



**Maritime OPINTEL Report**

**(U) SOMALIA: Piracy Analysis and Warning Weekly (PAWW) Report (Horn of Africa) for 10 June – 16 June 2010**

16 June 2010

**(U) Author:**  
 Maritime  
 Crime/Piracy,  
 Commercial (609)  
 562-1469 (DSN:  
 562)

## 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. 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 5-15 knots and associated wave heights of 4-6 feet (FNMOC).

**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 20-25 knots with gusts up to 30 knots with associated wave heights of 7-12 feet (FNMOC).

#### 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 was one incident to report in this period.

##### 1. (U) Vessels Hijacked

(U) No vessels hijacked to report this period.

##### 2. (U) Vessels Fired Upon

1. GULF OF ADEN: Tanker (MERIOM IRIS) fired upon 13 Jun 10 at 1234 UTC while underway in position 13:24N – 049:35E, approximately 70NM south of Al Mukalla, Yemen. Vessel reported coming under fire from an AK-47 by one skiff with six persons onboard. Crew was mustered, whistle sounded, and fire hoses were activated. No injuries were reported (IMB, Tradewinds.com, Mercury chat).

##### 3. (U) Attempted Boardings

(U) No attempted boardings to report this period.

##### B. (U) Tabulated Data



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

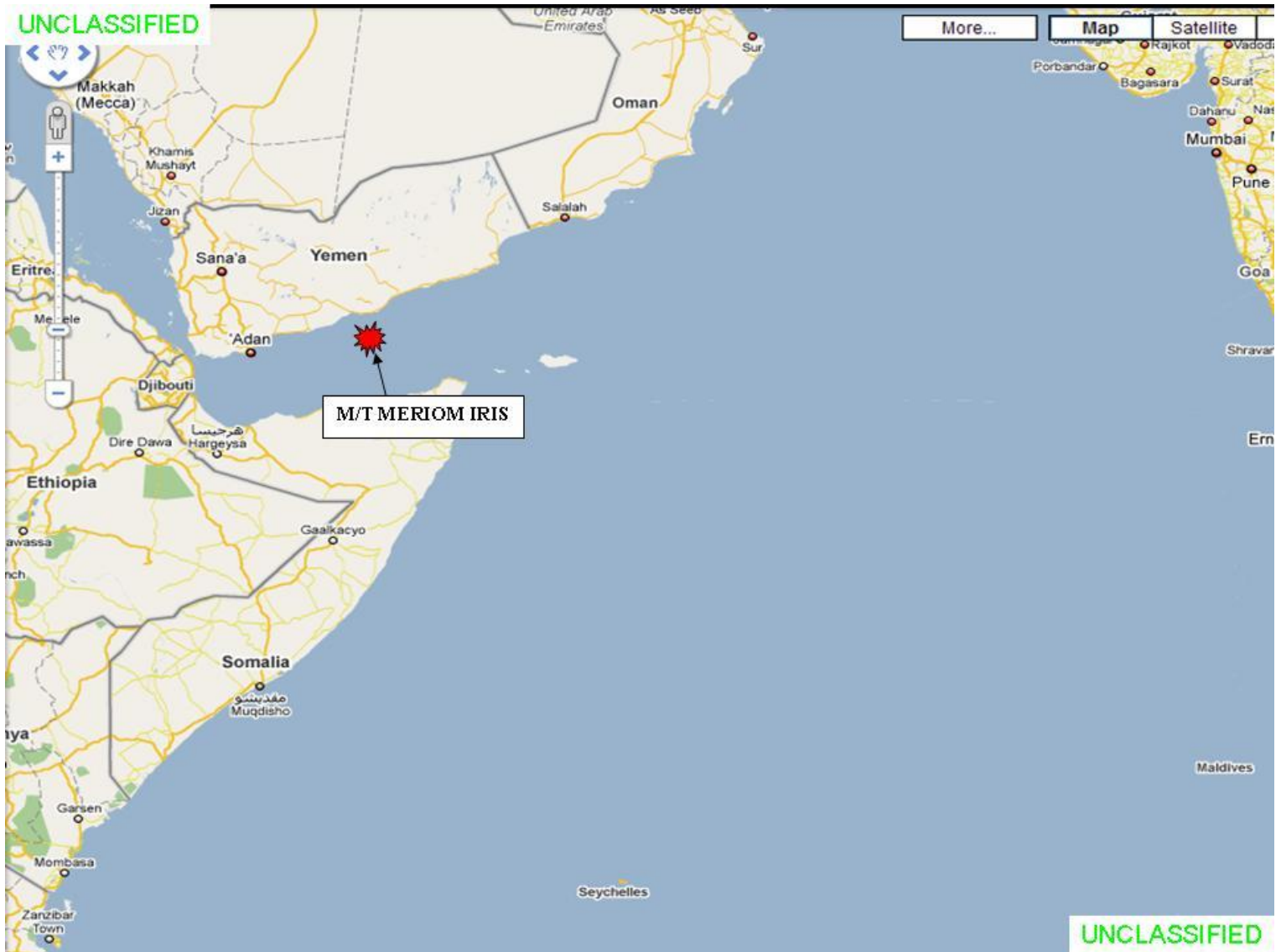
	<b>This Week</b>	<b>Last Week</b>	<b>June</b>	<b>May 2010</b>	<b>2010</b>	<b>2009</b>
<b>Vessels Fired Upon</b>	1	1	3	7	60	127
<b>Vessels Hijacked</b>	0	0	1	6	28	52
<b>Attempted Boarding</b>	0	0	0	0	1	4

\*Dataset originates 22 May 2009

##### C. (U) Incident Disposition

(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.

	Attempted boardings
	Vessels fired upon
	Vessels hijacked

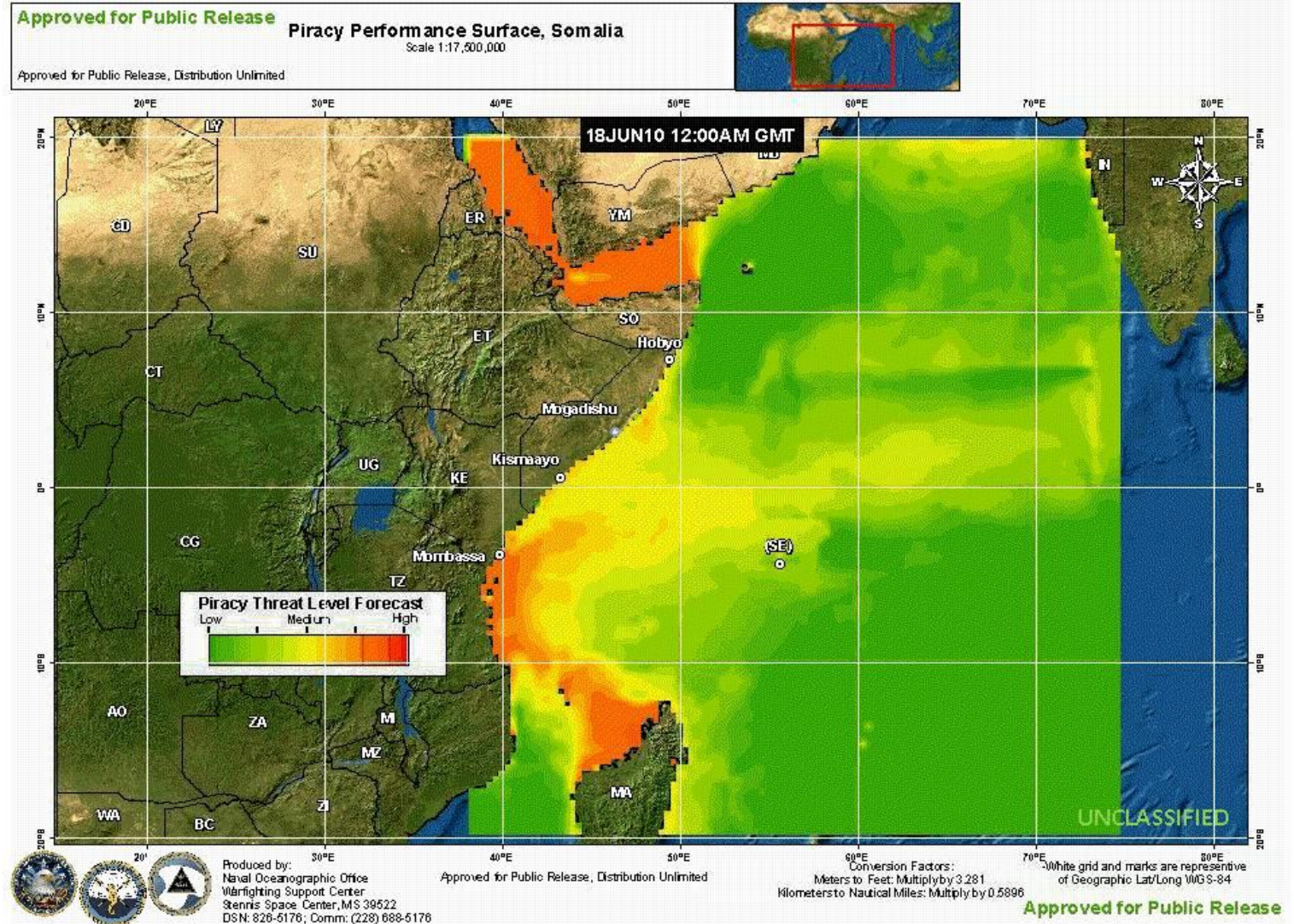


(U) Figure 1. HOA Pirate Activity, 10 June –16 Jun 2010 (IMB).

### 5. (U) Forecast for the Week of 17 Jun – 23 Jun 2010

(U) Weather is may still be conducive for pirate small boat operations in the Horn of Africa region but will continue to deteriorate due to the upcoming summer monsoon season. Overall pirate activity is expected to decrease during this time period. Weather conditions during the monsoon season will likely reduce the number of pirate attacks; however, pirates will continue to operate when and where weather conditions permit. Once it has become fully established over the Somali Basin and North Arabian Sea, monsoon conditions will persist throughout most of June, July and August. Winds up to 23-28 knots with gusts of 35 knots and sea states up to 20-24 feet are expected. Mariners should continue to maintain all counter-piracy measures when transiting the area. Mariners are strongly encouraged to contact UKMTO and all appropriate authorities when transiting the Gulf of Aden as well as make use of the International Recommended Transit Corridor (IRTC). This week, ONI assesses the risk of pirate attacks is low in the Indian Ocean. Pirates will likely continue to operate in the Gulf of Aden where weather conditions are not as severe during the monsoon season. In addition, pirates may attempt to operate in the Southern Red Sea, off the coast of Oman and the Northern Arabian Sea until the monsoons moves into the area. Pirates may also attempt to operate near the Maldives and east of 075 longitude, which is less impacted by the monsoon season.

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

(U) In the above picture, green represents a reduced risk for 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) Boarding** - Unauthorized presence on the ship whether in port or underway.
- **(U) Robbery** - Theft from a vessel or from persons aboard the vessel.
- **(U) Kidnap** - Unauthorized forcible removal of persons belonging to the vessel from it.
- **(U) Hijack** - Unauthorized seizure and retention of a vessel by persons not part of its complement.
- **(U) Firing Upon** - Weapons discharged at or toward a vessel.
- **(U) Attempted Boarding** - Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat.
- **(U) Suspicious Approach** - All other unexplained close proximity of an unknown vessel.
- **(U) Blocking** - Hampering safe navigation, docking, or undocking of a vessel as a means of protest.

**(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
- 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)
- 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:** 16 June 2010

**(U) Co-Author:** Maritime Crime/Piracy, Commercial (301) 669-4784

**(U) Contributors:** Maritime Crime/Piracy, Commercial (301) 669-3662; Maritime Crime/Piracy/Fisheries, Commercial (301) 669-4585