1. HSM Introduction
2. HSM Procedure in High Risk Area
3. Prevention case from Somali Piracy
HSM  Introduction

1. History
2. Organization
3. Figure - Full Ship Management
4. Transit status in high risk area
1. History

Over 60 years of Ship Management

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>1949</td>
<td>Established Korea Shipping Co., Ltd</td>
</tr>
<tr>
<td>1977</td>
<td>Established Hanjin Shipping Co., Ltd</td>
</tr>
<tr>
<td>1988</td>
<td>Merged Korea Shipping Corp.</td>
</tr>
<tr>
<td>1995</td>
<td>Merged KeoYang Shipping Co., Ltd</td>
</tr>
<tr>
<td>1997</td>
<td>Merged Senator Lines Co., Ltd</td>
</tr>
<tr>
<td>2006.09</td>
<td>Spun off from Hanjin Shipping Co., Ltd, and established Hanjin Ship Management Co., Ltd</td>
</tr>
<tr>
<td>2007.10</td>
<td>Opened Hanjin Shipping Training Center</td>
</tr>
<tr>
<td>2008.10</td>
<td>Merged the Maritime Group of Hanjin Shipping Co., Ltd</td>
</tr>
</tbody>
</table>

As a globally trusted service partner, we are proud to provide you with the tailored quality ship management.
1. History (Introduction of Hanjin Group)

**Marine Transportation**

We are always there for our customers, offering the best services as the leader in marine transportation.

**Aviation**

We are committed to excellence as we seek to become a respected leader in the global aviation industry.

**Ground Transportation**

We promise to become the 21st century's total logistics company through Global e-Logistics.

**Information Service**

As an IT company for greater values, we support our customers' successful business.

**Tourism/Hotel/Real Estate**

We provide our customers with a high-quality travel/recreation culture.

**Non-Profit**

We are dedicated to fostering manpower and developing local communities as well as aim to become a leading international public beneficiary for the advancement of Korea.
2. Organization

CEO: Ryu, Jae-Heog
- Inaugurated as CEO in 2009
- Regional Manager in Seattle and Long beach in USA
- Graduated from Korea Maritime University in 1980

Total: 153
3. Full Ship Management

Under full ship management service (as of June, 2011)

98 vessels have been perfectly managed by us, ranging from bulker and container to chemical tanker.

- **39 Bulk Carriers**
  - Handy: 3
  - Supramax: 2
  - Panamax: 3
  - Capesize: 31

- **1 Tanker**
  - VLCC: 1

- **10 Chemical Tankers**
  - 10,000 dwt: 1
  - 13,000 dwt: 5
  - 20,000 dwt: 4

- **43 Container Vessels**
  - 590 TEU: 2
  - 4000 TEU: 8
  - 4300 TEU: 8
  - 5000 TEU: 7
  - 6500 TEU: 8
  - 8600 TEU: 5
  - 10000 TEU: 5

- **1 Offshore**
  - Cable Layer: 1

- **4 LNG Carriers**
  - 138,000 cbm: 4

Hanjin Overseas Bulk: 1 Bulk Carrier
Hanjin Overseas Tanker: 4 Chemical Tankers
Ace Marine: 2 Containers
KT Submarine: 1 Offshore
4. Transit Status in High Risk Area

- The 1st Half of 2011 (including Chartering Vessel)

<table>
<thead>
<tr>
<th></th>
<th>Chemical</th>
<th>VLCC</th>
<th>LNG</th>
<th>CNTR(O)</th>
<th>CNTR(C)</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Aden</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>95</td>
<td>124</td>
<td>219</td>
</tr>
<tr>
<td>Oman/P.G</td>
<td>36</td>
<td>4</td>
<td>33</td>
<td>32</td>
<td>-</td>
<td>105</td>
</tr>
<tr>
<td>Total</td>
<td>36</td>
<td>4</td>
<td>33</td>
<td>127</td>
<td>124</td>
<td>324</td>
</tr>
</tbody>
</table>

※ Usage of Armed Security : 5 times
1. HSM Introduction
2. HSM Procedure in High Risk Area
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2. Route Recommendations

Detour to outside of (MLTM) Dangerous area with Max. Speed

To sail within 30NM off the coast, if possible.

The shortest route via IRTC with speed 20Kts or more
3. Citadel

- External Communications
  - Mobile Satellite Phone
  - 2 Way VHF Radio & UHF Transceiver

- Installation Status
  - Based on the MLTM Notice # 2011-60
  - Emergency Food, Water, First Aid Kits, Blankets, Portable Toilet, Portable Fire Extinguisher, EEBD and ETC
  - Installed at 36 Vessels (operating in high risk area)
4. Physical Barriers

- **Purpose**
  - Preventive measures to deter or delay pirates who have managed to get on board.
  - Make time to escape to Citadel

- **Protection Measures**
  - Razor Wire, Steel Plate, Empty Drum, Grating & Expanded Metal
  - Water and/or Steam Spray
  - Be secured Door, Hatch & Stairway (Razor Wire, Steel Plate & ETC)
5. Counter-Piracy Plan & Scenario

- Prior to entering the High Risk Area
- Upon entering the High Risk Area
- Transiting the High Risk Area
- Encounter a Suspicious Craft
- Approach Stage
- Attack Stage (usage of firearms)
- Attempt to aboard
- Pirates boarded
  - a Hostage Situation
  - At the Citadel
- In the event of Military Operation
1. HSM Introduction
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1. Ship’s Particular

- Capacity & Dimensions
  - 6,655 TEU Full Container Carrier
  - 74,962 GRT
  - 304.07(L) x 40.00(B) x 24.60meters(D)
- Built In: 2007 in Korea
- Port Rotation
  
  Korea ➤ China ➤ Vietnam ➤ Singapore ➤ I.O.R ➤ Red Sea ➤ Suez ➤ Europe
2. Overview of Piracy Attack Case

- **11th Apr. 2011. 2354 LT**
  “M/V Hanjin XX” laden with containerized cargoes left the port of Algeciras in Spain heading for Singapore.

- **Prior to entering the High Risk Area**
  - Reported to MLTM, ROKN, HSM, UKMTO-Dubai & MARLO
  - Carried out SSAS test
  - Conducted a Briefing and Drill.
  - Prepared the Citadel equipments including 2 way VHF and UHF transceiver.

- **Transiting through the High Risk Area**
  - Took an additional security measure by adding an extra watcher.
  - According to the Guidance, reported to the above Parties regularly.

- **20th Apr., 2011**
  - 19:00 SAT Master sent 8th Position Report to the Company.
  - 23:55 SAT The 2nd officer on duty found one object on Radar screen, which was about 10 miles off starboard bow. He changed the vessel course to 090° from 110° for safe passing.
2. Overview of Piracy Attack Case

- 21st Apr., 2011
  - 00:00 ~ 00:07 SAT
    - There was no movement of the target on Radar screen.
    - The 2nd officer and Enhanced Bridge Team were trying to find the object by binoculars and naked eyes. However, they could not find any object and lights.
  - 00:08 ~ 00:10 SAT
    - When the above object was about 4 miles away, he heard a big explosive sound “Bang!” and the vessel was shaken.
    - Thereafter, the steering system was out of order and various alarms were activated due to unknown mechanical and electric shocks.
    - The master in his cabin heard the above big sound and immediately went up to the Navigation Bridge.
    - The 2nd officer reported that steering system was out of order. At this time the vessel was started to turn to starboard slowly. The master went out to wing Bridge but he could not find any abnormality. However, a few seconds later, he heard gunshots nearby.
2. Overview of Piracy Attack Case

✓ **00:11 ~ 00:13 SAT**
  - The master immediately ordered the crew members to move to the designated Muster Point, and he pushed SSAS button. *(12-58.6N, 058-54.5E / 250 miles off from Socotra Is., I.O.R)*
  - And then he went down to the Muster Point with Bridge Team, where he ordered the Chief Engineer to stop the Main Engine.
  - At this time, the vessel was turning to starboard side due to malfunction of the steering systems.

✓ **00:13 SAT** MLTM received SSAS message and then they announced to the all concerned parties including ROKN and HSM.

✓ **00:14 SAT** The master confirmed that all crew members are safe.
  And then he ordered the crew members to move to the Citadel.
2. Overview of Piracy Attack Case

- **00:25 SAT**: All crew members moved to the Citadel and locked all entrance tightly. Thereafter, crew members waited quietly in the Citadel and check the status of external communication periodically.

- **XX:XX SAT**: ROKN began to prepare the operation.

- **01:05 SAT**: Based on the ship’s telegraph log, there was an attempt to start the engine two times by pirate.

- **XX:XX SAT**: Turkish Navy helicopter arrived and patrolled the vicinity of the ship. They did not find any crew members and pirates on the ship and suspicious crafts nearby.

- **XX:XX SAT**: ROKN helicopter had arrived and patrolled the vicinity of the ship.
2. Overview of Piracy Attack Case

- **XX:XX SAT**: ROKN war ship arrived on the spot. And the rescue operation was conducted by the Navy, thereafter ship was secured.

- **14:04 SAT**: The Captain and ROKN succeeded in communication.

- **14:33 SAT**: All crew members went up to the open deck and rendezvoused with the ROKN.

- ~ **17:50 SAT**: All crew members with ROKN were searched and checked whole area of the vessel. In addition, using a RIB, they were checking shell plate, the results were good. And then they restored the ship’s M/E and other equipments including the failed steering system.

- **18:05 SAT**: Resumed her intended voyage to Singapore. She was escorted to Long. 065-00E by the ROKN war ship.
3. Estimated Route of Pirate Boarding
4. Extent of Damage to the Vessel

- Starboard side life boat was holed by rifle shot at two places.
- Starboard side life raft was holed by rifle shot, and had to be replaced.
- Starboard side wall plate of superstructure was dented about 5 places by rifle shot, and scupper pipe was holed by rifle shot at one place.
- Starboard side engine room vent was holed by rifle shot at one place.
- Upper ceiling was dented by rifle shot.
- Door locking devices for crew cabin and store were damaged.
5. Extent of Damage to the Container

- One container door was holed/torn down by RPG-7 fired by pirate and damaged part was 500 x 600mm in dimension. The attack caused damage to inner goods.
- Six containers have been damaged by debris of Warhead. But there was no damage to inner goods.
6. Loss of ship’s Store & Crew Effects

- Loss of Ship’s store & Cash by Piracy
  - Ship’s Store: Digital Camera, Transceiver with Re-charger
  - Cash deposit

- Loss of Crew Effects by Piracy
  - Personal Belongings: Electronic Devices such as Digital Camera, Mobile Phone & etc
  - Cash owned by crews
7. Items of Evidence

- Stabilizer Fin of PG-7VL (collected from around Holed Container)
- Three Bullets of AK-47 (collected from Wing Bridge by ROKN)
- Goods used by Pirate: Lantern, Battery & Cigarette Butts
- Footprint (Exposed Deck, Accom., Wing Bridge & ETC)
Thank You