

OPRF MARINT Monthly Report

April 2010



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(From ReCAAP ISC 1st Quarterly Report in 2010)

This monthly report was summarized and produced by OPRF staff writers based on their analyses and assessments of open source information.

Each source of information is described as an internet link in a bracket, which is available as URL online as of the end of April 2010.

Publisher: Masahiro Akiyama

Staff writers:

Kazumine Akimoto, Takehisa Imaizumi, Tetsuo Kotani, Masahiro Kunimi, Aki Mori,

Wakana Mukai, Eiji Sakai, Takehisa Tomomori, Hideshi Ueno, Yuko Takada

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Intelligence Summary in April 2010

Maritime Security: In April, as the Somali piracy became rampant, naval vessels dispatched from the EU and NATO flotillas, the joint anti-piracy taskforce of CTF-51, and other concerned nations have continued positive counter-piracy operations. Sailing immediately to the scene of the attacks upon receipt of information on pirate incidents, the warships of these taskforces from the respective nations rushed to the scene of attacks, and captured the pirate groups that normally operated in pairs with one “mother ship” and two skiffs. After interrogating pirate suspects and confiscating their arms and equipment found, the naval vessels have implemented a policy of countermeasures such as destroying a “mother ship” and one of two skiffs, before releasing pirate suspects by embarking on another skiff, or holding them in custody.

On the other hand, it has been a common way to deliver the pirate suspects captured by the warships of foreign nations to Kenya for prosecution. However, on the 1st, Kenyan authorities announced they wish to stop the prosecution of suspected Somali pirates and cancel the agreements they have to that effect with several nations. Under these circumstances, on April 27, the United Nations (UN) Security Council unanimously adopted the resolution 1918. This resolution affirms that “the failure to prosecute persons responsible for acts of piracy and armed robbery at sea off the coast of Somalia undermines anti-piracy efforts of the international community.” Moreover, it calls on “all States, including States in the region, to criminalize piracy under their domestic law and favorably consider the prosecution of suspected, and imprisonment of convicted, pirates apprehended off the coast of Somalia, consistent with applicable international human rights law.”

On the 4th, the South Korean-operated very large crude oil carrier (VLCC) MT *Samho Dream* was hijacked in the Indian Ocean 970 nautical miles east from Somali coast. The supertanker is carrying as much as \$170 million worth of Iraqi crude oil. It was the third time that the VLCC was hijacked by Somali pirates.

On the 5th, Dutch naval frigate conducted an operation to rescue the German-flagged container vessel which was boarded by pirates 500 nautical miles east off the Somali coast, arresting 10 suspected pirates and securing the safety of 13 crewmembers.

On the 28th, the Japanese Ship-owners’ Association (JSA) delivered a letter of request for securing the safety for the shipping operations off Somalia to the concerned members of the Cabinet. The JSA renewed the request to the government for strengthening the escort activities and securing the safety of the shipping that sails off east coast of the Gulf of Aden, as the container ships and very large crude tankers operated by the JSA were attacked by pirates off east coast of the Gulf of Aden on April 5 and 25.

Military Developments: On the 19th, an expert of the Federation of American Scientist (FAS), Hans M. Kristensen, said the Chinese navy constructed a demagnetization facility near an East Sea Fleet submarine base. According to Kristensen, the new demagnetization facility is located

less than 10 km from the Kilo submarine base at Maocao Nong approximately 40 km southeast of Ningbo in the Zhejiang province. The facility of the East Sea Fleet is the second spotted at Chinese naval bases, and the first such facility was identified at the South Sea Fleet base near Yulin on Hainan Island. Nuclear-powered submarines including SSBNs are based at the North Sea and South Sea Fleets, but not at the East Sea Fleet. Kristensen suspects that the North Sea Fleet will also construct demagnetization facility soon.

Ten warships of the Chinese navy, including submarines, conducted naval exercise in the East China Sea and in the area west of Okinotorishima from early April to 20 April. The exercise drew attention from inside and abroad, and we have introduced the opinions of the experts as the topics in this monthly report.

Maritime Boundaries: On the 27th, Russia and Norway reached the accord of resolving a 40-year-old dispute over dividing the Barents Sea and part of the Arctic Ocean into clear economic zones extending to the edge of Europe's northern continental shelf. A number of oil or gas fields identified by Russian seismic surveys in the 1980s are thought to straddle the line. The agreement could herald oil and natural gas exploration in this region.

Shipping, Shipbuilding and Harbors: Iraq has recently given the go-ahead for a \$6bn super-port, which it hopes will one day rank in the world top 10 and steal business from the Suez Canal by offering a viable rail trans-shipment alternative for European customers.

On the 28th, Europe's largest STX Europe launched its shipyard in Vung Tau, in connection with the naming of the grand new first vessel. The STX Vietnam Offshore shipyard is a modern shipyard in Vietnam, set up for the highest international standard. At the full operation, the yard can reach a capacity of four medium size vessels per year.

Ocean Resources, Energy, Sea Environment and Others: Recently, the UK government has created the marine reserve around the British Indian Ocean Territory (BIOT), comprising the Chagos Archipelago and its surrounding individual islands. The reserve would cover a 545,000-sq-km area around the Indian Ocean archipelago.

Intelligence Assessment: On the 21st, the International Maritime Bureau (IMB) of International Chamber of Commerce (ICC) published a report through the Piracy Reporting Center (PRC) based in Kuala Lumpur on the Incidents of Piracy and Armed Robbery Against Ships noted in the world in the first quarter (January 1 –March 31) of 2010. A total of 67 incidents (attacks/cases) were reported in the first quarter of 2010. As for details, of 37 actual attacks, 11 were hijackings and 26 were boarding cases. There were 30 attempted incidents, of which, 18 were the incidents to be fired upon, and 12 were the boarding cases.

On the 27th, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) issued a report which deals with Incidents of Piracy and Armed Robbery Against Ships in the first quarter (January 1

–March 31) of 2010. According to the ReCAAP Report, there were a total of 25 incidents (attacks/cases) in the first quarter of 2010. Of 25 incidents, 20 were the actual incidents and five were attempted incidents. Of 20 actual incidents, one attack occurred in the South China Sea, and the rest of 19 cases were armed robberies against ships which were at the ports and anchorages.

1. Information Digest

1.1 Maritime Security

April 1 “US Navy’s combatant captures pirates’ mother ship” (U.S. Naval Forces Africa Public Affairs, April 1, 2010)

On the 1st, the guided-missile frigate belonging to U.S. Naval Forces Africa, having exchanged fire and sunk a pirates’ skiff off the west coast of Seychelles, captured three suspected pirates on board the skiff. An additional two suspected pirates were captured on the confiscated boat which was regarded to be a mother ship.

An outline of the article: On the 1st, taking fire from the pirates’ skiff off the west coast of Seychelles, US Navy’s frigate USS *Nicholas* (FFG 47) returned fire. Carrying out an on-the-spot inspection of the disabled skiff, the boarding team found ammunition and multiple cans of fuel on board. After taking the suspected pirates on board into custody, the boarding personnel sank the disabled skiff. In addition, confiscating a suspected mother ship in the vicinity, the team detained two suspected pirates. The suspected pirates will remain in U.S. custody on board *Nicholas* until a determination is made regarding their disposition. USS *Nicholas* belongs to U. S. Naval Forces Africa, the naval component in support of U.S. Africa Command (AFRICOM).

Refer to the article on the Web site: USS Nicholas captures suspected pirates

<http://www.africom.mil/getArticle.asp?art=4229&lang=0>

April 1 “Kenya announces to stop prosecution of suspected Somali pirates” (Shiptalk, April 3, 2010)

On the 1st, arguing they could no longer bear the burden on their prison and court systems, Kenyan authorities announced they wish to stop the prosecution of suspected Somali pirates and cancel the agreements they have to that effect with several nations. Kenya has accepted more than 100 suspects so far.

An outline of the article: On the 1st, Kenyan authorities have announced they wish to stop the prosecution of suspected Somali pirates and cancel the agreements they have to that effect with several nations. The Kenyan authorities sent cancellation notes to at least two of those nations’ diplomatic representations in Nairobi, stating they could no longer bear the burden on their prison and court systems. Kenya has memoranda of understanding with the European Union, United States, Canada, Denmark, China and United Kingdom whereby it takes in pirate suspects and prosecutes them in courts in Mombasa. According to head of the EU delegation in Kenya, two agreements have been cancelled with the embassies of Denmark and of the United Kingdom. Kenya has accepted more than 100 suspects so far. Kenya, with the Seychelles the only littoral state that has agreed to take in suspects for prosecution, has recently complained that the strain on its over-populated prisons and congested courts was too heavy. The agreements that Kenya has

concluded with the several countries include financial support from the UN Office on Drugs and Crime (UNDOC), which has paid one million US dollars to Kenya. On the other hand, the Seychelles has an even more limited capacity and has demanded that convicted pirates be taken back to Somalia to serve their sentences.

Refer to the article on the Web site: Court Napping

<http://www.shiptalk.com/?p=4165>

April 3 “Turkish warship frees Indian dhow” (NATO SNMG2 Press Release, April 4, 2010)

On the 3rd, Turkish navy’s frigate belonging to EU naval forces (EUNAVFOR) freed an Indian-registered dhow in the Gulf of Aden. It soon became apparent that this dhow, together with its 21 crew and cargo of livestock, had been previously hijacked by the pirates to act as a mother ship. As the dhow was placed under the strict surveillance of the frigate, the pirates abandoned dhow and fled from the scene. The frigate provided assistance to the crew that remained unharmed.

An outline of the article: On the 3rd, responding to a distress call from the Danish-flagged chemical carrier MV *Torm Ragnhild* stating that the ship was being attacked by six pirates with AK47s and rocket propelled grenades, Turkish navy’s frigate TGG *Gelibolu* belonging to EU naval forces (EUNAVFOR) raced to the scene. Reacting by the skilful evasive maneuvers, MV *Torm Ragnhild* escaped the pirates after 40 minutes of determined attack. Thereafter, the Maritime Patrol Aircraft reported that the skiffs [which had attacked the chemical carrier] were being lifted on to the nearby Indian-flagged dhow, MSF *Safani Al Gayatri*. It soon became apparent that this dhow, together with its 21 crew and cargo of livestock, had been previously hijacked by the pirates to act as a mother ship. As the TGG *Gelibolu* placed the dhow under strict surveillance, the pirates abandoned the dhow and fled from the scene on the early morning of the next day of the 4th. After ensuring all pirates had left the dhow, the boarding team of the TGG *Gelibolu* provided assistance to the crew that remained unharmed.

Refer to the article on the Web site: NATO warship forces release of pirated dhow

<http://www.manw.nato.int/pdf/Press%20Releases%202010/Jan%20-%20May%202010/SNMG2%202010%2010.pdf>



The pirated dhow MSF *Safani Al Gayatri* under the watchful eye of TCG *Gelibolu*

Source:http://4.bp.blogspot.com/_JDzeMOPVSVg/S7zltR6UnCI/AAAAAAAAHGw/H9ZqIKePK5I/s1600/2.jpg

April 4 “French naval combatant captures 7 suspected pirates” (Maritime Security Centre, Horn of Africa, Press Release, April 5, 2010)

EU NAVFOR has continued activities designed to disrupt and destroy Pirate Action Groups (PAGs) with combined sea and air operations in the Somali Basin. On the 4th, the French navy’s frigate boarded the PAGs located by the Swedish Maritime Patrol Aircraft and arrested seven suspected pirates.

An outline of the article: EU NAVFOR has continued activities designed to disrupt and destroy Pirate Action Groups (PAGs) with combined sea and air operations in the Somali Basin. On the 4th, the Swedish Maritime Patrol Aircraft of the EUNAVFOR located two suspect ships 270 nautical miles east of Mogadishu, composed of one mother ship and one attack skiff. Vectored onto these craft in the area, EUNAVFOR French warship FS *Nivose* launched its helicopter and sent a boarding party. The boarding team apprehended 7 suspect pirates and found small arms, an RPG and ladders. This is the fourth such interception by *Nivose* since joining the EU NAVFOR operation.

Refer to the article on the Web site: EU NAVFOR French warship NIVOSE and Maritime Patrol aircraft continue to intercept and disrupt Pirate Action Groups

<http://www.mschoa.org/display.aspx?articlename=346>

April 4 “Somali pirates hijack South Korean VLCC” (Reuters, April 5, 2010)

On the 4th, the South Korean-operated very large crude oil carrier (VLCC) MT *Samho Dream* was hijacked in the Indian Ocean 970 nautical miles east from Somali coast. The supertanker is carrying as much as \$170 million worth of Iraqi crude oil.

An outline of the article: According to a statement of the South Korean Ministry of Foreign Affairs and Trade on the 5th, the Marshall Islands-flagged, the South Korean-operated VLCC *Samho Dream* (319,000DWT) was hijacked by Somali pirates in the Indian Ocean 970 nautical miles east from Somali coast on the 4th. The tanker was carrying as much as \$170 million worth of crude oil and was bound for the U.S. Gulf Coast. The *Samho Dream* has a crew of five South Koreans and 19 Filipinos. South Korea dispatched to the scene the destroyer which had been deployed off Somalia. It was the third time that the VLCC was hijacked by Somali pirates.

Refer to the article on the Web site: South Korea sends destroyer after pirates seize tanker

<http://www.washingtonpost.com/wp-dyn/content/article/2010/04/04/AR2010040402511.html>

【Related Story】

“VLCC anchors off Somali coast” (Yonhap News, April 8, 2010)

On the 8th, MT *Sambo Dream* has anchored some four nautical miles off the coast of Somalia. A South Korean navy destroyer *Chungmugong Yisunshin* which has been deployed to Somalia is keeping a short distance from the tanker for surveillance.

An outline of the article: According to the South Korean Ministry of Foreign Affairs and Trade, MT *Sambo Dream* has anchored about four nautical miles off the coast of Somalia on the 8th. A South Korean navy destroyer *Chungmugong Yisunshin* which has been deployed to Somalia is

keeping a short distance from the tanker for surveillance. (The Ecoterra International dated April 8th says anchorage is said to be located 6.5 nautical miles off Hobyo in central Somalia.)

In addition, *Chungmugong Yisunshin* was relieved of its duties off Somalia by another destroyer “*Gang Gamchan*” which was dispatched as the 4th expeditionary unit to Somalia on April 8.

Gang Gamchan will take the rotating command of a U.S.-led multinational task force conducting anti-piracy operations, the Combined Task Force-151, until the end of August. (Yonhap News, April 21, 2010)

Refer to the article on the Web site: Hijacked S. Korean tanker arrives in Somali waters

<http://english.yonhapnews.co.kr/news/2010/04/08/0200000000AEN20100408001800315.HTML>



USNS *Joshua Humphreys*

Source: http://upload.wikimedia.org/wikipedia/en/f/ff/USNS_Joshua_Humphreys_NISMF.jpg

April 4 “Greek warship destroys pirate mother ship” (NATO SNMG2 Press Release, April 4, 2010)

On the 4th, the Greek navy’s frigate belonging to the NATO fleet intercepted the pirate mother ship and two [attack] skiffs with ten suspected pirates onboard in waters off the Seychelles. Having destroyed two skiffs, the frigate let the pirates return to Somalia in the mother ship, after ensuring they had sufficient food, water and fuel.

An outline of the article: On the 4th, the Greek navy’s frigate HS *Limnos* belonging to the NATO fleet intercepted the pirate mother ship and two skiffs with ten suspected pirates onboard in waters off the Seychelles. Upon receipt of information from the EU fleet’s Swedish maritime patrol aircraft, a helicopter from HS *Limnos* stopped the pirate mother ship and two skiffs. The 10 suspected pirates were seen to throw their piracy equipment, including ladders and grappling hooks overboard. Having established control over these craft, confiscated all remaining pirate equipment, and destroyed their skiffs, HS *Limnos*’ boarding team released the pirate suspects to return to Somalia in the mother ship, after ensuring they had sufficient food, water and fuel.

Refer to the article on the Web site: NATO warship disrupts pirate gang

<http://www.manw.nato.int/pdf/Press%20Releases%202010/Jan%20-%20May%202010/SNMG2%202010%2009.pdf>

April 5 “Somali pirates attack container vessel operated by K-line off Gulf of Aden” (“K” Line News Release, April 6, 2010)

Around 16:00 (local time) on the 5th, the container vessel (Panama-flagged) operated by the Kawasaki Kisen Kaisha, LTD was chased and fired upon by pirates in a high-speed boat about 250 nautical miles east of Gulf of Aden. The ship sustained with some minor damage to the stern. But she was without any trouble for navigation, and continued her intended voyage to Port Said via the Suez Canal under her own power.

An outline of the article: On the 6th, Kawasaki Kisen Kaisha, LTD announced that their operated container vessel (Panama-flagged) MV *Hamburg Bridge* was chased and fired upon by pirates in a high-speed boat about 250 nautical miles east of Gulf of Aden around 16:00 (local time) on the 5th. The ship sustained with some minor damage to the stern, but quickly accelerated and took evasive maneuvers for about 45 minutes to shake off the pirate attack. The company said no one was injured in the attack, and no oil leaked from the hull. Without any trouble for navigation, MV *Hamburg Bridge* continued her intended voyage to Port Said via the Suez Canal under her own power.

Refer to the article on the Web site: Container vessel “Hamburg Bridge” escapes pirate attack off Gulf of Aden

<http://www.kline.co.jp/news/2010/100406.htm>



MV Hamburg Bridge

Source: Trade Winds, April 6, 2010

April 5 “US naval combatant captures 10 pirate suspects” (U.S. Navy News Stand, April 7, 2010)

On the 5th, US Navy’s guided-missile destroyer USS *McFaul* (DDG 74) captured ten suspected pirates off Salalah, Oman. Also eight crewmembers were rescued from the Indian cargo dhow *Faize Osamani* which had been used by pirates as their mother boat.

An outline of the article: On the 5th, US Navy’s guided-missile destroyer USS *McFaul* (DDG 74) captured ten suspected pirates off Salalah, Oman. Also eight crewmembers were rescued from the Indian cargo dhow *Faize Osamani* which had been used by pirates as their mother boat. According to the US Navy, MV *Rising Sun*, sailing the area, sent a distress call on the morning of April 5 that the dhow and three skiffs were firing small arms and rocket propelled grenades at

their vessel. While under attack, MV *Rising Sun* used best management practices (BMP) of increasing speed, evasive maneuvers and spraying potential attackers with fire hoses to thwart the pirate attack. The pirate skiffs broke off their attack and returned to their pirated mother ship, the *Faize Osamani*. The Omani warship *Al Sharqiyah* (B 11) and U.S. destroyer USS *McFaul* immediately responded to the distress call, and *Al Sharqiyah* found the pirated mother ship. As the Omani warship approached *Faize Osamani*, the nine hostage sailors from dhow jumped into the ocean. The Omani Navy was able to rescue eight of these crew members, however, one crew member drowned. Thereafter, USS *McFaul* arrived on scene. The pirates, surrounded by the two naval vessels, threw their weapons overboard and surrendered. Two boarding teams from USS *McFaul* deployed in rigid hull inflatable boats (RHIB), boarded the dhow and took control of the *Faize Osamani*. USS *McFaul* is attached to the USS *Dwight D. Eisenhower* (CVN 69) Carrier Strike Group working in support of maritime security operations in the U.S. 5th Fleet area of responsibility. Below is the scene at the time.

Refer to the article on the Web site: USS *McFaul* Captures Suspected Pirates, Rescues Crew
http://www.navy.mil/search/display.asp?story_id=52459



Members of a visit, board, search and seizure team from the guided-missile destroyer USS *McFaul* inspect the Indian-flagged vessel *Faize Osamani*.

Source: http://2.bp.blogspot.com/_E-QOnTGFX_o/S708Y5FrtDI/AAAAAAAAAJhU/4KwXzEuhECA/s1600/web_100405-N-0000X-003.jpg

April 5 “Dutch navy frees hijacked vessel by force” (Maritime Security Centre, Horn of Africa, Press Release, April 5, 2010)

On the 5th, Dutch naval frigate conducted an operation to rescue the German-flagged container vessel which was boarded by pirates 500 nautical miles east off the Somali coast, arresting 10 suspected pirates and securing the safety of 13 crewmembers.

An outline of the article: On the morning of the 5th, the German-flagged container vessel MV *Taipan* was attacked and boarded by pirates 500 nautical miles east off the Somali coast, while sailing from Djibouti to Mombasa (Kenya). As the pirates boarded the ship, following the Best Management Practice (BMP), the MV *Taipan* crew retreated to a secure strong room and locked

themselves in. They were able to stop all engines and thereby disable the ship, before alerting EU NAVFOR that the ship had been taken. The Dutch naval frigate HNLMS *Tromp* was sent immediately to the scene. Initially HNLMS *Tromp* attempted to negotiate with the pirates to avoid casualties but when it became clear that the pirates intended resisting, HNLMS *Tromp* launched a rescue operation. Six marines in a helicopter launched from the *Tromp* boarded the pirated ship, taking 10 pirates into custody. The crew of 13 (2 German, 3 Russian and 8 Sri Lankan nationals) were released unharmed.

Refer to the article on the Web site: Pirated German ship rescued – EU NAVFOR HNLMS *Tromp* retakes pirated MV *Taipan*

<http://www.mschoa.org/display.aspx?articlename=345>



In this image released by the Royal Dutch Navy Monday April 5, 2010, a boarding party slides down a rope from the frigate *Tromp*'s Lynx helicopter onto the MV *Taipan*.

Source: AP Photo/Royal Dutch Navy, April 5, 2010

【Related Story】

“Rescue operation conducted with approval of Dutch government” (AP, April 7, 2010)

According to the Dutch navy, this rescue operation was implemented with the direct approval from Dutch government, sidestepping the command of the European Union (EU). The operation was the first release by force by Dutch government, which needed quick actions to be taken under the chain of command of the Dutch armed forces. All actions were reported to the EU.

An outline of the article: According to Captain Hans Lodder of the Dutch navy, this rescue operation was implemented with the direct approval from Dutch government, sidestepping the command of the EU. Captain said he first ascertained that the MV *Taipan*'s crew had locked itself in a bulletproof room. Then he launched his ship's helicopter with a team of six Special Forces marines. The marines rappelled onto the ship's deck of the MV *Taipan* to shoot it out, if need be, with the pirates. But they met no resistance. The pirates surrendered the moment they saw the

marines. It was for the first time that the Dutch navy had used force [to recapture a hijacked ship], which was implemented under the chain of command of the Dutch armed forces. According to Captain Lodder, although they operated under the chain of command of the Dutch armed forces as quick actions were needed, all actions were reported to the EU. A spokesman for the EU mission acknowledged the Dutch action avoided a delay and was legitimate. He added, for speed of reaction, the best thing to do is to go under national command.

A Dutch research fellow said opting out of a multinational mission was possible at sea because ships are sailing under their national flags anyway. It would be more difficult in land-based peacekeeping missions because the nations involved operate under the jurisdiction of the country they are deployed to, she said. Director Pottengal Mukundan of the International Maritime Bureau (IMB) said: it was unusual, but was absolutely the right thing to do. By denying the pirates their prize it does deter them from taking these actions.

Refer to the article on the Web site: Dutch sidestep EU red tape to rescue German ship

<http://www.google.com/hostednews/ap/article/ALeqM5gB7YMEDuCwwY9ncDOtPAkEI4-H2wD9ETMHEGO>

April 7 “Somali pirates hijack Turkish vessel” (Maritime Security Centre, Horn of Africa, Press Release, April 7, 2010)

On the 7th, the Turkish-flagged bulk carrier was hijacked approximately 250 nautical miles east of Mombasa, Kenya.

An outline of the article: The Turkish-flagged bulk carrier MV *Yashin C* (36,318DWT) was hijacked on the 7th approximately 250 nautical miles east of Mombasa, Kenya while heading to Mombasa. The *Yashin C* has a crew of 25 and all are believed to be Turkish.

Refer to the article on the Web site: Pirates hijack Turkish Bulk Carrier off the Somali coast

<http://www.mschoa.org/display.aspx?articlename=348>



MV *Yashin C*

Source: Fairplay Daily News, April 8, 2010

【Related Story】

“Somali pirates abandons Turkish vessel” (Fairplay Daily News, April 12, and Aktüeldeniz, April 13, 2010)

On the 9th, Somali pirates abandoned a Turkish-flagged bulk carrier MV *Yashin C*. It seems the

pirates burned the cabin in the vessel before departing the ship.

An outline of the article: On the 9th, Somali pirates abandoned a Turkish-flagged bulk carrier MV *Yasin C*. When the ship was boarded by Somali pirates, the crew managed to shut down the operating systems and hid in a safe room, locking themselves inside machinery space. After 17 hours of wait one of them ventured to the outside to check the situation only to find the ship abandoned. The bulk carrier is now sailing to Mombasa. Below are the photographs which were published in the Turkish maritime journal. It seems the pirates burned the cabin in the vessel before departing the ship.

Refer to the article on the Web site: Pirates free Turkish bulker

<http://www.mschoa.org/FairplayStoryDisplay.aspx?articlename=dn0020100412000004>

Somali Pirates: Damage to Turkish Ship "Yasin C"

<http://www.aktueldeniz.com/?news,687012056253706>



Source: Aktüeldeniz, April 13, 2010

April 7 “Somali pirates abandon 3 Indian dhows” (Reuters, April 7, 2010)

Somali pirates abandoned three Indian boats off the coast of Somalia due to fuel shortages.

An outline of the article: Somali pirates abandoned three Indian boats which they had seized off the coast of Somalia due to fuel shortages, a maritime expert in Kenya said on the 7th. These dhows are MSV *Krishna Jyot*, MSV *Al Kadri* and MV *Safina al-Bayatiri*. He said Somali pirates were holding six more cargo dhows.

Refer to the article on the Web site: Somali pirates release three Indian dhows

<http://af.reuters.com/article/topNews/idAFJJOE63606I20100407>

April 10 “US warship captures 6 suspected pirates” (U.S. Navy News Stand, April 10, 2010)

On the 10th, the amphibious dock landing ship USS *Ashland* (LSD 48) of the U.S. 5th Fleet fired upon the skiff manned by six suspected pirates and sank it in the Gulf of Aden approximately 330 nautical miles off the coast of Djibouti, detaining six suspected pirates. Over the past ten days the U.S. Navy has captured a total of 21 suspected pirates.

An outline of the article: On the 10th, the dock landing ship USS *Ashland* (LSD 48) of the U.S.

5th Fleet fired two rounds at the skiff manned by six suspected pirates from her 25mm gun in the Gulf of Aden approximately 330 nautical miles off the coast of Djibouti. The skiff caught fire and sank. During the attack, USS *Ashland* received small arms fire on the port side from the pirates. The six suspected pirates got out of the skiff into the water. USS *Ashland* deployed her rigid-hull inflatable boats (RHIBs) to rescue the pirates, who were brought on board *Ashland*. There is no apparent damage to USS *Ashland*, and there were no injuries to any members of her crew. Over the past ten days the U.S. Navy has captured a total of 21 suspected pirates.

Refer to the article on the Web site: USS *Ashland* Captures Pirates

http://www.navy.mil/search/display.asp?story_id=52519



The burned out hull of a suspected pirate skiff drifts near the amphibious dock landing ship USS *Ashland*

Source: http://www.navy.mil/view_single.asp?id=84184

April 11 “British warship releases Indian dhow” (NATO SNMG2 Press Release, April 11, 2010)

On the 11th, Royal Navy frigate, which is the flagship of the NATO fleet, released the Indian dhow which had been captured by Somali pirates and used as their mother ship in the area to the East of the Gulf of Aden.

An outline of the article: On the 11th, Royal Navy’s frigate HMS *Chatham*, which is the flagship of the NATO fleet, released the Indian dhow *Vishvakalyan* which had been captured by Somali pirates and used as their mother ship in the area to the East of the Gulf of Aden. HMS *Chatham* spent three days shadowing the vessel under its close range weapons, exerting pressure on the Somali pirates on board until the mother ship ran out of fuel and was forced to stop. As the pirates were directed to leave the dhow, they then fled back to the Somali coast in a smaller skiff, leaving the dhow and her crew unharmed.

Refer to the article on the Web site: HMS *Chatham* forces release of pirated dhow

<http://www.manw.nato.int/pdf/Press%20Releases%202010/Jan%20-%20May%202010/SNMG2%202010%2013.pdf>



MSV Vishvakalyan

Source: http://www.royalnavy.mod.uk/news-and-events/rn-live/all-news/hms-chatham-forces-release-of-pirated-dhow*/changeNav/6568

April 11 “Somali pirates hijack UAE training ship” (Trade Winds, April 11, 2010)

On the 11th, the St Vincent & Grenadines-flagged ro-ro ship MV *RAK Afrikana* (7,561DWT) was hijacked by Somali pirates in waters 280 nautical miles west of the Seychelles.

An outline of the article: Somali pirates hijacked the St Vincent & Grenadines-flagged ro-ro ship MV *RAK Afrikana* (7,561DWT) in waters 280 nautical miles west of the Seychelles on the 11th. The ship is thought to be owned by RAK Training Shipping, a non-profit maritime training school in the UAE, MV *RAK Afrikana* is currently at a standstill due to engine trouble, and the crew are said to have locked themselves in a secure compartment onboard.

Refer to the article on the Web site: MV *RAK Afrikana* hijacked; Available to subscribers only.



MV RAK Afrikana

Source: Maritime Security Centre, Horn of Africa, Press Release, April 11, 2010

April 13 “Chinese 5th task force to Somalia strengthens measures against rampant piracy off Somalia” (PLA Daily, Net Edition, April 13 and 23, 2010)

According to the Chinese PLA Daily, reacting to the rampant piracy under the improving sea situation in the vicinity of the Gulf of Aden and Somalia, the Chinese naval task force to Somalia is taking several measures which include strengthening of surveillance and patrols, strict anti-piracy activities, improvements in response capabilities of personnel by conducting anti-piracy drills, and the promotion of working relations with an exchange of piracy information

between the escorting naval forces of other nations.

An outline of the article: On the 13th and 14th, the Chinese PLA Daily respectively reported that since the monsoon season is over, sea state in the vicinity of the Gulf of Aden and Somalia is improving, and piracy is getting active again. According to the reports, the following changes are noted:

- a. The area of pirate activities is expanding easterly as far as 66 degrees 00 minute of east longitude [Long. 66°00E], to southeast of Tanzania in the south, off the sea near the shore of Madagascar, and to northwest of the Indian Ocean.
- b. The vessels attacked are diversified, including not only the merchant vessels that sail at low speed but also small sailboats, fishing boats, vessels sailing at high speed, large crude oil tankers, bulk carriers, and others.
- c. The modi operandi (M.O.) of pirates are becoming more shrewd, as observed in throwing of arms into water before the boarding teams dispatched from the naval vessels get on board on inspection, or getting around the investigation by the boarding members, hiding the ladder to be used for attacks under water.

Zhang Wenqie, the commander of the Chinese 5th naval task force and the deputy chief of staff of the South Sea Fleet, said there were 51 piracy incidents in the Gulf of Aden, off Somalia, east of Africa, in the Arabian Seas and others, and their success rate is increasing. According to Zhang, responding the active piracy, the fleet is taking the measures as follows:

First, strengthening surveillance and patrols; secondly, conducting air patrols by helicopter in the area where piracy and navigation by shipping are active; thirdly, standing against pirates with a severe attitude; fourthly, conducting anti-piracy drills, and, fifthly, strengthening practical cooperation in the areas, including an exchange of information on piracy with escort naval forces of other nations.

Refer to the article: The original text is available in Chinese only.

http://www.chinamil.com.cn/jfjbmap/content/2010-04/13/content_25348.htm

http://www.chinamil.com.cn/jfjbmap/content/2010-04/23/content_26175.htm

【Related Story】

“Chinese 5th naval task force implements onboard escort for crews of Chinese-flagged merchant vessels” (PLA Daily, April 12, 2010)

On the 11th, the guided missile destroyer “*Guangzhou*” of the Chinese 5th naval escort taskforce dispatched her 16 fully-armed members of the special operation team and two evidence-acquiring personnel to the four Chinese merchant ships under the China Ocean Shipping (Group) Company to implement a 3-day-long onboard escort task.

An outline of the article: On the 11th, the guided missile destroyer “*Guangzhou*” of the Chinese 5th naval escort taskforce dispatched her 16 fully-armed members of the special operation team and two evidence-acquiring personnel to the four Chinese merchant ships under the China Ocean Shipping (Group) Company, namely MV *Yonghuan*, MV *Kongquesong*, MV *Longfa* and MV *Huaqiang*, to implement on-board escort by taking helicopter and small boats. As photographers

and evidence-acquiring personnel, two reporters of the PLA Daily also boarded on MV *Yonghuan* together with four special operation soldiers to implement a 3-day-long onboard escort task. After boarding on the *Yonghuan*, the special operation element inspected the vigilance area, modified and worked out the anti-pirate plan. The special operation soldiers also gave a lecture to the 25 crew members of MV *Yonghuan* on ship-safeguarding and anti-piracy knowledge.

Refer to the article on the Web site: 5th Chinese naval escort taskforce sends special operation troops to merchant ships

http://eng.mod.gov.cn/DefenseNews/2010-04/12/content_4139562.htm

April 18 “Somali pirates hijack 3 Thai fishing boats” (Reuters, April 20, 2010)

On the 18th, Somali pirates hijacked three Thai fishing vessels - *Prantalay 11, 12 and 14* - in the Indian Ocean, keeping 77 crew members as hostages [for ransom]

An outline of the article: On the 18th, Somali pirates hijacked three Thai fishing vessels - *Prantalay 11, 12 and 14* - in the Indian Ocean, keeping 77 crew members as hostages. According Andrew Mwangura, coordinator of the East African Seafarers' Assistance Program, these fishing boats were operating near the Maldives and India.

Refer to the article: Pirates take 3 Thai ships with 77 crew

<http://ca.reuters.com/article/topNews/idCATRE63J30R20100420>

April 18 “Turkish navy detains 13 suspected pirates” (AP, April 18, 2010)

On the 18th, the Turkish naval frigate TCG *Gelibolu* belonging to the NATO fleet captured off the Seychelles two skiffs with 13 suspected pirates on board, confiscating their weapons.

An outline of the article: According to the Turkish navy, on the 18th, the Turkish naval frigate TCG *Gelibolu* belonging to the NATO fleet captured off the Seychelles two skiffs with 13 suspected pirates on board, confiscating their weapons as it sailed on a route being used by a Turkish freighter heading to Mombassa, Kenya.

Refer to the article on the Web site: Turkish navy commandos capture pirates

<http://www.google.com/hostednews/ap/article/ALeqM5gB7YMEDuCwwY9ncDOtPAkEI4-H2wD9F5HJ6O0>

April 19 “French naval replenishment ship detains 6 pirate suspects” (EU NAVFOR, Press Release, April 21, 2010)

During the night of the 19th, 400 nautical miles from the coast of Somalia, French replenishment ship FS *Somme* came under attack from two skiffs with six pirates on board. The pirates, mistaking the *Somme's* silhouette for that of a merchant vessel, opened fire on the French ship. FS *Somme* destroyed the mother ship of pirates and held one of the skiffs and six suspected pirates.

An outline of the article: During the night of the 19th, 400 nautical miles from the coast of Somalia, French replenishment ship FS *Somme* came under attack from two skiffs with six pirates on board. FS *Somme* had been engaged in replenishing the EU NAVFOR warship

supplies, when she was attacked. The pirates, mistaking the *Somme's* silhouette for that of a merchant vessel, opened fire on the French ship. FS *Somme* responded with warning shots, causing the two pirate skiffs to flee respectively. While chasing [one of] the skiffs, FS *Somme* detected another boat which turned out to be the pirate mother ship. The mother ship with two pirates who had got on board from the skiff was captured, and her fuel and pirate paraphernalia (weapons and grappling lines) were seized. The mother ship was destroyed and sank. FS *Somme* later captured another skiff with four pirates on board. One skiff and six suspected pirates were held onboard the French ship.

FS *Somme* was also attacked by pirates on October 7, 2009. The ship's company then intercepted five pirates and their skiff.

Refer to the article on the Web site: Pirates attack French Military Replenishment Ship *Somme* – 6 pirates captured

<http://www.eunavfor.eu/2010/04/pirates-attack-french-military-replenishment-ship-somme-%e2%80%93-6-pirates-captured/>

April 21 “Portugal sends MPRA to EU NAVFOR” (EU NAVFOR, Press Release, April 21, 2010)

On the 21st, a Maritime Patrol Reconnaissance Aircraft (MPRA) which Portugal had sent for the EUNAVFOR arrived in Seychelles. During the next four months the Portuguese P3 Papa aircraft will monitor the waters off the coast of Somalia under the Force Commander.

An outline of the article: On the 21st, a Maritime Patrol Reconnaissance Aircraft (MPRA) which Portugal had sent for the EUNAVFOR arrived in Seychelles. During the next four months the Portuguese P3 Papa aircraft will monitor the waters off the coast of Somalia under the Force Commander. It is for the first time that a MPRA from Portugal has participated in the EU NAVFOR operation.

Refer to the article on the Web site: Portugal's first MPRA mission for EU NAVFOR

<http://www.eunavfor.eu/2010/04/portugal%e2%80%99s-first-mpra-mission-for-eu-navfor/>



Portuguese MPRA p3 Papa

April 21 “Somali pirates hijack Greek vessel” (Trade Winds, April 21, 2010)

On the 21st, a Panamanian-flagged bulk carrier operated by the Greek shipping company, MV *Voc Daisy*, was hijacked by Somali pirates in the Gulf of Aden around 190 miles south-east of the Omani port of Salalah.

An outline of the article: On the 21st, a Panamanian-flagged bulk carrier operated by the

Greek shipping company, MV *Voc Daisy* (47,200DWT), was hijacked by Somali pirates in the Gulf of Aden around 190 miles south-east of the Omani port of Salalah. The ship was en route from the Ruwais in UAE to Suez when it was attacked some hours before scheduled entry into the Internationally Recognized Transit Corridor (IRTC). All 21 crew members are Filipinos. When boarded, they briefly managed to lock themselves into an area of the bridge but were soon advised externally to give themselves up to the pirates. The 21 crew members are understood to be unharmed.

Refer to the article: Access is available to subscribers only.



MV *Voc Daisy*

Source: <http://www.shipspotting.com/modules/myalbum/photo.php?lid=961344>

April 25 “Spanish navy captures pirate group” (Maritime Security Centre, Horn of Africa, Press Release, April 26, 2010)

On the 25th, a Spanish naval frigate intercepted a pirate action group (PAG) comprising one mother ship and two skiffs off Somali coast northwest of Seychelles. Having destroyed the mother ship and one of two skiffs, the warship moved pirate suspects to another skiff, and sent them back to Somali coast.

An outline of the article: On the 25th, a Spanish naval frigate belonging to the NATO fleet, ESPS *Victoria*, intercepted a pirate action group (PAG) comprising one mother ship and two skiffs off Somali coast northwest of Seychelles. Having destroyed the mother ship and one of two skiffs, ESPS *Victoria* confiscated a large number of fuel drums and pirate equipment. The warship moved pirate suspects onboard [the mother ship and one of two skiffs] to another skiff, and sent them back to Somali coast

Refer to the article: EU NAVFOR Frigate Victoria destroys pirate vessels

<http://www.mschoa.org/display.aspx?articlename=369>

April 26 “Dutch navy captures pirate mother ships near camps” (Radio Netherlands Worldwide, April 26, 2010)

Recently, the landing craft from the Dutch navy ship HNLMS *Johan de Witt* belonging to the EU fleet captured two pirate mother ships near the ports of Haradheere and Hobyo in Somalia. For the first time, a navy ship off the coast of Somalia prevented pirates from taking to the seas.

An outline of the article: Recently, the landing craft from the Dutch navy ship HNLMS *Johan*

de Witt belonging to the EU fleet captured two pirate mother ships near the ports of Haradheere and Hobyo. For the first time, a navy ship off the coast of Somalia prevented pirates from taking to the seas. According to the Dutch navy, two landing vessels launched from HNLMS *Johan de Witt* were deployed some distance from the pirate camps. From this position they observed the pirate camps, while HNLMS *Johan de Witt* positioned itself as command platform in the middle of the two. Taking this posture, the naval ships intercepted a pirate mother ship and confiscated its equipment. Another pirate mother ship that tried to get away was also captured. This new tactics is intended to strengthen the surveillance of the Somali coast to prevent the pirates from going out to the sea, as pirate activities are spreading further into the Indian Ocean from the Gulf of Aden. Below is the scene at the time.

Refer to the article: Pirate activity nipped in the bud

<http://www.rnw.nl/english/article/pirate-activity-nipped-bud>



Source: Radio Netherlands Worldwide, April 26, 2010

April 25 “K Line VLCC attacked by Somali pirates in AS, sustains hull damage” (Trade Winds, April 26, and K Line HP, April 28, 2010)

On the 25th, a VLCC owned by an overseas subsidiary company of the Kawasaki Kisen Kaisha, Ltd., MT *Isuzugawa*, was attacked by Somali pirates in the Arabian Sea. The ship sustained with minor damage to the hull. According to the website of the company, having no trouble sailing by her own power, the tanker is continuing her intended voyage to Japan as a destination.

An outline of the article: On the 25th, a VLCC owned by an overseas subsidiary company of the Kawasaki Kisen Kaisha, Ltd., MT *Isuzugawa* (300,000D WT), was attacked by Somali pirates in the Arabian Sea. The ship sustained with minor damage to the hull. According to the company website, the tanker is Panamanian-flagged, and has the crew of Indians and Filipinos. While en route to Japan with a cargo, the tanker was chased by pirates onboard the two skiffs, and was fired upon, sustaining with minor damage to the hull. The tanker enhanced speed, and managed to evade capture after performing evasive maneuvers for an hour. No one was injured by the attack. There was no pollution from the tanker. Having no trouble sailing by her own power, the tanker is continuing her intended voyage to Japan as a destination.

Refer to the article: VLCC “*Isuzugawa*” Attacked by Pirates at Arabian Sea

http://www.kline.co.jp/news/2010/100428_e.htm (Trade Winds is available to subscribers only.)



MT Isuzugawa

Source: Trade Winds, April 26, 2010

April 27 “UNSC adopts resolution on prosecuting pirates” (UN Security Council, Resolutions, April 27, 2010)

On the 27th, the United Nations Security Council unanimously adopted the resolution 1918. This resolution calls on all States “to consider the prosecution of suspected, imprisonment of convicted, pirates off the coast of Somalia.”

An outline of the article: On the 27th, the United Nations (UN) Security Council unanimously adopted the resolution 1918. This resolution affirms that “the failure to prosecute persons responsible for acts of piracy and armed robbery at sea off the coast of Somalia undermines anti-piracy efforts of the international community.” Moreover, it call all States “to criminalize piracy under their domestic law and favorably consider the prosecution of suspected, and imprisonment of convicted, pirates apprehended off the coast of Somalia, consistent with applicable international human rights law.” In addition, the resolution requests the Secretary General “to present to the Security Council within 3 months a report on possible options.”

Refer to the article: UN Security Council Resolution

<http://daccess-dds-ny.un.org/doc/UNDOC/GEN/N10/331/39/PDF/N1033139.pdf?OpenElement>

April 28 “JSA delivers request for security of shipping off Somalia to government” (JSA Website, 30 April)

On the 28th, the Japanese Ship-owners’ Association (JSA) delivered a letter of request for securing the safety for the shipping operations off Somalia to the concerned members of the Cabinet.

An outline of the article: On the 28th, the Japanese Ship-owners’ Association (JSA) delivered a letter of request for securing the safety for the shipping off Somalia to the concerned members of the Cabinet. The JSA renewed the request to the government for strengthening the escort activities and securing the safety of the shipping that sails off east of the Gulf of Aden, as the container ships and very large crude tankers operated by the JSA were attacked by pirates off east of the Gulf of Aden on April 5 and 25.

Refer to the article: The Japanese Ship-owners’ Association (JSA) Web site:

<http://www.jsanet.or.jp/pressrelease/2010/20100430.html>

Letter of request (Japanese): <http://www.jsanet.or.jp/pressrelease/2010/pdf/20100428.pdf>

April 29 “Malta’s unit to EU NAVFOR commences mission” (Maritime Security Centre, Horn of Africa, Press Release, April 29, 2010)

On the 29th, embarking on the World food program (WFP) ship, the Vessel Protection Detachment (VPD) sent to the EU fleet (EUNAFOR) from Malta commenced its first escort mission during her transit from Boosaaso to Berbera in northern Somalia.

An outline of the article: On the 29th, embarking on the World food program (WFP) ship, the Vessel Protection Detachment (VPD) sent to the EU fleet (EUNAFOR) from Malta commenced its first escort mission during her transit from Boosaaso to Berbera in northern Somalia. The 12-man VPD team is normally embarked onboard EU NAVFOR Dutch warship HNLMS *Johan de Witt*. Malta has sent the VPD during its four months anti-piracy mission. This is Malta’s first military deployment into the operational theater under the EU Common Security Defense Policy (CSDP).

Refer to the article: Malta’s first EU NAVFOR operational mission protects World Food Program (WFP) ship Mustafa-H

<http://www.mschoa.org/display.aspx?articlename=372>

April 29 “French navy seizes pirate group” (Maritime Security Centre, Horn of Africa, Press Release, April 30, 2010)

On the 29th, a French naval frigate destroyed the mother ship and two supporting skiffs and held 11 pirate suspects on board in the Indian Ocean, some 480 nautical miles east of the Somali Coast.

An outline of the article: On the 29th, the French naval frigate belonging to the EU fleet, FS *Nivose*, found the mother ship and two supporting skiffs in the Indian Ocean, some 480 nautical miles east of the Somali Coast. After the warship halted the boats, the searching team boarded them to find pirate equipment in the boats. FS *Nivose* destroyed the mother ship and two supporting skiffs, and 11 pirate suspects were held on board the *Nivose*.

Refer to the article: EU NAVFOR French warship destroys Pirate mother ship

<http://www.mschoa.org/display.aspx?articlename=373>

1.2 Military Development

April 3 “India, Singapore begin joint naval war-games” (The Times of India, April 3, 2010)

On the 3rd, two navies of India and Singapore have launched the joint naval war-games SIMBEX. The exercises are to be undertaken in two theaters, first in the Andaman Sea and then in the Bay of Bengal until the 16th.

An outline of the article: Two navies of India and Singapore have launched the joint naval war-games SIMBEX on the 3rd. This year's exercise will be the 17th in the SIMBEX series, which are to be undertaken in two theaters, first in the Andaman Sea and then in the Bay of Bengal

until the 16th. Apart from helicopters and aircraft, India has deployed destroyer INS *Ranvir*, fast-attack craft INS *Batti Malv*, amphibious warship INS *Mahish*, tanker INS *Jyoti* and a kilo-class submarine for the combat exercise. Singapore, in turn, has fielded frigate RSS *Intrepid* and missile corvette RSS *Victory*.

Refer to the article on the Web site: India and Singapore begin naval war-games

<http://timesofindia.indiatimes.com/india/India-and-Singapore-begin-naval-wargames/articleshow/5756055.cms>



RSN and IN ships exercising in the Bay of Bengal

Source: MINDEF, Singapore, Press Release, April 16, 2010

April 17 “Chinese 4th naval task force to Somalia visits RP on its way home” (Xinhua, April 17, 2010)

After winding up a five-day port call to the Republic of the Philippines (RP) starting on the 13th at the invitation of the Philippine navy, the Chinese 4th naval task force to Somalia left Manila for home on the 17th.

An outline of the article: After winding up a five-day port call to the Republic of the Philippines (RP) starting on the 13th at the invitation of the Philippine navy, the Chinese 4th naval task force to Somalia (TF-525) left Manila for home on the 17th. TF-525, which consisted of missile frigate *Ma'anshan* (flagship), missile frigate *Wenzhou* and comprehensive supply ship *Qiandaohu*, escorted more than 600 Chinese and foreign merchant vessels, including six Philippine vessels, during its 128-day mission off Somalia. While in Manila, Qiu Yanpeng, commander of the military escort team, and his staff met with Chief of Staff of the Philippine Armed Force, Deputy Secretary of National Defense, Deputy Head of the Operational Headquarters of the Philippine Naval Force, and Manila Police District Chief among others.

Refer to the article on the Web site: Chinese Naval fleet leaves Manila for home

http://eng.mod.gov.cn/DefenseNews/2010-04/18/content_4146737.htm

April 19 “China builds 2nd Demagnetization Facility for subs” (Federation of American Scientist, April 19, 2010)

On the 19th, an expert of the Federation of American Scientist (FAS), Hans M. Kristensen, said the Chinese navy constructed a demagnetization facility near an East Sea Fleet submarine

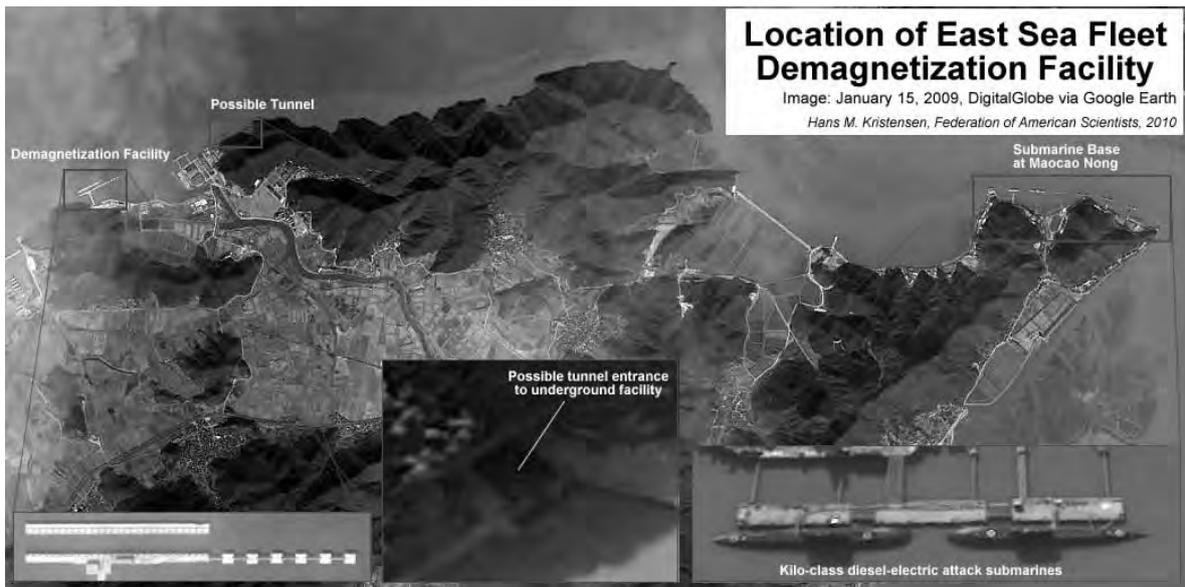
base. According to Kristensen, the new demagnetization facility is located less than 10 km from the Kilo submarine base at Maocao Nong approximately 40 km southeast of Ningbo in the Zhejiang province. The facility of the East Sea Fleet is the second spotted at Chinese naval bases, and the first such facility was identified at the South Sea Fleet base near Yulin on Hainan Island. Nuclear-powered submarines including SSBNs are based at the North Sea and South Sea Fleets, but not at the East Sea Fleet. Kristensen suspects that the North Sea Fleet will also construct demagnetization facility soon.

An outline of the article: On the 19th, an expert of the Federation of American Scientist (FAS), Hans M. Kristensen, said the Chinese navy constructed a demagnetization facility near an East Sea Fleet submarine base. According to Kristensen, the new demagnetization facility is located less than 10 km from the Kilo submarine base at Maocao Nong approximately 40 km southeast of Ningbo in the Zhejiang province. This demagnetization facility [of the East Sea Fleet] was built between August 2007 and March 2008. The facility of the East Sea Fleet is the second spotted at Chinese naval bases, and the first such facility was identified at the South Sea Fleet base near Yulin on Hainan Island. The South Sea Fleet facility was constructed sometime between January 2006 and February 2008. Two naval demagnetization facilities are estimated to be capable of handling all Chinese submarine sizes. The two demagnetization facilities are similar but with differences. The South Sea Fleet facility is built in a c-shape, similar to the U.S. design. The East Sea Fleet facility, which is located in a river, consists of two parallel piers, perhaps to accommodate strong currents.

Demagnetization is conducted before deployment to remove residual magnetic fields in the metal of a vessel to make it harder to detect by other submarines and surface ships. It reduces the ship's vulnerability to mines that are triggered by magnetic signals from metal hulls. Demagnetization apparently also can improve the speed of the vessel. Both submarines and surface ships are demagnetized at regular intervals. A U.S. SSBN is prepared for demagnetization at the Kitsap Naval Submarine Base near Bangor, Washington. The U.S. Navy has such facilities on both coasts. According to the Fellow Kristensen, nuclear-powered submarines including SSBNs are based at the North Sea and South Sea Fleets, but not at the East Sea Fleet. Therefore, Kristensen suspects that the North Sea Fleet will construct demagnetization facility soon. Perhaps construction now reflects acquisition of new technology. Kristensen is pointing out, "The construction of demagnetization facilities at China's fleets is a clear tell-sign of the cat-and-mouse game that is in full swing in the region between the naval forces of China and the United States and its Asian allies."

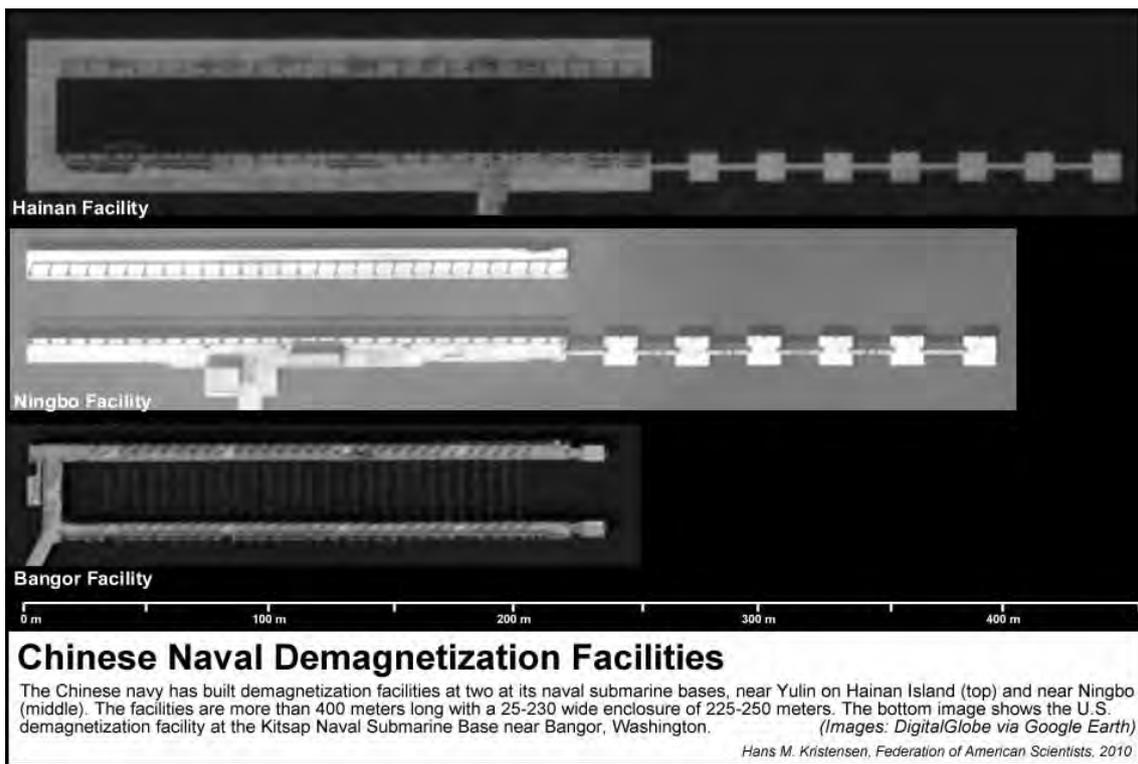
Refer to the article: Second Chinese Naval Demagnetization Facility Spotted

<http://www.fas.org/blog/ssp/2010/04/demag.php>



The East Sea Fleet demagnetization facility is located near a submarine base south of Ningbo.

Source: <http://www.fas.org/programs/ssp/nukes/images/demag-map.jpg>



China's two known naval demagnetization facilities are similar, capable of handling all Chinese submarine sizes, and similar in design to U.S. demagnetization facilities.

Source: <http://www.fas.org/programs/ssp/nukes/images/demag.jpg>

April 29 “Indian navy’s 1st stealth frigate commissioned” (RIA Novosti, April 29, 2010)

On the 29th, the Indian Navy commissioned the first indigenous stealth frigate INS *Shivalik*.

It is the first unit of three *Shivalik* class frigates which have been planned for a series production.

An outline of the article: On the 29th, the Indian Navy commissioned the first indigenous stealth frigate INS *Shivalik*. The 142.5 by 16.9 meter, 6,200-ton frigate has a range of 5,000 nautical miles at cruising speed of 18 knots and a crew of 257, including 35 officers. It is the first unit of three *Shivalik* class frigates which have been planned for a series production. Speaking at an official ceremony, Defense Minister A K Antony said there had been a distinct shift in country's policy from a "Buyer's Navy to a Builder's Navy."

Refer to the article: Indian Navy commissions first indigenous 'stealth' frigate

<http://en.rian.ru/world/20100429/158806943.html>

 **Topic** **Chinese naval exercise: Views of experts**

Peter J Brown, satellite journalist from USA, introduced the opinions of some experts on the recent Chinese naval exercise on Asia Times Online dated April 23. Below are the main points of the article.

Gary Li, a PLA specialist at the London-based Institute of International and Strategic Studies (IISS) said the PLAN's actions in this instance were very significant. Li describes the incident as unprecedented and an attempt by China to send a very clear message to the region that it should be prepared to see a China unafraid to test its reach and move into new areas – to demonstrate its open ocean operational capabilities and new stage of its developments.

Drew Thompson, director of China Studies at The Nixon Center in Washington, DC, is regarding that the recent PLAN “blue water” activity off Japan did not prove that the PLAN has entered a new phase in its development. “The PLA has been working for a long time on expanding their ability to operate farther from their shores and conduct joint operations closely coordinating air, land and sea platforms,” said Thompson. “These PLAN exercises certainly demonstrate expanded capabilities, or at least the willingness to exercise the hardware they have more vigorously, but it should be viewed as part of a continuum rather than a departure from a previous period of development.”

Abraham Denmark, a fellow at the Center for a New American Security in Washington, DC said, “Reports of a transit by the PLAN forces close to Okinawa only remind US allies in Japan and throughout the Asia-Pacific, that China's future course is unclear” “It is important to retain a military hedge against the possibility that China could become confrontational and militarily aggressive,” said Denmark. The PLAN has long been charged with two primary tasks: defending the mainland and operations related to a Taiwan contingency, which would primarily involve anti-access/area denial operations in the Western Pacific, according to Denmark. This exercise may be further evidence of the growing emphasis placed by the PLAN on protecting vital sea lines of communication (SLOCs). Chinese President Hu Jintao has referred to this role as one of the PLA's “new historic missions.” “China has slowly come to recognize that its continued economic development relies on access to foreign resources and markets. For example, 80% of China's oil imports flow through the Strait of Malacca, yet the PLAN currently does not have the capability to protect Chinese vessels far from home,” said Denmark. “This has made China's military leaders begin to examine a third role for the PLAN, which would entail SLOC protection.”

Richard Fisher, senior fellow at the Washington, DC-based International Assessment and Strategy Center said, “The PLAN deployed at least two small multi-platform surface action

groups to include submarines, long-range anti-air defenses, logistic support ships, supported by new long-range ground based and space-based surveillance, and reportedly, significant ground-based air.” Moreover, Fisher said, “In a decade, there could be two carriers, larger destroyers, and, even ship- and submarine-launched anti-ship ballistic missiles [ASBMs] in the mix. If the US and Japan forget a sustained investment, they will lose maritime dominance in the Western Pacific by the mid-2020s.”

Andrew Erickson, associate professor with the China Maritime Studies Institute at the US Naval War College, told that China has been developing the unprecedented capabilities of staging combat-operations along the surrounding disputed waters. Pointing out that China has been improving its Intelligence, Surveillance and Reconnaissance (ISR) capabilities, including the recent space-based system, Erickson regards this exercise as proof that the PLAN is now finally and fully prepared to meet strategic goals originally articulated by Admiral Liu Huaqing, who headed the PLAN from 1982 to 1988. In effect, PLAN is now starting to conduct “far seas operations” beyond the so-called “First Island Chain.”

Refer to the article: China's navy cruises into Pacific ascendancy

<http://www.atimes.com/atimes/China/LD22Ad01.html>

1.3 Maritime Boundaries

April 27 “Russia, Norway reach accord on delimitation of Barents Sea” (The New York Times, April 28, 2010)

On the 27th, Russia and Norway reached the accord of resolving a 40-year-old dispute over dividing the Barents Sea and part of the Arctic Ocean into clear economic zones extending to the edge of Europe’s northern continental shelf. A number of oil or gas fields identified by Russian seismic surveys in the 1980s are thought to straddle the line. The agreement could herald oil and natural gas exploration in this region.

An outline of the article: On the 27th, Russia and Norway reached the accord of resolving a 40-year-old dispute over dividing the Barents Sea and part of the Arctic Ocean into clear economic zones extending to the edge of Europe’s northern continental shelf. The agreement could herald oil and natural gas exploration in this region. The agreement is subject to ratification by the legislature of each country.

“I believe this will open the way for many joint projects, especially in the area of energy,” President Dmitri A. Medvedev of Russia said at a news conference in Oslo. The Norwegian prime minister, Jens Stoltenberg, said it showed good will in the face of rising international anxiety over who controls the Arctic seabed, which by some estimates contains a quarter of the world’s undiscovered fossil fuels. “This is a confirmation that Norway and Russia, two large polar nations, do not have a policy about racing, but a policy about cooperation. It’s a model case for what may happen in the future in the Arctic,” Mr. Stoltenberg said, emphasizing its significance.

The agreement on the delimitation of the boundaries extends the two countries’ 122-mile land border northward beyond all the islands of the Barents Sea and into the Arctic Ocean, although the two leaders did not provide an exact northward distance. Conventional practice has been to position maritime boundaries at the midpoint between opposing land masses, and for 40 years that has been Norway’s goal with respect to its Svalbard archipelago to the west and the Russian island groups of Novaya Zemlya and Franz Josef Land to the east. On the other hand, Russia argued instead for a “meridian line” boundary running more or less straight north from the mainland, which would have provided it with an additional 67,000 square miles of a new exclusive economic zone (EEZ). Mr. Stoltenberg said the line approved splits that disputed area nearly in half, which means the line will still run considerably closer to the Norwegian islands than the Russian ones. A number of oil or gas fields identified by Russian seismic surveys in the 1980s are thought to straddle the line.

Refer to the article on the Web site: Russia and Norway Reach Accord on Barents Sea

<http://www.nytimes.com/2010/04/28/world/europe/28norway.html?scp=2&sq=April+27+2010&st=nyt>



The lines on the map from the left are the meridian line, the line approved, and the middle line

Source: Barents Observer, April 28, 2010

1.4 Shipping, Shipbuilding and Harbors

April 7 “South Korea: Come July vessels above 50 tons to install AIS system” (Arirang, April 7, 2010)

Come this July all vessels of 50 tons or more will be required to have the Automatic Identification System (AIS) installed by the South Korean Ministry of Land, Transport and Maritime Affairs.

An outline of the article: Come this July all vessels of 50 tons or more will be required to have the Automatic Identification System (AIS) installed by South Korea. According to the South Korean Ministry of Land, Transport and Maritime Affairs, the coastal tracking system identifies and locates vessels by electronically exchanging data with nearby ships and stations. Currently the installation of the AIS is only applied to tugboats, oil tankers and carriers of dangerous materials but under the revision all vessels including cargo ships and patrol boats will be subject to the rule of installing the AIS.

Refer to the article on the Web site: Large vessels to install Coastal Tracking System

http://www.arirang.co.kr/News/News_View.asp?nseq=101876&code=Ne2&category=2

April 12 “Iraq decides to build super-port” (Lloyd’s List, April 12, 2010)a

Iraq has recently given the go-ahead for a \$6bn super-port, which it hopes will one day rank in the world top 10 and steal business from the Suez Canal by offering a viable rail trans-shipment alternative for European customers.

An outline of the article: Iraq has recently given the go-ahead for a \$6bn super-port, which it hopes will one day rank in the world top 10 and steal business from the Suez Canal by offering a viable rail trans-shipment alternative for European customers. But some observers have warned that the scheme of building the super-port may prove overambitious, given the economic problems the country has experienced. Iraq’s Ministry of Transport has recently awarded a design contract for the port facilities to be built near Basra to a consortium led by the Italian engineering major. A construction contract will then be awarded in the second half of 2011, and work is thereafter

expected to take four years. Among Iraqi infrastructure selling points will be a new rail line linking the Middle East Gulf to the Turkish border in the north and ultimately central Europe. Reports in the German media have named German rail operator, Deutsche Bahn, as a potential partner in such a venture.

Refer to the article on the Web site: Security concern raised over plans for \$6bn super-port in Iraq; Available to subscribers only.

April 28 “STX opens shipyard in Vietnam” (STX Europe, Press Release, April 29, and Offshore Shipping Online, April 30, 2010)

On the 28th, Europe’s largest STX Europe launched its shipyard in Vung Tau, in connection with the naming of the grand new first vessel. The STX Vietnam Offshore shipyard is a modern shipyard in Vietnam, set up for the highest international standard. At the full operation, the yard can reach a capacity of four medium size vessels per year.

An outline of the article: On the 28th, Europe’s largest STX Europe launched its shipyard in Vung Tau, in connection with the naming of the grand new first vessel. According to the press release of STX Europe dated April 29, STX Europe will make an investment in excess of 30 million dollars in the heart of Vietnam's growing offshore operations, Vung Tau, and will strengthen STX Europe’s ability to serve its international customers in the region. Speaking at the launch, Mr. Knut Ola Tverdal, Chairman of STX Vietnam Offshore Ltd said, “The establishment of the shipyard and the building of the first vessel were completed ahead of schedule at a record speed.” He commended the Vietnam team who managed a project of building the yard and a vessel simultaneously for the achievement since they started construction in January 2007. At the full operation, the yard can reach a capacity of four medium size vessels per year.

Refer to the article: STX Europe opens modern shipyard in Vietnam

<http://www.stxeurope.com/?page=682&p=bd7233a861ade52afb0d28d3184fcb56>

STX Europe opens yard in Vietnam - names first offshore vessel

<http://www.oilpubs.com/oso/article.asp?v1=9474>

1.5 Ocean Resources, Energy, Marine Environment and Others

April 1 “UK sets up marine reserve around ‘BIOT’” (BBC News, April 1, 2010)

Recently, the UK government has created the marine reserve around the British Indian Ocean Territory (BIOT), comprising the Chagos Archipelago and its surrounding individual islands. The reserve would cover a 545,000-sq-km area around the Indian Ocean archipelago.

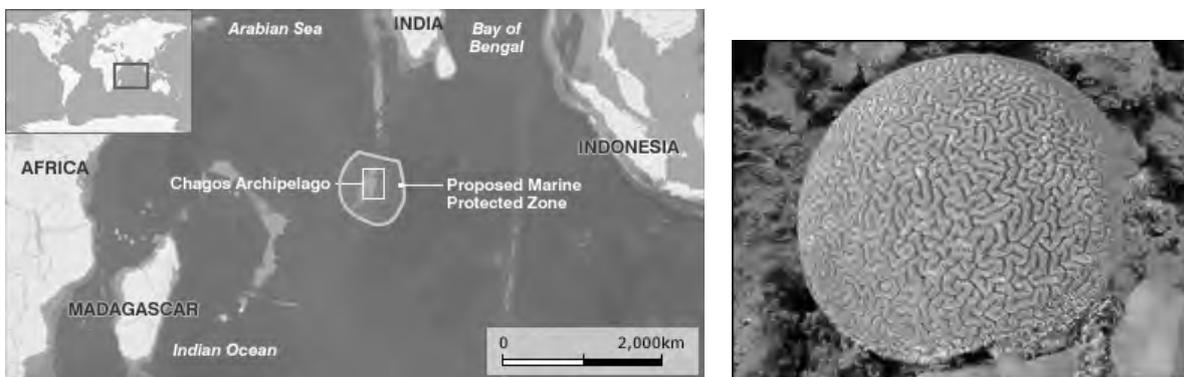
An outline of the article: Recently, the UK government has created the marine reserve around the British Indian Ocean Territory (BIOT), comprising the Chagos Archipelago and its surrounding individual islands. The reserve would cover a 545,000-sq-km area around the Indian

Ocean archipelago. Chagos Islands marine reserve will be one of the world's largest marine reserves, which would double the global coverage of the world's oceans under protection. UK Foreign Secretary David Miliband commented: "Its creation is a major step forward for protecting the oceans, not just around BIOT itself, but also throughout the world." The archipelago hosts the Great Chagos Bank which is home to more than 200 coral species - almost half the recorded species of the entire Indian Ocean, and more than 1,000 species of reef fish.

Note: The BIOT was established in 1965 as an overseas territory of the UK, comprising the Chagos Archipelago and its surrounding individual islands. The largest island in the southern end of BIOT is Diego Garcia, where the US military facilities are located.

Refer to the article on the Web site: UK sets up Chagos Islands marine reserve

<http://news.bbc.co.uk/2/hi/science/nature/8599125.stm>



The islands are home to almost half the coral species in the Indian Ocean

Source: BBC News, April 1, 2010

2. Intelligence Assessment

2.1 IMB Report in 1st qtr of 2010 and Characteristics of Somali Piracy

On 21 April 2010, the International Maritime Bureau (IMB) of International Chamber of Commerce (ICC) published a report through the Piracy Reporting Center (PRC) based in Kuala Lumpur on the incidents of piracy and armed robbery against the ships noted in the world in the first quarter (January 1 – March 31) of 2010 (hereafter the Report). According to the definition of 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 a summary of the major contents of the Report and the characteristics of the incidents of piracy and armed robbery against the ships noted by the end of April 2010.

1. Number of incidents (including the attempted cases) and trends viewed from the locations of incidents

A total of 67 incidents (attacks/cases) were reported in the first quarter (hereafter ‘in the same period,’ only when used with data in parenthesis) of 2010. Of 67 attacks, 11 were hijackings and 26 were boarding cases. There were 30 attempted incidents, of which, 18 were the incidents to be fired upon, and 12 were the boarding cases. The number of the incidents is decreasing remarkably from 102 (410 cases throughout the year of 2009) cases in the same period of 2009 which marked the highest number in the past period of six years. As we mention it later, this can be attributed to the significant reduction of pirate attacks in the Gulf of Aden from 40 incidents to 12 cases. (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 incidents, of 67 incidents in the first quarter of 2010, more than two-thirds occurred in six locations. Of them, 12 incidents (40 incidents in the same period of 2009) occurred in the Gulf of Aden, and three incidents (one incident in the same period of 2009) occurred in the Red Sea. Adding these numbers to 18 incidents (20 incidents in the same period of 2009) makes a total of 33 incidents (61 incidents in the same period of 2009) by Somali pirates, which involves nearly half of all incidents. In the areas where Somali piracy is rampant, except January and February when the sea is rough, an increase of pirate attacks in the Indian Ocean, particularly off Somali coast, has continued since March.

The other three areas of incidents are in Asia; eight incidents (one incident in the same period of 2009) in Indonesia, four incidents (two incidents in the same period of 2009) in Malaysia, and three incidents (three incidents in the same period of 2009) in India have been noted. As for the rest of areas in Asia, there were two incidents (four incidents in the same period of 2009) in

Vietnam, and two incidents (no incident in the same period of 2009) in the South China Sea, and one incident (one incident in the same period of 2009) in Bangladesh. Additionally, there was no incident in the Malacca Straits and Singapore Straits. (However, one case was noted in the same period of 2009 only in the Malacca Straits.) Although the report evaluates the Indonesia's anti-piracy efforts, Jakarta has seen a large increase in the number of incidents, compared to the numbers of incidents in the past two years. According to the report, most of the incidents (six actual cases and two attempted cases) were low-level attacks, including theft of ships' equipment, which were noted while the ships were at anchor or at berth. However, Masters and crew are reminded that due regard and caution should be exercised. Of four actual incidents in Malaysia, two cases were hijackings. Two incidents in the South China Sea were attempted boarding cases. Three incidents in India were actual boarding cases while the ship was at anchor, but there was only one incident, in which the shipping equipment was stolen.

Another area where danger of attacks is pointed out is off Nigeria. Although there were two incidents, attacks have been remarkably decreasing, compared to seven cases in the same period of 2009. According to the Report, there could be more unreported incidents in this area, where the pirates are violent.

Table 1: Trend of number of Incidents (including attempted cases) in Asia and other maritime areas where piracy was rampant in 1st quarter of each year for past 6 years

Location	2010	2009	2008	2007	2006	2005
Indonesia	8	1	4	9	19	16
Malacca Straits		1		2		4
Malaysia	4	2	1	1	3	2
Philippines	1		2		1	
Singapore Straits			1		1	2
Thailand		1			1	1
South China Sea	2					1
Vietnam	2	4	1	1	1	3
Bangladesh	1	1	2	2	9	6
India	3	3	5	3		5
Kenya		1				
Gulf of Aden *	12	40	5	3	7	3
Red Sea**	3	1				
Somalia	18	20	1	2	5	3
Tanzania		2	4	3		
Arabian Sea***	2					2
Indian Ocean****		1				
Nigeria	2	7	10	6	4	
Sub Total	67	102	49	41	61	56
Total		410	293	263	239	276

Source: Calculated from data in Table 1: Locations of Actual and Attempted attacks, January – March 2005 – 2010 in the Report, p. 5. Total of the first quarter of each year and total of each year show the numbers of attacks which include all targeting areas in the Report.

Note *: All of the above attacks in the Gulf of Aden, the Red Sea, and the India Ocean are attributed to Somali pirates respectively.

2. Characteristics viewed from the status

Table 2 shows the status of attacks (incidents/cases) in Asia and other maritime areas where piracy was rampant in the first quarter of each year for the past six years.

On the other hand, according to the Report, of 37 actual attacks in the first quarter of 2010 (43 attacks in the same period of 2009), three attacks (four cases in the same period of 2009) occurred while the ships were berthed; 20 cases (23 cases in the same period of 2009) occurred while the ships were anchored; and 14 cases (11 cases in the same period of 2009) occurred while the ships were steaming. Also, of 30 attempted attacks (59 cases in the same period of 2009), one case (none in the same period of 2009) occurred while the ship was berthed; one case (five cases in the same period of 2009) occurred while the ship was anchored; and 28 cases (54 cases in the same period of 2009) were noted while the ships were steaming.

All the incidents in the Asian waters were boarding cases while the ships were anchored or berthed, except two incidents in Malaysia which occurred while the ships were steaming. Boarding to steal the ships' equipment at night shows the feature of pirates in this area. Of 14 actual attacks noted while the ships were steaming, except two cases in Malaysia, five cases occurred in the Gulf of Aden and off Somalia respectively. Also, of 28 attempted attacks noted while the ships were steaming, seven cases in the Gulf of Aden, three cases in the Red Sea, 13 cases off Somalia and two cases in Arabian Sea were noted. All of the actual and attempted attacks in this area are attributed to Somali pirates. This reflects a feature that the pirates in this area are using "mother ships" as a launching base for their small skiffs to attack the steaming vessels.

Table 2: Status of attacks in 1st qtr of 2010 in Asia and other maritime areas where piracy is rampant

Location	Actual				Attempted	
	Boarded	Hijacked	Detained	Missing	Fired Upon	Attempted Boarding
Indonesia	6					2
Malaysia	2	2				
Philippines	1					
South China Sea					2	
Vietnam	2					
Bangladesh	1					
India	3					
Gulf of Aden*	1	4			5	2
Red Sea**						3
Somalia		5			11	2
Arabian Sea***						2
Nigeria	2					
Total	67					

Source: Calculated from data in Table 2: Actual and Attempted attacks by location, January – March 2010 in the Report, p. 8. Total number of attacks includes all targeting areas in the Report.

Note*: All of the above attacks in the Gulf of Aden, the Red Sea, the Arabian Sea and the India Ocean are attributed to Somali pirates respectively.

3. Types of vessels attacked

Looking at all of 67 attacks on ships by type in the first quarter of the year 2010 by type, the chemical tankers came first with 13 attacks (12 cases in the same period of 2009). The following were bulk carriers with 11 attacks (32 cases in the same period of 2009). There were seven (10 in the same period of 2009) general cargo vessels, seven container ships (16 in the same period of 2009), seven (three in the same period of 2009) fishing vessels, and six (four in the same period of 2009) product tankers. Additionally, there were two tugs, vehicles carriers, and LPD tankers respectively. There was also one RORO, crane ship, refrigerated ship, seismographic research ship, and landing craft respectively. The types of vessels that have been attacked frequently 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 March 2010. Pirate attacks in these areas are all hijacking-related incidents, including the attempted cases.

Table 3: Particulars of major vessels hijacked by end of April 2010

Name	Type	GRT	DWT	Freeboard (ft)	Speed (k)	Crew
<i>Asian Glory</i>	Vehicle Carrier	44,818	13,363	16	18.6	25
<i>Rim</i>	Genera Cargo	3,493	4,800	5	14	17
<i>Al Nisr Al Saudi</i>	Product Tanker	2,634	5,136	3	13.6	14
<i>UBT Ocean</i>	Chemical Tanker	6,149	9,224	8	13	21
<i>Frigia</i>	Bulk Carrier	20,352	35,246	2	13	21
<i>Talca</i>	Refrigerated	10,298	11,055	12	18	25
<i>Iceberg 1</i>	Ro Ro	5,402	3,960	1	14	24

Source : Calculated from data in U.S. Department of Transportation, Maritime Administration, List of Ships Hijacked. (This list is revised irregularly.)

As shown in Table above, the ships which are liable to be hijacked by Somali pirates 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 above shows the data calculated while the ship is loaded with no oil.)

On the other hand Somali pirates have hijacked three very large crude oil carriers (VLCC) so far. MT *Sirius Star* hijacked on 15 November 2008 was the largest ship ever sized by Somali pirates. It is a VLCC with 162,552 GRT and 319, 430 DWT. MT *Sirius Star* is the largest vessel that has ever been hijacked by Somali pirates. The *Sirius Star* has 33-meter-tall dry gunwale when it carries no cargo. However, when hijacked, it was transporting two million barrels of oil, which made its dry gunwale less than ten meters tall. On 29 November 2009, a Greek-registered VLCC, MT *Maran Centaurus* (300,264DWT) , was hijacked by Somali pirates in the Indian Ocean about 800 nautical miles northeast of Seychelles. The tanker was carrying oil equivalent to 20 million US dollars. When attacked, it was sailing to New Orleans in the US from Saudi Arabia slowly - between 11 and 15 knots, and its gunwale was low. On 4 April 2010, the South Korean-operated very large crude oil carrier (VLCC) MT *Samho Dream* was hijacked in the Indian Ocean 970 nautical miles east from Somali coast. The supertanker is carrying as much as \$170 million worth of Iraqi crude oil, and its gunwale was low.

4. Characteristics of violence to crew and types of arms used

As shown in Table 4, looking at the violence inflicted upon the crew members, a total of number of acts of violence marked 208 cases (199 cases in the same period of 2009) in the first quarter of 2010, which was nearly on a level with the same period of 2009, as the incidents in the same period of 2009 increased six times, compared to 33 cases in the same period of 2008. Of them, 194 cases (178 cases in the same period of 2009) were hostage incidents. Of 194 cases, 72 cases occurred in the Gulf of Aden and 102 cases occurred off Somalia, which occupies a greater part of the whole incidents. The attacks by Somali pirates reflect on the peculiarity that pirates demand ransom in exchange for releasing the ship and crew they are holding as hostages.

Looking from the types of arms used, as shown in Table 5, of a total of 67 incidents in the first quarter of 2010, 33 incidents in which the guns were used were noted. Looking at these incidents by location, 10 cases in the Gulf of Aden, one case in the Red Sea, and 17 cases off Somalia were attributed to Somali pirates. Here, we find the peculiarity of pirates in Somali waters who are armed with automatic weapons, including the Rocket Propelled Grenades (RPG).

Table 4: Type of violence to crew by location in 1st qtr of 2010

	Hostage	Threatened	Assaulted	Injured	Killed
Indonesia			1		
Malaysia	18				
Guyana	1				
Gulf of Aden*	72				
Ivory coast	1				
Nigeria				2	
Somalia	102			10	
Sub Total	194	1	1	12	

Source: Calculated from data in Table 8: Type of violence to crew by location, January – March 2010 in the Report, p. 11.

Note*: Attributed to Somali pirates

Table 5: Locations and types of arms used for major attacks during 1st quarter of 2010

	Guns	Knives	Other Weapons	Not Stated
Indonesia		3	1	4
Malaysia	1	2		1
Philippines		1		
South China Sea	2			
Vietnam				2
Bangladesh		1		
India				3
Gulf of Aden*	10			2
Red Sea**	1			2
Somalia	17			1
Arabian Sea***				2
Nigeria	1	1		
Sub Total	33	11	1	22
Total	67			

Source: Calculated from data in Table 9: Types of arms used by geographical location, January – March 2010 in the Report, p. 11. Numbers in sub-total and total include all targeting areas in the Report.

Note*: The attacks in the Gulf of Aden, the Red Sea, the Arabian Sea, and the Indian Ocean are attributed to Somali pirates.

5. Characteristics of attacks by Somali pirates until April 2010

(1) According to the Report, in the first quarter of 2010 the IMB PRC received information on a total of 33 incidents (attacks) attributed to Somali pirates, comprising 15 attacks in the Gulf of Aden, including one attack in the Red Sea, and 18 attacks off Somalia. Of them, five attacks were hijackings respectively. A total of 178 crew members have been held as hostages for ransom. Looking at attacks by month, while there was one hijacking in the Gulf of Aden, including the Red Sea, in January and February respectively, there were three hijackings in March. On the other hand, off Somalia, except one case in January, all hijackings were noted in March.

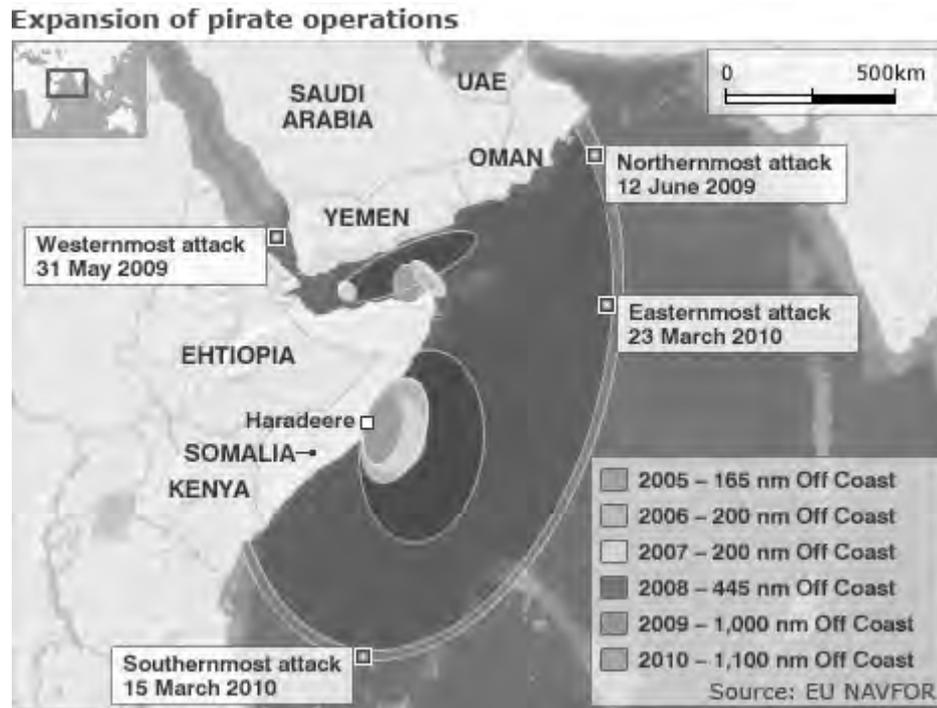
Apart from above hijackings, according to an OPRF's overall evaluation of information from various open sources, including the Worldwide Threat to Shipping Mariner Warning Information Office of Naval Intelligence Civil Maritime Analysis Department (U.S. Navy), there were additionally two hijackings (one in February and March respectively) in the Gulf of Aden, including the Red Sea, and three hijackings (one in January and two in March) off Somalia, including the Indian Ocean. Also, according to various reports, at the end of March, 12 Indian dhows were hijacked and 100 persons were held as hostages for ransom. Of 12 dhows, 10 are regarded to be released by around the middle part of April.

Moreover, according to an OPRF's overall evaluation of information from the various sources afore-mentioned, in April there were one hijacking in the Gulf of Aden, including the Red Sea, and five hijackings in the Indian Ocean. (Refer to this monthly report, 1. 1 Maritime Security, and an enclosure.)

As in the previous years, since March, with the end of the monsoon season, there has been the trend that the pirate attacks will increase. The same trend has been noticeable until April 2010.

(2) Additionally, as the Report is pointing out, Somali pirates are getting more aggressive in action, and the sea areas of their activities are expanding into the Indian Ocean off the eastern coast of Somalia. For instance, although no ship was hijacked, there was an incident, in which Somali pirates attacked a Greek bulk carrier from the late evening of March 5 to the early morning of March 6 in the sea near the west coast of India. This incident shows that the pirates have the capabilities to attack the vessels in the sea near the shore of India far away from Somalia.

On April 1, Rear Admiral (RADM) Peter Hudson, the British admiral in charge of the EUNAVFOR, told the BBC there was a huge surge in activity by Somali pirates in March again, and the Indian Ocean presently turned into the major area of their activity. As the map below shows, RADM Hudson told that the maximum range of pirate attacks was 287km (165 nautical miles) from the Somali coast five years before. However, according the admiral, recently, a ship was hijacked in the IO - 2,037km (1,100 nautical miles) from the Somali coast and only 926km (500 miles) from the coast of India. (BBC News, April 1, 2010)



Source: BBC News, April 1, 2010

- (3) As piracy became rampant in this way, the fleets of EU, NATO, and CTF-151, joint anti-piracy taskforce, conducted positive counter-piracy operations, which was a significant feature in March. Sailing immediately to the scene of the attack, the warships belonging to these fleets were involved in about ten incidents, which include arresting pirate groups, each of which usually operated with one “mother ship” and two skiffs, interrogating pirate suspects, confiscating arms and equipment found, destroying a “mother ship” and a skiff, as well as releasing another skiff with pirate suspects on board.

Additionally, on April 5, Dutch naval frigate conducted an operation to rescue the German-flagged container vessel which was boarded by pirates 500 nautical miles east off the Somali coast, arresting 10 suspected pirates and securing the safety of 13 crewmembers. (Refer to this monthly report, 1. 1 Maritime Security.)

Furthermore, it was also remarkable in March that, when a Panamanian-flagged cargo vessel was attacked by pirates on March 23, a team of the armed guards aboard the cargo vessel returned fire against the attacking pirates, shooting four pirates to death. It is regarded to be, perhaps, for the first time that the civilian guards shot the pirate suspects to death. The discussions about the right or wrong of boarding a team of the armed guards on merchant ships are expected to become louder. (Refer to the OPRF MARINT Monthly report, March 2010, 1. 1 Maritime Security.)

- (4) It has been commonly accepted that the pirate suspects who were held by the naval ships of foreign countries have been delivered to Kenya for prosecution. However, on April 1, Kenyan authorities announced they wish to stop the prosecution of suspected Somali pirates and cancel the agreements they have to that effect with several nations. Kenya has memoranda of

understanding with the European Union, United States, Canada, Denmark, China and United Kingdom whereby it takes in pirate suspects and prosecutes them in courts in Mombasa. According to head of the EU delegation in Kenya, two agreements have been cancelled with the embassies of Denmark and of the United Kingdom. Kenya has accepted more than 100 suspects so far.

Under these circumstances, on April 27, the United Nations Security Council (UNSC) adopted unanimously Resolution 1918. The resolution “affirms that the failure to prosecute persons responsible for acts of piracy and armed robbery at sea off the coast of Somalia undermines anti-piracy efforts of the international community.” It further “calls on all States, including States in the region, to criminalize piracy under their domestic law and favorably consider the prosecution of suspected, and imprisonment of convicted, pirates apprehended off the coast of Somalia, consistent with applicable international human rights law.” As every nation is engaging in positive anti-piracy activities, it is expected that the incidents of holding pirate suspects will increase in the future, and its treatment will be a big issue of the international community. It is noteworthy how the UNSC Resolution will be implemented by every nation in the future.

2.2 Report on Piracy and Armed Robbery in Asia in 1st Quarter of 2010 (From ReCAAP ISC 1st Quarterly Report in 2010)

On April 27, 2010, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) which was established, based on ReCAAP, issued a report which deals with incidents of piracy and armed robbery against ships in the first quarter of 2010 (January 1 – March 31, 2010) (Hereafter the ReCAAP Report).

While the similar report of the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) covers world-wide areas, the ReCAAP covers the regional areas stretching from the Arabian Sea to northeast Asia via southern rim of the Eurasian continent. In addition, while the IMB makes use of reports from non-government vessels and shipping owners as its main sources of information, ReCAAP has 15 Focal Points as sources of information – one point in each of 14 member-countries plus one in Hong Kong – which are linked with ISC based in Singapore. Focal point is not operation center. Also, ReCAAP is Information Sharing Web which is composed of Focal Points, which are mutually connected with one another. The Focal Point of a country is located in the Coast Guard, Maritime Police, Ministry or Agency in charge of marine transportation and maritime affairs or navy. (In case of Japan, it is located in the Maritime Safety Agency.) Also, the Focal Point of respective country is coordinating with law enforcement agencies, navy, port authorities, custom authorities, and shipping circles among others. Moreover, the ReCAAP is using data from the International Maritime Organization (IMO), IMB and others. (ReCAAP is an abbreviation of the Regional Cooperation Agreement against Piracy. Fourteen member-nations are India, Sri Lanka, Bangladesh, Myanmar, Thailand, Singapore, Cambodia, Laos, Vietnam, Brunei, Philippines, China, Republic of Korea and Japan. Malaysia and Indonesia are non-members.)

The following are the patterns and trends of the incidents of piracy and armed robbery against the ships viewed from the ReCAAP report noted in the Asian region in the first quarters of 2010 (January 1 – March 31, 2010).

1. Definition of Piracy and Armed Robbery

Regarding the definition of Piracy and Armed Robbery, the ISC in ReCAAP accepts the “definition of piracy” in Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). As for the armed robbery against the vessels, the ISC accepts the definition of the “Code of practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships” which was adopted by the IMO in November 2001.

2. Characteristics viewed from numbers and locations of attacks including the attempted cases

According to the ReCAAP Report, there were a total of 25 incidents in the first quarter of 2010

were reported. Of them, 20 cases were actual incidents and five cases were attempted incidents. Of 20 actual incidents, one case occurred in the South China Sea, and the rest of 19 cases were armed robberies against ships which were at the ports and anchorages.

The numbers of incidents during the past five years in the ReCAAP's targeting areas are shown in the Table 1. According to the Table, compared to the incidents during the first quarters of the past three years, the number of the incidents during the first quarter of the year 2010 has increased. Looking at the incidents by locations, it is of note that the incidents increased in Indonesia and Malaysia.

Table 1: Numbers of incidents by locations in the past 5 years

	2010		2009		2008		2007		2006	
	Ac	Att								
South Asia										
Arabian Sea							1	2		
Bangladesh	2		1		3		2		8	1
Bay of Bengal	1						1			
India	4		2		6		1			
Sri Lanka										
Sub Total	7		3		9		5	2	8	1
Southeast Asia										
Indonesia	4	4	1		3	1	7	1	15	3
Malaysia	4		1		1		1		6	
Philippines	1		1	1	1	1			1	
Thailand			1						1	
Vietnam	3		4		1		1		1	
Gulf of Thailand										
South China Sea	1		1			1	1			
Straits of Malacca and Singapore		1	2			2		1		
Sub Total	13	5	11	1	6	5	10	2	24	3
Total	20	5	14	1	15	5	15	4	32	4
Overall Total	25		15		20		19		36	

Source : Calculated from data in Table 1 - Location of incidents reported from January to March (2006-2010) in the ReCAAP Report, p. 9.

Remarks: Ac = Actual Attacks, Att = Attempted Attacks

3. Evaluation of Significance of Incidents viewed from ReCAAP Report

The distinctive feature of the ReCAAP Report is that the ISO evaluates significance of each incident in terms of two factors – violence factor and economic factor and classifies each case into three categories.

In evaluation of the violent factor the ReCAAP Report uses as criteria: (1) types of weapons used (violence is the most forceful when more highly efficient weapons than knives and others are used; (2) treatment of the crew (violence is the most intensive if the crew are killed or kidnapped; and (3) numbers of the pirates /robbers who engaged in an attack (in this case, the more the numbers increase, the more the violence develops, and the organized crime will possibly increase.)

In an assessment of the economic factors the Report uses a criterion of evaluating financial values of damaged vessels. In this case, the seriousness is the utmost when the ship was hijacked with the cargoes.

Based on the above criteria, the ReCAAP Report classifies each category as follows.

Category	Significance of Incident
CAT-1	Very Significant
CAT-2	Moderately Significant
CAT-3	Less Significant

Table 2 shows the actual incidents during the first quarters of the past five years by categories. According to the data, compared to the year 2006, Category 2 incidents have remarkably decreased. On the other hand, Category 1 incidents are keeping more or less the same levels for the past four years. Looking at the details of incidents noted between the ships which were anchored/berthed and the vessels which were underway, as a whole, an overwhelmingly large number of incidents were noted while the ships were anchored/berthed. It represents the feature of the incidents in the ReCAAP's targeting areas.

Table 2: Numbers of actual incidents by categories during the past five years (As for the numbers in parentheses, the former shows the incidents which occurred while the ships were anchored/berthed, and the latter shows the incidents which occurred while the ships were underway.)

	2010	2009	2008	2007	2006
CAT-1	1 (0, 1)	2 (0, 2)	1 (0, 1)	1 (0, 1)	0 (0, 0)
CAT-2	2 (1, 1)	3 (2, 1)	1 (1, 0)	0 (0, 0)	11 (5, 6)
CAT-3	17 (15, 2)	9 (9, 0)	13 (11, 2)	14 (12,2)	21 (17,4)

Source : Calculated from data in Chart 2 – Status of Ship versus its significance level from January to March (2006-2010) in the ReCAAP Report, p. 9.

According to the data, looking at the status of the vessels that were attacked in the past five years, most of the incidents belong to the Category 3, involving pirates/robbers who stole the ship stores and equipment. Of 16 actual incidents in which the ships were involved while anchored/berthed, 15 cases were the Category 3 and one case was the Category 1. This point is regarded to be reflecting a general feature of pirate incidents in the ReCAAP's responsible areas. On the other hand, of four incidents

involving the ships while underway, one case was the Category 1 and the Category 2 respectively, and two cases were the Category 3. Incidents while underway involved the cases in which armed robbers who were better organized boarded the ships, resorted to violence by threatening the crews, tied them with a rope, and stole mainly cash, personal property and ship's communication equipment. The Category 1 incident involved the hijack of a tug and barge off Pulau Tioman on the east coast of Malaysia on February 6 where the Chief Engineer was kidnapped and the crew abandoned. (Refer to the OPRFMARINT Monthly report, February 2010, 1. 1 Maritime Security.)

According to the ReCAAP Report, as for an analysis of the violence factors, looking at the types of weapons used, there were 20 actual incidents during the first quarter of the year 2010. Of them, one incident involved robbers armed with more sophisticated weapons such as machine guns, one incident involved robbers using knives and guns, and eight incidents involved robbers armed with knives, machete and others. The other ten incidents involved the cases of either unarmed robberies or "None or Not Stated" and no information was available. According to the ReCAAP Report, as to the weapons used during the past five years, most incidents involved robbers armed with knives and machetes. In this place, the situation is different from Somali pirates who are armed with more sophisticated weapons, including machine guns and rocket-propelled grenade (RPG) guns. Although the incidents involving robbers armed with guns have been decreasing during the past five years, the cases involving robbers armed with knives, machetes, and others are on a rise. According to the ReCAAP Report, one incident involved robbers armed with sophisticated weapon which is believed to be an AK-47 assault rifle.

Regarding the treatment of the crew, of the 20 actual incidents during the first quarter of 2010, there were one incident involving the abandon of crew, one incident involving the crew being threatened, and two incidents involving the crew being held hostage. There was no incident involving crew being assaulted, killed and seriously injured. In the past five years, the accidents where crew got no injuries or no information was available or stated involve most part of all actual incidents regarding the treatment of crew.

Concerning the number of robbers/pirates, 18 out of 20 actual incidents during the first quarter of 2010 involved 1 to 6 robbers; one incident involved 7 to 9 robbers. One incident involving more than 9 robbers was reported. Majority of the incidents involved between 1 to 6 robbers, which has been the trend throughout [the first quarters of] the past five years. Throughout the past five years, as for the incidents involving a group of more than 9 robbers, except that there were three incidents during the first quarter of the year 2006, there was one incident respectively during the first quarters of four years between 2007 and 2010.

With regard to an economic factor, of 20 actual incidents reported during the first quarter of the year 2010, one incident involved hijacking/missing of ship, 11 incidents involved the theft of ship stores and engine spare parts, and eight incidents involved the case of nil or not stated. Looking at the trend throughout the five years, there were numbers of cases of stealing ship stores and engine spare parts, which is a common feature of piracy in the ReCAAP targeting areas. The incidents of plundering cargoes and hijacking ships are rare, which is contrasting with the piracy off Somalia and Aden at this point.

4. Types of ships attacked

Looking at the type of ships attacked during the first quarters of the year 2010, of 25 accidents, in order of greater numbers, 5 (4 during the same period of 2009) bulk carriers, 4 (2 during the same period of 2009) chemical tankers, 3 (3 during the same period of 2009) container ships, 3 (0 during the same period of 2009) general cargo ships, 2 (3 during the same period of 2009) tugs & barges, 2 (0 during the same period of 2009) tankers, 2 (1 during the same period of 2009) oil tankers (including VLCC), 1 (0 during the same period of 2009) LPG tanker, 1 (0 during the same period of 2009) pipe carrier, 1 (0 during the same period of 2009) product tanker, and 1 (1 during the same period of 2009) fishing boat/trawler were involved in the incidents.

According to the ReCAAP Report, bulk carriers were involved in incidents by armed robbers at port and anchorages in Bangladesh, Vietnam and Indonesia. Looking at the vessels that were attacked during [the first quarter of] the past five years by type, the Report is pointing out that no specific type of ships appeared to be targeted by pirates and robbers.

Enclosure: Information Data made by OPRF

Status of Hijackings in the Gulf of Aden and off Somalia

1. Status of hijackings in 2010 (As of April 30, 2010)

	Name of Vessels	Date of incident	Day freed (Day held)	Crew (killed)	Type of Vessels	Flag
1	<i>Pramoni</i> (A)	1.1	2.25 (55)	24	Chemical & Products Tanker	Singapore
2	<i>Asian Glory</i> (Sy)	1.1		25	Car Carrier	United Kingdom
3	<i>Faize Osamani</i> (S)	1.6	2.1 (26)	14	Cargo Dhow	India
4	<i>Rim</i> (A)	2.3		17	General Cargo	North Korea
5	<i>Ariella</i> (A)	2.5	2.5	25	Bulk Carrier	Antigua & Barbuda
6	<i>Abdul Razak</i> (A)	Around 2.22		9	Bulk Carrier	India
7	<i>Al Nisr Al Saudi</i> (A)	3.1		14	Products Tanker	Saudi Arabia
8	<i>Sakoba</i> (T)	3.3		16	Fishing Vessel	Kenya
9	<i>UBT Ocean</i> (M)	3.5		21	Chemical & Oil Tanker	Marshall Islands
10	<i>Frigia</i> (I)	3.23		21	Bulk Carrier	Malta
11	<i>Talca</i> (O)	3.23		25	Reefer	Bermuda
12	<i>Az Zabaniyah</i> (A)	3.24	4.5 (17)	12 (1)	Fishing Vessel	Yemen
13	<i>Iceberg 1</i> (A)	3.29		24	Ro Ro Vessel	Panama
14	<i>Jin-chun Tsai No. 68</i> (S)	3.30		14	Fishing Vessel	Taiwan
15	12 Indian Dhows (Sy) *	Around 3.30		Some 100	Cargo Dhow	India
16	<i>Al-Barari</i> (S)	3.31		11	Bulk Carrier	Dubai
17	<i>Samho Dream</i> (S)	4.4		24	VLCC	Marshall Islands
18	<i>Taipan</i> (S)	4.5	4.5 (1)	15	Container Ship	Germany
19	<i>Yasin C</i> (K)	4.7	4.9 (2)	25	Bulk Carrier	Turkey
20	<i>RAK Afrikana</i> (Sy)	4.11		26	Ro Ro Vessel	St Vincent & Grenadines
21	3 Thai Fishing Vessels (I) <i>Prantalay No.11,12,14</i>	4.18		77	Fishing Vessel	Thailand
22	<i>Voc Daisy</i> (A)	4.21		21	Bulk Carrier	Panama

Sources: "Piracy And Armed Robbery Against Ships: Report for the Period, January 1 – March 31, 2010," ICC International Maritime Bureau (IMB), April 21, 2010, pp.34-35. Somali Marine & Coastal Monitor (Ecottera International). Worldwide Threat to Shipping Mariner Warning Information (Office of Naval Intelligence Civil Maritime Analysis Department, U.S. Navy). List of Ships Hijacked (U.S. Department of Transportation Maritime Administration). And other related information data from open sources.

Note 1: The alphabetic letters in the parentheses in the "Name of Ship" column in the above Table are used to indicate the related areas as follows: (A) Gulf of Aden, (O) off Oman where hijackings were noted. On the Indian Ocean, (S) east off Somali coast, (K) off Kenya, (M) off Madagascar, (Sy) off Seychelles, (T) of Tanzania, and (I) the Indian Ocean other than above areas where hijackings were noted.

2: Blur over the ship's name hijacked from January to the end of March means that information about the ship concerned was taken from the sources other than IMB 1st quarter Report.

Remark*: 10 vessels freed by around the middle of April.

2. Ships hijacked in 2009 and released after January 2010 (As April 30, 2010)

	Name of Vessels	Date of incident	Day freed (Day held)	Crew (killed)	Type of Vessels	Flag
1	<i>Win Far 161</i> (Sy)	4.6	2.11 (301)	30 (3)	Fishing Vessel	Taiwan
2	<i>Shгаа-Al-Madhi</i> (A)	4.8		13	Fishing Vessel	Sudan
3	<i>Al Khaliq</i> (Sy)	10.22	2.9 (110)	24	Bulk Carrier	Panama
4	<i>Lynn Rival</i> (Sy)	10.23		2	Yacht	United Kingdom
5	<i>Thai Union 3</i> (Sy)	10.29	3.7 (130)	25	Fishing Vessel	Thailand
6	<i>Filitsa</i> (Sy)	11.11	2.1 (81)	22	General Cargo	Marshall Islands
7	<i>Theresa VIII</i> (S)	11.16	3.16 (120)	28	Chemical Tanker	Virgin Island
8	<i>Red Sea Spirit</i> (A)	11.20			General Cargo	Panama
9	<i>Maran Centaurus</i> (Sy)	11.29	1.18 (49)	28	Crude Oil Tanker (VLCC)	Greece
10	<i>Shazaib</i> (Sy)	12.6	1.2 (27)	29	Fishing Vessel	Pakistan
11	<i>Nefeya</i> (S)	12.6		13	Cargo Dhow	India
12	<i>Al Mahmoud 2</i> (A)	12.18	1.8 (21)	15	Cargo Vessel	Yemen
13	<i>Socotra 1</i> (A)	12.25		6	Cargo Dhow	Yemen
14	<i>Navios Apollon</i> (Sy)	12.28	2.28 (62)	19	Bulk Carrier	Panama
15	<i>St James Park</i> (A)	12.28		26	Chemical Tanker	United Kingdom

Sources: "Piracy And Armed Robbery Against Ships: Report for the Period, January 1 – December 31, 2009," ICC International Maritime Bureau (IMB), January 18, 2010, pp.60-66, p.72, Somali Marine & Coastal Monitor (Ecoterra International), Worldwide Threat to Shipping Mariner Warning Information (Office of Naval Intelligence Civil Maritime Analysis Department, U.S. Navy), List of Ships Hijacked (U.S. Department of Transportation Maritime Administration), and other related information data from open sources.

Note 1: The alphabetic letters in the parentheses in the "Name of Ship" column in the above Table are used to indicate the related areas as follows: (A) Gulf of Aden, (O) off Oman where hijackings were noted. On the Indian Ocean, (S) east off Somali coast, (K) off Kenya, (M) off Madagascar, (Sy) off Seychelles, and (T) of Tanzania where hijackings were noted.

2: Blur over the ship's name means that information about the ship concerned was taken from the sources other than IMB Annual Report 2009.

Ocean Policy Research Foundation

3F, Kaiyo Senpaku Bldg., 15-16 Toranomom 1-Chome, Minato-ku, Tokyo 105-0001, Japan
TEL.81-3-3502-1828 FAX.81-3-3502-2033

The "Ship & Ocean Foundation" is operating under the name of "Ocean Policy Research Foundation"