

Vigilance Surveillance
Assurance



IMSC
Bridge Reference Card

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International Maritime Security Construct



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Approached by suspicious craft in port or at anchor



**This card should be read in conjunction with Industry best practice BMP5 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 from 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 Video Recorded Data if appropriate

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Attack by fast craft or explosive vessel

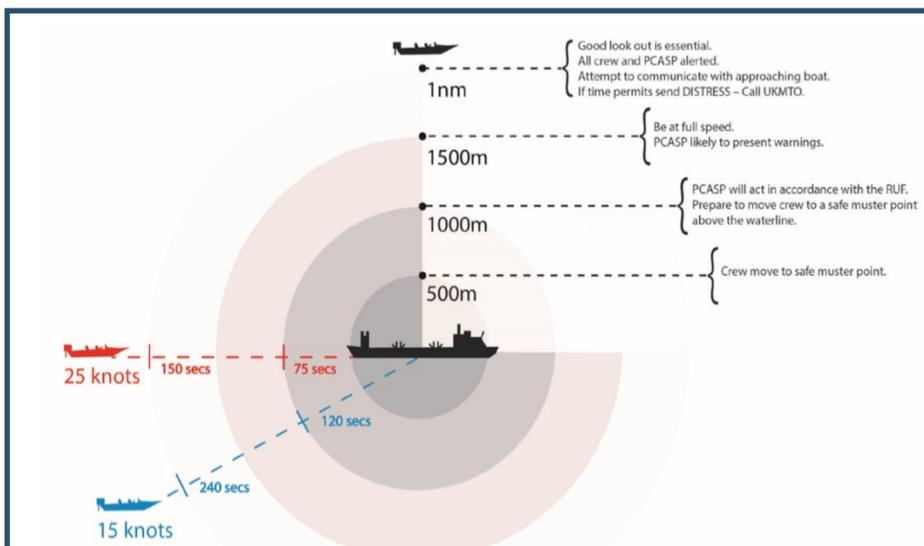
**This card should be read in conjunction with Industry best practice BMP5 and flag State advice. The Master retains full responsibility for the vessel's actions.

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 Water Bourne Improvised Explosive Device (WBIED) attack. Initial actions as highlighted in this guidance for the approach stage of a piracy attack should be followed.

Regional 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.

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



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Attack by fast craft or explosive vessel

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Regional threat assessments 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.



Brace position from the OCIMF Ship Security –Hull Vulnerability Study

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.



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Response to maritime harassment

**This card should be read in conjunction with Industry best practice BMP5 and flag State advice. The Master retains full responsibility for the vessel's actions.

If hailed by unknown vessel 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.

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Recommended actions if unknown vessel is impeding safe navigation

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.

Record video and details of the event

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
- If persistent - do not endanger your vessel or your people - slow down and allow to board



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Reportable Actions

* This card should be read in conjunction with Industry best practice BMP 5 and flag State advice. The Master retains full responsibility for the vessel's actions.



Report the following activity to UKMTO

- Threatening or harassing conduct directed at a merchant vessel
- Threatening or harassing language transmitted 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 a threat to a merchant vessel
- 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 or cargo

Sighting of suspicious floating objects (Possible Mine or Water-borne 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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Limpet Mine Awareness



**This card should be read in conjunction with Industry best practice BMP5 and flag State advice. The Master retains full responsibility for the vessel's actions.

Limpet mine safety

Limpet Mine— A naval mine designed to attach magnetically to the ship's hull. Attached by swimmer or diver whilst a vessel is alongside or placed by a small craft. The mine can then set off later based on a timer.

Transiting merchant ships remain low risk however the latest UKMTO and regional threat advice should be followed.

Limpet Mine Precautions

- Maintain a good lookout
- Regular checks of the ship's exterior and hull
- Evacuate crew clear of the threat area
- Report anything suspicious to the port facility/UKMTO/Local authorities



Limpet mine examples

Ships should use the Maritime Security Transit Corridor (MSTC) and avoid published or identified mine danger areas



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Sea Mine Awareness



**This card should be read in conjunction with Industry best practice BMP5 and flag State advice. The Master retains full responsibility for the vessel's actions.

Protection against sea mines in conjunction with BMP 5

Sea Mine— A self contained explosive device laid in the water either stationary, floating or tethered with the intention of damaging or sinking vessels.

Used in the region by malign actors to deter or deny access to waterways or ports, they can take multiple forms from traditional historic military mines to improvised explosive devices. Either can be placed in advance into waterways or dropped in association with suspicious small craft activity.

Vessels should always observe UKMTO updates and follow the latest regional threat advice.

Sea Mine Precautions

- Maintain a good lookout
- Avoid any object thrown into the water by small craft
- Report anything suspicious to UKMTO
- Manoeuvre clear from any floating object



Sea Mine examples

Ships should use the Maritime Security Transit Corridor (MSTC) and avoid published or identified mine danger areas



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