



Following many Piracy attempts, some successful, and in all cases very costly, the Security thought process needs to shift with respect to Anti Piracy operations. The situation particular to the Gulf of Aden (GoA) has brought together two industries, namely the global shipping industry and the security industry. These two may well make awkward bedfellows for a number of reasons but chiefly a difference in the approach to piracy and pirates.

Many security companies see the increasing problem as the next goose to lay the golden egg after the slowing of Iraq and Afghanistan. They talk of weapons and gunboats to escort a group of vessels, in much the same way, but far less efficiently, than the EU NAVFOR and others currently do. The people caught in the middle of all of this are the crews of the ship making their way through these dangerous waters. At present the aim of these pirates is to take a ship and its crew hostage in order to extract a ransom from the shipping company that owns the vessel. Presently the crews of seized ships are being well cared for and it is in the interest of the pirates to do this, but how would the situation differ if the wild card of fire arms is introduced. How many people not engaged in piracy could be killed or injured by ill-disciplined security officers? What kind of retribution could be expected on crews of vessels successfully hijacked, if pirates are killed in the fire fight?



“We take the view that this would be an alarming escalation of the situation that would put at risk the most vulnerable vessels and crews attempting to earn a living from trade at sea” says Ben Jackson Head of Security at MIG Security. “The pirates modus operandi at the moment is only to take control of the vessel and not harm the crew, if the rogue so-called Maritime security officers carry on down the weapons route, the views of the pirates will swiftly change”.

MIG have developed a method which empowers the Masters and crews to take responsibility for the defence of their ship and livelihood, which puts them under no extra risk and makes a successful passage much more likely. Security of a tanker has to be put down to knowledge and team efforts, with armed guards on board the options are very quickly narrowed down to force instead of early Detection, displaying the wiliness to resist and lastly an ability to defend.

“C.A.P.T (Crew Anti Piracy Training) is a new dynamic concept to the world of maritime security which will give crews the experience and ability to read situations using all the resources at the team’s disposal”. Advises Marcus Di-Vincenzo MD of MIG Security, “It’s the inability and lack of these skills that causes incorrect decisions and offensive actions, putting the ship and all on board in danger”.

“The aim of **C.A.P.T** is to launch the crew into passage without any wasted time or expense, with the minimum of fuss, knowing what they have to do to avoid Piracy Attack, how to react to an attack correctly and with what support they have to do it”, says Ben. “We teach and practise the principles of defence, deception, all round defence and mutual support etc. The offensive spirit goes along with the confidence that there is a simple answer to the problem and it’s as much about thought as it is counter measures”.



Passive measures can be the only way forward if we are not to see huge escalation in casualties of the piracy situation in GoA. The security measures advocated here are available to all, relying on the will and diligence of a crew rather than how many guns the company can afford to buy.

Notes

Any questions please forward to

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Ben Jackson – 23 years spent within the British Royal Marines Commandos. Ben has carried out many transits through the areas mentioned and has foiled 3 pirate attempts which has formed the basis of the concept of C.A.P.T.

Marcus Di-Vincenzo – 19 years service within the British Royal Marines Commandos, with service in Navy boarding parties across the globe.

MIG Security Ltd is a specialist security company based in Devon but services a worldwide capability. Most of the operators employed within MIG are Ex Royal Marines holding vast experience within the piracy arena from service on board Naval ships in the problem areas of the globe.

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