

**SOMALI PIRACY UPDATE 0800 UTC 19 January 2014**

## 1. INCIDENTS IN THE LAST 24 HOURS (All times are UTC)

- a. Previously reported hijack in Red Sea (18 Jan 2014: 1523 UTC: Posn: 15:31E – 039:57E) was false alarm. The vessel was boarded by Eritrean border guards and not by pirates. Master advised vessel and crew are safe. Vessel is now at anchor in Eritrea.

## 2. INCIDENTS IN THE LAST 7 DAYS

- a. 17 Jan 2014: 1807 UTC: Posn: 15:07N – 054:23E: Arabian Sea: Armed assault: A merchant vessel attacked by two skiffs and mother ship in pos. 150700N 0542300E (UKMTO, NATO)

## 3. WARNING AREAS UKMTO/MSC-HOA/ONI identify the following warning areas as a result of recent piracy activity:

- a. 200 Nm radius centred 15:07N – 054:23E
  - i. Starting 17 Jan 1800 – Expires 19 Jan 1800.

## 4. SECURITY ADVICE TO MARINERS TRANSITING GULF OF ADEN/INDIAN OCEAN

- a. UKMTO is the primary emergency Point of Contact! Call in case of attack/suspicious approaches  
Telephone: +971 50 552 3215

- b. Register ship movement before HRA entry with MSCHOA at  
<http://www.mschoa.org/on-shore/secure/vessel-movement> (username and password required) or  
Email: [postmaster@mschoa.org](mailto:postmaster@mschoa.org)  
Telephone: +44 (0) 1923 958 545  
Fax: +44 (0) 1923 958 520

- c. Report daily to UKMTO using reporting format below

Email: [UKMTO@eim.ae](mailto:UKMTO@eim.ae)

- 01 Ship Name
- 02 Flag
- 03 IMO Number
- 04 INMARSAT No.
- 05 Time & Position
- 06 Course
- 07 Passage Speed
- 08 Freeboard
- 09 Cargo
- 10 Destination & ETA
- 11 Name and Contact Details of Company Security Officer
- 12 Nationality of Master and Crew
- 13 Armed Security Team Embarked

- d. Utilise the IRTC

- e. Employ Self Protecting Measures & follow Best Management Practices (BMP4), available at:  
<http://www.mschoa.org/on-shore/secure/advice-to-masters/bmp>

- f. More information: Anti-Piracy Planning Chart Gulf of Aden and Arabian Sea, available at: <http://www.ukho.gov.uk/media/news/pages/antipiracychart.aspx>
5. NATO SHIPPING CENTRE, SOMALI PIRACY OVERVIEW, 19 January 2014

Recent Activity

A merchant vessel was attacked by one skiff and mother vessel (Dhow) in pos. 15 07 N 054 23 E 171807Z Jan 14.

Standing Guidance & Advice

Masters

Masters are advised to remain vigilant at all times inside the High Risk Area (HRA) and follow the guidance and protective measures, as set down in BMP4.

Fishing activities - possible mix up with piracy

Fishing vessels may approach merchant ships to maximize fishing opportunities or to safeguard fishing nets which have been set. Furthermore fishermen in the region regularly carry small arms onboard their vessels, so the visual identification of a small arm is not a positive indicator of pirates. It is not uncommon for fishing vessels to follow merchant and large vessels in order to capitalise on the often increased numbers of fish in the resultant wake. Please note that, if the NATO Shipping Centre assesses an approach or incident to be piracy-related, we will issue relevant warnings.

6. NATO Shipping Centre Weekly Piracy Update for 8 – 15 January 2014

Weather in HOA:

The Northeast Dry Monsoon is established and will have an influence on the region until the end of February. Some increased winds and seas are expected, but not as strong as during the Southwest Monsoon season. Single skiffs and whalers might find it more difficult to operate under these conditions, but Pirate Attack Groups (PAGs) using "mothership" dhows are likely to sustain their operations throughout the Northeast Dry Monsoon season.

Piracy Threat:

All mariners are advised that although the weather conditions might seem unfavourable to small boat activity, the presence of pirate attack groups at sea in the HRA cannot be ruled out. Successful disruptions by Naval Forces, in conjunction with Masters' adherence to and implementation of BMP4, have significantly reduced the pirates' ability to capture vessels. However, pirates retain the capability of conducting acts of piracy against vessels of opportunity.

Pirate Tactics:

PAGs have made "soft-approaches" on merchant ships transiting the HRA. Skiffs have been known to approach vessels in order to probe the reaction of the crew and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates may then proceed with an attack, using additional skiffs. However, the use of BMP4 and the reaction of PCASP have recently been effective in warning off any small boats which might otherwise have had close contact with the transiting vessel.

Continued Vigilance and the use of BMP:

It is imperative that merchant vessels remain vigilant at all times in transit and/or at anchorage and fully implement protection measures set down in BMP4 across the whole High Risk Area (HRA) as it can make the critical difference of being approached, attacked, or pirated. NSC would like to

remind masters that BMP4 highly recommends maintaining best possible vessel speed when transiting the HRA to deter pirate boarding.

7. NAVAL ACTIONS AGAINST SOMALI PIRATE ACTION GROUPS PAST 30 DAYS

- a. 8 Jan: Iranian navy thwarted an attack in the Indian Ocean

Next scheduled update: 0800 UTC 20 January 2014