

Incident Alert

Incident Report:	07/2011
Name and Type of Ship:	<i>Cape Med</i> / Bulk carrier
Date/Time of Incident:	18 Mar 11 at 0300hrs (local time)
Location of incident:	01° 05' N, 103° 35' E
Area Description:	Approximately 5.9 nm southwest of Pula Nipa, Phillip Channel

Details of Incident

On 18 Mar 11 at or about 0300 hrs, a Panama-registered bulk carrier, *Cape Med* was underway at approximately 5.9 nm southwest of Pulau Nipa, Phillip Channel (01° 05' N, 103° 35' E) when the crew spotted a group of men in four small boats. The four boats chased after the bulk carrier in an attempt to board the vessel. The master took evasive measures by increasing speed and effecting zig-zag manoeuvres. The crew was mustered on the bridge, and they shouted at the men and flashed large torches at the approaching boats. After about half an hour, the men aborted their attempt to board, and left. The crew was not injured.

The ship master reported the incident to Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC in turn initiated navigational broadcast to alert mariners operating in the vicinity, and informed the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN), MRCC (Jakarta) and MRCC (Kuala Lumpur) about the incident.

Reported by

ReCAAP Focal Point (Singapore)

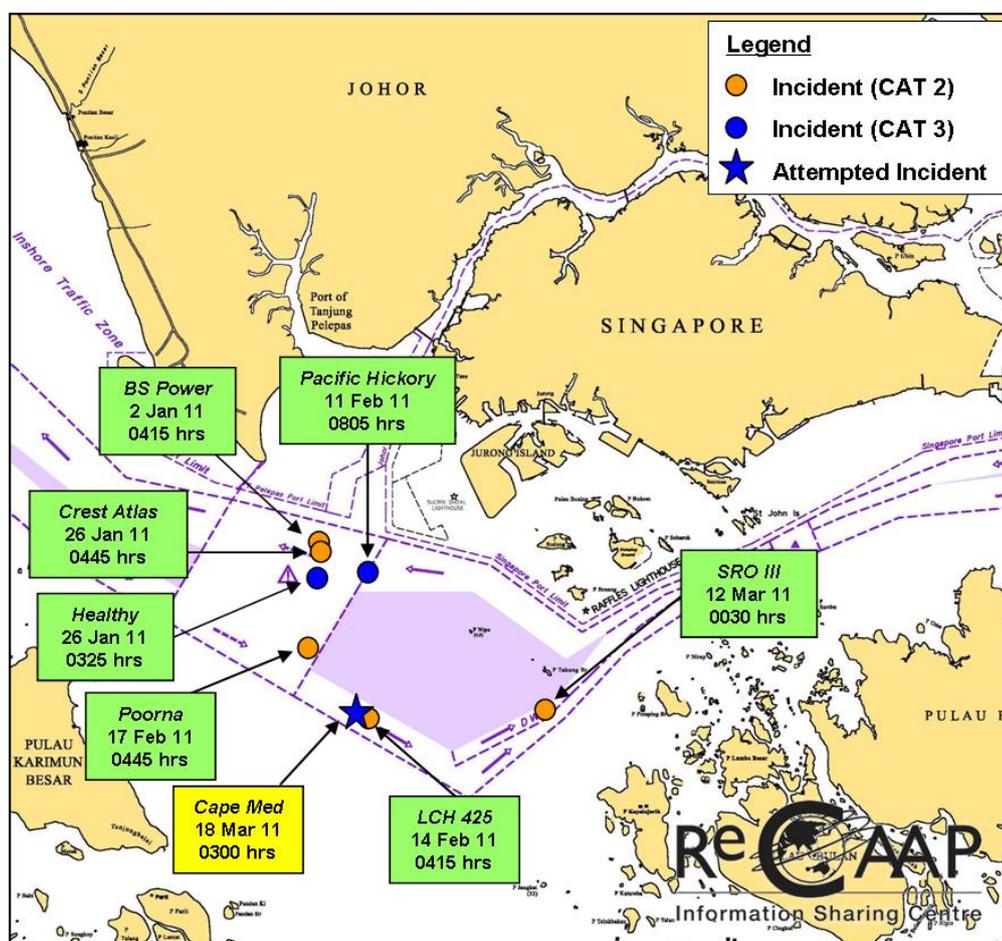
Comments by ReCAAP ISC

This is the eighth incident reported off Pulau Nipa, Phillip Channel since January 2011. Of the eight incidents, this is the first unsuccessful incident of boarding. The previous seven incidents involved tug boat *BS Power* on 2 Jan 11, tanker *Healthy* on 26 Jan 11, tug boat *Crest Atlas* on 26 Jan 11, tug boat *Pacific Hickory* on 11 Feb 11, tug boat *LCH 425* on 14 Feb 11, offshore tug boat *Poorna* on 17 Feb 11 and tug boat *SRO III* on 12 Mar 11. All these incidents were reported when the vessels were underway except for the incident involving tug boat *BS Power* which was anchored at the time of incident. Please refer to map on the approximate location of the incidents.



Except for the incidents involving *Pacific Hickory* where the barge being towed was boarded by two robbers and incident involving *Healthy* where twelve robbers were involved, the other five incidents involved robbers in a group of 6-10. The robbers were generally armed with parangs (long knives) or machetes, only one incident involving *BS Power* reported robbers carrying guns which were not fired. The robbers stole cash and valuables from the crew before escaping. The crew was not harmed.

Given the modus operandi of the robbers, it is possible that the same group of robbers was involved in the incidents and that they may strike again as they could still be lurking in the area. Hence, ship masters and crew are advised to exercise enhanced vigilance with all around look-out, and take necessary precautionary measures when operating in the area especially during hours of darkness. Ship masters are encouraged to report all actual and attempted incidents to the coastal State and flag State immediately.



Approximate Location of the Incidents since January 2011

