

UKMTO

Weekly Report

16 - 22 Jun 2019

IN THIS ISSUE

## Command Overview

1. UKMTO has issued no Advisories and no Warnings this week.
2. The Oil Companies International Marine Forum (OCIMF) has released risk mitigation guidance and recommendations following the incidents in the Gulf of Oman on 13 June 19 (see pages 4-6). The document can also be viewed at [www.ocimf.org/news/press-releases.aspx](http://www.ocimf.org/news/press-releases.aspx). For further information contact Russell Pegg +44 (0)207 654 1202 email: [Russell.pegg@ocimf.org](mailto:Russell.pegg@ocimf.org).
3. In a combined rescue operation involving CMF, UKMTO and regional Maritime Rescue Coordination Centres, 8 crew members were rescued from a sinking vessel in the Eastern Gulf of Aden. The rescue was assisted by a passing commercial ship NYK EAGLE which picked up 6 of the crew and took them to Djibouti, 2 others were airlifted to a Japanese warship.
4. Open Source Media Articles of interest. UKMTO is not responsible for the accuracy of this reporting.
  - a. 21 Jun 19 - Iran crisis puts maritime sector under pressure (Financial Mirror): <http://bit.ly/2ZNHkHh>
  - b. 20 Jun 19 - Gulf of Oman attacks: how merchant ships can keep safe in dangerous waters (Global Village Space): <http://bit.ly/2ZIALd3>
  - c. 20 Jun 19 - Kenya elected to chair Contact Group on Piracy off the Coast of Somalia (The Star): <http://bit.ly/2N0khXY>
  - d. 17 Jun 19 - The case for Maritime Security in an era of great power competition (CIMSEC): <http://bit.ly/2XkHpEu>
  - e. 17 Jun 19 - Pompeo: U.S. will 'guarantee freedom of navigation' in Strait of Hormuz (UPI): <http://bit.ly/2MTGXcv>
  - f. 17 Jun 19 - Seafarers in harm's way (Seatrade Maritime News): <http://bit.ly/2KRBBfc>



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**ATTACKED, BOARDED OR HI-JACKED**

- (1) **Attacked**  
No incidents to report.
- (2) **Boarded**  
No incidents to report.
- (3) **Hijacked**  
No incidents to report.

**SHIPS BRIEFED**

Date	Location	Vessel
17/06/2019	JEBEL ALI	SOVEREIGN
17/06/2019	JEBEL ALI	LYSIAS
18/06/2019	JEBEL ALI	TRES FELICES
18/06/2019	JEBEL ALI	SHANDONG HAI SHENG
19/06/2019	JEBEL ALI	HEINO
19/06/2019	JEBEL ALI	AN DING HAI

**VESSELS & PERSONS UNDER PIRATE CONTROL**

Details of Vessel	No. Vessels held	No. Souls held	Date Taken
Merchant Vessels	0		
Fishing Boats	0		
Dhows	0	4	26/03/15
Total	0	4	

**FUTURE EVENTS**

Date	Event	Location
19 - 20 Nov 2019	SHADE	Bahrain
28 Nov 2019	MIEVOM	Dubai

**LIAISON AND VISITS**

18 Jun 19 - Capt Michael Bacher USN, USNCAGS visited the Dubai office.  
 20 Jun 19 - OiC and ORM met with representatives from Chevron and Gray Page.  
 If anyone wishes to visit our Dubai office or to arrange a briefing from UKMTO please contact Lt Cdr Chris Long e-mail: [Dubai-oic@ukmto.org](mailto:Dubai-oic@ukmto.org)

**ADDITIONAL SOURCES OF INFORMATION**

- [www.ukmto.org](http://www.ukmto.org)
- [MSCHOA](#)
- [Combined Maritime Forces \(CMF\)](#)
- [Middle East Navigation Aids Service \(MENAS\)](#)
- [United Kingdom Hydrographic Office](#)
- [IMB Live Piracy Reports](#)
- [www.marad.dot.gov/MSCI](http://www.marad.dot.gov/MSCI)
- [NATO Maritime Command \(MARCOM\)](#)
- [www.maritimeqlobalsecurity.org](http://www.maritimeqlobalsecurity.org)



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**WARNINGS**

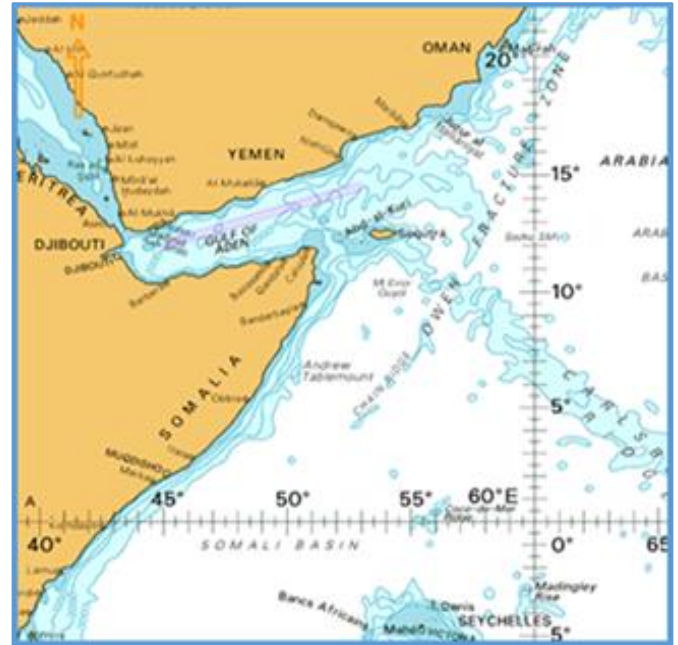
No Warnings issued.

**ADVISORIES**

No Advisories issued.

**NOTES**

For further information or queries regarding any UKMTO Warnings, Advisories or Notices ring: 0044 2392 222060. THESE ADVISORIES are not classified as a Maritime Security Events and have not been verified by UKMTO. This information is provided to inform maritime situational awareness for mariners operating in the region. UKMTO is not responsible for the accuracy of this reporting.



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**16 June 2019**

**OCIMF update following attacks on shipping in Gulf of Oman on 13 June 2019**

This report contains more detail on Risk Mitigation measures and follows the report of 13<sup>th</sup> June.

**What we know**

Two tankers, in close proximity, suffered explosions whilst underway by what was reported to be magnetic limpet mines.

The explosions were at or above the waterline and suggests they were attached from undetected small boats possibly acting under the cover of darkness.

Neither vessel was flagged to a nation related to the Saudi-led Coalition.

The attack appears to have been well-planned and coordinated.

We understand additional military assets are actively deployed in the Gulf of Oman for surveillance, monitoring and response. Merchant Vessels can expect to be hailed by coalition navies.

**What we are doing**

OCIMF is in close contact with Flag States, Regional Stakeholders, UKMTO, Combined Maritime Forces and other industry associations.

**Risk Mitigation Measures**

OCIMF recommends companies review *BMP5* and consider sending the following guidance to vessels:

Undertake a new ship-and voyage-specific threat risk assessment before entering any region where there has been an incident, or the threat has changed.

Where transit includes passage through a confined straight, if navigationally safe to do so, consider unmanned machinery spaces (UMS) for the duration.

After the risk assessment, review the Ship's Security Plan.

Review section 2 of *BMP5*, which outlines threats.

**Mitigation Measures may include**

In addition to maintaining a full and vigilant bridge watch for safe navigation:

Place additional lookouts to the navigation team and bridge wings with a specific remit to maintain visual watch for small craft approaching.

Ensuring the lookouts are briefed on maintaining a clear watch astern and over the side.



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Maintain use of night vision binoculars and consider carrying more onboard.

Maintain a strict communications watch and establish communication with all vessels coming close and strictly observe any promulgated exclusion zones or guidance issued by coastal states.

Ensuring ISPS control levels are strictly in place.

Consideration of extra unarmed lookout to be carried in addition to any contracted security for HRA transits.

If during transit, a threat from mines is announced, move all crew to above the waterline.

Rig outboard lighting where possible provided they do not interfere with keeping a safe lookout, particularly over the stern and rig/use searchlights if available.

Report any suspicious activity immediately to both the port and UKMTO **+442392222060**.

Monitor relevant VHF and other communication channels.

Check all fire-fighting equipment is available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken.

Keep the Automatic Information System (AIS) on. There is no need to complete the field stating the last or next port of call.

**Visual check of the hull, at sea or at anchor:**

Undertake a visual over side search from the deck, all around the vessel, to check for anything attached to the hull of the vessel.

Particular attention should be paid to the hull at or near the waterline.

If a vessel detects anything unusual attached to the hull, then it should contact the UKMTO and Flag State immediately. All crew should be evacuated from the immediate area and mustered in a safe place.

Crew conducting visual checks should wear appropriate PPE, protective head gear, safety harness and life jackets at all times.

Vessel should follow the advice of the military authorities.

**Additional measures Operators may wish to take if alerted to suspicious activity whilst at anchor include:**

Rotate the propeller continuously or at short, irregular intervals.

Operate bow and stern thrusters at zero (0) thrust.





Turn the rudder frequently.

Switch the echo sounder to transmit counter/combat swimmer/diver threat.

More Information:

Download BMP5: [Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea.](#)

OCIMF's Ship Security: [Hull Vulnerability Study is also a useful reference.](#)

NATO ATP2: [NCAGS Guide to Owners, Operators, Masters and Officers Edition A Version 1 Annex D to Chp 4](#)

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