

**Republic of Liberia**  
**ANTI PIRACY CHECKLIST**  
**GULF OF ADEN and the INDIAN OCEAN**

This completed check list will be submitted to the Administration when providing notice of entering the area identified in Security Advisory 02/2011. **Check to ensure the following precautions are taken:**

**Prior to entering the affected area:**

	4 days before a vessel is due to enter into the High Risk Area (HRA), register online with <b>Maritime Security Centre (Horn of Africa)</b> MSCHOA <a href="http://www.mschoa.org">www.mschoa.org</a> +44(0)1923 958545 or <a href="mailto:postmaster@mschoa.org">postmaster@mschoa.org</a>
	Before entering the HRA (an area bounded by Suez and the Strait of Hormuz to the North, 10°S and 78°E) , or when departing a port within this area, submit and log a “Vessel Movement Registration Form” with MSCHOA
	Follow reporting directives contained in Security Advisory 01/2011 including reporting to UKMTO
	Review and follow the guidance provided in the industry representatives ‘Best Management Practices to Deter Piracy in the Gulf of Aden and off the Coast of Somalia (BMP)’.
	Assure and verify that crew and officers are adequately familiar and trained in the BMP. (Use of LISCR BMP-CBT is encouraged). <a href="http://www.liscr.com/liscr/PiracyPrevention/tabid/222/Default.aspx">http://www.liscr.com/liscr/PiracyPrevention/tabid/222/Default.aspx</a>
	Review and abide by all current relevant Liberian Administration Security Advisories
	Obtain the latest information from MSCHOA before planning and executing a voyage in the HRA and should maintain maximum distance from specified threats within the HRA.
	Fully brief the crew on the preparations and a drill conducted. The Ships Security Plan should be reviewed and all personnel briefed on their duties, including familiarity with the alarm signifying a piracy attack, an all clear and the appropriate response to each and any special safety security measures taken
	Brief the crew regarding special safety <u>and</u> security measures taken.
	Ensure crew radios, internal communications and PA system are in good working order.
	Identify a pre-designated secure area (Citadel) for non watch standing crewmembers to muster in case of attack.
	Secure and man (if possible) an alternative steering location.
	Maintain a single point of controlled entry into the wheel house and engine room.
	Secure deck lighting (except for mandatory navigation lights).
	Maintain contact numbers for UKMTO and MSCHOA in the wheelhouse and Citadel (if used) and train crew in the communication procedures.
	Rig all available equipment to deter pirates from coming on board such as charging fire hoses, spotlights, etc. and remove any equipment hanging over the side that could be used to gain access to the ship. Such as ropes and ladders.
	Increase monitoring of VHF communications on Channel 16.
	Maintain a full 360 degree visual and radar watch throughout the transit; provide extra lookouts if possible, especially during daylight hours to monitor all targets.
	Establish continuous security patrol to monitor vessel decks and surroundings.

**Upon entering the High Risk Area:**

	Follow guidance provided in the latest version of the BMP.
	Restrict all wireless communications to the absolute minimum, except to make contact with naval units and other vessels as soon as the vessel enters the area.
	Raise Security Level to Security Level II
	Ships are recommended to proceed at Full Sea Speed, or at least 18 knots where they are capable of greater speed, throughout their transit of the High Risk Area
	Keep in close contact with CSO, Authorities and this Administration.
	On entering the UKMTO Voluntary Reporting Area – an area bounded by Suez to the North, 10°S and 78°E- ensure that a UKMTO “Vessel Position Reporting Form - Initial Report”.
	Daily submit “Vessel Position Reporting Form- Daily Position Report” to UKMTO
	When transiting the Gulf or Aden it is recommended to utilize UKMTO Transit Corridor (IRTC)
	Use the attached form to report all piracy and suspicious activity to the Administration.

**Should you or a member of your crew witness or be subject to a pirate attack:**

**If possible take pictures of the pirate ship and crew and use the following form to report incidents you or your crew have witnessed in the affected area:**

REPORT OF PIRACY ARMED ROBBERY AND ANY SUSPICIOUS ACTIVITY AGAINST SHIPS			
I. PARTICULARS OF VESSEL / OWNER / SHIPMANAGER			
1. Name of Vessel		7. Name, Address and Telephone of Company Security Officer:	
2. IMO Number	3. Type of Vessel		
4. Gross Tonnage	5. Ship's Freeboard <input type="checkbox"/> meters / <input type="checkbox"/> feet		
6. Propulsion			
II. TIME OF DAY / VESSEL POSITION AND STATUS			
8. Date of Incident		9. Position	
		(a) Latitude	(b) Longitude
10. Time (UTC)		(c) Geographical Name of Body of Water / Name of Port	
11. Period of Day <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> Twilight		(d) Last Port of Departure	(g) Underway
12. Visibility <input type="checkbox"/> < 2 miles <input type="checkbox"/> 2- 5 miles <input type="checkbox"/> > 5 miles		Ship Heading	deg.
		Speed	knots
Complete 13 & 14 If Applicable			
13. Anchored (name of anchorage)		14. Berthed (name of facility)	
Security Level		Security Level	
III. SHORE / PORT AUTHORITY CONTACT DETAILS			
15 Reported to authorities		16 Action taken by authorities ( you may attach additional comments)	
<input type="checkbox"/> No			
<input type="checkbox"/> Yes			
<b>Names of organizations contacted:</b>			
<input type="checkbox"/> UKMTO <input type="checkbox"/> MSCHOA			
<input type="checkbox"/> IMB <input type="checkbox"/> EUNAVFORCE			
<input type="checkbox"/> CTF151			
<input type="checkbox"/> Other (Please Specify):			
<input type="checkbox"/> Other (Please Specify):			

**IV. INCIDENT DETAILS**

17. Method used by perpetrators to stop or board vessel

18. Type of weapons used by perpetrators

19. Number of perpetrators involved and total time onboard ship

20. Suspected or known identity and description of perpetrators

21. Injury or loss of life

No     Yes    If yes, complete and attach Report of Personal Injury or Loss of Life.

22. Damage to, or loss of, vessel

No     Yes    If yes, complete and attach Report of Vessel Casualty or Accident

23. Items taken

Estimated replacement cost US \$ \_\_\_\_\_

24. Details of incident, including consequences to the crew, even if there were no physical injuries (attach separate sheet if necessary). (e.g. from which direction approached, communication equipment used, etc.)

25. Action taken by crew

26. Did the vessel employ the use of security guards? ( Yes /  No)

If so, were the guards  Armed /  Unarmed  Military/  Civilian (Check as appropriate)

Describe action taken by the Security Guards and was it instrumental to deterring the attack? (Attach separate sheet if necessary).

27. Photo Log:

Date and time		Date and time	
Subject		Subject	
Date and time		Date and time	
Subject		Subject	

28. Does the Ship Security Plan incorporate Best Management Practices (BMP) in accordance with Marine Operations Note 01/2010?

( Yes /  No)

If so, which BMP measures were taken by the vessel to deter the attack and were they effective?

29. Please include any additional observations, etc. (Attach separate sheet if necessary).

30. Recommended additions to SSP or new measures needed to prevent recurrence, i.e., need to set higher Security level, additional lighting (Attach separate sheet if necessary).

**V. REPORT**

Date of Report	Submitted by (Print Name)	Signature	Title
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