

8 Apr 10

Office of Naval Intelligence  
Civil Maritime Analysis Department  
Worldwide Threat to Shipping  
Mariner Warning Information

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1. This message provides information on threats to, and criminal action against merchant shipping worldwide in the last 30 days.

A. To aid in our reporting, please add the Office of Naval Intelligence (ONI) as an information addressee when possible to your normal corporate and organizational reporting requirements. The ONI message address is ONI WASHINGTON DC//11// or, the ONI Violence at Sea (VAS) desk may be contacted at commercial phone (301) 669-4784 or via e-mail: amoulder@nmic.navy.mil. Report may also be made to the National Response Center (U.S. Coast Guard) hotline: 1-800-424-8802 or the Maritime Administration, Office of Security, MAR-420; TEL 202-366-1883; FAX 202-366-3954; email owen.doherty@dot.gov.

B. This Worldwide Threat to Shipping Report is posted at the National Geospatial-Intelligence Agency's Maritime Safety site: <http://www.nga.mil/portal/site/maritime>. The International Maritime Bureau (IMB) also publishes a live piracy report, based on reporting from the IMB Piracy Reporting Centre in Kuala Lumpur, Malaysia. The report displays all piracy and armed robbery incidents in the last ten days and may be accessed through their web page <http://www.icc-ccs.org/>.

C. ONI's goal is to provide the maritime community with relevant information concerning threats to safe commercial ship operations for use by maritime personnel in implementing security. In order to promote consistent use of accurate terms of reference, the following are adopted to describe the range of criminal anti-shipping activity and impediments to safe navigation in our worldwide reporting and analysis:  
Boarding - Unauthorized presence on the ship whether in port or underway.  
Robbery - Theft from a vessel or from persons aboard the vessel.  
Kidnap - Unauthorized forcible removal of persons belonging to the vessel from it.  
Hijack - Unauthorized seizure and retention of a vessel by persons not part of its complement.  
Firing upon - Weapons discharged at or toward a vessel.  
Attempted boarding - Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat.  
Suspicious approach - All other unexplained close proximity of an unknown vessel.  
Blocking - Hampering safe navigation, docking, or undocking of a vessel as a means of protest.  
Please note that these terms relate to observable activity and are independent of target vessel status and exclude actions by governmental authorities in lawful pursuit of their authority. ONI welcomes comment and suggestions for addition or amendment.

D. Anti-piracy and crime current developments:

1. INDIAN OCEAN: US Navy ship captures pirates in Gulf of Oman, 5 Apr 10. The Navy guided-missile destroyer MCFAUL captured 10 pirates after an attack on a ship near Salalah, Oman. The pirates pulled alongside the motor vessel RISING SUN on Tuesday and were firing small arms and rocket-propelled grenades, prompting the crew to send out a distress call, according to a news release from the U.S. Navy. The RISING SUN's crew increased its speed and used evasive maneuvers such as spraying the attackers with fire hoses, the release says. The maneuvers worked and the pirates broke off their attack and returned to their mother ship, an Indian cargo dhow under their control. The Oman Navy warship AL SHARQUIYAH arrived first on the scene, and as it approached the dhow, nine sailors who were being held hostage jumped into the water, the release says. One of the sailors drowned, but the others were taken aboard the Omani Navy ship. The MCFAUL arrived as the Omani crew was helping the sailors who escaped. The MCFAUL's crew directed the pirates to surrender by putting their hands in the air and gathering on the bow of the seized dhow. As they complied, they could be seen throwing weapons overboard. Two boarding teams from the MCFAUL took control of the dhow and detained the pirates, who were transferred to the U.S. destroyer CARNEY, where they will be held until they can be transferred for prosecution, the release says. The surviving sailors who escaped their captors aboard the dhow were returned to the vessel, according to the U.S. Navy (LM: Virginian-Pilot).

2. INDIAN OCEAN: Dutch sidestep EU red tape to rescue German ship, 5 Apr 10. Gaining fast on the pirates who had seized a German freighter, Dutch naval captain Col. Hans Lodder had no time to waste on bureaucracy. Sidestepping the command of the European Union's anti-piracy task force, he went instead to his own government for authorization to recapture the ship by force. Lodder first ascertained that the freighter's crew had locked themselves in a bulletproof room. Then he launched his ship's Lynx helicopter with a team of six special forces marines. With troops providing cover fire from the helicopter, the marines rappelled onto the ship's deck

of the MV TAIPAN to shoot it out, if need be, with the pirates. But they met no resistance. The 15-man crew was rescued, and 10 Somali pirates were captured. "The pirates surrendered the moment they saw the marines," Lodder said in a telephone interview Tuesday from the Dutch frigate TROMP. No one was injured. Monday's successful rescue showed that, when swift decisions are needed, it can be quicker to work around the European Union's command. It was the first time a Dutch ship involved in the EU mission had used force to recapture a hijacked ship. An EU spokesman could not immediately recall any incident when troops under EU command had boarded a seized ship under the threat of fire. Lodder said he decided to seek permission from his own command for an "opposed boarding" - one where pirates may resist - rather than act under procedures laid down by Brussels. "We just told my force commander we would operate under national command until after the boarding," Lodder told The Associated Press. "We kept everyone in the EU informed of everything we did." A spokesman for the EU mission acknowledged the Dutch action avoided a delay and was legitimate. "For speed of reaction, if you're on the spot ... (and) dispatched at haste to react to something immediately, the best thing to do is to go under national command," said Cmdr. John Harbour, U.K.-based spokesman for the European Union Naval Force Somalia. "If we were about to conduct an operation with a bit more time on our hands then we may well have gone through the standard EU process with a view to consulting," he added. "That consultation just takes a bit longer." The TROMP may turn over the 10 captured Somalis on Monday to German or Dutch prosecutors for what would be a rare European piracy trial (AP).

3. GULF OF ADEN: Please take note of the Russian Maritime convoy schedules for April 2010: The Russian Maritime Security Service (RMSS) has the honor of advising you that the Russian Navy is to resume regular escorting of merchant ships in the Gulf of Aden by the Russian warship MARSHAL SHAPOSHNIKOV as from 1 Apr 10. 1 Apr 10 - Westbound Convoy; 4 Apr 2010 - Eastbound Convoy. Departure time for all convoys above is 1000 Moscow time (UTC+3). Further schedules will be posted on the first week of April. Convoy assembly points are as follows: Western point "A": 12:20N - 043:50E. Eastern point "B": 14:24N - 053:00E. Prior to the first scheduled convoy (1 Apr 10), the warship MARSHAL SHAPOSHNIKOV will be positioned at point 15:00N - 057:00E on 30 Mar 10 until 1000 Moscow time (UTC+3). Merchant vessels joining the Westbound convoy of 1 Apr 10 may arrive to this point in due time for further escorting by the warship. RMSS is disposed to receive applications from shipping companies, which would like to join their vessels in any of convoys above. The RMSS will collect such applications and forward them to the Russian Navy HQ. On request, application form is also available from MSCHOA postmaster@mschoa.org upon approval of a company request by the navy HQ, the RMSS will advise the company about the warship call sign and INMARSAT no, which should be transmitted to appropriate shipmaster. In all cases, it is the warship CMDR to take a final decision on admission of a vessel to each convoy. As a rule, requests of companies or ships are not being rejected. Requests for participation must be submitted to RMSS via e-mail at smb@msecurity.ru; or fax: +7-495-694-10-03 MSCHOA kindly asks you to register your vessel movement on the website even if you are planning to join any national convoys. All ships are reminded to continue to maintain a strict 24 hour visual and radar watch throughout the passage and maintain other anti piracy measures. All attacks should be reported (IMB).

4. GULF OF ADEN: Please take note of the Japanese Maritime Self Defence Force (JMSDF) convoy schedules for April 2010: The Government of Japan (GOJ) provides the escort operation by JMSDF for vessels in accordance with the following schedule: "A" 11:50N - 045:00E, base speed: 12 kts. "B" 14:28N - 053:00E, base speed: 12 kts. Escort schedules in April: Westbound (Start "B"): 1300Z 1 Apr 10, 1500Z 11 Apr 10, 1400Z 15 Apr 10, 1500Z 22 Apr 10, 1400Z 26 Apr 10. Eastbound (Start "A"): 1400Z 6 Apr 10, 1400Z 13 Apr 10, 1500Z 20 Apr 10, 1400Z 24 Apr 10. Please note that application for JMSDF escort operation must be made directly to the GOJ, which is a separate procedure from the application to MSCHOA. Merchant vessels that wish to apply for JMSDF escort operation should visit [http://www.mlit.go.jp/maritime/gaikoh/pirate/hp\\_english.doc](http://www.mlit.go.jp/maritime/gaikoh/pirate/hp_english.doc) to follow the application procedure. For further information, please contact directly to Anti-Piracy Contact and Coordination Office, Maritime Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Japan: Tel: +81-3-5253-8932 Fax: +81-3-5253-1643 Email: info-piracy@mlit.go.jp. All ships are reminded to continue to maintain a strict 24 hour visual and radar watch throughout the passage and maintain other anti piracy measures. All attacks should be reported (IMB).

5. NATO: Rising piracy may prompt more joint naval action, 12 Mar 10. The number and scope of pirate attacks is seen increasing worldwide and could trigger more joint military operations to keep shipping lanes safe, a top NATO official said. Commodore Hans Christian Helseth said attacks around the Horn of Africa will become more frequent in the coming months due to less stormy weather and likely spread further east towards India and south towards Madagascar. Pirate attacks risk maritime trade, which accounts for 90 percent of global trade volume. Last year piracy hit its highest level since 2003, with Somali gangs accounting for more than half the 406 worldwide incidents. "We have now a three-month period between the winter and summer monsoons and in this period pirates are departing (more often) with fuel and supply to give them considerable range into the Indian Ocean," Helseth told Reuters on the sidelines of a seminar on piracy in the Norwegian capital. He said there was pirate activity in the Bay of Bengal near Bangladesh as well as in the Gulf of Guinea off Nigeria. Asked whether counter-piracy operations could be conducted in the Gulf of Guinea, Helseth said: "It is conceivable ... It's an important area for energy deliveries" but added that he had not heard of such discussions within NATO (Reuters).

6. GULF OF ADEN: Too many ships ignore counter piracy precautions, EU commission says, 11 Mar 10. Too many ships passing through the pirate-infested waters of the Gulf of Aden ignore basic safety precautions, the European Union's executive said Thursday as it urged member states to warn shipping companies of the dangers. Piracy off the Somali coast has

soared in the last two years, despite the efforts of some of the world's greatest military powers to impose safety at sea. "Unfortunately, about a quarter of the vessels of all states passing through the area are still failing to register with the Maritime Security Centre of the Horn of Africa (MSC-HOA)," the European Commission said in a statement. The MSC-HOA allows cargo and passenger vessels passing through the Gulf of Aden to register their presence and course with international naval flotillas, so that they can then be tracked and, if necessary, rescued by EU, NATO, Russian, Chinese or Japanese warships. Vessels which do not register with MSC-HOA "are not covered by the measures implemented to ensure their passage through that area," the commission statement said. EU member states should therefore make sure that shipping companies based in their territory know about MSC-HOA's existence and ensure that ships planning to transit the Gulf of Aden "have enough able-bodied crew members on board," it said. The EU currently has 10 frigates, a submarine and three surveillance aircraft in the area of the Gulf as part of its first-ever naval task force, codenamed Atalanta (DPA).

7. GULF OF ADEN: NATO extends counter-piracy mission until end of 2012, 10 Mar 10. NATO on Wednesday agreed to extend its counter-piracy mission off the coast of Somalia until the end of 2012, the alliance's spokesman told journalists in Brussels. NATO maintains one of the main naval screens in the Gulf of Aden as part of international efforts to crack down on piracy in the key shipping route, and sees the mission as a symbol of its ability to provide security away from its traditional bases in Europe. The mission's current mandate had been set to end in August this year. NATO ambassadors "decided to extend NATO's anti-piracy mission through (to the end of) 2012. This is based on the assessment that this mission is making demonstrable contribution to increased safety for shipping and reduced success rates for pirates," NATO spokesman James Appathurai said. As part of the mission, a fleet of five warships - one each from Britain, the United States, Italy, Turkey and Greece - is set to arrive in the area of operations on Friday, ready to replace the flotilla currently in the area for a four-month stint. Alongside NATO, the European Union, China, Japan and Russia have also deployed warships in the region (RIA Novosti).

8. RED SEA/GULF OF ADEN: ONI Special Advisory, 9 Mar 10. To ensure maximum dissemination to the maritime industry and/or community, ONI is bringing to your attention the following US DOT MARAD Advisory. Please note, this advisory is not piracy-specific. This advisory is regarding terrorism and is being disseminated in an effort to promote security for those operating within the maritime domain. US DOT MARAD Advisory: Information suggests that al-Qaida remains interested in maritime attacks in the Bab-al-Mandeb Strait, Red Sea, and the Gulf of Aden along the coast of Yemen. Although it is unclear how they would proceed, it may be similar in nature to the attacks against the USS COLE in October 2000 and the M/V LIMBURG in October 2002 where a small to mid-size boat laden with explosives was detonated. Other more sophisticated methods of attack could include missiles or projectiles. Although the time and location of such an attack is unknown, ships in the Red Sea, Bab-al-Mandeb Strait, and the Gulf of Aden along the coast of Yemen are at the greatest risk of becoming targets of such an attack. All vessels transiting the waters in the vicinity of Yemen are urged to operate at a heightened state of readiness and should maintain strict 24-hour visual and radar watches, and regularly report their position, course, and speed to the UKMTO. Vessels are at greatest risk in areas of restricted maneuverability and while in/near port or at anchor. Merchant vessels are requested to report any suspicious activity to the UKMTO Dubai (ONI).

9. INDIAN OCEAN: France captures 35 'pirates' in three days off the Somali coast, 9 Mar 10. The French Navy has captured 35 suspected pirates in three days of operations off the coast of Somalia - the biggest haul in the two years since EU naval ships started patrolling the Gulf of Aden and Indian Ocean. In operations over the weekend the Nivose, a French frigate, seized four mother ships and six skiffs. In one raid on Sunday, French and EU forces used helicopters and fired warning shots to stop and capture a mother ship and two accompanying vessels. The prisoners are expected to be flown to Kenya, which is already prosecuting about 100 pirates on behalf of Western nations with forces in the area. French naval commanders praised the action by the Nivose. "The pirates are learning that we are not a soft touch," said a spokesman in Paris. The French Navy and special forces have captured nearly 100 pirates and killed half a dozen since a luxury French yacht was captured in April 2008. About ten pirates are awaiting trial in French jails (LM: The Times UK).

10. SWEDEN: Swedish Coast Guard conducts first mission for EU NAVFOR, 8 Mar 10. On Monday, the Swedish Coast Guard Maritime Patrol Aircraft (MPA) conducted its first formal mission for EU NAVFOR's anti piracy operation - Atalanta. During the next four months one of the Swedish Coast Guard aircraft, a DASH 8, will monitor the waters off the coast of Somalia providing the Force Commander with essential information on the movements of ships in the area. The Swedish Project Manager of the MPA in Seychelles Lars Franzen stated "We have just completed our first flight within the EU NAVFOR and we were in the air for around 6 hours. The flight was diverted because of suspicious activity in a particular area and it turned out to be suspect pirates who were remaining close to a fishing vessel. We were able to alert the Force Commander and document the incident." This is the first time a MPA from the Swedish Coast Guard has participated in an international operation of this type. The MPA is a DASH-8 Q-300 equipped with several advanced surveillance systems that makes it one of the world's most advanced sea surveillance aircraft. The MPA is manned by a civilian crew (MSCHOA).

E. Source codes: Information contained in this report is derived through direct reporting and analysis of reports of other agencies and commercial sources. Source codes will be added to new reports to enable users requiring more detail to make contact. Codes currently in use are:

AFP, Agence France Presse  
AP, Associated Press  
BBC, BBC News

BIMCO, Baltic and International Maritime Council, Denmark  
DHS, U. S. Department of Homeland Security  
DOJ, U. S. Department of Justice  
DOS, U.S. Department of State  
DOT, U. S. Department of Transportation  
FP, Fairplay, London  
IMB, International Maritime Bureau, London and Kuala Lumpur  
IMO, International Maritime Organization, London  
INFO, Informa Group, formerly LLP, Llp Limited, London  
LAT, Latitude38.com website  
LL, Lloyd's List, daily, London  
LM, local media  
MARAD, Maritime Administration, US  
MSC, Maritime Security Council, US  
MSCHOA, Maritime Security Centre - Horn of Africa <http://www.mschoa.eu/>  
NATO, North Atlantic Treaty Organization, Brussels  
NGA, National Geospatial-Intelligence Agency, Navigation Safety System  
ONI, Office of Naval Intelligence analysis and comment  
Operator, owner or operator of affected vessel  
OSAC, Overseas Security Advisory Council  
USCG, United States Coast Guard  
RAN, Royal Australian Navy  
ReCAAP ISC, Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia, Information Sharing Center  
<http://www.recaap.org>  
Reuters, Reuters Press  
Risk Intelligence/MaRisk, Maritime Security Risk Solutions  
RNZN, Royal New Zealand Navy  
SAP, Seafarers' Assistance Program, Kenya  
STATE, U. S. Department of State  
TW, Tradewinds  
UKMTO, United Kingdom Maritime Trade Organization  
UPI, United Press International

2. Designation of a high threat area is based on an assessment of all source information relating to the existence of, or potential for piracy and other crime, terrorism, civil unrest or low intensity conflict. Every effort is made to ensure that incidents are not double-counted. In the event double counting is detected or an event is later learned not to be as initially reported, an explanation of the cancellation of the inaccurate report will be made in at least one message prior to dropping the erroneous report. Specific incidents will be reported for one month.

3. This week's reporting:

- A. Container ship robbed 05 Apr 10, Callao anchorage, Peru.
- B. Vehicle carrier reported suspicious approach 6 Apr 10, approximately 160NM southeast of Al Mukalla, Yemen.
- C. Tanker (TORM RAGNHILD) fired upon 3 Apr 10, approximately 120NM southeast of Al Mukalla, Yemen.
- D. Container ship fired upon 8 Apr 10, approximately 185NM northeast of Socotra Island.
- E. Bulk carrier (YASIN C) hijacked 7 Apr 10, approximately 260NM east of Mombasa, Kenya.
- F. Container ship (HAMBURG BRIDGE) fired upon 5 Apr 10, approximately 90NM northeast of Socotra Island.
- G. Container ship (TAIPAN) boarded 5 Apr 10, approximately 340NM east of Socotra Island.
- H. Chemical tanker (RISING SUN) reported attempted boarding 5 Apr 10, approximately 110NM south of Masirah Island, Oman.
- I. Container ship fired upon 4 Apr 10, approximately 340NM southeast of Dar es Salaam, Tanzania.
- J. Tanker (SAMHO DREAM) hijacked 4 Apr 10, approximately 900NM east of Eyl, Somalia.
- K. Container ship (WESTERMOOR) fired upon 2 Apr 10, approximately 160NM northeast of Comoros.
- L. Container ship (ITAL GARLAND) fired upon 2 Apr 10, approximately 210NM east of Socotra Island.
- M. Container ship reported suspicious approach 31 Mar 10, approximately 600NM northeast of Socotra Island.
- N. Chemical tanker reported attempted boarding 30 Mar 10, Dumai port, Indonesia.

- O. Chemical tanker robbed 3 Apr 10, Hiep Phouc, Vietnam.
  - P. Chemical tanker reported suspicious approach 4 Apr 10, south of Tawi Tawi, Celebes Sea, Philippines.
4. DETAILS: There is reported active violence against shipping, a credible threat to shipping, or the potential to develop into a direct threat to the safety of shipping in the following areas:
- A. NORTH AMERICA: No current incidents to report.
  - B. CENTRAL AMERICA-CARIBBEAN: No current incidents to report.
  - C. SOUTH AMERICA:
    - 1. PERU: Container ship robbed 05 Apr 10 at 2000 LT while at anchor in Callao anchorage. Four masked robbers armed with knives were seen on the forecandle of the ship. The general alarm was raised and the crew mustered on the bridge and all access to the accommodation was locked. Owner CSO contacted IMB PRC for assistance. IMB PRC contacted local authorities, but the thieves escaped with stolen ships stores (IMB).
    - 2. PERU: Tanker robbed 28 Mar 10 at 0118 UTC while moored in position 12:15.5S - 076:55.8W, Conchan terminal. Three robbers boarded the vessel from a small wooden boat. The alarm was raised and the crew proceeded to the forecandle to investigate. The robbers jumped overboard and escaped with ship's stores (IMB).
  - D. ATLANTIC OCEAN AREA: No current incidents to report.
  - E. NORTHERN EUROPE-BALTIC: No current incidents to report.
  - F. MEDITERRANEAN-BLACK SEA: No current incidents to report.
  - G. WEST AFRICA:
    - 1. NIGERIA: Chemical tanker robbed 25 Mar 10 at 2100 UTC while anchored in position 06:18.7N - 003:24.1E, Lagos anchorage. Eight robbers armed with knives boarded the vessel, injuring two crew members who had to be taken ashore by a pilot vessel for treatment. Ship and crew properties were stolen (IMB).
    - 2. NIGERIA: Tug robbed 20 Mar 10 at 1411 UTC while underway in position 04:47N - 008:18.5E, Calabar. Three armed men boarded the vessel and fired warning shots into the air with machine guns. The master sent SSAS alert and contacted local agents for assistance. The men managed to enter the bridge, steal ship's equipment and escape (IMB).
    - 3. CAMEROON: Vessel (GULL) boarded, crew members kidnapped 27 Mar 10 while underway off the coast of Cameroon near the Bakassi peninsula. Armed robbers boarded the vessel and kidnapped the captain and one other crew member once they found nothing worth stealing. The crewmembers were eventually released a few days later (AP).
    - 4. CAMEROON: Fishing trawlers attacked, crewmembers kidnapped 12 Mar 10 while underway off the Bakassi peninsula in southwest Cameroon. Seven Chinese nationals working for a private fishing company were kidnapped off the Bakassi peninsula in southwest Cameroon, according to Cameroonian sources. They reportedly have demanded a cash ransom (AFP).
    - 5. REPUBLIC OF THE CONGO: Crane ship robbed 27 Mar 10 at 0055 UTC while anchored at Pointe Noire anchorage. Two robbers boarded the vessel from the stern. After being spotted by the crew, the robbers immediately escaped with ship's stores (IMB).
  - H. INDIAN OCEAN-EAST AFRICA:
    - 1. RED SEA: Vessel reported suspicious approach 10 Mar 10 at 1251 UTC while underway in position 13:29.9N - 042:35.4E, approximately 17NM southwest from Hanish Island. Vessel observed and reported two open type wooden speed boats on the vessel's starboard side about two miles away. The general alarm was raised and fire hoses were activated. The speed boats were observed altering to port towards the vessel at approximately two cables on the starboard side while increasing speed. The vessel conducted evasive maneuvers and notified UKMTO. The two boats crossed the stern at approximately 100 meters before moving away and reducing their speed (Operator, IMB).
    - 2. RED SEA: Vessel reported suspicious approach 8 Mar 10 at 1354 UTC while underway in position 13:37.5N - 042:31E, approximately 15NM southwest from Hanish Island. Master reported armed men in five skiffs approached the vessel from the port quarter, port bow, and starboard bow. The vessel raised the alarm, sent distress messages, and conducted evasive maneuvers while firing rocket flares to warn other vessels. Coalition forces were contacted and a warship was dispatched. After 35 minutes, the skiffs abandoned their pursuit (IMB, Operator).
    - 3. GULF OF ADEN: Vehicle carrier reported suspicious approach 06 Apr 10 at 0840 UTC while underway in position 14:06.8N - 051:51.8E, approximately 160NM southeast of Al Mukalla, Yemen. Armed men in skiffs began initial approaches to the vessel, but never got within boarding range as the vessel master employed counter-piracy measures and the skiffs aborted the chase (IMB).

4. GULF OF ADEN: Tanker (TORM RAGNHILD) fired upon 3 Apr 10 at 0539 UTC while underway in position 13:51.7N - 051:05.1E, approximately 120NM southeast of Al Mukalla, Yemen. Men armed with RPGs and automatic weapons chased and opened fire on the vessel. The vessel enforced counter-piracy measures, conducted evasive maneuvers, and sent out a distress call. The IMB PRC relayed the request to authorities. A military aircraft arrived on location and circled the tanker, forcing the attackers to abort the attempt (IMB, AFP).

5. GULF OF ADEN: General cargo ship (ICEBERG I) hijacked 29 Mar 10 at 0930 local time while underway in position 13:15N - 046:40E, approximately 10NM off the Yemeni coast. Armed pirates boarded and hijacked the vessel, taking hostage the 24 crewmembers onboard (IMB, Reuters).

6. GULF OF ADEN: Tanker (VALLE DI CASTIGLIA) fired upon 28 Mar 10 at 1524 UTC while underway in position 13:08N - 048:45E, approximately 80NM southwest of Al Mukalla, Yemen. Four men in a skiff armed with machine guns chased and fired upon the vessel. The alarm was raised, SSAS alert sent out and coalition forces were contacted. A warship advised it would arrive at location within 40 minutes. The vessel increased speed, adopted evasive maneuvers, and escaped the boarding attempt (IMB, Intermanager.org).

7. GULF OF ADEN: Tanker (JO BETULA) fired upon 26 Mar 10 at 1510 UTC while underway in position 13:15.4N - 049:11.4E, approximately 75NM south of Al Mukalla, Yemen. Six armed men in a skiff opened fire and tried to board the vessel. The captain enforced counter-piracy measures, contacted coalition forces, and increased speed. The armed men eventually aborted the attempt (IMB, MSCHOA).

8. GULF OF ADEN: Chemical tanker reported suspicious approach 26 Mar 10 at 1245 UTC while underway in position 12:32.2N - 044:45.1E, approximately 20NM southwest of Aden, Yemen. Armed men in a skiff approached the vessel at a distance of 2NM. The vessel increased speed to 16 knots as the skiff continued to approach. At a distance of less than a mile, the master and onboard security noticed three men in the skiff and due to persistence of approach, the security team fired warning shots. The skiff continued to approach the tanker and the security team fired about 30 warning shots until the skiff abandoned the approach. Coalition forces were informed and a helicopter arrived on scene to investigate incident (IMB).

9. GULF OF ADEN: Vessel fired upon 24 Mar 10 at 0515 UTC while underway in position 13:24N - 048:16E, approximately 80NM southwest of Al Mukalla, Yemen. Vessel reported shots fired, and reportedly a security team was on board. No further information to provide (Mercury chat).

10. INDIAN OCEAN: Container ship fired upon 8 Apr 10 at 0622 UTC while underway in position 13:34.5N - 057:26.7E, approximately 185NM northeast of Socotra Island. The captain initially reported a suspicious approach by one skiff with three persons onboard at 0430. The skiff continued to pursue and then opened fire on the vessel at 0622. Vessel increased speed to 22 knots and activated fire hoses before the skiff finally abandoned the attack (Mercury chat, IMB).

11. INDIAN OCEAN: Bulk carrier (YASIN C) hijacked 7 Apr 10 at 1243 UTC while underway in position 04:59S - 043:52E, approximately 260NM east of Mombasa, Kenya. Pirates boarded and hijacked the vessel with its 25 crewmembers and have sailed it to an undisclosed location (IMB, MSCHOA).

12. INDIAN OCEAN: Container ship (HAMBURG BRIDGE) fired upon 5 Apr 10 at 1205 UTC while underway in position 13:38.2N - 055:38.2E, approximately 90NM northeast of Socotra Island. Armed men in skiffs chased and fired upon the vessel, using automatic weapons and RPGs. The vessel increased speed and conducted evasive maneuvers to escape (IMB, MSCHOA).

13. INDIAN OCEAN: Container ship (TAIPAN) boarded 5 Apr 10 at 0749 UTC while underway in position 12:23N - 060:21E, approximately 340NM east of Socotra Island. Armed men in two skiffs boarded the vessel underway. The crew locked themselves in a bulletproof safe room and contacted authorities for assistance. The Dutch frigate TROMP arrived on scene and dispatched a helicopter to board the vessel. The marines rescued the crew and detained the attackers. No one was injured (IMB, AP).

14. INDIAN OCEAN: Chemical tanker (RISING SUN) reported attempted boarding 5 Apr 10 at 0313 UTC while underway in position 18:21N - 059:01E, approximately 110NM south of Masirah Island, Oman. The master reported being chased by three skiffs. A distress message was sent requesting help. Two skiffs came close to the tanker and the men placed a ladder on the vessel's side to board. Due to evasive maneuvers conducted by the crew, the men failed to board the vessel. A warship arrived in the vicinity to provide assistance. No injury to the crew was reported but the vessel sustained RPG damage (IMB, LM: Virginian-Pilot).

15. INDIAN OCEAN: Container ship fired upon 4 Apr 10 at 1340 UTC while underway in position 09:24.3S - 044:30.2E, approximately 340NM southeast of Dar es Salaam, Tanzania. Men in a skiff armed with RPGs and automatic weapons chased and fired upon the vessel. The vessel increased speed and conducted evasive maneuvers to evade the attack (IMB).

16. INDIAN OCEAN: Tanker (SAMHO DREAM) hijacked 4 Apr 10 at 0740 UTC while underway in position 08:21N - 065:00E, approximately 900NM east of Eyl, Somalia. Pirates in skiffs boarded and hijacked the vessel. The vessel and 24 crewmembers have been taken to an undisclosed location off Somalia (IMB, AP).

17. INDIAN OCEAN: Container ship (WESTERMOOR) fired upon 2 Apr 10 at 1100 UTC while underway in position 11:06S - 046:07E, approximately 160NM northeast of Comoros. Two skiffs with armed men onboard chased and opened fire with RPGs and automatic weapons. Vessel conducted evasive maneuvers and successfully escaped (IMB, EUNAVFOR).
18. INDIAN OCEAN: Container ship (ITAL GARLAND) fired upon 2 Apr 10 at 0834 UTC while underway in position 12:50.6N - 058:10E, approximately 210NM east of Socotra Island. Two wooden boats with seven armed men onboard chased and opened fire on the vessel. The master increased speed to maximum and carried out evasive maneuvers. After 30 minutes of pursuit, the two boats aborted the attack and moved away (IMB, EUNAVFOR).
19. INDIAN OCEAN: Container ship reported suspicious approach 31 Mar 10 at 1830 UTC while underway in position 14:25N - 064:40E, approximately 600NM northeast of Socotra Island. The vessel reported two skiffs approaching the vessel. The captain raised the alarm and conducted evasive maneuvers before the suspicious skiffs moved away (Operator, IMB).
20. INDIAN OCEAN: Frigate (USS NICHOLAS) fired upon 31 Mar 10 approximately 150NM northwest of Port Victoria, Seychelles. Three skiffs fired upon the warship. The NICHOLAS returned fire, sinking one skiff and detaining three pirates (Reuters).
21. INDIAN OCEAN: Vessel (DELMAS NACALA) fired upon 31 Mar 10 at 1713 UTC while underway in position 01:28N - 065:09E, approximately 680NM northeast of Port Victoria, Seychelles. The vessel reported being chased and fired upon by two small fast boats while traveling at a speed of 18 knots. Vessel conducted evasive maneuvers and managed to prevent further pursuit (IMB, MSCHOA, Mercury chat).
22. INDIAN OCEAN: Fishing vessel fired upon 31 Mar 10 at 1700 UTC while underway in position 10:32N - 058:00E, approximately 235NM southeast of Socotra Island. Vessel reported being fired upon while transiting at a speed of 10 knots. One crewmember was reportedly shot in the leg during the attack (IMB).
23. INDIAN OCEAN: Tanker (DL COSMOS) fired upon 31 Mar 10 at 1320 UTC while underway in position 05:24S - 040:05E, approximately 60NM southeast of Mombasa, Kenya. Captain reported being fired upon by two skiffs from the stern. Vessel was moving at approximately 14 knots when the attack occurred. The captain increased speed and was able to separate from the skiffs. No casualties were reported (Mercury Chat, Tradewinds).
24. INDIAN OCEAN: General cargo ship (CHOL SAN BONG CHONG NYON HO) fired upon 31 Mar 10 at 0610 UTC while underway in position 02:15S - 041:31E, approximately 150NM northeast of Mombasa, Kenya. Armed men opened fire on the vessel with automatic weapons and RPGs, resulting in severe injuries for nine crewmembers. Kenyan Coast Guard responded to the distress call to provide assistance (IMB, MSCHOA).
25. INDIAN OCEAN: Tanker (EVITA) fired upon 31 Mar 10 at 0513 UTC while underway in position 02:03N - 052:27E, approximately 425NM east of Mogadishu, Somalia. Vessel reported coming under fire by two skiffs. Vessel conducted evasive maneuvers and evaded the attack. No injuries were reported (UKMTO, MSCHOA).
26. INDIAN OCEAN: Fishing vessel reportedly hijacked 30 Mar 10 while underway in last reported position 10:08N - 056:06E, approximately 165NM southeast of Socotra Island. Owners reported losing contact with the vessel on 30 March after no longer receiving daily updates from the captain. Vessel is assessed as hijacked and possibly being used as a mothership to conduct pirate attacks. No further information to provide at this time (IMB, Mercury chat).
27. INDIAN OCEAN: Tanker (SAVEH) fired upon 28 Mar 10 at 0815 UTC while underway in position 01:01.1S - 057:14.4E, approximately 245NM northeast of Port Victoria, Seychelles. Two skiffs with 2-3 armed men in each, chased and fired upon the vessel with machine guns and RPGs. The armed men continued the attack for over two hours before eventually moving away. No injuries to the crew but the vessel sustained minor damage (IMB, EUNAVFOR).
28. INDIAN OCEAN: Container ship fired upon 25 Mar 10 at 0804 UTC while underway in position 03:49S - 046:10E, approximately 300NM southeast of Kismayo, Somalia. Vessel reported coming under fire from two skiffs with 4-5 persons onboard. Vessel increased speed and the two skiffs aborted the attack (UKMTO).
29. INDIAN OCEAN: Cargo ship reported suspicious approach 24 Mar 10 at 1649 UTC while underway in position 14:09N - 052:27E, approximately 105NM northwest of Socotra Island. Vessel reported being approached by two skiffs and a mothership. Master increased speed and the skiffs broke off pursuit (UKMTO).
30. INDIAN OCEAN: Cargo ship (TALCA) hijacked 23 Mar 10 at 1258 UTC while underway in position 17:28N - 056:42.7E, approximately 325NM northeast of Socotra Island. Pirates in two speed boats boarded and hijacked the vessel with 25 crewmembers while underway. The vessel is currently sailing to an undisclosed location off the Somali coast (IMB, Operator, LM: Xinhua).
31. INDIAN OCEAN: Cargo ship (ALMEZAAN) fired upon 23 Mar 10 at 0808 UTC while underway in position 03:45N - 048:07E, approximately 30NM from the coast of Somalia and 200NM northeast of Mogadishu. Owner reported the vessel came under attack by three skiffs

while underway. A security team onboard returned fire, killing one pirate. Six suspected pirates were captured and detained by the Spanish navy (UKMTO, AP, BBC).

32. INDIAN OCEAN: Bulk carrier (FRIGIA) hijacked 23 Mar 10 at 0137 UTC while underway in position 11:41.5N - 066:05.3E, approximately 680NM east of Socotra Island. Pirates boarded and hijacked the vessel with 21 crewmembers and are sailing it to an unknown destination off the Somali coast (IMB, Operator, LM: Xinhua).

33. INDIAN OCEAN: Tanker fired upon 22 Mar 10 at 1200 UTC while underway in position 14:56.4N - 055:01.6E, approximately 140NM northeast of Socotra Island. Six armed men in a speedboat chased and fired upon the vessel while attempting to board from the port quarter. The master raised the alarm, fired rocket flares, increased speed and conducted evasive maneuvers. The attack was aborted after approximately 20 minutes. No injuries to the crew were reported while the tanker sustained minor damages (IMB).

34. INDIAN OCEAN: Container ship fired upon 20 Mar 10 at 1200 UTC while underway in position 11:10N - 062:22.9E, approximately 760NM northeast of Eyl, Somalia. Five armed men chased and attempted to board the vessel while underway. The master raised the alarm, increased speed 25 knots and sounded the ship's whistle. The armed men fired upon the vessel and came as close as 0.2NM before aborting. The skiff was doing approximately 24.5 knots at the time of the attack (IMB).

35. INDIAN OCEAN: Fishing vessels (TARASKA) and (ORTUBE BARRIA) fired upon 19 Mar 10 while underway approximately 100NM southwest of Port Victoria, Seychelles. Two fishing vessels reported coming under fire from three skiffs. Embarked security teams repelled the attacks with gunfire and the skiffs abandoned the attack (AFP).

36. INDIAN OCEAN: Warship (HNLMS TROMP) reported suspicious approach 17 Mar 10 at 0601 UTC while underway in position 05:22S - 051:43E, approximately 225NM southwest of Port Victoria, Seychelles. Two small skiffs made a fast approach toward the warship, prompting warning shots to be fired in their direction. A helicopter was deployed, which intercepted the two skiffs as well as a third boat, likely a mothership. A search of the skiffs uncovered ammunition and RPG rounds. The suspects were eventually released, while the two skiffs were destroyed (MSCHOA).

37. INDIAN OCEAN: Two fishing vessels reported suspicious approach 16 Mar 10 while underway in position 06:24S - 05053E, approximately 290NM southwest of Port Victoria, Seychelles. Three skiffs approached the fishing vessels. Armed security teams onboard fired warning shots and the skiffs moved away (Mercury).

38. INDIAN OCEAN: RO/RO fired upon 15 Mar 10 at 1317 UTC while underway in position 11:02S - 046:57E, approximately 200NM northeast of Comoros. Vessel reported coming under fire from AK-47s and RPGs by at least two skiffs. Vessel increased speed and activated fire hoses and the skiffs eventually abandoned the attack (UKMTO).

39. INDIAN OCEAN: Fishing vessel (TXORI ARG1) reported suspicious approach 14 Mar 10 at 0910 UTC while underway in position 03:03S - 055:08E, approximately 95NM north of Port Victoria, Seychelles. The vessel reported being approached by one mothership and two smaller skiffs. An armed security team onboard fired several warning shots and the suspicious skiffs turned around (Risk Intelligence/MaRisk, AFP).

40. INDIAN OCEAN: Vessel (ER LUBECK) fired upon 12 Mar 10 at 0045 UTC while underway in position 03:10S - 062:06E, approximately 400NM northeast of Port Victoria, Seychelles. Armed men in two skiffs chased and opened fire on the vessel. The vessel conducted evasive maneuvers and increased speed while sending out an SSAS alert. Effective counter measures prevented further attacks (IMB, LM: Allafrika.com).

41. INDIAN OCEAN: Cargo dhow hijacked 8 Mar 10 while underway in the Indian Ocean, exact position unknown. Dhow is still believed to be in pirate control and conducting mothership operations in the Indian Ocean (ONI analysis).

42. BANGLADESH: Bulk carrier boarded 19 Mar 10 at 0300 local time while anchored in position 22:15N - 091:44E, Chittagong anchorage. Four robbers armed with long knives boarded the vessel via the forecandle. The alert crew noticed the robbers and informed the duty watch officer. The robbers chased the watchmen, who entered the accommodation and locked it. The robbers tried to gain access into the accommodation but were unsuccessful and forced to abandon the robbery attempt. The master informed port authorities who alerted the coast guard. No damage to the ship was reported (IMB).

I. RED SEA: No current incidents to report.

J. PERSIAN GULF: No current incidents to report.

K. SOUTHEAST ASIA:

1. MALAYSIA: Tanker (HESNES) boarded 20 Mar 10 at 0500 local time while anchored in position 01:18.9N - 104:14.6E, approximately 2NM southeast of Tanjung Ayam. Five robbers armed with knives boarded the vessel while at anchor. Crewmembers spotted the robbers, alerted the other crew, and raised the alarm. Upon hearing the alarm, the robbers escaped in a small craft. No crewmembers were injured and no goods were stolen (ReCAAP).

2. MALAYSIA: Fishing vessel hijacked 16 Mar 10 at 0200 local time while underway approximately 6NM off Tigabu Island, Sabah. Four men armed with guns hijacked the vessel and sailed it into Philippines waters, demanding a ransom for its release. The vessel was released after a ransom was paid and it safely arrived at Sandakan port on 18 March (IMB).

3. MALAYSIA: Chemical tanker (SP ATHENS) robbed 11 Mar 10 at 0330 local time while anchored in position 01:17.8N - 104:10.7E, approximately 3NM southwest of Tanjung Ayam. An unknown number of robbers armed with knives, boarded the tanker via the aft and entered the store of the engine room. They threatened the watchman with knives, tied him up in the engine room, and stole some spare engine parts before leaving the ship at about 0350 local time. The watchman was discovered in the engine room at about 0400 local time during the handing over of watch. The bridge was notified and a search of the ship was conducted to locate any robbers onboard. No suspicious personnel were found, and the crew was not harmed (ReCAAP).

4. INDONESIA: Chemical tanker reported attempted boarding 30 Mar 10 at 0030 local time while berthed in Dumai port. Seven robbers using a rope, attempted to climb aboard the vessel. The duty watch spotted them and informed the duty officer. Upon being spotted, the robbers retreated back into their boat and escaped (IMB).

5. SOUTH CHINA SEA: Fishing vessels fired upon 23 Mar 10 at 0901 UTC while underway in position 05:16N - 106:30E, approximately 205NM northeast of Tanjung Berhala, Malaysia. Armed robbers in a 15-meter long boat chased and fired upon two fishing vessels. The vessels increased speed and managed to evade the boat. No injuries to the crew were reported (IMB).

6. VIETNAM: Chemical tanker robbed 3 Apr 10 at 0230 local time while berthed in position 10:38N - 106:46E, Hiep Phouc. Three robbers armed with knives boarded the vessel and took the 2nd officer as hostage. They stole ship's properties then escaped. The hostage crewmember was injured and sent to shore for medical treatment (IMB).

7. PHILIPPINES: Chemical tanker reported suspicious approach 4 Apr 10 at 0215 UTC while underway in position 04:10.3N - 120:41.3E, south of Tawi Tawi, Celebes Sea. Vessel reported being chased by skiffs for 30 minutes. Evasive maneuvers were conducted and the vessel continued its transit (IMB).

L. NORTH ASIA: No current incidents to report.

M. PACIFIC-ANTARCTIC OCEAN: No current incidents to report.

N. ENVIRONMENTAL AND ECONOMIC NON-STATE ACTIVIST GROUPS: No current incidents to report.

5. Originator of this WWTTS report requests consumer feedback. Originator will incorporate all anti-shipping events and violence against the maritime industry into this weekly message where appropriate. The Office of Naval Intelligence (ONI) can be contacted via message traffic at ONI WASHINGTON DC//11// or, the ONI violence at sea (VAS) desk may be contacted at comm. Phone (301) 669-4784 or via e-mail at amoulder@nmic.navy.mil//