



Maritime OPINTEL Report

**(U) SOMALIA: Piracy Analysis and Warning
Weekly (PAWW) Report
(Horn of Africa) for 28 Oct –3 Nov 2010**

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

4 November 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) 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. 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. It is important to note that ALL vessels are at risk of boarding by Somali pirates. The January 2010 successful hijacking of a high deck RO/RO approximately 500NM east of Socotra Island demonstrates pirates' increasing ability to board any vessel regardless of high freeboard. All vessels are urged to employ all counter-piracy measures when transiting the Horn of Africa region. ONI releases Indications and Warning spot reports to assist mariners in avoiding these areas. It is strongly recommended that vessels transiting the region take counter-piracy measures such as: continuous counter-piracy shipboard drills, fixed barbed wire in high densities around the main deck rail and any low hook points so as not to interfere with shipboard safety, fixed fire hoses along the outside of the vessel- especially near potential boarding points, assignment of additional watch standers to ensure 360 degree coverage for vessel, and consideration of employment of a private security team.

3. (U) Projected Risk of Attack

A. (U) GULF OF ADEN: Over the next 72 hours weather conditions could be conducive for small boat activity in the Gulf of Aden with winds at 7-12 knots and associated wave heights of 1-3 feet.

B. (U) INDIAN OCEAN: In the Indian Ocean off the east coast of Somalia, weather conditions are unlikely to be conducive to small boat operations. Forecasts indicate wind speeds of 7-15 knots and wave heights of 1-3 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 nine piracy incidents in this period with two hijackings, five vessels fired upon, and two illegal boardings.

1. (U) Vessels Hijacked

1. (U) GULF OF ADEN: Fishing vessel hijacked 2 Nov 10 at 1237 UTC while underway in position 13:31N – 048:19E, approximately 85NM southwest of Al Mukallah, Yemen. A fishing vessel was reported hijacked by pirates.
2. (U) INDIAN OCEAN: Product tanker (POLAR) hijacked 30 Oct 10 at 0140 UTC while underway in position 12:12N – 064:53E, approximately 700NM east of Socotra Island. Armed pirates in two skiffs boarded and hijacked a product tanker. (IMB, TW)
3. (U) INDIAN OCEAN: Dhow hijacked 28 Oct 10 at 1156 UTC while underway in position 12:08N – 054:25E, approximately 20NM south of Socotra Island. (IMB)

2. (U) Vessels Fired Upon/Attempted Boarding

1. (U) INDIAN OCEAN: Bulk carrier fired on 2 Nov 10 at 0300 UTC while underway in position 03:58S – 043:49E, approximately 285NM east of Mombasa, Kenya. Seven pirates armed with RPG and automatic guns in two skiffs chased and fired upon a bulk carrier underway with intent to hijack. Ship raised alarm. Armed security team onboard took preventive measures and fired rocket flares resulting in the pirates aborting the attempted boarding. No damages to the ship or injuries to crew. (IMB)
2. (U) KENYA: Tanker fired upon 29 Oct 10 at 1245 UTC while underway in position 04:22S – 039:58E, approximately 28NM southeast of Mombasa. Pirates armed with RPG and AK-47 in two skiffs fired upon a tanker with intent to board. Security team onboard took preventive measures, resulting in the pirates aborting attack and regrouping with their mother vessel. (IMB)
3. (U) INDIAN OCEAN: Container ship (MSC AYALA) fired upon 28 Oct 10 at 2057 UTC while drifting in position 04:10S – 039:56E, approximately 20NM east of Mombasa, Kenya. One skiff with approximately 10 men fired upon a container ship. Crew evaded attack and reported it to authorities, but there was no initial response. (IMB, TW)
4. (U) GULF OF ADEN: Tanker (HELLESPONT PROTECTOR) fired upon 28 Oct 10 at 0539 UTC while underway in position 13:08N – 049:14E, approximately 95NM south of Al Mukallah, Yemen. Pirates in two skiffs chased a tanker in a convoy and opened fire on it. Warship and other military assets in the vicinity assisted tanker. (IMB, LL)

3. (U) Illegal Boardings

1. (U) TANZANIA: Tanker illegally boarded 31 Oct 10 at 0632 UTC while underway in position 09:57S – 042:19E, approximately 300NM southeast of Dar es Salaam, Tanzania. Armed pirates boarded a chemical tanker. All crew retreated into the citadel where they could control the ship. Unable to take control of the vessel, the pirates left. At 1059 UTC, the master and the crew regained control of the ship. No damage to ship and no casualties. (IMB)
2. (U) INDIAN OCEAN: Bulk carrier (GO TRADER) illegally boarded 30 Oct 10 at 0512 UTC while underway in position 15:06N – 055:58E, approximately 190NM southeast of Salalah, Oman. Armed pirates boarded a bulk carrier underway. All crew retreated into the citadel where they could control the ship, and pirates abandoned ship. (IMB, EU)

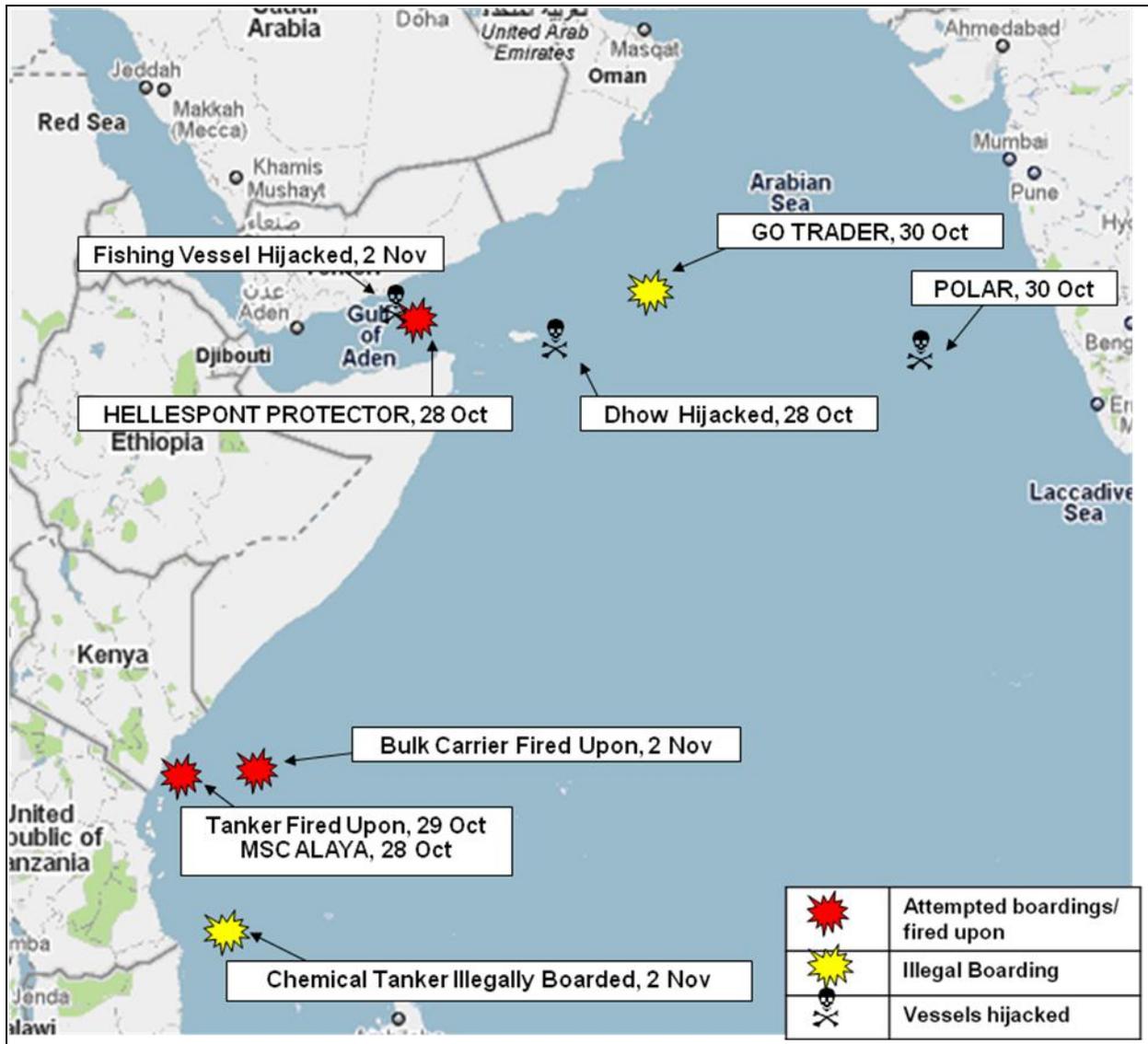
B. (U) Tabulated Data

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

	This Week	Last Week	November 2010	October 2010	2010	2009*
Vessels Fired Upon/ Attempted Boarding	4	5	1	13	79	131
Vessels Hijacked	3	1	1	5	38	52
Illegal Boarding	2	2	0	3	9	0

*Dataset originates 22 May 2009

C. (U) Incident Disposition



(U) Figure 1. HOA Pirate Activity, 28 OCT 2010 – 3 NOV 2010 (IMB).

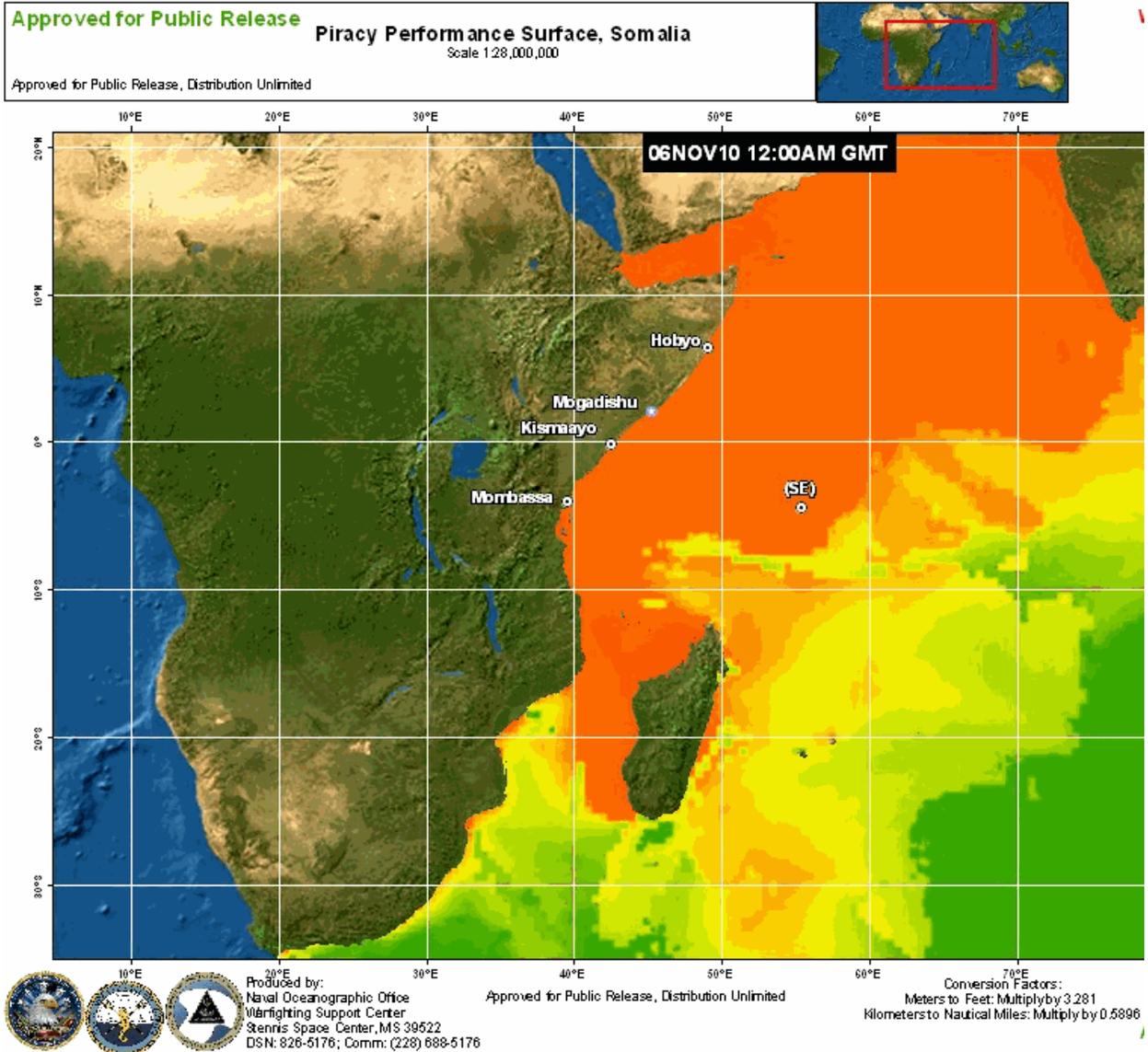
(U) The incidents contained within this report were noted to have taken place, or reported, within the last week and are illustrated in Figure 1.

5. (U) Forecast for the Week of 4 NOV 2010 – 11 NOV 2010

(U) Weather conditions continue to improve with the end of the southwest monsoon season. Sea states are more conducive to small boat activity, and mariners should continue to maintain 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. Pirates may attempt to operate in the Southern Red Sea, off the coast of Oman, and the Arabian Sea as conditions improve.



(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 presence on the ship whether in port or underway.
- **(U) Firing Upon** - Weapons discharged at or toward a vessel.
- **(U) Hijack** - Unauthorized seizure and retention of a vessel by persons not part of its complement.
- **(U) Illegal Boarding** - Unauthorized boarding and attempted seizure of a vessel by persons not part of its complement without successfully taking control of the vessel.
- **(U) Kidnap** - 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: 3 NOV 2010

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