ADMIRALTY PAPER CHART SERVICE

Information on this chart and in any associated Notices to Mariners is provided for the sole purpose of enabling mariners to assess the security of navigation when planning passage through or near to the areas depicted. Depiction of hazards to the security of navigation on this chart does not imply United Kingdom support for or endorsement of any particular measure unilaterally adopted by any other nation, although the United Kingdom does support measures adopted by the United Nations. Queries about the application, scope and effect of any measures adopted unilaterally should be addressed to the nation adopting it. The UKHO will endeavour to maintain the information on this chart up-to-date but does not guarantee to do so, and, to the fullest extent permissible by law, accepts no liability whatsoever for any loss or damage arising out of or in connection with the use, misuse or non-use of this chart or any associated Notices to Mariners, or for any loss or damage sustained as a result of the information on this chart or any associated Notices to Mariners being inconsistent with measures in effect at any particular time.

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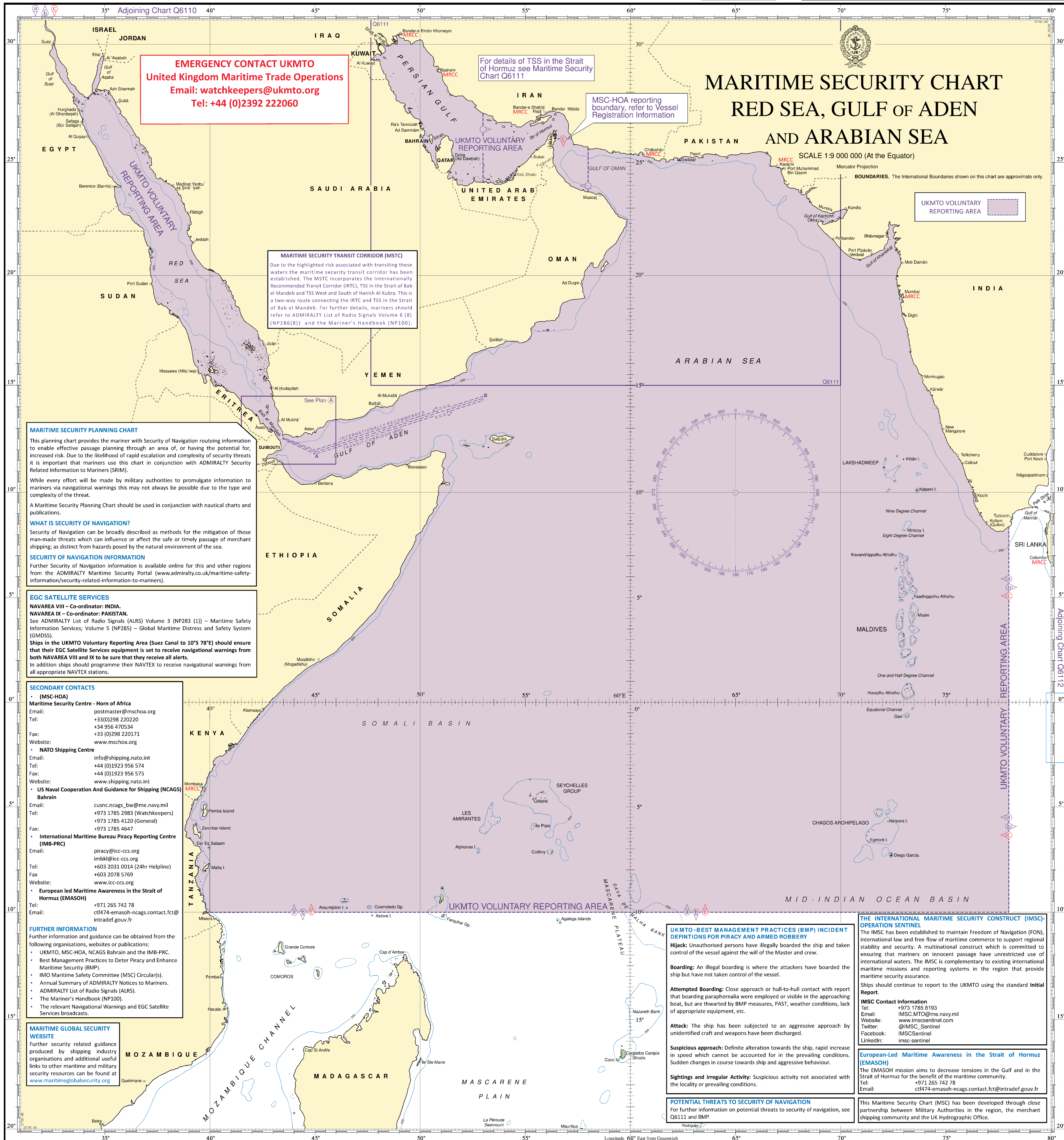
IMPORTANT – SEE RELATED ADMIRALTY PUBLICATIONS
Notices to Mariners (Annual, Permanent, Preliminary and Temporary); NP5011 (Symbols and Abbreviations);
The Mariner's Handbook (especially Chapters 1 & 2 on the use, accuracy and limitations of charts); Sailing Directions (Pilots);
List of Lights & Fog Signals; List of Radio Signals; Tide Tables (or their digital equivalents).
KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE

MARITIME SECURITY CHART RED SEA, GULF OF ADEN AND ARABIAN SEA

SCALE 1:9 000 000 (At the Equator)
Mercator Projection

BOUNDARIES. The International Boundaries shown on this chart are approximate only.



EMERGENCY CONTACT UKMTO
United Kingdom Maritime Trade Operations
Email: watchkeepers@ukmto.org
Tel: +44 (0)2392 222060

MARITIME SECURITY TRANSIT CORRIDOR (MSTC)

Due to the highlighted risk associated with transiting these waters the maritime security transit corridor has been established. The MSTC incorporates the Internationally Recommended Transit Corridor (IRTC), TSS In the Strait of Bab el Mandeb and TSS West and South of Hanish Al Kubra. This is a two-way route connecting the IRTC and TSS In the Strait of Bab el Mandeb. For further details, mariners should refer to ADMIRALTY List of Radio Signals Volume 6 (8) (NP286(8)) and the Mariner's Handbook (NP100).

MARITIME SECURITY PLANNING CHART

This planning chart provides the mariner with Security of Navigation routeing information to enable effective passage planning through an area of, or having the potential for, increased risk. Due to the likelihood of rapid escalation and complexity of security threats it is important that mariners use this chart in conjunction with ADMIRALTY Security Related Information to Mariners (SRIM).

While every effort will be made by military authorities to promulgate information to mariners via navigational warnings this may not always be possible due to the type and complexity of the threat.

A Maritime Security Planning Chart should be used in conjunction with nautical charts and publications.

WHAT IS SECURITY OF NAVIGATION?

Security of Navigation can be broadly described as methods for the mitigation of those man-made threats which can influence or affect the safe or timely passage of merchant shipping; as distinct from hazards posed by the natural environment of the sea.

SECURITY OF NAVIGATION INFORMATION

Further Security of Navigation information is available online for this and other regions from the ADMIRALTY Maritime Security Portal (www.admiralty.co.uk/maritime-safety-information/security-related-information-to-mariners).

EGC SATELLITE SERVICES

NAVAREA VIII – Co-ordinator: INDIA.
NAVAREA IX – Co-ordinator: PAKISTAN.
See ADMIRALTY List of Radio Signals (ALRS) Volume 3 (NP283 (1)) – Maritime Safety Information Services; Volume 5 (NP285) – Global Maritime Distress and Safety System (GMDSS).
Ships in the UKMTO Voluntary Reporting Area (Suez Canal to 10°S 78°E) should ensure that their EGC Satellite Services equipment is set to receive navigational warnings from both NAVAREA VIII and IX to be sure that they receive all alerts.
In addition ships should programme their NAVTEX to receive navigational warnings from all appropriate NAVTEX stations.

SECONDARY CONTACTS

- **(MSC-HOA)**
Maritime Security Centre - Horn of Africa

Email:	postmaster@mschoa.org
Tel:	+33(0)298 220220 +34 956 470534
Fax:	+33 (0)298 220171
Website:	www.mschoa.org

- **NATO Shipping Centre**

Email:	info@shipping.nato.int
Tel:	+44 (0)1923 956 574
Fax:	+44 (0)1923 956 575
Website:	www.shipping.nato.int

- **US Naval Cooperation And Guidance for Shipping (NCAGS) Bahrain**

Email:	cusnc.ncags_bw@me.navy.mil
Tel:	+973 1785 2983 (Watchkeepers) +973 1785 4120 (General)
Fax:	+973 1785 4647

- **International Maritime Bureau Piracy Reporting Centre (IMB-PRC)**

Email:	piracy@icc-ccs.org imbkl@icc-ccs.org
Tel:	+603 2031 0014 (24hr Helpline)
Fax	+603 2078 5769
Website:	www.icc-ccs.org

- **European led Maritime Awareness in the Strait of Hormuz (EMASOH)**

Tel:	+971 265 742 78
Email:	ctf474-emasoh-ncags.contact.fct@intradef.gouv.fr

FURTHER INFORMATION

Further information and guidance can be obtained from the following organisations, websites or publications:

- UKMTO, MSC-HOA, NCAGS Bahrain and the IMB-PRC.
- Best Management Practices to Deter Piracy and Enhance Maritime Security (BMP).
- IMO Maritime Safety Committee (MSC) Circular(s).
- Annual Summary of ADMIRALTY Notices to Mariners.
- ADMIRALTY List of Radio Signals (ALRS).
- The Mariner's Handbook (NP100).
- The relevant Navigational Warnings and EGC Satellite Services broadcasts.

MARITIME GLOBAL SECURITY WEBSITE

Further security related guidance produced by shipping industry organisations and additional useful links to other maritime and military security resources can be found at www.maritimeglobalsecurity.org

UKMTO–BEST MANAGEMENT PRACTICES (BMP) INCIDENT DEFINTIONS FOR PIRACY AND ARMED ROBBERY

Hijack: Unauthorised persons have illegally boarded the ship and taken control of the vessel against the will of the Master and crew.

Boarding: An illegal boarding is where the attackers have boarded the ship but have not taken control of the vessel.

Attempted Boarding: Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat, but are thwarted by BMP measures, PAST, weather conditions, lack of appropriate equipment, etc.

Attack: The ship has been subjected to an aggressive approach by unidentified craft and weapons have been discharged.

Suspicious approach: Definite alteration towards the ship, rapid increase in speed which cannot be accounted for in the prevailing conditions. Sudden changes in course towards ship and aggressive behaviour.

Sightings and irregular Activity: Suspicious activity not associated with the locality or prevailing conditions.

POTENTIAL THREATS TO SECURITY OF NAVIGATION

For further information on potential threats to security of navigation, see Q6111 and BMP.

THE INTERNATIONAL MARITIME SECURITY CONSTRUCT (IMSC)-OPERATION SENTINEL

The IMSC has been established to maintain Freedom of Navigation (FON), international law and free flow of maritime commerce to support regional stability and security. A multinational construct which is committed to ensuring that mariners on innocent passage have unrestricted use of international waters. The IMSC is complementary to existing international maritime missions and reporting systems in the region that provide maritime security assurance.

Ships should continue to report to the UKMTO using the standard **Initial Report**.

IMSC Contact Information

Tel:	+973 1785 8193
Email:	IMSC.MTO@me.navy.mil
Website:	www.imscsentinel.com
Twitter:	@IMSC_Sentinel
Facebook:	IMSCSentinel
LinkedIn:	imsc-sentinel

European-Led Maritime Awareness in the Strait of Hormuz (EMASOH)

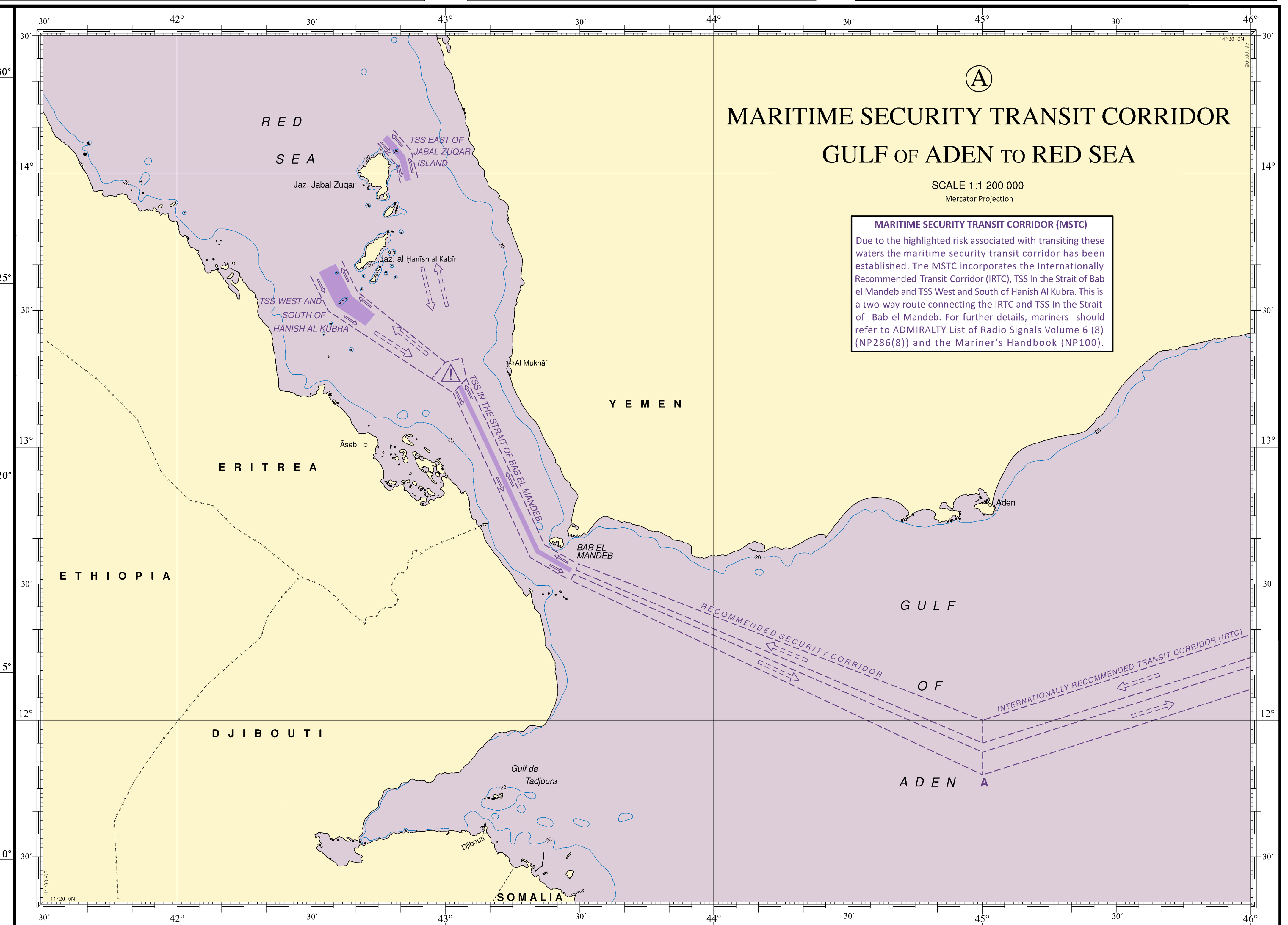
The EMASOH mission aims to decrease tensions in the Gulf and in the Strait of Hormuz for the benefit of the maritime community.

Tel:	+971 265 742 78
Email:	ctf474-emasoh-ncags.contact.fct@intradef.gouv.fr

This Maritime Security Chart (MSC) has been developed through close partnership between Military Authorities in the region, the merchant shipping community and the UK Hydrographic Office.

Ⓐ MARITIME SECURITY TRANSIT CORRIDOR GULF OF ADEN TO RED SEA

SCALE 1:1 200 000
Mercator Projection



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UKMTO VOLUNTARY REPORTING AREA

UKMTO acts as the primary point of contact for merchant vessels and liaison with military forces in the region. Vessels are encouraged to report their positions by email at 0800 hours UTC whilst operating in the VRA. The UKMTO 'Vessel Reporting Form - Daily Position Report' BMP should be used. The UKMTO VRA is bounded by; Suez to the North, 10°S and 78°E including the Persian Gulf.

VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security and provide anti-piracy support to maintain the freedom of navigation to all vessels in the Indian Ocean, Arabian Sea, Gulf of Aden and the Red Sea.

Merchant vessels operating in these areas are strongly encouraged to liaise with the relevant authorities, as detailed below. Any Master, owner, or operating company choosing not to report may delay any military assistance in the event of an incident as military assets will not be expecting the ship, resulting in valuable information not being available.

Participation in the reporting schemes is totally free and vessels sailing under any flag or ownership are strongly encouraged to participate. Be assured that all information provided is treated in strict commercial confidence and only processed in official channels in accordance with United Kingdom Data Protection Laws.

VESSEL REPORTING

Upon entering the UKMTO Voluntary Reporting Area (bounded by Suez in the north, to 10°S and 78°E), or when leaving a port within the area, vessels are requested to:

ⓐ Send an Initial Report to UKMTO (by email to watchkeepers@ukmto.org), using the "UKMTO INITIAL REPORT" format below or Telephone +44 (0)2392 222060.

ⓐ UKMTO INITIAL REPORT

1	Ship Name	10	Destination and Estimated Time of Arrival
2	Flag	11	Name and contact details of Company Security Officer
3	IMO Number		
4	Satellite Telephone Number	12	Nationality of Master and Crew
5	Time and Position		
6	Course	13	Armed/unarmed security team embarked
7	Passage Speed		
8	Freeboard		
9	Cargo		

Report daily by 0800 UTC to UKMTO, using the "DAILY/TRANSIT POSITION REPORT" format below.

If planning to transit the Gulf of Aden, vessels are requested to add the ETA at the Internationally Recommended Transit Corridor (IRTC) entry point "A" or "B" to the daily reports to UKMTO and MSC-HOA;

DAILY/TRANSIT POSITION REPORT

1	Ship Name	5	Ship's Course and Speed
2	Ship's Call Sign and IMO Number	6	Any other important information*
3	Time of Report in UTC	7	ETA point A/B IRTC (if applicable)
4	Ship's Position		

**Other important information could be change of destination or ETA, number of UK crew on board, etc.*

ⓑ Upon reaching port, or exiting the UKMTO Voluntary Reporting Area, send UKMTO a "FINAL REPORT" using the format below.

ⓑ FINAL REPORT

1	Ship's Name	4	Port or position when leaving the Voluntary Reporting Area
2	Ship's Call Sign and IMO Number		
3	Time of Report in UTC		

In the event of witnessing suspicious/irregular activity, vessels are requested to send a report using the format below.

SUSPICIOUS/IRREGULAR ACTIVITY REPORT

1	Ship's Name	5	Ship's Course and Speed
2	Ship's Call Sign and IMO Number	6	Sighting of suspicious activity. Time, position, brief description of craft and activity witnessed
3	Time of Report in UTC		
4	Ship's Position		

Note: Where possible include any imagery to aid military appreciation.

FOLLOW-UP REPORT TO UKMTO AND MSC-HOA.

Following any attack or suspicious activity, it is vital that a detailed report of the event is provided to UKMTO and MSC-HOA. It is helpful to provide a copy of the report to the IMB.

RECOMMENDED ACTIONS IN THE EVENT OF SHIPS UNDER ATTACK

APPROACH STAGE

Effective lookouts may aid in identifying the nature of the attack, the threat profile of a piracy or other attack may initially look similar and it will not be until the attackers are close that the nature of the attack becomes apparent. In all cases, the following steps should be taken:

- If not already at full speed, increase to maximum to open the distance.
- Steer a straight course to maintain a maximum speed.
- Initiate the ship's emergency procedures.
- Activate the emergency communication plan.
- Sound the emergency alarm and make an attack announcement, in accordance with the ship's emergency communication plan.
- Make a mayday call on VHF Ch. 16. Send a distress message via the Digital Selective Calling (DSC) system and EGC Satellite Services, as applicable.
- Activate the Ship Security Alert System (SSAS).
- Report the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.
- Ensure the AIS is switched on.
- Activate water spray.
- Ensure that all external doors and, where possible, internal public rooms and cabins are fully secured.
- All crew not required on the bridge or in the engine room should muster at the safe muster point or citadel as instructed by the Master.
- When sea conditions allow, consider altering course to increase an approaching skiff's exposure to wind/waves.
- Sound the ship's whistle/foghorn continuously to demonstrate to any potential attacker that the ship is aware of the attack and is reacting to it.
- Check Vessel Data Recorder (VDR) is recording.
- Privately Contracted Armed Security Personel (PCASP), if present, will take agreed actions to ward off attackers.

ATTACK STAGE

As the attackers get close the following steps should be taken:

- Reconfirm all ship's crew are in the safe muster point or citadel as instructed by the Master.
- Ensure the SSAS has been activated.
- If not actioned, report the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.
- As the attackers close in on the ship, Masters should commence small alterations of helm whilst maintaining speed to deter skiffs from lying alongside the ship in preparation for a boarding attempt. These manoeuvres will create additional wash to impede the operation of the skiffs.
- Large amounts of helm are not recommended, as these are likely to significantly reduce a ship's speed.
- Check VDR data is being saved.
- PCASP, if present, will conduct themselves as governed by the Rules for Use of Force (RUF).

ACTIONS ON ILLEGAL BOARDING

If the ship is illegally boarded the following actions should be taken:

- Take all way off the ship and then stop the engines.
- All remaining crew members to proceed to the citadel or safe muster point locking all internal doors on route.
- PCASP, if present, will follow procedures agreed with company and Master.
- Ensure all crew are present in the citadel or safe muster point. This includes the Master, bridge team and PCASP.
- Establish communications from the citadel with UKMTO and your company and confirm all crew are accounted for and in the citadel or safe muster point.
- Stay in the citadel until conditions force you to leave or advised by the military.
- If any member of the crew is captured it should be considered that the pirates have full control of the ship.

IF CONTROL OF THE SHIP IS LOST

- All movement should be calm, slow and very deliberate. Crew members should keep their hands visible always and comply fully. This will greatly reduce the risk of violence.
- Experience has shown that the pirates will be aggressive, highly agitated and possibly under the influence of drugs or alcohol.

IN THE EVENT OF MILITARY INTERVENTION

Brief and prepare the ship's crew to cooperate fully during any military action onboard.

For further information see BMP and Q6111.

NOTES:

MSC-HOA VESSEL REGISTRATION

Masters are strongly encouraged to register vessel movements with MSC-HOA.
The completion of the MSC-HOA VESSEL REGISTRATION FORM is requested as follows:

When entering the Red Sea proceeding south.
The Strait of Hormuz at 26°N when proceeding south into the Gulf of Oman.
When crossing the UKMTO VRA at 10°S and 78°E.

Registration with MSC-HOA ensures the vessel is monitored by military forces during its transit of the registration area. In addition regular threat assessment updates, warnings and the latest self protection information are made available to shipping companies and Masters that register with MSC-HOA.

Register your vessel online: www.mschoa.org
Email: request an offline registration form from postmaster@mschoa.org or email with details from MSC-HOA VESSEL REGISTRATION FORM
Tel: +33 (0)298 220 220 Fax: +33 (0)298 220 171
+34 956 470 534

The forms may be completed online by ship operators (or by Masters where vessels have internet access) but note that registration with the MSC-HOA website is required before the forms can be completed.

MSC-HOA will also accept faxed forms and forms by email. Ship operators should ensure that they and/or their vessels are in receipt of the latest version of the forms.

ⓒ MSC-HOA VESSEL REGISTRATION FORM

VESSEL'S DETAILS

All fields with an asterisk (*) are obligatory

Ship Name*	Flag State*
IMO Number*	MMSI Number*
Call Sign*	Ship's Master Name*
Primary E-mail*	Secondary E-mail
Ship Contact Number*	Ship contact E-mail*
Owner Name*	Operator name*
Operator address	Operator Contact Number*
Operator E-mail*	Designated Person Ashore (DPA) name*
DPA Contact Number*	DPA E-mail*
Vessel Type*	Iridium number

MOVEMENT DETAILS

Entry Point – MSC-HOA VESSEL REGISTRATION Area* (78°E/10°S/Strait of Hormuz/Suez/Port)	ETA (UTC) – MSC-HOA VESSEL REGISTRATION Area* (dd/mm/yyyy hh:mm)
Exit Point – MSC-HOA VESSEL REGISTRATION Area* (78°E/10°S/Strait of Hormuz/Suez/Port)	ETD (UTC) – MSC-HOA VESSEL REGISTRATION Area* (dd/mm/yyyy hh:mm)
Do you intend to transit the IRTC part of the MSTC?*	
ETA at IRTC (UTC)* (dd/mm/yyyy hh:mm)	ETD at IRTC (UTC)* (dd/mm/yyyy hh:mm)
Direction* (East/West)	Draught
Do you intend to join a group in transit? (If YES) Group To Join (If NO) Intend to join National Convoy?	Transit Speed Cargo (Crude Oil, Chemicals, Containers, Passengers, Other...Please Specify)
Crew numbers & nationalities	Hazardous Cargo details (if applicable)
Freeboard of lowest accessible deck in Metres (m)*	Last Port of call*
Maximum Speed	Next Port of call*

SELF PROTECTION MEASURES

AIS to be left on through GOA*	AIS to be left on through HOA*
Anti-piracy measures in place?*	
Crew Briefing	Extra Lookouts
Fire Hoses Rigged	Fire Pump Ready
Barbed/Razor Wire	Locked Doors
External Communication Plan	Outboard Ladders Stowed
Citadel	Dummies Posted
Night Vision Optics	Manned Engine Room
CCTV	Crew Drills Completed
Unarmed Security Team onboard	Armed Security Team onboard*
Helicopter winch area?*	Doctor oboard?*
Helicopter landing pad?*	Weapons held onboard?*
Additional Measures	

Customer Information
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SECURITY RELATED INFORMATION
For the latest security information see
https://www.admiralty.co.uk/maritime-safety-information/security-related-information-to-mariners

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