



OPERATION ATALANTA

Ship Protection Measures

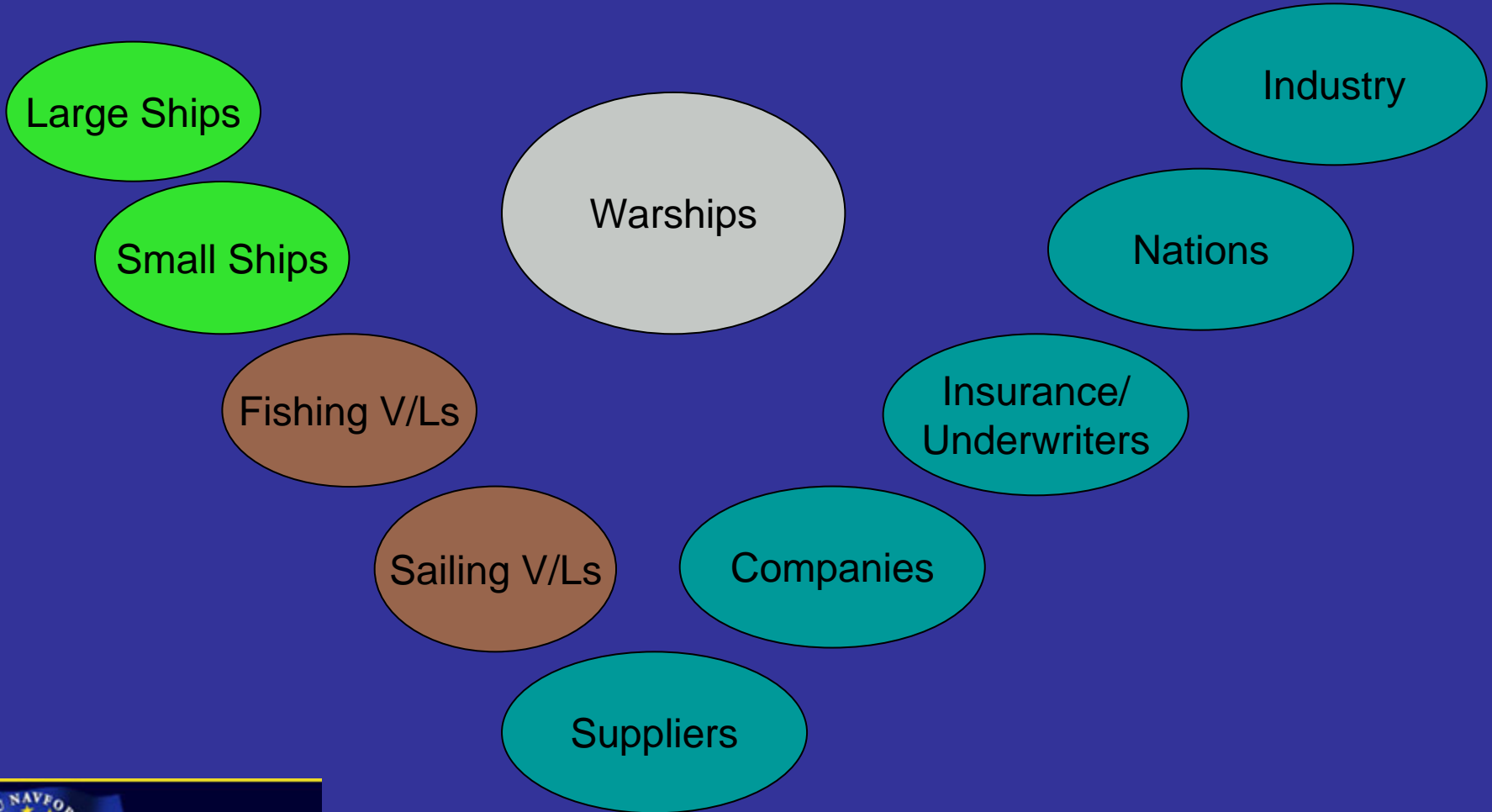
An overview of the holistic approach to
Self Protection Measures



SPM Working Group



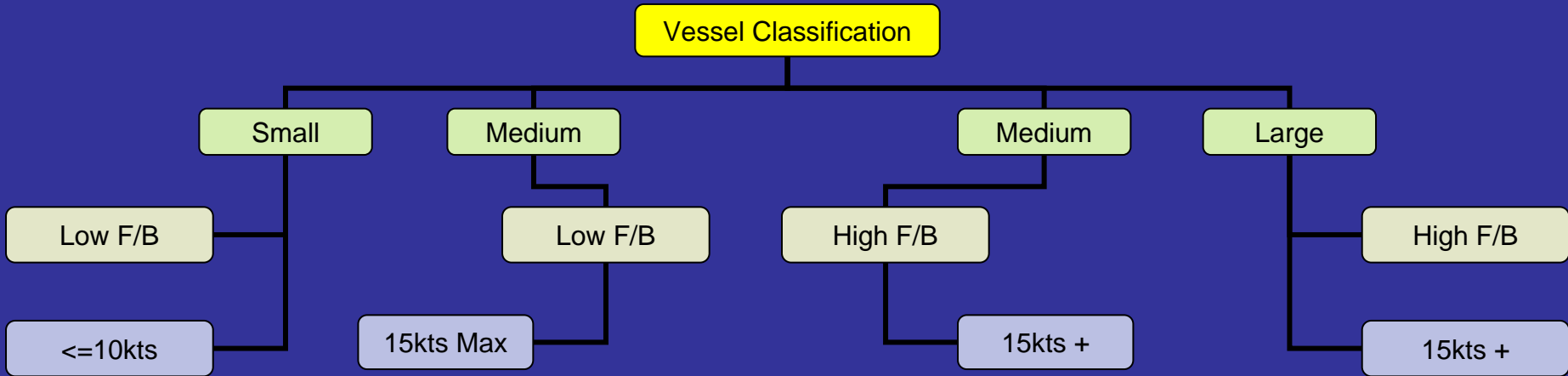
The Stakeholders



Dangers



Primary Divisions



	Small	Medium	Large
Tankers	<50,000dwt	50,000 – 120,000dwt	> 120,000dwt
Bulk Carrier	10,000 – 49,000dwt	50,000 – 79,000dwt	> 79,000dwt



Sub-Divisions

1. Special Interest vessels

- Fishing vessels
- Sailing vessels
- Tugs – barges - supply vls - heavy lift
- Coasters WFP (Escorted)

Broadly classified as small, highly vulnerable, vessels with potentially low budgets and difficult vessel-design for the purposes of Self Protection Measures



Sub-Divisions

2. Merchant vessels < 50,000dwt



- Low freeboard – easy access points
- Speed consideration +/- 15kts
- Special cargo considerations
- Manoeuvrability
- Number & Nationality of crew on board
- SPM – company input – pre-planning
- Number and size of pumps available
- Steam capability for SPM



Sub-Divisions

3. Merchant vessels 50,000 – 100,000

- Freeboard – Ballast or laden
- Speed consideration +/- 15kts
- Special cargo considerations
- Manoeuvrability
- Number & Nationality of crew on board
- SPM – company input – pre-planning
- Number and size of pumps available
- Steam capability for SPM



Sub-Divisions

4. Merchant vessels >100,000dwt



- Freeboard – Ballast or laden
- Speed consideration +/- 15kts
- Cargo considerations – containers / cruise
- Manoeuvrability
- Number & Nationality of crew on board
- SPM – company input – pre-planning
- Number and size of pumps available
- Steam capability for SPM



Ship Protection Measures



- Self protection measures are not limited to the physical mechanisms employed onboard, but include:
 - Procedures – Best Management Practices
 - Company risk assessment / pre-planning
 - Manoeuvring
 - Crew (Vigilance)
 - Training (Incl regular drills & Ex)
 - Physical measures put in place
 - Inherent - type / design / size / speed etc.
 - Vessel Protection Detachments, Private Security
 - Communications – Reports – Alerts
 - Weather



Ship Protection Measures



- The following Self Protection Measures incur little or no extra cost to employ onboard:
 - Procedures – Best Management Practices
 - Company risk assessment / pre-planning
 - Manoeuvring
 - Crew (Vigilance)
 - Training (Incl regular drills & Ex)
 - Inherent - type / design / size / speed etc.
 - Communications – Reports – Alerts
 - Weather



Ship Protection Measures



- Costs are incurred for:
 - Physical measures put in place
 - Vessel Protection Detachments, Private Security
- The following list outlines some of the measures that can be employed onboard most ships.



Ship Protection Measures



- Hoses
- Barb Wire / razor wire
- Bulwark extension
- Netting (Metal – chicken wire)
- Barrels
- Smoke
- Strobe Lighting
- Sandbags
- STEAM
- Foam (Ox Blood)
- Dye markers (Red)
- Sound devices (Thunder flashes / flash bangs)
- Close inboard chaff
- Citadel / Safezones
- Electric wires



Procedures

Best Management Practice



- BMP is currently in-play with industry.
 - *No cost, just a mind set adjustment required.*
- EU NAVFOR endorses BMP
 - *It's a Self Protection Measure, not just more paperwork.*
- Industry and EU NAVFOR MSC-HOA work together to update BMPs



Manoeuvring



- Increase to max speed
- Narrow weave.
- Avoid loss of speed.
- Avoid providing a lee.
- Maximise bow-wash, and wake.
- Observe Coll-Regs
- Monitor vulnerable areas for attack



Crew (Vigilance & training)



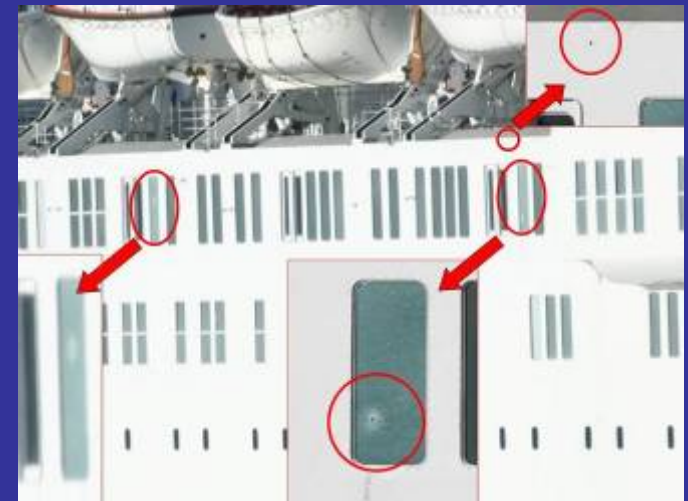
- Best defence is awareness
- Early action deters attacks.
- Training avoids panic.
- Exercises promote confidence.
- Help arrives faster with greater notice.



Ship characteristics



- Speed >15kts has proven effective.
- Review ship layout to identify vulnerabilities.
- Bigger isn't always safer.
- Physical SPMs to augment and enhance vulnerable areas.



MSCHOA - UKMTO Dubai



- If we don't know you're there, we can't help you.
- Common reports.
- Receive latest information.
- Coordinate Group Transits.
- Send / Receive assessed alerts.

The screenshot displays the website for the Maritime Security Centre (Horn of Africa). The page is organized into several sections:

- Registered Users Area:** Includes links for Login, Maritime Intelligence, Register Vessel Movement, Report an Incident, Alerts, Advice to Masters, Updated UTC, Transit Guidance, and Contact us.
- Public Access Area:** Includes links for Website Registration, Links, and Contact us.
- Maritime Security Centre Horn of Africa:** Features a banner image of a ship and a welcome message: "Welcome! The Maritime Security Centre (Horn of Africa), run by the EU Naval Force (EU NAVFOR) is a Coordination Centre tasked to safeguard merchant shipping operating in the region by preventing and deterring acts of piracy in the Gulf of Aden, off the Horn of Africa and in the Somali Basin. This site provides information and guidance for the shipping community. Further information on the role of the MSC (HBA)." Below this is a "FAIRPLAY News Feed" with headlines such as "Pirates raise African tanker demand", "Spain approves anti-piracy force", "Nigerians seize one, dynamite ship", "Secur sending destroyer to Aden", and "Sirius Star arrives in UAE".
- Press Releases & News in Brief:** Contains a section for "****Important - New UKMTO TC Information****" and "ATLANTA NEWS UPDATE".
- BBC News Feed:** Lists news items like "Q&A: Somali piracy", "US to lead new anti-pirate force", "Darkest hour for 'smallest state'", "China begins anti-piracy mission", and "Somali pirates launch new attacks".
- CNN News Feed:** Lists news items like "Somalia confirmed as piracy capital", "Pirate attack on Dutch ship thwarted by Russians", "Exclusive: Pirate tells how comrades drowned", "Pirates release two ships off East Africa", and "Somali pirates free tanker after ransom".

At the bottom of the page, it says "Terms of Use | Developed by Lloyd's Register - Fairplay".



Weather



- It is more difficult to board a ship from a skiff in bad weather.
- Seasonal monsoons can give an increased level of protection from piracy.
- The unpredictability of the weather forecasts must be considered

