

IL MIO GIRO DEL MONDO A VELA

Gemona del Friuli, 14 luglio 2015

















MaxSea - [C-MAP 1:25 000 [WGS84]]

File Modifica Strumenti Visualizza Navigazione Logbook Meteo Performance Help

Centrare 2D 3D Radar Meteo Maree Correnti 25-lug-12 02:10:27 Layer [WGS84]



Dato Corsore

Latitudine	08°31.6496 S
Longitudine	119°41.2136 E
Depth	0.00 m
Roller	197 °
Distanze	2.82 Nm

Dati Nav

Latitudine	08°28.9973 S
Longitudine	119°42.0078 E
SOG	0.00 Kn
COG	0 °

Dati di governo

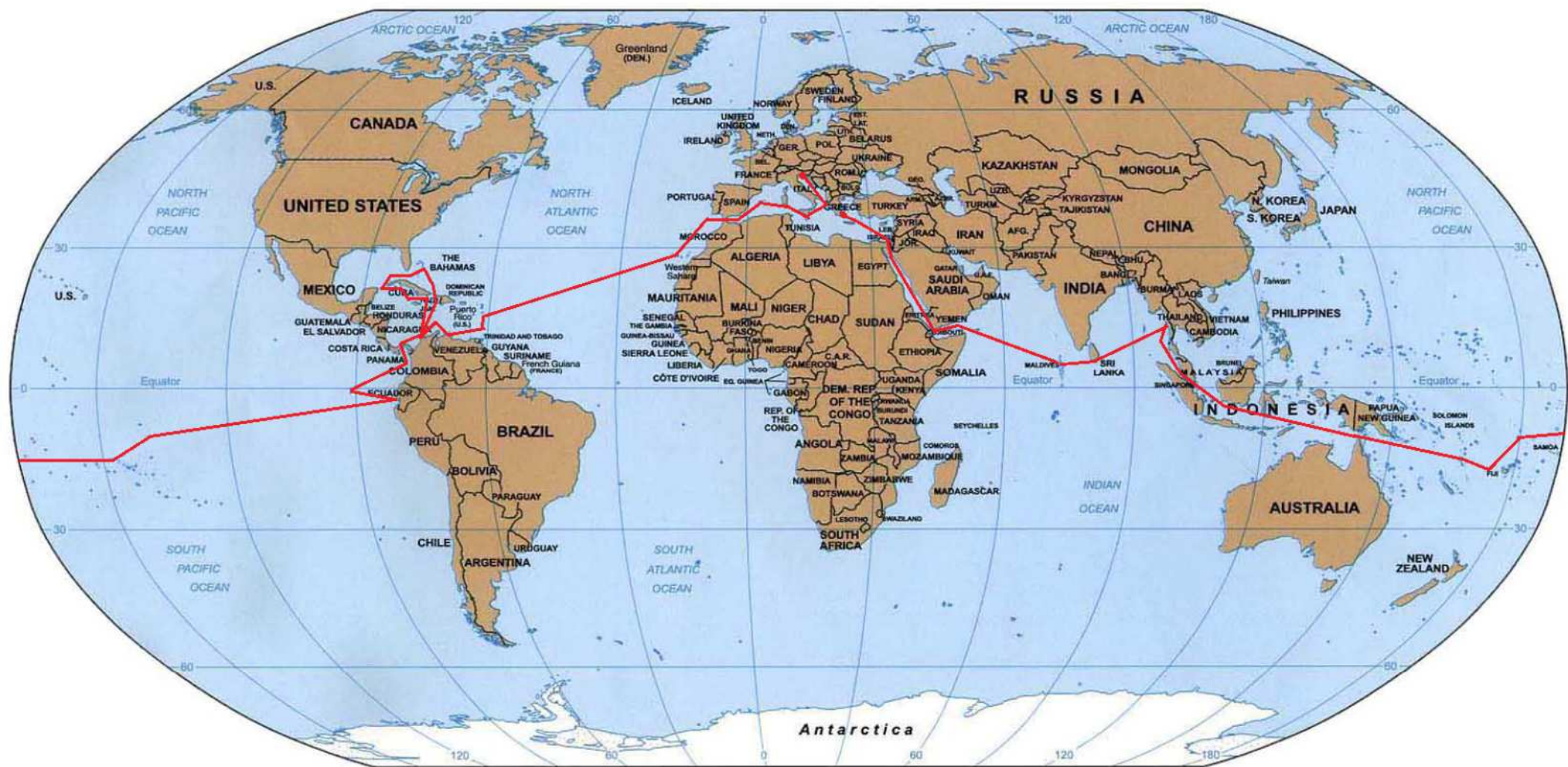
Waypoint:	1
Roller	117 ° / n/a
XTE	S 0.000 Nm
Nominale	206 °
Distanze	0.000 Nm
TTG	-
Successivo	348 °

start MaxSea - [C-MAP 1:25 000 [WGS84]] Connessione remota

2.10
macedo
25/07/2012

lenovo

E320













Cook Islands

Suvarrow National Park

Includes all the Islands of Suvarrow, its' lagoon and surrounding waters up to 12 nautical miles

A NATIONAL PROTECTED AREA

Suvarrow National Park Rules

Entry

1. No entry to the Suvarrow National Park before 1st of June or after the 1st of November each year.
2. Access to Suvarrow National Park is permitted upon payment of an entrance fee. Please see the warden.

Prohibition

3. No taking of:
 - (a) shells or flesh from shells,
 - (b) any birds or eggs, or part of any bird or egg, or being or tampering with any nest,
 - (c) or injuring any female lobster and/or coconut crab with eggs attached,
 - (d) any live fish for aquariums,
 - (e) any clam shell from the lagoon,
 - (f) any whale tooth or whale bones from the islands.
4. No use of spear guns within the lagoon.
5. No entry into bird or turtle nesting areas.
6. No harvesting, disturbing, burning or taking of any marine mammals.
7. No fishing on the islands.
8. No discharging or dumping of waste or pollutant on the islands sandbanks, in the lagoon or within 12 nautical miles of Suvarrow. This includes any plastic, paint, oil, batteries, or other pollutants from any vessel.
9. No vessels:
 - (a) without sewage holding tanks or on-board marine toilets permitted inside the lagoon
 - (b) to dump, discharge or flush any sewage holding tanks inside the lagoon or within 12 nautical miles of Suvarrow.
10. No domestic dogs, cats or other animals permitted on the islands.
11. No introduction onto the islands of any non-native plants or trees and/or plant parts or insects.
12. No removal of sand, shells, or coral from any islands or the lagoon.
13. No clearing or cutting of any vegetation.
14. No persons may:
 - (a) create any nuisance while on any islands,
 - (b) operate any motorized vessels at excessive speeds within the lagoon,
 - (c) pollute persons, or waste any freshwater on the islands,
 - (d) perambulate on water-side in the lagoon.
15. No use of fishing nets, poisons, or explosives to catch fish.
16. No use of narcotics on the islands.
17. No tampering with, damage to, or removal of any historic object which is in excess of 20 years old.
18. No harassment, hindering or interference with the lawful duties of the warden.

Penalties

19. On-the-Spot Fine not exceeding US\$500 for any violation of these Rules.
20. Liable to an additional penalty of US\$100 for each day the offence continues.

Please see Warden for further rules and clarifications

SUWARROW ISLAND



No Unauthorized Access















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E-Mail info@shipping.nato.int

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Weekly Update for 10 - 17 December 2014

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Regional Considerations:

Masters

Masters are advised to remain vigilant at all times inside the High Risk Area (HRA) and follow the guidance and protective measures, BMP4.

Sailing Yachts

Sailing yachts should avoid transiting the HRA. Past activity has shown that pirates will attack both large and small yachts passing the the fact that attacks on merchant vessels appear to have decreased, the possibility of attacks and the successful pirating of sailing vessels is likely due to their vulnerability and the reduction of revenue sources from pirated merchant vessels.

Reporting

In accordance with BMP 4, following any piracy attack or suspicious activity **it is vital that a detailed report of the event is provided** and MSCHOA. The format of the report can be found at annex D to BMP 4. These reports constitute **extremely valuable contributions** to the understanding of the pattern of life in the region and to the Maritime Situational Awareness, elements that are in the foundation of the Counter-Piracy forces deliver to merchantmen.

When reporting, information should be complete, in particular reports to include any piracy related equipment / weapons (ladders / RP) these incidents have been assessed as non-piracy related activity and are associated with common patterns of life in the area. These include fishing, small vessel trade, smuggling and other local vessel movements.

SAILING YACHTS STILL VULNERABLE TO PIRATE ATTACK IN THE INDIAN OCEAN

The advice of the Maritime Shipping Centre-Horn of Africa (MSCHOA), NATO Shipping Centre, UK Maritime and Trade Organisation (UKMTO) and MARLO remains that sailing yachts should **avoid** transiting the High Risk Area (HRA) in the Indian Ocean for the foreseeable future.

The HRA is bounded by Suez and the Strait of Hormuz to the north, and 10° S and 78° E.

Sailing yacht vulnerability to pirate attack is not reducing.

With the end of the South West monsoon, the weather and sea states in the Indian Ocean and the Southern Red Sea will become more conducive to pirate activity.

Despite the fact that attacks on merchant vessels appear to have decreased, the possibility of attacks and the successful pirating of sailing vessels remains likely due to their vulnerability and the reduction of revenue sources from merchant vessels.

To pirate groups, sailing yachts are an easy target and possible source of revenue. Sailing in large groups is unlikely to be a deterrent and could be seen as a larger target and a bigger source of ransom to the pirates.

For this reason we are restating our advice that sailing yachts should **avoid** transiting the HRA.

If, regardless of this advice, you elect to undertake a voyage in the HRA you should:

1. Inform Maritime Security Centre Horn of Africa (MSCHOA) at postmaster@mschoa.org with the subject line "Yacht Vessel Movement", or phone +44 1923 958545; plus
2. Maintain regular contact with UKMTO Dubai on +971 50552 3215 or email ukmto@eim.ae and MARLO on marlo.bahrain@me.navy.mil or +973 3940 1395 with position updates.

Further guidance can be found on the Maritime Security Centre Horn of Africa homepage www.mschoa.org, or on the NATO Shipping Centre homepage www.shipping.nato.int.



Gulf of Aden Internationally Recommended Transit Corridor & Group Transit Explanation

The following information is intended to clarify the purpose & scope of the Transit Corridor and to outline the practical aspects for merchant vessels participating in Group Transits.

S/Y COLD STREAM SAVERIO SUELO
CHARLIE - OSCAR - LIMA - DELTA
SIERRA - TANGO - ROMEO - ECO - ALPHA - MIKE
SIERRA - CHARLIE - BCD - LIMA - ZULU - OSCAR

August 2010

IR Transit Corridor



The IRTC was amended in 2009 to reflect revised analysis of GOA pirate activity and shipping industry feedback. The new corridor has been positioned further from established fishing areas resulting in a decrease in false piracy alerts.

The corridor is 492 miles long and has an

East bound

and a

West bound

lane.

Each lane is 5 miles wide with a 2 mile separation between the lanes.

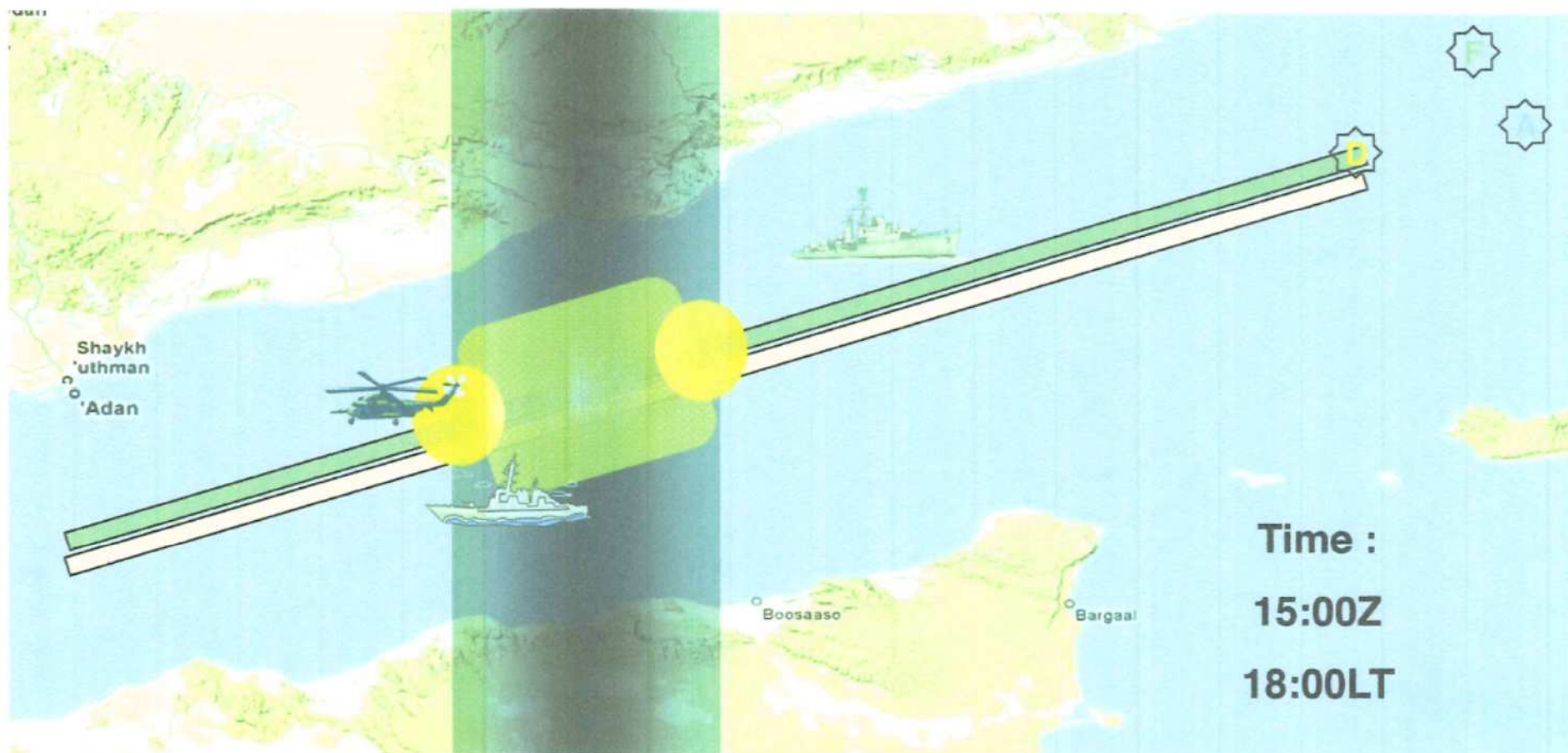


The corridor is not marked or defined by navigational aids, and is not intended to be a TSS. However to make warship patrols more effective, vessels transiting the GOA are strongly recommended to adhere to the Transit Corridor and Group Transit guidelines.

Westbound GT Case Study

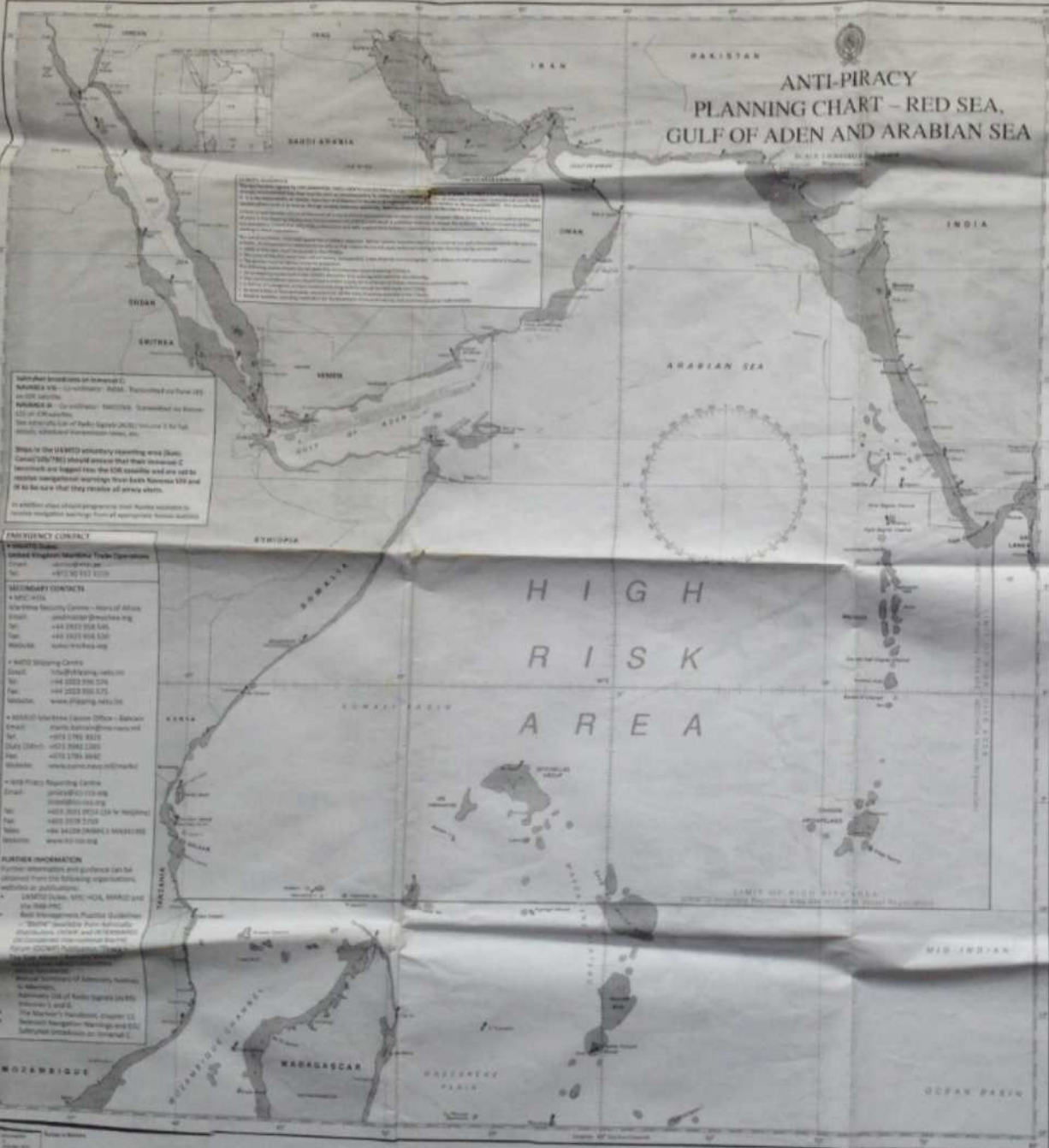


Vessel ID	Vessel Type	Transit Speed	Vessel ID	Vessel Type	Transit Speed
Ship A	VLCC	12 kts	Ship D	Offshore Supply	10 kts
Ship B	Bulk Carrier	14 kts	Ship E	Car Carrier	14 kts
Ship C	LNG Carrier	18 kts	Ship F	General Cargo	12 kts



All illustrations & distances are approximate

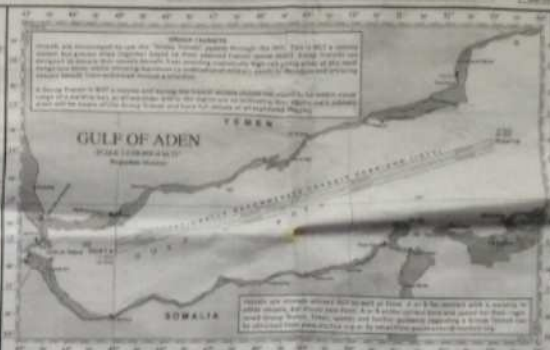
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Information on Somalia:
SOLOMON ISLANDS - (Coastal) - ADM. Responsibility for the ISL is USN. ADM. Responsibility for the ISL is USN.
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EMERGENCY CONTACT
United Kingdom Maritime Traffic Operations
 Phone: +44 (0)1753 51070
SECURITY CONTACT
US Navy Security Center - Horn of Africa
 Email: aho@navy.mil
 Phone: +1 (802) 356 545
 Fax: +1 (802) 356 530
US Navy Shipping Center
 Email: usnavyshipping@navy.mil
 Phone: +1 (802) 356 536
 Fax: +1 (802) 356 575
US Navy Middle East Office - Bahrain
 Email: meo@navy.mil
 Phone: +973 3781 8324
 Fax: +973 3781 8383
US Navy Fleet Reporting Center
 Email: fleetreport@navy.mil
 Phone: +1 (802) 356 5363 (24 hr Helpline)
 Fax: +1 (802) 356 5363
ALARM INFORMATION
 Further information and guidance can be obtained from the following organizations, websites or publications:
 • USNTO Guide, MTC, HGA, MRRM and the MTC
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UNTO INITIAL REPORT

1. Ship Name
2. Flag
3. IMO Number
4. IMO Number
5. Name & Position
6. Course
7. Passage Speed
8. Cargo
9. Crew/Passengers and Equipment
10. Location
11. Date and Time
12. Nationality of Master and Crew
13. Details of Unlawful Activity

NOTES

VOLENTARY REPORTING REQUIREMENTS
 Merchant vessel voluntary reporting schemes are established to enhance security, provide anti-piracy support and to facilitate the provision of navigation to all vessels in the Indian Ocean, Arabian Sea, Gulf of Aden and the Red Sea.
 Merchant vessels operating in these areas are strongly encouraged to take, as detailed below, with the authorities, any vessel, owner, operator or manager, choosing not to report their details any voluntary assistance in the event of an incident at sea, should not be expected the ship and reliable information may not be available.
 The schemes are free to participate in and vessels of any flag or ownership are invited to participate. All information is treated in strict confidence and only used where military crises.

VESSEL REGISTRATION
 Register vessel movement prior to entering the high risk area MTC/MTCM via one of the following links:
 • www.mtc-mtc.com
 • www.mtc-mtc.com
 See www.mtc-mtc.com for report details.

VESSEL REPORTING
 Upon entering the UNTO voluntary reporting area, mandated by UN Security Council Resolutions 1816 and 1817, or when leaving a port within the area:
 10. Send a Vessel Position Reporting Form - Initial Report to UNTO (by email to unto@navy.mil and Sea-UNTO@DEFENCE.GOV.UK) on this chart and BMP4 Annex B for report details.
 11. After logging the initial report above, vessels are asked to report daily by 0500 UTC to UNTO and Sea-UNTO (by email to unto@navy.mil and Sea-UNTO@DEFENCE.GOV.UK) on this chart and BMP4 Annex B for report details.
 If planning to transit the Gulf of Aden, vessels are requested to add the CIA at the International Recommended Transit Corridor (IRTC) entry point, "Point A" or "Point B" to the daily reports to UNTO and MTC/MTCM.
 12. When making reports all ships should be in "UTC".
 13. Reports may be made by either the vessel or by the port/operator.

NAVIGATION IN, OR NEAR, PIRACY HIGH RISK AREAS
 Any decision to navigate in areas where asset attacks may be threatened requires careful consideration and detailed planning to best ensure the safety of the vessel and crew. The following outlines some of the key aspects involved in such planning:
 14. Gather up-to-date information regarding the current piracy situation in the region (disaggregation warnings, piracy alerts, MTC, HGA, notices, etc.).
 15. Identify current piracy high risk areas and assess whether it is possible or practicable to avoid these areas.
 16. Consider expected weather conditions, taking in mind that the rougher weather may be the most likely to occur in these conditions above Beaufort Force 4 (wave height 3m).
 17. Consider crew and auxiliary machinery capability, availability and reliability.
 18. Plan on transiting the high risk area at full sea speed and in accordance with BMP4 Annex B.
 19. Plan on remaining areas of highest risk in the event of an incident or an attack by piracy (Transit or National Convoy requirements). Conduct a risk assessment.
 20. Based on the risk assessment and Ship Security Plan (SSP), prepare self-protection measures in accordance with BMP4 Annex B.
 21. In accordance with the risk assessment and SSP draw up a contingency plan for the passage through the high risk area and ensure this is briefed and exercised by all concerned, on board and ashore.
 22. Prepare an Emergency Communication Plan, to include all essential emergency contact numbers and prepared messages.
 23. Define Automatic Identification System (AIS) policy.
 24. Establish a "Safe Muster Point" to protect crew in the case of a pirate attack, if a "Crew" is provided and properly equipped check that all equipment is in place and ensure that ship to shore communications systems are working correctly.

REFER TO BMP4 SECT. 8.33 FOR DEFINITIONS OF "SAFE MUSTER POINT" AND "CREW" TAKE NOTE OF "CREW GUIDANCE" ON THIS CHART AND www.navypa.org
 25. On entry into the high risk area implement the Ship Security Plan (SSP).
 26. Increase all round lookouts and ensure enhanced radar watchkeeping.
 27. Minimize outgoing external communications to essential safety and security related matters only.
 28. Have contact numbers displayed on all communication stations and prepared emergency messages ready for sending.
 29. Have all self-protection measures ready for immediate use.
 30. If military forces intervene:
 • All personnel should keep low to the deck and cover their heads with both hands, and ensure that they are ready to follow the instructions of the military forces.
 • Do not resist or attempt to interfere with the military forces.
 • Do not use force or threaten to use force.
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RECOMMENDED ACTIONS IN EVENT OF SUSPECTED OR ACTUAL PIRACY ATTACK - See Sections 5, 10 and 11 of BMP4.

- 10. SUSPICIOUS VESSEL IN VICINITY**
1. If at all speed then increase to full speed to open the Close Range of Approach (CRA).
 2. Activate the Emergency Communication Plan:
 - a. Contact UNTO/Dual to alert them that an attack might be about to take place.
 - b. Consider if a distress message should be sent to alert other ships in vicinity.
- 11. APPROACH PHASE**
1. If at all speed then increase to full speed to open the CRA.
 2. Activate the ship's emergency procedures.
 3. Activate the Emergency Communication Plan:
 - a. Sound the emergency alarm and make a "Wide Area" announcement.
 - b. Report the attack to UNTO/Dual.
 - c. Activate Ship Security Alarm (SSA).
 - d. Sound a distress message via GMDSS and broadcast on 16.1 MHz VHF to alert other ships in vicinity.
 - e. Transmit all pertinent OIR.
 - f. Muster the crew, except those that are not required at the bridge or engine room, at either the Safe Muster Point or in the Location of Rendezvous.
 - g. If possible, after muster to open the CRA. Consider a course to increase the effect of wind or waves on approaching vessels.
 - h. Activate self-defense measures.
 - i. Ensure all external doors are fully secured.
- 12. ATTACK STAGE**
1. Acquire all personnel on in a position of safety.
 2. Maintain as required to remove a log from other side of the vessel (small boats otherwise recommended).
- 13. PRATES ON BOARD**
1. Try to remain calm.
 2. Before pirates reach the bridge, inform UNTO/Dual, ensure SSA has been activated and that the AIS is inhibited.
 3. Offer no resistance to the pirates once they reach the bridge.
 4. If the bridge/engines room is to be evacuated then the main engine should be stopped. All remaining crew should proceed to the designated Safe Muster Point with their hand valves.
 5. Leave any CCTV running.
- 14. IF MILITARY FORCES INTERVENE**
1. All personnel should keep low to the deck and cover their heads with both hands, and ensure that they are ready to follow the instructions of the military forces.
 2. Do not resist or attempt to interfere with the military forces.
 3. Do not use force or threaten to use force.
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