

NSC Counter Piracy Workshop

Dedicated to Hardening Vessels,
Crew and Companies against
attacks by Pirates

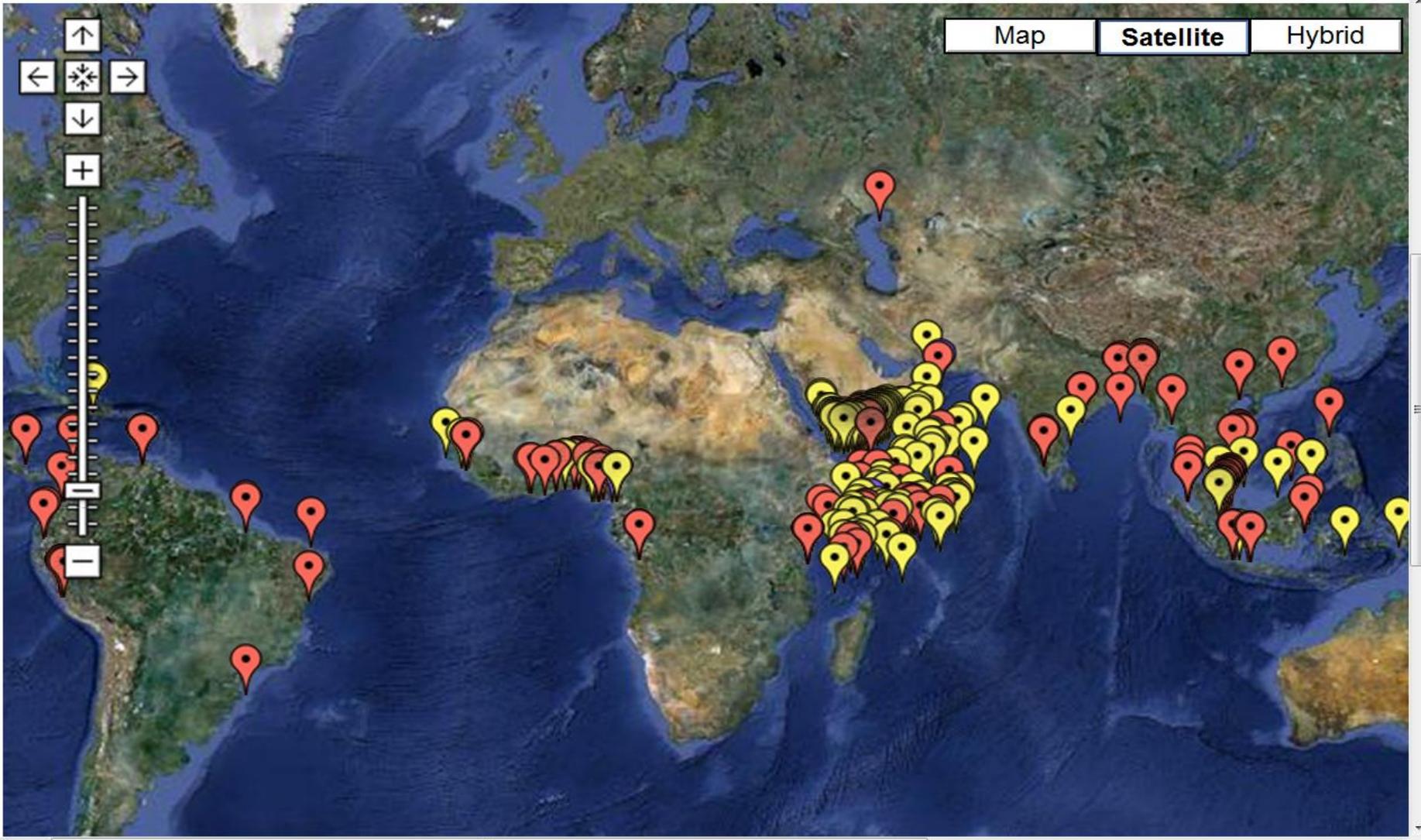


Program

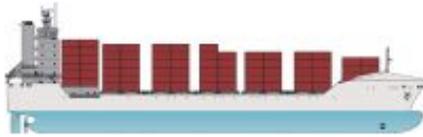
0830-0900	Registration
0900-0930	Operational Overview, NSC
0930-0950	Presentation by EU and CMF Representatives
0950-1020	Presentation by Mr. Roy Paul, ITF Seafarers Trust
1020-1045	Coffee Break
1045-1100	Introduction of work shop, setting the scene
1100-1200	Preparation for Transit
1200-1300	Preparations during voyage, reporting and procedures
1300-1400	Lunch
1400-1500	Approach, attack, Pirates on board; how to Act and What to Expect
1500-1600	Capture and Post-Release situation
	Open discussion: Lessons learned, sharing of experience
1600	Closing Remarks



50 % of the world's
containers pass through the
Indian Ocean



Vessel Data



M/V LIDPOU
CONTAINER
BULK

BUILT	03/2007
DWT / DRAFT	12,611.7 MTS DWT ON 8.70 M SSW DRAFT
LOA / BEAM	140.55 M / 23.08 M
GRT / NRT	10,965 / 4,714
TEU NOM / HOMOG	925/639 TEU
REEFER PLUGS	200
SPEED / M SPEED	14.5 KN / 16.5 KN

=> Crew 21 persons:

- 9 officers (Indian master)
 - 7 Indian
 - 2 Singapore
- 13 sailors
 - 4 Indian
 - 3 Singaporean,
 - 6 Filipino

=> Freeboard: 5 metres

- Company:
Stusan Haglon & Co.
Flag: India [Delhi]
- First passage across GoA since Sep 2008
- Expected to cover the route 10 times a year from now until she is replaced.



Preparations for Transit



Industry Best Management Practices

- Purpose to assist ships to avoid, deter or delay piracy attacks off coast of Somalia, including the Gulf of Aden and Arabian Sea area
- BMP recommendations will make significant difference in preventing a ship becoming a victim of piracy
- BMP4 is 4th version, signed and endorsed by main shipping organisations

BMP's also supported by





INTERTANKO

Self protective measures to detract, deter, delay Piracy attack/ hijacking



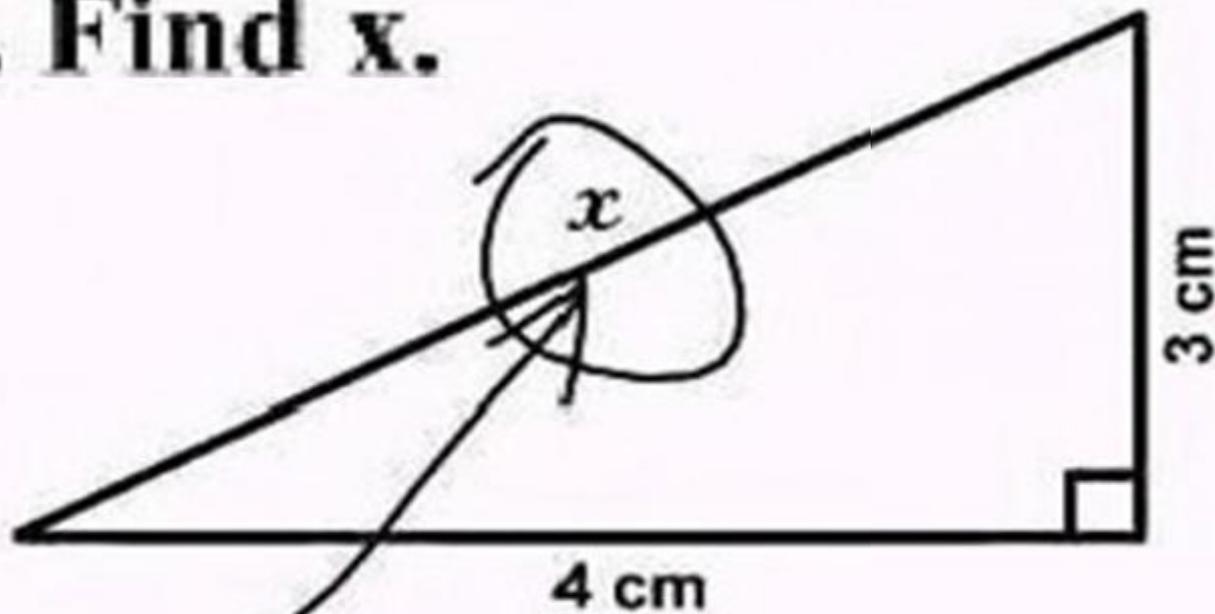
The three R' s

- **R**esistance-may be thought of as a form of psychological/behaviour *immunity* to the impact of distress
- **R**esilience- the ability of an individual, a group, an organisation or a population to *cope with and to rapidly and effectively rebound* from a traumatic incident
- **R**ecovery- the ability to *recover and adaptively function in* the post traumatic situation

Some Implications...

- Who is in command? Master, team leader or security company? (SOLAS, Article 34)
- Risk of escalation
- Different views on the use of lethal force by flag state, coastal state, port state
- Who will condone or condemn such actions? (States, public opinion etc.)
- Justification of the use of lethal force: was it really necessary?
- Risk for cargo and crew
- Recommendations in BMP4 (supported by main actors within the Shipping Community)

3. Find x .



Here it is

SIMPLICITY

The simplest solutions are often the cleverest
They are also usually wrong

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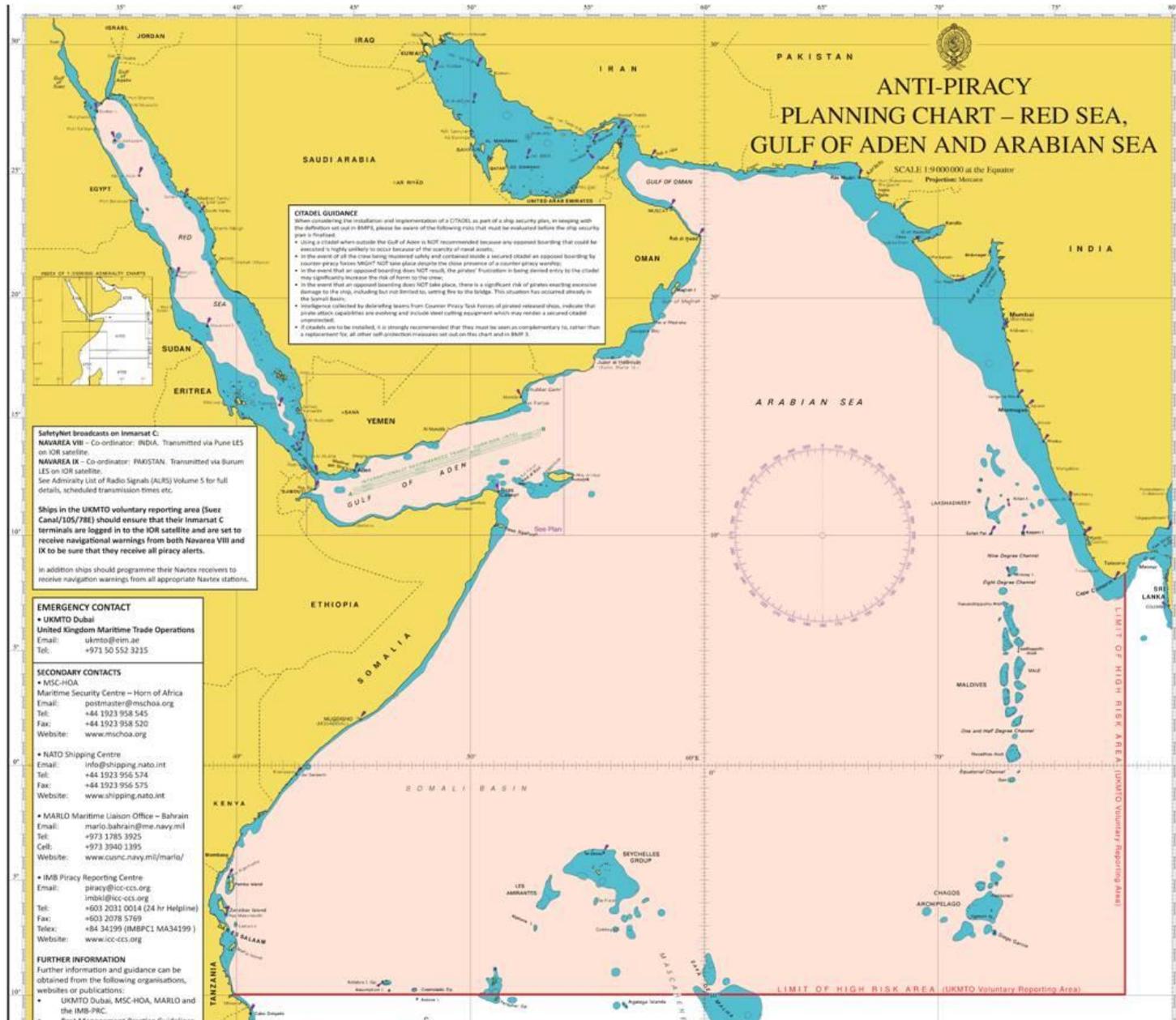
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Approaching the High Risk Area => Procedures and reporting



UKMTO Voluntary Reporting Area



The Reporting Scheme

- MSCHOA
 - Register for group transits
<http://www.mschoa.org/>
- UKMTO Dubai
 - Movements through the region
 - First POC if piracy attacks occur during voyage: E-mail: ukmto@eim.ae

Format A(Ipha)

Format Alpha to be
forwarded to UKMTO

- 1. Ship Name
- 2. Flag
- 3. IMO Number
- 4. Inmarsat Telephone Number
- 5. Time (UTC) and Position
- 6. Course
- 7. Passage Speed
- 8. Freeboard
- 9. Cargo
- 10. Destination and Estimated Time of Arrival
- 11. Last Port, Departure Date and Time (UTC)
- 12. Additional Ports, ETA and ETD Dates and Times (UTC)
- 13. Start Suez Canal Transit, Date and Time UTC (if applicable)

- **If transiting Gulf of Aden/Somali Basin:**
- **Best Management Practices (BMP) : Self-Protection Measures**

- **NOTE: The following questions are for survey purpose only. The statistics are compiled to evaluate awareness of BMP3 in the shipping community within the reporting schemes of NATO, MSCHOA, UKMTO and MARLO.**
- **The information will be treated as confidential.**

- 14. Are you aware of BMP3?
- 15. Have you registered with MSCHOA?
- 16. Do you enhance vigilance during transit, such as additional lookouts?
- 17. Is there a functional Closed Circuit Television (CCTV) installed onboard?
- 18. Has the ship a distinct Piracy Alarm? Is the crew familiar with the response to it?
- 19. Are access routes to accommodation and machinery spaces controlled?
- 20. Is protection provided to the bridge, accommodation section and poop deck against small arms?
- 21. Is there a citadel installed?
- 22. Are physical barriers (barbed wire, water spray monitors, etc) installed?

Independent Deplorers' Convoys

- Indian convoy
- Russian convoy
- Japanese convoy
- Chinese convoy
- South Korean convoy
- Malaysian convoy

Consult MSCHOA webpage for further info



NATO's point of contact with

Telephone: +44(0)1923 956574

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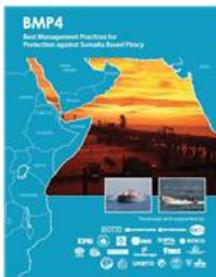
Operation Active Endeavour

Anti Terror operation in the
Mediterranean Sea.



Counterspace Waters

Recent at
need to b
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BMP4

The new &
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Read mor



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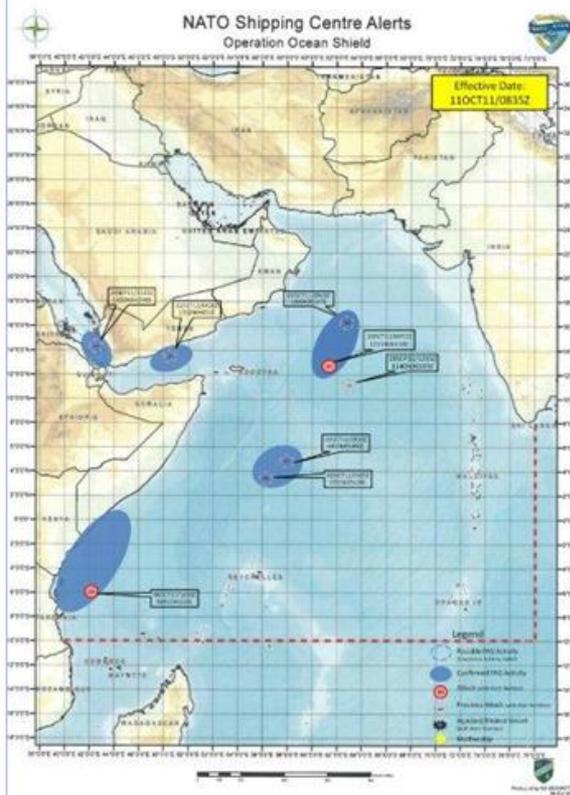
Search

Tuesday 11 October

NATO Shipping Centre > Operations > OCEAN SHIELD > PAG Map

- Large Alert Map
- PAG map
- Daily Piracy Update
- Weekly Piracy
- Assessment
- Alert details
- Motherships
- Reporting Procedures
- Vessel Reporting Format
- Current Newsletter
- Best Management Practices
- Merchant Self Protection
- Video
- Self Protection Measures
- MC Northwood
- NCAGS
- Terminology

Alert map including known piracy attack groups



Please find the New PAG Map Legend and Definitions [here](#)



© NATO Shipping Centre
Newsletter | Format Alfa | BMPS | MC Northwood
NCAGS | Current Weekly Assessment
Contact Us

Coordination of interaction between naval forces and the merchant community (MC)

- **NSC**
 - NATO's primary point of contact with the MC
 - Coordination with other military actors on initiatives and actions in relation with the MC
 - Guidance and advice to the MC
- **MSCHOA**
 - Manages the group transit system
 - All ship owners and operators requested to register ships going through the Gulf of Aden (IRTC) on the MSCHOA website (or by e-mail) to MSCHOA
 - Includes ships that would, or may, not make use of the group transits
 - Provide guidance and advice to the MC
- **UKMTO Dubai**
 - Manages the merchant shipping picture in the region based on voluntary reporting scheme
 - First point of contact for imminent piracy attacks
 - Guidance and advice to the MC
- **MARLO**
 - Exchange of information between MC and CMF within the region
 - Guidance and advice to the MC



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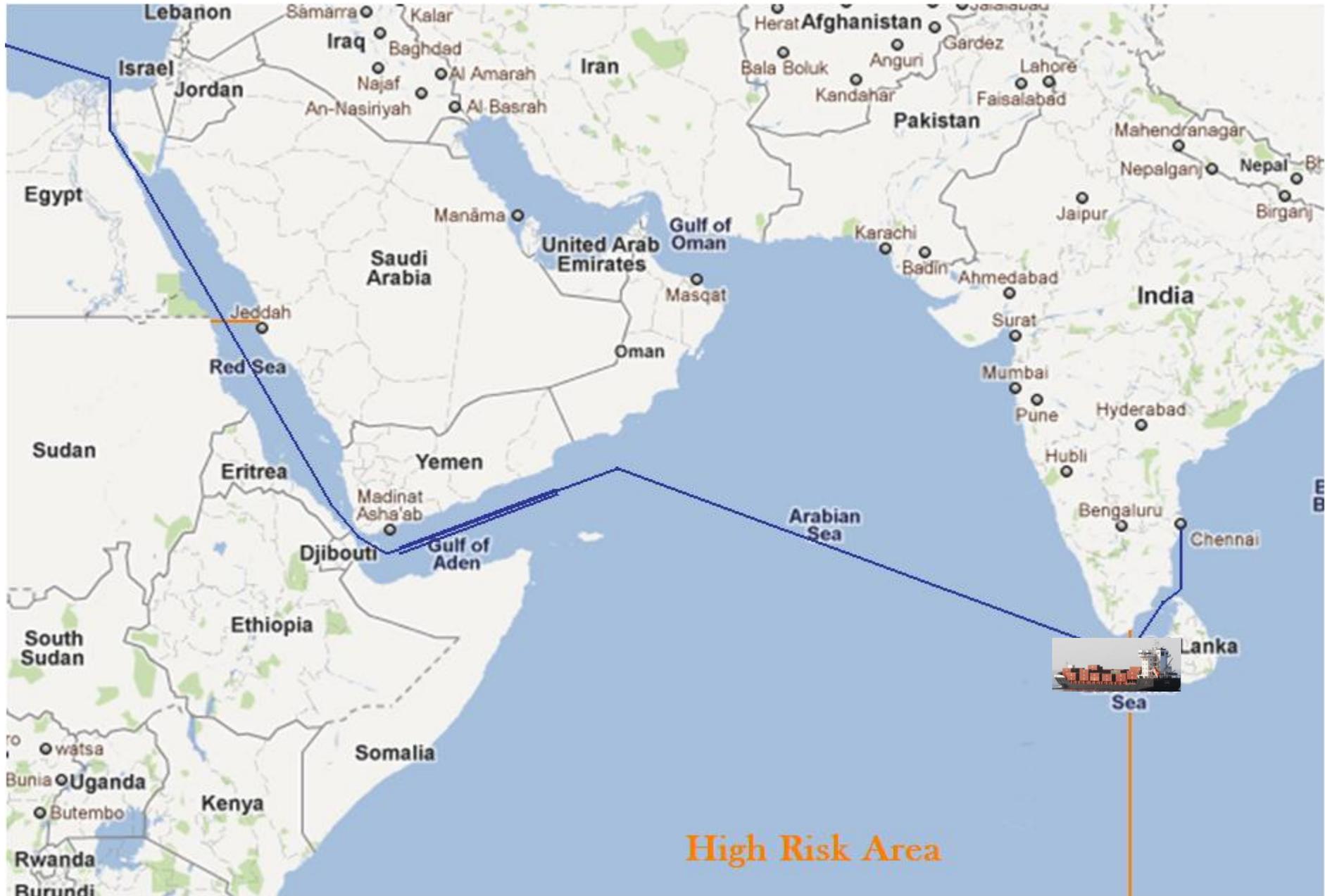
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Approach, attack, pirates on board



Voyage



What do we see



Florescent Lighting



Generator



Pirate Attack Skiff Tripwires

Somali-type
Fibre-glass
Length 6-8 m

Weapons

Boarding ladders

- Absence of fishing gear
- Location
- Presence of possible 'mothership'
- Travelling in pairs
- Dusk & dawn

Fuel Drums

Yemeni-type
Length 12-14 m
Wooden construction
Sleek with pointed bow

Dual motors



?????



CALL SIGN: ZCTYB

16

Keep pressed for 4 sec. to reset all settings.
The unit is programmed with 16 channels.

POWER OFF
SQUELCH
CHANNEL

ALARM

CANCEL

PUSH TO ENTER

12:29 UTC

Navy Aid



Safe Muster Point

Definition:

A Safe Muster Point is a designated area chosen to provide maximum physical protection to the crew, preferably low down within the vessel

- In the event of a suspicious approach, members of the crew not required on the Bridge or the Engine Room Control Room will muster
- A Safe Muster Point is a short-term safe haven, which will provide ballistic protection should the pirates commence firing with small arms weaponry or RPGs

(BMP4, page 37)

M/V Citadel as Safe Haven

- Recent incidents highlight use of citadels
- Can prevent pirate access to crew; boarding teams can be sure that any persons encountered are hostile
- Employed successfully Citadel incidents

2010

2011

■	■	MV CPO CHINA	03 Jan 11	Arabian Sea
■	■	MV SMERALDO	14 Jan 11	Arabian Sea
■	■	MV BUNGA LAUREL	20 Jan 11	Arabian Sea
■	■	MV GUANABARA	05 Mar 11	Somali Basin
■	■	MV LIQUID CRYSTAL	21 Mar 11	Arabian Sea
■	■	MV ARRILAH I	01 Apr 11	Arabian Sea
■	■	MV HANJIN TIANJIN	21 Apr 11	Somali Basin
■	■	MV FULL CITY	05 May 11	Arabian Sea
■	■	MV ATLAS	31 May 11	Arabian Sea
■	■	MV CARAVOS HORIZON	11 Aug 11	S. Red Sea
■	■	MT UNITED EMBLEM	10 Sep 11	S. Red Sea
■	■	MV PACIFIC EXPRESS	20 Sep 11	Somali Basin
■	■	MV MONTE CRISTO	10 Oct 11	Somali Basin



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- Employed unsuccessfully 2010 – to present:

■	MV EMS RIVER	28 Dec 10		no comms w/ citadel
■	MV LEOPARD	12 Jan 11	Arabian Sea	no comms w/ citadel
■	MV BELUGA NOMINATION	22 Jan 11	Somali Basin	no LR comms/ongoing
■	MV SUSAN K	08 Apr 11	Arabian Sea	no LR comms w/ citadel
■	MV ROSALIA D'AMATO	21 Apr 11	Arabian Sea	no LR comms w/ citadel

Citadel Situation

MV Guanabara



If Boarded by Pirates (no citadel)

- Remain calm
- Master with designated crew on bridge
- Remaining crew to safe muster point
- Offer no resistance once they reach the bridge
 - Hands up
 - Do not attempt to escape
- Cooperate
- Be patient
- Leave any CCTV running

Programme development

Needs of seafarers *(under construction)*

Before the Incident	The Incident	After the Incident
Resistance	Resilience	Recovery
Pre-deployment training and briefing	Compliance with pre-Training	Dealing with the aftermath of Attack
Knowledge about what will happen	Awareness of response and reaction	
Assurance about appropriate support	Leadership	
	Maintaining Normality	

Pirate Engagement

- Photo from Roy

Negotiation and Post Release





On Board the Ship



Keeping Families in the Picture

- **First to know**
- Crisis phone number
- Up-to-date information
- Use of website
- Social media
- Post release situation
- Family reunion
- Follow-up

Programme development

Needs of Seafarers Families *(under construction)*

Before the Incident	The Incident	After the Incident
Resistance	Resilience	Recovery
Knowledge <ul style="list-style-type: none">• What will happen in the event of an incident?• Assurance of Appropriate Support	Information Liaison Person Support	Understanding <ul style="list-style-type: none">• Awareness of the possibility of changes in the attitude seafarer and the impact of such changes on the family• Explanation to children• Network of professional help

Others to Handle

- Owners
- Flag state
- Governments
- Cargo interests
- Hull interests
- Business partners
- Military
- Lawyers
- Other

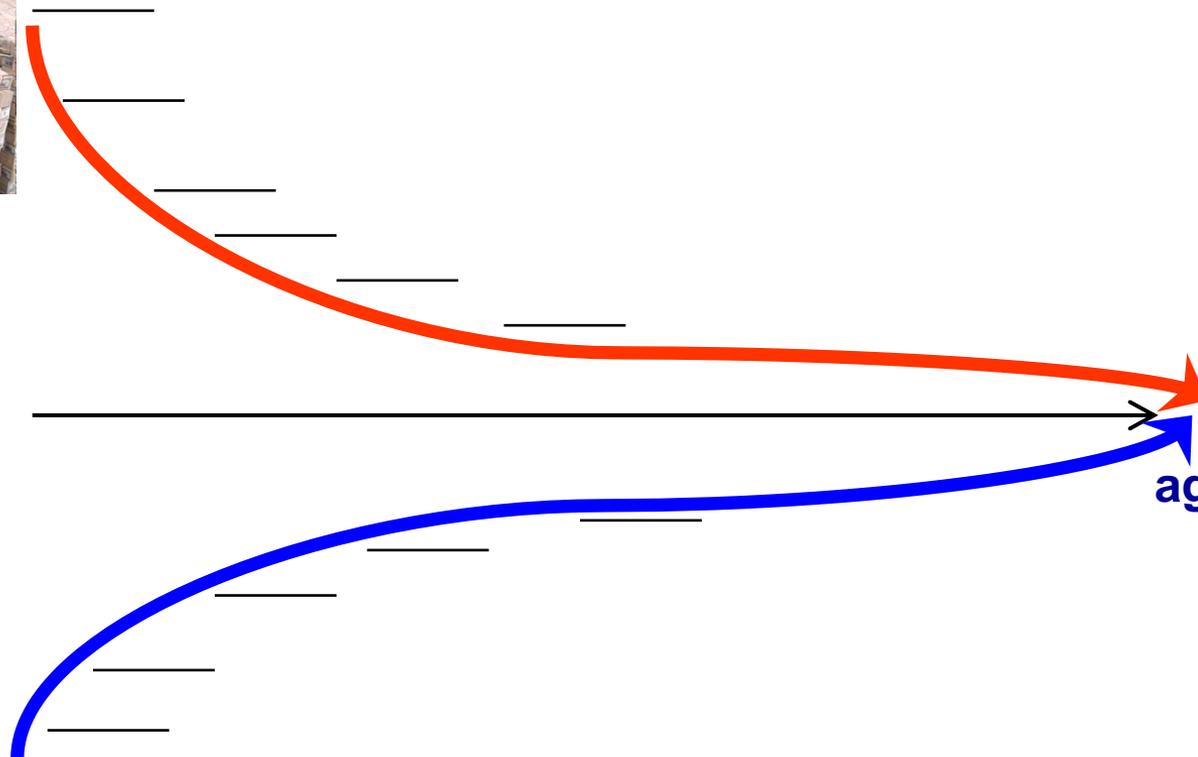
Process of Negotiation

„step by step“ – Negotiations

Initial demands of the pirates



time



agreement



counter offer of the shipping company



The Post Release Situation

- Taking care of crew
 - Medical check-up
 - Post incident care (crew and family)
 - Return home
- Taking care of vessel
 - Logistical
 - Technical
 - New crew
- Post incident debriefs – when
- Collection of evidence
- Back to business?

Naval Forces Perspective

“Company crisis management procedures should include actions to be taken prior to vessel and crew release in the unfortunate event of a vessel being pirated. The preparation of a released vessel, including the provision of fuel and other necessary supplies to enable the ship to go to its intended next port, is not a task for military vessels. Consideration should be given to these issues in the event of any vessels being pirated. This will obviously not preclude warships from providing assistance to any vessel in distress or in need of aid as mandated by the SOLAS convention, or humanitarian support if positioned to do so.”

(NSC Website)

DESPAIR.COM



COMPROMISE

LET'S AGREE TO RESPECT EACH OTHER'S VIEWS,
NO MATTER HOW WRONG YOURS MIGHT BE.

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