

**Incident Report:** 13/2010

**Date/Time of Incident:** 10 May 2010 at 0355 hrs (local time)

**Location of incident:** 1° 17.84' N, 104° 09' E

**Area Description:** Southeast of Tanjung Ayam, Malaysia

**Name and Type of Ship:** *Performer* / Bulk Carrier

## Details of Incident

On 10 May 2010 at about 0355 hrs (local time) a Liberia-registered bulk carrier, *Performer* was boarded by six to seven armed robbers while anchored in position 1° 17.84' N, 104° 09' E (southeast of Tanjung Ayam, Malaysia). The robbers were suspected to be armed with knives and gained access to the engine room before being discovered by a crew in the engine room who alerted the bridge. On being alerted, the Master dispatched other crew members to the engine room to investigate; the team made a thorough search of the vessel but was unable to locate any of the robbers. Nothing was stolen from the vessel. The crew was not injured.

The agent of the shipping company reported the incident to Singapore's Port Operation and Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC initiated a NAVTEX broadcast to warn mariners about the incident and reported the incident to the ReCAAP ISC, the Singapore's Police Coast Guard (PCG), the Maritime Security Task Force (MSTF), MRCC Putra Jaya (Malaysia) and RCC Jakarta (Indonesia).

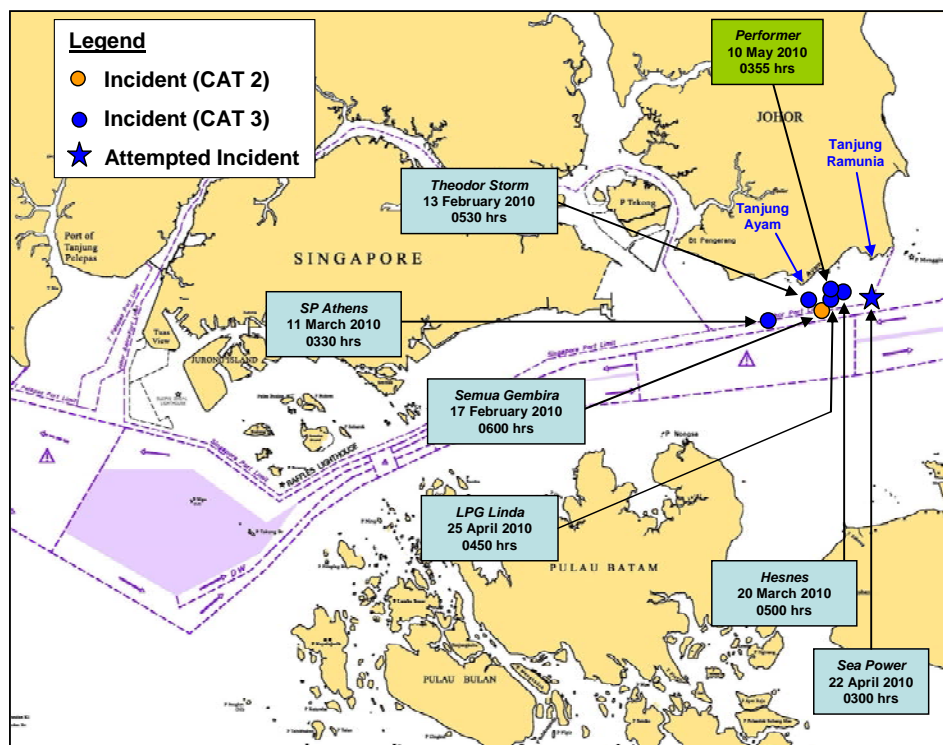
## Reported by

ReCAAP Focal Point (Singapore)



## Comments by ReCAAP ISC

This is the seventh incident reported in the vicinity since January 2010. The previous incidents include five actual and one attempted incident (refer to map). The last incident reported in the vicinity involved *LPG Linda* while at anchor on 25 Apr 2010. Six robbers armed with long knife gained access to the engine room and tied the duty fitter. The robbers escaped when alarm was raised, nothing was stolen. Most of the previous incidents involved 5 to 6 robbers, trying to steal engine spares and escaped when alarm was raised.



**Approximate Location of Incidents**

Ship masters operating in the vicinity are advised to maintain vigilance and take necessary precautionary measures. Early detection and reporting of a possible boarding is the most effective deterrent and reduces risk to the crew. Ship masters are advised to report all actual and attempted incidents to the nearest coastal State and flag State immediately.

