



TERRY McKnight

AdmiralandthePirates.com

PIRATE ALLEY

Commanding Task Force 151 Off Somalia



RADM TERRY MCKNIGHT, USN (RET.), AND MICHAEL HIRSH

FOREWORD BY JIM MIKLASZEWSKI

“Admiral McKnight’s valuable book is a frontiersman’s account of a maritime Wild West. He puts readers on the flying bridge for an up-close view of the fight against modern piracy on the world’s unfriendly seas.”

— James D. Hornfischer
author of *Neptune’s Inferno*



Sir Walter Raleigh declared in the early 17th century that "whosoever commands the sea, commands the trade; whosoever commands the trade of the world commands the riches of the world and consequently the world itself." This principle is as true today as when uttered, and its effect will continue as long as ships traverse the sea.

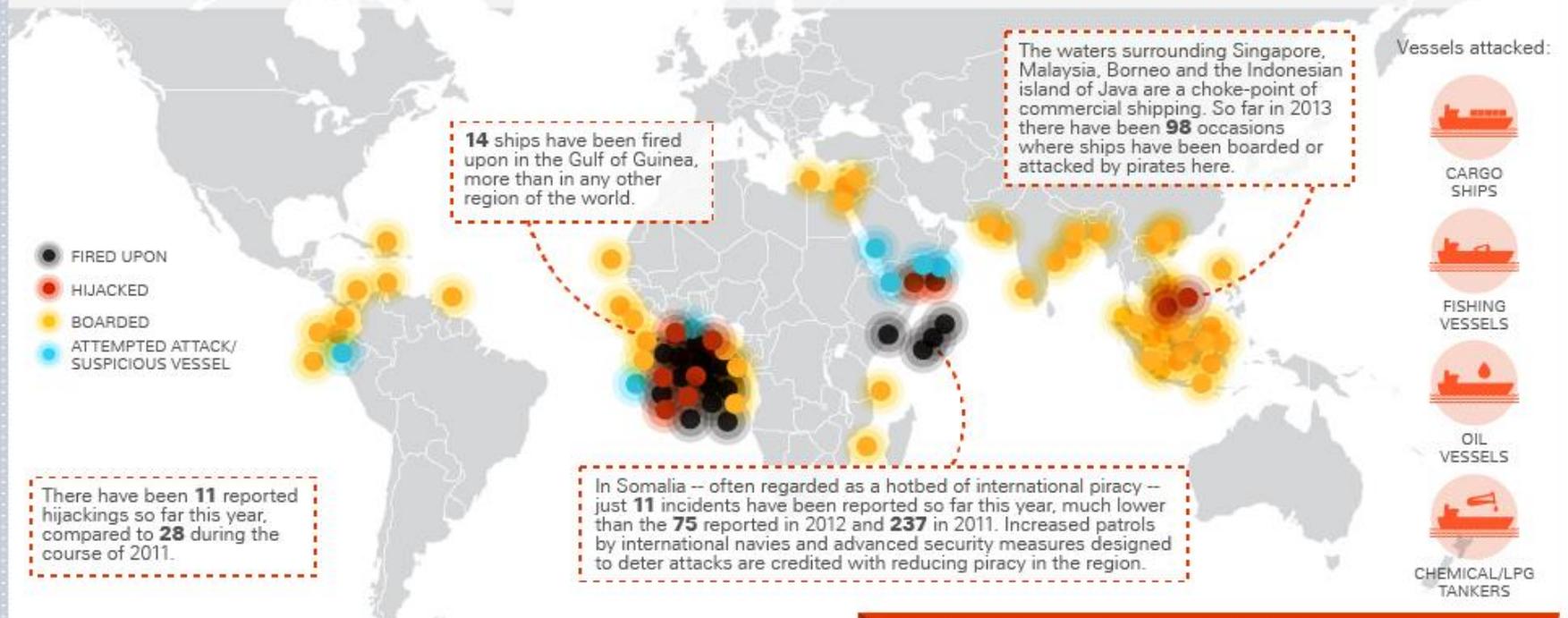
*- Admiral Chester Nimitz
(The Employment of Naval Forces)*



WHERE ARE THE WORLD'S PIRACY HOTSPOTS?

This map shows the spread of piracy and armed robbery at sea in 2013. While the Gulf of Aden and the Horn of Africa are widely known to be areas of particular danger, there have in fact been many more reported incidents in the waters surrounding South East Asia and the coast of West Africa this year.

The data accounts for occasions when ships were boarded illegally either in dock or at sea, fired upon or hijacked. Failed attacks where pirates were fought off by crew or on-board security guards are also included.



There have been **216** recorded incidents of piracy and robbery at sea so far this year (as of Oct 31st). While this remains a significant number, it pales when compared to the **tens of thousands** of ocean-faring commercial ships in operation around the world. Globally, piracy reports are in decline. In 2012 there were **297** piracy incidents reported and **439** in 2011.

Despite these falling figures, some experts suggest that piracy may be severely underreported. The United Nations Office of Drugs and Crime highlighted that incidences of reported piracy in the Gulf of Guinea alone in 2012 may only account for half of those that actually took place.

SOURCE: ICC Commercial Crime Services, IMB Piracy Reporting Centre, Oceans Beyond Piracy, UN Office of Drugs and Crime, Transnational Organized Crime in West Africa | Designed by Inez Torre, Editorial research by Eoghan Macguire/CNN



GULF OF ADEN



BACKGROUND

BACKGROUND





UNITED NATIONS SECURITY RESOLUTIONS

1851 & 1846



OPERATION ATALANTA



MULTI-NATION NAVAL TASK FORCE

Yemen

Eritrea

Aden 

Gulf of Aden

Internationally Recommended Transit Corridor (IRTC)

Djibouti



Boosaaso



Berbera

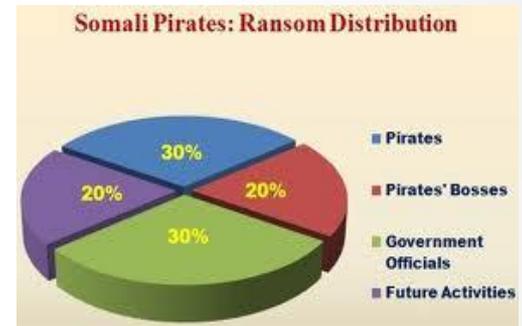
Somalia

PIRACY IN THE GULF OF ADEN

THE ISSUES

Who are the Pirates . . .

- Desperate . . . Male . . . No Title IX requirements
- Somalia per capita income - \$284
- Khat . . .
- Uniform . . . Barefoot
- Can't swim or fish . . .
- 50% of the pirates don't return from sea . . .
- Obamacare . . . Yes!
- Success?



30,000 vessels transit **yearly**

\$1 Trillion in trade each year

< **1%** of shipping impacted

1.1 million square **miles**

3 x larger than Gulf of Mexico



Both ship and crew **endangered**

US **security** interests jeopardized

Worldwide **navigation** at risk



FINANCIAL ISSUES



Source: ICC International Maritime Bureau | 2009

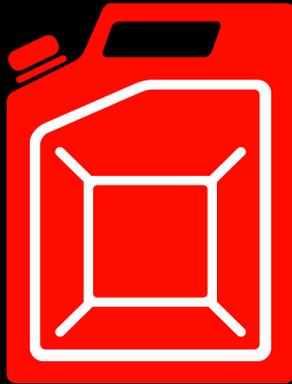
COST OF PIRACY FOR 2016

~ \$3 Billion

Source: Oceans Beyond Piracy

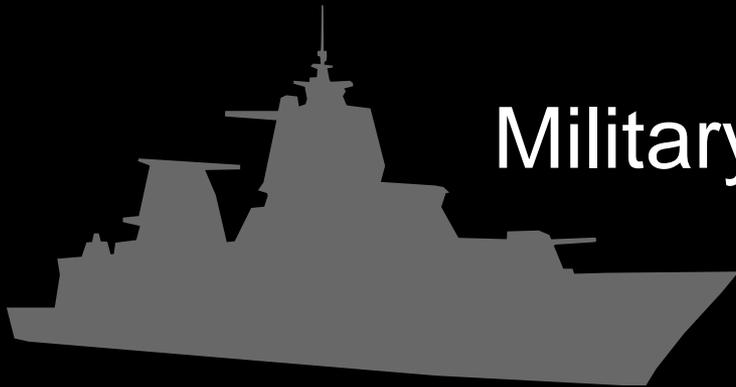
- *High of \$7 Billion in 2010*
- *Increase from 2015*





Fuel \$2.7B

2012 – 18 kts - \$1.53B



Military \$1.3B



Security \$1.1B

\$50,000 per two trip



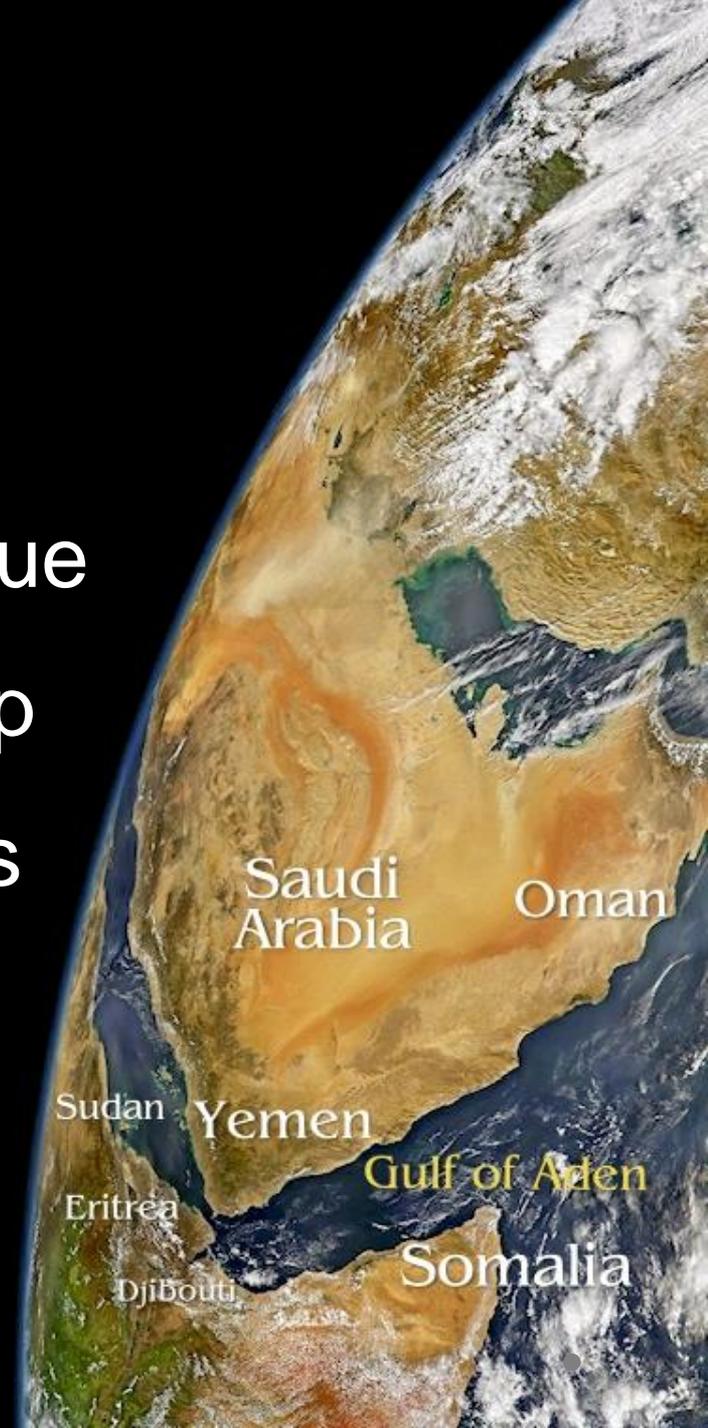
Suez Canal

3,000 oil tankers annually

Tankers supply 25% of revenue

Bypass canal – 6,000 mile trip

12% share of all oil transports



Suez Canal

70% share of world trade

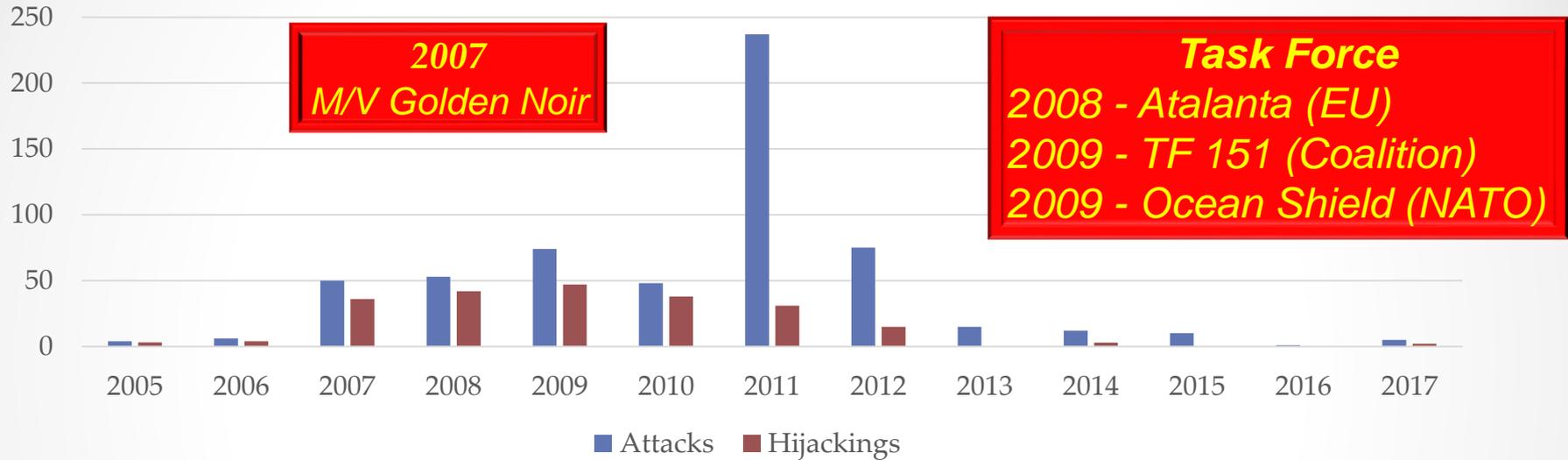
Insurance & security **quadrupled**

Funds terrorism?



PIRATE ACTIVITY

Piracy Activity in the Gulf of Aden



Ransom Payments
2005 - 2016
~ \$400M

Over Three Years Without Success . . . Until March 2017



M/V Aris 13 captured March 2017



*International
Naval Presence*

Naval Forces



North Atlantic Treaty Organization **N**

Shanghai Cooperation Organization **S**

MODUS OPERANDI

EQUIPMENT WEAPONRY TACTICS

EQUIPMENT

3 grappling hooks
7 pirates each
Hooked ladders
7-20 meters long
GPS navigation
2 motors

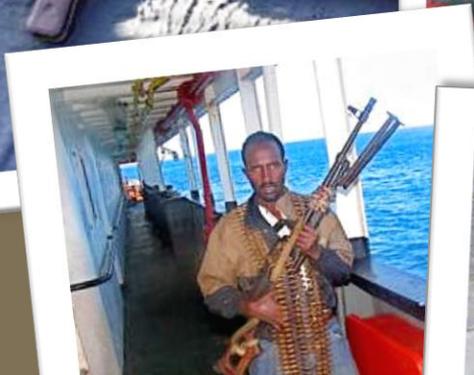
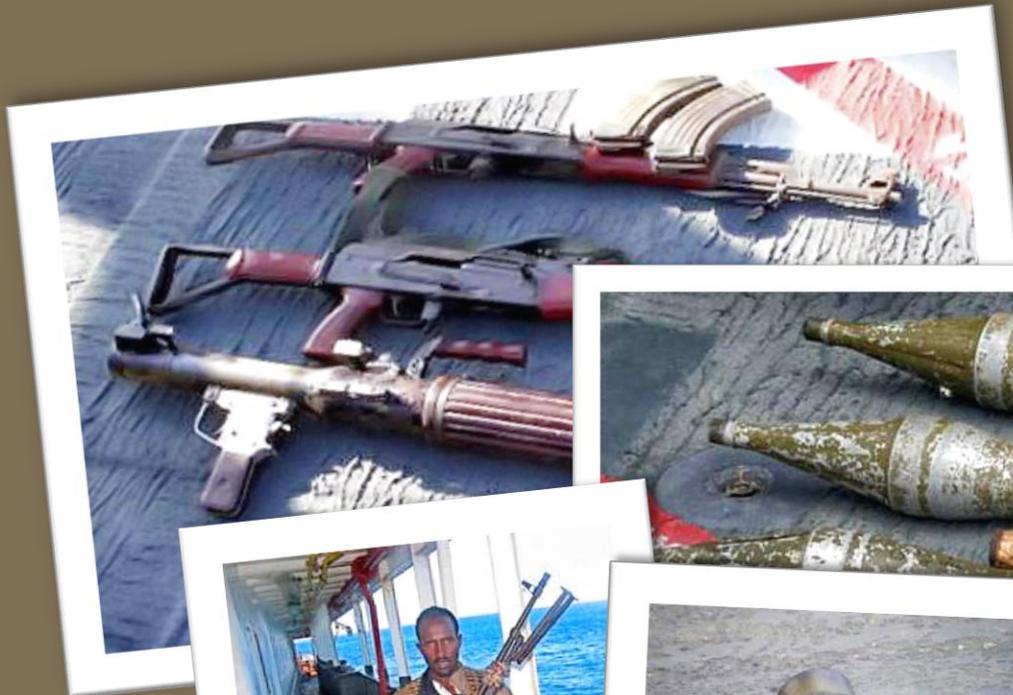


WEAPONRY

Small arms

AK-47

Rocket Propelled Grenade



TACTICS

Targets of **opportunity**

Early morning attacks

Secure bridge **first**, work way through ship

Usually **no harm** to ship or crew

Pirate's code



TACTICS “CHANGES”

Possible mother ship: serves as
base of operations



SEVERE RISK VESSELS

Low freeboard

Speed of advance – slow

Transiting outside IRTC



Transit high risk areas & times

Not transmitting AIS

(Automatic Identification Signal)

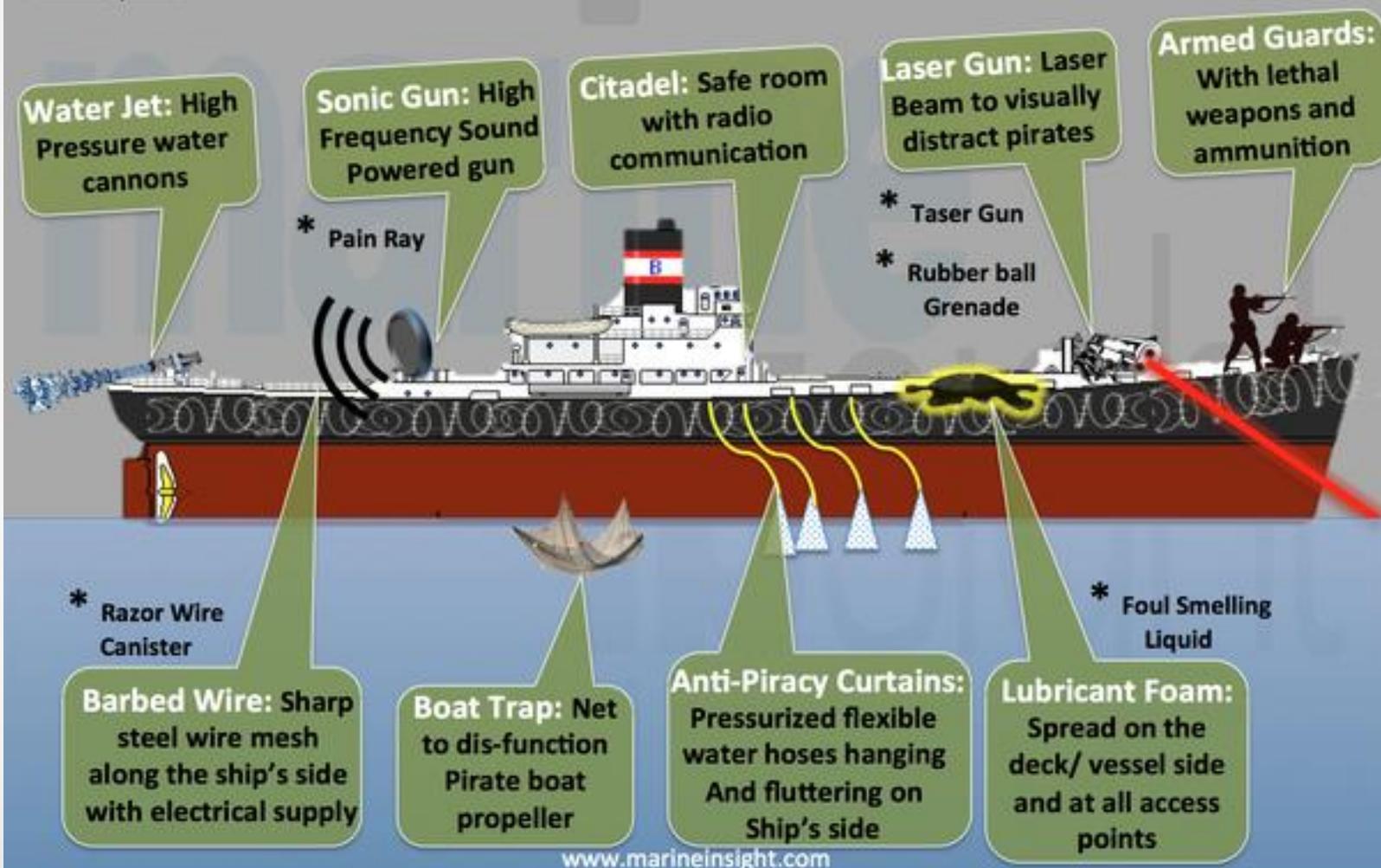
No lookouts



PROPER ANTI-PIRACY TECHNIQUES

Anti-Piracy Weapons on Ships

* Similar Systems



Maintain lookouts

Employ lights / alarms to alert crew and warn off pirates

Armed security teams

Utilize citadel and armed security teams



Transmit AIS

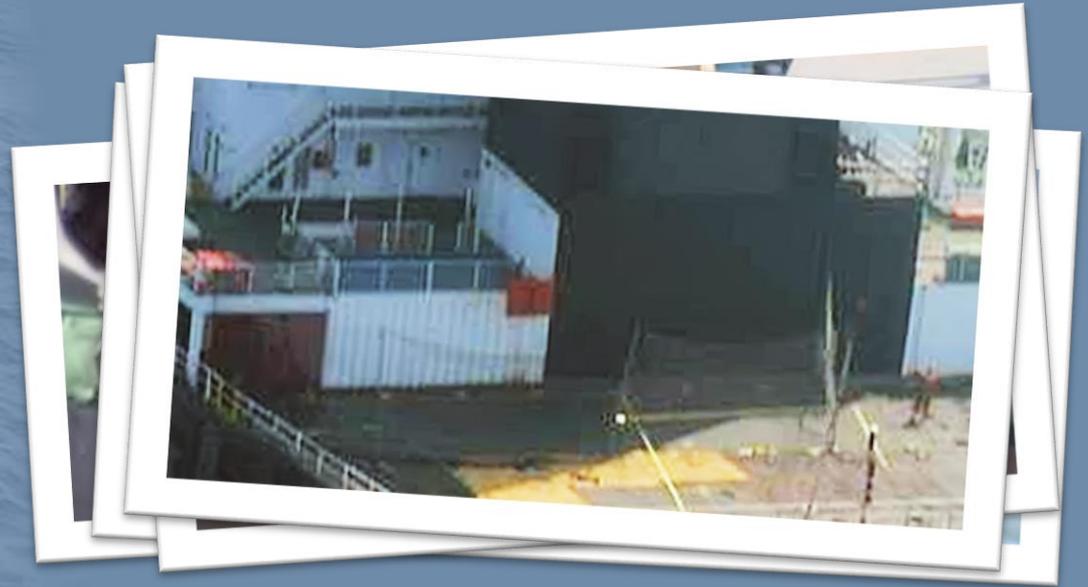
Speed

Fire hoses deployed and running
to prevent boarding

Use all available lighting



EMPLOYING COUNTER PIRACY TECHNIQUES



Water has an end
Highly successful
countermeasures
to prevent pirates
to deter boarding

KEYS TO SUCCESS

**MARITIME
COMMUNITY**

**GOVERNANCE
IN SOMALIA –
RULE of LAW**

**INTERNATIONAL
COALITION**



TOOLS FOR SUCCESS

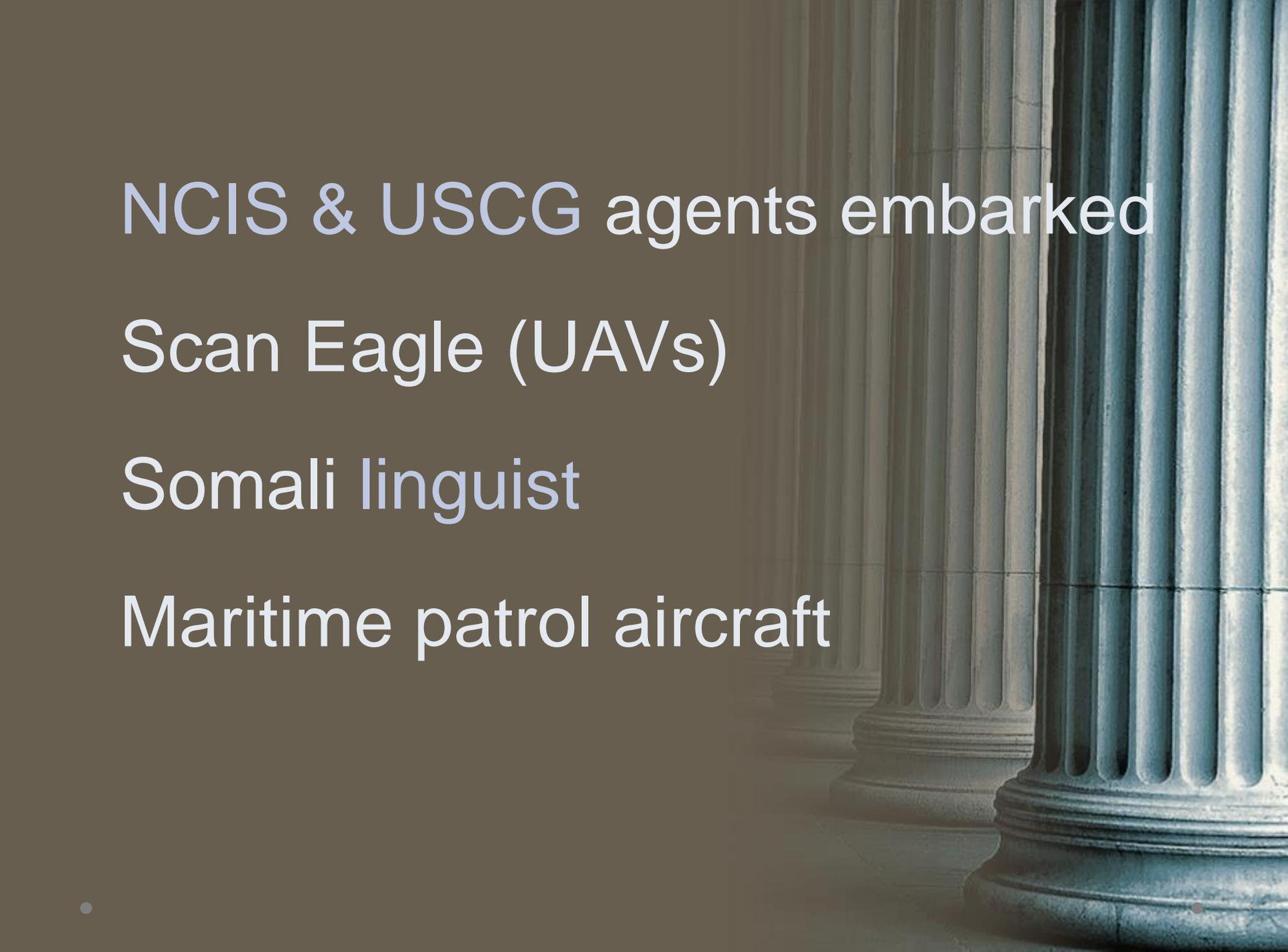


Coalition support

Maritime community support

Legal process for prosecution

USN leadership



NCIS & USCG agents embarked

Scan Eagle (UAVs)

Somali linguist

Maritime patrol aircraft



“The Russian Solution”

M/V Iceberg I

Puntland Police Force

Best Management Practices (BMP)

SOLVING THE PROBLEM



\$10,000

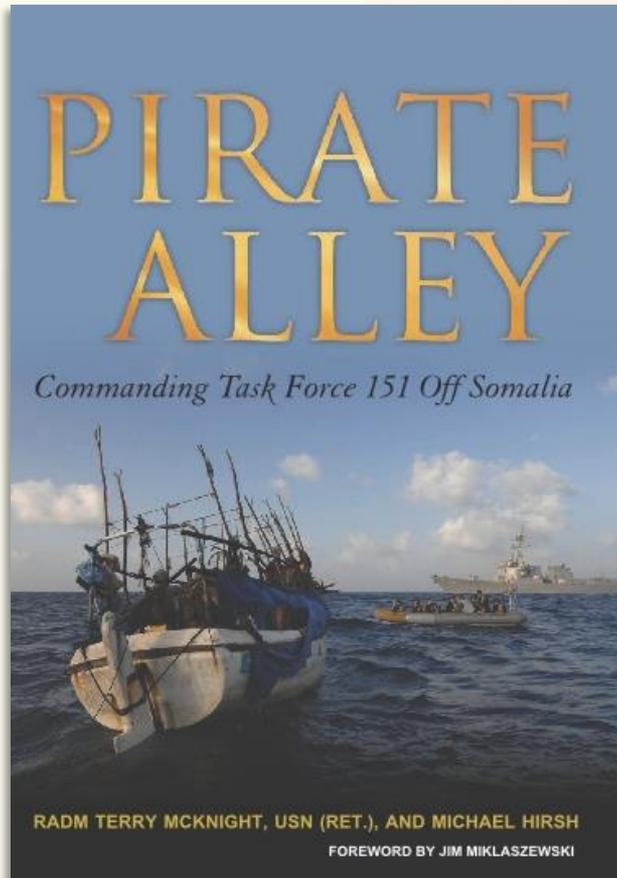
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HUNDRED DOLLARS

Questions



TERRY 
McKnight

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PIRATE ACTIVITY

WORLDWIDE SOMALIA



2013 - 264
2014 - 72

Peak 2010 - 445



Attacks	Hijackings
2011 - 237	2011 - 31
2012 - 75	2012 - 15
2013 - 15	2013 - 0
2014 - 12	2014 - 0

Ransom Payments
2005 - 2016
~ \$400M

Almost Three Years Without Success

COUNTER PIRACY ISSUES FOR CONCERN



Coalition support

Maritime community support

Armed security teams



Legal prosecution process

National security issue

Free flow of commerce