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Piracy Alert
7 Jan 2008
Lagos - Nigeria
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Weekly Piracy Report
19-25 February 2008

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Weekly Piracy Report
19-25 February 2008

The following is a summary of the daily reports broadcast by the IMB's Piracy Reporting Centre to ships in Atlantic, Indian and Pacific Ocean Regions on the SafetyNET service of Inmarsat-C from 19 to 25 February 2008.

ALERT

Chittagong anchorage, Bangladesh
The number of attacks has reduced since 2006. However, the area is still listed as a high risk area and mariners are advised to be cautious especially while approaching the anchorage and while at anchor at Chittagong

Nigeria
Violent attacks carried out by pirates on board vessels at anchor and vessel carrying out STS operations. Mariners are advised to exercise extreme caution in these waters.

Suspicious crafts

None reported

Recently reported incidents

> 21.02.2008: 0330 LT: 06:26.3N- 003:23.5E, Apapa berth no.12, Lagos, Nigeria.
> Two persons managed to board a general cargo ship at berth in spite of armed navy guards being onboard. The robbers forced opened the forecastle door and stole ship's stores. Duty watchman noticed the robbers and informed the guards. By the time the guards arrived forward, the robbers escaped in their speedboat.

> 21.02.2008: 2340 LT: 06:18.4N – 003:20.4E, Lagos anchorage, Nigeria.
> Just before watch change over time the forward duty watchman heard the engine of a motor boat, approaching on the port side. He immediately alerted the others who commenced checking the port side. At the same time, the watchmen checked the starboard side realizing that the boat on the port side could be a decoy. The watchmen noticed four to five persons attempting to board the vessel via hooks attached to the starboard side deck. Duty officer raised alarm, watchman shouted at them, and the robbers slowly moved

away.

Piracy prone areas and warnings

Mariners are warned to be extra cautious and to take necessary precautionary measures when transiting the following areas:

S E Asia and the Indian Sub Continent

- **Bangladesh** : Sixty two incidents have been reported since January 2006. Pirates are targeting ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches. Although the number of attacks has fallen recently, the area is still listed as very high risk.
- **Indonesia** : Balongan, Balikpapan, Belawan. Generally be vigilant in other areas. Many attacks may have gone unreported.
- **Malacca straits** : Although the number of attacks has dropped due to the increase and constant patrols by the littoral states relevant Authorities since July 2005, ships are advised to continue maintaining a strict anti piracy watch when transiting the straits.
- **Philippines** : Manila - Pirates target ships at anchor.
- **Singapore Straits** : Pirates seen attacking ships while at anchor but in the past several ships were attacked while underway.

Africa and Red Sea

- **Lagos (Nigeria)** : Pirates are violent and have attacked and robbed vessels/kidnapped crews along the coast and river, at anchorages and ports. A total of 42 incidents have been reported in Nigeria since 08.01.2007. Twenty five attacks alone for Lagos and seven for Bonny River. Generally be vigilant in other areas in Nigeria.
- **Dar es Salaam (Tanzania)** : Twenty incidents have been reported since 05.06.2006. Pirates are targeting ships in port and anchorages.
- **Mombasa (Kenya)**:
- **Gulf of Aden / Red Sea** : Numerous pirate attacks have been reported by ships and yachts in the Gulf of Aden/Red sea. In the past, some of the vessels were fired upon.
- **Somalian waters** : The IMB Piracy Reporting Centre has received 31 actual and attempted attacks in 2007. Many more attacks may have gone unreported. Some pirates are dangerous and would fire their automatic weapons at ships to stop them. Occasionally, they would use their RPG (Rocket Propelled Grenade) launchers at ships. Pirates are believed to be using "mother vessels" to launch attacks at very far distance from coast. These "mother vessel" is able to proceed to very far out to sea to launch smaller boats to attack and hijack passing ships. Eastern and Northeastern coasts are high risk areas for attacks and hijackings. Vessels not making scheduled calls to ports in Somalia should keep as far away as possible from the Somali coast, ideally more than 200 nautical miles. Mariners are also advised to report any suspicious boats to the Centre.

South and Central America and the Caribbean waters

- **Brazil :** Though the number of attacks has dropped in Santos, ships are advised to continue to be vigilant.
- **Peru** : Callao

Rest of the World

- **Arabian Sea** : Sightings and calls from suspicious small boats. In some cases, boats pursued the ships with unknown intent.

Secure-Ship

Secure-Ship is the most recent and effective innovation in the fight against piracy. It is a non-lethal, electrifying fence surrounding the whole ship, which has been specially adapted for maritime use. The fence uses 9,000-volt pulse to deter boarding attempts. An intruder coming in contact with the fence will receive an unpleasant non-lethal shock that will result in the intruder abandoning the attempted boarding. At the same time an alarm will go off, activating floodlights and a very loud siren. The IMB strongly recommends ship owners to install this device on board their ships. Further details can be obtained at www.secure-marine.com

ShipLoc

There are a number of reliable ship tracking devices available on the market today based upon Inmarsat and other satellite systems.

The IMB endorses ShipLoc, an inexpensive satellite tracking system, which allows shipping companies, armed only with a personal computer with Internet access, to monitor the exact location of their vessels. In addition to anti-hijacking role, ShipLoc facilitates independent and precise location of ships at regular intervals. ShipLoc is fully compliant with the IMO Regulation SOLAS XI-2/6 adopted during the diplomatic conference in December 2002, concerning a Ship Security Alert System. The ship security alert system regulation that will be put into place as of July 2004, requires ships of over 500 GT to be equipped with an alarm system in order to reinforce ship security. The system allows the crew, in case of danger, to activate an alarm button that automatically sends a message to the ship owner and to competent authorities. The message is sent without being able to be detected by someone on-board or by other ships in the vicinity. ShipLoc is contained in a small, discrete waterproof unit, which includes: an Argos transmitter, a GPS receiver, a battery pack in case of main power failure, and a flat antenna. ShipLoc is one of the most reliable systems available today. For more information, please visit www.shiploc.com

Reporting of incidents

Ships are advised to maintain anti-piracy watches and report all piratical attacks and suspicious movements of craft to the IMB Piracy Reporting Centre, Kuala Lumpur , Malaysia .

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