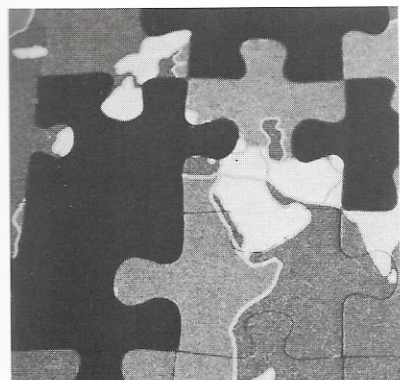


HIGH SEAS SHIPPING BECOMES MORE DANGEROUS: HOW TO PROTECT YOURSELF

Maritime piracy is on the rise. In fact, the first six months of 2003 have been the worst on record, according to a July 2003 International Chamber of Commerce Commercial Crime Bureau (ICC-CCB) report. And, due to lags in reporting or unreported attacks at sea, the numbers may very well be higher.



What risks does piracy pose to your interests and what steps can you take to avoid becoming another statistic?

THE BAD NEWS

From January through June 2003, there were 234 reported attacks by sea

pirates, representing an increase of 37 percent from the same period last year. This resulted in 16 people killed, 20 missing, 52 injured, and 193 taken hostage (twice as many from the same period last year), according to the ICC-CCB. In addition to the human costs, the financial burdens have been enormous.

THE WORLD'S PIRACY HOT SPOTS

Indonesia continues to be the most dangerous area for ships. With its narrow waterways and many islands providing safe havens for criminals, Indonesia was the site of more than one-quarter or 64 of the world's attacks from January through June 2003, according to the ICC-CCB. This is not likely to change unless the government of Indonesia makes policing this area a priority. Bangladesh is the second worst area, with attacks there doubling to 23. Nigeria and India follow, with 18 attacks each.

According to *Piracy and Armed Robbery Against Ships*, published by the ICC-CCB, the following 10 areas were responsible for two-thirds of pirate attacks in 2002: Indonesia, with 103 attacks; Bangladesh, 32; India, 18; Malacca Straits, 16; Malaysia, 14; Nigeria, 14; Vietnam, 12; Guyana, 12; Ecuador, 12; and the Gulf of Aden, 11. (To request a copy of the report, e-mail imb@icc-ccs.org.uk).

WHAT YOU CAN DO TO REMAIN SAFE

The International Maritime Organization (IMO) recommends

prevention and/or reduction of risk over all other courses of action. Preventing criminals from even approaching ships is ideal, but if this is not possible, the IMO suggests that all ships have a well-rehearsed security plan in place. Early detection, the IMO says, is the best method of prevention.

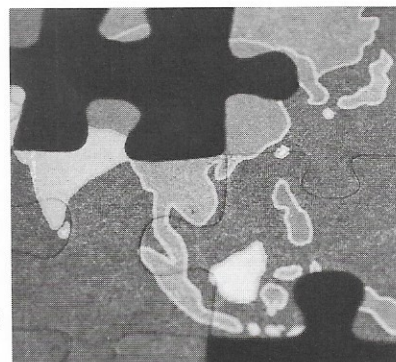
To protect yourself at sea, the IMO suggests the following:

- Reduce temptation — keep minimal cash in the ship's safe.
- Use caution when transmitting sensitive information by radio and speaking to people at port.
- Keep offshore anchor time to a minimum.
- Maintain vigilance and radio watch in dangerous areas.
- Utilize maximum lighting consistent with safe navigation.
- When pursued by pirates, sound alarms, utilize evasive maneuvers and water hoses, and ride off the attacker with heavy wheel movements.
- Secure all doors allowing access to the bridge, engine room, steering gear compartments, officers' cabins, and crew accommodations.
- The use of firearms is strongly discouraged since it may encourage attackers also to carry firearms.
- If your ship is in imminent danger, use distress flares. (For more tips and information, visit www.imo.org).

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In addition, new technologies are emerging which will help prevent attacks. For example, *Secure-Ship* is a non-lethal, 9,000-volt pulse electrifying fence that

surrounds the whole ship. And *ShipLoc* is a satellite tracking system that enables shipping companies to continuously monitor ship locations and, thus, suspicious activity.



STAY ONE STEP AHEAD

Sound planning and caution will undoubtedly help prevent pirate attacks. And, regardless of the severity of an incident, it is essential to inform authorities as soon as possible. Importantly, keep a record of where, when and how boarding attempts or attacks occur — and put this information to work to achieve safer seas. ■