

# GLOBAL PIRACY REPORT

*Detailed Weekly Piracy Report and On - The - Ground Analysis Focusing on Somalia, the Gulf of Guinea, Southeast Asia and South America*



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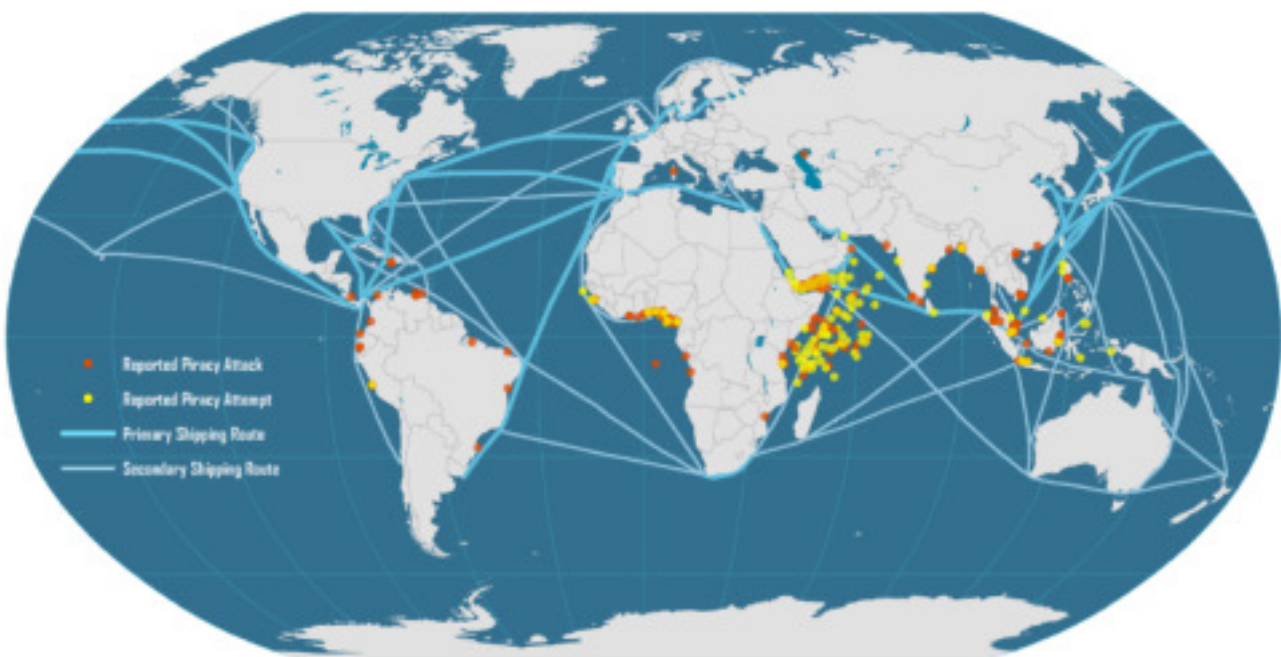
# SUMMARY

(November 25 – December 1, 2013 – Week 48; Edition 13)

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## List of Incidents at Sea for this Reporting Period

- **Gulf of Guinea/West Africa:** One late reported robbery.
- **Somalia-Indian Ocean:** No incidents reported during this period.
- **Southeast Asia:** One robbery and four late reported robberies.
- **South America:** No incidents reported during this period.
  
- ***North America:*** No current incidents to report
- ***Central America-Caribbean:*** No current incidents to report
- ***Atlantic Ocean Area:*** No current incidents to report
- ***Northern Europe-Baltic:*** No current incidents to report
- ***Mediterranean-Black Sea:*** No current incidents to report



# SOMALIA

## At Sea

### Hijacks

- None reported during this period.

### Unsuccessful Attacks/Robberies

- None reported during this period.

### Suspicious Activity

- None reported during this period.

## Piracy Related News

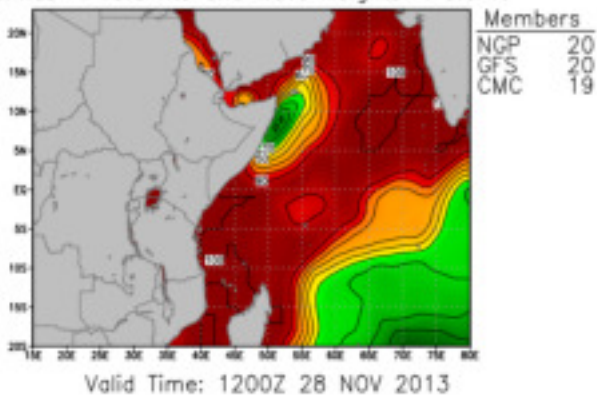
- **28 November 2013** - A jury in the United States has found Somali man, who acted as a negotiator for pirates aboard a hijacked vessel, not guilty of piracy however they have yet to reach a verdict on two lesser charges. If convicted of piracy, Ali Mohamed Ali, 51, would have faced a mandatory life sentence. The jury will now deliberate on the two remaining charges of hostage-taking. Mr. Ali was arrested after he negotiated a ransom for Somali pirates during the 2008 hijacking of a Danish merchant ship in the Gulf of Aden. He was arrested in 2011.
- **27 November 2013** - The National Investigation Agency (NIA), which is probing the case against two Italian Marines for the death of two Kerala fishermen, has recommended that the men be charged under an Act that mandates the death penalty. Despite repeated entreaties from the Ministry of External Affairs (MEA), which is seeking a lesser charge, the NIA on Monday sent a report seeking sanction for prosecution to the Union Ministry of Home Affairs (MHA). The report by the NIA also comes months after Salman Khurshid, the minister for external affairs, assured the Italian government that the two marines would not be charged with the death. The minister made this commitment after the marines went home on bail and refused to return to India. In February of last year, two Italian marines, serving as security guards on an Italian-flagged oil tanker, the *Enrica Lexie*, shot dead two Indian fishermen twenty nautical miles off Kerala. Lawyers representing the two men have since repeatedly stated that their clients mistook the fishermen for pirates and fired warning shots into the water. The two marines have not admitted to killing anyone or aiming directly at the fishing boat. Furthermore, the core issue between the two ministries is a specific law passed in 2002. The "Suppression of Unlawful Acts Against Safety of Maritime Navigation and Fixed Platforms on Continental Shelf" Act (SUA) stipulates that if anyone causes death, then they will be awarded the death penalty. While the MEA is keen on resolving the ensure and ensuring that the marines are not prosecuted under the Act, as a court in India may sentence them with the death penalty, both the NIA and the MHA argue that the fate of the two marines must be left to the Indian courts. In turn, according to a senior MHA official familiar with the case, "there is also a legal tangle here because the killing of the Kerala fishermen occurred at sea, just beyond India's territorial claims

which extend up to twelve nautical miles.” India’s exclusive economic zone extends from 12 nautical miles to 200 nautical miles, with the 2002 SU Act applying to this area.

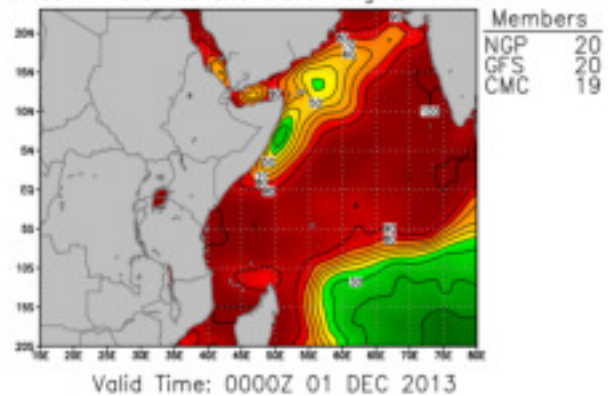
## Weather Analysis:

- **Gulf of Aden** - Easterly winds of 10 - 15 knots and seas of 3 - 4 feet in the western section of the Gulf; in the eastern section of the Gulf, winds will be north-northeasterly at 15 - 20 knots with seas of 3 - 4 feet.
  - **Extended Forecast** - Northerly winds of 5 - 10 knots and seas of 2 - 4 feet in the western section of the Gulf; with northerly winds of 10 - 15 knots and seas of 2 - 4 feet in the eastern section of the Gulf.
- **Gulf of Oman** - Northwest winds of 5 - 10 knots and seas of 2 - 4 feet in the western section of the Gulf; with northwest winds of 5 - 10 knots and seas of 2 - 4 feet in the eastern section of the Gulf.
  - **Extended Forecast** - Variable winds of 5 - 10 knots and seas of 1 - 3 feet in the western section of the Gulf; with variable winds of 5 - 10 knots and seas of 1 - 3 feet in the eastern section of the Gulf.
- **Somali Coast** - Northeast winds of 10 - 15 knots and seas of 4 - 6 feet.
  - **Extended Forecast** - Northeast winds of 15 - 20 knots and seas of 5 - 7 feet; with northwest winds of 10 - 15 knots and seas of 3 - 4 feet in the vicinity of the Horn of Africa.
- **North Arabian Sea** - Northerly winds of 5 - 10 knots and seas of 1 - 3 feet.
  - **Extended Forecast** - Northerly winds of 10 - 15 knots and seas of 3 - 4 feet.
- **Central African Coast/Indian Ocean** - Easterly winds of 10 - 15 knots and seas of 3 - 4 feet.
  - **Extended Forecast** - Easterly winds of 5 - 10 knots and seas of 3 - 4 feet.
- **Mozambique Channel** - Southerly winds of 5 - 10 knots and seas of 8 - 10 feet in the northern Channel; with southerly winds of 10 - 15 knots and seas of 8 - 10 feet in the southern Channel.
  - **Extended Forecast** - South-southeast winds of 15 - 20 knots and seas of 8 - 10 feet in the northern Channel; with south-southeast winds of 15 - 20 knots and seas of 8 - 10 feet in the southern Channel.
- **Surface Currents** - The Northern Arabian Sea and GOA currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali basin are northeasterly averaging between 1 - 2 knots.
- **Synoptic Discussion** - The Northeastern Monsoonal pattern continues to influence the entire region. High pressure over the Arabian Peninsula will move in from the west, producing clear to partly cloudy skies and light winds from the northwest.

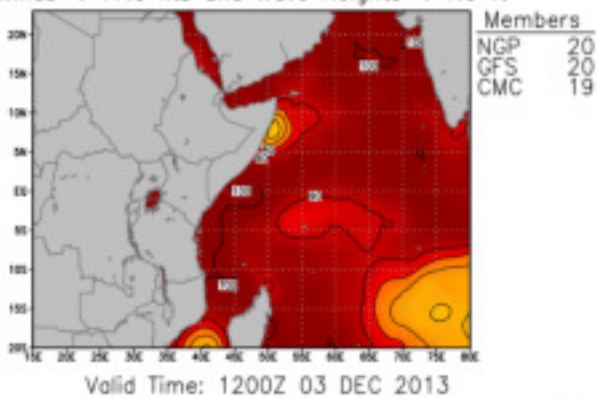
Winds < 15.0 kts and Wave Heights < 5.0 ft



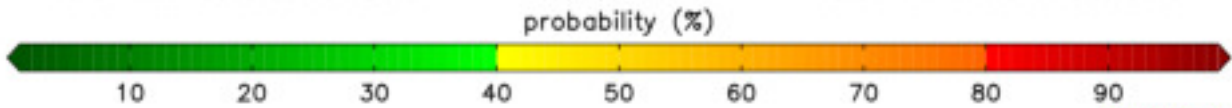
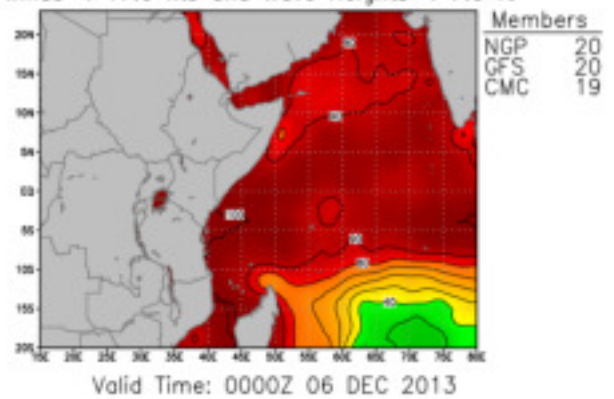
Winds < 15.0 kts and Wave Heights < 5.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



\*\*\* In the graphic above, the green shading represents a reduced likelihood of pirate activity while the red represents a higher likelihood of pirate activity \*\*\*

## On-The-Ground Analysis

- **25 November 2013** - A roadside mine mistakenly killed at least twenty-one camels after it missed its target, an AMISOM convoy, in Somalia's Lower Shabelle region. The explosion occurred on the road between Leego town and Wanlaweyn, about 100 kilometres (62 miles) from Mogadishu. According to Leego district commissioner, Abukar Sheikh Isaq, the land mine exploded just as a convoy of African Union forces was passing by. According to the district commissioner, the target seems to have been the AMISOM convoy, with al-Shabaab militants likely behind the explosion. The militant group has in the past carried out a number of roadside explosions and hit-and-run attacks on Somalia's main roads.
  - Meanwhile Somalia's central Hiran region, African Union troops, backed by forces from Ethiopia and Somalia's National Army, have taken control of al-Shabaab's bases outside the town of Beledweyne. Officials have confirmed that the allied forces seized areas east and west of the town and have advanced towards the town of Bulaburte, the second largest town in the region and a stronghold of al-Shabaab. An AMISOM commander in the town has indicated that the troops had no resistance as they took hold of the regions, further noting that the operation is the beginning of a plan that will completely eliminate al-Shabaab militants from the region. Bulaburte is believed to be one of the key towns in southern Somalia that is under the control of al-Shabaab. It is strategic as it connects to other towns that are under the militant group's control. Containment of this town will deal a huge blow to al-Shabaab, which over the past two years has listed an immense amount of territory in central and southern Somalia.

## Domestic News

- **28 November 2013** - Divisions amongst Somalia's top leaders are threatening internationally-backed efforts to battle al-Shabaab insurgents and to end decades of anarchy in the war-torn country. Prime Minister Abdi Farah Shirdon, who has been in office for just over a year, faces a vote of confidence in parliament this week after he resisted President Hassan Sheikh Mohamud's demands to resign. While the precise cause behind the power struggle remains unclear, a number of politicians within Somalia's government have indicated that disputes over alleged corruption, personal loyalties as well as Somalia's complex clan politics, where each community expects to be represented, are the main issues. Sources close to Prime Minister Shirdon have indicated that the latest power struggle broke out between the president and the prime minister in September following a proposed cabinet reshuffle, with the president apparently furious after the prime minister wanted three of his key allies, including the interior minister, to be removed. According to MP Mohamed Yusuf, "the prime minister told us he is at loggerheads with the president over several issues including who should be in cabinet." While efforts by foreign diplomats to broker a deal between the two officials have so far proved fruitless, coupled with a majority of lawmakers in Somalia backing the president's bid to remove the prime minister, their a number of officials who oppose the move, citing that it would be unconstitutional. In a statement that was released by the prime minister's office earlier this month, Shirdon confirmed a "rift" with the president, however at the time, he claimed that the argument was related to "constitutional issues not political." The statement further urged citizens to have "confidence in their leaders and lawmakers...to solve the misunderstanding." While the current government, which took office in August 2012, was the first to be given global recognition since the collapse of the hardline regime in 1991, and has since seen billions of foreign aid flow into the country, fighting over who gets what job appears to have become the number-one priority in a war-torn country that desperately is in need of a strong central government, and which is still very much struggling to rid its failed state image. The current political issues also follow the resignation earlier this month of the country's central bank governor, Yussur Abrar, the second central bank governor to step down since the current government came to

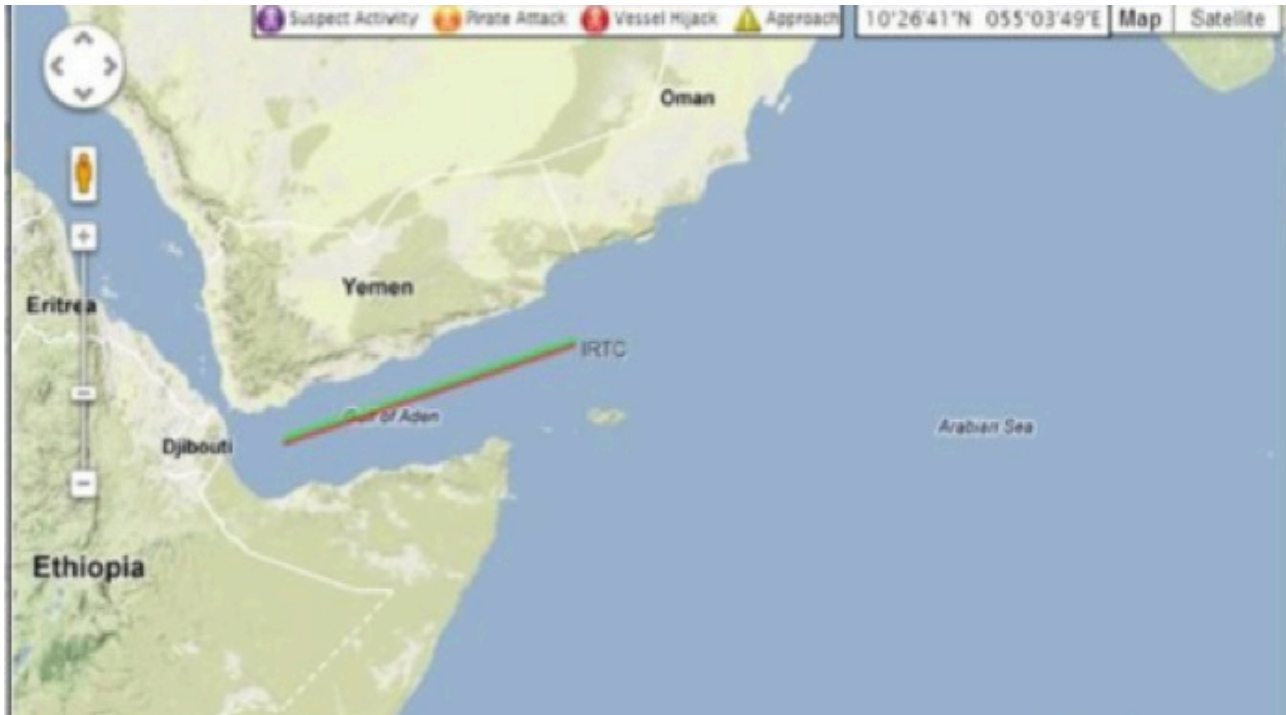
power. Shortly after her resignation, Mrs Abrar indicated that she had been pressurised to sign off on corrupt deals, claims which the government has firmly denied. Her predecessor, Abdulsalam Omer, had resigned his post in September amidst accusations put forth by United Nations experts who indicated that the bank had become a “slush fund” for political leaders with millions of dollars siphoned out. These claims were also dismissed by the government. With infighting growing within Somalia’s government, officials now fear that the newly formed administration may push the country further into turmoil instead of pulling it out. A Western official has indicated that the current situation “...is worrying, since they appear more and more to be following the example of their TFG predecessors.” During the Transitional Federal Government’s (TFG) eight years in power, progress had been stalled by political infighting, with loyalties often aligned along claim lines and development frozen by corruption. In turn, while Mogadishu’s new government, which was selected in a UN-backed process in August 2012, has been hailed as offering Somalia the best chance for peace in a generation, al-Shabaab insurgents, breakaway regions, rival clans and rampant insecurity continue to be issues that the government struggles to deal with.

## International Developments

- **25 November 2013** - On Monday, officials in the United States voiced their concerns over the arrest of an alleged rape victim and the journalist who reported her story. Officials in Washington are “deeply concerned” about the arrest of the women, as well as Mohamed Bashir Hashi, the reporter who interviewed her, and Abdulmaklik Yusuf, the manager of Radio Shabelle, which aired her story. They are allying for a “credible investigation” into her allegations. Will Stevens, spokesman for the State Department’s Bureau of African Affairs has stated that “these arrests raise questions about the protection of survivors of gender-based violence, as well as freedom of the press in Somalia,” noting that “we call upon Somali authorities to conduct a credible investigation into the alleged rape and hold accountable any perpetrators, in keeping with their commitment to the rule of law.” The arrests come nearly a week after the alleged victim, a nineteen-year-old reporter, told Radio Shabelle last week that she had been attacked and raped at gunpoint by two fellow journalists. In Somalia, rape, and reporting on sexual assault, are one of the most sensitive topics. Furthermore, this case is the just the latest in a series of arrests of victims and journalists who aired their story.



## Map



# GULF OF GUINEA

## At Sea

### Hijacks

- None reported during this period.

### Unsuccessful Attacks/Robberies

- **24 November 2013 (Late Report)** - An anchored Malaysia-flagged offshore tug, Jaya Concordia, was boarded by a robber at 0300 LT in position 04:45.36S - 011:49.9E, Pointe Noire, the Congo. Alert duty watchmen spotted the robber and alerted the duty officer, who raised the alarm. Upon seeing the alerted crew members, the robber jumped overboard and escaped with the ship's stores. All crew members and the vessel are safe.

### Weather Analysis:

- **Gulf of Guinea** - Southerly 10 - 15 knots and seas of 3 - 4 feet.
  - **Extended Forecast** - Southerly 10 - 15 knots and seas of 3 - 4 feet.
- **Synoptic Discussion** - The Gulf of Guinea is under the influence of low pressure, with predominately southerly winds in the area. Expect mostly cloudy conditions with rain showers and thunderstorms.

### Piracy Related News

- 27 November 2013 - Despite the rise in piracy incidents in the Gulf of Guinea, international attention continues to focus on piracy attacks taking place in the Horn of Africa, resulting in officials stating that despite the growing concern, West Africa is not attracting the type of attention that it should. Africa's west coast, particularly the Gulf of Guinea, has developed into the continent's new hotspot for piracy, with officials now arming that the rate of attacks in the region could rise to two per day by next year. While the current preferred targets of pirates in this area are oil and gas assets, criminal gangs that operate at sea are also responsible for drug trafficking, arms smuggling, dumping of toxic waste, illegal bunkering and illegal fishing. The move by pirates to the west coast has largely been seen as a result of counter-piracy measures operating off the continent's east coast, with "criminal organisations now seeing coastal assets in West Africa as soft targets. The result is that the waters of the Gulf of Guinea are now the most dangerous in Africa for merchant shipping." Furthermore, "West African nations are rapidly developing oil and gas infrastructure to capitalise on existing assets and exploit new offshore discoveries. These assets can serve as the driver of long-term economic development in these countries, boosting industry, creating thousands of jobs and bringing billions of dollars of foreign investment." However until the issue off the coast of West Africa

is tackled, piracy could result in serious damage to West Africa's oil and gas industry, an effect which could result in slower development.

- **26 November 2013** - According to the Ivorian government, West African neighbour states Ghana and the Ivory Coast are aiming to settle a long dispute pertaining to their maritime boundary, a move which could defuse the occasional tense relations that have been endured by the two states and which will likely smooth the way for oil and gas exploration. While the countries have never officially delimited the boundary, and with their maps showing offshore waters that overlap, so far only Ghana has been awarded acreage in the disputed area. Oil exploration in the Gulf of Guinea has accelerated since Ghana discovered its giant Jubilee oil and gas field in 2007. The field is estimated to hold around 2 billion barrels of oil reserves and another 1.2 trillion cubic feet of natural gas. Although the Ivory Coast drilled only a handful of offshore exploration wells during a decade-long political crisis that concluded in 2011, officials in the country are now seeking to expand its oil and gas industry and have asserted that some of the offshore areas that are being claimed by Ghana lie within the Ivory Coast's territorial waters. On Tuesday, a spokesman for the Ivory Coast government, Bruno Kone, stated that "the two heads of state...have formally decided that the resolution of this dispute should be peaceful. The decision taken will be a consensual decision," adding that the "Ivory Coast has set up a commission to work on the subject....So in June 2014, our two countries, Ghana and Ivory Coast, will be able to find a definitive solution to this dispute." With the return of political stability in the Ivory Coast, the country's economy grew by 9.8 percent last year. Despite this, the government aims to diversify, given the fact that cocoa accounts for 40 percent of exports. Furthermore, its potentially lucrative and largely undeveloped offshore blocks have also generated renewed interest. In April of this year, France's Total announced that it had discovered oil in the western part of CI-100, a block that it acquired in 2010 and which is adjacent to the disputed area with Ghana. Total, along with its partners Anardarko and Canada's CNR, plan to spend up to US \$300 million in order to drill exploration wells on three offshore blocks in waters off the western town of Sassandra.

# SOUTHEAST ASIA

## At Sea

### Hijacks

- None reported during this period.

### Unsuccessful Attacks/Robberies

- **27 November 2013** - Three robbers with knives boarded an anchored Liberia-flagged crude oil tanker, Amber Sun, at 0438 LT in position 01:06N - 103:38E, Nipah anchorage, Indonesia. Duty A/B on routine rounds noticed the robber near the paint store and informed the OOW who raised the alarm. Upon seeing the alerted crew members, the robber escaped without stealing anything.
  - While at anchor, deck watchmen on Norway-flagged LPG tanker, Clipper Helen, at 0410 LT in position 01:25N - 104:42E, approximately 13 nautical miles northeast of Bintan Island, Indonesia, noticed robbers boarding the vessel from the stern. Upon seeing the alerted crew, the robbers aborted the attack and escaped.
- **24 November 2013 (Late Report)** - Whilst at anchor, a wooden boat approached an anchored Libya-flagged chemical tanker, Cartagena, at 0300 LT in position 01:42N - 101:29E, Dumai anchorage, Indonesia. Robbers attempted to board the vessel and were spotted by the alerted crew who raised the alarm and started the fire pump. Upon seeing the crew's alertness, the robbers aborted the attempt and moved away.
- **23 November 2013 (Late Report)** - While at anchor, duty officer on bridge noticed one robber escaping from the vessel, name of vessel withheld, at 1220 LT in position 03:55 N - 098:45E, Belawan anchorage, Indonesia. Upon investigation, it was discovered that the robber had managed to get access to the forecastle store and had stolen the ship's equipment.
  - Three robbers with knives boarded an anchored Indonesia-flagged general cargo ship, Pine 2, at 0330 LT in position 05:59S - 106:55E, Tg Priok, anchorage, Indonesia. The robbers entered the engine room through the boiler platform. One of the robbers took hostage the motor man while the remaining two robbers stole the vessel's engine spares, later escaping. Port authorities and the Coast guard were informed of the incident.
- **22 November 2013 (Late Report)** - Robbers boarded a berthed Panama-flagged product tanker, Chembulk Kings Point, unnoticed during cargo operations between 0430 - 0600 LT in Dumai Port, Indonesia. The robbers stole engine spares and escaped. The theft was noticed during routine rounds by the duty crew.
- **16 November 2013 (Late Report)** - Duty OOW on board an anchored Singapore-flagged product tanker, Marex Express, at 1300 LT in position 03:45N - 098:46E, Belawan anchorage, Indonesia. OOW noticed a small wooden boat near the vessel. He informed the crew members who searched the vessel and noticed a robber stealing the ship's stores. Seeing the alerted crew, the robber jumped overboard and escaped.

## Piracy Related News

- **27 November 2013** - Maritime authorities have issued warnings to commercial vessels, especially oil and gas tankers transiting the South China Sea and the Straits of Malacca, to remain vigilant in light of an increase in vessel attacks and hijackings over the past few months. Malaysian Maritime Enforcement Agency deputy director-general Vice Admiral Datuk Ahmad Puzi Abdul Kahar has indicated that the agency has reason to believe that based on the modus operandi of the pirates, there is likely a syndicate involved. According to the agency, the syndicate is believed to have recently taken almost half a day, or more in order to remove oil and gas cargo from two tankers. The two tankers affected were the Thai-flagged, 1,000-tonne Danai 4, which is operated by Thai International Tankers, and the Panama-flagged 1,500-tonne GPT 21, which is operated by Global Unique Petroleum in Singapore. On 10 October, the Danai 4 was hijacked by pirates on a speedboat near Tanjung Penawar, Pulau Aur, off Mersing. Nine pirates, wearing masks and armed with guns, boarded the tanker and held the crew hostage for two days. Communication equipment was destroyed and the pirates stole the tanker's gas oil along with the crew member's personal belongings and the ship's stores. The GPT 21 was boarded by ten pirates armed with gun and knives. The vessel was boarded on 7 November, 7.3 nautical miles from Pulau Kukup, off Pontian, Johor. they forced the captain and boatswain to transfer the gas and oil to a waiting orange hull tanker. Both incidents occurred during the early morning hours. A third incident occurred at 9:15 AM on September 23, after eight armed masked pirates in a high-speed craft robbed a supply ship 22 nautical miles of Pulau Tenggol off Terengganu. They escaped three hours later. Consequently any vessels transiting the Straits of Malacca and Singapore, Malaysian waters in southern Johor, off Tioman Island, east coast of the peninsula and South China Sea are advised to maintain anti-piracy measures, be extra vigilant and report any suspicious sightings and attacks.

# SOUTH AMERICA

## At Sea

### Hijacks

- None reported during this period.

### Unsuccessful Attacks/Robberies

- None reported during this period.

## Piracy Related News

- **27 November 2013** - Panamanian prosecutor announced on Wednesday that thirty-two of thirty-five crew members, along with a North Korean vessel seized for carrying hidden arms from Cuba, can be released. The crew members were being held in a former US military base in Colon, near where the vessel was being held. According to organised crime prosecutor Nahaniel Mugas, three of the crew members, including the vessel's captain, will be detained, facing charges of arms trafficking. According to the prosecutor, "the 32 are being released because they didn't know about the cargo." While the prosecutor indicated that the vessel was legally free to go, according to officials with the Panama Canal zone, the vessel cannot move until North Korean officials pay a US \$1 million fine levied because the ship's crew threatened the canal's security by not declaring it was transporting weapons. According to canal legal adviser Alvaro Cabal, despite a North Korean delegation arriving last week in order to negotiate the return of the ship and crew members, so far the fine has not been resolved. The vessel, Chong Chon Gang, was headed from Cuba to North Korea when it was seized in the canal on July 15 after officials received intelligence that the vessel was likely carrying drugs. While the vessel's owners had indicated at the time the ship was carrying 10,000 tonnes of sugar, Cuban military equipment was found beneath the sacks. Crews unloading the North Korean-flagged ship also found planes, missiles and live munitions on board. A United Nations panel of experts, monitoring sanctions against North Korea, visited Panama in mid-August in order to investigate the arms seizure. UN sanctions state that member states shall prevent the direct or indirect supply, sale or transfer of all arms and material to North Korea, and related spare parts, except for small arms and light weapons. The Panamanian Security Ministry indicated that a preliminary report compiled by the panel had determined "without a doubt" that the Cuban weapons violated sanctions restricting weapons trading with North Korea. Cuba's Foreign Ministry acknowledged that the military equipment belonged to the Caribbean nation, it did note that the equipment had been shipped out to be repaired and had since returned to the island. The ministry did note that 240 metric tons of weaponry consisted of two Volga and Pechora anti-aircraft missile systems, nine milieus "in parts and spares," two Mig-21 Bis and 15 engines for those airplanes however officials have never mentioned the live munitions that were found and have yet to comment about them. North Korean officials have claimed that they had a legitimate contract to overhaul the ageing weapons which would be later sent back to Cuba. Officials however have

indicated that the ship was carrying two Cuban fighter jets in perfect condition, contradicting Cuba's explanation that the cargo included "obsolete defensive weapons."



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