

Incident Report: 11/2010

Date/Time of Incident: 27 Apr 2010 at 1726 hrs (local time)

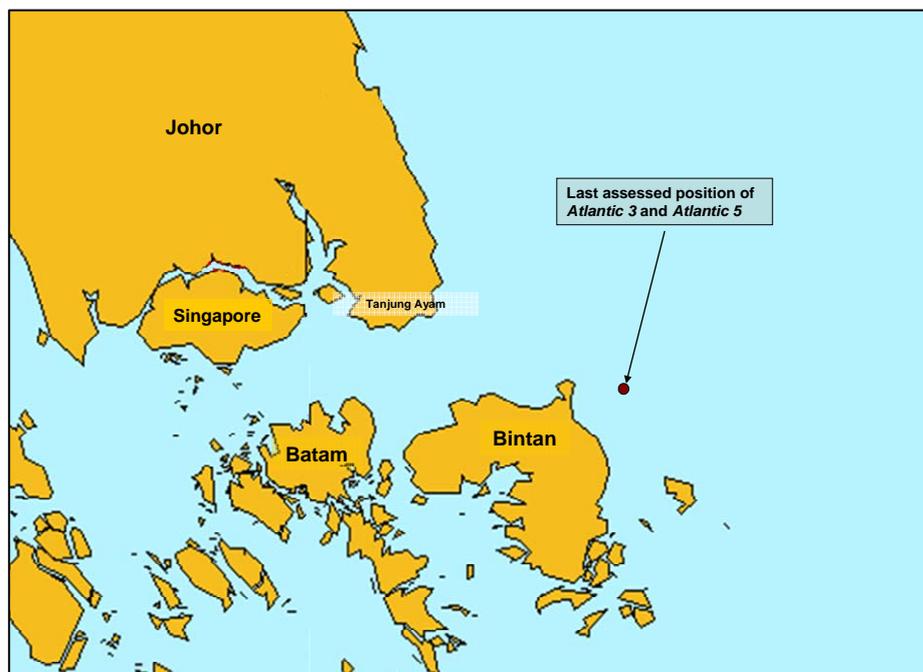
Location of incident: 1° 12.38' N, 104° 45.92' E

Area Description: 11 nm east of Pulau Bintan, Indonesia

Name and Type of Ship: *Atlantic 3* / Tug boat (IMO number 9476628)

Details of Incident

On 27 April 2010 at about 1130 hrs (local time), a Malaysian-registered tug boat, *Atlantic 3* towing barge *Atlantic 5* departed Tanjung Ayam, Johor, Malaysia for Kintap, South Kalimantan, Indonesia after replenishment of fresh water. At about 1726 hrs (local time) on 27 April 2010, the shipping company lost contact with *Atlantic 3*. The last known position of the tug boat and barge was at position 1° 12.38' N, 104° 45.92' E, approximately 11 nm east of Pulau Bintan, Indonesia. Refer to map below.



Approximate Location



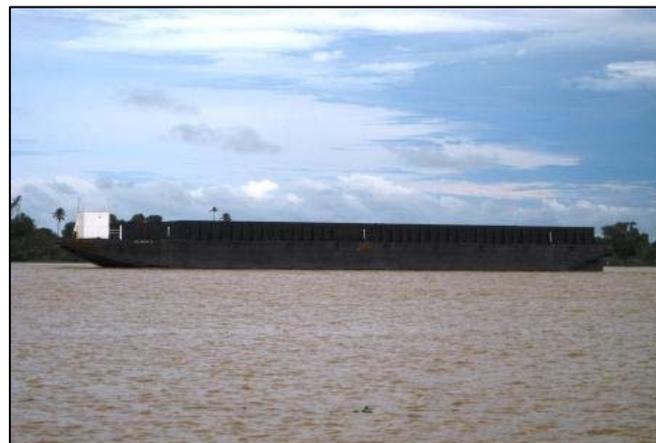
Incident Alert

The vessels were scheduled to transit through Pulau Bintan, Indonesia between midnight of 27 April 2010 and the morning of 28 April 2010. The shipping company reported the incident to the Singapore's Port Operations and Control Centre (POCC) and the ReCAAP ISC on 29 April 2010. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) initiated a broadcast on NAVTEX about the missing tug boat and barge, and asked vessels to report sighting of *Atlantic 3* and *Atlantic 5* to POCC and MRCC Putra Jaya.

The ReCAAP ISC had also alerted the maritime authorities in the region, including the Malaysian and Indonesian authorities and the Philippine Coast Guard about the missing vessels.



Atlantic 3



Photographs courtesy of the shipping company

Atlantic 5



Incident Alert

Reported by

Shipping company

Comments by ReCAAP ISC

This is the second incident of hijacking in the vicinity since September 2007. The first incident involved the hijacking of an Indonesian-registered tanker, *Kraton* on 22 Sept 2007 at approximately 40 nm southeast of Pulau Bintan. A total of 14 robbers armed with pistols and parangs (long knives) boarded the tanker, kidnapped the crew and hijacked the ship. Subsequently, the authorities intercepted and boarded the tanker resulting in the recovery of the tanker, arrest of the robbers and rescue of the crew.

Since January 2010, this is the third tug boat towing a barge that were reported missing. The first incident involved tug boat, *Asta* on 6 February 2010, and the second incident involved tug boat, *PU 2007* on 19 April 2010. In both cases, timely reporting of the incidents to the ReCAAP Focal Point (Singapore) and the ReCAAP ISC was the main contributing factor leading to the recovery of the barges and locating of the tug boats.

The ReCAAP ISC urged vessels in the vicinity to lookout for *Atlantic 3* and *Atlantic 5* and report all sightings of the missing vessels to Singapore's POCC and the coastal State immediately.

