



### Maritime OPINTEL Report

## (U) SOMALIA: Piracy Analysis and Warning Weekly (PAWW) Report (Horn of Africa) for 20 May - 26 May 2010

26 May 2010

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### 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 will unlikely to be conducive for small boat activity in the Gulf of Aden with winds at 5-15 knots and associated wave heights of 3-5 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 15-20 knots with gusts up to 30 knots with associated wave heights of 6-9 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 are two incidents to report in this period.

#### 1. (U) Vessels Hijacked

(U) No vessels hijacked to report this period

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

1. INDIAN OCEAN: Tanker fired upon 25 May 10 at 0235 UTC while underway in position 05:40S – 039:29E, approximately 70NM northeast of Dar es Salaam, Tanzania. Vessel reported being fired upon by one skiff with five persons onboard. The skiff aborted the attack after approximately five minutes. Then at 0338 UTC, the vessel came under fire again from two skiffs with five persons onboard each, with gunshots striking the bridge of the vessel. The vessel continued at a speed of 15 knots, while employing barbed wire and hoses to evade the attackers. The vessel reported being safe with no casualties (Mercury chat).
2. INDIAN OCEAN: Bulk carrier (NORD SINCERE) fired upon 20 May 10 at 1100 UTC while underway in position 00:46.2N – 068:26.4E, approximately 850NM northeast of Port Victoria, Seychelles. Five heavily armed men in a white colored skiff attempted to board the vessel by using a ladder. After failing the attempt, they opened fire with automatic weapons and RPGs. The vessel conducted evasive maneuvers and managed to prevent further attacks. After almost two hours of pursuit, the skiff aborted the attack (Operator, IMB, Tradewinds).

#### 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.

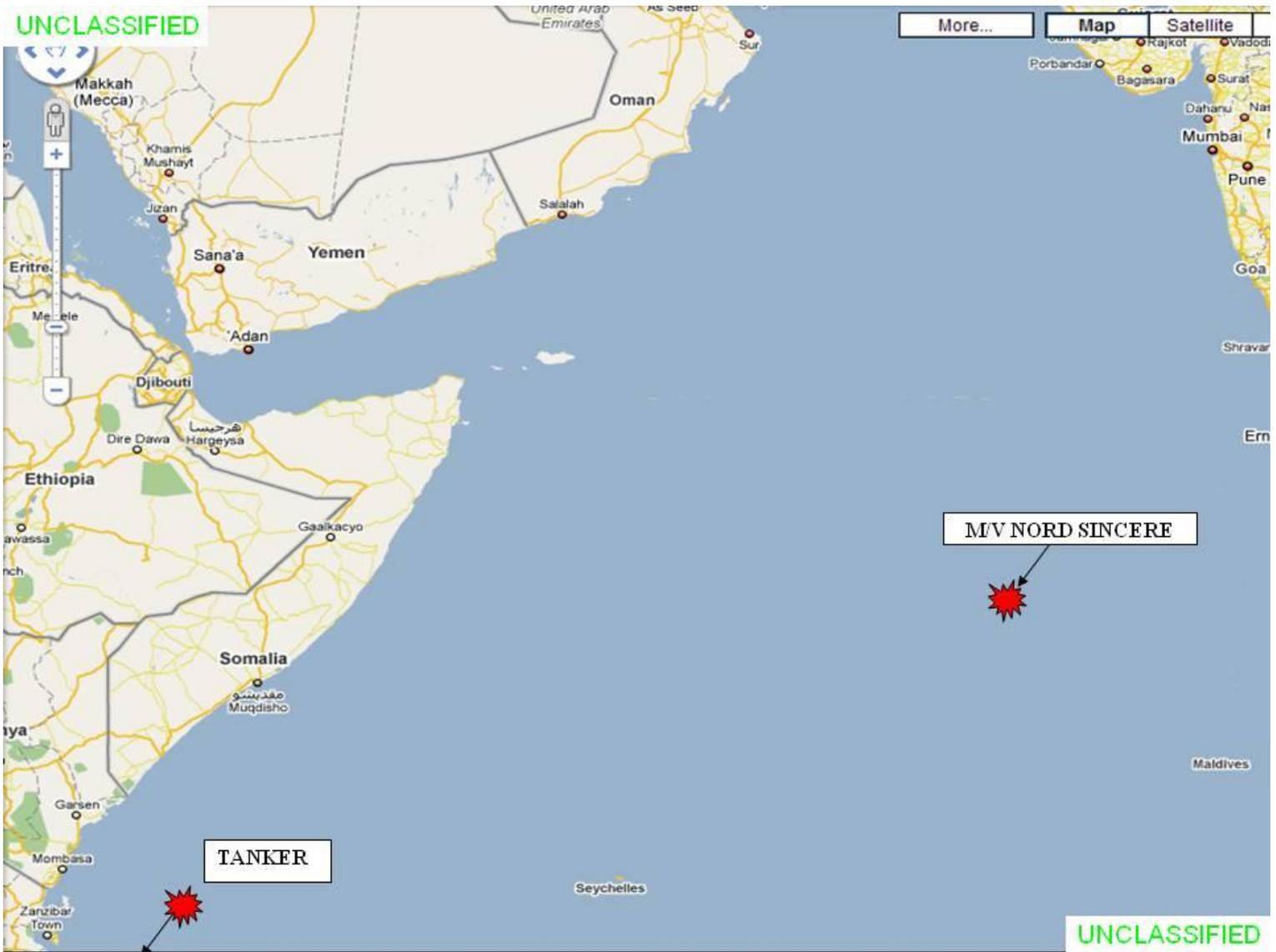
	<b>This Week</b>	<b>Last Week</b>	<b>May</b>	<b>April 2010</b>	<b>2010</b>	<b>2009</b>
<b>Vessels Fired Upon</b>	2	0	6	16	57	127
<b>Vessels Hijacked</b>	0	0	5	6	27	52
<b>Attempted Boarding</b>	0	0	0	1	1	4

\*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.

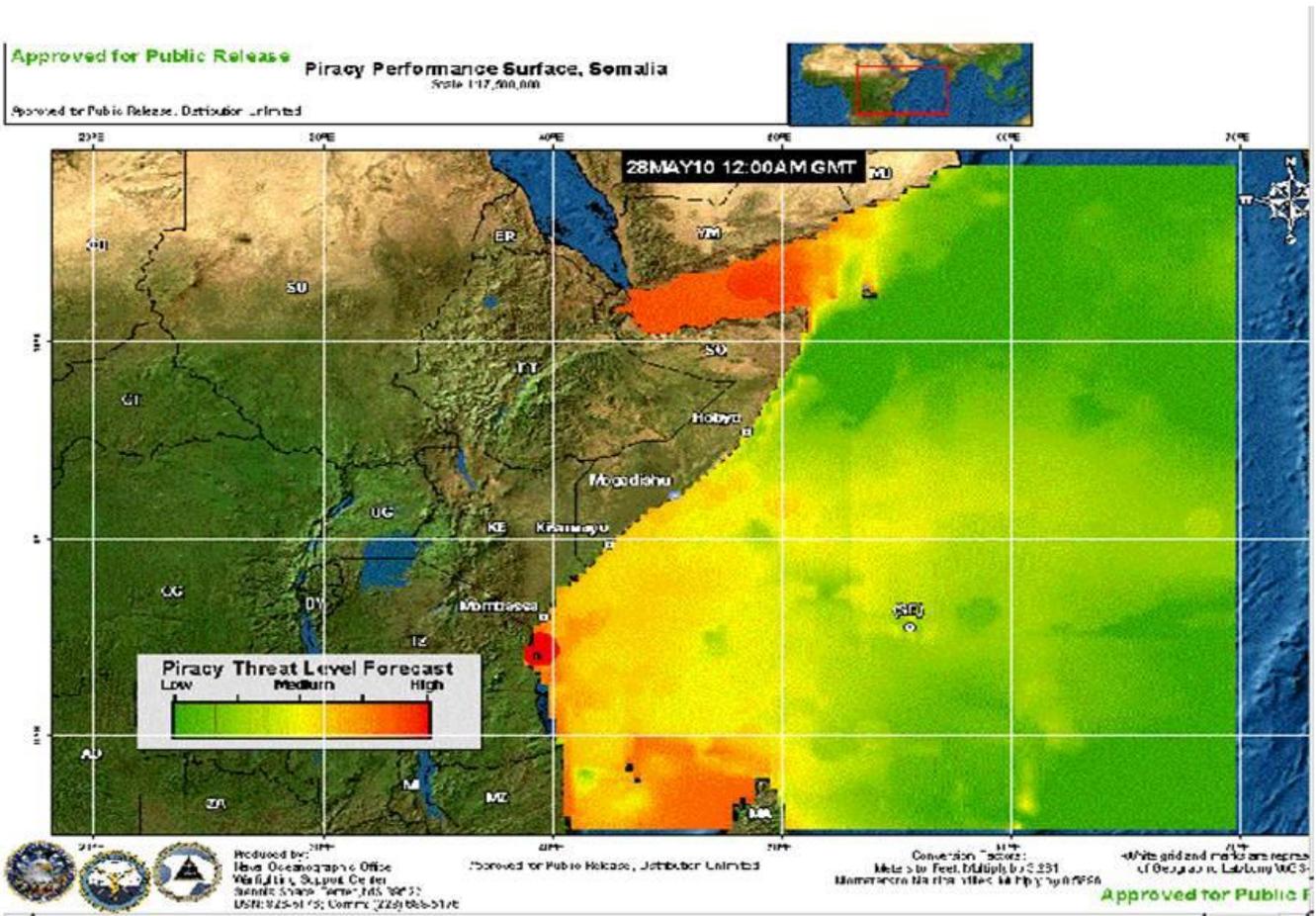
-  Attempted boardings
-  Vessels fired upon
-  Vessels hijacked



**(U) Figure 1. HOA Pirate Activity, 20 May – 26 May 2010 (IMB).**

**5. (U) Forecast for the Week of 27 May –02 Jun 2010**

(U) Weather is still 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. Pirates may conduct operations using skiffs, mother skiffs, or dhows. 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 moderate in the Indian Ocean. As shown by activity this week, pirates operating south of the equator in the Indian Ocean may focus their operations as far south as 11 degrees south latitude, approximately 140NM northwest of Port St. Louis, Madagascar. In addition, the area due east of Socotra Island all the way out to east to 230NM northwest of Mimicoy Island, India is still considered high risk and mariners are warned to avoid this area if possible. The area northeast of Seychelles is also still considered very high risk. The Gulf of Aden remains a prime operating area for Somali pirates.



**(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)

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