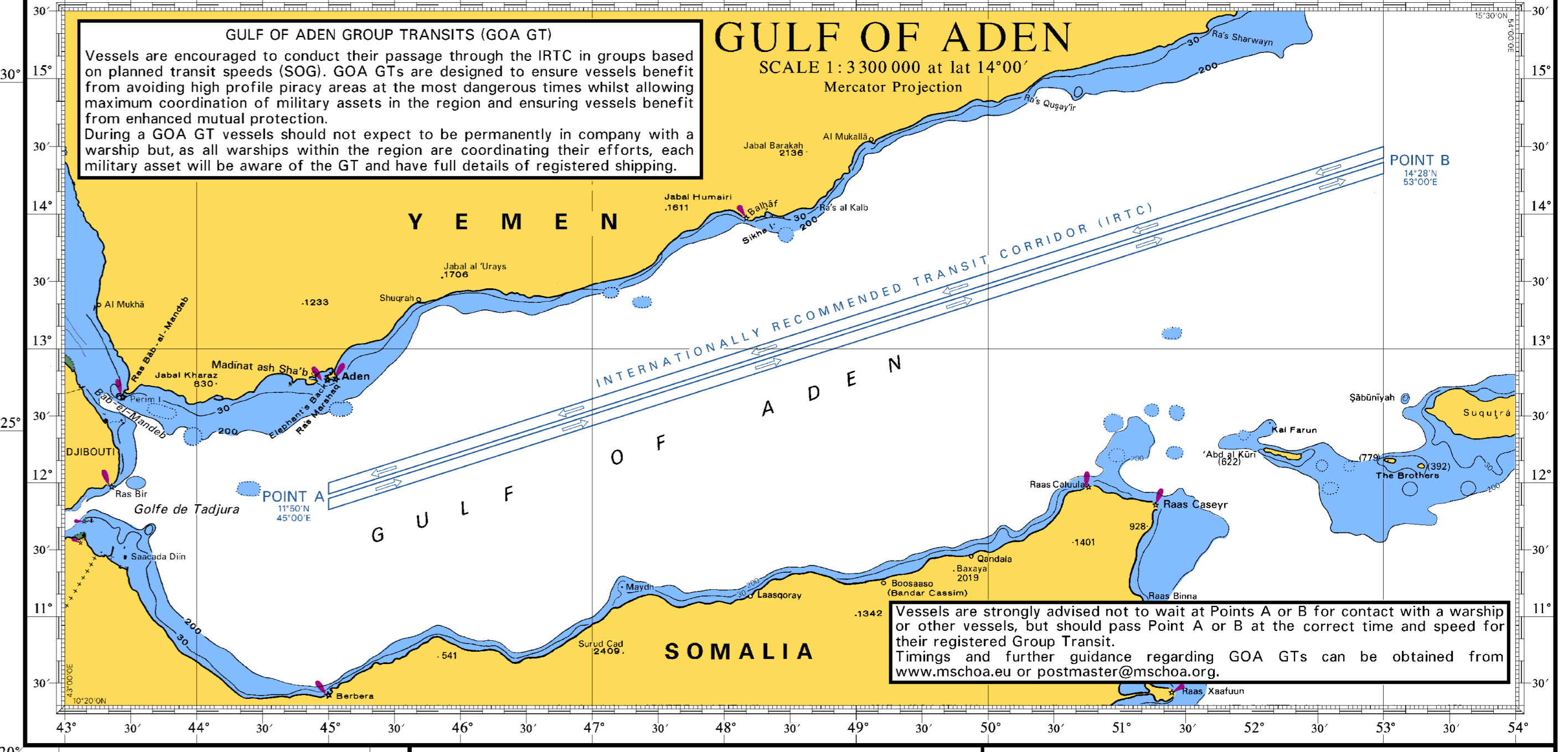


ANTI-PIRACY PLANNING CHART - RED SEA, GULF OF ADEN AND ARABIAN SEA

SCALE 1:7 500 000 at the Equator
Mercator Projection



NAVIGATION IN OR NEAR HIGH RISK AREA(S)

- Any decision to navigate in areas where the vessel's security may be threatened requires careful consideration and detailed planning to best ensure the safety of the vessel and crew. The following outlines some of the key aspects involved in such planning:
- Gather up-to-date information regarding the current security situation in the region and conduct risk assessment
 - Identify current high risk/piracy area(s) and assess whether it is possible or practicable to avoid these area(s)
 - Conduct onboard security briefing or training exercise
 - Based on the risk assessment and Ship Security Plan, make necessary precautions in line with industry and company guidance
 - Consider any additional security measures
 - Establish a secure internal piracy attack muster point ("Citadel") and equip it appropriately (communications, food, water etc)
 - Consult and strongly consider industry and company routing recommendations
 - Plan to transit high risk area(s) during hours of darkness
 - Plan to transit high risk area(s) at maximum sea speed
 - Increase bridge lookouts and radar watches
 - Define the AIS policy
 - Plan to increase readiness and redundancy by running additional auxiliary machinery, including generators and steering motors
 - Secure and control access to bridge, engine room, steering gear room and accommodation spaces
 - Minimise external communications to essential safety and secure related communications
 - On entering high risk area(s) adopt Security Level 2 (as defined by ISPS Code) as a minimum

RECOMMENDED ACTIONS IN EVENT OF SUSPECTED OR ACTUAL PIRACY ATTACK

- IDENTIFIED SUSPECT VESSEL IN VICINITY**
- Alert UKMTO Dubai to the fact that an attack is likely to take place
 - Consider whether a Pan-Pan message should be broadcast
- ATTACK IMMINENT**
- Activate Ship Security Alert System (SSAS)
 - Maintain maximum sustainable speed
 - Consider evasive manoeuvres (short cycle zig-zags) while maintaining maximum speed
 - Manoeuvre to remove any lee from either side of the vessel (sea state dependent)
 - Activate fire pumps to use fire hoses and/or monitors to cover areas of the vessel vulnerable to boarding
 - Employ any other (non-lethal) defensive measures
 - If AIS has been switched off, ensure it is switched on and operating on highest power setting
 - Sound crew piracy alert and muster persons at their designated piracy attack muster point ("Citadel")
 - Conduct a roll call to ensure that all crew members are accounted for
 - Secure Citadel
- ATTACK IN PROGRESS**
- Continue evasive manoeuvres
 - Mayday call on VHF Channel 16 (or Channel 08)
 - Report immediately to UKMTO Dubai
 - Issue DSC or Inmarsat distress message
 - Activate all available defensive measures
- PIRATES ONBOARD**
- Try to remain calm
 - Stay together as far as it is practicable to do so
 - Any crew member not on bridge or within Citadel to remain in constant communication with bridge or Citadel
 - Offer no resistance
 - Co-operate with pirates
 - Leave any CCTV equipment running
 - If Ship Security Plan involves the evacuation of all persons to the Citadel, ensure that the main engine is stopped, the vessel has adequate sea room to drift and the Citadel space is properly secured
 - DO NOT - Use firearms, even if available
 - DO NOT - Make any sudden movements around pirates
 - DO NOT - Use flash photography
 - DO NOT - Use flares or other pyrotechnics as weapons
- VESSEL HIJACKED**
- Continue to remain calm and co-operate with pirates
 - Where possible ensure persons keep together in one location
 - Avoid any physical contact with pirates
 - If possible maintain a log of events
- IF MILITARY FORCES INTERVENE**
- Keep low to the deck
 - Lie down with arms out by side and palms up.

VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security, provide anti-piracy support and 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, as detailed below, with the authorities as any vessel, owner, operator, or manager choosing not to report may delay any military assistance in the event of an incident. The schemes are free to participate in and vessels of any flag or ownership are invited to participate. All information is treated in strict commercial confidence and only used within military circles.

INITIAL REPORTS

Upon entering the detailed reporting area, or leaving a port within the region, the recommended Voluntary Reporting Requirements are as follows:

1. Initial report to UKMTO Dubai (e-mail or fax)
2. Initial report to MARLO (e-mail or fax)

Additionally, if planning to transit the Gulf of Aden, or navigate within the area bounded by the African coast, 12°N, 58°E and 10°S:

3. Register Vessel Movement with MSC-HOA (online, e-mail or fax)

POSITION, COURSE & SPEED REPORTING

After transmitting the initial report to UKMTO Dubai, MARLO and MSC-HOA (as applicable) vessels are encouraged to report their noon position, course, speed, estimated and actual arrival times to UKMTO Dubai and MARLO whilst operating in the region. Vessels are also encouraged to increase the frequency of such reports when navigating in known high risk/piracy areas and further report upon passing Point A & Point B in the Gulf of Aden.

NOTES:

METEOROLOGICAL INFORMATION

Pirates operate from small craft, which limits their operations to moderate weather conditions. While no statistics exist, it is likely to be easier to operate these small craft in Beaufort force 4 and below, hence successful piracy attacks are more likely in Monsoon transitional months April-May, and October-November. All vessels which report to UKMTO Dubai can receive an updated weather report which enable mariners to utilise any poor weather when passage planning and assessing the risk of piracy in the region.

STANDARD SHIPS MESSAGE FORMAT

Ship's Name:
Callsign:
IMO Number:
MMSI:

Name	Position	Range to limit
Al Qudayr (Kosovo) (VI)	28°06'N 34°17'E	200
Al Qudayr (Kosovo) (VII)	28°06'N 34°17'E	300
Muscat (Wattayah R/S) (MI)	23°27'N 58°31'E	180
Muscat (Wattayah R/S) (MII)	24°52'N 59°08'E	200
Mumbai (Bombay) (G)	19°05'N 72°50'E	250

CONTACTS AND SOURCES OF INFORMATION

PRIMARY EMERGENCY CONTACT

- UKMTO (United Kingdom Maritime Trade Operations)
e-mail: ukmto@eim.ae
Tel: +971 50 552 3215
Fax: +971 4 306 5710
Telex: (51) 210473

SECONDARY CONTACTS

- MSC-HOA (Maritime Security Centre - Horn of Africa)
e-mail: postmaster@mschoa.org
Tel: +44 1923 958545
Fax: +44 1923 958520
Via website: www.mschoa.eu
- MARLO - Bahrain (Maritime Liaison Office - Bahrain)
e-mail: marlo.bahrain@me.navy.mil
Tel: +973 1785 3925
Cell: +973 3940 1395
- IMB Piracy Reporting Centre
e-mail: piracy@icc-ccs.org
e-mail: imbk@icc-ccs.org
Tel: +60 3 2031 0014
Fax: +60 3 2078 5769
Website: www.icc-ccs.org
- NATO Shipping Centre
Tel: +44 1923 956574
Fax: +44 1923 956575
e-mail: info@shipping.nato.int
Website: www.nato.int

FURTHER INFORMATION

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

- UKMTO Dubai, MSC-HOA, MARLO or the IMB-PRC
- Best Management Practice (BMP) Guidelines
- OCIMF Publication 'Piracy - The East Africa/Somalia Situation'
- IMO Marine Safety Committee (MSC) Circulars
- Annual Summary of Notices to Mariners
- ALRS Volumes 1 and 6
- Relevant Navigation Warnings and EGC SafetyNet broadcasts