



Maritime OPINTEL Report

**(U) SOMALIA: Piracy Analysis and Warning
Weekly (PAWW) Report
(Horn of Africa) for 25 Nov – 01 Dec 2010**

*Maritime
Crime/Piracy,
Commercial (301)
669-4448*

02 December 2010

1. (U) Scope

(U) The Piracy Analysis and Warning Weekly (PAWW) Report provides a review of incidents and an outlook on the threat to merchant shipping in or near the Gulf of Aden and off the East coast of Somalia from piracy and associated maritime crime. This report is produced primarily to inform merchant mariners and naval forces operating in and near the Horn of Africa of recent pirate activity.

2. (U) Advisory

(U) HIGH RISK VESSELS: ONI assesses that vessels attacked off Somalia are randomly selected and not specifically targeted for any reason other than how easily the vessel can be boarded. Pirates simply patrol an area, wait for a target of opportunity, and attempt to board. ONI defines a higher risk vessel as one that travels at a speed of less than 15 knots with low hook points. All vessels, especially vessels that fit this profile, are advised to proceed with extreme caution when transiting the Gulf of Aden and the Indian Ocean off the east coast of Somalia. It is important to note that ALL vessels are at risk of boarding by Somali pirates. All vessels are urged to employ all counter-piracy measures when transiting the Horn of Africa region.

(U) PIRATE OPERATING AREA: Pirates have shown a capability to operate in waters off the Omani coast (in the southern Gulf of Oman and Arabian Sea). There have also been incidents reported in the southern Red Sea of aggressive small boat activity, and one vessel was hijacked in the southern Red Sea. Caution must be taken when transiting these waters. Pirates have achieved significant success in recent months and have shown their capability to operate for sustained periods in the Gulf of Aden and at a considerable distance (>1000NM) off the coast of Somalia. Not all attacks were successful, and considerable caution is always required since the areas around failed hijackings remain at high risk for at least 48 hours after the incident.

(U) ONI ADVISORIES: ONI releases Indications and Warning spot reports to assist mariners in avoiding these areas. It is strongly recommended that vessels transiting the region take industry-recommended counter-piracy measures to avoid being hijacked.

3. (U) Projected Risk of Attack

A. (U) GULF OF ADEN: Over the next 72 hours, weather conditions are likely to be conducive for small boat activity in the Gulf of Aden with winds at 15 knots and associated wave heights of 4-5 feet.

B. (U) INDIAN OCEAN: Over the next 72 hours, weather conditions are less likely to be conducive to small boat operations. Forecasts indicate wind speeds of 20 knots and wave heights of 8-15 feet.

4. (U) Piracy Events

(U) This section provides information on threats to, and criminal action against, merchant shipping in the

vicinity of the Horn of Africa.

A. (U) Summary of the Week

(U) There were ten piracy incidents in this period.

1. (U) Vessels Hijacked

- A. (U) INDIAN OCEAN: Container ship (ALBEDO) hijacked 25 Nov 10 at 0300 UTC while underway in position 05:38N – 068:27E, approximately 1140NM east of Garacad, Somalia. ALBEDO reported the hijacked ship POLAR chasing and acting as a mother ship. (IMB)

2. (U) Illegal Boardings

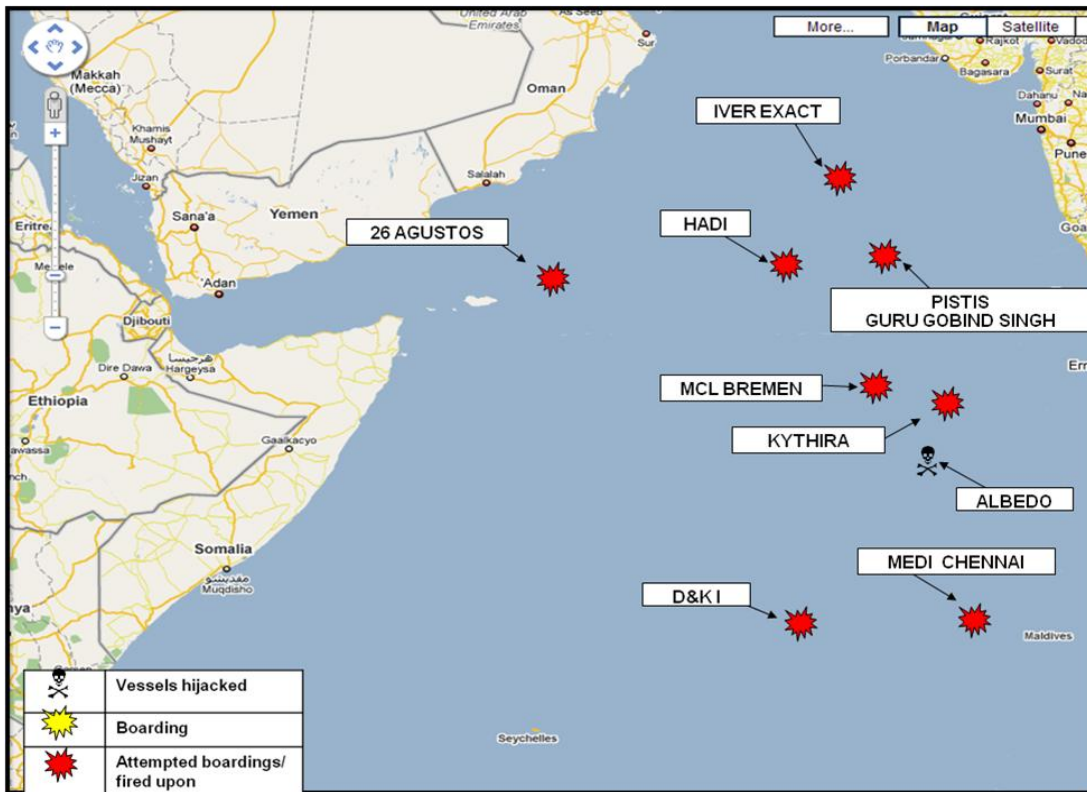
- A. (U) INDIAN OCEAN: Bulk carrier (26 AGUSTOS) boarded by pirates 27 Nov 10 at 0901 UTC while underway in position 13:34N – 057:06E, approximately 152NM northeast of Socotra Island. Crew mustered in citadel where they had initial steering control and access to the ship with CCTV. When pirates boarded, they were unable to take control of crew and later departed ship. (IMB)
- B. (U) INDIAN OCEAN: Container ship (MCL BREMEN) boarded by pirates 26 Nov 10 at 1255 UTC while underway in position 09:39N – 067:23E, approximately 1085NM east of Garacad, Somalia. The crew moved to a citadel and the pirates stayed onboard the vessel for approximately six hours. (IMB)

3. (U) Vessels Fired Upon/Attempted Boarding

- A. (U) INDIAN OCEAN: Tanker (KYTHIRA) fired upon 30 Nov at 1330 UTC while underway in position 09:19N – 069:30E, approximately 386NM northwest of the Maldives. Five armed pirates in a skiff chased and fired upon a tanker underway with intent to hijack. Master raised alarm, increased speed, took evasive maneuvers, and instructed all crew except the bridge and engine crew to muster in safe area. The pirates attempted to board the tanker from the port side and at the same time kept firing at the bridge and accommodation. Master continued the aggressive maneuvers and finally managed to evade the attempted boarding. (IMB)
- B. (U) INDIAN OCEAN: Chemical tanker (IVER EXACT) fired upon 29 Nov 10 at 0240 UTC while underway in position 16:58N – 067:26E, approximately 775NM northeast of Socotra Island. Five armed pirates in a skiff chased and fired upon a chemical tanker underway. Master raised alarm, increased speed, took evasive maneuvers, and instructed all crew except the bridge team to take shelter in the citadel. The pirates attempted to board the tanker several times and finally they managed to hang a ladder on the razor wire around the main deck. A pirate attempted to climb onboard, but was unsuccessful due to aggressive maneuvers. Later, the skiff aborted the attempt and was seen heading back toward mother ship. (IMB)
- C. (U) INDIAN OCEAN: Bulk carrier (PISTIS) reported attempted boarding 28 Nov 10 at 0700 UTC while underway in position 14:51N – 068:13E, approximately 820NM southeast of Salalah, Oman. Four armed pirates in a boat chased and attempted to board a bulk carrier underway. Master enforced counter-piracy measures, including increased speed, and managed to escape boarding. (IMB)
- D. (U) INDIAN OCEAN: Tanker (D&K I) fired upon 27 Nov 10 at 0700 UTC while underway in position 00:39N – 064:51E, approximately 620NM northeast of the Seychelles. A tanker underway noticed a mother vessel launching skiffs, which started approaching the tanker. The pirates were armed with guns and RPG. The tanker increased speed, took counter-piracy measures, contacted authorities, and activated SAS. As the skiffs approached the vessel they opened fire. The pirates aborted attack. (IMB)

- E. (U) INDIAN OCEAN: Bulk carrier (MEDI CHENNAI) fired upon 26 Nov 10 at 0114 UTC while underway in position 00:26S – 070:00E, approximately 185NM west of the Maldives. Six armed pirates in a boat chased and fired upon a bulk carrier underway. The vessels enforced counter-piracy measures and evaded the boarding. The vessel sustained some damages to RPG and gunfire. (IMB)
- F. (U) INDIAN OCEAN: Tanker (HADI) fired upon 25 Nov 10 at 1439 UTC while underway in position 19:47N – 062:56E, approximately 234NM east of Masirah, Oman. Tanker fired on by pirates in a skiff with guns and RPG. Vessel increased speed, sent alert, took evasive maneuvers, and evaded attempt. No damage was reported. (IMB)
- G. (U) INDIAN OCEAN: Tanker (GURU GOBIND SINGH) fired on 25 Nov 10 at 1800 local time while underway in position 14:52N – 068:01, approximately 810NM northeast of Socotra Island. Seven pirates in a skiff chased and fired upon a tanker underway. Master enforced counter-piracy measures and evaded the boarding. (IMB)

C. (U) Incident Disposition



(U) Figure 1. HOA Pirate Activity, 25 NOV 2010 – 01 DEC 2010 (IMB).

(U) The incidents contained within this report were noted to have taken place, or reported, within the last week and are illustrated in Figure 1.

C. (U) Tabulated Data

(U) Table 1 is a summary of piracy events that have occurred this week, this month, and current/prior year.

	This Week	Last Week	December 2010	November 2010	2010	2009*
Vessels Hijacked	1	0	0	4	41	52
Boarding	2	2	0	6	15	0
Vessels Fired Upon/ Attempted Boarding	7	11	0	35	112	131

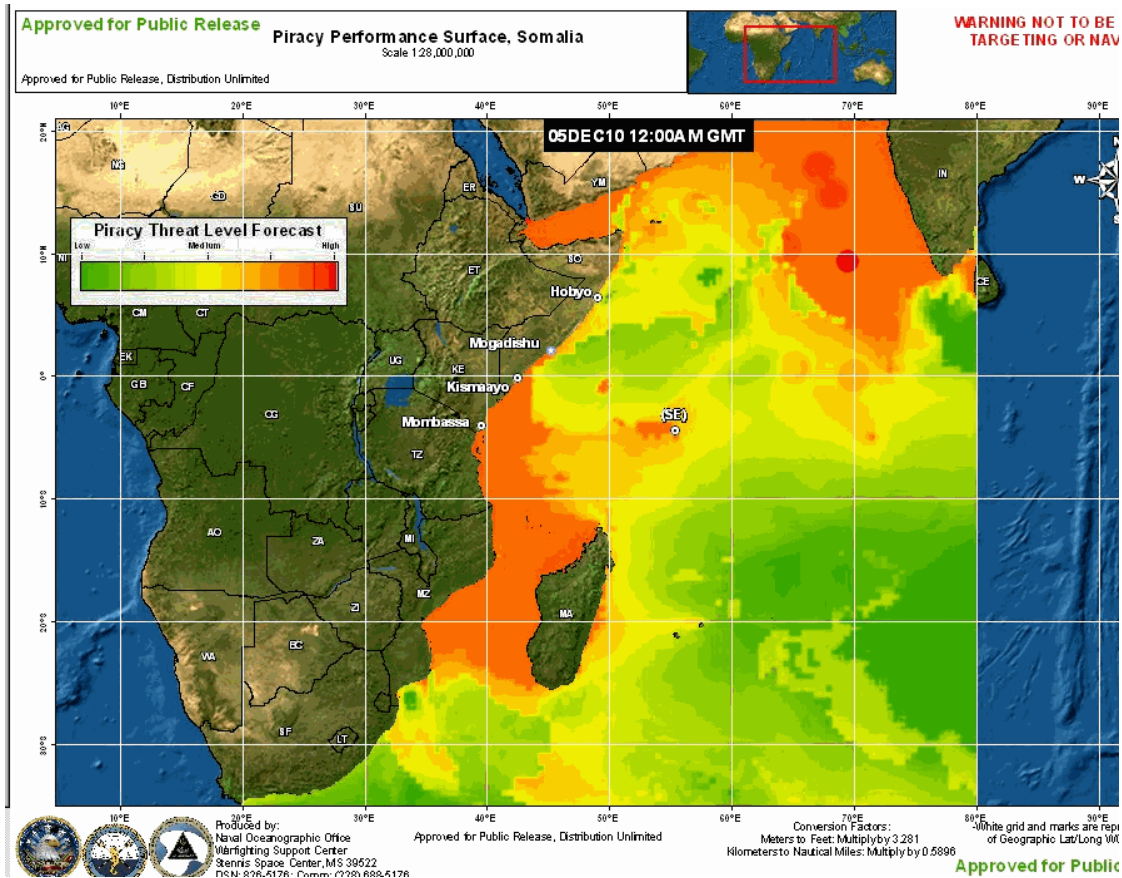
*Dataset originates 22 May 2009

5. (U) Forecast for the Week of 02 DEC 2010 – 08 DEC 2010

(U). Sea states are currently moderately conducive to small boat activity, and mariners should continue to employ all counter-piracy measures when transiting the area.

(U) Mariners are strongly encouraged to contact UKMTO and all appropriate authorities when transiting the Gulf of Aden as well as to use the International Recommended Transit Corridor (IRTC).

(U) This week, ONI assesses the risk of pirate attacks is moderate in the Indian Ocean.



(U) Figure 2. Likelihood of Small Boat Operations (Graphic courtesy of the Naval Oceanographic Office War fighting Support Center).

(U) In the picture above, green represents a reduced risk of small boat activity while red signifies areas with a high likelihood of small boat activity. The waters marked in yellow through red may represent an increased risk to vessels operating in the area and mariners are encouraged to avoid transiting these areas if possible. If necessary to transit these high-risk waters, mariners are warned to maintain a strict watch at all times.

(U) Appendix A

(U) Terminology and References

(U) This appendix is provided to promote consistent use of accurate terms of reference in reporting and also identifies those references that were used to gather the information contained in this report. Please note that these terms relate to observable activity and are independent of target vessel status and exclude actions by governmental authorities in lawful pursuit of their authority.

(U) Terms of Reference

(U) The following terms are adopted to describe the range of criminal anti-shipping activity and impediments to safe navigation in our worldwide reporting and analysis:

- **(U) Attempted Boarding** - Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat.
- **(U) Blocking** - Hampering safe navigation, docking, or undocking of a vessel as a means of protest.
- **(U) Boarding** - Unauthorized boarding of a vessel by persons not part of its complement without successfully taking control of the vessel.
- **(U) Firing Upon** - Weapons discharged at or toward a vessel.
- **(U) Hijacking** - Unauthorized seizure and retention of a vessel by persons not part of its complement.
- **(U) Kidnapping** - Unauthorized forcible removal of persons belonging to the vessel from it.
- **(U) Robbery** - Theft from a vessel or from persons aboard the vessel.
- **(U) Suspicious Approach** - All other unexplained close proximity of an unknown vessel.

(U) Sourcing

(U) Information contained in this report is derived through direct reporting and analysis of reports from the following agencies and commercial sources:

- Agence France Presse (AFP)
- Associated Press (AP)
- Baltic and International Maritime Council (BIMCO), Denmark
- BBC News
- EU Naval Forces (EU)
- Fairplay (FP), London
- Informa Group (INFO), formerly LLP, Llp Limited, London
- International Maritime Bureau (IMB), London and Kuala Lumpur
- International Maritime Organization (IMO), London
- Latitude38.com (LAT) website
- Lloyd's List (LL), daily, London
- Local Media (LM)
- MaRisk by Risk Intelligence (Risk Intelligence/MaRisk)
- Maritime Administration (MARAD), U.S.

- Maritime Security Centre – Horn of Africa (MSCHOA)
- Maritime Security Council (MSC), U.S.
- National Geospatial-Intelligence Agency (NGA), Navigation Safety System
- North Atlantic Treaty Organization (NATO), Brussels
- Office of Naval Intelligence (ONI) (analysis and comment)
- Operator (owner or operator of affected vessel)
- Overseas Security Advisory Council (OSAC)
- Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia, Information Sharing Center (ReCAAP ISC)
- Reuters
- Royal Australian Navy (RAN)
- Royal New Zealand Navy (RNZN)
- Seafarers' Assistance Program (SAP), Kenya
- Tradewinds (TW)
- United Kingdom Maritime Trade Organization (UKMTO)
- United Press International (UPI)
- U.S. Coast Guard (USCG)
- U.S. Department of Homeland Security (DHS)
- U.S. Department of Justice (DOJ)
- U.S. Department of State (DOS)
- U.S. Department of Transportation (DOT)

(U) ICOD: 01 Dec 2010

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