



THE REPUBLIC OF LIBERIA

LIBERIA MARITIME AUTHORITY

Anti-Piracy Checklist

Arriving to and Operating within the High Risk Area

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This completed check list will be submitted to the Administration when providing notice of entering the area as required in Marine Security Advisory 04/2018 to be released soon.

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-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 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:

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