



**IMSC Bridge Reference Cards**  
**Version 1.0, June 2020**



## IMSC Bridge Reference Card

### Approached by suspicious craft in port or at anchor



\*\*This card should be read in conjunction with Industry best practice guidance and flag State advice. The Master retains full responsibility for the vessel's actions.

#### MAKE NOTIFICATIONS



Notify terminal / port state of the presence of suspicious craft

Notify UKMTO of suspicious craft

Notify Company Security Officer

Follow up with a detailed report to UKMTO

#### SECURE VESSEL AND CREW



Maintain alert watch on vessel

Unknown vessel may be a distraction to other nefarious activity

Evacuate engine spaces until waterline check shows no anomalies

Keep personnel clear of exposed decks

Exception → bridge personnel may need to go on bridge wing to gather information, etc. after the Master has assessed the risk

#### SEARCH VESSEL



Request port support vessel to conduct a thorough waterline survey around the vessel

If unable to conduct a waterline survey, transit to next port in UMS when safe to do so navigationally

Conduct a waterline survey on arrival to next safe port

#### COLLECT EVIDENCE



Take as many photos as possible

If available use CCTV video and save recordings

Save VDR Data if appropriate



## IMSC Bridge Reference Card

### Vigilance, Surveillance, Assurance



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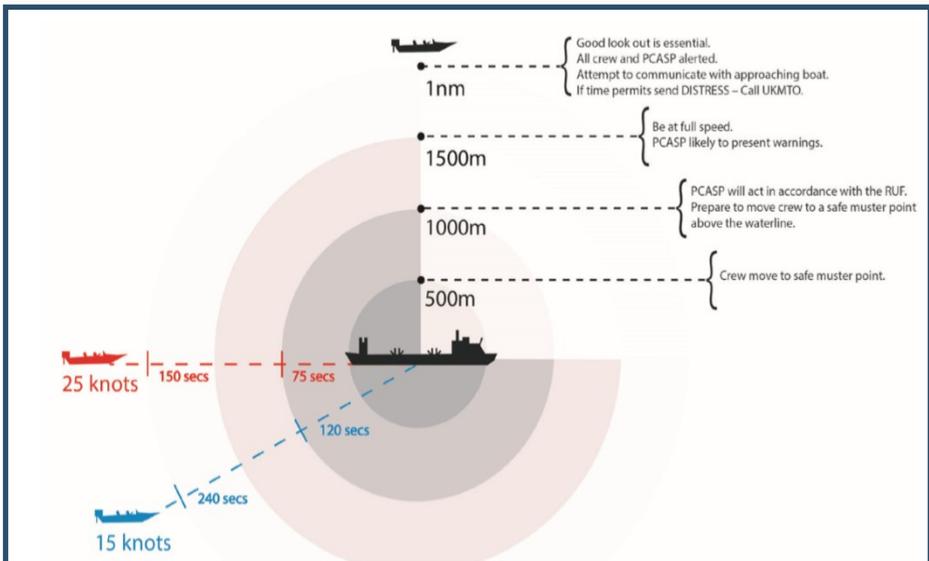
#### BMP5 includes the following guidance on WBIED attacks

In the early stages of the attack it may not be possible to differentiate between a piracy or WBIED attack. Initial actions as highlighted in this guidance for the approach stage of a piracy attack should be followed.

Military threat assessments may indicate areas where one type of attack is more likely than another. A speed boat with multiple people onboard is unlikely to be a WBIED as these are usually unmanned or have a solitary occupant.

WBIED attacks may result in a breach of the ship's hull. The use of the safe muster point is recommended before entering a citadel located below the waterline.

**If a WBIED is anticipated, the time to react is very short. The figure below gives an example of possible reaction times.**



The threat and risk assessment will identify areas where these threats occur which, if successful, may result in an explosion (commonly referred to as a blast). The Master should communicate to the crew prior to entering a threat area what position to take if a blast threat is detected. The Master may consider telling the crew to:

- Lie flat on the deck, as this may minimise exposure and may reduce the impact on the body from the blast.
- Adopt a brace position (arms/legs bent, hands holding onto something solid and feet firmly planted on the deck) to protect personnel from shock waves.



Figure 4.1: Brace position from the OCIMF Ship Security –Hull Vulnerability Study (First edition 2019)

### Post a WBIED attack

- Ensure all crew and PCASP are accounted for.
- Send distress signal.
- Survey area where the blast occurred.
- Implement damage control.
- Call CSO and UKMTO.



**Vigilance, Surveillance, Assurance**





# IMSC Bridge Reference Card

## Vigilance, Surveillance, Assurance



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### If hailed by unknown vessels or aircraft exhibiting threatening or harassing behavior

Hailed by unknown vessel or aircraft exhibiting threatening or harassing behavior.



Use **Response 1**.

Repeat and continue to repeat until no longer tenable.



Hailed with demands to prepare to be boarded



Use **Response 2**



Unknown Authorities continue their approach or are close to boarding



Use **Response 3**

De-escalate to Response 1 when possible

#### Response 1

This is Merchant Vessel \*\*\*\*\*. This vessel is engaged in lawful transit. I am navigating as permitted by International Law and request you do not impede my safe passage. Over.

#### Response 2

This is Merchant Vessel \*\*\*\*\*. This vessel is engaged in lawful transit. Request you maintain a safe distance and not impede our transit. All your actions are now being **Recorded** and reported to [Note 1]. This vessel has not experienced a navigational incident and has conducted itself lawfully throughout the voyage. My Flag State is \*\*\*\*\* and you should contact my Flag State or [Company Name] if you require any further information. Over.

#### Response 3

This is Merchant Vessel \*\*\*\*\*. Your actions are impeding the safe navigation of this vessel and may endanger my vessel and crew. We are in contact with our flag state. I repeat your actions are being reported to [Note 1]. I formally request you cease impeding this vessel's safety and interrupting its lawful transit. Over.

Note 1:

Consider who you have reported to:

**UKMTO** / **IMSC** / Coalition Force / Other Navy etc.



## Vigilance, Surveillance, Assurance





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## Recommended Actions if unknown vessel is impeding Safe Navigation



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If unknown vessels are impeding safe navigation and attempting to deviate the vessel from international waters

Call UKMTO and provide regular updates. Provide crew details. Maintain open phone line with UKMTO.

Respond on VHF professionally – you should not ignore hails - (Refer to IMSC *If Hailed by Unknown Vessels or Aircraft exhibiting threatening or harassing behavior Bridge Card*)

Check vessels position by multiple methods before confirming position.

Contact CSO.

If possible, Live stream VDR / Upload VDR to DPA at 10 minute intervals.

Head to nearest friendly territorial waters / warship at best possible speed if safe to do so

**If boarding attempted, industry best practice is to:**

- Manoeuvre away from danger
- Report to UKMTO - as above
- Use of the Citadel within constrained waters is to be carefully considered



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## **IMSC Bridge Reference Card**

# **Vigilance, Surveillance, Assurance**



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### **Report the following activity to UKMTO**

**Any threatening or harassing conduct directed at a merchant vessel.**

**Receiving or experiencing threatening or harassing language on VHF.**

**Boarding or search of a vessel without a valid legal pretext.**

**Unnecessary manoeuvring in unsafe proximity of a merchant vessel.**

**Intentional close manoeuvring so as to restrict a vessel's ability to manoeuvre without lawful justification.**

**Aircraft operating at an unsafe altitude that results in the Merchant vessel feeling threatened.**

**Unprofessional or inappropriate queries – Queries that include asking questions beyond flagged state, port of departure and port of arrival. Including questions relating to:**

- **Whether warships or aircraft are operating in the area**
- **Asking unnecessarily probing questions about the crew**

**Sighting of suspicious floating objects (Possible Mine or Waterborne Improvised Explosive Device) in the area**

**On receiving a distress call from another Merchant vessel operating in the area that reports being harassed or attacked.**



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