



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY
Anti-Piracy Checklist

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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 outlined in Marine Security Advisory 01/2023.

Departure Port:			
Destination:			
Transit Speed:			
Freeboard:	Meters:	Feet:	

YES	NO	Preparation and Planning	Reference
		Has a "Vessel Movement Registration Form" been submitted to MSCHOA? (Before entering the HRA (as described in the Maritime Security Chart Q6099) and when departing a port within this area, a Vessel Movement Registration Form must be submitted to: 1. www.mschoa.org 2. TEL +44(0)2392 222060 3. Email - Watchkeepers@mschoa.org	
		Has a "Vessel Position Reporting Form - Initial Report" been sent to UKMTO?	(BMP5 Annex D)
		Has a comprehensive voyage planning been completed, including risk-assessment and route planning?	
		Did the voyage specific risk-assessment include the option of utilizing armed security personnel? Has the latest situational information from MSCHOA been reviewed and taken into consideration in the risk-assessment and route planning?	
		If the vessel transit Gulf of Aden, will it use the UKMTO Transit Corridor?	(IRTC)
		If the vessel transit Gulf of Aden, will it be participating in a convoy?	
		Has Ship's Security Level been set at Level 2?	
		Have crew and officers received adequate guidance and direction as stated in section 4 of the BMP5 and Part 6 of the book Global Counter Piracy Guidance (GCPG)? *	
		Have all current and relevant Liberian Administration Security Advisories been reviewed? Has a review been conducted of the ISPS SSP with a view to transiting the High Risk Area?	(Section 4 of BMP5 and GCPG para 6.2)
		Have the crew been briefed on the threat and counter piracy procedures for transiting the area?	(Section 4 of BMP5 and GCPG para
		Have radios, SSAS, internal communications and PA system been tested?	
		If the ship has a 'Citadel' established, has the appropriate procedure been briefed and rehearsed with the crew?	(Section 5 of BMP5 and GCPG para

		Has a pre-designated area (<i>Safe-Room or Citadel</i>) for non-watch standing crewmembers been identified?	
		Is a single point of controlled entry into the wheel house and engine room maintained?	
		Does the ship have a lighting procedure in place?	(Section 5 of BMP5 and GCPG para 7.1)
		Are contact numbers for UKMTO and MSCHOA readily available in the wheelhouse and Citadel (if used) and crew trained in the communication procedures?	
		Equipment has been rigged to deter pirates from coming on board such as charging fire hoses, spotlights, etc. and removal of any equipment such as ropes and ladders etc. that could be used to gain access to the ship.	
		Are preparations made to support increased vigilance (ie. additional look outs)?	(GCPG para 7.2)

YES	NO	Self-Protection Measures	Reference
		Self-Protection Measures implemented as per Best Management Practice?	(BMP5 & GCPG)
		Are obstacles and barriers constructed to deter and delay a pirate attack?	(GCPG para 7.5)
		Are high pressure water hoses deployed and used?	(GCPG para 7.6)
		Access control measures implemented to limit entry to the superstructure?	(GCPG para 7.3 & 7.4)
		Does the ship have Enhanced Bridge Protection in place (additional plates and or Sandbags)?	(GCPG para 7.4)
		Are all equipment and tools properly stowed away?	(GCPG Para 7.11)
		Does the ship have razor wire, outriggers or fencing outboard or overhanging the ships structure?	(GCPG 7.7)
		Is there an unarmed security team onboard?	(GCPG 7.15)
		Is there an armed security team onboard?	(GCPG 7.16)
		Is there an acknowledgement from the Administration for armed security personnel onboard?	
		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-

To date, the most effective counter-measures against Somalia based pirates have proven to be speed and Vessels being attacked outside the Gulf of Aden cannot be expected to be within immediate reach by the Coalition For any vessel scheduled to navigate within the High Risk Area, the Administration strongly encourages Owners Pirate tactics include scouting, surveillance, and mock-attacks to measure a vessel's level of self-protection.

For training we recommend the use of LISCRBMP-CBT:

FR SEC-004-01 REV2:10/2023

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

1. If possible, take pictures of the pirate ship and crew
2. Use the following form to report incidents you or your crew have witnessed in the affected area

BMP5 Annex E

Maritime Security Centre – Horn of Africa reporting forms

MSCHOA vessel registration and incident reporting Registration with MSCHOA ensures a ship is monitored by

- There are two principal methods to register your ship’s movement with MSCHOA.
 - Online at www.mschoa.org (note you will need to register with MSCHOA for access, this can be done following
 - Offline. A downloadable form is available from www.mschoa.org or it can be requested from

This form was updated in March 2018 to make offline registration simpler for ships with sporadic internet

Items marked with an * are mandatory.

Vessel Details	
Ship Name*	Flag State *
IMO Number*	MSI Number *
Call Sign*	Ship’s Master*
Primary Email*	Secondary Email*
Ship Contact Number*	Ship Contact Email*
Owner Name	Operator Name
Operator Address	DPA Name
DPA Telephone	DPA Email
Entry Point to MSCHOA vessel registration area * (78°E/10°S/23°N/Suez/Port)	Entry Date/Time to MSCHOA vessel registration area * (DD/MM/YYYY) (HH) (MM)
Exit Point from MSCHOA vessel registration area * (78°E/10°S/23°N/Suez/Port)	Exit Date/Time to MSCHOA vessel registration area * (DD/MM/YYYY) (HH) (MM)
Do you intend to transit the IRTC?	
ETA to IRTC (times are in UTC/ Zulu time) *	
Do you intend to join a group transit?	Do you intend to join a National Convoy?
	Which National Convoy are you joining? *
Crew numbers and nationalities	Draught

Freeboard of lowest accessible deck in Metres(M) *	Freeboard of lowest accessible deck in Metres(M) *
Vessel's Maximum Speed	Cargo (Crude Oil/Clean Oil/Arms/ Chemicals/ Gas/Passengers/Bulk Cargo/ Containers/Fishing/Ballast/ Others ... Please Specify)
	Hazardous cargo
Next Port of Call	Last Port of Call
Number of Armed Security personnel on board?	Nationality of armed security team?

Follow Up report to MSCHOA and UKMTO, and this Administration

Following any attack or suspicious activity, it is vital that a detailed report of the event is provided to UKMTO and MSCHOA and the Liberian Administration. It is also helpful to provide a copy of the report to the IMB. Incident report; vessel particulars/details. It is recognized that during an incident time may be short and crew will be under a number of pressures and stresses. Those lines marked with an * are those that, in extremis, are the key requirements that must be reported. Without this data responses cannot be planned or mounted and assessments will be incomplete and may be inaccurate.

INCIDENT REPORTING PART ONE – VESSEL DETAILS				
Line		Responses/Inclusions		Format
(a)	(b)			(d)
IDENTITY	1.1	A*	Ship Name	PLAIN TEXT
		B*	IMO Number	PLAIN TEXT
		C	Flag	PLAIN TEXT
		D	Call Sign	PLAIN TEXT
		E	Owner Name & Contact Details	PLAIN TEXT
		F	Company Security Officer/Designated Person Ashore- Contact Details	PLAIN TEXT
CREW/CARGO	1.2	A	Crew number	PLAIN TEXT
		B	Crew nationalities	PLAIN TEXT
		C	Master/Captain Nationality	PLAIN TEXT
		D	Cargo	PLAIN TEXT
		E	Cargo Size/Quantity	PLAIN TEXT
ROUTE/SCHEDULE	1.3	A	LAST PORT OF CALL (LPOC)	PLAIN TEXT
		B	LAST PORT OF CALL DATE	PLAIN TEXT
		C	NEXT PORT OF CALL (NPOC)	PLAIN TEXT
		D	NEXT PORT OF CALL DATE	PLAIN TEXT
		E	SEA DAYS SINCE LAST PORT	PLAIN TEXT

INCIDENT REPORTING PART TWO – INCIDENT DETAILS				
Line		Responses/Inclusions		Format
(a)	(b)			(d)
DETAILS	2.1*	TIME OF REPORT		DTG
	2.2	A*	INCIDENT LOCATION	LAT/LONG
		B*	SPEED AND HEADING AT TIME OF INCIDENT	PLAIN TEXT

DETAILS	2.3	A*	INCIDENT START TIME	DTG
		B*	INCIDENT END TIME	DTG
		C	WEATHER CONDITIONS DURING INCIDENT	PLAIN TEXT
INCIDENT	2.4	A*	SIGHTING APPROACH/ COMMUNICATION/ATTACK/ BOARDING	SELECT
		B*	AREAS(S) OF VESSEL TARGETED	PLAIN TEXT
SUSPECTS	2.5	A*	NUMBER OF SUSPECT CRAFT	NUMBER
		B	NUMBER OF SUSPECT INDIVIDUALS	NUMBER
		C	NOT KNOWN/CIVILIAN DRESS/ UNIFORMS/MIX	SELECT
		D	ETHNICITY/LANGUAGES	PLAIN TEXT
WEAPONS	2.6	A*	NONE SEEN/SIGHTED/SHOTS FIRED	SELECT
		B	PISTOLS/RIG FLES/MACHINE GUNS/GRENADE LAUNCHERS	SELECT
LADDERS	2.7	A	NONE SEEN/SUSPECTED/SIGHTED/USED	SELECT
		B	ADDITIONAL INFORMATION	PLAIN TEXT
CRAFT	2.8	A*	TYPE: WHALER / DHOW / FISHING VESSEL / MERCHANT VESSEL	SELECT
		B	DESCRIPTION OF VESSEL (COLOUR, NAME, FEATURES)	PLAIN TEXT
YOUR VESSEL	2.9	A*	CITADEL / SECURE AREA	YES/NO
		B*	NO SECURITY TEAM / UNARMED TEAM / ARMED TEAM	YES/NO
		C	HEIGHT OF FREEBOARD AT THE TIME OF INCIDENT	SELECT
		D	SELF PROTECTION MEASURES IN PLACE BEFORE INCIDENT	SELECT
		E	DEFENCE MEASURES EMPLOYED	YES/NO
		F	OTHER	PLAIN TEXT
YOUR RESPONSE	2.1	A*	ALARM SOUNDED	YES/NO
		B*	CREW MUSTERED IN CITADEL	YES/NO
		C*	INCREASED SPEED / EVASIVE MANOEUVRES	SELECT
		D*	DESCRIPTION	SELECT
		E	PAST SHOWED WEAPONS / WARNING SHOTS / AIMED SHOTS / NO PAST	PLAIN TEXT
		F	WAS INCIDENT REPORTED TO AUTHORITIES? IF SO TO WHOM?	PLAIN TEXT
STATUS	2.11	A*	INCIDENT FINISHED / ONGOING	SELECT
		B	INCIDENT ENDED BY SUSPECTS / OWN VESSEL	YES/NO
		C	DETAIL	YES/NO

INCIDENT REPORTING PART THREE – STATUS AND SUPPORT REQUESTS				
LINE		Responses / Inclusions		FORMAT
(a)	(b)			(d)
STATUS	3.1	A*	VESSEL SAFE / UNSAFE / UNDER ATTACK / BOARDED	SELECT
		B	VESSEL UNDERWAY / VESSEL STATIC	SELECT
		C*	UNDER OWN POWER / SUPPORTED / WITHOUT POWER	SELECT

		D	NO DAMAGE / MINOR DAMAGE / MAJOR DAMAGE	SELECT
DAMAGE/MEDICAL	3.2	A*	DAMAGE DETAILS	PLAIN TEXT
		B	CREW STATIONS/CREW CITADEL/CREW OFF THE SHIP	SELECT
		C	CREW INJURIES	NUMBER
		D	INJURY DETAILS	PLAIN TEXT
		E	CREW FATALITIES	NUMBER
		F	FATALITY DETAILS	PLAIN TEXT
INTENTIONS	3.3	A*	CONTINUE AS PLANNED / RE-ROUTING	SELECT
		B*	REPAIR DAMAGE / ABANDON SHIP / SURRENDER CONTROL	PLAIN TEXT
		C	CURRENT SPEED	PLAIN TEXT
		D	CURRENT HEADING	PLAIN TEXT
		E	OTHER	PLAIN TEXT
IMAGERY	3.4	A	WAS THE INCIDENT RECORDED?	YES/NO
		B	CCTV FOOTAGE / PHOTOGRAPHS	SELECT
		C	IMAGERY ATTACHED (IF AVAILABLE PLEASE ATTACH)	YES/NO
ADDITIONAL INFORMATION	3.5	A	ANY OTHER INFORMATION, WHICH MAY ASSIST?	PLAIN TEXT
		B	PLEASE ATTACH WITH THIS REPORT – A BRIEF DESCRIPTION / FULL REPORT / MASTER – CREW STATEMENT OF THE ATTACK	PLAIN TEXT