

Master's brief before entering high risk piracy areas

Piracy is currently one of the major concerns to shipping. In order to prepare the ship properly, it is important that the entire crew has a full understanding of the situation and the tasks to be carried out. A Master's brief to the crew prior to entering the area is therefore recommended. The below list contains items which should be considered when preparing a Master's brief.

Area of operation

- Chart of the high risk area.
- Designated route and time spent within the high risk area.
- Weather forecast.

Situation and risk assessment

- Current piracy situation in the area.
 - The pirates' known mode of operation and their expected use of force.
 - The number of pirates which can be expected.
 - The pirate's historical success rate.
- Maritime security situation.
 - Other civilian vessels in the area.
 - Dedicated military or civilian armed escort and/or assistance available.
 - Authorities and organisations which will be informed.
 - Naval rescue resources in the area.
- Shipowner's policy – brief overview.
- The Master's overall risk assessment.¹
 - Crew safety.
 - Freeboard.
 - Speed.
 - Prevailing Weather.
 - Time of transit.
 - Recent piracy activity.
 - Identification of soft spots and strengthening measures.
- Physical measures available onboard to discover and delay pirates – e.g. barbed wire, water hoses, cameras, radar watch operating on different scales (e.g. 3nm and 12nm), dedicated lookouts, additional guards (armed/unarmed – Shipowner's policy), internal communications, night vision goggles.

Mission

- Execute preparations and implement strengthening measures in vulnerable areas in order to prepare the ship for transit through a high risk piracy area.
- Conduct training and exercise planned hijacking procedures.

For more information please contact Loss Prevention Manager Terje R. Paulsen, email terje.paulsen@gard.no or Loss Prevention Executive Marius Schønberg, email marius.schonberg@gard.no

The information is provided for general information purposes only. Whilst we have taken every care to ensure the accuracy and quality of the information provided at the time of original publication, Gard AS can accept no responsibility in respect of any loss or damage of any kind whatsoever which may arise from reliance on this information. www.gard.no

Execution of the Ship Security Plan

- General
 - Prepare close-down of ship.
 - Only personnel on duty have access to the bridge or outside area.
 - Watch routines and escalation triggers.
- Plan procedures for the following scenarios:
 - Notification of a suspicious vessel.
 - Description of vessel/boat.
 - Distance and direction of travel.
 - Number of people onboard.
 - Additional information (weapons observed).
 - Threatening/attacking vessels approaching.
 - Immediately notify the bridge.
 - Activate piracy alarm with additional instructions.
 - Activate SSAS and AIS (if turned off).
 - Make emergency call to UKMTO, or other regional reporting services.
 - Signal the attackers that they have been detected.
 - Implement final physical barriers, if not already in place.
 - Evacuate crew to dedicated area.
 - Activation of remote controlled security measures, such as fire hoses.
 - Evasive steering and maximum speed.
 - Hostile boarding in progress.
 - If necessary and possible, control ship from engine room.
 - Master and management shut down bridge and evacuate to safe room.
 - Report on VHF channel 16 (8).

Communications

- All personnel on duty to carry a radio.
- VHF channel 16 (8) on the bridge and in safe room.
- Identify the relevant contact information that should be available on the bridge. This could include: MTO Dubai Hotline, own company, MSC-HOA, CJTF-HOF, Rescue sources, other ships and naval ships nearby.²
- Test of all communication equipment.

Other

- Prepare safe room with supplies, food water, medical, communications equipment and VHF.
- As far as possible, protect all outside equipment sensitive to fire and small arms.
- Remove all outside equipment that can be used to gain entry or cause damage to the ship.

(1) details, see: OCIMF, Practical Measures to Avoid, Deter, or Delay Piracy Attacks

(2) Contact details for GoA, Horn of Africa, see: OCIMF, Practical Measures to Avoid, Deter, or Delay Piracy Attacks

This Circular has been prepared with the assistance of Bestia Risk Consulting, Oslo.

For more information please contact Loss Prevention Manager Terje R. Paulsen, email terje.paulsen@gard.no or Loss Prevention Executive Marius Schønberg, email marius.schonberg@gard.no

The information is provided for general information purposes only. Whilst we have taken every care to ensure the accuracy and quality of the information provided at the time of original publication, Gard AS can accept no responsibility in respect of any loss or damage of any kind whatsoever which may arise from reliance on this information. www.gard.no