



Port Security Advisory (11-09)

SUPPLEMENTARY GUIDANCE ON ANTI-PIRACY DEFENSIVE MEASURES

Maritime Security (MARSEC) Directive 104-6 (Rev 2) was released by the Coast Guard on May 11, 2009 to provide direction to U.S. flagged vessels operating in High Risk Waters (HRW) where acts of terrorism, piracy and armed robbery against ships are prevalent. Since the release of this Directive, additional lessons have been learned in countering piracy, many of which were also published in Industry Best Management Practices (BMPs) in August 2009, available at www.mschoa.eu or by visiting Homeport (homeport.uscg.mil/piracy). This Port Security Advisory (PSA) provides additional clarification to specific Directive requirements based upon lessons learned to date. These clarifications and other changes will be incorporated into the next revision of MARSEC Directive 104-6.

Heavy Wheel Movements

Heavy wheel movements are suggested for consideration by MARSEC Directive 104-6 (Rev 2) to “ride off” attacking craft as they approach, with caution given to the effect on speed. Information from analysis of more recent attacks has shown that **maintaining highest practical speed** is a major determinant in defeating attacks. Masters are therefore advised to undertake maneuvers to increase pirate exposure to wind and waves but, understanding the vessel’s maneuvering characteristics, to be very mindful of helm movement effect on speed.

Communication in the Event of an Attack

If a vessel is attacked by pirates, U.S. flagged vessel operators should follow the communication procedures outlined in MARSEC Directive 104-6, PSA 9-09, and the Vessel Security Plan, **with consideration for the additional items provided below in bold:**

For Vessel:

1. Activate the Ship Security Alert System (SSAS).
2. **Make a “Mayday” call on VHF Ch 16**
3. Inform the regional liaison or anti-piracy organization for the region. For the Horn of Africa and Gulf of Aden: U.K. Maritime Trade Operations (UKMTO).
4. Ensure that the Automatic Identification System (AIS) is operating. If the AIS was previously turned off for the transit, turn it back on.
5. **Send a distress message via Digital Selective Calling (DSC) system and Inmarsat-C, as applicable.**

For Company:

Upon notification of a piracy attack, notify and coordinate with U.S. government authorities through USCG ATLANTIC AREA Command Center at 1-757-398-6700.



Automatic Identification System (AIS)

The International Convention for the Safety of Life at Sea (SOLAS) and related IMO directives provide exceptions to the requirement for continuous operation of the AIS: (1) where international agreements, rules, or standards provide for the protection of navigational information; or (2) in exceptional circumstances, and for the shortest duration possible, where the operation is considered by the master to compromise the safety or security of the ship. However, the U.S. Coast Guard further emphasizes that vessel operators should keep AIS **turned on** during transits of the Horn of Africa and Gulf of Aden, as this system is critical to friendly forces identifying the vessel and position, and responding quickly in the event of an attack.

Energizing Fire Pumps and Fire Hoses

MARSEC Directive 104-6 (Rev 2) requires fire pumps and fire hoses to be pressurized and ready for discharge in High Risk Waters. Several operators have proposed equivalent measures to this requirement that have been accepted. If pressurizing fire pumps and fire hoses is not practicable for your vessel, equivalent measures to deter and repulse attackers will be considered by the Marine Safety Center when reviewing vessel security plans.

Engine Room Manning

MARSEC Directive 104-6 (Rev 2) requires manning of engine rooms while transiting High Risk Waters. Several operators have proposed equivalent measures, including appropriate securing and monitoring that have been accepted. If, due to the degree of automation used onboard your vessel, manning the engine room is not practicable during transits of High Risk Waters, equivalent measures to secure and monitor this critical control space will be considered by the Marine Safety Center when reviewing vessel security plans.

Other Equivalent Measures

While MARSEC Directive 104-6 (Rev 2) requires numerous prescriptive measures to detect, deter and protect vessels against the dynamic and evolving of the piracy threat in High Risk Waters, it is recognized that self protection measures must also be suitably agile. Measures in vessel security plans equivalent to those listed in the Directive, based on voyage vessel risk assessments and changing threat, may be implemented immediately by vessel masters, provided notification is made to the appropriate Coast Guard Captain of the Port, and revisions to vessel security plans are made as soon as practicable.

THE CONDITIONS OF ENTRY APPLICABLE TO VESSELS OUTLINED IN PORT SECURITY ADVISORY 10-09 REMAIN IN EFFECT.