

EMERGENCY CONTACT UKMTO
 United Kingdom Maritime Trade Operations
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MARITIME SECURITY CHART

RED SEA, GULF OF ADEN AND ARABIAN SEA

SCALE 1:9 000 000 (At the Equator)

MARITIME SECURITY TRANSIT CORRIDOR (MSTC)
 Due to the high risk associated with transit through these waters the maritime security transit corridor has been established. The MSTC incorporates the International Recommended Transit Corridor (IRTC), TSS in the Strait of Bab el Mandeb and TSS West and South of Dahlak Island. 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 and the Mariners' Handbook (NP100).

MARITIME SECURITY PLANNING CHART
 This planning chart provides the mariner with Security of Navigation information to enable effect to be taken to avoid or reduce the risk of an attack. It is intended for use by mariners in conjunction with ADMIRALTY Security of Navigation Information (SONI) charts. It is important that mariners use this chart in conjunction with ADMIRALTY Security of Navigation Information (SONI) charts. It is important that mariners use this chart in conjunction with ADMIRALTY Security of Navigation Information (SONI) charts.

WHAT IS SECURITY OF NAVIGATION?
 Security of Navigation can be broadly described as methods for the mitigation of those maritime threats which can influence or affect the safe and timely passage of merchant shipping, as distinct from hazards caused by the natural environment of the sea.

SAFETYNET BROADCASTS ON INMARSAT C
 NAVAREA VIII - Inmarsat C
 NAVAREA IX - Inmarsat C
 See ADMIRALTY List of Radio Signals (ALRS) Volume 3 (NP283 (1)) Maritime Safety Information Services. Volume 3 (NP283 (1)) - Global Maritime Distress and Safety System (GMDSS).

SECONDARY CONTACTS
 Maritime Security Centre - Horn of Africa
 Tel: +44 (0)202 222 210
 Fax: +44 (0)202 222 211
 Website: www.msc-hoa.org

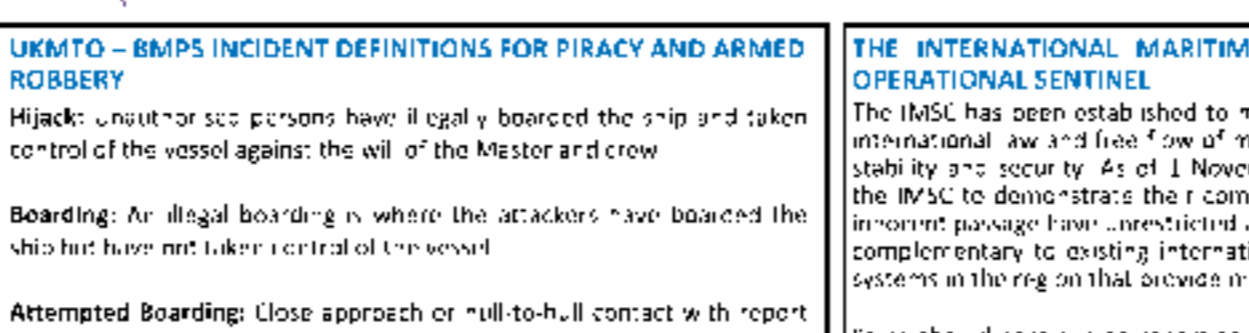
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THE HIGH RISK AREA
 The High Risk Area (HRA) is an area within the UKMTO designated Voluntary Reporting Area (VRA) where it is considered there is a higher risk of piracy and within which self protective measures are most likely to be required. For the purpose of BMPS the High Risk Area is located by the territorial waters of the coast of East Africa at Latitude 02°00' to 05°00' E then to positions:

Lat: 02°00' N Long: 05°00' E
 Lat: 02°00' N Long: 06°00' E
 Lat: 05°00' N Long: 06°00' E
 Lat: 05°00' N Long: 02°00' E

RECOMMENDED ACTIONS IN THE EVENT OF SHIPS UNDER ATTACK
 Piracy is becoming more widespread and the nature of the attacks, the threat of piracy or other attack may initially be limited 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:

1. Start a struggle to avoid a maximum speed.
2. Include the ship's emergency procedures.
3. Activate the emergency common radio plan.
4. Send the emergency call and make an attack announcement, in accordance with the ship's emergency common radio plan.
5. Make a mayday call on VHF Ch. 16, since a distress message via the Digital Selective Calling (DSC) system and INMARSAT C, as appropriate.
6. Activate the SAS.
7. Report the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.
8. Ensure the AIS is switched on.
9. Activate water spray.
10. Ensure that a lookout is posted, where possible, internal public address, and other crew are alerted.
11. A crew not required on the bridge or in the engine room should muster at the safe muster point or outside as instructed by the Master.
12. When sea conditions allow, consider altering course to increase an approaching ship's separation to safe distances.
13. Send the ship's whistle/whistle horn continuously to demonstrate to any potential attacker that the ship is aware of the attack and is reacting to it.
14. Check Vessel Data Recorder (VDR) is recording.
15. If possible, if possible, ensure that agreed actions to warn of attacks.

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

1. Report the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.
2. If an attack is reported the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.
3. As the attackers close in on the ship, Master should communicate a latest on of help which it maintains speed to deter the pirates from leaving alongside the ship in preparation for a boarding attempt. These measures will create additional wash to impede the operation of the attack.
4. Large amounts of helm are not recommended, as these are likely to significantly reduce a ship's speed.
5. Check VDR details are being saved.
6. If possible, if possible, ensure that agreed actions to warn of attacks.
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ACTIONS ON UNLAWFUL BOARDING
 If the ship is illegally boarded the following actions should be taken:

1. All crew members should be alerted to the situation, safe muster points locking all internal doors, etc.
2. If possible, if possible, ensure that agreed actions to warn of attacks.
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IF CONTROL OF THE SHIP IS LOST
 All crew members should be alerted to the situation, safe muster points locking all internal doors, etc. If possible, if possible, ensure that agreed actions to warn of attacks. If possible, if possible, ensure that agreed actions to warn of attacks.

IN THE EVENT OF MILITARY INTERVENTION
 If and when the ship's crew to cooperate fully during any military action onboard. For further information see BMPS and Q6111.

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 with reporting in the VRA and IRTA. The UKMTO VRA Reporting Area - Daily Position Report (BMPS) is available at www.ukmto.org. The UKMTO VRA is bounded by:

South to the north, 02° S and 05° N including the Persian Gulf.

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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 a requirement for vessels transiting the Red Sea and Gulf of Aden. The Strait of Hormuz is 26 miles wide and extends south into the Gulf of Oman. When crossing the UKMTO VRA at 10° S and 78° E.

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VESSEL'S DETAILS	
1. Ship Name	10. Destination and Estimated Time of Arrival
2. IMO Number	11. Name and contact details of Company Security Officer
3. Flag	12. Name of Master and Crew
4. IMO Number	13. Arrived/Departed security team members
5. Inmarsat Telephone Number	14. Other information
6. Time and Position	
7. Course	
8. Passage Speed	
9. Precedence	
10. Cargo	

MOVEMENT DETAILS	
1. Entry Point - MSC-HOA VESSEL REGISTRATION AREA	2. Exit Point - MSC-HOA VESSEL REGISTRATION AREA
3. Entry Date/Time	4. Exit Date/Time
5. Entry Position	6. Exit Position
7. Entry Course	8. Exit Course
9. Entry Speed	10. Exit Speed

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 per A3/BTC (if applicable)
4. Ship's Position	

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	

SUSPICIOUS/IRREGULAR ACTIVITY REPORT	
1. Ship's Name	5. Ship's Course and Speed
2. Ship's Call Sign and IMO Number	6. Starting of suspicious activity time, position, and description of event and activity witnessed
3. Time of Report in UTC	
4. Ship's Position	

SELF PROTECTION MEASURES	
1. AIS to be on (on/off) GOA*	2. AIS to be on (on/off) HOA*
3. Extra Lookouts	4. Fire Pumps Ready
5. Fire Pumps Ready	6. Lockdown
7. Lockdown	8. External Communication Plan
9. External Communication Plan	10. Unarmed Security Team onboard
11. Unarmed Security Team onboard	12. Helicopter landing pad
13. Helicopter landing pad	14. Weapons held onboard?
15. Weapons held onboard?	