

Republic of Liberia
ANTI PIRACY CHECKLIST

Arriving to and Operating within the High Risk Area

This completed check list will be submitted to the Administration when providing notice of entering the area as required in Marine Security Advisory 02/2011.

Dep. Port:		
Destination:		
Transit speed:		
Freeboard:		(In meters :) (In feet :)
YES	NO	Preparation and Planning
<input type="checkbox"/>	<input type="checkbox"/>	Has a “Vessel Movement Registration Form” been submitted to MSCHOA? (<i>Before entering the HRA (an area bounded by Suez and the Strait of Hormuz to the North, 10°S and 78°E) and when departing a port within this area, a Vessel Movement Registration Form must be submitted to (www.mschoa.org, +44(0)1923 958545 or postmaster@mschoa.org)</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Has a “Vessel Position Reporting Form - Initial Report” been sent to UKMTO? (<i>BMP4 Annex B</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Has a comprehensive voyage planning been completed, including risk-assessment and route planning?
<input type="checkbox"/>	<input type="checkbox"/>	Did the voyage specific risk-assessment include the option of utilizing armed security personnel?
<input type="checkbox"/>	<input type="checkbox"/>	Has the latest situational information from MSCHOA been reviewed and taken into consideration in the risk-assessment and route planning?
<input type="checkbox"/>	<input type="checkbox"/>	If the vessel transit Gulf of Aden, will it use the UKMTO Transit Corridor (IRTC)?
<input type="checkbox"/>	<input type="checkbox"/>	If the vessel transit Gulf of Aden, will it be participating in a convoy?
<input type="checkbox"/>	<input type="checkbox"/>	Has Ships Security Level been set at Level 2?
<input type="checkbox"/>	<input type="checkbox"/>	Have crew and officers received adequate training in the BMP4? (<i>Use of LISCR BMP-CBT is encouraged</i>). http://www.liscr.com/liscr/PiracyPrevention/tabid/222/Default.aspx
<input type="checkbox"/>	<input type="checkbox"/>	Have all current and relevant Liberian Administration Security Advisories been reviewed?
<input type="checkbox"/>	<input type="checkbox"/>	Has a review been conducted of the ISPS SSP with a view to transiting the High Risk Area? (<i>BMP 4 para 6.3</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Have the crew been briefed on the threat and counter piracy procedures for transiting the area? (<i>BMP 4 para 6.4, 7.1, Sections 9-12</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Have radios, SSAS, internal communications and PA system been tested.
<input type="checkbox"/>	<input type="checkbox"/>	If the ship has a ‘Citadel’ established, has the appropriate procedure been briefed and rehearsed with the crew? (<i>BMP 4 para 8.13</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Has a pre-designated area (<i>Safe-Room or Citadel</i>) for non-watch standing crewmembers been identified?
<input type="checkbox"/>	<input type="checkbox"/>	Is a single point of controlled entry into the wheel house and engine room maintained?

<input type="checkbox"/>	<input type="checkbox"/>	Does the ship have a lighting procedure in place? (<i>BMP 4 para 8.10</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Are contact numbers for UKMTO and MSCHOA readily available in the wheelhouse and Citadel (if used) and crew trained in the communication procedures?
<input type="checkbox"/>	<input type="checkbox"/>	Have all available equipment been rigged to deter pirates from coming on board such as charging fire hoses, spotlights, etc. and remove any equipment such as ropes and ladders etc. hanging over the side that could be used to gain access to the ship.
<input type="checkbox"/>	<input type="checkbox"/>	Are preparations made to support increased vigilance (look-outs)? (<i>BMP 4 para 8.2</i>)
YES	NO	Self-Protection Measures
<input type="checkbox"/>	<input type="checkbox"/>	Have Self-Protection Measures implemented per Best Management Practice Ver. 4 (BMP4)?
<input type="checkbox"/>	<input type="checkbox"/>	Are obstacles and barriers constructed to deter and delay a pirate attack? (<i>BMP 4 para 8.5</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Are high pressure water hoses deployed and used? (<i>BMP 4 para 8.6</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Does the ship have access control measures to limit entry to the superstructure? (<i>BMP 4 para 8.4</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Does the ship have Enhanced Bridge Protection in place (additional plates and or Sandbags)? (<i>BMP 4 para 8.12, 8.3</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Have the decks been cleared of all equipment and tools? (<i>BMP 4 para 8.11</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Does the ship have razor wire, outriggers or fencing outboard or overhanging the ships structure? (<i>BMP 4 para 8.5</i>)
<input type="checkbox"/>	<input type="checkbox"/>	Is there an unarmed security team onboard?
<input type="checkbox"/>	<input type="checkbox"/>	Is there an armed security team onboard?
<input type="checkbox"/>	<input type="checkbox"/>	Is there an acknowledgement from the Administration for armed security personnel onboard?
<input type="checkbox"/>	<input type="checkbox"/>	Has a continuous security patrol to monitor vessel decks and surroundings been established?

A vessel not capable of maintaining at least 19 knots with low/medium free-board and with limited self-protection measures will be the Pirate's target of choice.

To date, the most effective counter-measures against Somalia based pirates have proven to be speed and presence of armed security guards.

Vessels being attacked outside the Gulf of Aden cannot be expected to be within immediate reach by the Coalition Forces.

For any vessel scheduled to navigate within the High Risk Area, the Administration strongly encourages Owners and Operators and Masters to ensure their vessels and crew are prepared.

Pirate tactics include scouting, surveillance, and mock-attacks to measure a vessel's level of self-protection.