



Piracy Incidents – June 2009

Developments this month

Total Number of Attacks this month: 32

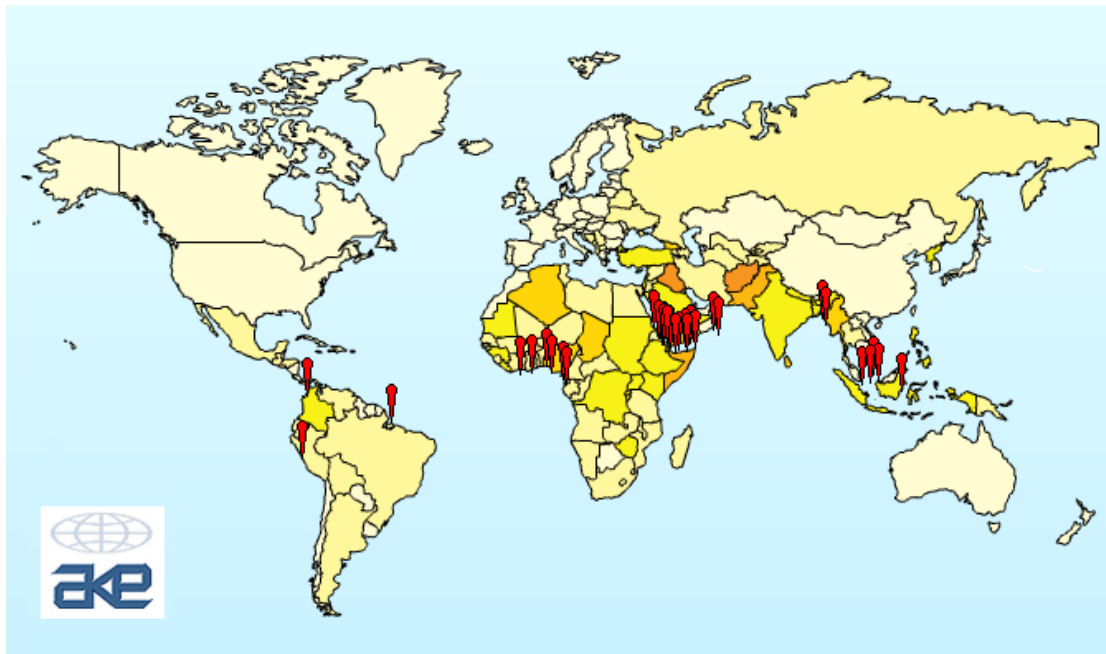
Total Number of Attacks this year: 180

Ships Released this month: 4
Crew Released this month: 45

New Ships Taken this month: 1
New Crew Taken this month: 10

Ships Held at Time of Writing: 15

Crew Held at Time of Writing: 199



The above map tracks the approximate location of all attacks reported in June.

Key trends and developments

Pirate attacks in the Red Sea and Gulf of Aden have increased from 19 in the first half of 2008 to 75 in the first half of 2009.

As recently warned by AKE, pirate attacks have increased in the Red Sea in particular, as well as off the coast of Oman.

As also predicted, pirate attacks dropped considerably in the wider Indian Ocean, but increased in the Gulf of Guinea, while the proportion of attacks taking place in the South and East China Sea continued to rise.

The average ransom payment for vessels held by Somali pirates is currently US\$1.8 million.

The highest ransom payment so far has been US\$2.8 million.

Approximately 0-1 vessels are currently being seized per week.

Of the vessels released in the first half of 2009 the average time in captivity was 54 days, with one vessel held for 326 days and some for only a few hours.

The average time in captivity of vessels still held is 102 days. At least one vessel currently in captivity has been held for over 270 days.

It emerged that at least one crewmember was killed and at least five injured by pirate activity in June. Shipping firms now face an increased risk of lawsuits on grounds of negligence for failing to protect their employees from pirate activity.

There are few commercial vessels which pirates have not demonstrated their ability to attack.

Recent Piracy Flashpoints and Ongoing Areas of Piracy Concern

Flashpoints

The following section lists the locations of pirate incidents over the past reporting period, both at sea and in key anchorages. It is intended to indicate the general spread of current piracy incidents. The Flashpoint section is not a comprehensive list of all attacks in the previous reporting period (many still go unreported) but it should be used to give an indication of the spread of piracy around the world.

At Sea (AKE maritime region in brackets)

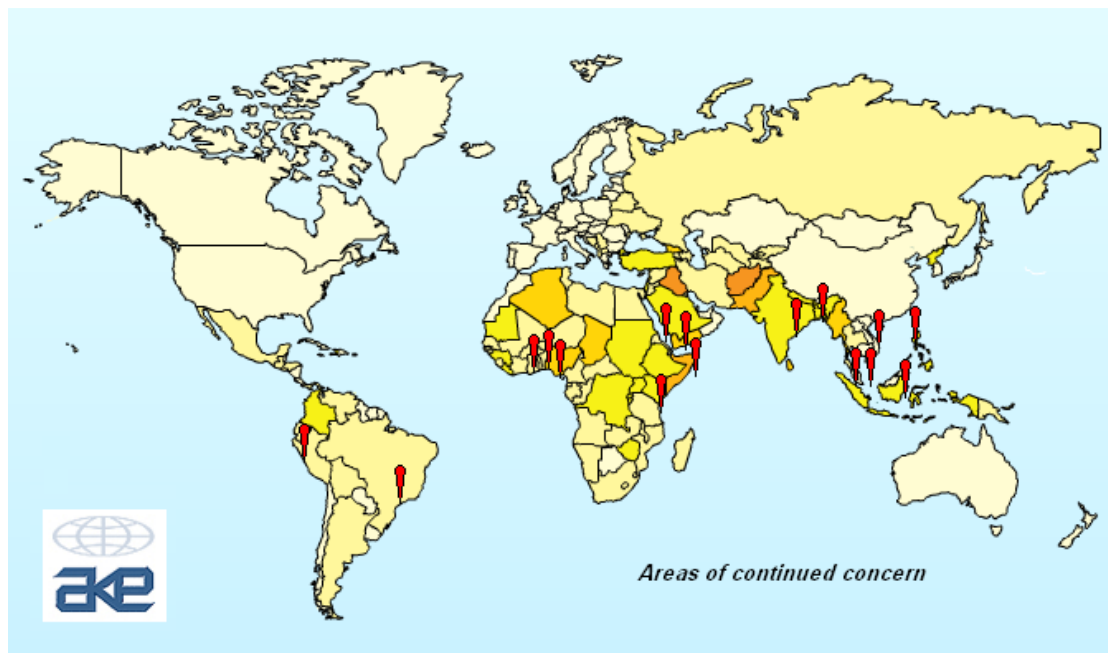
Gulf of Masirah, Ras al-Madrakah (**Arabian Sea**) Niger Delta, Nigerian Waters (**Gulf of Guinea**) Bab al-Mandab, Gulf of Aden, Red Sea (**Red Sea and Gulf of Aden**) Singapore Straits (**Straits of Malacca**) Pulau Mangkai (**South and East China Sea**)

Rivers, Harbours and Anchorages

Chittagong (**Bangladesh**) Icoaraci (**Brazil**) Douala (**Cameroon**) Cartagena (**Colombia**) Abidjan (**Cote d'Ivoire**) Takoradi (**Ghana**) Balikpapan (**Indonesia**) Apapa (**Nigeria**) Callao (**Peru**)

Areas of Continued Concern

The following section and map illustrate the locations and regions that see repeated pirate incidents. Shipping planners should familiarise themselves with these areas when making long-term shipping plans because they are likely to see persistent piracy incidents for the coming months at least.



The Gulf of Aden, Indonesian Waters, Malacca Straits, Niger Delta, Southern Red Sea, wider coast of Somalia; Chittagong Harbour (**Bangladesh**) Santos (**Brazil**) Tema (**Ghana**) Kakinada Harbour (**India**) Anambas Islands, Belawan, Jakarta (**Indonesia**) Tioman Island (**Malaysia**) Niger Delta (**Nigeria**) Manila Harbour (**Philippines**) Callao (**Peru**) Dar es Salaam (**Tanzania**) Vung Tao (**Vietnam**)

Projections

- Pirate attacks will remain more confined to inland waters around the coast of Somalia and Gulf of Aden while the monsoon season makes operating conditions more difficult in the open water of the Indian Ocean.
- Pirate attacks further east along the Omani coast will likely increase following a series of experimental forays and one successful hijacking by Somali pirates over the past month.
- Despite an amnesty offer put forward by the Nigerian president, violence will continue in the Niger Delta and the risk of piracy attacks will remain high.
- Maritime security in the Straits of Malacca may deteriorate if a territorial dispute between Malaysia and Indonesia leads to a decrease in naval co-operation by the two states over the coming months.
- The ongoing conflict between the security forces and separatist Islamic Moro rebels in southern Philippines risks having a negative impact on maritime security in the immediate region.
- The assault of crewmembers and looming possibility of hostage executions means that shipping firms may now face an increased risk of lawsuits and health and safety accusations if they fail to protect their employees from risk.

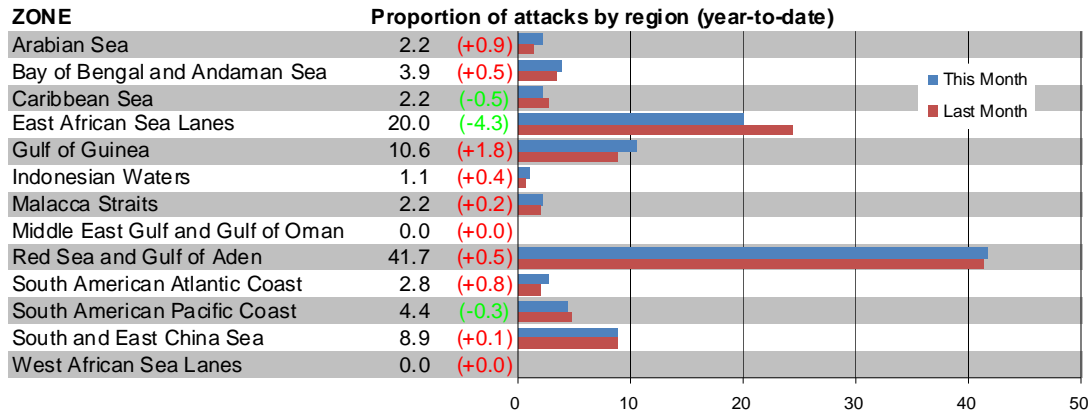
Piracy incidents over the past month by region

Zone	Number of Attacks	Change from previous month
Arabian Sea	2	+1
Bay of Bengal and Andaman Sea	2	0
Caribbean Sea	0	-2
East Africa Sea Lanes	0	-3
Gulf of Guinea	6	+5
Indonesian Waters excl Malacca Straits	1	0
Malacca Straits	1	+1
Persian Gulf and Gulf of Oman	0	0
Red Sea and Gulf of Aden	14	-2
South American Atlantic Coast	2	+2
South American Pacific Coast	1	-1
South and East China Sea	3	0
West African Sea Lanes excl Gulf of Guinea	0	0

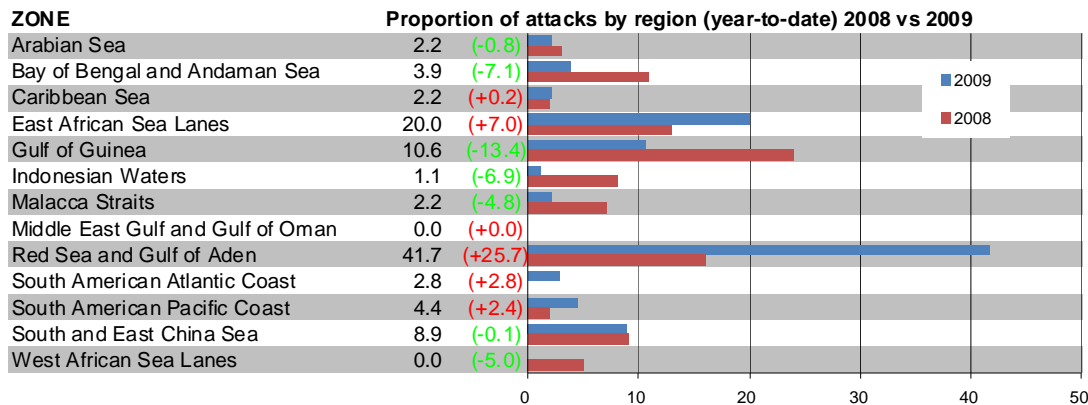
Statistical Analysis

MARINE PIRACY THREAT ASSESSMENT

June 2009



The marine piracy threat assessment for June shows that Somali pirates account for the vast majority of the year-to-date proportion of attacks, implicating the Arabian Sea, East African Sea Lanes, Red Sea and Gulf of Aden. The graph also demonstrates that the proportion of world pirate attacks in East Africa Sea Lanes declined significantly (4.3 per cent) over June, most likely due to the Indian Ocean Monsoon, which has made operating conditions too difficult for Somali pirates to operate. Meanwhile, the Gulf of Guinea accounted for a greater share of piracy incidents over the period, as the criminal tactics of Nigerian militants seem to have been emulated by criminal groups in the wider region, including, most notably in June, Cameroon.



The above graph demonstrates the year-to-date proportion of world piracy attacks on a regional basis, but compares the proportion in the first half of 2009 to the first half of 2008. It demonstrates the significant rise in pirate attacks in the Red Sea and Gulf of Aden between the two periods. In the first half of 2008 piracy here accounted for 16 per cent of global incidents, but in the first half of 2009 this has risen by 25.7 per cent to account for 41.7 per cent of world piracy incidents. Furthermore, the pirates responsible for this increase are active in a far larger region, encompassing the Arabian Sea and East Africa Sea Lanes. In total, these regions accounted for 32 per cent of all piracy incidents in the first half of 2008, which has almost doubled to 63.9 per cent in the first half of 2009. Notably, the number of piracy attacks has reduced in the Gulf of Guinea, but this belies the notorious underreporting of incidents in the region. Over the same period the number of attacks in Indonesian Waters, the Malacca Straits and South and East China Sea decline by a collective total of 11.8 per cent, which is a promising trend, although bear in mind that the same region experienced a 0.7 per cent proportional rise between May and June of this year, and piracy evidently remains a problem in the region.

Regional Analysis

Arabian Sea

Incidents over the past month: 2

Change from previous month: +1

Year-to-date proportion of world attacks: 2.2%

Somali pirates are spreading their area of activity beyond the Gulf of Aden and into the Arabian Sea. The German-owned MV Charelle was seized by Somali pirates on 13 June around 60 nautical miles south of as-Sur in Oman. Located just off the coast of ash-Sharqiyah governorate the location of the incident is closer to ports such as Muscat and the shipping lanes of the Straits of Hormuz than any previous attack by Somali pirates. It highlights the fact that vessels need to be alert to the risk of piracy well beyond the Gulf of Aden. Incidents are currently more likely to be close to the coast in the west of the Indian Ocean as the monsoon season is making conditions rougher on the open sea, which in turn makes operating conditions more difficult for pirates when trying to board vessels. At present, vessels will need to exercise vigilance off the coast of the Omani provinces of adh-Dhufar, ash-Sharqiyah and al-Wusta in particular. The risk of attacks off the coast of al-Muscat and al-Batinah provinces is much lower but vessels should exercise caution here nonetheless. Indeed, vigilance is necessary throughout the current range of Somali pirates, which extends hundreds of miles from the Somali coastline.

Bay of Bengal and Andaman Sea

Incidents over the past month: 2

Change from previous month: 0

Year-to-date proportion of world attacks: 3.9%

The main flashpoint of the Bay of Bengal and Andaman Sea region will remain Chittagong Harbour in Bangladesh. Low-level piracy will also persist in the waters off southern India but future attacks will likely involve robberies of equipment, goods and personal belongings rather than the seizure of whole vessels and crew members. Vessels anchored in harbour facilities will be far more at risk than those at sea.

Caribbean Sea

Incidents over the past month: 0

Change from previous month: -2

Year-to-date proportion of world attacks: 2.2%

Pirate attacks in Haiti will not pose a direct threat to vessels travelling through the area, but is emblematic of increased crime rates within Port-au-Prince, and will remain a crime of opportunity targeting untended crafts in the harbour.

East Africa Sea Lanes

Incidents over the past month: 0

Change from previous month: -3

Year-to-date proportion of world attacks: 20.0%

In mid-May AKE issued a maritime security alert for the Indian Ocean as the monsoon season approached. The weather has since deteriorated on the high seas, making it harder for Somali pirates to board ships in motion. There was a decrease in incidents over part of the monsoon period (June to September) in 2008, but pirate attacks intensified immediately afterwards. There have been no attacks in the region so far in June, indicative not only that weather conditions have become more inclement, but that pirates have fully anticipated this likelihood and shifted their focus elsewhere (predominantly along the coast of northern Somalia, southern Oman and western Yemen).

Gulf of Guinea

Incidents over the past month: 6

Change from previous month: +5

Year-to-date proportion of world attacks: 10.6%

Maritime criminality remains a major and often unreported issue in the Gulf of Guinea, particularly around the Niger Delta in Nigeria. President Yar'Adua announced the details of an amnesty offer on 25 June that raised hopes that militancy could ease. However, the offer has

been highly criticised, especially after the Movement for the Emancipation for the Niger Delta (MEND) continued to attack oil facilities 24 hours after the offer was announced. Another attack on an oil platform was reported on 29 June and sporadic violence has continued in the wider region. Some militant leaders have said they want talks with Yar'Adua to work out the details of a deal, but MEND has dismissed the amnesty offer. It is therefore unlikely that the situation in the Niger Delta will improve in the near future and vessels will likely remain at risk of attack and seizure for the weeks and months ahead.

Several people were injured in at least two pirate attacks in the Cameroonian harbour of Douala in June. Vessels at anchor are reminded of the risk of opportunistic robberies and are thus recommended to maintain strict watch rotas and be prepared for attempted thefts by potentially armed criminals.

Indonesian Waters excl Malacca Straits

Incidents over the past month: 1

Change from previous month: 0

Year-to-date proportion of world attacks: 1.1%

Low-level and often unreported piracy will remain a risk around Indonesian waters, with local domestic vessels most at risk of being targeted, especially when anchored.

Malacca Straits

Incidents over the past month: 1

Change from previous month: +1

Year-to-date proportion of world attacks: 2.2%

A revived dispute over contested territorial waters between Malaysia and Indonesia earlier in June led to unusually high levels of sabre rattling and naval incursions by the two countries. Although the crisis, which revolved around the disputed Ambalat oil concession block off the Borneo coast, was relatively short-lived and without any major downfall for either side, it nevertheless came as a reminder of the patchy and contested nature of the maritime borders in South-East Asia. It was as a result of increased co-operation and joint patrols by the navies of Singapore, Indonesia and Malaysia that the number of piracy-related incidents went down significantly in recent years, particularly along the busy Straits of Malacca. However, as the Ambalat crisis demonstrates, regional naval co-operation is still far from perfect, and while this gap is unlikely to lead to any interstate military conflict in the foreseeable future, it risks having a detrimental impact on maritime security in the region.

Persian Gulf and Gulf of Oman

Incidents over the past month: 0

Change from previous month: 0

Year-to-date proportion of world attacks: 0%

Arab leaders have expressed concerns that Somali pirates could threaten shipping in the Persian Gulf. The recent attacks off the coast of Oman and in the Red Sea demonstrate the potential range of Somali pirates and there are fears that the naval capabilities of countries in the region would be insufficient to prevent any further spread in piracy tactics. At present, however, there has been no suspicious activity or evidence that pirates have travelled as far north as Muscat.

Red Sea and Gulf of Aden

Incidents over the past month: 14

Change from previous month: -2

Year-to-date proportion of world attacks: 41.7%

Pirate activity is spreading beyond the Gulf of Aden, with a rise in incidents recorded in the south of the Red Sea, as well as two attacks, including one successful hijacking, recorded off the coast of Oman. It was reported on 1 June that the Stolt Strength was attacked by pirates some 50 miles north of the strategic Bab al-Mandab waterway. The incident was the second attack on the ship, which was freed from Somali captivity on 21 April after 163 days. The development highlighted the increased activity of Somali pirates beyond the Gulf of Aden and demonstrated the need for vigilance well beyond the usual flashpoint belt that runs between Djibouti and Socotra.

A conference was held in ar-Riyadh at the end of June by Arab leaders aimed at co-ordinating a stronger Arab-led counter-piracy initiative. Concerns were expressed at the meeting over the risk that pirate attacks could now threaten trade interests well beyond the more customary areas of pirate activity off the Somali coastline, with the Persian Gulf and Red Sea at theoretical risk of greater pirate attacks over the coming year. Delegates outlined a proposal to create a Saudi-led, all-Arab Navy Task Force, with the participation of Bahrain, Djibouti, Egypt, Jordan, Kuwait, Oman, Qatar, Yemen and the United Arab Emirates. The next meeting is due to be held in two months but by this time pirates may already have expanded their area of focus. In September the Indian Ocean monsoon will also have passed and Somali pirates may once again resume their attacks in open waters further east of Mogadishu, which could reduce pressure on Arab shipping lanes somewhat.

Somalia has begun training recruits who will serve as the country's first naval force in two decades and attempt to fight the escalating problem of rampant piracy off the Somali coast. Somali officials have stated they hope to have the force operating in two months, and expect it will be able to constrain pirate activity. However, it is unlikely the new government force, which will face a sophisticated network of bandits operating along the Somali coast, the longest in Africa, despite the presence of international patrols, will be able to tackle the issue at sea. Despite this, the government's land-based response to the piracy problem has evolved in recent months, giving hope that in future a solution may be found by cracking down on the land-based activities of criminal gangs involved in piracy. Any long-term and lasting solution to the issue of piracy will only be successful if it evolves from domestic movements, and while many commentators have dismissed the embryonic Somali navy, the organisation shows more long-term promise than most other counter-piracy initiatives, and one day it may well rival the international naval response to Somali piracy in terms of its effectiveness.

The Dutch-owned MV Marathon was released on 23 June following 48 days in captivity. It was the third vessel to be released by Somali pirates in June, following the suspected payment of a significant (but unconfirmed) ransom sum. The main security implication of the release was that it emerged that one of the crewmembers was killed and another injured during the capture of the vessel on 7 May. There is a high risk involved during the initial minutes of such an attack as pirates are keen on seizing vessels as quickly as possible. The pirates are not specifically intent on killing crewmembers as this could ultimately complicate the ransom negotiation process, but they are largely indifferent to any harm or damage caused to personnel or vessels. Tensions are also particularly high during a capture and there is an additional element of risk stemming from the fact that Somali pirates are armed but untrained – an inherently dangerous combination. Crewmembers face the risks of small arms fire and RPG attack as pirates attempt to force the ship to co-operate, and should thus take measures to protect themselves in the event of an attack.

A Nigerian tugboat and its 10-strong crew was released on 26 June following 326-day period of captivity. The tug, the Yenegoa Ocean, which sails under a Panamanian flag, was hijacked in the Gulf of Aden on 4 August 2008 as it was returning from Singapore, where it had undergone maintenance, before being held off a remote village in north-east Somalia. Describing their ordeal, one of the longest hijackings off the Somali coast, the captives said they were forced to live like animals by the drug-fuelled pirates, who locked them in their cabins, aimed a machine-gun at them, and fed them little but rice. Stores were looted and equipment broken. Although the pirates had initially demanded a ransom of US\$1 million, it remains unclear what the final ransom settlement actually was. Unlike the case of the MV Marathon, there were no casualties reported from the ordeal.

Somali pirates released all seven crew members of the Seychelles vessel, the Indian Explorer on 23 June. The vessel was captured in the Indian Ocean between 28-31 March and no casualties were reported during the incident. The crew members, who spent a total of 87 days in captivity, were released without the ship, which was burned by the pirates off the coast of Somalia. After demanding US\$1 million for the safe return of both crew and ship, the pirates set the ship alight when the owner refused to pay more than US\$450,000.

Somali pirates released the Pompeii on 27 June along with its 10 European and Filipino crewmembers who had spent 70 days in captivity. The ship was hijacked around 90 miles north of the Seychelles, and taken to Somali waters. All crew members, including the ship's Dutch captain, three Filipinos and four Croatians, were confirmed as being in good health. The ransom was paid by the ship's Belgian owners and delivered by parachute on 27 June. It has been speculated that the ransom payment was US\$2.8 million, with some media sources varying higher amounts, although even US\$2.8 million is the highest ransom sum recorded so far, part of an ongoing trend of rising demands.

South American Atlantic Coast

Incidents over the past month: 2

Change from previous month: +2

Year-to-date proportion of world attacks: 2.8%

Piracy does not pose a major concern on the Atlantic coast of South America, but low-level incidents persist in some Brazilian harbours, as well as occasional incidents in Colombian ports. Vessels should maintain watch rotas throughout the night and be prepared to give a show of strength to deter would-be thieves. There were two incidents of maritime criminality off the coast in June.

South American Pacific Coast

Incidents over the past month: 1

Change from previous month: -1

Year-to-date proportion of world attacks: 4.4%

Piracy remains a key concern around the port of Callao in Peru. Rising crime levels in the greater Lima area will continue to be reflected by property thefts from crafts along the coastline. Police forces in the capital region and the port of Callao can be unreliable in deterring or responding to non-violent crime, emphasizing the need for preventive measures aboard ships at anchor.

South and East China Sea

Incidents over the past month: 3

Change from previous month: 0

Year-to-date proportion of world attacks: 8.9%

The International Maritime Bureau issued a warning on 29 June for vessels travelling in the South China Sea. In June there were several pirate attacks around the vicinity of Mangkai Island and the Anambas Islands, situated between Borneo and peninsular Malaysia. The main risk is the theft of ship stores and crew belongings, rather than vessel hijacking, but vessels have been boarded, crew threatened and tied up, with a high risk of personal harm as well as theft, although no casualties were recorded over the past month. Ships are advised to exercise caution and be alert to the risk of further assaults by pirates armed with knives and blunt implements. Assailants are likely to be deterred by a strong show of force and demonstration of readiness to the threat.

The ongoing conflict between the security forces and separatist Islamic Moro rebels in southern Philippines risks having a negative impact on maritime security in the immediate region. The general lack of political stability and the ensuing security vacuum has already spread to the seas, with at least two kidnapping incidents reported off the coast of Mindanao this year. However, the threat is largely confined to shallow waters and involves a number of armed men in small speed boats targeting local fishermen. There are at present no grounds for alarm for cargo ships passing through these waters. The fact that southern Philippines is not considered a major maritime transit route is likely to prevent piracy from taking hold in the region.

Piracy in Vietnamese waters will remain confined to rivers and anchorages and will continue to involve thefts of goods only. A show of strength and crew vigilance will likely continue to deter most attacks.



West African Sea Lanes excl Gulf of Guinea

Incidents over the past month: 0

Change from previous month: 0

Year-to-date proportion of world attacks: 0%

There were few incidents of note over June in West Africa (excluding, of course, the ever-volatile Gulf of Guinea). On 11 June AKE issued a maritime security alert after a strike of dock workers at Cote d'Ivoire's main port of Abidjan brought the harbour to a standstill and forced ships to divert to other regional harbours. Workers were on strike over pay concerns, causing a shortage of basic goods in Cote d'Ivoire and in its land-locked neighbours. Ships were forced to dock at rival ports for the duration and were advised to monitor the situation closely, stay in contact with the port authorities and be prepared to divert to other ports such as Port San Pedro or to ports in neighbouring countries until the strike is over. The risk of piracy is relatively low in Cote d'Ivoire (although there was at least one incident over the past month in Abidjan), but ships were placed at greater risk when diverted to regional ports, particularly in Ghana and Nigeria. The strikers resumed work on 17 June.

Current Trends

- Periods of good weather make conditions easier for Somali pirates to launch attacks. Vessels should anticipate an increased risk of attacks during favourable conditions.
- Current average holding periods appear to last fewer than 100 days. However, vessels with larger cargos, Western crew or a supportive home government may face longer holding periods.
- The vast majority of vessels targeted by Somali pirates have been selected by chance rather than plan. The risk is therefore indiscriminate to all vessels passing through the region, regardless of threats by Somali pirates to target US and French interests in particular, and irrespective to rumours that Somali pirates are receiving tip-offs from figures in Dubai or London.
- While Somali kidnappers continue to threaten to take hostages onto the land, they have not done so to date. It remains easier both logistically and financially to retain hostages on their ships. Conversely in Nigeria, vessels are more likely to be abandoned and captives are more likely to be taken ashore for holding. In the South China Sea, crewmembers may be abandoned in life rafts while their vessel is commanded without them, but in most cases the pirates are normally satisfied by stealing equipment and belongings.
- Given the range of vessels attacked over the past year, it is now evident that there are no commercial vessels which Somali pirates do not have the theoretical capability of targeting.
- There have been no reported successful attacks on vessels travelling at over 16 knots, but even vessels with this capability are at risk if they do not react quickly enough when a pirate is sighted.
- Pirates can attack vessels with large freeboards: the use of weaponry to intimidate captains into submission alone makes this possible. However, given the difficulty of attaching a ladder (or even two or more ladders tied, somewhat precariously together) to a moving vessel at high speed in open water it remains much more difficult for vessels to be hijacked if they have a freeboard of over eight metres.
- While the majority of Somali pirate attacks take place during the day, several have also taken place at night, and ships are therefore necessitated to maintain strict 24-hour watch rotas.
- Ships with regulated and efficient watch routines are far more likely to spot a pirate attack and alert the local authorities in time for helicopters or vessels to be sent to assist. This increases the likelihood that pirates will call off the attack. Bear in mind that it can take as little as 15 minutes from pirates being sighted to pirates being onboard the vessel. It is thus imperative to ensure that adequate watch rotas are maintained during transit through high risk areas (see continued areas of concern above) so that these 15 minutes can be managed effectively.
- RPGs are increasingly being used as an intimidation tactic against vessels. Crews who do not submit face the risk of attack, and those onboard vessels carrying explosive, flammable or incendiary cargo face the additional risk of more extensive damage.
- Around a third of ransom revenue is redistributed amongst local communities in the form of inter-clan and political bribery. As such, there is strong support for the piracy trade amongst a large number of Puntland communities.

Current Vessels – July

Currently Held Vessels – July 2009

Name: MV Charelle
Date Taken: 12 June
Nationality: German-owned
Details: Vessel seized 60 miles south of as-Sur, off the coast of ash-Sharqiyah governorate, Oman.
Status: Captive
Crew: 10

Name: Serenity
Date Taken: early March
Nationality: Seychellois
Details: Catamaran reported missing after leaving Seychelles en route for Madagascar. It was later confirmed that vessel being held by Somali pirates.
Status: Captive
Crew: 3

Name: Hansa Stavanger
Date Taken: 4 April
Nationality: German-owned
Details: 20,000-tonne container vessel seized in the Indian Ocean 400 miles from the Somali coast.
Status: Captive
Crew: 24

Name: Win Far 161
Date Taken: 6 April
Nationality: Taiwanese
Details: Tuna fishing vessel seized by pirates in Somali waters.
Status: Captive
Crew: 30

Name: Buccaneer
Date Taken: 11 April
Nationality: Italian
Details: Tugboat captured by Somali pirates in the Gulf of Aden. Vessel was seized along with two barges it was towing at the time.
Status: Captive
Crew: 16

Name: Irene EM
Date Taken: 14 April
Nationality: Greek-owned, St. Vincent-flagged
Details: Bulk carrier taken by Somali pirates in the Gulf of Aden. Attack took place overnight (whilst most take place during daylight hours).
Status: Captive
Crew: 22

Name: MV Ariana
Date Taken: 2 May
Nationality: Greek
Details: Vessel with Ukrainian crew seized in the Indian Ocean
Status: Captive
Crew: 24

Name: MV Victoria
Date Taken: 5 May
Nationality: German-owned, Antigua and Barbuda flagged
Details: Seized in the Gulf of Aden and taken to Eyl
Status: Captive
Crew: 10

Name: Shugaa al-Madhi
Date Taken: 9 April
Nationality: Yemeni
Details: Fishing boat allegedly seized for illegal fishing activity in Somali waters.
Status: Captive
Crew: 13

Name: Montaz 1
Date Taken: 10 April
Nationality: Egyptian
Details: Fishing boat allegedly seized for illegal fishing activity in Somali waters.
Status: Captive
Crew: 18

Name: Unknown
Date Taken: 10 April
Nationality: Egyptian
Details: Fishing boat allegedly seized for illegal fishing activity in Somali waters.
Status: Captive
Crew: 6

Name: Jaikur 1
Date Taken: 4 October
Nationality: Indian
Details: The vessel was detained in Mogadishu after a dispute between the owners and the authorities.
Status: Detained
Crew: Mostly released

Name: Unknown
Date Taken: 10 December
Nationality: Yemeni
Details: Fishing boat seized by Somali pirates in the Gulf of Aden. Five crew reportedly escaped.
Status: Captive
Crew: 11

Name: Unknown
Date Taken: 10 December
Nationality: Yemeni
Details: Fishing boat seized by Somali pirates in the Gulf of Aden.
Status: Captive
Crew: 11

Name: Masindra 7
Date Taken: 16 December
Nationality: Malaysian
Details: Vessel carrying equipment between as-San'a' (Yemen) and Port Klang (Malaysia) was hijacked in the Gulf of Aden
Status: Captive
Crew: 11



Released Vessels

Name: Marathon
Date Taken: 7 May
Nationality: Dutch
Details: 2,575-tonne vessel carrying coke fuel. One crewmember shot dead during seizure, one more injured
Status: Released – 23 June (after 48 days)
Crew: 18

Name: The Pompeii
Date Taken: 18 April
Nationality: Belgian
Details: Vessel seized north of the Seychelles by Somali pirates. Ransom of reported US\$2.8 million parachuted
Status: Released – 27 June (after 70 days)
Crew: 10

Name: Yenegoa Ocean
Date Taken: 4 August
Nationality: Nigerian
Details: Seized by Somali pirates in the Gulf of Aden and held for record length of time
Status: Released – 6 June (after 326 days)
Crew: 11

Name: Indian Ocean Explorer
Date Taken: 28-31 March
Nationality: Seychellois
Details: Tourist vessel seized with crew on board shortly after tourist passengers had disembarked in Seychelles. Crew released without ship, which was burnt by pirates after owner refused to pay more than US\$450,000 (initial ransom demand is reported to have been US\$1 million).
Status: Destroyed. Crew released – 22 June (after 100 days)
Crew: 7

The GAC Protective Solutions team of experts has extensive experience and has dealt with many incidents of vessel hijacking and piracy from the South China Seas, to the Straits of Hormuz and East Africa. A subscription to this monthly security report including security updates of significance between the monthly reports is on a US\$800/6 months subscription or US\$1,400/12 months subscription. For further information or assistance please contact: Cerberus@gacworld.com

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