

LATEST PIRACY ATTACKS / THREATS / HIJACKINGS

27th January 2013 to 22nd March 2013

17, 18, 19 and 22 March 2013 – Gulf of Oman, East end of IRTC, East of Hilf, Masirah Island, 2 x Ras al Hadd.

Suspicious events / approaches

Positions: Between 14 09.6N 052 32.7E in the South and 25 24.5N 058 00E in the North.

Please note this is a brief summary of a total of 5 suspicious events that occurred over the 17th, 18th, 19th and 22nd on March 2013.

In all cases the individual vessels were approached by skiffs at ranges varying between 1.8 nm and 20 metres. In each case the vessels crew were mustered, and those crew who were not essential to the safe operation of the vessel, were sent to the citadel.

In each case the AST displayed weapons, which was sufficient warning for the skiffs to move away from the vessels.

None of the vessels involved sighted any ladders or weapons in the skiffs and after action reports from each of the vessels gave a detailed description of the skiffs and people in them. In one report a number of photographs were included with the email, which is invaluable evidence and is encouraged by the UKMTO as a means of gathering evidence and data.

All the **vessels involved are safe** and proceeding on their voyage.

14 March 2013 - Gulf of Aden – Eastern end of IRTC

Suspicious Events

Position: approx. 13-50N 051 30E – positions various

Please note this is only a brief summary, full details are on record.

All times (GMT) on the 14th March 2013

1035Z - Received call from vessel (x) who had heard a transmission on VHF 16 stating that a vessel in IRTC was under attack. Vessel (x) spoke with vessel (a) who reported 4 groups of skiffs, 20 in number with 5 persons in each skiff. 2nd group of skiffs approached within 2 cables. AST reported ladders and weapons sighted and **fired a warning shot**. Note: the Captain could not see ladders or weapons. Skiffs then left. **Vessel safe and reported to UKMTO**. No photos taken, no assistance required.

1049Z - Spoke to vessel (b) who reported that they were approached earlier by skiffs. The AST **fired a warning shot**. Skiff's no longer in area. **Vessel safe**.

1214Z - Spoke with vessel (c) who reported no attack took place, no pirates on board, they had sighted a skiff and dhow which was now astern. **Vessel safe**, no assistance required, coalition warship nearby.

UKMTO received a large number of reports by email from various organisations reporting that vessel (a) had been attacked and that vessel (c) had been boarded and taken hostage. The reported boarding of vessel (c) was also being transmitted by a coalition warship.

1409Z - UKMTO again contacted vessel (c) and confirmed with the Captain that the vessel was safe and proceeding on route.

It was reported that there was a large volume of VHF traffic in the area, creating confusion between vessels, resulting in coalition forces manoeuvring at high speed to attempt to cover what were at best suspicious events.

UKMTO confirmed with the Captain's of each concerned vessel that they were safe and proceeding on route.

11 March 2013 - Gulf of Aden – (Approx. 65nm W of Ras Al Hadd)

Release

Position: approx. 12-00N 050-00E

On the 8th March the MV Smyrni left the anchored area and headed initially East and then South along the Somalia coast to a position just South of Raas Xaafuun, (approx. 10-05N 051-10E) with a coalition warship in attendance.

On the evening of the 11th March, once the MV **Smyrni** commence sailing North again, the vessels Owners released a statement confirming that **Smyrni** had been released and proceeding to a safe location.

The crew have been medically assessed and treated as required.

No confirmed information concerning the details of the terms of the release are available.

08 March 2013 - Gulf of Aden – (Approx. 65nm W of Ras Al Hadd)

Release

Position: approx. 12-00N 050-00E

It has been reported that the MV **Royal Grace** has now been released by the hijackers and is presently on route northwards towards a secure location. The vessel is being escorted by a coalition warship and at the time of writing is South of the IRTC.

Presently no information concerning the details of the terms of the release is available.

The crew have been medically assessed and treated as required.

NO PIRACY INCIDENTS TO REPORT FROM 23 FEBRUARY to 01 MARCH 2013

22 February 2012 - Indian Ocean – (approx. 65nm NE of Ras Al Had)

Suspicious

Position : 23-08N 060-49E

It was reported by a vessel that an attack was underway on another vessel in the position given. The reporting vessel stated that shots were fired. **This is unconfirmed at this time.** UKMTO spoke to the Master of the vessel being approached who was able to confirm the vessel was safe, and that a warship in on site. Communication with the vessel being attached was extremely difficult due to language difficulties. A report from another vessel received 23rd February 2013, was also a witness to the event stated that they had heard 3 shots fired. The warship that was reportedly in the vicinity is being contacted to obtain further information.

Subsequent investigation has revealed that the shots heard originated from on board the vessel, and NOT from the skiffs.

18 February 2013 – Indian Ocean – (162nm East of Somalia)

Attacked

Position : Lat 07° 12' N – Long. 052° 17' E

A General cargo ship was approached by two skiffs while underway on 18th February 2013 at 1346 UTC. The skiffs white in color with 6 to 7 people onboard. When the skiffs closed to 0.5 nm off the vessel, Ladders and Weapons were sighted. The vessel had Armed Security Team on board.

Subsequent investigations confirmed that the vessel was fired upon. The vessel is safe.

13 February 2013 – Indian Ocean – (43nm SE of Masirah Isl)

Suspicious

Position : Lat 20-02N Long 059-31E

Vessel approached by 2 skiffs (possibly whalers) to within 1nm at high speed. AST deployed and anti-piracy measures were taken along with course alterations. AST did not display any weapons, the approach being aborted when evasive measures were taken. Each skiff had approximately 4 persons on board but no weapons or pirate equipment were observed. Vessel safe.

12 February 2013 – Indian Ocean – (SSE of Ras al Hadd)

Suspicious

Position : Lat 22-48.3N Long 060-41.6E.

A number of skiffs made a what appeared to be a high speed approach from various directions. The vessel made evasive manoeuvres. Closest approach was 1nm, no weapons or ladders sighted. After 45 mins skiffs turned off and headed for another vessel. Vessel safe.

05 February 2013 – Red Sea – (Bab el Mandep)

Approach

Position: Lat. 12° 35' N - Long. 043° 27' E

A General Cargo was approached by 2 suspicious skiffs while underway. The skiffs had white hulls with approximately 5 persons on board on each. Both skiffs approached the vessel at high speed and sat 50 meters from her stern. Armed Security showed their weapons as result the skiffs headed in a south westerly direction. No ladders or tripwires were observed. Vessel safe.

02 February 2013 – Indian Ocean

Suspicious

Position: Lat. 03° 16' N – Long. 051° 51' E

A Bulk Carrier was approached by suspicious vessel while underway. The Suspicious vessel has no lights. The vessel was unable to determine person on board or see any tripwires. The vessel had increased the speed to the maximum speed and note that the suspicious vessel still followed the vessel. The vessel has Armed Security Team on board. Vessel safe.

01 February 2013 – Red Sea – (North of Bab el Mandep)

Suspicious

Position : Lat. 14° 06' N Long. 042° 15' E

A General Cargo Ship reported 2 suspicious skiffs. The vessel has 3 Armed Security Team on board. The skiffs were not as the normal fishing ship as there were 7 to 8 persons on each skiff. No tripwires observed. Vessel safe

01 February 2013 - Gulf of Aden – (approx. 32nm NW of IRTC point A)

Approach

Position: 12-00N 044-35E

Vessel reported passing 1 small skiff, with 6-7 POB, which then turned and approached vessel.

Weapons were reported as being sighted, although no sighting of ladders reported.

On board Armed Security Team displayed weapons and fired a flare towards the skiff as a warning.

The skiff continued to approach and when the vessel heard some shots being fired (from the skiff), the security team fired two warning shots.

The skiff aborted the approach. Vessel safe.