Somalia quiet as focus shifts to West Africa attacks, but Asia remains a concern too – Talk of Somalia centres on capacity building, control of airspace and preparing for natural resources exploitation. Somaliland bans UN flights. Spanish Admiral claims forced to release 30 percent of pirates, as Spanish warship lands 6 suspected pirates back in Somalia Gulf of Guinea piracy increase symptomatic of two major trends; lawlessness and deep corruption in public and private sectors. Despite successes in oil theft arrests, attacks at sea returns with kidnaps rife. Piracy against fishermen off Bangladesh sees heavy casualties, against locals, not international seafarers, so far. Oil from the Middle East and Africa that travels through the Straits of Malacca may see the region become the world’s most contentious and strategic waterway. Asia’s continued economic success is only possible if the region remains peaceful, stable and conducive for trade and investment. Illegal bunkering operation uncovered by Singapore authorities. Tension grows between Taiwan and Philippines over fisherman’s death. ReCAAP reports this April is the first in 5-year period where Cat 1 incident has not occurred. Russian MFA announces via Twitter of the freeing of container ship crew members by Nigerian pirates. Seychelles programme returns a further 8 convicted pirates to Puntland. Believed to be the highest-ranking pirate captured, Shibin heads for appeals panel, whilst Germany detains Somali asylum seeker using false name and charged with piracy after fingerprint match. States should not be permitted to include private citizens in the fight against piracy without first ensuring that those guards will abide by governing laws and norms and be held accountable. Senior Chinese Navy commander calls on countries to boost exchange of information and cooperation on maritime security and push for peace and security at sea. MV Blida's Saudi owner admits to paying $2.6 million ransom to Somali pirates. The tale of the rescue of an American aid worker from Somali pirates is told in a CBS interview. Estonia and Slovenia decide to end their participation in the EU counter piracy op. Following the Women’s Institute dressing as pirates’ faux pas, they decide to dress as pirates once again, for a calendar.

Contents:
Regional Activity; Released by Pirates; Pirates in Court; Private Security; International Response; Piracy Cost; Seafarers’ Plight; And Finally...; Piracy Incidents; Situational Map
SOMALI President Hassan Sheikh Mohamud met serious protest by Somali community in London against his policy, when he went to attend the second Somali Conference hosted by British Prime Minister David Cameron on May 7, 2013 - RBC Radio. This is the first time that a Somali president's policy was opposed by many Somali communities representing different regions from North, Awdal state to the South, Jubbaland States over the creation of the federal states based on the constitution.

Somali Community in London expected, among others, that the president would implement the transitional federal constitution which allows any two or more states to form regional administration which becomes, after its inauguration, a member state of the Somali federal government. However, I believe there are three core reasons why London Somali residents protested against the president’s policy.

First, the protester felt that the president focused to get international recognition and financial aid instead of aiming continual reconciliation among Somalis who after all expected from the president to at least implement transitional federal constitution agreed by all. This policy of centring international recognition and international financial aid without real reconciliation among Somalis is what made the previous transitional government fail.

ATTENDEES included British Prime Minister David Cameron, Somali President Hassan Sheikh Mohamud, President Museveni and recently-elected Kenyan President Uhuru Kenyatta, along with representatives from numerous international organisations and foreign governments. Having undergone a 20-year-long civil war, Somalia is now being led by its first widely-recognised government for more than 20 years and is showing vast signs of improvement - AllAfrica.

There has been a reported rise in Somalis from the diaspora returning to the country, an increase in the availability of education for children and a sign that the government is extending its influence beyond the capital Mogadishu, a city which is starting to show signs of economic recovery despite continued terror attacks.

The conference involved much discussion regarding possible strategies for the way forward in Somalia. However, it has left more questions than answers and unveiled the numerous issues, actors and topics of debate which can be posed when it comes to what was once known as the ‘Pearl of the Indian Ocean.’ As was expected, a total of £50 million was pledged by nations including America, Britain and China to be put towards building the Somali army and police force.
Britain then went on to pledge an additional £35 million (approximately $54 million) to further strengthen security forces and protect the Somali coastline from pirates. The European Union committed to providing approximately $57 million to train and strengthen the police and judiciary. In terms of the humanitarian crisis which has occurred due to famine, Britain also committed to provide $225 million.

“WE have them in camps,” Afweyne says, speaking through a translator, “Like snakes in a cage.” - *The East African*

He is talking about the more than 900 pirates — from rank-and-file guards to top financiers — in the central Somali state of Ximan iyo Xeeb, being rehabilitated by the local administration. Assuming this figure is accurate, it would represent nearly all pirates thought to operate in central Somalia, one of the country’s two pirate centres of gravity — the other being the region of Puntland to the north.

In both regions, pirate bosses and their financial backers have been able to obtain protection through personal connections — through bribery and payoffs to local powerbrokers — and by playing on traditional systems of patronage.

Mohamed Abdi Hassan “Afweyne” knows this system better than most, being one of the first and most prolific Somali pirate kingpins.

**FOR years, Somali** pirates used to hold shipping to ransom. Companies were forced to run convoys through the Gulf of Aden, and into the Indian ocean - *Al Jazeera*. But it has now been one year since they last hijacked a ship off the Horn of Africa, and the Somali Prime Minister Abdi Farah Shirdon thinks a solution to the piracy problem has been found.*Al Jazeera’s* Peter Greste reports from off the coast of Mogadishu.

Piracy declines off Somali coast
SOMALIA government has announced on Sunday that it is preparing to take over the control of its airspace by the end of this year, The minister of information, posts, telecommunications and transportation said - *RBC Radio.*

The minister and other government officials met on Sunday in Mogadishu with officials from the United Nations Development Program and representatives from Civil Aviation Caretaker Authority of Somalia (CACAS) based in Nairobi. The meeting officially declared transfer supervision of the country’s airspace to Somalia federal government in Mogadishu.

“We have agreed that the federal government of Somalia to be prepared to take over its responsibilities of the control of its airspace by 31st December 2013.” Abdullahi Elmoge Hersi told reporters in Mogadishu after the Sunday’s meeting.

He said before the end of this year, the government will relocate more than hundred airspace management staff based in Nairobi to Mogadishu.

"AS from 15th May at 6 am UN Flights are banned from entering Somaliland and any of its Aircraft already on the ground shall not be allowed to take-off until further notice” - *Somaliland Sun*

This order was issued by the minister of Aviation Mr Mahmud Hashi Abdi at a press conference held at Egal Airport in Hargeisa where he also informed that UNDP is acting in a manner likely to impinge negatively on dialogue with Somalia.

The banning order which shall affect the UN's operated carrier UN Humanitarian Air Support-UNHAS comes after the UN through its UNDP agency handed over Somaliland's airspace control to the Mogadishu government yesterday.

"For 22 years now Somaliland has been operating as an independent nation and shall thence not accept to be and shall never be under any sort of jurisdictional management from Somalia” said minister Hashi.

Informing that the UN has no authority over Somaliland's airspace or economic zones the aviation minister also informed that the yet to be unrecognized country shall take full control of its airspace soon.

Said he, “As from the 27th July 2013 Somaliland shall take full managerial control of its airspace and Airports”
AFTER an absence of more than 30 years, Abdirizak Omar Mohamed has returned to Somalia, the country of his birth - FT.com. Last year he gave up his job as a civil servant in the housing sector in Canada to take up a position as one of only 10 ministers in Mogadishu’s new, slimline cabinet.

As minister for natural resources in a dysfunctional country divided by a continuing war, he has to oversee a bulging portfolio that includes water, agriculture, the environment and livestock. As if that were not enough, his brief now also includes hydrocarbons just as Somalia – and east Africa more broadly – has become one of the most attractive frontiers in oil exploration for leading companies such as Royal Dutch Shell and ConocoPhillips.

“The president and I have discussions every day about oil,” says Mr Mohamed in his office that looks out at the Indian Ocean across the tumbledown city of Mogadishu. Late last year, Somalia caught the attention of foreign oil companies by announcing it intended to auction some of 308 newly delineated oil blocks this year.

FOREIGN companies are getting ready to undertake the risky business of exploring for oil in war-torn Somalia, a quest that could trigger new conflict as the Western-backed government struggles to stop die-hard Islamist insurgents - Energy Daily.

“The world’s leading oil companies are increasingly accepting that their quest for new reserves will take them into challenging new territory,” the Financial Times observed this week.

“In regions such as the arctic, the problems are technical. Around the Horn of Africa, companies must calculate whether political and security risks will put too heavy a burden on their production costs.

“This is hazardous territory in which to operate.”

Image - via Energy Daily

SOMALIA’S Ministry of Foreign Affairs and International Co-operation is working to re-open embassies and diplomatic missions that have been closed since 1991, in an effort to align foreign relations with the new Somali federal government - Sabahi Online.

The ministry’s Permanent Secretary Mohamed Sharif Mohamud said Somalia has plans to soon re-open embassies around the world, namely the United States, the United Kingdom, France, Japan, Algeria and Iraq.
With the election of President Hassan Sheikh Mohamud in September 2012 and improving security conditions in Somalia, countries have started re-opening their embassies in Mogadishu as well, including the United Kingdom, Egypt, Kenya, the United Arab Emirates and Iran. Most other countries with diplomatic relations with Somalia have missions based in Nairobi. The ministry will also replace some ambassadors with appointments that are better aligned with the government's economic and human development policies, Mohamud said.

Image - Somali President Hassan Sheikh Mohamud (centre) lays a cement block at the site of Somalia's new embassy in Doha, Qatar, in March. Somali Minister of Foreign Affairs Fowsiyo Yusuf Haji Aadan and Qatari officials look on.

West Africa

THE NIGERIAN Navy in Port Harcourt said on Monday that it had discovered and destroyed eight illegal crude oil refineries and arrested two suspected oil thieves - *Premium Times Nigeria.*

The Navy gave the information in a statement signed by Abdulsalam Sani, Spokesman for the Navy Ship Pathfinder, Port Harcourt.

It stated that eight illegal refineries, a large metal barge and one Cotonou boat were destroyed in Ogu/Bolo Local Government Area. The statement said two suspects arrested were currently being interrogated to unravel their sponsors.

"As part of renewed efforts to eliminate illegal oil bunkering and pipeline vandalism in the region; the navy will continue to show its presence in the creeks all round the clock.

Image - A vessel MV Sea Express laden with some 2,500 tones of crude impounded by joint task force in the Niger Delta, operation Pulo Shield at Okuboto Creek in Bayelsa state.

THE SCOPE of United States (U.S.) military assistance to Nigeria and the U.S. new policy of using regional bloc leadership in solving crisis in Africa may be part of the reasons why the May 2, 2013 policy announced to civil rights activities in Abuja by U.S. Ambassador to Nigeria, Mr. Terence P. McCulley on withdrawal of military cooperation with Nigeria was shelved - *The Guardian Nigeria.*

The Guardian investigations revealed that the Nigerian military was spared of the suspension for "alleged mass killings of civilians and destruction of property by security forces in Baga and Bama, Borno State" because such policy for now would be "counter-productive for U.S. security and strategic efforts in the sub-region as Nigeria is the regional leader and a major player in implementing U.S. security interests in the West African sub-region."
Instead of pursuing the option of suspension of military ties, officials of the U.S. State Department, through the U.S. Embassy Abuja are pressuring the Nigerian government and military to make the protection of civilians a cardinal policy of its anti-terror Internal Security Operations.

And towards enhancing sub regional security, Nigeria is benefiting from the U.S. initiatives on military information sharing, communications system interoperability, joint, combines and multinational exercises enhancing cooperation, airlift and logistical support for troops and military services and provision of ground and aviation training and maintenance support.

THE CRIME terror nexus in West Africa By Charlie Edwards, Senior Research Fellow/Director National Security and Resilience - RUSI

Maritime piracy is usually associated with the waters off the coast of Somalia, but is an increasing problem in the Gulf of Guinea. Fifty-eight incidents were recorded in 2012, including ten hijackings and 207 crew members taken hostage. Much of this activity is linked to the regional oil industry and the existence of a booming black market for oil. Most of the attacks are simple robberies that yield relatively low profits for the criminals, but the frequency of the attacks drives insurance premiums up, which in turn decreases the use of West African ports for shipping and deprives regional Governments of vital income.

The Corruption of a Region

The increase in piracy in the Gulf of Guinea is symptomatic of two major trends in the region: lawlessness and deep corruption in the public and private sectors. The lack of law enforcement in the Sahara has allowed both radical Islamism and the cocaine trade to flourish, in a region that is exceptionally difficult to police. Little or no security in some West African states, limited air traffic control and almost no centralised power provides safe havens for terrorist and organised criminals to operate.

WHILE on contract with ENI offshore Nigeria last week, Transocean’s ultra-deepwater semisubmersible rig, Sedco Express (EXS), coordinated an at-sea firefighting rescue of the crew of a bunkering tanker which had caught fire nearby - gCaptain.

After receiving a report that the nearby M/T Okiki had caught fire, Sedco Express’ watch officers dispatched the FSV Abraham to the scene while the Captain Romulo Oliveira and his EXS team assumed the role of on-scene coordinator for the response.

Mayday-relay messages sent by the rig were acknowledged by Seacor Marine’s 220’ Platform Supply Vessel Al-Kat which promptly proceeded to the distress location. Al-Kat engaged in remote firefighting after the crew abandoned the tanker.

Transocean notes that 13 of the 14 crew members on board the tanker were safely rescued by FSV Abraham where they were subsequently transferred to the Sedco Express for medical
The missing man has not been found despite the efforts of the vessels during the search and rescue operations.

**JOINT Task Force**, JTF, codenamed Operation Pulo Shield, in the Niger Delta, has adopted a non-combatant approach to the security campaign against illegal bunkering in Bayelsa, Rivers and Delta communities - *Vanguard Nigeria*.

JTF’s current strategy is to engage the elders and traditional heads of the communities to reach out to the youths on the need to avoid the illegal act.

Operatives of the 146 battalion of JTF, according to its Spokesman, Lt. Col Onyema Nwachukwu, had been deployed to Okpomakiri, K-Dere and B-Dere and communities in Gokana Local Government Area of Rivers State, to commence the exercise.

Nwachukwu, in a statement in Yenagoa, said the operatives, while on a sensitisation visit to the communities, admonished the elders on the dangers inherent in community youths engaging in pipeline vandalism.

He said: “They solicited the support of the elders of the community in curbing the menace and urged them to caution their youths to desist from any acts of illegality.”

Meanwhile, JTF said it had seized a self-propelled (V1) barge and scuttled 22 illegal crude oil distillation camps, 18 open boats, 133 plastic surface tanks and 28 pumping machines used in crude oil theft in the Niger Delta.

The self-propelled barge, according to JTF, was intercepted by the Maritime Component troops of the JTF deployed at Forward Operations Base, FOB, in Burutu, Delta State on the Bonny Channel, with stolen petroleum product.

**VICTIMS of the** Joint Task Force, JTF, May 19, 2009 invasion of Gbaramatu Kingdom, Warri South-West Local Government Area, Delta State have allegedly resorted to oil bunkering to eke out a living - *Vanguard Nigeria*.

President of the Federated Niger Delta Ijaw Communities, FNDIC, Chief Bello Oboko, who disclosed this at a low-key ceremony in Warri to mark the fourth anniversary of the bombardment, said soldiers destroyed the homes and means of livelihood of the villagers in the affected Ijaw communities.

He lamented that since then, neither the federal nor state government had rebuilt the houses and people were wandering about homeless.

Four years ago, military authorities endorsed a search for the militants, who killed nine soldiers in a gun battle, which led to the bombardment of Okerekoko, Oporoza and other Ijaw communities.
THE GHANA Chamber of Commerce and Industry (GCCI) has announced that it will soon introduce a shipping line that will help facilitate trade between West and Central Africa - Ghana Nation.

Wilson Atta-Krofah, immediate-past President of the Federation of West African Chambers of Commerce and Industry, disclosed this when President and board members of GCCI, paid a courtesy call on the Minister of State in charge of Private-Public Partnerships, Rashid Pelpuo at the Presidency.

Mr. Atta-Krofah said the introduction of the shipping line would make trading across the borders cheaper.

He said GCCI is collaborating with its sister organizations in West and Central Africa and the Economic Community of West African States (ECOWAS) to introduce the shipping line. According to him, ECOWAS has promised $100,000 towards the realization of the shipping line.

"IS PIRACY shifting westward?" For those of you that use the social media platform, Twitter, there is a live chat featuring the topic "Is piracy shifting westward?" with IMB's Cyrus Mody.

The chat will take place Thursday, 23 May at 2pm BST lasting for an hour.

For those of you who understand the parlance of Twitter, the hashtag is #GulfOfGuinea - IMB Facebook Page.

Southeast Asia

AFTER she heard the terrible news of her son's murder at the hands of pirates on March 25th, Ayesha Khatun, the mother of fisherman Enamul Haq, 24, could not forgive herself for sending him to sea - khabarsouthasia.com.

"He did not want to go, but I insisted. How could I have done this? I have lost everything now," Khatun, of Shekherkil union in southeastern Bangladesh, told Khabar South Asia.

Some 15 years earlier, her husband Rashedul Haq was also killed by pirates while fishing in the Bay of Bengal.

But she took the risk of sending her oldest son because of the pressure of supporting her family of four, including Enamul's two younger siblings, on her daily income of Tk 50 (US$ 0.65).

Enamul left March 25th with a three-boat fleet carrying 33 fishermen. Pirates attacked the same night, nearly 25km into the Kutubdia channel. Three survivors managed to jump into the sea and swim to shore.

The bodies of 21 fishermen have been recovered; Enamul and eight others are still missing.

Kamal Uddin is one of the three who escaped. "I will switch my profession. To date, the sea was the only source of earnings for us. But I would prefer life over this income now," he told Khabar.
Between January 2011 and November 2012, pirates attacked more than 1,000 fishing boats, abducted over 3,000 fishermen, killed 45 and collected more than Tk 100m ($1.28m) in ransoms from fishery owners in the two coastal towns Chakaria and Maheshkhali alone, according to the DFTOA.

Image - A rise in piracy incidents, kidnappings and killings has led fishing groups to rally for better security along the nation’s major waterways and coastline. [Munir uz Zaman/AFP]

THE WORLD’S most contentious and strategic waterway may soon be in Southeast Asia. Oil from the Middle East and Africa that travels through the Straits of Malacca makes up 75% of oil consumed by Japan, South Korea, and Taiwan, and 37% of China’s demand - Quartz. And that pressure isn’t going to ease anytime soon. China’s latest attempt to ease dependence on the waterway—a nearly 800-kilometre pipeline between China and Myanmar—is running into problems, according to an official who told Reuters that fighting in Myanmar would likely push back the first shipments of natural gas.

China’s $2.5 billion pipeline project is only one of several attempts to resolve what Chinese officials and energy security analysts have called the “Malacca dilemma.” The straits, a 1.5 nautical-mile wide sea lane near Singapore, are considered the second largest “global choke point” after the Straits of Hormuz in the Middle East. This map from the Oil Change project at the Medill School of Journalism shows how they compare:

Image - Global choke points: Narrow waterways that are highly vulnerable to piracy, robbery, and competition between nations. Medill National Security Journalism Initiative

The Straits are about to get even more crowded: More oil and gas production in the US has meant that more oil exporters are targeting new customers in Asia (paywall), and more tankers are sailing for China and elsewhere in East Asia. Separatist movements and poorly monitored ports in Southeast Asia mean that maritime robbery and piracy will become bigger problems, writes Felipe Umaña for the Fund for Peace.

And while naval boats aren’t yet accompanying tankers through the waterway, Southeast Asian nations like Indonesia, South Korea, Vietnam and Singapore have been ramping up defense spending, which grew 42% between 2002 and 2011, in real terms. President Barack Obama has also ordered more naval ships in the area, just as China is adding aircraft carriers and larger ships to its navy. Against this backdrop, territorial disputes over the Spratly Islands in the South China Sea, believed to be home to oil and gas deposits, are a simmering source of tension near the straits.

Image - via Quartz
SPEAKING at the opening ceremony of the 3rd International Maritime Security Conference (IMSC), Senior Minister of State for Defence Mr Chan Chun Sing said that Asia's continued economic success is only possible if the region remains peaceful, stable and conducive for trade and investment - Asiaone.

One of the key ways to ensure economic dynamism is to maintain a firm hold on the security of the maritime realm, he said. "With more than half of the world's oil supply passing through the Straits of Malacca and Singapore, any disruption to the straits will affect the global economy, with direct implications on our region's security and economic well-being, and I am sure it will also impact the rest of the world. "It is therefore in our collective interest to ensure that key sea lines of communication remain open and secure," he said.

In his opening address, Mr Chan highlighted the need for the international maritime community to proactively look for ways to strengthen mutual collaboration to respond to the complex and transnational maritime security challenges of today. The challenges include maritime terrorism, piracy and territorial disputes, a well as non-traditional threats such as climate change, pandemics and natural disasters.

Image - Senior Minister of State for Defence Mr Chan Chun Sing delivering his speech at the opening ceremony of the 3rd International Maritime Security Conference.

EARLIER this year, acting on information received of illegal bunkering activities, officers from the Corrupt Practices Investigation Bureau (CPIB) and the Maritime and Port Authority in Singapore (MPA) conducted a joint operation involving a bunker barge, MT Ivory - Asiaone.

Investigations revealed that during a bunkering operation, four people came together to ensure that MT Ivory delivered a shortfall of marine fuel to the vessel - MT Front Splendor. The vessel had received less fuel than the amount of 2662.389 mt stated in the documents. The intent of this endeavour was to enable the buying back of the extra fuel for personal financial gain.

Investigations revealed that Jason Choo Soo Beng, Cargo Officer with Sea Hub Energy Pte Ltd, had paid Antonov Sergey, the Chief Engineer of the vessel MT Front Splendour, US$8,400 (S$10,401) for the latter to accept the short delivery of marine fuel. Sergey then gave a sum of US$400 to Victor Loh Tuck Seng, an independent surveyor working for M/s Saybolt Singapore Pte Ltd, to provide false verification. Loh further received US$5,500 from Choo for the deal.

Choo then gave US$200 to his colleague Lam Tat Fei, a boatman who had obtained confirmation to proceed with the deal.
He was given the sum for delivering the amount of US$18,000 to pay for the extra fuel resulting from the shortfall.

TAIWAN imposed sanctions against the Philippines on Wednesday, rejecting as unacceptable a Philippine apology for the killing of a fisherman from Taiwan last week - gCaptain.

The row is the latest flare-up in tension in Asian seas where disputes in various places between various countries have raised fears of conflict in the economically vibrant region where competition for resources is intensifying.

Earlier on Wednesday, Taiwan recalled its envoy to the Philippines. The sanctions included the freezing of applications for work permits, the cessation of economic exchanges and military exercises in waters between the two sides.

A spokesman for Philippine President Benigno Aquino had said a formal apology was being offered to the “appropriate authority” in Taiwan over the “unfortunate loss” of the fisherman. But Taiwan’s Premier Jiang Yi-huah said the apology was inadequate because it called the fisherman’s death unfortunate and unintentional, according to a statement from the Taiwan government on its website.

Image - Guang Ta Hsin 28 fishing vessel arrives at Liuqiu in Pingtung County, southern Taiwan May 11, 2013. A Philippines fisheries official said one of its vessels, acting under the threat of being rammed, opened fire on the Guang Ta Hsin 28 about 170 nautical miles southeast of Taiwan, killing one person on board. REUTERS/Stringer

A TOTAL of 14 incidents of piracy and armed robbery against ships were reported in April 2013, of which 13 were actual incidents and one was an attempted incident. Of the 14 incidents, three were piracy incidents and 11 were armed robbery against ships - OCEANUSLive.

Of the 13 actual incidents reported in April 2013, five were Category 2 (moderately significant) incidents, four were Category 3 (less significant) incidents and four were petty theft (minimum significant) incidents. Compared to April 2011 and April 2012, there has been an increase in the number of Category 2 incidents reported in April 2013.

Most "notably, there was no Category 1 (very significant) [hijack] incident reported in April 2013, the first time during the five-year reporting period" (April of 2009-2013).

South Amercia

NSTR.
THE RUSSIAN Foreign Ministry website states, through the Information Department of the Foreign Ministry of Russia, that the crew of the container ship City of Xiamen were released on 11 May. The Foreign Ministry Twitter account also carried the news - OCEANUSLive.

Crew members of the vessel City of Xiamen - Russian Sergey Dyachkin and 4 citizens of Poland, were seized by pirates on the night of April 26 in the Gulf of Guinea. The state of health of seafarers is said to be "normal" on 12 May and after passing the required medical examination they were all flown home.

THE FORCES of the EU deployed in the Indian Ocean as part of Operation Atalanta are forced to release around 30 percent of the pirates held near the coast of Somalia due to the difficulties in bringing them to justice and thus ending the impunity with which they operate - OCEANUSLive.

As an example, during the four months that Spain assumed command of the EU mission, between December and April, eight of the 29 arrested had to be released. "We arrested 29 pirates and 21 of them were transferred. The other eight had to be released because no country wanted to exercise their right to trial," said Rear Admiral Pedro Garcia de Paredes, who led the EU mission until April 6.

The problem with the eight Somali pirates who had to be released during the Spanish command, as related by the Admiral, was that it was held a month after they realized the attack of which they were accused, so obtaining evidence against them is complicated. "When you spend a lot of time between the criminal act and the arrest, it is very difficult to obtain enough evidence so that justice can be done," he says.

AS PART of the continuing programme to return Somalis convicted of piracy in the Seychelles back to Somalia where they continue to serve their sentences, another group of eight convicted Somali pirates were repatriated to Puntland, Somalia on Monday 6 May 2013 - OCEANUSLive.

Departing from Mahé, Seychelles to Puntland, the transferred prisoners were flown aboard an IDC chartered plane under escort provided by specially trained police officers. The prisoners were successfully handed over to Puntland authorities to serve out the remainder of their sentences in Basaso Prison, Puntland.

The operation to repatriate the prisoners was made possible by extensive diplomatic efforts between the Seychelles Government and the Puntland Authorities and it was carried out without incident.
Minister Joël Morgan said of this latest transfer, “This occurred at the very moment that I was in London delivering a message to the second London Conference on Somalia on behalf of President Michel.

THE CONVICTION of a Somali man believed to be the highest-ranking pirate captured by the U.S. is headed for a federal appeals panel in Virginia - *Washington Post*.

A three-judge panel of the 4th U.S. Circuit Court of Appeals in Richmond is scheduled to hear the case Tuesday of Mohammad Saaili Shibin. He was sentenced last August to a dozen life sentences for his role in two brutal hijackings off Africa. One involved a German merchant vessel, the other a U.S. yacht.

Four Americans in the yacht were shot to death by pirates in 2011, while the crew of the merchant vessel was tortured. That occurred in 2010.

Shibin’s attorneys contend he should not have been convicted of piracy because he never set out on the high seas. He was a negotiator.

IN THE violent world of piracy, Mohammad Saaili Shibin was a multilingual negotiator based in lawless Somalia, working his cellphone to negotiate multimillion-dollar ransoms for merchant ships and sailors that dared to venture into pirate-infested international waters off Africa - *KTAR.com*.

Does that make him guilty of piracy?

The question was the central argument Tuesday as a federal appeals court debated with an attorney seeking to overturn Shibin’s piracy conviction and a government prosecutor arguing against it.

A three-judge panel of the 4th U.S. Circuit Court of Appeals is expected to issue an opinion in several weeks or longer in a case that could ultimately end up before the U.S. Supreme Court.

A SOMALI man seeking asylum in Germany under a false name ended up charged with piracy after authorities matched his fingerprints with those taken from a German ship hijacked in 2010, according to media reports Sunday - *Europe Online Magazine*.

The unnamed man was arrested in the German city of Giessen after the routine fingerprint check, reported the Neue Osnabruecker Zeitung in advance of publication on Monday.

Prosecutor Alexander Retemeyer told the newspaper that the man has partially confessed and now faces charges of taking hostages for ransom and grievous bodily harm.

The man was allegedly involved in the hijacking of the Marida Merguerite off the Horn of Africa in 2010. Twenty-two hostages were kept on board for eight months until a ransom of 4.2 million euros (5.5 million dollars) was paid at the end of that year.
**THE COUNCIL of Ministers** in Puntland government of northern Somalia passed the state’s first-ever law establishing the Constitutional Court, in a move that advances the ongoing democratization process in Puntland, Garowe Online reports - *AllAfrica*. The Council of Ministers convened for their weekly Monday meeting, with Puntland President Abdirahman Mohamed Farole chairing the meeting at State House in Garowe, capital of Puntland. The government’s legal team presented the Constitutional Court Law, with the Ministers discussing the new law, government sources tell Garowe Online.

---

**Italian Marines**

**AMID the lingering** issue of its marines facing trial in the killing of two fishermen in India, Italy has appointed Deputy Foreign Minister Staffan de Mistura as Special Envoy to work out a fair and balanced outcome of the matter. Italian Prime Minister Enrico Letta, who assumed office on April 28, appointed Mistura as his Special Envoy to handle the marines issue - *The New Indian Express*. The decision has been conveyed by Italy to India. Mistura will work with External Affairs Minister Salman Khurshid on the issue. India has already conveyed its intent to work out a balanced approach. Mistura has been a frequent visitor to India ever since two Italian marines -- Massimiliano Latorre and Salvatore Girone -- were arrested in connection with the two Indian fishermen in February last year off the Kerala coast.

---

**PRIVATE SECURITY**

**SINCE only mid-2011,** states have increasingly authorized their shippers to hire private armed guards to protect them as they travel through pirate-infested waters - *Social Science Research Network*. Estimates indicate that in 2011, the percentage of ships employing armed guards rose from approximately 10% to upwards of 50%. Primarily, the guards are hired out by the 200 to 300 private maritime security companies (PMSCs) that have been created overnight to capitalize on this new opportunity. This article recognizes the importance of protecting innocent seafarers from violent pirate attacks. It also recognizes that the world's navies may not be able to protect each and every ship and crew from being attacked. Nevertheless, it argues that states should not be permitted to include private citizens in the fight against piracy without first ensuring that those guards will abide by governing laws and norms and be held accountable should they fail to do so. Yet, as the article shows through a comparison and analysis of the laws and guidance of five states, only some states appear to be providing any guidance regarding the necessary training.
and qualifications that armed guards must possess or how and when they may lawfully use and transport weapons. This article argues that states need to do more. At the very least, it urges states to agree on vetting and monitoring procedures to make certain that any guards who are hired by shippers are well trained and prepared to safely transport, store, and use weapons.

IN A fascinating in depth interview with one of the world’s most experienced maritime security professionals Maritime CEO hears the following: as soon as the naval presence in the Middle East wanes, piracy will return in force; how security personnel are vetted varies massively country by country; security firms have dropped their prices dramatically as competition has heated up, but agents are to blame for fees still being high; and the increasingly in focus Gulf of Guinea piracy region suffers from the fact Western security companies cannot carry weapons - Maritime CEO.

"If you look at the peaks and troughs of the client requests for armed maritime security since 2007," says Will McManus, CEO of REDfour Security Group, kicking off the interview, "you don't need to have a degree in medieval mathematics in Cantonese to see that there has been a distinct drop in the requirement."

When REDfour started out in the Gulf region there was just three warships. Nowadays, the naval presence has seen piracy situation off Somalia drop off dramatically.

"Combined with this, the proliferation of armed security, led by British companies," McManus says, "has also made pirates think twice about attacking a vessel especially when the security team onboard makes a great show of making the pirates realise that there are people on this ship with weapons and who know how to use them, and more importantly, have the right to use them."

The real threat to shipping, McManus says, is that everyone will start to think the risk has passed, and that is "simply not the case", he stresses.

PIRATES have become highly professional: parent ships transport smaller, faster attack vessels equipped with automatic rifles and other high-tech weapons. Shipping companies, in turn, are prepared to ward off pirates these days - at a cost - DW.de. Many companies choose lengthy detours to avoid dangerous waters. Ships form convoys to navigate pirate-infested waters, even if that means a delay, or they pass through a particular area at high speed to complicate pirate attacks.

Many ships have built-in security rooms, so-called panic rooms: in case of an attack, the vessel's electronics shut off while the crew takes refuge in the secluded area. Other security tactics are just as costly - including barbed wire along grates and guard rails that can be electrified, long-
range acoustic devices, and sprays that cover the hull and floors with slippery grease to stop pirates from clambering aboard.

But armed security personnel on board is even more effective, says Nagel. Practice has shown that "active resistance by armed forces prevents pirates from hijacking ships and taking the vessel and crew hostage," Nagel points out, adding that this is what most shipping companies opt for when passing through dangerous areas.

But not all ports can be accessed with weapons on board, and at present, there is no legal framework for ships sailing under a German flag. Insurance companies quote higher premiums for unaccompanied shipments - the risk is just too high.

Not to mention additional insurance costs. "Every passage costs an average of about 50,000 US dollars in extra insurance, and employing armed personnel costs another 50,000 US dollars," Nagel says. High-speed sailing uses more fuel, too. In total, the expert estimates the extra safety measures increase transport costs by 10 to 20 percent; in extreme cases, expenses might double.

*Image - Ralf Nagel via Deutsche Welle*

**INTERNATIONAL RESPONSE**

**THE OPERATION Commander** of the EU Naval Force, Rear Admiral Bob Tarrant, has issued a renewed warning that Somali pirates are still determined to get out to sea and, if presented with an easy target, will attack - [EUNAVFOR](#). "I am very concerned that seafarers and nations will lower their guard and support for counter piracy operations in the belief that the piracy threat is over. It is not; it is merely contained. We should remember that at its height in January 2011, 32 ships were pirated by Somali pirates and 736 hostages were held. It is crucial that we remain vigilant or the number of attacks will once again rise."

The Admiral’s warning comes days after EU Naval Force warship ESPS Rayo located a skiff with six men on board 320 nautical miles off the Somali coast. It is highly unusual to see these small, open top boats so far out to sea, so a team from Rayo went across to investigate.

The 6 men could not explain why they had sailed so far from land, there was no evidence of trade or legal activity and Rayo’s crew found equipment on board that is commonly related to piracy.

Whilst there was not enough evidence on this occasion that could have guaranteed a legal prosecution, the decision was taken to return the men to the Somali coast so that they could not pose any potential risk to passing ships.

*Image - via EUNAVFOR*
INDIA’S long-range maritime snooping and anti-submarine warfare capabilities will get a huge boost when the first of the eight contracted Poseidon-8I aircraft touches down at the Arakkonam naval air station in Tamil Nadu on Wednesday - *The Times of India*.

Under the $2.1 billion deal inked with US aviation major Boeing in January 2009, the second and the third P-8I aircraft will reach the naval air station INS Rajali in August and November, with the other five being progressively delivered by 2015. India, as reported by TOI earlier, is going in for a repeat order of four more P-8I in a contract worth over $1 billion.

Armed with deadly Harpoon Block-II missiles, MK-54 lightweight torpedoes, rockets and depth charges, these sensor and radar-packed aircraft will be the country’s “intelligent hawk eyes” over the Indian Ocean Region (IOR) that is increasingly getting militarized.

China has stepped up its submarine activity in the IOR as well as systematically forged extensive maritime linkages with eastern Africa, Seychelles, the Maldives, Sri Lanka, Bangladesh, Myanmar and Pakistan, among others.

DEFENCE Minister A.K. Antony called upon the top brass of Indian Navy and Indian Coast Guard to ensure timely implementation of measures envisaged under Phase – II of Coastal Security Plan - *Business Standard*.

Addressing the Naval Commanders’ Conference here, Antony said the National Command Control, Communication and Intelligence Network Project is to become operational later this year.

“This real-time link between the Operations Rooms of the Navy and the Coast Guard will surely synergise coastal security operations,” he said.

Referring to strengthening Navy’s maritime support infrastructure, especially in the islands, Antony said: “The construction of additional bases and naval air stations in Andaman and Nicobar Islands and Lakshadweep and Minicoy Islands is necessary to further extend our operational reach.”

Antony complimented the Indian Navy for checking piracy in the Gulf of Aden to some extent and for ensuring that the menace does not spread towards our waters.

THE COOPERATION between the Chinese Navy and its international counterparts is set to expand, a senior commander of the People’s Liberation Army (PLA) said on Wednesday - *People Daily Online*.

Speaking at a maritime defense exhibition in Singapore, Jiang Weilie, commander of the South China Sea fleet of Chinese Navy, called on countries to boost exchange of information and cooperation on maritime security and push for peace and security at sea.

“The Navy, by nature, involves interaction with other nations, and the PLA Navy has been active in cooperation with its international counterparts,” he said.
He cited China's joint exercises with Russia and Pakistan, the joint patrol operations involving the forces of China and Vietnam in the Beibu Gulf, as well as the Chinese Navy's escorting missions in the Gulf of Aden and the Somali waters.

**WHAT'S behind the** recent decline in maritime piracy attacks off the Horn of Africa? Sonia Rothwell believes that military operations on land and at sea are starting to have the desired effect, as are more controversial measures developed by private companies - ISN.

By Sonia Rothwell for ISN Security Watch

Following its peak between 2005 and 2011, maritime piracy off the Horn of Africa now appears to be abating. The efforts of 40 countries, numerous coalitions and the controversial adoption by some ships of armed guards have contributed to the gradual decrease of both successful and attempted hijackings. But this suggests a far simpler solution to the threat than is the reality. What, for example, are the reasons behind the fall? And with the rise in instances of piracy and robbery in the Gulf of Guinea, West Africa, has the threat simply moved elsewhere?

**ESTONIA this month** will end its participation in the European Union anti-piracy operation Atalanta, reports Public Broadcasting - Baltic Times. The Estonian Defense Ministry noted that the nature of the operation has changed recently and, thus, there is no need for such ship protection teams anymore, those which worked together with military ships. Instead, the plan is to start using so-called autonomous ship protection teams based on land. This requires more marines, a strong shore support system and strong diplomatic representation and relations with the states around the Gulf of Aden. Since contributing autonomous ship protection teams would have been much more complicated and expensive, Estonia decided to end its participation. The Estonian Navy has participated in the operation Atalanta since 2010. Five 10-member Estonian ship protection crews from Estonia participated in the operation. They were based on board German and French military ships and from there, were sent to ships that sailed along the coast of Somalia.

**THE GOVERNMENT** [of Slovenia] decided Thursday to end Slovenia's participation in the EU-led Atalanta mission off the coast of Somalia when the term of the country's only soldier currently serving there ends in June - STA Slovenia.

**PIRACY COSTS**

**THE TRIBUNAL considered** whether it was “necessary” for Owners to take out additional insurance against piracy risks. The Tribunal adopted an objective approach towards the meaning of the word, and held that the additional insurance costs were not “necessary”. Accordingly,
Owners could not recover this additional cost from Charterers - Association of Corporate Counsel.

Facts

Owners took out additional insurance cover against piracy risks (including loss of hire and kidnap and ransom), as the vessel was ordered by Charterers to sail through the Gulf of Aden, where there was known to be a high risk of piracy both at the date of the orders and the date of the charter.

Owners sought to claim from Charterers the additional insurance cost by relying on Clause 56 of the Charterparty and the BIMCO Piracy Clause for Time Charter Parties 2009 (“BIMCO Piracy Clause”). Although, Clause 56 provided for basic war risk to be for Owners’ account, the clause stated that any additional premium for trade to areas which is payable to Owners’ war risk underwriters to be for Charterers account.

Owners also relied on the following provision of the BIMCO Piracy clause, asserting that the additional insurance cover they took out was “necessary”:

“...(iii) if the underwriters of the Owners’ insurances require additional premiums or additional insurance cover is necessary because the Vessel proceeds to or through an Area exposed to risk of Piracy, then such additional insurance costs shall be reimbursed by the Charterers to the Owners;...”

THE NIGERIAN unit of Anglo-Dutch oil giant, Shell, has admitted that the spate of crude oil theft from its facilities in the Niger Delta was reducing, a development he attributed to the surveillance of the Joint Task Force, JTF, set up by the Nigerian Government to check the menace - Nigerian Navy.

Shell had constantly complained about the high incidence of pipeline vandalism and crude oil theft, resulting in revenue losses estimated at over $10 billion annually.

The company had, in fact, recently threatened to shut down its operations if nothing was done to urgently contain it.

The firm had declared more force majeure, since the year began, than any other oil major operating in Nigeria, a legal clause that absolves it from contractual obligations for failure to meet supply agreements.
THE SAUDI owner of an Algerian cargo ship has admitted to paying a $2.6 million ransom to Somali pirates - ENCA.

The crew were held hostage for 10 months and were released in November 2011 after ship owner Ghaith Rashad Feraoun made the payment.

The MV Blida, carrying 17 Algerians, six Ukrainians, two Filipinos, one Jordanian and one Indonesian, was captured by a gang of heavily armed pirates on January 1, 2011, on its way from Oman to Tanzania.

Two of hostages were released for health reasons in October that year, with the rest freed the following month when a bag full of cash was parachuted from a plane.

"The pirates demanded a ransom of $2.6 million to free the sailors and the ship. The Algerian government refused to negotiate or pay a ransom," said Feraoun.

"I thought of the sailors. I had no interest in freeing the bulk carrier and cement on board, as it was 100% insured and the insurance companies were going to reimburse me," he said.

"I negotiated through a man called Abu Ali or Abu Ahmed. After agreeing with the pirates on the amount, I paid a one off payment in cash."

MARITIME piracy returned from days of old to become a front-of-mind issue for governments, shipping companies, cruise lines, energy firms, global conglomerates and—perhaps most immediately—for sailors in the earliest part of the 21st Century - Yahoo Finance/CNBC. Since then, while some former piracy hot spots aren’t as “hot” as they once were, the criminal phenomenon has persisted and spread globally.

When CNBC first examined the world’s most dangerous waters in 2008, Somali pirates operating in the Gulf of Aden and coastal Somalia easily dominated as the globe’s most prolific, according to data compiled by the International Maritime Bureau’s Piracy Reporting Centre.

Somalia and the Gulf of Aden still have treacherous waters, but no longer the worst: Over the last five quarters, examined here, a new country’s national waters have become the most heavily pirated on earth.

Dubai: ADEN port received today a vessel belonging to French shipping line CMA CGM, which is working with Taiwan’s Evergreen on a route connecting Malaysia with South Asia and the Middle East - Gulfship News. The 2,800 TEU ship offloaded 477 containers at Aden on its weekly call to the port as part of the new REX 3 service. Aden is anxious to make itself bigger on the international shipping map now that piracy appears to be on the wane.

Image - Courtesy of Gulfship News
Pirate Fishing

IN A region like the Pacific that depends so heavily on tuna fishing a new study has found that as much as 20 per cent of the global fish catch disappears through illegal, unregulated and unreported fishing - Radio Australia.

That leads to seafood fraud and threatens fishing economies, seafood consumers and vulnerable marine species on a global scale.

Economic losses through fish piracy are estimated at $10-23 billion, while threatening 260 million jobs.

The world's largest ocean conservation group, Oceana says has just completed a major study of fish piracy.

Presenter: Geraldine Coutts
Speaker: Margot Stiles, campaign director, Oceana

STILES: Well it is kind of a trip to find out what's not being reported because of course it's not reported. What we have found is that a number of different academics and governments have made an effort to compare what's being sold on the market to what's being reported as caught by the fishing boats. And when they don't add up, you know that fish is coming from somewhere so it means there's illegal fishing going on.

COUTTS: Well what's the flow-on from there, what happens now and the impact of this piracy and illegal fishing?

STILES: Well there is billions of dollars at stake, there's also direct cuts to profits for honest fishermen. An Australian example they have found that in the Gulf of Carpentaria the fishermen there were practising what they're supposed to be doing, were losing their profits, it's down about ten per cent because of the people that were fishing off the book.

COUTTS: Now is that close, it's a lot of money, ten to 23 billion dollar economic losses through this fish piracy?

STILES: Yes I mean it's remarkable, I think there are a number of species that are very high valuable where the pirates are focussing their efforts, that includes shark fins, it includes spiny lobster or crayfish and scallops. So there's a lot of money being made on the most valuable kinds of seafood.

COUTTS: And threatening 260 million jobs, that's worldwide, how much in the Pacific do we know?

AT THE end of February, the UK Department for Environment, Food and Rural Affairs (DEFRA) sent a letter to 60 British tuna importers, raising concerns over imports that may contain illegally caught tuna from West Africa - Agritrade.

The letter informed importers that port health officers have been instructed to increase the control of tuna imported from West Africa to ensure these products do not result from illegal, unregulated or unreported (IUU) fishing activities. If this were the case, incriminated fish
consignments would be rejected. DEFRA lists several concerns regarding these products, including: unlicensed fishing, reliance on fraudulent documents and breaching the recommendations of the International Commission for the Conservation of Atlantic Tuna (ICCAT).

Much of the evidence detailing IUU fishing operations in West Africa results from recent investigations supported or carried out by the Stop Illegal Fishing (SIF) project. On its website, SIF welcomes the action taken by the UK: ‘This move by the UK has been followed by other European countries and it demonstrates a positive response against illegal operators that will make it increasingly difficult for illegally caught fish to enter the global market – making the business of catching, transporting or trading illegal fish a less profitable venture.’

MANAGING Director Claus Bech of Shipcraft has now visited the six seamen from MV Leopard, that were released on April 30 - OCEANUSLive. Their health is better than anticipated, they are looking forward to being reunited with their families and were happy to finally see some familiar faces.

Over the weekend, Managing Director Claus Bech of Shipcraft travelled together with representatives of the crew management company Nordane, to visit the six seamen of MV Leopard. This first meeting was characterized by emotions and reunion joy.

"First and foremost I believe that Eddy, Søren and our four Philippine colleagues were happy to finally see some familiar faces. It was the first time in close to 2½ years they have met some people they actually know. Throughout the past week they have been surrounded by skilled professionals, but they were obviously happy to be able to talk about their ordeals with somebody they know", says Claus Bech.

THE DANISH released hostage Søren Lyngbjørn has through a press release from Shipcrafts sent a letter to the public, in which he gratefully acknowledges the help and support that the freed hostages have been given. He also asks for him and his family to be let in piece and quiet for a while - Maritime Denmark

"I thank you once again for the great interest about my release. It's nice to know that so many people in Denmark have followed this and have felt with us through all the terrible things we've been through as hostages in Somalia.

I would like to thank the professional people who have made sure that we made way home: Both Navy, SOS International and the people of the shipowner who also have helped my family and friends to take care of my things while I was away.
TO CELEBRATE the Irish release of Danish film A Hijacking, the Irish Film Institute has organised a special evening of discussion and debate, with a panel made up of people with real-life hostage experiences. - 4rfv

A Hijacking is the new film by writer-director Tobias Lindholm, who previously scripted 2012’s The Hunt and has written several episodes of the internationally acclaimed Borgen with Pilou Asbæk (Borgen), Søren Malling (Borgen) and Dar Salim (Game of Thrones) in leading roles. The story contrasts the experience of Pilou Asbæk’s sympathetic, kidnapped cook sweating it out alongside his fellow crew members on board the ship with Søren Malling’s no-nonsense CEO understandably trying to resist giving in to the demands of the hijackers.

Maritime Piracy experts and real-life hostage will be discussing their experiences by way of introduction to the film’s Irish premiere on Friday 17 May.

Aid Workers’ Plight

THE FOLLOWING script is from "The Rescue of Jessica Buchanan" which aired on CBS News May 12, 2013. Scott Pelley is the correspondent. Robert Anderson is the producer - CBS News.

Tonight, for the first time, we have the story of the rescue of Jessica Buchanan. It is the tale of a secret mission by SEAL Team Six that few people have heard about until now. On a January night in 2012, members of SEAL Team Six jumped from a plane into the skies of Somalia. Jessica Buchanan was being held hostage and the SEALs were descending just in time. Buchanan was a humanitarian aid worker who had come to help children in one of the most dangerous places on Earth. Hers was an ordeal that ended in a flash of violence, but had begun 93 days earlier when her car was stopped by bandits in a place she calls hell.

Jessica Buchanan: We stopped, very abruptly like so abruptly that I felt like everybody just fall forward and then I started to hear all of this pounding on the windows and the windshield and shouting in Somali and there is a man standing there screaming with an AK-47 and he's shouting and pointing it at us and then he climbs into the car next to me and points an AK into my face and they're hyped up like they're on speed and all of the sudden we just take off. The driver just takes off and we just start slamming down these camel tracks.

Scott Pelley: What did you think they were going to do?

Jessica Buchanan: I figured they were going to rape me. And then kill me. And I just keep thinking, "This can't be the end. This can't be the end of my life. I'm only 32 years old. I haven't had any children yet." I didn't get to say goodbye to Erik. I didn't get to say goodbye to my dad. Like, this can't be the end.
Jessica Buchanan was facing the end at the end of the Earth. Somalia, on the farthest tip of Africa, is war torn and lawless.

AND FINALLY...

CONSIDERING the enduring importance of crew retention it may seem surprising that until last year no organisation had commissioned definitive independent research into the communications requirements and habits of seafarers - Maritime Insight.

However, when confronted with the logistics of reaching, collecting and analysing the written, paper responses of almost 1,000 officers and ratings, this lack of comprehensive research becomes rather more understandable.

Key to any research project is the quality of the data and the sample. Had we not been working with PTC and CF Sharp which between them send over 47,000 crew each year to over 1,000 vessels in the commercial cargo and passenger sectors, it is unlikely such a survey would have been possible.

It certainly wouldn’t have produced such high quality data and responses. With the total market for satellite based crew communications estimated at approximately 925,000 individuals, our sample represents in the region of 1% of the market – making the dataset both fascinating and statistically significant.

A MAJORITY of seafarers have no internet access available to them on board: IAPH recognizes Montreal for providing free WiFi access in the port - Shiptalk.

According to a 2013 research of SIRC (Seafarers accommodation on contemporary cargo ships) cited by ITF “very few seafarers have access to internet. 12% reported free and unlimited internet access. The majority(61%) reported that they have no internet access available to them on board at all. The remainder(27%) experience either time restriction or charges or some other kind of restricted access”.

However, a handful of ports are able to offer a free internet connection to seafarers. One of these is the Port of Montreal, which, thanks to this service, has won the International Association of Ports and Harbors’ (IAPH) bronze 2013 Port Communications Award. The prize recognizes a project that provides free Wi-Fi on Port of Montreal territory to seafarers whose ships are docked in port. The service allows mariners to connect more easily with family and friends back home.
MEMBERS of Parkham WI have revealed they are thinking of dressing as pirates once again – for a calendar - *This is Devon*.

The WI group made national and international headlines after dressing as pirates for a talk by a sea captain who had been held hostage by Somali pirates.

Hijacks:

NSTR.

Unsuccessful Attacks/Robberies (All regions):

- **SE Asia** - Five robbers in a boat approached and boarded an anchored Hong Kong, China-flagged bulk carrier, **Sam Hawk**, at 0415 LT in position 03:41S – 114:27E, Taboneo Anchorage, Indonesia. The robbers boarded via the anchor chain and broke into the forward store. The alert crew noticed the robbers, raised the alarm and proceeded towards the forecastle. Seeing the crew alertness, the robbers escaped in their boat with the stolen stores. Local agents informed. Reported (via IMB) 12 May.

- **Gulf of Guinea** - *LATE Report* | Fishing trawler reported attacked by armed pirates in a speedboat at 0820 LT, approx 15nm S of Akwa Ibom state, Nigeria. A white-hulled speedboat with armed men onboard was reported sighted via VHF Chan 16. The speedboat was later reported to have approached another fishing vessel at 0900 LT off Calabar River. Reported 12 May.

- **Gulf of Guinea** - Marshall Islands-flagged oil tanker, **Port Stewart**, at 0213 LT in position 06:20.7N - 003:19.8E, approx 8nm SSW of Lagos, Nigeria, in the main anchorage area, reported to authorities via VHF Channel 16 that two persons had boarded and were seen on the deck. During the communication, vessel stated that the two people had jumped off. Reported 13 May.

- **Gulf of Guinea** - Tanker reported attacked by armed pirates at 0800 LT in position 04:20N - 007:40E, S of the mouth of Opobo river, S of Akwa Ibom state, Nigeria. A white-hulled speedboat with 9 armed POB attacked the vessel. Unconfirmed reports state the MT was boarded. Awaiting further details. Reported 14 May.

- **S America (P)** - While at anchor D/O on board a Singapore-flagged bulk carrier, **Nord Mumbai**, noticed robbers from a small boat boarding the vessel at the forecastle at 0203 LT in position 03:48N – 077:11W: Buenaventura anchorage, Colombia. The D/O immediately alerted the deck watch keepers to retreat to the bridge. Port control informed and ship advised that a coast guard patrol vessel would be sent immediately. Crew on the bridge noticed five robbers disembarking from the forecastle deck into a small boat.
Coast guard boat arrived at location and investigated. All crew safe, nothing stolen. Reported (via IMB) 12 May.

- Gulf of Guinea - St Vincent & Grenadines tanker, Saint Patrick, attacked at around 0200 LT in position 04:25N - 007:58E approx 8nm off Akwa Ibom State, Nigeria. Pirates stated to have attacked the accommodation/diving support vessel. Awaiting further details. A second attack in the vicinity is yet to be confirmed. Reported 14 May.

**Suspicious Activity**

- Indian Ocean - LATE Report | Spanish FV observed a skiff approach another FV in the vicinity at 1031 UTC in position 01:53N - 051:13E, in the Indian Ocean. The skiff had 6 POB. Spanish warship intervened and detained suspect pirates on 7 May. Reported (via UKMTO). 6 SP found 320nm off Somali coast, could not explain why they had sailed so far from land, there was no evidence of trade or legal activity and Spanish warship crew found equipment on board that is commonly related to piracy. Not enough evidence on this occasion that could have guaranteed a legal prosecution, the decision was taken to return the men to the Somali coast.

- Gulf of Aden - At the distance of 6nm, a suspected pirate mother vessel towing two skiffs was spotted by the AST deployed on an MV at 1136 UTC in position 12:03.5N - 045:42.1E, IRTC, Gulf of Aden. The suspect vessel increased speed and moved closer to the MV. At 1200 UTC, at 3nm two skiffs with POBs left the mother ship and headed toward the MV. The alarm was sounded and all non-essential crew retreated into the citadel. The MV commenced manoeuvring and the Master contacted a warship, sent the Mayday via VHF Chan 16. At 1210 UTC suspected pirate vessels approached within 2nm. Embarked AST demonstrated their presence onboard resulting in the skiffs changing course and moving away crossing the stern at a distance of 1.5nm. Due to poor visibility, there was limited vision to detect number of people or any piracy-related equipment. MV continued transit to her destination. Reported 16 May.

**VESSEL and hostage numbers - IMB** (as at 14 May).
Worldwide Incidents 2013: 100 reported incidents including four hijackings. Somalian related incidents 2013: Six reported Incidents including one hijacking. Current crew / vessels held by Somali pirates: hostages - 71 / vessels - 5
Nigeria related incidents 2013: 19 reported incidents including one hijacking.
NATO & EUNAVFOR state Vessels: 2 and Hostages: 54. UKMTO - 7 vessels (including dhows & FVs), 73 hostages.

**VESSELS are reminded** that the coalition forces’ warships may not be in the vicinity of a pirate attack, subsequently, it is emphasised that seafarers can greatly reduce their chances of being pirated if they follow precautions as recommended in the Best Management Practices, increasing
speed and carrying out evasive manoeuvres is a proven deterrent to piracy attacks. BMP version 4 is available at the link above; a high resolution version can be downloaded [here].

**VESSELS are advised** to exercise extreme caution when navigating in the vicinity of any reported positions of attacks and maintain maximum CPA with any ship acting suspiciously. Additionally, registration of vessel movement with [MSC(HOA)](https://www.msc.org) prior to transiting the region is recommended.

**VESSEL and hostage numbers** - IMB - Vessels: 5 and Hostages: 71. NATO & EUNAVFOR state Vessels: 2 and Hostages: 54. UKMTO states Vessels: 7 vessels (including dhows & FVs), 73 hostages.

---

**SITUATIONAL MAP**

A change of regional map in light of the increase in pirate activity off West Africa over Horn of Africa.

An interactive version of this situational map is available through registration of verified access to [OCEANUSLive](https://www.oceanuslive.org).

---

Reported incidents in the Horn of Africa/IOR HRA.

*OCEANUSLive.org permits the reproduction of this image providing source and link are published (Map ToU)*

---

**Note:** OCEANUSLive accepts no responsibility for the accuracy of content not under our control. Every effort is made to maintain the original content as published.