

UKMTO

Weekly Report

5 - 11 Aug 17

IN THIS ISSUE

Command Overview

1. This week UKMTO issued one Advisory, see page 3 for full details.
2. It was reported to UKMTO on 10 Aug 17 that 7 skiffs approached a vessel to the north of the Bab El Mandeb (BeM) straits with 2 skiffs closing to 1 cable before withdrawing. Ref ADVISORY NOTICE 001/AUG/2017. Vessel and crew reported safe.
3. UKMTO released a Notice on behalf of the Department for Transport which details guidance to the shipping community for the BeM and associated waters, highlighting the risks in the area. See page 4 for full details.
4. The Combined Maritime Force conducted manoeuvres in the western region of the Gulf of Aden and will continue to patrol the area around the BeM. Article (a) refers.
5. Pirate attacks are down over the first six months of this year compared to the same period last year. Article (b) refers.
6. There have been a lot of reports observed recently about human migration in the Gulf of Aden to which article (d) refers, mariners are requested to continue reporting anything unusual or suspicious to UKMTO.
7. Potential way ahead for ships and navigation for the future? Article (c) refers.
8. Open Source Media Articles of interest. UKMTO is not responsible for the accuracy of this reporting:
 - a. 10 Aug 17 – Warships Operating in Support of CTF150 Continue Presence Patrols in the Western Gulf of Aden - <http://bit.ly/2uPuoAD>
 - b. 10 Aug 17 - Reality check: pirate incidents on ships declining, but still at least 87 this year - <http://bit.ly/2vZb1te>
 - c. 11 Aug 17 - At least 56 dead as smugglers throw 300 African migrants into Yemen sea - <http://bit.ly/2vr9cV6>
 - d. 10 Aug 2017 - Rolls-Royce has a low-tech solution to pirate attacks on high-tech boats - <http://bit.ly/2usuQoW>



ATTACKED, BOARDED OR HI-JACKED

- (1) **Attacked**
No incidents to report.
- (2) **Boarded**
No incidents to report.
- (3) **Hijacked**
No confirmed incidents

Vessels & persons under pirate control

Details of Vessel	No. Vessels held	No. Souls held	Date Taken
Merchant Vessels	0		
Dhows/Fishing Vessels	0	0	0
Dhow		8	26/03/15
Total	0	8	

FUTURE EVENTS

Date	Event	Location
21-22 Nov 17	SHADE	Bahrain
30 Nov 17	MIEVOM	Dubai

LIAISON AND VISITS

No visits to report this week.

Should anyone wish to visit our office in Dubai please contact Lt Cdr Beaton E-mail: dubai-oic@ukmto.org

ALTERNATIVE SOURCES OF INFORMATION

[NATO Maritime Command \(MARCOM\)](#)
[MSCHOA](#)
[Combined Maritime Forces \(CMF\)](#)
[Middle East Navigation Aids Service \(MENAS\)](#)
[United Kingdom Hydrographic Office](#)
[IMB Live Piracy Reports](#)
www.marad.dot.gov/MSCI
www.ukmto.org

SHIPS BRIEFED

Date	Location	Vessel
07/08/2017	JEBEL ALI	NORD SWIFT
08/08/2017	JEBEL ALI	KOTA KAYA
08/08/2017	JEBEL ALI	TRUGEN
08/08/2017	JEBEL ALI	OOCL BANGKOK
08/08/2017	JEBEL ALI	BBC VERMONT
09/08/2017	JEBEL ALI	COSCO EUROPE
09/08/2017	JEBEL ALI	INDUSTRIAL MORE
09/08/2017	JEBEL ALI	APL DUBLIN
09/08/2017	JEBEL ALI	VEGA LEA
10/08/2017	JEBEL ALI	ETE N
11/08/2017	JEBEL ALI	MAERSK SEMBAWANG
11/08/2017	JEBEL ALI	AMSTERDAM
11/08/2017	JEBEL ALI	MSC VANDYA
11/08/2017	JEBEL ALI	CMA CGM MUSCA

WARNINGS

No warnings issued this week.

ADVISORIES

001/AUG/2017

Category: Sighting.

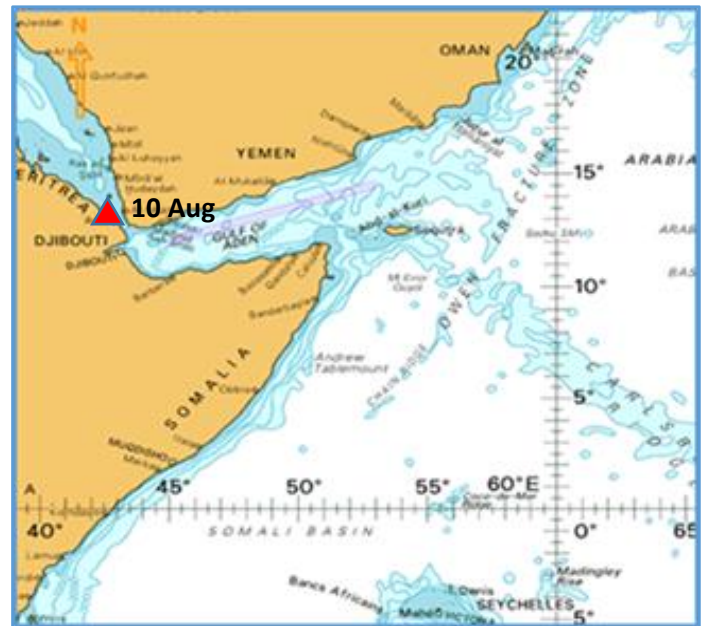
Description: On the 10th August 17 at 15:50Z, a Merchant Vessel sighted 7 skiffs in the vicinity of 131238N 0425825E (Bab-el-Mandeb). 2 skiffs closed to 1 cable then withdrew. Vessel and crew reported safe.

Mariners are reminded to exercise caution whilst transiting this area.

NOTES

Any queries regarding these Advisory Notices ring:
0044 2392 222060 only, for further information.

THESE ADVISORIES are **not** Classified as a Maritime Security Events and have **not** been verified by UKMTO. This information is provided to Inform maritime situational awareness for mariners operating in the region. UKMTO is not responsible for the accuracy of this reporting.



NOTICE

RELEASED ON BEHALF OF UK GOVERNMENT's DfT

UKMTO NOTICE 001/AUG/2017

1. **Category: Notice**
2. **Description: Guidance on transits through the Bab el Mandeb and associated waters.**

The following information from the UK government relates to transits through the Bab El Mandeb (BeM) and associated waters. It replaces previous guidance UKMTO Notice 001 July 2017 (which refers to CMF advice dated 16 July 2017) and UKMTO Notice 002 July 2017.

Recent attacks against merchant shipping in the Gulf of Aden and Bab El Mandeb have highlighted the risks associated with transiting these waters. Daylight attacks by small boats were conducted against two tankers in the southern approaches to the BeM. The method of these attacks has seen two or more skiffs approaching at high speed. In each case, one or more have fired small arms and Rocket Propelled Grenades and carried explosives. In both attacks, the skiffs carrying explosives detonated at a distance from the target vessel, but the presumed intent was to detonate the explosives against the hull. The assessment of the attacks against merchant vessels in the southern approaches to the BeM indicates that due to the low levels of sophistication, the exposure to the threat is greater in daylight hours. However, an attack during the hours of darkness cannot be excluded.

The risk of the conflict in Yemen spilling into the maritime domain also continues to exist in the area to the North of the BeM and around the Hanish Islands. Even though we do not expect merchant vessels to be targeted by the forces fighting in Yemen, the threat of collateral damage to commercial shipping is present and should not be ignored. This threat is assessed as greater in the hours of darkness (when attackers may be more likely to misidentify their targets) to the North of the Traffic Separation Scheme to the West of the Hanish Islands.

Therefore, operating in these waters requires thorough planning and the use of all available information. The maritime threat environment is dynamic; the risks will not remain constant for subsequent visits. It is essential therefore, that Masters, Ship Security Officers and Company Security Officers carry out detailed Risk Assessments for each voyage to the region and for each activity within the region.

All vessels transiting the Gulf of Aden and Bab El Mandeb should follow the guidance of BMP4 to the maximum extent possible and consider the use of embarked armed security. Recent attacks in 2017 serve to emphasise the importance of robustly following this guidance.

This information is aimed to help inform effective mitigating actions and has been developed through cooperation between Combined Maritime Forces (CMF) and UKMTO. The use of BMP4, armed security, shifting transit times, or any other defensive measures remain the sole decision of the vessel operator based on its own dedicated risk assessment and the requirements of the flag state.

3. **Cancel UKMTO Notice 001/JUL/2017 & UKMTO Notice 002/JUL/2017**
4. **Any queries regarding this UKMTO Notice ring 0044 2392 222060 only for further information.**

OFFICIAL

THE THREAT IN THE BAB EL MANDEB

ATTACKS IN THE BAB EL MANDEB

- 1 Attack on a Saudi-led coalition warship
- 2 Foiled attack on oil terminal
- 3 Mines recovered by the coalition

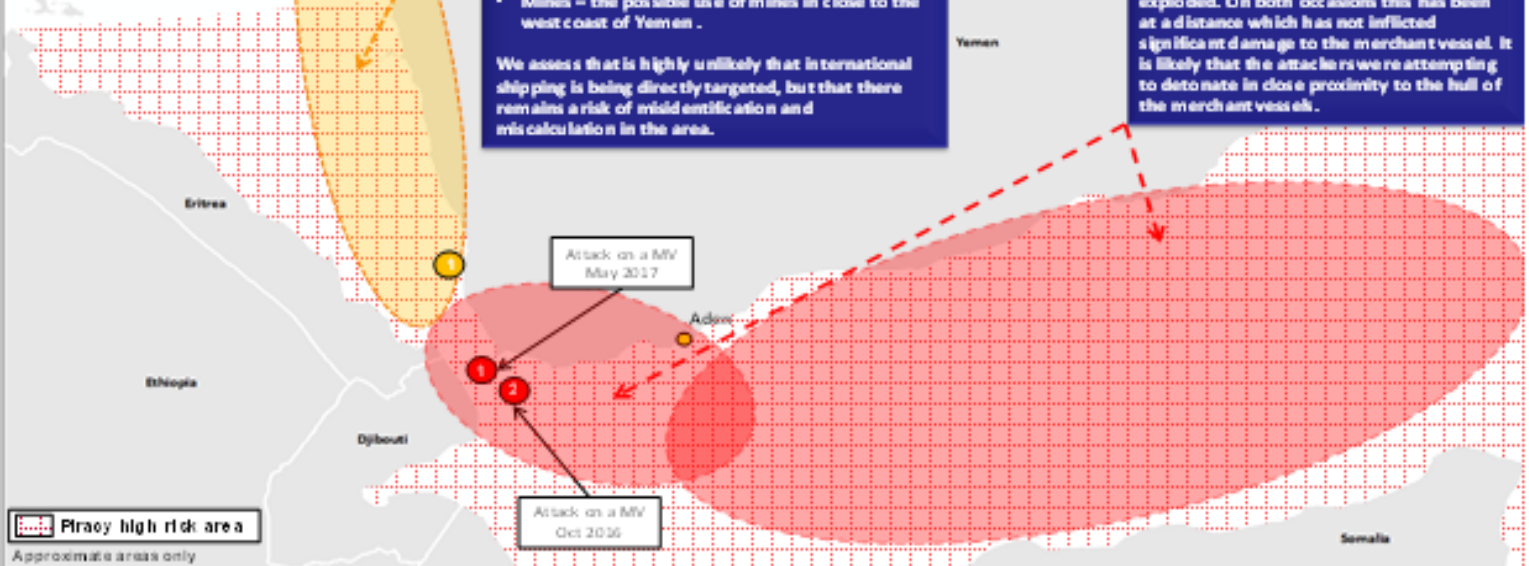
Within this approximate area, there is a risk to merchant vessels from misidentification and miscalculation from the ongoing conflict in Yemen.

In recent months attacks by Houthi rebels against Saudi-led coalition warships have included:

- Anti-ship cruise missiles
- Explosive boats
- Mines – the possible use of mines in close to the west coast of Yemen.

We assess that it is highly unlikely that international shipping is being directly targeted, but that there remains a risk of misidentification and miscalculation in the area.

Two non-piracy related attacks over the last 11 months led us to assess there is an increased threat to vessels transiting the Bab al Mandeb and Gulf of Aden. The threat is from skiffs, which have followed vessels, before attacking with small arms fire and rocket propelled grenades. Subsequent to this, one of the attacking skiffs has exploded. On both occasions this has been at a distance which has not inflicted significant damage to the merchant vessel. It is likely that the attackers were attempting to detonate in close proximity to the hull of the merchant vessel.



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