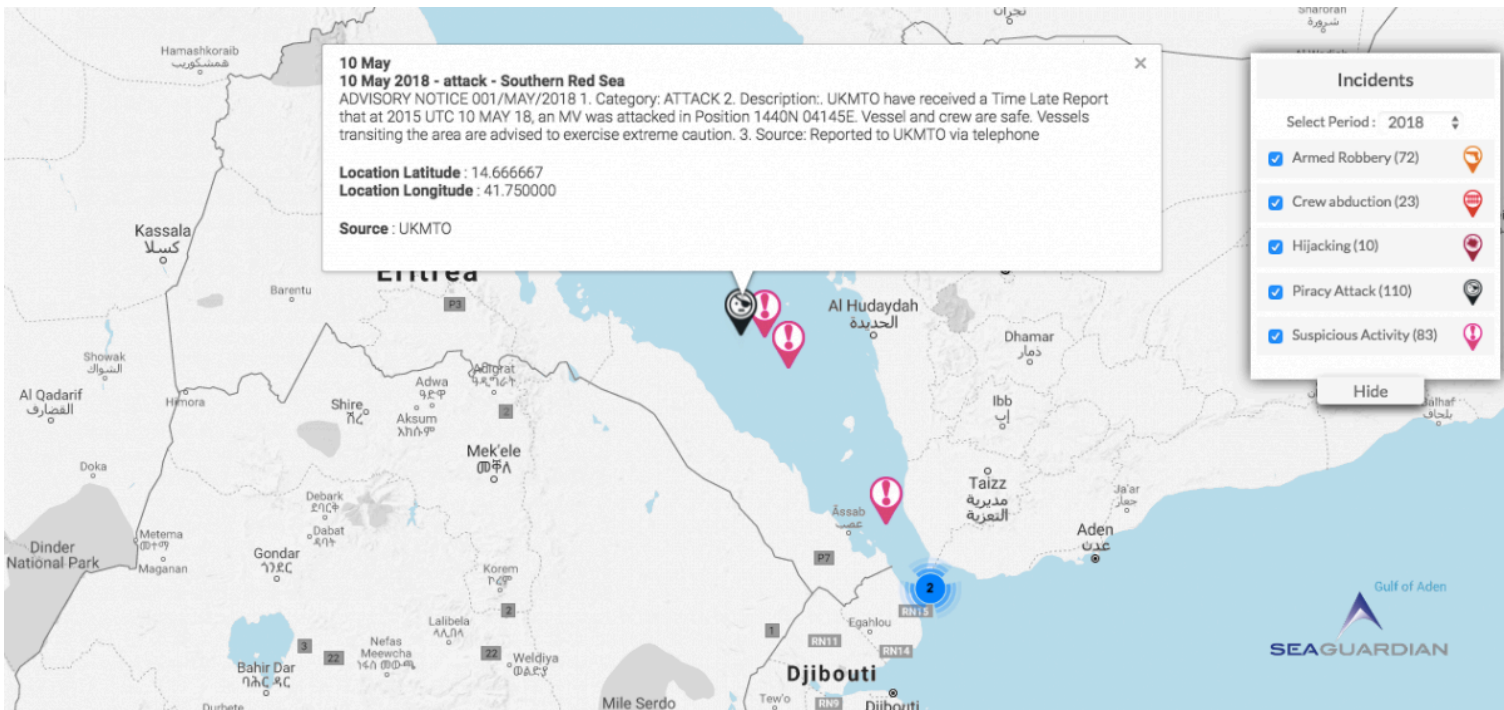


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Weekly Advisory / Situation Report 10 - 24 May 2018

Red Sea - Indian Ocean Incidents



- 1. Category: ATTACK
2. Description: UKMTO have received a Time Late Report that at 2015 UTC 10 MAY 18, an MV was attacked in Position 1440N 04145E. Vessel and crew are safe. Vessels transiting the area are advised to exercise extreme caution.

Interesting information

- [A new approach is needed to combat maritime threats.](#) The number of piracy incidents doubled off the coast of East Africa in 2017 compared to 2016, according the annual State of Piracy report released today by One Earth Future (OEF)'s Oceans Beyond Piracy program.

- [Saudi Coalition: Damaged Bulker was Not Smuggling Explosives.](#) At midnight on May 10, the *Inebolu* suffered an explosion in her Number 3 topside tank, causing localized structural damage and a sizeable hole in her hull. Saudi forces responded to the scene and arranged to bring the vessel to the port of Gizan. No personnel were injured in the blast.

- [Somali Fishermen Struggle to Compete with Foreign Vessels.](#) Foreign

boats in Somali waters have been a problem for years. Some of them operate with no license at all. Others buy permits from Somali authorities, though at times under questionable circumstances.

- [Saudi-led coalition destroys Houthi boats targeting tanker in Red Sea-Al Arabiya](#). United Arab Emirates (UAE) coalition forces destroyed two boats deployed by Yemen's Iran-aligned Houthi movement "which were threatening a commercial oil tanker in the Red Sea", while two other boats escaped

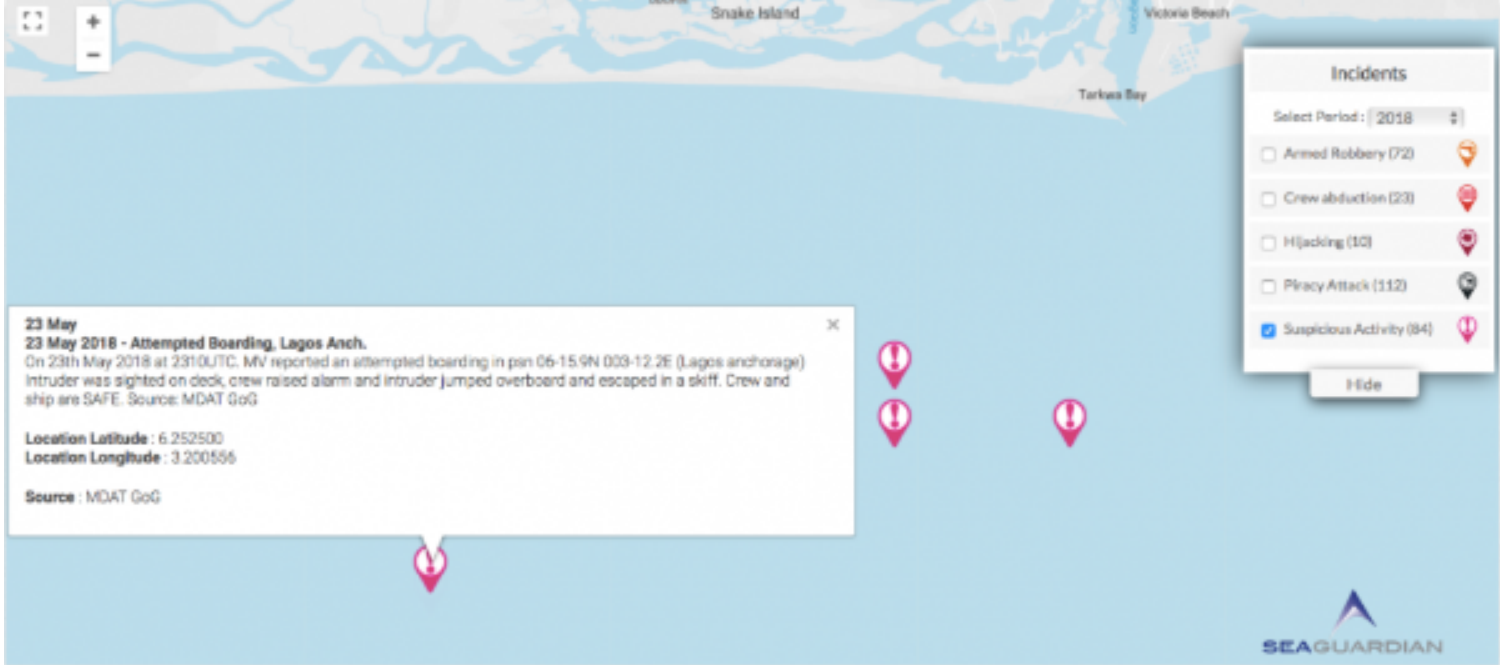
Threat assessment

- In the recent past, Houthi rebels have launched attacks on Saudi-allied vessels in the Red Sea, but they have not previously attempted to strike non-allied merchant shipping, as the explosion that took place on 10th of May off Hodeidah. In a recent statement EUNAVFOR reiterated the high risk to all vessels passing Yemeni war torn waters from Houthi or Al Qaida component strikes. Meanwhile illegal fishing continue to thrive at Somali waters while Somalia struggles to take control of its waters in order to keep Somali youth from going back to piracy.

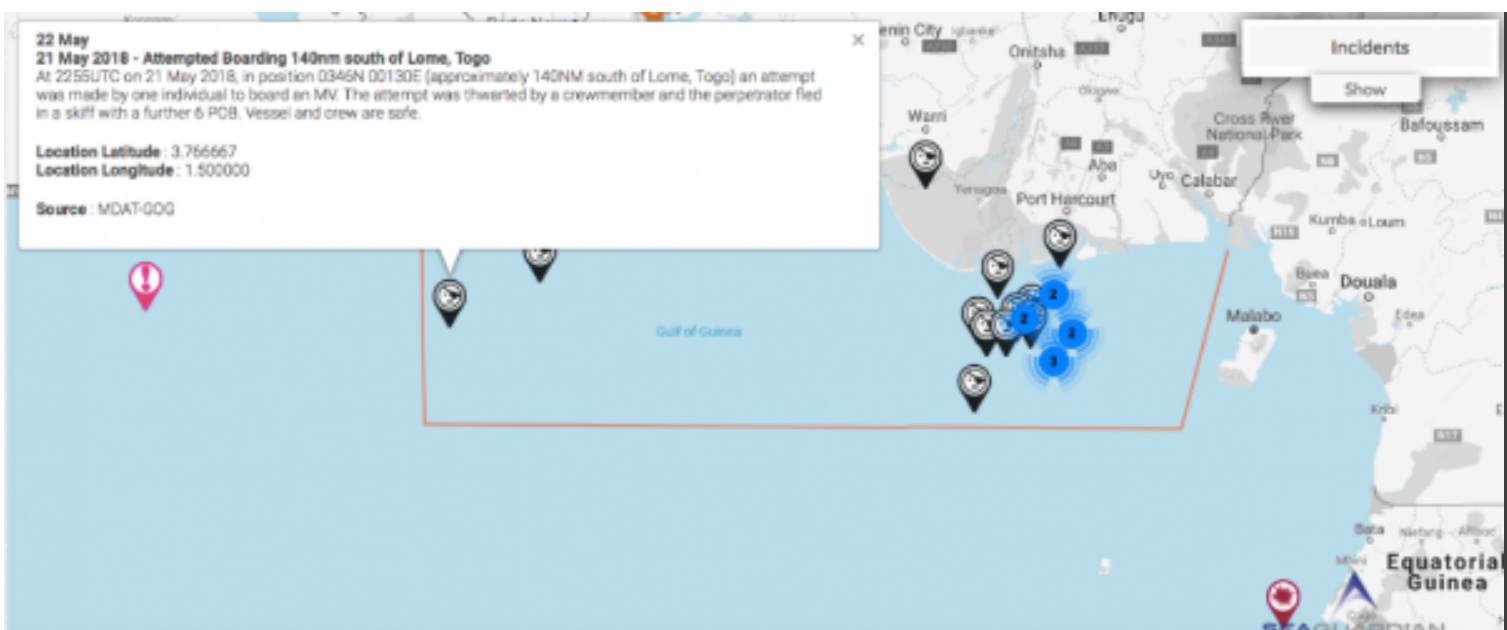
Sea Guardian continues to urge high levels of vigilance in the entire HRA with South Red Sea, Gulf of Aden, Gulf of Oman and Somali Coast, remaining areas where caution needs to be exercised considering the recent incidents. ALL advisories in effect in South Red Sea and Yemeni Coast must be adhered by all. Reduced military presence in the area makes strict BMP Implementation (including IRTC and group transit scheme use) of the utmost importance

West Africa Incidents

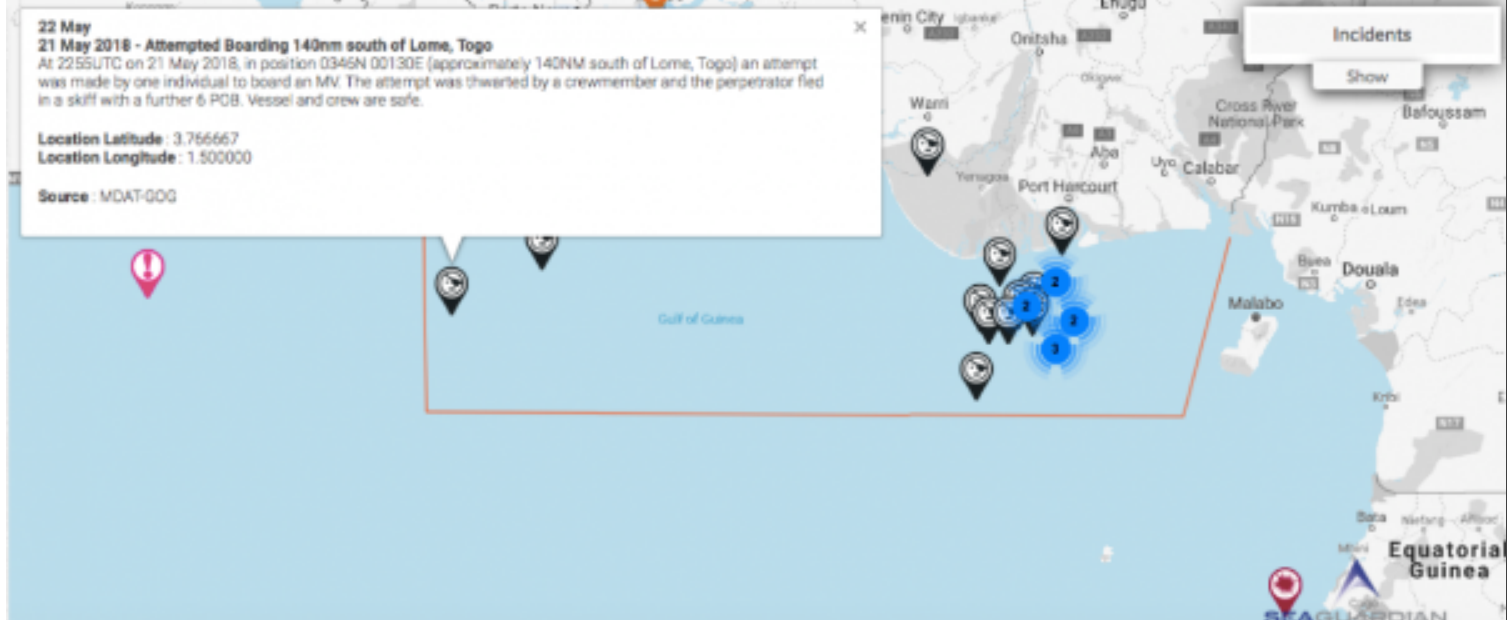




- On 23th May 2018 at 2310UTC. MV reported an attempted boarding in psn 06-15.9N 003-12.2E (Lagos anchorage) Intruder was sighted on deck, crew raised alarm and intruder jumped overboard and escaped in a skiff. Crew and ship are SAFE.



- At 2255UTC on 21 May 2018, in position 0346N 00130E (approximately 140NM south of Lome, Togo) an attempt was made by one individual to board an MV. The attempt was thwarted by a crewmember and the perpetrator fled in a skiff with a further 6 POB. Vessel and crew are safe.



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Interesting information

- [Assessing risk in piracy-prone waters](#). The concentration of incidents in the Gulf of Guinea accounts for more than 40% of global attacks on vessels. Not all of these incidents were attempts to steal oil cargoes, as had been the pattern in the past. The pirates are moving up the ladder of criminality to kidnapping and holding crew for ransom. This requires a different type of risk assessment, and a different approach to operating in the region.

- [Dutch freighter FWN RAPIDE kidnapped crew released](#). 11 kidnapped crew of Dutch freighter FWN RAPIDE were released by pirates, presumably on May 22. General cargo ship FWN RAPIDE was attacked by pirates on Port Harcourt approaches, Nigeria, Bight of Bonny, in the morning Apr 21 and 11 crew members were kidnapped

- [Nigeria's elusive K38 boats and the stolen billions](#)

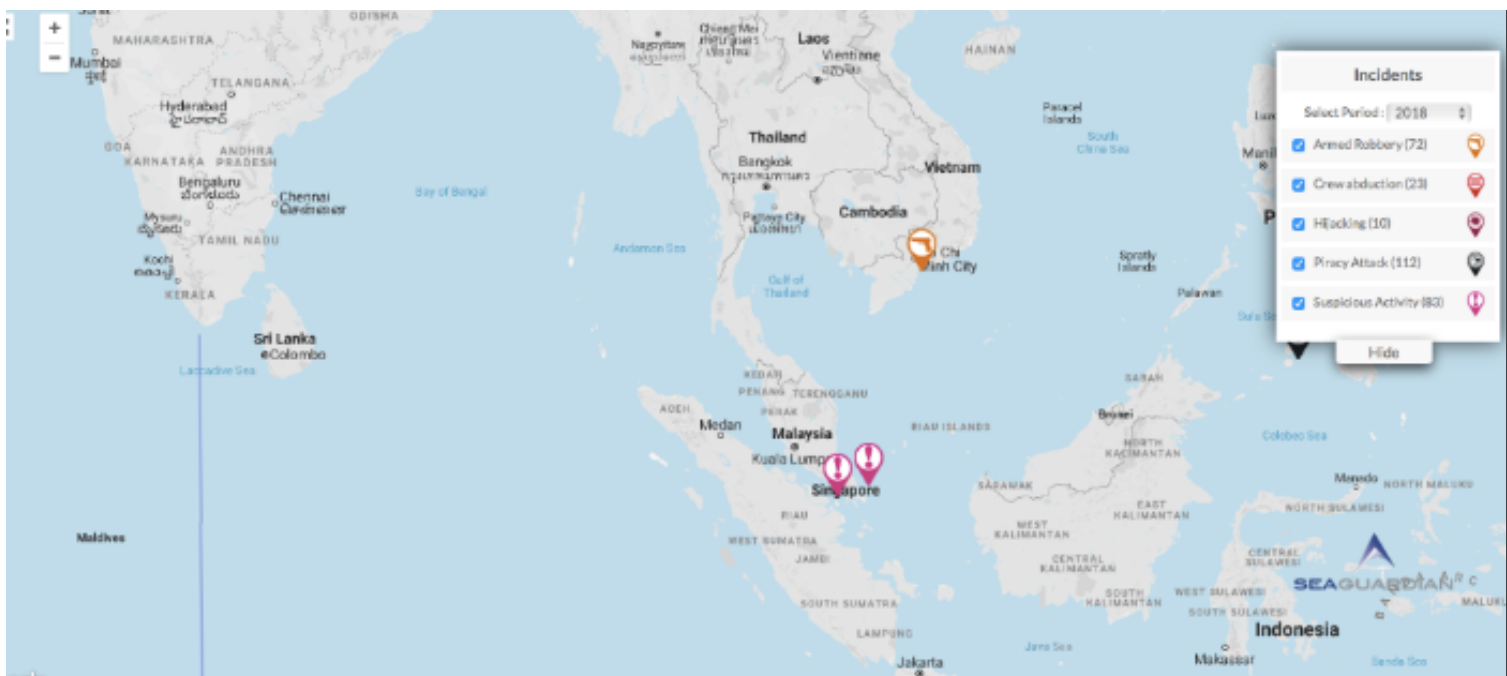
In 2008, during the first rise of militancy in the Niger Delta, one of the earliest problems the Nigerian military faced combating the militants was the lack of assault crafts to navigate the shallow waters of the creeks in the region. In response, the Umaru Yar'Adua-led Nigerian government contracted Amit Sade, an Israeli contractor and CEO of Doiyatech Nigeria Ltd to supply 20 units of K38 combat boats to the Nigerian Army

Threat assessment

- There have been 3 confirmed incidents from 10-24 May in Gulf of Guinea. Fortunately all vessels and crew are safe. Another proof why GoG remains piracy hot spot the last 2 years globally. Meanwhile good news comes from General cargo ship FWN RAPIDE case, where all crew members were recently released after ransom paid. Moreover and as far as Nigeria corruption is concerned it seems that in the Nigerian defence contracting industry, double-dealing is perhaps the only commodity that can be considered more abundant than public monies to steal.

Sea Guardian continues to urge high levels of vigilance for all vessels operating GoG waters should adopt strict BMP4 implementation measures, follow MDAT-GoG guidelines and report any suspicious activity.

South East Asia Incidents



- 2 boarding attempts were reported from 10 to 24 May. The first one took place at Panjang Anchorage, Indonesia and the second approximately 4.65 nm southeast of Tanjung Piai, Southern Johor, Malaysia on 19 May. In both cases vessel and crew are safe.

Interesting Information

- [RECAAP](#). The Ministry of Foreign Affairs of Japan (MOFA Japan) and the ReCAAP Information Sharing Centre (ISC), the first regional government-to-

government agreement to promote and enhance cooperation against piracy and armed robbery against ships in Asia, today jointly launched the Capacity Building Executive Programme 2018 in Tokyo, Japan.

Threat assessment

2 boarding attempts were reported from 10 to 24 May. Fortunately in both cases vessel and crew are safe. While no abduction cases have been reported since April 17, sea kidnappings remain a concern, as operations by enforcement agencies are still ongoing. Sulu-Celebes Sea and eastern Sabah region remain the most dangerous waters in SE Asia. Common patrols to fight the terrorist groups in addition with the shore-based efforts have managed to confine the surge of incidents.

SEAGUARDIAN continues to reiterate the need for collective efforts and shared responsibility among regional authorities and the shipping industry in addressing the situation of piracy and armed robbery against ships in Asia. In any case all ships transiting the areas of concern should enhance vigilance especially during hours of darkness and report all incidents to the nearest coastal State and flag State immediately.

Overall Map of Incidents can be found [at our website](#).

We would also like to encourage the recipients of this report, to follow Sea Guardian's Social networks for up to date and real time information.

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