Points, Contact Point and regional authorities. No piracy incident was reported during October 2018. Refer to the Appendix on pages 15-16 for the description of these incidents.

Compared to the preceding month of September 2018, the number of incidents reported in October 2018 has increased slightly. A total of five incidents were reported in September 2018 compared to six incidents in October 2018. Graph 1 shows the number of incidents reported each month from October 2017 to October 2018.



**Graph 1 - Number of incidents (October 2017 to October 2018)**

● Total ● Actual ● Attempted

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

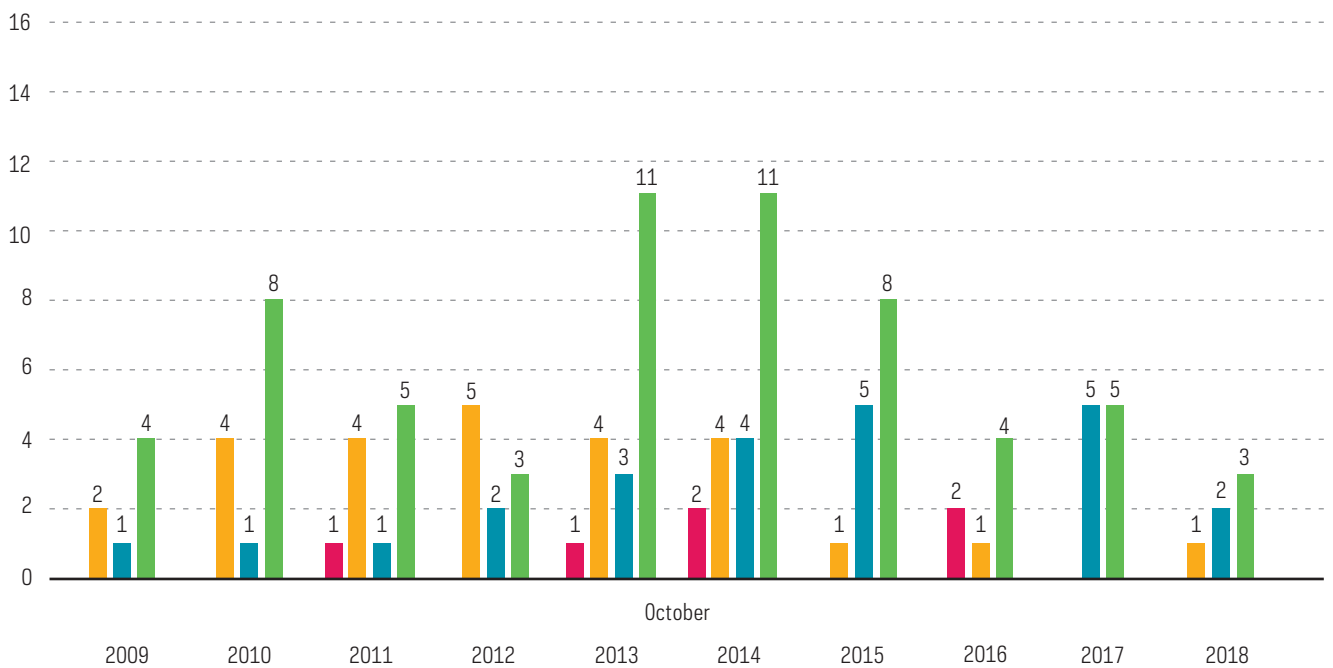
3. Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew, or took away any secured or unsecured items found on board the ship.

**STATUS OF SHIPS**

Of the six incidents reported in October 2018, five incidents occurred on board ships at anchor/berth and one incident on board ship while underway.

**SIGNIFICANCE LEVEL OF INCIDENTS**

Of the six actual incidents reported in October 2018, one was a CAT 2 incident, two were CAT 3 incidents and three were CAT 4 incidents. Chart 1 shows the significance level of incidents reported in October of 2009-2018.

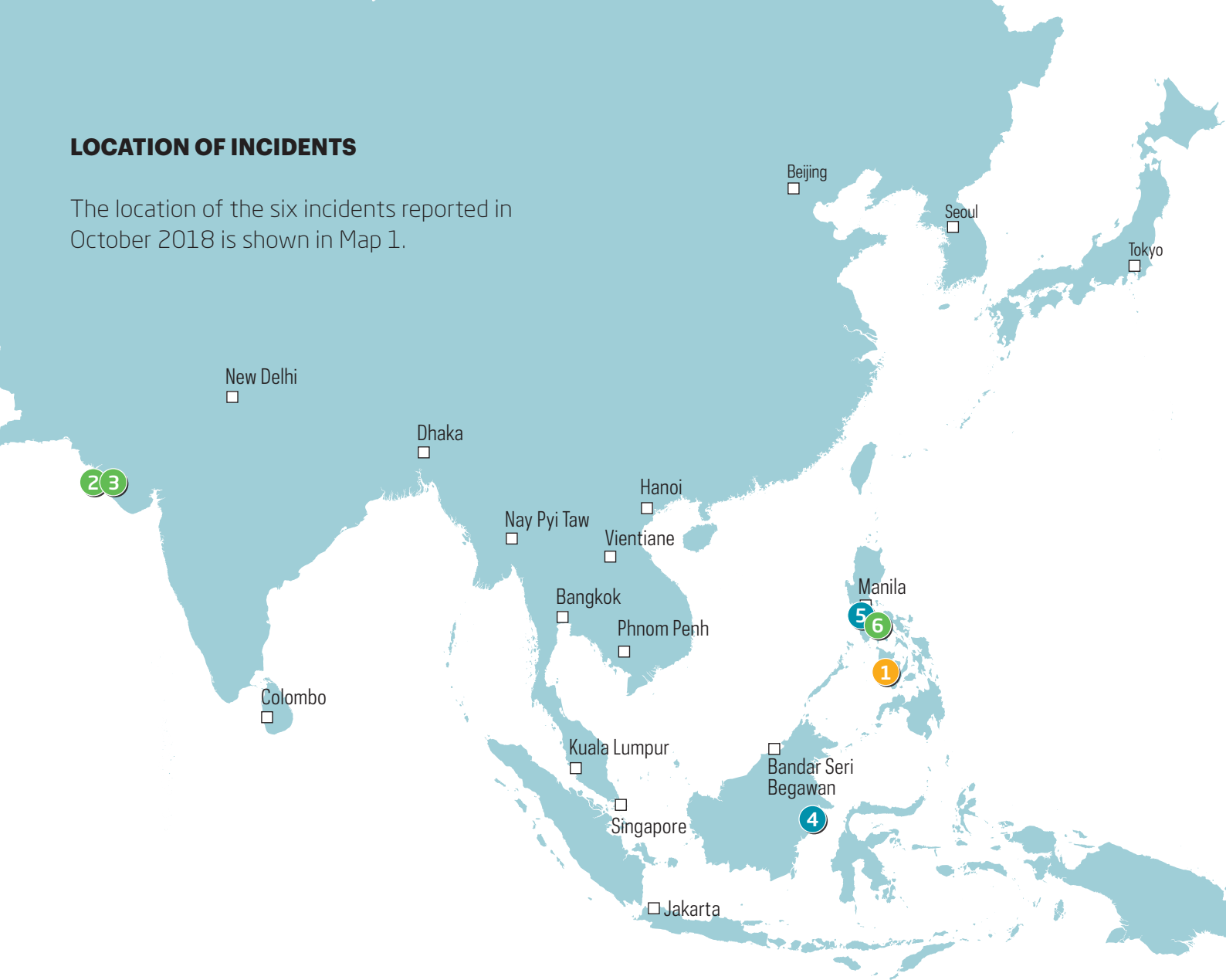


**Chart 1 - Significance level of incidents (October of 2009-2018)**

● CAT 1    ● CAT 2    ● CAT 3    ● CAT 4

## LOCATION OF INCIDENTS

The location of the six incidents reported in October 2018 is shown in Map 1.



Map 1 - Location of incidents in October 2018

● CAT 2 ● CAT 3 ● CAT 4

- |  |  |  |
|--|--|--|
| <p><b>1</b> <i>Name withheld</i><br/>Fishing trawler<br/>3 Oct 18<br/>2100 hrs</p> | <p><b>2</b> <i>Berlian Ekuator</i><br/>LPG tanker<br/>10 Oct 18<br/>2300 hrs</p> | <p><b>3</b> <i>Gas Odyssey</i><br/>Tanker<br/>11 Oct 18<br/>0800 hrs</p>   |
| <p><b>4</b> <i>Super Caroline</i><br/>Bulk carrier<br/>18 Oct 18<br/>0130 hrs</p>  | <p><b>5</b> <i>Searacer</i><br/>Oil tanker<br/>21 Oct 18<br/>0100 hrs</p>        | <p><b>6</b> <i>Lotus Gas</i><br/>LPG tanker<br/>24 Oct 18<br/>2200 hrs</p> |

## JANUARY-OCTOBER 2018

### NUMBER OF INCIDENTS

A total of 70 incidents comprising of 56 actual incidents and 14 attempted incidents<sup>4</sup> have been verified and reported to ReCAAP ISC during January-October 2018. Of these, 67 were incidents of armed robbery against ships and three were piracy incidents. Compared to January-October 2017, there was a **5% decrease** in the total number of incidents reported during January-October 2018. A total of 74 incidents comprising 64 actual and 10 attempted incidents were reported during January-October 2017. Graph 2 shows the number of incidents reported during the 10-year reporting period of January-October of 2009-2018.

#### Actual Incidents

The decrease in the total number of incidents during January-October 2018 was due to the lower number of actual incidents compared to the same period in 2017. A total of 56 actual incidents were reported during January-October 2018 compared to 64 actual incidents during the same period in 2017. The improvement was most apparent at ports and anchorages in the Philippines. A total of six actual incidents were reported at ports and anchorages in the Philippines during January-October 2018 compared to 15 incidents during the same period in 2017.

The total number of actual incidents reported during January-October 2018 was the lowest among the 10-year reporting period of January-October.

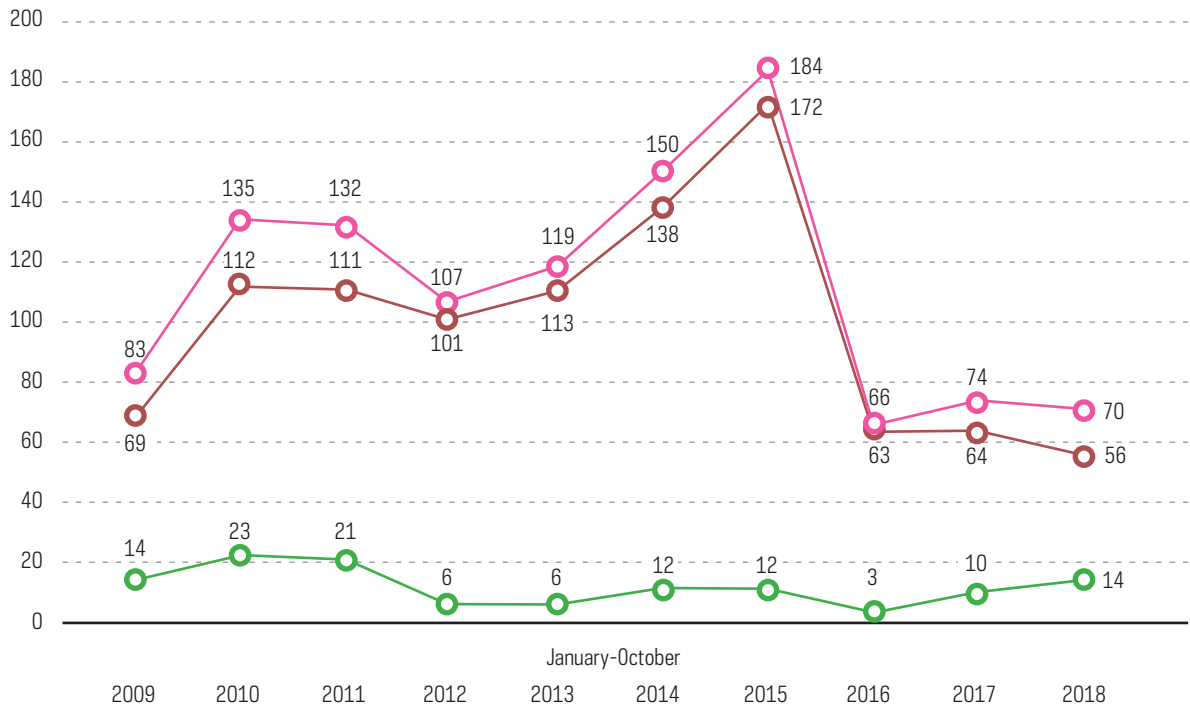
#### Attempted Incidents

There has been an increase in the number of attempted incidents reported during January-October of 2018 compared to 2017. A total of 14 attempted incidents were reported during January-October 2018 compared to 10 attempted incidents during January-October 2017. The increase was most apparent at ports and anchorages in Indonesia. A total of six attempted incidents were reported in Indonesia during January-October 2018 compared to two attempted incidents during the same period in 2017. This indicates that ship master/crew and the Indonesian authorities had been successful in preventing boarding by perpetrators during January-October 2018.



View **page 6** for graph 

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



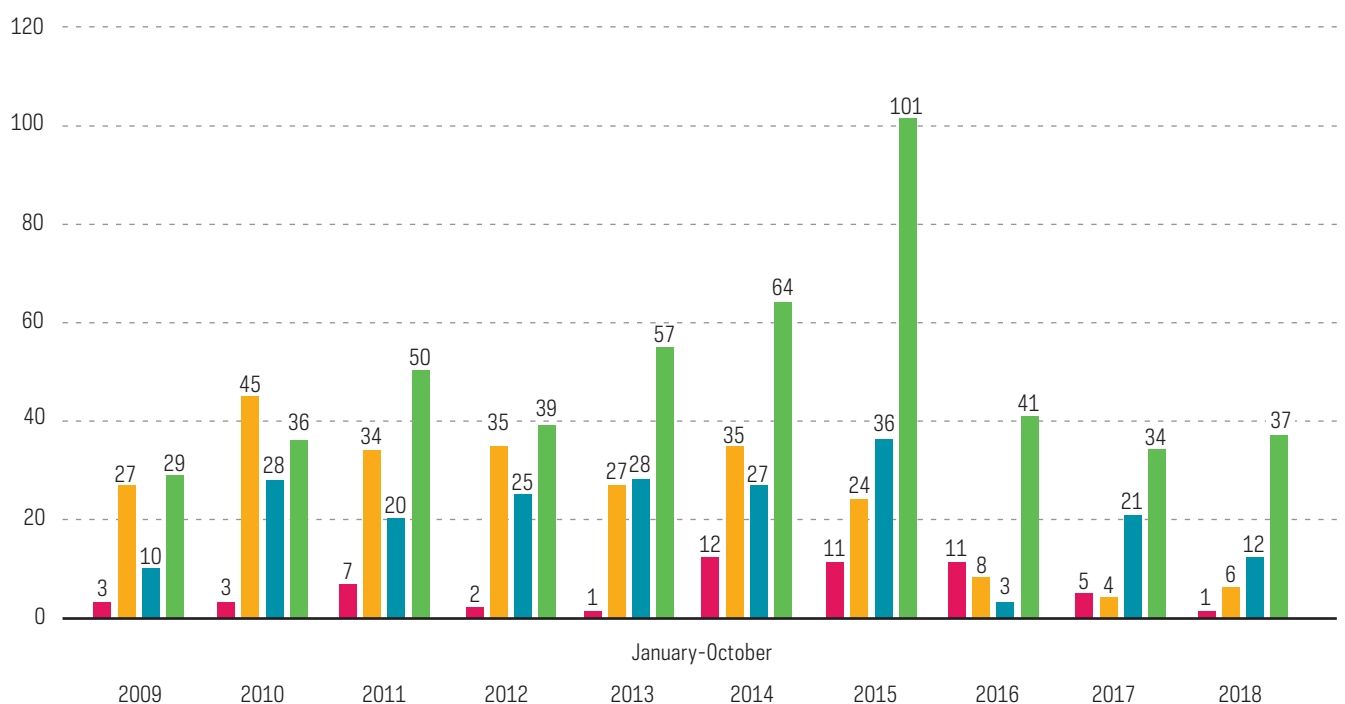
**Graph 2 - Number of incidents (January-October of 2009-2018)**

● Total ● Actual ● Attempted

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 56 actual incidents reported during January-October 2018, one was a CAT 1 incident, six were CAT 2 incidents, 12 were CAT 3 incidents and 37 were CAT 4 incidents. The CAT 1 incident involved the abduction of two fishermen from fishing boat *Sri Dewi 1* on 11 Sep 18 in waters off Eastern Sabah. The number of CAT 1 incident reported during January-October 2018 was the lowest among the 10-year period of January-October of 2009-2018. Chart 2 shows the significance level of incidents reported during January-October of 2009-2018.

There were six CAT 2 incidents reported during January-October 2018; and they occurred at ports/ anchorages in Bangladesh (one) and India (one); and on board ships while underway in Malaysia (two), Philippines (one) and Straits of Malacca and Singapore (one). A total of 12 CAT 3 incidents were reported during January-October 2018, and all occurred on board ships anchored at ports/anchorages in Bangladesh (three), Indonesia (seven), Philippines (one) and Vietnam (one). The majority of the incidents reported during January-October 2018 were CAT 4 incidents, and this accounts for two-thirds of the total number of actual incidents.



**Chart 2 - Significance level of incidents (January-October of 2009-2018)**

● CAT 1   ● CAT 2   ● CAT 3   ● CAT 4

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

There was no report of actual or attempted incident involving the abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off eastern Sabah in October 2018. The last actual incident reported to ReCAAP ISC occurred on board fishing boat, *Sri Dewi 1* while sailing off Gaya Island, Semporna, Sabah, East Malaysia on 11 Sep 18; and the last attempted incident occurred to container ships, *Kudos 1* while sailing off Sibago islands, Basilan, Philippines on 16 Feb 18.

On 30 Oct 18, ReCAAP ISC issued a [Warning](#) after receiving information from the Philippine Focal Point (Philippine Coast Guard) that a group of about 10 ASG (Abu Sayyaf Group) members is planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah. The group, armed with pistol, rifles and grenade launcher; is reportedly targeting businessmen or ship's crew of foreign vessels passing through the area. They are using unmarked coloured blue and white motorbanca locally known as jungkong.

As serious threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah still remains, the ReCAAP ISC maintains its advisory issued via the *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 when transiting the Sulu-Celebes Seas and waters off Eastern Sabah, and report immediately to the Centres as shown in map below.



### 1 Philippine Coast Guard District

Southwestern Mindanao Operation Centre  
Tel: +63 929686 4129  
Tel: +63 916626 0689  
VHF: Channel 16 with call-sign "NEPTUNE"  
Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)

### 2 Navy - Littoral Monitoring Station (LMS)

Bongao, TawiTawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@gmail.com)

### 3 Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016  
Fax: +60 898631812  
VHF: Channel 16 with call-sign "ESSCOM"  
Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my)

Map 2 - Contact details of the centres



# CONCLUSION

The total number of incidents of piracy and armed robbery against ships in Asia during January-October 2018 has **decreased by 5%** compared to the same period in 2017. The bulk of the decrease was due to lower number of actual incidents reported during January-October 2018 compared to January-October 2017. The number of actual incidents reported during January-October 2018 was the lowest among the 10-year reporting period of January-October of 2009-2018. A total of 70 incidents comprising 56 actual and 14 attempted incidents were reported during January-October 2018 compared to 74 incidents comprising 64 actual and 10 attempted incidents reported during the same period in 2017.

The abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern. The recent Warning issued by ReCAAP ISC indicates that serious threat of abduction of crew still exists in the Sulu-Celebes Seas and waters off Eastern

Sabah. The ReCAAP ISC reiterates its Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible; otherwise to exercise extra vigilance when transiting the Sulu-Celebes Seas and waters off Eastern Sabah, and report immediately to the reporting centres.

Although there was no actual incident of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah, nor hijacking of ships for theft of oil cargo in October 2018, the threat of these incidents still remains. The ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to reports of incident. Ships transiting 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 recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

# 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 to determine their overall significance.

Category	Description
<b>CAT 1</b>	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.
<b>CAT 2</b>	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.
<b>CAT 3</b>	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.
<b>CAT 4</b>	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.

## CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:mbcengagement@abf.gov.au">mbcengagement@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-9587301
<b>Brunei</b>		
Marine Police Royal Brunei Police Force Email: <a href="mailto:kasnol.kincho@police.gov.bn">kasnol.kincho@police.gov.bn</a>	+673-8836495	+673-2774000
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@mpwt.gov.kh">mmd@mpwt.gov.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1651	+95-1202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:cgac@coastguard.gov.ph">cgac@coastguard.gov.ph</a>	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 929689 4129 +63 916626 0689  VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a> <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a> <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:NMIC-OPS@mod.gov.uk">NMIC-OPS@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC - A leg"
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 20 July 2018

# DESCRIPTION OF INCIDENTS IN OCTOBER 2018

## Actual Incidents

● CAT 2 ● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Name withheld</b> Fishing trawler	03/10/18 2100 hrs	10° 19.48' N 122° 51' E  Vicinity waters between Guimaras Island and Negros Occidental, Philippines	<p>While underway, three perpetrators wearing face masks armed with two pistols and one M16 rifle boarded the fishing banca from a blue motor banca with "Juvelin" marking on its freeboard. They took the fishermen's fish catches and other valuable material.</p> <p>The three fishermen were on fishing venture when the three perpetrators boarded their fishing trawler, which was crystal blue with red waterline paint, not registered and has no Safety, Security and Environmental Numbering (SSEN).</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<b>Berlian Ekuator</b> LPG tanker Panama 22209 9265548	10/10/18 2300 hrs	22° 49' N, 69° 58' E  Kandla Anchorage, India	<p>While at anchor, the crew conducted routine check on the deck and discovered some unsecured items were missing (three fire hoses and one lid of fire hydrant). The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
3	<b>Gas Odyssey</b> Tanker Liberia 9160 9545211	11/10/18 0800 hrs	22° 49' N, 70° 2' E  Approximately 11 nm off Tekra Light, Kandla, India	<p>While at anchor, the watch crew found footprints on the main deck portside leading to forecandle and back to manifold area. Further investigation revealed that two scupper plugs and three cargo reducers were missing, believed to had been cut off with knife. The master suspected two perpetrators had boarded the ship with ladder and took away the items during early hours of 11 Oct 18. The master reported the incident to Indian Coast Guard (ICG), Kandla Port Trust and the agent of the ship. The Indian Coast Guard (ICG) is investigating the incident in coordination with the Marine Police and port authorities of Mundra.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
<p>4 <b>Super Caroline</b> Bulk carrier Marshall Islands 21192 9316983</p>	<p>18/10/18 0130 hrs</p>	<p>0° 15' S, 117° 35.8' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia</p>	<p>While at anchor, two perpetrators armed with machetes boarded the ship through the anchor chain. Two other perpetrators were on standby on board a motorized boat. The duty A/B, upon seeing the two perpetrators on the forward deck, immediately informed the duty officer who sounded the alarm and mustered the crew. The chief mate and other crew rushed to the scene. The duty officer informed the pilot station through VHF as well as the ship's agent. Padlocks were damaged and three mooring ropes were stolen. The crew was not injured.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
<p>5 <b>Searacer</b> Oil tanker Malta 84598 9227443</p>	<p>21/10/18 0100 hrs</p>	<p>13° 43.66' N, 121° 1.84' E  Tabangao Customary Anchorage, Batangas, Philippines</p>	<p>While at anchor, the security personnel sighted two perpetrators armed with knives at the forecandle of the ship. The duty officer sounded the ship's alarm, and the perpetrators escaped in their motor boat. Six scupper plugs, two fire hose nozzles and 15 hydrant caps were stolen. The crew was not injured.</p> <p>Personnel from Coast Guard Sub-Station Batangas City and Port State Control Centre Batangas boarded the ship and investigated the incident.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
<p>6 <b>Lotus Gas</b> LPG tanker Panama 45811 9405887</p>	<p>24/10/18 2200 hrs</p>	<p>13° 40.05' N, 121° 3' E  Batangas JG Summit Terminal, Batangas Bay, Philippines</p>	<p>While at berth, a perpetrator boarded the LPG tanker from a small bamboo watercraft. The perpetrator stole a fire hose coupling and a nozzle; and escaped.</p> <p>The master did not report the incident immediately to the Philippine Coast Guard (PCG). The PCG only knew about the incident on 29 Oct 18 when the local agent furnished a report of the incident to the Port State Control Southern Tagalog. At that time, the ship had departed the terminal for its next port of call.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>





Regional Cooperation Agreement on Combating Piracy  
and Armed Robbery against Ships in Asia  
Infinite Studios  
21 Media Circle, #05-04, Singapore 138562  
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E [info@recaap.org](mailto:info@recaap.org) . W [www.recaap.org](http://www.recaap.org)