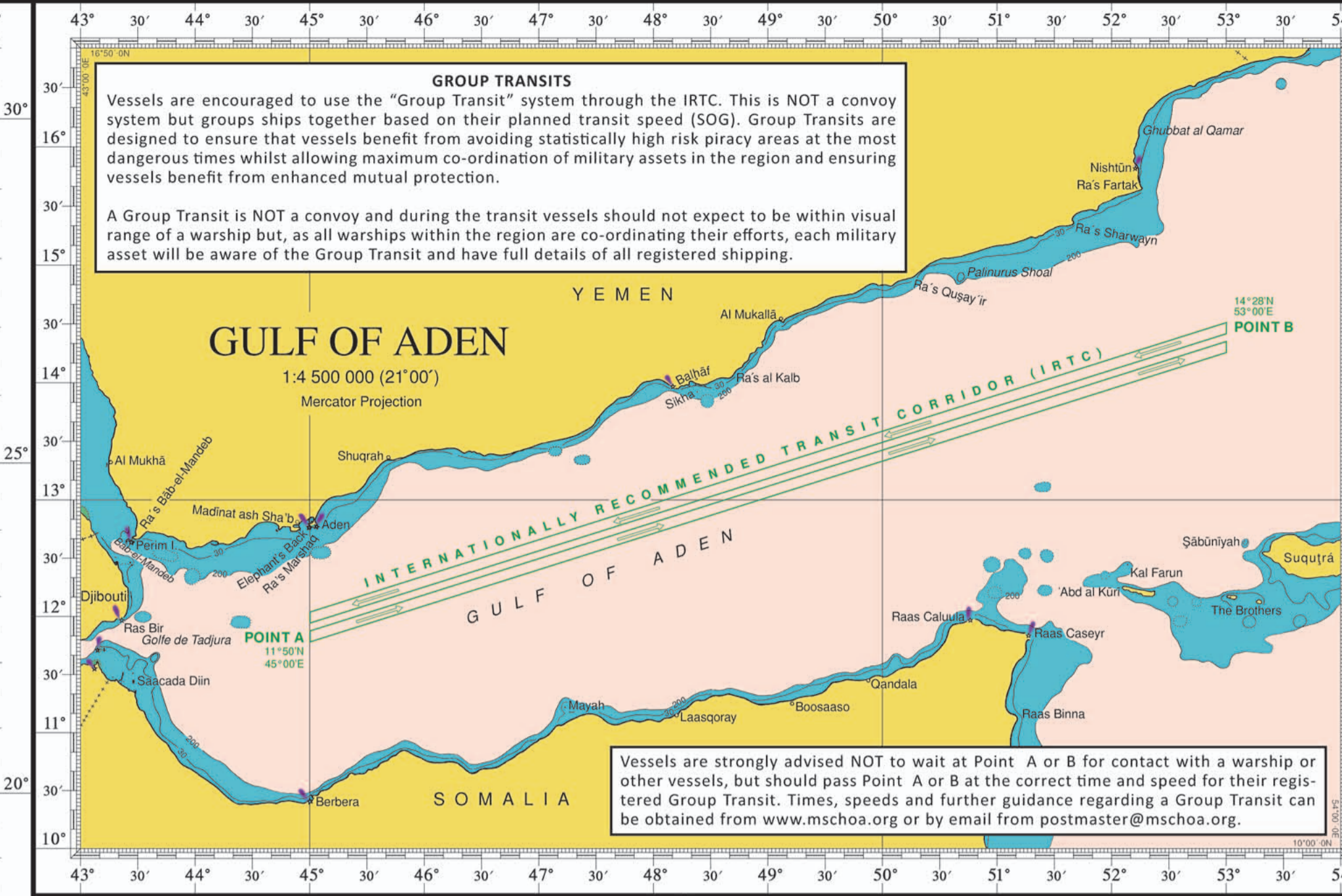
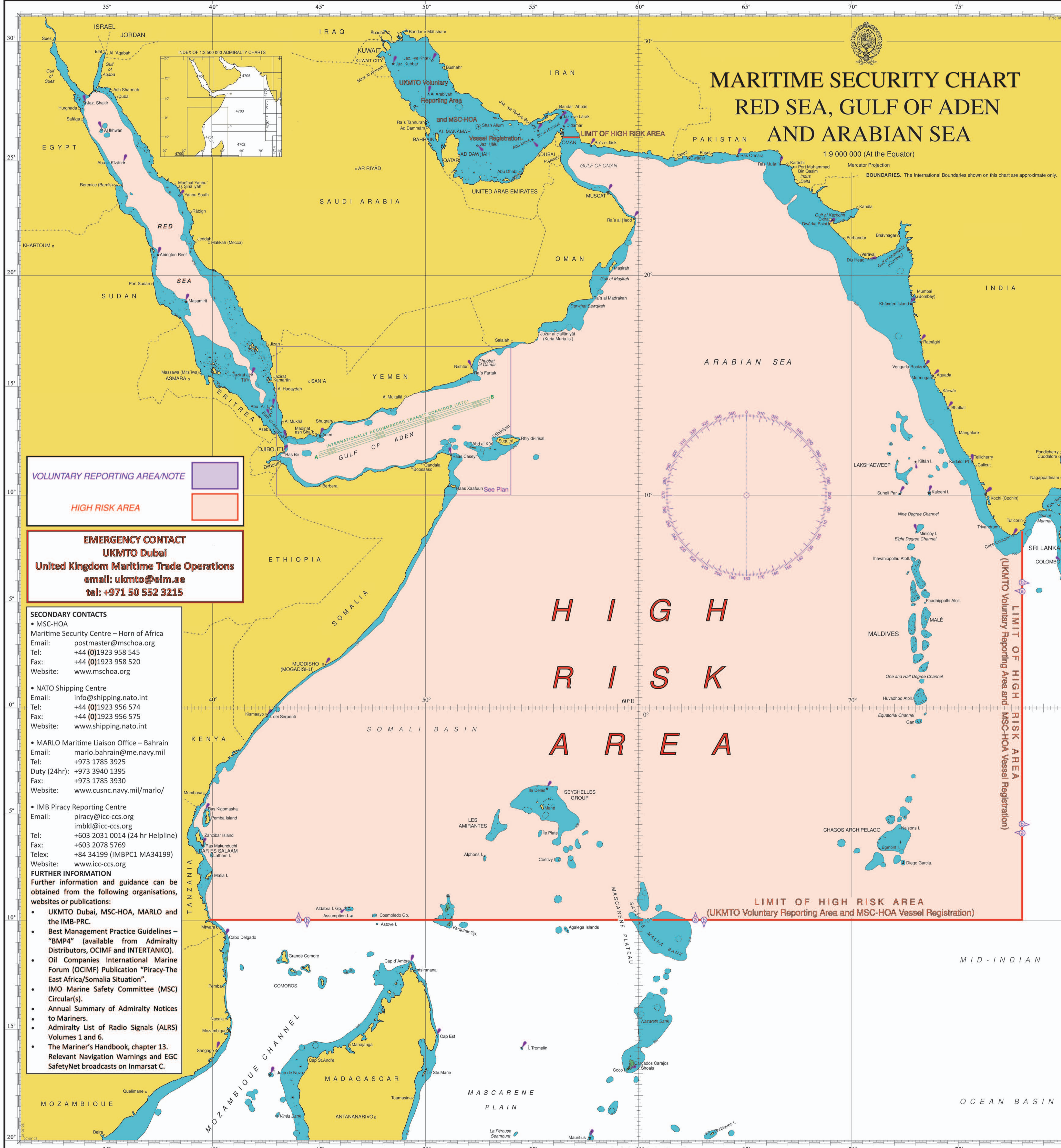


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IMPORTANT - SEE RELATED ADMIRALTY PUBLICATIONS: Notices to Mariners (Annual, Preliminary and Temporary); NP201 (Symbols and Abbreviations); The Mariner's Handbook (Especially Chapters 1 & 2 on the use, accuracy and limitations of charts; Sailing Directions (Pilots); List of Lights & Signals; List of Radio Signals; Tide Tables; for their digital equivalent); KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE



**NAVIGATING IN, OR NEAR, PIRACY HIGH RISK AREAS**  
Any decision to navigate in areas where vessel 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 (navigation warnings, piracy alerts, MSC-HOA website, etc);
- Identify current piracy high risk areas and assess whether it is possible or practicable to avoid these areas;
- Consider expected weather conditions, bearing in mind that the small craft usually used by the pirates may be difficult to operate in sea conditions above Beaufort Force 4 (wave heights >2m);
- Consider main and auxiliary machinery capability, availability and reliability;
- Plan on transiting the high risk area at full sea speed or in accordance with Group Transit or National Convoy speed requirements;
- Plan on transiting areas of highest risk in the hours of darkness or as dictated by Group Transit or National Convoy requirements;
- Conduct a risk assessment;
- Based on the risk assessment and Ship Security Plan (SSP), prepare self-protection measures in accordance with BMP4;
- In accordance with the assessment and SSP draw up a contingency plan for the passage through the high risk area and ensure this is briefed and exercised by all concerned, on board and ashore;
- Prepare an Emergency Communication Plan, to include all essential emergency contact numbers and prepared messages;
- Define Automatic Identification System (AIS) policy;
- Establish a "Safe Muster Point" to protect crew in the case of a pirate attack;
- If a "Citadel" is provided and properly equipped, check that all equipment is in place and ensure that ship to shore communications are working correctly;

**(REFER TO BMP4 SECT.8.13 FOR DEFINITIONS OF "SAFE MUSTER POINT" AND "CITADEL". TAKE NOTE OF "CITADEL GUIDANCE" ON THIS CHART AND www.mschoa.org)**

- On entry into the high risk area implement the Ship Security Plan (SSP);
- Increase all-round lookouts and ensure enhanced radar watches;
- Minimise outgoing external communications to essential safety and security related messages;
- Set AIS in accordance with defined policy;
- Have contact numbers displayed at all communications stations and prepared emergency messages ready for sending;
- Have all self protection measures ready for immediate use.

**RECOMMENDED ACTIONS IN EVENT OF SUSPECTED OR ACTUAL PIRACY ATTACK - See Sections 9, 10 and 11 of BMP4.**

- SUSPICIOUS VESSEL IN VICINITY**  
If not at full speed then increase to full speed to open the Closest Point of Approach (CPA).  
Activate the Emergency Communication Plan:
  - Contact UKMTO Dubai to alert them that an attack might be about to take place.
  - Consider if a distress message should be sent to alert other ships in vicinity.
- APPROACH STAGE**  
If not at full speed then increase to full speed to open the CPA.  
Activate the Emergency Communication Plan:
  - Sound the emergency alarm and make a 'Pirate Attack' announcement.
  - Report the attack to UKMTO Dubai.
  - Activate Ship Security Alarm System (SSAS).
  - Send a distress message via DSC and Inmarsat C, as applicable, to alert other ships in vicinity.
  - Ensure AIS is switched ON.
 Muster the crew, except those that are not required on the bridge or engine room, at either the Safe Muster Point or in the Citadel (if constructed).  
If possible, alter course to open the CPA. Consider a course to the effect of wind or waves on approaching vessels.  
Activate self defensive measures.  
Ensure all external doors are fully secured.
- ATTACK STAGE**  
Reconfirm all personnel are in a position of safety.  
Manoeuvre as required to remove a lee from either side of the vessel (small helm alterations recommended).
- PIRATES ON BOARD**  
Try to remain calm.  
Before pirates reach the bridge, inform UKMTO Dubai, ensure SSAS has been activated and that the AIS is switched on.  
Offer no resistance to the pirates once they reach the bridge.  
If the bridge/engine room is to be evacuated then the main engine should be stopped. All remaining crew should proceed to the designated Safe Muster Point with their hands visible.  
Leave any CCTV running.
- IF MILITARY FORCES INTERVENE**  
All personnel should keep low to the deck and cover their heads with both hands and ensure hands are clearly visible. Make no movements that could be interpreted as being aggressive.  
Do not use flash photography.  
Be prepared to prove your identity. Crew should be briefed and prepared for this.  
Co-operate fully during any naval/military action onboard.  
Be aware that English may not be the working language of some naval/military forces.

**SafetyNet broadcasts on Inmarsat C:**  
NAVAREA VIII - Co-ordinator: INDIA. Transmitted via Pune LES on IOR satellite.  
NAVAREA IX - Co-ordinator: PAKISTAN. Transmitted via Burum LES on IOR satellite.  
See Admiralty List of Radio Signals (ALRS) Volume 5 for full details, scheduled transmission times, etc.

Ships in the UKMTO voluntary reporting area (Suez Canal/105/78E) should ensure that their Inmarsat C terminals are logged into the IOR satellite and are set to receive navigational warnings from both Navarea VIII and IX to be sure that they receive all piracy alerts.

In addition ships should programme their Navtex receivers to receive navigation warnings from all appropriate Navtex stations.

**VOLUNTARY REPORTING AREA/NOTE**  
HIGH RISK AREA

**EMERGENCY CONTACT**  
UKMTO Dubai  
United Kingdom Maritime Trade Operations  
email: ukmto@eim.ae  
tel: +971 50 552 3215

**SECONDARY CONTACTS**  
• MSC-HOA  
Maritime Security Centre - Horn of Africa  
Email: postmaster@mschoa.org  
Tel: +44 (0)1923 958 545  
Fax: +44 (0)1923 958 520  
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

• MARLO Maritime Liaison Office - Bahrain  
Email: marlo.bahrain@me.navy.mil  
Tel: +973 1785 3925  
Duty (24hr): +973 3940 1395  
Fax: +973 1785 3930  
Website: www.cusc.navy.mil/marlo/

• IMB Piracy Reporting Centre  
Email: piracy@icc-ccs.org  
imbkl@icc-ccs.org  
Tel: +603 2031 0014 (24 hr Helpline)  
Fax: +603 2078 5769  
Telex: +84 34199 (IMBPC1 MA34199)  
Website: www.icc-ccs.org

**FURTHER INFORMATION**  
Further information and guidance can be obtained from the following organisations, websites or publications:  
• UKMTO Dubai, MSC-HOA, MARLO and the IMB-PRC.  
• Best Management Practice Guidelines - "BMP4" (available from Admiralty Distributors, OCIMF and INTERTANKO).  
• Oil Companies International Marine Forum (OCIMF) Publication "Piracy-The East Africa/Somalia Situation".  
• IMO Marine Safety Committee (MSC) Circular(s).  
• Annual Summary of Admiralty Notices to Mariners.  
• Admiralty List of Radio Signals (ALRS) Volumes 1 and 6.  
• The Mariner's Handbook, chapter 13. Relevant Navigation Warnings and EGC SafetyNet broadcasts on Inmarsat C.

**H I G H  
R I S K  
A R E A**

**UKMTO INITIAL REPORT**

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

After transmitting the initial reports above, vessels are asked to report daily by 0800 UTC to UKMTO, giving their name, callsign, IMO Number, position, course, speed and ETA. In addition, when calling at ports within the reporting area, the date/time of arrival and the ETD should be reported;

**DAILY/TRANSIT POSITION REPORT**

|   |                                    |
|---|------------------------------------|
| 1 | Ship Name                          |
| 2 | Ship call sign & IMO Number        |
| 3 | Time of report in UTC              |
| 4 | Ship Position                      |
| 5 | Ship Course and Speed              |
| 6 | Any other important information    |
| 7 | ETA point A/B IRTC (if applicable) |

Upon reaching port, or exiting the UKMTO Voluntary Reporting Area, send UKMTO a 'Final Report' giving the vessels name, call-sign, IMO Number, time of report and port or position when leaving the Voluntary Reporting Area;

**FINAL REPORT**

|   |  |
|---|--|
| 1 | Ship Name  |
| 2 | Ship call sign & IMO Number                                |
| 3 | Time of report in UTC                                      |
| 4 | Port or position when leaving the voluntary reporting area |

Reports may be made by either the vessel or by the owner/operator.