

M.S. Notice 22 of 2008

No.35-NT-(01)/2008

**Dated : 03rd November,
2008**

**Subject : MARITIME SECURITY ADVISORY TO SHIPS / VESSELS TRANSITING GULF OF
ADEN**

For the attention of: Ship Owners, Ship Managers, Shipping Agents, Ship Masters, Charterers, Ship Builders, Ship Breakers Associations, Classification Societies recognised by Directorate General of Shipping, Non-exclusive Survey Companies, Insurance Companies, Coastal State including Administrators of Union territories / Islands and Maritime boards, Major and Minor Ports, Sailing and Fishing Vessels Associations, Allied Offices of Directorate General of Shipping, National Hydrographer Organisation (NHO), Coast Guard, Indian Navy,

The Purpose of this Notice:

- To enable Company Security Officers review ship security plans for preventive armed robberies, piracy and hijacking in and near the Gulf of Aden region including coast of Somalia;
- To provide information regarding piracy related developments reported by ships and maritime administrations in the approaches to the Gulf of Aden region including Somalian waters;
- To encourage all Indian flag vessels for mandatory reporting, adopted by the Directorate vide circular No. 35-NT (01) / 2007 - PT dated 01st October' 2008, to DG Commcentre that extends to cover the Gulf of Aden region;
- To provide guidelines in dealing with such situations for the purpose of safety, security of ships, crew and marine environment and;
- To fulfill national/International obligations on security related matters in the larger interest

of Indian and world maritime community.

A. Background:

In order to provide competitive shipping ships proceeding from Indian Ocean towards Europe need to transit the Suez Canal through the Red sea. Somalia is geographically located at the entrance to the Gulf of Aden and recent piracy incidents result from the instability prevailing in Somalia. Thousands of ships / vessels (various sizes, types & flags) transit these waters carrying dry bulk, liquid bulk and high value cargo of hazardous/non-hazardous nature. In view of large number of hijacking incidents occurring in the Gulf of Aden or in proximity of Somalian waters, this area is considered to be high-risk area from security point of view. This menace has been continuing for quite sometime, primarily due to political instability in the neighboring coastal states and its inability to patrol its coastal waters. The past records indicate that ships / pleasure crafts have been hijacked to obtain ransom from the ship owner at the cost of innocent crewmembers lives. The following Advisory to Indian Ship masters, ship owners and ship managers is for the purpose of reporting and planning their ship transits through the defined security corridor avoid / mitigate the possibility of a prospective piracy incident. The coalition forces have adopted a security corridor prescribing the recommended track based on their experience and their presence in the area. **It may also be noted that Indian Naval warships are present in the Gulf of Aden region.**

B. Adoption Of Security Corridor & Track Recommended By The Coalition Forces For The Purpose Of Polling & Tracking:

1. All vessels are directed to comply and strictly adhere to the security corridor adopted by the coalition forces. The coordinates of the security corridor are specified as below:
 - i. Waypoint: 12°15.0' North; 045° 00.0' East
 - ii. Waypoint: 12°35.0' North; 045° 00.0' East
 - iii. Waypoint: 13°35.0' North; 049° 00.0' East
 - iv. Waypoint: 13°40.0' North; 049° 00.0' East

- v. Waypoint: 14°10.0' North; 050° 00.0' East
- vi. Waypoint: 14°15.0' North; 050° 00.0' East
- vii. Waypoint: 14°35.0' North; 053° 00.0' East
- viii. Waypoint: 14°45.0' North; 053° 00.0' East

Above shown in **Annexure - 1** (Security Corridor Chart)

2. In order to track Indian vessels more effectively, all Indian ship owners are hereby directed to increase the frequency of ship security alert system polling to one hour, while the vessels are navigating in the area bound by the following coordinates:

Latitude 15°00.0' North; 043°00.0' East

Latitude 10°30.0' North; 043°00.0' East

Latitude 15°00.0' North; 055°00.0' East

Latitude 10°30.0' North; 055°00.0' East

Above shown in **Annexure - 2** (Polling Area Chart)

Both above shown in **Annexure - 3** (Polling Area & Security Corridor Chart)

C. Adoption of Reporting System:

3. All vessels, prior entering the above mentioned area in Para B (2), are directed to submit initial report containing the following details;
 - Ship Name
 - Call Sign
 - Flag
 - IMO number
 - MMSI
 - Immarsat telephone number including satellite prefix
 - Telex and fax number
 - Email address

- Name of Company having day-to-day management
 - Tel no. of CSO
 - Type of Ship
 - Date/time of current position course and speed
 - ETA at designated coordinates indicated in Annexure - 2
 - Crew List
 - ETA existing area
4. All vessels are directed to report actual departure times and estimated arrival times at ports and destination when eastward bound and/or westward bound in the defined area to Maritime Warfare centre (MWC) and DG - COMM centre. All timings are requested in **UTC** and the preferred method of communication is Telefax / E-mail.
5. All vessels navigating in waters bound by the coordinates prescribed in Para 2 are to exercise extreme caution and report any untoward incident to Maritime Warfare centre (MWC) and DG - COMM centre 24 X 7 at the following contacts:
- Phone: 91 - 22 - 22610606 / 22614646 / 32959320**
- Fax: 91 - 22 - 22613636**
- Email: dgcommcentre@satyammail.net**
- Maritime Warfare Centre (MWC)**
- Fax: 91 - 22 - 2265 5525 / 2265 5505**

D. Adoption Of Other Preventive & Corrective Measures By The Ship Owners:

1. It is strongly recommended that vessels transiting Gulf of Aden should take following self-protective measures that have proven to be effective. It is recommended that ship's master should peruse the Guidelines provided by IMO through their MSC/Circ. 622, 623 & 783. These measures are indicative and not exhaustive: -
 - a) Vessels should maintain strict 360° good look out (as many eyes as possible) in confirmative with COLREGS;
 - b) Keep all unidentified crafts far away by adjusting the course well in advance and alert nearest MRCC, Ship Owner & Administration authorities;
 - c) In the event of suspect craft/ high speed craft chasing, vessel should adjust its course speed to out maneuver these boats;

- d) Keep the fire hoses under charge at all times while transiting through Gulf of Aden;
- e) Transit high threat areas at maximum sustainable speed;
- f) Maintain a full visual and radar watch throughout transit.
- g) Avoid transiting near small boats whenever possible;
- h) Actively watch for developing rules of the road situations and take early action to increase CPA's. Maneuver aggressively if under attack.
- i) Maneuver to remove any lee from either side of ship (sea state dependent). If engineering or other technical problems cause reduction in speed, immediately activate defensive measures to reduce vulnerability;
- j) Take all precautions detailed prior to entering high threat areas by readying equipment. Consider other non-lethal measures as deemed appropriate;
- k) If a ship comes under attack, report immediately to DGComm Centre, broadcast attacks immediately on all available radio circuits;
- l) Past records of piracy incidents indicate that the pirates have overpowered ships during daylight hours. In view of the past experience it is recommended that ships should plan their transits through the security corridor during darkness to the extent possible;
- m) It is recommended that the plan for transiting through security corridor is developed well in time so as to ensure all crew and officers are rested adequately prior to the approaching the security corridor / Gulf of Aden;
- n) Master is to exercise his professional judgment for initiating action that he deems fit under the prevailing circumstances based on his past experience and guidance provided in ship's security plans etc.

ENCLOSURES:

- A. ANNEXURE - 1 (Security Corridor Chart)
- B. ANNEXURE - 2 (Polling Area Chart)
- C. ANNEXURE - 3 (Polling Area & Security Corridor Chart)

Sd/-

(Capt. Rakesh Awasthi)

N.S-cum-DDG(Technical)