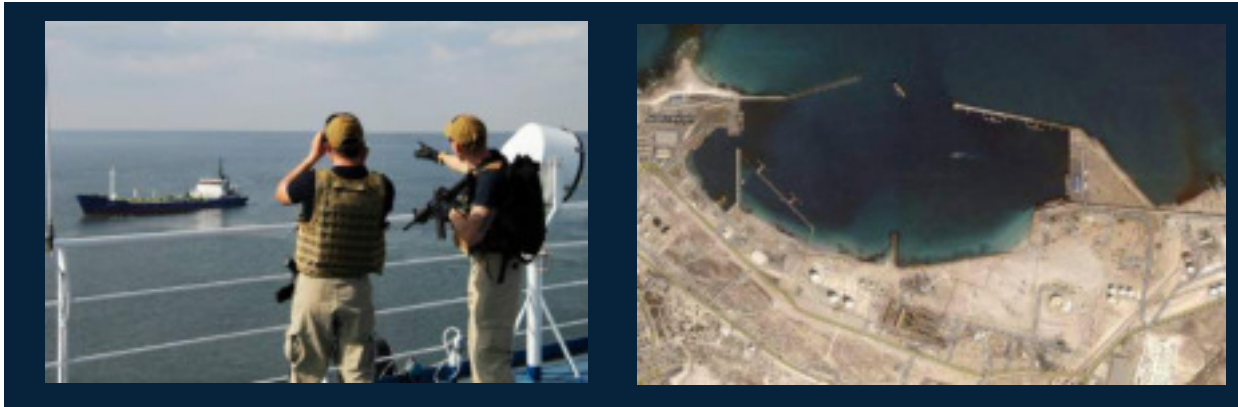




Maritime Security Review

11 January 2016

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Summary

List of Incidents at Sea for this Reporting Period

Main Regions

Gulf of Aden/Arabian Sea: No incidents reported during this period

Gulf of Guinea: One late reported attack

Asia: One late reported boarding incident

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: Two late reported incidents

Atlantic Ocean Area: No current incidents to report

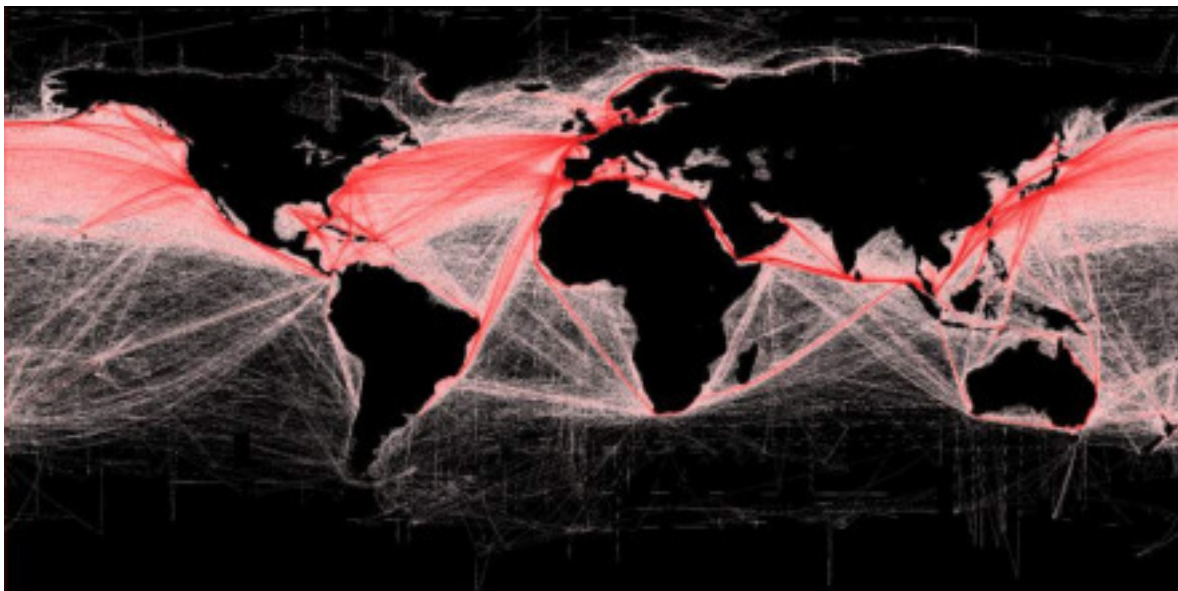
Northern Europe/Baltic: One late reported incident

Mediterranean/Black Sea: One incident reported during this period

East Asia/Indian Subcontinent: One late reported incident

Northeast Asia: No current incidents to report

Pacific Ocean/Southern Ocean: No current incidents to report



Gulf of Aden/Arabian Sea

Somalia

Pirate and maritime crime activity in waters off East Africa remains at a low level, with no reports of suspicious activity during this reporting period.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

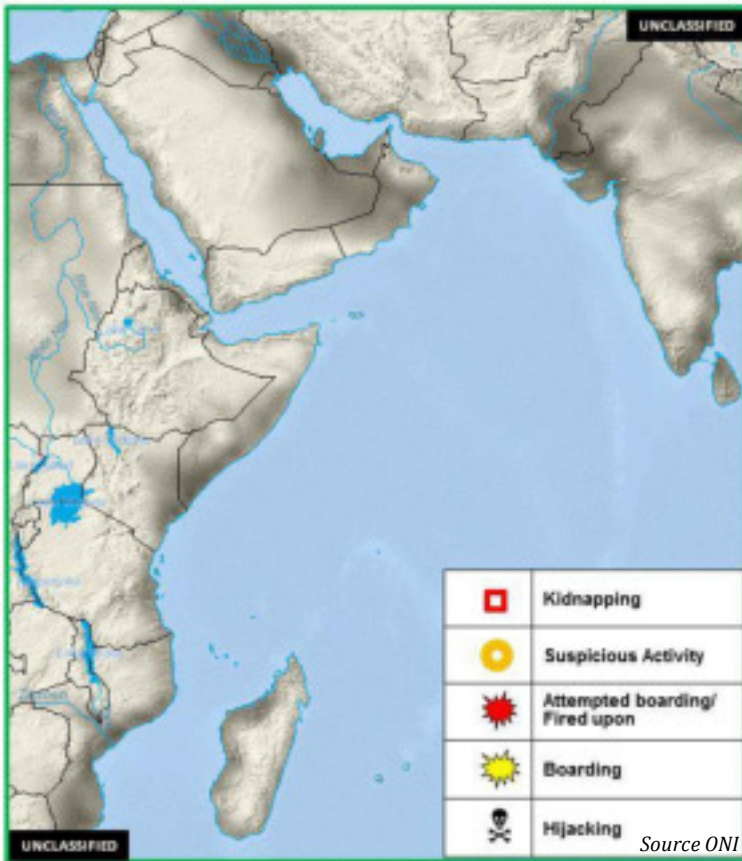
Suspicious Activity

- None reported during this period.

Other Activity

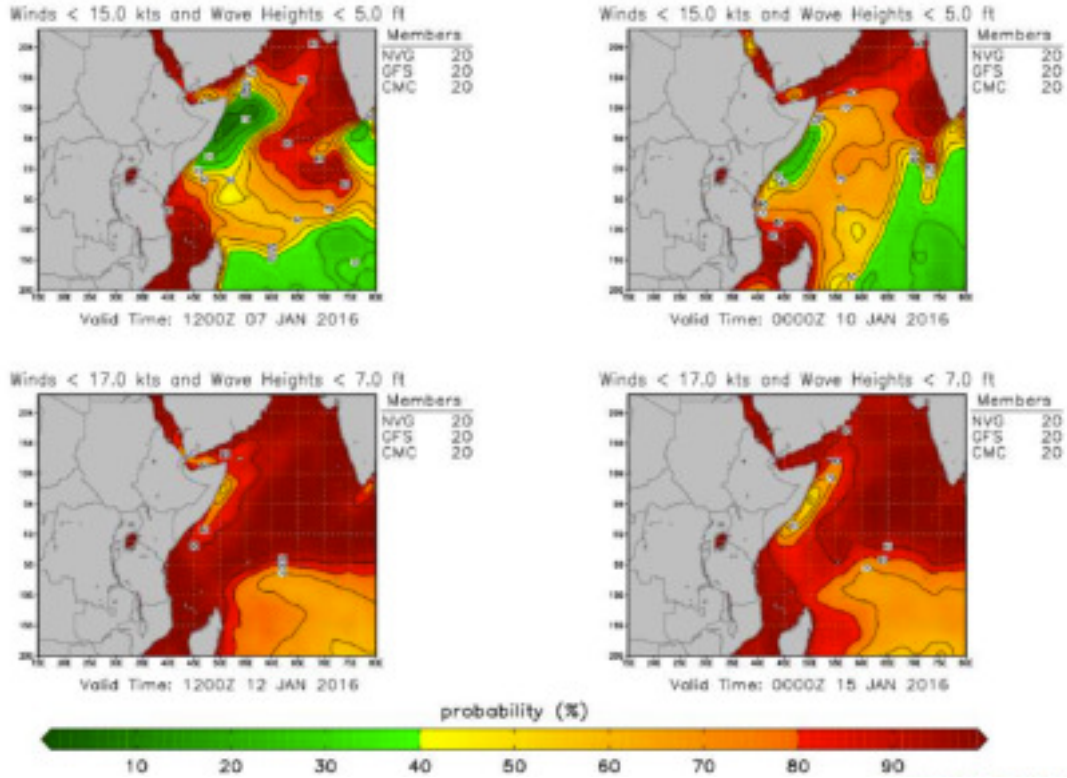
- None reported during this period.

Incident Map



Weather Forecast for Gulf of Aden/Arabian Sea

- **North Arabian Sea:** Northeast winds of 12 – 17 knots and seas of 4 – 6 feet.
 - **Extended Forecast:** Northeast winds of 8 – 13 knots and seas of 3 – 5 feet.
- **Gulf of Oman:** 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.
 - **Extended Forecast:** Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with west-northwest winds of 12 – 17 knots and seas of 1 – 3 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Easterly winds of 12 – 17 knots and seas of 3 – 5 feet in the western section of the Gulf; with east-northeast winds of 12 – 17 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Easterly winds of 12 – 17 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 12 – 17 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Northeast winds of 15 – 20 knots, gusting to 28 knots, and seas of 6 – 9 feet in the northern section of the coastline; with northeast winds of 13 – 18 knots, gusting to 25 knots, and seas of 4 – 6 feet in the southern section of the coastline.
 - **Extended Forecast:** Northeast winds of 13 – 18 knots and seas of 5 – 8 feet in the northern section of the coastline; in the southern section of the coastline, winds will be north-easterly at 12 – 17 knots with seas of 3 – 5 feet.
- **Central African Coast/Indian Coast:** North-northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet.
 - **Extended Forecast:** North-northeast winds of 10 – 15 knots and seas of 3 – 5 feet.
- **Mozambique Channel:** Northerly winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Channel; with northerly winds of 15 – 20 knots and seas of 6 – 9 feet in the southern Channel.
 - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Channel; with southerly winds of 15 – 20 knots and seas of 6 – 9 feet in the southern Channel.
- **Surface Currents:** The northern Arabian Sea and Gulf of Aden 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 north-easterly averaging between 1 – 2 knots.
- **Synoptic Discussion:** The Northeast Monsoon is underway in the Somali Basin. High pressure is influencing the region through the short term. This system will weaken as an area of low pressure begins to move east, effectively bringing isolated showers and increased cloud cover to the region by 11 January.



Source ONI

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

Special Report: Yemen

As of 7 January, the following ports in Yemen are open:

- Aden
- Hodeidah
- Mokha
- Mukalla
- Salif

The remaining ports are closed due to the conflict between the pro-government coalition and Houthi rebels. The situation in Yemen remains unstable and could result in changes to port closures. MS Risk advises that ship masters and owners stay up-to-date on the volatile situation.

Activity Report

On 4 January, Yemeni authorities announced a dusk to dawn curfew in Aden starting on Monday following a night of clashes between armed men and government forces that killed at least twelve people from both sides. A curfew has been imposed on all parts of Aden from 8 PM until 5 AM local time. The curfew will remain in place until further notice. According to Nizar Anwar, spokesman for the Aden local government, the clashes were concentrated around the cargo and container terminals in Aden, which the gunmen had sought to seize from security forces. Eight members of the security forces and four gunmen were killed, adding that security forces managed to secure both terminals late at night on Sunday. Port sources have reported that on Monday, President Abd-Rabbu Mansour Hadi toured the cargo terminal in the city's Mualla district, indicating that the facility remained under the government's control. Elsewhere in the country, on Wednesday (6 January), troops loyal to President Mansour Hadi seized the Red Sea port of Midi following fierce fighting with Iran-backed Shi'ite rebels. Intensive clashes had been ongoing in the area since mid-December, when government forces trained in neighbouring Saudi Arabia crossed the border and seized the town of Haradh. Sources have indicated that Houthi rebels have reportedly been using Midi's port to bring weapons into their traditional stronghold in the north. Despite losing Midi, the Houthi rebels continue to control a long stretch of the coastline.

The Saudi-led coalition has continued to launch airstrikes on Houthi-Saleh military targets throughout northern and central Yemen. Between 5 – 6 January, the coalition escalated its attacks in and around the capital Sana'a, targeting al Daylami airbase and a Houthi military barracks in the district of al Nahdayn. They also targeted al Hafa base southeast of Sana'a. The coalition conducted further strikes in al Hudaydah governorate in western Yemen as well as the governorates of Ma'rib and al Jawf in north central Yemen.

Procedure

Vessels calling at all ports in Yemen still require clearance from the Saudi-led coalition and the Ministry of Transport prior to entering Yemeni waters or Yemeni ports. The measure is in place to prevent weapons intended for the Houthi rebel forces from entering the country.

Upon reaching the Bab al Mandab Strait, the ship master must call in a notice of arrival. Ships entering Yemeni waters will be advised where to anchor, and will be subject to inspection by Coalition forces. Once cleared, the ship is allowed to enter port.

At port, the ship master must register with port authorities. The ship will be assigned an anchoring position until the berthing time is confirmed by the harbour master. The above information is correct as of 10 January 2016.

Gulf of Guinea

Pirate and maritime crime activity in waters off West Africa remains at a low level. There was one late reporting of an attack from the previous week.

All vessels transiting this region however are reminded to remain vigilant at all times.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- **27 December 2015 (Late Report)** – An unknown number of pirates attacked an anchored tanker near position 05:35 N – 005:00 E, approximately 10 nautical miles west of Warri. The attack was reportedly repelled by an onboard detachment of Nigerian Navy personnel.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

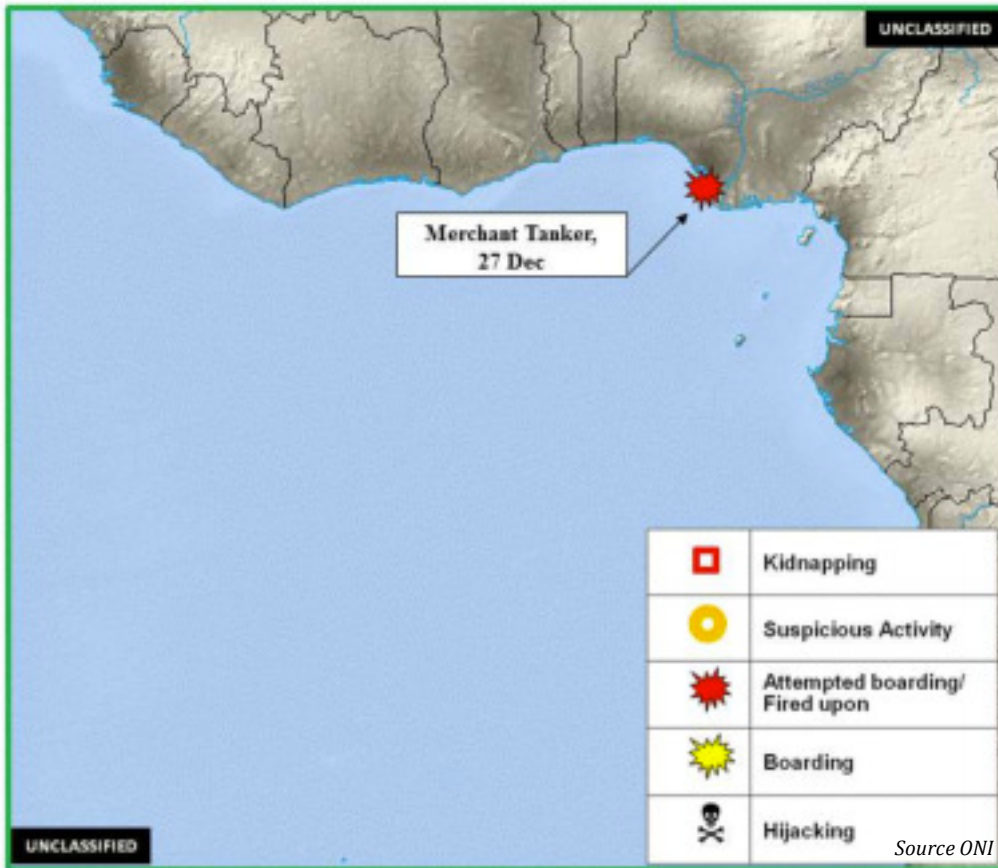
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map



Weather Forecast for Gulf of Guinea

- **Gulf of Guinea:** South-southwest winds of 8 – 13 knots and seas of 3 – 5 feet.
 - **Extended Forecast:** South-southwest winds of 8 – 13 knots and seas of 3 – 5 feet.
- **Synoptic Discussion:** Expect partly to mostly cloudy conditions for the Gulf of Guinea with associated rain showers.

Southeast Asia

Pirate and maritime crime activity in waters off Southeastern Asia remains at a low level however the threat of violent attacks, crime and hijackings remains high across this region. There was one late reporting of an attempted boarding from the previous week.

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at anytime. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

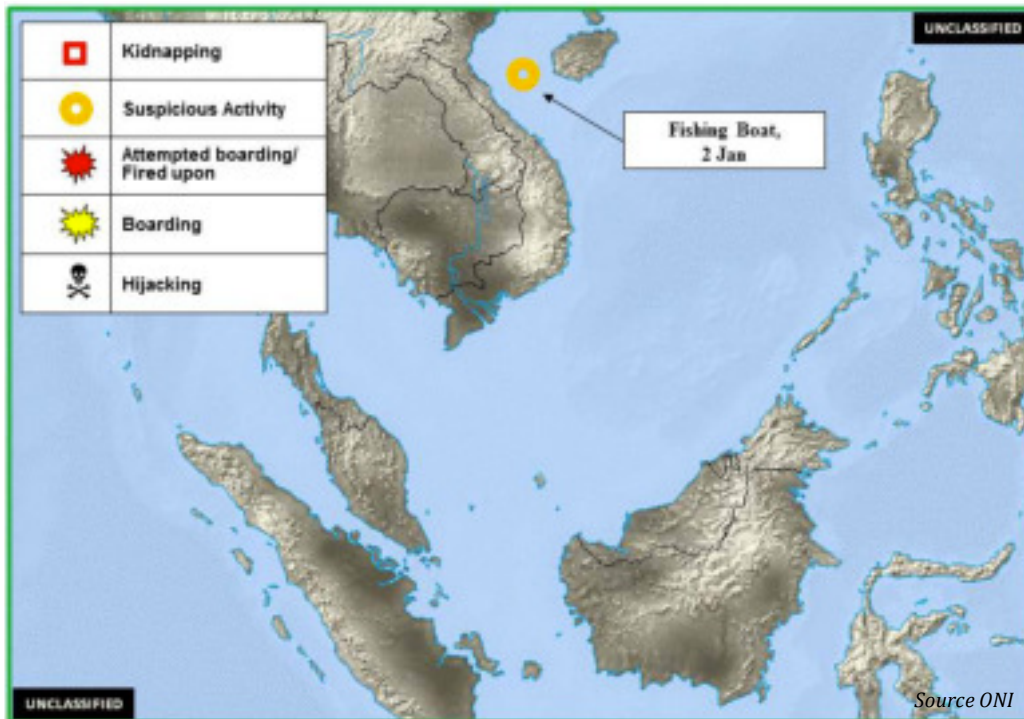
Suspicious Activity

- None reported during this period.

Other Activity

- **2 January 2016 (Late Report)** – A Vietnamese fishing boat was rammed and nearly sunk by a larger vessel, reportedly with Chinese writing on the side. The fishing boat, QNg 98459, was rammed approximately 70 nautical miles off Con Co Island. Much of the crew's equipment was lost when the boat was swamped. Two nearby Vietnamese fishing boats rendered assistance, rescuing several crewmen who were washed overboard and also helping to keep the boat from completely sinking.

Incident Map



Weather Forecast for Southeast Asia

- **South China Sea:** Northeast winds of 12 – 18 knots, gusting to 22 knots, and seas of 4 – 6 feet.
 - **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 3 – 5 feet.
- **Malacca Strait:** Easterly winds of 15 – 20 knots, gusting to 28 knots, and seas of 2 – 4 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
 - **Extended Forecast:** Easterly winds of 12 – 17 knots, gusting to 22 knots, and seas of 3 – 5 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
- **Andaman Sea:** Northerly winds of 10 – 15 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 3 – 5 feet.
- **Surface Currents:** Currents in the South China Sea and Malacca Strait average speeds of 1 knots, while currents in the Andaman Sea average 1 – 2 knots.
- **Synoptic Discussion:** High pressure continues to dominate the northern portion of the region while weak tropical lows and abundant tropical moisture to the south progressively move across the southern South China Sea. The Andaman Sea and Malacca Strait will see isolated to widely scattered rain showers and thunderstorms throughout the forecast period.

Worldwide

North America

No current incidents to report

Central America/Caribbean/South America

- **20 December 2015 (Trinidad and Tobago – Late Report)** - An 80-foot sailing yacht sailing from Chaguarams, Trinidad Island to Port Louis Grenada was boarded in the vicinity of the Hibiscus Gas Platform, approximately 30 miles north of Trinidad Island. A small fishing boat with five young men aboard pulled astern the yacht. Once close to the yacht, one individual pulled out a military-type assault rifle and three of the men boarded the yacht, holding the crew at gunpoint while they ransacked the yacht. The pirates were able to steal cash, electronics, passports, food and cell phones.
- **9 December (St Martin – Late Report)** – Two sailing yacht crews reported each having a small boat and outboard motor stolen while they were anchored in Nettle Bay. In both instances, the thieves were prepared to cut through the heavy stainless chains and locks that were securing the boats to the yachts. One of the small boats was recovered later in the day, missing the outboard motor.

Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

- **10 December 2015 (France – Late Report)** – French authorities boarded the general cargo vessel CARIB PALM, which was en route to Poland from Colombia. Upon investigation, authorities found 2.4 tonnes of cocaine. The vessel has since been taken to Boulogne-Sur-Mer for further investigation.

Mediterranean/Black Sea

- **5 January 2016 (Libya)** – The Turkish Navy intercepted the vessel JOUDI, of unknown registry, off the coast of eastern Libya. A search of the vessel turned up thirteen tonnes of marijuana. The vessel was impounded and is being taken to a port in Turkey for further investigation.

Incident Map



Special Report: Libya

As of 6 January, the following ports in Libya are open:

- Mellitah
- Zawia
- Tripoli
- Misurata
- Marsa El Brega
- Tobruk
- Al Khoms
- Marsa El Hariga
- Farwah
- Bouri

The following ports are closed due to security risks:

- Benghazi
- Derna
- Es Sider
- Ras Lanuf
- Sirte
- Zuetina

MS Risk advises that ship masters and owners stay up-to-date on the volatile situation.

Activity Report

The so-called Islamic State (IS) group continues to take advantage of the security vacuum in Libya in a bid to gain control of territory. While it currently controls Sirte, it is attempting to advance beyond the city. Although IS has so far failed to take control of any Libyan oil installations, but has done so in Syria, this week’s attack on the Es Sider oil export terminal indicates that the militant group is changing its strategy and is likely aiming to target oil terminals across the country.

On 4 January, clashes erupted between IS militants and security forces near Libya's Es Sider oil export terminal. Clashes have continued throughout the week. On Monday (4 January), seven guards were killed in the attack while an oil storage tank located at nearby Ras Lanuf was set of fire. A spokesman for Libya's National Oil Company (NOC) confirmed that the tank, located about 20 kilometres (13 miles) from Es Sider, had been hit and that it was holding about 400,000 barrels of oil, adding that late on Monday evening, officials were still trying to put out the fire. Clashes continued into a second day, with IS militants resuming shelling near the Libyan oil port on Tuesday. According to a source, the militants were 30 – 40 kilometres (19 – 25 miles) from the port. By Wednesday (6 January), fires caused by the clashes spread to at least five oil storage tanks. According to a source, Petroleum Facilities Guards were in control of Es Sider and Ras Lanuf ports however skirmishes continued.

Procedure

Members should report their schedules (to local port agents) prior to arrival at any Libyan port, including a declaration of the vessel's sailing route, whether they are loading or discharging cargo and the type of cargo on board, so that the agents can notify the appropriate authorities.

Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.

As the situation in Libya is extremely volatile, Members should liaise with local ship's agents and P&I Correspondents for the most up-to-date information prior to calling at Libyan ports.

The above information is correct as of 10 January 2016.

East Asia/Northeast Asia/Indian Subcontinent

- **30 December 2015 (India – Late Report)** – Two robbers in a small fast boat boarded an anchored tanker near position 22:37 N – 069:55E, Sikkah Anchorage. Duty crewman noticed the robbers and raised the alarm. The crew was mustered. Upon seeing the alerted crew, the robbers escaped with stolen ship properties. This incident was reported to port control.

Northeast Asia

No current incidents to report

Pacific Ocean/Southern Ocean

No current incidents to report

About MS Risk

MS Risk is a privately owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

MS Risk supports clients in a variety of business sectors with the following services:

- Security Consulting
 - Risk assessments and intelligence reporting
 - Planning and management
 - Due diligence and investigations.
- Project Management
 - Interim security
 - Training
 - Special assignments
- Crisis Response
 - Crisis management
 - Business continuity management
 - Hostile operations support to commercial interests
- Virtual Security Director service for clients lacking a full time security executive.

References are always available.

More information is found at www.msrisk.com

24 hr Contact Information:

Email: operations@msrisk.com

Telephone: +44 207 754 3555



South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555
www.msrisk.com

Directors

S.J. Bingham, V.K. Prentice, P.O.J. Tracy
Registered in the Isle of Man No. 007435V