



# ESPADA

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INDIAN Maritime Security

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

There have been no significant changes over the past week. Masters are advised that fishing activity is expected to continue and likely to increase in this area over the next few months.

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

On 23 May (reported in the Daily Update 24 May 2012) a merchant vessel was approached (NSC 021/12) by 3 skiffs in the Bab-Al-Mandeb at position 12 48N 043 11E. Six to eight people were seen on board each skiff and weapons were sighted. The skiffs were last seen heading towards Yemeni waters.

## WEEKLY PIRACY ACTIVITY REPORT 24 May-30 May 2012

Below please find the activity report for all pirate activity throughout the High Risk Area over the past seven days. This unclassified data is compiled & provided by the NATO Shipping Centre (NSC) and delivered by ESPADA Marine Services (USA).

**Classification: NON SENSITIVE INFORMATION RELEASABLE TO THE PUBLIC**

During the reporting period of 24 May to 30 May 2012 the number of piracy incidents in the High Risk Area (HRA) has remained low, with only one pirate approach reported.

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>

Due to the arrival of the South-West monsoon between May and September, sea conditions in the High Risk Area are expected to become generally unfavourable for small boats.

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## Counter Piracy Guidance Update

Successful disruptions by naval forces over the past few months, in conjunction with masters' adherence and implementation of BMP4, have significantly reduced the pirates' ability to capture vessels. Somali pirates have shown the ability to act far off the coast of Somalia and in darkness. Somali pirates in search of vessels of opportunity, such as those who are not readily employing BMP4 recommended Ship Protection measures. Both dhows and whalers are being used as motherships, in the northern SB and AS the preferred motherships are local dhows, whereas in the southern SB, 8-metre whalers are preferred.

Details of all alerts can be found on NSC Alert details webpage:

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

Early registration with MSCHOA before entering the HRA and regular reporting to UKMTO are highly recommended, as per Section 5 of BMP4. Prudent and timely implementation of all recommended actions and ship hardening measures in BMP4 can make the important difference of being approached, attacked, or pirated. NSC would like to remind masters that BMP4 highly recommends maintaining maximum vessel speed when transiting the High Risk Area (HRA) to prevent pirate boardings.



Somali pirates operating in this area are looking to pirate merchant ships, yet past activity has shown that pirates will attack both large and small yachts passing their way. Larger yachts with more people onboard or a group of yachts could be seen as a valuable and easy target for the pirates. For more information, please read the Let your Yacht take the ferry document located in the "New on the Web Page" section on the NSC website main page.

Masters are reminded that a large number of fishing vessels operate in the Southern Red Sea (SRS), Bab al-Mandeb (BAM) and up to 50 nm off the west coast of India. Fishing vessels may approach a merchant ship in order to maximise fishing opportunities or to safeguard fishing nets. Fishing off India is generally carried out by mechanized boats and single hull boats with outboard motor carrying 4-5 crew using long lines. Masters are requested to ensure they distinguish between fishing vessels and potential pirates when able; fishermen may carry small arms.

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](mailto:ukmto@eim.ae)), the NATO Shipping Centre ([info@shipping.nato.int](mailto:info@shipping.nato.int)) and MSCHOA ([postmaster@mschoa.org](mailto:postmaster@mschoa.org)).



To contact or to read more information please contact:  
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### ABOUT NSC

The NATO Shipping Centre (NSC) is the link between NATO naval forces and the merchant shipping community. Permanently manned by NATO, the NSC is the primary point of contact for the exchange of merchant shipping information between NATO's military authorities and the international shipping community.

The NSC also is the primary advisor to merchant shipping regarding potential risks and possible interference with maritime operations. In addition to our current counter-piracy mission, the NSC supports NATO, national and multinational Naval Cooperation and Guidance for Shipping (NCAGS) operations and exercises. The NSC is part of the Allied Maritime Command Headquarters Northwood in the UK.



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### 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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