

**Vigilance   Surveillance**  
**Assurance**



**IMSC**  
**Bridge Reference Card**

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International Maritime Security Construct



@IMSC\_SENTINEL



IMSC



I write as the Commander of Task Force Sentinel, with our ongoing mission to reassure the maritime community and foster de-escalation and deterrence across this region.

Along with our persistent military presence we continue to raise awareness, promote safety and increase vigilance in association with our industry partners.

These Bridge Cards provide a quick reference guide to you and your crew supporting Industry best practice. I hope you find them useful and contribute to keeping your ship safe on the high seas

Safe Travels

Don Mackinnon OBE PhD  
Commodore Royal Navy  
Commander Coalition Task Force SENTINEL



## IMSC Bridge Reference Card

### 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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## IMSC Bridge Reference Card

### Attack by fast craft or explosive vessel



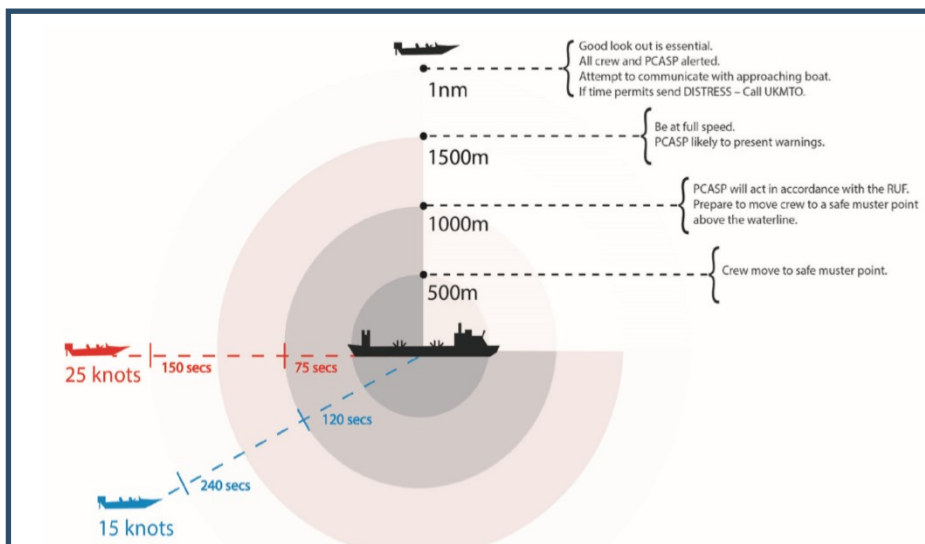
\*\*This card should be read in conjunction with Industry best practice BMP5 and flag State advice. The Master retains full responsibility for the vessel's actions.

#### 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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## IMSC Bridge Reference Card

### 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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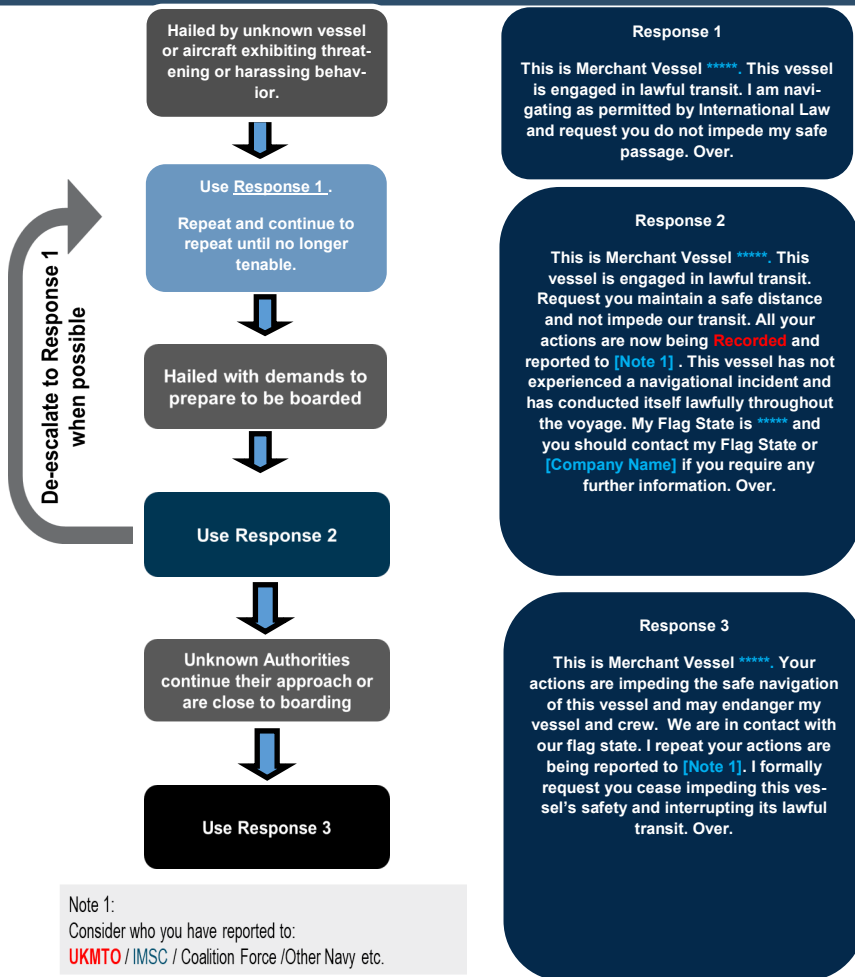
## IMSC Bridge Reference Card

### 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



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## IMSC Bridge Reference Card



### **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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## IMSC Bridge Reference Card

### 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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## IMSC Bridge Reference Card

### 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.

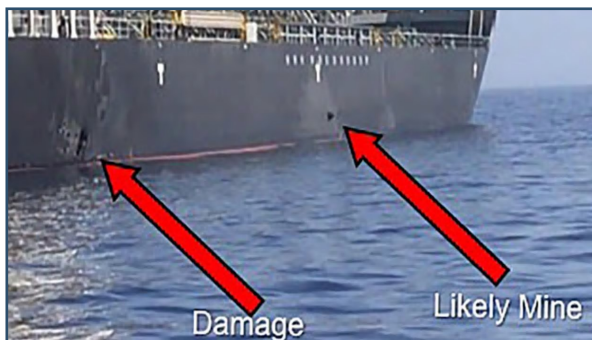
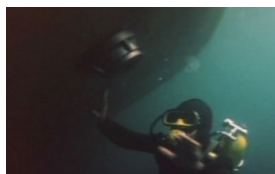
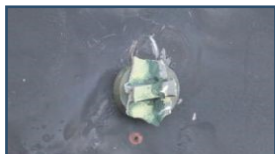
#### Limpet mine safety

**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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## IMSC Bridge Reference Card

### Sea Mine Awareness



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#### Protection against sea mines in conjunction with BMP 5

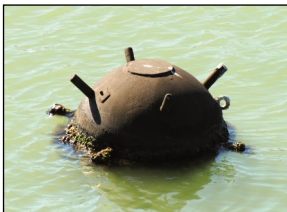
**Sea Mine**— A self contained explosive device laid in the water either stationary, floating or tethered with the intention of damaging or sinking vessels.

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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