

'Q Card' BMP West Africa – 5

Ship Master's Planning

Prior to entering the Voluntary Reporting Area:

- Obtain the latest threat information.
- Check the latest NAVAREA warnings, alerts and the Inmarsat SafetyNet broadcasts.
- Implement VRA vessel registration and reporting requirements as highlighted in section 6 and annex D of BMP West Africa.
- If security services are used, confirm arrangements with the Private Maritime Security Companies (PMSC).
- If used, rendezvous position and communication plan for Security Escort Vessels.
- Contingency plans if security services do not arrive or cannot meet operational requirements.
- Confirm propulsion can operate at full speed.
- Implement security measures in accordance with the Ship Security Plan (SSP).

Location and Time at Anchor

- Keep time at anchor to a minimum.
- Anchor watch to be maintained.
- Avoid setting patterns.
- Consider use of “secure anchorage areas” operated by some countries in the region. More information is contained in local Notice to Mariners or Admiralty Charts.
- Vessels are most at risk when stopped in the water, drifting, at anchor or carrying out STS transfer, Single Buoy Mooring (SBM) operations or slowing down for pilot transfer.

Coordinated Arrival

Many vessels wait offshore and transit at high speed to arrive at any rendezvous point '**Just in Time**' including STS and/or Offshore Terminals. Some vessels tender a virtual Notice of Readiness (NOR) whilst staying safely offshore, and both are accepted practice for many vessels operating in the GoG.