

Incident Report: 11/2009

Date/Time of Incident: 2 Aug 2009 at 0130 hrs (local time)

Location of incident: 02° 51.65' N, 105° 06.12' E

Area Description: South China Sea

Name and Type of Ship: *Tahir* /Tug boat

Details of Incident

On 2 Aug 2009 at about 0130 hrs (local time), a Singapore-registered tug boat, *Tahir* towing barge, *Baran* was underway in the South China Sea when five robbers armed with parangs and machetes boarded the tug boat from a small boat. The tug boat had departed Vietnam and was enroute to Singapore.

The master mustered all the crew and managed to repel the robbers from the tug boat. In the process, he sustained a cut on his leg. Apart from the slight injury sustained by the master, the 10 crew (all Indonesians) onboard was not injured. The window glass at the port side of the bridge was broken. The tug boat continued her voyage to Singapore.

The master reported the incident to the owner of the tug boat through the INMARSAT phone onboard. The owner in turn reported the incident to Singapore's Port Operation Control Centre (POCC) who initiated a broadcast to alert mariners about the incident. The Singapore POCC who is also the ReCAAP Focal Point (Singapore) notified Singapore's Police Coast Guard (PCG), the MRCC of Vietnam, Putra Jaya Malaysia and the National SAR Agency, Indonesia.

Reported by

ReCAAP Focal Point (Singapore)

Comments by ReCAAP ISC

This incident involving the tug boat, *Tahir* is the seventh incident reported in the South China Sea since January 2009. All the previous sixth incidents were Category 2 (moderately significant) incidents. Please see map below on the location of these incidents.

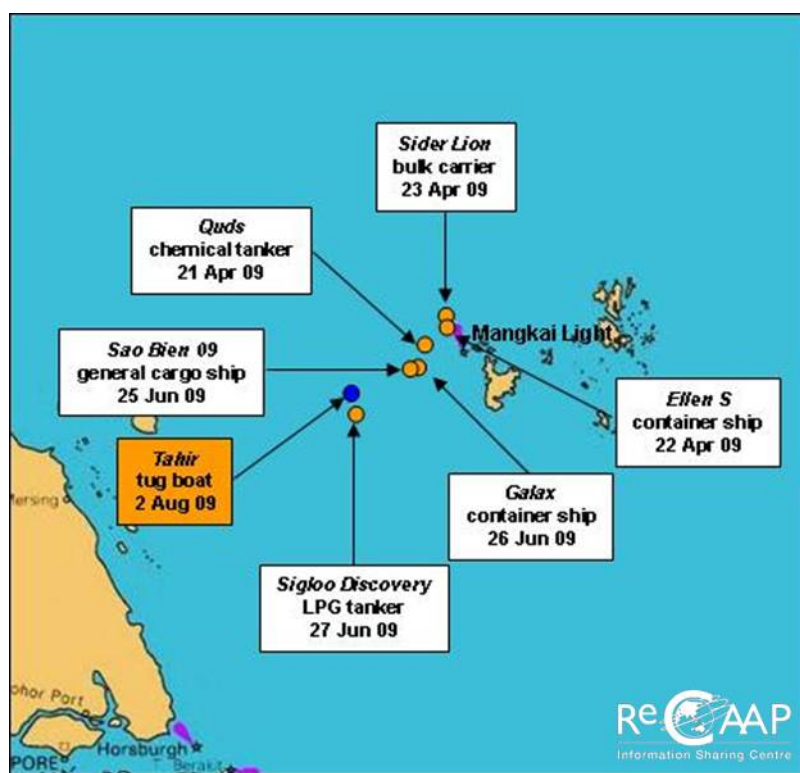


Notably, this is the first incident involved a tug boat as previous incidents involved container ship, tanker, general cargo ship and bulk carrier. The ReCAAP ISC will review the classification of this incident pending the availability of more information about the incident. A more detailed report will be available in the ReCAAP ISC monthly report (August 2009).

Ship masters and crew are advised to maintain vigilance at all times and take necessary anti-piracy measures when operating in the vicinity especially during hours of darkness. The ReCAAP ISC encourages ship masters to report all incidents of piracy and armed robbery against ships to the nearest coastal state immediately, while the ship owners/operators are to report the incident to the ReCAAP Focal Point.

This enhanced reporting procedure was advocated in the recently promulgated IMO's Maritime Safety Committee (MSC) circular on "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships".

Multi-channels reporting and timeliness of reports will enable the ReCAAP ISC to issue Incident Alerts to seafarers and the maritime community. In addition, it provides the ReCAAP ISC inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis in deriving patterns and trends and publication of value-added reports for sharing with ship owners, ship operators and the maritime community at large.



Approximate location of incidents

