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- Worlds leading **independent** security broker founded in 2013
- Fully independent and integrated service working **directly for the shipping industry**
- **Compliance and monitoring** of exclusive **Approved Providers** pool
- **Free Price comparison** for all HRA and West Africa Transits
- The ASKET model **re-invests back** into supporting the **Shipping** industry providing free services, support & open source material for all



PIRATE ATTACK!

The Lessons Learned from a Pirate Attack in the Indian Ocean



Pirate Ship and Whale Destroyed
(Picture: AB-3 Japan Turkey, Commonwealth of Australia)



Pirate Attack!

Attack in the HRA – Lessons Learned



Introduction

A pirate attack is:

- Quick and deliberate,
- Pirates are determined and unpredictable

Even a well trained bridge team and a well drilled security team may make mistakes in the heat of the moment:

But:

- Embarked security team may not be effective as a unit
- Crew and PMSC not trained together and react in different ways
- Difficult communications between bridge, crew and PMSC
- MASTERS not fully aware of the dynamic response of the PMSC
- Mistakes can be made in the heat of the moment
- May put lives at risk

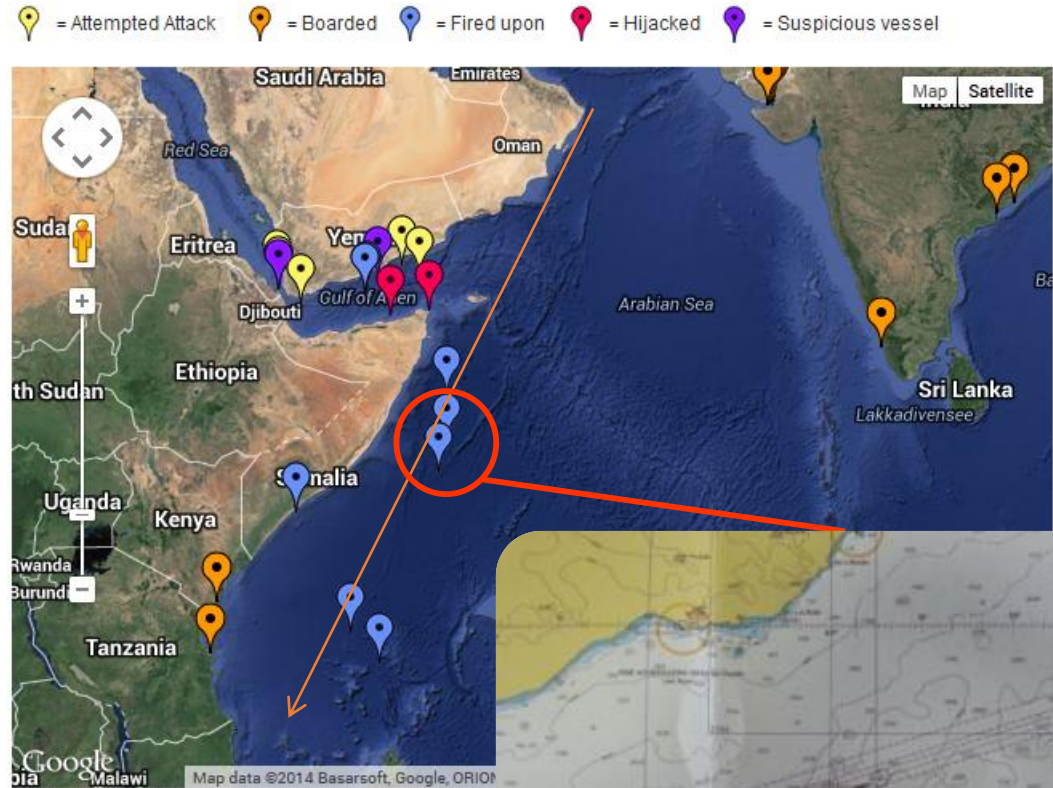


Drills can be effective even without an embarked PMSC so crew can be trained to react and PMSC can adapt to drills.



The Transit

- The Team
- BMP4 Measures
- Passage Plan
- Briefing and Crew Training
- The Attack!



BMP 4 Measures

- Full BMP4 inspection conducted with the Chief Officer
- Some improvements made to the Razor Wire
- Hoses and monitors set up to reinforce the gaps in the razor wire
- RPG Fencing



Crew Training and Preparation

- Bridge and crew briefed
- Watch-keepers briefed
- Bridge team rehearsed
- Crew rehearsed



First Contact

Example of Skiffs at approx 2- 3 nm

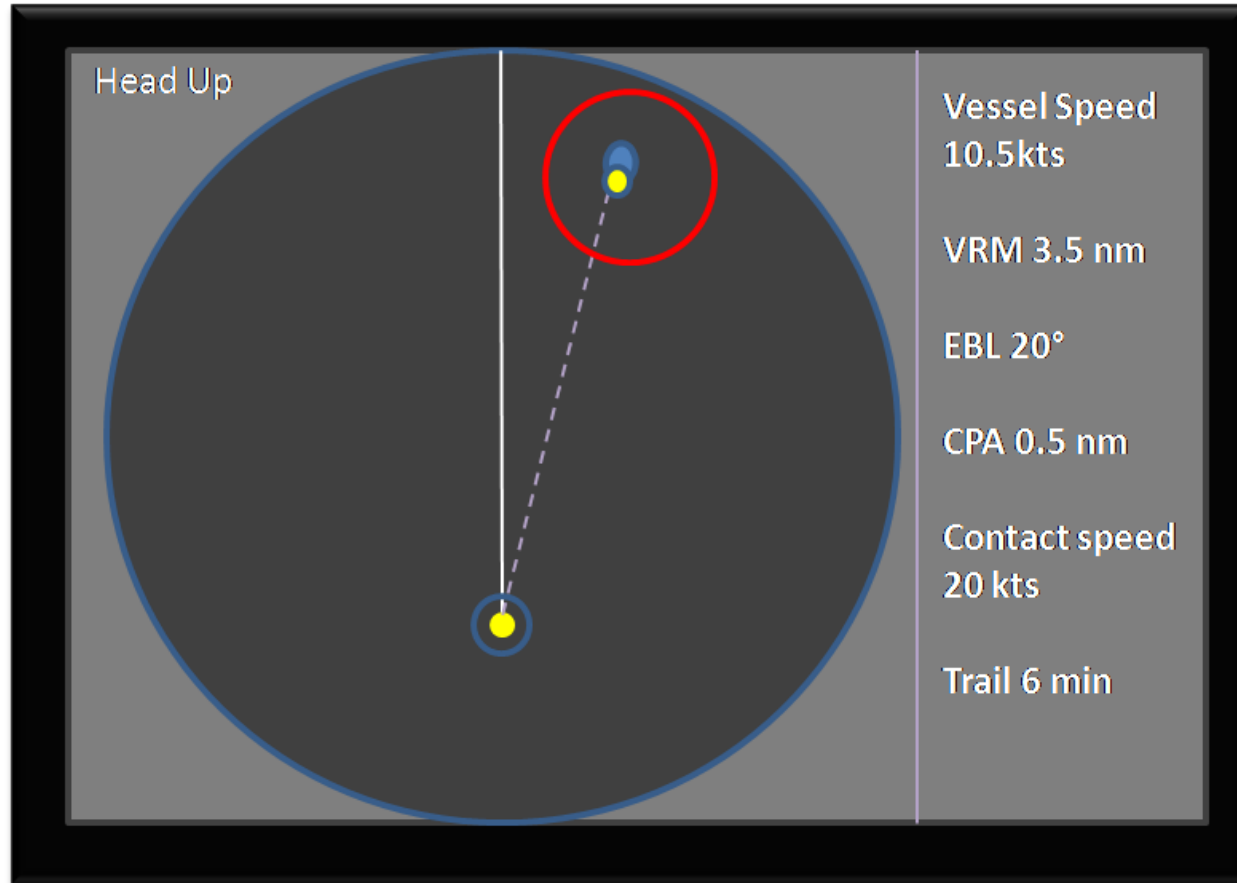


- Single skiff visually sighted at 3 - 4 nm by the bridge team



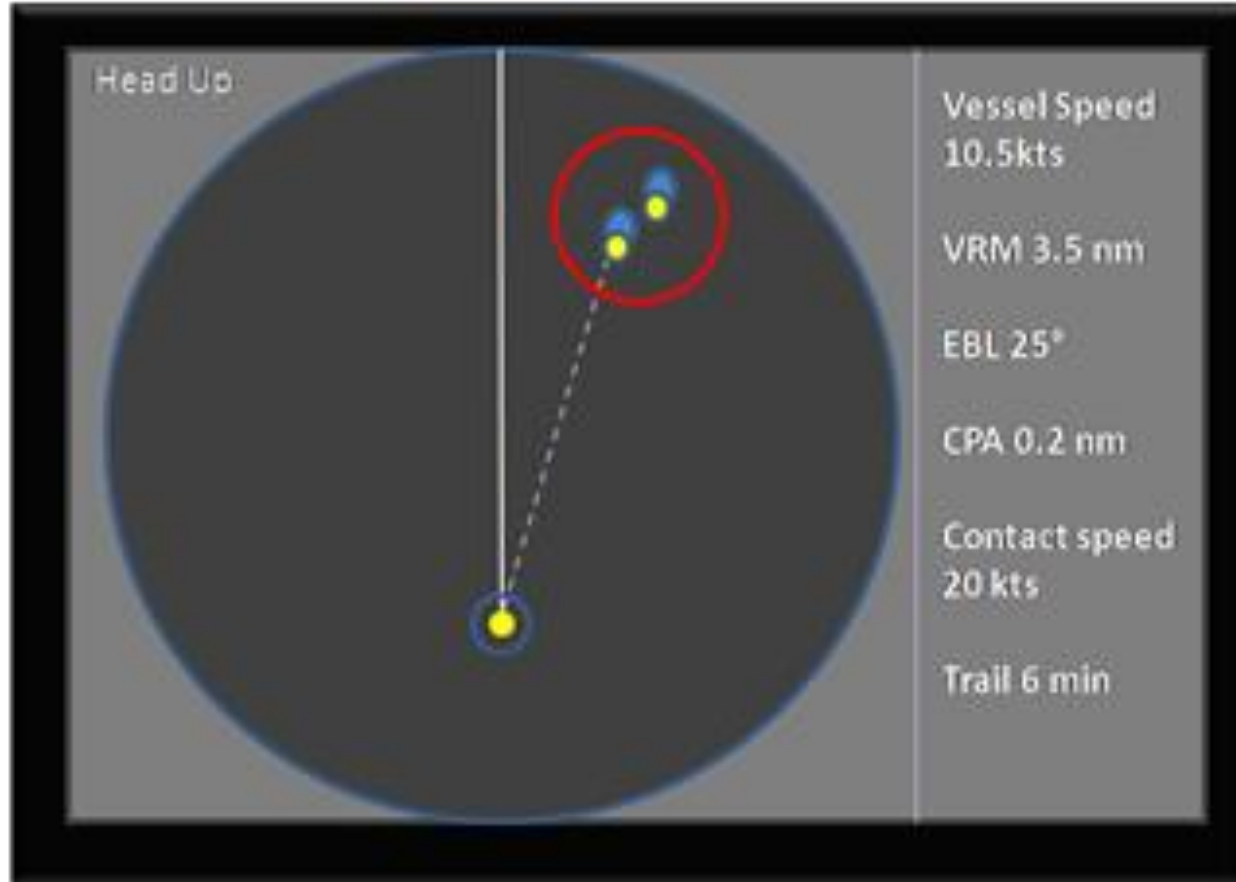
A Threat?

- Confirmed on Radar but not consistently painting due to sea clutter – (Sea State 2 – 3); white horses
- Was it a threat?
- Closing speed 30kts – 7 minutes!



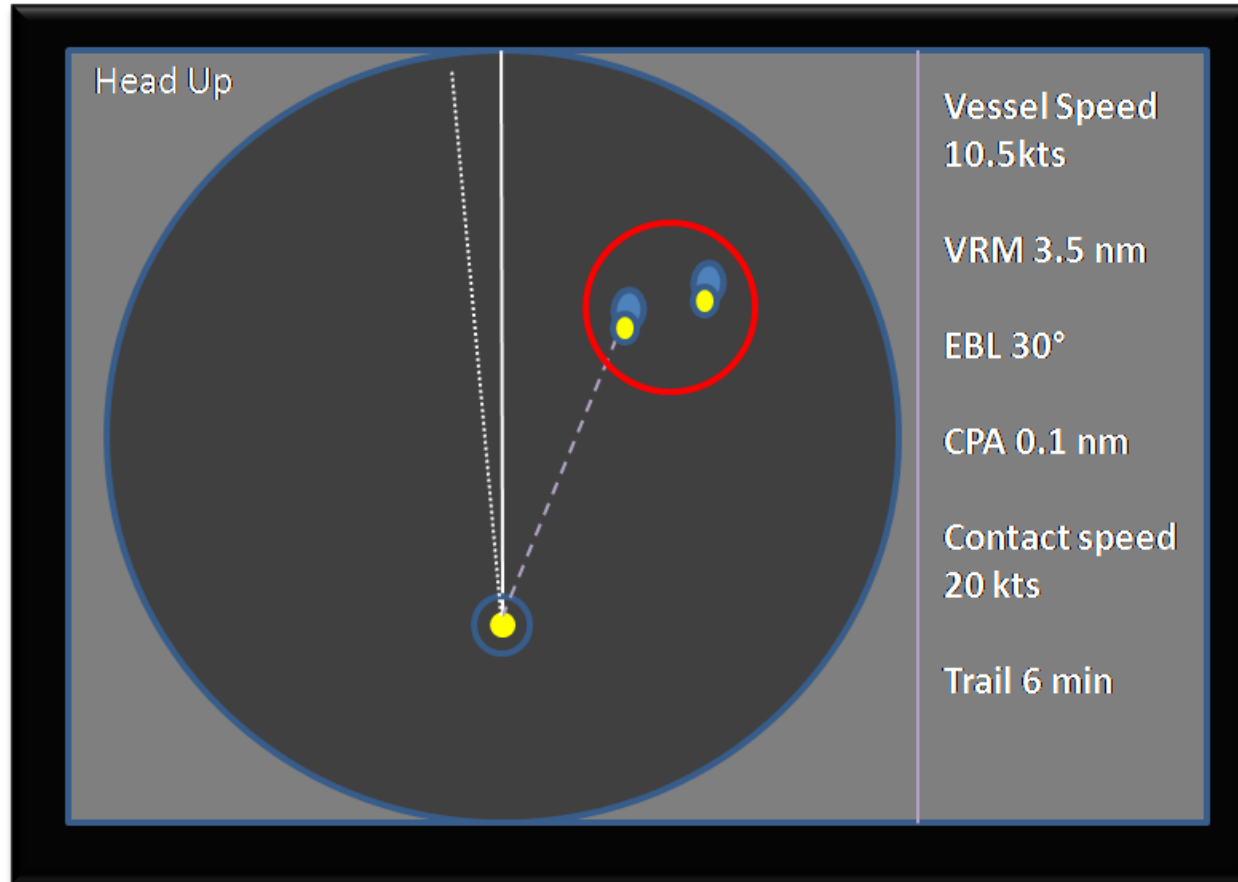
Vessel Alerted

- Crew alerted
- MST mustered on bridge
- 2 white flares fired towards the skiffs
- Master and TL face to face
- Vessel engines increased to full



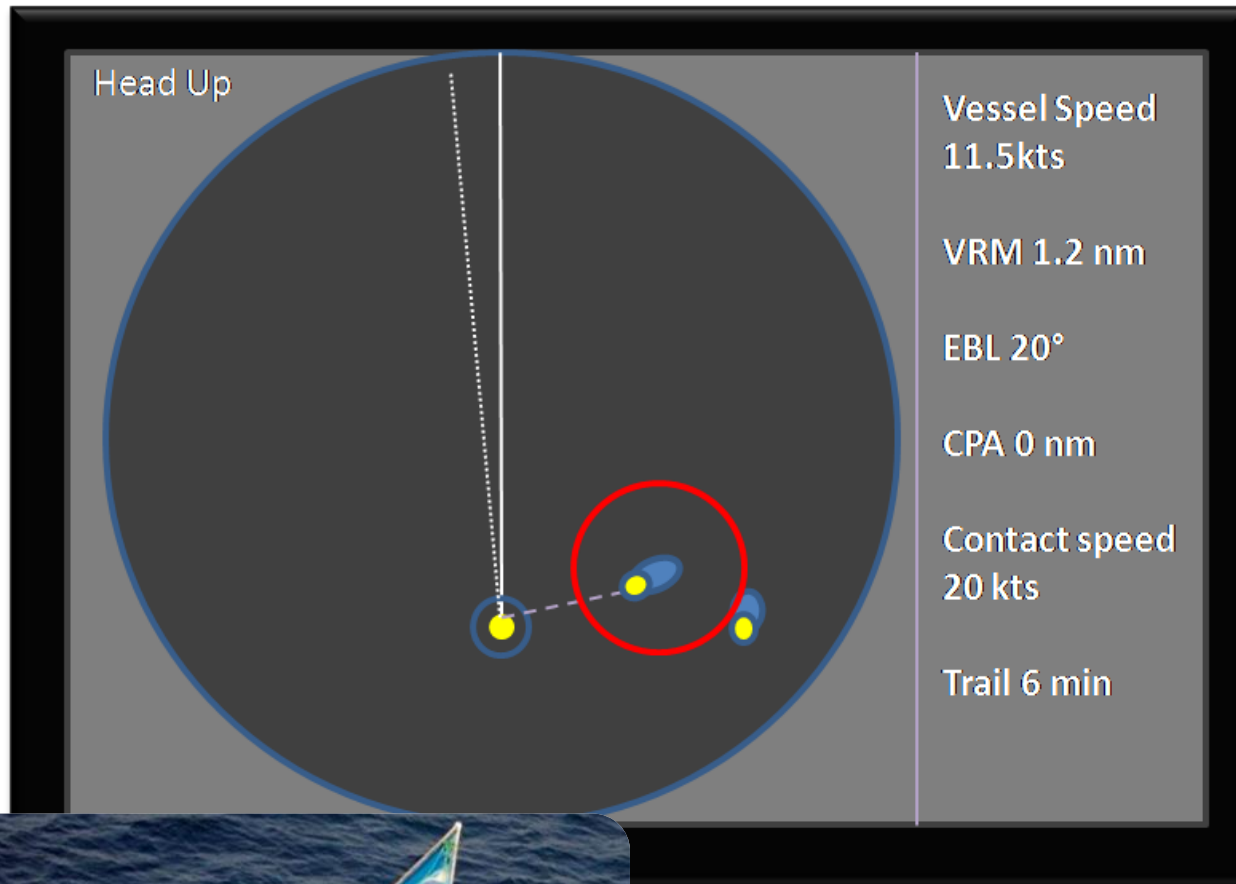
Suspicious Approach

- MST load weapons
- Crew on deck called on VHF to muster in the accommodation
- Accommodation locked down from external access
- Vessel increases speed and begins turn to port and into wind
- Crew confirmed mustered below



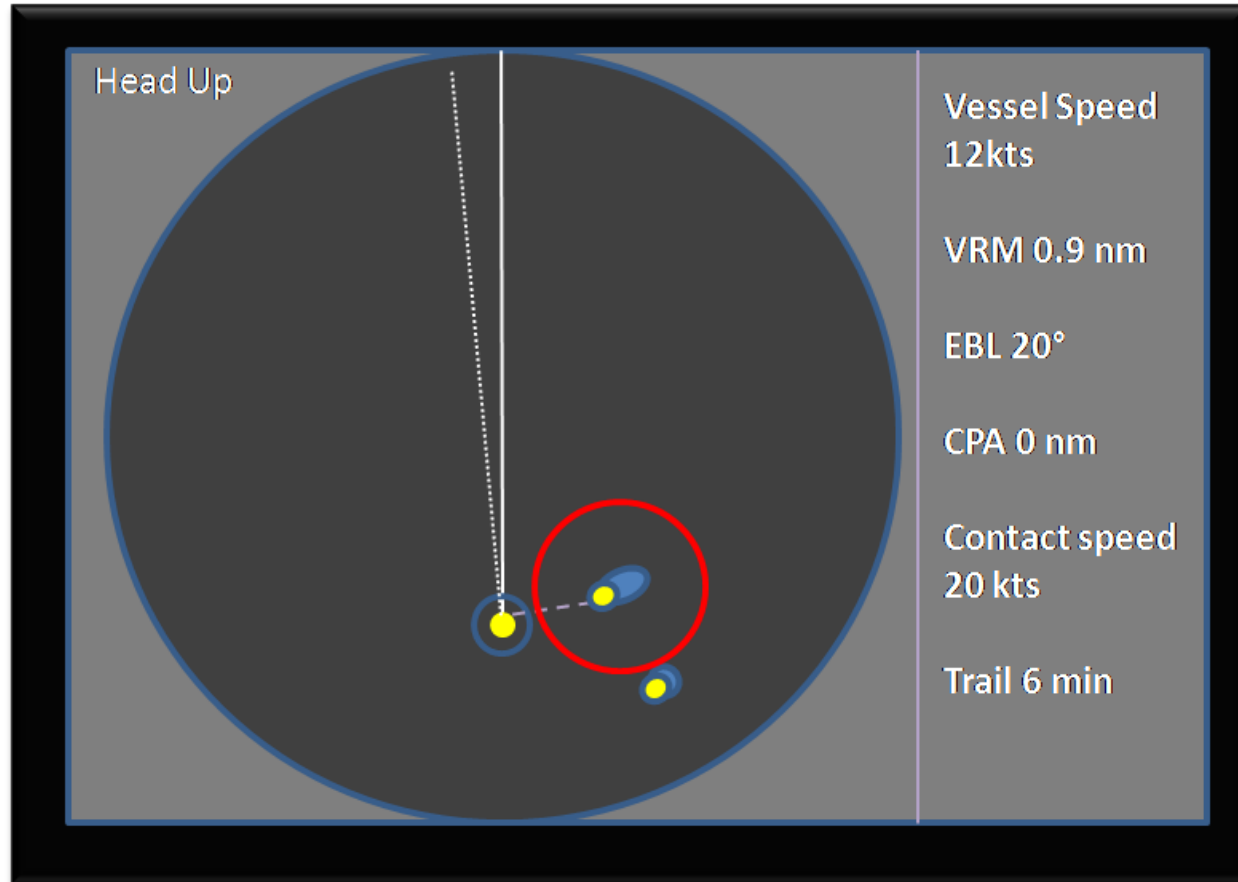
Aggressive Approach

- UKMTO called via satellite phone
- SSAS activated
- MST show weapons from the bridge wing
- Bridge attempts to hail skiffs on VHF 16 but no response
- 5 blasts sounded on the ships horn
- Vessel continues turn to port



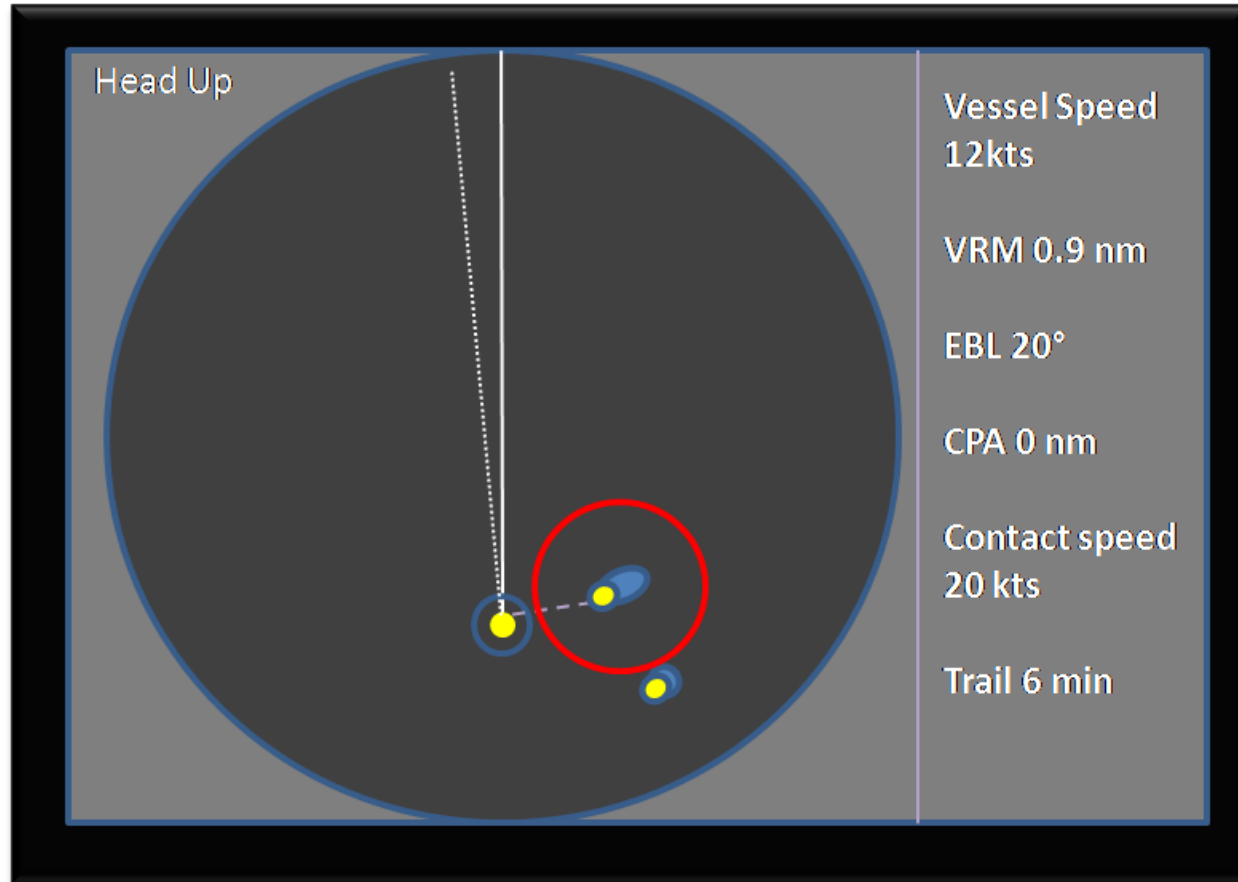
The Attack - First Warning Shot

- First warning shot fired at around 700m
- Clear Splash seen 20m ahead on skiffs Port Bow
- Skiff moving at 20kts making approx. 100m / 100yds every 10 seconds



Second Shot

- Second warning shot fired at 450m
- Clearly seen by pirates who looked at splash
- Skiff continued to approach at speed
- Deputy team leader took up a prone position to the back of the bridge



A Brief Lull

- Attacking skiff turns and stopped 250m from vessel
- 6 Pirates on board
- MST told to hold fire and watch

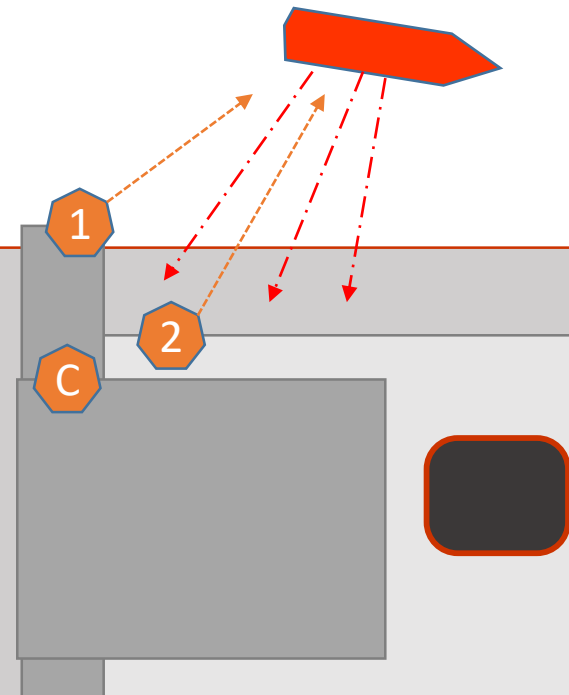


Pirates Open Fire

- After a few seconds 3 of the Pirates open fire
- Repositioning of team as the situation changes
- Assessment of the risk to the vessel and team
- Control of disabling fire and winning the fire fight

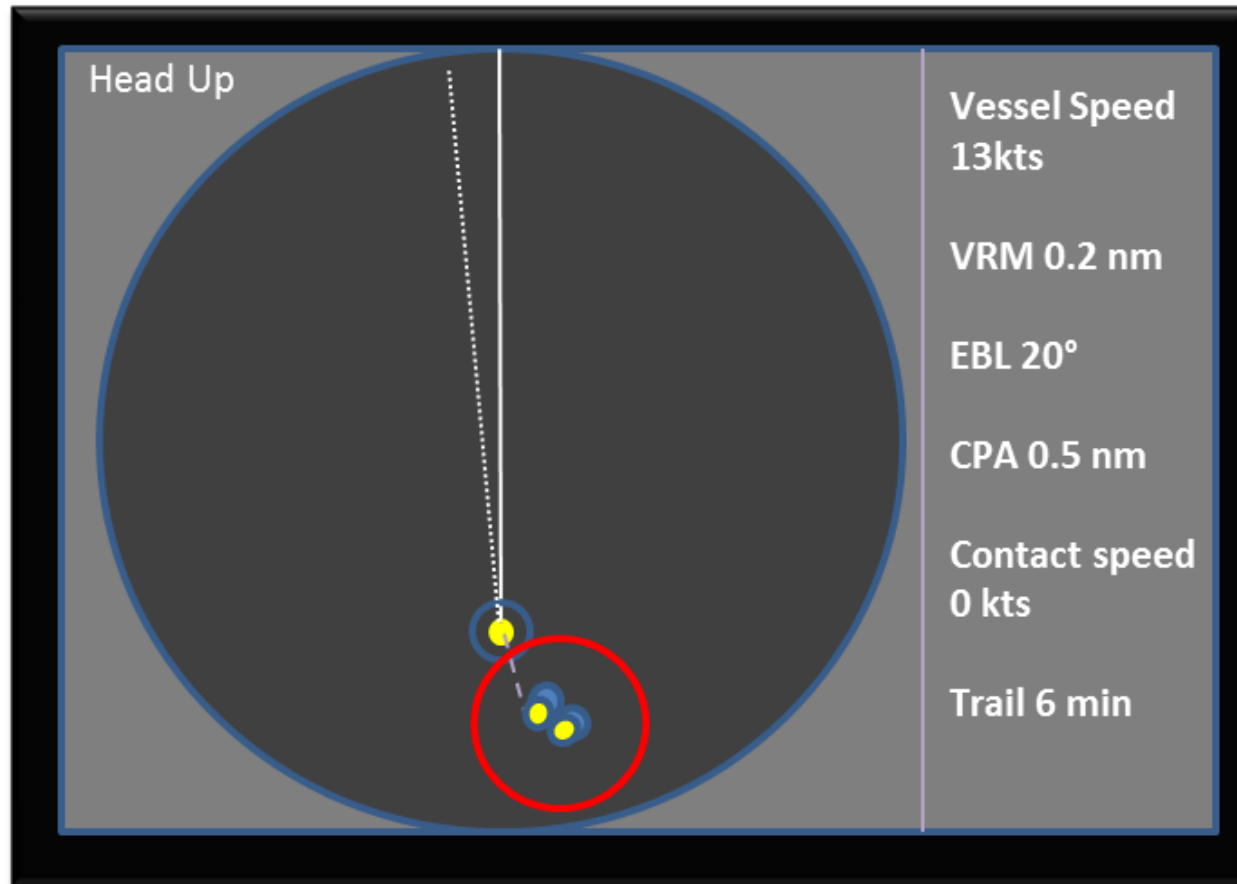


Example of Somali Pirates with AK 47s



After Action

- Whaler seen coming to aid of skiff
- UKMTO updated by phone
- After action report submitted
- Vessel Speed increases to 14.9kts
- Vessel re routed to the East



Naval Response

- Photos received from Warship(CTF 151)



Apprehension and Arrest



- 2 Skiffs apprehended, empty cartridges, climbing equipment and other pirate paraphernalia found
- 12 Pirates arrested & 2 Skiffs destroyed

"The incident with 'this VLCC' last Friday is a classic example of where vigilance and a professional response paid dividends in preventing what could have been the first real pirate success of 2013." *Ian Millen*

"This is an excellent result. My multinational counter piracy forces swiftly located and dealt with this Somali pirate group." *Commodore Blunden, commander of CTF 151*



Lessons Learnt

- Routing through JWC/ HRA/ Risk area's
- Risk Voyage Assessment (Selection of Risk Mitigation/ PMSC's)
 - Not all MSO's equal
- Know your vessel, how would you get on board?
- Crew Training and Rehearsals
 - Taken seriously at all levels
 - Rehearse again if not achieved
 - Reporting procedures to CSO
- Command and Control
 - Communications
 - Dislocation
- Timely communications with UKMTO
- Bridge Cards (communications / response)



Summary

The threat against seafarers will remain whether at anchor, in harbour or transiting through a high risk area, it is only through being proactive that we can mitigate as much as possible the risks to the crews and vessels.

- Good procedures
- Training & Rehearsals
- Bridge Cards
- Communications internally
- Communications externally

ASKET Ltd - Anti Piracy Bridge Card - V1.5

Suspicious Vessel by Report or Attack	Suspicious Vessel by Visual / Radar	Suspicious Approach	Aggressive Approach	Aggressive Attempt	Boarding
100m every 10 secs @ 20kts	3nm - 2nm (Approx)	2nm - 800m (Approx)	800 - 250m (Approx)	>250m (Approx)	Attack Craft Alongside
Ships Officers and Crew Evaluate/Communicate	Master Informed Monitor Hail on VHF Charge Hoses Course Alteration Invoke Ruf Approve access to weapons	Hail on VHF General Alarm Secure Message Ships Horn Crew to Muster Area / Citadel Report to Bridge	Secure / Mayday Counter manoeuvring SSAS Ships Horn Crew to Citadel / Locked Down Report to Bridge	Counter manoeuvring Maintain VHF / Sat Phone Comms Ships Horn Crew Locked Down Kept informed	Bridge Team to Citadel
Maritime Security Team	Team Leader Informed Hail Monitor Invoke Ruf Fire warning/Flares Muster MDT Weapons and Ammunition	Plan and Communicate with MDT Monitor and assess situation Inform MDT/D Order loading of weapons Fire warning/Flares Load all weapons Identify targets	Identify targets Order weapons ready Show weapons Fire aimed warning shots Probes aim or fire weapons / personnel inside the sight of self defence Aimed shots - only if many as necessary	Identify and relay targets Aimed shots to disable engine or hull if safe to do so Probes aim or fire weapons / personnel inside the sight of self defence Aimed shots - only if many as necessary	Command MDT On boarding MDT locked down with Crew Using necessary force

This bridge card is a reference only and should be used in conjunction with IAMS, SSP and PMCS SOPs

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1.5 Security Zones

100m (Red) - 200m (Orange) - 300m (Yellow) - 800m (Green) - 1500m (Blue)

Boarding Attack Craft Alongside

Master Informed
Monitor
Hail on VHF
General Alarm
Secure Message
Ships Horn
Invoke Ruf
Approve access to weapons

Hail on VHF
General Alarm
Secure Message
Ships Horn
Crew to Muster Area / Citadel
Report to Bridge

Secure / Mayday
Counter manoeuvring
SSAS
Ships Horn
Crew to Citadel / Locked Down
Kept informed

Counter manoeuvring
Maintain VHF / Sat Phone Comms
Ships Horn
Crew Locked Down
Kept informed

Bridge Team to Citadel

ASKET Ltd - Anti Piracy Bridge Card - V1.5

ASKET Check List 01
Anti Piracy Bridge Card Check List
Suspicious Vessel by Visual / Radar (3nm - 2nm)
/ Master Informed
/ Hail on VHF
/ Charge Hoses
/ Course Alteration
/ Warn Crew
/ Invoke Ruf
/ Approve access to Weapons
/ Flares

ASKET Check List 02
Slow Away Check List & Actions
The Discovery of a Slowaway(V1-1)
General
/ Risk assessment conducted of likelihood of Slow Away
/ Access to the ship by Gangway or / Shore side security engaged if Req

ASKET Check List 03
Gangway
/ 24/7 Gangway watch established
/ Tally system for all embarkation/disembarkations
/ Plus system for visitors
/ Escort procedure for visitors

Whaler and Skiff - look out for covered cargo on deck, extra fuel barrels, judders or poles, a crew of 3 or more

Fast Skiff - look out for covered cargo on deck, extra fuel barrels, judders or poles, a crew of 2 or more

Emergency



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