

BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

NAVAREA IV

Messages in force 051300Z February 2009:

2007 series	134(28)	248(28)	2009 series	26(GEN)
302(28)	135(28)	445(24)	16(11)	27(GEN)
2008 series	180(28)	513(11)	25(28)	

The summary of all NAVAREA IV messages in force as of 18 December 2008 is given in Section III of NM 52/08.

NAVAREA IV WARNINGS issued from 291500Z January to 051300Z February 2009.

21/09 thru 24/09. CANCELED.

25/09(28). MEXICO. GULF OF MEXICO.
MEXICAN CHART SM-821.2.
NGA CHART 28310 (2ND ED).
ISLA DE SACRIFICIOS LIGHT 19-10.4N 096-05.5W UNLIT.

(302157Z JAN 2009)

26/09(GEN). GULF OF ADEN. PIRACY COUNTERMEASURES.
THIS MARAD ADVISORY PROVIDES UPDATED GUIDANCE FOR TRANSITTING THE GULF OF ADEN EFFECTIVE 01 FEB.
1. IN COOPERATION WITH EUROPEAN UNION NAVAL FORCE (EUNAVFOR) ATALANTA AND THE UNITED KINGDOM MARITIME TRADE ORGANIZATION (UKMTO), COMBINED FORCES (CMF) IS REVISING THE INTERNATIONALLY RECOMMENDED UKMTO TRANSIT CORRIDOR THRU THE GULF OF ADEN IN RESPONSE TO FEEDBACK FROM THE INTERNATIONAL MARITIME COMMUNITY. THIS REVISION IS INTENDED TO REDUCE THE RISK OF COLLISION BETWEEN VESSELS UTILIZING THE CORRIDOR, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GULF OF ADEN (GOA) WITH A GREATER DEGREE OF FLEXIBILITY.
2. EFFECTIVE 010001Z FEB, THE REVISED UKMTO TRANSIT CORRIDOR WILL COME INTO EFFECT AT 010001Z FEB. ALL VESSELS COMMENCING A TRANSIT THRU THE EXISTING CORRIDOR PRIOR TO 010001Z FEB SHOULD COMPLETE THEIR TRANSIT USING THE EXISTING COORDINATES. DO NOT SHIFT TO THE NEW CORRIDOR IN MID TRANSIT. ALL VESSELS PLANNING TO TRANSIT THE GOA AFTER 010001Z FEB SHOULD PLAN TO USE THE REVISED CORRIDOR. REVISIONS TO THE CORRIDOR INCLUDE THE CREATION OF SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE WILL BE FIVE MILES WIDE AND WILL BE SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE WILL BEGIN AT 045 DEGREES EAST BETWEEN 11-48N AND 11-53N. THE LANE WILL BE ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATE AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE WILL BEGIN AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE WILL BE ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATE AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THESE NEW COORDINATES ARE NOT EFFECTIVE UNTIL 010001Z FEB. PRIOR TO 01 FEB, WARSHIPS PATROLLING THE MARITIME SECURITY PATROL AREA (MSPA) WILL BE POSITIONED TO BEST SUPPORT VESSELS TRANSITING IN THE EXISTING UKMTO TRANSIT CORRIDORS. THE UKMTO TRANSIT CORRIDOR IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME BUT IN ORDER FOR WARSHIP PATROLS TO BE EFFECTIVE, VESSELS TRANSITING THE GULF OF ADEN ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES REGARDING USE OF THE UKMTO TRANSIT CORRIDOR.
3. ON 22 AUG 08 COMBINED MARITIME FORCES (CMF) DIRECTED THE ESTABLISHMENT OF THE MSPA IN THE GULF OF ADEN. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATIONS (IMO)

- ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A GEOGRAPHIC REGION IN THE GULF OF ADEN UTILIZED BY CMF AND POSITIONED TO MAXIMIZE DEPLOYMENT OF AVAILABLE FORCES IN AREAS OF HIGH RISK. COALITION FORCES PATROL THE MSPA ON A ROUTINE BASIS. THE MSPA IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER. THE MSPA SHOULD NOT BE CONFUSED WITH THE REVISED INTERNATIONALLY RECOMMENDED UKMTO TRANSIT CORRIDOR FOR THE GULF OF ADEN. THE UKMTO TRANSIT CORRIDOR IS THE RECOMMENDED PATH THROUGH THE GULF OF ADEN TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE CORRIDOR. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THRU THEIR PRESENCE, BUT DUE TO THE VAST AREA OF THE GOA AND THE OPEN WATERS EAST OF SOMALIA, AND GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GULF OF ADEN.
4. CMF, IN COOPERATION WITH THE EFFORTS OF FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA AND RUSSIA, HAVE HAD SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THRU DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THRU THE AREA. DESPITE THE INCREASE IN PRESENCE AND EFFECTIVENESS OF NAVAL FORCES IN THE REGION, AS WELL AS THE EFFECTIVENESS OF DEFENSIVE AND PROTECTIVE MEASURES, PIRATE ACTIVITY HAS CONTINUED AND A NUMBER OF COMMERCIAL AND CIVILIAN SHIPS HAVE BEEN SUCCESSFULLY ATTACKED AND SEIZED. THERE ARE INDICATIONS THAT PIRATES IN THE AREA CONTINUE TO ADAPT THEIR TECHNIQUES AND PROCEDURES IN ORDER TO ACHIEVE SUCCESS IN CAPTURING VESSELS, BOTH IN THE GULF OF ADEN AS WELL AS IN THE OPEN OCEAN OF THE EAST COAST OF SOMALIA.
 5. IN LIGHT OF THE PIRATES INCREASED RESOLVE AND ADAPTABILITY, ADDITIONAL PRECAUTIONS AND RISK ASSESSMENTS ARE ENCOURAGED. VESSELS SUCH AS PASSENGER LINERS, LUXURY YACHTS, PLEASURE CRAFT, SAILBOATS AND SHIPS CARRYING DANGEROUS CARGO OR OTHERWISE DEEMED TO BE HIGH VALUE ASSETS SHOULD CONDUCT A FULL RISK ASSESSMENT PRIOR TO PLANNING TRANSITS THROUGH HIGH-RISK AREAS. ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. IN CONDUCTING SUCH AN ASSESSMENT, OWNERS AND MASTERS OF SUCH VESSELS SHOULD BE PREPARED FOR POSSIBLE ATTACK AND BE PREPARED TO EMPLOY MEASURES TO ENSURE THE MAXIMUM POSSIBLE DEFENSE. ALL PASSENGERS AND CREW SHOULD FULLY UNDERSTAND THE RISKS ASSOCIATED WITH TRANSITING THESE AREAS AND BE FULLY BRIEFED ON THE PROCEDURES REQUIRED TO PROTECT THEMSELVES IN THE EVENT OF AN ATTACK. MASTERS SHOULD REMAIN IN CONTACT WITH THE UKMTO AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. MASTERS ARE REQUESTED TO PROVIDE THE DETAILS OF THEIR TRANSIT, AS WELL AS THE TYPE, NATURE AND NUMBER/QUANTITY OF PASSENGERS AND CARGO AT LEAST 96 HOURS PRIOR TO ENTERING HIGH RISK AREAS. THE EU, IN COOPERATION WITH LLOYDS REGISTRY, HAS ESTABLISHED A WEB-BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS, AND REGISTER THEIR VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. OWNERS AND OPERATORS ARE ENCOURAGED TO REGISTER WITH THE MARITIME SECURITY CENTRE, HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG.
 6. THE FOLLOWING RECOMMENDATIONS REMAIN IN EFFECT FOR ALL VESSELS:
 - A. DEMONSTRATE A WILLINGNESS TO DEFEND YOURSELF. DO NOT PRESENT AN ATTRACTIVE TARGET FOR ATTACK AND DO NOT SURRENDER IMMEDIATELY AT THE FIRST SIGN OF A THREAT.

- B. EMPLOY SPEED AND MANEUVER TO AVOID ATTACK. CONDUCT TRANSIT OF HIGH THREAT AREAS AT MAXIMUM SUBSTANTIAL SPEED AT ALL TIMES. MAINTAIN A FULL VISUAL AND RADAR WATCH THROUGHOUT TRANSIT. PROVIDE EXTRA LOOKOUTS IF POSSIBLE, ESPECIALLY DURING DAYLIGHT HOURS. LOOKOUTS SHOULD BE POSITIONED TO ENSURE A 360 DEGREE UNOBSTRUCTED FIELD OF VIEW WITH FULL VIEW OF ALL FREEBOARD AREAS. AVOID TRANSITING NEAR SMALL BOATS WHENEVER POSSIBLE. DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION, MOST OF WHOM ARE FISHING BOATS THAT MAY BE DIFFICULT TO DISTINGUISH FROM PIRATE VESSELS, TRANSITING NEAR SMALL BOATS MAY BE UNAVOIDABLE AT TIMES. ACTIVELY WATCH FOR DEVELOPING RULES OF THE ROAD SITUATIONS AND TAKE EARLY ACTION TO INCREASE CPA'S. AFT LOOKOUTS MUST BE PARTICULARLY VIGILANT FOR SMALL BOATS APPROACHING FROM ASTERN. MANEUVER AGGRESSIVELY IF UNDER ATTACK. MANEUVER TO REMOVE ANY LEE FROM EITHER SIDE OF SHIP (SEA STATE DEPENDENT). IF ENGINEERING OR OTHER TECHNICAL PROBLEMS CAUSE REDUCED SPEED, IMMEDIATELY ACTIVATE DEFENSIVE MEASURES TO REDUCE VULNERABILITY.
- C. ADOPT PASSIVE DEFENSE MEASURES. TAKE ALL PRECAUTION DETAILED FOR SPEED AND MANEUVER. TAKE DEFENSIVE PRECAUTIONS PRIOR TO ENTERING HIGH THREAT AREAS, INCLUDING RIGGING FIRE HOSES, AND RAISING OUTBOARD EQUIPMENT AND/OR POSITIONING INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES. CONDUCT TRANSITS IN GROUPS WITH OTHER VESSELS IN ACCORDANCE WITH THE RECOMMENDATIONS PROVIDED BY MSC-HOA.
- D. ACTIVE DEFENSIVE MEASURES SHOULD BE CONSIDERED, INCLUDING EMPLOYMENT OF PROFESSIONAL SECURITY TEAMS. PROPERLY TRAINED SECURITY TEAMS, WITH EXPERIENCE IN MARITIME DEFENSIVE PROCEDURES, ARE KNOWN TO BE AN EFFECTIVE DEFENSE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE IN THE EVENT OF AN ENGAGEMENT BETWEEN PIRATES AND SECURITY TEAMS. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIP OWNERS, MASTERS AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND SHOULD BE CONTRACTUALLY AGREED TO.
- E. IF A SHIP COMES UNDER ATTACK, REPORT IMMEDIATELY TO UKMTO, BROADCAST ATTACKS IMMEDIATELY ON ALL AVAILABLE RADIO CIRCUITS, ADJUST SPEED AND MANEUVER, AND ACTIVATE ALL AVAILABLE DEFENSE MEASURES. DO NOT IMMEDIATELY SURRENDER UPON APPROACH OF SUSPECTED PIRATE BOATS. ATTACKS HAVE BEEN THWARTED IN MANY CASES WHERE DEFENSIVE MEASURES WERE USED AND THE VESSELS BECAME DIFFICULT TARGETS.
- F. ADDITIONAL GUIDANCE REGARDING PRACTICES RECOMMENDED FOR MARINERS OPERATING IN VICINITY OF HIGH RISK AREAS HAVE BEEN PUBLISHED BY INTERNATIONAL MARITIME ORGANIZATION (IMO) REVISED MARITIME SAFETY COMMITTEE (MSC) CIRCULARS. THESE DOCUMENTS CAN BE ACCESSED VIA IMO WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=114](http://www.imo.org/safety/mainframe.asp?topic_id=114).
7. CONTACT INFORMATION:
- A. CONTACT MARITIME LIAISON OFFICE, MARLO BAHRAIN,
PHONE: 9 731 785 3929,
E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
- B. THE UK MARITIME TRADE ORGANIZATION (UKMTO),
PHONE: 97 150 552 3215, E-MAIL: UKMTO@EIM.AE.
- C. MSC-HOA, PHONE: 440 192 395 8545,
E-MAIL: POSTMASTER@MSCHOA.ORG.
- D. FOR FURTHER INFORMATION REGARDING THIS ADVISORY,
CONTACT MR. DOHERTY, MAIL: MARITIME ADMINISTRATION,
OFFICE OF SECURITY, CODE: MAR-420, ROOM W23-312,
1200 NEW JERSEY AVE, S.E., WASHINGTON, DC 20590,
PHONE: 202 366 1883, FAX: 202 366 3954,
TLX II: 710 822 9426 (MARAD DOT WSH) OR
E-MAIL: OWEN.DOHERTY@DOT.GOV.

(302318Z JAN 2009)

27/09(GEN).

1. NAVAREA IV MESSAGES IN FORCE 310800Z JAN 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2008 SERIES: 513(11).
2009 SERIES: 16(11), 25(28), 26(GEN).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 18 DEC 2008 IS GIVEN IN SEC III OF NM 52/08.
3. CANCEL NAVAREA IV 19/09.

(310959Z JAN 2009)

SECTION III

NM 7/09

HYDROLANTS

Messages in force 051300Z February 2009:

2007 series	1746(36)	43(56)	107(36,37)	203(51)	227(52)
1924(24)	1852(37)	46(38)	151(54)	204(57)	232(GEN)
1952(56)	1912(35)	49(24)	152(54)	205(37)	233(24)
2158(24)	1917(24)	56(51)	153(54)	206(37)	235(36)
2008 series	1971(37)	59(24)	154(54)	208(57)	238(57)
563(37)	2032(24)	70(52)	161(51)	209(GEN)	239(57)
889(35)	2035(24)	76(56)	163(24)	212(GEN)	240(57)
1123(35)	2036(24)	77(24)	176(53)	213(23)	241(57)
1213(37)	2053(52)	78(24)	178(56)	214(GEN)	242(24)
1262(35)	2077(37)	81(52)	179(56)	216(54)	243(24)
1309(35)	2087(52)	83(24)	181(37)	218(52)	244(24)
1354(24)	2141(35)	84(23,24)	188(36)	220(57)	245(24)
1463(24)	2188(24)	85(23)	195(51)	221(35)	249(51,36)
1585(24)	2201(35)	86(37)	196(24)	222(37)	250(44)
1670(56)	2219(38)	100(52,56)	198(23)	224(23,29,57)	
1690(24)	2009 series	103(37)	199(24)	225(24)	

The summary of all HYDROLANTS in force as of 18 December 2008 is given in Section III of NM 52/08.

HYDROLANT WARNINGS issued from 291500Z January to 051300Z February 2009.

- 196/09(24). BRAZIL-SOUTH COAST.
 NGA CHART 24110 (3RD ED).
 CAPAO DA CANOA LIGHT 29-44.6S 050-00.2W UNLIT.
 (300058Z JAN 2009)
- 197/09. CANCELED.
- 198/09(23). BRAZIL-SOUTH COAST.
 NGA CHART 24110 (3RD ED).
 SOLIDAO LIGHT 30-42.1S 050-28.8W UNLIT.
 (300204Z JAN 2009)
- 199/09(24). BRAZIL-SOUTH COAST. HAZARDOUS OPERATIONS.
 1. HAZARDOUS OPERATIONS 0830Z TO 2030Z DAILY
 03 THRU 06 FEB IN AREA BOUND BY
 22-58.72S 042-02.15W, 23-01.00S 042-00.00W,
 23-07.00S 042-00.00W, 23-07.00S 042-04.48W.
 2. CANCEL THIS MSG 062130Z FEB.
 (300227Z JAN 2009)
- 200/09 thru 202/09. CANCELED.
- 203/09(51). NORTH ATLANTIC. SENEGAL.
 VESSEL, WHITE HULL, FOUR PERSONS ON BOARD, UNREPORTED.
 LAST KNOWN POSITION VICINITY 13-46.3N 017-23.2W.
 VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
 ASSIST IF POSSIBLE. REPORTS TO MRCC DAKAR,
 PHONE: 221 826 5001, FAX: 221 826 5000.
 (301444Z JAN 2009)
- 204/09(57). EASTERN SOUTH ATLANTIC.
 1. PIPELAYING OPERATIONS 01 FEB THRU 31 DEC BY
 M/V ACERGY POLARIS, M/V LEGEND, M/V HAWK
 AND M/V POLAR QUEEN IN AREA BOUND BY
 06-09.65S 011-18.83E, 06-09.65S 011-16.23E,
 06-19.22S 011-03.15E, 06-21.17S 011-09.12E,
 06-21.17S 011-18.83E. WIDE BERTH REQUESTED.
 2. CANCEL HYDROLANT 2142/08(24).
 3. CANCEL THIS MSG 01 JAN 10.
 (301650Z JAN 2009)
- 205/09(37). BAY OF BISCAY.
 1. CONTAINER ADRIFT VICINITY 47-16.84N 005-52.23W
 AT 301436Z JAN.
 2. CANCEL THIS MSG 06 FEB.
 (301655Z JAN 2009)

206/09(37). DOVER STRAIT.

NGA CHART 37115 (2ND ED).

1. VERGOYER SW BUOY 50-26.9N 001-00.1E UNLIT.
2. CANCEL HYDROLANT 2278/08 AND 24/09, AIDS RESTORED.

(301703Z JAN 2009)

207/09. CANCELED.

208/09(57). GULF OF GUINEA.

1. SEISMIC SURVEY 01 FEB THRU 30 APR BY
M/V AMADEUS TOWING EIGHT 6000 METER
LONG CABLES IN AREA BETWEEN
03-40.0N 04-05.0N AND 002-45.5W 003-22.0W.
WIDE BERTH REQUESTED.
2. CANCEL HYDROLANT 2149/08.
3. CANCEL THIS MSG 01 MAY.

(302145Z JAN 2009)

209/09(GEN). GULF OF ADEN. PIRACY COUNTERMEASURES.

THIS MARAD ADVISORY PROVIDES UPDATED GUIDANCE FOR
TRANSITTING THE GULF OF ADEN EFFECTIVE 01 FEB.

1. IN COOPERATION WITH EUROPEAN UNION NAVAL FORCE
(EUNAVFOR) ATALANTA AND THE UNITED KINGDOM
MARITIME TRADE ORGANIZATION (UKMTO), COMBINED
FORCES (CMF) IS REVISING THE INTERNATIONALLY
RECOMMENDED UKMTO TRANSIT CORRIDOR THRU THE
GULF OF ADEN IN RESPONSE TO FEEDBACK FROM THE
INTERNATIONAL MARITIME COMMUNITY. THIS REVISION
IS INTENDED TO REDUCE THE RISK OF COLLISION
BETWEEN VESSELS UTILIZING THE CORRIDOR,
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 6. THE FOLLOWING RECOMMENDATIONS REMAIN IN EFFECT FOR ALL VESSELS:
 - A. DEMONSTRATE A WILLINGNESS TO DEFEND YOURSELF. DO NOT PRESENT AN ATTRACTIVE TARGET FOR ATTACK AND DO NOT SURRENDER IMMEDIATELY AT THE FIRST SIGN OF A THREAT.
 - B. EMPLOY SPEED AND MANEUVER TO AVOID ATTACK. CONDUCT TRANSIT OF HIGH THREAT AREAS AT MAXIMUM SUBSTANABLE SPEED AT ALL TIMES. MAINTAIN A FULL VISUAL AND RADAR WATCH THROUGHOUT TRANSIT. PROVIDE EXTRA LOOKOUTS IF POSSIBLE, ESPECIALLY DURING DAYLIGHT HOURS. LOOKOUTS SHOULD BE POSITIONED TO ENSURE A 360 DEGREE UNOBSTRUCTED FIELD OF VIEW WITH FULL VIEW OF ALL FREEBOARD AREAS. AVOID TRANSITING NEAR SMALL BOATS WHENEVER POSSIBLE. DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION, MOST OF WHOM ARE

FISHING BOATS THAT MAY BE DIFFICULT TO DISTINGUISH FROM PIRATE VESSELS, TRANSITING NEAR SMALL BOATS MAY BE UNAVOIDABLE AT TIMES. ACTIVELY WATCH FOR DEVELOPING RULES OF THE ROAD SITUATIONS AND TAKE EARLY ACTION TO INCREASE CPA'S. AFT LOOKOUTS MUST BE PARTICULARLY VIGILANT FOR SMALL BOATS APPROACHING FROM ASTERN. MANEUVER AGGRESSIVELY IF UNDER ATTACK. MANEUVER TO REMOVE ANY LEE FROM EITHER SIDE OF SHIP (SEA STATE DEPENDENT). IF ENGINEERING OR OTHER TECHNICAL PROBLEMS CAUSE REDUCED SPEED, IMMEDIATELY ACTIVATE DEFENSIVE MEASURES TO REDUCE VULNERABILITY.

- C. ADOPT PASSIVE DEFENSE MEASURES. TAKE ALL PRECAUTION DETAILED FOR SPEED AND MANEUVER. TAKE DEFENSIVE PRECAUTIONS PRIOR TO ENTERING HIGH THREAT AREAS, INCLUDING RIGGING FIRE HOSES, AND RAISING OUTBOARD EQUIPMENT AND/OR POSITIONING INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES. CONDUCT TRANSITS IN GROUPS WITH OTHER VESSELS IN ACCORDANCE WITH THE RECOMMENDATIONS PROVIDED BY MSC-HOA.
- D. ACTIVE DEFENSIVE MEASURES SHOULD BE CONSIDERED, INCLUDING EMPLOYMENT OF PROFESSIONAL SECURITY TEAMS. PROPERLY TRAINED SECURITY TEAMS, WITH EXPERIENCE IN MARITIME DEFENSIVE PROCEDURES, ARE KNOWN TO BE AN EFFECTIVE DEFENSE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE IN THE EVENT OF AN ENGAGEMENT BETWEEN PIRATES AND SECURITY TEAMS. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIP OWNERS, MASTERS AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND SHOULD BE CONTRACTUALLY AGREED TO.
- E. IF A SHIP COMES UNDER ATTACK, REPORT IMMEDIATELY TO UKMTO, BROADCAST ATTACKS IMMEDIATELY ON ALL AVAILABLE RADIO CIRCUITS, ADJUST SPEED AND MANEUVER, AND ACTIVATE ALL AVAILABLE DEFENSE MEASURES. DO NOT IMMEDIATELY SURRENDER UPON APPROACH OF SUSPECTED PIRATE BOATS. ATTACKS HAVE BEEN THWARTED IN MANY CASES WHERE DEFENSIVE MEASURES WERE USED AND THE VESSELS BECAME DIFFICULT TARGETS.
- F. ADDITIONAL GUIDANCE REGARDING PRACTICES RECOMMENDED FOR MARINERS OPERATING IN VICINITY OF HIGH RISK AREAS HAVE BEEN PUBLISHED BY INTERNATIONAL MARITIME ORGANIZATION (IMO) REVISED MARITIME SAFETY COMMITTEE (MSC) CIRCULARS. THESE DOCUMENTS CAN BE ACCESSED VIA IMO WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=114](http://www.imo.org/safety/mainframe.asp?topic_id=114).
7. CONTACT INFORMATION:
- A. CONTACT MARITIME LIAISON OFFICE, MARLO BAHRAIN, PHONE: 9 731 785 3929,
 E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
- B. THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215, E-MAIL: UKMTO@EIM.AE.
- C. MSC-HOA, PHONE: 440 192 395 8545,
 E-MAIL: POSTMASTER@MSCHOA.ORG.
- D. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT MR. DOHERTY, MAIL: MARITIME ADMINISTRATION, OFFICE OF SECURITY, CODE: MAR-420, ROOM W23-312, 1200 NEW JERSEY AVE, S.E., WASHINGTON, DC 20590, PHONE: 202 366 1883, FAX: 202 366 3954, TLX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.

(302321Z JAN 2009)

210/09 and 211/09. CANCELED.

212/09(GEN).

1. HYDROLANT MESSAGES IN FORCE 310800Z JAN 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
 2008 SERIES: 2219(38), 2229(52), 2260(57), 2269(53,54).
 2009 SERIES: 10(36), 43(56), 46(38), 49(24), 56(51), 59(24), 70(52), 76(56), 77(24), 78(24), 81(52), 82(35), 83(24), 84(23,24), 85(23), 86(37), 100(52,56), 103(37), 107(36,37), 151(54), 152(54), 153(54), 154(54), 161(51), 163(24), 169(36), 171(24), 172(24), 173(24), 176(53), 178(56), 179(56), 180(35), 181(37), 185(24), 186(23,29,57), 188(36), 191(24), 193(37), 195(51), 196(24), 197(24), 198(24), 199(24), 200(24), 203(51),

SECTION III

NM 7/09

- 204(57), 205(37), 206(37), 207(22,23), 208(57), 209(GEN),
210(24), 211(53,56).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE
AS OF 18 DEC 2008 IS GIVEN IN SEC III OF NM 52/08.
3. CANCEL HYDROLANT 2196/08, 91/09, 127/09, 160/09, 164/09,
170/09, 183/09, 184/09.
- (311002Z JAN 2009)
- 213/09(23). ARGENTINA-SOUTHEAST COAST.
1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER
NOTICE BY M/V GEO SEARCHER TOWING 10700
METER LONG CABLES VICINITY OF TRACKLINE BETWEEN
54-46.7S 062-49.5W AND 53-32.1S 062-43.7W.
SEVEN MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 207/09.
- (311721Z JAN 2009)
- 214/09(GEN). NORTH ATLANTIC.
- 19 METER S/V ULTIMATE, GREY HULL, OVERDUE.
LAST KNOWN POSITION 43-00N 020-00W ON 22 JAN.
VESSELS IN VICINITY REQUESTED TO KEEP
A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MRCC DELGADA, TELEX: 5633163,
PHONE: 475 151 7000, FAX: 475 165 2334.
- (311731Z JAN 2009)
- 215/09. CANCELED.
- 216/09(54). IONIAN SEA. ORDNANCE.
1. BOMBING EXERCISES IN PROGRESS UNTIL 282359Z FEB
WITHIN 25 MILES OF 38-15N 018-07E.
2. CANCEL THIS MSG 010059Z MAR.
- (010736Z FEB 2009)
- 217/09. CANCELED.
- 218/09(52). ALGERIA.
- NGA CHART 52220 (7TH ED).
CAP CARBON LIGHT 36-46.6N 005-06.3E UNRELIABLE.
- (021401Z FEB 2009)
- 219/09. CANCELED.
- 220/09(57). SOUTH ATLANTIC. ANGOLA.
1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
BY M/V CREST DIAMOND IN AREA BETWEEN
06-35S 06-47S AND 012-05E 012-17E.
TEN MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 2260/08.
- (022016Z FEB 2009)
- 221/09(35). SHETLAND ISLANDS.
- NGA CHART 35069 (1ST ED).
OUTER SKERRY LIGHT 60-33.1N 001-18.2W UNRELIABLE.
- (022047Z FEB 2009)
- 222/09(37). BAY OF BISCAY.
- TEN METER S/V KERLEDEC, WHITE HULL, ONE PERSON ON BOARD,
OVERDUE. LAST KNOWN POSITION VICINITY 46-44N 004-56W
AT 011600Z FEB. VESSELS IN VICINITY REQUESTED TO KEEP
A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO
MRCC ETEL, TELEX: 42950519, PHONE: 3 329 755 3535,
FAX: 3 329 755 4934, E-MAIL: ETEL@MRCCFR.EU.
- (022111Z FEB 2009)
- 223/09. CANCELED.
- 224/09(23,29,57). SOUTH ATLANTIC. ICE.
1. ICEBERGS REPORTED ON 02 FEB:
- A. A43F1, 49-27S 024-53W.
B. A43F2, 49-46S 025-03W.
C. A43F3, 49-26S 024-29W.
D. A43K, 52-34S 017-33W.
E. C8, 60-58S 048-20W.
E. D18, 56-46S 017-52W.
2. CANCEL THIS MSG 10 FEB.
- (030155Z FEB 2009)

225/09(24). BRAZIL-SOUTH COAST.
 1. 2300 METER LONG SEISMIC CABLES
 ADRIFT IN 25-04S 042-27W.
 2. CANCEL THIS MSG 10 FEB. (030203Z FEB 2009)

226/09. CANCELED.

227/09(52). TUNISIA-EAST COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 04 APR BY
 M/V HARRIER EXPLORER AND M/V AQUARIUS
 IN AREA BOUND BY
 33-21.0N 011-31.7E, 33-34.0N 011-47.5E,
 34-11.0N 010-59.0E, 34-03.3N 010-36.0E.
 1000 METER BERTH REQUESTED.
 2. CANCEL THIS MSG 05 APR. (031416Z FEB 2009)

228/09 thru 231/09. CANCELED.

232/09(GEN). EUROPE-NORTHWEST COAST.
 1. LORAN-C CHAIN LESSAY, RATE 6731-Y, OFF AIR
 051000Z TO 051700Z FEB.
 2. CANCEL HYDROLANT 2229/08(52).
 3. CANCEL THIS MSG 051800Z FEB. (041456Z FEB 2009)

233/09(24). BRAZIL-SOUTH COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 05 FEB
 BY M/V DISCOVERER IN AREA BOUND BY
 31-44S 045-45W, 31-51S 045-34W,
 30-19S 044-10W, 30-10S 044-27W,
 30-23S 044-35W, 30-30S 044-26W
 29-06S 043-16W, 29-00S 043-30W.
 FIVE MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 06 FEB. (041606Z FEB 2009)

234/09. CANCELED.

235/09(36). ENGLAND-WEST COAST.
 SURVEY OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE
 BY M/V FURGO COMMANDER IN AREA BOUND BY
 53-29N 003-35W, 53-27N 003-28W,
 53-25N 003-36W, 53-27N 003-43W.
 WIDE BERTH REQUESTED. (041634Z FEB 2009)

236/09 and 237/09. CANCELED.

238/09(57). SOUTH ATLANTIC.
 NGA CHART 105 (4TH ED).
 EIGHT BUOYS REPORTED MOORED WITHIN 2.5 MILES OF
 07-16S 011-34W. VESSELS IN VICINITY REQUESTED TO
 KEEP A SHARP LOOKOUT. (042213Z FEB 2009)

239/09(57). SOUTH ATLANTIC. ANGOLA.
 SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
 BY M/V RAMFORM CHALLENGER TOWING 12 6000 METER
 LONG CABLES IN AREA BOUND BY
 06-25S 011-02E, 06-43S 011-30E,
 07-15S 011-02E, 06-56S 011-32E.
 FIVE MILE BERTH REQUESTED. (042216Z FEB 2009)

240/09(57). EASTERN SOUTH ATLANTIC.
 SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY
 M/V WESTERN TRIDENT TOWING EIGHT 4.5 MILE LONG CABLES
 IN AREA BETWEEN 06-07S 07-05S AND 010-20E 011-07E.
 SIX MILE BERTH REQUESTED. (042219Z FEB 2009)

241/09(57). SOUTH ATLANTIC. ANGOLA.
 UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE
 BY M/V ACERGY LEGEND VICINITY 06-16.5S 012-09.9E.
 500 METER BERTH REQUESTED. (042225Z FEB 2009)

SECTION III

NM 7/09

242/09(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 100259Z FEB BY
M/V RAMFORM SOVEREING TOWING 14 8100 METER LONG
CABLES IN AREA BOUND BY
26-08.28S 042-44.42W, 25-32.48S 043-46.58W,
24-35.43S 043-03.05W, 25-12.30S 042-05.08W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 100359Z FEB.

(050114Z FEB 2009)

243/09(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY 050200Z THRU 140259Z FEB BY
M/V RAMFORM VALIANT TOWING TEN 8100 METER
LONG CABLES IN AREA BOUND BY
24-58.17S 045-19.18W, 25-25.15S 044-05.82W,
25-59.27S 044-20.63W, 25-32.67S 045-32.92W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 140359Z FEB.

(050123Z FEB 2009)

244/09(24). BRAZIL-EAST COAST.

1. SEISMIC SURVEY 050200Z THRU 100259Z FEB BY
M/V WESTERN PATRIOT TOWING 3.5 MILE LONG
CABLE IN AREA BETWEEN
19-19S 20-09S AND 038-19W 039-11W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 100359Z FEB.

(050131Z FEB 2009)

245/09(24). BRAZIL-NORTH COAST.

1. NGA CHART 24260 (5TH ED).
PREQUICAS LIGHT 02-35.5S 042-42.4W UNLIT.

(050143Z FEB 2009)

246/09 thru 248/09. CANCELED.

249/09(51,36). NORTH ATLANTIC.

1. SEVEN CONTAINERS ADRIFT VICINITY 40-40.2N 020-04.6W
AT 050225Z.
2. CANCEL THIS MSG 12 FEB.

(050821Z FEB 2009)

250/09(44). BALTIC SEA. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0700Z TO 1500Z DAILY
10 THRU 13 FEB IN AREA BOUND BY
55-37N 020-46E, 55-34N 021-00E,
55-25N 021-00E, 55-22N 020-46E,
55-25N 020-42E, 55-34N 020-42E.
2. CANCEL THIS MSG 131600Z FEB.

(050952Z FEB 2009)

SECTION III

NM 7/09

NAVAREA XII

Messages in force 051300Z February 2009:

2007 series	376(21)	6(21)	488(21)	2009 series	54(19)
266(21)	377(21)	44(21)	489(21)	28(21)	56(18)
267(21)	378(21)	78(21)	490(21)	48(18,83)	57(16)
268(21)	379(21)	91(21)	509(21)	52(GEN)	58(16,17)
348(21)	2008 series	146(21)	550(21)	53(GEN)	

The summary of all NAVAREA XII messages in force as of 18 December 2008 is given in Section III of NM 52/08.

NAVAREA XII WARNINGS issued from 291500Z January to 051300Z February 2009.

47/09. CANCELED.

48/09(18,83). NORTH PACIFIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0952Z TO 1132Z DAILY 04 THRU 09 FEB
IN AREAS BOUND BY:
 - A. 34-28N 120-39W, 34-30N 120-48W,
34-46N 120-42W, 34-44N 120-33W.
 - B. 34-06N 120-59W, 34-24N 120-53W,
34-20N 120-36W, 34-02N 120-43W.
 - C. 13-34N 127-02W, 19-17N 125-46W,
18-59N 124-19W, 13-16N 125-38W.
2. CANCEL THIS MSG 091232Z FEB.

(300707Z JAN 2009)

49/09 thru 51/09. CANCELED.

52/09(GEN). GULF OF ADEN. PIRACY COUNTERMEASURES.

THIS MARAD ADVISORY PROVIDES UPDATED GUIDANCE FOR TRANSITING THE GULF OF ADEN EFFECTIVE 01 FEB.

1. IN COOPERATION WITH EUROPEAN UNION NAVAL FORCE (EUNAVFOR) ATALANTA AND THE UNITED KINGDOM MARITIME TRADE ORGANIZATION (UKMTO), COMBINED FORCES (CMF) IS REVISING THE INTERNATIONALLY RECOMMENDED UKMTO TRANSIT CORRIDOR THRU THE GULF OF ADEN IN RESPONSE TO FEEDBACK FROM THE INTERNATIONAL MARITIME COMMUNITY. THIS REVISION IS INTENDED TO REDUCE THE RISK OF COLLISION BETWEEN VESSELS UTILIZING THE CORRIDOR, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GULF OF ADEN (GOA) WITH A GREATER DEGREE OF FLEXIBILITY.
2. EFFECTIVE 010001Z FEB, THE REVISED UKMTO TRANSIT CORRIDOR WILL COME INTO EFFECT AT 010001Z FEB. ALL VESSELS COMMENCING A TRANSIT THRU THE EXISTING CORRIDOR PRIOR TO 010001Z FEB SHOULD COMPLETE THEIR TRANSIT USING THE EXISTING COORDINATES. DO NOT SHIFT TO THE NEW CORRIDOR IN MID TRANSIT. ALL VESSELS PLANNING TO TRANSIT THE GOA AFTER 010001Z FEB SHOULD PLAN TO USE THE REVISED CORRIDOR. REVISIONS TO THE CORRIDOR INCLUDE THE CREATION OF SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE WILL BE FIVE MILES WIDE AND WILL BE SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE WILL BEGIN AT 045 DEGREES EAST BETWEEN 11-48N AND 11-53N. THE LANE WILL BE ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATE AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE WILL BEGIN AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE WILL BE ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATE AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THESE NEW COORDINATES ARE NOT EFFECTIVE UNTIL 010001Z FEB. PRIOR TO 01 FEB, WARSHIPS PATROLLING THE MARITIME SECURITY PATROL AREA (MSPA) WILL BE POSITIONED TO BEST SUPPORT VESSELS TRANSITING IN THE EXISTING UKMTO TRANSIT CORRIDORS. THE UKMTO TRANSIT CORRIDOR IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME BUT IN ORDER FOR WARSHIP PATROLS TO BE EFFECTIVE, VESSELS TRANSITING THE GULF OF ADEN ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES

- REGARDING USE OF THE UKMTO TRANSIT CORRIDOR.
3. ON 22 AUG 08 COMBINED MARITIME FORCES (CMF) DIRECTED THE ESTABLISHMENT OF THE MSPA IN THE GULF OF ADEN. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATIONS (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A GEOGRAPHIC REGION IN THE GULF OF ADEN UTILIZED BY CMF AND POSITIONED TO MAXIMIZE DEPLOYMENT OF AVAILABLE FORCES IN AREAS OF HIGH RISK. COALITION FORCES PATROL THE MSPA ON A ROUTINE BASIS. THE MSPA IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER. THE MSPA SHOULD NOT BE CONFUSED WITH THE REVISED INTERNATIONALLY RECOMMENDED UKMTO TRANSIT CORRIDOR FOR THE GULF OF ADEN. THE UKMTO TRANSIT CORRIDOR IS THE RECOMMENDED PATH THROUGH THE GULF OF ADEN TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE CORRIDOR. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THRU THEIR PRESENCE, BUT DUE TO THE VAST AREA OF THE GOA AND THE OPEN WATERS EAST OF SOMALIA, AND GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GULF OF ADEN.
 4. CMF, IN COOPERATION WITH THE EFFORTS OF FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA AND RUSSIA, HAVE HAD SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THRU DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THRU THE AREA. DESPITE THE INCREASE IN PRESENCE AND EFFECTIVENESS OF NAVAL FORCES IN THE REGION, AS WELL AS THE EFFECTIVENESS OF DEFENSIVE AND PROTECTIVE MEASURES, PIRATE ACTIVITY HAS CONTINUED AND A NUMBER OF COMMERCIAL AND CIVILIAN SHIPS HAVE BEEN SUCCESSFULLY ATTACKED AND SEIZED. THERE ARE INDICATIONS THAT PIRATES IN THE AREA CONTINUE TO ADAPT THEIR TECHNIQUES AND PROCEDURES IN ORDER TO ACHIEVE SUCCESS IN CAPTURING VESSELS, BOTH IN THE GULF OF ADEN AS WELL AS IN THE OPEN OCEAN OF THE EAST COAST OF SOMALIA.
 5. IN LIGHT OF THE PIRATES INCREASED RESOLVE AND ADAPTABILITY, ADDITIONAL PRECAUTIONS AND RISK ASSESSMENTS ARE ENCOURAGED. VESSELS SUCH AS PASSENGER LINERS, LUXURY YACHTS, PLEASURE CRAFT, SAILBOATS AND SHIPS CARRYING DANGEROUS CARGO OR OTHERWISE DEEMED TO BE HIGH VALUE ASSETS SHOULD CONDUCT A FULL RISK ASSESSMENT PRIOR TO PLANNING TRANSITS THROUGH HIGH-RISK AREAS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. IN CONDUCTING SUCH AN ASSESSMENT, OWNERS AND MASTERS OF SUCH VESSELS SHOULD BE PREPARED FOR POSSIBLE ATTACK AND BE PREPARED TO EMPLOY MEASURES TO ENSURE THE MAXIMUM POSSIBLE DEFENSE. ALL PASSENGERS AND CREW SHOULD FULLY UNDERSTAND THE RISKS ASSOCIATED WITH TRANSITING THESE AREAS AND BE FULLY BRIEFED ON THE PROCEDURES REQUIRED TO PROTECT THEMSELVES IN THE EVENT OF AN ATTACK. MASTERS SHOULD REMAIN IN CONTACT WITH THE UKMTO AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. MASTERS ARE REQUESTED TO PROVIDE THE DETAILS OF THEIR TRANSIT, AS WELL AS THE TYPE, NATURE AND NUMBER/QUANTITY OF PASSENGERS AND CARGO AT LEAST 96 HOURS PRIOR TO ENTERING HIGH RISK AREAS. THE EU, IN COOPERATION WITH LLOYDS REGISTRY, HAS ESTABLISHED A WEB-BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS, AND REGISTER THEIR VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. OWNERS AND OPERATORS ARE ENCOURAGED TO REGISTER WITH THE MARITIME SECURITY CENTRE, HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG.
 6. THE FOLLOWING RECOMMENDATIONS REMAIN IN EFFECT

FOR ALL VESSELS:

- A. DEMONSTRATE A WILLINGNESS TO DEFEND YOURSELF.
DO NOT PRESENT AN ATTRACTIVE TARGET FOR ATTACK AND DO NOT SURRENDER IMMEDIATELY AT THE FIRST SIGN OF A THREAT.
- B. EMPLOY SPEED AND MANEUVER TO AVOID ATTACK. CONDUCT TRANSIT OF HIGH THREAT AREAS AT MAXIMUM SUBSTANTIAL SPEED AT ALL TIMES. MAINTAIN A FULL VISUAL AND RADAR WATCH THROUGHOUT TRANSIT. PROVIDE EXTRA LOOKOUTS IF POSSIBLE, ESPECIALLY DURING DAYLIGHT HOURS. LOOKOUTS SHOULD BE POSITIONED TO ENSURE A 360 DEGREE UNOBSTRUCTED FIELD OF VIEW WITH FULL VIEW OF ALL FREEBOARD AREAS. AVOID TRANSITING NEAR SMALL BOATS WHENEVER POSSIBLE. DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION, MOST OF WHOM ARE FISHING BOATS THAT MAY BE DIFFICULT TO DISTINGUISH FROM PIRATE VESSELS, TRANSITING NEAR SMALL BOATS MAY BE UNAVOIDABLE AT TIMES. ACTIVELY WATCH FOR DEVELOPING RULES OF THE ROAD SITUATIONS AND TAKE EARLY ACTION TO INCREASE CPA'S. AFT LOOKOUTS MUST BE PARTICULARLY VIGILANT FOR SMALL BOATS APPROACHING FROM ASTERN. MANEUVER AGGRESSIVELY IF UNDER ATTACK. MANEUVER TO REMOVE ANY LEE FROM EITHER SIDE OF SHIP (SEA STATE DEPENDENT). IF ENGINEERING OR OTHER TECHNICAL PROBLEMS CAUSE REDUCED SPEED, IMMEDIATELY ACTIVATE DEFENSIVE MEASURES TO REDUCE VULNERABILITY.
- C. ADOPT PASSIVE DEFENSE MEASURES. TAKE ALL PRECAUTION DETAILED FOR SPEED AND MANEUVER. TAKE DEFENSIVE PRECAUTIONS PRIOR TO ENTERING HIGH THREAT AREAS, INCLUDING RIGGING FIRE HOSES, AND RAISING OUTBOARD EQUIPMENT AND/OR POSITIONING INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES. CONDUCT TRANSITS IN GROUPS WITH OTHER VESSELS IN ACCORDANCE WITH THE RECOMMENDATIONS PROVIDED BY MSC-HOA.
- D. ACTIVE DEFENSIVE MEASURES SHOULD BE CONSIDERED, INCLUDING EMPLOYMENT OF PROFESSIONAL SECURITY TEAMS. PROPERLY TRAINED SECURITY TEAMS, WITH EXPERIENCE IN MARITIME DEFENSIVE PROCEDURES, ARE KNOWN TO BE AN EFFECTIVE DEFENSE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE IN THE EVENT OF AN ENGAGEMENT BETWEEN PIRATES AND SECURITY TEAMS. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIP OWNERS, MASTERS AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND SHOULD BE CONTRACTUALLY AGREED TO.
- E. IF A SHIP COMES UNDER ATTACK, REPORT IMMEDIATELY TO UKMTO, BROADCAST ATTACKS IMMEDIATELY ON ALL AVAILABLE RADIO CIRCUITS, ADJUST SPEED AND MANEUVER, AND ACTIVATE ALL AVAILABLE DEFENSE MEASURES. DO NOT IMMEDIATELY SURRENDER UPON APPROACH OF SUSPECTED PIRATE BOATS. ATTACKS HAVE BEEN THWARTED IN MANY CASES WHERE DEFENSIVE MEASURES WERE USED AND THE VESSELS BECAME DIFFICULT TARGETS.
- F. ADDITIONAL GUIDANCE REGARDING PRACTICES RECOMMENDED FOR MARINERS OPERATING IN VICINITY OF HIGH RISK AREAS HAVE BEEN PUBLISHED BY INTERNATIONAL MARITIME ORGANIZATION (IMO) REVISED MARITIME SAFETY COMMITTEE (MSC) CIRCULARS. THESE DOCUMENTS CAN BE ACCESSED VIA IMO WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=114](http://www.imo.org/safety/mainframe.asp?topic_id=114).
7. CONTACT INFORMATION:
- A. CONTACT MARITIME LIAISON OFFICE, MARLO BAHRAIN,
PHONE: 9 731 785 3929,
E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
- B. THE UK MARITIME TRADE ORGANIZATION (UKMTO),
PHONE: 97 150 552 3215, E-MAIL: UKMTO@EIM.AE.
- C. MSC-HOA, PHONE: 440 192 395 8545,
E-MAIL: POSTMASTER@MSCHOA.ORG.
- D. FOR FURTHER INFORMATION REGARDING THIS ADVISORY,
CONTACT MR. DOHERTY, MAIL: MARITIME ADMINISTRATION,
OFFICE OF SECURITY, CODE: MAR-420, ROOM W23-312,
1200 NEW JERSEY AVE, S.E., WASHINGTON, DC 20590,
PHONE: 202 366 1883, FAX: 202 366 3954,
TLX II: 710 822 9426 (MARAD DOT WSH) OR
E-MAIL: OWEN.DOHERTY@DOT.GOV.

53/09(GEN).

1. NAVAREA XII MESSAGES IN FORCE 310800Z JAN 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2008 SERIES: 550(21). 2009 SERIES: 28(21), 42(18), 46(16,17), 48(18,83), 51(GEN), 52(GEN).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 18 DEC 2008 IS GIVEN IN SEC III OF NM 52/08.
3. CANCEL NAVAREA XII 1/09, 39/09.

(311005Z JAN 2009)

54/09(19). NORTH PACIFIC. HAWAII. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2400Z DAILY MONDAY THRU SUNDAY IN THE PACIFIC MISSILE RANGE FACILITY, HAWAIIAN AREA, BARKING SANDS, KAUAI. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1600Z TO 0400Z DAILY MONDAY THRU FRIDAY. THE PACIFIC MISSILE RANGE FACILITY HAWAIIAN AREA (W188) IS BOUND BY
22-02.4N 159-47.3W, 22-00.0N 159-51.0W,
22-00.0N 160-00.0W, 22-02.7N 160-09.1W,
22-03.0N 160-21.0W, 22-05.0N 161-35.0W,
22-56.0N 161-49.0W, 22-45.0N 161-25.0W,
23-57.0N 160-41.0W, 25-41.0N 161-36.0W,
25-47.0N 158-15.0W, 23-54.0N 158-15.0W,
22-20.0N 159-09.0W, 21-58.1N 159-20.5W,
22-13.0N 159-42.0W, 22-00.0N 159-51.0W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT "MISSILE RANGE BARKING SANDS" ON 2182 KHZ, 4491 USB OR 156.8 MHZ (CHANNEL 16) BEFORE ENTERING THE ABOVE BOUNDARIES. IF UNABLE TO CONTACT THE PACIFIC MISSILE RANGE FACILITY PRIOR TO ENTERING OR WHILE IN THE WARNING AREA, RELAY MESSAGES THROUGH U.S. COAST GUARD HONOLULU.
3. VESSELS INBOUND AND OUTBOUND FOR HAWAIIAN PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS AS WELL AS ENHANCE THE VESSEL'S SAFETY BY PASSING SOUTH OF THE ISLANDS OF KAUAI AND NIIHAU DURING SPECIFIED TIMES.

(311009Z JAN 2009)

55/09. CANCELED.

56/09(18). EASTERN NORTH PACIFIC. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2359Z DAILY MONDAY THRU SUNDAY IN THE NAVAL AIR WARFARE CENTER SEA RANGE. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1400Z TO 2359Z AND 0001Z TO 0200Z DAILY MONDAY THRU FRIDAY IN AREA BOUND BY
34-02N 119-04W, 33-52N 119-06W,
33-29N 118-37W, 33-20N 118-37W,
32-11N 120-16W, 31-54N 121-35W,
35-09N 123-39W, 35-29N 123-00W,
35-57N 121-32W, 34-04N 119-04W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT PLEAD CONTROL ON 5081.5 KHZ (5080 KHZ) OR 3238.5 KHZ (3237 KHZ) SECONDARY OR 156.8 MHZ (CH 16) OR 127.55 MHZ BEFORE ENTERING THE ABOVE BOUNDARIES AND MAINTAIN CONTINUOUS GUARD WHILE WITHIN THE RANGE.
3. VESSELS INBOUND AND OUTBOUND FOR SOUTHERN CALIFORNIA PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS DURING THE SPECIFIC PERIODS, AS WELL AS ENHANCE THE VESSEL'S SAFETY WHEN PASSING THROUGH THE VICINITY OF THE SEA RANGE. IF THEY WILL TRANSIT VIA THE SANTA BARBARA CHANNEL AND WITHIN NINE MILES OFFSHORE VICINITY OF POINT MUGU OR CROSS THE AREA SOUTHWEST OF SAN NICOLAS ISLAND BETWEEN SUNSET AND SUNRISE.
4. CANCEL NAVAREA XII 42/09.

(010952Z FEB 2009)

57/09(16). NORTH PACIFIC. ALASKA.

- NGA CHART 16011 (37TH ED).
COLD BAY DGPS STATION 55-11.4N 162-42.3W UNUSABLE.

(031431Z FEB 2009)

58/09(16,17). ALASKA-SOUTHEAST COAST.

- NGA CHART 16016 (21ST ED).
ANNETTE ISLAND DGPS STATION 55-04.1N 131-36.0W UNUSABLE.

(031754Z FEB 2009)

59/09 and 60/09. CANCELED.

SECTION III

NM 7/09

HYDROPACS

Messages in force 051300Z February 2009:

2007 series	1345(92)	2336(62)	95(63)	214(97)	250(GEN)
475(92)	1473(61)	2337(62)	96(81)	216(63)	251(63)
751(62)	1497(71)	2408(22)	103(22)	221(76)	252(95,96)
998(22)	1502(71,72,92)	2424(63)	104(96)	224(63)	254(97)
1284(71)	1654(62)	2448(63)	108(63)	225(83)	256(63)
2008 series	1669(74)	2454(74)	113(97)	226(93)	258(97)
44(GEN)	1831(62)	2501(63)	116(81)	227(63)	261(76)
195(62)	1933(22)	2507(73,82)	119(63)	229(63)	262(63)
240(GEN)	2028(61)	2511(62)	147(91,93)	231(81)	263(97)
427(74)	2043(62)	2530(63)	160(63)	232(95)	269(75)
529(91)	2069(62)	2570(74)	165(94,95,97)	233(95)	270(23,29,57)
560(74)	2079(71)	2009 series	178(61)	234(94)	272(63)
606(63)	2221(62)	7(63)	180(61)	236(95)	275(62)
835(62)	2241(62)	9(62)	188(61)	237(95)	276(22,83)
1140(61)	2244(63)	12(62)	189(62)	239(63)	277(74)
1141(61)	2267(62)	42(76)	191(61)	242(62)	279(61)
1253(22)	2280(22)	51(97)	194(97)	244(63)	280(61)
1301(71)	2286(74)	55(97)	203(62)	246(81)	
1334(71)	2298(74)	76(74)	204(74)	247(GEN)	
1340(81)	2312(74)	86(22)	207(74)	248(72)	

The summary of all HYDROPACS in force as of 18 December 2008 is given in Section III of NM 52/08.

HYDROPAC WARNINGS issued from 291500Z January to 051300Z February 2009.

229/09(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

- HAZARDOUS OPERATIONS 29 JAN THRU 28 FEB
IN AREA BOUND BY
20-28N 070-33E, 22-48N 068-10E,
21-24N 067-30E, 19-03N 069-04E.
- CANCEL THIS MSG 01 MAR.

(291518Z JAN 2009)

230/09. CANCELED.

231/09(81) NORTH PACIFIC. MARIANA ISLANDS.

- UNDERWATER OPERATIONS 02 THRU 06 FEB BY
M/V NATSUSHIMA WITH SUBMERSIBLE
IN AREA BETWEEN
13-00N 17-10N AND 144-00E 146-30E.
- CANCEL THIS MSG 07 FEB.

(291524Z JAN 2009)

232/09(95). SEA OF JAPAN. GUNNERY.

- GUNNERY EXERCISES 0001Z TO 0800Z DAILY
02 THRU 06 FEB IN AREA BOUND BY
38-08N 129-51E, 38-08N 130-10E,
37-39N 130-10E, 37-42N 129-51E.
- CANCEL THIS MSG 060900Z FEB.

(291529Z JAN 2009)

233/09(95). YELLOW SEA. GUNNERY.

- GUNNERY EXERCISES 0001Z TO 0800Z DAILY
02 THRU 06 FEB IN AREA BOUND BY
36-35-00N 125-36-00E, 36-35-00N 124-50-00E,
37-06-00N 124-50-00E, 37-10-10N 125-36-00E.
- CANCEL THIS MSG 060900Z FEB.

(291530Z JAN 2009)

234/09(94). TAIWAN STRAIT. GUNNERY.

- GUNNERY EXERCISES 0100Z TO 0900Z DAILY
02 THRU 06, 09 THRU 13, 16 THRU 20 AND
23 THRU 27 FEB WITHIN 15 MILES OF
22-44.9N 119-35.5E.
- CANCEL THIS MSG 271000Z FEB.

(291532Z JAN 2009)

235/09. CANCELED.

236/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
02 THRU 06 FEB IN AREA BETWEEN
36-05N 36-35N AND 124-50E 125-42E.
2. CANCEL THIS MSG 060900Z FEB.

(291544Z JAN 2009)

237/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
02 THRU 06 FEB IN AREA BETWEEN
34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL THIS MSG 060900Z FEB.

(291546Z JAN 2009)

238/09. CANCELED.

239/09(63). INDIA-WEST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 17 MAR BY
M/V GEOWAVE COMMANDER TOWING SEVEN MILE
LONG CABLE IN AREA BOUND BY
19-00N 070-30E, 19-00N 070-41E,
18-37N 071-05E, 18-26N 071-05E.
NINE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 18 MAR.

(300009Z JAN 2009)

240/09 and 241/09. CANCELED.

242/09(62). PERSIAN GULF. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS IN PROGRESS
UNTIL 052100Z FEB IN AREA BOUND BY
26-18.1N 051-28.9E, 26-58.1N 051-23.5E,
26-44.6N 050-37.2E.
2. CANCEL THIS MSG 052200Z FEB.

(301348Z JAN 2009)

243/09. CANCELED.

244/09(63). ARABIAN SEA. PAKISTAN.

1. SEISMIC SURVEY OPERATIONS IN PROGRESS UNTIL
15 MAY BY M/V GEOWAVE CHAMPION TOWING TEN
7000 METER LONG CABLES IN AREA BOUND BY
23-30.41N 066-06.38E, 23-34.00N 066-10.00E,
23-36.00N 066-10.00E, 23-36.00N 066-30.00E,
23-48.50N 066-30.00E, 23-48.50N 067-10.00E,
23-20.00N 067-10.00E, 23-20.00N 066-52.00E,
23-15.00N 066-52.00E, 23-15.00N 066-23.00E,
23-13.48N 066-19.81E, 23-30.41N 066-06.38E.
WIDE BERTH REQUESTED.
2. CANCEL HYDROPAC 135/09.
3. CANCEL THIS MSG 16 MAY.

(301806Z JAN 2009)

245/09. CANCELED.

246/09(81). NORTH PACIFIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 1900Z TO 1359Z COMMENCING
DAILY 30 JAN THRU 06 FEB WITHIN
TEN MILES OF 16-01N 146-04E.
2. CANCEL THIS MSG 071459Z FEB.

(302218Z JAN 2009)

247/09(GEN). GULF OF ADEN. PIRACY COUNTERMEASURES.
THIS MARAD ADVISORY PROVIDES UPDATED GUIDANCE FOR
TRANSITTING THE GULF OF ADEN EFFECTIVE 01 FEB.

1. IN COOPERATION WITH EUROPEAN UNION NAVAL FORCE
(EUNAVFOR) ATALANTA AND THE UNITED KINGDOM
MARITIME TRADE ORGANIZATION (UKMTO), COMBINED
FORCES (CMF) IS REVISING THE INTERNATIONALLY
RECOMMENDED UKMTO TRANSIT CORRIDOR THRU THE
GULF OF ADEN IN RESPONSE TO FEEDBACK FROM THE
INTERNATIONAL MARITIME COMMUNITY. THIS REVISION
IS INTENDED TO REDUCE THE RISK OF COLLISION
BETWEEN VESSELS UTILIZING THE CORRIDOR,
PROVIDE A MEASURE OF TRAFFIC SEPARATION,
AND ALLOW MARITIME FORCES TO CONDUCT
DETERRENT OPERATIONS IN THE GULF OF ADEN (GOA)
WITH A GREATER DEGREE OF FLEXIBILITY.
2. EFFECTIVE 010001Z FEB, THE REVISED UKMTO

- TRANSIT CORRIDOR WILL COME INTO EFFECT AT 010001Z FEB. ALL VESSELS COMMENCING A TRANSIT THRU THE EXISTING CORRIDOR PRIOR TO 010001Z FEB SHOULD COMPLETE THEIR TRANSIT USING THE EXISTING COORDINATES. DO NOT SHIFT TO THE NEW CORRIDOR IN MID TRANSIT. ALL VESSELS PLANNING TO TRANSIT THE GOA AFTER 010001Z FEB SHOULD PLAN TO USE THE REVISED CORRIDOR. REVISIONS TO THE CORRIDOR INCLUDE THE CREATION OF SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE WILL BE FIVE MILES WIDE AND WILL BE SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE WILL BEGIN AT 045 DEGREES EAST BETWEEN 11-48N AND 11-53N. THE LANE WILL BE ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATE AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE WILL BEGIN AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE WILL BE ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATE AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THESE NEW COORDINATES ARE NOT EFFECTIVE UNTIL 010001Z FEB. PRIOR TO 01 FEB, WARSHIPS PATROLLING THE MARITIME SECURITY PATROL AREA (MSPA) WILL BE POSITIONED TO BEST SUPPORT VESSELS TRANSITING IN THE EXISTING UKMTO TRANSIT CORRIDORS. THE UKMTO TRANSIT CORRIDOR IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME BUT IN ORDER FOR WARSHIP PATROLS TO BE EFFECTIVE, VESSELS TRANSITING THE GULF OF ADEN ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES REGARDING USE OF THE UKMTO TRANSIT CORRIDOR.
3. ON 22 AUG 08 COMBINED MARITIME FORCES (CMF) DIRECTED THE ESTABLISHMENT OF THE MSPA IN THE GULF OF ADEN. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATIONS (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A GEOGRAPHIC REGION IN THE GULF OF ADEN UTILIZED BY CMF AND POSITIONED TO MAXIMIZE DEPLOYMENT OF AVAILABLE FORCES IN AREAS OF HIGH RISK. COALITION FORCES PATROL THE MSPA ON A ROUTINE BASIS. THE MSPA IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER. THE MSPA SHOULD NOT BE CONFUSED WITH THE REVISED INTERNATIONALLY RECOMMENDED UKMTO TRANSIT CORRIDOR FOR THE GULF OF ADEN. THE UKMTO TRANSIT CORRIDOR IS THE RECOMMENDED PATH THROUGH THE GULF OF ADEN TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE CORRIDOR. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THRU THEIR PRESENCE, BUT DUE TO THE VAST AREA OF THE GOA AND THE OPEN WATERS EAST OF SOMALIA, AND GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GULF OF ADEN.
 4. CMF, IN COOPERATION WITH THE EFFORTS OF FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA AND RUSSIA, HAVE HAD SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THRU DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THRU THE AREA. DESPITE THE INCREASE IN PRESENCE AND EFFECTIVENESS OF NAVAL FORCES IN THE REGION, AS WELL AS THE EFFECTIVENESS OF DEFENSIVE AND PROTECTIVE MEASURES, PIRATE ACTIVITY HAS CONTINUED AND A NUMBER OF COMMERCIAL AND CIVILIAN SHIPS HAVE BEEN SUCCESSFULLY ATTACKED AND SEIZED. THERE ARE INDICATIONS THAT PIRATES IN THE AREA CONTINUE TO ADAPT THEIR TECHNIQUES AND PROCEDURES IN ORDER TO ACHIEVE SUCCESS IN CAPTURING VESSELS, BOTH IN THE GULF OF ADEN AS WELL AS IN THE OPEN OCEAN OF THE EAST COAST OF SOMALIA.
 5. IN LIGHT OF THE PIRATES INCREASED RESOLVE AND

ADAPTABILITY, ADDITIONAL PRECAUTIONS AND RISK ASSESSMENTS ARE ENCOURGED. VESSELS SUCH AS PASSENGER LINERS, LUXURY YACHTS, PLEASURE CRAFT, SAILBOATS AND SHIPS CARRYING DANGEROUS CARGO OR OTHERWISE DEEMED TO BE HIGH VALUE ASSETS SHOULD CONDUCT A FULL RISK ASSESSMENT PRIOR TO PLANNING TRANSITS THROUGH HIGH-RISK AREAS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. IN CONDUCTING SUCH AN ASSESSMENT, OWNERS AND MASTERS OF SUCH VESSELS SHOULD BE PREPARED FOR POSSIBLE ATTACK AND BE PREPARED TO EMPLOY MEASURES TO ENSURE THE MAXIMUM POSSIBLE DEFENSE. ALL PASSENGERS AND CREW SHOULD FULLY UNDERSTAND THE RISKS ASSOCIATED WITH TRANSITING THESE AREAS AND BE FULLY BRIEFED ON THE PROCEDURES REQUIRED TO PROTECT THEMSELVES IN THE EVENT OF AN ATTACK. MASTERS SHOULD REMAIN IN CONTACT WITH THE UKMTO AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. MASTERS ARE REQUESTED TO PROVIDE THE DETAILS OF THEIR TRANSIT, AS WELL AS THE TYPE, NATURE AND NUMBER/QUANTITY OF PASSENGERS AND CARGO AT LEAST 96 HOURS PRIOR TO ENTERING HIGH RISK AREAS. THE EU, IN COOPERATION WITH LLOYDS REGISTRY, HAS ESTABLISHED A WEB-BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS, AND REGISTER THEIR VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. OWNERS AND OPERATORS ARE ENCOURAGED TO REGISTER WITH THE MARITIME SECURITY CENTRE, HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG.

6. THE FOLLOWING RECOMMENDATIONS REMAIN IN EFFECT FOR ALL VESSELS:

A. DEMONSTRATE A WILLINGNESS TO DEFEND YOURSELF. DO NOT PRESENT AN ATTRACTIVE TARGET FOR ATTACK AND DO NOT SURRENDER IMMEDIATELY AT THE FIRST SIGN OF A THREAT.

B. EMPLOY SPEED AND MANEUVER TO AVOID ATTACK. CONDUCT TRANSIT OF HIGH THREAT AREAS AT MAXIMUM SUSTAINABLE SPEED AT ALL TIMES. MAINTAIN A FULL VISUAL AND RADAR WATCH THROUGHOUT TRANSIT. PROVIDE EXTRA LOOKOUTS IF POSSIBLE, ESPECIALLY DURING DAYLIGHT HOURS. LOOKOUTS SHOULD BE POSITIONED TO ENSURE A 360 DEGREE UNOBSTRUCTED FIELD OF VIEW WITH FULL VIEW OF ALL FREEBOARD AREAS. AVOID TRANSITING NEAR SMALL BOATS WHENEVER POSSIBLE. DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION, MOST OF WHOM ARE FISHING BOATS THAT MAY BE DIFFICULT TO DISTINGUISH FROM PIRATE VESSELS, TRANSITING NEAR SMALL BOATS MAY BE UNAVOIDABLE AT TIMES. ACTIVELY WATCH FOR DEVELOPING RULES OF THE ROAD SITUATIONS AND TAKE EARLY ACTION TO INCREASE CPA'S. AFT LOOKOUTS MUST BE PARTICULARLY VIGILANT FOR SMALL BOATS APPROACHING FROM ASTERN. MANEUVER AGGRESSIVELY IF UNDER ATTACK. MANEUVER TO REMOVE ANY LEE FROM EITHER SIDE OF SHIP (SEA STATE DEPENDENT). IF ENGINEERING OR OTHER TECHNICAL PROBLEMS CAUSE REDUCED SPEED, IMMEDIATELY ACTIVATE DEFENSIVE MEASURES TO REDUCE VULNERABILITY.

C. ADOPT PASSIVE DEFENSE MEASURES. TAKE ALL PRECAUTION DETAILED FOR SPEED AND MANEUVER. TAKE DEFENSIVE PRECAUTIONS PRIOR TO ENTERING HIGH THREAT AREAS, INCLUDING RIGGING FIRE HOSES, AND RAISING OUTBOARD EQUIPMENT AND/OR POSITIONING INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES. CONDUCT TRANSITS IN GROUPS WITH OTHER VESSELS IN ACCORDANCE WITH THE RECOMMENDATIONS PROVIDED BY MSC-HOA.

D. ACTIVE DEFENSIVE MEASURES SHOULD BE CONSIDERED, INCLUDING EMPLOYMENT OF PROFESSIONAL SECURITY TEAMS. PROPERLY TRAINED SECURITY TEAMS, WITH EXPERIENCE IN MARITIME DEFENSIVE PROCEDURES, ARE KNOWN TO BE AN EFFECTIVE DEFENSE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE IN THE EVENT OF AN ENGAGEMENT BETWEEN PIRATES AND SECURITY TEAMS. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIP OWNERS, MASTERS AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND SHOULD BE CONTRACTUALLY AGREED TO.

- E. IF A SHIP COMES UNDER ATTACK, REPORT IMMEDIATELY TO UKMTO, BROADCAST ATTACKS IMMEDIATELY ON ALL AVAILABLE RADIO CIRCUITS, ADJUST SPEED AND MANEUVER, AND ACTIVATE ALL AVAILABLE DEFENSE MEASURES. DO NOT IMMEDIATELY SURRENDER UPON APPROACH OF SUSPECTED PIRATE BOATS. ATTACKS HAVE BEEN THWARTED IN MANY CASES WHERE DEFENSIVE MEASURES WERE USED AND THE VESSELS BECAME DIFFICULT TARGETS.
- F. ADDITIONAL GUIDANCE REGARDING PRACTICES RECOMMENDED FOR MARINERS OPERATING IN VICINITY OF HIGH RISK AREAS HAVE BEEN PUBLISHED BY INTERNATIONAL MARITIME ORGANIZATION (IMO) REVISED MARITIME SAFETY COMMITTEE (MSC) CIRCULARS. THESE DOCUMENTS CAN BE ACCESSED VIA IMO WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=114](http://www.imo.org/safety/mainframe.asp?topic_id=114).
7. CONTACT INFORMATION:
- A. CONTACT MARITIME LIAISON OFFICE, MARLO BAHRAIN, PHONE: 9 731 785 3929, E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
- B. THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215, E-MAIL: UKMTO@EIM.AE.
- C. MSC-HOA, PHONE: 440 192 395 8545, E-MAIL: POSTMASTER@MSCHOA.ORG.
- D. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT MR. DOHERTY, MAIL: MARITIME ADMINISTRATION, OFFICE OF SECURITY, CODE: MAR-420, ROOM W23-312, 1200 NEW JERSEY AVE, S.E., WASHINGTON, DC 20590, PHONE: 202 366 1883, FAX: 202 366 3954, TLX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.

(302322Z JAN 2009)

248/09(72). JAVA SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 10 FEB BY M/V ORIENT EXPLORER TOWING 4.5 MILE LONG CABLE IN AREA BOUND BY 06-55S 115-07E, 07-56S 115-05E, 08-05S 115-22E, 08-05S 116-00E, 07-20S 116-41E.
2. CANCEL THIS MSG 11 FEB.

(310104Z JAN 2009)

249/09. CANCELED.

250/09(GEN).

1. HYDROPAC MESSAGES IN FORCE 310800Z JAN 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
 2008 SERIES: 2530(63), 2568(97), 2570(74).
 2009 SERIES: 7(63), 9(62), 12(62), 42(76), 51(97), 55(97), 76(74), 86(22), 95(63), 96(81), 103(22), 104(96), 108(63), 113(97), 116(81), 119(63), 147(91,93), 160(63), 165(94,95,97), 168(63), 178(61), 180(61), 188(61), 189(62), 191(61), 194(97), 199(41,96), 203(62), 204(74), 207(74), 210(63), 211(23,29,57), 212(61), 214(97), 216(63), 221(76), 222(63), 224(63), 225(83), 226(93), 227(63), 228(63), 229(63), 230(93), 231(81), 232(95), 233(95), 234(94), 235(GEN), 236(95), 237(95), 239(63), 242(62), 243(63), 244(63), 246(81), 247(GEN), 248(72).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 18 DEC 2008 IS GIVEN IN SEC III OF NM 52/08.
3. CANCEL HYDROPAC 97/09, 197/09, 206/09, 215/09.

(311007Z JAN 2009)

251/09(63). INDIA-EAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 28 FEB BY M/V GALIVAR TOWING SIX 6000 METER LONG CABLES IN AREA BOUND BY 16-36.7N 082-23.3E, 16-36.7N 082-27.2E, 16-34.1N 082-28.9E, 16-42.2N 082-36.1E, 16-42.8N 082-38.1E, 16-47.6N 082-38.1E, 16-47.7N 082-23.3E. FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 01 MAR.

(311047Z JAN 2009)

252/09(95,96). SEA OF JAPAN.

- F/V JI WON NO. 1, 12 PERSONS ON BOARD, UNREPORTED. LAST KNOWN POSITION 43-20N 138-10E ON 25 DEC 08. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC VLADIVOSTOK, INMARSAT-C: 582492500379, PHONE: 7 423 222 7782, FAX: 7 423 249 5895, E-MAIL: VLDVMRCC@VLD.PMA.RU.

(311107Z JAN 2009)

253/09. CANCELED.

254/09(97). NORTH PACIFIC.

1. CABLE REPAIR OPERATIONS 03 THRU 16 FEB,
ALTERNATE 17 THRU 23 FEB BY
M/V KDD PACIFIC LINK IN AREA BOUND BY
38-42.6N 148-34.0E, 39-24.6N 150-09.0E,
39-10.4N 150-19.1E, 38-28.5N 148-44.1E.
2. CANCEL THIS MSG 24 FEB.

(311124Z JAN 2009)

255/09. CANCELED.

256/09(63). INDIA-EAST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 2330Z TO 1800Z COMMENCING DAILY
05 THRU 07 AND 18 THRU 20 FEB:
 - A. IN AREA BOUND BY 19-14.60N 084-53.70E,
19-37.05N 085-27.85E, 18-46.05N 085-22.86E.
 - B. WITHIN 42 MILES OF TRACKLINE BETWEEN
19-37.05N 085-27.85E AND 18-46.05N 085-22.86E.
2. CANCEL THIS MSG 211900Z FEB.

(311158Z JAN 2009)

257/09. CANCELED.

258/09(97). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 AND 243.0 MHZ
IN 35-50.1N 165-04.0E AT 311156Z JAN.
VESSELS IN VICINITY REQUESTED TO KEEP
A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO JRCC HONOLULU, TELEX: 392401,
PHONE: 808 535 3333, FAX: 808 535 3338,
E-MAIL: JRCCHONOLULU@USCG.MIL.

(311831Z JAN 2009)

259/09 and 260/09. CANCELED.

261/09(76). NEW ZEALAND. SOUTH ISLAND-EAST COAST.

1. TWO YELLOW KAYAKS, ONE PERSON ON BOARD EACH,
UNREPORTED LITTLE AKALOA BAY (43-40S 173-00E) TO
DECANTER BAY (43-38S 172-59E). VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MARITIME RADIO OR MARITIME OPERATIONS NEW ZEALAND,
INMARSAT-C: 451200067, PHONE: 644 914 8333, FAX: 644 914 8334.
2. CANCEL HYDROPAC 257/09(74), PERSON RESCUED.

(010837Z FEB 2009)

262/09(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 061030Z TO 061230Z FEB
IN AREA BOUND BY
22-22N 068-50E, 22-37N 068-53E,
22-42N 069-08E, 22-29N 069-04E.
2. CANCEL THIS MSG 061330Z FEB.

(011025Z FEB 2009)

263/09(97). NORTH PACIFIC.

- NGA CHART 97000 (3RD ED).
1. DISCOLORED WATER WITH SUBMARINE VOLCANIC
ACTIVITY REPORTED VICINITY
24-17.1N 141-29.0E AT 010345Z FEB.
 2. CANCEL HYDROPAC 1272/08.

(011049Z FEB 2009)

264/09 thru 268/09. CANCELED.

269/09(75). AUSTRALIA-SOUTHEAST COAST.

NGA CHART 75170 (12TH ED).
CRIB POINT DGPS STATION 38-21.6S 145-10.1E OFF AIR.

(030022Z FEB 2009)

270/09(23,29,57). SOUTH ATLANTIC. ICE.

1. ICEBERGS REPORTED ON 02 FEB:
 - A. A43F1, 49-27S 024-53W.
 - B. A43F2, 49-46S 025-03W.
 - C. A43F3, 49-26S 024-29W.
 - D. A43K, 52-34S 017-33W.
 - E. C8, 60-58S 048-20W.
 - E. D18, 56-46S 017-52W.
2. CANCEL THIS MSG 10 FEB.

(030157Z FEB 2009)

271/09. CANCELED.

272/09(63). INDIA-EAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 02 APR BY
M/V GEKO SEARCHER TOWING SIX 6500 METER
LONG CABLES IN AREA BOUND BY
16-47N 082-47E, 16-47N 084-10E,
15-32N 082-38E, 15-32N 081-54E.
FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 03 APR.

(030839Z FEB 2009)

273/09 and 274/09. CANCELED.

275/09(62). STRAITS OF HORMUZ.

DISTRESS SIGNAL RECEIVED FROM VESSEL, TWO PERSONS
ON BOARD, VICINITY 26-38N 056-30E. VESSELS IN
VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST
IF POSSIBLE. REPORTS TO ANY COASTAL RADIO STATION.

(031640Z FEB 2009)

276/09(22.83). SOUTH PACIFIC. HAZARDOUS OPERATIONS. SPACE DEBRIS.

1. HAZARDOUS OPERATIONS:
 - A. 080730Z TO 080930Z FEB IN AREA BOUND BY
28-59S 165-48W, 49-03S 124-29W,
50-16S 096-02W, 52-18S 095-14W,
51-02S 130-11W, 30-33S 165-48W.
 - B. 090600Z TO 090800Z FEB IN AREA BOUND BY
32-33S 147-03W, 40-14S 135-35W,
50-16S 090-43W, 52-43S 091-53W,
43-14S 139-05W, 32-31S 154-32W.
2. CANCEL THIS MSG 090900Z FEB.

(032156Z FEB 2009)

277/09(74). AUSTRALIA-NORTH COAST.

NGA CHART 74410 (3RD ED).
DARWIN DGPS STATION 12-26.7S 130-57.5E OFF AIR.

(032159Z FEB 2009)

278/09. CANCELED.

279/09(61). AFRICA-EAST COAST.

NGA CHART 61160 (3RD ED).
ILHA DE MAFAMEDE LIGHT 16-21.3S 040-01.8E UNLIT.

(042130Z FEB 2009)

280/09(61). SOUTHERN INDIAN OCEAN.

CHART 70 (4TH ED).
MOORINGS ESTABLISHED AT LEAST 75 METERS BELOW SURFACE:
A. 46-33.8S 071-51.8E.
B. 46-34.0S 071-55.8E.

(042154Z FEB 2009)

281/09 thru 283/09. CANCELED.

MARAD ADVISORIES

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NGA Maritime Safety Web site (<http://www.nga.mil/maritime>), by referring to Section I (paragraph 50) of US Notice to Mariners 1/09 for those in-force as of 3 January 2009, or by contacting the Maritime Administration, Office of Security, Code MAR-420, Room W23-312, 1200 New Jersey Avenue S.E., Washington DC 20590, Telephone (202) 366-1883, FAX (202) 366-3954, Cell (202) 641-5071.

MARAD ADVISORIES in force 5 February 2009: 00-7, 05-1, 06-1, 07-1, 08-1, 08-3, 08-6 and 09-1.

MARAD ADVISORY NO. 09-1 (302318Z JAN 2009)

THIS MARAD ADVISORY PROVIDES UPDATED GUIDANCE FOR
TRANSITTING THE GULF OF ADEN EFFECTIVE 01 FEB.

1. IN COOPERATION WITH EUROPEAN UNION NAVAL FORCE (EUNAVFOR) AT
ALANTA AND THE UNITED KINGDOM MARITIME TRADE ORGANIZATION (UKMTO),
COMBINED FORCES (CMF) IS REVISING THE INTERNATIONALLY RECOMMENDED
UKMTO TRANSIT CORRIDOR THRU THE GULF OF ADEN IN RESPONSE TO
FEEDBACK FROM THE INTERNATIONAL MARITIME COMMUNITY. THIS REVISION
IS INTENDED TO REDUCE THE RISK OF COLLISION BETWEEN VESSELS UTILIZING
THE CORRIDOR, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW

- MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GULF OF ADEN (GOA) WITH A GREATER DEGREE OF FLEXIBILITY.
2. EFFECTIVE 010001Z FEB, THE REVISED UKMTO TRANSIT CORRIDOR WILL COME INTO EFFECT AT 010001Z FEB. ALL VESSELS COMMENCING A TRANSIT THRU THE EXISTING CORRIDOR PRIOR TO 010001Z FEB SHOULD COMPLETE THEIR TRANSIT USING THE EXISTING COORDINATES. DO NOT SHIFT TO THE NEW CORRIDOR IN MID TRANSIT. ALL VESSELS PLANNING TO TRANSIT THE GOA AFTER 010001Z FEB SHOULD PLAN TO USE THE REVISED CORRIDOR. REVISIONS TO THE CORRIDOR INCLUDE THE CREATION OF SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE WILL BE FIVE MILES WIDE AND WILL BE SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE WILL BEGIN AT 045 DEGREES EAST BETWEEN 11-48N AND 11-53N. THE LANE WILL BE ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATE AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE WILL BEGIN AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE WILL BE ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATE AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THESE NEW COORDINATES ARE NOT EFFECTIVE UNTIL 010001Z FEB. PRIOR TO 01 FEB, WARSHIPS PATROLLING THE MARITIME SECURITY PATROL AREA (MSPA) WILL BE POSITIONED TO BEST SUPPORT VESSELS TRANSITING IN THE EXISTING UKMTO TRANSIT CORRIDORS. THE UKMTO TRANSIT CORRIDOR IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME BUT IN ORDER FOR WARSHIP PATROLS TO BE EFFECTIVE, VESSELS TRANSITING THE GULF OF ADEN ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES REGARDING USE OF THE UKMTO TRANSIT CORRIDOR.
 3. ON 22 AUG 08 COMBINED MARITIME FORCES (CMF) DIRECTED THE ESTABLISHMENT OF THE MSPA IN THE GULF OF ADEN. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATIONS (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A GEOGRAPHIC REGION IN THE GULF OF ADEN UTILIZED BY CMF AND POSITIONED TO MAXIMIZE DEPLOYMENT OF AVAILABLE FORCES IN AREAS OF HIGH RISK. COALITION FORCES PATROL THE MSPA ON A ROUTINE BASIS. THE MSPA IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER. THE MSPA SHOULD NOT BE CONFUSED WITH THE REVISED INTERNATIONALLY RECOMMENDED UKMTO TRANSIT CORRIDOR FOR THE GULF OF ADEN. THE UKMTO TRANSIT CORRIDOR IS THE RECOMMENDED PATH THROUGH THE GULF OF ADEN TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE CORRIDOR. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THRU THEIR PRESENCE, BUT DUE TO THE VAST AREA OF THE GOA AND THE OPEN WATERS EAST OF SOMALIA, AND GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GULF OF ADEN.
 4. CMF, IN COOPERATION WITH THE EFFORTS OF FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA AND RUSSIA, HAVE HAD SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THRU DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THRU THE AREA. DESPITE THE INCREASE IN PRESENCE AND EFFECTIVENESS OF NAVAL FORCES IN THE REGION, AS WELL AS THE EFFECTIVENESS OF DEFENSIVE AND PROTECTIVE MEASURES, PIRATE ACTIVITY HAS CONTINUED AND A NUMBER OF COMMERCIAL AND CIVILIAN SHIPS HAVE BEEN SUCCESSFULLY ATTACKED AND SEIZED. THERE ARE INDICATIONS THAT PIRATES IN THE AREA CONTINUE TO ADAPT THEIR TECHNIQUES AND PROCEDURES IN ORDER TO ACHIEVE SUCCESS IN CAPTURING VESSELS, BOTH IN THE GULF OF ADEN AS WELL AS IN THE OPEN OCEAN OF THE EAST COAST OF SOMALIA.
 5. IN LIGHT OF THE PIRATES INCREASED RESOLVE AND ADAPTABILITY, ADDITIONAL PRECAUTIONS AND RISK ASSESSMENTS ARE ENCOURGED. VESSELS SUCH AS PASSENGER LINERS, LUXURY YACHTS, PLEASURE CRAFT, SAILBOATS AND SHIPS CARRYING DANGEROUS CARGO OR OTHERWISE DEEMED TO BE HIGH VALUE ASSETS SHOULD CONDUCT A FULL RISK ASSESSMENT PRIOR TO PLANNING TRANSITS THROUGH HIGH-RISK AREAS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. IN CONDUCTING SUCH AN ASSESSMENT, OWNERS AND MASTERS OF SUCH VESSELS SHOULD BE PREPARED FOR POSSIBLE ATTACK AND BE PREPARED TO EMPLOY MEASURES TO ENSURE THE MAXIMUM POSSIBLE DEFENSE. ALL PASSENGERS AND CREW SHOULD FULLY UNDERSTAND THE RISKS ASSOCIATED WITH TRANSITING THESE AREAS AND BE FULLY BRIEFED ON THE PROCEDURES REQUIRED TO PROTECT THEMSELVES IN THE EVENT OF AN ATTACK. MASTERS SHOULD REMAIN IN CONTACT WITH THE UKMTO AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. MASTERS ARE REQUESTED TO PROVIDE THE DETAILS OF THEIR TRANSIT, AS WELL AS THE TYPE, NATURE AND NUMBER/QUANTITY OF PASSENGERS AND CARGO AT LEAST 96 HOURS PRIOR TO ENTERING HIGH RISK AREAS. THE EU, IN COOPERATION WITH LLOYDS REGISTRY, HAS ESTABLISHED A WEB-BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS, AND

REGISTER THEIR VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. OWNERS AND OPERATORS ARE ENCOURAGED TO REGISTER WITH THE MARITIME SECURITY CENTRE, HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG.

6. THE FOLLOWING RECOMMENDATIONS REMAIN IN EFFECT FOR ALL VESSELS:
- A. DEMONSTRATE A WILLINGNESS TO DEFEND YOURSELF. DO NOT PRESENT AN ATTRACTIVE TARGET FOR ATTACK AND DO NOT SURRENDER IMMEDIATELY AT THE FIRST SIGN OF A THREAT.
 - B. EMPLOY SPEED AND MANEUVER TO AVOID ATTACK. CONDUCT TRANSIT OF HIGH THREAT AREAS AT MAXIMUM SUSTAINABLE SPEED AT ALL TIMES. MAINTAIN A FULL VISUAL AND RADAR WATCH THROUGHOUT TRANSIT. PROVIDE EXTRA LOOKOUTS IF POSSIBLE, ESPECIALLY DURING DAYLIGHT HOURS. LOOKOUTS SHOULD BE POSITIONED TO ENSURE A 360 DEGREE UNOBSTRUCTED FIELD OF VIEW WITH FULL VIEW OF ALL FREEBOARD AREAS. AVOID TRANSITING NEAR SMALL BOATS WHENEVER POSSIBLE. DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION, MOST OF WHOM ARE FISHING BOATS THAT MAY BE DIFFICULT TO DISTINGUISH FROM PIRATE VESSELS, TRANSITING NEAR SMALL BOATS MAY BE UNAVOIDABLE AT TIMES. ACTIVELY WATCH FOR DEVELOPING RULES OF THE ROAD SITUATIONS AND TAKE EARLY ACTION TO INCREASE CPA'S. AFT LOOKOUTS MUST BE PARTICULARLY VIGILANT FOR SMALL BOATS APPROACHING FROM ASTERN. MANEUVER AGGRESSIVELY IF UNDER ATTACK. MANEUVER TO REMOVE ANY LEE FROM EITHER SIDE OF SHIP (SEA STATE DEPENDENT). IF ENGINEERING OR OTHER TECHNICAL PROBLEMS CAUSE REDUCED SPEED, IMMEDIATELY ACTIVATE DEFENSIVE MEASURES TO REDUCE VULNERABILITY.
 - C. ADOPT PASSIVE DEFENSE MEASURES. TAKE ALL PRECAUTION DETAILED FOR SPEED AND MANEUVER. TAKE DEFENSIVE PRECAUTIONS PRIOR TO ENTERING HIGH THREAT AREAS, INCLUDING RIGGING FIRE HOSES, AND RAISING OUTBOARD EQUIPMENT AND/OR POSITIONING INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES. CONDUCT TRANSITS IN GROUPS WITH OTHER VESSELS IN ACCORDANCE WITH THE RECOMMENDATIONS PROVIDED BY MSC-HOA.
 - D. ACTIVE DEFENSIVE MEASURES SHOULD BE CONSIDERED, INCLUDING EMPLOYMENT OF PROFESSIONAL SECURITY TEAMS. PROPERLY TRAINED SECURITY TEAMS, WITH EXPERIENCE IN MARITIME DEFENSIVE PROCEDURES, ARE KNOWN TO BE AN EFFECTIVE DEFENSE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE IN THE EVENT OF AN ENGAGEMENT BETWEEN PIRATES AND SECURITY TEAMS. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIP OWNERS, MASTERS AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND SHOULD BE CONTRACTUALLY AGREED TO.
 - E. IF A SHIP COMES UNDER ATTACK, REPORT IMMEDIATELY TO UKMTO, BROADCAST ATTACKS IMMEDIATELY ON ALL AVAILABLE RADIO CIRCUITS, ADJUST SPEED AND MANEUVER, AND ACTIVATE ALL AVAILABLE DEFENSE MEASURES. DO NOT IMMEDIATELY SURRENDER UPON APPROACH OF SUSPECTED PIRATE BOATS. ATTACKS HAVE BEEN THWARTED IN MANY CASES WHERE DEFENSIVE MEASURES WERE USED AND THE VESSELS BECAME DIFFICULT TARGETS.
 - F. ADDITIONAL GUIDANCE REGARDING PRACTICES RECOMMENDED FOR MARINERS OPERATING IN VICINITY OF HIGH RISK AREAS HAVE BEEN PUBLISHED BY INTERNATIONAL MARITIME ORGANIZATION (IMO) REVISED MARITIME SAFETY COMMITTEE (MSC) CIRCULARS THESE DOCUMENTS CAN BE ACCESSED VIA IMO WEBSITE AT THE FOLLOWING INTERNET ADDRESS: [HTTP://WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=114](http://www.imo.org/safety/mainframe.asp?topic_id=114).
7. CONTACT INFORMATION:
- A. CONTACT MARITIME LIAISON OFFICE, MARLO BAHRAIN, PHONE: 9 731 785 3929, E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
 - B. THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215, E-MAIL: UKMTO@EIM.AE.
 - C. MSC-HOA, PHONE: 440 192 395 8545, E-MAIL: POSTMASTER@MSCHOA.ORG.
 - D. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT MR. DOHERTY, MAIL: MARITIME ADMINISTRATION, OFFICE OF SECURITY, CODE: MAR-420, ROOM W23-312, 1200 NEW JERSEY AVE, S.E., WASHINGTON, DC 20590, PHONE: 202 366 1883, FAX: 202 366 3954, TLX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.

SPECIAL WARNINGS

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NGA Maritime Safety Web site (<http://www.nga.mil/maritime>) or by referring to Section I (paragraph 5) of US Notice to Mariners 1/09 for those in-force as of 3 January 2009.

SPECIAL WARNINGS in force 5 February 2009: 1, 29, 77, 81, 82, 89, 92, 107, 108, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123 and 124.