

UKMTO

Weekly Report

21- 27 Apr 2018

IN THIS ISSUE

Command Overview

1. UKMTO have issued no Warnings or Advisories this week.
2. EUNAVFOR and CMF have released the Industry Releasable Threat Bulletin 007 which details the incident that occurred on 31 Mar 2018, see pages 4 – 6. Please note that further distribution requires authority, all queries to be directed to EUNAVFOR
3. On 11 and 17 Apr the French Frigate La Fayette, whilst supporting CTF150, has successfully interdicted 2 dhows smuggling narcotics. Since Dec 2017 the multi-national task force has confiscated over 30 tonnes of hashish and 2.5 tonnes of heroin. More details in articles (a) and (b).
4. US Naval Cooperation and Guidance for Shipping completed their annual exercise which aims to preserve free flow of commerce through cooperation and partnership between the military and commercial communities. See article (c).
5. The RMS St. Helena, Britain's last working postal ship, is to get a new lease of life as a floating armoury in the Gulf of Oman. Full details in articles (d) and (e).
6. The Anti-Piracy Operation Copper in the Mozambique Channel has been extended by a further year. For more information refer to article (f).
7. The next Maritime Information Exchange Vessel Operators' Meeting (MIEVOM) will be held on Sunday 22 April 2018.
8. Open Source Media Articles of interest. UKMTO is not responsible for the accuracy of this reporting:
 - a. 17 Apr – Marine Nationale Ship La Fayette In Support Of CTF150 Seizes Over 400 Kilograms Of Heroin - <https://bit.ly/2JXc5IB>
 - b. 19 Apr - Marine Nationale Ship La Fayette In Support Of CTF150 Second Seizure In Under A Week - <https://bit.ly/2JeRWGJ>
 - c. 11 Apr – Lucky Mariner 18 Concludes - <https://bit.ly/2JXhhWN>
 - d. 17 Apr – St. Helena's Cherished Lifeline Ship To return As Anti-piracy Armoury – <https://read.bi/2K4tvqq>
 - e. 17 Apr – Aberdeen Built Island Lifeline steers A New Course Against Pirates – <https://bit.ly/2J9Nklh>
 - f. 20 Apr- Ramaphosa Approves Op Copper Extension - <https://bit.ly/2HggUF3>



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ATTACKED, BOARDED OR HI-JACKED	
(1) Attacked	No incidents to report.
(2) Boarded	No incidents to report.
(3) Hijacked	No incidents to report.

VESSELS & PERSONS UNDER PIRATE CONTROL			
Details of Vessel	No. Vessels held	No. Souls held	Date Taken
Merchant Vessels	0		
Fishing Vessels	0		
Dhows	0	8	26/03/15
Total	0	8	

FUTURE EVENTS		
Date	Event	Location
22 Apr 18	MIEVOM	Dubai

LIAISON AND VISITS

17/18 Apr – Lt Cdr Beaton (OIC) & Lt Cdr Garth Mathieson (INLO) attended SHADE, Bahrain.

19 Apr – Lt Cdr Beaton (OIC) and Lt Long (2iC) visited Queen Mary 2 alongside Port Rashid.

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

ALTERNATIVE SOURCES OF INFORMATION

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

SHIPS BRIEFED		
Date	Location	Vessel
16/04/2018	JEBEL ALI	SILVER EBURNA
16/04/2018	JEBEL ALI	SEA CHALLENGER
17/04/2018	JEBEL ALI	MSC CAMILLE
17/04/2018	JEBEL ALI	ARIS T
18/04/2018	JEBEL ALI	ASSOSA
18/04/2018	JEBEL ALI	PACIFIC VOYAGER
19/04/2018	JEBEL ALI	KAMOME VICTORIA
19/04/2018	JEBEL ALI	SFL KATE
20/04/2018	ABU DHABI	DACC TIRRENO
20/04/2018	ABU DHABI	M2
20/04/2018	ABU DHABI	NAVIG8 ARAGONITE



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WARNINGS

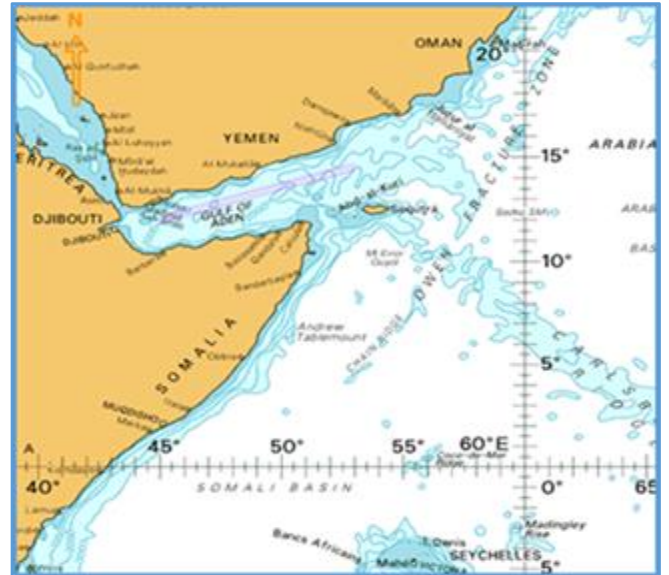
No Warnings issued.

ADVISORIES

No Advisories issued.

NOTES

For further information or queries regarding any UKMTO Warnings, Advisories or Notices ring: 0044 2392 222060. 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.



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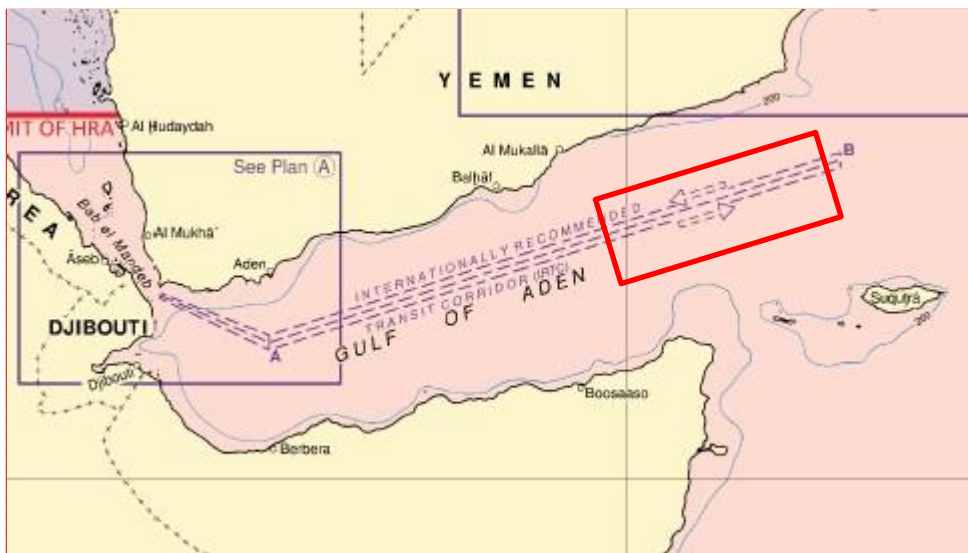
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Industry Releasable Threat Bulletin (IRTB) 007 (to IRTA 2 Mar 18¹)

Issued: 12 Apr 18

For official use only. This Threat Bulletin has been released to the Shipping Industry in confidence. It should not be disseminated further without permission.

1. **Foreword.** This IRTB has been written by European Union Naval Forces (EU NAVFOR) and Combined Maritime Forces (CMF). It is intended to inform risk management decision making for shipping operators responsible for merchant vessels that are transiting through the Red Sea, Gulf of Aden (GoA), Gulf of Oman (GoO) and the Western Indian Ocean.
2. **Purpose.** The purpose of an **Industry Releasable Threat Bulletin (IRTB)** is to provide a specific update to industry on events that may require an interim update to the most recent Industry Releasable Threat Assessment. The information contained in the IRTBs will be incorporated into the IRTA at the next issue.
3. **Incident/identifier.** Likely small arms fire (hand-held machine guns eg: AK-47) against an oil tanker.
4. **Date/time.** 310520Z Mar 18.
5. **Location.** Eastern end of the IRTC (Gulf of Aden) in a well-known fishing area: position 13 58.1N, 051 25.3E.



Approximate location of incident .

¹ The latest Industry Releasable Threat Assessment (IRTA) was issued 1 Mar 18 (with an information cut-off date 15 Feb 18).

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6. **Event Description.** It was reported that, at 310520Z Mar 18, a Liberian flagged crude oil tanker encountered 2 skiffs, each with 2 persons onboard, which stopped at a range of approximately 100 meters on the port quarter and began firing at the tanker aiming at the bridge wing. There was an exchange of fire between the Private Armed Security Team (PAST) embarked in the tanker and the persons on the two skiffs. About 35 mins after the incident started, the skiffs broke contact heading north away from the tanker's position. No casualties were reported.
7. **Outcome.** The skiffs turned away and the tanker declared itself secure.
8. **Follow up.** No further activity with relation to the incident has been reported.
9. **Comment.**
- These incidents serve to highlight the relevance of the threat environment in the Gulf of Aden as described in para 29 of the latest IRTA (released 01 Mar 18).²
 - A follow on assessment will be provided if necessary and included in the next IRTA.
 - The requirement for vigilance when transiting this area, together with the timely reporting of all suspicious incidents, remains crucial. We request that during an incident, **when feasible and without endangering the vessel or her crew**, imagery is taken of the persons and vessels involved and provided to MSCHOA. A detailed description of vessels, objects, and behaviours observed are vital contributors to the analysis and assessment of the threat environment. Reports should endeavour to provide as much factual detail as possible and it is requested that reports avoid speculation.
10. **Assessment.** It is likely that this incident was caused by a strong reaction from local fisherman to perceived infringement of their fishing areas with the possibility that the tanker's transit may have a negative effect upon their catch, and therefore, their livelihood. With only 4 persons in total - embarked in the 2 skiffs - it is unlikely that this incident is related to piracy as this number of persons is too few to launch such an attack³.
11. **Recommendation.** It is recommended that vessels transiting known fishing areas do so with **extreme caution and vigilance** and are prepared to encounter forceful responses from local fisherman which could include the use of small arms; eg: AK-47 machine guns.
12. **Publication and feedback.**
- Prepared by CMF and EU NAVFOR.
 - Distributed by the Maritime Security Centre – Horn of Africa (MSCHOA).
 - All enquiries – in the first instance – should be referred to MSCHOA using:

² Whilst the exact nature of these incidents is not fully corroborated it is clear that certainly in the case of the MV ARABIAN SUN and the Iranian FV (Sameer) an incident took place and that rounds were fired at the vessels. We assess these incidents are highly unlikely linked to piracy and may represent a growing trend of local disputes or action by local coastguards / ad hoc militias. We assess it is highly unlikely that the international shipping community would be deliberately targeted by such groups, however, it may be noted that there is a risk of becoming involved in an incident in the vicinity of Socotra and when transiting close to both the Somali and Yemeni coasts. ³ 2 persons on each skiff would not be able to drive, use weapons and handle ladders and/or grappling lines simultaneously.

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