JMIC

Joint Maritime Information Center

Bridge Emergency Reference Cards

Middle East

Combined Maritime Forces
combinedmaritimeforces.com/combined-task-forces

JMIC Products
www.ukmto.org/partner-products/jmic-products

Created in Partnership with International Registries, Inc.
www.register-iri.com

Emergency Contact Details

United Kingdom Maritime Trade Operations (UKMTO)

Tel. +44 2392 222 060

Email: watchkeepers@ukmto.org

Website: www.ukmto.org

Maritime Security Centre Horn of Africa (MSCHoA)
European Union Naval Force (EUNAVFOR)
ASPIDES / EUNAVFOR ATALANTA

Tel: +33 298 220 220 / +33 298 220 170

Email: postmaster@mschoa.org

Website: www.mschoa.org

US Navy Central Command (NAVCENT)
Arabian Gulf, Strait of Hormuz, Gulf of Oman

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This document should be read in conjunction with industry Best Management Practices (BMP) and flag State advice.

THE MASTER RETAINS FULL RESPONSIBILITY FOR THE VESSEL'S ACTIONS.

Event Type

Considerations Before Entering a Threat Area

1. Implement security measures in accordance with the mitigations prescribed in the risk assessment

2. Brief the crew and conduct drills

    • Brief the crew on preparations

    • Conduct drills with mitigations in place

    • Review emergency plans and ensure all crew are aware of their duties

    • Ensure familiarity with the alarm signals for an attack and an "all-clear" situation

3. Check

    • Essential equipment tested and available

    • Hardening in place, including the security of all access points

    • Lockdown conditions including watertight doors in machinery spaces, considering crew safety

    • Bridge team's security knowledge and crew awareness

    • Crew's response to different threats

4. Reschedule planned maintenance of voyage-critical equipment for transit through areas of increased threat

5. Determine reporting requirements

Considerations Before Entering a Threat Area *(continued)*

6. Emergency Communication Plan

   - Prepare and test an emergency communication plan with essential contact numbers and prepared messages

   - Display communication plans near all external communication stations, including the safe muster point and/or the citadel

   - Test communication devices and the Ship Security Alert System (SSAS)

   - Consider the provision of a "safe word" held by selected crew for communication authentication with officials

7. AIS Policy

   - Review in detail the company AIS policy for operating in threat areas

   - Consider the safety and security implications of broadcasting AIS

   - If AIS is turned OFF, consider altering course and speed to minimize tracking by dead reckoning

   - If AIS is ON, consider limiting data to ship's identity, position, course, speed, navigational status, and safety-related information

8. Communications Policy

   - Control external communications (especially social media)

Considerations While in an Area of Increased Threat

1. Submit reports as per regional guidance and if stipulated in any charter agreement

2. Monitor the latest threat information

3. Regular checks of all mitigations and especially control of all access points

4. Avoid drifting, waiting, anchoring, and slow steaming whenever possible

5. Minimize the use of VHF

   • Prefer email or secure satellite phone communications

   • Only respond to known or legitimate callers on VHF, considering the possibility of imposters

   • Maintain social media hygiene (photographs and information on social media can provide details on the vessel's location, intent, and operations)

6. Submit ship's stability condition daily to the Company

1) Missile and Drone Attack (Aerial / Surface)

Missile Threat Explanation:

- **Cruise Missile:** jet-propelled at sub-sonic speeds throughout their flight

- **Ballistic Missile:** rocket-propelled during initial launch after which follows an arcing trajectory to its target

Drone Threat Explanation:

- Unmanned Aerial Vehicle (UAV)

  - Commonly known as a **drone**. An aircraft with no human pilot and remotely controlled or autonomous

  - Some drones can have a built-in warhead that explodes after crashing into its target

- Loitering Munitions

  - Also known as a suicide drone, kamikaze drone, or exploding drone

  - Aerial weapon with a built-in warhead that is typically designed to loiter around a target area until a target is located, then attack the target by crashing into it

- Waterborne Improvised Explosive Device (WBIED) or Unmanned Surface Vessel (USV)

  - A USV is always unmanned. WBIEDs are often unmanned or have a solitary occupant

  - Can be loaded with explosives that explode upon crashing into a target

① Missile and Drone Attack (Aerial / Surface)

INITIAL ACTIONS

- Sound alarm
- Make announcement on PA system (including threat warning)
- Consider switching OFF AIS
- Time permitting: close all fire screen doors
- BRACE FOR IMPACT

POST IMPACT OR NEAR MISS

IMPACT OR MISS

- Make follow-up announcement
- Rapid threat and damage assessment
- Consider evasive maneuvering (USV-threat only)

RESPONSE ACTIONS

- Muster crew
- Start ship-specific Emergency Response Checklist
- Commence Incident Log

NOTIFY

- Notify Company and flag State
- Notify UKMTO / MSCHoA
- Emergency broadcast on VHF Ch. 16

SECURE EVIDENCE

If safe to do so:
- Extract VDR and CCTV Data
- Cordon-off impacted area and keep a safe distance from explosives
- Take photos of damage

② Approach by Suspicious Craft in Port or at Anchor

⚠️

Suspected Mine or Improvised Explosive Device (IED) Attached to the Ship's Hull

» IF HIGH SPEED APPROACH

Use Event Type 1 for *Missle or Drone Attack (Aerial or Surface)*

» IF IED FOUND

Continue with Event Type 4 for *Unexploded Ordnance*

2 Approach by Suspicious Craft in Port or at Anchor

INITIAL ACTIONS
- Make announcement on PA system (including threat warning)
- Close watertight doors and consider blast routes

SECURITY RESPONSE ACTIONS
- Muster crew
- Start ship-specific checklist as per Ship Security Plan
- Notify local authorities, PFSO and CSO of the presence of suspicious craft
- Commence Incident Log

SECURE VESSEL & CREW
- Maintain all round lookout
- Evacuate engine room spaces
- Keep personnel clear of exposed decks

VESSEL SEARCH
- Request port authorities to conduct a thorough waterline survey
- If port authorities unable to assist, consider using own lifeboat for waterline survey
- If unable to conduct a waterline survey, contact company for further instructions

POST INCIDENT

SECURE EVIDENCE

If safe to do so:
- Extract VDR and CCTV data
- Take photos and submit to CSO
- Inform UKMTO / MSCHoA

3 Sea Mines

INITIAL ACTIONS
- Sound alarm
- Make announcement on PA system (including threat warning)
- Close watertight doors and consider blast routes
- Evacuate engine room spaces
- BRACE FOR IMPACT

POST IMPACT OR NEAR MISS

ACTIONS
- Make follow-up announcement
- Rapid threat and damage assessment

RESPONSE ACTIONS
- Muster crew
- Start ship-specific Emergency Response Checklist
- Commence Incident Log

SECURE VESSEL & CREW
- Crew count / missing persons
- Maintain all round lookout

NOTIFY
- Notify Company and flag State
- Notify UKMTO / MSCHoA
- Emergency broadcast on VHF Ch.16

SECURE EVIDENCE
If safe to do so:
- Extract VDR and CCTV Data
- Cordon-off impacted area and keep a safe distance from explosives
- Take photos of damage

4 Unexploded Ordnance

INITIAL ACTIONS

- Sound alarm
- Make announcement on PA system (including threat warning)
- Inform crew to remain clear from debris
- Close watertight and fire screen doors

SECURE VESSEL & CREW

- Cordon-off impacted area and keep a safe distance from explosives
- Do not touch or try to dismantle any debris
- Keep electronic devices away
- Prepare firefighting and damage control equipment

NOTIFY

- Notify Company and flag State
- Notify UKMTO / MSCHoA and request specialist advice (explosive ordnance disposal team)

SECURE EVIDENCE

If safe to do so:
- Extract VDR and CCTV Data
- Take photos only from a safe distance

⑤ Piracy Attack / Unauthorized Boarding

INITIAL ACTIONS
- Sound alarm
- Make announcement on PA system (including threat warning)
- Muster crew or direct crew to citadel
- Activate SSAS
- Start fire pumps

SECURE VESSEL & CREW
- Instruct PSCAP, if present, to act as per the Rules for Use of Force

UNAUTHORIZED BOARDING

NOTIFY
- Make follow-up announcement
- Start ship-specific checklist as per Ship Security Plan
- Establish proximity of navigational hazards and verify traffic situation
- Maneuver away from the danger
- Comply with instructions
- Notify Company and flag State
- Notify UKMTO / MSCHoA
- Notify nearest MRCC
- Emergency broadcast on VHF Ch. 16

SECURE EVIDENCE
If safe to do so:
- Extract VDR and CCTV Data
- Take photos and video

6 VHF Hailing / Harassment
If hailed by an unknown vessel or aircraft exhibiting threatening or harassing behavior

INITIAL ACTIONS

- Call Master and Chief Officer
- Record VHF transmissions
- Verify ship's position (relative to nearest land)

Ignore VHF call and continue passage if safe to do so

⬇

If harassment persists

⬇

Use **RESPONSE 1**
Repeat and continue to repeat until no longer tenable

⬇

Hailed with demands to prepare to be boarded

⬇

Use **RESPONSE 2**

⬇

Unknown authorities continue their approach or close to boarding

⬇

Use **RESPONSE 3**

De-escalate to RESPONSE 1 when possible

NOTIFY

- Notify Company and flag State
- Notify UKMTO / MSCHoA

SECURE EVIDENCE

If safe to do so:
- Extract VDR Data and VHF recordings

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6 VHF Hailing / Harassment
If hailed by an unknown vessel or aircraft exhibiting threatening or harassing behavior

RESPONSE 1

[VESSEL CALLING], this is merchant vessel [SHIP's NAME].

This vessel is engaged in lawful transit.

I am navigating as permitted by international law and request you do not impede my safe passage – Over.

RESPONSE 2

This is merchant vessel [SHIP's NAME].

This vessel is engaged in lawful transit.

Request you maintain a safe distance and do not impede our transit.

All actions are being recorded and reported [NOTE 1].

This vessel has not experienced a navigational incident and has conducted itself lawfully throughout the voyage.

My flag State is [COUNTRY] and Company is [COMPANY NAME]. You may contact them if you require any further information – Over.

RESPONSE 3

This is merchant vessel [SHIP's NAME].

Your actions are impeding the safe navigation of my vessel and may endanger my vessel and crew.

We are in contact with our flag State.

I repeat your actions are being recorded and reported to [Note 1].

I formally request that you cease impeding my vessel's safety and interrupting its lawful transit – Over.

Note 1: UKMTO / MSCHoA / Allies / Other Navy

Notes