

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 101500Z September 2009:

2009 series	289(27)	355(GEN)	365(28)	368(28)	371(11)
34(24)	299(GEN)	363(25)	366(GEN)	369(28)	
70(24)	354(24)	364(11)	367(GEN)	370(38)	

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 quarters are issued in NM 13/09 and 26/09.

NAVAREA IV WARNINGS issued from 031130Z to 101500Z September 2009.

352/09 and 353/09. CANCELED.

354/09(24). NORTH ATLANTIC. FRENCH GUIANA.

1. SEISMIC SURVEY 07 SEP THRU 05 JAN BY
M/V GEO CARIBBEAN, M/V MISS SUDNEY I,
M/V GULF SCOUT I AND M/V THOR OMEGA
IN AREA BOUND BY
06-00.18N 051-28.15W, 06-14.44N 051-16.31W,
05-39.24N 050-37.20W, 05-30.59N 050-47.32W,
05-41.40N 050-59.11W, 05-37.17N 051-02.54W.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 06 JAN 10.

(050507Z SEP 2009)

355/09(GEN).

1. NAVAREA IV MESSAGES IN FORCE 050800Z SEP 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2009 SERIES: 289(27), 299(GEN), 353(GEN), 354(24).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 18 DEC 08 IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09 AND 26/09.
3. CANCEL NAVAREA IV 213/09, 340/09.

(050911Z SEP 2009)

356/09 thru 362/09. CANCELED.

363/09(25). PUERTO RICO-NORTHWEST COAST.

- NOS CHART 25640 (42ND ED).
1. ISABELA DGPS STATION 18-28.0N 067-04.3W UNUSABLE.
 2. CANCEL NAVAREA IV 358/09(GEN) AND 359/09(GEN).

(080729Z SEP 2009)

364/09(11). GULF OF MEXICO. LOUISIANA.

1. CABLE REPAIR OPERATIONS IN PROGRESS UNTIL 20 SEP BY CABLESHIP TYCO DEPENDABLE ALONG TRACKLINE BETWEEN 28-18-30N 088-12-12W AND 28-22-00N 088-33-06W.
2. CANCEL THIS MSG 21 SEP.

(081255Z SEP 2009)

365/09(28). MEXICO-EAST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 11 THRU 21 SEP IN AREA BOUND BY 23-00.0N 097-42.5W, 23-00.0N 097-32.5W, 23-30.0N 097-32.5W, 23-30.5N 097-42.5W.
2. CANCEL THIS MSG 22 SEP.

(090635Z SEP 2009)

366/09(GEN). INDIAN OCEAN. GULF OF ADEN. RED SEA.

PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY PROVIDES GUIDANCE FOR TRANSITING THE GULF OF ADEN, RED SEA AND THE INDIAN OCEAN.
2. ANTICIPATE AN INCREASE IN PIRACY ATTACKS NOW THROUGH LATE DECEMBER DUE TO CALMER WEATHER FAVORABLE FOR SMALL BOAT ACTIVITY.
3. ALL U.S. FLAG SHIPS OPERATING IN HIGH RISK WATERS SHALL COMPLY WITH U.S. COAST GUARD MARITIME SECURITY (MARSEC) DIRECTIVE 104-6 (REV 2). GUIDANCE, ADVISORIES AND LINKS TO ASSIST U.S. FLAG VESSELS IN COMPLYING WITH THE MARSEC DIRECTIVE AND IN COMBATING PIRACY MAY BE ACCESSED ON HOMEPORT AT [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY". QUESTIONS MAY BE DIRECTED TO LCDR JAMES FOGLE, U.S.

COAST GUARD, PHONE: 202 372 1038 OR
E-MAIL: JAMES.T.FOGLE@USCG.MIL. NONE OF THE GUIDANCE IN
THIS NOTICE IS MEANT TO SUPERSEDE MARSEC 104-6 (REV 2)
OR SUPPORTING PORT SECURITY ADVISORIES.

4. NON-U.S. FLAG VESSELS, TO WHICH THE US COAST GUARD MARSEC DIRECTIVE DOES NOT APPLY, SHOULD BE AWARE AND CONSIDER MEASURES DIRECTED TO U.S. FLAG VESSELS. THIS GUIDANCE IS AVAILABLE IN U.S. COAST GUARD PORT SECURITY ADVISORY (PSA) 2-09 ON [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY".
5. ALL U.S. FLAG SHIPS REQUIRED BY REGULATION TO FILE AMVER POSITION REPORTS AND OPERATING IN THE GULF OF ADEN AND THE INDIAN OCEAN SHALL FILE AMVER REPORTS EVERY 24 HOURS IN LIEU OF EVERY 48 HOURS. THE CHANGE IS DIRECTED BY THE MARITIME ADMINISTRATOR IN ACCORDANCE WITH 46 CFR PART 307.11. THIS IS NOT TO BE CONSTRUED AS A WAR ZONE DECLARATION.
6. ALL U.S. FLAG OPERATORS WITH SHIPS IN THE AFFECTED AREAS ARE REQUESTED TO FORWARD THIS ADVISORY TO THEIR SHIPS BY THE MOST EXPEDITIOUS MEANS.
7. SINCE AUGUST 2008 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 (HOA) 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 TIME 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.
8. ON 22 AUGUST 2008, COMBINED MARITIME FORCES (CMF) ESTABLISHED 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.
9. ON 01 FEBRUARY 2009, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) "ATALANTA" AND THE UNITED KINGDOM MARITIME TRADE OFFICE (UKMTO) ESTABLISHED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO DECONFLICT COMMERCIAL TRANSIT TRAFFIC WITH YEMINI FISHERMEN, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
10. THE IRTC INCLUDES SEPARATE EAST-BOUND AND WEST-BOUND TRANSIT LANES. EACH LANE IS FIVE MILE WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST-BOUND LANE BEGINS AT 045-00E BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053-00E BETWEEN 14-18N AND 14-23N. THE WESTBOUND LANE BEGINS AT 053-00E BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATES AT 045-00E 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. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PORT SECURITY ADVISORY (PSA) 2-09, UNLESS OTHERWISE DIRECTED OR ADVISED BY ON SCENE MILITARY FORCES, ALL U.S. FLAG SHIPS NAVIGATING THROUGH THE GOA SHALL PLAN VOYAGES USING THE IRTC AND FOLLOW THE GOA GROUP TRANSIT (GT) IF SPEED RANGES FROM 10 TO 18 KNOTS. VESSELS THAT MAKE LESS THAN 10 KNOTS SHALL CONTACT UKMTO FOR ROUTING GUIDANCE. INFORMATION ON IRTC AND GOA GT CAN BE FOUND ON THE MSC-HOA WEB SITE.

11. 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.
12. 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 IS 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 ADVISED 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.
13. WHENEVER POSSIBLE, VESSELS SHOULD AVOID ROUTES THAT TRANSIT THROUGH AREAS WHERE ATTACKS ARE KNOWN TO HAVE TAKEN PLACE. 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 AVOID THOSE HIGH RISK WATERS DESIGNATED IN U.S. COAST GUARD MARSEC DIRECTIVE 104-6(REV 2). EVEN NEAR HIGH RISK WATERS, VESSELS SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
14. DUE TO THE PIRATES' INCREASED RESOLVE AND ADAPTABILITY, CONTINUOUS RISK ASSESSMENTS ARE ENCOURAGED. ALL VESSELS SHOULD CONDUCT A PRE-VOYAGE RISK ASSESSMENT WHEN PLANNING TRANSITS THROUGH HIGH RISK WATERS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. OWNERS AND MASTERS SHOULD ENSURE THE VESSELS ARE PREPARED FOR POSSIBLE ATTACK AND ALL CREW AND PASSENGERS SHOULD FULLY UNDERSTAND PROCEDURES REQUIRED TO PROTECT THE VESSEL AND THEMSELVES IN THE EVENT OF AN ATTACK.
15. IN ADDITION TO COMMUNICATIONS REQUIRED IN THE COAST GUARD MARSEC DIRECTIVE, MASTERS SHOULD REMAIN IN CONTACT WITH THE UNITED KINGDOM MARITIME TRADE OPERATIONS (UKMTO) AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. THE EU HAS ESTABLISHED A WEB BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS AND TO REGISTER VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. IN ACCORDANCE WITH THE MARSEC DIRECTIVE, OWNERS AND OPERATORS OF U.S. FLAG VESSELS THAT OPERATE IN THE HOA/GOA SHALL REGISTER WITH THE MARITIME SECURITY CENTRE - HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG. ADDITIONALLY, THEY SHALL ESTABLISH CONTACT BY E-MAIL OR PHONE WITH UKMTO AT UKMTO@EIM.AE.
16. 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. IT MAY BE

- DIFFICULT TO DISTINGUISH FISHING BOATS FROM PIRATE VESSELS, BUT TRANSITING NEAR SMALL BOATS, MOST OF WHICH ARE FISHING BOATS, MAY BE UNAVOIDABLE AT TIMES DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION. 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 DEFENSIVE MEASURES OUTLINED IN THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09. 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 IT INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES.
- D. IN ACCORDANCE WITH THE US COAST GUARD MARSEC DIRECTIVE, U.S. FLAG VESSELS THAT OPERATE IN HIGH RISK WATERS SHOULD CONSIDER SUPPLEMENTING VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL. IF TRANSITING THE HOA/GOA, ALL VESSELS SHALL SUPPLEMENT VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL BASED ON A PIRACY SPECIFIC VESSEL THREAT ASSESSMENT CONDUCTED BY THE OPERATOR. SUPPLEMENTAL SECURITY PERSONNEL SHOULD MEET THE MINIMUM TRAINING REQUIREMENTS AND GUIDELINES SET FORTH IN PSA (5-09)(REV 1).
- E. IN ACCORDANCE WITH THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09. AS SOON AS THE MASTER THINKS A THREAT IS DEVELOPING, CONTACT UKMTO, PHONE: 9715 0552 3215. IF ATTACKED OR BOARDED, MASTERS SHOULD ACTIVATE THE SHIP SECURITY ALERT SYSTEM (SSAS). 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 WHEN 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: WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=1147
17. ALL VESSELS ARE ADVISED TO CHECK IN WITH UKMTO AT LEAST 96 HOURS PRIOR TO ENTERING THE IRTC THROUGH THE GOA. CHECK IN AGAIN UPON ENTERING THE CORRIDOR AND CHECK OUT UPON EXITING THE CORRIDOR. WHILE IN HIGH RISK WATERS OFF THE HORN OF AFRICA IT IS RECOMMENDED TO REPORT VESSEL POSITIONS TO UKMTO A MINIMUM OF EVERY 6 HOURS.
18. THE FOLLOWING IS THE UKMTO REPORT FORMAT:
- A. SHIP NAME:
 - B. IRCS (CALL SIGN):
 - C. IMO #:
 - D. CARGO:
 - E. LAST PORT:
 - F. NOON POSITION (GMT):
 - G. NEXT PORT:
 - H. ADDITIONAL PORTS:
 - I. SECURITY TEAM ABOARD (Y/N):
 - J. REPORTING VIA AMVER?:
 - K. PUBLICATION 117 ABOARD?:
 - L. PRESENT POSITION:
19. ESCORT SERVICE MAY BE REQUESTED FOR VESSELS BY CONTACTING MARLO BAHRAIN, PHONE: 973 973 3927 OR E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
20. IF ATTACKED OR BOARDED BY PIRATES, COMMUNICATIONS MUST BE LIMITED TO DISTRESS CALLING AND RESPONSE COORDINATION PER THE VESSEL SECURITY PLAN. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PSA 2-09, INFORMATION ABOUT THE VESSEL'S MOVEMENT, CAPABILITIES, OR THE INCIDENT ITSELF SHOULD BE CONSIDERED SENSITIVE SECURITY INFORMATION AND SHOULD NOT BE RELEASED TO FAMILY, FRIENDS OR THE MEDIA.
21. U.S. FLAG VESSELS ARE ENCOURAGED TO CONTACT THE

- MARITIME ADMINISTRATION, OFFICE OF SECURITY FOR ANTI-PIRACY TEAM ASSESSMENTS OF VESSELS.
22. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3925 OR 973 3940 1395 FOR AFTER HOURS EMERGENCIES (IF IN DOUBT OF THE TIME, CALL BOTH UNTIL YOU REACH A PERSON), OR E-MAIL: MARLO.BAHRAIN @ ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 9715 0552 3215 OR E-MAIL: UKMTO @ EIM.AE., OR MSC-HOA, PHONE: 44 019 2395 8545 OR E-MAIL: POSTMASTER @ MSCHOA.ORG.
23. THIS ADVISORY WILL BE PUBLISHED ON THE MARAD WEB SITE AT WWW.MARAD.DOT.GOV UNDER THE HORN OF AFRICA PIRACY PORTAL AND ON THE U.S. COAST GUARD HOMEPORT SITE. OTHER PERTINENT INFORMATION IS ALSO POSTED ON THESE THE WEB SITES.
24. 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, TELEX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.
25. FOR FURTHER INFORMATION ON THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, CONTACT LCDR JAMES FOGLE, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL.
26. CANCEL ADVISORIES 2009-02, 2009-04, 2009-05 AND 2009-06. (091307Z SEP 2009)
- 367/09(GEN). GPS SATELLITE SYSTEM.
1. PRN 31 UNUSABLE 110030Z TO 111500Z SEP.
2. CANCEL THIS MSG 111600Z SEP. (092019Z SEP 2009)
- 368/09(28). MEXICO-EAST COAST. HAZARDOUS OPERATIONS.
1. HAZARDOUS OPERATIONS 11 THRU 21 SEP IN AREA BOUND BY 18-50N 087-33W, 19-01N 087-30W, 19-01N 087-25W, 18-43N 087-29W.
2. CANCEL THIS MSG 22 SEP. (092033Z SEP 2009)
- 369/09(28). GULF OF MEXICO. HAZARDOUS OPERATIONS.
1. HAZARDOUS OPERATIONS 11 THRU 21 SEP IN AREA BOUND BY 22-20-00N 091-34-08W, 22-20-02N 091-16-00W, 22-10-08N 091-16-00W, 22-10-00N 091-34-00W.
2. CANCEL THIS MSG 22 SEP. (092038Z SEP 2009)
- 370/09(38). GREENLAND-SOUTH COAST.
1. SEISMIC SURVEY IN PROGRESS UNTIL 30 SEP BY M/V NORDIC EXPLORER TOWING 7000 METER LONG CABLE IN AREA BOUND BY 60-50N 047-00W, 60-20N 042-40W, 58-45N 043-40W, 58-55N 046-45W, 59-20N 048-50W. TEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 01 OCT. (100508Z SEP 2009)
- 371/09(11). GULF OF MEXICO.
1. SEISMIC SURVEY IN PROGRESS UNTIL 31 DEC BY M/V WESTERN MONARCH TOWING TEN FIVE MILE LONG CABLES IN AREA BETWEEN 25-30N 27-30N AND 092-00W 095-00W. SEVEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 01 JAN 10. (100651Z SEP 2009)

SECTION III

NM 38/09

HYDROLANTS

Messages in force 101500Z September 2009:

2007 series	153(54)	1321(51)	1588(24)	1664(36)	1705(24)
1924(24)	154(54)	1325(35)	1594(GEN)	1665(52)	1706(24)
2008 series	374(57)	1418(35)	1600(56)	1669(57)	1707(GEN)
889(35)	413(24)	1432(24)	1616(38)	1671(53,54)	1708(GEN)
1354(24)	498(37)	1439(36)	1619(24)	1672(14,25,51)	1709(51)
1463(24)	716(37)	1477(24)	1621(55)	1673(25)	1710(57)
1670(56)	743(37)	1481(37)	1626(54)	1678(24)	1711(57)
1746(36)	793(24)	1488(23)	1642(11,25,26)	1683(57)	1712(57)
1852(37)	796(51)	1505(35)	1649(51)	1684(GEN)	1713(37)
1917(24)	807(24)	1522(24)	1650(35)	1688(24)	1714(27)
2087(52)	1191(24)	1526(GEN)	1651(23)	1690(24)	1715(GEN)
2201(35)	1194(24)	1527(56)	1652(54)	1697(24)	1716(25,26)
2009 series	1224(24)	1531(37)	1653(25)	1701(37)	1717(24)
83(24)	1278(57)	1539(43)	1658(52)	1702(44)	1718(24)
151(54)	1280(43)	1540(43)	1659(53)	1703(37)	1719(24)
152(54)	1301(52,53)	1575(15,38)	1660(54)	1704(24)	1720(36)

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 quarters are issued in NM 13/09 and 26/09.

HYDROLANT WARNINGS issued from 031130Z to 101500Z September 2009.

1675/09 thru 1677/09. CANCELED.

1678/09(24). BRAZIL-NORTH COAST. GUNNERY.
 1. GUNNERY EXERCISES 1300Z TO 1800Z DAILY
 09 AND 11 SEP IN AREA BETWEEN
 03-28S 03-30S AND 038-35W 038-40W.
 2. CANCEL THIS MSG 111900Z SEP.

(040119Z SEP 2009)

1679/09 thru 1682/09. CANCELED.

1683/09(57). SOUTH ATLANTIC.
 M/V ANTARTICA REPORTS CREWMAN WITH HEART ATTACK
 IN 02-02S 008-16W. VESSELS IN VICINITY ABLE TO
 PROVIDE MEDICAL ASSISTANCE REQUESTED TO ASSIST
 IF POSSIBLE. REPORTS TO MRCC GRIS NEZ,
 TELEX: 42130680 PHONE: 3 332 187 2187
 E-MAIL: GRIS-NEZ@MRCCFR.EU

(041953Z SEP 2009)

1684/09(GEN).

1. HYDROLANT MESSAGES IN FORCE 050800Z SEP 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
 2009 SERIES: 1418(35), 1432(24), 1439(36), 1465(56), 1477(24), 1481(37), 1488(23), 1497(35), 1505(35), 1522(24), 1526(GEN), 1527(56), 1531(37), 1539(43), 1540(43), 1575(15,38), 1588(24), 1594(GEN), 1600(56), 1616(38), 1619(24), 1621(55), 1626(54), 1641(51), 1642(11,25,26), 1645(24), 1649(51), 1650(35), 1651(23), 1652(54), 1653(25), 1658(52), 1659(53), 1660(54), 1664(36), 1665(52), 1668(24), 1669(57), 1671(53,54), 1672(14,25,51), 1673(25), 1678(24), 1679(24), 1680(44), 1683(57).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 18 DEC 08 IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09 AND 26/09.
3. CANCEL HYDROLANT 1358/09, 1644/09, 1648/09, 1667/09.

(050913Z SEP 2009)

1685/09 thru 1687/09. CANCELED.

1688/09(24). BRAZIL-SOUTH COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 12 SEP
 BY M/V RAMFORM VALIANT TOWING TEN
 8100 METER LONG CABLES IN AREA BOUND BY
 25-34.10S 046-33.25W, 25-34.14S 045-57.24W,
 26-06.47S 045-25.11W, 27-19.52S 046-33.18W,
 27-19.40S 046-57.51W, 25-59.18S 046-57.43W.
 SIX MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 13 SEP.

(051139Z SEP 2009)

1689/09. CANCELED.

1690/09(24). BRAZIL-NORTHEAST COAST. GUNNERY.
 1. GUNNERY EXERCISES 101400Z TO 101700Z SEP
 WITHIN TEN MILES OF 05-27S 034-47W.
 2. CANCEL THIS MSG 101800Z SEP.

(051425Z SEP 2009)

1691/09 thru 1696/09. CANCELED.

1697/09(24). BRAZIL-EAST COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 18 SEP BY
 M/V TOISA VIGILANT IN AREA BOUND BY
 11-50.65S 036-18.69W, 11-50.65S 037-18.47W,
 11-18.47S 036-59.62W, 11-00.30S 036-38.24W,
 10-41.45S 036-11.56W, 10-28.57S 036-00.99W,
 10-28.57S 035-23.97W.
 THREE MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 19 SEP.

(070103Z SEP 2009)

1698/09 thru 1700/09. CANCELED.

1701/09(37). SOUTHERN NORTH SEA. ORDNANCE.
 NGA CHART 37055 (0 ED).
 UNEXPLODED ORDNANCE MARKED BY BUOY IN 52-20.98N 002-52.43E.

(080933Z SEP 2009)

1702/09(44). BALTIC SEA. LITHUANIA.
 1. SURVEY OPERATIONS BY M/V SUDUVIS:
 A. IN PROGRESS UNTIL 11 SEP IN AREA BOUND BY
 56-00.00N 020-40.00E, 56-00.00N 020-44.00E,
 55-58.00N 020-44.00E, 55-58.00N 020-48.00E,
 55-56.00N 020-48.00E, 55-56.00N 020-40.00E.
 B. 12 AND 13 SEP IN AREA BETWEEN
 55-43.69N 55-43.81N AND 021-04.60E 020-59.60E.
 WIDE BERTH REQUESTED.
 2. CANCEL HYDROLANT 1694/09(GEN) AND 1695/09(GEN).
 3. CANCEL THIS MSG 14 SEP.

(080950Z SEP 2009)

1703/09(37). SOUTHERN NORTH SEA.
 NGA CHART 37058 (2ND ED).
 ALL NAVIGATIONAL AIDS AT PLATFORM 44/23 A-CM
 54-12.2N 002-27.0E INOPERATIVE.

(081036Z SEP 2009)

1704/09(24). BRAZIL-NORTHEAST COAST.
 1. SEISMIC SURVEY BY M/V DISCOVERER
 TOWING 5.4 MILE LONG CABLE:
 A. 09 AND 10 SEP IN AREA BOUND BY
 00-23N 040-00W, 00-23N 039-53W,
 02-34S 041-46W, 02-34S 041-59W.
 B. 11 THRU 13 SEP IN AREA BOUND BY
 02-23S 042-26W, 02-17S 042-41W,
 00-32N 041-07W, 00-28N 040-54W.
 SEVEN MILE BERTH REQUESTED.
 2. CANCEL HYDROLANT 1700/09.
 3. CANCEL THIS MSG 14 SEP.

(090055Z SEP 2009)

1705/09(24). BRAZIL-NORTH COAST.
 NGA CHART 24240 (5TH ED).
 PONTA CAJUAIS LIGHT 04-42.6S 037-21.7W UNLIT.

(090138Z SEP 2009)

1706/09(24). BRAZIL-SOUTH COAST.
 VESSEL SAILMAKER OCEANICA REQUESTING ASSISTANCE
 IN 23-55.13S 043-01.05W AT 082045Z SEP.
 VESSELS IN VICINITY REQUESTED TO KEEP
 A SHARP LOOKOUT, ASSIST IF POSSIBLE.
 REPORTS TO ANY COASTAL RADIO STATION.

(090153Z SEP 2009)

1707/09(GEN). INDIAN OCEAN. GULF OF ADEN. RED SEA.
 PIRACY COUNTERMEASURES.
 1. THIS MARAD ADVISORY PROVIDES GUIDANCE FOR TRANSITING
 THE GULF OF ADEN, RED SEA AND THE INDIAN OCEAN.
 2. ANTICIPATE AN INCREASE IN PIRACY ATTACKS NOW THROUGH LATE

- DECEMBER DUE TO CALMER WEATHER FAVORABLE FOR SMALL BOAT ACTIVITY.
3. ALL U.S. FLAG SHIPS OPERATING IN HIGH RISK WATERS SHALL COMPLY WITH U.S. COAST GUARD MARITIME SECURITY (MARSEC) DIRECTIVE 104-6 (REV 2). GUIDANCE, ADVISORIES AND LINKS TO ASSIST U.S. FLAG VESSELS IN COMPLYING WITH THE MARSEC DIRECTIVE AND IN COMBATING PIRACY MAY BE ACCESSED ON HOMEPORT AT [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY". QUESTIONS MAY BE DIRECTED TO LCDR JAMES FOGLE, U.S. COAST GUARD, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL. NONE OF THE GUIDANCE IN THIS NOTICE IS MEANT TO SUPERSEDE MARSEC 104-6 (REV 2) OR SUPPORTING PORT SECURITY ADVISORIES.
 4. NON-U.S. FLAG VESSELS, TO WHICH THE US COAST GUARD MARSEC DIRECTIVE DOES NOT APPLY, SHOULD BE AWARE AND CONSIDER MEASURES DIRECTED TO U.S. FLAG VESSELS. THIS GUIDANCE IS AVAILABLE IN U.S. COAST GUARD PORT SECURITY ADVISORY (PSA) 2-09 ON [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY".
 5. ALL U.S. FLAG SHIPS REQUIRED BY REGULATION TO FILE AMVER POSITION REPORTS AND OPERATING IN THE GULF OF ADEN AND THE INDIAN OCEAN SHALL FILE AMVER REPORTS EVERY 24 HOURS IN LIEU OF EVERY 48 HOURS. THE CHANGE IS DIRECTED BY THE MARITIME ADMINISTRATOR IN ACCORDANCE WITH 46 CFR PART 307.11. THIS IS NOT TO BE CONSTRUED AS A WAR ZONE DECLARATION.
 6. ALL U.S. FLAG OPERATORS WITH SHIPS IN THE AFFECTED AREAS ARE REQUESTED TO FORWARD THIS ADVISORY TO THEIR SHIPS BY THE MOST EXPEDITIOUS MEANS.
 7. SINCE AUGUST 2008 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 (HOA) 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 TIME 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.
 8. ON 22 AUGUST 2008, COMBINED MARITIME FORCES (CMF) ESTABLISHED 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.
 9. ON 01 FEBRUARY 2009, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) "ATALANTA" AND THE UNITED KINGDOM MARITIME TRADE OFFICE (UKMTO) ESTABLISHED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO DECONFLICT COMMERCIAL TRANSIT TRAFFIC WITH YEMINI FISHERMEN, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
 10. THE IRTC INCLUDES SEPARATE EAST-BOUND AND WEST-BOUND TRANSIT LANES. EACH LANE IS FIVE MILE WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST-BOUND LANE BEGINS AT 045-00E BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053-00E BETWEEN 14-18N AND 14-23N. THE WESTBOUND LANE BEGINS AT 053-00E BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATES AT 045-00E 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. IN ACCORDANCE WITH THE MARSEC

DIRECTIVE AND PORT SECURITY ADVISORY (PSA) 2-09, UNLESS OTHERWISE DIRECTED OR ADVISED BY ON SCENE MILITARY FORCES, ALL U.S. FLAG SHIPS NAVIGATING THROUGH THE GOA SHALL PLAN VOYAGES USING THE IRTC AND FOLLOW THE GOA GROUP TRANSIT (GT) IF SPEED RANGES FROM 10 TO 18 KNOTS. VESSELS THAT MAKE LESS THAN 10 KNOTS SHALL CONTACT UKMTO FOR ROUTING GUIDANCE. INFORMATION ON IRTC AND GOA GT CAN BE FOUND ON THE MSC-HOA WEB SITE.

11. 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.
12. 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 IS 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 ADVISED 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.
13. WHENEVER POSSIBLE, VESSELS SHOULD AVOID ROUTES THAT TRANSIT THROUGH AREAS WHERE ATTACKS ARE KNOWN TO HAVE TAKEN PLACE. 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 AVOID THOSE HIGH RISK WATERS DESIGNATED IN U.S. COAST GUARD MARSEC DIRECTIVE 104-6(REV 2). EVEN NEAR HIGH RISK WATERS, VESSELS SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
14. DUE TO THE PIRATES' INCREASED RESOLVE AND ADAPTABILITY, CONTINUOUS RISK ASSESSMENTS ARE ENCOURAGED. ALL VESSELS SHOULD CONDUCT A PRE-VOYAGE RISK ASSESSMENT WHEN PLANNING TRANSITS THROUGH HIGH RISK WATERS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. OWNERS AND MASTERS SHOULD ENSURE THE VESSELS ARE PREPARED FOR POSSIBLE ATTACK AND ALL CREW AND PASSENGERS SHOULD FULLY UNDERSTAND PROCEDURES REQUIRED TO PROTECT THE VESSEL AND THEMSELVES IN THE EVENT OF AN ATTACK.
15. IN ADDITION TO COMMUNICATIONS REQUIRED IN THE COAST GUARD MARSEC DIRECTIVE, MASTERS SHOULD REMAIN IN CONTACT WITH THE UNITED KINGDOM MARITIME TRADE OPERATIONS (UKMTO) AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. THE EU HAS ESTABLISHED A WEB BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS AND TO REGISTER VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. IN ACCORDANCE WITH THE MARSEC DIRECTIVE, OWNERS AND OPERATORS OF U.S. FLAG VESSELS THAT OPERATE IN THE HOA/GOA SHALL REGISTER WITH THE MARITIME SECURITY CENTRE - HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG. ADDITIONALLY, THEY SHALL ESTABLISH CONTACT BY E-MAIL OR PHONE WITH UKMTO AT UKMTO@EIM.AE.
16. 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. IT MAY BE DIFFICULT TO DISTINGUISH FISHING BOATS FROM PIRATE VESSELS, BUT TRANSITING NEAR SMALL BOATS, MOST OF WHICH ARE FISHING BOATS, MAY BE UNAVOIDABLE AT TIMES DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION. 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 DEFENSIVE MEASURES OUTLINED IN THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09. 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 IT INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES.
- D. IN ACCORDANCE WITH THE US COAST GUARD MARSEC DIRECTIVE, U.S. FLAG VESSELS THAT OPERATE IN HIGH RISK WATERS SHOULD CONSIDER SUPPLEMENTING VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL. IF TRANSITING THE HOA/GOA, ALL VESSELS SHALL SUPPLEMENT VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL BASED ON A PIRACY SPECIFIC VESSEL THREAT ASSESSMENT CONDUCTED BY THE OPERATOR. SUPPLEMENTAL SECURITY PERSONNEL SHOULD MEET THE MINIMUM TRAINING REQUIREMENTS AND GUIDELINES SET FORTH IN PSA (5-09)(REV 1).
- E. IN ACCORDANCE WITH THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, AS SOON AS THE MASTER THINKS A THREAT IS DEVELOPING, CONTACT UKMTO, PHONE: 9715 0552 3215. IF ATTACKED OR BOARDED, MASTERS SHOULD ACTIVATE THE SHIP SECURITY ALERT SYSTEM (SSAS). 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 WHEN 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: WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=1147
17. ALL VESSELS ARE ADVISED TO CHECK IN WITH UKMTO AT LEAST 96 HOURS PRIOR TO ENTERING THE IRTC THROUGH THE GOA. CHECK IN AGAIN UPON ENTERING THE CORRIDOR AND CHECK OUT UPON EXITING THE CORRIDOR. WHILE IN HIGH RISK WATERS OFF THE HORN OF AFRICA IT IS RECOMMENDED TO REPORT VESSEL POSITIONS TO UKMTO A MINIMUM OF EVERY 6 HOURS.
18. THE FOLLOWING IS THE UKMTO REPORT FORMAT:
- A. SHIP NAME:
 - B. IRCS (CALL SIGN):
 - C. IMO #:
 - D. CARGO:
 - E. LAST PORT:
 - F. NOON POSITION (GMT):
 - G. NEXT PORT:
 - H. ADDITIONAL PORTS:
 - I. SECURITY TEAM ABOARD (Y/N):
 - J. REPORTING VIA AMVER?:
 - K. PUBLICATION 117 ABOARD?:
 - L. PRESENT POSITION:
19. ESCORT SERVICE MAY BE REQUESTED FOR VESSELS BY CONTACTING MARLO BAHRAIN, PHONE: 973 973 3927 OR E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.

20. IF ATTACKED OR BOARDED BY PIRATES, COMMUNICATIONS MUST BE LIMITED TO DISTRESS CALLING AND RESPONSE COORDINATION PER THE VESSEL SECURITY PLAN. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PSA 2-09, INFORMATION ABOUT THE VESSEL'S MOVEMENT, CAPABILITIES, OR THE INCIDENT ITSELF SHOULD BE CONSIDERED SENSITIVE SECURITY INFORMATION AND SHOULD NOT BE RELEASED TO FAMILY, FRIENDS OR THE MEDIA.
21. U.S. FLAG VESSELS ARE ENCOURAGED TO CONTACT THE MARITIME ADMINISTRATION, OFFICE OF SECURITY FOR ANTI-PIRACY TEAM ASSESSMENTS OF VESSELS.
22. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3925 OR 973 3940 1395 FOR AFTER HOURS EMERGENCIES (IF IN DOUBT OF THE TIME, CALL BOTH UNTIL YOU REACH A PERSON), OR E-MAIL: MARLO.BAHRAIN @ ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 9715 0552 3215 OR E-MAIL: UKMTO @ EIM.AE., OR MSC-HOA, PHONE: 44 019 2395 8545 OR E-MAIL: POSTMASTER @ MSCHOA.ORG.
23. THIS ADVISORY WILL BE PUBLISHED ON THE MARAD WEB SITE AT WWW.MARAD.DOT.GOV UNDER THE HORN OF AFRICA PIRACY PORTAL AND ON THE U.S. COAST GUARD HOMEPORT SITE. OTHER PERTINENT INFORMATION IS ALSO POSTED ON THESE THE WEB SITES.
24. 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, TELEX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.
25. FOR FURTHER INFORMATION ON THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, CONTACT LCDR JAMES FOGLE, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL.
26. CANCEL ADVISORIES 2009-02, 2009-04, 2009-05 AND 2009-06.

(091310Z SEP 2009)

1708/09(GEN). BERMUDA TO AZORES.
 36 FOOT S/V SLY DOG, TAN OR CREAM HULL, ONE PERSON ON BOARD, OVERDUE BERMUDA (32-18N 064-47W) TO AZORES (37-44N 025-40W). VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC NORFOLK, PHONE: 757 398 6231, FAX: 757 398 6392, E-MAIL: D05-SMB-D5CC@USCG.MIL.

(091526Z SEP 2009)

1709/09(51). SENEGAL. GUNNERY.
 1. GUNNERY EXERCISES 101400Z TO 101900Z SEP WITHIN SEVEN MILES OF 14-27.5N 017-52.0W.
 2. CANCEL THIS MSG 102000Z SEP.

(091549Z SEP 2009)

1710/09(57). GULF OF GUINEA.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 30 SEP BY M/V VENTURER IN AREAS BOUND BY:
 A. 05-09.2N 004-45.0W, 05-06.7N 004-45.0W, 05-06.7N 004-33.0W, 05-11.0N 004-33.3W.
 B. 05-08.9N 004-46.1W, 05-05.6N 004-46.1W, 05-11.2N 004-32.2W.
 WIDE BERTH REQUESTED.
 2. CANCEL THIS MSG 01 OCT.

(091603Z SEP 2009)

1711/09(57). GULF OF GUINEA.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 31 DEC BY M/V SAPPHIRRE DRILLER IN 05-03.1N 004-43.2W. WIDE BERTH REQUESTED.
 2. CANCEL THIS MSG 01 JAN 10.

(091608Z SEP 2009)

1712/09(57). GULF OF GUINEA.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 31 DEC BY M/V BELFORD DOLPHIN IN 04-41.1N 005-10.4W. WIDE BERTH REQUESTED.
 2. CANCEL THIS MSG 01 JAN 10.

(091618Z SEP 2009)

1713/09(37). NORTH SEA.
 SALVAGE OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE BY M/V VOS SHELTER VICINITY 54-35.2N 001-25.4E. WIDE BERTH REQUESTED.

(091828Z SEP 2009)

- 1714/09(27). CAYMAN ISLANDS.
DISTRESS SIGNAL RECEIVED ON 406 MHZ VICINITY
20-16N 080-59W. VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO
RCC MIAMI, PHONE: 305 415 6800.
(091957Z SEP 2009)
- 1715/09(GEN). GPS SATELLITE SYSTEM.
1. PRN 31 UNUSABLE 110030Z TO 111500Z SEP.
2. CANCEL THIS MSG 111600Z SEP.
(092025Z SEP 2009)
- 1716/09(25,26). WESTERN NORTH ATLANTIC.
DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 22-16.2N 069-11.4W.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO USCG SAN JUAN,
PHONE: 787 289 2041, E-MAIL: SSJCC@USGC.MIL.
(092216Z SEP 2009)
- 1717/09(24). BRAZIL-NORTHEAST COAST. MISSILES.
1. HAZARDOUS OPERATIONS 1000Z TO 2200Z DAILY
14 THRU 24 SEP IN AREA BOUND BY
05-51.84S 034-55.40W, 05-57.08S 034-55.02W,
06-01.83S 035-02.78W, 05-56.96S 035-07.99W,
05-49.83S 035-07.65W, 05-47.81S 034-58.78W .
2. CANCEL THIS MSG 242300Z SEP.
(092225Z SEP 2009)
- 1718/09(24). BRAZIL-SOUTH COAST. HAZARDOUS OPERATIONS
1. HAZARDOUS OPERATIONS 141200Z TO 141800Z SEP
IN AREA BOUND BY
23-06S 043-09W, 23-13S 043-17W,
23-20S 043-09W, 23-13S 043-01W.
2. CANCEL THIS MSG 141900Z SEP.
(092230Z SEP 2009)
- 1719/09(24). BRAZIL-SOUTH COAST.
MAN OVERBOARD IN 29-49.93S 049-48.85W AT 091415Z SEP.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO ANY COASTAL RADIO STATION.
(100110Z SEP 2009)
- 1720/09(36). EASTERN NORTH ATLANTIC.
DISTRESS SIGNAL RECEIVED IN 46-30N 012-50W.
VESSELS IN VICINITY REQUESTED TO KEEP A
SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS
TO MRCC FALMOUTH, PHONE: 4413 2631 7575,
E-MAIL: FALMOUTHCOASTGUARD@MCGA.GOV.UK.
(100703Z SEP 2009)

SECTION III

NM 38/09

NAVAREA XII

Messages in force 101500Z September 2009:

2009 series	389(19)	405(21)	408(GEN)	411(21)
157(21)	398(GEN)	406(GEN)	409(21)	412(19)
351(21)	400(18)	407(GEN)	410(21)	

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 quarters are issued in NM 13/09 and 26/09.

NAVAREA XII WARNINGS issued from 031130Z to 101500Z September 2009.

393/09 thru 397/09. CANCELED.

398/09(GEN).

1. NAVAREA XII MESSAGES IN FORCE 050800Z SEP 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2009 SERIES: 351(21), 387(18), 389(19), 395(16).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 18 DEC 08 IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09 AND 26/09.
3. CANCEL NAVAREA XII 386/09.

(050916Z SEP 2009)

399/09. CANCELED.

400/09(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 387/09.

(060930Z SEP 2009)

401/09 thru 404/09. CANCELED.

405/09(21). BAJA CALIFORNIA. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 2000Z TO 2300Z DAILY 09 THRU 11 SEP IN AREA BETWEEN 29-35N 31-40N AND 117-40W 118-25W.
2. CANCEL THIS MSG 112330Z SEP.

(082037Z SEP 2009)

406/09(GEN). NORTH PACIFIC. ALASKA.

1. LORAN-C STATION PORT CLARENCE, RATES 9990-Y AND 7960-Z, UNUSABLE 101700Z TO 102100Z SEP.
2. CANCEL THIS MSG 102200Z SEP.

(082349Z SEP 2009)

407/09(GEN). INDIAN OCEAN. GULF OF ADEN. RED SEA. PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY PROVIDES GUIDANCE FOR TRANSITING THE GULF OF ADEN, RED SEA AND THE INDIAN OCEAN.
2. ANTICIPATE AN INCREASE IN PIRACY ATTACKS NOW THROUGH LATE DECEMBER DUE TO CALMER WEATHER FAVORABLE FOR SMALL BOAT ACTIVITY.
3. ALL U.S. FLAG SHIPS OPERATING IN HIGH RISK WATERS SHALL COMPLY WITH U.S. COAST GUARD MARITIME SECURITY (MARSEC) DIRECTIVE 104-6 (REV 2). GUIDANCE, ADVISORIES AND LINKS TO ASSIST U.S. FLAG VESSELS IN COMPLYING WITH THE MARSEC

- DIRECTIVE AND IN COMBATING PIRACY MAY BE ACCESSED ON HOMEPORT AT [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY". QUESTIONS MAY BE DIRECTED TO LCDR JAMES FOGLE, U.S. COAST GUARD, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL. NONE OF THE GUIDANCE IN THIS NOTICE IS MEANT TO SUPERSEDE MARSEC 104-6 (REV 2) OR SUPPORTING PORT SECURITY ADVISORIES.
4. NON-U.S. FLAG VESSELS, TO WHICH THE US COAST GUARD MARSEC DIRECTIVE DOES NOT APPLY, SHOULD BE AWARE AND CONSIDER MEASURES DIRECTED TO U.S. FLAG VESSELS. THIS GUIDANCE IS AVAILABLE IN U.S. COAST GUARD PORT SECURITY ADVISORY (PSA) 2-09 ON [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY".
 5. ALL U.S. FLAG SHIPS REQUIRED BY REGULATION TO FILE AMVER POSITION REPORTS AND OPERATING IN THE GULF OF ADEN AND THE INDIAN OCEAN SHALL FILE AMVER REPORTS EVERY 24 HOURS IN LIEU OF EVERY 48 HOURS. THE CHANGE IS DIRECTED BY THE MARITIME ADMINISTRATOR IN ACCORDANCE WITH 46 CFR PART 307.11. THIS IS NOT TO BE CONSTRUED AS A WAR ZONE DECLARATION.
 6. ALL U.S. FLAG OPERATORS WITH SHIPS IN THE AFFECTED AREAS ARE REQUESTED TO FORWARD THIS ADVISORY TO THEIR SHIPS BY THE MOST EXPEDITIOUS MEANS.
 7. SINCE AUGUST 2008 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 (HOA) 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 TIME 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.
 8. ON 22 AUGUST 2008, COMBINED MARITIME FORCES (CMF) ESTABLISHED 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.
 9. ON 01 FEBRUARY 2009, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) "ATALANTA" AND THE UNITED KINGDOM MARITIME TRADE OFFICE (UKMTO) ESTABLISHED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO DECONFLICT COMMERCIAL TRANSIT TRAFFIC WITH YEMINI FISHERMEN, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
 10. THE IRTC INCLUDES SEPARATE EAST-BOUND AND WEST-BOUND TRANSIT LANES. EACH LANE IS FIVE MILE WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST-BOUND LANE BEGINS AT 045-00E BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053-00E BETWEEN 14-18N AND 14-23N. THE WESTBOUND LANE BEGINS AT 053-00E BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATES AT 045-00E 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. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PORT SECURITY ADVISORY (PSA) 2-09, UNLESS OTHERWISE DIRECTED OR ADVISED BY ON SCENE MILITARY FORCES, ALL U.S. FLAG SHIPS NAVIGATING THROUGH THE GOA SHALL PLAN VOYAGES USING THE IRTC AND FOLLOW THE GOA GROUP TRANSIT (GT) IF SPEED RANGES FROM 10 TO 18 KNOTS.

VESSELS THAT MAKE LESS THAN 10 KNOTS SHALL CONTACT UKMTO FOR ROUTING GUIDANCE. INFORMATION ON IRTC AND GOA GT CAN BE FOUND ON THE MSC-HOA WEB SITE.

11. 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.
12. 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 IS 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 ADVISED 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.
13. WHENEVER POSSIBLE, VESSELS SHOULD AVOID ROUTES THAT TRANSIT THROUGH AREAS WHERE ATTACKS ARE KNOWN TO HAVE TAKEN PLACE. 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 AVOID THOSE HIGH RISK WATERS DESIGNATED IN U.S. COAST GUARD MARSEC DIRECTIVE 104-6(REV 2). EVEN NEAR HIGH RISK WATERS, VESSELS SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
14. DUE TO THE PIRATES' INCREASED RESOLVE AND ADAPTABILITY, CONTINUOUS RISK ASSESSMENTS ARE ENCOURAGED. ALL VESSELS SHOULD CONDUCT A PRE-VOYAGE RISK ASSESSMENT WHEN PLANNING TRANSITS THROUGH HIGH RISK WATERS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. OWNERS AND MASTERS SHOULD ENSURE THE VESSELS ARE PREPARED FOR POSSIBLE ATTACK AND ALL CREW AND PASSENGERS SHOULD FULLY UNDERSTAND PROCEDURES REQUIRED TO PROTECT THE VESSEL AND THEMSELVES IN THE EVENT OF AN ATTACK.
15. IN ADDITION TO COMMUNICATIONS REQUIRED IN THE COAST GUARD MARSEC DIRECTIVE, MASTERS SHOULD REMAIN IN CONTACT WITH THE UNITED KINGDOM MARITIME TRADE OPERATIONS (UKMTO) AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. THE EU HAS ESTABLISHED A WEB BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS AND TO REGISTER VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. IN ACCORDANCE WITH THE MARSEC DIRECTIVE, OWNERS AND OPERATORS OF U.S. FLAG VESSELS THAT OPERATE IN THE HOA/GOA SHALL REGISTER WITH THE MARITIME SECURITY CENTRE - HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG. ADDITIONALLY, THEY SHALL ESTABLISH CONTACT BY E-MAIL OR PHONE WITH UKMTO AT UKMTO@EIM.AE.
16. 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. IT MAY BE DIFFICULT TO DISTINGUISH FISHING BOATS FROM PIRATE VESSELS, BUT TRANSITING NEAR SMALL BOATS, MOST OF WHICH ARE FISHING BOATS, MAY BE UNAVOIDABLE AT TIMES DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION. 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 DEFENSIVE MEASURES OUTLINED IN THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09. 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 IT INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES.
- D. IN ACCORDANCE WITH THE US COAST GUARD MARSEC DIRECTIVE, U.S. FLAG VESSELS THAT OPERATE IN HIGH RISK WATERS SHOULD CONSIDER SUPPLEMENTING VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL. IF TRANSITING THE HOA/GOA, ALL VESSELS SHALL SUPPLEMENT VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL BASED ON A PIRACY SPECIFIC VESSEL THREAT ASSESSMENT CONDUCTED BY THE OPERATOR. SUPPLEMENTAL SECURITY PERSONNEL SHOULD MEET THE MINIMUM TRAINING REQUIREMENTS AND GUIDELINES SET FORTH IN PSA (5-09)(REV 1).
- E. IN ACCORDANCE WITH THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, AS SOON AS THE MASTER THINKS A THREAT IS DEVELOPING, CONTACT UKMTO, PHONE: 9715 0552 3215. IF ATTACKED OR BOARDED, MASTERS SHOULD ACTIVATE THE SHIP SECURITY ALERT SYSTEM (SSAS). 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 WHEN 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: WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=1147
17. ALL VESSELS ARE ADVISED TO CHECK IN WITH UKMTO AT LEAST 96 HOURS PRIOR TO ENTERING THE IRTC THROUGH THE GOA. CHECK IN AGAIN UPON ENTERING THE CORRIDOR AND CHECK OUT UPON EXITING THE CORRIDOR. WHILE IN HIGH RISK WATERS OFF THE HORN OF AFRICA IT IS RECOMMENDED TO REPORT VESSEL POSITIONS TO UKMTO A MINIMUM OF EVERY 6 HOURS.
18. THE FOLLOWING IS THE UKMTO REPORT FORMAT:
- A. SHIP NAME:
 - B. IRCS (CALL SIGN):
 - C. IMO #:
 - D. CARGO:
 - E. LAST PORT:
 - F. NOON POSITION (GMT):
 - G. NEXT PORT:
 - H. ADDITIONAL PORTS:
 - I. SECURITY TEAM ABOARD (Y/N):
 - J. REPORTING VIA AMVER?:
 - K. PUBLICATION 117 ABOARD?:
 - L. PRESENT POSITION:
19. ESCORT SERVICE MAY BE REQUESTED FOR VESSELS BY CONTACTING MARLO BAHRAIN, PHONE: 973 973 3927 OR E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
20. IF ATTACKED OR BOARDED BY PIRATES, COMMUNICATIONS MUST BE LIMITED TO DISTRESS CALLING AND RESPONSE COORDINATION PER THE VESSEL SECURITY PLAN. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PSA 2-09, INFORMATION ABOUT THE VESSEL'S MOVEMENT, CAPABILITIES, OR THE INCIDENT ITSELF

SECTION III

NM 38/09

- SHOULD BE CONSIDERED SENSITIVE SECURITY INFORMATION AND SHOULD NOT BE RELEASED TO FAMILY, FRIENDS OR THE MEDIA.
21. U.S. FLAG VESSELS ARE ENCOURAGED TO CONTACT THE MARITIME ADMINISTRATION, OFFICE OF SECURITY FOR ANTI-PIRACY TEAM ASSESSMENTS OF VESSELS.
 22. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3925 OR 973 3940 1395 FOR AFTER HOURS EMERGENCIES (IF IN DOUBT OF THE TIME, CALL BOTH UNTIL YOU REACH A PERSON), OR E-MAIL: MARLO.BAHRAIN @ ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 9715 0552 3215 OR E-MAIL: UKMTO @ EIM.AE., OR MSC-HOA, PHONE: 44 019 2395 8545 OR E-MAIL: POSTMASTER @ MSCHOA.ORG.
 23. THIS ADVISORY WILL BE PUBLISHED ON THE MARAD WEB SITE AT WWW.MARAD.DOT.GOV UNDER THE HORN OF AFRICA PIRACY PORTAL AND ON THE U.S. COAST GUARD HOMEPORT SITE. OTHER PERTINENT INFORMATION IS ALSO POSTED ON THESE THE WEB SITES.
 24. 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, TELEX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.
 25. FOR FURTHER INFORMATION ON THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, CONTACT LCDR JAMES FOGLE, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL.
 26. CANCEL ADVISORIES 2009-02, 2009-04, 2009-05 AND 2009-06. (091312Z SEP 2009)
- 408/09(GEN). GPS SATELLITE SYSTEM.
 1. PRN 31 UNUSABLE 110030Z TO 111500Z SEP.
 2. CANCEL THIS MSG 111600Z SEP. (092023Z SEP 2009)
- 409/09(21). MEXICO-WEST COAST. HAZARDOUS OPERATIONS.
 1. HAZARDOUS OPERATIONS 11 THRU 21 SEP IN AREA BETWEEN 31-04N 31-00N AND 116-26W 116-30W.
 2. CANCEL THIS MSG 22 SEP. (092105Z SEP 2009)
- 410/09(21). MEXICO-WEST COAST. HAZARDOUS OPERATIONS.
 1. HAZARDOUS OPERATIONS 11 THRU 21 SEP IN AREA BETWEEN 21-04N 21-14N AND 106-09W 106-23W.
 2. CANCEL THIS MSG 22 SEP. (092114Z SEP 2009)
- 411/09(21). MEXICO-WEST COAST. HAZARDOUS OPERATIONS.
 1. HAZARDOUS OPERATIONS 11 THRU 21 SEP IN AREA BOUND BY 15-46.2N 093-40.0W, 15-40.2N 093-32.0W, 15-35.5N 093-35.7W, 15-41.5N 093-40.5W.
 2. CANCEL THIS MSG 22 SEP. (092125Z SEP 2009)
- 412/09(19). NORTH PACIFIC. HAZARDOUS OPERATIONS.
 1. HAZARDOUS OPERATIONS 122000Z TO 140100Z SEP IN AREA BOUND BY 24-30N 173-00W, 22-00N 173-30W, 20-10N 166-55W, 22-45N 166-20W.
 2. CANCEL THIS MSG 140200Z SEP. (100953Z SEP 2009)

SECTION III

NM 38/09

HYDROPACS

Messages in force 101500Z September 2009:

2007 series	2079(71)	1128(22)	1527(61)	1578(95)	1608(81)
475(92)	2241(62)	1239(96)	1531(94)	1579(63)	1611(22)
1284(71)	2267(62)	1269(74)	1532(97)	1581(95)	1612(18)
2008 series	2286(74)	1303(63)	1534(71)	1582(95)	1613(61)
44(GEN)	2507(73,82)	1359(94)	1539(63)	1583(95)	1614(81)
195(62)	2511(62)	1369(62)	1543(63)	1585(93)	1615(75)
427(74)	2009 series	1429(81)	1544(63)	1586(22)	1616(81,97)
529(91)	12(62)	1446(93)	1547(62)	1588(16)	1621(74)
606(63)	348(62)	1465(GEN)	1556(62)	1590(94)	1622(81)
835(62)	401(63)	1477(96)	1558(22)	1591(GEN)	1623(GEN)
1334(71)	424(74)	1478(96)	1559(74)	1593(63)	1624(22)
1345(92)	554(62)	1504(71)	1565(81,93)	1595(18,19)	1625(GEN)
1497(71)	561(73,74)	1505(74)	1567(61,63)	1597(63)	1626(GEN)
1654(62)	833(74)	1507(62)	1572(73,74)	1599(74)	1627(72)
1831(62)	889(97)	1510(63)	1573(97)	1601(21,22)	
1933(22)	1001(74)	1513(83)	1574(22,83)	1603(22)	
2043(62)	1033(74)	1523(91,93)	1577(94)	1604(95,96)	

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 quarters are issued in NM 13/09 and 26/09.

HYDROPAC WARNINGS issued from 031130Z to 101500Z September 2009.

- 1581/09(95). YELLOW SEA. GUNNERY.
 1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
 07 THRU 11 SEP IN AREA BETWEEN
 34-50N 35-15N AND 124-50E 125-42E.
 2. CANCEL THIS MSG 110900Z SEP. (031021Z SEP 2009)
- 1582/09(95). YELLOW SEA. GUNNERY.
 1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
 07 THRU 11 SEP 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 110900Z SEP. (031132Z SEP 2009)
- 1583/09(95). YELLOW SEA. GUNNERY.
 1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY
 07 THRU 11 SEP IN AREA BETWEEN
 36-05N 36-35N AND 124-50E 125-42E.
 2. CANCEL THIS MSG 110900Z SEP. (031136Z SEP 2009)
- 1584/09. CANCELED.
- 1585/09(93). SOUTH CHINA SEA.
 1. SEISMIC SURVEY 08 SEP THRU 08 OCT BY
 M/V RAMFORM EXPLORER TOWING EIGHT
 6000 METER LONG CABLES IN AREA BOUND BY
 03-43-51N 104-28-58E, 03-43-52N 104-47-04E,
 03-22-19N 104-49-02E, 03-23-42N 104-30-49E.
 2. CANCEL THIS MSG 09 OCT. (031155Z SEP 2009)
- 1586/09(22). CHILE. HAZARDOUS OPERATIONS.
 1. HAZARDOUS OPERATIONS 1300Z TO 2100Z DAILY
 08 THRU 11 SEP IN AREA BETWEEN
 36-30S 36-35S AND 073-24W 073-14W.
 2. CANCEL THIS MSG 112200Z SEP. (031157Z SEP 2009)
- 1587/09. CANCELED.
- 1588/09(16). NORTH PACIFIC.
 PERSONS FROM M/V KAMOGAWA ABANDONING SHIP IN
 48-28N 152-57W AT 040630Z SEP. VESSELS IN
 VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
 ASSIST IF POSSIBLE. REPORTS TO
 ANY COASTAL RADIO STATION. (040714Z SEP 2009)

1589/09. CANCELED.

1590/09(94). TAIWAN STRAIT.

1. CABLE REPAIR OPERATIONS IN PROGRESS UNTIL 30 NOV BY CABLESHIP CABLE RETRIEVER VICINITY OF TRACKLINE BETWEEN 25-37.6N 120-33.1E AND 25-38.9N 120-31.6E.
2. CANCEL HYDROPAC 1576/09(74).
3. CANCEL THIS MSG 01 DEC.

(041303Z SEP 2009)

1591/09(GEN).

1. HYDROPAC MESSAGES IN FORCE 050800Z SEP 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2009 SERIES: 1359(94), 1369(62), 1372(93), 1422(71), 1429(81), 1446(93), 1465(GEN), 1477(96), 1478(96), 1481(92), 1504(71), 1505(74), 1506(62), 1507(62), 1510(63), 1513(83), 1516(62), 1523(91,93), 1527(61), 1531(94), 1532(97), 1534(71), 1539(63), 1543(63), 1544(63), 1547(62), 1556(62), 1558(22), 1559(74), 1565(81,93), 1567(61,63), 1572(73,74), 1573(97), 1574(22,83), 1577(94), 1578(95), 1579(63), 1580(95), 1581(95), 1582(95), 1583(95), 1584(95), 1585(93), 1586(22), 1587(22), 1588(16), 1589(94), 1590(94).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 18 DEC 08 IS GIVEN IN SEC III OF NM 52/08. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/09 AND 26/09.
3. CANCEL HYDROPAC 1305/09, 1320/09, 1470/09, 1528/09, 1546/09, 1555/09.

(050921Z SEP 2009)

1592/09. CANCELED.

1593/09(63). INDIA-WEST COAST.

DISTRESS SIGNAL RECEIVED FROM 55 FOOT F/V THANK YOU JESUS, EIGHT PERSONS ON BOARD, IN 12-48.00N 074-45.29E. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC MUMBAI, INMARSAT-C: 441907210, PHONE: 91 222 438 8065, FAX: 91 222 431 6558 OR 91 222 433 3727, E-MAIL: INDSAR@VSNL.NET.

(051604Z SEP 2009)

1594/09. CANCELED.

1595/09(18,19). EASTERN NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 31-45.9N 128-28.0W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC ALAMEDA, TELEX: 230172343, PHONE: 510 437 3701, FAX: 510 437 3017, E-MAIL: RCCALAMED@USCG.MIL.

(051831Z SEP 2009)

1596/09. CANCELED.

1597/09(63). ANDAMAN ISLANDS.

DISTRESS SIGNAL RECEIVED FROM M/V SHAHEED SAGAR, IN 13-09N 093-34E. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC PORT BLAIR, INMARSAT-C: 441908010, PHONE: 91 319 224 6081, FAX: 91 319 224 2948.

(052152Z SEP 2009)

1598/09. CANCELED.

1599/09(74). AUSTRALIA-EAST COAST.

NGA CHART 74265 (2ND ED). CAPE FLATTERY DGPS STATION 14-58S 145-18E INOPERATIVE.

(060059Z SEP 2009)

1600/09. CANCELED.

1601/09(21,22). EASTERN NORTH PACIFIC.

35 FOOT F/V EL CAPI I, RED AND WHITE HULL, UNREPORTED VICINITY 06-27N 085-53W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC ALAMEDA, TELEX: 230172343, PHONE: 510 437 3701, E-MAIL: RCCALAMED@USCG.MIL.

(060506Z SEP 2009)

1602/09. CANCELED.

1603/09(22). PERU.

NGA CHART 22012 (31ST ED).

BOCA DEL RIO LIGHT 18-09.2S 070-40.1W UNLIT.

(060723Z SEP 2009)

1604/09(95,96). SEA OF JAPAN. MISSILES.

1. HAZARDOUS OPERATIONS 2300Z TO 0200Z COMMENCING
DAILY 10 AND 11 SEP AND 0400Z TO 0700Z DAILY

11 AND 12 SEP IN AREA BOUND BY
41-35.5N 133-23.0E, 42-25.5N 131-47.0E,
42-45.0N 131-34.5E, 42-47.0N 132-07.5E,
42-12.0N 133-53.5E.

2. CANCEL THIS MSG 120800Z SEP.

(060816Z SEP 2009)

1605/09 thru 1607/09. CANCELED.

1608/09(81). NORTH PACIFIC. SAIPAN

SURFER MISSING VICINITY SUGAR DOCK (15-09.1N 145-41.9E).

VESSELS IN VICINITY REQUESTED TO KEEP

A SHARP LOOKOUT, ASSIST IF POSSIBLE.

REPORTS TO U.S. COAST GUARD GUAM.

PHONE: 671 355 4910, E-MAIL: RCCGUAM@USCG.MIL.

(061330Z SEP 2009)

1609/09 and 1610/09. CANCELED.

1611/09(22). CHILE. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 111845Z TO 111945Z SEP
IN AREA BETWEEN

32-50S 32-55S AND 071-50W 071-55W.

2. CANCEL THIS MSG 112045Z SEP.

(061636Z SEP 2009)

1612/09(18). EASTERN NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 28-33.5N 129-33.4W.

VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,

ASSIST IF POSSIBLE. REPORTS TO RCC ALAMEDA,

TELEX: 230172343, PHONE: 510 437 3701,

E-MAIL: RCCALAMEDA@USCG.MIL.

(061730Z SEP 2009)

1613/09(61). MADAGASCAR-SOUTH COAST.

DISTRESS SIGNAL RECEIVED ON 406 MHZ FROM 42 FOOT

M/V OCEAN PEARL, WHITE HULL, IN 26-21S 045-37E

AT 061538Z SEP. VESSELS IN VICINITY REQUESTED

TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.

REPORTS TO MRCC REUNION, TELEX: 916140,

PHONE: 26 226 243 4343, FAX: 26 226 271 1595,

E-MAIL: REUNION@MRCCFR.EU.

(061739Z SEP 2009)

1614/09(81) NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 06-00.7N 132-36.3E

AT 061811Z SEP. VESSELS IN VICINITY REQUESTED

TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.

REPORTS TO U.S. COAST GUARD GUAM.

PHONE: 671 355 4910, E-MAIL: RCCGUAM@USCG.MIL.

(062012Z SEP 2009)

1615/09(75). TASMANIA-NORTHWEST COAST.

NGA CHART 75180 (2ND ED).

BLUFF HILL POINT LIGHT 41-01.3S 144-37.4E UNLIT.

(070656Z SEP 2009)

1616/09(81,97). NORTH PACIFIC. ROCKETS.

1. HAZARDOUS OPERATIONS 101706Z TO 101824Z SEP.

ALTERNATE 1418Z TO 1800Z DAILY 12 THRU 17 SEP

IN AREAS BOUND BY:

A. 29-07N 133-43E, 29-25N 133-50E,

28-55N 134-59E, 28-38N 134-52E.

B. 27-07N 136-21E, 27-48N 136-56E,

26-00N 139-03E, 25-42N 139-10E,

25-08N 138-41E.

C. 14-16N 148-54E, 15-24N 150-14E,

09-54N 154-51E, 08-47N 153-30E.

2. CANCEL THIS MSG 171900Z SEP.

(070822Z SEP 2009)

1617/09 thru 1620/09. CANCELED.

1621/09(74). AUSTRALIA-NORTHWEST COAST.
SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
BY M/V GEO ATLANTIC TOWING ONE FOUR MILE
LONG CABLE IN AREA BETWEEN
21-37S 28-00S AND 111-57E 114-51E.
FIVE MILE BERTH REQUESTED.

(081858Z SEP 2009)

1622/09(81). NORTH PACIFIC. MICRONESIA.
DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 08-45N 164-15E.
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.

(082254Z SEP 2009)

1623/09(GEN). NORTH PACIFIC. ALASKA.
1. LORAN-C STATION PORT CLARENCE, RATES 9990-Y
AND 7960-Z, UNUSABLE 101700Z TO 102100Z SEP.
2. CANCEL THIS MSG 102200Z SEP.

(082347Z SEP 2009)

1624/09(22). CHILE.
NGA CHART 22032 (20TH ED).
RACON AT ISLA FALGATE LIGHT 52-55S 073-50W OFF AIR.

(090407Z SEP 2009)

1625/09(GEN). INDIAN OCEAN. GULF OF ADEN. RED SEA.
PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY PROVIDES GUIDANCE FOR TRANSITING THE GULF OF ADEN, RED SEA AND THE INDIAN OCEAN.
2. ANTICIPATE AN INCREASE IN PIRACY ATTACKS NOW THROUGH LATE DECEMBER DUE TO CALMER WEATHER FAVORABLE FOR SMALL BOAT ACTIVITY.
3. ALL U.S. FLAG SHIPS OPERATING IN HIGH RISK WATERS SHALL COMPLY WITH U.S. COAST GUARD MARITIME SECURITY (MARSEC) DIRECTIVE 104-6 (REV 2). GUIDANCE, ADVISORIES AND LINKS TO ASSIST U.S. FLAG VESSELS IN COMPLYING WITH THE MARSEC DIRECTIVE AND IN COMBATING PIRACY MAY BE ACCESSED ON HOMEPORT AT [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY". QUESTIONS MAY BE DIRECTED TO LCDR JAMES FOGLE, U.S. COAST GUARD, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL. NONE OF THE GUIDANCE IN THIS NOTICE IS MEANT TO SUPERSEDE MARSEC 104-6 (REV 2) OR SUPPORTING PORT SECURITY ADVISORIES.
4. NON-U.S. FLAG VESSELS, TO WHICH THE US COAST GUARD MARSEC DIRECTIVE DOES NOT APPLY, SHOULD BE AWARE AND CONSIDER MEASURES DIRECTED TO U.S. FLAG VESSELS. THIS GUIDANCE IS AVAILABLE IN U.S. COAST GUARD PORT SECURITY ADVISORY (PSA) 2-09 ON [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY".
5. ALL U.S. FLAG SHIPS REQUIRED BY REGULATION TO FILE AMVER POSITION REPORTS AND OPERATING IN THE GULF OF ADEN AND THE INDIAN OCEAN SHALL FILE AMVER REPORTS EVERY 24 HOURS IN LIEU OF EVERY 48 HOURS. THE CHANGE IS DIRECTED BY THE MARITIME ADMINISTRATOR IN ACCORDANCE WITH 46 CFR PART 307.11. THIS IS NOT TO BE CONSTRUED AS A WAR ZONE DECLARATION.
6. ALL U.S. FLAG OPERATORS WITH SHIPS IN THE AFFECTED AREAS ARE REQUESTED TO FORWARD THIS ADVISORY TO THEIR SHIPS BY THE MOST EXPEDITIOUS MEANS.
7. SINCE AUGUST 2008 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 (HOA) 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 TIME 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.
8. ON 22 AUGUST 2008, COMBINED MARITIME FORCES (CMF) ESTABLISHED 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.
 9. ON 01 FEBRUARY 2009, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) "ATALANTA" AND THE UNITED KINGDOM MARITIME TRADE OFFICE (UKMTO) ESTABLISHED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO DECONFLICT COMMERCIAL TRANSIT TRAFFIC WITH YEMINI FISHERMEN, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
 10. THE IRTC INCLUDES SEPARATE EAST-BOUND AND WEST-BOUND TRANSIT LANES. EACH LANE IS FIVE MILE WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST-BOUND LANE BEGINS AT 045-00E BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053-00E BETWEEN 14-18N AND 14-23N. THE WESTBOUND LANE BEGINS AT 053-00E BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATES AT 045-00E 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. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PORT SECURITY ADVISORY (PSA) 2-09, UNLESS OTHERWISE DIRECTED OR ADVISED BY ON SCENE MILITARY FORCES, ALL U.S. FLAG SHIPS NAVIGATING THROUGH THE GOA SHALL PLAN VOYAGES USING THE IRTC AND FOLLOW THE GOA GROUP TRANSIT (GT) IF SPEED RANGES FROM 10 TO 18 KNOTS. VESSELS THAT MAKE LESS THAN 10 KNOTS SHALL CONTACT UKMTO FOR ROUTING GUIDANCE. INFORMATION ON IRTC AND GOA GT CAN BE FOUND ON THE MSC-HOA WEB SITE.
 11. 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.
 12. 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 IS 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 ADVISED 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.
 13. WHENEVER POSSIBLE, VESSELS SHOULD AVOID ROUTES THAT TRANSIT THROUGH AREAS WHERE ATTACKS ARE KNOWN TO HAVE TAKEN PLACE. 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 AVOID THOSE HIGH RISK WATERS DESIGNATED IN U.S. COAST GUARD MARSEC DIRECTIVE 104-6(REV 2). EVEN NEAR HIGH RISK WATERS, VESSELS SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.

14. DUE TO THE PIRATES' INCREASED RESOLVE AND ADAPTABILITY, CONTINUOUS RISK ASSESSMENTS ARE ENCOURAGED. ALL VESSELS SHOULD CONDUCT A PRE-VOYAGE RISK ASSESSMENT WHEN PLANNING TRANSITS THROUGH HIGH RISK WATERS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. OWNERS AND MASTERS SHOULD ENSURE THE VESSELS ARE PREPARED FOR POSSIBLE ATTACK AND ALL CREW AND PASSENGERS SHOULD FULLY UNDERSTAND PROCEDURES REQUIRED TO PROTECT THE VESSEL AND THEMSELVES IN THE EVENT OF AN ATTACK.
15. IN ADDITION TO COMMUNICATIONS REQUIRED IN THE COAST GUARD MARSEC DIRECTIVE, MASTERS SHOULD REMAIN IN CONTACT WITH THE UNITED KINGDOM MARITIME TRADE OPERATIONS (UKMTO) AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. THE EU HAS ESTABLISHED A WEB BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS AND TO REGISTER VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. IN ACCORDANCE WITH THE MARSEC DIRECTIVE, OWNERS AND OPERATORS OF U.S. FLAG VESSELS THAT OPERATE IN THE HOA/GOA SHALL REGISTER WITH THE MARITIME SECURITY CENTRE - HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG. ADDITIONALLY, THEY SHALL ESTABLISH CONTACT BY E-MAIL OR PHONE WITH UKMTO AT UKMTO@EIM.AE.
16. 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. IT MAY BE DIFFICULT TO DISTINGUISH FISHING BOATS FROM PIRATE VESSELS, BUT TRANSITING NEAR SMALL BOATS, MOST OF WHICH ARE FISHING BOATS, MAY BE UNAVOIDABLE AT TIMES DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION. 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 DEFENSIVE MEASURES OUTLINED IN THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09. 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 IT INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES.
 - D. IN ACCORDANCE WITH THE US COAST GUARD MARSEC DIRECTIVE, U.S. FLAG VESSELS THAT OPERATE IN HIGH RISK WATERS SHOULD CONSIDER SUPPLEMENTING VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL. IF TRANSITING THE HOA/GOA, ALL VESSELS SHALL SUPPLEMENT VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL BASED ON A PIRACY SPECIFIC VESSEL THREAT ASSESSMENT CONDUCTED BY THE OPERATOR. SUPPLEMENTAL SECURITY PERSONNEL SHOULD MEET THE MINIMUM TRAINING REQUIREMENTS AND GUIDELINES SET FORTH IN PSA (5-09)(REV 1).
 - E. IN ACCORDANCE WITH THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, AS SOON AS THE MASTER THINKS A THREAT IS DEVELOPING, CONTACT UKMTO, PHONE: 9715 0552 3215. IF ATTACKED OR BOARDED, MASTERS SHOULD ACTIVATE THE SHIP SECURITY ALERT SYSTEM (SSAS). 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 WHEN 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:
WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=1147
17. ALL VESSELS ARE ADVISED TO CHECK IN WITH UKMTO AT LEAST 96 HOURS PRIOR TO ENTERING THE IRTC THROUGH THE GOA. CHECK IN AGAIN UPON ENTERING THE CORRIDOR AND CHECK OUT UPON EXITING THE CORRIDOR. WHILE IN HIGH RISK WATERS OFF THE HORN OF AFRICA IT IS RECOMMENDED TO REPORT VESSEL POSITIONS TO UKMTO A MINIMUM OF EVERY 6 HOURS.
18. THE FOLLOWING IS THE UKMTO REPORT FORMAT:
- A. SHIP NAME:
 - B. IRCS (CALL SIGN):
 - C. IMO #:
 - D. CARGO:
 - E. LAST PORT:
 - F. NOON POSITION (GMT):
 - G. NEXT PORT:
 - H. ADDITIONAL PORTS:
 - I. SECURITY TEAM ABOARD (Y/N):
 - J. REPORTING VIA AMVER?:
 - K. PUBLICATION 117 ABOARD?:
 - L. PRESENT POSITION:
19. ESCORT SERVICE MAY BE REQUESTED FOR VESSELS BY CONTACTING MARLO BAHRAIN, PHONE: 973 973 3927 OR E-MAIL: MARLO.BAHRAIN @ ME.NAVY.MIL.
20. IF ATTACKED OR BOARDED BY PIRATES, COMMUNICATIONS MUST BE LIMITED TO DISTRESS CALLING AND RESPONSE COORDINATION PER THE VESSEL SECURITY PLAN. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PSA 2-09, INFORMATION ABOUT THE VESSEL'S MOVEMENT, CAPABILITIES, OR THE INCIDENT ITSELF SHOULD BE CONSIDERED SENSITIVE SECURITY INFORMATION AND SHOULD NOT BE RELEASED TO FAMILY, FRIENDS OR THE MEDIA.
21. U.S. FLAG VESSELS ARE ENCOURAGED TO CONTACT THE MARITIME ADMINISTRATION, OFFICE OF SECURITY FOR ANTI-PIRACY TEAM ASSESSMENTS OF VESSELS.
22. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3925 OR 973 3940 1395 FOR AFTER HOURS EMERGENCIES (IF IN DOUBT OF THE TIME, CALL BOTH UNTIL YOU REACH A PERSON), OR E-MAIL: MARLO.BAHRAIN @ ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 9715 0552 3215 OR E-MAIL: UKMTO @ EIM.AE., OR MSC-HOA, PHONE: 44 019 2395 8545 OR E-MAIL: POSTMASTER @ MSCHOA.ORG.
23. THIS ADVISORY WILL BE PUBLISHED ON THE MARAD WEB SITE AT WWW.MARAD.DOT.GOV UNDER THE HORN OF AFRICA PIRACY PORTAL AND ON THE U.S. COAST GUARD HOMEPORT SITE. OTHER PERTINENT INFORMATION IS ALSO POSTED ON THESE THE WEB SITES.
24. 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, TELEX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.
25. FOR FURTHER INFORMATION ON THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, CONTACT LCDR JAMES FOGLE, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL.
26. CANCEL ADVISORIES 2009-02, 2009-04, 2009-05 AND 2009-06.

(091316Z SEP 2009)

1626/09(GEN). GPS SATELLITE SYSTEM.

1. PRN 31 UNUSABLE 110030Z TO 111500Z SEP.
2. CANCEL THIS MSG 111600Z SEP.

(092026Z SEP 2009)

1627/09(72). MAKASSAR STRAIT. JAVA SEA.

1. CABLE LAYING OPERATIONS 14 SEP UNTIL FURTHER NOTICE BY CABLESHIP RENE DESCARTES VICINITY OF TRACKLINES JOINING:
 - A. 08-36.5S 114-13.6E, 08-36.9S 114-14.5E,
 - 08-38.7S 114-16.2E, 08-41.7S 114-17.2E,
 - 08-47.9S 114-16.9E, 08-54.6S 114-19.6E,

- 08-57.0S 114-22.3E, 09-00.1S 114-43.6E,
 08-57.1S 114-56.8E, 08-48.1S 115-04.9E,
 08-46.1S 115-08.5E, 08-46.0S 115-10.2E.
 B. 08-33.2S 115-28.0E, 08-33.9S 115-29.6E,
 08-33.8S 115-33.7E, 08-32.7S 115-38.1E,
 08-31.3S 115-39.7E, 08-29.5S 115-44.9E,
 08-27.9S 115-56.2E, 08-27.9S 115-58.6E,
 08-28.4S 115-59.7E, 08-29.6S 116-01.0E,
 08-29.6S 116-02.3E.
 C. 00-39.0S 119-43.4E, 00-37.5S 119-42.2E,
 00-22.8N 118-01.7E, 00-27.4N 117-48.6E,
 00-28.0N 117-40.8E, 00-28.5N 117-37.7E,
 00-29.2N 117-36.0E.
2. CANCEL HYDROPAC 1617/09(2).

(100825Z SEP 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 10 September 2009: 00-7, 05-1, 06-1, 07-1, 08-1 and 09-7.

MARAD ADVISORY NO. 09-7 (091310Z SEP 2009)

1. THIS MARAD ADVISORY PROVIDES GUIDANCE FOR TRANSITING THE GULF OF ADEN, RED SEA AND THE INDIAN OCEAN.
2. ANTICIPATE AN INCREASE IN PIRACY ATTACKS NOW THROUGH LATE DECEMBER DUE TO CALMER WEATHER FAVORABLE FOR SMALL BOAT ACTIVITY.
3. ALL U.S. FLAG SHIPS OPERATING IN HIGH RISK WATERS SHALL COMPLY WITH U.S. COAST GUARD MARITIME SECURITY (MARSEC) DIRECTIVE 104-6 (REV 2). GUIDANCE, ADVISORIES AND LINKS TO ASSIST U.S. FLAG VESSELS IN COMPLYING WITH THE MARSEC DIRECTIVE AND IN COMBATING PIRACY MAY BE ACCESSED ON HOMEPORT AT [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER *ANTI-PIRACY*. QUESTIONS MAY BE DIRECTED TO LCDR JAMES FOGLE, U.S. COAST GUARD, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL. NONE OF THE GUIDANCE IN THIS NOTICE IS MEANT TO SUPERSEDE MARSEC 104-6 (REV 2) OR SUPPORTING PORT SECURITY ADVISORIES.
4. NON-U.S. FLAG VESSELS, TO WHICH THE US COAST GUARD MARSEC DIRECTIVE DOES NOT APPLY, SHOULD BE AWARE AND CONSIDER MEASURES DIRECTED TO U.S. FLAG VESSELS. THIS GUIDANCE IS AVAILABLE IN U.S. COAST GUARD PORT SECURITY ADVISORY (PSA) 2-09 ON [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY".
5. ALL U.S. FLAG SHIPS REQUIRED BY REGULATION TO FILE AMVER POSITION REPORTS AND OPERATING IN THE GULF OF ADEN AND THE INDIAN OCEAN SHALL FILE AMVER REPORTS EVERY 24 HOURS IN LIEU OF EVERY 48 HOURS. THE CHANGE IS DIRECTED BY THE MARITIME ADMINISTRATOR IN ACCORDANCE WITH 46 CFR PART 307.11. THIS IS NOT TO BE CONSTRUED AS A WAR ZONE DECLARATION.
6. ALL U.S. FLAG OPERATORS WITH SHIPS IN THE AFFECTED AREAS ARE REQUESTED TO FORWARD THIS ADVISORY TO THEIR SHIPS BY THE MOST EXPEDITIOUS MEANS.
7. SINCE AUGUST 2008 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 (HOA) 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 TIME 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.
8. ON 22 AUGUST 2008, COMBINED MARITIME FORCES (CMF) ESTABLISHED 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.
 9. ON 01 FEBRUARY 2009, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) *ATALANTA* AND THE UNITED KINGDOM MARITIME TRADE OFFICE (UKMTO) ESTABLISHED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO DECONFLICT COMMERCIAL TRANSIT TRAFFIC WITH YEMINI FISHERMEN, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
 10. THE IRTC INCLUDES SEPARATE EAST-BOUND AND WEST-BOUND TRANSIT LANES. EACH LANE IS FIVE MILE WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST-BOUND LANE BEGINS AT 045-00E BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053-00E BETWEEN 14-18N AND 14-23N. THE WESTBOUND LANE BEGINS AT 053-00E BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATES AT 045-00E 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. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PORT SECURITY ADVISORY (PSA) 2-09, UNLESS OTHERWISE DIRECTED OR ADVISED BY ON SCENE MILITARY FORCES, ALL U.S. FLAG SHIPS NAVIGATING THROUGH THE GOA SHALL PLAN VOYAGES USING THE IRTC AND FOLLOW THE GOA GROUP TRANSIT (GT) IF SPEED RANGES FROM 10 TO 18 KNOTS. VESSELS THAT MAKE LESS THAN 10 KNOTS SHALL CONTACT UKMTO FOR ROUTING GUIDANCE. INFORMATION ON IRTC AND GOA GT CAN BE FOUND ON THE MSC-HOA WEB SITE.
 11. 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.
 12. 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 IS 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 ADVISED 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.
 13. WHENEVER POSSIBLE, VESSELS SHOULD AVOID ROUTES THAT TRANSIT THROUGH AREAS WHERE ATTACKS ARE KNOWN TO HAVE TAKEN PLACE. 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 AVOID THOSE HIGH RISK WATERS DESIGNATED IN U.S. COAST GUARD MARSEC DIRECTIVE 104-6(REV 2). EVEN NEAR HIGH RISK WATERS, VESSELS SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.

14. DUE TO THE PIRATES* INCREASED RESOLVE AND ADAPTABILITY, CONTINUOUS RISK ASSESSMENTS ARE ENCOURAGED. ALL VESSELS SHOULD CONDUCT A PRE-VOYAGE RISK ASSESSMENT WHEN PLANNING TRANSITS THROUGH HIGH RISK WATERS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. OWNERS AND MASTERS SHOULD ENSURE THE VESSELS ARE PREPARED FOR POSSIBLE ATTACK AND ALL CREW AND PASSENGERS SHOULD FULLY UNDERSTAND PROCEDURES REQUIRED TO PROTECT THE VESSEL AND THEMSELVES IN THE EVENT OF AN ATTACK.
15. IN ADDITION TO COMMUNICATIONS REQUIRED IN THE COAST GUARD MARSEC DIRECTIVE, MASTERS SHOULD REMAIN IN CONTACT WITH THE UNITED KINGDOM MARITIME TRADE OPERATIONS (UKMTO) AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. THE EU HAS ESTABLISHED A WEB BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS AND TO REGISTER VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. IN ACCORDANCE WITH THE MARSEC DIRECTIVE, OWNERS AND OPERATORS OF U.S. FLAG VESSELS THAT OPERATE IN THE HOA/GOA SHALL REGISTER WITH THE MARITIME SECURITY CENTRE - HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG. ADDITIONALLY, THEY SHALL ESTABLISH CONTACT BY E-MAIL OR PHONE WITH UKMTO AT UKMTO@EIM.AE.
16. 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. IT MAY BE DIFFICULT TO DISTINGUISH FISHING BOATS FROM PIRATE VESSELS, BUT TRANSITING NEAR SMALL BOATS, MOST OF WHICH ARE FISHING BOATS, MAY BE UNAVOIDABLE AT TIMES DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION. 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 DEFENSIVE MEASURES OUTLINED IN THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09. 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 IT INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES.
 - D. IN ACCORDANCE WITH THE US COAST GUARD MARSEC DIRECTIVE, U.S. FLAG VESSELS THAT OPERATE IN HIGH RISK WATERS SHOULD CONSIDER SUPPLEMENTING VESSEL*S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL. IF TRANSITING THE HOA/GOA, ALL VESSELS SHALL SUPPLEMENT VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL BASED ON A PIRACY SPECIFIC VESSEL THREAT ASSESSMENT CONDUCTED BY THE OPERATOR. SUPPLEMENTAL SECURITY PERSONNEL SHOULD MEET THE MINIMUM TRAINING REQUIREMENTS AND GUIDELINES SET FORTH IN PSA (5-09)(REV 1).
 - E. IN ACCORDANCE WITH THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, AS SOON AS THE MASTER THINKS A THREAT IS DEVELOPING, CONTACT UKMTO, PHONE: 9715 0552 3215. IF ATTACKED OR BOARDED, MASTERS SHOULD ACTIVATE THE SHIP SECURITY ALERT SYSTEM (SSAS). 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 WHEN 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: WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC_ID=1147
17. ALL VESSELS ARE ADVISED TO CHECK IN WITH UKMTO AT LEAST 96 HOURS PRIOR TO ENTERING THE IRTC THROUGH THE GOA. CHECK IN AGAIN UPON ENTERING THE CORRIDOR AND CHECK OUT UPON EXITING THE CORRIDOR. WHILE IN HIGH RISK WATERS OFF THE HORN OF AFRICA IT IS RECOMMENDED TO REPORT VESSEL POSITIONS TO UKMTO A MINIMUM OF EVERY 6 HOURS.
18. THE FOLLOWING IS THE UKMTO REPORT FORMAT:
- A. SHIP NAME:
 - B. IRCS (CALL SIGN):
 - C. IMO #:
 - D. CARGO:
 - E. LAST PORT:
 - F. NOON POSITION (GMT):
 - G. NEXT PORT:
 - H. ADDITIONAL PORTS:
 - I. SECURITY TEAM ABOARD (Y/N):
 - J. REPORTING VIA AMVER?:
 - K. PUBLICATION 117 ABOARD?:
 - L. PRESENT POSITION:
19. ESCORT SERVICE MAY BE REQUESTED FOR VESSELS BY CONTACTING MARLO BAHRAIN, PHONE: 973 973 3927 OR E-MAIL: MARLO.BAHRAIN (AT) ME.NAVY.MIL.
20. IF ATTACKED OR BOARDED BY PIRATES, COMMUNICATIONS MUST BE LIMITED TO DISTRESS CALLING AND RESPONSE COORDINATION PER THE VESSEL SECURITY PLAN. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PSA 2-09, INFORMATION ABOUT THE VESSEL'S MOVEMENT, CAPABILITIES, OR THE INCIDENT ITSELF SHOULD BE CONSIDERED SENSITIVE SECURITY INFORMATION AND SHOULD NOT BE RELEASED TO FAMILY, FRIENDS OR THE MEDIA.
21. U.S. FLAG VESSELS ARE ENCOURAGED TO CONTACT THE MARITIME ADMINISTRATION, OFFICE OF SECURITY FOR ANTI-PIRACY TEAM ASSESSMENTS OF VESSELS.
22. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3925 OR 973 3940 1395 FOR AFTER HOURS EMERGENCIES (IF IN DOUBT OF THE TIME, CALL BOTH UNTIL YOU REACH A PERSON), OR E-MAIL: MARLO.BAHRAIN (AT) ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 9715 0552 3215 OR E-MAIL: UKMTO (AT) EIM.AE., OR MSC-HOA, PHONE: 44 019 2395 8545 OR E-MAIL: POSTMASTER (AT) MSCHOA.ORG.
23. THIS ADVISORY WILL BE PUBLISHED ON THE MARAD WEB SITE AT WWW.MARAD.DOT.GOV UNDER THE HORN OF AFRICA PIRACY PORTAL AND ON THE U.S. COAST GUARD HOMEPORT SITE. OTHER PERTINENT INFORMATION IS ALSO POSTED ON THESE THE WEB SITES.
24. 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, TELEX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.
25. FOR FURTHER INFORMATION ON THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, CONTACT LCDR JAMES FOGLE, PHONE: 202 372 1038 OR E-MAIL: JAMES.T.FOGLE@USCG.MIL.
26. CANCEL ADVISORIES 2009-02, 2009-04, 2009-05 AND 2009-06.

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 10 September 2009: 1, 29, 77, 81, 82, 89, 92, 107, 108, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123 and 124.