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INDIAN Maritime Security

Southern Red Sea (SRS)/Bab Al Mandeb (BAM) / Gulf of Aden (GOA)/Internationally Recommended Transit Corridor (IRTC)

A suspected PAG is currently operating in this area.

On 25 June 2012 the dhow pirated on 21 April 2012 was released from pirate control near Mukalla, Yemen.

Fishing activity is expected to continue and likely to increase in this area during the Southwest monsoon season. Masters are reminded to remain vigilant in order distinguish between fishing vessels and potential pirates.

Arabian Sea (AS)/Greater Somali Basin (SB)/Gulf of Oman (GOO)/Mozambique Channel (MC)

A dhow PAG is currently operating in this area.

On 1015Z 27 June 2012 a merchant vessel was attacked at position 1423N 054 38E by pirates aboard a brown coloured dhow with a white superstructure. The vessel is SAFE.

A dhow was pirated at position 20 29N 059 03E on 20 June 2012 by 8 pirates aboard 1 skiff working with a mothership. This dhow was released from pirate control on 26 June 2012. Reports also indicate that after the capture on 20 June 2012 the pirates may have left this dhow to hunt for other vessels.

WEEKLY PIRACY ACTIVITY REPORT

June 21 – June 27, 2012

The following is the piracy-activity report for the High Risk Area during the past week. These unclassified data are compiled and provided by the **NATO Shipping Centre (NSC)** and are delivered here verbatim by ESPADA Marine Services, USA.

Classification: NON-SENSITIVE INFORMATION RELEASABLE TO THE PUBLIC - NSC Weekly Unclassified Update -

During the reporting period of 21 to 27 June 2012 one merchant vessel was attacked by pirates and two dhows were released from pirate control. Details of all alerts can be found on NSC Alert details webpage:

<http://www.shipping.nato.int/Pages/AllAlerts.aspx>

Due to the South-West monsoon between June and September, sea conditions in the HRA are expected to be generally unfavourable for small boats. Activity over the past two weeks shows that pirate activity can still take place during the South-West Monsoon and that pirates are operating closer to shore to avoid severe conditions further out to sea. PAGs (Pirate Attack Groups) will likely continue to focus their efforts in the Northern Arabian Sea (NAS), Gulf of Oman (GOO) as well as in the Gulf of Aden (GOA), Southern Red Sea (SRS), and coastal waters.

Specific areas of suspected and known PAG locations can be found on our PAG map: <http://www.shipping.nato.int/operations/OS/Pages/PAGmap.aspx>

ESPADA Marine Services has contributed an anti-piracy article to OCEANUSLive.org. Please read "Cyber-Spies Target MARSEC Secrets; 'Sputnik' Moment Ahead?" at <http://www.oceanuslive.org/main/viewnews.aspx?uid=0000478>.

REPORT ANY SUSPECTED OR ACTUAL PIRATE ACTIVITY TO UKMTO DUBAI, BY PHONE: +97 150 552 3215 OR E-MAIL: UKMTO@EIM.AE.

WHILE NAVIGATING IN THE REGION VESSELS ARE URGED TO OPERATE AT A HEIGHTENED STATE OF READINESS, IMPLEMENT SELF PROTECTION MEASURES IN ACCORDANCE WITH BEST MANAGEMENT PRACTICE VERSION 4 (BMP4) DATED AUGUST 2011.

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MORE NEWS

Sri Lanka considers sea piracy a serious security problem which must be addressed and dealt with forcefully, Justice Minister says at <http://www.dailynews.lk/2012/06/25/news15.asp>

Oil spill near Bab Al-Mandab result of pirate attack, Yemen reports at <http://www.yementimes.com/en/1584/news/1038/Oil-spill-near-Bab-Al-Mandab-result-of-pirate-attack.htm>

The Human Cost of Somali Piracy 2011 June 22, 2012

A joint study on Somali piracy by the Oceans Beyond Piracy project and the International Maritime Bureau reports that “555 seafarers were taken hostage in 2011; 645 hostages were captured in 2010 and remained captive during 2011; [and] 6 tourists and aid workers were kidnapped on land.” The study estimates the average length of captivity for hostage seafarers was 8 months. Further, 35 hostages died as a result of pirate captivity in 2011. The report, “The Human Cost of Somali Piracy 2011,” can be read at: <http://oceansbeyondpiracy.org/cost-of-piracy/human-cost-somali-piracy>.



NATO's point of contact with the Maritime Community

Tel: 01923 956574
E-mail: info@shipping.nato.int
Website: www.shipping.nato.int

If any incident occurs, Masters are requested to report immediately to UKMTO via telephone and provide the details of the incident. This will ensure the information is provided to other ships in the area for their awareness and vigilance. If Masters are safely able to take pictures and/or video of the suspicious activity, please provide these via email to UKMTO (ukmto@eim.ae), the NATO Shipping Centre (info@shipping.nato.int) and MSCHOA (postmaster@mschoa.org).

Details of all alerts can be found on NSC Alert details webpage: <http://www.shipping.nato.int/Pages/AllAlerts.aspx>



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For more information or pricing

ABOUT ESPADA Marine Services:

US-Headquartered ESPADA Marine Services is a global leader in the delivery of world-class anti-piracy solutions to the shipping industry in High Risk Areas including the Gulf of Aden, Red Sea, and Indian Ocean. They have been in operation since 2004 and have conducted nearly one thousand successful security transits for their clients in the commercial shipping industry. Fully licensed and insured to receive approval from all P&I Clubs, ESPADA is a signatory member of the ICOC (International Code of Conduct for Maritime Security Providers), meet all requirements of the new BIMCO-Guardcon Contract, and execute each transit with tactics that harden vessels beyond the guidelines of BMP4 standards. Their reputation for professionalism has allowed them to build an extensive network of relationships with local governments and agents throughout the region. Three and four man teams regularly embark from dozens of sea ports in the High Risk Area.



Member of the International Code of Conduct for Private Security Service Providers



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