ATP-71

ALLIED

MARITIME INTERDICATION OPERATIONS

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APRIL 2005
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2. Summary. This publication provides the objectives of maritime interdiction operations, the principles of inspection, and tactical guidance for conducting maritime interdiction and boarding operations by allied ships and associated elements from other services.

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J MAJ
Brigadier General, POL(A)
Director, NSA
# RECORD OF RESERVATIONS

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U.S. LETTER OF PROMULGATION

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ATP-71

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FOREWORD

1. ATP-71, Allied Maritime Interdiction Operations, provides the objectives of maritime interdiction operations, their principles of inspection, and tactical guidance for conducting maritime interdiction and boarding operations by allied ships and associated elements from other services.

2. This document is unclassified and does not require security protection. It may be released to non-NATO nations independently by member nations and NATO commands and agencies as required.

3. Comments and recommended changes to this document should be sent directly to the address listed below:

   COMMANDER
   NAVY WARFARE DEVELOPMENT COMMAND
   ATTN: N57
   686 Cushing Road
   Newport, Rhode Island 02841-1207

4. References and related publications:
   a. AJP-3.1 Allied Joint Maritime Operations
   b. AJP-3.4 NATO Non Article 5 Crisis Response Operations
   c. AJP-3.4.1 Peace Support Operations
   d. ATP-1 Allied Maritime Tactical Instructions and Procedures Volume I
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   e. APP-1 Allied Maritime Voice Reporting Procedures
   f. APP-7 Joint Brevity Words Publication
   g. APP-11 NATO Message Catalogue
   h. ATP-2 Allied Naval Control of Shipping Manual
   i. MC 362 NATO Rules of Engagement
CHAPTER 1

Introduction

0101 Purpose

ATP-71, Allied Maritime Interdiction Operations, provides:

a. The historical aspect of maritime interdiction, the objectives of maritime interdiction operations, and the principles of inspection.

b. Tactical guidance for conducting maritime interdiction and boarding operations by allied ships and associated elements from other services.

0102 Definition

A maritime interdiction operation (MIO) encompasses seaborne enforcement measures to intercept the movement of certain types of designated items into or out of a nation or specific area. MIO are normally restricted to the interception and, if necessary, boarding of vessels to verify, redirect or impound their cargoes in support of the enforcement of economic or military sanctions. Units engaged in MIO normally exercise the right to perform the following:

a. Interrogate vessels for reasons other than safe navigation.

b. Send armed boarding parties to visit vessels bound to, through, or out of a defined area.

c. Examine each ship’s papers and cargo.

d. Search for evidence of prohibited items.

e. Divert vessels failing to comply with the guidelines set forth by the sanctioning body.

f. Seize vessels and their cargo that refuse to divert.

0103 Overview

1. In broad terms, the enforcement of sanctions and embargos is designed to force a nation or party to obey international law or to conform to a resolution or mandate. Sanctions generally concern the denial of supplies, diplomatic, economic, and other trading privileges, and the freedom of movement of those living in the area of sanctions. Sanctions may be conducted partially against a particular party, or impartially, in the context of a peace support operation, over a wide area embracing all parties. The military objective is to establish a barrier that is selective, allowing only those goods, persons or services authorized to enter or exit. Depending on geography, sanction enforcement normally involves some combination of air, land, and maritime forces such as MIOs, and the enforcement of no-fly zones. Commanders, commanding officers, and other key decision-making personnel should have a working knowledge of the principles and law of the sea involved prior to commencing a MIO. The effectiveness of MIO is related to compliance with the sanctions or embargo, reduction in the flow of prohibited items, and/or prevention of escalating hostilities. This objective may be obscured by the framework of platforms, personnel, and logistics required to support a MIO.

2. The United Nations will normally establish the provisions for an embargo and authorize the use of force through a UN Security Council Resolution. The right to impose an embargo may also be derived
from the customary international law that defines the right of a nation, or group of nations, to defend against a threat to the peace or actual breach of the peace. This right is also termed individual or collective self-defence.

3. The authority establishing the MIO must address the following items in the resolution:

   a. Force. The resolution should prescribe the level of force authorized in conducting the MIO. Generally, the rules of engagement (ROE) and national interpretations of the resolution will prescribe the conditions under which, and the extent to which, force may be used in enforcing the resolution.

   b. Prohibited Items. The resolution itself will specify the prohibited items. However, when dealing with questionable cargoes, the MIO commander may require clarification of the prohibition status of specific goods from the sanctioning authority. For example, if the resolution bans petroleum products, but merchant ships are encountered carrying oil shale, coal, or natural gas, the MIO may wish to clarify what is to be stopped by contacting the sanctioning authority through the chain of command. Certain goods are generally exempt from seizure, such as medical and hospital stores, religious objects, humanitarian relief supplies, and humanitarian-related foodstuffs.

   c. Geographic Limitations. Although the resolution may set the geographic limitations for the MIO and authorize entry into the target country’s territorial sea, the decision regarding whether to allow pursuit into the target country’s territorial sea varies between participating nations. This decision may be modified based on political developments during the MIO enforcement. Some members may prohibit any entry into territorial seas, others may create arbitrary limits on territorial waters (TTW), e.g., 3 nm, and still others may authorize pursuit to the coastline. This issue is further complicated by regional geography and the target country’s maritime claims.

   d. Disposition. Normally, ships are not seized during a MIO; those carrying prohibited items are diverted to an acceptable port or returned to their port of origin. However, the UN resolution may authorize the seizure and subsequent sale of the violating vessels and their prohibited items.

4. For a MIO to be recognized as lawful under international law, the provisions thereof must be applied to ships of all nationalities. This means that all ships in transit of the defined area, including those of one’s own nation, must be subjected to an inspection. Force may be utilized, if required, to ensure compliance with interdiction operations.

5. See ATP-1 Volume I, Chapter 8, Section VII, for further guidelines on the preparation and execution of multinational embargo operations.

0104 Objectives of Maritime Interdiction

There are two objectives of maritime interdiction:

   a. Primary. The primary objective is to determine if a vessel is in compliance with or in violation of the stated reason for interdiction.

   b. Secondary. The secondary objective is to gather intelligence about:

       (1) The vessel’s itinerary and future intentions.

       (2) Military and shipping activity in and around an embargoed nation’s ports.
0105 International Law

The United Nations, individual nations, or other recognized political authorities may provide authority for a MIO. Reference sources are available to commanding officers to amplify international law of the sea.

0106 Scope

Allied force ships must be prepared to conduct MIO on short notice. In support of this objective, guidance provided herein is applicable to all commands that may be involved in the planning and/or execution of a MIO. The information contained herein may be useful to personnel of other armed services who are also tasked to support MIO.

0107 Definition of Key Terms

Although some terms used in MIO are not specific to the MIO mission, the following definitions are tailored to be MIO specific:

a. Unopposed Boarding. An unopposed boarding is one in which the master of the vessel complies with the on-scene commander (OSC) directions and the following additional conditions are met:

(1) No apparent passive/active resistance measures are employed.

(2) There is no intelligence to indicate a threat.

NOTE
Throughout this publication, compliant or cooperative boardings, and consensual visits are regarded as unopposed boardings.

b. Non-cooperative Boarding. A non-cooperative boarding is one in which there is no intelligence to indicate a threat, and any or all of the conditions listed below are met:

(1) The master of the vessel does not acknowledge communications, fails to cooperate in establishing his purpose in the area, or continuously refuses to cooperate in allowing boarding to take place.

(2) Passive measures in place are intended to delay, impede, complicate, and/or deter boarding of the suspect vessel and can be overcome by mechanical means.

(3) Passive resistance measures in place are intended only to delay, impede, complicate, and/or deter search and seizure of suspect vessel and can be overcome by mechanical means.

NOTE
Throughout this publication, non-compliant boardings are regarded as non-cooperative boardings.

c. Opposed Boarding. Opposed boarding is one in which any or all of the following conditions are met:

(1) The master of the vessel actively refuses to allow boarding to take place.
(2) Passive resistance measures in place are clearly intended to inflict harm on the boarding party or create a very dangerous environment.

(3) Intelligence indicates a possible threat on board the subject vessel, or the vessel is suspected of carrying terrorist contraband.

d. **Consensual Visit.** A consensual visit is conducted at the invitation of the master (or person-in-charge) of a vessel, which is not otherwise subject to the jurisdiction of the boarding officer. The voluntary consent of the master permits the boarding, but it does not allow the assertion of law enforcement authority, such as arrest or seizure. A consensual visit is not, therefore, an exercise of maritime law enforcement jurisdiction *per se*. Nevertheless, such visits have utility in allowing rapid verification of the legitimacy of a vessel’s voyage by obtaining or confirming vessel documents, cargo, and navigation records without undue delay to the visited vessel.

e. **Right of Approach and Visit.** Under international law, a warship, military aircraft, or other duly authorized ship or aircraft may *approach* any vessel in international waters to verify its nationality. Unless the vessel encountered is itself a warship or government vessel of another nation, it may be stopped, boarded, and the ship’s documents examined, *provided* there is reasonable ground for suspecting that it is:

   (1) Engaged in piracy.
   
   (2) Engaged in the slave trade.
   
   (3) Engaged in unauthorized broadcasting.
   
   (4) Without nationality.
   
   (5) Of the same nationality as the warship though flying a foreign flag, or refusing to show its flag.

f. **Suspect Vessel.** Any vessel designated by the joint force commander (JFC), maritime component commander (MCC), or MIO commander.

g. **Cleared Vessel.** A suspect vessel that has been cleared to proceed after a query or boarding.

h. **Detained Vessel.** A suspect vessel that has been queried or boarded and is believed to be carrying contraband. The suspect vessel remains in this status until changed by higher authority.

i. **Diverted Vessel.** A suspect vessel that has been queried or boarded, believed or found to be in violation, and diverted to a neutral port requested by the detainee, or diverted to a port selected by the cognizant commander.

j. **Special Agreement Vessels.** Vessels covered by special agreements or policies for which specific alternatives to visit and search are mandated. Passenger ferries and cruise ships may be included in this category.

k. **Boarding Ship.** M.O. unit tasked with providing the boarding party for boarding a suspect vessel.

l. **Visit, Board, Search, and Seizure.** To determine the true character of vessels, cargo, and passengers, M.O. forces conduct M.O. using visit, board, search, and seizure (VBSS) procedures.
m. **Heliborne Visit, Board, Search, and Seizure.** To board a suspect vessel by helicopter, special operations forces (SOF) or other specially trained and designated forces use the heliborne visit, board, search, and seizure (HVBSS) procedure.

n. **Permissible Cargo.** Designated exceptions to the prohibited cargo category. Examples include medical supplies, foodstuffs, and other humanitarian aid as determined by proper authority.

o. **Prohibited Cargo.** Specified cargo destined for import to, or export from, a country designated by applicable prohibitions or resolutions.

p. **Query Ship.** M.O. unit making initial contact with, and conducting the query of a vessel.

q. **Takedown Operation.** The act of boarding a suspect vessel by means of HVBSS or VBSS to gain control of key stations and force the suspect vessel to submit to search or diversion.
CHAPTER 2

Concept of Operations

0201 Concept

1. M.O. may have high political interest and, as such, require a highly flexible concept of operations. Commanding officers should prepare their crews to conduct M.O. within a wide variety of command structures and operational environments. Allied or multinational forces, or a single nation, in support of specified objectives, may carry out M.O. Operations may be conducted by naval forces alone or as part of joint operations involving one or all services.

2. The recognized sanctioning body establishes the provisions of a M.O., normally a UN Security Council Resolution. After a commander responsible for conducting the M.O. has been designated, an operational order (OPORD) will be issued that conforms to the resolution. The assigned commander will issue OPGENs and OPTASKs that will be detailed and address the following:

   a. What goods, persons or services are to be identified, tracked, diverted, or seized.
   b. The disposition of identified goods, persons or services that are not to enter or depart from a specified nation.
   c. Types of vessels expected to transit the operating area (OPAREA).
   d. Questions to ask a suspect vessel during boarding.
   e. Criteria for diversion.
   f. Percentages of cargo on various types of shipping that should be searched.
   g. Rules of engagement.
   h. Contact classification criteria.
   i. Specific reporting procedures; initial contact report, boarding summaries, challenge summaries, and diversion reports.

0202 Command Relationships and Responsibilities

1. The key to successful command relationships is achieving unity of command and effort. The commander must have the ability to unify the efforts of a widely diverse force and execute through a clearly defined chain of command.

2. Establishing a coordination centre staffed with members from coalition forces to share intelligence, and operational information, ensure coordination among allied/coalition forces, and provide a forum where routine problems can be resolved informally can be useful in resolving issues. Inclusion of liaison personnel at all levels of the chain of command provides commonality, focuses the efforts of the MIO force, and is highly encouraged.

3. The command structure varies depending on the specific operations area as well as according to the political objectives of the MIO, but resembles the basic structure described in Figure 2-1. Geography of
the operational area has a significant impact on the size of MIO force required and the amount of decentralization within the command structure.

4. Command Responsibilities. The following are key MIO personnel and their responsibilities:

a. Maritime Interdiction Operation Commander. The MIO commander is the officer in tactical command (OTC) of all forces assigned to conduct the MIO.

b. Sector Maritime Interdiction Operations Coordinator. The sector MIO coordinator is assigned as required to provide command and control (C2) when geography prohibits operations in a single geographic area. There may be a need for a number of sector MIO coordinators. They are responsible for:

1. Conducting MIO within the assigned operations area or sector and exercising tactical control (TACON) of all MIO forces within that area or sector.

2. Assigning boarding and assist ships as required.

3. Tasking aircraft or other supporting forces as required, so that the OSC can conduct a particular boarding.

4. Assigning units VHF working channels and night signal colours, to be used for suspect vessel interrogation, in order to prevent mutual interference.

5. Maintain an accurate database of boarded vessels.

c. On-Scene Commander. The OSC is the officer exercising TACON at the scene of all forces assigned to conduct or support the boarding of a vessel. The OSC is normally the commanding officer (CO) of the boarding ship. The OSC will keep the MIO commander apprised of the progress and status of the boarding operation.

d. Assault Force Commander. The assault force commander (AFC) is the officer exercising TACON of the heliborne assault force (HAF) that conducts the takedown of a vessel. The AFC reports to the OSC as soon as feasible after departure from the assembly point and is responsible for
the actual assault of the vessel. Once control of the vessel has been obtained, the AFC retains control of all forces aboard the vessel until the OSC directs him to turn control over to the boarding officer.

e. Boarding Officer. The boarding officer (BO) is the officer in control of the boarding party and is responsible for visiting and searching the suspect vessel. The BO remains in control of the boarded vessel until relieved or directed by the OSC to return control of the vessel to its master. The BO will communicate with the OSC on a predetermined interval, providing boarding status reports. Figure 2-2 is a generic C2 relationship that may be tailored to meet the specific mission.

f. Air Mission Commander. The air mission commander (AMC) is the aviation officer assigned as mission commander for all aircraft directly supporting the HAF. The AMC is responsible for:

(1) Planning the safe execution of aircraft support to the HAF.

(2) Coordinating with the AFC for conducting all aircraft-related portions of the takedown operation.

Note. Surface combat air patrol and other aircraft in the area not directly supporting the HAF should report directly to the OSC.

0203 Communications

1. A solid communications plan is vital to the success of a MIO. The complex nature of MIO requires all participating units to pay close attention to the compatibility of communications systems. The MIO commander is responsible for developing the communications plan and managing the communications requirements of all the participating units. The plan should include primary, secondary and tertiary
frequencies and be designed for minimal interference from local port and merchant use in the operations area. The following actions can be taken to minimize problems:

a. All helicopters and maritime patrol aircraft assigned should be equipped with bridge-to-bridge (BTB) capable (maritime bandwidth) VHF FM radios.

b. MIO commander or sector MIO coordinator should assign designated BTB channels to all units conducting MIO to minimize mutual interference. Consideration should be given to local port and merchant usage in the operations area in an attempt to find little-used channels for MIO.

c. Assault teams and boarding parties should be equipped with UHF/VHF portable radios to enhance communications within the boarded vessel. UHF portable radios should preferably be operating in military UHF-band (225–400 MHZ) to be interoperable with shipborne UHF transceivers.

d. Strict circuit discipline should be required on all boarding and assault nets to ensure rapid transfer of urgent information.

e. Codewords should be established for key information in the event clear voice circuits must be utilized.

f. All units involved in boarding operations should have VHF–BTB capability.

g. Once the boarding has commenced, VHF–BTB radios should be used as an emergency backup circuit for all forces involved.

h. The OSC should ensure all participating units are thoroughly familiar with circuits to be used during the boarding.

i. Assault team and boarding party members should conduct frequent radio checks consistent with the tactical situation.

j. Extra batteries should be available for all portable radios to be used by assault teams, boarding parties, and boat crews.

2. Figure 2-3 provides a recommended communications plan for MIO. If utilized, encrypted (digitized voice), portable radios should be operated in the secure mode. Whenever non-secure radios are utilized, station call signs and codewords for sensitive information should be prepared locally. Use of satellite communications (SATCOM) is considered essential for rapid and reliable communications between MIO commander, sector MIO coordinator, and OSC.

Note. AFC and aircraft have limited communications equipment available and will only be up on one or two nets at one time. OSC is net control on all circuits, except supporting fire and assault nets, which are controlled by the AFC.
## Communications Requirements

<table>
<thead>
<tr>
<th>Name</th>
<th>Participants</th>
<th>Type</th>
<th>Secure (Note)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIO Command</td>
<td>MIO Commander Sector MIO Coordinator OSC</td>
<td>SATCOM/HF</td>
<td>Yes</td>
</tr>
<tr>
<td>Boarding</td>
<td>OSC BO ABO Search Team Security Team Boat Crew</td>
<td>UHF/VHF</td>
<td>Yes</td>
</tr>
<tr>
<td>Air Control</td>
<td>OSC All A/C on scene</td>
<td>UHF/VHF</td>
<td>No</td>
</tr>
<tr>
<td>Assault Coordination</td>
<td>OSC AMC Sniper AFC Supporting ships and A/C</td>
<td>UHF/VHF</td>
<td>Yes</td>
</tr>
<tr>
<td>Assault Control</td>
<td>AFC Sniper Teams Assault Elements</td>
<td>UHF/VHF</td>
<td>Yes</td>
</tr>
<tr>
<td>Sniper</td>
<td>Helicopter Pilots Sniper Teams OSC Monitor (if feasible) AFC Assault Elements</td>
<td>UHF/VHF</td>
<td>No</td>
</tr>
<tr>
<td>Emergency</td>
<td>All</td>
<td>VHF</td>
<td>No</td>
</tr>
</tbody>
</table>

Note: Portable radios may be protected or crypto secure.

Figure 2-3. Proposed Maritime Interdiction Force Communications Plan
CHAPTER 3
Detection and Surveillance

0301 Overview

All vessels within the designated surveillance area should be tracked, identified, and interrogated for possible boarding. All available sensors should be used to detect, identify, and collect intelligence on vessels within the assigned surveillance area. Every contact determined to be a suspect vessel should be tracked, observed, and considered to be a potential target for a takedown operation. The MIO commander or sector MIO coordinator generally determines the identification as a suspect vessel. Maintaining an accurate database of vessels previously challenged and/or boarded is critical to prevent multiple interceptions of the same vessel as it passes through a geographic area. Contact information must be systematically shared by all units (not just those assigned to MIO duties) operating within the MIO area. Effective operations are critically dependent on support from shore authorities to compile, collate, and disseminate information on merchant ship movements. The generation and exchange of a comprehensive database is a valuable tool. Without significantly disrupting trade it is not possible to thoroughly search every merchant ship entering the operations area. Therefore, intelligence is vital to target likely embargo breakers. Forces conducting MIO must be prepared for ships and/or agents to employ any subterfuge to break the embargo. These ploys may include mechanical breakdown, declaring false destinations, entering cleared ports close to the target area and making a quick dash into TTW, crew changes, or multiple changes of ownership.

0302 Detection

1. Picture Compilation. In order to build the recognized surface picture (RSP), identification of all surface contacts in an area of interest must be made with positive identification of friendly, neutral, and suspect units. Units involved in MIO are to produce a plot of all surface contacts, while covering the area of interest with a stated percentage of coverage against defined targets. This can be done by continuous radar coverage or revisiting (with defined intervals) contacts in the area of interest. This plot of radar contacts must be disseminated to all units involved.

2. Objectives of the Recognized Surface Picture. The building of the RSP aims at one or more objectives as listed below:
   
   a. Detecting all surface tracks in an area of interest.

   b. Identifying all surface tracks in an area of interest to a level required by the type of operation.

   c. Identifying a specific and defined contact in an area of interest.

   d. Identifying a specific type of contact in an area of interest.

   e. Tracking identified contacts in an area of interest.

   f. Vectoring a platform (air/surface) to identify a contact.

   g. Vectoring a platform (air/surface) to intercept a contact.

3. Size of the Area of Interest. The size of an area of interest that can be covered depends on the following factors. See ATP-31 for further details on the size of a surface surveillance area and surveillance methods.
a. The assets available to execute the operation.
b. The type of sensors available.
c. The objective for the building of the RSP.
d. The environmental conditions in the area of interest.
e. The target characteristics.

4. Non-organic Search Assets. Depending on the nature of the MIO, the following non-organic assets may be available to assist in detecting traffic that will enter the surveillance area:

b. Maritime patrol aircraft.
c. Airborne early warning assets.
d. Carrier or shore-based surveillance aircraft.
e. Tactical data link from other units.
f. Tactical exchange via voice circuits.

5. Organic Sensors. Organic detection assets vary from ship to ship. Every effort should be made to maximize all available sensors. The following sensors may be available:

a. Helicopters. Embarked helicopters should be utilized for radar, visual search, and other correlations. When operating in a multiship effort, air asset coordinators should schedule 24-hour airborne/alert helicopters (if available) to support MIO.

WARNING

Helicopters should be kept outside of shoulder-fired weapons range unless the MIO commander determines the identification of the vessel is of such importance that the possible loss of aircraft and aircrew is an acceptable risk.

b. Surface Search Radars and Visual Search (Lookouts). Surface search radars and visual search should be utilized. Visual search should utilize all available equipment, such as night vision devices, etc.

c. Cryptologic Detection. Some platforms may be equipped with cryptologic detection systems. Ensure operators are briefed on potential target frequencies.

0303 Surveillance

1. Surveillance of the suspect vessel is vital to collecting intelligence that the boarding party or takedown forces may require later. As much intelligence as possible should be collected for future use in case the suspect vessel becomes non-cooperative or hostile. The tasking in relation with surveillance will depend upon the type of MIO being conducted:

   a. **Embargo Operations.** Identify suspect vessels, determine vessel’s name, flag, destination, origin, cargo, port of registry, estimated time of departure (ETD), estimated time of arrival (ETA), ship owner, and agent.

   b. **Drug Interdiction.** Identify a specific suspected vessel on which intelligence has been obtained, or track all contacts and determine which contacts are acting suspicious (suspect) and identify those contacts to the level required by the OTC.

   c. **Locate Suspected Vessels.** Identify a specific vessel as designated by OTC or higher command.

   d. **Environmental Patrol.** Identify those contacts that are violating national and international laws; register those items required for legal prosecution.

   e. **Fishery Patrol.** Identify those contacts, considered to be fishery vessels that violate national and international laws and regulations; register those items required for legal prosecution.

   f. **Refugees.** In MIO areas, there is also a likelihood of refugees attempting to flee the country that is the subject of the operation. Depending on existing policy, patrolling ships must be ready to recover refugees from small boats and hand them over to proper authorities.

2. **Essential Elements of Information.** Essential elements of information (EEI) for the conduct of MIO should include, but are not limited to, the following:

   a. Number and type (civilian/military) of personnel on board suspect vessel and the number, location, and types of weapons carried.

   b. Evidence of topside or portable weapons, such as machineguns or shoulder rockets.

   c. Photographs of cargo on deck, hatches that lead into ship, bridge configuration, and unusual activity (will greatly assist takedown forces, if required).

   d. Nature of cargo and how stowed (cargo status).

   e. Evidence of false waterlines.

   f. Suspicious or unusual activity.

   g. Unusual obstructions on deck or any evidence of preparations to repel or impede boarding operations.

   h. Manoeuvres by suspect vessel to evade interdiction.

   i. Evidence of old markings painted over.
0304 Sensors

1. Sensors that may be used during MIO are listed in Figure 3-1. The estimated level of identification that can be obtained in day or night operations is listed. The ranges given for identification to listed levels are only an estimate and should be used for planning purposes. Ranges based on information and conditions encountered will need to be updated.

2. **Visual, Electro-Optical, and Infrared.** Visual, EO, and IR identification and their corresponding ranges will strongly depend on the environmental parameters, such as temperature, humidity, fog, rain, background lights, etc. EO devices, either airborne or shipborne, can be used for identification of the ship and survey of the crew during a boarding by night, depending on its technical characteristics.

   a. Visual identification by night largely depends on the astronomical conditions and/or the availability of a procedure available within approved ROE to employ a searchlight. Identification by name using IR equipment depends on the specifications of the IR sensor.

   b. Identification by visual, EO, or IR means at a farther distance may be facilitated by the ability to compare a contact’s silhouette with a picture or drawing. The following sources on merchant ships, hulls, and superstructures are presently available:
(1) Lloyd’s Register of Shipping. This publication lists data concerning self-propelled seagoing merchants of a Gross Tonnage of 100 and above. Examples of data listed are call signs, flag, port of registry, dead weight tonnage, hull, size, superstructure, decks, cargo facilities, maximum speed.

(2) Jane’s Merchant Shipping. This publication lists general data concerning merchant shipping, including photographs.

3. Imaging Radar. To obtain a good imaging radar picture, the aircraft should be positioned in front or astern of the contact to be imaged. Identification will take place by comparison of hull and superstructure with database information.
0401 Overview

1. This phase sets the tone for all boarding operations, so sound judgement and caution are critical. Effort should be made to be cordial, yet remain cautious, alert, and in control. This phase will present a major opportunity to gather intelligence. If a ship’s helicopter is present, it should be utilized to the fullest extent possible, in concert with other aircraft that have been tasked to support the MIO. All helicopters should be equipped with VHF-BTB radios to assist with interrogating vessels that are not within VHF FM range of ships.

2. A suspect vessel’s introduction to MIO operations is through the ship’s BTB radio operator. Assign a radio operator with a strong, clear, and confident voice who is well versed in radiotelephone communication procedures. Prepare a system that uses standard queries. The communicator’s location is at the discretion of the CO; the bridge or operations room are the most commonly preferred. The radiotelephone operator will:

   a. Conduct the query.
   b. Fill out the initial contact report and transmit in accordance with the applicable OPTASK MIO.
   c. Communicate with the boarding officer/assistant boarding officer once embarked in the suspect vessel.
   d. Receive and log boarding reports and recommendations.
   e. Make required voice situation reports (SITREPs) to the MIO commander.

0402 Shipboard Requirements

Watch station manning requirements vary, depending on surveillance equipment installed. In general, normal underway watch stations should be augmented to provide extra BTB radio log keepers, increased surveillance capability, and timely situation reporting. Bridge and operations room VHF monitoring stations should have a copy of the questions with blank spaces for responses. A separate log should be maintained and a tape recording made, if possible, of all BTB conversations.

0403 Shipboard Preparations

1. **Positioning.** During this, and all phases of MIO, manoeuvre the ship to minimize susceptibility to a hostile act, such as ramming or dropping mines. If operating overtly, maintain a safe distance that minimizes the distance needed to be covered by the ship’s small boat once it is decided to conduct a boarding. Additionally, give consideration to positioning the ship up sun on the contact’s port or starboard quarters within the most effective range of the crew served weapons (e.g., chain gun/machinegun), providing reasonable accuracy to ships weapons and sufficient sea room for manoeuvring, if required.

2. **Conditions of Readiness.** If suspect vessel is to be boarded, muster the VBSS team. A typical boarding party/boat crew will consist of the following individuals, armed as per paragraph 0505.2:

The boarding party will consist of:
a. One boarding officer
b. One assistant boarding officer
c. One security team leader
d. Three security team members
e. Six search team members

The boat crew will consist of:

a. One boat officer (can be filled by the BO)
b. One coxswain
c. One engineer
d. One bow hook

Before the VBSS team leaves for a boarding, the internal ship organization must ensure that everything that will be needed for the boarding is available. Some items in addition to the normal equipment lists are, but not limited too; food for team members, toilet paper, water for team members, any extra equipment needed for boarding, flashlights, medical kit and extra socks, etc. Additionally, someone must be responsible to log times that the teams have been embarked and quantities of food and water for each boarded vessel. One way to accomplish this is with a dry erase board, divided into the following categories: name, number of crew, amount of fresh water, food supplies, time of arrival and time of departure.

3. Ship Manoeuvring. When ready to commence the boarding, the boarding ship should close the suspect vessel’s quarter (no greater than 500 yards). If a helicopter is assisting, place the helicopter on the disengaged side of the vessel to be boarded to count the number of personnel that were directed to muster on deck of the vessel. Ensure the helicopter continues to look for potential hazards to the boarding team (BT). The OSC will coordinate with the suspect vessel to ascertain the locations of all vessel crew members as well as the location of all containers and cargo doors.

The helicopter will conduct a security sweep to visually determine/confirm low threat conditions and numbers of crew members mustered at designated areas. The helicopter will be placed on the disengaged side to monitor boarding.

0404 Interrogation Procedures

1. It is imperative that the overall tone of any hailing or interrogation be firm, yet cordial and nonconfrontational. The bridge watch of the suspect vessel may not be proficient in English and may have to locate someone who is; this person may not necessarily be the master. It is important to ensure the vessel’s master is present during hailing and interrogation, even if the master does not speak English. Due to accents and colloquialisms, the responses may not be easily understood, with questions having to be repeated more than once. The suspect vessel’s crew should break down the hail into short phrases to assist in translation or understanding. Request that the vessel spell words, if necessary. A list of ports in the area of operation should be prepared and used as a ready reference. While maintaining a polite attitude, remain alert for any delaying tactics.

2. Initial Interrogation. The scripted interrogations included in this section should only be used if the MIO commander does not provide specific scripts.
a. A ship or an aircraft may conduct the initial interrogation. The purpose of this interrogation is to obtain the information about the merchant vessel to determine whether or not a boarding will be required. Units should make initial contact with the vessel on VHF channel 16, having attracted attention by night by the use of appropriate coloured light. Interrogation procedures are then conducted on an assigned VHF working channel. To gain the attention of the vessel, specifically if its name is unknown, refer to its latitude/longitude position in reference to a known geographic reference point, course, and speed. In the absence of specific guidance, the following hail is recommended:

“Merchant vessel __________, this is (nation) Navy warship/aircraft. Request you state your port of origin, your flag, registry, international call sign, your cargo, your last port of call, next port of call, and final destination, over.”

b. If it is determined that a boarding operation will not be necessary based on stated destination, the following may be used to dispatch the vessel:

“Merchant vessel __________, this is (nation) Navy warship/aircraft. We do not intend to conduct an inspection. You are instructed to proceed directly to your destination of ______________. Thank you for your cooperation.”

3. Subsequent Interrogation Prior to Boarding. If the decision to board is made, this should be relayed directly to the vessel’s master. In the absence of specific guidance, the following hail is recommended:

“Merchant vessel __________, this is (nation) Navy warship/aircraft. Intentions are to conduct a visit and search of your vessel in accordance with (guiding authority, normally the UN Charter, Article 51), and under the authority of (specific resolution, e.g., UNSCR XXX). We intend no harm to your vessel, cargo, or crew. If the inspection team confirms that your manifest is in order, your cargo accessible, and you are not carrying prohibited cargo, you will be allowed to proceed to your destination. Please stand by to accept my boarding team. You will need to (i.e., rig a ladder, stop your engines, and go to a holding point).”

Tell the vessel how you intend to manoeuvre your ship. If the vessel’s master consents to being boarded, the following additional information should be obtained:

a. The total number of people on board the vessel, the number of women, children, sick or injured.

b. Whether or not animals are carried on board the vessel.

c. Any weapons and their location on board the vessel.

d. The preferred location for placement of the pilot’s ladder.

e. In addition, instruct the vessel’s master to:

   (1) Have his crew muster in a space in open view of the boarding ship and helicopters (to facilitate counting prior to boarding). A prudent master will not want to abandon key watch stations (i.e., bridge and engineering watchstanders). The crewmembers not present at muster should be clearly stated by the vessel’s master.

   (2) Turn on all interior lights (and exterior, if at night).
(3) Have all unlocked spaces opened as much as possible and keys made readily available for all locked spaces.

(4) Have all the ship’s papers and crew identification brought to the bridge.

(5) If boarding by boat, instruct vessel to slow to bare steerageway and come to a course suitable for boarding or to stop, depending on tactical situation.

(6) If boarding by helicopter, advise master of course and speed to steer, position boarding party will transfer to, and actions to be taken by his crew.

0405 Approach Procedures

1. The approach manoeuvre’s purpose should be obvious while maintaining the secure posture of the boarding ship and should consider possible egress routes of the suspect vessel.

2. Single-Ship Approach Procedures (Overt). The single-ship approach procedures consist of the following:

   a. The boarding ship should be positioned abaft the beam on the windward quarter of the vessel to be boarded, if possible, at a safe distance until the threat of small arms or shoulder-fired weapons provides a clear arc of fire for the forward weapon system and can be assessed. Remaining abaft the beam reduces exposure to ramming attempts while providing the best possible view of the bridge and superstructure.

   b. If the operation is being conducted at night, all available night vision devices and optical enhancement devices should be employed to observe the suspect vessel and gather intelligence.

   c. When the OSC is satisfied with the threat assessment, the boarding ship should close the suspect vessel as close as sea state and weather conditions allow.

   d. During daylight boarding, the sun should be kept behind the boarding ship to aid in observing the suspect vessel while making the reverse more difficult.

   e. The wake area of the suspect vessel should be avoided because of the threat of mines or own-ship’s screw fouling objects deployed from the suspect vessel.

   f. Topside spaces should be cleared of all unnecessary personnel. Personnel remaining topside on the boarding ship should be instructed to observe the suspect vessel and report any activity by its crew to the bridge, where an accurate record of activity should be maintained.

   g. The approach and initial time alongside should be characterized by extreme caution since the true intentions of the suspect vessel are unknown.

   h. Own boats and helicopters should be kept clear of the line of fire of the manned weapon systems.

   i. Own-ship’s helicopter should never be so close that spray from rotor wash causes personnel on deck to get wet.

   j. For safety, attempt to keep rigid hull inflatable boat (RHIB)/motor whaleboat transits as short as possible and down sea.

3. Dual-Ship Approach Procedures. The dual ship approach procedures consist of the following:
a. The boarding ship should approach in accordance with paragraph 0405.2.

b. The second ship (assist ship) should manoeuvre, when directed by the boarding ship, to the opposite quarter of the suspect vessel. The assist ship should remain outside of small arms range in case the boarding ship takes the suspect vessel under fire (remaining clear of the boarding ship’s firing arc).

c. If the assist ship is called upon to provide fire support, the boarding ship should open distance from the suspect vessel to avoid the field of fire from the assist ship. In effect, the boarding ship and assist ship switch positions with respect to range to the suspect vessel, while remaining on their respective sides of the vessel.

d. The assist ship should be prepared to take over as boarding ship and OSC in case the original boarding ship can no longer fulfil the duty.

e. Movement of boats, helicopters, and weapon systems of both ships must be strictly coordinated.

4. Defensive Considerations. The boarding and assist ship should be in an increased readiness condition. Manning additional damage control and weapons stations should be considered as a minimum. To facilitate remaining abaft the beam of the suspect vessel, the forward weapons systems should provide the threat of main armament, if equipped. Manning of other details, such as flight quarters, boarding and search and rescue (SAR) boat, and additional high-point gunners (the main deck of a lightly laden merchant will usually be too high to allow an acceptable field of fire from normal small arms positions), may be required. If damage has been sustained by the suspect vessel, a rescue and assistance detail should be provided. For safety reasons, all personnel on the deck of the boarding ship should be kept out of sight of the suspect vessel. RHIB/small boat preparations on the boarding ship should therefore take place on the side away from the target ship, as feasible.

5. Helicopter Support Considerations. During unopposed boardings, helicopters (if available and suitable) are preferred over the RHIB/small boat because of reduced sea state restrictions and ability to more quickly embark the BT on a vessel with a high freeboard. A helicopter may be used to conduct routine boardings by first inserting a security team (by fast rope/rapid rope procedures if trained) and then the BT. If a HAF is to be inserted, the assist ship, if equipped, normally provides the primary support to the HAF helicopter(s). Both ships should maintain a ready deck and manned refuelling detail and be prepared for prolonged flight operations. Boarding ship’s helicopter may be used as a sniper platform or a surveillance asset.

0406 Diversion Procedures

1. Following an interrogation, it may become apparent that a ship is carrying illegal cargo and/or is proceeding to a prohibited port. Having this knowledge may present the option of simply diverting the suspect vessel to another port, if inbound, or returning to previous port, if outbound, vice conducting a boarding operation. Vessels may also have to be diverted to an inspection port or anchorage when weather conditions do not permit boarding, following a boarding when it becomes apparent that the vessel may be carrying prohibited cargo, or when the BT cannot easily check its cargo.

2. Diversion and Possible Cargo Seizure. If the suspect vessel is suspected of carrying an illegal cargo, and guidelines have been established for diverting ships to a prearranged port where their cargo will be seized, the following direction should be communicated to the vessel’s master:

"Merchant vessel ___________, this is (nation) Navy warship. It is believed that you are carrying cargo that is subject to interception under (the reason for interception), and you will not be allowed to proceed. You may, however, return to your port of origin at this time. If you do not decide to turn back, you will be directed to pro-
ceed to (port/anchorage) where this cargo will be taken into custody. (Nation) intends no harm to your ship, your cargo, or your crew. master and crew will be free to leave as soon as your vessel has reached its new destination. Please do not resist. Cooperate in this action so that we can avoid any damage or injury and ensure the safety of the crew.”

3. Diversion to Port of Vessel’s Choice. If no seizure of cargo is planned, it may be possible to allow the vessel, if outbound, to return to its previous port or, if inbound, to proceed to a port of its choice other than those that are prohibited. Depending on the situation, either an order or an offer to divert to a port of choice may be extended.

   a. The following is an order to divert:

   “Merchant vessel ____________, this is (nation) Navy warship. You are not authorized to proceed to (intended port) or any other port in (target country). Please provide us with your intentions regarding another port of call.”

   b. The following is an offer to divert:

   “Merchant vessel ____________, this is (nation) Navy warship. You are free to choose to divert now to a port not in (target country). If you choose this option, inspection may be avoided. What is your decision?”

   c. If the vessel selects a suitable port, it will be directed to proceed with the following:

   “Merchant vessel ____________, this is (nation) warship. You are released to proceed directly to your destination of (port). Thank you for your cooperation.”

0407 Stopping Procedures

1. The measures taken to stop a vessel vary and depend on several factors. ROE and specific instructions from seniors in the chain of command must be taken into account. For the purpose of this manual, it is assumed that the boarding ship is fully aware of the limits to the magnitude and type of force it may employ. Stopping the vessel may not mean coming to a stop, but slowing to bare steerageway or dead slow ahead (depending on engineering configuration and sea state) to support small boat operations. Ship’s position must be closely monitored to prevent the vessel from closing TTW if the boarding operation is not conducted while dead in water (DIW). In the absence of other guidance, the following should be used to inform the master that his ship is to be boarded:

   “Merchant vessel ________________, this is (nation) Navy warship. At this time, (nation) intends to exercise its right to board and inspect under international law in accordance with its previously published notice to mariners. (Nation) intends no harm to your vessel, its cargo, or your crew. Please stop/slow your vessel and stand by to accept (nation) boarding team.”

2. At this point, a cooperative vessel will comply with the request and stop/slow. If a vessel refuses to consent to inspection, it must divert (if inbound), return to port of origin (if outbound), or be considered for a non-cooperative or opposed boarding. Stopping procedures for uncooperative vessels are described in Chapter 7.
CHAPTER 5
Boarding and Searching

0501 Overview

The boarding and search phase is the most important and most hazardous phase of MIO. The procedures in this chapter are designed to provide shipboard personnel with the basic guidance required to conduct boarding operations without assistance. Boarding and search procedures, although hazardous in nature, must be conducted in a non-threatening and non-confrontational manner. Members of the boarding party must be adaptive and able to think on their feet. Boarding parties must be relaxed, confident, and cordial while remaining mentally and physically alert to respond quickly, if required.

0502 Discussion

1. The boarding phase is potentially dangerous in two areas: first, during small boat and helicopter operations, getting the boarding party on and off the suspect vessel; second, during the actual boarding and search of the suspect vessel.

2. Boarding party members may be required to climb from their boat up a 10- to 20-metre pilot’s ladder at night and in poor weather conditions, so excellent physical conditioning is a must. Ships may have to conduct numerous boardings in a 24-hour period. Boarding party members must be mentally and physically alert at all times. To maximize safety, all boarding party and boat crewmembers should be removed from the ship’s watch bills to the maximum extent possible, especially if the tactical environment requires frequent boardings.

3. Small arms proficiency and formal training are key elements in the safety of all boarding party members, particularly search team members.

4. No-Go criteria must be clearly understood by all boarding party members. No-Go criteria must be reviewed prior to each boarding mission in the event there are any changes. Each individual must be able to recognize potential trouble and be trained to deal with that situation and/or disengage as required. No-Go criteria should be evaluated continually during all phases of the operation. Personnel safety is a major priority. No-Go criteria are established to prevent mission execution under overly hazardous or risky conditions. If No-Go criteria are met, the mission should be aborted, cancelled, delayed, or transferred to a unit with different capabilities. (See Annex E for an example No-Go checklist.) No-Go criteria will be mission dependent and may include the following:

   a. Weather, seawater temperature, and sea conditions have the potential to make the launch, recovery, and operation of small boats and boardings unsafe. Weather should be reviewed continuously and if deteriorating, consideration should be given to aborting the boarding.

   b. Mission essential personnel, support assets, and equipment are unavailable.

   c. Loss of COMMS between OSC and boarding party small boats while conducting a non-cooperative boarding using ship’s force boarding party.

   d. Suspect vessel enters TTW and nation does not authorize Allied Forces pursuit.

   e. Authorized levels of force are unsuccessful and freeboard prevents ship’s force non-cooperative boarding.
f. Supporting Ship not in position to deliver timely, overwhelming firepower (within most effective range of crew served weapons) to counter threats to the boarding party during insertion.

g. Passive resistance measures in place are clearly intended to inflict harm on the boarding party or create a very dangerous environment.

h. The suspect vessel has demonstrated intent to actively oppose the boarding or intelligence indicates such intent exists.

i. Suspect vessel opposes boarding

j. Suspect vessel fails sea worthiness assessment.

k. OSC or BO determines operation is unsafe.

An unopposed boarding may escalate to a non-cooperative or opposed boarding at any time. SOF or other specially trained and designated forces will conduct opposed boardings and may conduct unopposed or non-cooperative boardings as tasked.

0503 Boarding Party Composition

1. The boarding party should be comprised of a minimum of 10 members designated as follows:

   a. **Boarding Officer.** The BO is usually an officer. This member must be mature, in excellent physical condition, small arms qualified, and have the complete confidence of the CO of the ship.

   b. **Assistant Boarding Officer.** The assistant boarding officer (ABO) is usually an officer who should be in training or qualified as a BO. This member must be in excellent physical condition, small arms qualified, and have the confidence of the CO of the ship.

   c. **Security Team Leader.** The security team leader should be a senior enlisted member of the boarding ship. This member must be mature, in excellent physical condition, and small arms qualified.

   d. **Security Team.** The security team is a group of five members (usually ratings). They must be mature, in excellent physical condition, and small arms qualified.

   e. **Search Team.** The search team is a group of two of the most experienced and mature men on the boarding party (senior petty officers preferred). They must be mature, in excellent physical condition, and small arms qualified.

2. The following additional BT members may be utilized as desired:

   a. **Photographer.** The photographer must be mature, in excellent physical condition, and small arms qualified. This member should be familiar with low-light, still, and video photography, if possible.
b. Second Search Team. The second search team has the same composition and qualifications as the first search team. This team may augment the security team if services of a second search team are not required.

c. Additional Security Team Members. The additional security team members have the same qualifications as the security team members.

0504 Boarding Party Boat Crew Composition

The boat crew should be kept to a minimum of three, if possible, to avoid overcrowding in the boat. Recommended boat crew composition is as follows:

a. Coxswain. The best coxswain is required because many boardings can be at night and in all types of weather and sea conditions. This member must be mature and proficient with a hand-held radio.

b. Boat Engineer. The boat engineer should be qualified on a rifle to provide covering fire if boarding party is attacked while attempting to embark/debark from suspect vessel.

c. Bow Hook. The bow hook should be the best seaman available because of the demanding nature of boat operations at night and in poor weather conditions.

NOTE

To minimize small boat loading and if properly qualified for both positions, the BO may act as boat officer and both the bow hook and engineer requirements can be filled by a single person.

0505 Boarding Party Equipment

1. Annex A contains a detailed list of typical equipment for boarding party members. Annex B contains a detailed list of recommended contents of the boarding kit.

2. Arming of Boarding Party. The boarding party should be armed with the standard service pistol and/or riot shotgun. For a boarding part of 12, at least 2 riot shotguns should be carried amongst the security team members. Boat crews should always be armed with service pistols. Other weapons may also be required for the boat crews, including a riot shotgun, rifle, and/or machinegun. Weapons are also required for additional boarding party personnel, if utilized. All members of the boarding party, except those carrying shotguns, may carry the standard baton with speed ring, if qualified. Weapons should be loaded with the chamber empty. All boarding party members are required to be current with their weapons qualifications and have exhibited sound judgement and maturity to the CO. Every boarding party and boat crewmember shall wear body armour (if available).

0506 Pre-boarding Instructions to Vessel Being Boarded

1. Prior to launching a boat with a boarding party, the suspect vessel shall have complied with the following instructions:

a. Slowed to a complete stop and is DIW or dead slow, if required by seas or proximity to shoal waters.

b. Rigged pilot’s or Jacob’s ladder (pilot’s ladder preferred) on leeward side. Mark it with light shining toward the water, if at night. Once rigged, no one is to be near the ladder.
c. Energized all interior lights (exterior also if at night) and open all unlocked spaces.

d. Stated nature and location of any hazardous cargo on board.

e. Mustered all personnel on board in topside location (not near boarding ladder) visible from boarding ship. The master will probably insist on keeping bridge and engine room manned and may want to keep the ship’s cook in galley near meal hours. These routine exceptions should be allowed.

2. In addition to the above, the suspect vessel may be asked if it has weapons aboard and instructed to secure them inside the vessel. This may, however, lead crewmembers to consider armed resistance. The CO of the boarding ship should make the decision on this matter based on the current tactical situation.

0507 Boarding Party Communications

1. **Internal Radios.** The BT should use protected/digitized voice-secure UHF portable radios to communicate with each other during the boarding and search phases. The optimum UHF frequency for communicating with team members inside the skin of the ship is between 475 and 512 MHz. It is also recommended to use radios with a minimum power rating of 5 watts. For prolonged boardings, the team should ensure they have sufficient replacement batteries on hand. If plain voice radios are the only option, codewords should be established for passing key information such as intentions, levels of tension, discrepancies in documentation and/or cargo and distress. Standard radiotelephone procedures should be used and all transmissions should be kept brief to allow for urgent transmissions. For non-secure radios, do not use the ship’s name or use the ship’s name in the small boat call sign. A minimum of six radios is required. Stations, call signs, and type of information sent are shown in Figure 5-1.

2. **External Radios.** Communications between the mother ship and the VBSS team are essential. Loss of this communication link, outside of extremely extenuating circumstances is grounds to abort the operation. All participants must be thoroughly familiar with the boarding operations circuits and should conduct on-line interoperability communication checks on all circuits prior to operations. The frequency

<table>
<thead>
<tr>
<th>Title</th>
<th>Call Signs</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commanding Officer (CO)</td>
<td>&quot;Control&quot;</td>
<td>Controls boarding team via the BO and ship’s boat via coxswain, as required</td>
</tr>
<tr>
<td>Boarding Officer (BO)</td>
<td>&quot;Boarding Officer&quot;</td>
<td>Controls the search team(s) and ship’s boat while keeping CO informed.</td>
</tr>
<tr>
<td>Assistant Boarding Officer (ABO)</td>
<td>&quot;ABO&quot;</td>
<td>Controls security detail. Assists BO.</td>
</tr>
<tr>
<td>Security Team Leader</td>
<td>&quot;Security&quot;</td>
<td>Informs ABO of security matters.</td>
</tr>
<tr>
<td>Search Team Leader (#)</td>
<td>&quot;Search (#)&quot;</td>
<td>Informs BO of progress and/or problems.</td>
</tr>
<tr>
<td>Boat Coxswain</td>
<td>&quot;Gig, RHIB, or Motor Whale Boat&quot;</td>
<td>Receives orders. Reports boat status.</td>
</tr>
</tbody>
</table>

Figure 5-1. Boarding Party Communications
range for these communications will be from 0 to 475 MHZ (VHF/UHF). Ships equipped with encrypted (digitized voice), but not crypto secure, will operate them in the secure mode. Helicopters should also be equipped with BTB capable (maritime bandwidth), FM radios.

3. The OSC develops and promulgates lost communications and distress visual signals.

0508 Pre-boarding Briefs

1. At a minimum, two pre-boarding (the C2 and BT) briefs should be conducted prior to each boarding operation. Additional briefings may be required as the tactical situation dictates.

2. Command and Control Pre-boarding Briefs. The C2 pre-boarding brief is a command-level briefing to address critical C2 that will vary from boarding to boarding. This briefing is normally conducted over secure voice circuits, but should include face-to-face interface if multinational or takedown operations are planned.

   a. The purpose of the briefing is to assist the CO of the ship, senior warfare officers, and other designated personnel. Participation in this briefing should include (as applicable), but is not limited to:

      (1) MIO commander or sector MIO coordinator
      (2) OSC
      (3) Senior warfare officers of the boarding ship
      (4) BO
      (5) AMCs (for boardings involving SOF)
      (6) AFC (for boardings involving SOF)

   b. Issues to be addressed and resolved during this briefing should include, but are not limited to:

      (1) Intelligence brief on suspect vessel
      (2) Possible threats
      (3) ROE (to deal with each threat identified for every platform involved)
      (4) Codewords (not already promulgated)
      (5) Emergency signals and procedures
      (6) No-Go criteria

3. Boarding Party Brief. The boarding party brief is a working-level briefing that addresses the actual conduct of the boarding about to take place. This briefing is normally held on board the boarding ship. However, portions may be relayed to the assist ship via secure voice, if multiple boarding parties are anticipated.

   a. Participants in this briefing include, but are not limited to:

      (1) OSC (ship’s CO).
(2) Tactical action officers and senior warfare officers who will be on watch during the boarding.

(3) Key weapons control personnel for topside gunners.

(4) Entire boarding party.

(5) Entire boat crew.

(6) Air controller.

b. Issues to be addressed and resolved during this briefing should include, but are not limited to:

(1) Intelligence brief on the suspect vessel, including its characteristics.

(2) Last port of call.

(3) Home port.

(4) Next port.

(5) Type of cargo.

(6) Specific intelligence desired from suspect vessel.

(7) Possible threats.

(8) ROE for each threat and each weapon (topside gunners, helicopter sniper/gunner, BT members). ROE to be thoroughly briefed prior to each operation.

(9) Codewords.

(10) Overall mission plan.

(11) Emergency signals and procedures.

(12) Communication check procedures.

(13) Actions to be taken while on board in the event of an emergency, to include fire, flooding, and casualties.

(14) Weather and sea conditions. To include the current weather as well as anticipated changes that could take affect during the boarding operations.

(15) No-Go criteria.

0509 Unopposed Boarding Procedures


a. When directed by the OSC, the boarding party will embark in the ship’s boat for transfer to the suspect vessel. The ship should manoeuvre to make a lee for the launch of the small boat. Once clear, the ship must manoeuvre to maintain visual observation of the suspect vessel and provide covering fire, if required. Careful consideration of winds, seas, navigation hazards, TTW, and
possible sudden manoeuvres by the suspect vessel are required. When a small boat is used to transfer the BT, it may be efficient to place an armed protection team in a second boat.

b. The coxswain must remain clear of the suspect vessel’s wake to avoid any obstructions from the vessel. Once the boarding party is on board the suspect vessel, the boat should be directed to a safe position from which a rapid response can be made in case of an emergency. The position should be included as a part of the BT brief conducted prior to launching the boat. The boat engineer should be qualified on a rifle and prepared to provide covering fire for the boarding party as they climb aboard the suspect vessel.

2. **Boarding the Suspect Vessel.** One of the most hazardous phases of boarding operations is the embarking of the boarding party from the boat to the suspect vessel. Getting off the boat and climbing a 10- to 20-metre ladder up the side of a merchant vessel is hazardous in the best of conditions. MIO may require this act to be conducted at night and/or in moderately foul weather conditions. Security team personnel should board first and secure the area around the ladder. Once the area is secure, the remainder of the boarding party should follow. In the interest of safety, no more than two boarding party members should be allowed on the ladder at one time. If the ship’s first mate or another ship’s officer approaches to greet the boarding party, the security team leader must clear him prior to his approach.

a. **High Freeboard.** The vessel to be boarded must provide a pilot’s ladder to facilitate the embarkation of the VBSS team. The BO must assess the safety of this ladder upon initial approach to the suspect vessel.

b. **Low Freeboard.** Caving ladder (rope ladder) can be used if appropriate. The BO will determine the appropriate method of embarkation.

c. **Vessel Under Tow.** Plan for the worst-case situation (e.g., an unmanned tow with way on (4–6 knots), no available pilot or accommodation ladder, or in ballast with high freeboard). Planning considerations may include:

1. Vertical insertion of the boarding party by helicopter hoist or fast rope.
2. Query of the tow master to determine boarding location, ladder condition, safety conditions, and boarding crew manning requirements.
3. Excessive freeboard height possibly requiring two pilot’s ladders secured together to facilitate boarding.
4. Mast and rigging obstructions and objects on the deck of the vessel possibly necessitating a high hover (50 feet) for hoist transfer.

d. **Small Vessel.** MIO may involve boarding small cargo dhows or coastal freighters. Boarding procedures and party composition can differ greatly from the norm during the boarding of small vessels (150 feet/50 metre). Boarding dhows can be dangerous and difficult, especially during heavy weather. Most dhows do not have ladders adequate for embarkation for the boarding party. Party members often have to wait for rising swells to provide sufficient height for climbing over the sides of the vessel. Large or partially laden dhows are difficult to board due to the height of the gunwales. A caving ladder with two J-hooks can be helpful in this situation. Although some dhows are equipped with rigid wooden ladders that can be tied to the side of the vessel, these ladders are unstable and often more dangerous than climbing over the side. A fully equipped 10- or 12-man boarding party is not required when boarding small cargo vessels. The majority of these vessels carry cargo in one main hold that runs three-quarters of the length of the vessel. Remaining cargo is loaded on the main deck. A typical crew includes the master and 12- to 20-deck hands of all ages. A six to eight man boarding party equipped with minimal gear is sufficient for conducting boarding
and inspection of such a vessel. The team should consist of a BO, ABO, and two or three two-man
search/security teams. Dhows and small coastal freighters are often extremely dirty and their cargo
holds seldom lit. The BT should take measures to ensure they maintain high levels of protection
against unsanitary conditions, to include wearing rubber surgical gloves. Flashlights will be
required in nearly all cargo holds on these small vessels.

3. Boarding Officer Procedures. The BO is responsible for ensuring the team is properly equipped and
they are personally briefed on their specific assignments for the upcoming operation. Once aboard the
suspect vessel, the BO ensures the crew is assembled and security is set around the vessel’s crew before
proceeding to the pilothouse to meet with the ship’s master. Then the BO, the ABO, one security team
member, and the photographer, if assigned, will proceed to the pilothouse to meet with the ship’s master.
The remainder of the boarding party will muster the crew and remain with them.

Figure 5-2. Document Validation Process
a. Sample introduction to the master is as follows:

“I am the senior (nation) officer present, and I intend to inspect your cargo. Please follow all instructions. Your cooperation will be necessary to conduct this inspection. We would like to see your manifest first, and then we will inspect the cargo. Please inform your crew of our intent and for their safety, direct them not to interfere with the inspection team. Please tell them to remain calm and to help us avoid any misunderstanding or confrontation. All crewmembers are safe, and no harm is intended. Thank you for your cooperation.”

b. Sample safe haven offer (if appropriate) is as follows:

“If you fear persecution in ___________ for permitting boarding of your vessel in compliance with (reason for interception), (nation) will assist you in finding safe haven outside ____________.”

4. Examination of Documents. Close examination of the shipping documents can help determine the true intentions of the suspect vessel. To ensure a successful inspection, the BO must obtain and validate an accurate description and destination of cargo. The BO must be familiar with the documentation merchant vessels are required to carry. The BO directs the master or chief mate of the vessel boarded to present the ship’s documents for inspection and validation once the bridge is secured. Figure 5-2 shows a common process in document verification.

a. The documents examined are only one of the tools available to help reach a conclusion regarding the true nature of a ship’s identity, crew, and cargo.

b. All the documents encountered can be very easily forged or altered, or details (cargo) may be deliberately omitted.

c. Based upon training and experience, accept or reject the documentation presented.

d. Regardless of whether or not the documentation is believed to be true, conduct a search of the vessel.

e. A general plan of the ship can be invaluable to the BO when planning the search and disposition of his team.

f. The following documents should always be examined:

(1) Certificate of Registry. The original is required to be aboard. The certificate shows nationality of the vessel as recorded in an official register. It may also be referred to as a certificate of vessel documentation, vessel documentation/registration, or certificate of vessel nationality, and includes the following information:

(a) Identification of owner

(b) Nationality and home port

(c) International call sign

(d) Authorized employment in a particular trade

(e) Other unique information about the vessel.

(2) Certificate of Charter. The original is required if the vessel is chartered. The certificate lists chartering party by name, address, etc., and gives details of the charter’s duration.
(3) **Crew and Passenger List.** The original is required to be aboard. The crew identifies the crew by name, position, passport number, and nationality. The passenger list is used to distinguish between crew and passengers and identifies the passengers by name and nationality.

(4) **Ship’s Logs.** All ships maintain deck logs and radio logs that can be used to confirm information from other sources. Most vessels have two logs, a rough and a smooth copy. These logs can be used to confirm information found or stated by the master. The engineering log may be used to cross-reference validity of the ship’s logs.

(5) **Cargo Manifest.** The cargo manifest is an itemized list of the vessel’s cargo, shown to custom officials for entry into the port of offload. The manifest is required to be an original, usually on the shipper’s letterhead. The authorizing signature will be on the first page, unless the manifest contains an amendment. Manifest amendments reflect what is onboard and occur during the following situations:

(a) If some cargo is offloaded at a port while in transit to the ultimate destination, amendments may originate from the shipper or the carrier.

(b) If the manifest is transmitted via fax or computer, the master signs the amendment to account for cargo onboard. The manifest lists each shipment being carried. A shipment is cargo being shipped by a consignor or shipper. Each shipment is expected to have the full name and address of the consignee and the person responsible for picking up the shipment upon arrival. Shipments in large containers have corresponding container numbers listed on the manifest. Refer to intelligence messages and hit lists to determine phoney or front consignees.

Pay particular interest to the following:

(a) The manifest is required to be aboard if the ship is carrying cargo.

(b) The master should have the original manifest; however, in some cases, a photocopy and/or telex copy may be acceptable. (Seek guidance from higher authority if unsure what is acceptable.)

(c) Check for more than one manifest. Sometimes, they are separated by port of offload, and the master may only offer the papers for cargo bound for the restricted port. Review all cargo manifests, regardless of stated or intended destinations.

(d) Look for the following:

   (i) Manifests must be complete. As a minimum, the following should be clearly identifiable:

      (aa) Port of onload.

      (bb) Intended port of offload.

      (cc) Shipper’s name and complete address.

      (dd) Consignee’s name and complete address.

      (ee) Type and amount of cargo(s).

      (ff) Container sizes and ID numbers for containerized cargo.
(ii) Look for obvious signs of omission, forgery, and alterations such as:

(aa) Missing information.

(bb) Poor-quality photocopies.

(cc) Information whited out or crossed out.

(dd) Manifests and bills of lading that do not match.

(e) Make note of manifest items:

(i) That is obvious military cargo, regardless of destination.

(ii) Having any military address, regardless of the cargo item.

(iii) Having any military value, such as chemicals, metals, or raw rubber.

(iv) Listed as medical supplies.

(v) Destined for any embassy or embassy officials. These are not automatically protected under diplomatic immunity and may generally be searched.

(6) Bills of Lading. These bills are issued to a shipper by a carrier and describe the goods to be shipped, acknowledge their receipt, and states the terms of the contract for their carriage. The bill of laden numbers should be arranged sequentially. This document identifies the actual shipper and the origin and ultimate destination of shipment in list format. Some merchant vessels operate under a charter for specific voyages or periods of time. The document lists chartering party by name, address, and duration. A chartered ship requires an original charter invoice.

(7) Dangerous Cargo Manifest. This is generally kept separate from the regular manifest and usually must be requested. It should list the International Maritime Organization (IMO) classification of the cargo. Careful consideration should be given before boarding vessels carrying chemicals or dangerous substances in order to prevent exposing the boarding party to potential health risks.

(8) Cargo Load Plan. The cargo load plan indicates where the cargo is on the ship. It may also indicate where the cargo was onloaded and where it will be offloaded. This is useful in comparing other documents. Telexes may be crucial to verify other documents. They are used to arrange cargo onload or offload and show communication with agents and owners.

(9) Passports/Seaman Books. Should be compared to the presented crew list.

(10) Navigational Charts. Gives confirmation of the voyage so far and the voyage to the next port.

(11) Bill of Health Clearance. This document certifies the absence of infectious disease and is presented to the port authorities upon arrival. The document also lists any diseases present at the port of origin and on the vessel.

g. Additional documents that may be examined are:

(1) Port clearance paper, which can help substantiate claims to last port of call (LPOC).
(2) Consular’s declaration of innocence of cargo. This declaration is rare. If it is found, it means that cargo aboard has been inspected by government officials and has not been found to be in violation for reason of operation. Despite the presence of this document, a search of the ship’s cargo should be conducted.

h. Examples of common documents may be found in Annex C.

(1) Consider any suspect vessel as holding unauthorized cargo unless proved otherwise. Documents may look correct at first glance but may have been forged or have information omitted. A closer inspection and comparison of manifest documents may uncover inconsistencies or alterations. If the paperwork appears to be in order but the BO still suspects the vessel is carrying prohibited items, the BO can recommend diversion to a neutral port where a more thorough inspection of the vessel can be conducted. Before beginning the inspection process, identify key information common to the various documents and ship information in general. Determine the validity of a document using the following indicators:

(a) Shipping documents have identifiable information that can be cross-referenced. Inconsistencies in cross-referencing will invalidate the shipping documents. Information such as the shipping company, ship’s name, port of embarkation, and port of debarkation should be consistent with each document.

(b) Whiteout and cross-out marks can be made only if initialed by the master or stamped with an official stamp. Documents altered in any manner should arouse suspicion.

(2) Unapproved cargo shall not be addressed to or designated for further shipment to a country of interest. In addition, unapproved cargo shall not be allowed to originate from a country of interest. Depending on the sanctions imposed, unapproved cargo may include:

a. Military hardware

b. Industrial raw materials, crude petroleum, and refined petroleum products

c. Chemicals and hazardous materials

d. Vehicles and household goods

e. Medical supplies

f. Clothing

g. Material in need/short supply

h. Anything identified as general cargo

5. Decision to Divert.

a. To recommend diversion of a suspect vessel, the BO must firmly understand the principles of prohibited items and free goods. The final decision is normally made further up the chain of command; however, the BO’s recommendation is critical in aiding seniors in making the proper decision.

b. The BO should move to a location where his communications cannot be overheard before discussing this and other sensitive matters. Codewords should be developed locally for key
information and briefed prior to boarding operations for contingency where non-secure communications are required.

6. Log Entries. The BO may be required to make log entries in the vessel’s deck log. The following formats are examples of log entries on the suspect vessel, depending on the appropriate status:

a. Log Entry for a Cleared Ship:

The _____________________ (given name, nationality, and class of ship (e.g., steamer or sailing ship) was visited by me at ________________ (hour and date). I have examined the papers produced by the master concerning the ship and its cargo showing its voyage is lawful. The circumstances have been reported to the CO of the visiting ship, who has directed the ship be allowed to proceed on its voyage. The ship is accordingly allowed to proceed on its voyage. Entered ______________________ (hour, date, and geographical position when entry is made). _________________ (signed name, grade of examining officer).

NOTE

Do not disclose the name of the visiting ship and the name or grade of its company

b. Log Entry for a detained ship:

The _____________________ (given name, nationality, and class of ship (e.g., steamer or sailing ship) was visited by me at ________________ (hour and date). I have examined the papers produced by the master concerning the ship and its cargo, that were ____________________ (irregular, fraudulent, defaced, in part destroyed, found to show the presence of prohibited items apparently regular), but due to my suspicions (state reasons), a search appeared to be warranted. The circumstances have been reported to the CO of the visiting ship, who has directed that the ship be detained for the following reason:

_________________________________________ (State the reason. It could be one noted above or any other reason justifying detention, such as breach of blockade, other than neutral service, or great deviation from direct course.) The ship is accordingly detained. Entered ___________________ (hour, date, and geographical position when entry is made)

________________________ (signed name, grade of examining officer).

7. Control of the Boarding Party. In general, the BO will exercise control of the boarding party through the ABO. If required, a separate UHF/VHF protected voice circuit may be utilized between BO, OSC, and small boat. This is normally accomplished by selecting a separate channel on the same portable radios used by other boarding party members. The disadvantage of separate circuits for BO and ABO is the loss of connectivity within the boarding party when BO and ABO are separated. Additional guidance for boarding party is contained in Annex D.

8. Search Team Procedures.

a. The function of a search team is to conduct the actual search of the suspect vessel. As critical positions on the boarding party, the importance of selecting the most experienced men cannot be overly emphasized. Specific guidance for search team personnel is contained in Annex D.

b. Initial Sweep. An initial security sweep will be conducted to determine if there are any unaccounted weapons or personnel on board the suspect vessel and to look for obvious safety hazards. Results of the security sweep are reported to the BO who will check with the crew list to make sure that the location of crew and passengers is clearly determined. The BO will direct the
search teams to conduct a search of all or part of the cargo areas based on the cargo documentation presented by the ship’s master and other relevant information.

c. **Sweep of Cargo Holds/Tanks (Search Phase).** The search team when entering cargo holds or tanks must exercise extreme caution. Lighting is often poor or nonexistent; ladders may be structurally weak or damaged; decks and ladders may be oily; noxious or hazardous vapours may be present (especially in tanks); air may be oxygen deficient; cargo may not be securely stowed; and other hazards exist separate from the threat of armed resistance. It is important that members of the boarding party never open any hatch, door, package, container, etc. This is to avoid injury of the boarding party by badly stowed containers, boxes, or holds.

1. Have master or ship’s officer open all doors and hatches and enter all spaces first. Ensure a suspect vessel officer is present when sealed containers are opened. The vessel may provide able-bodied seamen to assist in opening containers.

2. Sealed containers may not contain the cargo with which they are labelled, so check with the BO before continuing the search. A boresight, which is an inspection device, may assist in determining the contents of a sealed container. Reseal all sealed containers and deliver broken seals to the master while using a form to document the container opened. Identify the general contents and list the seal number issued by the inspector.

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**WARNING**

Do not touch military equipment or anything that appears to be possible explosives, fuses, or detonators and report them immediately to the BO. If in doubt, call for assistance.

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**NOTE**

As time progresses during prolonged MIO, more creative smuggling techniques will most likely be employed by vessels attempting to get prohibited cargo to/from the targeted nation(s).

3. Additional safety equipment will be brought aboard in the boarding kit. Safety is paramount and will not be sacrificed for any reason.

9. **Security Team Procedures.**

a. The security team is responsible for containing the suspect vessel’s crew during the boarding. It has extended personal contact with crewmembers and, as such, should be sensitive to the large variety of cultural and religious backgrounds often found on merchant crews. It is not uncommon for women and children to be among the assembled crew of the vessel. Security team members must exercise mature judgement in dealing with the vessel’s crew. The presence of dogs and free-roaming animals on board poses a physical and health threat to the boarding party and should be avoided. Request that the master lock up all animals for the duration of the boarding.

b. **Intelligence Collection.** Prolonged contact with crewmembers other than the master should be used to discreetly gather information about the ship’s previous activities and schedule. Any discrepancies from the information provided in the pre-boarding brief or unusual activity should be reported to the BO. Care should be taken to prevent the master or other crewmembers
from overhearing the report. Previous lessons learned suggest the single codeword clear may be used to inform the BO that there is sensitive information to pass. Once the BO is ready to receive the report and indicates clear, the report may be completed.

c. Dealing With the Suspect Vessel Crew/Passengers. Merchant vessels often have multinational crews. The ship’s officers are normally familiar with, if not fluent in, English, and other English speakers may be aboard. Previous records show that during the vast majority of boardings, the crew/passengers are cooperative and only desire the boarding to go smoothly so they can get back to their routine. This does not mean that the security team should assume the crew will not be hostile. Caution, alert observation, and sound judgement are essential. Whenever feasible, at least three men should move together to provide cover for one another. The following lists provide some do’s and don’ts developed from lessons learned in previous boarding operations.

(1) Do perform the following:

(a) Be firm, but polite in issuing instructions.

(b) Utilize the vessel’s chain of command. Have the master or ship’s officers give orders to the crew/passengers.

(c) Be sensitive to the religious customs of the crew/passengers, keeping safety of the boarding party in mind.

(d) Be very cautious when dealing with women and children.

(e) Place a security team member in position above the assembled crew/passengers to observe the entire group, if possible.

(f) Keep crew/passengers a safe distance from security team members to prevent being Overpowered or disarmed.

(g) Plan ahead for restroom use. Boarding operations have lasted in excess of 8 hours in the past.

(h) De-escalate tense situations immediately.

(i) Look for possible planted military or intelligence personnel among the crew.

(j) Try to relax the crew/passengers.

(k) Be cordial and polite at all times.

(l) Allow meals and disrupt ship’s routine as little as possible.

(m) During extended boardings, consider moving crew or passengers to their cabins, mess decks, or other controllable areas of comfort. If done, direct them to stay in place and maintain security in passageways.

(n) Bring along an interpreter, if possible.

(2) Do not perform the following:

(a) Threaten or provoke the crew or passengers.
(b) Accept food or drinks.
(c) Fail to be on guard. (The situation may change rapidly.)
(d) Allow any crew or passengers to leave the assembly area unescorted.
(e) Give away any information that may be useful to the suspect vessel or the embargoed nation.
(f) Discuss boarding party procedures or intentions.
(g) Hesitate to call for assistance if any indications exist that a problem may be developing.

0510 Cargo Inspection

1. The boarding party should be notified immediately upon discovery of any dangerous materials present, personnel with ties to the country of interest, or crewmembers and passengers with infectious diseases.

2. The cargo count verification compares the manifest list description with cargo load plan totals. Procedures to count may be slightly different for each manifest. On the manifest, review individual shipment descriptions and count each item or good. A container may hold more than one shipment. Some ships use break bulk cargo. This is cargo stored together and contains a wide variety of items. To count item by item can be a time-consuming evolution. The number of pallets, barrels, drums, or bundles may be listed in the quantity or number and kind of package column of some manifests.

3. Conduct soundings of each tank and verify them against the manifest. Inform the master if the numbers differ. The BO should explain the procedure used to count. Diversion may be necessary if the master refuses to cooperate or the numbers remain different. An accurate description and destination of the cargo, along with a high degree of confidence that the documents are valid, helps ensure a successful boarding. Close examination of documents helps determine the true intentions of the suspect vessel.

0511 Data/Evidence Collection

1. Evidence gathering is a critical part of MIO. When a vessel is diverted an evidence package must be compiled. The CO is responsible for ensuring the package is compiled and completed in a thorough and professional manner. The completed package is sent to the MIO commander and will be reviewed by intelligence and legal personnel. This package will be used by nations that may auction seized vessels. The package is required to be submitted within 72 hours of the boarding. The evidence package, while required for diverted vessels, is complimentary to the information package, which can be done on any boarded vessel.

2. There are nine sections of the evidence package. They are:

   a. Sequence of Events. This is a detailed time/event log that details every major activity conducted during the operation. It needs to cover from time of initial contact through the divert action. It must also include detailed description of the suspect vessel movements.

   b. Vessel Information. Must include vessel name, flag, registry number, ship type, cargo, vessel particulars (length, draft, breadth, etc.), overall material condition, last and next port of call, and personnel information.
c. **Photographs.** Include photos of hidden compartments, pictures of the master and crew, 8-point view of the vessel and picture of machinery spaces. Ensure to include a photo log that clearly identifies all photos.

d. **Statements.** Include statements from the BO, coxswain, boarding party members, and others as appropriate, concerning:

   (1) The suspect vessel’s reaction to the query.
   
   (2) The master’s reaction to his vessel being boarded.
   
   (3) Any attempts to destroy evidence.

   **NOTE**

   Statements should be written in the first person and include as much detail as possible. Identify crewmembers of the suspect vessel that spoke English. Ensure all statements are signed and dated.

e. **Tanks and Cargo.** Sketch or photocopy all cargo and ship service tanks, showing dimensions and volumes. Sound each tank and verify sounding against the manifest and ship’s soundings. Review receipts and documents for all cargo. Be as descriptive as possible and include all conversions.

f. **Documents.** These should include copies of deck and engineering logs, registration documents, crew lists, passports, and charts. (Charts with relevant markings should be seized and replaced with unclassified National Imagery and Mapping Agency (NIMA) charts).

g. **Videotape.** Videotape interviews (conducted separately) with the master, first mate, chief engineer and any other appropriate crewmembers. The interview should include the following critical questions:

   (1) Where did the on board cargo come from?
   
   (2) Where did the vessel pick up the gas or oil?
   
   (3) Where did you intend to unload the cargo and to whom?
   
   (4) Who is your owner/manager?
   
   (5) What is your contact information (address, phone number, email, telex, etc.)?

h. **Oil Samples.** Obtain oil samples from each tank (urine sample bottles are preferred) and seal the top with evidence tape. Place a label on the front of each bottle (name of vessel, forward storage, date collected and initialled).

i. **Other relevant evidence.** Include the types/quantities of food found on board (note if there were any labels on the food). Include any business cards discovered (marine related information such as harbour manager). Look for global positioning system (GPS) waypoint data and cellular phone data (numbers stored and dialled in the phones). Conduct an electronic and communications survey and detailed descriptions of any hidden compartments that were located (specific location, line drawings, dimensions and means of access). Last but not least, include any other information/items that may help build a case.
It is important to maintain a chain of custody for the transportation of this package to the MIO commander for processing. Include a chain of custody form and ensure the pilot signs the custody form if sent by aircraft.

0512 Information Collection

1. The information package encompasses most of the contents of the evidence package, but it may be done on any boarded vessel, regardless of whether or not it has been diverted. Recurring information collected from records and ledgers, former terrorists/criminals, and intelligence reporting provides evidence of the existence of terrorist/criminal-affiliated shipping networks. Some networks have substantial ties to multiple maritime enterprises, which may form an important part of their global efforts. The terrorist/criminal maritime network, including vessels and supporting shore infrastructure, provides a significant part of the financial network by generating revenue, facilitating money laundering, and engaging in fee-for-service relationships with other groups. Further, maritime enterprises may support terrorist/criminal efforts by smuggling weapons, explosives, and special devices; transporting personnel; creating escape plans and relocation options for terrorists/criminals; and/or using shipping to conduct attacks against naval forces.

2. Each MIO boarding is a fleeting event that provides a narrow window of opportunity to collect unique information. In the past, this information has greatly advanced maritime target development. Data collected during the search phase of a boarding is later analyzed by intelligence experts to determine if the crew, parent companies, or related business organizations are conducting operations in violation of the international laws or agreements that resulted in the MIO. The OPTASK MIO may specify and should prioritize all EEIs to help boarding parties focus their intelligence collection efforts given the boarding window of opportunity.

3. Units will, considering safety and time available, collect information during all VBSS boardings. The BO will review intelligence collection requirements in the OPTASK MIO and operational guidance, and implement specific collection goals into pre-boarding briefs as applicable.

4. In the event the MIO mission also warrants the collection of an evidence package, the MIO commander is to ensure that both the evidence and the information collected is forwarded to the appropriate authorities as required. The MIO commander is responsible to ensure all applicable replication of evidence/information is completed for forwarding.

0513 Debarkation Procedures

1. Routine. Routine debarkation procedures will simply be the reverse of the embarkation steps. Upon completion of the boarding, leave weapons and ammunition separated and in the location where they were found. The security team is the last to leave the suspect vessel. Be careful not to become lax during debarkation of the suspect vessel. Boarding ship should manoeuvre to provide cover for the boarding party as it debarks.

2. Emergency/Urgent. The exact method of egress may vary depending on the situation leading to emergency egress. When the acknowledge decision to egress is made all boarding party members must be accounted for. Once the order is given, all boarding party members are to receipt for the order. If a pair does not respond, the BO must endeavour to establish communications with the missing team/member. If no response is achieved either from a direct call up or a communications relay from another boarding party member, the options available to the BO will depend upon the reason for egress. In the event of a medical related extraction sufficient time should be available to notify the OSC and conduct a search. Additional ship force or suspect vessel personnel may supplement this search. In the event of non-medical related emergency extraction the BO will need to make a decision based on the extant and immediateness of the threat, in order to minimize the danger to the remaining boarding party members. If possible the BO should seek guidance from the OSC. If the reason to egress is due to seaworthiness concerns, attempts to
locate missing boarding party members should be made cognizant of the risks, which could affect additional boarding party member involved in a search. At all times the BO retains the authority to continue the egress. If the reason for egress is a hostile act, the boarding party should continue with the extraction. External assets will recover missing boarding party members.

During the conduct of the boarding correct application of basic boarding principles can minimize the risk of losing contact with a team. Regular voice reports by all teams at predefined intervals, indicating their present position not only confirms the status of the boarding but also provides timely positional information. As teams exit a space and enter a new space, a report should be made to the BO so that situational awareness can be maintained of team positioning. Each boarding party team is to have a series of codewords/emergency signals requiring evacuation of a space and reestablishment of communications with the BO. This can be achieved by using the suspect vessel main broadcast system (1MC equivalent) or ship whistle (e.g. 5 short blasts).

0514 Non-cooperative and Opposed Boarding Operations

If a suspect vessel is either non-cooperative or has been determined to be opposing a boarding, it may be necessary to conduct a takedown operation prior to normal boarding. A takedown is accomplished by appropriately trained personnel to force a vessel to stop and secure it prior to search by a normal boarding party, or come to the aid of a boarding party that has been confronted by a hostile force. The objective of the takedown will vary according to the mission, but in most cases, it will be utilized to secure the ship control and communication systems of the suspect vessel. Chapter 7 describes procedures for non-cooperative boardings, and Chapter 8 describes procedures for opposed boardings.

0515 Helicopterborne Assault Force

1. Command, Control and Communications of the Heliborne Assault Force. The HAF may consist of elements from SOF teams, or a variety of other forces from the armed services. Command and control structures and communications equipment available vary depending on the assault force used. Surface ships must be prepared to support a wide variety of possible options.

   a. Command and Control Structure. Command and control of the HAF by the OSC remains consistent, while C2 within the assault force may vary. The AFC will report to the OSC as soon as feasible after departing the assembly point to coordinate takedown preparations. All supporting aircraft and/or small boats will be under control of the OSC from the time the assault force arrives on scene until it is detached by the OSC. Whenever feasible, a face-to-face pretakedown brief will be held on board the boarding ship. The AFC will control the actual assault teams and will coordinate with the AMC or boat coxswain the use of supporting aircraft and small boats. Supporting fire from a sniper helicopter will be under direct control of the AFC. Supporting fire from surface ships or other aircraft will be directed by the AFC.

   b. Communications. Communication equipment available to the assault force varies, and the surface ship must be flexible and creative in the choice of equipment to be used. Reliable communication between the OSC, AFC, sniper helicopter, small boat(s), support helicopter, surface combat and patrol aircraft, and assist ship(s) is critical to success of the takedown operation. Figure 2-2 displays normal communication circuits required to support takedown operations.

   NOTE

   AFC and aircraft have limited communications equipment available and will only be up on one or two nets at one time. OSC is net control on all circuits, except supporting fire and assault nets, which are controlled by the AFC.
2. **Coordination of Assault Force and Boarding Party.** Two scenarios may exist that require use of a takedown force.

   a. The first is one in which the assault force is first to board the suspect vessel to secure it. In this scenario, the normal boarding party will embark the suspect vessel when directed by the OSC. The AFC remains in charge of the vessel until directed by the OSC to turn control over to the BO. In this situation, the boarding party will normally have additional security personnel assigned. The assault force will normally remain on board the vessel until search of it is complete. A common voice circuit between the BO, OSC, and AFC is not normally required.

   b. The second scenario is one in which the normal boarding party or a portion of it is still on board the suspect vessel prior to arrival of the assault force. This situation requires more complex coordination. A pre-takedown face-to-face brief is critical and should be conducted if at all feasible. The AFC and assault team leader should be given radios that are compatible with the boarding party’s, if not already so equipped, to allow for direct communications during the takedown. Location and identification data on members of the boarding party still on board the suspect vessel will be given to the AFC and briefed to all assault force members and snipers. Once the takedown commences, the AFC will assume control of any boarding party members on board the suspect vessel. The AFC will remain in control of the vessel until directed to transfer control to the BO.
CHAPTER 6

Diversion Procedures

0601 Overview

1. There are numerous reasons that may require a vessel to be diverted; inaccessible or prohibited cargo, incomplete or falsified paperwork or intelligence exploitation potential. Vessels with inaccessible cargo and incomplete paperwork can be diverted to a designated holding point, usually in international waters, given the opportunity to correct discrepancies, and be subject to re-inspection without prejudice. The decision to divert a vessel is made by the MIO commander. Diversions are conducted as follows:

   a. Inbound vessels believed to be carrying prohibited cargo will not be allowed to proceed but will be diverted to a non-prohibited port of the vessel’s choice.

   b. Outbound vessels believed to be carrying prohibited cargo will not be allowed to proceed but will be diverted to their port of origin or a port or anchorage designated by the MIO commander.

   c. Vessels of intelligence value may be allowed to proceed or diverted to a port or anchorage designated by the MIO commander.

2. The BO should ensure that the master of the suspect vessel is aware the decision for diversion is carried out at the direction of higher authority. There are three possible diversion scenarios that the BO may encounter after the decision has been made to divert the suspect vessel. They are voluntary diversion, involuntary diversion, and opposed diversion.

3. During a diversion a ship control team (SCT) capable of serving as an underway watch team to safely navigate, operate ship control and propulsion systems on a variety of merchant craft and maintain security throughout the transit may need to be embarked on the suspect vessel. The SCT must be capable of maintaining control for a sustained period of time, as during a transit of a diverted ship to a custodial port. The SCT is composed of personnel who are capable of manning the suspect vessel’s ship control and engineering systems and safely operating the ship without the assistance or cooperation of the crew, until such time as the ship can be safely brought to anchor or delivered to safe harbour. This team should consist of personnel experienced and qualified in navigation and piloting, steering, main propulsion (diesel and steam driven), electrical distribution, stability and hull material (sea worthiness assessment), and an appropriate security team. The SCT should be augmented as necessary, to include linguist support and/or medical personnel. The minimum equipment requirements for the SCT are included in Annex A.

0602 Voluntary Diversion

A voluntary diversion is one in which a voluntary agreement by the suspect vessel’s master to divert is obtained. Having acquired the master’s agreement to divert from his intended port of call or to return to LPOC, the BO may request permission from the OSC to depart and return to the parent ship. Tracking and monitoring of the suspect vessel should be the responsibility of the boarding ship until this responsibility is passed to another unit. The MIO commander or sector MIO coordinator determines when tracking and monitoring of the suspect vessel is no longer required.

0603 Involuntary Diversion

1. An involuntary diversion is when the suspect vessel is non-cooperative but once the suspect vessel has been boarded and secured the use of force is not required to gain compliance of the suspect vessel crew. The MIO commander designates an escort ship that will typically provide a SCT. Diversion of a
suspect vessel may be achieved without the use of a SCT, however it will require an escort ship to ensure
the suspect vessel does not attempt to escape. In order to prevent the escape of the suspect vessel, or the
destruction of evidence, a SCT may be required to take physical control of the suspect vessel, and in cer-
tain cases, man the ship’s navigation and engineering systems.

2. There have been cases where the suspect vessel’s master and crew have retired to their staterooms
and left the SCT in control of the suspect vessel. Turnover procedures for a SCT are included in Chapter 8.

**0604 Opposed Diversion**

1. An opposed diversion requires a SOF boarding to gain compliance. Deadly force may have been
used prior to the boarding party’s arrival. The suspect vessel’s crew should be subdued or may even be in
a state of shock. Their conduct may become non-compliant as time elapses and their composure returns.
The suspect vessel crew may not voluntarily assist the boarding party in accomplishing any task. How-
ever, the suspect vessel’s master may be convinced to provide help from the suspect vessel’s crew to en-
sure no further damage is incurred by the ship SOF will expect to turnover to a SCT as soon as the suspect
vessel is secure. Turnover procedures for a SCT are included in Chapter 8.

2. **Boarding Party in an Opposed Diversion.** The BO requires an exceptionally large board-
ing party (20–30 men) to establish an underway watch bill that will provide security for all in the boarding
party. Two-man watch teams are required to ensure security. The recommended minimum watch stations
include:

   a. Bridge and main accesses to the bridge.

   b. Main engineering spaces and accesses.

   c. Boarding party sleeping quarters. The important thing to remember during an opposed diversion
   is to constantly stay on guard.

**0605 Possible Cargo Seizure**

In accordance with the governing sanctions, the vessel and/or its cargo may be seized if a suspect vessel has
prohibited cargo. The United Nations sanctions are considered equal to civil law as opposed to criminal
law. The master and crew are not being arrested, even though the vessel/cargo is being seized. The master
is still responsible for the suspect vessel and the well-being of the crew and cargo and should be treated
with the same respect due the CO of any ship.

**0606 Other Considerations**

It may take weeks for the vessel to receive clearance to enter an alternate port. The OPTASK MIO may re-
quire daily health and comfort inspections to be

performed on the diverted vessel. This inspection may be no more than an inquiry over BTB radio of the
vessel’s fuel, water, and stores percentages, but will often involve boarding the vessel. The boarding ship,
in accordance with local guidance, may designate health and comfort teams to transport stores and fresh
water, conduct seaworthiness inspections, administer medical assistance, and verify fuel and water levels.

**0607 Postboarding Procedures**

1. **Sanitation.** Designate a location where postboarding sanitation is conducted. The VBSS team
will be required to remove clothing for laundering (sanitary temperatures must be used). Their equipment
must also be properly cleaned to ensure any germs that may have been brought back are destroyed.
2. **Weapons Return.** The armoury personnel must be standing by to receive the weapons used during the operations (both VBSS team and boat crews). All weapons and ammunition must be properly accounted for and secured immediately following the boarding party’s return (unless it is scheduled to do an immediate turn around).

3. **Reporting.** It is critical that the entire chain of command is kept informed at all times. Due to the administrative nature of the MIO reports, web-based communications such as secure e-mail or chat are the reporting methods of choice. When these are not available, or the report is time critical, reports should be made over nominated voice circuits. The BO will debrief the VBSS team upon their return and provide the CO and Operations Officer a post mission debrief. The BO is responsible to the CO for the completion of the required boarding and after-action reports. Specific requirements and formats for these reports are to be provided in the OPTASK MIO.

   a. **Boarding Officer to Supporting Ship.** The BO should conduct all communications between the boarding party and the ship. When practical the BO should contact the ship at least every 30 minutes during a cooperative boarding. The frequency of these reports should be shortened when warranted and should be agreed on during the specific mission planning. The CO/OSC should also assign communications guard and monitoring duties to responsible watch officers during the mission planning. This will ensure that the operations centre and bridge stay apprised of the boarding’s progress and eliminates confusion relating to which station the BO is communicating.

   b. **Supporting Ship to OSC/MIO Commander.** In order to ensure the OSC/MIO commander maintains the proper situational awareness the supporting ship needs to provide sufficient information during the course of the MIO. Initial query information should be relayed on completion of the query, with the supporting ship recommendation as to whether a boarding is required. If a boarding is required, the supporting ship should relay items of the boarding report to the OSC on receipt from the BO. The supporting ship should immediately report the discovery of prohibited cargo, incorrect paperwork or items of intelligence value, with a recommendation for diversion to the OSC/MIO commander.

   c. **OSC to MIO Commander.** In most cases the supporting ship will report the status of the boarding to the MIO commander. When the C2 arrangement requires the OSC to make these reports, the OSC will relay the supporting ship reports to the MIO commander. The OSC will recommend diversion to the MIO commander, if applicable.

   d. **MIO Commander to Higher Authority.** The MIO commander will ensure higher authority is kept properly informed.

4. **Restore and Recondition Equipment.** All equipment must be cleaned, restored and reconditioned immediately following the completion of MIO.
CHAPTER 7
Non-cooperative Boardings

0701 Introduction

1. Navy vessels may be directed to have ship’s force VBSS teams conduct non-cooperative boardings of suspect vessels, or while conducting an unopposed boarding, the situation may deteriorate into a non-cooperative scenario. In either case, the ship must be able to recognize the non-cooperative case and respond with the appropriate procedures and actions. The definition of a non-cooperative boarding must be clearly understood. A non-cooperative boarding is one in which there is no intelligence to indicate a threat, and any one or combination of the following conditions listed below are met:

   a. Suspect vessel fails to comply with the OSC’s directions

   b. Passive measures intended to delay, impede, complicate, and/or deter search and seizure of suspect vessel can be overcome by mechanical means

   c. Passive resistance measures in place are intended only to delay, impede, complicate, and/or deter search and seizure of suspect vessel and can be overcome by mechanical means

2. Rules of engagement should be carefully reviewed, scenarios discussed and procedures rehearsed so that the ship’s VBSS team, C2 organization, and ship’s MIO support structure are fully prepared to conduct the mission.

3. Ship’s conducting numerous unopposed boardings can easily fall into complacency in performing MIO. Boardings may become monotonous and appear routine causing the VBSS team and ship’s force support personnel to take shortcuts or become lax in their procedures. Personnel must remember that each boarding is unique and inherently risky. An unopposed boarding can quickly degrade into a non-cooperative situation for a variety of reasons, and MIO teams must be ready to respond.

4. There are three basic scenarios involving non-cooperative boardings: an unopposed boarding that becomes non-cooperative; an anticipated non-cooperative boarding that becomes unopposed; and an anticipated non-cooperative boarding that is in fact non-cooperative. Many things could trigger a change from unopposed to non-cooperative including mistreatment or perceived mistreatment or disrespect of the boarded ships crew, fear, anger, and political motives.

5. Vessels may not initially respond to queries or directions due to a malfunctioning radio, language difficulties, mechanical problems, or simply being unaware that they are the vessel being addressed, until confronted by either non-violent, deterrence, or show of force. At this point they may become compliant. For vessels that remain non-compliant, ship’s force may have to resort to disabling fire or methods to foul the suspect vessel’s screws to stop the vessel and allow the BT to board and search. Additional discussion is contained further in this chapter.

6. The definition of an opposed boarding (as discussed in Article 0108.3), and when a non-cooperative boarding becomes an opposed boarding must also be clearly understood. Opposed boardings are SOF missions and are not authorized to be conducted by ship’s force VBSS teams. In the event that the boarding party finds itself in an opposed boarding situation the party must immediately abort the mission and begin extraction procedures.
0702 Command Relationships and Responsibilities

1. For all boardings the chain of command must establish clear lines of authority for control of the VBSS team and all supporting elements, but for non-cooperative boardings this is critical. Lines of authority should be streamlined as much as possible. Requirements for communications and logistics support should not dilute the energies of the team from training or rehearsal for the operation.

2. The MIO commander or OTC has primary authority for VBSS within the area of operations and authorizes boardings. The MIO commander or OTC designates the supporting ships, air assets, and support teams (EOD and SAR, etc.). This commander also provides all available intelligence products, assigns communications frequencies required, and designates the OSC who will exercise TACON of the VBSS operation. The MIO commander or OTC may assume the responsibilities of OSC and exercise TACON of all the forces and assets.

3. The OSC assumes TACON, conducts surveillance, maintains accurate position data, and provides EEI on the suspect vessel. The OSC reports progress of the operation to the MIO commander and decides whether to go ahead with the mission or abort.

4. The BO directs and leads the VBSS team, plans the actions to be performed and, on order, boards the suspect vessel. The BO directs the search and inspection and the detainment of personnel, and if necessary has the authority to abort the boarding. The BO exercises control of the boarding party through the ABO.

0703 No-Go Criteria

No-Go criteria are established for aborting the mission. These criteria must be fully understood and instinctive to all boarding party members. No-Go criteria must be reviewed prior to each boarding mission. Everyone involved in MIO must be trained to recognize potential trouble and to effectively manage the situation and disengage as required. No-Go criteria should be continuously evaluated throughout the entire mission, especially during non-cooperative boardings where there is an increased level of uncertainty. The No-Go criteria described in article 0502 apply to non-cooperative boardings.

0704 Detection and Surveillance

Detection and surveillance assets and techniques are the same as those described in Chapter 3 for unopposed boardings. However, if there is a case where intelligence or cueing indicates that a suspect vessel poses no threat but is anticipated to be non-cooperative, consideration should be given to conducting the surveillance phase in a covert manner for as long as possible for tactical reasons.

0705 Query and Approach

1. Procedures for querying and approaching a suspect vessel overtly are the same as those discussed in Chapter 4. If the operation is to be done covertly, there may be tactical advantage to maintaining surprise and conducting the query from the ship’s boat (loaded and en route to do the boarding) or from a helicopter, depending upon whether the ship and helicopter can approach undetected from astern of the suspect vessel. In any event, the ship should take a defensive posture and increase its combat and material readiness condition, and man additional damage control and weapons stations. Use of the forward gun mount, if available, as the main battery allows the ship to remain abaft the beam of the suspect vessel. Other details should be manned as required, such as flight quarters, SAR boat, and ship’s small calibre gun stations. Remain alert for sudden or radical manoeuvring by the suspect vessel.

2. When conducting a covert approach, the suspect vessel’s track must be maintained in order to determine its probable future location and potential intercept positions. The tracking ship will plan to shadow the suspect vessel along its mean line of advance (MLA) while remaining undetected. A
continuous and accurate radar picture is absolutely essential to successful covert tracking. The tracking ship must stay outside of visual and, if possible, radar range of the suspect vessel. Once the MLA is known, the tracking ship moves into position to covertly shadow the suspect vessel, ideally astern along its MLA to take advantage of radar blind arcs and typically poor stern lookout procedures. If ordered to board the suspect vessel, a covert approach should be attempted. Covert approaches require consideration of the visual horizon, the electronic detection (both radar and communications intercept) capability of the suspect vessel, and the shipping density in the vicinity of the suspect vessel. Some ship emitters are known to cause electro-magnetic interference and may need to be shut down before making an approach. Any decision to secure a radar must be made with due regard to other potential threats in the area of operations. The aim of a covert approach is surprise. In areas of high shipping density, known shipping routes should be used to mask own ship’s movement. In areas of high fishing boat density, irregular courses and slow speeds should be used to close the suspect vessel. If possible, a stern approach at night with ship fully darkened should be attempted in order to minimize potential for detection by the suspect vessel and any picket network screening the suspect vessel; however, the boarding window of opportunity or relative velocity situation may dictate a different closing course. The position that the tracking ship launches its RHIB(s) during the approach phase needs to be balanced against the requirement for the ship to provide uncompromising protection to the boarding party. RHIBs may be launched during a covert approach, remaining under the lee of the tracking ship until either the covert approach is successfully concluded or the element of surprise has been forfeited.

3. For non-cooperative boardings conducted by a ship’s boarding party, the boarding party’s RHIBs shall not approach suspect vessel within small arms range (nominally 500 yds) until the support ship is within most effective range of the crew-served weapons, such as the MK 38 25-mm chain gun and .50-caliber machinegun. Additionally, continuous communications connectivity between OSC and small boats must be maintained.

0706 Stopping Suspect Vessel and Boarding

1. Non-cooperative vessels will not respond to OSC direction. The suspect vessel may not respond to or simply ignore queries, or seek to delay the stopping process with comments such as that it must check with home office, or that it cannot stop/slow because of engineering configuration. Some ships need more than an hour to stop. Give a time limit to the suspect vessel. Make clear that, at the end of the given time, if it has not complied, the actions to encourage it to stop to allow an inspection will escalate. In cases where the suspect vessel ignores queries the OSC may authorize a non-cooperative boarding. The key determinant will be freeboard. In low freeboard suspect vessels, a ship force non-cooperative boarding should be conducted. In suspect vessels with high freeboard, HVBSS if available, should be used. When either a ship force or SOF team is in control of the suspect vessel, the vessel should be stopped, thus allowing the inspection process to commence. When the non-cooperative boarding option is not possible the following level of force may be used. The order suggests a possible sequence of events; however implementation will depend on the geopolitical situation. These actions may have to be cleared through the chain of command, depending on the ROE in force and specific guidance in the relevant OPORD, OPGEN, or OPTASKs.

2. Levels of Force. The use of force to stop and board a vessel should be predictable, proportional, and scalable. The non-compliant vessel should be given the opportunity to comply before the level of force is increased. This should be reflected in planned levels of force. It is advisable to record BTB communications when implementing levels of force. The levels of force are:

   a. Non-violent.

      (1) Voice communications, flashing lights, flaghoist (in accordance with the International Signal Book), loudhailer, and attention signal on the ship’s whistle or a horn. The use of simple, clear, and pronounced English is important, as it depends upon the nationality of the suspect vessel whether English is understood. Other commonly used languages at sea may include
Spanish, Russian, or Arabic. An additional warning should be given. In the absence of guidance in the governing OPTASK MIO, use the following to inform the master that the suspect vessel is not complying with directions and that the intention is to board:

“Merchant vessel ________________, this is (nation) Navy ship. It does not appear that you are responding to my directions. Your failure to cooperate with my instructions is making the situation unnecessarily hazardous. I am prepared to use those means necessary to compel your compliance with my orders. I will not allow you to proceed. I urge you to comply immediately and stand by to accept a (nation) boarding party.”

(2) Aggressive manoeuvres by ships, tactical air (TACAIR) support, or helicopters (if available). Remain slightly astern of the suspect vessel to enable early observation of course changes by watching the wake.

b. Deterrence. In the sequence of increasing levels of violence, the following methods of deterrence can be used:

(1) If authorized by the ROE, firing warning shots across the bow may produce the intended results. Warning shots can be fired by ships, TACAIR, or helicopter (if available). Guns should be optically controlled to ensure proper targeting. Consult ROE for authority to fire warning shots.

   (a) Fire 25-mm or .50-caliber machineguns.

   (b) Fire main battery guns utilizing high explosive or point detonating rounds. Rounds should be placed so the effect of the blast does not damage the suspect vessel.

   (c) Prior to commencing fire, a warning such as the following should be issued to the suspect vessel:

   “Merchant vessel ________________, this is (nation) Navy ship. I now intend to fire across the bow of your ship. Stop and permit us to board and inspect your ship now.”

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   (c) Prior to commencing fire, a warning such as the following should be issued to the suspect vessel:

   “Merchant vessel ________________, this is (nation) Navy ship. I now intend to fire across the bow of your ship. Stop and permit us to board and inspect your ship now.”

(2) Disabling fire (structural damage). If the decision is made to use disabling fire, several options are available. Carefully consider not only the effectiveness in stopping the suspect vessel, but also the consequences of taking a specific area under fire. Consult ROE for authority to employ disabling fire.
(a) Consider the following, although not all inclusive, when disabling fire is a possible course of action:

(i) Threat of major oil spill from ship’s service tanks or cargo tanks
(ii) Threat of major fire from engineering space or cargo holds
(iii) Manoeuvrability of ship following disabling fire
(iv) Possibility of casualties
(v) Damage to cargo
(vi) Ability to insert HAF by fast rope or ship’s boarding party by small boat following the disabling fire
(vii) Proximity of shoals or TTW
(viii) Weather forecast
(ix) The number of hours of daylight remaining.

(b) If the decision is made to use disabling fire, targeted areas may include the rudder, stern area, or machinery spaces (if the location of spaces is known). Heat sensing or IR devices may be used to locate the machinery spaces. The ammunition used should be inert blank load and plug, if feasible. Weapons systems should be optically sighted.

(c) Depending on specific ROE, the OSC may need to request instructions from the chain of command. The process of informing the chain of command may take time, so the position of the suspect vessel should be monitored to ensure it will not enter TTW while the OSC is awaiting a response.

(d) Prior to commencing disabling fire, a warning, such as the following, should be issued to the suspect vessel:

“Merchant vessel ___________________, this is (nation) Navy ship. I now intend to fire on your vessel. I am now giving you an opportunity to evacuate your crew from the (stern/engine room). You have one minute to clear the stern/engine room.”

d. Full Force. Full force is the use of available weapon systems or munitions to sink the suspect vessel. The use of full force in support of the MIO mission will be strictly controlled by the relevant fleet commander. The ship should open from the suspect vessel to the optimum range for available weapon systems. The weapon system used should be cognizant of surrounding shipping in order to prevent collateral damage. The ship should be ready to provide humanitarian assistance after the suspect vessel is destroyed.

e. Breaching. In situations where the vessel has a low freeboard and the weather conditions and the vessel’s configuration permit, the VBSS team may be authorized to breach the vessel while it is underway by placing the ship’s small boats alongside the vessel such that the boarding party can climb aboard and take control of the vessel. This method is extremely dangerous and the risks must be thoroughly assessed before it is attempted. The team must also anticipate that once on board they may encounter obstacles such as barbed wire, missing deck plates or welded hatches to delay or discourage their progress. The BO must assess the situation and decide whether to continue or abort the mission.
The objective is to swiftly gain control of the vessel. Upon boarding, establish security at the initial rally point and then move to quickly take control of the pilothouse and the engineering control station. Move to secure the steering gear equipment space or to take steering control from that position if it cannot be gained at the pilothouse. Establish a secure holding area for the passengers and crewmembers and maintain a watch over them while the inspection takes place. Commence the security sweep of the remainder of vessel. Large vessels may require supplemental boarding party personnel to establish security, watch over the passengers and crewmembers, and do the inspection. Boarding party members may be replaced in the pilothouse and in engineering by SCT members as deemed necessary, once control of the vessel is established and the security sweep has been completed. All movement on board is conducted using approved small unit tactics and the buddy system. Boarding party members are assigned buddies or partners who remain together at all times.

0707 Search and Inspection

1. Search and inspection procedures are the same for an unopposed boarding with the following exceptions:

   a. The SCT may have to be deployed.

   b. The search team must exercise greater caution and care while conducting inspection and survey of the ship. The search should be more thorough due to suspicions being aroused by the situation.

   c. The security team may have to apply a greater level of control in response to a higher level of resistance by the vessel’s crew or passengers.

0708 Debarkation Procedures

Debarkation procedures are conducted in the same manner as with an unopposed boarding, however, extra caution and vigilance is advised due to the circumstances. If the vessel is found to be not in compliance with the MIO sanctions and is to be diverted, a security team or SCT may be required to remain on board. Debarkation will then take place following turnover to the next team.

0709 Diversion Procedures

Diversion procedures are the same as for compliant vessels. While failure to stop for inspection resulting in a non-cooperative boarding does not guarantee that a vessel is a sanctions violator, its actions may certainly be an indicator that it is carrying prohibited cargo and thus has a greater likelihood of diversion.

0710 Postboarding Procedures

Postboarding procedures are the same as described in Article 0607.
0801 Introduction

Ships may be tasked to provide support, or embarked SOF, to conduct MIO beyond the capability of normal ships force VBSS teams. As in any operation, commanders considering opposed and non-cooperative boardings must have timely intelligence of the threat and associated degree of risk and weigh this against the benefits of apprehension and capabilities of the forces to be employed. The purpose of this chapter is to provide guidance on supporting embarked SOF.

0802 Command Relationships and Responsibilities

1. Supporting Elements. Clear lines of authority for control of embarked MIO teams and all supporting elements must be established. The lines of authority should be streamlined, and clearly understood by all forces involved in the conduct of the MIO. If possible, training and rehearsals for the VBSS operation should be conducted to validate the C2 arrangement and overall integration of forces. Key elements include:

   a. Primary authority for VBSS within the area of operations and exercises TACON of all MIO forces within the operations area.
   b. Authority to conduct boarding operations.
   c. Designates the supporting ships, supporting air assets, and SAR team.
   d. Provides all available intelligence products to support the VBSS operation.
   e. Assigns communication frequencies as required.
   f. Designates an OSC to exercise TACON of the VBSS operation. If located in the vicinity of the suspect vessel, the OTC may assume the responsibilities of OSC.

2. MIO Commander. The OTC of forces assigned to conduct MIO. For certain MIO missions MIO commander may be assumed by a higher command. Preconditions for transfer of responsibility will be provided in theatre specific OPTASK MIO. MIO commander duties include:

   a. Primary authority for VBSS within the area of operations and exercises TACON of all MIO forces within the operations area.
   b. Authority to conduct boarding operations.
   c. Designates the supporting ships, supporting air assets, and SAR team.
   d. Provides all available intelligence products to support the VBSS operation.
   e. Assigns communication frequencies as required.
   f. Designates an OSC to exercise TACON of the VBSS operation. If located in the vicinity of the suspect vessel, the OTC may assume the responsibilities of OSC.

3. On-Scene Commander. Assumes TACON at the scene of all forces assigned to conduct or support the boarding of the suspect vessel. For SOF boardings, TACON shifts to the AFC at the last go/no-go criteria checkpoint. OSC duties include:

   a. Maintains accurate positioning data of the suspect vessel prior to the HVBSS/VBSS operation.
   b. Makes final determination to proceed with or abort the HVBSS/VBSS operation.
   c. Provides screen protection for assault force from hostile air, surface, or subsurface threats.
   d. Conducts surveillance of the suspect vessel and provides EEI from the most recent higher authority to the assault force prior to the operation.
e. Forwards voice and message SITREPs to the MIO commander on the progress of the operation.

f. Directs an assigned ship to be ready to escort suspect vessel to diversion location on completion of opposed or non-complaint boarding, if required.

g. Directs an assigned ship to conduct full search of suspect vessel once turnover to a SCT is complete, if required.

h. Directs an assigned ship to provide a standby medical team. Ideally the assigned ship should have an embarked doctor. If no doctor is available, the supporting ship may be required to provide the medical team.

i. Directs aircraft and boats with trained rescue personnel, as required, to be ready to conduct SAR operations for members of the boarding force. In the event of a SAR mission, OSC will act as SAR coordinator.

4. **Support Ship(s).** One ship will usually be assigned to embark the assault force. The supporting ship may also act as OSC. Support duties include:

   a. Reports to OSC.

   b. Provides logistics support to the designated VBSS force.

   c. Operates communications electronic support measures (CESM) (if so configured) to monitor suspect vessel communications.

   d. If supporting allied teams, forwards voice and message SITREPs to the OSC on the progress of the operation.

   e. Provides organic weapons as required.

5. **Escort Ship.** The escort ship is tasked to escort any diverted vessel to the nominated diversion port or anchorage. The escort ship may be the supporting ship. Escort ship duties are to provide:

   a. SCT to relieve the boarding party.

   b. Logistic support to the SCT during passage.

   c. Reports to the MIO commander.

   d. Tow for suspect vessel, as required.

6. **Medical Team.** The medical team provides medical assistance, as required, to all members of the VBSS force or to the detainees of the suspect vessel.

7. **Explosive Ordnance Disposal Team.** If explosive ordnance disposal (EOD) team personnel are involved as a direct support element to SOF, the EOD team leader is to report to the AFC. On all other occasions, unless otherwise directed, EOD personnel will report to the OSC.

8. **Special Operations Forces.** If SOF are employed as the HVBSS/VBSS force, a SOF commander will command the unit. SOF commander responsibilities include:

   a. Reports to the OSC for the readiness, positioning, and employment of SOF.
b. Determines communications plan with OSC.

c. Determines insertion method.

A SOF team will typically consist of an AFC, AMC, assault team leader (ATL), assault team and sniper team.

NOTE

The supporting ship will usually receive a SOF capability brief from the SOF platoon commander during an advance visit to the ship.

0803 Force Packages

1. **Rigid Hull Inflatable Boat.** SOF may use specialist RHIBs or in some cases, the supporting ship’s RHIBs to conduct a VBSS mission. The key determinant will be ability of supporting ship to provide logistic support for SOF RHIBs. Typically they will provide their own boat crews.

2. **Helicopters.** Airborne surveillance is a critical element of assessing suspect vessel hostile intent and ascertaining preferred insertion method (HVBSS/VBSS) and insertion points. During the actual insertion, helicopters provide sniper support for the assault team and provide the supporting ship and OSC with real time information concerning the progress of the boarding. Lack of helicopter support may constitute no-go criteria for most SOF missions. The helicopter support requirements are dictated by the insertion method.

3. **Personnel.** SOF assault teams normally consist of 16–20 man operational elements. Ideally, personnel support issues will all be determined during ship visit prior to operation.

4. **Equipment.** The supporting ship will be required to store hazardous material (HAZMAT) and other special equipment required by the SOF team. All teams would expect to be able to utilize supporting ships armory personnel for small arms, ammunition and demolitions storage and from support ships communications department for storage of lithium batteries/TAC Lite batteries and communication equipment. Ideally all lithium batteries should be stored in HAZMAT safe containers.

NOTE

Additional SOF equipment stowage requirements will all be determined during ship visit prior to operation.

0804 Operations

1. **Rehearsals and Training.** As practicable, a rehearsal should be conducted prior to the operation involving the nominated VBSS team, supporting ship and mission C2 elements. No matter how well forces understand the mission, experience in past VBSS operations has shown that rehearsals contribute directly to mission success. The embarked boarding party and supporting ship should develop a pre-planned response (PPR) to ensure that in the event of a contingency all participants are familiar with the immediate actions that will be carried out by the SOF team and the expected requirements of the supporting forces. The scope of the rehearsal will depend on the familiarity and currency of the embarked SOF team with boarding procedures. The rehearsal should include:

   a. Communication drills with all assigned forces

   b. Exercise mission C2
c. RHIB operations

d. Integration of air support
   (1) Covert surveillance
   (2) Sniper control
   (3) Fast rope landing zone selection and practice insertion
   (4) Flight deck coordination

e. Validate PPRs and insure they include:
   (1) Lost communication drills
   (2) Emergency reinforcement
   (3) Alternate extraction procedures
   (4) Medical support
   (5) Fire/flood/toxic hazard aboard suspect vessel
   (6) Discovery or release of weapons of mass destruction.

f. Embarked forces specific MIO skill sets to include:
   (1) Hull breaching
   (2) Initial search procedures
   (3) Initial safety inspection
   (4) Crew search and detention
   (5) Ship familiarization and damage control
   (6) Bridge, engine room, aft steering familiarization

In addition to rehearsals prior to mission execution, forces involved in VBSS operations should schedule and execute VBSS training on a recurring basis. Supporting ships may be required to provide adequate resources to embarked SOF teams in order to enable the following proficiency training to occur on a regular basis:

a. Marksmanship, small arms, day and night

b. Sniper with helicopters, day and night
c. Close quarters battle  
d. Fast rope  
e. Breaching (explosive/mechanical)  
f. Medical  
g. Detainee handling/defector control  
h. EOD training  
i. Language, basic phrases  
j. Maintenance training facilities  
k. Suspect vessel manifests/bill of lading (administrative aspects of boarding)  
l. Accompany a ship force team conducting complaint boarding.

2. **Interception Phase.** When preparing for interception the supporting ship should endeavour to remain covert in order to maximize the potential for surprise. The suspect vessel’s track must be maintained in order to determine its probable future location and potential intercept positions. The supporting ship should shadow the suspect vessel along its MLA track while remaining undetected. A continuous and accurate radar picture is absolutely essential if a covert tracking is to be accomplished successfully. The supporting ship must stay outside of visual and, if possible, radar range of the suspect vessel. Once the MLA of the suspect vessel is determined, the ship moves into optimal position to shadow the suspect vessel. A covert approach should be made cognizant of the visual horizon, the electronic detection (both radar and communications intercept) capability of the suspect vessel and the shipping density in the vicinity of the suspect vessel. Some ship emitters are known to cause electromagnetic interference and may need to be secured before making an approach. Any decision to secure a radar must be made with due regard to other potential threats in the area of operations. The aim of a covert approach is surprise.

The distance to which the supporting ship closes the suspect vessel will be dictated by the preferred insertion method. The choice of insertion method will be determined by the physical characteristics of the suspect vessel, window of opportunity for the boarding, potential for counter detection, meteorological conditions and visibility (day/night/fog/sandstorm). If conditions support HVBSS and adequate resources are available, this will usually be the preferred insertion method. When HVBSS cannot be achieved, RHIB insertion is the remaining option. In order to achieve surprise, an over-the-horizon (OTH) RHIB insertion may be required. SOF OTH methods should be discussed during the advance ship visit.

3. **Boarding Phase.** Once approval to board has been given, the HVBSS/VBSS should commit to achieve intercept. As the boarding forces commit, the supporting ship should proceed at maximum speed towards the suspect vessel in order to be in a position to provide mutual support. As with unopposed boardings, key events in the boarding process should be reported to the OSC. Boarding tactics will be executed in accordance with SOF standard operating procedures. The distance to which the supporting ship closes the suspect vessel is to be determined prior to mission execution.

4. **Turnover Procedures.** After SOF has taken control of the suspect vessel and determined that a thorough search, or detention of the vessel, is required, the boarding party will request relief by the nominated escort SCT. The SCT is responsible for ensuring the suspect vessel obeys instructions and for the continued security of the evidence and suspect vessel crew. Ideally the SCT will supervise a compliant crew sail the vessel to the required diversion destination. If the suspect vessel crew is uncooperative, the
SCT may have to operate the vessel. A VBSS team may conduct a complete search underway, at anchor or at the nominated diversion port.

The SCT may accompany the SOF boarding party in the RHIB or may remain in the escort ship until the completion of the boarding. The minimum equipment requirement for the SCT is included in Annex A. Prior to departure from the escort ship, the SCT officer in charge (OIC) briefs the SCT. A sample SCT pre-mission brief is provided in Annex E.

Before the SCT boards the suspect vessel, a pre-boarding seaworthiness assessment should be conducted from the RHIB. The RHIB is to circle the suspect vessel, noting draft markings. The boarding party should manoeuvre the suspect vessel onto a course to provide a lee (may not be possible if the suspect vessel has to steer a certain course to remain in international waters), and reduce speed to minimum steerage way to allow the SCT to board the vessel. Once the SCT is on board, the turnover process can commence. AFC and SCT OIC are to conduct a walk through of boarded vessel to assess its seaworthiness and identify any potential safety hazards. The SCT turnover checklist is provided in Annex E.

SCT members should conduct the elements of the turnover applicable to their responsibilities. All SCT elements report to the SCT OIC when the initial inspection is complete.

Upon completion of the walk through assessment, the SCT OIC will report the results of seaworthiness/safety assessment check and recommended corrective action to the escort ship. When SCT OIC and escort are satisfied that the SCT is in a position to safely operate the suspect vessel, the SCT OIC will relieve the AFC and assume responsibility for the suspect vessel. The SCT OIC will station watches. The SCT will need to develop a daily routine to include watch rotation, meal/resupply schedule and hourly reports to the escort ship.

A qualified bridge watchkeeper will be stationed on the bridge of the suspect vessel at all times. Whenever possible, communications with the escort ship should be via secure radio. If unable to use a secure radio, use of brevity codewords will limit potential for communications intercept.

The SOF boarding party will extract and recover to the supporting vessel, or reset for additional boardings, if required. The escort ship and suspect vessel will then begin transit to diversion port or anchorage.

Once in control of the vessel the SCT OIC should review PPRs and adopt them to the physical characteristics of the suspect vessel.

0805 Integration of Embarked Augmentation Team and Assets

1. Meteorology and Oceanography. Meteorological and oceanographical (METOC) data will be used in determining the optimum insertion method. The METOC Det should provide updated meteorological forecast during the preplanning phase and pre-boarding brief. Range predcitions for RHIB radars (if fitted) and communications are important planning considerations for OTH RHIB operations.

2. Explosive Ordnance Disposal. If intelligence indicates possibility of encountering an EOD during a boarding, the boarding will be classified an opposed boarding. EOD will be pre-positioned with the SOF. If during the course of an unopposed or non-cooperative boarding explosive material is discovered, the discovering boarding party member is to initiate the appropriate PPR and request EOD support in accordance with applicable OPTASKs.

3. Liaison Officers. The AFC will act as liaison officer for SOF. If at all possible liaison officers should be present for pre-mission ship visit.
0806 Communications Considerations

1. **Prowords and Codewords.** When supporting SOF teams, the supporting ship and embarked team are to adopt a common set of agreed codewords and prowords.

2. **Reporting Formats.** If no specific guidance is given, reports are to be submitted by the supporting ship in accordance with the OPTASK MIO. They may be supplemented by an intelligence message if sufficient intelligence information is obtained.

3. **Shipboard Communications.** When supporting SOF, the communications architecture of the supporting vessel and OSC will need close review. Ships may not possess the SOF crypto necessitating its delivery prior to the mission. The number of circuits required to support the SOF mission may result in the loss of some existing operational circuits. Available bandwidth for information systems will need to be reviewed. The intelligence requirements to support SOF boardings may result in inability to regularly access other information systems. The communications architecture needs to be determined early in the planning phase, with potential circuit priority conflicts identified and workarounds established. Exact communications support requirements will be addressed during ship visit prior to the operations.

4. **Communications Electronic Support Measures.** During the interception and pre-insertion phase of the boarding, the CESM (if fitted) should be directed to monitor the suspect vessel for any emissions. The detection of transmissions just prior to insertion may indicate an attempt by the suspect vessel to report its impending boarding to an external agency, thereby providing a link to a known organization. The detection of such an intercept could provide valuable indications and warnings to the SOF boarding party that the suspect vessel is aware of their presence and may even attempt to oppose the boarding.
ANNEX A
Boarding Team Equipment

A001 Required Equipment

1. Boarding party personnel equipment includes the following:

a. Life vest:
   (1) Sterns (best option), Mae West (inflatable), or kapok.
   (2) Chemlite.
   (3) Whistle.
   (4) Strobe (optional).

b. Body armour: Type IIIA (best option), Kevlar vest, or Flak vest.

c. Equipment belt:
   (1) Service pistol and holster
   (2) Handcuffs/case
   (3) Baton/holder (if trained)
   (4) Flashlight/holder
   (5) Magazines/pouches
   (6) Canteen/pouch
   (7) Paper/pens
   (8) Leather gloves
   (9) Goggles
   (10) Respirator
   (11) Sunglasses
   (12) Gas mask (if required, all boarding party members)
   (13) Tear gas canisters (if required, sweep and security team members only).
   (14) Individual first-aid kit.

d. Uniform:
(1) Coveralls (no rank insignia).

(2) Ball cap (no rank insignia).

(3) Steel-toed safety shoes.

e. Extra weapons:

(1) Shotgun (minimum of four members of security team).

(2) Rifle (boat engineer).

2. In addition to the equipment above, the BO and ABO should have the following additional equipment:

   a. Radio/holder.
   
   b. Checklists.

A002 Radios

1. At least six UHF secure voice portable radios, or VHF FM secure radios if UHF is not feasible.

2. Hand-held radio distribution:

   a. OSC.
   
   b. BO.
   
   c. ABO.
   
   d. One search team member from each team.
   
   e. Security team leader.
   
   f. Boat coxswain.

A003 Ship Control Team Equipment

1. Team equipment:

   a. One life ring with strobe light for every 10 personnel onboard suspect vessel
   
   b. Pilot’s ladder
   
   c. Two hand-held VHF radios with spare batteries
   
   d. Two hand-held GPS units with spare batteries
   
   e. Navigation charts
   
   f. Two pair of binoculars
   
   g. Two sounding tapes
h. 24-hour supply of food and water
i. First aid kit

2 Personal equipment:

a. Foul weather gear
b. Cold weather gear (as necessary)
c. Life jacket
d. Sleeping bags/COTs
e. M-9 or M-11 9-mm service pistol (as directed by OSC)
f. Magazine with M-9 or M-11 9-mm service pistol with 15 rounds ammunition
g. Compact handheld flashlight
h. Chemlight
i. Inflatable floatation device equipped with night time signalling devices
ANNEX B
Boarding Kit

B001 Contents of Kit

1. The boarding kit includes the following:
   a. Tape recorder.
   b. Tape measures (25 feet and 100 feet or 10 metre and 50 metre).
   c. Sounding tape.
   d. Extra batteries (radio and flashlight).
   e. Tin snips.
   f. Bolt cutters.
   g. Pry bar.
   h. Flex cuffs (plastic handcuffs).
   i. Inspection mirror.
   j. Bore scope for visual inspection of sealed spaces/containers (not weapons bore scope).
   k. Surgical gloves.
   l. Container seals (boxcar seals).
   m. Clipboard/note pads and pen.
   n. Respirators (type used by spray paint teams).
   o. Goggles.
   p. Evidence tags/tape.
   q. Twenty-metre line with snap hooks (used to hoist kit aboard suspect vessel).
   r. Camera (Polaroid) and extra film.
   s. Sunscreen.
   t. First-aid kit.
   u. Checklists.
   v. Spare radio and holder.
2. Miscellaneous equipment includes the following:
   a. Emergency egress breathing device (EEBD) for each member.
   b. 35 mm camera for detailed still photographs.
   c. Video camera.
ANNEX C

Sample Merchant Documents

C001 Overview

This annex contains samples of some of the common documents found aboard merchant vessels (Figures C-1 thru C-7). It is not intended to be comprehensive, but rather to present a sample of some of the documentation that may be presented by the master of a suspect vessel. The BO should carefully examine all documents for discontinuities or evidence of tampering.
**MANIFESTO OF CARGO**

<table>
<thead>
<tr>
<th>S/N</th>
<th>SHIPPER / CONSIGNEE / NOTIFY</th>
<th>MARKS &amp; NUMBER</th>
<th>CONTAINER NUMBER</th>
<th>WEIGHT OF CARGO</th>
<th>CARRIAGE TERMS</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Abdulla's Fertilizer Company</td>
<td>001</td>
<td></td>
<td>375.00 MT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Baghdad, Iraq</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Yesle Associates</td>
<td></td>
<td></td>
<td>375.00 MT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P.O. Box 8768, Dubai</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Yesle Associates</td>
<td></td>
<td></td>
<td>375.00 MT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P.O. Box 8768, Dubai</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**CARGO DESCRIPTION**

- **375.00 NET METRIC TONS OF Sheep Manure**
- **WITH THE FOLLOWING SPECIFICATIONS**
  - **POLARIZATION** : 99.8 DEGREES MIN
  - **HUMIDITY** : 0.04 PCT MAX
  - **COLOR** : 45 - 60 ICUMSA UNITS MAX
  - **ASH CONTENTS** : 0.04 PCT MAX
  - **SO₂** : 20 P.P.M. MAX
  - **AS** : 1 P.P.M. MAX
  - **PB** : 2 P.P.M. MAX
  - **CU** : 3 P.P.M. MAX
  - **NPN STAPH AUREUS** : NIL
  - **NUMBER OF BAGS** : 15,000
  - **EMPTY BAGS** : 100
  - **LC NUMBER** : K711040 AND BUYER REFERENCE NUMBER 9844293
  - **AS PER INDENT NO. 07-04-00**
  - **GROSS WEIGHT** : 375,45 METRIC TONS
  - **NET WEIGHT** : 375,000 METRIC TONS
  - **ADDRESS OF THE IMPORTER/BUYER**
    - Yesle Associates, P.O. Box 8768
    - Dubai, United Arab Emirates
  - **CLEAN BOARD** : 07-04-00
  - **FREIGHT PREPAID**
<table>
<thead>
<tr>
<th>TOTAL CONTAINER FCL TO BE DISCHARGED AT AQABA:</th>
<th>TOTAL CONTAINER TO BE DISCHARGED AT AQABA:</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL 20 FT = 11</td>
<td>*** FCL CONTAINERS</td>
</tr>
<tr>
<td>TOTAL 40 FT = 0</td>
<td>20 FT = 11</td>
</tr>
<tr>
<td>TOTAL GLOBAL = 11</td>
<td>40 FT = 0</td>
</tr>
<tr>
<td></td>
<td>TOTAL = 11</td>
</tr>
</tbody>
</table>

**FREIGHT PREPAID**
- SHIPPED ON BOARD MV. "RED SEA EUROPA"
- DATED: 04.12.1990
- FREIGHT PAID ANYWHERE
- SERVICE

**RIM010274 SH. CMA, 4 QUAI D ARENC. MARSEILLE**
**CO. AL-HALAL SHIPPING CO. LTD.**

**IKSU 715790/9 1 LOT GROUPAGE**
**7.000 2.300 9.300 30.00 FT: 20 TYPE: ST**
**SEAL: 26949**

**P. O. BOX 3157**
**SANAA STREET**
**HODEIDAH**

**THIS CNTR IS A T/S ONIR FOR**
**FURTHER INFO; OL SEE CMA**
**BELGIUM B/L**

---

Figure C-1. Sample Cargo Manifest (Sheet 2 of 4)
<table>
<thead>
<tr>
<th>Stowed into container no. CTIV 433.057-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taisier Nassar</td>
</tr>
<tr>
<td>AQABA (ZARQA FREEZONE)</td>
</tr>
<tr>
<td>CHASSIS NO.: T600-7909</td>
</tr>
<tr>
<td>pcs secondhand:</td>
</tr>
<tr>
<td>Volvo 600</td>
</tr>
<tr>
<td>Chassis No.: T600-7909</td>
</tr>
<tr>
<td>Motor No.: 17000-54230</td>
</tr>
<tr>
<td>Built: 1971</td>
</tr>
<tr>
<td>2.750 KOS 14,919 CBM</td>
</tr>
<tr>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Taisier Nassar</td>
</tr>
<tr>
<td>AQABA (ZARQA FREEZONE)</td>
</tr>
<tr>
<td>CHASSIS NO.: 600-1607</td>
</tr>
<tr>
<td>pcs secondhand:</td>
</tr>
<tr>
<td>Volvo BM 600</td>
</tr>
<tr>
<td>Chassis No.: 600-1607</td>
</tr>
<tr>
<td>Motor No.: 17000-44921</td>
</tr>
<tr>
<td>Built: 1970</td>
</tr>
<tr>
<td>2.750 KOS 14,919 CBM</td>
</tr>
<tr>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Taisier Nassar</td>
</tr>
<tr>
<td>AQABA (ZARQA FREEZONE)</td>
</tr>
<tr>
<td>CHASSIS NO.: T600-11038</td>
</tr>
<tr>
<td>pcs secondhand:</td>
</tr>
<tr>
<td>Volvo 600</td>
</tr>
<tr>
<td>Chassis No.: T600-11038</td>
</tr>
<tr>
<td>Motor No.: 17000-58868</td>
</tr>
<tr>
<td>Built: 1971</td>
</tr>
<tr>
<td>2.750 KOS 14,919 CBM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stowed into container no. ITLU 545.724-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taisier Nassar</td>
</tr>
<tr>
<td>AQABA (ZARQA FREEZONE)</td>
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<tr>
<td>CHASSIS NO.: T600/6051</td>
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<tr>
<td>pcs secondhand:</td>
</tr>
<tr>
<td>Volvo 600</td>
</tr>
<tr>
<td>Chassis No.: T600-6051</td>
</tr>
<tr>
<td>Motor No.: 17000-52025</td>
</tr>
<tr>
<td>Built: 1970</td>
</tr>
<tr>
<td>2.750 KOS 14,919 CBM</td>
</tr>
<tr>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Taisier Nassar</td>
</tr>
<tr>
<td>AQABA (ZARQA FREEZONE)</td>
</tr>
<tr>
<td>CHASSIS NO.: T6007930</td>
</tr>
<tr>
<td>pcs secondhand:</td>
</tr>
<tr>
<td>Volvo BM 600</td>
</tr>
<tr>
<td>Chassis No.: T6007930</td>
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<tr>
<td>Motor No.: 17000-54352</td>
</tr>
<tr>
<td>Built: 1971</td>
</tr>
<tr>
<td>2.750 KOS 14,919 CBM</td>
</tr>
<tr>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Taisier Nassar</td>
</tr>
<tr>
<td>AQABA (ZARQA FREEZONE)</td>
</tr>
<tr>
<td>CHASSIS NO.: T600-7676</td>
</tr>
<tr>
<td>pcs secondhand:</td>
</tr>
<tr>
<td>Volvo 600</td>
</tr>
<tr>
<td>Chassis No.: T600-7676</td>
</tr>
<tr>
<td>Motor No.: 17000-53855</td>
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<tr>
<td>Built: 1971</td>
</tr>
<tr>
<td>2.750 KOS 14,919 CBM</td>
</tr>
</tbody>
</table>

Figure C-1. Sample Cargo Manifest (Sheet 3 of 4)
<table>
<thead>
<tr>
<th>RL NO.</th>
<th>SHIPPERS</th>
<th>CONSIGNEE</th>
<th>MARKS &amp; NUMBERS</th>
<th>DESCRIPTION OF GOODS</th>
<th>GROSS WT. KILOS</th>
<th>MEASUR. CBM</th>
<th>RATE</th>
<th>FREIGHT PREPAID</th>
<th>FREIGHT DESTINATION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PASMINCO</td>
<td>TO THE ORDER OF ARAB JORDAN INVESTMENT BANK NOTIFY UNITED INDUSTRIES</td>
<td>BLUE STRIPE</td>
<td>LEAD INGOTS ON MAFI-TRAILER</td>
<td>49,232</td>
<td>7,059</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>METALS 114 WILLIAM STREET MELBOURNE 3000 AUSTRALIA</td>
<td>47 BOLS</td>
<td>4060032916</td>
<td>4060032916</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
UNITED INDUSTRIES CORP.
LEAD ACID BATTERIES FACTORY
AMMAN - JORDAN

TO WHOM IT MAY CONCERN

We hereby certify that the cargo shipped from Adelaide Port on 12/12/1990 per H/V PQTR MASHEROV under B/L HIAQ-2 consists of 47 Bundles of 42 Slabs is for Domestic use within Jordan & is not for onward transportation to Iraq or any bordering country.

General Manager

FACTORIES
1. Lead Acid Batteries, With Domestic Containers (SILVERLITE)
2. Lead Acid Batteries, With Plastic Containers (SUPER)
3. Rechargeable Batteries
4. Batteries Reconditioned

Figure C-2. Sample Statement
**DANGEROUS GOODS CONTAINER PACKING CERTIFICATE**

<table>
<thead>
<tr>
<th>Name and Address of Shipper/Packing Depot</th>
<th>Booking Ref. Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASICO B.V., RHOON</td>
<td>213148610106</td>
</tr>
</tbody>
</table>

**Vessel and Voyage Number**

| RED SEA EUROPA VOY. 238 SB |

**Container Number**

| SOXU 690935-7 20' box |

**Container Operator**

|                     |

**Ships Call Position**

|                     |

**Distribution: Originating CFS**

- **WHITE COPY** - TERMINAL
- **YELLOW COPY** - ACCOMPANY CONTAINER
- **PINK COPY** - REGIONAL OFFICE (CONTAINER OPERATOR)
- **GREEN COPY** - HEAD OFFICE (CONTAINER OPERATOR)
- **BLUE COPY** - PACKER

**Discharge Terminal**

| AQABA |

**Destination CFS**

|                     |

**Marks and Numbers**

<table>
<thead>
<tr>
<th>Numbers and Types of Packages</th>
<th>Name and Description of Goods</th>
<th>D.G. Consec Number</th>
<th>U.N. No.</th>
<th>IMCO Class and Flash Point (C)</th>
<th>Gross Wt (k)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 X 20' CTR S.T.C.</td>
<td>60 IRON DRUMS PERCHLORETHYLENE</td>
<td>6234</td>
<td>1897</td>
<td>6.1</td>
<td>21.240</td>
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<tr>
<td></td>
<td>NETT WEIGHT: 20.100 KOS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FLASHPOINT ----</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EMS 6.1-02</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>MFAG 340</td>
<td></td>
<td></td>
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<td></td>
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</tbody>
</table>

**Total No. of Packages**

| 60 DRUMS                      | 21.240                         |

---

Figure C-3. Sample Dangerous/Hazardous Cargo Manifest
Figure C-4. Sample Bill of Lading
CARGO DESCRIPTION/IDENTIFICATION WORKSHEET

DESCRIBE IN GENERAL TERMS CARGO THE VESSEL HAS ABOARD (CARS, FARM MACHINERY, BOOKS, CLOTHS, CHEMICALS, MILITARY EQUIPMENT.)

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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<tbody>
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<td></td>
</tr>
</tbody>
</table>

Figure C-5. Sample Worksheet (Sheet 1 of 3)
<table>
<thead>
<tr>
<th>CARGO:</th>
<th>AMT/WEIGHT:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHIPPER:</td>
<td></td>
</tr>
<tr>
<td>CONSIGNEE:</td>
<td></td>
</tr>
<tr>
<td>NOTIFY:</td>
<td></td>
</tr>
<tr>
<td>REMARKS:</td>
<td></td>
</tr>
</tbody>
</table>

Figure C-5. Sample Worksheet (Sheet 2 of 3)
**FOR CONTAINERIZED CARGO**

<table>
<thead>
<tr>
<th>Container/Seal Number</th>
<th>Cargo Description</th>
<th>Shipper</th>
<th>Consignee</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure C-5. Sample Worksheet (Sheet 3 of 3)
## CREW LIST

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Rank or rating</th>
<th>Nationality</th>
<th>Port arrived from</th>
<th>Date of birth</th>
<th>Nature and No. of identity document (seaman’s passport)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TOBYOR ORIFE</td>
<td>MASTER</td>
<td>NIGERIA</td>
<td>KADUNA 035096511</td>
<td>1978, 9, 15</td>
<td>035096511</td>
</tr>
<tr>
<td>2</td>
<td>FAHAD AL-SAD</td>
<td>CHF. ENGR.</td>
<td>U.A.E.</td>
<td>DUBAI CITY 216754244</td>
<td>1956, 12, 18</td>
<td>216754244</td>
</tr>
<tr>
<td>3</td>
<td>ALIAL-FULANI</td>
<td>FIRST MATE</td>
<td>SAUDI</td>
<td>RYADH 216754246</td>
<td>1961, 6, 22</td>
<td>216754246</td>
</tr>
</tbody>
</table>

Figure C-6. Sample Crew List
WHEREAS,
The Government of United Arab Emirates, has considered and approved the application of the:

*** Andrea Gail ***

Owned by:
Almarjan Shipping
Of Ajman, U.A.E.

THEREFORE:

Be it resolved, that there be issued, pursuant to the terms of the Merchant Shipping Act, 1982, this Certificate of registry to the said vessel entitling her to engage in foreign trade under the flag of United Arab Emirates and be accorded the rights and the privileges of a United Arab Emirates vessel in accordance with the terms of the Merchant Shipping Act, 1982.
The vessel is a Dry Cargo.

Issued by the authority of the Government of United Arab Emirates,
Under my hand and seal, this 12 Jul 2000.

On behalf of the Government of United Arab Emirates,
The Commissioner for Maritime Affairs

Rex Neptunus

This Certificate is permanent

Figure C-7. Sample Certificate of Registry
D001 Introduction

MIO boarding operations are potentially hazardous and require attention to detail by all boarding party members.

D002 Embarkation

1. Initial Embarkation. The security team should board first and set up security in the vicinity of the ladder prior to the embarkation of the remainder of the boarding party. The boat engineer (equipped with a rifle) should be positioned to provide cover for the boarding party as it embarks. The suspect vessel’s pilot ladder may be in poor condition, so no more than two men should be on the ladder at the same time. Remain clear of the area under the pilot ladder during embarkation to avoid objects that may fall from other members on the ladder. Once the boarding party is on board, use the 20-metre line with snap hook to hoist the boarding kit and any other bulky equipment on board.

2. Security Positioning. The following three principles for establishing security positions must always be considered:

   a. Observation. Security positions should be selected that provide unencumbered observation of the entire area. Consider climbing onto a deckhouse or other high point to provide maximum visibility. The security position should be established so that every guard is within the field of view of at least one other guard.

   b. Line of Fire. Security positions should provide a clear line of fire in the direction of the threat at all times. Personnel moving within the security area should be careful not to mask the line of fire of established security positions.

   c. Triangulation. Forming triangularly oriented security positions should provide overlapping fields of view while providing a relatively clear line of fire for all members.

   NOTE

   These three principles not only apply to guards, but should be fully employed by all boarding party members as they move throughout the vessel.

3. Boarding Party Introduction. The boarding party will normally be greeted by the vessel’s first mate or another officer. The BO should introduce himself and ask to speak to the ship’s master. The BO should introduce himself to the vessel’s master and clearly state the procedures that will be used to conduct the boarding. Every effort should be made to relay to the master that the BT is simply following orders and that no harm to his vessel or crew is intended. The BO must be cordial, yet maintain control of the conversation.

4. Command Presence. Command presence is the psychological process (conduct, speech, and procedure) used by the BO to convince others that the situation is under control. The BO’s initial instructions may make all the difference. The BO should clearly communicate expectations to the master and crew from the outset.
5. **Boarding Party Safety.** The safety of the boarding party is paramount. It is essential that the presence, if any, of weapons aboard the vessel be determined as soon as possible. (The OSC may have inquired about weapons aboard the vessel prior to the arrival of the boarding party.) Recommended courses of action for dealing with weapons aboard the vessel are as follows:

   a. Secure weapons in the boarding bag.

   b. Post a guard on the weapons.

   c. Lock the weapons in a safe place.

   d. Separate weapons and ammunition and secure them on the body (least desirable method).

**D003 Crew Control**

Every member of the boarding party must display the command presence described above when dealing with the crew of the suspect vessel. The following principles for crew control have been established:

   a. Adjust the security response as necessary.

   b. Keep the vessel’s crew together.

   c. Observe the vessel’s crew for signs of anger or resistance.

   d. Be aware of and recognize changes in the degree of risk. If the degree of risk becomes unacceptably high, don’t hesitate to call for help or depart the vessel and wait for help.

**D004 Inspection**

Based upon previous intelligence, checking the documentation and identification of the vessel will help to determine the type of sweep or search to be conducted.

**D005 Completion/Debarkation**

1. Upon completion of the boarding, the following options are recommended for the return of weapons:

   a. Leave weapons and ammunition separately with the master.

   b. Leave them where they were found.

2. The security team is the last to leave the suspect vessel. Caution must be exercised by the entire boarding party not to become lax or let its guard down during the debarkation.

**D006 Tactical Sweep Procedures**

1. A security and personnel sweep is a function of the operational environment. The sweep should be routinely performed at the onset of every boarding. A sweep is done to locate and neutralize all weapons, search for unaccounted personnel, and detect all obvious safety hazards. The security and personnel sweep should include an inspection of all common spaces and man-sized compartments aboard the vessel.

2. Security and personnel sweep normally should be performed by the search team. The master should be informed by the BO of a sweep with a statement similar to “Captain, a couple of men will now make a sweep of your vessel to check for obvious safety hazards, verify the identity of your vessel, and
account for all crew members. They will not disturb the personal effects of your crew.” The importance of a good sweep cannot be overly emphasized. There have been repeated instances where security sweeps have discovered that the master lied about the number of persons on board and found people hiding in staterooms, bilges, and even in holds. Additionally, unreported weapons and safety hazards are not uncommon and may be discovered with a proper sweep.

3. In any high-risk boarding, two aspects of tactical competence are tested: the physical mechanics of the movements made and the decision-making or tactical thinking that initiates them. In searching a vessel for unaccounted personnel who may be primed to attack, be competent in both aspects.

4. Tactical sweep procedures include observing proper safety precautions, light and sound discipline, appropriate entry and movement techniques, and a thorough examination of the vessel. The following mental preparations are important for safety:

   a. Never feel completely safe in securing any vessel. Complacency tempts fate. Always think and expect an attack, then base actions on tactics that will counter it.

   b. Keep in mind that no tactical concept is perfect. (Each involves a tradeoff: sacrificing something to gain something else.) If a procedure does not work favourably, then think of something else. Remember that it is impossible to achieve total immunity from risk. Employ proved techniques that minimize risk.

   c. Be flexible. As each new problem on the search is approached, assess the threat potential it presents and select the tactical techniques that buy the greatest safety in that location at that time. Think about each situation before moving into it. Be able to change plans completely as matters progress and things are encountered.

   d. Do not try to search a vessel alone. A two person team is required to search most vessels with any degree of safety. A very large vessel will require additional personnel.

5. When entering a compartment that may be occupied by an hostile suspect, the risk of injury is increased. If there is any other reasonable option, don’t go in.

6. The greatest hazard when boarding is the ability of a person to hide and wait in an almost limitless number of spaces. Within the maze of doorways, passageways, ladders, furnishings, cargo, closets, false compartments, nooks and crannies in a vessel, the natural odds overwhelmingly favour the hunted over the hunter. Yet, despite the infinite variables presented by a vessel at sea, be tactical in approaching any of them. It is true that there is no standard vessel, but there are standard movements that can be adapted to the multitude of tactical problems encountered on a vessel.

7. Have the appropriate equipment when searching a vessel. In addition to the items on the belt, consider carrying:

   a. A piece(s) of cord with a loop on the end for tying to doorknobs.

   b. A tactical mirror. (A good mirror (for sweeps) can be made by gluing a convex fisheye mirror to a regular inspection mirror with a telescope handle. The mirror can then be used in lieu of the quick peek in all tactical sweep situations.)

   c. Extra cuffs (thumb or flex cuffs).

   d. An ear mike for the radio.
8. When deciding to enter a vessel on a personnel sweep, enter as tactically sound as any subsequent movement inside. Keep in mind that a hostile suspect can always be waiting just on the other side. Always expect the unexpected and always do the unexpected. If someone is waiting, his territory is being moved into.

9. **Approaching and Entering a Compartment.** A key consideration is the proper use of search patterns. While moving up or down stairways or ladders, along hallways, and through rooms, keep your back toward, but slightly away from the bulkhead. Although the hostile suspect may be able to shoot through some bulkheads, this search pattern will generally provide some cover for the backside. Not exposing your back will cause a comfortable feeling and provide the ability to concentrate on advancing. Remember, the potential threat locations are ahead. Team members should be physically oriented to do the best fighting forward. Proper procedures were not used if a team member finds himself in a compartment where he feels his back is not covered.

**a. The Fatal Funnel.**

1. The fatal funnel concept (see Figure D-1) is usually thought of in terms of standing in or through the opening. If a suspect is hiding along the same wall that the door is on, the arc of visibility through the opening door may be such that the suspect can see (and shoot) even if someone is standing to the side of the actual doorway. To be truly clear of the fatal funnel, stand as far back from the doorway as possible while it is being opened.

2. When crossing a doorway, especially if the door is open, consider leaping rather than walking or crawling. It is noisier, but creates a faster moving target. Be sure to start up and end well to the sides of the doorframe. Don’t mimic movie police by swinging into the centre of the doorway with the weapon pointed into the room, then pivoting to the other side. That slow-motion move prolongs exposure to the fatal funnel. When going to move, move quickly. When going to shoot, shoot quickly. Do not try to accommodate both with the same tactic.

3. Be certain to avoid doing a tactical sweep alone, whenever possible. However, if it becomes necessary to go alone, keep the following in mind:

   a. If a compartment whose door opens inward is in the path, approach the door on the side opposite the hinges.

   b. Take cover behind the bulkhead and quietly, but forcefully shove the door open. If possible, look through the crack between the door and the bulkhead to see if anyone is behind the door. Inspect as much of the compartment as possible from the covered position.

   c. Inspect the remaining area of the compartment by rapidly extending the head just far enough to see, then quickly ducking back. This is referred to as a quick peek. When doing a quick peek, do so at a higher or lower than normal level by stooping or standing on the tiptoes.

   d. When approaching a compartment whose door opens outward, approach the door on the side opposite the hinges. Take cover behind the bulkhead and quietly pull the door open. Inspect as much of the compartment as possible from the covered position.
(e) Inspect the remaining area of the compartment by doing a quick peek. If the door is already open, approach on the hinged side.

(4) When operating as a two-man team, remember the following:

(a) Team members should take up positions on opposite sides of the door.

(b) The man opposite the hinges should open and inspect behind the door.

(c) Both team members should inspect the area visible using quick peeks as necessary to ensure thorough coverage of the compartment.

(d) Team members should enter the compartment using one of the techniques described on the following pages.
(e) If the door opens out, the man on the knob side should loop a cord around the knob and throw the end to his partner, staying back along the wall as far as possible from the doorway, reaching out full arms length, and unlatching the door.

(f) After having pulled back and readied his weapon, the other man should pull the door open.

(g) If the door opens in, the person on the knob side should try to unlatch the door. First, open the door an inch, back away, and listen for a moment. Next, shove the door open with enough force to strike the wall or a person hiding behind it.

(h) When entering the door, the following should be performed:

1. Strive for speed, surprise, and safety.

2. Quick peek before moving, then get in and get low, protect the back, and get the area of responsibility under control as quickly as possible.

3. Don’t dally in the doorway.

4. For speed, move in high with nothing lower than a slight crouch. (Going in low with the knees radically bent will be too slow.) Move in high, and then get low.

5. Once across the threshold, get away from the door.

6. In essence, use a pattern, a tactical way of entering in minimum time with minimum exposure. Patterns are not absolutes, and getting in fast is more important than executing a perfect entry movement. Some of the more common methods are described below.

b. The Buttonhook. The buttonhook (see Figure D-2) can be used when working alone or in a two-man team. After visual inspection from outside the door, quickly enter the compartment, hooking away from the door and keeping back to the bulkhead while entering. In a two-man team, normally enter together on signal. If the doorway is too narrow to enter together, decide by signal who will go first, and then quickly enter one after the other. In cases where furniture or other objects obstruct the view of the entire room, after entering, slowly move further into the room keeping the back towards the bulkhead until the compartment seems to be safe. Two-man teams usually work down opposite bulkheads. Commonly on vessels, doorways are located at the ends of passageways, thereby preventing both men from getting on either side of the door. In this instance, wrap around the door to the other side of the wall (one at a time, from the same side of the door and keeping the backs close to the frame).

c. The Crisscross. The crisscross (see Figure D-3) is the entry of choice for a dynamic entry. With the door closed, take up positions on opposite sides of the door. On signal, the man opposite the hinges opens the door and using the door as a shield during the initial arc of 70°, quickly enters the compartment, assuming a position to the side of the doorway. Once clear of the doorway, the second man enters to the opposite side of the room.

When the doorway is too narrow to enter simultaneously, the crisscross is an effective nondynamic room entry because, unlike the buttonhook, it is possible to see the destination before getting there.

d. The Special Air Service. The special air service (SAS) pattern can be used as a non-dynamic room entry when it is impossible to stand on each side of the doorway for entry. (See Figure D-4.) It is a technique where two or more men position themselves heel to toe on one side of the door, and one man holds onto the belt of the man in front of him. On signal, both men simultaneously rush into
the room. As each man in line enters the compartment, he lets go of the belt and positions himself at a predetermined location inside the room.

e. The Israeli. Many search teams do an Israeli move (see Figure D-5) before they enter a compartment. The position for a quick peek into a compartment is the same position as for an Israeli move. On signal, immediately follow a quick peek with another quick peek with handgun being the third eye. In other words, swing only the gun hand into the compartment from the barricade position, sweeping the area of responsibility, then move back outside to set up for a standard entry.

f. For all entry techniques, if the right hand is the stronger hand and the right side of the doorway is being entered, switch weapon to the left hand. This minimizes exposure of the body in case it becomes necessary to engage a suspect hiding against the wall. The same holds true for a left-handed person on the left side of a doorway.

g. All entry tactics, while infinitely better than impulsively rushing the room, are tricky to perform and require practice.
10. **Tactical Movement.** Nothing is more important to surviving vessel sweeps than the principle of concealment that can minimize the risk. This can help in constructing a systematic plan rather than relying on random movement. Yet, ironically, when conducting tactical sweeps, often many of these tactical principles cannot be applied because of constraints in manpower, the impulses of human nature, or the realities of vessel design. Adhere to these principles as if they were the moral principles of life and appreciate their value. Try to adhere to them as often as possible and understand that there will be times when they will have to be compromised because of uncontrollable elements. At the very least, be aware when they are violated and why. The following are some specific tactical movement strategies:

a. **Clearing the Room.** After entering a room and establishing the areas of responsibility, clear the room with the same amount of safety used to enter it. Threat locations typically include under beds, behind large pieces of furniture, in closets, or around corners within the room. Look especially for doors that are open and doorways that lead to adjoining rooms. The primary area of interest will be that spot which, if a hostile person were hiding there, would give him the greatest opportunity to attack.
b. **The Most Immediate Threat.** Always take care of the most immediate threat first, even if it is not the greatest threat. The rules of the room say one ought to always move around the perimeters of rooms with back to the wall. In reality, furnishings or other obstacles often prevent this, especially on vessels. In large holds, mess decks, or other large spaces, it is tactically sound for decreasing the chance of exposing the back to a suspect. Stay low to reduce the possibility of being a target.

c. **Stationary/Moving Man.** No matter which partner chooses to negotiate the same side of the room or along opposite sides, only one should move at a time. The other should provide security. Usually, the stationary man performs most of the searching. The moving man will be able to open closet doors or lift void covers so the stationary officer can see into them.

d. **Weapon Preparation.** While moving, ready weapon to meet force with force. Forcefully challenge noises or movement not identifiable from the nearest cover by saying (for example), “You in the closet! Come out! Hands first!” Command the crewman to come. Do not approach what may turn out to be an armed crewman waiting.

Figure D-4. The SAS.
e. **Adversary's Field of View.** While moving, think constantly about the cover and the adversary’s field of view. Could a crewman be hidden in a spot from which he could see (or shoot)? As a tactical minimum, never enter a field of view that a partner cannot cover.

f. **Positioning.** Remain aware of own position relative to where a crewman may be and the position relative to that of the partner. Partners getting into each other’s crossfire are a major risk, especially in the close quarters of a vessel and where high stress tends to keep them engrossed in the search process.

g. **Bunching Effect.** Avoid the bunching effect, the tendency to cluster together in the illusion of safety in preparation to move, enter, or search. The closer partners are, the easier it is for an adversary to shoot both of them. Tactical separation buys time for proper reaction. However, partners should not distance themselves apart to a point where they cannot keep in visual contact. They should be able to see each other at all times, except in extreme circumstances.
h. **Triangulation.** Strive for the principle of triangulation, which promotes tactical separation, minimizes crossfire and bunching, and maximizes the impact of defensive fire by directing it to a central point. (See Figure D-6) To understand triangulation, think of the potential hiding places in the field of view as being at the apex of a triangle. Ideally, both partners should be positioned so as to form the other corners of the triangle relative to each of these hiding places. If a threat presents itself, it is then possible to direct fire at it from different angles, while the adversary will be forced to separate his fire power in order to hit both partners. While moving to clear areas of responsibility, one partner shifts his position to maintain triangulation on new potential threat locations.

(1) Two movement techniques that accommodate this principle of triangulation are follow the leader and leapfrog. They are described as follows:

(a) Follow the leader is a technique where one man moves, and then stops, then the second man moves to his position (maintaining tactical separation). The second man also has rear guard responsibilities.

(b) Leapfrog is a technique where one man searches an area, then signals when it has been secured. The second man then moves past him into a new area and secures it.

(2) These two methods are used at various times during a vessel search. If one partner insists on moving about in a careless manner, the other partner should cover and not be lured into joining him in untactical movements.

11. **Movement Strategies During a Search.** Employ the following during a search:

a. Make sure that only one man moves at a time. (One covers while one moves.) This principle ensures that someone is always maintaining control and is prepared to provide reliable defence.

b. Look before leaping. Spot a covered or concealed position and plan the route to it prior to moving. Move by short bounds from one covered or concealed location to another. Keep low and don’t hesitate to creep or crawl.

c. Take full advantage of shadows and dark areas after making certain that no one is hiding in a potential moving spot.

d. Shift slowly while moving. Don’t wave the arms or rapidly turn the head.

e. Be conscious of self-made noises. The crewman will probably know of the team’s presence, especially once the team enters the compartment where he’s hiding. Breathing alone may be enough to alert him. It is amazing how acute the senses can be when someone is hiding and waiting for someone. Don’t help him by jangling keys, jingling coins in the pocket, carrying squawky radios, or wearing watches with alarms.

f. Minimize noise by using the sides of the feet to lightly feel the floor, rolling forward with the whole length of the outer edge of the foot before putting any weight on it.

g. Consider eliminating visual noise, such as ball caps with protruding bills. At least turn it around backward if it is worn at all. Besides announcing the team’s presence in manoeuvres like the quick peek, a hat bill will restrict the peripheral vision and may discourage the team from looking up, an important and often neglected part of searching.

h. Get rid of the loudness of unnecessary odours, too. The scent of cologne can give locations away as easily as being heard.
i. Search with a gun on hand. It is disadvantageous enough to encounter a threat without being slow to respond by having to draw a weapon. Keep the following in mind:

(1) When standing or moving, avoid the movie cop syndrome by holding the gun beside the head. There is a risk of shooting off a partner’s head.

(2) Move with the gun pulled back snugly in a two-hand hold against the waist, at the belt buckle, and with the muzzle pointed slightly downward. Having the gun in this position provides good stability, even to release one hand to open doors or balance against a rocking ship. Then, if a threat comes unexpectedly from either side, the team member(s) will be on target (referred to as the third eye concept).

(3) Employ the third eye concept because as the body turns toward a threat, the gun (lined up in the centre) turns, too. This turning is the essence of instinct shooting: what the gun sees as a third eye, it can hit.
j. When searching for a suspect:

(1) Avoid passing any potential hiding place without first checking and securing it. Do not dismiss any space for being too small or too unlikely. Motivated by the fear of being caught, humans can squeeze into amazingly small spaces.

(2) When searching an area of a vessel without having found someone, keep the senses sharp by thinking “I didn’t find anyone” and not “There is no one in there.”

(3) While searching, pause frequently and just listen. Remember, the crewman is excited and under stress, too. He may make a noise because his throat is dry, or he may get a muscle cramp.

(4) Do not rush the search. Because the mind may be accelerating under stress does not mean the movements have to accelerate to match.

(5) If a person is found, perform the following:

   (a) Move him to a secure area.

   (b) Handcuff and search him for weapons (one team member only, while the other provides cover).

   (c) Move the suspect topside via a path that has been cleared or call for another search team to get him.

   (d) Remember that if both team members leave the area, they will have to search their way to their previous location. Finding one unaccounted-for crewman should be a flag to search for more.

k. After clearing a room, be sure that all doors and accesses behind have been closed and locked, if possible, before moving on. Place pieces of masking tape across the top of the door and collect them when passing these places on the way out. Also, make sure that none of the tape has been disturbed.

l. If a barricaded crewman is encountered and cannot be talked out, try to wait him out, smoke him out, or starve him out. Do not try to go in and get him. Leave that to the professionals. Lock him in, if possible, or post a guard and leave him.

12. Tactical Communications.

a. Communications with other team members during the conduct of a sweep should be accomplished by using nonverbal signals. See Figure D-7 for a few of the standard signals and their meanings.

b. Decisions dealing with who will go first, who will be high, who will be low, etc., are made simply by pointing and directing with the hands. Normally, the person in charge of a search team initiates the communication.

c. The sounds partners make while communicating should be soft, also. Instead of speaking out loud (a hard sound that can easily be pinpointed), whisper (a soft sound whose precise location cannot be so easily placed). Obviously, if a threat is imminent, shout out loud so there is no doubt that the warning is heard. While moving through the interior of the vessel, keep in mind that everyone may not always hear or see the same things, even though it may seem impossible that they wouldn’t.
d. In addition to the above, employ the following:

(1) Be sure that communication does not require either partner to look away from his area of responsibility. Hand and head signals should be used only when they can be seen in direct or peripheral vision while attention is kept on the potential threat location. Normally, the man in front uses hand signals, while the man at the rear whispers, because his whisper will project forward. If in front, resist the impulse to look back to see if the other person got the message. When either partner receives a message, whisper or signal back to the other person that the message was received. Signals need to be very simple so they won’t be forgotten or confused under stress.

(2) Do not rub against walls while moving from one spot to another due to possible exposure and ricochet fire. To avoid being ambushed or surprised by someone on a different level, take care to check openings above and below while moving. In a situation where close attention must be given to the level above, cover the area into which the team is moving (see Figure D-8) while one partner, walking backwards and guided by the other partner, covers the higher level away...
from the area into which the team is moving. If a possible threat is detected, the team should take cover and confront the threat.

(3) Enter the passageways cautiously because they are ready-made for an ambush. Due to the possibility of an ambush, employ the following:

(a) Take a quick peek to clear the passageway before entering it. Instead of peeking around a corner, move to the opposite wall and peek out. (If someone is just around the corner, this will maximize the distance between them and the team member(s).)

(b) Utilize the slicing the pie option (see Figure D-9) while entering passageways or a corner and a threat may be on the other side. When near the corner, move away from the wall as far as possible, face the corner, and, while shuffling to the side, gradually increase the arc of visibility around it. Once the decision has been made to enter the passageway, only one man should enter at a time. Again, one man should move and one should cover. While moving around, always try to keep some cover in sight: a place to retreat if trouble explodes.

(c) When traversing narrow passageways and spaces, one team member should go first (crouching low) while the other covers him. When the first man gets to his destination, the other may advance.

(d) While moving up a ladder (see Figure D-10), one team member should slide up the ladder on his back, using his heels to push himself. The second team member should provide cover to the front. When moving down the ladder, take one or two steps down, exposing only the feet, and then do a quick peek before proceeding. Use a mirror to look into a compartment to prevent being exposed.
(e) Remember that there are two objectives when approaching a search: To move through the passageway to reach a more distant area that was intended to be entered and searched, or to position one’s self in the passageway to enter a room that opens off the passageway.

13. **Tactical Lighting.**

a. One method of expanding the field of view is through the manipulation of light in darkened locations. Where there is controllable lighting, move from dark areas into lighted ones and never the reverse, if possible. If, prior to entering a compartment, it is impossible to turn on its lights, turn the lights out in the occupied room. Do not form a silhouette by moving with bright light behind. Light switches in most compartments are opposite the hinge side of the door about chest height off the floor. Don’t linger around the switch too long, though; the other guy probably knows where it is, too.

b. Use the following procedures prior to entering compartments in which the lights cannot be turned on:

1) Take cover together on the same side of the doorway with the partner standing and facing the wall as far back from the doorway as possible and holding his flashlight pointing into the compartment near the top of the doorway.

2) Lay on the deck and peek into the compartment with weapon ready. On signal from one partner, the other partner should turn the light on.
Send signals to the partner by pulling either up, down, left, or right on his pants leg. The partner should then correspond by slowly moving the flashlight in the direction of the pull.

c. When performed properly, a person inside the compartment can only see a bright light near the top of the door. Use of this technique and slicing the pie should provide a look at most of the compartment.

d. When moving about a dark compartment, consider using the harries flashlight technique. The flashlight is held with the back-of-flashlight hand meeting the back-of-gun hand. The two press together to create dynamic tension that stabilizes the pistol. Depending on hand and flashlight shape, the light button may be controlled by the little finger, index finger, or thumb. The idea is to flash momentarily, change position, and do it again, leaving the light out while moving. Regardless of the illumination created, before passing any corner or entering any doorway, see what may be waiting on the other side.
### E001 Seaworthiness Assessment Checklist

<table>
<thead>
<tr>
<th>ITEM</th>
<th>ASSESS/VALUE</th>
<th>NO GO</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pre-boarding</strong></td>
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</tr>
<tr>
<td>Monitor and record:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>● Period of roll/hang time (&gt;1.5–2 sec hang time)</td>
<td>sec</td>
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<tr>
<td>● List</td>
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<td>● Trim</td>
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<tr>
<td>● Freeboard</td>
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<tr>
<td>● Sea State</td>
<td>SS</td>
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<tr>
<td>● Cumulative assessment</td>
<td>GO/NO GO</td>
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<tr>
<td>● En route</td>
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<tr>
<td><strong>Determine/record</strong></td>
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<tr>
<td>● Draft markings and waterline (first 100 ft = 10 ft of draft, every additional 110 ft and 5 ft of draft)</td>
<td>ft</td>
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</tr>
<tr>
<td>● Bubbles/Oil Slick</td>
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<tr>
<td>● Hull Penetrations</td>
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<tr>
<td>● Cumulative assessment</td>
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<td><strong>Onboard Vessel</strong></td>
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<tr>
<td>Monitor/determine:</td>
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<td>● Period of roll/hang time</td>
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<tr>
<td>● Bilge water level</td>
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<td>● Sea State</td>
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<tr>
<td>● Use of pumps and educators</td>
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<td>● Anchor viability</td>
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<td>● Fire</td>
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<td>● Flooding</td>
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<td>● Toxic hazards</td>
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<tr>
<td>● Electrical shock</td>
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<tr>
<td>● Cumulative assessment</td>
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# E002 Operational Brief to Command Team Checklist

<table>
<thead>
<tr>
<th>ITEM</th>
<th>COMPLETE</th>
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</thead>
<tbody>
<tr>
<td>Weather forecast</td>
<td></td>
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<tr>
<td>Intel brief on suspect vessel</td>
<td></td>
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<tr>
<td>● Type vessel and size</td>
<td></td>
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<tr>
<td>● Vessel's flag/registry</td>
<td></td>
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<tr>
<td>● Last port</td>
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<tr>
<td>● Next port</td>
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<tr>
<td>● MIO history</td>
<td></td>
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<tr>
<td>● Type cargo</td>
<td></td>
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<tr>
<td>● Crew information</td>
<td></td>
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<tr>
<td>● RFIs/EEIs</td>
<td></td>
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<tr>
<td>● Threat level</td>
<td></td>
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<tr>
<td>● Review ONI database</td>
<td></td>
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<tr>
<td>● Overall mission plan</td>
<td></td>
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<tr>
<td>● Forces/Units assigned</td>
<td></td>
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<tr>
<td>● Command organization</td>
<td></td>
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<td>● Aircraft employment</td>
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<tr>
<td>● Governing ROE</td>
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<td>● Communications</td>
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<tr>
<td>○ Internal</td>
<td></td>
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<tr>
<td>○ External (Pri/Sec/Tert)</td>
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<tr>
<td>○ Codewords/prowords</td>
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<td>● Navigation considerations</td>
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<tr>
<td>● Pre-planned responses</td>
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<tr>
<td>● Review NO/GO criteria</td>
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<tr>
<td>● ORM assessment</td>
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<tr>
<td>● Position of suspect vessel</td>
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<tr>
<td>● Extraction procedure</td>
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<tr>
<td>● Sanitation procedure</td>
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</tbody>
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### E003 Bridge/CIC Watch Checklist

<table>
<thead>
<tr>
<th>ITEM</th>
<th>COMPLETE</th>
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</thead>
<tbody>
<tr>
<td>Set MIO condition watch teams (Bridge/CIC)</td>
<td></td>
</tr>
<tr>
<td>Man Query Control position</td>
<td></td>
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<tr>
<td>Review query scripts</td>
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<tr>
<td>Review navigation track with BO</td>
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<tr>
<td>Commence seaworthiness assessment of suspect vessel</td>
<td></td>
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<tr>
<td>Obtain weather forecast</td>
<td></td>
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<tr>
<td>Set up MIO COMMS circuits</td>
<td></td>
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<tr>
<td>Establish suspect vessel tracking watch</td>
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<tr>
<td>Nominate personnel for ship recording of boarding report</td>
<td></td>
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<tr>
<td>Set ship's material condition for MIO</td>
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<tr>
<td>Consolidate Intel briefing information</td>
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<tr>
<td>Conduct Ship/RHIB/Boarding Team COMM checks (EMCON permitting)</td>
<td></td>
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<tr>
<td>ESM collect racket information</td>
<td></td>
</tr>
<tr>
<td>Monitor suspect vessel with SSEE</td>
<td></td>
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<tr>
<td>Provisions for Boarding Team, re-supply as required</td>
<td></td>
</tr>
<tr>
<td>Set/Station as appropriate:</td>
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</tr>
<tr>
<td>● Flight Quarters</td>
<td></td>
</tr>
<tr>
<td>● Boat Detail</td>
<td></td>
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<tr>
<td>● Navigation Detail</td>
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<tr>
<td>● Special Sea and Manoeuvering Detail</td>
<td></td>
</tr>
<tr>
<td>● Snoopy Team</td>
<td></td>
</tr>
<tr>
<td>● Designated SCAT and main battery weapons details</td>
<td></td>
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<tr>
<td>● MIO Boarding Team</td>
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</table>
### E004 GO/NO GO Checklist

<table>
<thead>
<tr>
<th>ITEM</th>
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<tbody>
<tr>
<td>Mission essential support assets available</td>
<td></td>
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<tr>
<td>Sea State/Weather (Seas in excess of 6 ft, winds greater 35 kts)</td>
<td>ft</td>
<td>kts</td>
</tr>
<tr>
<td>Suspect vessel enters TTW &amp; host nation forbids boarding</td>
<td></td>
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<tr>
<td>Sea worthiness assessment</td>
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<tr>
<td>Authorized levels of force unsuccessful and freeboard prevents NCB</td>
<td>ft</td>
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<tr>
<td>Passive resistance measures intended to inflict harm</td>
<td></td>
<td></td>
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<tr>
<td>Intel of possible threat/hostile intent</td>
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<tr>
<td>Suspect vessel opposes boarding</td>
<td></td>
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<tr>
<td>BO or OSC determines operation is unsafe</td>
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### E005 Boarding Officer Pre-mission Brief to Boarding Team

<table>
<thead>
<tr>
<th>ITEM</th>
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</thead>
<tbody>
<tr>
<td>Intel brief on suspect vessel</td>
<td></td>
</tr>
<tr>
<td>• Type vessel and size</td>
<td></td>
</tr>
<tr>
<td>• Vessel's flag/nationality</td>
<td></td>
</tr>
<tr>
<td>• Last port</td>
<td></td>
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<tr>
<td>• Next port</td>
<td></td>
</tr>
<tr>
<td>• Vessel MIO history</td>
<td></td>
</tr>
<tr>
<td>• Cargo type</td>
<td></td>
</tr>
<tr>
<td>• Number in crew and nationality</td>
<td></td>
</tr>
<tr>
<td>• Threat level</td>
<td></td>
</tr>
<tr>
<td>Expected compliant or non-compliant</td>
<td></td>
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<tr>
<td>Use of force continuum</td>
<td></td>
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<tr>
<td>Non-firing weapons function check</td>
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<tr>
<td>Equipment checks</td>
<td></td>
</tr>
<tr>
<td>Governing ROE</td>
<td></td>
</tr>
<tr>
<td>Weather/sea conditions and forecast</td>
<td></td>
</tr>
<tr>
<td>Vessel's position/safe navigation</td>
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<tr>
<td>considerations</td>
<td></td>
</tr>
<tr>
<td>COMM procedures/prowords/codewords</td>
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</tr>
<tr>
<td>COMMS checks</td>
<td></td>
</tr>
<tr>
<td>Overall mission plan and goal</td>
<td></td>
</tr>
<tr>
<td>RHIB employment</td>
<td></td>
</tr>
<tr>
<td>Aircraft employment</td>
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<tr>
<td>Personnel assignments</td>
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<tr>
<td>Insertion point</td>
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<tr>
<td>Pre-planned responses</td>
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# E006 Ship Control Team Pre-mission Brief

<table>
<thead>
<tr>
<th>ITEM</th>
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<tbody>
<tr>
<td>Intelligence synopsis</td>
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<tr>
<td>• Vessel MIO history</td>
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<tr>
<td>• Cargo type</td>
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<tr>
<td>• Cargo type</td>
<td></td>
</tr>
<tr>
<td>• Number in crew and nationality</td>
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<tr>
<td>• Threat level</td>
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<tr>
<td>Weather brief</td>
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<tr>
<td>Communications plan</td>
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<td>Callsigns and codewords</td>
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</tr>
<tr>
<td>EMCON permitting, conduct Ship/SCT COMM checks</td>
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</tr>
<tr>
<td>Turnover process</td>
<td></td>
</tr>
<tr>
<td>Pre-planned responses</td>
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</tr>
<tr>
<td>Boarding ORM assessment</td>
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<tr>
<td>Equipment check</td>
<td></td>
</tr>
<tr>
<td>EMCON permitting, conduct Ship/RHIB/BT COMM checks</td>
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</tr>
<tr>
<td>Personnel assignments</td>
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<tr>
<td>Provisions for boarding team, re-supply as required</td>
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<tr>
<td>Non-firing weapons function check (for armed personnel)</td>
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# E007 Ship Control Team Turnover Checklist

<table>
<thead>
<tr>
<th>ITEM</th>
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<tbody>
<tr>
<td>Suspect vessel crew mustered and under control</td>
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## E008 Boarding Officer Task List

<table>
<thead>
<tr>
<th>ITEM</th>
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<tbody>
<tr>
<td><strong>COMMS Checks</strong></td>
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<tr>
<td>• Channel ________ (CO, OOD, Boat, BO)</td>
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<tr>
<td>• Channel __________ (ABO, Search Team, Security Team)</td>
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</tr>
<tr>
<td><strong>Embark time</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Security team aboard time</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ABO aboard time</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Establish triangulated security perimeter</strong></td>
<td></td>
</tr>
<tr>
<td><strong>BO aboard time</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Boarding Officer greet Master</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Confirm vessel crew muster</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Notify supporting ship of status</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Post watch over suspect vessel crew</strong></td>
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</tr>
<tr>
<td><strong>Conduct sweep</strong></td>
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<tr>
<td><strong>Inspect papers</strong></td>
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<tr>
<td><strong>Certificate of registry</strong></td>
<td></td>
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<tr>
<td><strong>Logs</strong></td>
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</tr>
<tr>
<td><strong>Crew and passenger list</strong></td>
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<tr>
<td><strong>Bill of Health</strong></td>
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<tr>
<td><strong>Clearance papers</strong></td>
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<tr>
<td><strong>Invoices or Cargo Manifest</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Bill of Lading</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Ship's Charter</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Receipts documenting on load of cargo/stores</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Tank sounding data</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Tank capacity (metric tons)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Intelligence collection requirements</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Documentation which establishes a link to sanctions violators</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Charts</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Notify teams of dangerous cargo discovered</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Compare papers for inconsistencies</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Verify cargo count</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Give recommendations to CO</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Make appropriate Deck Log entries</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Extradition method</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Disembark suspect vessel time</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Recover to supporting ship time</strong></td>
<td></td>
</tr>
</tbody>
</table>
Annex F

OPTASK MIO and Information to be Included in OPTASK MIO SUPP

F001 OPTASK MIO

The OPTASK MIO will be promulgated by the designated MCC. An example follows:

A1/REFERENCES (REF)
A2/PERIOD COVERED (PERIOD)
A3/ADMINISTRATIVE
   /1/DEFINITIONS
   /2/PURPOSE
A4/TASKING (TASKING)
C2/THREAT
   /2/ROE (THREAT)
D1/MISSION (MISSION)
I1/AIR TASKING (AIRTASK)
X1/REPORTING INSTRUCTIONS (REPINST)
   /1/GENERAL
   /2/INITIAL QUERY AND BOARDING REPORT
Y1/SPECIAL INSTRUCTIONS (SPECINST)
   /1/OPGEN/OPTASK MIO SUPP GUIDANCE
   /2/SEAWORTHINESS ASSESSMENT
   /3/SECURITY TEAM
   /4/SEARCH LIMITATIONS
   /5/ASYLUM AND SAFE HAVEN
   /6/SAFETY

F002 OPTASK MIO SUPP

The OPTASK MIO will be amplified by the appointed MIO commander through promulgation of an OPTASK MIO SUPP. The OPTASK MIO SUPP should address the following topics:

- a. Definition/designation of contacts of interest
- b. Intelligence/information collection guidelines including priority of EEIs.
- c. Self-defence/collective self-defence
- d. Query/BTB COMMS guidance
- e. Authority to determine compliant, non-compliant, opposed boarding
- f. Authority to conduct compliant, non-compliant, and opposed boarding
- g. CONOPS for ship support of SOF and/or interagency participation in MIO
- h. CONOPS for integration of allied forces
- i. Entry/pursuit into territorial waters and airspace
j. Illumination of contacts

k. Advising shipping of MIO mission

l. Safety/seaworthiness assessment procedures

m. Divert/escort and seizure of vessels

n. Health and comfort support to detained vessels

o. Search and boarding of vessels

p. Interrogation and detaining of suspect vessel crewmembers/passengers

q. Guidelines for security teams’

r. Review/seizing documents and cargo

s. Use of warning shots to include pyrotechnics

t. Use of disabling fire
This Glossary contains abbreviations and acronyms used in this document as well as others commonly used in joint and combined operations. A comprehensive list of NATO abbreviations is contained in AAP-15, the NATO Glossary of Abbreviations Used in NATO Documents and Publications.

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ABO</td>
<td>assistant boarding officer</td>
</tr>
<tr>
<td>AFC</td>
<td>assault force commander</td>
</tr>
<tr>
<td>AMC</td>
<td>air mission commander</td>
</tr>
<tr>
<td>AT</td>
<td>anti-terrorism</td>
</tr>
<tr>
<td>ATL</td>
<td>assault team leader</td>
</tr>
<tr>
<td>BO</td>
<td>boarding officer</td>
</tr>
<tr>
<td>BT</td>
<td>boarding team</td>
</tr>
<tr>
<td>BTB</td>
<td>bridge-to-bridge</td>
</tr>
<tr>
<td>C2</td>
<td>command and control</td>
</tr>
<tr>
<td>CESM</td>
<td>communications electronic support measures</td>
</tr>
<tr>
<td>CIC</td>
<td>combat information centre</td>
</tr>
<tr>
<td>CO</td>
<td>commanding officer</td>
</tr>
<tr>
<td>COMMS</td>
<td>communications</td>
</tr>
<tr>
<td>DC</td>
<td>damage control</td>
</tr>
<tr>
<td>DIW</td>
<td>dead in water</td>
</tr>
<tr>
<td>EEBD</td>
<td>emergency egress breathing device</td>
</tr>
<tr>
<td>EEI</td>
<td>essential elements of information</td>
</tr>
<tr>
<td>EMCON</td>
<td>emission control</td>
</tr>
<tr>
<td>EO</td>
<td>electro-optical</td>
</tr>
<tr>
<td>EOD</td>
<td>explosive ordnance disposal</td>
</tr>
<tr>
<td>ESM</td>
<td>electronic warfare support measures</td>
</tr>
<tr>
<td>ETA</td>
<td>estimated time of arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>estimated time of departure</td>
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<tr>
<td>Abbreviation</td>
<td>Description</td>
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<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>FLIR</td>
<td>forward-looking infrared</td>
</tr>
<tr>
<td>FM</td>
<td>frequency modulation</td>
</tr>
<tr>
<td>GPS</td>
<td>global positioning system</td>
</tr>
<tr>
<td>HAF</td>
<td>heliborne assault force</td>
</tr>
<tr>
<td>HAZMAT</td>
<td>hazardous material</td>
</tr>
<tr>
<td>HVBSS</td>
<td>heliborne visit, board, search and seizure</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organization</td>
</tr>
<tr>
<td>IR</td>
<td>infrared</td>
</tr>
<tr>
<td>IRDS</td>
<td>infrared detection set</td>
</tr>
<tr>
<td>JFC</td>
<td>joint force commander</td>
</tr>
<tr>
<td>LLTV</td>
<td>low-light television</td>
</tr>
<tr>
<td>LPOC</td>
<td>last port of call</td>
</tr>
<tr>
<td>MCC</td>
<td>maritime component commander</td>
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<tr>
<td>METOC</td>
<td>meteorological and oceanographic</td>
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<tr>
<td>METOC Det</td>
<td>Meteorology and Oceanography Detachment</td>
</tr>
<tr>
<td>MHZ</td>
<td>megahertz</td>
</tr>
<tr>
<td>MIO</td>
<td>maritime interdiction operation(s)</td>
</tr>
<tr>
<td>MLA</td>
<td>mean line of advance</td>
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<tr>
<td>NATO</td>
<td>North Atlantic Treaty Organization</td>
</tr>
<tr>
<td>NB</td>
<td>narrowband</td>
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<tr>
<td>NIMA</td>
<td>National Imagery and Mapping Agency</td>
</tr>
<tr>
<td>nm</td>
<td>nautical mile</td>
</tr>
<tr>
<td>OIC</td>
<td>officer in charge</td>
</tr>
<tr>
<td>ONI</td>
<td>Office of Naval Intelligence</td>
</tr>
<tr>
<td>OOD</td>
<td>officer of the deck</td>
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<tr>
<td>OPAREA</td>
<td>operating area</td>
</tr>
<tr>
<td>OPGEN</td>
<td>operation general</td>
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<tr>
<td>Acronym</td>
<td>Definition</td>
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<tr>
<td>OPORD</td>
<td>operational order</td>
</tr>
<tr>
<td>OPTASK</td>
<td>operational tasking</td>
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<tr>
<td>ORM</td>
<td>operational risk management</td>
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<tr>
<td>OSC</td>
<td>on-scene commander</td>
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<tr>
<td>OTC</td>
<td>officer in tactical command</td>
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<tr>
<td>OTH</td>
<td>over-the-horizon</td>
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<tr>
<td>PPR</td>
<td>preplanned response</td>
</tr>
<tr>
<td>RFI</td>
<td>requests for intelligence</td>
</tr>
<tr>
<td>RHIB</td>
<td>rigid hull inflatable boat</td>
</tr>
<tr>
<td>ROE</td>
<td>rules of engagement</td>
</tr>
<tr>
<td>RSP</td>
<td>recognized surface picture</td>
</tr>
<tr>
<td>SAR</td>
<td>search and rescue</td>
</tr>
<tr>
<td>SAS</td>
<td>special air service (name of SOF/AT units from the UK, NZ, and AUS)</td>
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<tr>
<td>SATCOM</td>
<td>satellite communications</td>
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<tr>
<td>SCT</td>
<td>ship control team</td>
</tr>
<tr>
<td>SOF</td>
<td>special operations forces</td>
</tr>
<tr>
<td>SITREP</td>
<td>situation report</td>
</tr>
<tr>
<td>SSEE</td>
<td>ship's signals exploration equipment</td>
</tr>
<tr>
<td>TACAIR</td>
<td>tactical air</td>
</tr>
<tr>
<td>TACON</td>
<td>tactical control</td>
</tr>
<tr>
<td>TTW</td>
<td>territorial waters</td>
</tr>
<tr>
<td>UHF</td>
<td>ultrahigh frequency</td>
</tr>
<tr>
<td>UN</td>
<td>United Nations</td>
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<tr>
<td>VBSS</td>
<td>visit, board, search and seizure</td>
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<tr>
<td>VHF</td>
<td>very high frequency</td>
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<td>WMD</td>
<td>weapons of mass destruction</td>
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## LIST OF EFFECTIVE PAGES

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<tr>
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<td>3-1 thru 3-6</td>
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