



## **SECURITY RELATED INFORMATION TO MARINERS**

**Q6099/2019/003**

### **PUBLICATION OF UPDATED ADVICE AND GUIDANCE BY INTERTANKO / OCIMF TO**

### **MARINERS AFTER RECENT ATTACKS IN THE GULF OF OMAN DATED 13 JUNE 2019.**

### **ALSO SEE UKHO MARITIME SECURITY CHART Q6099 - EDITION 7 – RED SEA, GULF OF ADEN AND ARABIAN SEA.**

Two tanker incidents in International waters in the Gulf of Oman on Thursday 13 June have been widely reported. While damage has been sustained, INTERTANKO and OCIMF are relieved that no seafarers were injured.

#### **What we know**

Two tankers, in close proximity, suffered explosions whilst underway.

The explosions were at or above the waterline.

The attack method is unknown but bears similarities to the attacks on 12 May off Fujairah.

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 military assets are at the scene and actively deployed in the Gulf of Oman for surveillance, monitoring and response.

#### **What we are doing**

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

#### **Risk mitigation measures**

INTERTANKO and OCIMF recommend that 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.
- After the risk assessment, review the Ship's Security Plan.
- Review section 2 of *BMP5*, which outlines threats.
- Maintain a full and vigilant bridge watch.
- Maintain a strict communications watch and establish communication with all vessels coming close.
- Ensure strict boarding controls are in place.
- Only lower accommodation gangways or ladders when necessary.



## UK Hydrographic Office

- 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:

- Undertake a visual 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 the waterline.
- Conduct regular rounds of the upper deck.
- 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.
- Vessel should follow the advice of the military authorities.
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### 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.

See NATO ATP2 doctrine for more details.

### 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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