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U.S. NAVAL SUPPORT ACTIVITY
BAHRAIN
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NAVSUPPACT BAHRAIN INSTRUCTION 5440.1G

Subj: MANUAL OF THE SENIOR OFFICER PRESENT AFLOAT, BAHRAIN

Ref: (a) COMUSNAVCENT/COMFIFTHFLTINST 5400.3 (Series)
(b) COMUSNAVCENT OPORD 1000-01
(c) OPNAVINST C3128.3 (Series)
(d) OPNAVINST 5090.1 (Series)
(e) OPNAVINST 3100.6 (Series)
(f) OPNAVINST 5100.19 (Series)
(g) NSA Security Bulletin
(h) NSABAHRAININST 3000.1 (Series)

Encl: (1) Manual of the Senior Officer Present Afloat, Bahrain

1. Purpose. To promulgate guidance for the Senior Officer Present Afloat (SOPA) Bahrain and for ships visiting or operating in the Bahrain area.

2. Cancellation. NSABAHRAININST 5440.1F.

3. Scope. The information contained in this manual is not intended to modify or annul other instructions of higher authority.

4. Reproductions and Extracts. Reproductions and extracts of this unclassified manual may be made for official use by naval commands visiting Bahrain. All information is considered sensitive and should not be given to Third Country Nationals (TCN).

5. Action and Information. The Manual of the SOPA, Bahrain is published for the information and appropriate action of units and commands concerned. Per reference (a), the Commanding Officer (CO), U.S. Naval Support Activity (NSA), Bahrain is SOPA Administration for all ships moored at Mina Salman or Khalifa bin Salman Port (KBSP), anchored at Sitrah Anchorage or Weapons Anchorage, and for all Coalition naval units operating in Bahraini national waters.

6. Recommended Changes. This instruction is on an annual review cycle. Recommended changes are invited and should be addressed to Commanding Officer, U. S. Naval Support Activity, Bahrain, PSC 451 BOX 10, FPO AE 09834, ATTN: Port Operations Officer.

E. L. SADSAD

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U.S. NAVAL SUPPORT ACTIVITY, BAHRAIN

MANUAL OF THE

SENIOR OFFICER PRESENT AFLOAT,

BAHRAIN

Enclosure (1)

TABLE OF CONTENTS

I. SOPA INSTRUCTIONS
100 U.S. Navy Presence in Bahrain.....I-1
101 Entering and Leaving Port.....I-1
102 Lights.....I-2
103 Responsibility for Cleanliness of Pier.....I-2
104 Pier Management.....I-3
105 Hull Painting.....I-3
106 Water Pollution.....I-3
107 Inport Radiation of Naval Radars.....I-4
108 Oil/Contaminated Fuel Disposal and Bilge Pumping..I-4
109 Bio-Hazardous Waste Program.....I-4
110 Tug and Harbor Pilot Service.....I-4
111 Boat Operations.....I-4/5
112 Traffic Safety.....I-6
113 Sea Anchorages in Bahrain.....I-6
114 Flight Operations Within Bahraini Waters.....I-6
115 Full Dress and Dress Ship.....I-6
116 Passing Honors.....I-6

II. BEFORE ARRIVAL
200 Logistic Requirement Report.....II-1
201 Berthing at Mina Salman.....II-1
202 Traffic in Manama Approach Channel.....II-1
203 Sitrah Fuel Pier.....II-1

III. UPON ARRIVAL
300 Official Visits and Calls.....III-1
301 Additional Ceremonies and Protocol.....III-I
302 Port Brief.....III-I
303 Port Visit Reports.....III-I

IV. LIBERTY
400 Policy.....IV-1
401 Beach Guard.....IV-1
402 Liberty Attire.....IV-2
403 Pier Athletics/Jogging.....IV-2
404 Pier/Ship Fishing.....IV-2
405 Identification of Armed Forces Personnel.....IV-2
406 Taxis.....IV-2
407 Physical Readiness.....IV-3
408 Liberty Incidents.....IV-3
409 Cookouts.....IV-3

V. SECURITY
500 Shore Patrol.....V-1
501 Mina Salman Port Facility Security.....V-1/2
502 Mina Salman Pier Sentries and Rovers.....V-3/4/5

503 Ship Security Posture.....V-6
504 Duress and Emergency Procedures.....V-7
505 Training and Supervision.....V-7
506 Tours.....V-8

VI. COMMUNICATIONS
600 Circuits.....VI-1
601 Pier Security.....VI-1
602 High Frequency (HF)/Military Affiliate Radio System (MARS).....VI-1
603 Emergency Numbers.....VI-1
604 NSA Telephone Numbers.....VI-1
605 DSN.....VI-2
606 Mobiles Phones and Beepers.....VI-2

CHAPTER I - SOPA INSTRUCTIONS

100. U. S. Navy Presence in Bahrain

a. The U. S. Navy has maintained a presence in the Arabian Gulf and Bahrain since 1948. The outstanding efforts of naval personnel acting as ambassadors of the United States contribute directly to our ability to continue to enjoy access to support facilities in Bahrain. To preserve this special relationship, all members of the U.S. Naval Services shall conduct themselves in a dignified and inconspicuous manner during official business and recreational activities ashore.

b. As guests in Bahrain, all personnel shall attune themselves to the differences between the Arab culture and our own, and defer in all cases to the customs of the host country. Incidents between U.S. personnel and host nationals can quickly develop into major diplomatic incidents that must be avoided. Immediately report all incidents, including minor ones, to Commander, U.S. Naval Forces Central Command (COMUSNAVCENT) per procedures contained in this instruction and reference (c).

101. Entering and Leaving Port. Observe the following when entering/leaving Mina Salman.

a. Parading the Crew. Visits to Bahrain are normally of an operational nature, as per reference (d), and do not involve parading the crew at quarters; however, line handlers and topside idlers shall be in ranks and shall be uniformly attired.

b. General Military Appearance. Pier SOPA is responsible for topside smartness of units present.

c. Uniforms. All military personnel in Bahrain shall observe the uniform of the day, as prescribed by COMUSNAVCENT in reference (c).

d. Swimming. Recreational swimming from ships and boats is not permitted in the Mina Salman basin or at anchorage areas.

e. Salutes. Bahrain is a non-saluting port, i.e. ships will not render passing honors, nor honors to dignitaries passing on the pier using their general announcing system.

f. Equipment Alignment. When not in use, secure ships' equipment in train and elevation, aligned with the centerline, unless modified by an established condition or armament readiness. Secure equipment in the position in which locking pins will engage. Antennas may train in winds above the limits prescribed by equipment operating manuals, but promptly secure them when the wind abates. Ships' weapons, other

than small caliber weapons, will not be rotated or elevated without first notifying Port Operations.

g. Mooring Lines. Units provide their own mooring lines. Use doubled lines with parts taking an even strain. Lines should be frapped. Chafing gear should be neat. The bitter end of the mooring lines should be bird nested neatly atop the ship's bits or faked out to provide a neat military appearance.

h. Rat Guards. Use rat guards on all lines and connections to the pier.

i. Ships' Names. Surface ships shall prominently display the ship's name whenever feasible. Submarines are not required to display names.

j. Signal Flags. For security reasons, the following signal flags will not be flown while in Bahrain: Bravo, Starboard Pennant (SOPA), or any Absentee Pennants.

k. General Announcing System (1MC). When possible, ships will secure the use of all topside general announcing (1MC) speakers. No whistles, alarms, or bells will be passed topside, except in an emergency, without first contacting NSA Surface Operations and "Scruffy."

102. Lights. All ships moored at Mina Salman pier, KBSP, or anchored in Bahrain coastal waters shall show the following lights between sunset and sunrise: anchor lights, all standing lights, waterline security lights, aircraft warning lights, accommodation ladder lights (if rigged) and boat boom lights (if applicable).

103. Responsibility for Cleanliness of Piers. COs of ships berthed in the Mina Salman port complex or KBSP shall ensure the cleanliness of pier areas subject to the direction of Pier SOPA. While inport, each visiting ship will provide two pier sweepers to report for duty at 0600 daily to the senior ship's brow. The senior Commanding Officer shall ensure the pier is maintained in a clean condition. If there is only one visiting ship on the pier, that ship is responsible for the ship's space and berths 9/10. Ships berthed outboard shall provide pier sweepers as arranged between the nested ships. Ships anchored out are responsible for the cleanliness of the Fleet Landing. Beach Guards may be used for this cleaning detail. Ships shall ensure empty cartons and reference use are removed prior to getting underway. Units will not off-load material prior to sailing without provision for removal. A ship will not be permitted to get underway until the pier is in an acceptable condition. At Mina Salman pier, Norfolk Ship Support Activity (NSSA) cleans the pier area seaward of their trailers and contractor work areas. NSA Port Operations cleans the pier area

around their office trailer and ensures the husbanding agent maintains their areas. Pier space is not to be used as a general storage area for pallets, spools, HAZMAT, or any other gear. If circumstances arise, such as maintenance availabilities, that require such temporary storage, contact Port Operations to coordinate placement to allow minimum impact to pier space availability. All gear will be removed at the earliest possible convenience.

104. Pier Management. The NSA Bahrain Port Operations Officer serves as SOPA Admin's Pier Inspector/Representative to manage pier space usage and monitor the cleanliness of the waterfront area. The Port Operations Officer (DSN: 439-4067/COMM: 3941-1235). Port Operations will conduct pier area inspections and shall ensure corrective action is taken when required. Failure to rapidly resolve discrepancies shall be reported to SOPA.

105. Hull Painting

a. Spray painting of exterior spaces is not authorized.

b. Requests for authority to paint exterior surfaces that require hanging over-the-side or going aloft should be made not less than 24 hours in advance via LOGREQ to SURFOPS NSA BAHRAIN or land line (439-4228/3960-4126).

106. Water Pollution

a. General. COs and their commands should thoroughly review and follow procedures specified in Chapter 19 of reference (e) for preventing oil spills. NSA Bahrain coordinates use of all available resources in the event of an oil spill.

b. Notification and Reports. Commands will immediately report in accordance with reference (c) and via landline to SOPA Admin any spill that produces a visible sheen or film upon or discoloration of the surface of the water or adjoining shorelines or causes a sludge or emission to be deposited beneath the water or upon adjoining shorelines. Report via OPREP-3/Unit SITREP as appropriate per references (b) and (c).

c. Combating Spills. Do not use sinking agents and dispersants when combating spills.

d. Chemical Holding Tank (CHT) Disposal. All CHT is required to be pumped to barge or truck. Local environmental laws prevent the dumping of gray water over-the-side. Gravity drains should be aligned to the holding tank, when possible. Drainage from scuppers is allowed.

107. Inport Radiation of Naval Radars. Due to interference with shore electronic/radar equipment, radiation of air search radar is prohibited within 25 miles of Bahrain International Airport. Reference (c) and (d) provide additional guidance. Ships conducting pre-underway checks should use sectoring devices to complete checks. Radiation time should be kept to a minimum. Requests to rotate/radiate shall be made no less than 24 hours in advance to the Port Operations Office after required clearance from FIFTH Fleet has been obtained.

108. Oil/Contaminated Fuel Disposal and Bilge Pumping. A limited number of donuts are available from the husbanding agent for disposal of waste and synthetic oils. Ships should request donut via LOGREQ as soon as possible to ensure availability.

109. Bio-Hazardous Waste Program. All bio-hazardous waste shall be transported from the ships in accordance with reference (e).

110. Tug and Harbor Pilot Service

a. Send requests for tug and pilot service via LOGREQ to NSA Port Operations a minimum of 6 working days prior to arrival. Commands will not arrange for services with Bahrain Port Control before notifying Surface Operations (439-4228/1785-4228) of their intentions.

(1) Use of a Bahrain harbor pilot is required for units entering/exiting the Mina Salman port complex and KBSP.

(2) Units are responsible for the safe navigation and handling of a ship within the confines of Mina Salman and KBSP.

(3) Pilots are responsible for all pier line handlers. Commands will not arrange for line handlers from other ships moored at Mina Salman pier.

b. Commercial vessels have priority for tug and pilot services. Commanding Officers should exercise restraint when confronted with this problem, and remain flexible in their schedules to accommodate tug and pilot availabilities. Contact NSA Surface Operations (439-4228/1785-4228) or Bridge-to-Bridge CH-74) to correct the situation or to arrange a new arrival or departure time.

111. Boat Operations

a. Contract Services. Submit requests for services to NSA Port Operations a minimum of six working days in advance. Contract "water taxis" shall comply with the requirements established in references (c), (d) and (i).

b. Ship's Boats. The following points amplify on directives contained in reference (d).

(1) Boat operations shall strictly comply with the safety standards published in Volume II of reference (d). Request permission from NSA Port Operations (439-4228/3960-4126) or Bridge-to-Bridge channel 14, call sign, "Scruffy") 24 hours prior to starting operations.

(2) Boats will remain in the channel as indicated on DMA chart 62453, as shoals are close in proximity (e.g., Diwan Shoals). Exercise caution as visibility may decrease suddenly due to unexpected sandstorms and/or high sea states. Winds can increase dramatically without warning.

(3) When small boat operations are secured by the Harbor Master, all Navy boating operations are suspended unless specifically approved by SOPA Admin. Generally, the Harbor Master will secure operations when wind speeds exceed 25 knots or the seas are higher than three feet. NSA Bahrain CDO (3940-3877) will arrange berthing for stranded boat crews.

(4) Commanding Officers must ensure that each boat coxswain and boat officer is properly briefed on the harbor and local regulations. Conduct a daylight familiarization run for all coxswains and boat officers prior to any night operations.

(5) All boats, ships operating boats and Beach Guards shall maintain a continuous radio guard on Bridge-to-Bridge channels 14 and 74 while in Bahrain.

(6) Boat officers shall maintain good order and discipline aboard their boats, ensure the boat maintains the degree of smartness expected of U.S. Navy boats, and strictly adhere to the guidance provided in Navy Regulations. Boat officers are required on the first run each day, on all night runs, in every low visibility situation and whenever a VIP is embarked.

(7) Avoid fishing buoys in and around Bahrain coastal waters. Buoys mark fishing traps and have heavy hemp or polypropylene line that can easily wrap around a boat's shaft(s) and cause damage. Concentrations of fishing boats and their buoys can be anticipated in all waters less than 20 meters in depth. To the extent practical, boats should avoid these areas and be appropriately alert during their runs.

(8) Limit boat speeds to 10 knots or less due to the unpredictability of fishing vessels in the area. Boats have experienced problems in the past of being cut off during periods of

high fishing vessel traffic. This normally occurs mid-morning and late afternoon.

(9) Boat crews will not be armed without the express permission of the CO, NSA Bahrain.

112. Traffic Safety

a. Parking on the pier is normally limited to outside the U.S. Navy drop-arm. A Special Access Pass (SAP) is required to park vehicles on the pier; a limited number of passes for visiting and home ported vessels and for official use only personnel are distributed by NSA Surface Operations. Pier passes limit vehicle access to essential personnel. Reference (i) provides amplifying information.

113. Sea Anchorage in Bahrain. Bahrain Port Control does not have any established anchorages. All anchorages are determined by Bahrain Port Control at the time of anchoring. Ships will contact Port Control on Bridge-to-Bridge CH-74 prior to letting go the anchor. Units will reconfirm the anchorage after setting the anchor and paying out the required amount of chain. Swing circles must be east of a line due north of South Shoals Buoy as well as within other anchorage boundaries.

114. Flight Operations Within Bahraini Waters

a. Helicopter operations, excluding ground maintenance turns, from the Mina Salman Port Complex are strictly prohibited. Flight operations from anchorage are authorized and only require a standard flight clearance and NSA Port Operations prior approval.

b. Ground turns require 24-hour prior approval from NSA Port Operations. Notify all vessels moored to Mina Salman Pier and complete a pier FOD walk down prior to starting operations. Units conducting ground turns will maintain constant contact with NSA Port Operations on Bridge-to-Bridge CH-14 during the evolution.

115. Full Dress and Dress Ship. Dress ship will be substituted for full dress national holidays or special occasions. Ships will not rig Friendship/Christmas lights while moored or anchored in Bahrain waters.

116. Passing Honors. Ships can expect to render passing honors or dipping the ensign to other navies' vessels. Ships' Officers of the Deck will render pier-passing honors by calling the quarterdeck area to attention and hand saluting from the top of the brow. Whistles will not be blown or passed topside due to security concerns.

CHAPTER II - BEFORE ARRIVAL

200. Logistic Requirement Report. NSA Surface Operations coordinates all logistics requirements for ships visiting Bahrain. Requirements must be addressed via LOGREQ message to SURFOPS NAVSUPPACT BAHRAIN and INFO HQ USCENTCOM MACDILL AFB FL, COMUSNAVCENT, COMDESRON FIVE ZERO, CTF 53, FISC SIGONELLA DET BAHRAIN, and FMC MUHARRAQ BA//MR//. In general, logistics requirements should be addressed in LOGREQ format per NWP-10-1-10 at least six working days in advance of desired arrival date.

201. Berthing at Mina Salman and KBSP

a. Berths at the Mina Salman port complex and KBSP are assigned by NSA Surface Operations. Ships can expect to nest outboard of larger ships during periods of heavy port loading. Berthing is determined by operational necessity instead of seniority.

b. Units will adhere to approved arrival and departure times to facilitate proper management of tugs, pilots and other resources. Pilots and tugs will not "stand by" for units for periods greater than 10 minutes given that commercial shipping has priority for scheduling of tug and pilot services. Pilot services may be lost if timely notification of changes are not made. All units should notify NSA Surface Operations (439-4228/3960-4126 or VHF Primary CH-74 and/or Secondary CH-14) of any difficulties that may delay entering or departing Mina Salman as scheduled.

202. Traffic in Manama Approach Channel. All naval ships entering or departing Mina Salman or KBSP are directed to check in with Bahrain Port Control on Bridge-to-Bridge VHF upon passing "Bahrain Bell." They may be required to adjust their time of entry or departure so that no passing situations are created in the Mina Salman Approach Channel. Naval vessels will remain at sea or remain in the basin until specifically authorized to proceed by Bahrain Port Control.

203. Sitrah Fuel Pier. Defense Energy Support Center (DESC), Middle East (1785-4650) provides specific guidance concerning the Sitrah Fuel Pier and the special restrictions governing its use.

CHAPTER III - UPON ARRIVAL

300. Official Visits and Calls. Although not required, COs may call on SOPA upon their initial arrival in Bahrain. Contact the COMUSNAVCENT Flag Lieutenant (439-4518), to arrange a call. Uniform for calls will be the Uniform of the Day, unless otherwise directed. Calls on SOPA (Acting) when COMUSNAVCENT is not in Bahrain will be mutually arranged between SOPA (Acting) and arriving COs. Calls on CO, NSA Bahrain (SOPA Admin) are considered paid during the port brief conducted the first time the unit visits Bahrain.

301. Additional Ceremonies and Protocol. Any additional ceremonial or protocol issues will be addressed separately by COMUSNAVCENT or NSA Bahrain. The Flag Lieutenant and Force Public Affairs Officer (439-4561) can provide assistance on ceremonial and protocol matters if an inport unit is tasked to participate.

302. Port Brief. NSA Surface Operations coordinates with NSA departments and tenant commands to arrange a time and location to present a port brief to the ship's crew upon arrival during the ship's initial visit to Bahrain. Port briefs are mandatory. Liberty is not authorized until the crew receives a port brief. This brief is necessary to provide cultural information which enables Sailors to conduct themselves in a manner that ensures our presence in Bahrain continues to be welcome and to provide security tips that protect the ship's crew from potential threats and scams while in town.

303. Port Visit Reports. Port Visit Reports are required within five days following every visit to Bahrain. A complete report, classified appropriately, will be made by message to:

Action: COMFIFTHFLT//N2/N3/N34//
Info: COMUSNAVCENT//N3//
(other FIFTHFLT ships)
AIC NORFOLK VA
HQ DMA FAIRFAX VA//PR//
DMAHTC WASHINGTON DC//MCC//
NAVSUPPACT BAHRAIN//30//
SURFOPS NAVSUPPACT BAHRAIN

CHAPTER IV - LIBERTY

400. Policy. Exemplary conduct ashore is required to support COMUSNAVCENT's mission of enhancing Bahraini - U.S. relations. COs shall ensure their crews are thoroughly briefed on standards of conduct and cultural awareness issues prior to granting liberty in Bahrain. Strict adherence is required to the policies delineated in reference (c). Particular attention is directed to enclosure (1) to Tab A to Appendix 2 to Annex E; GENERAL ORDER ON PERSONAL CONDUCT ASHORE IN ARAB COUNTRIES that serves as the Military Community Commander's specific guidance for Bahrain. This order applies to military personnel of all services, all dependents of military personnel, and all civilians serving with, employed by or accompanying U.S. Armed Forces.

a. Liberty Expiration. Unless otherwise modified by SOPA Admin, the following curfew times are in effect: E-4 and below from 2400 to 0400; E-5 from 0100 to 0400; and E-6 from 0200 to 0400. All personnel are required to be aboard ship or in their hotels, if they have an overnight chit, at the applicable times. All persons granted overnight liberty must have a specific address, telephone number and must provide that information to Temporary Quarters (TQ) (439-9546) for security purposes.

b. Liberty Buses. Ships are required to arrange at least one bus to transport liberty parties between Mina Salman pier or KBSP and NSA Bahrain. At least one shore patrol shall be embarked in each bus. Buses may be arranged prior to arrival through the husbanding agent via LOGREQ. Buses are limited to 25 passengers per bus and are required to use major roads. Ships' bus routes are not to pass through Shiite Villages.

c. Pedestrian Traffic. Pedestrian traffic is prohibited between the main gate of the Mina Salman port facility/KBSP and the liberty bus embark/debark point. Personnel may walk between the pier and the liberty bus embark/debark point. They may also visit the port's Duty Free shop. Headsets are a potential safety hazard and will not be worn while walking on the pier.

401. Beach Guard. Ships at anchor with liberty parties are required to maintain a Beach Guard at the Mina Salman/KBSP boat landing before setting and for the duration of liberty. The senior ship at anchor will coordinate Beach Guard assignments and provide a watch bill to SOPA Admin Security. The Beach Guard shall consist of on officer or chief petty officer and one petty officer. The Beach Guard Officer will report to SOPA Admin Security, stationed at the pier check point, when standing-up the Beach Guard each day and again when securing it.

a. Boat Landing Cleanliness. The Beach Guard cleans the boat landing and surrounding area. They will ensure safety and proper decorum by maintaining general order when personnel embark/debark liberty boats.

b. Communications on the Pier. The Beach Guard will maintain communications between all ships and their boats on Bridge-to-Bridge CH-14. A base telephone is available at the head of the pier.

c. Special Requirements. When large ships (e.g., CV, CVN, LHD, LHA) are anchored, a Fleet Landing tent area will be assembled at the ship's request for personnel waiting for water taxis to their ships. The Beach Guard is responsible for providing personnel to supervise and maintain this area.

402. Liberty Attire. Reference (c) provides specific guidance concerning liberty attire and wearing of military uniforms in Bahrain.

403. Pier Athletics/Jogging. Jogging or any other types of physical activities (e.g., basketball, calisthenics) are authorized within the Mina Salman Port Complex and KBSP. Participants are requested to be vigilant of vehicular traffic on the pier.

404. Pier/Ship Fishing. Fishing is NOT permitted within the Mina Salman Port Complex or KBSP at any time.

405. Identification of Armed Forces Personnel. All personnel are required to carry their Armed Forces Identification Card (DD Form 2N) at all times. Present the Identification Card to authorities (e.g., NSA Security, Bahraini Public Security) when requested.

406. Taxis

a. Taxi Restrictions. Taxis are prohibited from entering the port of Mina Salman/KBSP and the NSA Bahrain compound. Personnel returning to Mina Salman/KBSP pier by taxi are required to ride a bus from the front gate to the pier area.

b. Meter Use. Bahraini law requires all taxis to have and use meters. Service members should use meters or negotiate a price prior to entering the taxi. The agreed price must be paid upon arrival at their destination. The agreed price is for the taxi and not each person in the taxi. No taxi trip should cost more than 4 BD, TOTAL. Should problems arise, Sailors should pay the price and report the taxi number to NSA Security Department. NSA Bahrain has experienced success at returning over charges or having the driver fined for his actions. Personnel should reference in from riding in the front seat with the driver unless the back seat is full. Getting hostile with a

taxi driver may result in being turned over to the local authorities. This problem is compounded if the service member has been drinking.

407. Physical Readiness Tests. Physical Readiness Tests (PRT) will be conducted aboard NSA Bahrain using the Fleet Gym and pool through MWR (439-4927/4232/4231). Units are allowed to conduct the run portion of the test around the perimeter of the Banz warehouse. Commands will NOT conduct PRTs in the Mina Salman port complex or KBSP.

408. Liberty Incidents. Any incidents of misconduct on liberty shall be reported to the NSA CDO (3940-3877). Reference (c) discusses incidents occurring during a port visit. Liberty incident reports, OPREP-3/SITREP, for incidents occurring in Bahrain shall include NAVSUPPACT BAHRAIN and SURFOPS NAVSUPPACT BAHRAIN as address per references (b) and (c). Commands are responsible for transmission of their own reports.

409. Cookouts. Cookouts are not permitted on the pier. Commands may conduct steel beach picnics, depending on force protection conditions and requirements. All food and beverages should remain onboard the vessel. Alcoholic beverages will not be served inside the Mina Salman port complex. Commanding Officers should exercise good judgment when allowing music to be played. Host National personnel may consider high volume and certain types of music offensive. Base Morale, Welfare, and Recreation (MWR) facilities are available for such activities and can be reserved by calling 439-4927/4232/4231.

CHAPTER V - SECURITY

500. General Information. Reference (i) provides guidance for most security issues while in Bahrain.

501. Mina Salman Port/KBSP Facility Security

a. General. The port's Security, Fire, and Safety Department provides security for Mina Salman port and KBSP. Shifts of roughly equal size provide uniformed, unarmed guards at the exterior gate and at designated interior gates and checkpoints. All guards are in radio contact with each other and with the Port Security Control Center. Guards routinely conduct foot, bicycle, and vehicular patrols within the port facility. Mina Salman port is surrounded on the land ward sides by a concrete block and metal rail fence.

b. Access Control to Mina Salman Port Facility

(1) General. The Bahrain Government has declared the area within the Mina Salman and KBSP port facility a bonded area. Consequently, all personnel and cargo entering or departing the port are subject to inspection by Bahraini customs officials and security personnel. Failure to follow this requirement may result in a fine of 50BD to 500BD ($130 to $1,330).

(2) Personnel Access Control. All personnel entering or leaving the port shall submit to identification checks and searches by Bahraini Port Authority and NSA security personnel. General visitation to the port is prohibited. A specific visit may be authorized only for official business or as indicated below.

(a) U.S. Military Personnel and Dependents. All members of the U.S. Armed Forces and dependents will show their respective Armed Forces Identification Card when entering or leaving the port/pier or on other occasions as requested by security personnel.

(b) Civilian employees of the U. S. Government. Civilian employees of the U.S. Government who require access to the port for official business only will show their government identification card when entering or leaving the port/pier or as requested by security personnel.

(c) Visitors and Guests. Visitors and guests are only allowed if they have a proper command invitation and are approved for entry by NSA Surface Operations. Follow these steps to obtain entry clearance for visitors and guests.

1. Contact the NSA Surface Operations office via official message or telephone (439-4228/3960-4126). Contact must be made at least 48 hours before the visit. NOTE: The workweek is Sunday through Thursday.

2. The following information is required for visitor clearance:

- Guest name(s)
- Nationality of guest(s)
- Proposed time and date of visit
- Duration of visit
- Purpose of visit
- Unit POC and phone number
- Mode of travel to the port. Vehicle information must include make, color, and license plate number.

(d) Husbanding Agents and Local Vendors. Husbanding agents and local vendors are responsible for obtaining their own access to the port. To obtain authorization to enter the port, they are required to present to the port a copy of the contract or letter of authorization from an appropriate U.S. Navy representative.

(e) Coalition Personnel. Coalition personnel will show their respective military identification card to gain pier access past the barricade.

(3) Vehicle Access Control. Vehicle access to the Mina Salman port facility is strictly controlled. The following port security regulations apply:

(a) All vehicles entering or departing the port are subject to search.

(b) The maximum speed limit within the port area is 15 kilometers per hour (10 mph).

(c) Taxis are not allowed in the port.

(d) U.S. military tactical vehicles may enter/exit the port without permits or passes. Occupants are required to show their U.S. Armed Forces Identification Cards. Tactical vehicles may not be off-loaded without prior permission from NSA Surface Operations.

(e) Non-tactical, clearly marked U.S. Navy, Marine Corps, Army, and Air Force vehicles may enter/exit the port without vehicle permits or passes. Occupants are required to show their U.S. Armed Forces Identification Cards.

(f) Privately owned and leased vehicles may enter/exit the port as authorized and for official business only. Vehicles are permitted in the port facility, but they are not allowed onto Mina Salman/KBSP pier unless the driver has an authorized pass (details for obtaining a pier pass are listed in reference (h)).

(g) Bicycles may enter/exit the port without any special passes. Riders are required to show their valid U.S. Armed Forces Identification Card.

(4) Pier Passes. Pier passes are issued for official business only. Immediately report lost or stolen pier passes, in person or by telephone, to NSA Surface Operations (439-4228/3960-4126) and either NSA Bahrain Security Dispatcher (439-3283/4463) or Naval Criminal Investigative Service (439-4271). As soon as possible, submit a written statement that details the circumstances of the loss/theft. Lost/stolen pier passes will NOT automatically be replaced. Failure to make immediate notification or use of a lost/stolen pass will serve as grounds not to provide a replacement pass.

502. Mina Salman Pier Sentries and Rovers

a. General. Primary sentry and rover posts are manned and controlled by the Naval Security Force (NSF). The Pier SOPA is responsible for administering and managing additional sentries to augment the security forces. The SOPA will ensure a sentry is posted at the NSF controlled access control point. The SOPA will also ensure sentries are posted, on the pier, at the foot of each ship's brow. Additional sentries may be implemented as a result of an increased Force Protection Condition.

b. Manning. NSF will ensure the access control point and pier are manned with the correct number of personnel and weapons, in accordance with the NSA Bahrain Antiterrorism Plan. The SOPA is responsible for ensuring a rotating watchbill are implemented, amongst all the ships moored at Mina Salman/KBSP, to provide the additional sentry at the access control point. The SOPA is also responsible for ensuring each ship provides a sentry, on the pier, at the foot of their brow. In the event of an increased FPCON, the SOPA will be responsible for expanding the watchbill to meet the needs set forth by the CO, NSA Bahrain.

c. Uniform and Equipment. The uniform for sentries is the Navy Working Uniform unless specifically altered for a special occasion by the SOPA. Sentries will wear appropriate web gear consisting of a 9mm holster and two 9mm magazine pouches at a minimum. Any additional weapons carried by the sentry, will also require additional ammunition storage pouches to accommodate the requisite amount of ammunition. Sentries will have a least one working flashlight during hours of

darkness or reduced visibility. Sentries will have a positive way of maintaining communications with their quarterdeck. Sentries will also have a sufficient amount of water to maintain hydration.

d. Weapons. Pier sentries will be armed in accordance with the NSA Bahrain Antiterrorism Plan. All sentries will carry three full loads of ammunition for each weapon they carry. Long arms will be carried in condition three and pistols will be carried in condition one.

e. Deadly Force. All sentries will receive deadly force reference for training prior to assuming their watch.

f. Duties

(1) Pedestrian Access

(a) Identification Cards

1. Sentries shall make positive identification of all personnel who desire to enter beyond the NSF controlled drop arm. U.S. Common Access Cards and/or approved Coalition Forces Identification Cards are required. Personnel not in possession of a valid identification card must be escorted at all times and must first gain authorization to enter the pier from Port Operations Department.

2. Personnel who cannot produce valid identification will not be permitted past the drop arm. The pier sentries will immediately notify the NSF Chief of the Guard who will evaluate the scenario and prosecute it in accordance with NSF's Standard Operating Procedures and Pre-Planned Responses.

3. Personnel acting in a suspicious manner will not be granted access regardless of identification in their possession. The pier sentries will immediately notify the NSF Chief of the Guard who will evaluate the scenario and prosecute it in accordance with NSF's Standard Operating Procedures and Pre-Planned Responses.

(b) Hand Carried Items

1. Hand carried items will be inspected on a random basis, in accordance with the NSA Bahrain Antiterrorism Plan.

2. In the event an unattended or suspicious package is discovered, the pier sentries will immediately notify the NSF Chief of the Guard who will evaluate the scenario and prosecute it in accordance with NSF's Standard Operating Procedures and Pre-Planned Responses.

3. Should a sentry encounter a person carrying a valid DD Form 2501 (Courier Authorization Card), any package that courier has, which contains classified material, is exempt from inspection. All other packages carried by that courier are subject to inspection. The pier sentries will immediately notify the NSF Chief of the Guard who will evaluate the scenario and prosecute it in accordance with NSF's Standard Operating Procedures and Pre-Planned Responses.

(c) Other Nationalities. Persons from other nations are not covered by these procedures or restrictions. Mina Salman Port security personnel are required to conduct the same checks on those persons. Ships from other navies should be invited by the SOPA to station unarmed personnel at the Mina Salman Port security personnel guard shack, at the head of the pier, to interface with port security personnel. Sentries are only authorized to provide assistance at that guard shack when requested by the port security personnel.

(2) Vehicle Access

(a) All vehicles desiring access to the U.S. controlled portion of the pier will be inspected, on a random basis, in accordance with the NSA Bahrain Antiterrorism Plan. The following are exempt from searches:

- Commander, U.S. Naval Forces Central Command
- Deputy Commander, U.S. Naval Forces Central Command
- Chief of Staff, U.S. Naval Forces Central Command
- United States Ambassador to the Kingdom of Bahrain
- Commanding Officer, U.S. Naval Support Activity Bahrain
- Executive Officer, U.S. Naval Support Activity Bahrain
- NCIS agents in performance of assigned duties
- Other VIPs as directed by the SOPA, Naval Forces Central Command and/or Naval Support Activity Bahrain

(b) Contractor and/or delivery vehicles desiring access to the NSF controlled portion of the pier will be searched first. Port services and security vehicles will not be searched. All vehicles must possess a valid pier pass from the Port Operations Division.

(c) Frequency and thoroughness of the vehicle searches will be dictated by NSA's Security Department and will be based on the current Force Protection Condition and the Random Anti-terrorism Measures plan.

(d) Sentries will participate in the search of vehicles as directed by the NSF Chief of the Guard.

(e) Sentries will verify the identification of all personnel inside the vehicle.

(f) Suspicious vehicles, regardless of any other circumstances, will not be permitted access. The pier sentries will immediately notify the NSF Chief of the Guard who will evaluate the scenario and prosecute it in accordance with NSF's Standard Operating Procedures and Pre-Planned Responses.

503. Ship Security Posture

a. General. Shipboard security posture will be determined by the threat condition and resulting security measures outlined in Tab B, Appendix 19, Annex C of reference (e) and per shipboard self-defense force guidance contained in Tab A, Appendix 19, Annex C, of reference (c). All security measures used in the port of Mina Salman must have prior approval from the Government of Bahrain. SOPA Admin messages will outline any increase in posture due to intelligence or change of threat condition. Commands will NOT take it upon themselves to increase security on the pier without SOPA Admin approval. Suggestions for improving security in Bahrain should be forwarded to CO, U.S. Naval Support Activity, Bahrain (439-4220/4221).

b. Harbor Patrol. The NSA Harbor Patrol Unit, call sign "SCRUFFY", provides waterside security of the Mina Salman pier per Tab D, Appendix 19, Annex C of reference (c). "SCRUFFY" can be contacted on Bridge-to-Bridge CH-14.

c. Water Craft. Suspicious small craft or water activity (e.g., swimmers, small boats) observed by any watch standers, roving patrols or sentries will be reported to "SCRUFFY".

d. OPSEC Procedures. All personnel must remain alert to counter information gathering by foreign nationals. Trash should be double-checked for the presence of classified material or documents, military uniforms, credit card information, etc,. Third Country Nationals and others routinely sort through trash containers on the pier. Ships should NOT forward information of future port visits to husbanding agents. Immediately report unusual instances to NSA Security Dispatcher (439-3283/4463).

e. Photography. Photography is not authorized in the port, except when prior authorization has been granted by NSA Surface Operations. All personnel should be alert for suspicious personnel taking photographs or videos in the area. Report violations to "SCRUFFY".

f. Required Deck Watches. Each ship will have an Officer of the Deck, Petty Officer of the Watch, Messenger, Brow Watch and two main deck rovers. The POOW will be armed with a shotgun and 20 shells. The main deck rovers will be armed with rifles with three magazines. The OOD, MOOW and Brow Watch will be armed with sidearms and three

magazines. Magazines will be inserted with NO, repeat NO, rounds chambered.

504. Duress and Emergency Procedures

a. Duress Signals. Current duress signals available to Pier Sentries include:

(1) Two-way communication device

(2) Whistle (four short blasts). Whistle blasts will cause moored ships to go to Security Alert and the Pier SOPA to send a messenger from the quarterdeck to assess the situation/provide assistance to the sentries.

(3) Messenger

b. Priority of Signal Use. Use all signals in the following order:

(1) Two-way communications device

(2) Whistle

(3) Messenger

c. Suspected Explosive Device (SED). Should an SED be discovered, immediate notifications should be made to "SCRUFFY" and all ships' quarterdecks in the immediate vicinity. The scenario will be prosecuted in accordance with NSF Bahrain's SOPs and Pre-Planned Responses. COs will respond in accordance with their own Anti-terrorism plans, SOPs and Pre-Planned Responses.

d. Procedures for Pier Bomb Threat or Other Emergency. Follow the same procedures established for Suspected Explosive Devices.

e. Fires. Report any fires to Mina Salman Fire Station (1771-9500) and "SCRUFFY". COs will respond in accordance with their SOPs. Pier Sentries will secure the area and ensure immediate access to responding units.

f. Duress Signals. Use duress signals to bring all ships to Security Alert if any actual or potential breach of pier/ship security occurs. It is better to sound a pier security alert and find out later that it was unnecessary than to not sound it when an actual threat occurs.

505. Training and Supervision. Some of the duties described above are not typical of U.S. Navy watches, yet they are a vital part of the layered security mechanism in the Mina Salman Port Complex. All hands

must be briefed on security procedures prior to entering port and duty section officers/CDOs need to make frequent inspections of pier sentries. Security Alert training will be conducted daily from 1800 to 2000.

506. Tours. Per reference (e), tours may be secured by a change in threat condition. Ships will NOT conduct tours of any type when Force Protection Condition Bravo or higher is established by COMUSNAVCENT or without prior approval of NSA Surface Operations and the COMUSNAVCENT Public Affairs Officer's office. This includes the "personal guests" of the CO who are not U.S. military personnel, dependents, or DoD employees.

CHAPTER VI - COMMUNICATIONS

600. Circuits. Ships moored at Mina Salman/KBSP port complex or anchored out shall guard the following circuits. Details may be found in Annex K of reference (c) and the current COMUSNAVCENT and Task Force OPTASK COMMS. Annex K of reference (c) provides an approved frequency pool for use while in Bahrain.

a. Secure voice common (Navy Red)

b. VHF CH-14. Guarded by NSA Surface Operations and Harbor Patrol.

c. VHF CH-74. Guarded by Bahrain Port Control.

d. SATCOM

601. Pier Security. For ships moored in the Mina Salman/KBSP port complex, positive two-way communications with pier sentries is required from all quarterdecks. Ship's communications officers should contact the Pier SOPA communications officer to coordinate the best method of communications. Pier security personnel are not allowed to use VHF channels 13, 14, 16, and 74. Essential Elements of Friendly Information (EEFI) procedures should be considered because these are port working channels monitored by civilian personnel.

602. High Frequency (HF)/Military Affiliate Radio System (MARS). MARS transmissions are not permitted while moored in the Mina Salman port complex or at anchor in Bahraini coastal waters due to the Radio Frequency (RF) interference experienced.

603. Emergency Telephone Numbers

Local Police/Fire/Medical:	999
NSA Surface Operations:	439-4228/3941-1235
NSA Security Dispatcher:	439-3283/4463
NAVCENT Battle Watch Captain:	439-4006/4841/4577
NSF Harbor Patrol Duty Chief:	3916-1227
NSF Tactical Operations: Command Center "SCRUFFY"	439-4980/3933-1734

Base numbers can be called from town or mobile by dialing "1785" and the last four digits of the number.

604. NSA Bahrain Telephone Numbers

Commanding Officer:	439-4220
Executive Officer:	439-4221 or 3930-2275

Command Duty Officer:	3940-3877
Admin Officer:	439-4209
Duty NAVPTO:	3946-8538
Duty PSD:	3962-2489
Medical:	439-4260
Operator:	439-4000

Base numbers can be called from town or mobile by dialing "1785" and the last four digits of the number.

605. DSN. Phone lines on the pier are tied directly to the base. Base phone numbers are seven digits beginning with 439. Stateside DSN numbers need the area code "312". Dial "99" to access an outside line.

606. Mobile Phones/Beepers. Mobile phones are available from the husbanding agent for a daily charge. Ships moored at anchor are required to rent a mobile phone from the husbanding agent for the Officer of the Deck. This allows NSA Surface Operations to notify the ship of changes in threat conditions or coordinate delivery of services.