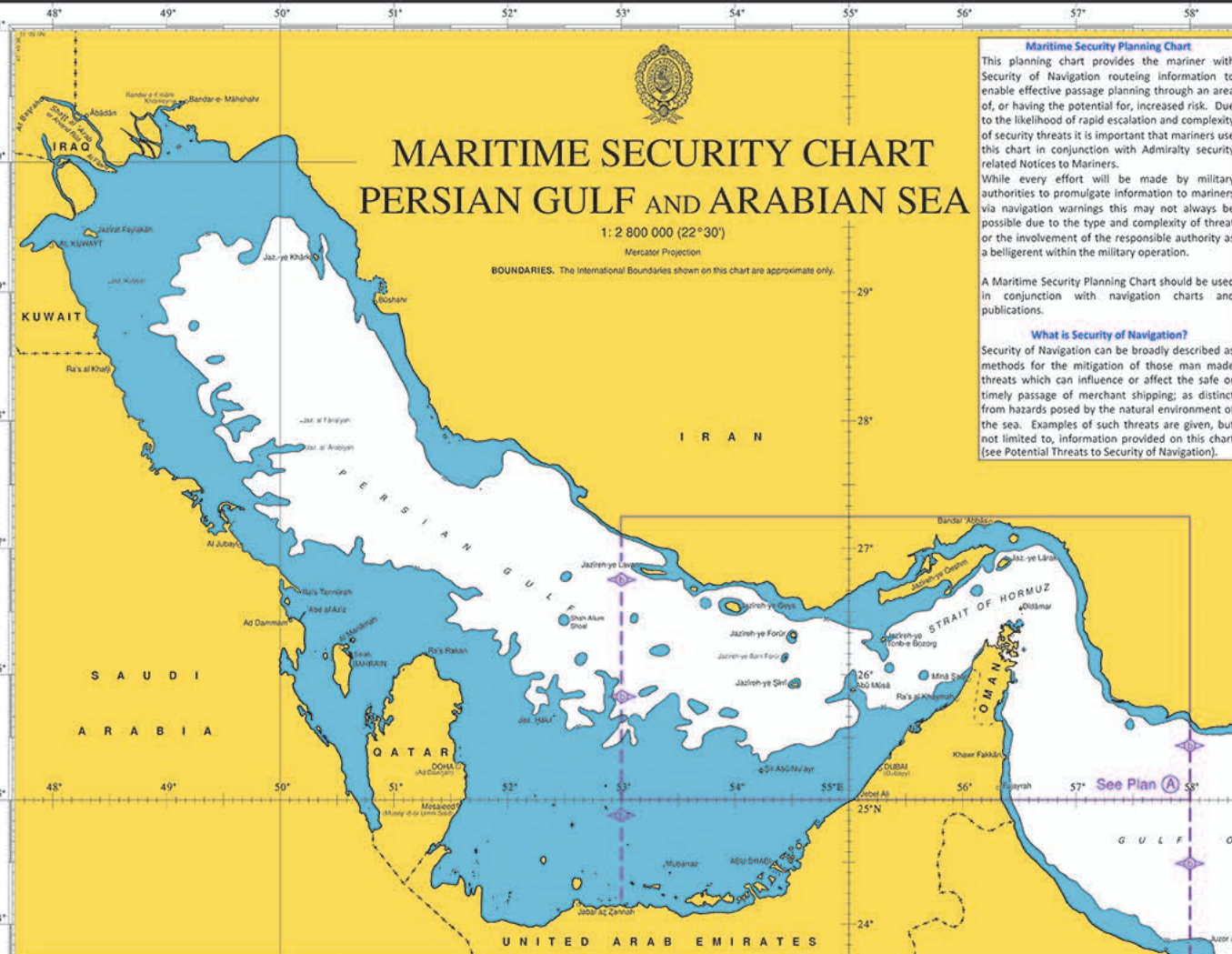


Information on this chart and in any associated notices... The UKHO will endeavour to maintain the information on this chart up-to-date but does not guarantee to do so...

Copyright 2014. All rights reserved. This publication is protected by Crown Copyright... Information and from copyright information published by other organisations...



MARITIME SECURITY CHART PERSIAN GULF AND ARABIAN SEA

1:2 800 000 (22°30') Mercator Projection

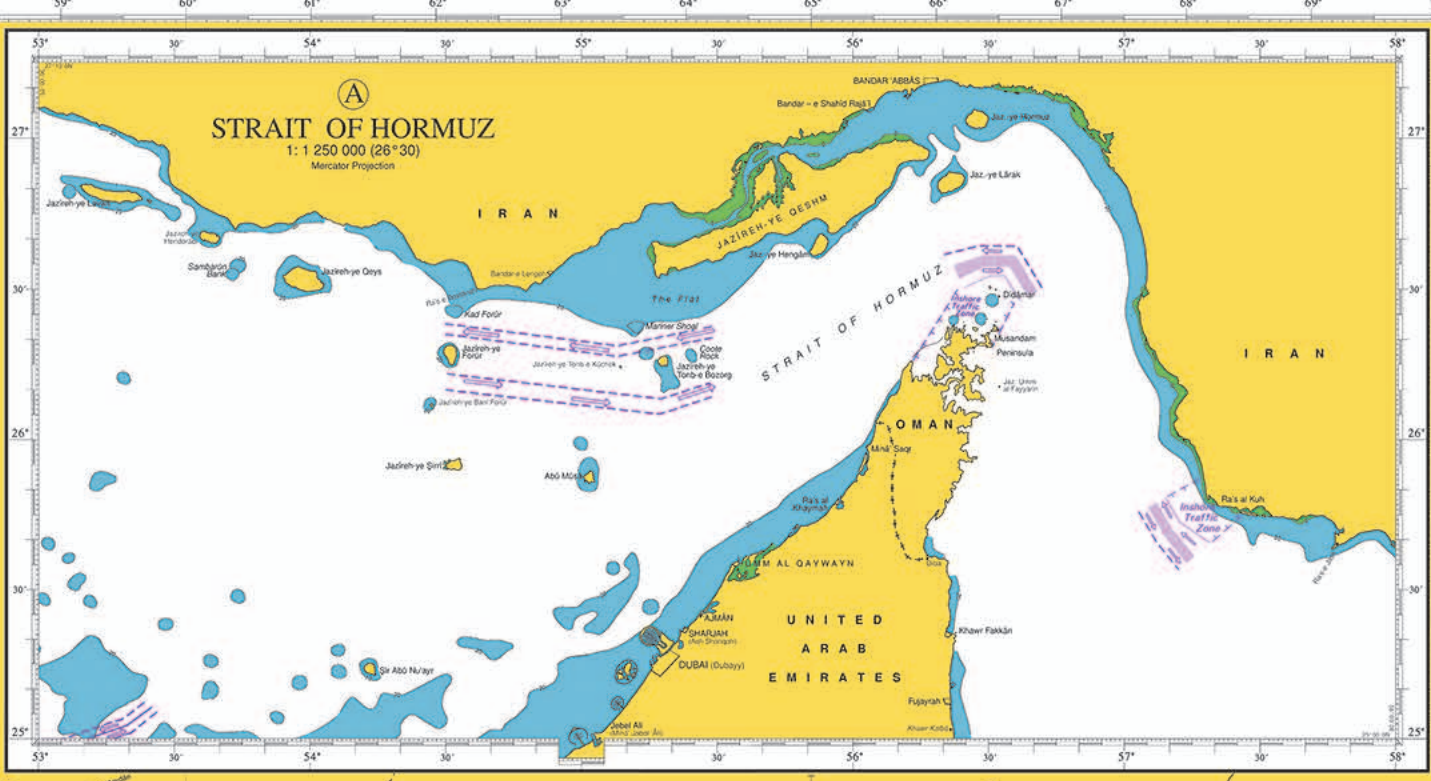
BOUNDARIES. The international boundaries shown on this chart are approximate only.

Maritime Security Planning Chart
This planning chart provides the mariner with Security of Navigation routing information to enable effective passage planning through an area of, or having the potential for, increased risk.

While every effort will be made by military authorities to promulgate information to mariners via navigation warnings this may not always be possible due to the type and complexity of threat or the involvement of the responsible authority as a belligerent within the military operation.

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

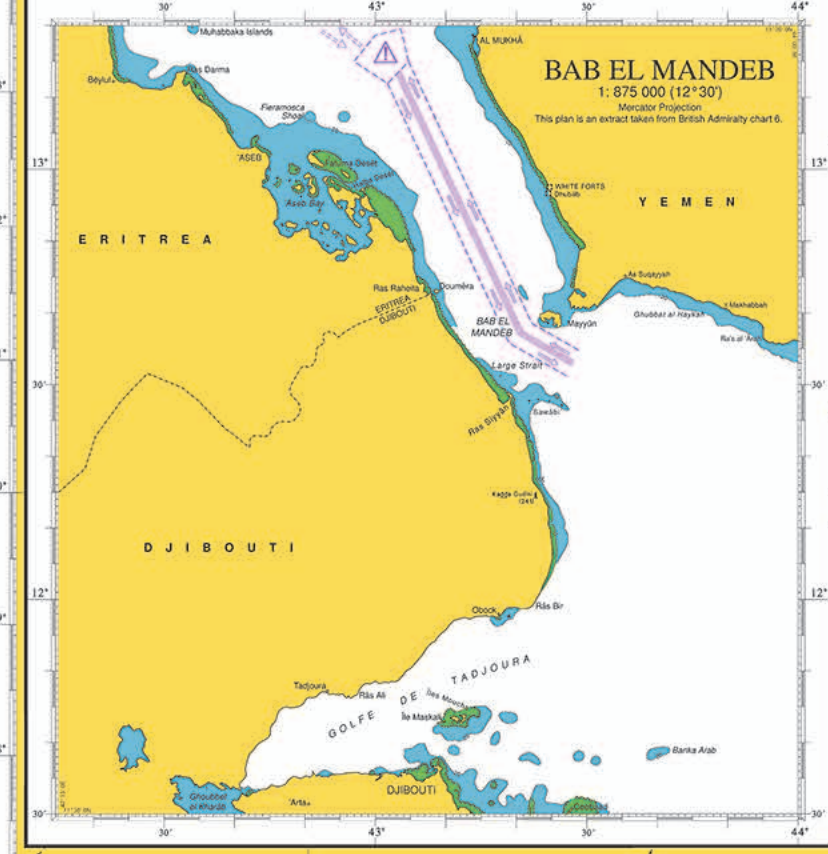
What is Security of Navigation?
Security of Navigation can be broadly described as methods for the mitigation of those man made threats which can influence or affect the safe or timely passage of merchant shipping...



STRAIT OF HORMUZ

1:1 250 000 (26°30') Mercator Projection

See Plan A



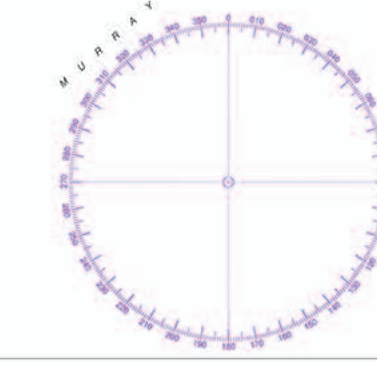
BAB EL MANDEB

1: 875 000 (12°30') Mercator Projection

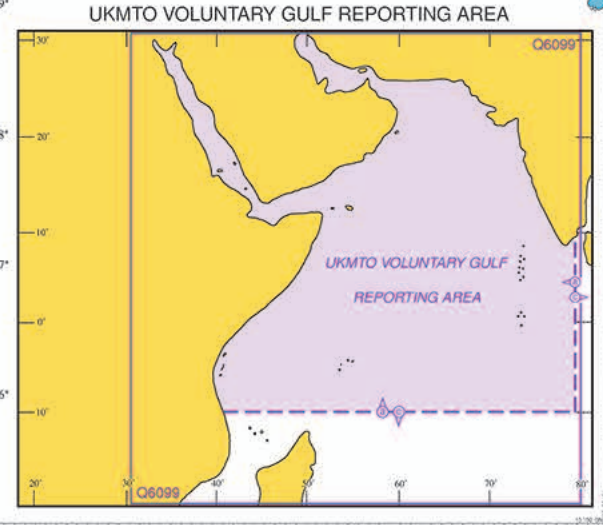
This plan is an extract taken from British Admiralty chart 6.

MARITIME SECURITY REPORTING CENTRE
CONVENT UKMTO
Tel: +971 50552 3215
Email: ukmto@em.ae
PLEASE REPORT ANY SUSPICIOUS ACTIVITY

GENERAL CONTACTS
NATO SHIPPING CENTRE: info@shipping.nato.int, +44 1923 956 574
MARLO MARITIME LIAISON OFFICE - BAHRAIN: marlo.bahrain@me.navy.mil, +973 1785 3925



CAUTIONARY AREA NOTE
REPORTING AREA NOTE



UKMTO VOLUNTARY GULF REPORTING AREA

VOLUNTARY GULF REPORTING REQUIREMENTS
Merchant vessel voluntary reporting schemes are established to increase security, provide the necessary support to maintain the freedom of navigation to all vessels in the Gulf of Oman and the Persian Gulf.

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	Nationalities of Master and Crew
13	Armed/unarmed security team embarked

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)

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

SafetyNet broadcasts on Inmarsat C:
NAVAREA IX - Co-ordinator: PAKISTAN. Transmitted via LES on IOR satellite.
NAVAREA VIII - Co-ordinator: INDIA. Transmitted via LES on IOR satellite.

Ships entering or transiting the UKMTO voluntary reporting area (when passing North of 10°N and West of 80°E), 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 ensure that all safety and security of navigation alerts are received.

Exclusion Zone
Where exclusion zones have been declared and a merchant vessel is not on transit to a port within that zone then merchant vessels are strongly advised to avoid the zone.

Ordnance Jettison Areas
During military operations there may be situations where, for safety reasons, unused missiles or bombs are jettisoned by aircraft in a controlled manner. This will require the establishment of an Ordnance Jettison Area which will be promulgated by security related Notices to Mariners and/or navigation warnings.

Convoy / Merchant Ship Collection Area
A pre-designated area where merchant ships can be met prior to lead through, convoy, escort or accompaniment by warships through an area of increased risk. Further details will be promulgated by security related Notices to Mariners, navigation warning or to specific ships by the military / Naval Coordination and Guidance to Shipping (NCAGS) organisation.

GPS Jamming
The action of causing a false positioning reading or blocking of the signal on GPS equipment is called jamming. Such jamming may have significant consequences for navigational equipment (ECDIS & ECRS), gyrocompasses, ARPA radar and communication systems. Such effects may be obvious however GPS jamming can also be subtle and give relatively small changes which may not always be apparent. Jamming may occur over large or small geographical areas depending on the equipment noting that jamming equipment which may cover small areas is relatively easy to purchase.