



# Allmode

**INTERNATIONAL SECURITY SERVICES**

## **Global Security and Intelligence Report**

**October 2014**

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**COMMERCIAL - IN - CONFIDENCE**

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## Intelligence & Reporting



Intelligence is more than information and news gathering. It is the process by which information is collated, verified, analysed and used to respond effectively to time critical information. Current, historical and creditable intelligence not only tells you what the risks but projects possible hot spots of criminal activity. At Allmode we do not outsource intelligence but gain real time situational awareness and speed of reporting by continually developing our product, and getting the time critical information out to our teams and clients. Our services include:

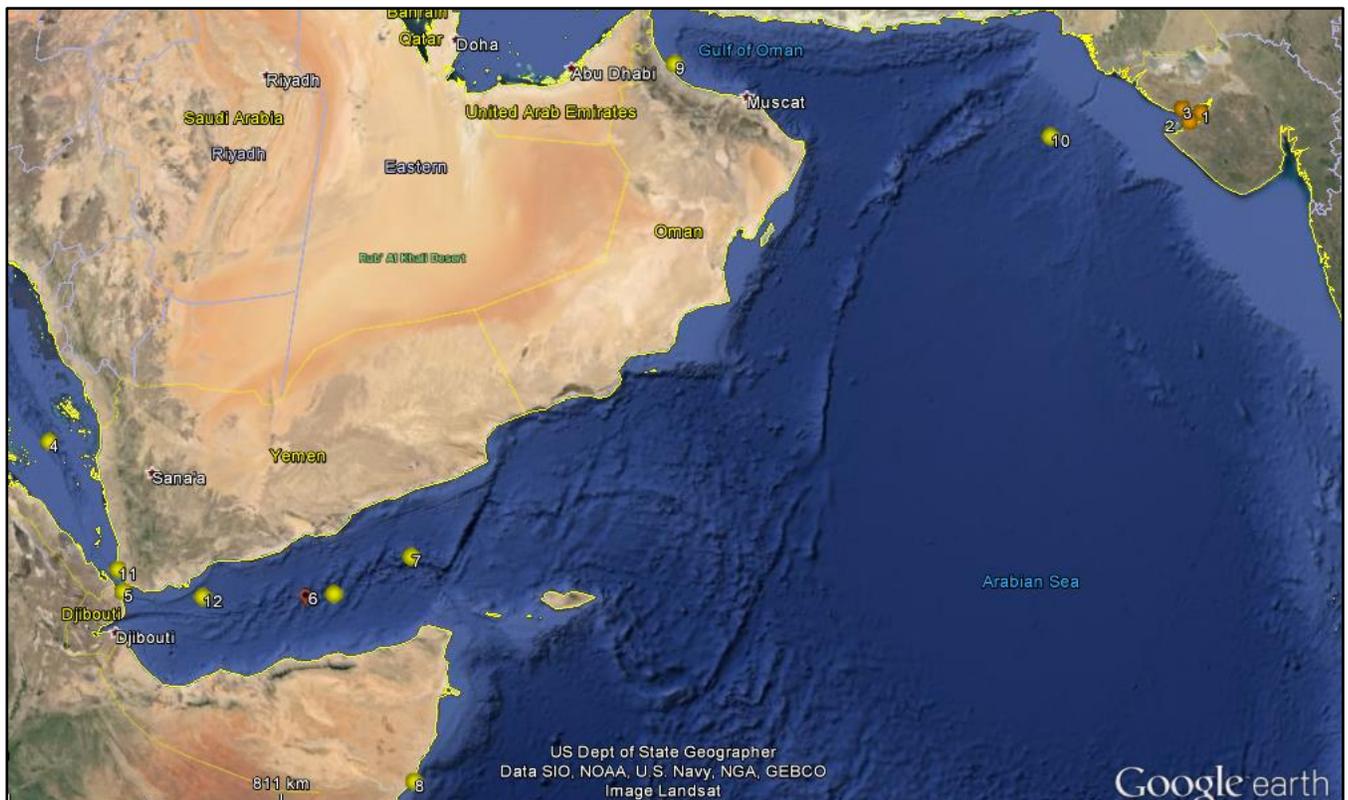
- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
- Passage threat and risk reports
- Venue and event specific reports

## Piracy Update –

### JWC HIGH RISK AREA (HRA)

The JWC High Risk Area (**HRA**) is defined by the following boundaries:

- On the North-West, by the Red Sea, south of Latitude 15°00 N
- On the West of the Gulf of Oman by Longitude 58°00 E
- On the East, Longitude 78°00E
- On the South, Latitude 12°00 S

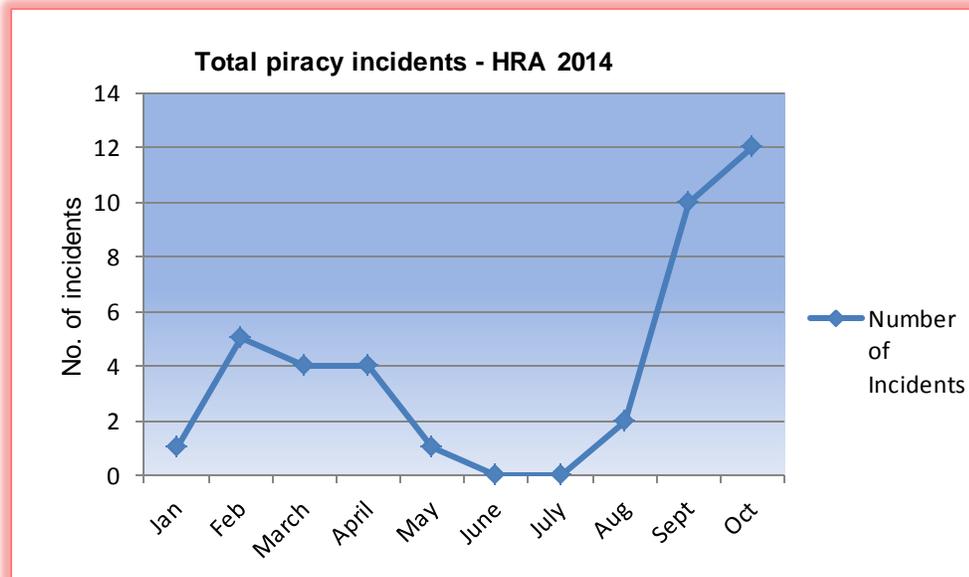


### Summary of Piracy incidents – October 2014

1. **15/09/14 late report** – (Position 22°44'N - 070°02'E, around 16nm SW of Kandla port, India.) At 0225 LT four robbers boarded an anchored Bulk Carrier. The Duty officer noticed the robbers and raised the alarm to alert the crew. Upon hearing the alarm the robbers escaped with the ship's stores.
2. **15/09/14 Late report** – (Position 22°45'N - 070°00'E, at Kandla Outer Anchorage, India.) At 0340 LT, the Duty A/B on board an anchored Product Tanker noticed the door lock missing from the midship stores. Upon searching the store, it was found that fire hoses kept inside

- were missing. The incident was reported to the Port Control.
3. **30/09/14** (Position 22°47'N - 070°03'E, Kandla Anchorage, India.) At 2315 LT three robbers in a fishing boat, approached an anchored Chemical Tanker. Two of the robbers boarded the tanker successfully, using a rope with a hook attached and the other robber was attempting to board the vessel, when he was spotted. The duty crew on the bridge raised the alarm, sounded the ship's horn and the crew were mustered. Upon hearing the alarm, the robbers escaped empty handed in their boat. Ships in the vicinity were informed.
  4. **04/10/14** (Position 16°02'N - 041°22'4"E, Red Sea) At 0530 UTC a vessel reported being approached at speed to within 2 cables. The skiff was carrying x 4 POB and the Master reportedly sighted a long-barrelled weapon. After approximately 20 minutes, the skiff withdrew to around 2nm. The embarked Armed Security Team monitored the skiff, but took no further action. The vessel and crew are safe.
  5. **08/10/14** (Position 12°32'8"N - 043°25'8"E, Bab el Mandeb) At 1454 UTC a vessel reported being approached, initially to 1nm, by a black skiff, 7 metres long carrying x 6 POB with no ladders or weapons visible. The embarked Armed Security Team fired warning shots, which did not alter the skiff's course or speed. At ranges of 5 cables and 4cables the AST again fired warning shots. The skiff then changed course away from the vessel. The vessel and crew are safe.
  6. **15/10/14** (Position 12°41'N – 048°40'E, Gulf of Aden) At 1050 UTC a vessel reported being approached at speed from the Port side by x 1 dark blue skiff steering a course of 154°. At a distance of 3.5nm, the embarked Armed Security Team displayed their weapons. At 2nm the vessel's horn was sounded. At 1.5nm four warning shots were fired. These measures had no effect on the skiff's course and speed. At a distance of under 1 nm two further warning shots were fired. At this point the skiff altered course and steered to the stern of the vessel. The skiff then continued toward Somalia on a course of 151°. 4 POB and a ladder were reported. The vessel and crew are safe.
  7. **15/10/14** (Position 13°33'N - 050°27'E, Gulf of Aden) At 1510 UTC, a Company Security Officer reported that their vessel, a Motor Yacht, was being approached on her portside by x 1 white skiff with x 4 POB. The AST fired three warning flares to no effect. At 3 cables, weapons and ladders were reportedly sighted and the AST fired warning shots. The skiff stopped in the water. The vessel continued and no further approach from, or sighting of, the skiff was reported. The vessel and crew are safe.
  8. **16/10/14** (Position 08°21'N - 050°16'E, coast of Somalia) At 0927 UTC, a vessel was at anchor due to engine repairs being conducted. It reported being approached by x 2 skiffs with a total of x 15 POB. An attempt was made to board the vessel by climbing the anchor chain. This was unsuccessful and the skiffs withdrew. No weapons were sighted. On completion of repairs, the vessel continued its journey. The vessel and crew are safe.
  9. **19/10/14** (Position 24°30'N - 056°52'E, Gulf of Oman) At 1237 UTC, a vessel reported being approached by x 14 skiffs each with approx. 2 – 4 POB coming to within 2 cables. There were no confirmed sightings of weapons/ladders nor fishing gear. The vessel carried out evasive manoeuvring, the pursuit lasting for 20 minutes, the skiffs breaking off after the on-board Armed Security Team fired warning shots. The vessel and crew are safe.
  10. **25/10/14** – (Position: 22°22'N - 065°55'E, Arabian Sea) A vessel sent out an SSAS distress having been approached by x 2 skiffs closing to within 8 cables. The vessel conducted evasive manoeuvres until the skiffs were at a distance of 6nm. The vessel and crew are safe.
  11. **27/10/14** – (Position: 12°36'8"N - 043°19'30"E, Bab el Mandeb Strait) A vessel reported being approached to within 5 cables by x 2 skiffs with x 5/6 POB. The embarked Armed Security Team raised weapons and the skiffs aborted their approach. The same vessel in position 12 27.7N, 043 36.8E later reported being approached by x 1 skiff with x 6 POB to within 2.2nm. The vessel and crew are safe.
  12. **28/10/14** – (Position: 12°37'N - 047° 25'E, Gulf of Aden) A vessel reported being approached

by x 3 skiffs and a larger vessel suspected as being a mother-ship. The embarked Armed Security Team fired flares and warning shots, the skiffs fell back and headed west. The vessel and crew are safe.



The number of reported incidents has shown an increase again this month, with more reports of suspicious approaches in the Bab el Mandeb choke point and in the vicinity of the IRTC. In most cases the Armed Security Teams on board had to fire warning shots to deter the approach. The incident in the Gulf of Oman did not fit that of the usual

pirate model for the region and it can still not be clarified as to the purpose behind the approach, which involved a large number of small craft in conditions and circumstances that could not be explained. The Motor Yacht that was approached on the 15/10/14 prompted MARLO to reiterate the warning that it was not advisable for yachts to transit the region, considering their vulnerability to pirate attacks and the fact that the successful pirating of sailing vessels remains likely due to the reduction of revenue sources from pirated merchant vessels. To further exacerbate this issue, is the news that the seven remaining crew from the MV Asphalt Venture, which was taken in 2010, have been released from captivity, after years of negotiation. This is good news and will bring hope to the remaining 30 seafarers and fishermen still being held by pirates. Furthermore, Somali security forces have reportedly arrested one of the country's most powerful pirate kingpins, Mohamed Garfani along with several of his heavily armed body guards, during a disarmament campaign. It is not known whether he is still being held, or whether he has been offered an amnesty. Last year President Hassan Sheikh Mohamud offered an amnesty to junior pirates in a bid to end attacks off the Horn of Africa nation's coast, but said it was not open to their leaders. However, the secrecy surrounding his arrest does make the international community question whether a deal has been made.

Discussions have taken place this month between Kenya and Somalia surrounding Somali pirates being held in Kenyan jails. Somalia's Ambassador to Kenya, Mohammed Ali Nur said Somalia now has the capacity to accommodate and dispense justice for the convicted pirates and would like to see the pirates transferred to serve their time in Somalia. There are currently 122 Somali pirates being held in Kenyan jails and the Ambassador said that they benefit from being returned to Somalia, to ease their return to the community after serving their sentence.

Alongside the issues surrounding Somali piracy, the EUNAVFOR have voiced concerns at the international counter-piracy conference at the end of the month, about Merchant vessels and yachts sailing dangerously close to the Somali coastline, as a result of the reduced number of incidents of piracy, in an effort to reduce costs and save on fuel consumption. They are worried that this is happening too fast, too soon and is based on a false sense that risk has been diminished. Two weeks ago, a cargo ship carrying 8,000 tonnes of cement travelled along the Somali coast at a

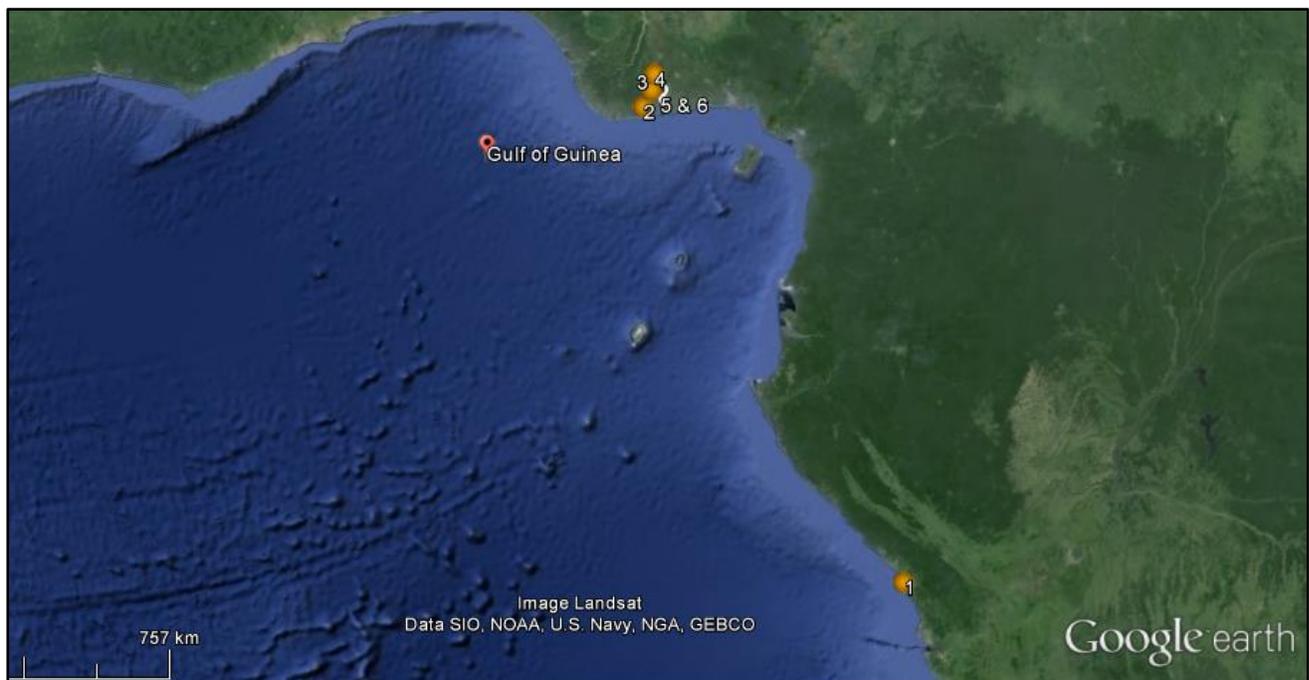
speed of five knots and was forced to anchor off the coast when it encountered engine trouble. The ship was approached by locals, who purportedly were offering assistance, but attempted to climb on board and had to be fended off by the crew who called for assistance. The EUNAVFOR provided the cargo ship with air cover to help them navigate out of the danger zone by identifying where Somali skiffs were located. Incidents like this will undoubtedly increase if vessels transit too close to the shore and considering the economic and political instability in the country, this is a risk that could be avoided.

The forthcoming month has historically seen a sustained number of incidents and it is expected that pirates will make soft approaches to vessels to assess their security provisions. It would be advisable for all vessels transiting the region at this time to have all provisions in place recommended in BMP4 and have an on-board private security team.

Kandla anchorage on the Indian coast has seen an increase in activity this month and vessels will need to be prepared and alert if they are to avoid an incident.

The fate of the security guards from the Seaman Guard vessel still remains in the balance. Although, back in July, the Madras High Court quashed the criminal case against all 35 crew members and security guards of the Seaman Guard Ohio, the London headquartered Mission to Seafarers said on 12/10/14 that the freed crew of the MV Seaman Guard Ohio now face further detention and a possible re-trial after a last minute appeal was lodged to overturn the High Court decision. They are still not permitted to leave India and have asked for help from the British Government, which has not been forthcoming. It is a difficult time for their families back home, who are left helpless and worried about the legal issues surrounding their men.

## WEST AFRICA

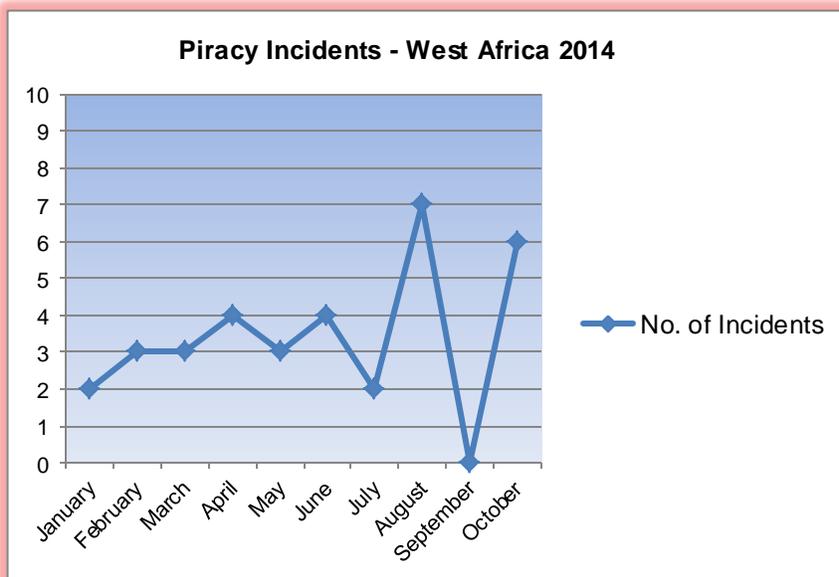


### Summary of incidents – October 2014

1. **29/09/14** – (Position: 04°45'S - 011°49'E, at Pointe Noire Anchorage, The Congo.) At 0145 LT, the Duty AB, on board an anchored Tug, noticed a small boat near his vessel which

appeared to contain four people on board. The alarm was raised and the searchlight directed towards the small boat. Crew members searched their anchored vessel and later found that the padlocks to the main deck doors were broken and the lashings to the Fast Rescue Boat had been cut.

2. **11/10/14** – Unknown gunmen attacked a passenger boat near Kiberi-Bio, on the Ogbia-Nembe-Brass waterways in Bayelsa East Senatorial District, leaving four persons missing. Local Press reports indicate that the gunmen took seized two women and two children, as well as valuables and cash. (www.saharareporters.com)
3. **14/10/14** – (Position: Nembe waterway, Bayelsa state, Niger Delta, Nigeria.) At an unknown time, pirates killed a soldier on the waterway of Nembe, in the Nembe Local Government Area of Bayelsa in Niger Delta on Tuesday. A group of soldiers were patrolling the waterways, when they encountered the pirates on a small boat. The soldiers attempted to intercept the boat, but the pirates opened fire at them, seriously wounding a soldier, who later passed away. The pirates managed to escape after evading the soldiers.
4. **14/10/14** - A gun battle reportedly took place on the waterways of Bayelsa. Gunmen in a speedboat attacked traders taking goods to a local market in a small wooden boat. A local Joint Task Force (JTF) military team responded to the attack and the gunmen fled into the mangrove swamp areas. The JTF team also rescued two women and two children taken hostage during another attack two days earlier in the same general area. (AllAfrica.com, Vanguard)
5. **24/10/14** – Nembe Waterway, Nigeria. All Africa Global Media report that pirates attacked a boat on the Nembe Waterway that belonged to a local oil servicing company, kidnapping the six occupants.
6. **24/10/14** – Nembe Waterway, Nigeria. All Africa Global Media report that pirates have attacked and kidnaped four people (three policemen and boat operator) from a police gunboat that was escorting a work barge. All four persons were later found dead by the local authorities. Their guns and uniforms had been taken.



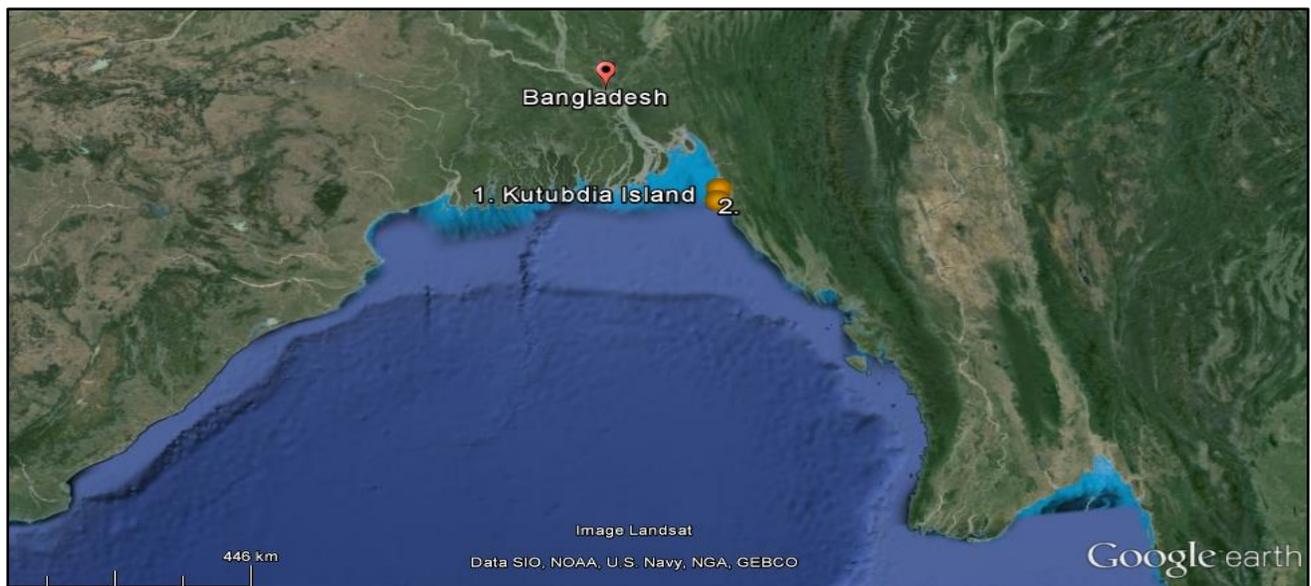
The number of incidents this month have significantly increased from last month and moved close to shore and into the waterways feeding into the Gulf of Guinea. The incidents have been violent and have involved killings and kidnappings. Since 23/10/14, 3 policemen have been killed, whilst 9 people have been kidnapped from the waterways in the Bayelsa State. The attacks have targeted the oil industry and its employees and the Nigerian authorities using the waterways to transport

the oil, escorted by local police and members of the Joint Task Force. The latest was involved a German worker for Julius Berger Nigeria construction company. It is common practice for pirates in the region to hold these hostages for ransom and release once this is paid. At a maritime security and safety symposium in Lagos this month, Professor Charles Ukeje of the International Relation

Department of the Obafemi Awolowo University, said that Nigeria has lost a total of N21.6 trillion to sea robberies in the last three years and he predicted that this figure was sure to rise if urgent steps were not taken to address the issue surrounding the criminal gangs responsible for these acts. To address this, in an attempt to stem the current levels of piracy, armed robbery, illegal bunkering and other illegalities at sea, the Nigerian Maritime Administration and Safety Agency (NIMASA) have come up with several strategic plans. At the top of this list are plans to encourage collaboration between the agency and other government agencies and a public-private partnership (PPP) model with Global West Vessel Specialist West Africa Limited, to enhance maritime safety capabilities by the provision of twenty eight fast intervention boats and aircraft. Adding to this, NIMASA has deployed a 24-hour satellite surveillance system, which has the capacity to detect boats, ships and objects floating on Nigerian territorial waters and the rest of the Gulf of Guinea. They are also ensuring that all Nigerian ports have fully implemented the internationally recognised ISPS codes, including onshore and offshore facilities. In the meantime, piracy incidents continue to pose a problem to the shipping industry in the Gulf of Guinea and this is having a serious effect on the attraction of the Gulf of Guinea in the market place. Whether littoral countries in the Gulf can cooperated fully with each other remains to be seen and in the meantime all vessels must adhere strictly to the current laws surrounding the use of arms in the territorial waters of different nation states in the Gulf and take all precautionary measures that are available to them.

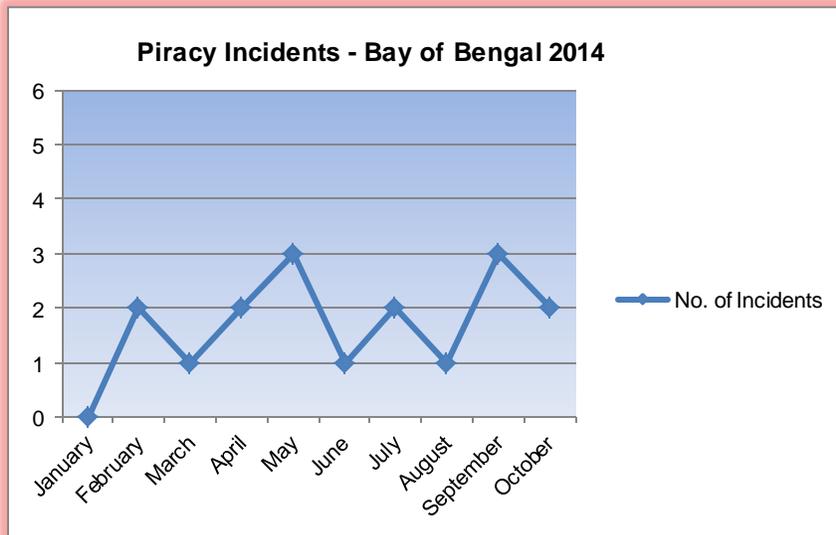
It has been predicted by analysts that piracy will increase in the Gulf of Guinea as Nigeria prepares for an election next February in order to funnel ransom money into campaign financing, it is known that motherships are in operation just south of Nigeria and it is expected that these will facilitate attacks further out to sea. Other countries in the Gulf, such as Togo, Burkina Faso and the Ivory Coast all have elections this year, which will help to exacerbate the situation in the Gulf. The corrupt nature of the political systems in Nigeria in particular, will undoubtedly be influenced by high levels of funding, some of which will be financed through piracy activity.

## BAY OF BENGAL



## Summary of incidents – October 2014

1. **08/10/14** – (Position: 21°47'N - 091°46'E, Around 3nm West of Kutubdia Island, Bangladesh.) At 2340 LT, twelve robbers armed with knives, boarded an anchored Bulk Carrier. The Ship's alarm was raised and all the crew were mustered. The Port Control was also notified. As a result, the robbers escaped with ship's properties.
2. **15/10/14** – (Position 21°46'2"N - 091°47'7"E, around 3nm SW of Kutubdia Island, Bangladesh.) At 0030 LT, the duty security guard on an anchored Bulk Carrier, was confronted by two robbers. He informed the OOW, who raised the alarm and the crew were mustered. The robbers escaped in their boats with some stolen provisions. The Coastguard and vessels in the vicinity were notified. The security guard suffered minor head injuries, which were tended to on board the vessel.



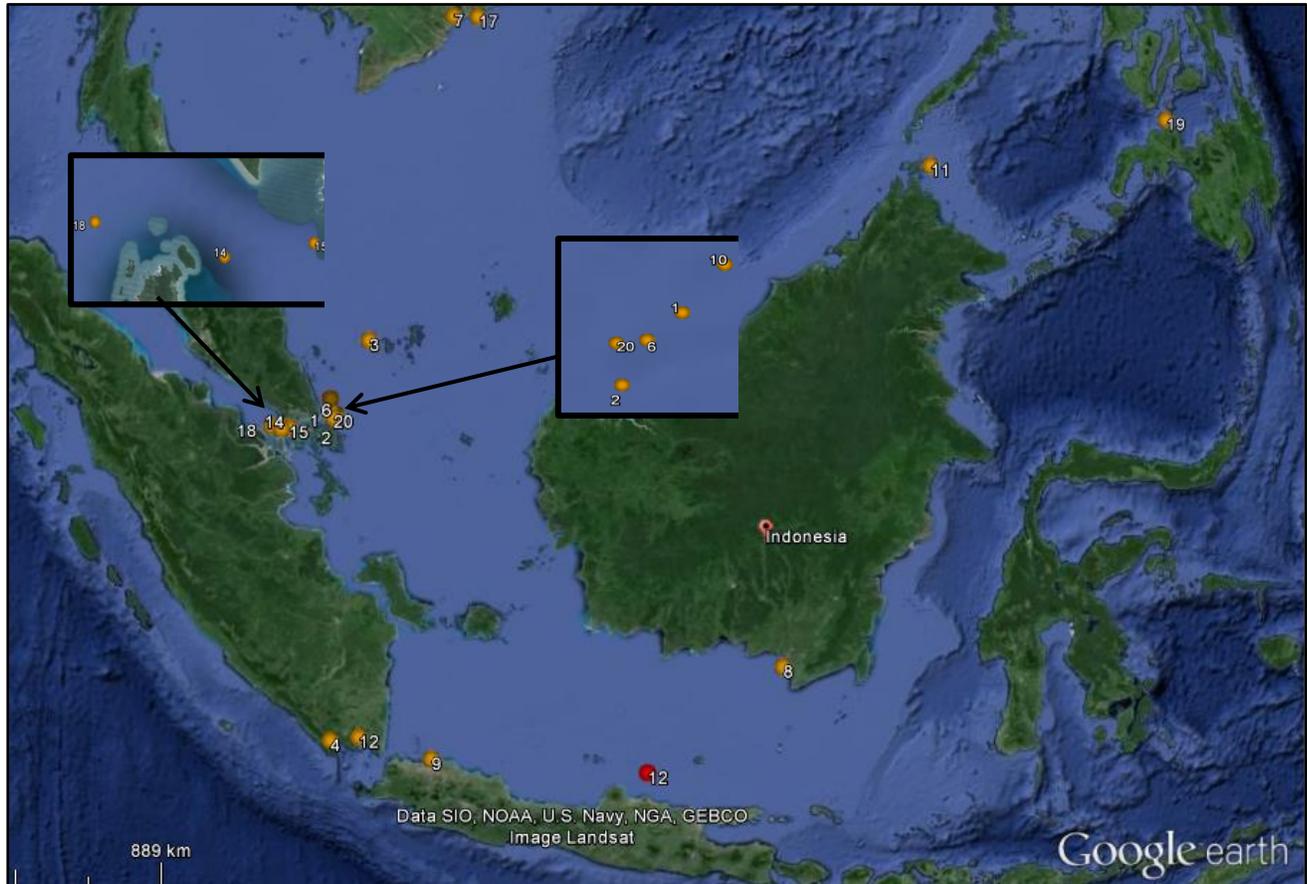
The number of piracy related incidents over the last few months has remained fairly consistent. These numbers are significantly less than the numbers seen at the same period last year and can be attributed to the joint effort of a Bengal and US strategy to make the port of Chittagong more secure. According to the US ambassador in Dhaka, Chittagong is no longer listed as a high-risk seaport and he states that piracy in Bangladesh has been reduced by 70%, bringing down insurance

rates for shipping by 40%. In the joint relationship between the US and Bangladesh, the US has helped Bangladesh to set up a naval commando base Special Warfare, Diving and Salvage Command (SWADS) that can respond rapidly to any maritime situation. It has also provided 16 high-speed boats to Bangladesh Navy and Bangladesh Coast Guard. In a joint annual exercise known as Cooperation Afloat Readiness and Training (CARAT), the bilateral exercise series between US Navy and nine countries of the South and Southeast Asia, including Bangladesh has helped to prepare and train the relevant navies and coast guards to respond to incidents in the Bay of Bengal.

Nevertheless, piracy incidents have not been eradicated and the historical attitude towards piracy is one that will take time to change. Many local fishermen still fear the criminal gangs that run protection based operations in the region and expect a share of the takings. By tightening security around ports such as Chittagong, pirate groups may just be pushed to alternative locations away from the heavily patrolled areas.

Mid October saw the coastal region around Visakhapatnam devastated following the impact of Hurricane Hudhud. The port area saw boats sunk and thrown onshore, whilst supply of power and clean water remain an issue. Over 1.35 lakh people were provided shelter in relief camps and 685,000 people have been provided food. The area is slowly getting back to normality, but the cost of repairs to the infrastructure is expected to be in the region of Rs 60,000 crore or Rs 70,000 crore.

## SOUTH EAST ASIA



### Summary of incidents – October 2014

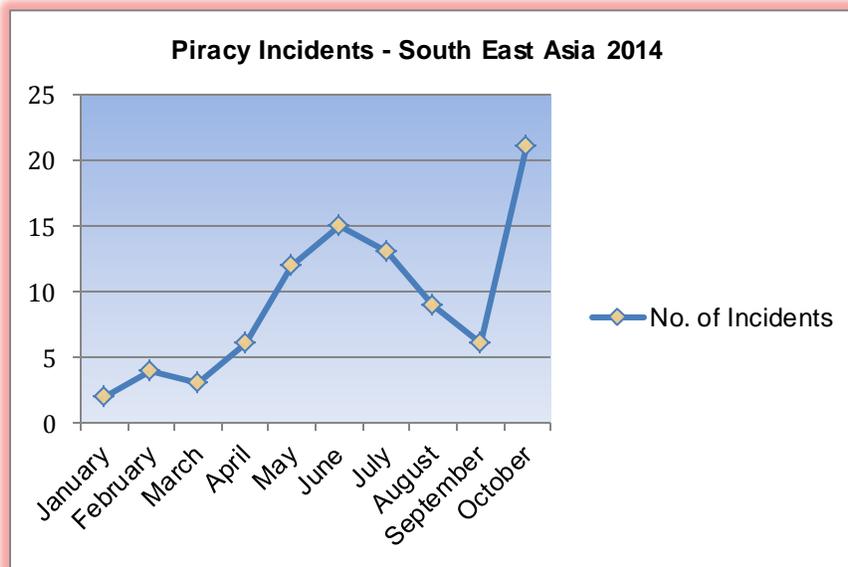
- 1. Late Report from July 2014 – 09/07/14** – (Position: 01°26'N - 104°36'E, Around 12nm North of Tg.Berakit, Bintan Island, Indonesia.) At 0130 LT, five robbers armed with long knives in a small motor boat approached and boarded an anchored Bulk Carrier using ropes with hooks on the end. The duty crew on routine rounds noticed the robbers on the poop deck and informed the bridge. The alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped empty handed in their boat.
- 2. 25/09/14** – (Position 01°24'21"N - 104°35'46"E, around 10nm N of Bintan Island, Indonesia.) At 0530 LT ten robbers armed with guns, machetes and long knives approached an anchored bunkering tanker. Seven robbers boarded the tanker and proceeded to take hostage all of the crew. They tied them up, ransacked the crew's cabins and stole their personal belongings. They also stole the ships safety deposit box and ship's stores, before escaping with their accomplices waiting in their boat.
- 3. 03/10/14** – (Position Vicinity off Anambas Island, South China Sea.) At an unknown time, a Vietnamese Product Tanker, the Sunrise 689, laden with 5,226 metric tons of gasoil, departed Singapore on the 2/10/14. It was en route to Vietnam, when the vessel was hijacked. The pirates (numbering around 10) boarded the vessel from two fast crafts, carrying guns and knives. All 18 crew were locked in a room, whilst they stole and transferred part of the cargo

to another vessel. All communication and navigation equipment was damaged. The vessel and crew were released on the 09/10/14, just off the southern tip of Vietnam and the vessel was escorted by Coast Guards to the nearest port. The crew and vessel are safe and it is unclear if any injuries were sustained by the crew.

4. **05/10/14** – (Position: 05°35'S - 104°34'E, at Teluk Semangka Anchorage, Indonesia.) At 0230 LT, four robbers armed with knives, boarded an anchored LPG tanker. The duty crew noticed the robbers and raised the alarm. Upon hearing the alarm and seeing the crew muster, the robbers escaped with the ship's properties.
5. **07/10/14** – (Position: Off Kranget Island near Madang, Papua New Guinea.) At an unknown time, a 36 metre luxury yacht, Antipodean, owned by Australian media magnate, Kerry Stokes, was boarded and robbed by masked, armed men as it was anchored off Kranget Island, near Madang. The incident took place in the early hours of the morning and luckily, the Stokes family were not on board. The pirates carried long 'bush knives' and after boarding, they confronted the local Papua New Guinea crew, who were unharmed in the incident. The robbers stole electrical devices, diving equipment and cash, along with food from the vessel. The incident was reported to the local police.
6. **09/10/14** – (Position 01°26'N - 104°36'E, around 12nm North of Tg Berakit, Bintan Island, Indonesia.) At 0130 LT Five robbers armed with long knives in a small motor boat approached and boarded an anchored Bulk Carrier using ropes with hooks on the end. The duty crew on routine rounds noticed the robbers on the poop deck and informed the bridge. The alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped empty handed in their boat. MPA Singapore was informed.
7. **11/10/14** – (Position: Mooring Buoy HL-2, Ho Chi Minh City, Vietnam.) At 0400 LT, during routine rounds, the duty cadet on-board a moored Bulk Carrier noticed the paint store's locks missing. Upon approaching the store, the cadet was confronted by three robbers and taken hostage. When he did not respond to calls from the bridge the OOW sent the duty AB to investigate. The cadet was found lying on the deck with a bag over his head and his hands tied up. The alarm was raised and all the crew mustered. The robbers escaped with the ship's stores. The local police were notified. The cadet suffered injuries due to being beaten by the robbers.
8. **12/10/14** – (Position: 03°42'S - 114°25'E, Taboneo Anchorage, Indonesia.) At 0245 LT, The Duty AB on routine rounds, on-board an anchored Bulk Carrier, noticed two boats near the port bow and three armed robbers on the forecastle deck. The AB immediately informed the duty officer, who raised the alarm, sounded the ship's fog horn and mustered the crew. As the robbers were armed with knives and a gun, the Master instructed the crew to stay in their accommodation. The robbers stole ship's stores and properties and escaped in their boats. The Coast Guard and Port Authorities were contacted via vhf channel 16, but no response was received.
9. **14/10/14** – (Position: 05°57'S - 106°46'E, Bay of Jakarta, Indonesia.) At 0045 LT, five robbers in a wooden boat approached and boarded an anchored LNG tanker. The OOW noticed the robbers attempting to steal ships stores on the bridge CCTV system. The alarm was raised and the crew mustered. Upon hearing the alarm, the robbers escaped empty handed in their boat.
10. **14/10/14** – (Position: 01°28'N - 104°37'E, around 14nm NNE of Bintan Island, Indonesia.) At 0215 LT, Five pirates boarded an anchored Bulk Carrier. The Duty Engineer on routine rounds noticed the intrusion and raised the alarm resulting in the pirates escaping empty handed.
11. **14/10/14** – (Position: Indonesia 22nm E of Banggi Island) four gunmen in a speedboat attacked an Indonesian flagged fishing boat in an area approximately 22 nm east of Banggi Island, in northern Sabah. Two crewmen from the fishing boat sustained injuries from gun fire and were taken to a local hospital. Local authorities think that members of the Abu Sayyaf

- Group were responsible for the attack. (news.asiaone.com)
12. **14/10/14** – In the vicinity of Kalimantan, between the 9 – 14/10/14, a product Tanker, the Srikandi 515 was boarded by pirates, who hijacked the vessel, which was laden with 3,100 tonnes of Palm Oil. The vessel was en route to Gresik, East Java. All the crew were blindfolded and locked in a room for around thirteen days, before being disembarked on to a life raft with water and food supplies. The crew were found on the 24/10/14 by a Malaysian fisherman.
  13. **17/10/14** – (Position: 05°30'S - 105°18'E, Tarahan anchorage, Indonesia.) At 0550 LT, six pirates boarded an anchored Bulk Carrier. The alarm was raised and the crew mustered. Once the pirates were aware that they had been spotted they escaped with stolen engine spares.
  14. **18/10/14** – (Position: 01°08'N - 103°28'E, around 3nm East of Pulau Karimun Kecil, Indonesia) At 0330 LT, five armed pirates in a boat, came alongside and boarded a Chemical Tanker underway. Once on-board they went into the engine room, took hostage the 3<sup>rd</sup> Engineer and the duty fitter and tied them up. The robbers stole engine spares and escaped in their boat. No injuries to the crew were reported.
  15. **19/10/14** – (Position: 01°10'N - 103°32'E, around 7nm ENE of Pulau Kecil, Indonesia.) At 0530 LT, two robbers boarded an LPG tanker underway to the pilot boarding ground. The 3<sup>rd</sup> Engineer noticed the robbers escaping from the steering flat and informed the bridge. The alarm was raised, the crew mustered and a search was carried out. No robbers were found, but some engine spares were found to be missing from the engine room store. MPA Singapore were informed.
  16. **21/10/14** – (Position: 01°48'N - 104°31'E, around 24nm ESE of Tg Sedili Besar, Malaysia.) At 0300 LT, pirates armed with guns and knives, boarded a Product Tanker underway. They took hostage all crew members and ordered the Master to anchor the vessel. The pirates damaged the deck machinery and enquired about the cargo. Realising that the cargo was not suitable, the pirates stole ship's cash and crew's personal belongings and left the tanker at 0610 LT. The crew managed to repair the damaged deck machinery to heave up the anchor. The MMEA dispatched a patrol boat to the location for investigation. No injuries to crew reported.
  17. **21/10/14** – (Position: 10°09'N - 107°06'E, around 10nm south of Vung Tau, Vietnam.) At 0740 LT, four boats approached a drifting Container Ship from various directions. Two boats approached the stern and asked the duty crew members if they had any scrap items available on-board. As the crew members were distracted, the other two boats approached via the port side and five robbers armed with knives boarded the vessel. The duty bosun sighted the robbers and raised the alarm and the crew were mustered. The robbers threatened the bosun and jumped overboard empty handed. Vung Tau Vessel Traffic Services were notified.
  18. **20/10/14** – (Position: Around 4nm East of Pulau Karimun Kecil.) At 0535 LT, the Junior Engineer, on-board a Bulk Carrier underway, noticed two persons near the engine room skylight, whilst conducting routine checks on the poop deck. He saw the persons approaching him and realised they were not crew members. The alarm was raised and the ship's whistle sounded. The crew were mustered and the ship's lights were switched on. Realising they had been spotted the robbers escaped with engine spares. The MPA Singapore was informed.
  19. **21/10/14** – (Position: 8°45'21"N - 123°27'31"E, Philippines.) A Taiwanese-flagged fishing boat, FV CHUAN YU TSAI NO. 1, was looted by pirates travelling in two boats approximately 245 nautical miles east of Mindanao. The pirates reportedly took the boat's fishing gear, but did not board the vessel or fire any shots at the crew. (taiwannews.com)
  20. **22/10/14** – (Position: 01°25'N - 104°35'E, around 11nm NNE of Tg Berakit, Bintan Islands, Indonesia.) At 0300 LT, five persons armed with knives, boarded an anchored Bulk Carrier. The Duty AB spotted the robbers, raised the alarm and the crew were mustered. Upon hearing the alarm, the robbers jumped overboard and escaped with ship's stores. The Port

control and local agent were informed.



This month, the total number of incidents is higher than same period in 2013. The nature of the incidents is becoming more violent and the piracy gangs are not just targeting ships at anchor, but are getting more daring and attempting attacks once again, on vessels in transit. The pirates are usually armed with 'long knives' which are like machetes used by the locals and have become more prone to taking the crew hostage, by tying them up, whilst they rob the vessel of ship's stores or engine

spares. Cargo theft of fuel and other valuable oils such as Palm oil, is still prevalent. This month has seen two hijacks of vessels, one at the beginning of the month involving a Product tanker, which was only held for a short period of time and then later in the month, the Srikandi 515 was hijacked for a longer period of time and the crew eventually offloaded onto a life raft, put out to sea, before they were discovered and rescued.

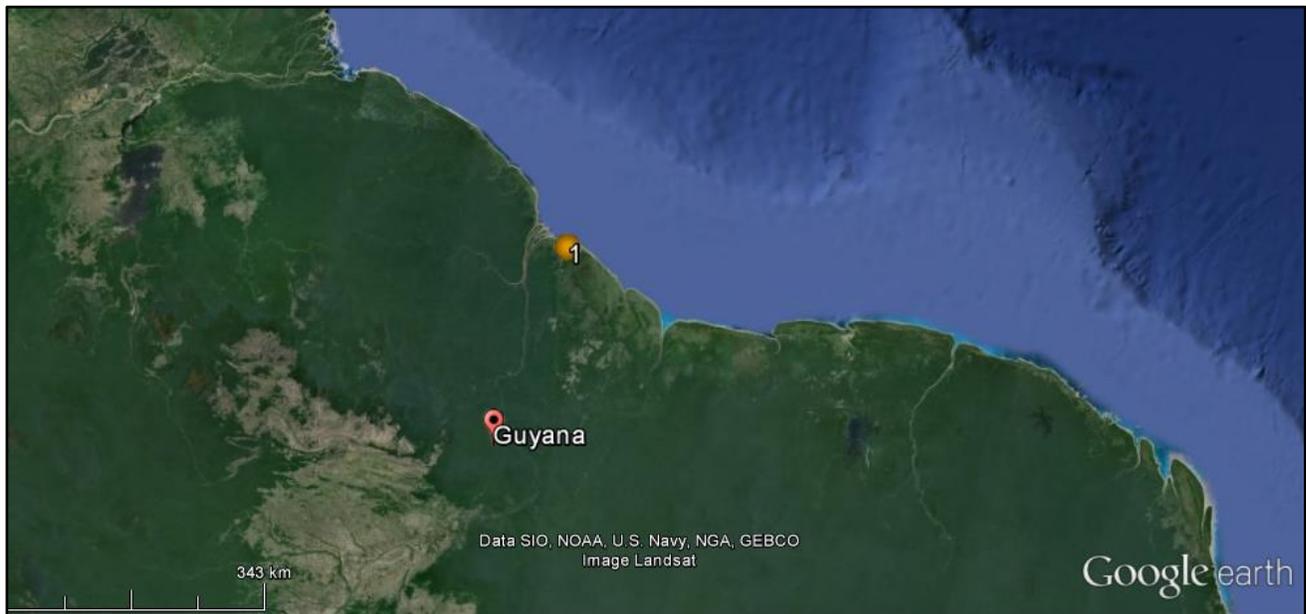
From the map above, it can be seen that the area north east of Bintan Island and in the area northeast of Pulau Karimun Kecil are still favourite piracy locations.

The IMB have revealed a worrying picture, report that Indonesia alone has recorded 72 incidents between January and September, including 67 armed robberies and five hijackings. Despite the efforts of the littoral states in patrolling the region, piracy has continued to plague the shipping community and calls are being made to address the issue as a matter of urgency.

This month, the US Navy have said that they are close to using armed, robotic patrol boats without sailors on board to escort and defend warships moving through the Malacca Straits. The technology, adapted from space agency Nasa's rovers on Mars, could transform how a navy operates and could even become part of the patrol network used to protect the shipping industry, which use the Straits as the main link to China.

The Philippines maritime training system underwent its latest STCW audit by EMSA this month and officials are hopeful of being able to prove over the next 12 months that it has met the standards required. This would lift the threat of a ban on Filipino officers serving on EC-flagged vessels. Up to half of the Philippines maritime schools may not make it to a "white list" that comply with the European Maritime Safety Agency's (EMSA) standards for STCW compliance and certification. Unless issues surrounding the training of the Philippine seafarers is addressed, they will be banned from operating within Europe.

## SOUTH AMERICA



### Summary of incidents –

1. **05/10/14** – (Position 06°47'N - 058°10'W, Georgetown Port, Guyana, South America.) At 2200 LT, five Robbers armed with knives, boarded a berthed Offshore Supply Tug. The duty crew discovered the water tight doors to the hospital and laundry rooms had been forced open and reported the incident to the duty officer who raised the alarm. Upon hearing the alarm, the robbers jumped overboard and escaped in their wooden boat. After a few hours, the duty AB on routine rounds, noticed two robbers with knives. The duty officer raised the alarm again, resulting in the robbers escaping, this time with ship's stores.

It is vitally important that a thorough search of the vessel is carried out after a boarding by pirates, as it is not uncommon for them to hide away until it appears that the coast is clear. This is the first reported incident off Guyana this year, but it acts as a reminder to Masters that piracy incidents do take place off Guyana and the recommendations in BMP4 should be adhered to.



## Health Advisories

Health Advisories for October:

**Dengue Fever** - Dengue fever occurs (is endemic) in most tropical and subtropical areas of the world. There is a risk of dengue in Africa, Central and South America, the Caribbean, the Eastern Mediterranean, South and Southeast Asia, and Oceania. Dengue fever is a disease spread to humans by mosquitoes and is caused by one of four types of dengue viruses. Dengue fever can cause severe flu-like symptoms and in some cases, may lead to dengue hemorrhagic fever (severe dengue), which can be fatal. In 2014, Malaysia and Singapore have reported more cases when compared to the same time period in 2013. Also this year, a dengue outbreak has been reported in Fiji and the number of cases is expected to increase.

### **Ebola**

**Nigeria:** There have been no cases of Ebola virus disease reported in Nigeria for 42 days (two incubation periods) following the small number of confirmed and suspected cases and deaths reported in Lagos and Port Harcourt related to an initial case in an infected traveller from Liberia. On October 20th, the World Health Organisation declared the end of the outbreak in Nigeria.

**Senegal:** There have been no cases of Ebola virus disease reported in Senegal for 42 days (two incubation periods) following the single confirmed case in a traveller to Dakar from Guinea. On October 17th, the World Health Organisation declared the end of the outbreak in Senegal.

## Security Alerts



### General:

#### a) Hurricane and Typhoon Seasons in the Atlantic and Pacific Oceans, the Caribbean and the Gulf of Mexico and the South Pacific -

The current South Pacific Tropical Cyclone Season begins on November 1<sup>st</sup> 2014 and will end around April 30<sup>th</sup> 2015. This could involve dangerous conditions that could be life threatening and travellers to this region are advised to pay particular attention to the weather forecast for the region you are visiting.

**The Atlantic Basin, including the Gulf of Mexico and the Caribbean Sea:** forecasters suggest that this year's season will be near-normal or below-normal hurricane season this year with a 50 percent chance of a below-normal season, a 40 percent chance of a near-normal season, and only a 10 percent chance of an above-normal season. NOAA predicts a likely development of El Nino during the summer or early fall and a 70 percent chance of 8 to 13 named storms, of which three to six are predicted to strengthen to a hurricane (with top winds of 74 mph or higher). Of those, one to two are expected to become major hurricanes (with top winds of 111 mph or higher, ranking Category 3, 4, or 5 on the Saffir-Simpson Hurricane Wind Scale). NOAA (National Oceanic and Atmospheric Administration's Climate Prediction Centre) recommends that those in hurricane-prone regions begin preparations for the upcoming season now.

**The Eastern Pacific:** Hurricane season began May 15 and ends November 30. NOAA expects a near- or above-normal season, with a 50 percent chance of an above-normal

season, a 40 percent chance of a near-normal season, and a 10 percent chance of a below normal season. NOAA predicts a 70 percent chance of 14 to 20 named storms, of which six to eleven are expected to become hurricane strength. Of those, three to six are expected to become major hurricanes (Category 3, 4, or 5 on the Saffir-Simpson Hurricane Wind Scale).

**Western and Central Pacific:** Typhoon season begins June 1 and ends November 30. NOAA's Central Pacific Hurricane Center (CPHC) predicts a 40 percent chance of a near-normal season, a 40 percent chance of an above-normal season, and a 20 percent chance of a below-normal season. CPHC expects four to seven tropical cyclones to affect the central Pacific this season.

## 1. North and Central America:

As of the 22<sup>nd</sup> October, the USA requires that all persons traveling to the United States from the West African countries of Liberia, Sierra Leone, and Guinea enter the U.S. through either New York's Kennedy, Newark's Liberty, Washington's Dulles, Chicago's O'Hare, or Atlanta's Hartsfield-Jackson airports to undergo EVD screening.

Passengers travelling from Liberia, Sierra Leone, and Guinea who are not scheduled to pass through one of these airports must rebook their flights to make entry through one of these designated airports.

Due to an outbreak of EVD in Liberia, Sierra Leone, and Guinea, the Centers for Disease Control and Prevention (CDC) issued **Level 3 Travel Warnings** for those three countries advising against non-essential travel and provided guidance to reduce the potential for spread of EVD. The CDC Level 2 Travel Alert for Nigeria was removed because Nigeria has been declared Ebola free.

**Ebola scare on Cruise Ship-** The Carnival Magic cruise ship has made its way back to Texas, after one of the passengers, who was a nurse who had treated an Ebola patient was suspected of having the virus. The nurse had voluntarily put herself into isolation in her cabin. She has been given the all clear after proving negative to the virus.

**Canada** - Canada will stop issuing visas to people from the three West African nations, Guinea, Sierra Leone and Liberia. They are following in the footsteps of Australia, who issued such a ban earlier in the month.

## 2. Europe:

**Migrant Issue in the Mediterranean** – As of the beginning of November, the Italian navy are ending their 'Mare Nostrum' operation, which focused on rescue of migrants from the Mediterranean. This is being replaced by a new EU Frontex operation 'Triton' which will concentrate on border controls and information sharing and coordination, rather than the rescue aspect. This effectively means that search and rescue operation will be reduced and the onus will now be back

with every seafarer and vessel using the Mediterranean. Responding to this worry, the International Chamber of Shipping (ICS) have reiterated the legal and humanitarian obligation of merchant ships to provide assistance to anyone in distress at sea under SOLAS and the International Convention on Maritime Search and Rescue. But they warn that it will clearly be much more difficult for merchant ships to save lives at sea without the adequate provision of search and rescue services by EU Member States. Moreover, whenever a ship performs its legal and humanitarian obligations, it will continue to be incumbent on EU Member States to ensure that those who are rescued can be readily disembarked at the next port of call, even when they may lack documentation.

**Straits of Gibraltar** - The Royal Navy has been put on **red alert** after Al Qaeda urged its followers to blow up oil tankers using the Strait of Gibraltar. Terror chiefs have called on militants to destroy tankers bound for the west by ramming them with boats laden with explosives or by hijacking the ships and running them aground. An attack would cause “phenomenal” reaction around the world and help ramp up oil prices, shipping rates and maritime insurance as well as military spending. A spokesman for the Government of Gibraltar said: “This is not the first time that threats have been made to target merchant shipping passing through the Straits of Gibraltar. Every year 106,000 ships, including 5,000 oil tankers bound for the West, pass through the Strait.

### 3. Asia and Oceania

**Bangladesh** - Country-wide hartals (strike/shutdown and protests) have been called for on 30th October and 2-3<sup>rd</sup> and the 5<sup>th</sup> – 7<sup>th</sup> November in Bangladesh. The countrywide 48-hours hartal enforced by Bangladesh Jamaat-e-Islami are underway. Jamaat called the hartal protesting the death sentence awarded to its top two leaders for war crimes. In Dhaka, the paramilitary force members started patrolling different strategic points of the capital city alongside members of other law enforcement agencies.

### 4. North Africa and the Middle East:

**Yemen** – Violence continues throughout Yemen in continued attacks against Yemeni security forces, such as the attack in Hadramawt. Yemen is again experiencing a transition period, under President Hadi and following recent attacks, killing many security personnel, the UN and the US have threatened to impose sanctions on ‘spoilers’ endangering the country’s peace, security and stability. U.N. diplomats said the United States has asked the council to freeze the assets and impose a global travel ban on three “spoilers” — Yemen’s former president Ali Abdullah Saleh, who has allied with the Houthis, and two Houthi leaders, Abd al-Khaliq al-Huthi and Abdullah Yahya al Hakim. Daily attacks involving the Houthi rebels (Shite) and the Sunnis are ongoing and attacks can happen indiscriminately, especially around security related facilities and roadblocks.

**Libya** - UN-sponsored peace talks have been held in Ghadames. Libya faces serious political and security challenges which can only be addressed through an urgent ceasefire and political dialogue. This process will require time, patience and compromise from all sides. Those looking to undermine prospects for peace through violence and extremism should be in no doubt that the international community will not hesitate in taking action against them. In the meantime, heavy fighting continues around Benghazi and the port area. This should be avoided.

**Afghanistan**- A ceremony to mark the end of British and American military operation in Afghanistan was carried out on Sunday 26/10/14. Camp Bastion, which has been the epicentre of the British operation, is handed back over to Afghan forces, ending the UK presence since 2006. In preparation for the handover, recent operations have focused on the training of Afghan troops. A number of key personnel will remain in Afghanistan to continue to train the Afghan forces.

**Egypt** – Attacks against the security forces in the Sinai Peninsula continue after 31 soldiers were killed in mid-October in the city of el-Arish, near the Gaza border. A further attack in the same city at the end of October, which injured 7 soldiers, has prompted the authorities to declare a **State of Emergency and impose a curfew in the area.**

## 5. Africa:

**Mozambique** - Mozambique's next president will be ruling party candidate Filipe Nyusi, according to official results announced by the country's National Electoral Commission in the capital, Maputo, following the election results on October 15<sup>th</sup>. Nyusi, a former defense minister from the ruling Front for the Liberation of Mozambique, or Frelimo, won 57.03 percent of the votes. However, the main opposition party, the Mozambique National Resistance, or Renamo, said on October 28<sup>th</sup> that it was the rightful winner of the elections and won't accept any other result. Its candidate Afonso Dhlakama got 36.61 percent of the official count. The clashes between the two parties will continue and these have become violent in the past.

## 6. South America and Antarctica;

**Brazil** – Following the election results on the 27<sup>th</sup> October, Dilma Rousseff has been re-elected for her second term in office as President of Brazil. Her opposition rival Aecio Neves lost with a narrow margin in an election that largely split the country between the poor north and wealthier south. Since then, angry demonstrations have taken place in the main cities, where protestors are angry at her re-election and charge her with allegations of corruption, asking for her removal. Roughly 3,000 people took to Avenida Paulista in São Paulo at the weekend. Whether this will escalate into a movement, remains to be seen.



## Anti-Piracy Measures/Best Management Practices

Allmode strongly recommend that all vessels transiting the HRA implement BMP4. The three fundamental requirements of BMP4 are:

- 1. Register at MSCHOA:** Ensure that a 'Vessel Movement Registration Form' has been submitted to MSCHOA prior to entering the HRA.
- 2. Report to UKMTO:** On entering the UKMTO Voluntary Reporting Area – an area bound by Suez to the North, 10S and 78E – ensure that a UKMTO 'Vessel Positioning Reporting Form – Initial Report' is sent. Vessels are strongly encouraged to report daily to the UKMTO by email at 0800 GMT whilst operating in the HRA.
- 3. Implement Ship Protection Measures (SPM):** The measures described in BMP4 are the most basic that are likely to be effective. If pirates are unable to board a ship they cannot hijack it. Allmode is able to provide advice on request.
- 4. Enhanced Watch keeping:** Additional, briefed lookouts should be used for each watch, and careful Radar Watch should be maintained. A sufficient number of anti-glare binoculars should be available for the enhanced Bridge Team. Masters should consider a shorter rotation of the watch period in order to maximise alertness of the lookouts, and the utilisation of night vision optics.



## Attack Types

Definitions of attack type vary between the different piracy reporting centres. The definitions used in this report are as follows:

- **Hijacked Vessel:** Vessel which pirates board and take control of against the will of the crew.
- **Boarded and Robbed:** Vessel which pirates board and rob, but do not take control of.
- **Fired Upon:** Vessel which is fired upon by pirates using small arms or RPG.
- **Attempted Boarding:** Vessel which pirates have attempted to board, or have boarded but failed to secure.
- **Suspicious Approach:** Suspicious small craft, e.g.: a craft containing non-fishing equipment such as ladders, which makes a definite course alteration towards the vessel.
- **Suspicious Activity:** Small craft behaving suspiciously such as sailing on the same course or speed for an uncommon period and distance, not in keeping with normal fishing trends.

- **Disruption:** Any incident where a pirate vessel at sea is prevented from conducting piracy operations due to direct engagement or interdiction by coalition forces.
- **Internationally Recognised Transit Corridor (IRTC):** The IRTC was established in the Gulf of Aden in February 2009. This enables Vessels to transit the corridor, if necessary in arranged convoys, and the IRTC is patrolled and supported by a strong naval presence.
- **Pirate Action Group:** Any group engaging in pirate activity consisting of a mother-ship accompanied by at least one attack skiff, or two or more attack skiffs operating independently.
- **Pirated Vessel:** A vessel captured by pirates which will be used to demand a ransom. Pirates remain on board the vessel in full control of both the vessel and the crew, can also be used as a mother-ship



## Night Vision Devices

Visual acuity from night vision devices provides a vast improvement over human night vision. However, it is far from perfect. As with direct sight, higher levels of acuity are associated with closer, slower targets. The visual acuity offered by image intensification rapidly diminishes for objects over 400 feet away. This distance is further reduced, the faster the target is moving. A number of environmental factors can also reduce the acuity of image intensification systems. Rain, clouds, mist, dust, smoke, fog all affect performance.



## About Allmode

### INTERNATIONAL SECURITY SERVICES

Allmode Limited provides a range of Risk Management and Security services to global, private clients. Due to the diversity of our client base we have consultants from a wide range of backgrounds and professions heightening our knowledge and experience within the security industry which we serve.

Based within the UK, our head office is located in Ramsey on the Isle of Man and our ability to operate globally is enhanced through our network of in-country professionals, contacts and resources and specifically through strategically located offices in Dubai and Singapore.

Our work ethos is focused around professionalism, reliability, time and cost. Our ability to recognise what is important and listen to our clients combined with our extensive networks, wide spectrum of services and worldwide capability ensures that we deliver effectively on all four. Our SAFE concept encompasses a number of services that can be tailored to fit a specific vessel or clients' needs.

The first step in an effective security management plan is to understand the specific and unique threats and risks to the asset and furthermore to the principal. Our consultants are all former Forces personnel and have specialist security knowledge including ISPS, IMO, Close Protection, Security Management, Security Auditing, Intelligence Gathering and Maritime Security. Using a threat and risk assessment analysis, we are able to help our clients understand their vulnerability and therefore tailor SAFE to suit your individual needs and requirements.

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