

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 091300Z April 2009:

2008 series	2009 series	78(28)	115(GEN)	121(GEN)
134(28)	34(24)	85(11)	116(GEN)	122(GEN)
135(28)	70(24)	98(11)	119(14)	123(25)
513(11)	72(24)	105(GEN)	120(GEN)	124(GEN)

The summary of all NAVAREA IV messages in force as of 18 December 2008 is given in Section III of NM 52/08. Warnings issued during the subsequent quarter are issued in NM 13/09.

NAVAREA IV WARNINGS issued from 021200Z to 091300Z April 2009.

118/09. CANCELED.

119/09(14). WESTERN NORTH ATLANTIC.

1. CABLE REPAIR OPERATIONS 04 APR THRU 10 MAY BY CABLESHIP INTREPID ALONG TRACKLINE BETWEEN 43-08N 037-34W AND 38-48N 057-34W.
2. CANCEL NAVAREA IV 117/09(GEN), SERVICE RESTORED.
3. CANCEL NAVAREA IV 118/09.
4. CANCEL THIS MSG 11 MAY.

(030952Z APR 2009)

120/09(GEN).

1. NAVAREA IV MESSAGES IN FORCE 040800Z APR 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2009 SERIES: 70(24), 72(24), 78(28), 85(11), 93(24), 98(11), 105(GEN), 115(GEN), 116(GEN), 119(14).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 18 DEC 2008 IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09.
3. CANCEL NAVAREA IV 111/09, 114/09.

(040923Z APR 2009)

121/09(GEN). PANAMA TO FRENCH POLYNESIA.

39 FOOT S/V VOODOO CHILD, ONE PERSON ON BOARD, OVERDUE PANAMA TO FRENCH POLYNESIA. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC PAPEETE, INMARSAT: 582422799192, PHONE: 68 946 5316, FAX: 68 942 3915, E-MAIL: MRCCPAPEETE@MAIL.PF OR MAHINA RADIO.

(072124Z APR 2009)

122/09(GEN). INDIAN OCEAN. GULF OF ADEN.

PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY UPDATES AND SUPERSEDES MARAD ADVISORY 2009-1 WHICH IS HEREBY CANCELLED.
2. SINCE AUG 08 THE NUMBER OF PIRATE ATTACKS ON MERCHANT SHIPS THROUGHOUT THE GULF OF ADEN (GOA) AND OFF THE EAST COAST OF AFRICA, PARTICULARLY SOMALIA, HAS INCREASED SIGNIFICANTLY. THE MAJORITY OF THE PIRATE ATTACKS ARE CLUSTERED ALONG THE SHIPPING LANES IN THE GOA BUT MORE RECENTLY IN 2009, THERE HAS BEEN AN INCREASE IN THE NUMBER OF ATTACKS WELL TO THE EAST OF THE HORN OF AFRICA INCLUDING ATTACKS 500 MILES OR MORE OFF THE COAST. IT IS CLEAR THAT ANY VESSEL TRAVELING BETWEEN THE SEYCHELLES AND THE EAST COAST OF AFRICA IS SUBJECT TO AS MUCH OF A THREAT AS A VESSEL TRAVELING THROUGH THE GOA AND SHOULD TAKE AS MUCH CARE IN PLANNING AND PREPARING FOR POTENTIAL ATTACKS. VIGILANCE SHOULD BE HIGHEST AT FIRST LIGHT AND LAST LIGHT AS THE MAJORITY OF ATTACKS OCCUR DURING THESE PERIODS. ATTACKS HOWEVER, HAVE TAKEN PLACE AT ALL TIMES OF THE DAY AND MORE RECENTLY DURING NIGHT HOURS, PARTICULARLY WITH MOONLIGHT; THEREFORE VIGILANCE MUST BE MAINTAINED AT ALL TIMES. ANALYSIS OF SUCCESSFUL ATTACKS CONTINUES TO INDICATE THAT THE FOLLOWING COMMON VULNERABILITIES ARE EXPLOITED BY THE PIRATES: LOW SPEED, LOW FREEBOARD, INADEQUATE PLANNING AND PROCEDURES, VISIBLY LOW STATE OF ALERT AND/OR EVIDENT SELF PROTECTIVE MEASURES AND WHERE A SLOW RESPONSE BY THE SHIP IS EVIDENT.
3. ON 22 AUG 08, COMBINED MARITIME FORCES (CMF) DIRECTED THE

- ESTABLISHMENT OF THE MARITIME SECURITY PATROL AREA (MSPA) IN THE GOA. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATION'S (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER AND IS A GEOGRAPHIC REGION IN THE GOA 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.
4. ON 01 FEB 09, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) ATALANTA AND THE UNITED KINGDOM MARITIME TRADE ORGANIZATION (UKMTO) ACTIVATED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO REDUCE THE RISK OF COLLISION BETWEEN VESSELS UTILIZING THE PREVIOUS CORRIDOR, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
 5. THE IRTC INCLUDES SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE IS FIVE MILES WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE BEGINS AT 045 EAST BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE BEGINS AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 AND TERMINATES AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THE IRTC 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 GOA ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES REGARDING USE OF THE IRTC.
 6. THE MSPA SHOULD NOT BE CONFUSED WITH THE GOA IRTC. THE IRTC IS THE RECOMMENDED PATH THROUGH THE GOA TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE IRTC.
 7. CMF, IN COOPERATION WITH FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA, RUSSIA, JAPAN, KOREA AND INDONESIA CONTINUE TO PATROL IN THE MSPA AND HAVE HAD SOME SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THROUGH DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THROUGH 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 GOA AS WELL AS IN THE OPEN OCEAN OFF THE EAST COAST OF AFRICA, PARTICULARLY IN THE INCREASED DISTANCES THAT THEY ARE ABLE TO OPERATE EFFECTIVELY OFF THE EAST COAST OF SOMALIA POTENTIALLY UTILIZING MOTHER SHIPS. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THROUGH THEIR PRESENCE, BUT THIS IS LIMITED DUE TO THE VAST AREA OF THE GOA AND EVEN LESS EFFECTIVE IN THE OPEN WATERS EAST OF SOMALIA. GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED DUE TO THE OFTEN LONG RESPONSE TIMES DUE TO THE CONSIDERABLE DISTANCES INVOLVED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GOA AND OFF THE EAST COAST OF AFRICA.
 8. IN LIGHT OF THE RECENT INCREASED THREAT TO VESSELS TRANSITING OFF THE EAST COAST OF AFRICA, ADVICE TO MASTERS IS THAT UNLESS THEY SPECIFICALLY HAVE BUSINESS TO CONDUCT ON THE EAST COAST OF AFRICA THEY ARE STRONGLY ADVISED TO REMAIN EAST OF 60E AND AT LEAST 600 MILES OFF THE COAST OF SOMALIA BUT EVEN AT THAT RANGE THEY SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
 9. DUE TO 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.

10. 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 WHICH ARE FISHING BOATS IT 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 CPAS. 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 PRECAUTIONS 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 DEFENSIVE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE DURING ANY PIRACY ATTACK. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIPS OWNERS, MASTER AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND CONTRACTUALLY AGREED UPON.
 - 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 DEFENSIVE 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. AN ATTACK HAS EVEN BEEN SUCCESSFULLY THWARTED WHERE PIRATES WERE ABLE TO BOARD A SHIP BUT WERE UNABLE TO GAIN ACCESS TO THE SUPERSTRUCTURE DUE TO THE CAREFUL PREPARATIONS OF THE CREW IN SECURING ALL ACCESS POINTS.
 - 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=1147](http://www.imo.org/safety/mainframe.asp?topic_id=1147).
 ALSO IN AN EFFORT TO COUNTER PIRACY IN THE GOA AND OFF THE EAST COAST OF SOMALIA, INDUSTRY BODIES INCLUDING THE INTERNATIONAL MARITIME BUREAU HAVE PUBLISHED "BEST MANAGEMENT PRACTICES TO DETER PIRACY IN THE GOA AND OFF THE COAST OF SOMALIA" (FEB 09). THIS DOCUMENT CAN BE ACCESSED FROM THE INTERNATIONAL CHAMBER OF COMMERCE WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.ICC-CCS.ORG/IMAGES/STORIES/PDFS/BMP.PDF](http://www.icc-ccs.org/images/stories/pdfs/bmp.pdf).
11. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3929 OR E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL OR THE UK MARITIME

TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215 OR
E-MAIL: UKMTO@EIM.AE. OR MSC-HOA, PHONE: 440 192 395 8545
OR E-MAIL: POSTMASTER@MSCHOA.ORG.

12. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT
MR. DOHERTY, 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.

(081031Z APR 2009)

- 123/09(25). CARIBBEAN SEA. LESSER ANTILLES.
1. F/V LADY ANDREA, WHITE HULL, ADRIFT VICINITY
16-10N 062-54W AT 081416Z APR.
2. CANCEL THIS MSG 15 APR.

(081622Z APR 2009)

- 124/09(GEN). GULF OF MEXICO. TEXAS.
1. LORAN-C STATION GRANGEVILLE, RATES 7980-W AND 9610-Z,
UNUSABLE 1400Z TO 2200Z DAILY 13 AND 14 APR, ALTERNATE
1400Z TO 2200Z DAILY 15 AND 16 APR.
2. CANCEL THIS MSG 162300Z APR.

(081702Z APR 2009)

SECTION III

NM 16/09

HYDROLANTS

Messages in force 091300Z April 2009:

2007 series	2087(52)	313(57)	473(55)	621(51,52)	657(36,37)
1924(24)	2141(35)	327(24)	474(52)	630(53,54)	658(23,29)
2158(24)	2201(35)	340(57)	475(55)	631(37)	659(24)
2008 series	2009 series	350(24)	478(24)	632(37)	660(24)
889(35)	83(24)	369(51)	487(36,37)	636(GEN)	661(57)
1262(35)	84(23,24)	374(57)	488(57,61)	637(GEN)	663(54)
1309(35)	86(37)	383(35)	498(37)	639(44)	664(36,37)
1354(24)	151(54)	394(57)	539(36)	640(37)	665(24)
1463(24)	152(54)	395(57)	543(35)	642(24)	667(GEN)
1585(24)	153(54)	400(57)	548(35)	643(23)	668(52)
1670(56)	154(54)	401(36)	575(GEN)	644(24)	669(42)
1746(36)	163(24)	413(24)	600(25,51)	647(GEN)	671(24)
1852(37)	181(37)	422(52,53)	602(24)	650(43)	672(24)
1917(24)	208(57)	429(24)	605(24)	651(37)	673(37)
2035(24)	240(57)	443(36)	611(54)	654(57)	
2036(24)	300(57)	464(51)	614(51)	656(37)	

The summary of all HYDROLANTS in force as of 18 December 2008 is given in Section III of NM 52/08. Warnings issued during the subsequent quarter are issued in NM 13/09.

HYDROLANT WARNINGS issued from 021200Z to 091300Z April 2009.

640/09(37). SOUTHERN NORTH SEA.

NGA CHART 37165 (3RD ED).

PLATFORM ESTABLISHED IN 54-07.3N 003-55.8E.

(021141Z APR 2009)

641/09. CANCELED.

642/09(24). BRAZIL-SOUTHEAST COAST.

1. SEISMIC SURVEY 030300Z TO 140259Z APR
BY M/V OCEAN EUROPE AND M/V SANCO STAR
IN AREA BOUND BY
22-25.93S 040-17.17W, 22-37.05S 039-58.63W,
22-23.22S 039-48.92W, 22-21.42S 039-51.90W,
22-20.82S 039-51.48W, 22-11.48S 040-07.02W.
TWO MILE BERTH REQUESTED.

2. CANCEL HYDROLANT 604/09.
3. CANCEL THIS MSG 140359Z APR.

(030329Z APR 2009)

643/09(23). SOUTH ATLANTIC. ARGENTINA.

1. F/V ATLANTIDA SUNK IN 40-13.79S 056-44.46W.
THREE PERSONS MISSING. VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF
POSSIBLE. REPORTS TO ANY COASTAL RADIO STATION.
2. CANCEL HYDROLANT 638/09.

(030343Z APR 2009)

644/09(24). BRAZIL-EAST COAST.

1. SUBMARINE CABLE OPERATIONS 06 THRU 15 APR
BY M/V LARS GRAEL IN AREA BOUND BY
11-00.72S 037-04.68W, 11-00.70S 037-01.93W,
11-58.18S 037-01.53W, 11-58.20S 037-04.28W.
2. CANCEL THIS MSG 16 APR.

(031114Z APR 2009)

645/09 and 646/09. CANCELED.

647/09(GEN).

1. HYDROLANT MESSAGES IN FORCE 040800Z APR 2009. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2009 SERIES: 369(51), 374(57), 383(35), 394(57), 395(57),
400(57), 401(36), 413(24), 422(52,53), 429(24), 443(36), 456(24),
464(51), 473(55), 474(52), 475(55), 478(24), 483(56), 487(36,37),
488(57,61), 498(37), 508(37), 534(51), 539(36), 543(35), 548(35),
567(24), 575(GEN), 600(25,51), 602(24), 605(24), 611(54), 614(51),
616(35), 619(24), 621(51,52), 627(24), 630(53,54), 631(37),
632(37), 633(24), 634(24), 635(36), 636(GEN), 637(GEN), 639(44),
640(37), 641(24), 642(24), 643(23), 644(24), 645(36), 646(24).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 18 DEC 2008
IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE

SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09.
 3. CANCEL HYDROLANT 330/09, 345/09, 353/09, 362/09, 491/09,
 519/09, 606/09.

(040925Z APR 2009)

648/09 and 649/09. CANCELED.

650/09(43). NORTH SEA.
 SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
 BY M/V RAMFORM VIKING TOWING TEN 6000 METER LONG
 CABLES WITHIN 15 MILES OF 57-08N 003-57E.
 WIDE BERTH REQUESTED.

(041657Z APR 2009)

651/09(37). DOVER STRAIT
 NGA CHART 37120 (3RD ED).
 SANDETTIE NORTH BUOY 51-18.5N 002-04.8E UNLIT.

(041858Z APR 2009)

652/09 and 653/09. CANCELED.

654/09(57). NORTH ATLANTIC. NIGERIA.
 DISTRESS SIGNAL RECEIVED FROM M/V OCEAN VIEW 1 IN
 06-21N 003-24E AT 051524Z APR. VESSELS IN VICINITY
 REQUESTED TO KEEP A SHARP LOOKOUT. REPORTS TO
 JRCC STAVANGER, PHONE: 475 151 7000,
 FAX: 475 165 2334, E-MAIL: OPERATIONS@JRCC-STAVANGER.NO.

(051801Z APR 2009)

655/09. CANCELED.

656/09(37). DOVER STRAIT.
 1. CONTAINER ADRIFT IN 51-00N 001-40E
 AT 060915Z APR.
 2. CANCEL THIS MSG 13 APR.

(061242Z APR 2009)

657/09(36,37). ENGLAND-SOUTHWEST COAST.
 NGA CHART 36049 (0 ED).
 BISHOP ROCK LIGHT 49-52.3N 006-26.7W RANGE
 PERMANENTLY REDUCED TO 20 MILES.

(061806Z APR 2009)

658/09(23,29). SOUTH ATLANTIC. ICE.
 1. ICEBERGS REPORTED ON 06 APR:
 A. A55, 64-56S 056-39W.
 B. C18A, 61-24S 050-54W.
 C. B15L, 65-26S 040-48W.
 D. C8, 61-24S 046-43W.
 E. UK277, 63-57S 052-32W.
 F. UK236, 55-30S 035-32W.
 G. UK284, 62-35S 052-23W.
 H. UK285, 62-55S 051-31W.
 2. CANCEL THIS MSG 14 APR.

(070228Z APR 2009)

659/09(24). BRAZIL-SOUTH COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 13 APR BY
 M/V RAMFORM VALIANT TOWING TEN 8100 METER
 LONG CABLES IN AREA BOUND BY
 25-34.10S 046-33.24W, 25-34.13S 045-57.23W,
 26-06.46S 045-25.10W, 27-19.51S 046-33.17W,
 27-19.39S 046-57.50W, 25-59.18S 046-57.43W.
 SIX MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 14 APR.

(070358Z APR 2009)

660/09(24). BRAZIL-SOUTH COAST.
 1. SEISMIC SURVEY BY M/V DISCOVERER:
 A. 05 APR IN AREA BOUND BY
 27-25S 047-05W, 27-20S 047-15W,
 27-10S 048-00W, 27-15S 048-05W.
 B. 06 THRU 10 APR IN AREA BOUND BY
 27-25S 047-05W, 27-20S 047-05W,
 27-40S 047-50W, 27-30S 047-50W.
 FIVE MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 11 APR.

(070413Z APR 2009)

661/09(57). GULF OF GUINEA.

1. CABLE REPAIR OPERATIONS 10 THRU 17 APR
BY CABLESHIP CHAMAREL WITH SUBMERSIBLE
ALONG TRACKLINE BETWEEN
06-06.1N 003-21.6E AND 06-16.7N 003-25.6E.
ONE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 18 APR.

(070646Z APR 2009)

662/09. CANCELED.

663/09(54). ADRIATIC SEA.

- VESSEL IPPOCAMPO SANK IN 41-33N 017-36E.
TWO PERSONS ABANDONED SHIP IN LIFERAFT.
VESSELS IN VICINITY REQUESTED TO KEEP A
SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MRCC ROME, INMARSAT-C: 424744220,
PHONE: 390 6592 4145, 3906 5908 4409,
FAX: 390 6592 2737, 3906 5908 4793
OR JRCC PIRAEUS, PHONE: 3021 0411 2500,
FAX: 3021 0413 2398.

(071114Z APR 2009)

664/09(36,37). WALES-SOUTHWEST COAST. RADIO SERVICES.

- ST ANNES HEAD 51-41N 005-10W MF RT AND
DSC SERVICES AT REDUCED POWER.

(071327Z APR 2009)

665/09(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY 080300Z TO 160359Z APR
BY M/V VERITAS VANTAGE TOWING EIGHT
7000 METER CABLES IN AREA BETWEEN
26-12S 26-32S AND 043-01W 044-57W.
FIVE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 160459Z APR.

(071400Z APR 2009)

666/09. CANCELED.

667/09(GEN). INDIAN OCEAN. GULF OF ADEN.

PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY UPDATES AND SUPERSEDES MARAD ADVISORY 2009-1 WHICH IS HEREBY CANCELLED.
2. SINCE AUG 08 THE NUMBER OF PIRATE ATTACKS ON MERCHANT SHIPS THROUGHOUT THE GULF OF ADEN (GOA) AND OFF THE EAST COAST OF AFRICA, PARTICULARLY SOMALIA, HAS INCREASED SIGNIFICANTLY. THE MAJORITY OF THE PIRATE ATTACKS ARE CLUSTERED ALONG THE SHIPPING LANES IN THE GOA BUT MORE RECENTLY IN 2009, THERE HAS BEEN AN INCREASE IN THE NUMBER OF ATTACKS WELL TO THE EAST OF THE HORN OF AFRICA INCLUDING ATTACKS 500 MILES OR MORE OFF THE COAST. IT IS CLEAR THAT ANY VESSEL TRAVELING BETWEEN THE SEYCHELLES AND THE EAST COAST OF AFRICA IS SUBJECT TO AS MUCH OF A THREAT AS A VESSEL TRAVELING THROUGH THE GOA AND SHOULD TAKE AS MUCH CARE IN PLANNING AND PREPARING FOR POTENTIAL ATTACKS. VIGILANCE SHOULD BE HIGHEST AT FIRST LIGHT AND LAST LIGHT AS THE MAJORITY OF ATTACKS OCCUR DURING THESE PERIODS. ATTACKS HOWEVER, HAVE TAKEN PLACE AT ALL TIMES OF THE DAY AND MORE RECENTLY DURING NIGHT HOURS, PARTICULARLY WITH MOONLIGHT; THEREFORE VIGILANCE MUST BE MAINTAINED AT ALL TIMES. ANALYSIS OF SUCCESSFUL ATTACKS CONTINUES TO INDICATE THAT THE FOLLOWING COMMON VULNERABILITIES ARE EXPLOITED BY THE PIRATES: LOW SPEED, LOW FREEBOARD, INADEQUATE PLANNING AND PROCEDURES, VISIBLY LOW STATE OF ALERT AND/OR EVIDENT SELF PROTECTIVE MEASURES AND WHERE A SLOW RESPONSE BY THE SHIP IS EVIDENT.
3. ON 22 AUG 08, COMBINED MARITIME FORCES (CMF) DIRECTED THE ESTABLISHMENT OF THE MARITIME SECURITY PATROL AREA (MSPA) IN THE GOA. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATION'S (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER AND IS A GEOGRAPHIC REGION IN THE GOA 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.
4. ON 01 FEB 09, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) ATALANTA AND THE UNITED KINGDOM MARITIME TRADE ORGANIZATION (UKMTO) ACTIVATED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO

- REDUCE THE RISK OF COLLISION BETWEEN VESSELS UTILIZING THE PREVIOUS CORRIDOR, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
5. THE IRTC INCLUDES SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE IS FIVE MILES WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE BEGINS AT 045 EAST BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE BEGINS AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 AND TERMINATES AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THE IRTC 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 GOA ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES REGARDING USE OF THE IRTC.
 6. THE MSPA SHOULD NOT BE CONFUSED WITH THE GOA IRTC. THE IRTC IS THE RECOMMENDED PATH THROUGH THE GOA TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE IRTC.
 7. CMF, IN COOPERATION WITH FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA, RUSSIA, JAPAN, KOREA AND INDONESIA CONTINUE TO PATROL IN THE MSPA AND HAVE HAD SOME SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THROUGH DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THROUGH 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 GOA AS WELL AS IN THE OPEN OCEAN OFF THE EAST COAST OF AFRICA, PARTICULARLY IN THE INCREASED DISTANCES THAT THEY ARE ABLE TO OPERATE EFFECTIVELY OFF THE EAST COAST OF SOMALIA POTENTIALLY UTILIZING MOTHER SHIPS. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THROUGH THEIR PRESENCE, BUT THIS IS LIMITED DUE TO THE VAST AREA OF THE GOA AND EVEN LESS EFFECTIVE IN THE OPEN WATERS EAST OF SOMALIA. GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED DUE TO THE OFTEN LONG RESPONSE TIMES DUE TO THE CONSIDERABLE DISTANCES INVOLVED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GOA AND OFF THE EAST COAST OF AFRICA.
 8. IN LIGHT OF THE RECENT INCREASED THREAT TO VESSELS TRANSITING OFF THE EAST COAST OF AFRICA, ADVICE TO MASTERS IS THAT UNLESS THEY SPECIFICALLY HAVE BUSINESS TO CONDUCT ON THE EAST COAST OF AFRICA THEY ARE STRONGLY ADVISED TO REMAIN EAST OF 60E AND AT LEAST 600 MILES OFF THE COAST OF SOMALIA BUT EVEN AT THAT RANGE THEY SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
 9. DUE TO 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.
 10. 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 WHICH ARE FISHING BOATS IT 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 CPAS. 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 PRECAUTIONS 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 DEFENSIVE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE DURING ANY PIRACY ATTACK. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIPS OWNERS, MASTER AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND CONTRACTUALLY AGREED UPON.
- 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 DEFENSIVE 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. AN ATTACK HAS EVEN BEEN SUCCESSFULLY THWARTED WHERE PIRATES WERE ABLE TO BOARD A SHIP BUT WERE UNABLE TO GAIN ACCESS TO THE SUPERSTRUCTURE DUE TO THE CAREFUL PREPARATIONS OF THE CREW IN SECURING ALL ACCESS POINTS.
- 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=1147](http://www.imo.org/safety/mainframe.asp?topic_id=1147).
 ALSO IN AN EFFORT TO COUNTER PIRACY IN THE GOA AND OFF THE EAST COAST OF SOMALIA, INDUSTRY BODIES INCLUDING THE INTERNATIONAL MARITIME BUREAU HAVE PUBLISHED "BEST MANAGEMENT PRACTICES TO DETER PIRACY IN THE GOA AND OFF THE COAST OF SOMALIA" (FEB 09). THIS DOCUMENT CAN BE ACCESSED FROM THE INTERNATIONAL CHAMBER OF COMMERCE WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.ICC-CCS.ORG/IMAGES/STORIES/PDFS/BMP.PDF](http://www.icc-ccs.org/images/stories/pdfs/bmp.pdf).
11. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3929 OR
 E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215 OR
 E-MAIL: UKMTO@EIM.AE. OR MSC-HOA, PHONE: 440 192 395 8545
 OR E-MAIL: POSTMASTER@MSCHOA.ORG.
12. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT MR. DOHERTY, 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.

(081046Z APR 2009)

668/09(52). TUNISIA. NORTHEAST COAST.

1. PIPELAYING OPERATIONS IN PROGRESS UNTIL
01 JUL IN AREA BOUND BY
36-32.97N 010-50.00E, 36-06.90N 010-49.27E,
36-32.97N 010-50.00E, 36-22.53N 010-54.17E.
2. CANCEL THIS MSG 02 JUL.

(081543Z APR 2009)

669/09(42). RUSSIA. KARA SEA. ROCKETS.

1. HAZARDOUS OPERATIONS 0530Z TO 1500Z DAILY
10 THRU 12 APR IN AREA BOUND BY
73-30N 074-00E, 74-00N 074-00E,
74-20N 078-00E, 74-00N 079-10E.
2. CANCEL THIS MSG 121600Z APR.

(081552Z APR 2009)

670/09. CANCELED.

671/09(24). BRAZIL-EAST COAST.

1. SEISMIC SURVEY 100300Z TO 170259Z APR BY
M/V OCEAN SURVEYOR TOWING 400 METER LONG
CABLES IN AREA BOUND BY
19-48.3S 039-50.5W, 19-48.3S 039-33.2W,
20-28.5S 039-42.3W, 20-28.5S 039-58.3W,
21-16.1S 040-25.7W, 21-16.1S 040-05.3W.
ONE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 170359Z APR.

(090119Z APR 2009)

672/09(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY 090300Z TO 160259Z APR BY
M/V RAMFORM SOVEREIGN 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 160359Z APR.

(090137Z APR 2009)

673/09(37). ENGLISH CHANNEL.

1. DERELICT F/V LES CASQUETS ADRIFT IN
49-33.2N 004-13.4W.
2. CANCEL THIS MSG 16 APR.

(090434Z APR 2009)

674/09. CANCELED.

SECTION III
NAVAREA XII

NM 16/09

Messages in force 091300Z April 2009:

2008 series	490(21)	149(GEN)	171(GEN)	179(19)
44(21)	509(21)	157(21)	173(19)	182(GEN)
78(21)	2009 series	165(19)	177(GEN)	183(GEN)
488(21)	28(21)	170(GEN)	178(18)	

The summary of all NAVAREA XII messages in force as of 18 December 2008 is given in Section III of NM 52/08. Warnings issued during the subsequent quarter are issued in NM 13/09.

NAVAREA XII WARNINGS issued from 021200Z to 091300Z April 2009.

173/09(19). NORTH PACIFIC. MISSILES.

1. HAZARDOUS OPERATIONS 070030Z TO 070600Z APR, ALTERNATE 0030Z TO 0600Z DAILY 08 AND 10 APR IN AREA BOUND BY 22-00N 159-46W, 21-30N 160-50W, 21-25N 161-35W, 24-00N 163-40W, 31-20N 159-10W, 30-00N 158-30W, 22-09N 159-42W.
2. CANCEL THIS MSG 100700Z APR.

(021505Z APR 2009)

174/09 thru 176/09. CANCELED.

177/09(GEN).

1. NAVAREA XII MESSAGES IN FORCE 040800Z APR 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2009 SERIES: 149(GEN), 157(21), 161(18), 165(19), 169(18), 170(GEN), 171(GEN), 173(19).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 18 DEC 2008 IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09.
3. CANCEL NAVAREA XII 158/09.

(040928Z APR 2009)

178/09(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 THE 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 161/09.

(050952Z APR 2009)

179/09(19). EASTERN NORTH PACIFIC.

1. 14 CONTAINERS ADRIPT VICINITY OF TRACKLINE BETWEEN 36-38N 144-30W AT 051000Z APR AND 36-55N 142-53W AT 051400Z APR.
2. CANCEL THIS MSG 13 APR.

(060947Z APR 2009)

180/09 and 181/09. CANCELED.

182/09(GEN). PANAMA TO FRENCH POLYNESIA.

39 FOOT S/V VOODOO CHILD. ONE PERSON ON BOARD. OVERDUE PANAMA TO FRENCH POLYNESIA. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC PAPEETE, INMARSAT: 582422799192, PHONE: 68 946 5316, FAX: 68 942 3915, E-MAIL: MRCCPAPEETE@MAIL.PF OR MAHINA RADIO.

(072122Z APR 2009)

183/09(GEN). INDIAN OCEAN. GULF OF ADEN.
PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY UPDATES AND SUPERSEDES MARAD ADVISORY 2009-1 WHICH IS HEREBY CANCELLED.
2. SINCE AUG 08 THE NUMBER OF PIRATE ATTACKS ON MERCHANT SHIPS THROUGHOUT THE GULF OF ADEN (GOA) AND OFF THE EAST COAST OF AFRICA, PARTICULARLY SOMALIA, HAS INCREASED SIGNIFICANTLY. THE MAJORITY OF THE PIRATE ATTACKS ARE CLUSTERED ALONG THE SHIPPING LANES IN THE GOA BUT MORE RECENTLY IN 2009, THERE HAS BEEN AN INCREASE IN THE NUMBER OF ATTACKS WELL TO THE EAST OF THE HORN OF AFRICA INCLUDING ATTACKS 500 MILES OR MORE OFF THE COAST. IT IS CLEAR THAT ANY VESSEL TRAVELING BETWEEN THE SEYCHELLES AND THE EAST COAST OF AFRICA IS SUBJECT TO AS MUCH OF A THREAT AS A VESSEL TRAVELING THROUGH THE GOA AND SHOULD TAKE AS MUCH CARE IN PLANNING AND PREPARING FOR POTENTIAL ATTACKS. VIGILANCE SHOULD BE HIGHEST AT FIRST LIGHT AND LAST LIGHT AS THE MAJORITY OF ATTACKS OCCUR DURING THESE PERIODS. ATTACKS HOWEVER, HAVE TAKEN PLACE AT ALL TIMES OF THE DAY AND MORE RECENTLY DURING NIGHT HOURS, PARTICULARLY WITH MOONLIGHT; THEREFORE VIGILANCE MUST BE MAINTAINED AT ALL TIMES. ANALYSIS OF SUCCESSFUL ATTACKS CONTINUES TO INDICATE THAT THE FOLLOWING COMMON VULNERABILITIES ARE EXPLOITED BY THE PIRATES: LOW SPEED, LOW FREEBOARD, INADEQUATE PLANNING AND PROCEDURES, VISIBLY LOW STATE OF ALERT AND/OR EVIDENT SELF PROTECTIVE MEASURES AND WHERE A SLOW RESPONSE BY THE SHIP IS EVIDENT.
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6. THE MSPA SHOULD NOT BE CONFUSED WITH THE GOA IRTC. THE IRTC IS THE RECOMMENDED PATH THROUGH THE GOA TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE IRTC.
7. CMF, IN COOPERATION WITH FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA, RUSSIA, JAPAN, KOREA AND INDONESIA CONTINUE TO PATROL IN THE MSPA AND HAVE HAD SOME SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THROUGH DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THROUGH 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 GOA AS WELL AS IN THE OPEN OCEAN OFF THE EAST COAST OF AFRICA, PARTICULARLY IN THE INCREASED DISTANCES THAT THEY ARE ABLE TO OPERATE EFFECTIVELY OFF THE EAST COAST OF SOMALIA POTENTIALLY UTILIZING MOTHER SHIPS. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF

- DETERRENCE THROUGH THEIR PRESENCE, BUT THIS IS LIMITED DUE TO THE VAST AREA OF THE GOA AND EVEN LESS EFFECTIVE IN THE OPEN WATERS EAST OF SOMALIA. GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED DUE TO THE OFTEN LONG RESPONSE TIMES DUE TO THE CONSIDERABLE DISTANCES INVOLVED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GOA AND OFF THE EAST COAST OF AFRICA.
8. IN LIGHT OF THE RECENT INCREASED THREAT TO VESSELS TRANSITING OFF THE EAST COAST OF AFRICA, ADVICE TO MASTERS IS THAT UNLESS THEY SPECIFICALLY HAVE BUSINESS TO CONDUCT ON THE EAST COAST OF AFRICA THEY ARE STRONGLY ADVISED TO REMAIN EAST OF 60E AND AT LEAST 600 MILES OFF THE COAST OF SOMALIA BUT EVEN AT THAT RANGE THEY SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
 9. DUE TO 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.
 10. 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 WHICH ARE FISHING BOATS IT 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 CPAS. 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 PRECAUTIONS 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 DEFENSIVE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE DURING ANY PIRACY ATTACK. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIPS OWNERS, MASTER AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND CONTRACTUALLY AGREED UPON.
 - 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 DEFENSIVE 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. AN ATTACK HAS EVEN BEEN SUCCESSFULLY THWARTED WHERE PIRATES WERE ABLE TO BOARD A SHIP BUT WERE UNABLE TO GAIN ACCESS TO THE SUPERSTRUCTURE DUE TO THE CAREFUL PREPARATIONS OF THE CREW IN SECURING ALL ACCESS POINTS.

- 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=1147](http://www.imo.org/safety/mainframe.asp?topic_id=1147). ALSO IN AN EFFORT TO COUNTER PIRACY IN THE GOA AND OFF THE EAST COAST OF SOMALIA, INDUSTRY BODIES INCLUDING THE INTERNATIONAL MARITIME BUREAU HAVE PUBLISHED "BEST MANAGEMENT PRACTICES TO DETER PIRACY IN THE GOA AND OFF THE COAST OF SOMALIA" (FEB 09). THIS DOCUMENT CAN BE ACCESSED FROM THE INTERNATIONAL CHAMBER OF COMMERCE WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.ICC-CCS.ORG/IMAGES/STORIES/PDFS/BMP.PDF](http://www.icc-ccs.org/images/stories/pdfs/bmp.pdf).
11. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3929 OR
E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215 OR
E-MAIL: UKMTO@EIM.AE. OR MSC-HOA, PHONE: 440 192 395 8545
OR E-MAIL: POSTMASTER@MSCHOA.ORG.
12. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT MR. DOHERTY, 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.

(081035Z APR 2009)

HYDROPACS

Messages in force 091300Z April 2009:

2007 series	1502(71,72,92)	203(62)	554(62)	659(81)	686(74)
475(92)	1654(62)	263(97)	561(73,74)	660(95)	687(95)
751(62)	1831(62)	348(62)	605(74)	661(95)	690(63)
1284(71)	1933(22)	367(63)	610(GEN)	662(95)	691(73,74)
2008 series	2028(61)	368(63)	616(71)	664(95)	694(23,29)
44(GEN)	2043(62)	381(74)	617(74)	666(63)	696(22)
195(62)	2079(71)	393(63)	619(63)	667(93)	697(74)
240(GEN)	2241(62)	401(63)	621(81)	668(71,93)	698(61)
427(74)	2244(63)	417(74)	628(97)	669(71)	699(22,83)
529(91)	2267(62)	424(74)	629(97)	671(74)	701(91,93,94)
560(74)	2286(74)	469(74,75,76)	631(63)	672(63)	702(GEN)
606(63)	2424(63)	472(83)	632(63)	674(63)	705(73,74)
835(62)	2507(73,82)	481(63)	635(63)	676(74)	706(61)
1140(61)	2511(62)	485(63)	636(22)	677(GEN)	707(95)
1141(61)	2530(63)	506(74)	638(94)	678(94,95,97)	708(95)
1301(71)	2009 series	509(57,61)	639(94)	679(95)	709(GEN)
1334(71)	12(62)	511(71)	641(81)	681(83)	710(61)
1345(92)	42(76)	520(61)	655(63,71)	682(76)	711(76)
1473(61)	104(96)	521(74)	656(GEN)	683(73,74)	
1497(71)	189(62)	530(61)	657(GEN)	684(83)	

The summary of all HYDROPACS in force as of 18 December 2008 is given in Section III of NM 52/08. Warnings issued during the subsequent quarter are issued in NM 13/09.

HYDROPAC WARNINGS issued from 021200Z to 091300Z April 2009.

660/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
06 THRU 10 APR IN AREA BETWEEN
36-05N 36-35N AND 124-50E 125-42E.
2. CANCEL THIS MSG 100900Z APR.

(021058Z APR 2009)

661/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
06 THRU 10 APR 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.
2. CANCEL THIS MSG 100900Z APR.

(021104Z APR 2009)

662/09(95). SEA OF JAPAN. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
06 THRU 10 APR IN AREA BOUND BY
38-08N 129-51E, 38-08N 130-10E,
37-39N 130-10E, 37-42N 129-51E.
2. CANCEL THIS MSG 100900Z APR.

(021112Z APR 2009)

663/09. CANCELED.

664/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
06 THRU 10 APR IN AREA BETWEEN
34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL THIS MSG 100900Z APR.

(021125Z APR 2009)

665/09. CANCELED.

666/09(63) INDIA-WEST COAST.

1. SEISMIC SURVEY OPERATIONS 03 APR THRU 20 MAY
BY M/V GEO NATUNA TOWING SIX 4000 METER
LONG CABLES IN AREA BOUND BY
18-36.73N 072-17.10E, 18-42.57N 072-40.23E,
18-23.20N 072-46.62E, 18-17.20N 072-23.72E.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 21 MAY.

(021359Z APR 2009)

667/09(93). VIETNAM-SOUTH COAST.

1. DERELICT 88 METER BARGE SOEKAWATI II ADRIFT
IN 09-24N 106-29E AT 020930Z APR.
REPORTS TO SPOCC, PHONE: 656 226 5539,
FAX: 656 227 9971, E-MAIL: POCC@MPAMGOV.SG.
2. CANCEL THIS MSG 10 APR.

(030142Z APR 2009)

668/09(71,93). SOUTH CHINA SEA. PIRACY.

- NGA CHART 71440 (2ND ED).
1. FIVE PIRATES, ARMED WITH KNIVES AND WEARING MASKS,
BOARDED A TUG TOWING A BARGE UNDERWAY IN
02-30.1N 104-24.2E AT 312110Z MAR.
THE PIRATES STOLE PERSONAL AND SHIP'S CASH
AND ESCAPED. CAUTION ADVISED.
 2. CANCEL THIS MSG 17 APR.

(030751Z APR 2009)

669/09(71). MALACCA STRAIT. PIRACY.

- NGA CHART 71040 (5TH ED).
1. THREE PIRATES ARMED WITH KNIVES AND A HAMMER
BOARDED A M/V IN 06-40N 099-14E AT 240200Z MAR.
THE PIRATES KILLED THE CAPTAIN AND INJURED
CREW MEMBERS BEFORE ESCAPING. CAUTION ADVISED.
 2. CANCEL THIS MSG 17 APR.

(030824Z APR 2009)

670/09. CANCELED.

671/09(74). AUSTRALIA-NORTHWEST COAST.

- SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
BY M/V GEOWAVE VOYAGER TOWING TEN FIVE MILE LONG CABLES
IN AREA BETWEEN 18-50S 19-55S AND 114-30E 115-50E.
SIX MILE BERTH REQUESTED.

(031135Z APR 2009)

672/09(63). INDIA-EAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 15 APR BY
M/V NORTHERN EXPLORER AND M/V OSPREY EXPLORER
TOWING 8500 METER LONG CABLE IN AREA BOUND BY
14-30.0N 081-15.0E, 14-30.0N 084-00.0E,
13-35.7N 084-00.0E, 13-30.0N 083-50.8E,
13-30.0N 083-40.0E, 13-00.0N 083-40.0E,
12-15.0N 083-30.0E, 12-00.0N 083-30.0E,
11-30.0N 083-15.0E, 11-15.0N 082-15.0E,
11-10.0N 081-45.0E, 11-00.0N 081-15.0E.
SEVEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 16 APR.

(031236Z APR 2009)

673/09. CANCELED.

674/09(63). INDIA-EAST COAST.

- 23 METER M/V GULMOHOR, BLUE HULL, OVERDUE
GANGAWARAM (17-37N 083-14E) TO ENNORE (13-16N 080-20E).
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO MRCC CHENNAI,
PHONE: 91 44 2539 5018, FAX: 91 44 2539 5018,
E-MAIL: ISAREAST@DATAONE.IN.

(032002Z APR 2009)

675/09. CANCELED.

676/09(74). AUSTRALIA-EAST COAST.

1. 5.5 METER S/V, TWO PERSONS ON BOARD, DISABLED AND SINKING
IN 20-49S 148-56E. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO RCC AUSTRALIA, PHONE: 6 126 230 6811,
FAX: 6 126 230 6868, E-MAIL: RCCAUS@AMSA.GOV.AU.
2. CANCEL HYDROPAC 507/09(22).
3. CANCEL HYDROPAC 648/09(81,83), OPERATIONS COMPLETED.
4. CANCEL HYDROPAC 675/09(61,74), ASSISTANCE NO LONGER NEEDED.

(040738Z APR 2009)

677/09(GEN).

1. HYDROPAC MESSAGES IN FORCE 040800Z APR 2009. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2009 SERIES: 417(74), 424(74), 469(74,75,76), 472(83), 481(63),
483(83), 485(63), 506(74), 509(57,61), 511(71), 520(61),

SECTION III

NM 16/09

- 521(74), 530(61), 547(62), 554(62), 561(73,74), 566(62),
594(19,95,97), 601(83), 605(74), 610(GEN), 616(71), 617(74),
619(63), 621(81), 628(97), 629(97), 631(63), 632(63), 635(63),
636(22), 638(94), 639(94), 641(81), 642(63), 653(94), 655(63,71),
656(GEN), 657(GEN), 658(63), 659(81), 660(95), 661(95), 662(95),
663(95), 664(95), 665(63), 666(63), 667(93), 668(71,93),
669(71), 670(95), 671(74), 672(63), 673(63), 674(63), 676(74).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 18 DEC 2008 IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09.
3. CANCEL HYDROPAC 279/09, 354/09, 395/09, 567/09, 573/09, 574/09, 626/09, 634/09.
- (040929Z APR 2009)
- 678/09(94,95,97). EAST CHINA SEA. SEA OF JAPAN. YELLOW SEA.
1. LORAN-C STATION RONGCHENG, RATES 7430-MASTER AND 8930-Y, OFF AIR 080001Z APR TO 170001Z MAY.
2. CANCEL THIS MSG 170101Z MAY.
- (040952Z APR 2009)
- 679/09(95). YELLOW SEA. GUNNERY.
1. GUNNERY EXERCISES 0500Z TO 0800Z DAILY
09 AND 10 APR IN AREA BOUND BY
37-41-00N 125-39-30E, 37-37-20N 125-39-00E,
37-30-45N 125-24-00E, 37-26-00N 125-24-00E,
37-26-00N 125-04-00E, 37-32-15N 124-48-00E,
37-38-40N 124-45-00E, 37-42-00N 124-45-00E,
37-42-00N 124-56-00E, 37-37-30N 125-01-30E,
37-34-00N 125-14-45E, 37-40-00N 125-32-00E.
2. CANCEL THIS MSG 100900Z APR.
- (041002Z APR 2009)
- 680/09. CANCELED.
- 681/09(83). SOUTH PACIFIC.
DISTRESS SIGNAL RECEIVED ON 406 MHZ VICINITY
40-18S 171-18W. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MARITIME OPERATIONS NEW ZEALAND,
INMARSAT-C: 451200067, PHONE: 644 914 8333,
FAX: 644 914 8334 OR TAUPO MARITIME RADIO.
- (050940Z APR 2009)
- 682/09(76). NEW ZEALAND. NORTH ISLAND-WEST COAST.
1. SURVEY OPERATIONS IN PROGRESS UNTIL 09 APR BY
M/V OCEAN PIONEER VICINITY:
A. 37-40.1S 174-15.5E.
B. 37-34.5S 174-16.3E.
TWO MILE BERTH REQUESTED.
2. CANCEL THIS MSG 10 APR.
- (051006Z APR 2009)
- 683/09(73,74). ARAFURA SEA.
1. DERELICT VESSEL PARTIALLY SUBMERGED AND ADRIFT
IN 09-08-24S 133-03-32E AT 050744Z APR.
2. CANCEL THIS MSG 12 APR.
- (051420Z APR 2009)
- 684/09(83). SOUTH PACIFIC.
VESSEL ONTIRON, TWO PERSONS ON BOARD, CAPSIZED
IN 46-07S 138-24W. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MARITIME OPERATIONS NEW ZEALAND,
INMARSAT-C: 451200067, PHONE: 644 914 8333,
FAX: 644 914 8334 OR TAUPO MARITIME RADIO.
- (051930Z APR 2009)
- 685/09. CANCELED.
- 686/09(74). CORAL SEA.
1. DERELICT NINE METER S/V AIR APPARENT
ADRIFT IN 16-55S 150-40E AT 060100Z APR.
2. CANCEL THIS MSG 13 APR.
- (060249Z APR 2009)
- 687/09(95). SEA OF JAPAN.
NGA CHART 95016 (8TH ED).
DISCOLORED WATER REPORTED IN 40-35-28N 135-58-13E
AT 050600Z APR.
- (060842Z APR 2009)

688/09 and 689/09. CANCELED.

690/09(63). INDIA-WEST COAST.

1. SURVEY OPERATIONS IN PROGRESS UNTIL 10 MAY
IN AREA BOUND BY
18-51.68N 072-34.43E, 18-51.95N 072-31.87E,
18-54.43N 072-08.13E, 18-55.00N 071-01.45E,
19-47.00N 070-20.98E, 19-47.00N 070-17.58E,
18-56.55N 070-56.83E, 19-08.53N 070-27.45E,
19-06.28N 070-26.03E, 18-54.12N 070-55.87E,
18-48.12N 070-27.17E, 18-45.50N 070-27.43E,
18-52.00N 070-58.52E, 18-26.33N 070-39.93E,
18-24.58N 070-42.00E, 18-52.38N 071-02.13E,
18-51.85N 072-06.18E, 18-51.72N 072-08.95E,
18-49.20N 072-32.78E, 18-48.62N 072-35.47E,
18-51.68N 072-34.43E.
TWO MILE BERTH REQUESTED.
2. CANCEL THIS MSG 11 MAY.

(061515Z APR 2009)

691/09(73,74). TORRES STRAIT.

1. SIX METERS LONG PARTIALLY SUBMERGED OBJECT
ADRIFT IN 10-12S 141-35E AT 060630Z APR.
2. CANCEL THIS MSG 13 APR.

(061535Z APR 2009)

692/09 and 693/09. CANCELED.

694/09(23,29). SOUTH ATLANTIC. ICE.

1. ICEBERGS REPORTED ON 06 APR:
 - A. A55, 64-56S 056-39W.
 - B. C18A, 61-24S 050-54W.
 - C. B15L, 65-26S 040-48W.
 - D. C8, 61-24S 046-43W.
 - E. UK277, 63-57S 052-32W.
 - F. UK236, 55-30S 035-32W.
 - G. UK284, 62-35S 052-23W.
 - H. UK285, 62-55S 051-31W.
2. CANCEL THIS MSG 14 APR.

(070239Z APR 2009)

695/09. CANCELED.

696/09(22). SOUTH PACIFIC. ICE.

1. ICEBERG SIGHTED IN AREA BOUND BY
50-42.4S 115-51.5W, 50-48.0S 115-01.0W,
50-58.7S 115-42.6W, 51-08.4S 116-15.6W.
2. CANCEL THIS MSG 14 APR.

(070334Z APR 2009)

697/09(74). AUSTRALIA-NORTHEAST COAST.

VESSEL, ONE PERSON ON BOARD, UNREPORTED
SNAPPER ISLAND (16-17.5S 145-27.7E) TO
HOPE ISLANDS (15-44.9S 145-27.1E). VESSELS IN
VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO RCC AUSTRALIA,
PHONE: 612 6230 6811, FAX: 612 6230 6868,
E-MAIL: RCCAUS@AMSA.GOV.AU.

(070435Z APR 2009)

698/09(61). MOZAMBIQUE CHANNEL.

1. SURVEY OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE
BY M/V RIDLEY THOMAS ALONG TRACKLINE JOINING
11-40.1S 041-47.1E, 11-40.1S 043-15.5E,
12-36.8S 043-15.5E, 12-36.8S 045-06.9E,
13-00.0S 042-10.0E, 13-00.0S 045-06.9E.
1.5 MILE BERTH REQUESTED.
2. CANCEL HYDROPAC 689/09.

(071018Z APR 2009)

699/09(22,83). SOUTH PACIFIC. ICE.

1. ICEBERGS REPORTED VICINITY 50-55S 126-12W
AT 032000Z APR.
2. CANCEL THIS MSG 14 APR.

(071304Z APR 2009)

700/09. CANCELED.

SECTION III

NM 16/09

701/09(91,93,94). SOUTH CHINA SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 25 APR
BY M/V MARCUS G LANGSETH TOWING 6000
METER LONG CABLE IN AREA BOUND BY
22-53.38N 119-24.21E,
20-39.39N 120-48.39E,
18-38.75N 120-53.84E,
18-08.73N 115-25.23E,
19-43.03N 114-48.15E,
21-00.73N 115-40.90E,
21-34.05N 118-26.36E,
22-19.71N 118-20.58E.
2. CANCEL THIS MSG 26 APR.

(071542Z APR 2009)

702/09(GEN). PANAMA TO FRENCH POLYNESIA.

- 39 FOOT S/V VOODOO CHILD, ONE PERSON ON BOARD,
OVERDUE PANAMA TO FRENCH POLYNESIA. VESSELS IN
VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO MRCC PAPEETE,
INMARSAT: 582422799192, PHONE: 68 946 5316,
FAX: 68 942 3915, E-MAIL: MRCCPAPEETE@MAIL.PF
OR MAHINA RADIO.

(072121Z APR 2009)

703/09 and 704/09. CANCELED.

705/09(73,74). ARAFURA SEA.

1. DERELICT 13 METER VESSEL ADRIFT IN
09-09.57S 132-30.24E AT 080400Z APR.
2. CANCEL THIS MSG 15 APR.

(080554Z APR 2009)

706/09(61). SOMALIA. PIRACY.

1. M/V MAERSK ALABAMA, 21 CREW MEMBERS ON BOARD,
BOARDED BY PIRATES IN 02-25N 051-14E AT
080430Z APR. CAUTION ADVISED.
2. CANCEL THIS MSG 22 APR.

(080729Z APR 2009)

707/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
13 THRU 17 APR IN AREA BETWEEN
34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL THIS MSG 170900Z APR.

(080824Z APR 2009)

708/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
13 THRU 17 APR 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.
2. CANCEL THIS MSG 170900Z APR.

(080834Z APR 2009)

709/09(GEN). INDIAN OCEAN. GULF OF ADEN.
PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY UPDATES AND SUPERSEDES MARAD ADVISORY
2009-1 WHICH IS HEREBY CANCELLED.
2. SINCE AUG 08 THE NUMBER OF PIRATE ATTACKS ON MERCHANT
SHIPS THROUGHOUT THE GULF OF ADEN (GOA) AND OFF THE EAST
COAST OF AFRICA, PARTICULARLY SOMALIA, HAS INCREASED
SIGNIFICANTLY. THE MAJORITY OF THE PIRATE ATTACKS ARE
CLUSTERED ALONG THE SHIPPING LANES IN THE GOA BUT MORE
RECENTLY IN 2009, THERE HAS BEEN AN INCREASE IN THE NUMBER
OF ATTACKS WELL TO THE EAST OF THE HORN OF AFRICA INCLUDING
ATTACKS 500 MILES OR MORE OFF THE COAST. IT IS CLEAR THAT
ANY VESSEL TRAVELING BETWEEN THE SEYCHELLES AND THE EAST
COAST OF AFRICA IS SUBJECT TO AS MUCH OF A THREAT AS A
VESSEL TRAVELING THROUGH THE GOA AND SHOULD TAKE AS MUCH
CARE IN PLANNING AND PREPARING FOR POTENTIAL ATTACKS.
VIGILANCE SHOULD BE HIGHEST AT FIRST LIGHT AND LAST LIGHT
AS THE MAJORITY OF ATTACKS OCCUR DURING THESE PERIODS.
ATTACKS HOWEVER, HAVE TAKEN PLACE AT ALL TIMES OF THE DAY
AND MORE RECENTLY DURING NIGHT HOURS, PARTICULARLY WITH
MOONLIGHT; THEREFORE VIGILANCE MUST BE MAINTAINED AT ALL
TIMES. ANALYSIS OF SUCCESSFUL ATTACKS CONTINUES TO
INDICATE THAT THE FOLLOWING COMMON VULNERABILITIES ARE
EXPLOITED BY THE PIRATES: LOW SPEED, LOW FREEBOARD,
INADEQUATE PLANNING AND PROCEDURES, VISIBLY LOW STATE OF
ALERT AND/OR EVIDENT SELF PROTECTIVE MEASURES AND WHERE A
SLOW RESPONSE BY THE SHIP IS EVIDENT.

3. ON 22 AUG 08, COMBINED MARITIME FORCES (CMF) DIRECTED THE ESTABLISHMENT OF THE MARITIME SECURITY PATROL AREA (MSPA) IN THE GOA. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATION'S (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER AND IS A GEOGRAPHIC REGION IN THE GOA 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.
4. ON 01 FEB 09, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) ATALANTA AND THE UNITED KINGDOM MARITIME TRADE ORGANIZATION (UKMTO) ACTIVATED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO REDUCE THE RISK OF COLLISION BETWEEN VESSELS UTILIZING THE PREVIOUS CORRIDOR, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
5. THE IRTC INCLUDES SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE IS FIVE MILES WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE BEGINS AT 045 EAST BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE BEGINS AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 AND TERMINATES AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THE IRTC 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 GOA ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES REGARDING USE OF THE IRTC.
6. THE MSPA SHOULD NOT BE CONFUSED WITH THE GOA IRTC. THE IRTC IS THE RECOMMENDED PATH THROUGH THE GOA TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE IRTC.
7. CMF, IN COOPERATION WITH FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA, RUSSIA, JAPAN, KOREA AND INDONESIA CONTINUE TO PATROL IN THE MSPA AND HAVE HAD SOME SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THROUGH DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THROUGH 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 GOA AS WELL AS IN THE OPEN OCEAN OFF THE EAST COAST OF AFRICA, PARTICULARLY IN THE INCREASED DISTANCES THAT THEY ARE ABLE TO OPERATE EFFECTIVELY OFF THE EAST COAST OF SOMALIA POTENTIALLY UTILIZING MOTHER SHIPS. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THROUGH THEIR PRESENCE, BUT THIS IS LIMITED DUE TO THE VAST AREA OF THE GOA AND EVEN LESS EFFECTIVE IN THE OPEN WATERS EAST OF SOMALIA. GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED DUE TO THE OFTEN LONG RESPONSE TIMES DUE TO THE CONSIDERABLE DISTANCES INVOLVED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GOA AND OFF THE EAST COAST OF AFRICA.
8. IN LIGHT OF THE RECENT INCREASED THREAT TO VESSELS TRANSITING OFF THE EAST COAST OF AFRICA, ADVICE TO MASTERS IS THAT UNLESS THEY SPECIFICALLY HAVE BUSINESS TO CONDUCT ON THE EAST COAST OF AFRICA THEY ARE STRONGLY ADVISED TO REMAIN EAST OF 60E AND AT LEAST 600 MILES OFF THE COAST OF SOMALIA BUT EVEN AT THAT RANGE THEY SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
9. DUE TO 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.

10. 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 WHICH ARE FISHING BOATS IT 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 CPAS. 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 PRECAUTIONS 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 DEFENSIVE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE DURING ANY PIRACY ATTACK. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIPS OWNERS, MASTER AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND CONTRACTUALLY AGREED UPON.
 - 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 DEFENSIVE 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. AN ATTACK HAS EVEN BEEN SUCCESSFULLY THWARTED WHERE PIRATES WERE ABLE TO BOARD A SHIP BUT WERE UNABLE TO GAIN ACCESS TO THE SUPERSTRUCTURE DUE TO THE CAREFUL PREPARATIONS OF THE CREW IN SECURING ALL ACCESS POINTS.
 - 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=1147](http://WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=1147).
 ALSO IN AN EFFORT TO COUNTER PIRACY IN THE GOA AND OFF THE EAST COAST OF SOMALIA, INDUSTRY BODIES INCLUDING THE INTERNATIONAL MARITIME BUREAU HAVE PUBLISHED "BEST MANAGEMENT PRACTICES TO DETER PIRACY IN THE GOA AND OFF THE COAST OF SOMALIA" (FEB 09). THIS DOCUMENT CAN BE ACCESSED FROM THE INTERNATIONAL CHAMBER OF COMMERCE WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.ICC-CCS.ORG/IMAGES/STORIES/PDFS/BMP.PDF](http://WWW.ICC-CCS.ORG/IMAGES/STORIES/PDFS/BMP.PDF).
11. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3929 OR

E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL OR THE UK MARITIME
TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215 OR
E-MAIL: UKMTO@EIM.AE. OR MSC-HOA, PHONE: 440 192 395 8545
OR E-MAIL: POSTMASTER@MSCHOA.ORG.

12. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT
MR. DOHERTY, 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.

(081106Z APR 2009)

710/09(61). MOZAMBIQUE CHANNEL.

1. MAN OVERBOARD FROM M/V SAN ALESIO VICINITY
21-19.0S 038-53.7E AT 071700Z APR. VESSELS
IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO CAPE TOWN RADIO.
2. CANCEL HYDROPAC 700/09.

(081602Z APR 2009)

711/09(76). NEW ZEALAND. NORTH ISLAND-NORTHEAST COAST.

1. DERELICT TEN METER S/V CATABATIC, WHITE HULL,
CAPSIZED AND ADRIFT VICINITY
36-25.44S 175-22.28E AT 091506Z APR.
2. CANCEL THIS MSG 16 APR.

(090506Z APR 2009)

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 9 April 2009: 00-7, 05-1, 06-1, 07-1, 08-1, 08-6, 09-2, 09-3 and 09-4.

MARAD ADVISORY NO. 09-4 (081031Z APR 2009)

1. THIS MARAD ADVISORY UPDATES AND SUPERSEDES MARAD ADVISORY 2009-1 WHICH IS HEREBY CANCELLED.
2. SINCE AUG 08 THE NUMBER OF PIRATE ATTACKS ON MERCHANT SHIPS THROUGHOUT THE GULF OF ADEN (GOA) AND OFF THE EAST COAST OF AFRICA, PARTICULARLY SOMALIA, HAS INCREASED SIGNIFICANTLY. THE MAJORITY OF THE PIRATE ATTACKS ARE CLUSTERED ALONG THE SHIPPING LANES IN THE GOA BUT MORE RECENTLY IN 2009, THERE HAS BEEN AN INCREASE IN THE NUMBER OF ATTACKS WELL TO THE EAST OF THE HORN OF AFRICA INCLUDING ATTACKS 500 MILES OR MORE OFF THE COAST. IT IS CLEAR THAT ANY VESSEL TRAVELING BETWEEN THE SEYCHELLES AND THE EAST COAST OF AFRICA IS SUBJECT TO AS MUCH OF A THREAT AS A VESSEL TRAVELING THROUGH THE GOA AND SHOULD TAKE AS MUCH CARE IN PLANNING AND PREPARING FOR POTENTIAL ATTACKS. VIGILANCE SHOULD BE HIGHEST AT FIRST LIGHT AND LAST LIGHT AS THE MAJORITY OF ATTACKS OCCUR DURING THESE PERIODS. ATTACKS HOWEVER, HAVE TAKEN PLACE AT ALL TIMES OF THE DAY AND MORE RECENTLY DURING NIGHT HOURS, PARTICULARLY WITH MOONLIGHT; THEREFORE VIGILANCE MUST BE MAINTAINED AT ALL TIMES. ANALYSIS OF SUCCESSFUL ATTACKS CONTINUES TO INDICATE THAT THE FOLLOWING COMMON VULNERABILITIES ARE EXPLOITED BY THE PIRATES: LOW SPEED, LOW FREEBOARD, INADEQUATE PLANNING AND PROCEDURES, VISIBLY LOW STATE OF ALERT AND/OR EVIDENT SELF PROTECTIVE MEASURES AND WHERE A SLOW RESPONSE BY THE SHIP IS EVIDENT.
3. ON 22 AUG 08, COMBINED MARITIME FORCES (CMF) DIRECTED THE ESTABLISHMENT OF THE MARITIME SECURITY PATROL AREA (MSPA) IN THE GOA. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATION'S (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER AND IS A GEOGRAPHIC REGION IN THE GOA 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.
4. ON 01 FEB 09, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) ATALANTA AND THE UNITED KINGDOM MARITIME TRADE ORGANIZATION (UKMTO) ACTIVATED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC)

- THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO REDUCE THE RISK OF COLLISION BETWEEN VESSELS UTILIZING THE PREVIOUS CORRIDOR, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
5. THE IRTC INCLUDES SEPARATE EAST BOUND AND WEST BOUND TRANSIT LANES. EACH LANE IS FIVE MILES WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST BOUND LANE BEGINS AT 045 EAST BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053 DEGREES EAST BETWEEN 14-18N AND 14-23N. THE WEST BOUND LANE BEGINS AT 053 DEGREES EAST BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 AND TERMINATES AT 045 DEGREES EAST BETWEEN 11-55N AND 12-00N. THE IRTC 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 GOA ARE STRONGLY RECOMMENDED TO ADHERE TO THESE GUIDELINES REGARDING USE OF THE IRTC.
 6. THE MSPA SHOULD NOT BE CONFUSED WITH THE GOA IRTC. THE IRTC IS THE RECOMMENDED PATH THROUGH THE GOA TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE IRTC.
 7. CMF, IN COOPERATION WITH FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA, RUSSIA, JAPAN, KOREA AND INDONESIA CONTINUE TO PATROL IN THE MSPA AND HAVE HAD SOME SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THROUGH DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THROUGH 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 GOA AS WELL AS IN THE OPEN OCEAN OFF THE EAST COAST OF AFRICA, PARTICULARLY IN THE INCREASED DISTANCES THAT THEY ARE ABLE TO OPERATE EFFECTIVELY OFF THE EAST COAST OF SOMALIA POTENTIALLY UTILIZING MOTHER SHIPS. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THROUGH THEIR PRESENCE, BUT THIS IS LIMITED DUE TO THE VAST AREA OF THE GOA AND EVEN LESS EFFECTIVE IN THE OPEN WATERS EAST OF SOMALIA. GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED DUE TO THE OFTEN LONG RESPONSE TIMES DUE TO THE CONSIDERABLE DISTANCES INVOLVED. MASTERS ARE THEREFORE RECOMMENDED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GOA AND OFF THE EAST COAST OF AFRICA.
 8. IN LIGHT OF THE RECENT INCREASED THREAT TO VESSELS TRANSITING OFF THE EAST COAST OF AFRICA, ADVICE TO MASTERS IS THAT UNLESS THEY SPECIFICALLY HAVE BUSINESS TO CONDUCT ON THE EAST COAST OF AFRICA THEY ARE STRONGLY ADVISED TO REMAIN EAST OF 60E AND AT LEAST 600 MILES OFF THE COAST OF SOMALIA BUT EVEN AT THAT RANGE THEY SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
 9. DUE TO 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.
 10. 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 WHICH ARE FISHING BOATS IT 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 CPAS. 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 PRECAUTIONS 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 DEFENSIVE MEASURE. IF EMPLOYING SECURITY TEAMS, CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE RISK TO HUMAN LIFE DURING ANY PIRACY ATTACK. IT IS ESSENTIAL THAT THE TRAINING, EXPERIENCE, AND QUALIFICATION OF ANY PRIVATE SECURITY FORCE BE VERIFIED. LEGAL RELATIONSHIPS BETWEEN THE FLAG STATE, SHIPS OWNERS, MASTER AND THE SECURITY TEAM SHOULD BE UNDERSTOOD AND CONTRACTUALLY AGREED UPON.
- 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 DEFENSIVE 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. AN ATTACK HAS EVEN BEEN SUCCESSFULLY THWARTED WHERE PIRATES WERE ABLE TO BOARD A SHIP BUT WERE UNABLE TO GAIN ACCESS TO THE SUPERSTRUCTURE DUE TO THE CAREFUL PREPARATIONS OF THE CREW IN SECURING ALL ACCESS POINTS.
- 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=1147](http://www.imo.org/safety/mainframe.asp?topic_id=1147).
 ALSO IN AN EFFORT TO COUNTER PIRACY IN THE GOA AND OFF THE EAST COAST OF SOMALIA, INDUSTRY BODIES INCLUDING THE INTERNATIONAL MARITIME BUREAU HAVE PUBLISHED "BEST MANAGEMENT PRACTICES TO DETER PIRACY IN THE GOA AND OFF THE COAST OF SOMALIA" (FEB 09). THIS DOCUMENT CAN BE ACCESSED FROM THE INTERNATIONAL CHAMBER OF COMMERCE WEBSITE AT THE FOLLOWING INTERNET ADDRESS:
[HTTP://WWW.ICC-CCS.ORG/IMAGES/STORIES/PDFS/BMP.PDF](http://www.icc-ccs.org/images/stories/pdfs/bmp.pdf).
11. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3929 OR
 E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 97 150 552 3215 OR
 E-MAIL: UKMTO@EIM.AE OR MSC-HOA, PHONE: 440 192 395 8545
 OR E-MAIL: POSTMASTER@MSCHOA.ORG.
12. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT MR. DOHERTY, 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 9 April 2009: 1, 29, 77, 81, 82, 89, 92, 107, 108, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123 and 124.