



8 – 14 March 2014 (Vol. 3; No.11/14)

This Week's Newsletter :

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Kidnaps Up; Rampant oil theft costs billions; Puntland IUU Fishing order; EU funding for Caribbean -

Africa or SE Asia, which has the greater maritime piracy problem? Nigerian waters has seen a surge on seafarer kidnapping recently despite the regional forces efforts to disrupt oil theft at sea and on land. Call for collaboration continues to be made, but has yet to be effective established. a Nigerian supply vessel is delated to have been hijacked almost a week after the fact.

The loss of billions in crude oil theft made it a challenging 2013 for oil companies. The boarding of three vessels underway near Singapore demonstrates that it is not just petty theft at anchor that is the threat. Increased security surveillance and patrols does not mean freedom from attacks. In East Africa, the state of Puntland officially banned IUU fishing, terminating all licenses previously granted, making all foreign fishing vessels illegal - two weeks to comply. After the EU announcing a new maritime strategy, it is now providing Euro 2.5 million towards the fight against drug trafficking and criminal networks in the Caribbean.

Yemen upholds the 10-year jail term for 11 convicted Somali pirates; the validity of the EU-Mauritius pirate transfer agreement is challenged. The Italian marines held in India filed a petition against the authorities, and petition for the release of the British crew of Seaman Guard Ohio held in India is delivered to the UK PM.

EU naval forces conduct more 'friendly approaches' as a means to gather information on piracy but also to enable better understanding of the maritime community; fishing and trading vessels are made aware of BMP against pirates, even after years of the threat of piracy. Iranian fleet calls into Salalah, Oman as their Navy head rejects reports claiming USN warships rescued an Iranian trade vessel which had come under pirate attack. Japan commits to development projects in Somalia, and Turkey looks to help Somaliland.

Shipping should adopt a unified international standard for Maritime security services, as 35 percent of 4000 vessel through the IOR HRA use armed guards.

Libya threatened to bomb a N Korean tanker shipping oil from a rebel-controlled port. The tanker was reported on fire after being attacked, however, confusion reigned as this was denied and the vessel had slipped into Egyptian waters. N Korea denies any involvement, whilst the Libyan PM fled the country.

Naval forces and shipping combine to search for the missing Malaysia flight MH370 over a vast expanse of water. Whilst confusion on the fate of the aircraft continues, more consideration to a hijack has been given.

Edward Snowden strikes again, this time over international collaboration which enabled Dutch and American warships to intercept a Pakistani dhow taken by pirates.

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REGIONAL ACTIVITY

East Africa/Indian Ocean

THE PUNTLAND state of Somalia today officially banned any kind of illegal fishing and issued a strict warning to the foreign vessels coming into its northeastern waters, [RBC Radio](#) reports. In a statement released today, the Ministry of Fisheries and Marine Resources of Puntland said it has terminated all fishing licenses previously granted to the foreign vessels while the ministry also warned of any claims of holding legal license.

“Starting from today on 11th March 2014, The Ministry of Fisheries and Marine Resources terminated issuing fishing licenses to the all foreign and Somali-owned vessels.” the Ministry’s statement said.

The ban is excluded from the local fishing community in the coastal towns of Puntland, according to the statement seen by Raxanreeb Online.

“Any group of entity claiming to have a valid license of fishing in Puntland coastal areas should get in touch with the ministry within two weeks. Any claim after that deadline will not be considered.” the statement added.

Last week, in a bid to eliminate the growing illegal fishing in the region’s waters and coastal towns, Puntland Coastguards arrested five Yemeni illegal fishermen and their vessel after anti-illegal fishing operation conducted by the region’s coastguards.

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AN AMBITIOUS sea-warrior project of the country is in deep waters, thanks to the inept handling of the Italian Marines case - [The New Indian Express](#).

The raging controversy over the alleged clumsy probe into the Italian marines case is threatening to derail the country’s sea-warrior project designed to combat Somali pirates targeting government-owned vessels plying in North-West Indian Ocean and Gulf of Aden.

The Union Law Ministry and Ministry of External Affairs, facing the heat for the glitch-ridden trial of the two marines accused of killing two Indian fishermen off the Kerala coast

in February 2012, have refused to clear the Home Ministry’s proposal of deploying commandos drawn from the paramilitary for the project. Before giving its nod to provide trained soldiers, the Home Ministry has sought clearance and direction formulating Standard Operating Procedures (SoPs) and international guidelines for government forces on board. Sources said the proposal was forwarded to both ministries seeking their approval because commandos will operate in

DANGER ZONE

North-West Indian Ocean and Gulf of Aden.

6,569	297	In 7 years
number of incidents of piracy and armed robbery against ships reported to IMO between 1984 to 2012.	ships were attacked by the Somali pirates in 2012	Approximately \$385 million in ransom was paid to pirates to rescue over 150 hijacked vessels.

Home Ministry had decided to raise 10 units, with total 1500 commandos to fight pirates.

international territorial waters and government armed guards on board merchant vessels require specific guidelines to act in accordance of the rules and coastal state requirements in international waters. “Despite several reminders, the proposal is stuck with the Law and External Affairs Ministry for the last one year. We were told that due to the Italian Marines case, the clearance would be difficult to come by anytime soon. We have already trained 150 commandos of Central Industrial Security Force (CISF) in sea-warfare and another batch of 150 commandos is now undergoing training,” a source said.

The private merchant ship owners were allowed to engage Private Maritime Security Companies (PMSC) for deployment of armed security guards. While government had deployed a naval warship to escort Indian flagged vessels, special commandos of the paramilitary unit was proposed for government-owned merchant vessels plying on the dangerous sea route.

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IRANIAN NAVY Commander Rear Admiral Habibollah Sayyari rejected some recent media reports claiming that US navy warships have rescued an Iranian trade vessel which had come under pirate attack in international waters - [FARS News Agency](#).

Sayyari told reporters in Tehran on Tuesday that the report was not true. “Such a thing has not happened.”

He also noted the military objective pursued by Iran’s plan for naval presence in the Atlantic Ocean near the US maritime borders, and said, “Our presence near the US maritime borders does not aim to serve a specific military arrangement.”

He stressed that all countries, including Iran, are entitled to the right of voyage and deployment in free waters, and reiterated that Iran does not intend to trespass on any country’s territorial waters.

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IRAN'S NEW home-made submarine, Fateh, will be unveiled in the next few months, Navy Commander Rear Admiral Habibollah Sayyari said - [FARS News Agency](#). “Following the construction of Qadir (class) submarine by the Iranian Navy experts, Fateh submarine will be unveiled early next (Iranian) year (to start on March 20),” Sayyari said in the Southern city of Bushehr on Sunday.

He said that the Iranian Navy has also reached complete self-sufficiency in overhauling Kilo class (hi-tech) submarines due to its eye-catching progress in the last 20 years.

In relevant remarks in August, Lieutenant Commander of the Iranian Navy Rear Admiral Gholam Reza Khadem Biqam announced that Iran has increased the power and efficiency of the missiles and torpedoes mounted on its newly-made Fateh submarines, stressing that Iran will implement any improvement made in systems and weapons of its new submarines in older subsurface vessels like Qadir class and even Kilo class which are used by the Navy.

Elsewhere, Sayyari referred to the presence of the Iranian fleets of warships in the international



waters to protect the cargo ships and oil tankers from the pirates' attacks, and said, "We have escorted and led away nearly 2,000 cargo ships and oil tankers from the danger zone due to the Navy's might and power."

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AT LEAST 42 illegal African migrants drowned in the Arabian Sea off the southern coast of Yemen late on Sunday, the defense ministry said on its website - [Yahoo News](#).

The ministry's September 26 website quoted a local official in Shabwa province as saying the migrants drowned off the coastal town of Bir Ali. A naval patrol managed to rescue 30 other migrants, the source said, and were taking them to a refugee camp in the town of Mayfaa.

African migrants often use unseaworthy boats to try to reach Yemen, seen as a gateway to wealthier parts of the Middle East and the West. Hundreds of migrants have died at sea.

The International Organisation for Migration said in December that more than 7,000 migrants have perished at sea or while crossing deserts trying to reach a safe haven in 2013, believed to be the deadliest year on record.

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SOMALI PRESIDENT Hassan Sheikh Mohamud said Wednesday he will ask the Japanese government to help provide vocational education for young men at risk of falling into a life of piracy - [Global Post](#).

"We want the amount of funds that Japan was putting into service delivery like education to be refocused on providing vocational education centers for those young boys so that they become useful members of society," Mohamud said at the Japan Press Club prior to consultations with Tokyo this week.

Piracy in the Gulf of Aden peaked around 2012 and is now "drastically declining," he said, thanks to pressure from international naval and coast guard forces that have patrolled the region, as well as Somali efforts to mobilize community leaders against the crime.

"This joint effort has succeeded to make the piracy phenomena almost zero," he said.

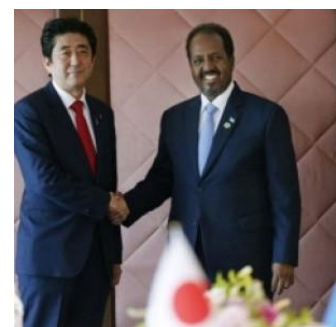
Nevertheless, Mohamud said, "the root cause for the piracy is still there."

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JAPAN GOVERNMENT pledges a cash support amounting to \$40 Million US dollar for Somalia intended to implement development projects within the country - [RBC Radio](#).

The Prime minister of Japan Shinzo Abe said that this money will be contributed to implement projects intended to improve health services, national police performance and create jobs for women and youth. Shinzo addressing a press conference with Somali head of State Hassan Sheikh Mohamud promised to continue their support for Somalia.

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THE RAMSHACKLE capital of Somaliland, Hargeisa, in northern Somalia has a bustling market for camels and is a frequent destination for aid workers. International businessmen are relatively rare. Yet untapped oil reserves have lured a number of foreign companies to the city, chief among them the Turkey's Genel Energy under the leadership of ex-BP CEO Tony Hayward - [The Economist](#).

Genel's involvement coincides with increased Turkish interest in the region. In February, Istanbul played host to talks between the Somali breakaway province and the internationally recognized government in Mogadishu. Turkey has offered to provide support for future regular talks between them.

Turkish attention is a coup for Somaliland. The region touts itself as democratic and has keenly participated in Western anti-piracy efforts. But it has failed to win much support for an independence bid. That has made delving into the politics of oil more attractive, with the elite hoping to gain financial stature and friends.

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West Africa

THE NIGERIA Navy, Friday [7 Mar], rescued three Indian nationals working for C F Offshore, kidnapped in Bayelsa State, March 5 , from a criminal hideout in Ajudaigbo, Warri South West Local Government Area, Delta State - [Vanguard Nigeria](#).

Commander, Nigeria Navy Ship, NNS Delta, Captain Musa Gemu, handed over the victims, Ratan Debnath, Manjeet Gahlawat and Mayank Saini, chief engineer, captain and chief officer respectively, to a representative of the company in Warri, yesterday afternoon.

He disclosed that the rescue of the trio, abducted 70 nautical miles, off Brass, from a merchant ship was facilitated by the Delta Waterways Security Committee, DWSC, Warri, which gave relevant information to the Nigeria Navy on the den of the criminals in Ajudaigbo forest, Ugborodo.

Captain Gemu said the Indian nationals were kidnapped for financial reasons, but no ransom was paid before naval personnel swooped on the hideout.

"None of the kidnappers was arrested because they fled and abandoned the hostages when they sighted our men approaching," he added.

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GUNMEN OPERATING along the waterways of the Niger Delta have attacked two tugboats belonging to an oil company, Nigerian Agip Oil Company - [Vanguard Nigeria](#).

The gunmen, were said to have abducted the captain of the two vessels during the attack that took place in the early hours of Wednesday at about 1.30am

The tugboats were identified as MV Ebizar and MV Smoke but the identity of the victims could not be ascertained.

A security source, who pleaded anonymity, said, “The captains on board both vessels were taken away to unknown place. Nobody knows their whereabouts.”

The source said the incident occurred at an area known as Peter’s town in Nembe Local Government Area of Bayelsa State.

The tugboats, it was learnt were in transit from Nembe to Port Harcourt when they came under attack.

When contacted, the state police public relations officer, Mr. Alex Akhigbe, said he had yet to be briefed on the incidents.

In another development, the operatives of the Joint Task Force in the Niger Delta codenamed Operation Pulo Shield, yesterday foiled an attempt by some unidentified gunmen to abduct the maternal cousin to the President, Miss Patience Agbani.

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THE ICC International Maritime Bureau (IMB) is asking ships to be extra vigilant when transiting West Africa as piracy in the region becomes a growing concern - [/ICC-CCS](#).

IMB’s Live Piracy Map shows that since the beginning of the year, one vessel, MT Kerala, has been hijacked and six were boarded in West Africa. There was also one attempted attack.

The hijacking of the Liberian-flag product tanker in January by Nigerian pirates has sparked fears these gangs are venturing further south.

In that incident, the pirates hijacked the MT Kerala off the coast of Luanda in Angolan waters.

The vessel was released by the pirates eight days later after the cargo was illegally transferred in a ship-to-ship operation along the West African coast.

Whilst the incident shows the willingness of these gangs to venture further to commit their crime, it also raises concern due to the violence associated with such hijackings. One crew member was injured while the vessel was under the custody of the pirates.

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IN THE early hours of 18 January 2014 a 75,000-ton tanker, the MT Kerala, vanished off the coast of Angola. A sophisticated pirate gang hijacked the Greek-owned vessel, disabling its identifications system and communication equipment, and painting over its identifying markers - [USNI News](#).

More than a week later and 1,300 miles away, the hijackers released Kerala off the coast of Nigeria, after offloading 12,270 tons of its diesel cargo to other ships.

The Kerala hijacking marks the southernmost expansion of Nigeria’s pirate gangs, but represents only one subset of piracy in the Gulf of Guinea. The waters of Gabon and Equatorial Guinea each suffered pirate attacks in the first week of 2014.

Off Nigeria—the epicenter of western Africa piracy—there have been at least 12 attacks against various types of vessels this year, resulting in multiple kidnappings. Within the swampy maze of the Niger Delta, militants-cum-pirates have robbed passenger vessels, kidnapped oil workers and ambushed security-force patrols.

This level of organized piracy—as distinguished from opportunistic robberies against berthed and anchored vessels—can be sorted into two different categories: tanker hijackings for product theft

and maritime kidnapping for ransom.

Both forms are intertwined with the regional oil industry, but their distinct perpetrators, targets, and trend lines warrant separate looks. First, tanker hijackings.

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SUSPECTED oil thieves fled, abandoning their bunkering equipment, including boats and electricity generators, weekend, as the Nigerian Navy razed 16 illegal crude oil refineries in Burutu and Warri South- West Local Government Areas of Delta State - [Vanguard Nigeria](#). The operation was led by the new Commander, Nigerian Navy Ship, NNS Delta, Captain Musa Gemu, who ordered his men to destroy the illegally refined diesel, petrol and kerosene found at the bunkering depots.

Vanguard observed that many of the bunkering sites had been burnt previously by security agents, but the bunkerers usually returned for business after two to three weeks interval. One of the razed illegal refineries was apparently run by a man and his family members. A mini-hut they built at the illegal refinery where they slept and cooked food with bottles of local gin, cooking utensils and ingredients, axe and foam were destroyed.

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EX-NIGER Delta fighters from Okerenkoko community, in Gbaramatu Kingdom, Warri South-West Local Government Council of Delta State, yesterday, gave the state government a seven-day ultimatum to release one Michael Johnny and others who were remanded in Warri prison by a Delta State High Court, or they would cause chaos in the area - [Vanguard Nigeria](#). They threatened to use “all means” to secure their release and create chaos in the water ways if the Police and judiciary in Delta State failed to release them from prison custody.

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THE OUTGOING Commander of the Joint Task Force in the Niger Delta codenamed Operation Pulo Shield, Major General Ilyasu Abbah, has said that the current effort to stamp out crude oil theft and illegal refineries in the Niger Delta could only be achieved with the active cooperation of all stakeholders in the region - [Vanguard Nigeria](#).

Major General Abbah stated this at a send forth party held in his honour at the JTF headquarters in Yenagoa, Bayelsa State.

The former JTF boss, who lauded the sister security agencies in the state for their support during his brief stay as commander, said his tenure was eventful as the outfit destroyed a total of 308 illegal refineries in the region.

Abbah, who is now the Military Secretary, Army headquarters, said that the outfit impounded and destroyed 30 barges, 155 smuggling boats, 20 trucks and 566 surface tanks used by suspected oil thieves to convey their illegal products.

Also destroyed, according to the former commander were 275 drums of illegally refined products, 273 pumping machines and two outboard engines.

According to him, “nothing can be achieved maximally without the cooperation all stakeholders.”

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THE COASTAL and maritime surveillance Africa conference being organized by the Ghana Navy in partnership with the International Quality and Production Centre (IQPC) would contribute to the development of the defence sector through technology and knowledge transfer - [Vibe Ghana](#). The conference is scheduled to begin from Monday 17th March to Thursday 20th March, 2014 at the Accra International Conference Centre.

A statement signed by Lieutenant Commander M. A. Larbi, Deputy Director Protocol for Public Relations and copied to Ghana News Agency Wednesday said that, the event being the first of its kind hosted in Africa is expected to create an opportunity for the education of military personnel in global best practices.

"It would build the platform for the private sector to invest and do business in Ghana", it noted.

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THE FIRST ten weeks of 2014 have witnessed the resurgence of maritime kidnap-for-ransom off the coast of Nigeria's Niger Delta - [USNI News](#).

This distinct form of piracy does not receive the same international attention as does the hijacking and robbery of multi-million dollar tanker cargos, but it poses an omnipresent threat to greater number of mariners.

Although the vast majority of incidents go officially unreported, Nigerian pirates have attacked at least a dozen vessels and kidnapped about 20 seafarers so far this year. In the first week of March alone, pirates boarded three supply vessels, reportedly seizing nine hostages.

Maritime kidnap for ransom is a crime deeply rooted and geographically concentrated in the Niger Delta. Like other forms of piracy in the region, it is the product of onshore dysfunction and insecurity coupled with a target-rich environment at sea.

Delta pirates primarily target vessels plying the country's petroleum industry. After boarding and ransacking a vessel, the pirates will kidnap the most valuable crewmembers (most commonly Western or Asian captains, officers, and chief engineers) and then return to their mangrove-swamp camps to conduct ransom negotiations.

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NO fewer than 98 illegal refineries have been destroyed in Edo, Delta and Ondo states within the last 30 days, the 4 Brigade Nigerian Army, in Benin, Edo State, said yesterday - [Vanguard Nigeria](#)

The Public Relations Officer of the Brigade, Captain Abubakar Abdullahi, while supervising the burning of one tanker and one truck intercepted with 33,000 litres of illegally refined diesel and 13,000 litres of crude oil respectively, said that about 75 persons were arrested while 15 trucks, 141 boats used to convey petroleum products were also destroyed.

He said that 40 illegal fuel reservoirs and 1,709 drums of illegally refined petroleum products were destroyed within the same period.

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ROYAL DUTCH Shell (RDSa.L) lost nearly \$1 billion through theft and various disruptions to its Nigerian oil and liquefied natural gas (LNG) operations in 2013 and said that rampant oil theft is costing the country even more - [Reuters](#).

The Anglo Dutch company, updating investors on its strategy, also said that proposed Nigerian legislation had curbed investment, hindering production, while security is a daily challenge and oil theft "very material".

Nigeria is important for Shell because the African country provides almost 10 percent of the company's output and is seen as a source of future growth. In its annual report, also published on Thursday, Shell said that some risks of working in Nigeria had worsened.

The Nigerian Petroleum Industry Bill (PIB), a piece of legislation several years in the making, has not passed but it could change the terms for foreign oil companies in the country.

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Southeast Asia

TWO TANKERS were hit by pirates on March 6 and a bulker was also attacked this morning, all near Singapore, according to an alert by the Information Sharing Centre of Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) - [Seaship News](#).

ReCAAP urges all vessels transiting the area to enhance vigilance and report all incidents to the nearest coastal state immediately.

The three incidents involved groups of 4-5 men armed with knives boarding vessels while underway during hours of darkness.

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NAVAL CRAFT attached to the North Central Naval Command on routine patrol arrested 15 Indian fishermen along with 3 Indian fishing boats engaged in poaching in the Sri Lankan waters North West of Thalaimannar on 05th March 2014 - [Sri Lanka Navy](#).

Meanwhile, 9 fishermen and 2 boats engaged in poaching also arrested in the same area, on 6th March 2014. The arrested fishermen and the boats were handed over to the officials of the Department of Fisheries and Aquatic Resources in Thalaimannar for further investigations

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SEVERE HAZE across parts of Indonesia is having a damaging effect on shipping - [Seaship News](#).

The haze has spread beyond Riau, reaching neighbouring province Jambi and halted sea transportation along Jambi's eastern coast.

Ships in the region are being asked to be extra vigilant.

"In January and February, we imposed a total ban on all sea activities because of the haze. We have lifted the ban, but we may reimpose it should the situation continue to deteriorate," a local official told the Jakarta Post.

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LITTORAL STATES should increase collaboration to facilitate shipping and ensure safety of vessels, write Mohd Hazmi Mohd Rusli and Rahmat Mohamad - [New Straits Times](#)

LOCATED in the middle of Asia's maritime crossroads, the Straits of Malacca and Singapore have, for centuries, been celebrated as two of the most important sea lines of communication. At the moment, about 40 per cent of the world's trade passes via the straits, and even though this maritime route is the most convenient link between Asia and Europe, it has a notorious reputation for being navigationally difficult.

Due to the busy nature of the straits and ships carrying a variety of valuable commodities, some valued up to US\$136 billion (RM445 billion) annually, and the presence of shallow reefs and innumerable small islands that compel ships to transit at greatly reduced speed, pirate attacks on merchant ships along the Straits of Malacca and Singapore have been common.

If a fully laden oil tanker were to be sunk in these circumstances, the resultant environmental consequences to the coastal communities and the fishing industries would be devastating.

Passage of ships through the straits would also be interrupted if there was a closure of the straits as a result of an incident of this type.

Due to increased security surveillance and joint patrol organised by the littoral states, piracy/sea robbery activities have significantly dropped. Nevertheless, this does not mean that the straits are free from pirate attacks. These criminal activities should be suppressed as they pose tremendous hazards to mariners navigating the straits.

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JAPAN'S RULING Liberal Democratic Party (LDP) has drawn up plans to overhaul the pacifist country's self-imposed ban on arms exports, an official said Thursday, in a move that could anger China - [The Sun Daily](#).

The government of Prime Minister Shinzo Abe has delivered the blueprint to lawmakers in his party and coalition partner New Komeito, according to an LDP official, with the premier looking for a green light from cabinet by the end of the month.

The relaxed rules could allow Tokyo to supply weaponry to nations that sit along important sea lanes to help them fight piracy and also help resource-poor Japan, which depends on mineral imports.

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THERE ARE hugely increased risks for Australian businesses involved in the international shipping trade, a new report shows – highlighting a 700% rise in attacks - [Shiptalk](#).

The Safety and Shipping Review 2014, found incidents of piracy are particular issues for Australia given its large coastline and limited ports. The report says Indonesian piracy attacks have increased by 700% since 2009.

The authors of the report which is aimed at the insurance industry, said this should be “of concern” to businesses involved in international trade and shipping between Australia and Asia.

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THE OSCAR-nominated film Captain Philips brought the threat of Somali piracy to the big screen last year. But if it were highlighting the current reality, it would have been better set in Indonesia - [Wall Street Journal](#).

The sprawling archipelago has become the world’s top spot for pirate attacks, according to “Safety and Shipping Review 2014,” a report by a unit of global insurer Allianz Global Corporate & Specialty that looked at key developments in maritime safety.

The number of attempted and actual acts of piracy in Indonesia has jumped seven-fold over the past five years, bucking a global downward trend in the number of sea piracy attacks.

In 2013 the number of recorded attacks reached 264, a 40% drop from the time Somali piracy peaked in 2011, the AGCS report said, citing data from the International Maritime Bureau.

The picture is altogether different, however, in Indonesia, which accounted for 106 of those 264 attacks, a significant increase from the 15 incidents reported there in 2009.

Unlike the well-armed and organized pirates depicted in the film Captain Phillips, most of the attacks in Indonesia were “local, low level opportunistic thefts carried out by small bands of individuals,” the AGCS report said.

Pirates in Indonesia “just want the cash aboard the vessel or to rob the crew of any valuables,” it continued.

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Americas/South America/Caribbean

THE EU is providing Euro 2.5 million towards the fight against drug trafficking and international criminal networks in the Caribbean, according to the Jamaica Observer - [DefenceIQ](#).

Speaking at the second annual Caribbean Basin Coastal Surveillance and Maritime Security conference (CABSEC 14) in Barbados this week, Ambassador Mikael Barfod, Head of the European Union Delegation to Barbados and the Eastern Caribbean, said the funding would be provided through the EU Seaport Co-operation Project (SEACOP).

The goal is to establish a joint national maritime intelligence units and a regional maritime information system.

"Coastal surveillance and maritime security is very important to the Caribbean and Europe, since both have a common purpose, which is the eradication of drug trafficking in the region,"

Ambassador Barfod told the conference.

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MARITIME SECURITY and law enforcement experts are gathering in Boston this week to better understand maritime domain awareness and the challenges of port, waterway and coastal security, environmental protection, safety and law enforcement. One big lesson learned is that everything is just a little more challenging on the water - [MarineLink](#).

A number of law enforcement agencies from the New England area are attending and participating that have specific duties and functions associated with the maritime environment, to include the or of Law Enforcement, National Association of State Boating Law Administrators; Connecticut State Environmental Conservation Police; Marine Patrol Bureau, New Hampshire State Police; Maine Marine Patrol; Massachusetts Environmental Police; Division of Law Enforcement, Rhode Island Department of Environmental Management; Jacksonville Sheriff's Office, Delaware State Police, Boston Police and Massachusetts Port Authority Police. A key topic of discussion is the importance of working together as partners, and ensuring that all partners are trained and certified to the same standard for boat operations.

Boston represents one of the nation's leading port cities and is the maritime hub for New England regarding oil and gas, container and cruise operations. Delegates attending Maritime Security East had the opportunity to participate in a special tour of the Massachusetts Port Authority's terminals and security operations in the Port of Boston.

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Other

FOR SEVERAL years, Africa has surpassed Southeast Asia as the world's number one hotspot of maritime piracy - [Sudan Vision Daily](#). Approximately one-half of the world's reported pirate attacks now take place either off the coast of Somalia or in the Gulf of Guinea, principally off the coast of Nigeria. Although during 2012 and 2013 the incidence of piracy off of the Horn of Africa declined considerably compared to the peak years of 2009 and 2010, the incidence of piracy in the Gulf of Guinea has continued to grow.

Maritime piracy poses multiple threats to global and state security and human safety. The maritime domain—which includes defense, commerce, fishing, seabed mineral resources, laws governing navigation and sea-based transportation constitutes—is the backbone of the globalized world. Disruption of maritime transportation and access can reduce economic investment in particular regions, constrict energy flows, global trade, critical infrastructure, and the protection of marine resources as well as hamper security, law enforcement and humanitarian operations. Both the Gulf of Aden and the Gulf of Guinea lay on crucial energy transportation routes and the Gulf of Guinea is not only a large source of fossil fuels, but also the region's major consumer market.

Not least, pirate attacks also critically endanger the human security of seafarers and cause psychological distress to their families.

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THE VIDEO footage was shot from the HMNLS Rotterdam. On August 13, 2012, the [Dutch] Royal Navy amphibian transport ship played the leading role in the release of a Pakistani cargo boat off the coast of the northern region of Puntland. But there are two stories behind the liberation of the Pakistani dhow - [NRC Netherlands](#).

The first is that of the successful alliance between international sea powers. Their successes have been widely written about in the media. Ben Bekkering, commodore of the HMNLS Rotterdam, even appeared on television show [Pauw & Witteman](#) to talk about the operation. The second story is a state secret. It is a story of the exchange of information and technology between the Netherlands and the United States.

Alliances between security services are usually kept secret. But thousands of NSA documents are now in the hands of a select group of journalists, thanks to former NSA worker Edward Snowden. They show that the NSA is the central organisation in an international exchange of tapped telephone and internet traffic.

The Netherlands is also a part of this. In September, the German weekly Der Spiegel published an NSA document about the Netherlands. The graph, entitled 'Netherlands – 30 days', appeared to show that the NSA had listened in to 1.8 million Dutch telephone calls.

But last month, the cabinet showed that the reality was different. The 1.8 million telephone calls, wrote home affairs minister Ronald Plasterk and defence minister Jeanine Hennis, were not intercepted by the Americans, but by the Dutch and then shared with the NSA. It was not American, but Dutch espionage.

SECRET//REL TO USA, NLD

Mission Management Success Stories

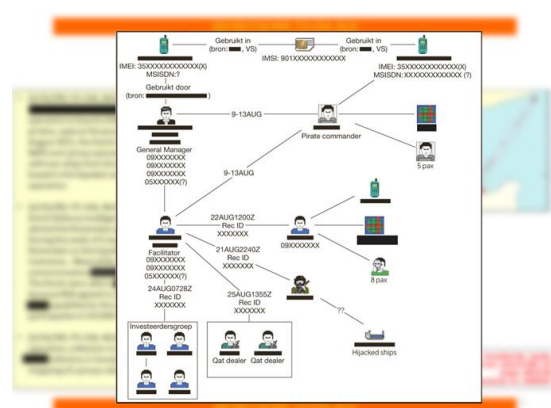
- (S//NF//REL TO USA, NLD) Collection of Somali operations to board a Pakistani vessel hijacked by Somali pirates, capture the pirates, and rescue the crew. On 13 August 2012, the Dutch HMS Rotterdam (the flagship for the NATO anti-piracy operation OCEAN SHIELD), in cooperation with two ships from the EU anti-piracy operation ATALANTA, based in the hijacked vessel and launched the special operation.
- (S//NF//REL TO USA, NLD) At the beginning of August, the Dutch Defense Intelligence and Security Service (MIVD) alerted the Rotterdam about a piracy related intercept. During the week of 6 August, MIVD continued to update the Rotterdam on the hijacked vessel's course and the pirates' intentions. Meanwhile, the Rotterdam intercepts communications regarding reactions and activities. The Dutch were able to provide the capability for the duration of the Rotterdam's participation in OCEAN SHIELD.
- (S//NF//REL TO USA, NLD) In the wake of the special operation, collection in the Netherlands and interceptors and the mapping of a piracy related network.

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SECRET//REL TO USA, NLD

There is a legitimate concern that releasing some of this info could jeopardize legitimate operations and put lives at risk. Therefore NRC Handelsblad redacted some names and telephone numbers of suspects and removed technical details about Dutch interception methods.

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THE REPUBLIC of the Marshall Islands (RMI) Registry announced the launch of its seafarer identification (ID) card during the Cruise Lines International Association (CLIA) reception at Cruise Shipping Miami (CSM).

The [RMI Maritime](#) Administrator presented and discussed the launch of its Officer Certificates (OCs), Seafarers' Identity and Record Books (SIRBs) and seafarer ID cards with a QR code during CSM 2013. The production of OCs and SIRBs with the QR code started in August 2013 and

then in January 2014 the RMI Registry began issuing the seafarer ID card. The Ft. Lauderdale office is equipped to serve the cruise industry in issuing these documents to seafarers on RMI flagged vessels.



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AS DOZENS of ships and aircraft from 10 nations scour the seas for the missing Malaysia Airlines jet, a US-based satellite imaging company has launched its own search effort with a crowdsourcing campaign to locate the Boeing 777 - [The Sydney Morning Herald](#).

DigitalGlobe, which operates commercial imaging satellites, has made available high-resolution images from the weekend of the area where evidence suggests plane with 239 people on board may have crashed into the water. It is asking volunteers to log onto its Tomnod website and comb through images in the hope of locating something of interest.

So far, 3,200 square kilometres of imagery has been made available for volunteers to search online. More images will be released over the next 24 hours.

"For people who aren't able to drive a boat through the Pacific Ocean to get to the Malaysian peninsula, or who can't fly aeroplanes to look there, this is a way that they can contribute and try to help out," DigitalGlobe's Luke Barrington told US news network ABC News.

About 25,000 people signed up for Tomnod crowdsourcing were notified of the new search via email on Tuesday morning.



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THE Round Table of international shipping associations has protested against the third consecutive annual increases in Suez Canal tolls, saying carriers are “dismayed” by steep hikes with a short notice period - (Login).

Having raised tolls by 3% in 2012 and 5% in 2013, the Suez Canal Authority announced in early February that transit fees would be increased by more than 4% for vessels larger than 20,000 dwt in the dry bulk and energy sectors from May.

In response, the International Chamber of Shipping, BIMCO, Intertanko and Intercargo have written to the SCA chairman, Vice-Admiral Mohab Mohamed Hussien Mameesh, to express their discomfort in having to pay more fees and bear higher expenses at a time of macroeconomic uncertainty.

“The shipping industry is once again dismayed both by the quantum of the increases, and by the SCA’s continued insistence on imposing a short notice period of only three months before toll increases are to be implemented,” ICS secretary-general Peter Hinchliffe wrote on behalf of the Round Table.

“Circumstances for owners and operators using the Suez Canal for transit remain very challenging.

“The global economic crisis shows little sign of ending, with most commentators agreeing that no recovery will be seen in 2014 as demand continues to struggle in an oversupplied market.”

Mr Hinchliffe said ship operators “have no chance to plan ahead to share the cost increases with their customers” given just three months’ notice.

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LIBYA THREATENED on Saturday to bomb a North Korean-flagged tanker if it tried to ship oil from a rebel-controlled port, in a major escalation of a standoff over the country’s petroleum wealth - [Reuters](#).

The rebels, who have seized three major Libyan ports since August to press their demands for more autonomy, warned Tripoli against staging an attack to halt the oil sale after the tanker docked at Es Sider terminal, one of the country’s biggest. The vessel started loading crude late at night, oil officials said.

The oil dispute is just one facet of the deepening turmoil in the North African OPEC member, where the government is struggling to control militias who helped topple Muammar Gaddafi in 2011 but kept their weapons and now challenge state authority.

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CONFUSION SURROUNDS the fate of the North Korean-flagged oil tanker that left Libya this morning after loading an illegal shipment of oil. It is said to be on fire after being hit by a missile. Another report says that it was boarded by the Italian navy. However, Italian officials have denied this - [Libya Herald](#).

“Part of the ship is burning because it was shot at,” General National Congress (GNC) member Abdullah El-Kabier told the Libya Herald. He was unable to give more details or identify who had fired on the tanker.

The fire has been confirmed by a senior Libyan navy official but is denied by shipping sources.

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LIBYA'S NAVY has lost contact with an oil tanker that loaded oil in a rebel-held port and has now slipped into Egyptian waters after being attacked by Libya's air force, a government minister said on Wednesday - [Reuters](#).

The tanker was last seen sailing near Marsa Matruh on the Egyptian side of the joint border, Libya's culture minister and government spokesman Habib al-Amin told a televised news conference.

[Read More ▶](#)

NORTH KOREA denied on Thursday any responsibility for an oil tanker that loaded crude from a Libyan rebel-held port and fled the OPEC member state's attempt to seize it, saying the vessel that carried its flag was operated by an Egyptian firm - [Yahoo News](#).

The incident marked the first sale of Libyan crude bypassing the government and was a huge humiliation for Tripoli as it struggled to rein in armed militias who helped oust dictator Muammar Gaddafi in 2011 but want to grab power and oil revenues.

Libya's parliament ousted Prime Minister Ali Zeidan on Tuesday after rebels loaded crude on the North Korean-flagged tanker that later fled naval forces amid reports of a gunfight as it sailed off along Libya's eastern Mediterranean coast.

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RELEASED BY PIRATES

NSTR

PIRATES IN COURT

AN APPEALS court in the southern port of Aden upheld a 10-year jail term Sunday for 11 Somali pirates convicted of trying to hijack a ship in Yemeni waters, AFP reports - [Tengri News Kazakhstan](#).

The group were convicted by a lower court in 2010 of hijacking a "foreign ship" in February 2009, using AK-47 assault rifles, rocket-propelled grenades and a ladder of the type used by pirates to board vessels.

Heavily armed pirates using high-powered speedboats have operated in the Gulf of Aden for years, preying on ships and at times holding them for weeks before releasing them for large ransoms paid by governments or shipowners.



[Read More ▶](#)

MARTA BO, Visiting Researcher at the University of Amsterdam Center for International Law, discusses a recent challenge to the validity of the EU-Mauritius transfer agreement, brought by the European Parliament to the European Court of Justice - [Piracy Law](#).

In Case no. C-658-11 the European Parliament (EP) is requesting the Court of Justice of the [European Union to annul Council Decision 2011/640/CFSP of 12 July 2011](#) on the agreement between the European Union and the Republic of Mauritius on the conditions of transfer of suspected pirates seized from the European Union Naval Force (EU NAVFOR) to the Republic of Mauritius.

In its first plea, the EP contests the legal basis of the EU-Mauritius transfer agreement which was adopted within the framework of the common foreign and security policy (CFSP). The adoption of Article 37 TEU as a legal basis entailed, from a procedural point of view, the application of Article 218 (5) and (6) TFEU which dispense the Council from seeking the consent of or consulting the EP when concluding agreements which relate solely to the CFSP. According to the EP the contested decision is invalid because it does not exclusively relate to CFSP, but is also linked to other fields, such as judicial cooperation in criminal matters and police cooperation, to which the ordinary legislative procedure applies. In its second plea, the EP claims that the Council has fallen short of complying with the obligation to immediately and fully inform it at all stages of the procedure (Article 218 (10) TFEU).

The EU-Mauritius transfer agreement is only one among several agreements (see [here](#) and [here](#)) on the transfer of suspected pirates that the EU has concluded with third States on the basis of [EU Council Joint Action 2008/851/CFSP of 10 November 2008](#).

What consequences will a ruling of annulment have for the EU transfer agreement with Mauritius? Will the annulment have any impact on the piracy trials ongoing before Mauritian courts?

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Italian Marines

TWO ITALIAN anti-piracy marines accused of killing two Indian fishermen two years ago filed a petition against Indian authorities permitting that country's NIA anti-terrorism police to probe the case, judicial sources told ANSA on Friday - [Gazzetta del Sud](#).

Massimiliano Latorre and Salvatore Girone, who have been held in India without charges since the February 2012 incident, lodged the protest with the Indian supreme court on Thursday.

The 50-page document argues that allowing the NIA anti-terror authorities to probe the case is not valid because their jurisdiction only extends to certain laws, such as suppression of piracy, which do not apply to the Italian sailors.

The document was prepared by the Italian legal team that has worked with the two marines for almost two years.

India's Attorney General G.E. Vahanvati has already told the supreme court in New Delhi that he favoured dropping the anti-terrorism laws in this case - but has still asked the courts to uphold the NIA leading the investigation.

The court adjourned the case again Friday without setting the next hearing date. Meanwhile, Italian Foreign Minister Federica Mogherini tweeted Friday that she had "just spoken" to her Indian counterpart Salman Khurshid about the marines and "we are working to bring them back to Italy".

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Seaman Guard Ohio Crew

GLOBAL MARITIME welfare charity, The Mission to Seafarers, today called upon the help of the British public to help the imprisoned crew of the MV Seaman Guard Ohio in India by signing an online petition set up on the lobbying website change.org. Over 93,000 signatures have already been collected by Yvonne MacHugh, partner of one of the British men being detained, who set up the petition - [Mission to Seafarers](#).

35 seafarers, including six British men, have been held for nearly five months in prison in Chennai, for allegedly carrying guns illegally and have already been refused bail. The families of the British men, who are all ex-soldiers, are adamant that the men are innocent, and that the ship was returning from patrol in the Gulf to protect merchant shipping from the threat of pirates, still a very real danger to merchant vessels. Increasingly the shipping industry has hired private security vessels to escort ships in the most treacherous seas, to help them stay safe.

The Revd Canon Ken Peters, director of justice and public affairs at The Mission to Seafarers said: "The seafarers that have been arrested by the authorities in south east India have been detained for a very long time, and the families of the crew in the UK are desperately worried for their health and wellbeing. We are working with the families and our contacts in India to provide prison-visiting and counselling support, plus I have held meetings with the UK government here in London at the highest level to ensure that the case remains a high priority.

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RELATIVES OF six former British soldiers jailed in India are urging the prime minister to help free them - [BBC News](#)

They plan to deliver a 100,000-strong petition to Downing Street, and want the government to act as a guarantor.

The men had been working on a private US-owned ship providing anti-piracy protection when they were arrested over illegally possessing weapons.

They have been in jail since October and have been refused release despite being granted bail in December.

The US maritime company AdvanFort insists their ship had the correct papers.

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PAUL TOWERS among six British nationals arrested after their US-owned ship sailed into Indian waters allegedly carrying a huge cache of illegal weapons - [Liverpool Echo](#)

A Bootle man said he was "worried sick" as his son prepares to spend his sixth month languishing in an Indian jail.

Paul Towers, 50, was among six British nationals arrested after their US-owned ship sailed into Indian waters allegedly carrying a huge cache of illegal weapons.

Both Prime Minister David Cameron and Foreign Secretary William Hague have raised the matter with Indian ministers since the arrests were made in October 2013.

The men were among the crew of MV Seaman Guard Ohio, which the Indian authorities branded a "floating armoury."

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PRIVATE SECURITY

REPORTEDLY, at a recent conference held in London, the EUNAVFOR Industry Liaison officer stated that 35% of 4000 vessels through the High Risk Area Somali/Gulf of Aden waters use armed guards.

THE SHIPPING industry should adopt a unified international standard to judge and regulate security services provided by private contractors, says leading maritime security company [GoAGT](#).

Gerry Northwood OBE, COO of GoAGT, which has recently joined the ranks of a select group of ISO/PAS 28007 certified companies, said: "Private maritime security companies (PMSCs) are an important part of the supply chain, protecting seafarers globally in high risk areas. Where substandard operators have been caught out cutting corners and have found themselves in hot water with local and national authorities, it has placed everyone in the industry at risk."

"It is extremely important that the shipping industry demands that internationally recognised standards such as ISO/PAS 28007 are implemented to ensure PMSCs are capable of delivering a professional service."

He added: "The problem is that most ship-owners and managers still have little idea of what ISO/PAS 28007 is. While it is quite right that price is an important factor in selecting a PMSC, this needs to be complemented with a focus on quality of service. The assets being protected are worth millions of dollars and seafarers' lives are potentially at risk. The reputational hit should it go wrong could be enormous and an over focus on price is the wrong way to be heading when there are lives at stake".

[Read More ▶](#)

SINCE 2011, the number of pirate attacks on Danish ships has dropped dramatically. This is most likely due the fact that it is now legal to the armed guards on board. In most cases, the guards do not use force, but their presence alone is enough to scare pirates away - [Maritime Denmark](#).

Fritz Ganzhorn, Director of Søfartens Ledere has said that "Perhaps some people were skeptical about the armed guards, but I think that the industry has come to the conclusion that it is the only way to provide effective protection of the ships and crews. So I like to look at it as a success". Since 2011, the shipping companies have been allowed to have armed guards on board ships, a total of 188 times, but reportedly the guards have only used force once.

The task at hand is now to make the guards even better, says Vice President of The Danish Shipping Association, Jan Fritz Hansen.

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INTERNATIONAL RESPONSE

THE PRINCIPLE Secretary for Foreign Affairs, Ambassador Maurice Loustau-Lalanne accompanied by Seychelles High Commissioner accredited to India Mr Waven Williams represented Seychelles at the Third Maritime Security and Cooperation meeting held in New Delhi, India on the 6th of March - [Seychelles MFA](#).

India and Sri Lanka launched this initiative in 2011 inviting Seychelles and Mauritius to join them in their efforts to consolidate the work undertaken and also explore future areas of cooperation

Speaking at the meeting Ambassador Loustau-Lalanne said, "it has become evident that we cannot counter threats to the security of our waterways in isolation."

He continued by stating "traditional and non traditional threats continue to pose challenges to security, stability and sustainability of the Indian Ocean region. Maritime Piracy, terrorism, drug trafficking, environmental issues and natural disasters are but a few such threats requiring concerted efforts."



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A MESSAGE from the CGPCS Chairman

Dear colleagues,

Chairing the Contact Group on Piracy is a new undertaking for the European Union. It is both an honour and a responsibility. The European Union will approach it with enthusiasm and determination to see that piracy off the Coast of Somalia is pushed further back and that structural and sustainable answers are provided for this scourge that has cost so much to the region and to the entire world. It will be my privilege to work with all of you towards our common goal and I very much look forward to closely cooperate in the days and months to come. To focus our work and concentrate our efforts, we have set three priorities.

The first is what we have abbreviated to 'zero/zero': zero ships and zero seafarers in the hands of Somali pirates. We must never lose sight of the humanitarian cost of piracy and must continue to support those who have paid the highest price

The second priority is to document the experiences and lessons learned we have collectively made in the fight against piracy off the Coast of Somalia over the past five years. The Contact

Group is a unique phenomenon, it is our collective responsibility to see to it that the good work is captured in an adequate manner in order to make our experiences available to others.

The third and final priority is to restructure the Contact Group to make it more efficient, demand driven and to increase the involvement from the region in the Contact Group.

We are keen to learn your views, ideas and suggestions and invite you to get in touch with the EU Support Team for that matter.

With personal best regards,

Maciej Popowski

Download March Newsletter [HERE](#)

DURING THE last week, EU Naval Force (EU NAVFOR) Somalia Operation Atalanta warships FGS Hessen and ESPS Tornado have carried out several 'Friendly Approaches' in the Gulf of Aden - *EUNAVFOR*.

In addition to patrols in the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden and Indian Ocean, EU Naval Force warships and their boarding teams routinely conduct reconnaissance and surveillance operations, including visual and physical checks of vessels transiting the High Risk Area.

These checks or, "friendly approaches" are conducted to gather information on piracy, as well as gaining a better understanding of the maritime community off the Horn of Africa by speaking with the crews of fishing and trading vessels in the region. During these visits, Masters are also made aware of the Best Management Practices for Protection against Somali Based Piracy (BMP), i.e. self-protection measures against pirates.



[Read More ▶](#)

THE SPANISH Navy's Aegis-capable frigate Alvaro de Bazan is currently serving as NATO's Counter-Piracy flagship in the Gulf of Aden.

To keep his crew ready for all contingencies, Rear Admiral Eugenio Díaz del Río routinely puts his command ship through its paces even while on conducting anti-piracy patrols, such as this air defense training drill in the Gulf of Aden on 5 March 2014.

NATO's counter-piracy flagship tests readiness



★★★★★ 72 ratings

11,111 views

THE 31st counter piracy Shared Awareness and Deconfliction (SHADE) conference was held in Manama, Bahrain, on 11 March - [OCEANUSLive](#).

Established in 2008 and held quarterly, the conference aims to coordinate and de-conflict activities between the countries, naval partnerships and industry organisations involved in counter piracy operations in the Gulf of Aden, Horn of Africa and western Indian Ocean.

The conference was chaired by NATO in conjunction with the Combined Maritime Forces (CMF) and the European Union Naval Force (EU NAVFOR), and provided a forum for states, navies and industry members involved in regional counter piracy operations to share information, ideas and to coordinate efforts to ensure all are working towards shared goals.

The international gathering of nearly 90 delegates included representatives from 33 countries including military, law enforcement agencies, the shipping industry and other government officers.

Briefings at the conference included a piracy activity update, a shipping industry representative's update and a combined CMF-NATO-EU NAVFOR anti-piracy brief.

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AN IRANIAN fleet of warships docked in the Port of Salalah on Monday. 'The operational and training fleet comprises the Sabalan destroyer and Bandar Abbas and Lavan warships,' an Iranian source informed Times of Oman - [The Times of Oman](#).

The fleet is involved in anti-piracy operations in the Gulf of Aden. The Iranian Navy has expanded its presence to the Gulf of Aden since November 2008, when an Iranian-chartered cargo ship, MV Delight, was hijacked by Somali pirates.



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PIRACY COSTS

NSTR

Smuggling/Pirate Fishing

TWO INDONESIAN-flagged fishing vessels BERKAT MENJALA and SAMDERA PASIFIC are on the run from INTERPOL - [Maritime Security News](#).

The fishing vessels called Mombasa port mid- last month but, due to corrupt government officials the two Indonesian flagged fishing vessels BERKAT MENJALA No. 23 and SAMDERA PASIFIC No. 8, managed to escape the drag net and quietly sailed out of Kenyan territorial waters.

Taiwanese fishing vessels HSIEN MING No.1, CHANG FA No.1, SHYANG CHANG No. 889 and LIA YANG YU also managed to sail out of Mombasa port under questionable circumstances in the said period.

SHYANG CHANG No.889 was briefly restrained from sailing due to maritime safety and security. All these vessels pose immediate threat to the safety and security of the persons on board and a pollution risk to the marine and coastal environment as well as to political, economic and social

stability in the East Africa region.

BERKAT MENJALA No.23 and SAMDERA PASIFIC No. 8 are both wanted by the South African authorities as they escaped from Cape Town harbor after they were impounded in December 2013.

Purple notices were on 21 January 2014 issued by INTERPOL for both vessels.

They do not have fishing rights in any oceans and not from the flag state.

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SEAFARERS' PLIGHT

THE INDIAN Coast Guard on Sunday rescued three officers of a private vessel that had been anchored off Mumbai's coast for the past two months after being abandoned by its owner. The captain of MT Maharishi Vamadev sent out a distress call after the health condition of three officers deteriorated following days of hunger strike - [The Times of India](#).

Captain Sanjay intimated Coast Guard's Maritime Rescue Coordination Centre (MRCC) in Mumbai that the vessel had been anchored off Mumbai since January 07 with absolutely no support from the company. The 25 crew members onboard were not paid their dues since September 2013. "The change-around scheduled on Jan 14 was not affected, leading to devastated state of the crew," the coast guard said in a release.

Second officer Ashish Kumar, chief engineer Arun Kumar and gas engineer Avil D PDMello went on hunger strike to protest against the apathy of the owner. Their condition became critical on Sunday.

[Read More ▶](#)

Aid Workers' Plight

FOREIGN AID workers are demanding better security now that al Shabaab has been largely driven from Mogadishu and much of the countryside - [Strategy Page](#). That's not going to happen and there's a simple reason why. In the last few weeks a large offensive by peacekeepers and Somali troops drove al Shabaab out of five towns in the south where they still had a presence. Typically the troops turn control over to local clans who pledge loyalty to the government. The clan gunmen are usually commanded by guys that foreigners describe as warlords and these militias consider any unarmed foreigners they encounter fair prey. Bringing world class standards of law and order to Somalia is not something you do quickly, especially when you have fewer foreign troops you can depend on. The Somali troops are not much better than the militiamen or al Shabaab fanatics when it comes to playing by the rules.

[Read More ▶](#)

AND FINALLY...

AFTER SPENDING about two weeks under water, the Big Bear Pirate Ship was floating again Thursday, and the popular tourist attraction's owner was hopeful the ship would set sail again this summer - KTLA.com.

The ship, dubbed the Time Bandit, sunk on Feb. 28 during a severe storm that brought rain, snow and intense winds to Holloway's Marina, where the ship was docked, according to a news release from the Big Bear Lake Resort Association.

The sunken boat was discovered by a Holloway's Marina employee the morning after the storm, the news release stated.

"She's been underwater too long, it's time resurrect our beloved Time Bandit," said Loren Hafen, the ship's owner.

Hafen, a certified scuba diver, attached deflated air-lift bags to the bottom of the ship, and then inflated them with an air compressor.

"These air-lift bags are designed to salvage heavy objects underwater including yachts and airplanes, so we're optimistic this will do the trick," Hafen said prior to raising the ship.

Once the ship was up, a hole was found and crews had to continue working to pump water from the boat.

A one-third scale replica of a Spanish galleon, the Time Bandit was built in the backyard of a father-and-son team in the late 1960s through the 1970s

[Read More ►](#)



PIRACY INCIDENTS

Hijacks:

- Gulf of Guinea - LATE Report | Seven pirates in a speed boat approached a drifting Nigeria-flagged supply vessel, **Prime Lady**, and hijacked it at 1912 UTC in position 04:11N – 005:44E, around 30nm WxS of Brass, Nigeria. They took the crew as hostage and used the vessel as a mother vessel to look for other vessels to hijack. The vessel was transiting from Onne to the Utpotiki field when the pirates attacked. After around 20 hours when no suitable vessel was found the pirates stole the crew and ship's properties and escaped. Some crew who were beaten up during the hijack and it is alleged that the pirates kidnapped the captain and two crew members. Reported (Sources/IMB) 6 Mar.



Unsuccessful Attacks/Robberies (All regions):

- SE Asia - Four robbers boarded Cyprus-flagged bulk carrier, **Cape Veni**, underway at 0150 LT in position 01:07.45N - 103:31.10E, approx SW of Pulau Nipa in Traffic Separation Scheme (TSS) Eastbound. The robbers boarded from a small boat. Crew

raised the alarm resulting in the robbers fleeing without having stolen anything. No crew injuries. It is assessed that the same group of robbers were involved in two recent attacks against two tankers in the area. Reported (ReCAAP) 10 Mar.

- SE Asia - Three robbers armed with knives boarded an anchored product tanker at 0135 LT in position 09:56N – 076:09E, Kochi Anchorage, India. D/O spotted the robbers stealing ship's stores and raised the alarm resulting in the crew members approaching the location. Seeing the alert crew, the robbers jumped overboard with the stolen stores and escaped. Master reported the incident to the Port Control. Reported (IMB) 9 Mar.
- West Africa - LATE Report | Two armed robbers boarded an anchored Netherlands-flagged general cargo ship, **Apollogracht**, using a rope at 0130 UTC in position 04:44.4S – 011:44.9E, Pointe Noire Anchorage, The Congo. The robbers stole ship's properties and escaped when spotted by duty crew. Reported (IMB) 6 Mar.

Other Incidents:

- NSTR

Suspicious Activity

- Arabian Sea - MV reported 1 white skiff with 2 POB drifting at 8nm at 0715 UTC in position 20:48N 059:20E, off Oman. Vessel altered course to increase CPA and the skiff sped up to approx 24 knots, steering to close the vessel, which activated fire hoses, foam and embarked AST dispelled weapons. At 1100m distance, the skiff reduced speed and began drifting once more. Reported (UKMTO) 9 Mar.
- Indian Ocean - MV reported drifting skiff with 2 outboard motors and 5 POB at 0400 UTC in position 11:08N 075:10E off west coast of India. Skiff sped up and approached to within 350m. The vessel reported seeing ropes and grab hooks but no weapons. The embarked AST displayed their weapons and fired 1 flare. The skiff altered course and moved away. Reported (UKMTO) 9 Mar.
- Gulf of Aden - MV reported 6 white skiffs with 4 POB approaching port side at 0415 UTC in position 14:00N 049:17E, Gulf of Aden. Skiffs closed to 200m whereupon embarked AST fired warning shot resulting in skiffs moving away. Reported (UKMTO) 8 Mar.

IMB - Vessels: 0 Hostages: Not stated. (as at [21 January](#)).

Worldwide Incidents 2014: 12 reported incidents

Somalia - NATO, EUNAVFOR & UKMTO state Vessels: 0; Hostages: 50; CGPCS - 49 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](#).

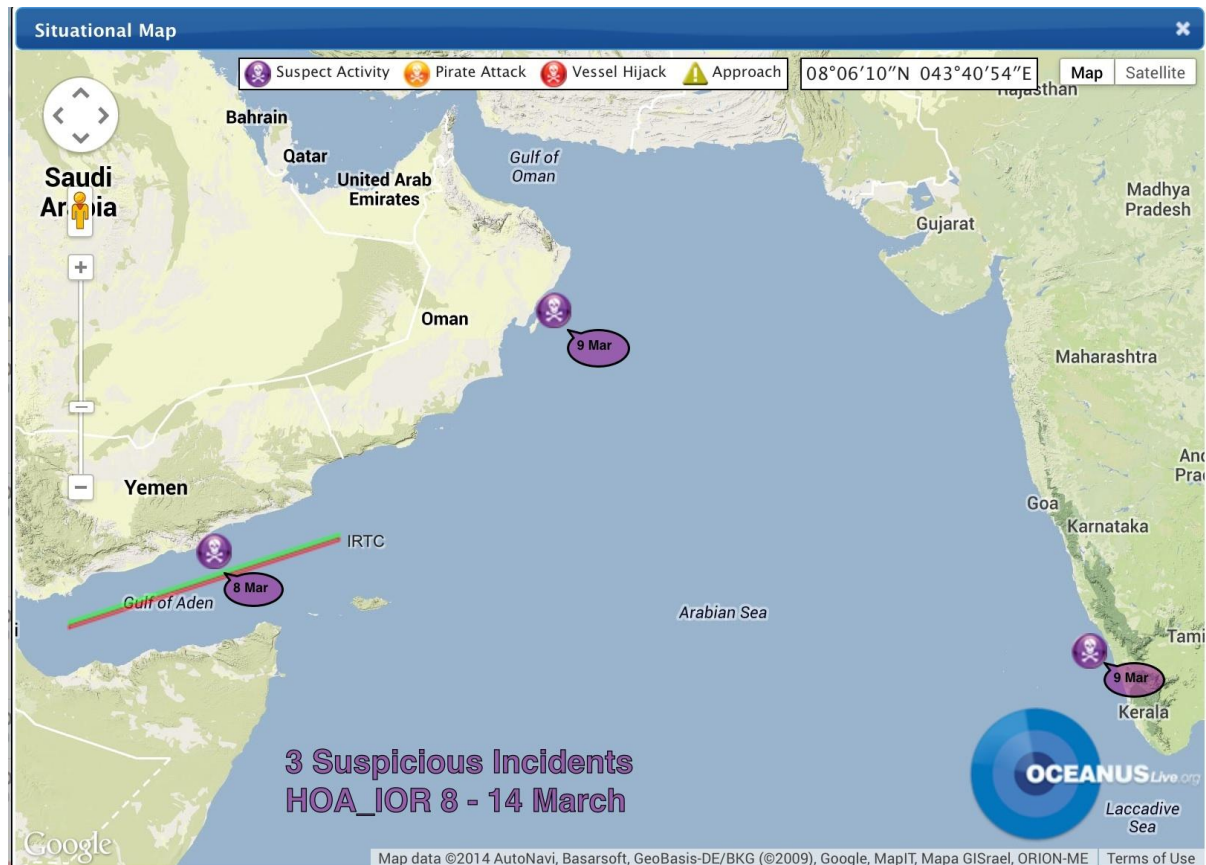
VESSELS are advised to exercise extreme caution when navigating in the vicinity of any reported positions of attacks and maintain maximum CPA with any ship acting suspiciously.

Additionally, registration of vessel movement with [MSC\(HOA\)](#) prior to transiting the region is recommended.

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](#)



Reported incidents in the HoA/IORHRA.

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

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