

OPRF MARINT Monthly Report

April 2009



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This monthly report is edited/ summarized by publisher and staff writers based on published news resources.

Each resource is referenced with bracket below each title and is displayed as link URL on the last page of this report.

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Major Events in April 2009

Security: In April, piracy off Somalia was active. In addition, its activity area has been gradually moving south to the Indian Ocean, and the incidents of attacks are increasing in the maritime area far away from the coast of Somalia. Regarding the peculiarities of the incidents of Somali piracy in the year 2009, we have summarized them in the analysis of this monthly report, which centers on the International Maritime Bureau (IMB) report in the first quarter of the year 2009.

In April, in addition to Japan, both the Republic of Korea (ROK) and Singapore started anew counter-piracy activities. Also, China sent the second expeditionary force, which already arrived in the Gulf of Aden to commence its mission. On the other hand, in company with the activities of the navy of each country, the number of the pirate suspects to be detained has increased, including the cases of shooting a person to death. The pirate suspects detained have been released because the evidence was not sufficient to bring a prosecution against them. As a rare case, some suspects were sent to the nations that arrested them to be prosecuted.

A noteworthy incident occurred in April that the U. S.- flagged vessel was attacked for the first time. On the 8th, pirates attacked a U.S.- flagged container ship, MV *Maersk Alabama* (17,525 DWT) , and temporarily seized it 500 nautical miles south of the Gulf of Aden. Twenty American crew-members were on board the container ship. Holding the ship's captain on a lifeboat of the vessel, the pirates took him as a hostage. On the evening of the 12th, U.S, Navy Seal snipers conducted an operation to rescue a cargo ship captain unharmed and killed three Somali pirates. They acted with President Obama's authorization and in the belief that Captain of the boat was in imminent danger of being killed by captors.

Also, France released hostage by force. On the 10th, French troops freed hostages on a yacht, *Tanit*, which was captured off Somalia, the French presidency said. Two pirates were killed in the operation and three were captured. The owner of the yacht was also killed.

Military: Russian-Chinese military-technical cooperation totals \$16 billion since 2001, Russia's arms export monopoly, Rosoboronexport, has said. However, the Chinese share of Russian arms exports has been decreasing in the recent years. Even though, looking at the sales volume, the Chinese share of Russian arms exports is exceeding one million dollars a year on an average. On the other hand, Russian-Chinese military cooperation has been overshadowed by Russia's concerns that China may use Russian technology to produce their own copycat versions of military equipment.

The People's Liberation Army (PLA) Navy held the first international fleet review in waters off Qingdao, Shandong Peninsula, in celebration of the 60th anniversary of the founding of the PLA Navy on the 23rd. A total of 21 visiting naval vessels from 14 countries took part in the review. President Hu Jintao, aboard the PLA Navy guided destroyer *Shijiazhuang*, reviewed the vessels. The PLA Navy's nuclear submarines and the most sophisticated surface combatants participated in the parade.

The South Korean government approved the long-delayed plan to build a strategic naval base on the southern resort island of Jeju on the 27th. A five-year construction will begin by December 2009 after a feasibility study on environmental effects and so on. The new base will be used as an up-to-date commercial port able to accommodate two 150,000-ton cruise liners. The port will be able to harbor some 20 sophisticated warships, serving as the homeport of the Navy's "strategic mobile squadron" to be inaugurated by 2015.

Diplomacy and International relations: On the 3rd, the Kenyan and Somali governments signed a memorandum of understanding on their maritime boundary. Prior to the presentation of its submission of an extension of the outer limits of their continental shelf to the Commission on the Limits of the Continental Shelf (CLCS), Kenya required the agreement with its neighbors Tanzania and Somalia on their maritime boundaries. According to Kenyan foreign minister, Kenya is negotiating for a similar agreement on their maritime boundaries with Tanzania.

On the 8th, the Philippines submitted particulars of the outer limits to its continental shelf to the UN Commission on the Limits of the Continental Shelf (CLCS), regarding Benham Rise in the Philippine Sea off the eastern side of Luzon. The current submission made clear it was only "partial submission." This time, by filing the claim over Benham Rise, which is undisputed territory, the government bought time to sort out border issues with its neighbors over the Kalayaan islands and Scarborough Shoal.

Shipping, Resources, Environment and Miscellaneous: On the 12th, Bangladesh said it would build a deep seaport to handle the country's growing external trade and increase regional transit facilities. According to the plan, Bangladesh should build the deep seaport near the country's main Chittagong port by 2055 in three phases by investing \$1.2 billion. When the seaport is built, it is expected that the seaport will also be a regional, physical distribution hub for Nepal, Bhutan, southern China, Myanmar and the northeastern region of India.

The Panama Canal Authority (ACP) says total Canal transits decreased 1.4% in the second quarter (Q2) of the ACP's 2009 fiscal year compared to a year previously, to 3,914. On the other hand, Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal, including waiting time for passage, decreased significantly -27.9 percent – to 26.22 hours from 36.39 hours during the Q2 of the ACP's 2009 fiscal year.

On the 20th, the Philippine government barred the deployment of Filipino seafarers on ships trading in the Gulf of Aden. President Gloria Macapagal Arroyo also ordered closer co-ordination among Philippines officials, manning agencies and ship-owners to ensure that the deployment ban is strictly observed. But the union United Filipino Seafarers (UFS), fearing for the jobs of mariners, insisted that the ban would be technically impossible to impose, calling the action ridiculous.

1. Information Digest

1.1 Security

April 1 “Greek Navy detains pirate suspects, releases later” (Fairplay Daily News, April 1, 2009)

According to Greek Navy, Somali pirates fired at the Norwegian-flagged LPG/chemical tanker MT *Sigloo Tor* (14,489 DWT) in the Gulf of Aden on the 1st. The ship’s crew was quick with the fire hoses, and doused pirates broke off the attack and fled. Shortly afterwards, commandos from a Greek frigate intercepted a skiff with five Somalis aboard in the same area. The five were detained briefly, but released later since there was no proof linking them with the attack on the tanker. The navy said the attackers might have thrown weapons overboard to avoid arrest.

April 2 “Seychelles deploys security force to outer islands” (Reuters, April 2, 2009)

On the 2nd, security forces have deployed to outer islands of the Seychelles archipelago after two vessels flying the Indian Ocean nation's flag were seized by Somali pirates in March, the Seychelles’ army chief said. Somali pirates seized the catamaran-type yacht *Serenity* in mid-March, and the oceanographic research cruiser *Indian Ocean Explorer* on March 28 near Seychelles' island of Assumption. “We have doubled the strength of our forces there and given the coastguards the necessary instructions,” said the army chief. The Seychelles archipelago covers more than 1.3 million square kilometers (km) of the Western Indian Ocean for the exclusive economic zone (EEZ) although total land area is 445 square km.

【Related Story】

AP report from Nairobi, Kenya dated 3 April says on hijacking of the *Indian Ocean Explorer*, as follows. The *Indian Ocean Explorer* is a luxury cruiser converted from an oceanographic research ship for diving and fishing purposes. When hijacked, the boat carried only seven crew members from the Seychelles, but no passengers. The U.S. Navy says the boat is registered in the Seychelles, and was hijacked on either March 27 or March 28. On the other hand, the British navy said the boat had been seized on the 25th. The photograph of the boat has been taken from the home-page of Aquatours, the London-based tour operator that books diving tours on the luxury cruiser.



Indian Ocean Explorer

<http://www.aquatours.com/seychelles/ioe.htm>

April 3 “S. Korean warship arrives at Bahrain” (Yonhap, April 3, 2009)

The South Korean naval force deployed to combat pirates off the Somali coast arrived at a Bahraini port on the 3rd. The fleet comprises the destroyer *Munmu the Great* (4,500 DT), carrying the 300-strong “Cheonghae” unit. According to the South Korean Joint Chiefs of Staff (JCS), the “Cheonghae” unit will conduct an anti-piracy mission, based on intelligence and operational information which will be provided by the U.S.-led naval command – CTF-151. About 460 South Korean vessels travel the Gulf of Aden a year.

April 4 “Somali pirates attack Malta-flagged vessel” (The Jerusalem Post, April 4, 2009)

On the 4th, Somali pirates attacked a container ship (Malta-flagged) of the Israeli freight company Zim, the MV *Africa Star* (18,037GT), in international waters some 700 kilometers from Somalia. The Israeli Foreign Ministry said there were no Israeli crew members on board. The incident occurred when pirates atop two speedboats opened handgun fire at the ship. They tried to climb the ship but a barbed wire running around the deck prevented them from getting aboard. After their attempt to board the ship failed, the pirates returned to the speedboats and began tailing the *Africa Star*, an activity they pursued for several hours. But the ship managed to flee as the pirates and another mother ship that accompanied them were too slow.

April 4 “Somali pirates free Indian dhow” (Ecoterra International, April 5, 2009)

Somali pirates freed Indian cargo dhow MV *Shehenshah-E-Madina* on the 4th. The vessel had been hijacked on March 30 after it had set sail for United Arab Emirates (UAE) from Somalia. The 18-member crew is said to be safe.

April 4–6 “Somali pirates hijack 4 vessels continuously” (AP, April 6, 2009 and others)

The AP report dated the 6th said that Somali pirates hijacked three vessels in less than two days from the 4th to the 6th. The Taiwanese ship *Win Far 161* was seized early on the 4th near an island in the Seychelles in the Indian Ocean, said a spokesman for America's Bahrain-based 5th Fleet. The crew comprises 30 members, according to a Taiwan Foreign Minister statement. On

the other hand, a bulk carrier of the British shipping company, MV *Malaspina Castle* (Panama-flagged, 35,000 tons), was hijacked early on the 6th in the Gulf of Aden. The vessel has 24 crew-members.

Additionally, Somali pirates hijacked a Yemeni tugboat, *Al-Ghaith*, off Somalia in the Indian Ocean and held its seven Yemeni crew-members on the 5th, according to the Yemen's Interior Ministry. (iol, April 5, 2009) The ship was released on the 7th. (Saba Net, April 7, 2009)

Before these incidents, a German-flagged container ship, MV *Hansa Stavanger* (20,526 DWT), was seized 400 nautical miles from the Somali town of Kismaayo, between Kenya and the Seychelles on the 4th. The vessel has 24 crew-members. (Fairplay Daily News, April 6, 2009)



MV *Hansa Stavanger*

Source: Fairplay Daily News, April 6, 2009



MV *Malaspina Castle*

Source: Mail Online, April 6, 2009

【Related Story】

“Taiwan seeks assistance of U.S., Britain and others” (The China Post, April 8, 2009)

Taiwan is asking for American and British help to save a tuna boat, *Win Far 161* (700 tons), hijacked by Somalia pirates, spokesman for the Taiwan Ministry of Foreign Affairs (MOFA) said on the 7th. According to the MOFA, it has sought the assistance of the Bahrain-based U. K. Maritime Trade Organization (UKMTO), the U.S. 5th Fleet, the Seychelles fishery bureau and the Somali harbor bureau in rescuing the long-liner and its crew. Among its 30 crew members, the ship's skipper and first engineer are Taiwanese nationals, while five other are Chinese, 17 are Filipinos and six are Indonesian. The *Win Far 161* was hijacked while three other fishing vessels of the same company were working in the area. They all returned to the Seychelles immediately after the incident occurred.

April 7 “French authorities pinpoint location of hijacked yacht” (AFP, April 7, 2009)

On the 7th, French authorities pinpointed the location of a French-registered yacht *Tanit* hijacked by Somali pirates off the coast of Somalia on the 4th, Foreign Minister Bernard Kouchner said. The *Tanit* is a 12.5-meter sailing yacht with two couples and a three-year-old boy onboard, and it was en route to the Indian Ocean archipelago of Zanzibar.

【Related Story】**“ France frees hostage by force” (BBC News, April 11, 2009)**

On the 10th, the French troops freed a yacht, *Tanit*, which was captured off Somalia, the French presidency said. Two pirates were killed in the operation and three were captured. Although four of two French couples with a child were on board the yacht, one of them, the owner of the *Tanit* and father of the boy, met his death during the rescue operation. It is unclear whether he was killed by his captors, or by a stray French bullet. It was the third liberation by force by the French troops. “France has shown its determination not to give in to blackmail, [to] prosecute the criminal acts and liberate the hostages every time that a ship under a French flag is captured,” French Defense Minister Herve Morin said.



The *Tanit* seized by the armed pirates (left) and French special troop surrounding the pirates (right)

Source: BBC News, April 10, 2009 (Left), Reuters, April 10, 2009 (Right)

April 8 “Germany hands over pirate suspects to Kenya” (UPI, April 9, 2009)

On the 8th, Germany handed over seven pirate suspects to Kenya. The seven suspects were arrested by the German frigate FSG *Rheinland-Pfalz* when they attacked a wrong target of a German navy supply ship on March 27. Entering the Kenyan port of Mombasa, the German frigate handed over pirates to Kenya on the 8th. There was a debate over whether the pirates should be tried in German court, but after talks between Germany and Kenya, Berlin decided to hand over the pirates. It was the second time Germany handed over pirates to Kenya, after delivering nine suspects on March 9.

April 8 “Somali pirates attack U.S.-flagged ship for first time” (The Washington Post, April 8, 2009 and others)

On the 8th, pirates attacked a U.S.-flagged container ship, MV *Maersk Alabama* (17,525DWT), and temporarily seized it 500 nautical miles south of the Gulf of Aden. Twenty

American crew members are on board the container ship. Holding the ship's captain on a lifeboat of the vessel, the pirates took him as a hostage. One of the crew-members told CNN by telephone that four Somali pirates armed with Kalashnikov assault rifles attacked the ship. The crew-members locked themselves in the compartment, where they remained for about 12 hours. The pirates couldn't find them. When they initially commandeered the container ship, the pirates sank the small boat they used once they climbed aboard the freighter. The captain proposed to give them a rescue boat and the money. The pirates wanted to hold their captain as a hostage for ransom. On the other hand, the crew managed to capture one of the pirates. Afterwards, the crew-members turned over a pirate they had captured. The pirates left the ship by the rescue boat, holding their captain as a hostage.

According to the Maersk Line that operates the container ship, the MV *Maersk Alabama* was en route on a regular rotation from Salalah in Oman, to Djibouti, and then on to Mombasa port in Kenya, carrying food aid and other supplies of the United States Agency for International Development (USAID) and the World Food Program (WFP) among others. It was the first time that a U.S.-operated ship was seized by Somali pirates.

The U.S. Navy said that the ship was hijacked about 280 miles southeast of Eyl in the northern Puntland region of Somalia. The closest U.S. ship at the time of the hijacking was 345 miles away. The guided-missile destroyer USS *Bainbridge* and at least six other ships were heading to the scene. (AP, April 8, 2009)



MV *Maersk Alabama* (17,525DWT)



MV *Maersk Alabama* lifeboat

Source: The New York Times, April 8, 2009 (Left), gCaptain, April 9, 2009 (Right)

【Related Story 1】

“ Pirates demand \$2 million ransom” (Reuters, April 10, 2009)

On the 10th, jumping from the rescue boat, Richard Phillips, Captain of the MV *Maersk Alabama*, tried to escape by swimming to a U. S. destroyer, the USS *Bainbridge*, but pirates immediately hauled him back aboard the ship. Afterwards, the pirates demanded \$2 million of ransom for his release. Also, another group of pirates who took a German-flagged ship, MV *Hansa Stavanger*, on the 4th, is heading toward the scene with hostages on board. Knowing that the Americans will not destroy this German ship and its hostages, they (the approaching pirates) are believed to be aiming to become the “human shield” in the scene where the U. S. warship is watching, said the source that is familiar with piracy information. On the 11th, MV *Hansa Stavanger* withdrew from the area after failing to reach the scene. (CNN, April 11, 2009)

【Related Story 2】**“ US Navy Seal uses force to rescue ship captain taken hostage” (The New York Times, April 12, 2009)**

U.S. Navy Seal snipers conducted an operation to rescue a cargo ship captain, Richard Phillips, unharmed and killed three Somali pirates on the 12th. Acting with President Obama's authorization and in the belief that a hostage, Captain Richard Phillips, was in imminent danger of being killed {by captors}, snipers on the fantail of the destroyer USS *Bainbridge*, which was towing the 18-foot lifeboat on a 100-foot line, opened fire and picked off the three captors.

According to the U.S. Navy, what they saw was two of the captors had poked their heads out of a rear hatch of the lifeboat, exposing themselves to clear shots, and the third could be seen through a window in the bow, pointing an automatic rifle at the captain. It took only three remarkable shots — one each by snipers firing from a distance at dusk, using night-vision scopes. Within minutes, rescuers slid down ropes from the *Bainbridge*, climbed aboard the lifeboat and found the three pirates dead. They then rescued Captain Phillips. A fourth pirate had surrendered earlier.

Regarding the details which led to a success, The New York Times (NYT) reports on an outline, as follows.

- (1) The Defense Department twice sought Mr. Obama's permission to use force to rescue Captain Phillips, most recently on night of the 10th, senior defense officials said. On the morning of the 11th, the president agreed, they said, if it appeared that the captain's life was in imminent danger, senior Navy officials said.
- (2) By the 10th, with several warships within easy reach of the lifeboat, the negotiations had gone nowhere. Captain Phillips jumped into the sea, but was quickly recaptured. On the 11th, the pirates fired several shots at a small boat that had approached from the *Bainbridge*.
- (3) By then, however, the pirates agreed to receive food and water. A small craft was used to deliver them and it apparently made several trips between the U. S. ship and the lifeboat. On one trip, one of the four pirates — whose hand had been gashed during the capture of Captain Phillips — asked for medical treatment and, in effect surrendering. Three pirates were left on board with Captain Phillips.
- (4) Meanwhile, members of the Navy Seals were flown in by fixed-wing aircraft. They parachuted into the sea with rigid hull inflatable boats (RHIB) and were picked up by the U. S. ship. On the 12th, the pirates, their fuel gone, were drifting toward the Somali coast. They agreed to accept a tow from the U.S. ship. At first, the towline was 200 feet long, but as darkness gathered and seas became rough, the towline was shortened to 100 feet. It was unclear if this was done with the pirates' knowledge.
- (5) At dusk, a single tracer bullet was seen fired from the lifeboat. The intent was unclear, but it increased the tension. Seal snipers at the stern rail of the warship fixed night vision scopes to their high-powered rifles, getting ready for action. What they saw was the head and shoulders of two of the pirates emerging from the rear hatch of the lifeboat. Through the window of the front hatch they saw the third pirate, pointing his AK-47 rifle at the back of

Captain [Phillips], who was seen to be tied up. That was it: the provocation that fulfilled the president's order to act. The order was given.



The guided missile destroyer USS *Bainbridge* (DDG 96) tows the lifeboat from the *Maersk Alabama* to the amphibious assault ship USS *Boxer* (LHD 4)



A team from the *Maersk Alabama* to the amphibious assault ship USS *Boxer* (LHD 4) tows the lifeboat from the *Maersk Alabama* to the USS *Boxer* to be processed for evidence.

Source: gCaptain, April 14, 2009

<http://gcaptain.com/maritime/blog/photos-week-maersk-alabama/more-7907>

Note: Refer to a transcript of the interview with Vice Admiral Gortney, Commander, the U. S. Central Command, on rescue operation on web below:

[DoD News Briefing With Vice Adm. Gortney From Bahrain](#)

【Related Story 3】

“ President Obama applauds rescue operation” (The White House, Press release, April 12, 2009)

On the 12th, President Obama issued a statement and applauded the rescue operations. In the statement, president said that he was very pleased that Captain Phillips had been rescued and that he was very grateful for the efforts of the U.S. military and many other departments and agencies [who worked to secure Captain Phillips's safe recovery]. In addition, he stressed, “We remain resolved to halt the rise of piracy in this region. To achieve that goal, we must continue to

work with our partners to prevent future attacks.”

April 9 “Singapore sends tank landing ship to Somali waters” (The Straits Times, April 10, 2009)

On the 6th, a Singapore Navy’s Landing Ship Tank (LST), RSS *Persistence*, left for the Gulf of Aden to participate in an international anti-piracy patrol. The RSS *Persistence*, with two helicopters and 240 officers and men on board, will conduct a three-month patrol, joining the CTF-151. The LST will not only protect merchant ships that pass through the Gulf of Aden but also respond to any emergency calls made from ships. Of more than 100 ships which were raided or chased while patrolling in the Gulf of Aden in 2008, 14 were Singaporean-flagged vessels.

【Related Story】

“ Singapore Navy’s amphibious ship joins Counter-piracy CTF 151” (CTF-151, Public Affairs, Press Release, April 23, 2009)

On the 23rd, Landing Ship Tank (LST), RSS *Persistence*, which Singapore dispatched to the waters off Somalia, joined Combined Task Force (CTF) 151 and began conducting operations in the area.

On the 25th, a helicopter launched from a Landing Ship Tank (LST), RSS *Persistence*, in response to an emergency call from a Mongolian-registered ship, MV *Harmony Falcon*, found four boats that were approaching the merchant vessel, and issued a warning to the boats. The boats immediately pulled away from the merchant vessel. It was the first counter-piracy operation for the LST. (The Straits Times, April 29, 2009)

April 10 “Somali pirates free Norwegian tanker” (RIA Novosti, April 13, 2009)

The Russian Foreign Ministry confirmed on the 13th that Somali pirates had released the Norwegian-owned chemical tanker (Bahamas-flagged) MT *Bow Asir* on the 10th. The tanker with 27 crewmembers was captured some 250 nautical miles east of the port of Kismayo in southern Somalia. It was released after the owners paid a ransom, the Norway Post newspaper reported, adding that the pirates had demanded \$2.4 million.

April 11 “Somali pirates hijack Italian tug” (Maritime Security Centre, Horn of Africa, Press Release, April 11, 2009)

An American-owned and Italian-flagged tug (towing two barges), *Buccaneer* and operated by a company of the United Arab Emirates (UAE) was hijacked while traveling through the Gulf of Aden on the 11th. The 16 crew-members are believed to be unharmed.



Buccaneer

Source: Trade Winds, April 24, 2009

April 13 “2nd Fleet of Chinese escort ships arrives at Gulf of Aden” (Xinhua, April 13, 2009)

The second fleet of Chinese escort ships arrived at the Gulf of Aden on the 13th. The new task force includes the destroyer DDG-167 *Shenzhen* (6,000 DWT) and the frigate FFG-570 *Huangshan* (1,924 DWT). The supply ship *Weishanhu* will remain in the gulf. The crew of the first flotilla will brief their successors on pirate activities in the area and experience gathered from three months of escorting operations. The two fleets are scheduled to conduct two joint escort missions this week. The first Chinese fleet, which arrived in the Gulf of Aden on January 6, has escorted 206 ships, including 29 foreign merchant vessels, and successfully rescued three foreign merchant ships.

April 14 “Somali pirates seize two ships” (Reuters, April 14, 2009)

On the 14th, Somali pirates hijacked two more cargo vessels and opened fire on a third. They also hijacked on the 14th the Greek-owned bulk carrier, (St. Vincent & the Grenadines-flagged) MV *Irene E.M.* (38,340 DWT), and Togo-flagged cargo ship, MV *Sea Horse*. According to the Portuguese warship *Corte-Real*, it had received a pre-dawn distress call from the MV *Irene E.M.* as it traveled through the Gulf of Aden. There was only three minutes between the alarm and the hijack. They attacked at night, using the moonlight, which was very unusual. Greece's Merchant Marine Ministry said the bulk carrier was sailing from Jordan to India. Its 22 crew-members were Filipinos, who were all unharmed. Hours later, MV *Sea Horse* had also been seized about 77 nautical miles off Somalia. It was hijacked by pirates on board three or four skiffs.



MV Irene E. M

<http://www.shipspotting.com/modules/myalbum/photo.php?lid=450528>

【Related Story】

“ Somali pirates free Togo-flagged ship” (Trade Winds, April 20, 2009)

On the 17th, Somali pirates freed a Togo-flagged general cargo ship - MV *Sea Horse*. The cargo vessel was hijacked while it was en route to Mumbai to pick up tons of maize to deliver to Somalia for the WFP on the 14th. The release of the *Sea Horse* was extremely fast and came after a ransom of just \$100,000 was reportedly paid. However, a source close to the situation told that no ransom had been paid.

April 14 “Somali pirates attack second U. S. merchant ship” (AP, April 15, 2009)

On the 14th, Somali pirates attacked U.S.-flagged cargo ship, MV *Liberty Sun*. Although one pirate-group issued a threat of retaliation against Americans, the recent assault on a second U.S. cargo ship underscored their ability to act with impunity. The pirate attack occurred in the Indian Ocean about 285 nautical miles southeast of the Somali capital of Mogadishu. Pirates bombarded MV *Liberty Sun* with automatic weapons fire and rocket-propelled grenades. Its American crew of about 20 successfully blockaded themselves in the engine room and warded off the attack with evasive maneuvers. The ship was reportedly damaged pretty badly on its bridge. The ship was carrying food aid for Africans. By the time the U.S. naval vessel arrived five hours later, the pirates were gone.

According to BBC News on the 15th, one pirate said: “The aim of this attack was totally different. We were not after a ransom. We also assigned a team with special equipment to chase and destroy any ship flying the American flag in retaliation for the brutal killing of our friends.” (BBC News, April 15, 2009)

April 15 “France captures pirate ‘mother ship,’ arrests 11 crew” (AP, April 15, 2009)

On the 15th, French naval forces seized a suspected pirate “mother ship” 550 miles east of Mombasa and arrested 11 men that attacked a Liberian-flagged cargo ship, MV *Safmarine Asia*. French Foreign Ministry spokesman said a navy helicopter was sent to the scene, hearing a

distress call from the *Safmarine Asia*. He described the seized ship as a small, noncommercial vessel carrying fuel, water and food supplies. The 11 pirates, believed to be Somalis, were being held on the *Nivose*, a French frigate.



This aerial photo taken from a French Navy helicopter and released by the French Defense Ministry on Wednesday, April 15, 2009, showing a pirate "mother ship". (AP, April 15, 2009)

【Related Story】

“ France hands 11 pirate suspects to Kenya” (Maritime Security Centre, Horn of Africa, Press Release, April 23, 2009)

On the 22nd, the French Navy's frigate *Nivose* arrived in Mombasa, Kenya, and handed 11 suspected pirates over to the Kenya authorities.

April 16 “Somali pirates free Greek ship” (Shiptalk, April 17, 2009)

On the 16th, Somali pirates freed a Greek-owned ship, MV *Titan* (St. Vincent & the Grenadines-flagged). The 24-member crew were all said to be in good health. MV *Titan* was hijacked in the Gulf of Aden on March 19. Having been released, the ship reportedly resumed its original course to Korea.

April 18 “Dutch Navy releases pirate suspects after seizure” (MARINE LOG, April 18, 2009)

Having received a distress call from a Marshall Islands-flagged chemical tanker/products tanker, MT *Handytankers Magic*, which was sailing roughly 85 miles south of Aden, the Dutch frigate *De Zeven Provincieën* which belongs to the NATO fleet was sent to the scene, and subsequently detained a dhow on the 18th. Two Dutch Marine boarding teams in RHIB's found 27 people on board the dhow-along with seven AK-47s and a grenade launcher. Seven of those on board were determined to be pirates. The others were Yemeni fishermen whose dhow had been hijacked on the 9th. The pirates were using the dhow as a mother ship. Dutch forces sent the dhow on its way back to Yemen and destroyed the captured weapons and other materials. The pirate suspects were put in the skiff and released. NATO spokesman said, “NATO does not have a detain policy, a national policy will apply and under these circumstances, the Dutch law cannot prosecute.”



Dutch Navy is seizing a dhow at the scene.

<http://www.marinelog.com/DOCS/NEWSMMIX/2009apr00181.html>

April 18 “Somali pirates hijack Belgian ship” (Fairplay Daily News, April 19, 2009)

On the 18th, Somali pirates seized the Belgian stone-carrying vessel *MV Pompei* some 150 nm from the Seychelles. The vessel was en route to Durban/South Africa without any cargo, carrying a crew of 11. Before being hijacked, the *Pompei* gave two warnings that it was under attack.



MV Pompei

Source: Fairplay Daily News, April 19, 2009

April 19 “Canadian Navy catches pirates, then releases” (MARINE LOG, April 19, 2009)

On the 19th, Canadian Navy frigate *HMCS Winnipeg* which belongs to NATO fleet thwarted a pirate attempt to hijack the *MV Front Ardenne*, a tanker chartered by the Norwegian shipping company. A skiff carrying seven pirate suspects ignored warning shots fired by a Canadian naval helicopter and fled the scene. Chasing it for about seven hours, they found the small boat. After firing warning shots, Canadian sailors boarded the skiff where they recovered an RPG round. But after the seven pirates had been disarmed and briefly detained, they were released. When NATO warships detain pirate suspects, the law that applies is the national law of the NATO ship involved. In the case of Canada, that precludes bringing the pirates to justice unless a Canadian ship is attacked.

April 20 “Indian Navy begins to patrol Seychelles’ EEZ” (Indian Express, April 20, 2009)

As the activities of the Somali pirates are shifting south from the Gulf of Aden to the Indian Ocean, the Indian Navy will send a survey vessel, the INS *Nirdeshak*, into the area to carry out anti-piracy patrols near the island nation of Seychelles following a request from the country. On the 20th, the Seychelles Armed Forces had requested the Indian Navy to patrol the exclusive economic zone (EEZ) of the country. The Navy confirmed that INS *Nirdeshak* has already been sent to the region. INS *Nirdeshak*, which is a survey vessel of the Navy, is adequately equipped to undertake anti-piracy missions. There are growing concerns in Seychelles about Somali pirates operating near its coast. At least ten Seychellois have been taken hostage in the past few weeks. Somali pirates, being chased by international forces in the Gulf of Aden, have shifted their focus to this region. Several pirate groups are reported to be functioning less than 200 nautical miles north of Mahe, the largest island of the Seychelles.

April 21 “Somali pirates free Philippine-flagged ship” (Fairplay Daily News, April 21, 2009)

Somali pirates released a Philippine-flagged chemical tanker-MV *Stolt Strength* (33,209 DWT) on the 21st. All 23 members of the crew are reported to be safe. The Stolt Company which operates the tanker is not commenting on whether a ransom was paid. The tanker was hijacked in the Gulf of Aden on 10 November 2008. MV *Stolt Strength* is also a Japanese-related vessel.



MT *Stolt Strength* (33,209DWT)

<http://www.mschoa.org/FairplayStoryDisplay.aspx?articlename=dn0020090312000031>

April 23 “Pirates attack Greek freighter in SCS” (Trade Winds, April 23, 2009)

According to a Singapore-based anti-piracy body - ReCAAP ISC, pirates raided a Greek bulk carrier, MV *Sider Lion* (24,100 DWT), in the South China Sea on the 23rd. The six pirates armed with knives boarded the *Sider Lion*, and held its crew hostage. They ran away after taking cash from the ship’s safe, the ship master’s camera, mobile phone and his personal belongings.

April 23 “Spain allows its own vessel to employ private security guards” (Shiptalk, April 27, 2009)

On the 23rd, Spain allowed Spanish-flagged vessels to employ private security guards to

protect them against pirates off the coast of Somalia, in response to appeals by shipping owners. Also, Defense Minister Carme Chacon said during a visit to Kenya the 26th that Spain was sending a Spanish P-3 Orion surveillance plane to Kenya to protect Spain's tuna fishing fleet during the season off the coast of southern Somalia. That measure responds to a request by Spanish fishermen in the Indian Ocean for an extension of the zone covered by the European Union's anti-piracy operation in the region.

April 24 “NATO extends anti-piracy mission” (Reuters, April 24, 2009)

On the 24th, NATO said it would extend a month-long anti-piracy mission off Somalia until June 20 and cancel port visits to Singapore and Australia. A four-ship task force will resume operations in the Gulf of Aden after concluding a brief visit to Karachi in Pakistan. The task force had been due to conclude its mission on the May 23rd.

April 25 “Somali pirates hijack German ship” (Reuters, April 26, 2009)

Somali pirates seized a Malta-flagged, German-owned grain carrier, MV *Patriot* (31,838DWT), in the Gulf of Aden on the 25th, said Andrew Mwangura, Director of the Mombasa-based East African Seafarers Assistance Program said. On the other hand, pirates also released the Malta-flagged, Greek-owned vessel, MV *Saldanha*, which was captured on February 22. They were paid \$1.9 million in ransom, a pirate source said.



MV *Patriot* (31,838DWT)

<http://www.shipspotting.com/modules/myalbum/photo.php?lid=8564>

April 26 “Somali pirates attack Italian cruise ship” (AP, April 27, 2009)

On the evening of the 26th, six pirates in a small speed boat approached and attacked an Italian cruise ship - MSC *Melody* about 200 miles north of the Seychelles, and about 500 miles east of Somalia. Its Israeli private security forces exchanged fire with the bandits and drove them away. No one of the roughly 1,000 passengers and 500 crew members was hurt.

【Related Story】

“ Spanish navy captures 9 pirate suspects” (AFP, April 28, 2009)

On the 28th, a Spanish Navy frigate, *Numancia*, detained nine suspected Somali pirates aboard a skiff. They are believed to have attacked an Italian cruise ship, MSC *Melody*, on the evening of the 26th. After the cruise ship was attacked, the *Numancia*, along with patrol planes

from France and the Seychelles and an Indian navy ship, were launching a high-seas hunt for the assailants. During the search, the naval mission found nine suspects on board two small boats very close to the scene of the attack against the cruiser, the Spanish defense ministry said. The Spanish navy handed over the nine suspects to a Seychelles ship since they were captured in the island nation's waters in the Indian Ocean.



Nine suspected pirates could go on trial in the Seychelles after they were arrested by the Spanish Navy. Source: Trade Winds, April 29, 2009

April 26 “Somali pirates release Yemeni tanker” (Reuters, April 26, 2009)

On the 26th, Somali pirates freed a Yemeni-owned tanker (Panama-flagged), MT *Sea Princess II*. The tanker was seized in the Gulf of Aden on January 2.

April 27 “Pirates slain as tanker recovered” (Fairplay Daily News, April 27, 2009)

Commandos from Yemen reportedly freed a Yemeni tanker, MT *Qana* on the 27th, with five pirates killed and at least nine captured. MT *Qana* had been seized by Somali pirates off Yemen's coast on the 26th. But the attackers then found it was sailing without an oil. Of the tanker's 23 crew, all are from Yemen but three Indians.

April 28 “Russian Navy detains 29 pirate suspects” (Itar-Tass, April 29, 2009)

According to the Russian Defense Ministry, the Russian antisubmarine ship *Admiral Panteleyev* detained 29 pirate suspects off Somalia on the 28th. The crew found seven Kalashnikov guns, handguns of various brands, navigation equipment, including the satellite one, and a big amount of empty cartridge cases, in the boat they captured. According to the Russian Defense Ministry, these finds give grounds to suppose that precisely this group of pirates attacked a Liberian tanker, MT *NS Commander* with 23 Russian crew members, in the Gulf of Aden on the 27th.

1.2 Military

April 10 “China military-technical deals with Russia worth \$16 bln since 2001” (RIA Novosti, April 10, 2009)

Russian-Chinese military-technical cooperation totals \$16 billion since 2001, the head of Russia's arms export monopoly, Rosoboronexport, has said. However, the Chinese share of Russian arms exports is decreasing in the recent years. The Chinese share of Russian arms exports decreased to 18% in 2008, and could drop to 10-15% in the future. After all, sales volumes to China are still high, averaging \$1 billion a year, adding that Russia's first arms deal of 2009 was the delivery of more than 100 jet engines for the Chinese J-10 fighter.

On the other hand, military analysts believe that Russian-Chinese military cooperation has been overshadowed by Russia's concerns that China may use Russian technology to produce their own copycat versions of military equipment. For instance, Russia has refused to sell its Su-33 carrier-based fighters to China over fears that Beijing could produce cheaper export versions of the aircraft. Russian Defense Ministry sources earlier confirmed that the refusal was due to findings that China had produced its own copycat version of the Su-27SK fighter jet in violation of intellectual property agreements.

April 23 “China’s Navy holds first int’l fleet review” (Xinhua, April 23, 2009)

The People's Liberation Army (PLA) Navy held the first international fleet review in waters off Qingdao, Shandong Peninsula, in celebration of the 60th anniversary of the founding of the PLA Navy on the 23rd. A total of 21 visiting naval vessels from 14 countries took part in the review. President Hu Jintao, aboard the PLA Navy guided destroyer *Shijiazhuang*, reviewed foreign vessels. The PLA Navy's nuclear submarines and the most sophisticated surface combatants participated in the parade. As for the foreign vessels, the flagship of the Russian Navy's Pacific Fleet - cruiser *Varyag*, the U. S. Navy's guided-missile cruiser from the 7th fleet - USS *Fitzgerald*, Indian destroyers – INS *Mumbai* and INS *Ranvir*, and a South Korean destroyer - *Chungmugong* and an amphibious assault ship - *Dokdo* among others participated. No ship was invited from Japan.



Left: Naval helicopters performed fly-pasts over the warships.

Right: Foreign warships also attended. They included US missile destroyer, USS *Fitzgerald* (L) and Russia's missile cruiser, *Varyag* (R)



The submarines a line with warships

Source: BBC News, April 23, 2009

April 27 “South Korea to open new naval base in Jeju Island” (The Korea Times, April 27, 2009)

The South Korean government approved the long-delayed plan to build a strategic naval base on the southern resort island of Jeju on the 27th. The Ministry of National Defense, the Ministry of Land, Transportation and Maritime Affairs and the Jeju provincial government signed a memorandum of understanding on the construction of the Jeju base, which will be able to accommodate cruise liners as well as warships. The project, initiated in 2002, has been suspended several times due to opposition from locals among others. A five-year construction will begin by December 2009 after a feasibility study on environmental effects and so on. The new base will be used as an up-to-date commercial port able to accommodate two 150,000-ton cruise liners. The port will be able to harbor some 20 sophisticated warships, serving as the homeport of the Navy's “strategic mobile squadron” to be inaugurated by 2015. According to the navy authorities, the mobile squadron, which will be rapidly deployed in regional conflict, will consist of 4,500-ton *KDX-II* destroyers, 7,600-ton Aegis-equipped *KDX-III* destroyers, *Type-214* 1,800-ton submarines, anti-submarine Lynx helicopters and frigates among others. In line with the plan, the Air Force also plans to build a base for a search-and-rescue unit to help facilitate the Navy's operations in the southern waters.



The prospective outlook of a strategic naval base to be constructed on the southern resort island of Jeju over the next five years.

Source: The Korea Times, April 27, 2009

1.3 Diplomacy and International Relations

April 3 “Kenya, Somalia sign maritime boundary agreement” (Xinhau, April 3, 2009)

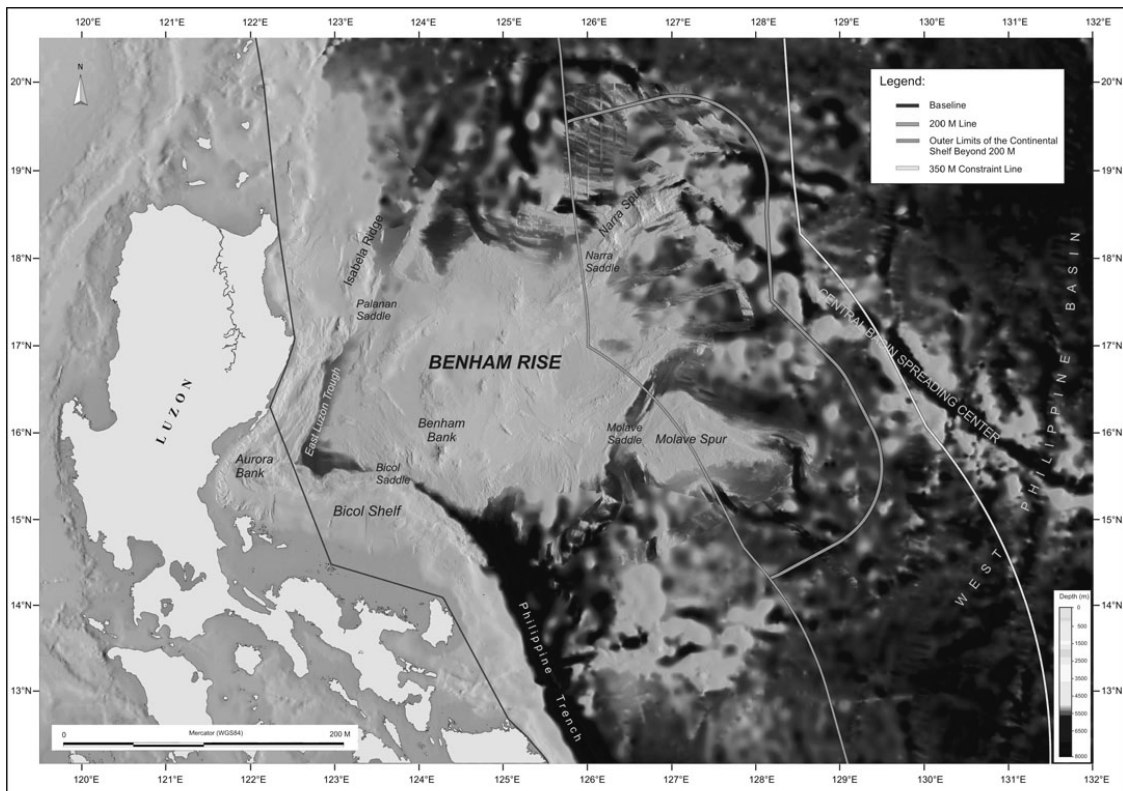
On the 3rd, the Kenyan and Somali governments signed a memorandum of understanding on their maritime boundary. According to the provisions of the United Nations Convention on the Law of the Sea (UNCLOS), coastal states intending to delineate the outer limits of their continental shelf beyond 200 nautical miles are required to submit particulars of such limits with supporting scientific and technical data to the Commission on the Limits of the Continental Shelf (CLCS). In case of Kenya, the time limit of presentation of its submissions to the CLCS is 12 May 2009. The preparation of Kenya's claim for submission requires the agreement with its neighbors Tanzania and Somalia on their maritime boundaries. Kenya Foreign Affairs Minister (FAM) signed the agreement with Prime Minister of Somali Transitional Federal Government. Kenya FAM said the government is also in the process of concluding a similar agreement with the Tanzanian government.

April 8 “Philippines submits particulars to UN over extension on limits of continental shelf of its Sea-side” (The Manila Times, April 13, 2009)

On the 8th, the Philippines has submitted particulars of the outer limits to its continental shelf to the UN Commission on the Limits of the Continental Shelf (CLCS), regarding Benham Rise in the Philippine Sea off the eastern side of Luzon. The current submission made clear it was only “partial submission,” which means that other submissions, including those over disputed territories, would be made later. The Philippines claims that the disputed Kalayaan Island Group, which is part of the Spratly Islands, and Scarborough Shoal are also part of the country's extended continental shelf. This time, by filing the claim over Benham Rise, which is undisputed territory, the government has stopped

the clock on the UN deadline and buys time to sort out border issues with its neighbors over the Kalayaan islands and Scarborough Shoal. “As a gesture of good faith, the Philippines makes this partial submission in order to avoid creating or provoking maritime boundary disputes where there are none, or exacerbating them where they may exist, in areas where maritime boundaries have not yet been delimited between opposite or adjacent coastal States,” said the government in its partial submission. The government’s executive summary quoted the UN commission rules of procedure that “partial submissions” may therefore be made by a single coastal State for areas of its continental shelf that are not the subject of a maritime boundary dispute or a future maritime boundary delimitation.

The submission asserted that Benham Rise is an extension of the Philippines’ continental shelf. According to the submission, the outer limits of the continental shelf beyond 200 nautical miles (nm) in the Benham Rise Region is delineated by strait lines not exceeding 60nm in length, connecting fixed points, defined by coordinates of latitude and longitude, in accordance with paragraph 7 of Article 76 of the UN Convention on the Law of the Sea (UNCLOS) (refer to map).



The outer limits of the continental shelf beyond 200 M in the Benham Rise region. The 200 M line and the 350 M constraint line are also shown.

This chart is Figure 4 in the submission: The outer limits of the continental shelf beyond 200nm in the Benham Rise region. The 200nm line and the 350nm constraint line are also shown. Each line in the chart shows, from left, Baseline, 200nm Line, Outer Limits of the Continental Shelf beyond 200nm, and 350nm Constraint Line.

<http://verafiles.org/images/stories/graphics/benham-rise.jpg>

Note : Refer to the Philippine submissions on the web below:

http://www.un.org/Depts/los/clcs_new/submissions_files/submission_phl_22_2009.htm

1.4 Shipping, Resources, Environment, and Miscellaneous

April 12 “Bangladesh to build deep seaport” (Reuters, April 12, 2009)

Bangladesh said on the 12th it would build a deep seaport to handle the country's growing external trade and increase regional transit facilities. Cargo handling at Chittagong port rose 2.3 percent to record 27.6 million tons while container handling increased 9.3 percent to 958,020 TEUs (twenty-foot equivalent units) in 2007, from the previous year. Shipping ministry officials say India and Myanmar repeatedly seek transit facilities from Bangladesh through Chittagong port. The Pacific Consultant International (PCI) of Japan placed a study report on feasibility of a deep seaport proposed by the Chittagong Port Authority (CPA). PCI suggested that Bangladesh should build the proposed \$1.2 billion deep seaport near the country's main Chittagong port by 2055 in three phases. Although the project has been buried in the ground due to the political situation of Bangladesh, it was revived by the new government that took charges in January 2009 with priority.

According to CPI, when the deep seaport is built, annual container handling capacity will rise to 3.0 million TEUs (twenty-foot equivalent unit) and bulk cargo handling will rise to 100 million tons. It is expected that the seaport will also be a regional hub for Nepal, Bhutan, southern China, Myanmar and the northeastern region of India. CPA will fund 30 percent of the construction cost for the deep seaport while the rest will be collected from government and local and international financiers, ministry officials said. According to the CPA's plan, the first phase of the deep seaport when completed by 2016 will have two harbors of nine 300-meter (long) jetties along with required infrastructure and back-up facilities. The second phase, expected to be completed by 2035, would see two more harbors with the same specifications. The deep-sea port would have six harbors when the third phase would be completed by 2055. The PCI study proposed a 40 km railway tracks and roads to connect the deep seaport with Chittagong and Cox's Bazar resort town.

April 15 “Slight drop in Panama Canal transits” (Maritime Global Net, April 15, 2009)

The Panama Canal Authority (ACP) says total Canal transits decreased 1.4% in the second quarter (Q2) of the ACP's 2009 fiscal year compared to a year previously, to 3,914. Of them, transits of larger ships that “require greater time and navigation skills to transit the Canal” declined 2.9% to 1,815. On the other hand, Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal, including waiting time for passage, decreased significantly -27.9 percent – to 26.22 hours from 36.39 hours during the Q2 of the ACP's 2009 fiscal year. Also, CWT for booked vessels (those ships holding reservations) decreased 19.5 percent – to 15.83 hours from 19.66 hours. The drop in CWT can be attributed to the ACP's efficient operations and a slight decline in transits. As for transits by type, general cargo, dry bulk and tanker transits increased, while reefer ships, container vessels, vehicle carriers and passenger ship transits decreased.

**April 20 “Philippine government bars Filipino seafarers working in Gulf waters”
(Fairplay Daily News, April 20, 2009)**

On the 20th, the Philippine government barred the deployment of Filipino seafarers on ships trading in the Gulf of Aden. According to the International Chamber of Shipping, about 20% of the world’s seafarers are Filipino nationals, including cleaners and cooking staff. President Gloria Macapagal Arroyo also ordered closer co-ordination among Philippines officials, manning agencies and ship-owners to ensure that the deployment ban is strictly observed. Somali pirates now hold 108 Filipino seafarers as hostages. But the union United Filipino Seafarers (UFS), fearing for the jobs of mariners, insisted that the ban would be technically impossible to impose, calling the action ridiculous. The UFS opposes the plan to let Filipino seafarers disembark at the nearest port before passing through the Gulf of Aden and let them board again once the ship safely passed the 'danger zone.' “No ship-owner in his right mind would even think of disembarking Filipino seafarers before his commercial vessel enters the Gulf of Aden,” UFS president Nelson Ramirez said.

2. Intelligence Assessment

IMB Report in first quarter of 2009 and characteristics of Somali piracy incidents

On 16 April 2009, the International Maritime Bureau (IMB) issued to the public a Quarterly Report on piracy armed robberies against ships which occurred in the world in the first quarter (January 1 - March 31) of 2009 (hereafter referred to as the Report) through the Piracy Reporting Center (PRC) based in Kuala Lumpur, Malaysia. According to the IMB, Piracy and Armed Robbery have been described as “act of boarding any vessel with the intent to commit theft or any other crime and with the intent or capability to use force in the furtherance of that act.” This definition includes actual and attempted acts regardless of the situation where the vessels are in ports, anchorages, or navigation, excluding an act of theft by persons who are not armed with knives.

Below is an assessment which summarizes major content of the Report and characteristics of Somali piracy incidents noted until the end of April 2009.

1. Number of incidents (including the attempted cases) and characteristics viewed from the areas of incidents

A total of 102 attacks (incidents/cases) were reported throughout the first quarter (hereafter during the same period) of 2009. Of them, 43 were the actual attacks. Of 43, nine were hijackings and 34 were boarding cases. There were 59 attempted incidents, of which, 29 were the incidents to be fired upon, and 30 were the boarding cases. The number of the incidents is increasing remarkably from 49 cases during the same period (293 cases throughout the year) in 2008. This shows a dramatic increase compared with 79 cases during the same period of 2004 (329 cases throughout the year) when the highest number of incidents was recorded for the past six years. As we mention it later, it is caused by the significant increase of pirate attacks in the Gulf of Aden and in the waters off Somalia. (In addition, IMB estimates that there are many unreported attacks, and it is encouraging all ship captains, shipping owners and other persons concerned to report to PRC on piracy incidents and armed robberies.)

As shown in Table 1, looking from the locations of the attacks (incidents/cases), of 102 attacks throughout the first quarter of 2009, more than two-thirds occurred in five locations. Of them, the Gulf of Aden and the Red Sea are dominant with 41 cases (five cases during the same period of 2008). If this number is combined with 20 cases (one case during the same period of 2008) off Somalia, a total of incidents in the maritime area around the “Horn of Africa” will reach 61, which marks more than half of all incidents. It makes the maritime area around the Horn of Africa the most dangerous place in the world. In this maritime area, piracy incidents have remarkably been increasing since August 2008, and except for January and February when the sea is rough, pirate attacks have been increasing since March.

Table 1: Changes of numbers of attacks (including attempted attacks) in Asian and other waters during 1st quarter (January – March) of each year for past six years

Location	2009	2008	2007	2006	2005	2004
Indonesia	1	4	9	19	16	21
Malacca Straits	1		2		4	8
Malaysia	2	1	1	3	2	
Philippines		2		1		
Singapore Straits		1		1	2	6
Thailand	1			1	1	1
South China Sea					1	1
Vietnam	4	1	1	1	3	3
Bangladesh	1	2	2	9	6	8
India	3	5	3		5	
Kenya	1					
Gulf of Aden/Red Sea*	41	5	3	7	3	3
Somalia	20	1	2	5	3	
Tanzania	2	4	3			
Indian Ocean	1					
Nigeria	7	10	6	4		10
Sub total**	102	49	41	61	56	79
Total of year end***		293	263	239	276	329

Source: Calculated from data in Table 1: Locations of Actual and Attempted attacks, January – March 2004 – 2009 in the Report, pp. 5 -6.

Note*: Of them, one attack was noted in the Red Sea.

Note***: The number of incidents includes all targeting areas in the Report.

Regarding the maritime areas around the “Horn of Africa,” location where the danger of attacks is pointed out is off Nigeria. Here the number of attacks is seven, which is decreasing compared to ten cases during the same period in 2008. The Report estimates there are many unreported incidents in this area. Nearly half of the incidents have taken place on supporting vessels and related facilities which are linked with oil industries. Pirates are violent enough to board the ships steaming or anchored, commit robberies and kidnap hostages.

Another location is Peru which has seen seven incidents. Looking from the numbers of more or less two cases a year on an average for the past five years, Peru has seen an increased level of incidents. According to the Report, the incidents here are armed robberies of stealing the equipment by boarding the vessels while they are berthed or anchored, and not incidents of taking hostage for ransom.

On the other hand, looking at the Asian region, there was only one actual attack in the waters around the Indonesian archipelagoes, which shows the large decreasing trend from 21 cases during the same period of 2004 which recorded the highest number for the past six years. The

Report applauds Indonesian authorities for their efforts in curbing piracy and armed robbery in their waters. In other Asian waters, there were three cases in India, four cases in Vietnam, two cases in Malaysia, one case in Thailand, and one case in Bangladesh. All of them were actual cases of armed robbery. In the incident in Thailand, three robbers armed with knives and hammers attacked a British yacht and killed the skipper on March 24.

Also, in the Malacca Straits, only one actual attack has been reported [this quarter] since the kidnapping in August 2007. On February 19, a Singaporean tug & barge was attacked by some 12 pirates armed with firearms while steaming toward Singapore and two crew members were kidnapped. They were reportedly released after ransom was paid.

2. Characteristics viewed from the status

Table 2 shows the status of attacks by the locations which were frequently noted in Asia and other maritime areas throughout the first quarter of each year for the past six years.

Table 2: Status of attacks which occurred frequently during 1st quarter (January – March) of 2009 in Asia and other maritime areas

Location	Actual Attacks				Attempted Attacks	
	Boarded	Hijacked	Detained	Missing	Fired Upon	Attempted Boarding
Indonesia	1					
Malacca Straits	1					
Malaysia	2					
Thailand	1					
Vietnam	4					
Bangladesh	1					
India	3					
Kenya	1					
Gulf of Aden/ Red Sea*		5			16	20
Somalia	1	4			11	4
Tanzania	1					1
Indian Ocean						1
Nigeria	4				2	1
Sub total	34	9			29	30
Total**	102					

Source: Calculated from data in Table 2: Actual and Attempted attacks by location, January – March 2009 in the Report, p. 8.

Note*: Of them, one attack was noted in the Red Sea.

Note**: The numbers of incidents include all targeting areas in the Report.

On the other hand, according to the Report, of 43 actual attacks that occurred during the first quarter of 2009, four cases (seven cases during the same period of 2008) occurred while the ships were berthed; four cases (seven cases during the same period of 2008) occurred while the ships were berthed; 23 cases (18 cases during the same period of 2008) occurred while the ships were anchored; and 11 cases (11 cases during the same period of 2008) occurred while the ships were steaming. One case (one case during the same period of 2008) was not stated. Also, of 59 attempted cases, none (one case during the same period of 2008) occurred while the ship was berthed; five cases (five cases during the same period of 2008) occurred while the ships were anchored; and 54 cases (nine cases during the same period of 2008) were noted while the ships were steaming.

Of 11 actual cases noted while the ships were steaming, except one case in Malaysia, five cases occurred in the Gulf of Aden/Red Sea, and five cases occurred off Somalia. All of ten actual cases occurred while the ships were steaming. Also, of 54 attempted cases noted while the ships were steaming, 36 cases occurred in the Gulf of Aden/Red Sea, and 15 cases occurred off Somalia. All actual and attempted cases in this area occurred while the ships were steaming. This reflects a feature that the pirates in this maritime area are using “mother ships” as a launching base for their small skiffs.

3. Types of vessels attacked

Looking at all attacks of 102 cases during the first quarter of the year 2009 by types of vessels, the bulk carriers were first with 32 cases (eight cases during the same period of 2008). The second were the tankers chemical/product with 16 cases (seven during the same period of 2008) and containers with 16 cases (nine cases during the same period of 2008). The fourth were 11 (seven during the same period of 2008) crude oil tankers, and the fifth were 10 (seven during the same period of 2008) general cargo vessels. Others include three Ro-Ro vessels, trawlers/fishing vessels and yachts respectively, and two catamarans. The types of vessels that are frequently attacked show a trend for the past several years.

Table 3 shows particulars of the major vessels which were hijacked by pirates in the Gulf of Aden and off Somalia (including the Indian Ocean) by the end of April 2009. Pirate attacks in these areas are all hijacking-related incidents, including the attempted cases.

As shown in Table below, including the vessels that were hijacked in 2008, the ships, which are easy to be hijacked in the area, have relatively low dry gunwale, slow speed -less than 15 knots, and a small crew – more or less than 20 – 25 on average. (As for low dry gunwale, Table below shows the data calculated while the ship is loaded with no cargo.) MT *Sirius Star* hijacked on November 15, 2008 was the largest ship ever sized by Somali pirates. It is a very large crude carrier (VLCC) with 162,552 GRT and 319, 430 DWT. MT *Sirius Star* is the largest vessel that has ever been hijacked by Somali pirates. MT *Sirius Star* has 33-meter-tall freeboard when it carries no cargo. However, when hijacked, it was transporting two million barrels of oil, which made its freeboard less than ten meters tall.

Table 3: Particulars of major vessels hijacked by end of April 2009

Name	Type	GRT	DWT	Freeboard (ft)	Speed (k)	Crew
<i>Blue Star</i>	General Cargo	6,168	7,032	7	15	28
<i>Sea Princess II</i>	Product Tanker	1,902	3,399	2	12	15
<i>Longchamp</i>	LPG Tanker	3,415	4,318	5	13	13
<i>Saldanha</i>	Bulk Carrier	38,886	75,707	17	14.5	22
<i>Bow Asir</i>	Chemical Tanker	14,626	22,847	9.5	15.5	27
<i>Nipayia</i>	Chemical Tanker	5,357	8,742	8	13	19
<i>Hans Stavanger</i>	Containership	15,988	20,526	11	18	24
<i>Malaspina Castle</i>	Bulk Carrier	21,173	32,587	14	15	24
<i>Buccaneer</i>	Tug & Barge	1,672	2,524	4	12	16
<i>Irene E. M.</i>	Bulk Carrier	21,947	32,025	9	13	22
<i>Pompei</i>	General Cargo	1,482	1,220	2	9	10
<i>Patriot</i>	Bulk Carrier	19,795	31,838	13	14	17

Source : Calculated from data in U.S. Department of Transportation, Maritime Administration, List of Ships Hijacked.

4. Characteristics of violence and weapons used

As shown in Table 4, looking at the violence inflicted upon the crew members, a total of number of acts of violence marks 199 cases throughout the first quarter of 2009, which shows an increase of six times compared to 33 during the same period of 2008. Of them, 178 cases are hostage incidents, most of which occurred in the Gulf of Aden and off Somalia. It reflects on the peculiarity the pirates in these areas demand ransom by holding cargoes and crew as hostages.

Table 4: Types of violence to crew by location during 1st quarter (January – March) of 2009

	Hostage	Threatened	Assaulted	Injured	Killed	Kidnap
Malacca Straits						2
Malaysia		2				
Thailand				1	1	
Brazil					1	
Peru	2	1	2	1		
Gulf of Aden	102			2		
Kenya						3
Nigeria	17			3		
Somalia	55			2		
Tanzania	2					
Sub total	178	3	2	9	2	5

Source : Calculated from data in U.S. Department of Transportation, Maritime Administration, List of Ships Hijacked.

Looking from the types of arms used, as shown in Table 4, of a total of 102 incidents during the first quarter of 2008, 59 incidents in which the guns were used were noted. Looking at these incidents by location, 31 cases in the Gulf of Aden /Red Sea, which marks the highest in number, and 18 cases off Somalia were noted. Here, we see the peculiarity of the maritime area where pirates are armed with automatic weapons, including the Rocket Propelled Grenade (RPG).

Table 5: Locations and types of arms used for major attacks during 1st quarter of 2009

Locations	Guns	Knives	Other Weapons	Not Stated
Indonesia				1
Malacca Straits	1			
Malaysia		1		1
Thailand		1		
Vietnam		1		3
Bangladesh				1
India		1		2
Gulf of Aden/Red Sea	31			10
Kenya	1			
Somalia	18			2
Nigeria	7			
Tanzania		1		1
Indian Ocean				1
Sub total	59	14		29
Total for three months	102			

Source: Calculated from data in Table 10: Types of arms used by geographical location, January – March 2009 in the Report, p. 12.

Note*: One attack was noted in the Red Sea; No information on types of arms used is available.

Note**: The numbers of incidents include all targeting areas in the Report.

5. Characteristics of attacks by Somali pirates until April 2009

- (1) According to the Report, the IMB PRC received information on a total of 61 attacks in Somalia and the Gulf of Aden including the Red Sea during the first quarter of 2009. (Somali pirates are not responsible for the incidents in the Red Sea.) A total of 157 crew members have been taken hostage. Also, as for the areas of attacks, there were 20 attacks off the east and south coast of Somalia as well as and 41 attacks in the Gulf of Aden including one attack in the Red Sea. Out of the 61 attacks, nine vessels were successfully hijacked. According to an evaluation of various information data of the Worldwide Threat to Shipping Mariner Warning Information Office of Naval Intelligence Civil Maritime Analysis Department (U.S. Navy), about 40 attacks were noted in this area in April. Of them, 14 vessels were successfully hijacked. (Refer to an enclosure .)
- (2) No naval vessels of each country have been deployed to this area since around March 2009.

There is a tendency that attacks are increasing off the eastern coast of Somalia linked to waters off Kenyan coast. The Report is pointing out that, as the naval ships of each country are deployed to the Gulf of Aden, and masters of each ship navigating this area strengthen their anti-piracy measures, successful hijackings in this area have drastically decreased, although the attacks themselves have not decreased so much.

- (3) On the other hand, as the Report mentions, Somali pirates are taking bolder actions, and attacking areas are expanding into the Indian Ocean as far as east coast of Somalia. According to the Report, there were 20 attacks off the east coast of Somalia during the first quarter of 2009. Out of 20, four hijackings were noted. According to the afore-mentioned Worldwide Threat to Shipping Mariner Warning Information, of 40 attacks in April, 21 cases were noted in the Indian Ocean-side. Of 14 hijackings, six were noted in that area. Moreover, area of attacks has spread far up off Kenya, off Tanzania, off Seychelles and off the Madagascar coast. Some of these incidents have taken place almost 600 nautical miles (nm) from the coast. Avoiding the foreign naval forces conducting patrol activities in the Gulf of Aden, Somali pirates are enhancing their activities in the sea off Seychelles. Several pirate groups are reported to be functioning less than 200nm north of Mahe, the largest island of the Seychelles. (Indian express, April 20, 2009) Therefore, Somali pirates are repeating attacks in the two maritime areas –in the Gulf of Aden and off east coast of Somalia-in the Indian Ocean. They are dangerous and are equipped with automatic weapons, including RPG, the Report warns.

Under these circumstances, regarding a series of attacks off east coast of Somalia, the Combined Maritime Forces issued a special message warning to be alert to piracy. (Combined Maritime Forces, Press Release, 058-09, April 7, 2009) Also, on the April 7, the US Maritime Liaison Office (MARLO) warned in the message, advising that shipping should sail 600nm off the eastern coast of Somalia. (Fairplay Daily News, April 12, 2009) Following that the Somali pirate activities are shifting south from the Gulf of Aden to Indian Ocean, the Indian navy, at Seychelles' request, sent a naval surveillance ship, and commenced anti-piracy patrol in the sea off the island nation. (indian express, April 20, 2009)

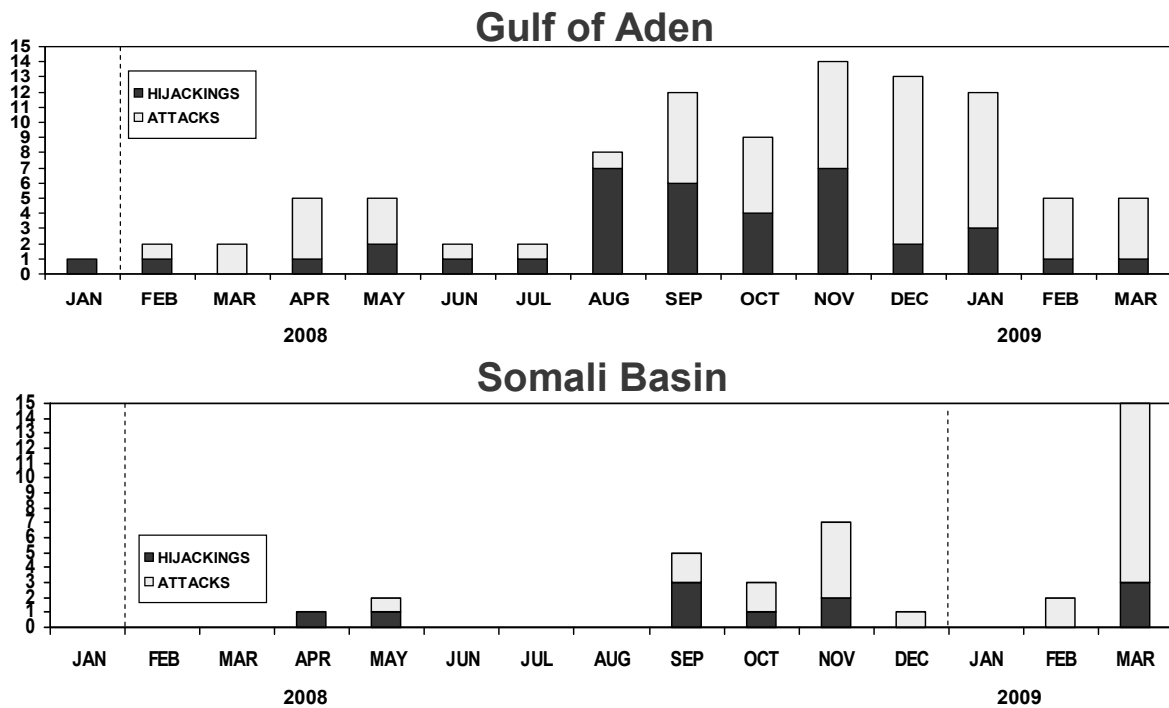
- (4) Pirates are believed to be using “mother vessel” to launch skiffs to attack the steaming vessels at far distance from coast. The IMB in cooperation with the MSCHOVA advises that the vessels not making scheduled calls to ports in Somalia should keep as far away as possible from the Somali coast, preferably more than 600 nautical miles from the coastline.

Reference 1 : Nations dispatching naval vessels to Gulf of Aden and off Somalia

To summarize various pieces information, the status of the nations that have sent their naval vessels [off Somalia] as of April 2009 is as follows:

- (1) EU: Operation “Atalanta”: Spain, Germany, France, Greece, Britain, Italy, and Sweden
- (2) NATO: Operation “Allied Protector”: NATO Standing Maritime Group 1; Portugal, Canada, Netherlands, Spain, and United States (U.S.)(Operational period: until June 20, 2009)
- (3) Combined Task Force 150: Operation Enduring freedom (OEF-MIC) ; France, U. S., Britain, and Pakistan (JMSDF participates in supply support in the Indian Ocean.)
- (4) Combined Task Force 151 (anti-piracy operation) : U. S., Turkey, Singapore, Australia, and South Korea
- (5) Other countries dispatching naval vessels: India, China, Malaysia, Japan, Russia, France, and Iran

Reference 2: Below is a viewgraph of NATO Shipping Center which shows the status of piracy attacks by month in the Gulf of Aden and off east coast of Somalia from January 2008 to 27 March 2009.



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AS OF 27 MAR 09

Source: NATO Shipping Centre, Briefing Slide, March 27, 2009

Enclosure : Information data made by Ocean Policy Research Foundation

Status of hijacking incidents in the Gulf of Aden and off Somalia as of 30 April 2009

Hijacked	Date	Date released (days held)	Crew (killed ⁹)	Vessel	Flag State
<i>Blue Star</i> (A)	1.1	3.4 (62)	28	General Cargo	St Kitts & Nevis
<i>Sea Princess II</i> (A)	1.2	4.26 (116)	15	Product Tanker	Panama
<i>Victoria Four</i> (K)	1.8	1.8 (Boarded)		Fishing Vessel	Tanzania
<i>Longchamp</i> (A)	1.29	3.28 (58)	13	LPG Tanker	Bahamas
<i>Safmarine Zambezi</i> (T)	2.14	2.14 (Boarded)		Fishing Vessel	Liberia
<i>Saldanha</i> (A)	2.22	4.25 (62)	22	Bulk Carrier	Malta
<i>Serenity*</i> (Sy)	3.15		2	Yacht (Catamaran)	Seychelles
<i>Titan</i> (A)	3.19	4.16 (28)	24	Bulk Carrier	St. Vincent & Grenadines
<i>Al Rafiquei</i> (S)	3.21	3.21 (Boarded)	16	Cargo Dhow	India
<i>Nipayia</i> (S)	3.25		19	Chemical Tanker	Panama
<i>Bow Asir</i> (S)	3.26	4.10 (15)	27	Chemical Tanker	Bahamas
<i>Indian Ocean Explorer</i> (Sy)**	3.27		7	Oceanographic Research Cruiser	Seychelles
<i>Shehenshah-E-Madina</i> (A)	3.30	4.4 (4)	18	Cargo Dhow	India
<i>Tanit</i> (Sy) ***	4.4	4.10 (6)	5 (1)	Yacht	France
<i>Hansa Stavanger</i> (K)	4.4		24	Container Ship	German
<i>Al Ghaith</i> (S)	4.5	4.7 (2)	7	Tugboat	Yemen
<i>Win Far 161</i> (Sy)	4.6		30	Fishing Vessel	Taiwan
<i>Malaspina Castle</i> (A)	4.6	5.9 (33)	24	Bulk Carrier	Panama
<i>Maersk Alabama</i> (S) *****	4.8	4.8 (Boarded)	20	Container Ship	United States
<i>Shгаа-Al-Madhi</i> (A)	4.9		13	Fishing Vessel	Sudan
<i>Momtaz 1</i> (A)	4.10		18	Fishing Vessel	Egypt
<i>Armed Samarah</i> (A)	4.10		16	Fishing Vessel	Egypt
<i>Baccaneer</i> with 2 <i>Barges</i> (A)	4.11		16	Tug & Barge	Italy
<i>Irene E. M.</i> (A)	4.14		22	Bulk Carrier	St. Vincent & Grenadines
<i>Sea Horse</i> (S)	4.14	4.17 (3)		General Cargo	Togo
<i>Pompei</i> (S)	4.18		10	General Cargo	Belgium
<i>Patriot</i> (A)	4.25		17	Grain Carrier	Malta
<i>Qana</i> (A) *****	4.26	4.27 (1)	23	Oil Tanker	Yemen

Sources : Calculated from data in the sources listed as follows: Piracy And Armed Robbery Against Ships:
Report for the Period, 1 January - 31 March 2009, ICC International Maritime Bureau, April 20,

2009, pp.40-42., Ecottera International, Office of Naval Intelligence Civil Maritime Analysis Department Worldwide Threat to Shipping Mariner Warning Information (U.S. Navy), NATO Shipping Center, Briefing Slide, and other news information. Blank column shows information is unknown.

Note: A capital alphabetical letter in parenthesis in Table above is read as follows: (A) Gulf of Aden; (S) Off Somalia; (Sy) Off Seychelles; (K) Off Kenya; and (T) shows a hijacking incident off Tanzania.

Note*: A yacht disappeared after it left Seychelles on February 28 en route to Madagascar. On March 25, Seychelles' national broadcast confirmed that the vessel was hijacked. (Shiptalk, March 26, 2009) According to the viewgraph for brief at NATO Shipping Center dated March 28, the ship is estimated to have been hijacked on March 15.

Note**: The ship was hijacked on March 28 near Seychelles' island of Assumption. As two Seychelles-registered ships were hijacked, Seychelles government strengthened its forces deployed outside the waters of archipelago and tightened security by the coastguards. (Reuters, April 2, 2009)

Note***: Two French couples with a child were on board the yacht. On April 10, the French special troops conducted rescue operation, and saved four including a child. One met his death. French troop killed two pirates and captured three. It was the third liberation by force by the French troops.

Note****: The vessel was boarded by four pirates, but a crew seized one of them. Holding ship's captain as a hostage, the pirates took him away to the lifeboat of the vessel. Crew-members proposed to exchange their hostages, and turned over a pirate they had captured. But the pirates continued to hold captain as a hostage, and fled away. (The Washington Post, April 8, 2009) On April 12, U.S. Navy Seal conducted rescue operation, and saved the captain. During the operation snipers fired and killed three pirates, and arrested one. (American Forces Press Service, April 12, 2009)

Note*****: On April 27, Yemeni special force freed the vessel. When hijacked, the ship was not carrying oil. The special force killed five pirates in combat, and arrested at least nine. (Fairplay Daily News, April 27, 2009)

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MARINE LOG	http://www.marinelog.com/
Maritime Safety Information	http://www.nga.mil/portal/site/maritime/?epi_menuItemID=3e37041ec7a4546e36890127d32020a0
Maritime Global Net	http://www.mgn.com/
Maritime Security Centre, Horn of Africa	http://www.mschoa.org/Default.aspx
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